

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



804

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Lykes Bros. Steamship Co. Historic District

other names/site number _____

2. Location

street & number 1770, 1744-46 Tchoupitoulas St.

NA	not for publication
NA	vicinity

city or town New Orleans

state Louisiana code LA county Orleans Parish code 071 zip code 70130

3. State/Federal Agency Certification

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

I hereby certify that this 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 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 ___ local

Pam Breaux
Signature of certifying official Pam Breaux

9-28-2011
Date

State Historic Preservation Officer
Title

Louisiana Department of Culture, Recreation and Tourism
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]
Signature of the Keeper

11/14/2011
Date of Action

Lykes Bros. Steamship Co. Historic District
Name of Property

New Orleans, Orleans Parish,
LA
County and State

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	
3		buildings
		district
		site
		structure
		object
3	0	Total

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

NA

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

COMMERCE/TRADE: Business: office building
COMMERCE/TRADE: warehouse

Current Functions
(Enter categories from instructions)

Vacant/not in use

7. Description

Architectural Classification
(Enter categories from instructions)

Moderne (main office bldg)

Materials
(Enter categories from instructions)

foundation: concrete
walls: Brick; metal
roof: Other: tar and gravel; metal
other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Lykes Bros. Steamship Co. Historic District consists of three masonry buildings occupying a large irregularly-shaped city block adjacent to the Mississippi River in a part of New Orleans (Orleans Parish) known as the Lower Garden District. (The Lower Garden District is upriver of the city's Central Business District.) The outer building elevations are generally flush with the edges of the block. There is also an irregularly-shaped internal access court (see sketch map attached). The complex presents a public façade in the form of the Modernistic main elevation of the 1949/c.1955 three story Lykes Steamship Co. Office Building, which has a broad frontage on Tchoupitoulas Street. Tchoupitoulas follows the great upriver arc of the Mississippi, and in many places, such as the Lower Garden District, has a largely industrial character. The other two buildings in the district are the steamship company's warehouse and a building used by the New Orleans Stevedore Company, a subsidiary of Lykes, as a warehouse. Both have a utilitarian appearance. With the exception of the loss of the rear portion of the Stevedore Company Building (see below), the three buildings look much as they did during the historic period for this nomination (1949-1961).

Narrative DescriptionGeneral Background:

Although the Lykes buildings are located within the boundaries of the Lower Garden District (National Register), the National Park Service (NPS) has found that they are not contributing elements to the district, for they are outside the period of significance and do not relate to the district's significance (architecture) as documented in the existing nomination. Thus, NPS has officially recommended that the owner seek an independent Register listing based upon the property's significance relating to the maritime history of the Port of New Orleans. National Register listing is being pursued because the property is slated for rehabilitation through the federal and state historic preservation tax credit programs.

Site History:

Records indicate that for more than a century and a half the site has housed New Orleans port-related activities. The Orleans Cotton Press Company purchased the block in 1857. Essentially the cotton pressing operation consisted of compressing cotton bales from plantations to about a third of their size for shipment, from the port, on ocean-going vessels to textile mills in mainly the northeastern states and Europe. The 1883 Robinson Atlas lists the property as Summers Tobacco Warehouse. The 1885 Sanborn Map also lists the property as a tobacco warehouse. The 1895 Sanborn Map labels the block "Centennial Cotton Press," as does the 1909 map.

All indications are that the Centennial Press operation must have replaced the old tobacco warehouses or, at the very least, drastically remodeled them. The pressing facility is shown on Sanborn maps as a more-or-less continuous ring of single story buildings that hug the edges of the block, around an internal service courtyard.

In 1947, Lykes Bros. Steamship Co., Inc. purchased the block. *Lykes Fleet Flashes*, the company's monthly organ, published a photograph of the new property in the February 1948 issue. The photo indicates that, at the time of acquisition, the buildings of the old Centennial Press complex still largely survived. Lykes soon began redeveloping most of the block, first (in 1948) creating a large new warehouse. Construction on the new company office building began in 1949. The office building connected to the warehouse via a party wall (see plan). The outer brick wall of the warehouse, facing Nuns Street, looks older than 1948. But it does not match anything shown in this location in the photograph published in February 1948. The most likely conclusion is that, in constructing the new warehouse, Lykes reused portions of the old press complex brick walls, performing considerable surgery in the process. The company retained the cotton press building running along Celeste Street.

Name of Property

Inventory:

1) Lykes Bros. Steamship Co. Office Building (1949, c.1955)

This imposing, symmetrical, almost block-long building was designed by Richard Lee Moroney of New Orleans. It was originally two stories (per the plans and an early photo). A matching third story was added sometime before 1958, per a photo of the building with three stories in the May 1958 issue of the *New Orleans Port Record*. The addition was done seamlessly, with no line in the exterior brickwork, and with the interior detailing consistent throughout. The addition continued the symmetrical, regular window bay articulation of the original building. Thus it supported the original building's architectural effect and stylistic statement, which was a conservative one.

The Lykes Office Building exemplifies the principle that while European Modernism triumphed on the national level in the post-WWII era, on the local level there was a sizable holdover of earlier styles – Art Moderne (for instance) and in this case, Modernistic (Art Deco). The latter would have seemed even more old-fashioned than Art Moderne by the standards of the mid 20th century. Finally, the building's axial plan is a throwback to the Beaux Arts.

The Lykes Building is a heavy masonry structure with a veneer of light creamy yellow brick, laid up in common bond, indicating that the veneer is two bricks thick. It has an internal frame support structure which permits office walls to be moved as renovation needs arise. The central entrance opens to a small, shallow vestibule with curved side walls, which in turn leads to a small main lobby. The only element of note in the lobby is a two-tone terrazzo floor featuring a framed central area inset with a blue lozenge inscribing the letter "L." Behind the lobby is a transverse corridor that accesses the first story offices. Further back is a separate elevator lobby which is set on axis with the main lobby. These first story corridors and the elevator lobby echo the terrazzo floor in the main lobby but without the lozenge and "L."

The upper stories have unadorned transverse corridors that follow the configuration of those on the first story (without terrazzo). Corridors are double-loaded, but with a difference. Each accesses a range of rooms, on either side, that is two rooms deep – allowing for outer and inner office configurations. It also provides for window-less interior offices, made acceptable by the fact that the building was air conditioned from the first. Corridors also access two staircases set symmetrically in plan, half way between the main lobby, on each side, and the building's end wall.

On the exterior the building is anchored by its great central entrance, which takes the form of a massive limestone pylon with a molding recess at the top. The pylon's upper portion features a lozenge with "L" in bas relief. The lower portion features the entrance doorway set in a series of recessed frames – rather like reeding. Over the transom is a brushed aluminum frieze with reeding and the building's address "1770." (The "1770 Entrance" sign in the transom is non-historic.) On the original building the first and second story windows are linked by brick recesses with vertical lines of headers. This feature does not extend to the third story – the only visual clue that the third story is not original. Staircase locations are marked on the exterior with narrow glass block windows. Windows (now boarded over) are one-over-one with steel sashes.

2) New Orleans Stevedore Company, Inc. Building (part of former cotton press, circa 1890; Tchoupitoulas Street façade, 1949):

Per the above, the Centennial Cotton Press Complex appears on the 1895 and the 1909 Sanborn maps. The remaining building appears in more-or-less its present configuration on the 1950 Sanborn map. The only difference is that since 1950 the rear portion (about 25% of its overall footprint) has been removed. Today only the Celeste Street wall remains at the rear, and that in a ripped-up, ruinous state.

The Stevedore Company building consists of three large rooms of unequal size set in a line parallel to Celeste Street. They are separated by brick fire-walls that pierce the pitched roofline. The main pitched roofline is complemented by a continuous lean-to roof that slopes toward the interior of the block. The common bond brick building is pierced by openings of various sizes and vintages. On the interior the pitched roofs are supported by heavy timber trusses with iron bands and bolts. Interestingly, the trusses are supported by an independent system of heavy wood posts, not the brick walls.

The building's side elevation (facing into the block's internal access court), which was probably originally open, has been fitted with corrugated metal. In addition, when Lykes Lines undertook the previously noted redevelopment of the property, the company fitted the Tchoupitoulas (front) elevation with a new stepped gable parapet façade laid up in light creamy yellow brick to match the neighboring Lykes Office Building. It features a stepped parapet with coping.

(3) The Lykes Steamship Company Warehouse (1948):

The Lykes Warehouse was erected by Geo. J. Glover Company, contractor. It is a vast unadorned single story building with a roughly parallelogram shape (see map) and a flat roof. Its long rear wall follows the alley at the rear of the block and the Mississippi River flood wall. Roughly two-thirds of the warehouse's exterior walls are of brick laid up in common bond with something of an antique look (see above). These comprise the rear elevation (along the flood wall), the Nuns Street elevation, and about half the north elevation. The remaining exterior walls are of corrugated metal with large, more-or-less evenly spaced garage door openings. The interior is largely open and features numerous round metal support columns set in a hypostyle configuration.

Assessment of Integrity:

Aside from the loss of the rear portion of the New Orleans Stevedore Company building, the complex has seen virtually no changes since the historic period. There can be no doubt that a Lykes employee from the facility's heyday of operation would easily recognize the place today.

Name of Property

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.
- N/A Criteria Considerations not applicable

Areas of Significance

(Enter categories from instructions)

commerce

Period of Significance

1948-1961

Significant Dates

1948 (warehouse construction); 1949 (main bldg construction and Stevedore Company facade); c.1955 (addition of 3rd story to main bldg)

Significant Person

(Complete only if Criterion B is marked above)

NA

Cultural Affiliation

NA

Architect/Builder

Richard Lee Maroney, architect, office building
Glover and Co., contractors, warehouse

Period of Significance (justification) See below.

Criteria Consideratons (explanation, if necessary) NA

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Lykes Bros. Steamship Co. Historic District is locally significant in the area of commerce (Criterion A). Its three buildings represent the heart of the Lykes commercial operation in the Port of New Orleans in the mid-twentieth century – a period that saw the port restored to the national preeminence it had in the early nineteenth century. And the Lykes Co. was a major player in the port's mid-twentieth century resurgence. The period of significance begins in 1948, when Lykes built its first building on the property, and ends in 1961, following the National Register's 50 year cutoff. The port's preeminence, and Lykes' role in it, continued for several years after 1961.

Narrative Statement of Significance (provide at least one paragraph for each area of significance)The Port of New Orleans:

Over the years the City of New Orleans has evoked numerous associations in the popular mind – a certain lifestyle, a rich culture, jazz, even legends of voodoo, to name a few. But with all that, the city's primary historic role has always been as a national port. In this it was blessed with an ideal location at the culmination of the vast Mississippi River system, which drains a continental region from western Pennsylvania, to Illinois, to Montana. In the early years of the American Republic, New Orleans grew to prosper as the nation's second busiest port (after New York). In 1855, the *London Times* noted the commercial significance of the port's location, and also its rather unhealthy environs, declaring that New Orleans was "a wild and pestiferous swamp that only the madness of commercial lust could have tempted men to occupy."

Yet even as the *Times* editor penned these words, the port's commercial prospects were changing, indeed, declining. Historians note that the easy wealth and trade brought by the city's natural location led to a kind of economic complacency. City fathers were largely untroubled by the coming of internal canals, (the so-called "canal craze,") and later the rise of a nationwide rail system. The latter would pose a particularly strong commercial challenge.

As the nineteenth century progressed, Midwestern products such as pork and flour increasingly traveled east by rail. Indeed, by the 1860s New Orleans' trade territory had dwindled from the vast mid-continent to the plantation South. And its decline continued as the commercial pull of the industrial Northeast strengthened. Two statistical comparisons illustrate the point: 1) In the later 1850s New Orleans still handled an impressive 28% of all American exports. New York's share was 31%. But by 1898 New York's share had risen to 43% (almost half), while New Orleans' share had declined to only 8%. 2) At the close of the antebellum period New Orleans ranked sixth in population among American cities. By 1900 its place had slipped to fifteenth.

As historian Arthur Carpenter notes in his dissertation on the Port of New Orleans, the City of New Orleans in the early twentieth century "looked back wistfully to its best days, to its antebellum prosperity when Midwestern and Southern commodities flowed down the Mississippi River to its wharves, giving it an almost effortless wealth." The period from roughly 1890 through the post-WWII years would see various efforts to revive the port and re-establish New Orleans as an economic entity of the first rank. Many were coordinated across different entities. Not all met with success.

Various public and private entities were active in port revitalization during these years. Some were purpose-created; others were of some long standing. Carpenter has grouped them under the general heading "trade expansionists." At the center of port activity was the Board of Commissioners of the Port of New Orleans (founded 1896), a state agency popularly termed the "Dock Board." 1889 saw the founding of the Board of Trade, a private group that sponsored foreign trade promotion. In 1913 the Board adopted the name "Association of Commerce." In 1919 this "Association" established a Foreign Trade Bureau. The Illinois Central Railroad sponsored and promoted a north-south internal route of commerce with Chicago at its head and New Orleans as its sea-going port. The International House, founded in 1945, coordinated public and private efforts at boosting foreign trade. This was joined in 1948 by the International Trade Mart, which provided a setting for commercial exhibits and a place where international buyers and sellers could meet. Then there was Boston-based United Fruit Company which established extensive New Orleans operations – especially as a receiving point for produce from its vast Latin American fruit plantation holdings. Finally, there was the reform administration of Mayor deLesseps S. Morrison (beginning in 1946) which created a municipal Department of International Relations. Morrison himself became a leading international trade spokesman and sometime trade broker.

Throughout this period of development, trade expansionists gravitated towards four broad and general goals. One was well established shipping companies based in New Orleans. Another was the development of a local manufacturing base so that, for instance, South American coffee beans were not merely received in the Port of New Orleans, but roasted and processed there as well. There were also moves to exploit opportunities offered by the new Panama Canal which opened in 1914. Finally, there was the over-arching objective of cultivating South and Central America as primary trading partners. This was embodied in the much ballyhooed post-WWII slogan, "New Orleans, Gateway to the Americas."

Ultimately the promotional, diplomatic, economic and organizational efforts of these diverse parties bore considerable fruit, at least for a time. Carpenter notes: "The city's trade expansionists must have enjoyed the first postwar [WWII] decade Whether leading trade missions, fighting for airline routes, generating publicity, or sponsoring conferences, they labored hard and seemed to be everywhere." The Port of New Orleans' resurgence was well noted in the national press. One article may stand for many. In June, 1947, *Business Week* hailed New Orleans as the "Port of Envy"—a city that had "made its port operations big enough to rank second to New York in dollar volume of port business." The article also noted that, according to the U. S. Department of Commerce, New Orleans had shown the greatest increase in commercial activity in the first two months of 1947, greater than "any other U. S. port or customs district." In 1951, the Lykes Co. publication *Fleet Flashes* underscored New Orleans' status, noting that the port "ranks second in the nation in dollar value of foreign commerce." *Fleet Flashes* lauded the port's twelve miles of wharves and deep water terminals where "as many as 100 ships can load and unload their varied cargoes."

Fleet Flashes noted that during the 1948 - 1949 sailing season, New Orleans and New York were the only U. S. ports whose trade volume crested over the billion dollar level, a huge sum at the time. Banana imports bear out a compelling comparison. Between 1956 and 1960 New Orleans and New York were almost neck and neck in terms of their percentage of overall U. S. banana imports. During these years the two cities together controlled roughly 60% of the nation's banana import trade. Carpenter concludes that the port's success was amply demonstrated in two ways, "by the increased trade through the port and the antagonism displayed by competing ports." In 1961 the "Gateway to the Americas" slogan seemed to be vindicated when President John F. Kennedy appointed Mayor Morrison U. S. Ambassador to the Organization of American States. Yet the period 1945 through the early 1960s would turn out to be the golden afternoon for the Port of New Orleans' preeminence.

Thereafter decline set in. One factor was growing Latin American nationalism which worked against the profitable relationship New Orleans businesses had forged with the elite moneyed classes of Central and South America. Another was conflict and disunity among the various local entities ostensibly working for the port's continued expansion. There was also a significant loss of capital as conglomerates purchased two local "Gateway to the Americas" stalwarts, Standard Fruit and Mississippi Shipping. The latter was a particular blow as locally owned and operated shipping lines had been a major goal of the trade expansionists. Another major factor was well-funded and carefully targeted commercial competition from the Port of Miami. Indeed, by about 1970 Miami had virtually wrested "Gateway to the Americas" status from the Crescent City.

Lykes Bros. Steamship Co.:

Lykes Bros. Steamship Co. had a much broader scope than "Gateway to the Americas." From its headquarters in New Orleans, Lykes Bros. operated six shipping routes worldwide: the U. K. (United Kingdom) Line, Continent (Europe) Line, Mediterranean Line, Africa Line, Orient Line, and Caribbean Line. With "54 Modern Cargo Liners," Lykes ships left the company's Gulf Coast ports to ply the waters of the world, calling at 156 ports (the latter figure from a Dock Board article on the company in May 1958). The year construction began on the company's new Tchoupitoulas Street office (1949), Lykes Lines transported 3,450,799 tons of cargo, representing 175 major classifications of commodities.

Lykes Lines began rather modestly in Tampa, Florida in the first decade of the twentieth century, shipping cattle to Cuba. The company set up a New Orleans operation in 1919. By 1922, the New Orleans business had grown enough to justify establishing a new Louisiana corporation formed under the name Lykes Bros. Steamship Co., operated and managed from the Crescent City. According to the company's official history, New Orleans became the location "where principal operating headquarters were established." Thus it exemplified the port expansionists' major goal of locally owned and operated shipping companies.

The Lykes company was conspicuous in the Port of New Orleans for the sheer level of port activity it generated. A sampling of period Dock Board reports underscores the point. For instance, in September and October of 1949, Lykes had 21 sailings from the port, the largest of any company. The next largest was United Fruit with 19. Alcoa was third with 18 sailings. The remaining recorded sailings were divided among a group of smaller operators. Between September 15

and October 31, 1953 Lykes registered 34 sailings, again the highest number. United Fruit was second with 20; Alcoa was third with 13. From August 15 through September 30, 1958, Lykes was again first with 21 sailings; Strachan Shipping was second with 13; and Alcoa was third with 12.

Underscoring the huge presence of Lykes Bros. Shipping in the Port of New Orleans is an article on the company appearing in the May 1958 issue of the *Dock Board Report*. The article begins with an anecdotal story which reads: "They tell the story of a construction worker on the Mississippi River Bridge in New Orleans, who said to the fellow next to him, 'There goes that ship again, it just keeps running up and down the river. There, see it, that one down there with the blue diamond and the 'L' on the stack.' The fellow to whom he made the remark worked on the New Orleans docks and could tell him, 'Man, that's not the same ship you keep seeing. That's a Lykes Lines ship; they got 54 of 'em!' But the fellow who thought it was the same ship was right about one thing – there's a vessel of Lykes Bros. Steamship Co. Inc. coming in or going out of the Port of New Orleans just about always."

The fact that this story appeared in the official Dock Board report, and not in a Lykes promotional piece, is highly significant. Indeed, Lykes was a mighty presence in the port. Again, according to the Dock Board, "Lykes has become the largest American Flag fleet sailing between U. S. Gulf ports and the world."

Buildings Associated with Lykes Brothers Steamship Company in New Orleans:

The nominated Lykes office building, according to *Lykes Fleet Flashes*, was built "to place its [Lykes'] operating divisions into more efficient contact with the physical operations [the Celeste Street Wharf, where Lykes ships docked]." The May 1950 issue of *Fleet Flashes* described the new facilities as a "two-story, block-long office building, warehouses, stevedoring facilities and storage space for ships gear."

Prior to the opening of the new Tchoupitoulas St. building in early 1950, the company's offices were located in the Whitney Bank Building, a high-rise office tower in the New Orleans Central Business District. The new building (per *Lykes Fleet Flashes*, May 1950) housed the following divisions: Marine, Maintenance and Repair, Insurance and Claims, Purchasing and Supply, Accounting, Personnel, Operations and Treasury. Remaining in the Whitney Building were executive offices, the traffic division, public relations and advertising, and the customs department. Within a few years after opening (before May 1958), the nominated building received a third story, as noted earlier, clearly indicating considerable growth in company operations in New Orleans.

Of the two properties associated with Lykes Brothers Steamship Company in New Orleans, there is no question that the nominated district has the more compelling association. The Whitney Building was a high-rise office tower with numerous tenants. It did not have a specific association with any of them, with tenants coming and going over the years. By contrast, the buildings in the nominated historic district were used solely and specifically by the Lykes Bros. Steamship Co. during the heyday of the Port of New Orleans' mid-twentieth century resurgence. Located on the Mississippi River adjacent to where Lykes ships docked, and with an office building emblazoned with the Lykes Line logo, the nominated district is a quite compelling reminder of an important player in the Port of New Orleans' mid-twentieth century resurgence.

Developmental history/additional historic context information (if appropriate)

See above.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form)

Building plans for Lykes Bros. Steamship Co. Office Building, Richard Lee Maroney, Architect, April 14, 1949. (Available on microfilm at the New Orleans Public Library)

Carpenter, Arthur Eldred. "Gateway to the Americas: New Orleans' Quest for Latin American Trade, 1900-1970." PhD dissertation, Tulane University, 1987.

"Complete Lykes Lines Building in New Orleans." *Lykes Fleet Flashes*. May 1950.

Name of Property

LA
County and State

"Lykes Bros. . . . A Century of Seafaring Tradition." *New Orleans Port Record*. May 1958.

"Lykes Bros. Steamship Co., Inc.: More Than a Century of Ocean Shipping." *Lykes Fleet Flashes*. October 1950.

"New Orleans: Port of Envy." *Business Week*. June 28, 1947.

"New Warehouse Purchased by Lykes Lines." *Lykes Fleet Flashes*. February 1948.

Organization Chart, Lykes Bros. Steamship Co., Inc., and Subsidiary Companies. *Lykes Fleet Flashes*. October 1950.

Sanborn Fire Insurance Company Maps, New Orleans, 1885, 1895, 1909, 1950.

Schedule of Sailings From the Port of New Orleans, *New Orleans Port Record*. September 1949, September 1953, August 1958.

"Ship via New Orleans and Save." Louisiana Board of Commissioners of the Port of New Orleans. July 15, 1956.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 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
- Not applicable – no previous documentation on file

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository:

Historic Resources Survey Number (if assigned):

NA

10. Geographical Data

Acreage of Property Approx. 3 1/2 acres
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>15</u>	<u>783180</u>	<u>3314360</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)

See attached sketch map.

Boundary Justification (explain why the boundaries were selected)

Boundaries follow property lines of the city block historically associated with Lykes Bros. Steamship Co.

11. Form Prepared By

name/title Jonathan Fricker

organization Fricker Historic Preservation Services, LLC

date May 2011

street & number 6016 North Shore Dr.

telephone 225-246-7901

city or town Baton Rouge

state LA

zip code 70817

e-mail jonathanfricker@gmail.com

Property Ownership (Required by Louisiana National Register Review Committee)

name/title Victor Smeltz

organization Renaissance Neighborhood Development Corporation

street & number 4162 Canal St.

telephone 504-708-4370

city or town New Orleans

state LA

zip code 70119

e-mail _____

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:**

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Lykes Bros. Steamship Co. Historic District

City or Vicinity: New Orleans

County: Orleans

State: LA

Photographer: Donna Fricker (photos 1-16)
Landon Anderson (photo 17)

Date Photographed: May 2011 (photos 1-16); August 2010 (photo 17)

Total of 17 photographs.

Name of Property

Photo 1

Main façade, office building, camera facing northeast

Photo 2

Façade detail, office building, camera facing southeast

Photo 3

Main façade, stevedore warehouse and office building, camera facing south/southeast

Photo 4

Main façade, stevedore warehouse, camera facing southeast

Photo 5

View down Celeste Street toward Mississippi River; Lykes is the building on the right in the photo; camera facing east

Photo 6

Rear of buildings as seen from Mississippi River floodwall, camera facing west

Photo 7

1948 Warehouse rear wall, Lykes is on the left, flood wall is on the right; camera facing northeast

Photo 8

Side of 1948 warehouse and office building, camera facing west/northwest

Photo 9

Rear of office building, photo taken inside the access court; camera facing southwest

Photo 10

Office building, vestibule detail

Photo 11

Office building, lobby

Photo 12

Office building, lobby floor detail

Photo 13

Office building, typical interior view

Photo 14

Office building, typical interior view

Photo 15

Stevedore warehouse typical interior view

Photo 16

Stevedore warehouse typical interior view

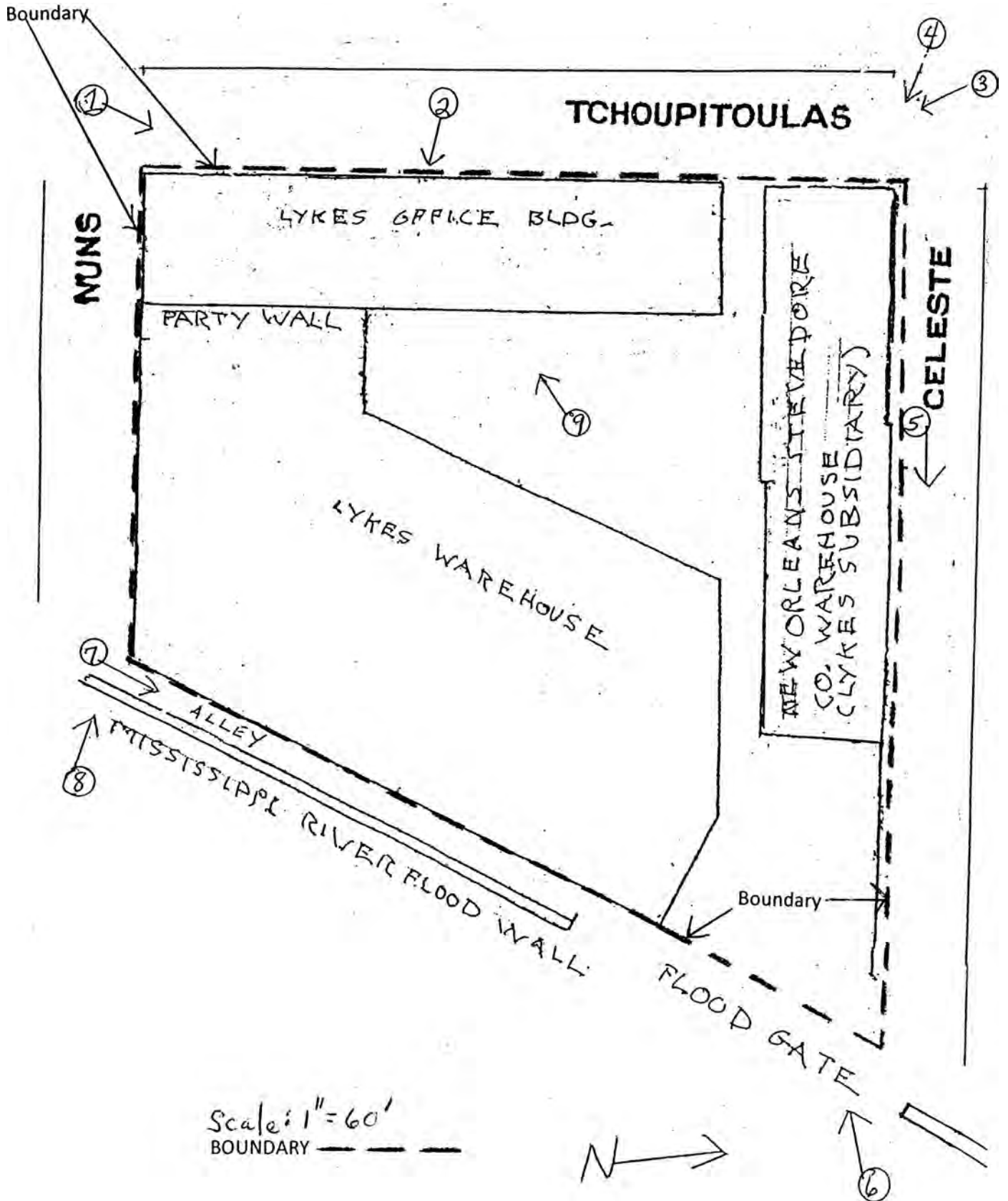
Photo 17

Warehouse typical interior view

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.

Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Lykes Brothers Steamship Company Historic District

MULTIPLE NAME:

STATE & COUNTY: LOUISIANA, Orleans

DATE RECEIVED: 9/30/11 DATE OF PENDING LIST: 10/26/11
DATE OF 16TH DAY: 11/10/11 DATE OF 45TH DAY: 11/15/11
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000804

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 11/14/2011 DATE

ABSTRACT/SUMMARY COMMENTS:

Approved Part 1 - located in Lower Garden District but was determined n/c. Individual significance established related to Role in Maritime Commerce.

RECOM./CRITERIA Accept A

REVIEWER J. Hubbert DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N see attached

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



YOU G

TRUCK
ROUTE
→

FOR LEASE
594-1111

Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA

Photo 1 of 17

Lykes office Bldg shown



Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA

Photo 2 of 17

Lykes office Bldg detail



Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA
Photo 3 of 17
New Orleans Stevedore Co. Warehouse in foreground



STREET NAME

TRANSWORLD
POP SERVICES, INC.

Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA
Photo 4 of 17
New Orleans Stevedore Co. warehouse



Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA

Photo 5 of 17

Looking down Celeste St. to Mississippi River



Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA

Photo 6 of 17

Lykes buildings as seen from Mississippi River
seawall



Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA
Photo 7 of 17
Rear of warehouse
↓
1948



Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA

Photo 8 of 17

side of warehouse + office bldg
1948



Lykes Bros, Steamship Co. Historic District
New Orleans, Orleans Parish, LA
Photo 9 of 17
office bldg near



Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA
Photo 10 of 17
Vestibule detail (office bldg)



Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA

Photo 11 of 17

Lykes Office Bldg lobby



Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA
Photo 12 of 17
Lykes Office Bldg ~~sample~~ lobby floor detail



Lykes Bros, Steamship Co. Historic District
New Orleans, Orleans Parish, LA
Photo 13 of 17
Lykes office Bldg - sample interior



Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA
Photo 14 of 17
Lykes Office Bldg - sample interior



Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA
Photo 15 of 17
New Orleans Stevedore Co. Warehouse interior



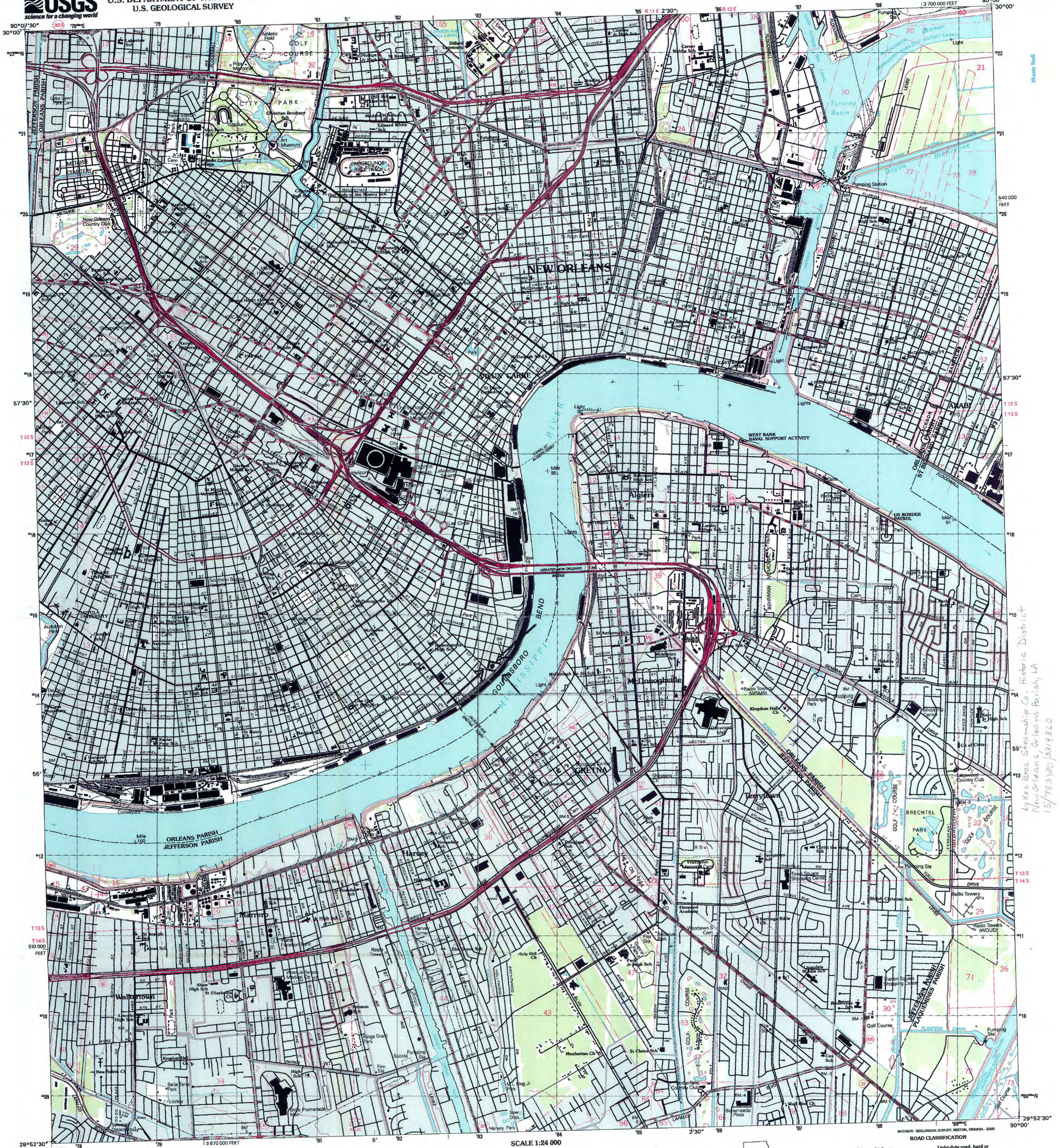
Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA

Photo 16 of 17

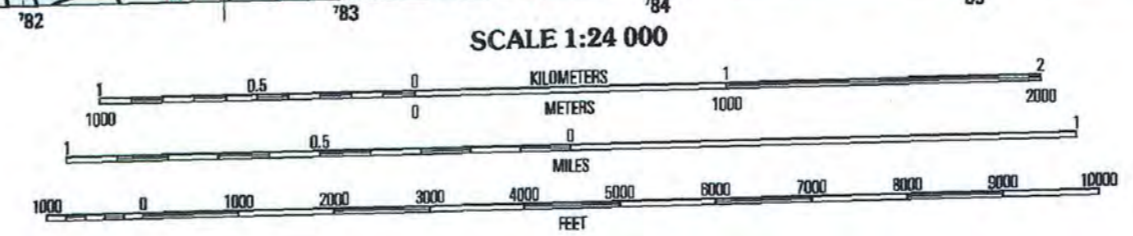
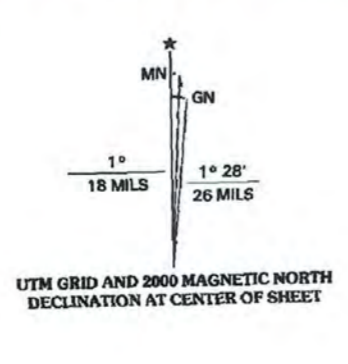
New Orleans Stevedore Co. Warehouse interior



Lykes Bros. Steamship Co. Historic District
New Orleans, Orleans Parish, LA
Photo 17 of 17
warehouse interior (warehouse) 1948



Produced by the United States Geological Survey
 Topography compiled 1989. Planimetry derived from imagery taken 1998 and other sources. Public Land Survey System and survey control current as of 1991.
 North American Datum of 1983 (NAD 83). Projection and 1000-meter grid: Universal Transverse Mercator, zone 15 10 000-foot ticks: Louisiana Coordinate System of 1983 (south zone)
 North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the abut between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software.
 This quadrangle covers a subsidence area.
 City of New Orleans and Orleans Parish are coextensive.
 Landmark buildings verified 1991.



CONTOUR INTERVAL 5 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929
 TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
 FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
 AND LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT, BATON ROUGE, LOUISIANA 70804
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION

Primary highway hard surface	Light-duty road, hard or improved surface
Secondary highway hard surface	Unimproved road
Interstate Route	U.S. Route
	State Route

1	2	3
4	5	6
7	8	9

1 Indian Beach
 2 Spanish Fort
 3 Little Woods
 4 New Orleans West
 5 Chalmette
 6 Lake Cataouatche East
 7 Bertrandoille
 8 Belle Chasse

NEW ORLEANS EAST, LA
 1998
 NIMA 7943 I NE-SERIES V885

*Lykes Bros. Steamship Co. Historic District
 New Orleans, Orleans Parish, LA
 15783180, 3314360*



2013



JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF HISTORIC PRESERVATION

PAM BREAU
ASSISTANT SECRETARY

September 27, 2011

National Park Service 2280, 8th Floor
National Register of Historic Places
1201 "I" Street, NW
Washington, DC 20005

RE: Lykes Bros. Steamship Co. Historic District, Orleans Parish, LA

To Whom It May Concern:

Enclosed please find a nomination form with supporting materials for the above referenced property. Should you have any questions, please contact me at 225-219-4595.

Sincerely,

Patricia Duncan
Architectural Historian
National Register Coordinator

PD/pld
Enclosures