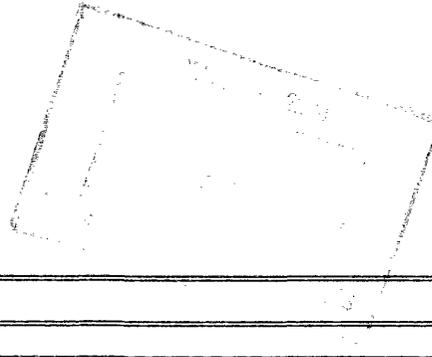


United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**



1. Name of Property

historic name Chickasaw Shipyard Village Historic District
other names/site number N/A

2. Location

street & number Bounded by Jefferson Street to the North; Jackson Street to the West; Yeend Avenue to the South; and Chickasaw Creek to the East not for publication N/A
city or town Chickasaw vicinity N/A
state Alabama code AL county Mobile code 097 zip code 36611

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 nationally statewide locally. (See continuation sheet for additional comments.)

[Signature]
Signature of certifying official/Title

July 19, 2004
Date

Alabama Historical Commission (State Historic Preservation Office)
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register.
 - See continuation sheet.
- determined eligible for the National Register.
 - See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other (explain): _____

Edson Beall 9/3/03

Signature of Keeper

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	425	114 buildings
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	02	0 sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	00	0 structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	00	0 objects
	<input type="checkbox"/> object	427	114 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)

Cat: Domestic Sub: Single Dwelling
Domestic Multiple Dwelling
Recreation and Culture Outdoor Recreation
Education School
Industry Manufacturing Facility
Government City Hall
Commerce/Trade Restaurant
continuation sheet

Current Functions (Enter categories from instructions)

Cat: Domestic Sub: Single Dwelling
Domestic Multiple Dwelling
Recreation and Culture Outdoor Recreation
Education School
Industry Manufacturing Facility
Government City Hall
Commerce/Trade Restaurant
continuation sheet

7. Description

Architectural Classification (Enter categories from instructions)

Late 19th and 20th Century Revivals: Colonial, Tudor, and Spanish Revivals
Late 19th and 20th Century American Movements: Bungalow/Craftsman
continuation sheet

Materials (Enter categories from instructions)

foundation: Brick
 roof: Asphalt Shingles; Metal
 walls: Wood; Metal
 other: _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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.)

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

Areas of Significance (Enter categories from instructions)

<u>Community Planning and Development</u>	<u>Architecture</u>
<u>Industry</u>	_____
<u>Social History: Women</u>	_____
<u>Ethnic Heritage: African American Heritage</u>	_____

Period of Significance 1918 to 1952

Significant Dates 1918; 1919; 1922; 1938; 1941; 1945; and 1952

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder March, William H.

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary Location of Additional Data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Mobile Public Library; The University of Alabama, Special Collections Library; University of South Alabama, University Archives

10. Geographical Data

Acreage of Property 1,200

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
1 <u>16</u>	<u>396880</u>	<u>3404400</u>	4 <u>16</u>	<u>399720</u>	<u>3403120</u>
2 <u>16</u>	<u>397310</u>	<u>3405320</u>	5 <u>16</u>	<u>396820</u>	<u>3403100</u>
3 <u>16</u>	<u>398860</u>	<u>3405320</u>	6 <u>16</u>	<u>396410</u>	<u>3403600</u>
			7 <u>16</u>	<u>396400</u>	<u>3403920</u>

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Gene A. Ford; Christy Anderson

organization Office of Archeological Research; Alabama Historical Commission date 11/7/2003

street & number 13075 Moundville Archaeological Park; 468 S. Perry Street telephone 205.371.8713; 334.230.2691

city or town Moundville; Montgomery state AL zip code 35474; 36130-0900

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

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

name multiple

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

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II. Address Inventory

1st Street

201, 202, 205, 206, 207, 208, 209, 210, 211, 213, 214, 215, 217, and 218

302, 303, 304, 305, 307, 308, 309, 311, 312, 313, 314, 315, 316, 318, 321, 322, 323, 325, 326, 327, and 330

2nd Street

103, 204, 205, 206, 207, 208, 209, 210, 211, 212, 214, 215, 216, 217, 218, 219, 221, and 223

300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, and 325

3rd Street

201, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, and 223

300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 313, 314, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, and 327

4th Street

202, 203, 206, 207, 210, 211, 214, 215, 218, 219, 220, and 221

302, 303, 305, 308, 309, 312, 313, 316, 317, 319, 320, 321, 323, and 324

5th Street

100, 101, 102, and 103

204, 205, 206, 207, 210, 211, 214, 215, 218, 219, 222, and 223

302, 303, 307, 308, 309, 312, 315, 316, 319, 320, 323, 324, 325, and 326

6th Street

204, 205, 206, 207, 208, 211, 212, 215, 218, 219, 220, 221, 222, and 223

302, 303, 306, 307, 310, 311, 314, 315, 318, 319, 322, 323, 324, and 325

7th Street

204, 205, 206, 207 ½, 208, 210, 211, 212, 213, 218, 219, 220, and 223

304, 305, 308, 309, 312, 313, 316, 317, 320, 321, 323 ½, 324, 326, 327, and 330

Canal Street

1, 2, 3, 6, 9, 10, 13, 14, 15, and 16

Court Street

210, 215, 216, 217, 218, 219, 220, 221, 222, 223, and 225

302, 304, 306, 308, 310, 312, 314, 316, 318, and 320

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Section 2 Page 2 name of property Chickasaw Shipyard Village Historic District
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Grant Street

85, 87, 88, 89, 90, 91, 92, 93, 95, 96, 97, 98, and 99

100, 101, 102, 103, 104, 105, and 106

200, 202, 203, 204, 205, 209, 213, 217, and 221

300, 301, 302, 303, 305, 306, 309, 311, 312, 313, 314, 317, 321, 325, and 329

Gulf Street

2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23, 32, 34, 35, 36, 37, 38, and 39

40, 41, 43, 44, 47, 48, and 49

51, 52, 53, 54, 55, 56, 57, and 59

61, 62, 63, 64, 67, and 72

Hill Street

1, 2, 3, 5, 6, 7, and 8

Howell Street

345, 347, and 349

Lee Street

84, 85, 86, 89, 90, 92, 94, 95, 96, 97, 98, 99, 101, 103, 107, 108, and 111

203, 204, 206, 209, 210, 211, 213, 214, 215, 217, 218, and 222

301, 302, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, and 321

North Craft Highway

201, 220, and 224

Northwest Boulevard

301, 302, 305, 400, 401, and 402

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CONTINUATION SHEET

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Oak Street
2, 3, 8, and 9

Pine Street
1, 4, 5, 6, 7, 8, 9, and 10

Ryan Street
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 26, 28, 29, 30, 31, 32, 34, and 35

Shipyard Street
1

Southern Street
1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 13, 14, 15, 16, 16 ½, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, and 32

Southwest Boulevard
111, 201, 208, 300, 301, 304, 305, 400, 401, 404, 405, 500, 501, 505, 601, 604, 605, 606, and 701

Viaduct Way
2, 4, 6, 14, 16, and Shipyard Place

Yeend Avenue
196, 200, 204, 300, 302, 400, 404, 500, 504, 600, and 604

VI. Function or Use

Historic Functions

Cat: Religion Sub: Religious Facility
Transportation Rail, Road, and Pedestrian Related

Current

Religion Sub: Religious Facility
Transportation Rail, Road, and Pedestrian Related

VII. Chickasaw Shipyard Village Historic District

Architectural Classification

Other: Massed Plan

Other: Minimal Traditional

Other: Lustron House

Other: Ranch

Other: Split Level

Other: Neoclectic

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name of property Chickasaw Shipyard Village Historic District
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Other: Manufactured House

Other: Apartment Building

Other: Ice House

Other: Garage

Other: Coal Shed

Other: Restaurant

Other: Park

Other Shipyard

Overview

The Chickasaw Shipyard Village Historic District is located in east central Mobile County, approximately 4 miles north of downtown Mobile. Begun in 1917 by the Tennessee Coal, Iron and Railroad Company (TCI), a subsidiary of the United States Steel Corporation, the historic community lies along key transportation corridors. The Burlington Northern and Southern Railroads, which are oriented in a general north/south direction, bisect the village. The Craft Highway (State Route 13-U.S. Highway 43) parallels the rail lines. On the east side of the village, the shipyard adjoins the west bank of the Chickasaw Creek, also known as Chickasabogue, which flows into the Mobile River approximately a mile south of Chickasaw. These transportation routes contributed to the selection of this location for the Chickasaw Shipyard Village.

The Chickasaw Shipyard Village Historic District is divided into four sections: two residential villages, a municipal, recreational, and educational zone, and the shipyard. The Craft Highway and the Burlington Northern and Southern Railroads divide the residential portion of the historic district into two villages, the West and East Villages. The West Village is bounded by Jefferson Street (Fourth Street) to the North; Jackson Street to the west; 7th Street to the south; and Yeend Avenue to the east. The East Village is bounded by Southern Street to the west and north; and Shipyard Street to the south and east. Between the two villages and along the Craft Highway is located the municipal, recreational, and educational zone. This zone consists of the Chickasaw School (Resource 421), Chickasaw City Hall (Resource 424), the Ice House (Resource 423), and the Community Green, or Paul Devine Park as the green was designated in 1995 (Resource 300). Linked to the villages by Viaduct Way, the shipyard (Resource 530) occupies the eastern portion of the Chickasaw Shipyard Village Historic District.

The Chickasaw Shipyard Village Historic District represents a model new company town with a period of significance that begins in 1918 and extends to 1952. The beginning date coincides with TCI's initial construction of the model company town. A leading proponent of welfare capitalism, TCI built the West and East Villages and associated amenities, such as schools, recreational facilities, and health and social institutions, in order to provide shipyard employees with a high standard of living. At the shipyard, TCI built 14 merchant ships in association with World War I. The period of significance continues with the Gulf Shipbuilding Corporation's acquisition of the shipyard and company town in 1938. Gulf, a subsidiary of the Waterman Steamship Corporation, acquired the Chickasaw Shipyard Village as part of a plan to construct ships for the United States Maritime Commission and the United States Navy during World War II. Following the model established by TCI, the Gulf Shipbuilding Corporation operated Chickasaw as a model new company town. Between 1938 and 1945, Gulf manufactured 76 ships that served well the nation and the Allied cause in both the Atlantic and Pacific theaters. The period of significance continues in 1945 and extends to 1952. This time frame coincides with Gulf's repair and conversion of military ships for the navy and army and Chickasaw's emergence as an independent municipality. The period of significance ends in 1952 when the Gulf Shipbuilding Corporation closed the shipyard and Chickasaw assumed an identity as a bedroom community in the greater Mobile area.

Represented in the Chickasaw Shipyard Village Historic District are three distinct construction phases. Contained within the historic district are the shipyard (Resource 530), a park (Resource 300), the Chickasaw School (Resource 421), the Ice House (Resource 423), and the East and West Villages. During World War I, TCI built these components as part of the planned community known as Chickasaw. Combined, the East and West Villages contain 287 World War I era residences. In 1941, the construction firm of Roberts and Long built 161 cottages in the East and West Villages for the Gulf State Shipbuilding Corporation. A total of 156 of these houses are currently present in the historic district. From 1945 to 1952, the time frame in which the Gulf Shipbuilding Corporation worked on Army and Navy contracts, individuals built 66 residences in the Chickasaw Shipyard Village. Much of this construction occurred at the periphery of the two villages on lots that were previously undeveloped during World War I and II.

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The Chickasaw Shipyard Village Historic District contains 541 resources. Of this total, 427 resources are classified as contributing; the remaining 114 resources are designated as non contributing. Contributing resources clearly outnumber non contributing 4 to 1. In the inventory and elsewhere in the nomination, those resources not specifically designated as non contributing are understood to be contributing.

The 427 contributing resources in the Chickasaw Shipyard Village Historic District contribute to the overall integrity of the planned community. The contributing resources retain their historic materials, design, workmanship, feeling, association, location, and setting and in so doing convey the comprehensive design standards that set this community apart as a new company town. With their weatherboard, stucco, and shingle siding, 6/1 and 6/6 double hung sash windows, multiple light doors, and porches, many of the Chickasaw cottages look like the model type drawings created by TCI in 1918 and 1919. In addition to the contributing resources, other elements in the Chickasaw Shipyard Village Historic District contribute to the overall integrity of the new company town. The site plan with its four divisions, two distinct street layouts, pedestrian streets, and alleys is intact. The site plan reinforces the coherent and unified quality of the community envisioned by TCI planners. TCI planned amenities, such as garages, coal houses, the Chickasaw School (Resource 421), the Ice House (Resource 423), the community green (Resource 300), and landscaping, are salient features in the current look of the 80 year old historic model community. Were TCI planners alive today, they would remark on how well their designs for the Chickasaw Shipyard Village have survived the tests of time.

Of the 114 non contributing resources, 28 houses were built after 1952, the end date for the period of significance. The vast majority of these non historic houses were built at the periphery of the district boundaries. They were included in the Chickasaw Shipyard Village Historic District because they fall within the historic boundaries of the West and East Villages, and to exclude many of them would create much despised doughnut holes in the district.

Of the altered historic residences, 28 have one non historic alteration. The historic weatherboards of these residences were clad with brick siding some time after World War II. Brick siding compromises the historic design, materials, and workmanship of the World War I and II houses located in the West and East Villages. Other than the addition of brick siding, these houses retain their historic fenestration patterns, windows and doors, floor plans, footprints, and site setbacks. In other words, a large part of their integrity is intact.

Fifty-six of the World War I and II houses have several modifications; hence, these historic resources are designated as non contributing. These residences feature various combinations of non historic siding additions, window replacements, room additions, and enclosed porches.

Although the individual integrity of the 83 World War I and II residences has been compromised in various degrees, these resources are not without merit. The preserved historic materials, floor plans, foot prints, and setbacks of these residences contribute to the scope, magnitude, and overall integrity of the historic new company town. The presence of these non contributing historic resources prevents the encroachment of non historic infill and the ultimate deterioration of the comprehensive planning underpinning the model community.

Site Plan

The section of the Chickasaw Shipyard Village lying east of the Burlington Northern and Southern Railroads and the Craft Highway is known locally as the East Village. A grid pattern of streets and alleys define the layout of the East Village. Southern Street bounds the grid to the north and west, Shipyard Street to the south and east, and Ryan Street to the east. These streets traverse the village in a latitudinal direction. Gulf Street and two service alleys run parallel to Southern Street. Hill, Oak, Pine, Canal, and Wheeler Streets and Viaduct run perpendicular to the aforementioned streets. Viaduct Way, which extends in a general east/west direction and connects the shipyard to U.S. Highway 43, visually divides the East Village into two sections.

According to a Sanborn map, Viaduct Way is 56 feet wide, Southern, Shipyard, and Canal Streets are 40 feet wide, Wheeler is 30 feet across, Oak, Hill, and Pine Streets are 25 feet wide (Sanborn Fire Insurance Map Company 1956). The two service alleys are 20 feet wide. The width of Gulf Street appears to be approximately ten feet on the Sanborn map (1956). That Gulf Street is this narrow seems odd given the width of the other roadways. This width is hardly sufficient for one car to navigate let alone two abreast. In actuality Gulf Street is a sidewalk dedicated to pedestrian traffic.

Visual inspection of Gulf Street and First, Fourth, Sixth, and Seventh Streets in the West Village reveals a unique arrangement of housing, pedestrian and automobile paths, and service access. Houses are situated such that they face these pedestrian streets. Alleys run along the

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rear of the houses. According to one observer, "the plan provides for the largest practical number of homes on the smallest practical acreage" (Chickasaw Chamber of Commerce n.d.).

Practicality and economy are certainly driving factors in town planning, but TCI's pedestrian streets in Chickasaw also reflect progressive social engineering, which underpinned all aspects of social reform in the early twentieth century. At the time of Chickasaw's planning, the automobile had become as much a bane to Americans as it had become a boon:

The automobile was a disrupting menace to city life in the U.S.A. Pedestrians risked dangerous motor crossings twenty times a mile. The roadbed was the children's main play space. Quiet and peaceful repose disappeared along with safety. Porches faced bedlams of motor throughways with blocked traffic, honking horns, noxious gases. Parked cars, hard grey roads and garages replaced gardens (Stein 1951:41-42).

TCI's pedestrian streets function as safe zones, separating those engaged in walking, talking, and playing from the harmful affects of motor cars. Service alleys and minimal use of automobile roads facilitate the separation of man and machine in both the East and West Villages.

The section of the Chickasaw Village lying west of the Burlington Northern and Southern Railroads and the Craft Highway is known locally as the West Village. The West Village consists of two, large, rectangular grid patterns of streets that intersect at a 45 degree angle. In the north grid, Jackson, Lee, Jefferson, and Grant Streets form the perimeter of the rectangle. Jackson, Third, Second, First and Grant Streets are oriented in a northeast/southwest direction. Lee and Jefferson Streets and Northwest Boulevard are perpendicular to Jackson and Grant. Grant, Lee, and Jefferson circulate automobile traffic to and from U.S. Highway 43. In the south grid, Grant and Court Streets, Yeend Avenue, and a service alley form the perimeter of the rectangle. Grant Street, Southwest Boulevard, and Yeend Avenue are oriented in a northwest/southeast direction. Court, Lee, Fourth, Fifth, Sixth, and Seventh Streets are perpendicular to Grant and Yeend. Lee, Court, and Yeend serve as primary traffic arteries to and from U.S. Highway 43.

According to a 1949 map, Jackson, Jefferson, Grant, Northwest, Third, Second, Court, Lee, Southwest, and Yeend are 50 feet wide. Service alleys are 20 feet wide. As previously mentioned, First, Fourth, Sixth, and Seventh Streets are in actuality pedestrian streets. They are ten feet wide.

Between Grant and Lee Streets and U.S. Highway 43 there is a triangular expanse of real estate. This wedge has functioned as green space (Resource 300) for the West Village for over eighty years. In recent decades, a library, civic center, and a swimming pool have come to occupy part of this green near the intersection of Grant and Lee Streets. Since 1919, the Chickasaw School, Resource 421, has been a fixture near the intersection of Southwest Boulevard and U.S. Highway 43.

A swath of land between U.S. Highway 43 and the Burlington Northern and Southern Railroads contains a small number of administration and service buildings. These buildings include City Hall, Resource 424, and the Ice House-Lange Building, Resource 423. The City Hall building was built in 1952. Built in 1918, the Lange Building originally served as an ice manufacturing facility. Dr. Lange converted the edifice into an infirmary after World War II. It currently houses Chickasaw's police department.

The Chickasaw Shipyard is located one half mile east of the East Village. Viaduct Way conducts automobile traffic between the shipyard and the two employee villages. The erstwhile ship construction complex, Resource 530, features shipways, rail lines, roadways, a power plant site, and a number of buildings of recent construction.

Resource Classification and Description: There are 541 resources in the Chickasaw Shipyard Village. The identified resources are grouped according to the four construction periods evident in the East and West Villages and the Shipyard. These periods are as follows: World War I, 1918-1919; World War II, 1941; 1946-1952; and 1953 to the present.

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World War I

Historic Materials for World War I era Housing

Architectural drawings and TCI houses in the West and East Villages provide documentation on the materials TCI designated for use in the construction of its Chickasaw residences. Many of the houses presently feature roofs sheathed with asphalt shingles. While these roofs are fourth or fifth generation replacements, the asphalt shingles represent an acceptable replacement material. Chickasaw Land Company drawings specify composition shingles for roof sheathing (Chickasaw Land Company 1919). A housing report calls these shingles "Carey's slate surfaced asphalt shingles" (Anonymous 1919). A small number of the World War I era residences have standing seam metal roofs. In an interview, Sara Beth Mullins Thompson, a resident of Chickasaw since 1927, stated that TCI added tin roofs to some of the Chickasaw houses in the late 1930s in order to make them more attractive to the Gulf Shipbuilding Corporation, which was considering the acquisition of the West and East Villages (Thompson and Mullins 1999).

Weatherboard siding is by far the most common siding material in Chickasaw. The aforementioned housing report (1919) and architectural drawings for most of the TCI model types designate weatherboards as the exterior sheathing of choice (Chickasaw Land Company 1919); however, several West Village model types express a preference for stucco cladding. For some of the Craftsman and Tudor models in the West Village, a combination of one or more materials, such as weatherboards, stucco cladding, wood shingles, and timberwork, represents an official siding option. Such exterior cladding combinations are evident in the current appearance of a very small minority of the TCI residences.

In addition to asphalt shingles and weatherboards, 6/1 double hung sash windows are stock items in the architectural milieu of the Chickasaw Shipyard Village. Most World War I era houses in the West Village have this type of window. Architectural drawings also specify 6/6 double hung sash windows for use in the houses (Chickasaw Land Company 1919). A small number of West Village houses have these windows. They are more prevalent in the East Village.

Available TCI records document several exterior door types (Chickasaw Land Company 1919). One door features twelve lights over a single wood panel. Another has nine lights over two wood panels. An exact count of original exterior doors could not be determined due to a variety of factors. Many doors are not visible due to the presence of security screens. Views of many doors are obscured by vegetation, porches, and porch furniture. A number of houses in both sections retain the original doors while other houses have replacement doors that lack divided lights. Those who regarded the divided lights as security risks replaced them with solid core doors.

For a climate that boasts of an average annual temperature of 67 degrees with 260 frost free days per year, fireplaces seem superfluous (Chickasaw Chamber of Commerce n.d.); however, the semitropical Mobile climate could get a bit chilly and in rare moments drop below freezing. One such instance came in January, 1944 when a storm that dropped record amounts of snow on parts of Texas, Arkansas, and Oklahoma forced Mobile temperatures down to 26 degrees (*Mobile Register* 9 January 1944). Fortunately for Chickasaw residents, TCI anticipated such moments and built fireplaces in all of the East and West Village houses in 1918-1919. TCI, which owned vast coal deposits in the Birmingham area, supplied coal to Chickasaw residents for cooking and heating.

However, for most of the year Mobile is either warm or hot. Winter temperatures average 53 degrees while those in Summer range on average between 81 and 91 degrees (United States Department of Agriculture 1980). Mobile's heat is often accompanied by high humidity, and ninety-percent humidity is not uncommon. In the days before swamp coolers, window air conditioning units, and central air, about the only relief from Mobile's sweltering climate was the shade and cool breezes. Both of these elements are well represented in the designs of TCI's Chickasaw's residences in the way of porches. Porches abound on these dwellings. Most of the houses have at least two porches, and deluxe models have as many as three "heat beaters." Blueprints show that porches are placed on different sides of the model types. This arrangement allows residents to find at least one cool spot in the house given the constantly changing position of the sun and direction of breezes. For deluxe models, there is a sitting porch, a sleeping porch and one off the kitchen for cooks seeking relief from a hot stove. TCI outfitted almost all porches, windows, and doors with screens to ward off the many insects that inhabit the swampland of the Chickasabogue. Although some have been enclosed to make more interior space and others outfitted with jalousie windows, porches remain a salient characteristic of Chickasaw's historic residential stock.

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World War I Model Types

The World War I era residences are classified according to model nomenclature developed by TCI architectural staff. TCI assigned numbers and letters, i.e., 2A, 2B, 3A, 3B, etc., to model types. In this system, numbers typically refer to the number of rooms and letters to the floor plan type. The numbers and letters do not indicate anything about architectural styles. The following text defines the architectural styles, number of rooms, and floor plans of all of the identified residences in Chickasaw.

World War I era Housing in the East Village

Chickasaw Land Company workers built the East Village of Chickasaw first. Construction workers completed the World War I era houses in the East Village by 1918. White workers occupied these dwellings while waiting for accommodations to be built in the West Village (*Mobile Register* 16 June 1918). After completion of the West Village houses in 1919, white shipyard employees moved to the West Village and African American employees took their place in the East Village. Housing in the Chickasaw Shipyard Village remained segregated until well the end of World War II. At this time, the Gulf Shipbuilding Corporation auctioned the homes in the West and East Villages to the public. These sales displaced African American workers from the East Village.

The World War I era housing types in the East Village are not unique to Chickasaw. The TCI corporation reused housing types from its company towns in Birmingham, Alabama. The "2," "3," and "4" series dwellings located in the East Village of Chickasaw were present at Westfield (completed in 1917 and demolished in the 1970s), and remain from Docena (1912, renovations in 1918), Edgewater (1910, 1914-1915, and 1917-1921), and Bayview (1911). The "4" series houses at TCI's Birmingham villages were reserved for white workers; however, these house types were built in the East Village in 1918 in order to attract African American workers who might seek employment elsewhere during World War I.

The "2" Series

In the East Village, the "2" series indicates a duplex, each side of which has two rooms: a kitchen and a bedroom. Additionally, each side has a bathroom, a storage room, and two porches. Although records indicate that the Chickasaw Land Company (1919) designed two "2" series duplexes, Model Types 2A and 2B, only one "2" series model type was built in the East Village. This model is neither the 2A nor 2B. It is a variation of the 2B unofficially designated as the 2C.

Model Type 2C

Chickasaw Land Company records do not include architectural drawings for Model Type 2C; however, plans for the 2B will aid in the description of the 2C since the two are almost identical. Like the 2B, duplex 2C has a front gable roof crowning both sides of the double house. Fenestration on the front elevation consists of two voids outfitted with a 6/6 double hung sash window. Weatherboards sheath the exterior of the dwelling. Like the 2B, a porch flanks either side of the 2C. The roofs of the 2C front elevation porches are parallel to the house gable rather than perpendicular like the 2B porches. Components of these porches include exposed rafter tails, columns, screens, and paneled balustrades.

The basic floor plan of the "2" series consists of a square divided into four rooms, two kitchens and two bedrooms. Each of the four rooms contains 156 square ft. A common wall featuring two hearths divides the floor plan in half. To the rear of the duplex are two more rooms. These rooms are subdivided into a porch, a bathroom, and storage space.

Model Type 2C examples in the East Village include Resources 334, 350, 355, 360, and 361.

The 2C design is best represented in Resource 334. Stock Chickasaw Village housing items, such as weatherboarding, 6/6 double hung sash windows, and porches are intact in this model. The only post construction feature noticeable in the current appearance of the duplex exterior is latticework screening applied over the original porch screens.

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The "3" Series

The "3" series adds a living room to the two-room "2" series format. Model Type 3B is a single house while Model Type 3C is a double house or duplex.

Model Type 3B

The exterior of the three-room 3B draws from bungalow design. A low-pitched, side gable roof caps the dwelling. In bungalow fashion, rafter tails are exposed under the eaves. Weatherboarding and 6/6 double hung sash windows are stock Chickasaw features. In homage to the bungalow ethos, the 3B features two porches, one on the front elevation and a second off the bedroom. The front elevation porch has a shed roof with wide eaves, wood posts on wood piers, screens, and a paneled balustrade.

The layout of the 3B is basically "L" shaped. A kitchen extends off the core of the dwelling, which consists of a living room and a bedroom. A porch, bathroom, and storage are set into the ell.

Resources 317, 331, 353, and 359 represent the Model Type 3B total in the East Village.

With the exception of the replacement of porch screens with 6/6 double hung sash windows, which is in accord with the official window type of this model, in several cases, Resources 317, 331, 353, and 359 retain a good to high degree of historic integrity. Historic materials and floor plans are very evident in the current appearance of these three-room bungalows.

Model Type 3C

Analysis of the 3C model reveals that this duplex is in reality two 3B models placed abutting one another. While the kitchen of the 3B is slightly inset from the outer wall of the living room, the two kitchens of the 3C are flush with each other. The dimensions of the rooms of the 3C are slightly different than the corresponding rooms of the 3B. A pair of closets separates the living rooms of each side of the duplex.

With 14 examples, Resources, 316, 324, 332, 337, 339, 354, 358, 475, 479, 492, 495, 498, 500, and 503, Model Type 3C is one of the more salient house types in the East Village.

From their gable roofs with wide eaves and exposed rafter tails, down to their weatherboard siding, to their 6/6 double hung sash windows, and porches with shed roof, screens, and paneled wood supports, Resources 479, 492, and 498 are textbook examples of Model Type 3C architecture.

The "4" Series

The "4" series, single family houses in the East Village feature four rooms: two bedrooms, a living room, and a kitchen. Additionally, the models in this series have two porches, a bathroom, and storage. The 4A, 4B, 4C, 4D, 4SR, 4F, and 4L models owe their stylistic embellishment to bungalow architecture. The 4F and 4L models are unofficial model types. No architectural plans in the Chickasaw Land Company records were discovered at the University Archives at the University of South Alabama in Mobile; however, the 4F and 4L models represent recycled TCI houses types. They were built in vast numbers at Westfield, Docena, Edgewater, and Bayview.

Model Type 4A

The Model Type 4A bungalow is a slightly scaled down version of the WM bungalow (see "W" series, World War I housing in the West Village). The bungalow has a front, clipped gable atop its rectangular box form. Gable details consist of stickwork and exposed rafter tails. Stock exterior elements include 6/6 double hung sash windows and weatherboarding. With its clipped gable roof, stickwork, and exposed rafter tails, the front elevation porch somewhat mirrors the design of the house core. The porch additionally has wood supports, screens, and a paneled balustrade.

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The 4A, 4B, 4C, and 4D share the same rectangular floor plan. Within the rectangular footprint are four rooms, two of which are 12 feet 6 inches square, and the other two of which are 12 feet 6 inches by 13 feet. A centrally located chimney provides a fireplace to each of the two bedrooms, living room, and kitchen. In addition to the porch on the front elevation, there is a porch, bathroom and storage on the rear elevation.

Only one Model Type 4A, Resource 474, is located in the East Village. And it just so happens that Resource 474 retains a high degree of integrity, making it an ideal candidate for 4A bungalow poster model. It features historic materials, including weatherboard and stickwork cladding, 6/6 double hung sash windows, a multiple light door, and attic ventilators. The distinctive clipped gables of the house and porch are still in place, as are the porch supports and porch balustrade. While the 4A is common place in the Birmingham TCI villages, Resource 474 is a rare gem in Chickasaw.

Model Type 4B

Model Type 4B reflects the resourcefulness of TCI architects. The architects developed many ostensibly different models by making a few minor changes to the base model. In the case of model 4B, it is merely a 4A with a side gable roof covering the house and a shed roof covering the front porch.

Only one Model Type 4B, Resource 487, is located in the East Village. And it just so happens that Resource 487 retains a high degree of integrity, making it an ideal candidate for 4B bungalow poster model. It features historic materials, including weatherboard cladding, 6/6 double hung sash windows, a multiple light door, and attic ventilators. The side gable roof of the house and shed roof of the porch are still in place, as are the porch supports and porch balustrade. While the 4B is common place in the Birmingham TCI villages, Resource 487 is a rare gem in Chickasaw.

Model Type 4C

A few changes to the front porch differentiate the 4C from the 4B. The 4C has a gable roof atop the porch instead of the 4B shed roof. The 4C porch has full height, paneled columns instead of the 4B wood posts on piers.

Like the 4A and 4B bungalows, there is only one Model Type 4C in the East Village. Resource 486 retains an excellent degree of integrity.

Model Type 4D

To create the 4D bungalow, TCI architects merely removed the clipped portions of the house and front porch gables of the 4A model.

The Chickasaw Land Company built nearly two dozen 4D models in the East Village. Resources 244, 320, 328, 335, 340, 341, 344, 346, 347, 351, 362, 365, 366, 368, 369, 431, 477, 481, 484, 488, 494, 497, and 528 represent the 4D legacy in Chickasaw.

The best-preserved example of a 4D bungalow is Resource 494. The paneled balustrade of the front porch is covered with siding. Otherwise, the historic integrity of the bungalow is intact.

Model Type 4F

As previously mentioned, the 4F model was created for convenience of reference. No architectural plans in the Chickasaw Land Company records were discovered at the University Archives at the University of South Alabama in Mobile; however, the 4F model represents a recycled TCI house type. These dwellings were built in vast numbers at Westfield, Docena, Edgewater, and Bayview.

Resource 501, a four-room bungalow, typifies the 4F design. A clipped gable roof covers both the core of the bungalow and the front porch. Exposed beams adorn the wide eaves under the gable clip. Stickwork and weatherboards cover the bungalow exterior. The front porch features the aforementioned engaged roof, screens panels, paneled columns, and a closed balustrade. The floor plan of the 4F is like those for the 4A, 4B, 4C, and 4D models.

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The roster of 4F models in the East Village includes Resources 242, 249, 315, 318, 321, 326, 327, 330, 333, 348, 357, 363, 367, 370, 434, 476, 480, 482, 485, 489, 490, 493, 499, and 501.

Model Type 4L

The 4L bungalow designation was created for convenience of reference. A number of these bungalows were built in the Birmingham TCI villages in the first two decades of the twentieth century. The 4L is essentially a 4F bungalow with the porch moved to one side to make an "L" shaped floor plan; hence the designation of 4L for this model.

Six 4L models are present in the East Village. This total includes Resources 243, 352, 433, 491, 496, and 504.

Resource 504 owns the honor of being the best example of 4L architecture. This bungalow features the distinctive clipped gables that characterize the 4F and 4L bungalows. The porch still functions as it was originally intended. It has screen panels, full height, paneled columns, and a closed balustrade.

Model Type 4SR

In comparison to the other "4" series bungalows, the 4SR designation constitutes a misnomer. This model only features three rooms and two porches. The footprint of the dwelling is "T" shaped with a bedroom and a kitchen at the top of the T and a living room at the bottom. A cross gable roof caps the dwelling.

Resource 325 defines the genre. It retains its historic "T" shaped floor plan and corresponding cross gable roof. Historic features include 6/6 double hung sash windows, weatherboard siding, and two porches.

Counting Resource 325, there are nine Model Type 4SR bungalows in the East Village. This roster includes Resources 240, 241, 245, 325, 329, 349, 356, 432, and 478.

World War I era Outbuildings in the East Village

TCI acknowledged the newly emerging role of the automobile in American culture by building automobile garages in both the East and West Villages. TCI located these garages, many of which are currently extant as noted in the survey inventory, adjacent to the alley side of each house lot. Built of wood frame construction with a gable roof and weatherboard siding, these garages are of two types: single car garage and double garage. While many of the TCI designed dwellings have their own single car garages, a small number (see Resources 330 and 332, 476 and 477, 496 and 497, and 498 and 499 and for instance) share a double garage with another residence.

World War I era Housing in the West Village

The "5" Series

The common denominator unifying the fifteen "5" model types featured in the West Village is a residence consisting of five rooms. These rooms include two bedrooms, a living room, dining room, and kitchen. Additionally, the "5" series residences have a bathroom and several porches. William H. March managed a good deal of diversity with the basic five-room house plan. He varied the floor plan from model to model. He created eight, five-room types with one story and seven with two stories. The "5" series models feature a variety of architectural styles, including Craftsman, Colonial Revival, and Tudor Revival. The particulars of each of the fifteen "5" series types are discussed in the following paragraphs.

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Model Type 5A-1S

Model Type 5A-1S is a one-story bungalow with Craftsman embellishments. The bungalow measures 44 feet 6 inches wide and 37 feet 6 inches deep. The floor plan (a measured drawing of which does not exist), which is similar to Model Type 5D-1S, features a 20 feet by 13 feet 6 inches living room and a 13 feet by 13 feet 6 inches dining room at the front or street/sidewalk side of the bungalow. The living and dining rooms have a fireplace. A porch measuring 10 feet 6 inches by 9 feet also faces the front of the residence. Two bedrooms, a kitchen, and a bathroom are situated in the rear of the residence. The dimensions of one of the bedrooms are 12 feet 6 inches by 13 feet 6 inches. Appointments of this bedroom include a fireplace, closet, and three doors that open out to a 15 feet by 8 feet 6 inches sleeping porch. The dimensions of the other bedroom are 10 feet 6 inches by 13 feet 6 inches. This bedroom is sandwiched between a bathroom and a kitchen. Like the other bedroom, this one has a fireplace. The kitchen measures 9 feet 6 inches by 12 feet. A serving space or butler's pantry demarcates the space between the kitchen and the dining room. The kitchen has a 4 feet by 5 feet storage room. The kitchen opens out to a small porch measuring 5 feet by 5 feet 6 inches.

The 5A-1S model is classified as a bungalow with Craftsman details. In the vein of Charles Sumner and Henry Mather Greene's Arts and Crafts California bungalows of the early twentieth century, the 5A-1S has a low-pitched, clipped side gable roof with wide eaves, exposed rafters, and triangular knee braces. Triangular knee braces also support the pedimented stoop above the front door. The porch, one of the most salient of Craftsman architectural details, makes a notable appearance in the design of the 5A-1S. The bungalow has three porches. The porches consist of shed or gable roofs, exposed rafters, slender wood columns, and paneled closed rail balustrades.

There are five 5A-1S models in the West Village. They include Resources 136, 158, 183, 510, and 541.

Resource 136 is a prime example of Model Type 5A-1S. The bungalow features the quintessential clipped gable roof as it was designed by William March back in 1919. The façade has a central wood panel door with flanking sidelights capped by a hallmark pedimented stoop with triangular knee braces. Flanking either side of the doors are pairs of double hung sash windows. The side porch has been partially enclosed, but jalousie windows indicate that the porch still functions as an indoor/outdoor space. This partial enclosure is in keeping with a design variation proposed by March. The side porch of the Model Type 5A-1S, which is quite similar to Model Type 5D-1S, is partially enclosed, enabling the occupant to use the room as an outdoor space or an additional interior room.

Model Type 5C-1S

March designed Model 5C-1S in the Colonial Revival style. A floor plan does not exist for this model type, so description will be limited to the exterior of the cottage. The dominant element in the exterior composition is a large Palladian window fixed in a front-oriented gable. The fanlight above the central 6/1 double hung sash window is rendered in wood instead of glass. Slender wood columns and a paneled wood balustrade on the front-screened porch contribute to the Colonial Revival look of the cottage. March's architectural plan shows three chimneys projecting through the composition shingle roof. Weatherboards clad exterior walls. March's choice of 6/1 double hung sash windows for the 5C-1S represents one of several acknowledged Colonial Revival window types.

Resources 170 and 425 represent the only examples of the Model Type 5C-1S in the West Village.

Resource 170 is easily recognizable as Model Type 5C-1S. The Palladian window in the front-oriented gable is a telltale sign of this cottage model. The original 6/1 double hung sash windows and crowning wood fan with wood keystone of this fixture are intact. The composition shingles of the roof are likely several replacements down the road from the 1919 roofing, but they are in keeping with the original materials. The weatherboard cladding of the exterior looks as if it has survived eight decades of semi-tropical sun and humidity. The wood columns and paneled wood balustrade of the porch flanking the Palladian window are part of the historic Colonial Revival dressing of this cottage.

Model Type 5D-1S

Model Type 5D-1S represents a slight variation on the 5A-1S model. The floor plans and styles of the two bungalows are the same; however, the main roof of the 5D-1S bungalow extends over the front porch whereas the front porch of the 5A-1S has a separate roof. With large

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windows in the place of screens, the front porch of the 5D-1S functions more like a sunroom than a covered exterior space, but the windows can be opened to give the room an open air feeling.

Resources 140, 280, 515, 516, and 539 constitute the five Model Type 5D-1S bungalows located in the West Village.

Resource 539 typifies the architecture of the 5D-1S. The low-pitched gable capping the bungalow extends well beyond exterior walls, creating the wide eaves so characteristic of Craftsman design. The stoop over the front door does likewise. Triangular knee braces support the stoop. In what sounds like a description straight out of the *Ladies' Home Journal* and Gustav Stickley's *The Craftsman*, two periodicals responsible for spreading the gospel of Arts and Crafts aesthetics throughout the nation in the early twentieth century, the multiple panes of the front door and flanking sidelights allow sunlight to bathe the interior of the living room in warm natural light. The front porch surrendered its dual function as an indoor/outdoor room during a recent renovation. It now serves as a third bedroom or den.

Model Type 5F-1S

Model Type 5F-1S is one of numerous variations on the Craftsman theme. Like the 5A-1S, the 5F-1S features a low-pitched gable roof, the ends of which are clipped. Three brick chimneys pierce the roof. Stucco, an approved Craftsman material, covers the exterior walls of the bungalow. The 5F-1S illustrates the versatility of the bungalow porch. The 5F-1S has three porches. Two are located at the living room end of the bungalow while the third is at the opposite end off the kitchen. The sleeping porch off one end of the living room is incorporated under the main roof of the bungalow. The porch off the other end of the living room has full height brick columns and a separate roof. The porch off the kitchen has its own roof and wood supports.

As the "5" series designation indicates, the 5F-1S has a floor plan consisting of five rooms. The plan offers a living room measuring 19 feet 3 inches by 12 feet 6 inches flanked on either side by a porch, one of which is the aforementioned sleeping porch. An opening in one of the sleeping porch interior walls leads to an 11 feet 6 inches by 12 feet bedroom. This bedroom can also be accessed through the living room. A large opening in one of the living room interior walls opens on to a dining room. The room measures 12 feet 6 inches by 14 feet 6 inches. Off the kitchen are a small hall and the kitchen pantry. The kitchen's dimensions are 11 feet by 12 feet. Nestled in one of the corners of the house is another bedroom. This one measures 14 feet by 12 feet. It can be accessed via the kitchen or the aforementioned hall. Strategically located between the two bedrooms is a bathroom.

Model Type 5F-1S has six representatives in the West Village. These include Resources 169, 177, 185, 196, 518, and 538.

Resource 185 is a case study in 5F-1S design. Resource 185 looks like the Chickasaw Land Company construction crew just wrapped up the finishing touches on the bungalow. As per March's blueprints, the bungalow has an exterior cladding of stucco. Window openings are outfitted with 6/1 double hung sash windows, which are one of two official Chickasaw Shipyard Village window types, the other being 6/6 double hung sashes. From its front-oriented clipped gable down to its brick foundation with latticework metal vents, Resource 185 is decidedly 5F-1S material. The trademark porches are intact.

Model Type 5G-1S

The Model Type 5G-1S is essentially a play on the 5C-1S vocabulary. With the 5G-1S, the Palladian motif of the 5C-1S is recast in a new light. The fanlight is a separate unit located toward the top of the front-oriented gable where it functions as an attic light. The tripartite window with three, 6/1 double hung sashes has a slight window hood with brackets in place of the wood fanlight. Cornice returns are consistent with the Colonial Revival theme of the cottage. The 5G-1S is amply appointed with no less than three porches, one of which is specifically designated for sleeping. In the days before mechanized air-conditioning, the porch was the sole relief from hot and muggy Mobile summers. March had those with a green thumb in mind, as his 5G-1S house plans featured flower boxes beneath the living room and one of the bedrooms.

The floor plan of the 5G-1S resembles an L-shaped configuration. The cottage measures 41 feet 10 inches by 47 feet 2 inches. The main entrance of the cottage is through a 9 feet by 13 feet porch. A shed roof supported by shingle clad columns covers the porch, which adjoins the 16 feet by 13 feet living room. A wall between the living room and a bedroom features a two-sided fireplace. This bedroom measures 14

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feet by 13 feet whereas the second bedroom is slightly smaller at 11 feet 6 inches by 12 feet 6 inches. The two rooms are separated by a bathroom, hall, and attic staircase. The smaller bedroom features its own sleeping porch.

Model Type 5G-1S has four representatives. They include Resources 182, 513, 517, and 536.

Resource 513 best reflects the quintessential 5G-1S composition. Located at 400 Southwest Boulevard, the residence features a prominent gable that flares outward to cover a screened porch. The gable alludes to pedimented Roman and Greek temples of antiquity. Classical architecture is one of several sources of Colonial Revival design. Resource 513 possesses a number of original materials, including 6/1 double hung sash windows and weatherboard siding. The three porches illustrated in W. H. March's Model Type 5G-1S plans are an important component of Resource 513's current appearance.

Model Type 5H-1S

Whereas the Colonial Revival countenance of Model Type 5G-1S is subtle, the classical vocabulary of Model Type 5H-1S is quite apparent. A formal, central pedimented portico fronts the cottage. In classical fashion, the portico consists of a pediment, entablature, and four paneled columns. The tympanum of the pediment displays a fanlight rendered in wood. The fenestration of the façade is symmetrically arranged with a central door flanked on either side by a pair of 6/1 double hung sash windows.

The classical symmetry of the exterior continues inside. The floor plan of the 5H-1S features a central room, which functions as a living room, flanked on either side by two rooms. The dimensions of the living room are 24 feet by 14 feet. Both bedrooms measure 14 feet 6 inches by 12 feet. A bathroom and two closets separate the bedrooms. The Model Type 5H-1S dining room is roomy at 14 feet 6 by 14 feet 6 inches. The adjacent kitchen is 14 feet 6 inches by 11 feet. In addition to the 14 feet by 9 feet front porch, the classically inspired cottage has a 14 feet by 7 feet 6 inches sleeping porch at the opposite end of the living room and a 7 feet square porch off the kitchen.

Model Type 5H-1S is one of the more popular numbers in the West Village with ten examples: Resources 165, 179, 195, 275, 286, 387, 509, 519, 521, and 534.

Resources 165 and 195 uphold the Colonial Revival traits envisioned by architect March and staff. Both residences boast of the trademark 5H-1S portico. These porticos are 1919 vintage from their pediments and fanlight embellished tympanums down to the their cross buck balustrades. The characteristic symmetrical composition is intact in both examples.

Model Type 5I-1S

Model Type 5I-1S is essentially a 5G-1S with bungalow characteristics. Unlike the 5G-1S, the 5I-1S has a cross gable roof with exposed rafters. In Craftsman fashion, two, tapered wood columns support the front porch roof of the bungalow. Like the Colonial Revival inspired 5G-1S, the Craftsman like 5I-1S features flower boxes under the front windows. The floor plans of the two Chickasaw residences are almost identical. The two model types illustrate the planners' ability to create variety through a few minor changes.

Resources 145, 296, 386, 427, 514, 520, and 540 constitute the 5I-1S examples.

Resource 520 wins the judge's award for textbook, or architectural plans in this case, illustration of the 5I-1S typology. Close inspection of the cross gable roof covering the residence reveals the presence of authentic bungalow exposed rafters and beams. The 5G-1S-5I-1S floor plan is intact. The three porches featured in this model are screened, indicating that they still function as indoor-outdoor spaces eighty years after they were built.

Model Type 5M-2S

Model Type 5M-2S derives from the Craftsman vein. The two-story residence has a cross-clipped gable roof replete with wide eaves, exposed rafters, and triangular knee braces. Stucco, an official Craftsman material, covers the exterior. Triple, 6/1 double hung sash windows allow plenty of natural light into the interior. The inset, front porch consists of arches and a battered, stucco clad column.

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The 5M-2S floor plan features two rooms and a sleeping porch up and three rooms and two porches down. The living room is commodious at 17 feet by 13 feet. An ample hearth makes for a very cozy atmosphere in the 17 feet by 13 feet living room. The dining room, which also has a hearth, measures 13 feet square. The kitchen dimensions are 12 feet 6 inches by 9 feet 6 inches. An opening in one of the walls leads to a porch. A stairwell in the living room provides access to the second floor. Unfortunately, a floor plan for the second story does not exist. The layout is undoubtedly similar to the upstairs arrangements of the Model Type 5N-2S and 5Q-2S.

Production numbers for the Model Type 5M-2S were limited to four houses: Resources 153, 163, 193, and 205.

Resource 163 rates as a prime example of the 5M-2S plan. The house retains a remarkable amount of historic integrity. From the cross-clipped gable roof down to the brick foundation, this 5M-2S features many original materials. Others include stucco cladding and bands of three, 6/1 double hung sash windows. Craftsman details are evident in the wide roof eaves and associated timberwork and the front porch components, which include arches supported by a battered masonry pier. The current owner's grandmother purchased the house after World War II and lovingly maintained the home. She passed the home onto her grandson, who now appreciates and maintains the family architectural treasure.

Model Type 5N-2S

The 5N-2S plays slightly on the 5M-2S motif. Instead of a cross-clipped gable roof, the 5N-2S crowns its architectural glory with a side gable and a front oriented hip roof. Wide eaves, exposed rafters, and triangular knee braces complete the Craftsman roof ensemble. Like the 5M-2S, the 5N-2S features an exterior cladding of stucco. Bands of three, 6/1 double hung sash windows dominate the exterior composition. The timberwork detailing of the inset, front porch rings true to the Craftsman theme.

The basic interior arrangement of the 5N-2S follows the pattern of the 5M-2S: three rooms and two porches down and two bedrooms and a sleeping porch up. The commodious living room theme is once again played out with a cozy fireplace, ample space, and a warm glow of sunlight from the triple window. A butler's pantry with a sink and cabinets is sandwiched between the dining room on one side and the kitchen on the other. For the kitchen bound, a sizable storage room is an attractive feature.

Stairs in the living room make the ascent upstairs a bit easier. The master bedroom measures out at 15 feet by 12 feet. The second bedroom is slightly smaller at 12 feet by 13 feet. The two bedrooms share a common hearth. A bathroom and a 9 feet by 9 feet 6 inches sleeping porch complete the layout.

Interestingly enough, of the five 5N-2S models built in the West Village in 1919, three, Resources 161, 164, and 189, feature weatherboard sheathing while Resources 132 and 147 feature the officially designated stucco cladding (as per architectural drawings). Without U.S. Steel Corporation correspondence, the reason for the material substitution can only be surmised. The trades people responsible for stucco work were not available at the time the house was ready for its sheathing. There was a surplus of weatherboards and carpenters were ready to do the work. Chickasaw Shipyard Village employees assigned to live in these residences expressed a preference for weatherboard siding over stucco. Whatever the reason, weatherboards are classified as an historic material in Chickasaw. The vast majority of the houses in the East and West villages have an exterior sheathing of weatherboards.

Model Type 5O-2S

The Model Type 5O-2S draws inspiration from Colonial Revival architecture. In keeping with the classical side of Colonial Revival design, symmetry dominates the work. The one-story, side porch is mirrored on the other side of the house by a one-story wing. This massing is reminiscent of ancient Greek and Roman temples with wings. Eight windows on the façade, two pairs up and two pairs down, form a balanced composition. Windows and siding specifications are Chickasaw stock, 6/1 double hung sash windows and weatherboards.

The layouts of both floors are fairly similar. A central wall divides both in half. On the bottom floor, a 14 feet by 20 feet 6 inches living room occupies one half of the space. The other half is dedicated to a 13 feet 6 inches by 12 feet dining room and an 8 feet 6 inches by 12 feet kitchen with a service pantry. On the top floor, the dividing wall separates a bedroom, bath, and closets from another bedroom and a sleeping porch.

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Chickasaw has only two houses of the 5O-2S genre. They are Resources 162 and 181.

The temple with wings form of Resource 181 proclaims 5O-2S design. With its side wings and four-over-four window pattern on the façade, Resource 181 embraces classical symmetry. The wood columns and pedimented cap of the side porch claim a Colonial Revival background.

Model Type 5P-2S

The Colonial Revival examples discussed thus far derive their origins from Greek and Roman architecture of antiquity. Model Type 5P-2S illustrates another important source of Colonial Revival style. The side gambrel roof and continuous shed dormer atop the 5P-2S are loosely based on Dutch Colonial antecedents from late seventeenth and early eighteenth century New England. In the late nineteenth century, architects McKim, Mead, White, and Bigelow kindled a rebirth of interest in the early English and Dutch houses of the Atlantic seaboard (McAlester and McAlester 1984). By the time Chickasaw was built, the enthusiasm for Dutch Colonial style had reached epic proportions evidenced by a nationwide popularity. This popularity waned shortly before World War II, but revived at war's end, riding a wave of patriotic fervor for all things American.

Aside from the gambrel roof and a side wing removed to the rear of the dwelling, the 5P-2S is essentially a 5O-2S. A side porch with classical paneled columns and a symmetrical arrangement of the façade fenestration, two pairs of 6/1 double hung sash windows up and two pairs of 6/1 double hung sash windows down, are common to both models.

The floor plans of the 5P-2S are similar to those of the 5O-2S. A central wall divides the downstairs and upstairs of the Dutch Colonial into two spaces. On the bottom floor, the 16 feet by 15 feet living room is slightly larger than the 12 feet by 15 feet dining room. A series of two closets separate the two 12 feet by 15 feet bedrooms on the top floor. Unlike the 5O-2S, the rear, two-story wing of the 5P-2S houses service, utility, cleaning, and work spaces. A kitchen, pantry, storage space, stairwell, and porch occupy the first level of the wing while a sleeping porch, bathroom, and stairwell fill out the second level.

Five 5P-2S models, Resources 130, 173, 180, 277, and 388 are located in the West Village of Chickasaw.

Resource 130 epitomizes Model Type 5P-2S. It has the quintessential Dutch gambrel roof with continuous shed dormers at its peak. Other characteristics of this house include exterior end chimneys and a two-story, rear addition. The stock 6/1 double hung sash windows and side porch are intact in this example.

Model Type 5Q-2S

The characteristics of the 5Q-2S have their origins in a number of late Medieval English prototypes ranging from thatch-roofed folk cottages to grand manor houses (McAlester and McAlester 1984). The style recapitulating these influences is generally designated as Tudor Revival. This style enjoyed a nationwide vogue in the early twentieth century. Model Type 5Q-2S displays many Tudor Revival details, including a steeply pitched cross gable roof, decorative false timbering, and a variety of wall coverings, such as shingles, stucco, and weatherboards.

The 5Q-2S formula for room distribution is readily apparent in the design of the 5Q-2S. The house features three rooms and two porches on the first level and two bedrooms, a bathroom, and a sleeping porch on the second. The living room and dining room share a common fireplace. The kitchen has a large pantry and its own porch. The two, upstairs bedrooms share a common fireplace. The sleeping porch is as large as the bedrooms.

The five 5Q-2S models, Resources 159, 166, 175, 191, and 282, in Chickasaw all retain a high degree of historic integrity; however, Resource 282 is possibly the most distinguishable of the five Tudor Revivals due to its striking color scheme. The current owner has painted the weatherboards of the first story in white and the upper floor shingles in turquoise. Shutters, window surrounds, and timberwork are done in an aqua tint. While the color scheme might not be authentic, the details of Resource 306 are definitely Chickasaw Tudor Revival from the steeply pitched cross gable roof to the oriel window that is associated with the stairwell.

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Model Type 5R-2S

The Model Type 5R-2S is rendered in the Colonial Revival vein of Model Types 5O-2S and 5P-2S. The fenestration of the façade of this two-story house is symmetrically arranged in a five-over-five pattern. The top floor has five, 6/1 double hung sash windows while the bottom floor has a central door flanked on either side by two, 6/1 double hung sash windows. The house has both a one-story side porch and a rear, two-story ell. Hip roofs cover the core of the house as well as the wings. A chimney stands at both ends of the residence. The room layout of the Model Type 5R-2S follows that of the 5-2S series. While the kitchen resides within the first floor of the rear ell, the living room and dining room are contained within the core of the house. The stairwell lies off the living room. The master bedroom on the second floor features 71 square feet more than the second bedroom. The bathroom is at the end of the hall and stairwell. A sleeping porch is ensconced in the rear ell.

With only two representatives, Resources 143 and 178, Model Type 5R-2S does not command a very noticeable presence in Chickasaw. Both examples have remained faithful to the 5R-2S formula. They feature hip roofs, stucco cladding on the first floor and weatherboards on the first. The forms of both have not been modified by additions. The 6/1 double hung sash windows and front door stoops of both residences are just as they appear in architectural plans.

Model Type 5X-2S

For the 5X-2S, the only clues to an associated Colonial Revival style are a single Tuscan like column on the front porch and a cornice return. Otherwise, the two-story residence is devoid of stylistic embellishment. A cross gable roof crowns the house while a continuous brick foundation supports it. The windows and exterior sheathing are standard Chickasaw issue 6/1 double hung sashes and weatherboards. The floor plan of the 5X-2S cuts no new ground. The first floor features the requisite three rooms and two porches. The second floor conforms to the now well known two bedroom, bathroom, and sleeping porch format.

Eight Model Type 5X-2S houses are located in the West Village of Chickasaw. These include Resources 128, 134, 138, 160, 167, 168, 187, and 203.

By design, the minimalist Colonial Revival touches of Resource 187 are two in number: a Tuscan like column on the porch and a cornice return. The rest of Resource 187's exterior features fall under the category of plain wrapping. The cross gable roof, weatherboard siding, and pairs of 6/1 double hung sash windows are stock Chickasaw items; however, this is not to say that Model Type 5X-2S is lacking in architectural appeal. Quite the contrary is true: the appeal is there; it is just understated.

Model Type 5Z-1S

The 5Z-1S offers the Tudor Revival styling of the 5Q-2S in a one-story package. A side clipped gable with a front-oriented cross gable tops the residence. The roof eaves come appointed with exposed timberwork. The twin chimney pots pay a slight homage to Tudor Revival architecture. Stucco cladding is also in character. Featured in the front oriented gable and adjoining porch are half timbering, spindlework, and exposed rafters.

As the "5" series indicates, the layout of the 5Z-1S consists of two bedrooms, a living room, a dining room, and a kitchen. The floor plan also includes a bathroom and three porches.

Resources 199, 284, 511, 522, 524, 535, and 537 represent the Model Type 5Z-1S count for the Chickasaw Shipyard Village.

From top to bottom, Resource 284 is very much the Tudor Revival cottage envisioned by its planners. Tudor touches are evident in the stuccowork and half timbering of the prominent and steeply pitched gables. The front porch contributes exposed rafters and timberwork to the theme. The historic floor plan of this 5Z-1S is intact, as are the original siding and windows.

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The "D" Series

The residential architecture of Chickasaw includes six "D" series models. Located in the West Village, the "D" models are defined as a two-story duplex with eight rooms. With the "D" series, stylistic embellishment tends to be sparse. There are a few spare references to Craftsman and Colonial Revival styles among the six "D" duplex models. The interior division of this series of duplexes is vertical: one occupant or family per floor. Each floor features two bedrooms, a living room, a dining room, a bathroom, kitchen, and porches, the number of which depends on the model. The particulars of each of the six "D" series types are discussed in the following paragraphs.

Model Type D-A

The D-A model features a rectangular form crowned by a hip roof. A two-story porch wing projects off one side of the duplex. Two brick chimneys are located within the interior. In Colonial Revival fashion, the front elevation door is centrally located and the windows are symmetrically balanced. The partial width entry porch can be attributed to Colonial Revival design. Architectural specifications call for weatherboard siding and 6/1 double hung sash windows.

The layout of the two D-A floors is the same. A central stairwell separates a 13 feet 6 inches by 16 feet living room from a bedroom measuring 9 feet 6 inches by 13 feet 6 inches. A 7 feet 6 inches by 11 feet 3 inches porch lies off one side of the living room and a 10 feet 6 inches by 11 feet kitchen lies off another side. A slightly smaller bedroom adjoins the first. A wall opening in the second bedroom provides access to a sleeping porch. Sandwiched between the second bedroom and kitchen is a bathroom.

Model Type D-A is one of the more popular Chickasaw models with twelve examples. They include Resources 14, 23, 30, 131, 142, 202, 215, 229, 234, 238, 307, 406.

Resource 215 rates as a solid expression of D-A design. It has the quintessential hip roof with wide eaves atop its rectangular form. The two-story porch wing remains a salient part of the duplex composition. Items such as 6/1 double hung sash windows and weatherboards are intact. The slightly projecting entry porch with its hip roof hood remains unaltered. The original glass panel door, which is divided into twelve lights, features flanking sidelights; however, the sidelights have been covered with wood panels. The attached carport and awnings are after construction add-ons, but they do not detract from the historic integrity of the D-A.

Model Type D-B

Like the D-A, the D-B has a rectangular form with projecting porches. Unlike the D-A, the D-B has a side gable roof. The Craftsman details of the D-B include shingle siding on the second floor and exposed timberwork in gables. Although porches are a stock feature of the World War I era houses in Chickasaw, they contribute some additional ambience to the Craftsman look of the D-B model. Duplex D-B is amply outfitted with no less than five porches. Two sleeping porches, one per floor, are contained within the core of the double house. The other three appear as one-story wings. The front and rear porches coincide with the first floor while the side one serves as the main entrance to the second floor. An auxiliary stairwell is located in one of the corners of the duplex.

The floor plans of the D-B duplex are almost identical. The location of the living room and bedroom #1 are reversed on the second floor from their positions on the first. The positions and dimensions of the remaining rooms are the same on both floors.

At nine examples, Resources 2, 28, 133, 144, 293, 311, 393, 395, and 408, Model Type D-B is only slightly less popular than the Model Type D-A.

The architectural essence of the D-B model is well delineated in Resource 144. As intended, Resource 144 features a side gable roof with wide eaves and authentic, Craftsman exposed rafters. The siding on both floors is weatherboarding. The official Chickasaw window type, the 6/1 double hung sash, is well represented in this historic duplex. The porches retain their historic appointments, including timberwork, paneled columns, and paneled balustrades.

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Model Type D-C

The Colonial Revival inspired Model Type D-C represents a slight variation on the Model Type D-A design. The D-C substitutes a 10 feet 6 inches by 7 feet 6 inches porch on the front elevation for the entry vestibule of the D-A. The D-C does not have a two-story, side porch wing like the D-A; rather, it has a one-story, side porch wing like the D-B; however, this porch serves as the main entrance to the bottom floor, not the upper floor as in the D-B duplex. The front porch of the Model Type D-C provides access to the upper story. The D-C floor plans were borrowed from the Duplex D-A model.

Resources 204 and 233 make up the total number of D-C models built in Chickasaw West.

With its three projecting porches and block form, Resource 204 embodies the Model Type D-C mold. As per architectural plans, hip roofs top the porches as well as the core of the duplex. Asbestos shingle siding and several jalousie window inserts in one of the porches constitute after construction additions; however, these materials detract little from the historic integrity of the duplex.

Model Type D-E

The Model Type D-E derives from the same cookie cutter as the D-A, but with several minor differences. The front elevation vestibule features a shed hood rather than a hip hood. The core of the duplex and the two-story porch have gable roofs instead of the D-A hip roofs. The D-E features triangular knee braces under eaves and board and batten trim in gables. These embellishments are more indicative of Craftsman design than Colonial Revival. An architectural plan indicates that floor plans for the two duplexes are the same.

The Model Type D-E count amounts to six. They include Resources 190, 206, 220, 230, 232, and 236.

Resource 190 is resplendent in D-E details. The wide eaves of the side gable roof reveal views of the tell tale Craftsman rafter tails and triangular knee braces. The gables are festooned with board and batten trim. The shed hood over the front entry vestibule also pays tribute to Craftsman architecture with exposed rafter tails and triangular knee braces. Resource 190 has an intact, two-story, sleeping porch wing. From top to bottom, Resource 190 is decidedly Model Type D-E material.

Model Type D-F

The D-F duplex departs from the D-A, D-B, D-C, and D-E formula. Rather than covering porches with separate roofs as in the first four "D" models, the D-F makes use of a single cross gable roof to cover all. The low pitch of the roof, wide eaves, exposed rafter tails, and stucco cladding recall the appointments of Craftsman architecture. The D-F introduces a new design principle in Chickasaw architecture. For most Chickasaw house types, the 6/1 double hung sash window arranged in pairs or triplets dominates the look of the front elevation. Porch voids filled with screen panels, which are often set back and to the side in porch wings, play a secondary role to the window. In the D-F composition, prominent porch screens are brought to the forefront where they directly flank and out number a single pair of windows on each floor. This design modulation is one of a number in the Chickasaw oeuvre that provides a fresh perspective to what could have easily bogged down in excessive repetition and monotony.

Review of the Model Type D-F floor plans reveal that a porch adjoining the living room serves as the primary entrance to the first floor flat whereas an entry vestibule with a staircase on the front elevation functions as the primary entrance to the second floor apartment. Secondary entrances are through a porch and a stairwell on the rear elevation. Both floors feature a central core occupied by a living room and kitchen. Bedrooms and porches flank the central core.

Only three examples of the Model Type D-F are located in Chickasaw. They include Resources 188, 208, and 231.

Regrettably, not all is pristine in the Chickasaw Shipyard Village. The three D-F duplexes have been the victims of some unkind remuddlings. Resource 231 best retains the D-F image. The characteristic cross gable roof, 6/1 double hung sash windows, and front vestibule are recognizable; however, one of the interior chimneys is no longer present. A past owner enlarged one of the first floor porches and capped it with a gable roof. Despite these alterations, the duplex retains enough integrity to be classified as a contributing resource.

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Model Type D-G

Model Type D-G is cut in the mold of Model Type D-F, but features a few variations. The interior chimney of the D-G moves to the exterior of the front elevation of the D-G. This move creates another change. Windows are placed on either side of the chimney rather than side by side. Two, three-pane fixed lights highlight the front oriented gable peak. With the addition of two Tuscan like columns to the front entry vestibule, the D-G has a little more Colonial Revival flavoring than the Craftsman inspired D-F.

At a count of eight, Model Type D-G makes more of a statement in the Chickasaw milieu than the D-F. The eight count includes Resources 186, 200, 218, 221, 222, 227, 228, and 235.

Fortunately, the D-G group is better preserved than the D-F group. Resources 186, 200, 221, 227, 228, and 235 embody the traits D-G aficionados have come to appreciate. These include cross gable roofs, second floor stucco cladding in the cases of Resources 186, 200, and 228, gable peak attic lights, a profusion of porches, some of which are for sitting and visiting and others for sleeping, and the classically inspired entry vestibule.

The "F" Series

Like the "D" series, the "F" series pertains to duplexes. The "F" duplexes also have two stories, but they have four rooms instead of eight. With the "F" series, stylistic embellishment tends to be more recognizable than that featured in the "D" models. There are a number of references to Craftsman and Colonial Revival styles among the six "F" duplex models. The interior division of this series of duplexes is horizontal: a central, vertical wall separates the two apartments such that each has a downstairs and an upstairs. Each apartment features a living room, a kitchen, and two porches downstairs and two bedrooms, a bathroom, and a sleeping porch upstairs. The particulars of each of the six "F" series types are discussed in the following paragraphs.

Model Type FA

Duplex FA has a rectangular form with two projecting porches on the front elevation. A brick chimney at either end of the duplex peaks through the roof. With its low-pitched gable roof and second floor and porch gable stucco cladding and timberwork, the double house captures the signature Chickasaw Craftsman style. Stock items include 6/1 double hung sash windows, weatherboard siding, and multiple light doors. The FA model is outfitted with six porches, three per apartment.

The rooms of Model Type FA are contained within a 37 feet by 38 feet 6 inches block. The living room of each apartment measures 12 feet square. The kitchen is 9 feet by 15 feet. A pantry and a porch are attached to the kitchens. Stairs to the upper floors are located along the central dividing wall. The master bedrooms on the second floor feature 144 square feet of space. A hall and a bathroom separate the master bedroom from a second bedroom, which offers 108 square feet of living space. A 6 feet by 9 feet porch lies off the second bedroom of each apartment.

Resources 146, 152, and 392 are the only three FA duplexes in the West Village of Chickasaw.

Resource 146 captures the essence of the FA. It is vintage FA architecture from the low-pitched gable roof to the stucco cladding and timberwork on the second floor to the gabled porches on the first floor. All the other Chickasaw design features are here including sleeping porches, 6/1 double hung sash windows, and multiple pane doors. Resource 146 is truly one of the gems of the Chickasaw Shipyard Village collection.

Model Type FA1

A few cosmetic applications differentiate the FA1 from the FA. The FA1 has a hip roof in the place of the FA gable roof. Architectural drawings indicate that stucco is the preferred exterior sheathing material for both floors; however, Resource 129, the lone example of Model Type FA1 in Chickasaw, suggests that weatherboards are an acceptable substitute for stucco. The two porches of the FA1 have a Colonial Revival look with a slight pediment, entablature, and full height paneled columns. The floor plan of the FA1 is that of the FA model.

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Resource 129 is not a picture perfect example, but it is close. The duplex has vinyl siding and two, wood panel front doors that do not exactly replicate the look of the original materials. These new materials detract little from the overall historic integrity. The duplex still retains its original block form, hip roof, windows, front porches, and paneled wood columns.

Model Type FA2

Model Type FA2 represents the second version of the FA formula. The FA2 differs from the original mold in the roof and porch designs. The roofline does not project beyond the brick chimneys at either end of the duplex. With screened panels, doors, and closed rail balustrades, the front porches have a more formal Colonial Revival look. The floor plan of the FA2 is that of the master FA design. Resource 410, the sole Model Type FA2 in the subject community, strays a little from the master plan. The front porches have been stripped of their pediments; clad with brick; and outfitted with 6/6 double hung sash windows. These modified porches still function as such, though. The historic character of the duplex core appears to be intact.

Model Type FA3

By changing the master design ever so slightly, Chickasaw Land Company architect, March, added nuance and novelty to the built environment of Chickasaw. To achieve the FA3 look, March merely moved one of the FA front porches to the side and substituted a door for a window. The first floor rear porches can be accessed either from the interior or exterior. This option is not available with the other FA models. The duplex hearkens to the Chickasaw Craftsman style. Analysis of the FA3 floor plan indicates that it was borrowed from Model Type FA.

Seekers of the rare and elusive Model Type FA3 in the Chickasaw milieu will find two examples: Resources 401 and 418. Resource 401 features a slight transgression. The brick columns of the front porch were replaced with decorative iron supports and the screen panels were removed. Otherwise, Resource 401 rivals Resource 418 in retaining the authentic Model Type FA3 elan. Both have the quintessential side gable roof with wide eaves and exposed rafters. The second story exterior of Resource 418 features wood shingle siding while that of Resource 401 is encased in weatherboards. Both FA3 duplexes have the omnipresent, 6/1 double hung sashes. Each duplex is outfitted with three porches as was prescribed by March's specifications.

Model Type FB

If Model Types FA and FA3 represent the standard Craftsman look for the FA series, then Duplex FB is the deluxe model. Model Type FB adds more windows, what appears to be cantilevered window seats (but in actuality are bathrooms), and open rail balustrades to the FA mix. The FB design features a central interior chimney, a low-pitched gable with the expected wide eaves and exposed rafter tails, weatherboard siding, and the aforementioned cantilevered bathrooms on the second floor. The first floor, fenestration on the façade features four window openings outfitted with 6/1 double hung sashes (as does the second story) and two doors with fixed lights and a single wood panel. Fronting the façade are two Craftsman style porches. Composition of the two porches consists of a gable roof with timberwork, pairs of plain posts, and open balustrades with bountiful balusters.

The floor plan of Model Type FB is reminiscent of a foursquare with four rooms of 15 feet by 13 feet size on each floor, but with a central dividing wall. A storage room and a staircase separate the kitchen and living room in each half of the duplex. A second store room and porch are located off each of the two kitchens. The second story of each apartment has two bedrooms. A bathroom, stairwell, and hall occupy the central zone of the floor. Sleeping porches lie off the rear bedrooms.

The best example of Model Type FB is the only example. Resource 149 comes up a little short in the perfect preservation department. Someone modified the two front porches, enclosing one and changing the roof and supports on the other. One could return the duplex to the paradigm of preservation by undoing the front porch changes, with a little effort, since the historic fabric of the rest of the FB model appears intact. Resource 149 retains the unique, cantilevered bathrooms that clearly set the FB apart from the FA models.

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Model Type FB1

Another deluxe, Craftsman style duplex, the FB1 offers a slightly different look than Model Type FB. The FB1 turns the side gable of the FB forward to present such Craftsman appointments as board and batten trim and a decorative exposed beam for public viewing. In this arrangement, the aforementioned cantilevered bathrooms resemble projecting, hip roof dormers. Duplex FB1 makes use of shed roofs instead of gables for the front porch covers. The room layout of the FB1 was cloned from the FB.

As with Resource 149, Resource 414, the sole Model Type FB1, has sustained some alterations to the front porches. One porch was removed, and the other was converted to a larger gable version. Additionally, one of the front doors was exchanged for a large, picture frame window with divided lights. The front oriented gable features shingle sheathing rather than board and battens as displayed in architectural plans. Shingles qualify as an official Chickasaw siding material, though. The porches and the fenestration of the front elevation aside, Resource 414 retains sufficient integrity to rate as a contributing resource, since the duplex form, roof type, siding materials, windows, rear porches, and cantilevered bathrooms are very much readable in the present look of the historic duplex.

The "6" Series

The common denominator unifying the six "6" model types featured in the West Village is a residence consisting of six rooms. These rooms include three bedrooms, a living room, dining room, and kitchen. Additionally, the "6" series residences have a bathroom and several porches. March managed a good deal of variety with the basic six-room house plan. He varied the floor plan from model to model. He created four, six-room types with one story and two with two stories. The "6" series models feature Craftsman and Colonial Revival embellishments. The particulars of each of the six "6" series types are discussed in the following paragraphs.

Model Type 6A-1S

Several clues alert the observer to the Craftsman orientation of the Model Type 6A-1S. The abode features a low-pitched, cross gable roof with wide eaves. Beneath the eaves are several details, including decorative beams and exposed rafter tails. Select gables have attic lights with adornments. The front porch of the bungalow is a dead give away with its tapered wood columns and low-pitched gable, exposed woodwork, and paneled closed balustrade, which serves double duty as a Colonial Revival feature.

The interior of the 6A-1S bungalow is contained within a 40 feet 9 inches by 44 feet 2 inches rectangular configuration. Off the 10 feet 4 inches by 10 feet 6 inches front porch lies the living room, the dimensions of which are 14 feet by 21 feet 6 inches. The living room features an ample hearth, as do the dining room and three bedrooms. The dining room, a rectangle measuring 14 feet by 13 feet, adjoins the living room. Between the kitchen and dining room are a pantry and storage closet. The kitchen is appointed with its own porch. Off the kitchen lies a 13 feet by 14 feet bedroom. Several closets and an attic stairwell are sandwiched between this bedroom and the living room. Separating the group of rooms from two more bedrooms and a sleeping porch are a hall, linen closet, and a bathroom. The sleeping porch is no small matter with commodious dimensions of 10 feet 4 inches by 10 ft 6 inches. The two bedrooms are close to the same size: one measures 14 feet 3 inches by 12 feet and the other is 12 feet by 14 feet 6 inches. A battery of two closets and a common fireplace separate the bedrooms.

The roster of 6A-1S models in the West Village includes Resources 51, 81, 84, 91, and 197.

Resource 81 embodies the 6A-1S design. The six-room bungalow features a low-pitched gable roof with fine Craftsman detailing consisting of wide eaves, triangular knee braces, scalloped rafter tails, stickwork, and attic lights. On the front porch, screen panels have been replaced with storm windows, but the sashes are raised in the summer; so the porch still functions as such. Chickasaw favorites, such as 6/1 double hung sash windows, weatherboard siding, and brick chimneys, make up the present composition of Resource 81.

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Model Type 6B-1S

The 6B-1S bungalow represents a stylistically streamlined, Chickasaw model. The low-pitched, cross hip roof lacks the embellishments of the 6A-1S; however, the porch on the front elevation makes a statement in formality. It has paneled columns with capitals, paneled balustrades, and paneled screens.

The floor plan of the 6B-1S resembles the 6A-1S, but with a few twists for diversity's sake. Many of the 6A-1S rooms are turned 90 degrees to make the 6B-1S layout. The bathroom moves from one side of the 6A-1S sleeping porch to the other side of the 6B-1S sleeping porch.

Of the two 6B-1S models, Resources 38 and 83, Resource 83 best captures the essence of this bungalow model. Present in the current appearance of the bungalow are the 6B-1S form, cross hip roof, weatherboard siding, and trademark windows. The screen panels of the front porch have been swapped for double hung sash windows; however, the historic porch form, roof, and paneled columns are intact. Someone added a shed roof cover across most of the front elevation. This addition is not copasetic with March's plan but it does not ruin the overall integrity of Resource 83.

Model Type 6C-1S

When the Chickasaw Land Company designed the 6C-1S bungalow, staff planners pumped up the square footage of the other two "6" series bungalows. A case in point is the kitchen. The 6C-1S kitchen features 144 square feet, which is noticeably larger than the kitchens of the 6A-1S and 6B-1S bungalows. Additionally, the 6C-1S kitchen has a full blown china closet as well as another storage room. The porches of the 6C-1S are substantially larger than those of the 6A-1S and 6B-1S. The 6C-1S also features a brick terrace off the front porch. The 6C-1S is truly a deluxe model.

Model Type 6C-1S has six representatives in the West Village. They include Resources 42, 47, 82, 85, 94, and 95. Resource 95 edges out Resource 82 as the best example of 6C-1S architecture. Both have intact forms, roofs, siding, windows, doors, and porches. The front porch of Resource 95 retains the original divisions of screen panels whereas those of Resource 82 have been changed. This change is so slight that it is hardly noticeable. Both bungalows deserve credit for their fine state of preservation.

Model Type 6D-2S

One of two, two-story, six-room "6" series houses, Model Type 6D-2S features a stylistic detail package that blends Craftsman and Colonial Revival influences. Symmetry commands the overall composition. Pairs of 6/1 double hung sash windows flank a centrally located door on the first floor. A centrally located dormer rests atop the side gable roof between bookend exterior chimneys. Six classical columns of slender build support an engaged roof that extends from the house over the front porch. The porch is partially screened.

Unlike the two-story houses of the "5" series models, the 6D-2S has a downstairs bedroom. This bedroom is aligned on one side of the floor with a bathroom, closet, and a kitchen. Closets and a stairwell occupy the central zone of the floor. The living and dining rooms occupy the third zone. The second floor layout is symmetrically arranged. On either side of the centrally located bathroom, hall, and sleeping porch are a bedroom, a closet, and a trunk room.

Four 6D-2S models are present in Chickasaw. These include Resources 86, 89, 96, and 385.

Located at 209 Third Street, the Smith-Goolsby House, Resource 86, had seen better days when Glenn and Teresa Goolsby purchased the aging 6D-2S in 1993. The preservation minded couple carefully restored the house to its former glory. A recent tour of the model 6D-2S revealed an exterior and interior chock full of historic Chickasaw features. The front porch is as it was originally designed: partially screened and covered by an integral roof supported by four slender columns. Between bookend chimneys, a shed roof dormer rests atop a side gable roof. A centrally located, twelve light door on the first floor grants entrance to an interior marked by heart pine floors and plaster covered walls and ceilings. Original china cabinets, butler's pantry, and mantels further attest to the Goolsbys' attention to historic detail.

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Model Type 6E-2S

The 6E-2S looks like a modestly scaled Colonial Revival manse. Symmetry once again underpins the composition. The front elevation features a central door on the first floor. With a pediment and classical like columns, the door treatments rate as decidedly Colonial Revival in design. Pairs of 6/1 double hung sash windows flank either side of the door. On the second story of the front elevation, the wall piercings, which are outfitted with 6/1 double hung sash windows, match those below. Like the 6D-2S, the 6E-2S has bookend chimneys, but they rise within the interior of the house and poke through the roofline. A porch wing projects off the rear.

A wall divides the core of the first floor into two spaces. The living room, which measures 18 feet by 15 feet, occupies one side of the floor. A stairwell is situated in one corner of the living room. The dining room, which measures 14 feet by 13 feet, occupies the other side. Two pantries are located adjacent to the dining room. Compared to most of the Chickasaw models, the 6E-2S living room and dining room are rather large. This circumstance results from moving the kitchen from the core of the floor to the rear wing. Three bedrooms, a sleeping porch, and a bathroom constitute the layout of the second floor.

Model Type 6E-2S examples include Resources 40, 49, 92, 381, and 512.

True to its Colonial Revival style, Resource 92 boasts of a pedimented stoop replete with classical columns. The side porch wing features similar supports. The symmetrical fenestration pattern on the front elevation remains a salient feature of the house's current look. The present owner has also preserved the historic form and floor plan.

Model Type 6G-1S

The Colonial Revival demeanor of the 6G-1S is unmistakable. The two, distinctive front oriented gables sport lunettes, or semicircular fanlights. The two gables frame a porch fronted by classical like columns and pilasters. Paneled balustrades extend between the pilasters and columns. The porch is outfitted with screen panels. Stock items in the architectural mix include 6/1 double hung sash windows and weatherboard cladding.

Model Type 6G-1S features an U-shaped floor plan. One side of the U contains a 9 feet 6 inches by 12 feet kitchen, a 13 feet by 14 feet dining room, a pantry, storage, and a porch. In the central part of the floor layout are the living room and aforementioned front porch. A series of bedrooms, a bathroom, and a sleeping porch are located on either side of the house.

Contained within the borders of the West Village of Chickasaw are three examples of the Model Type 6G-1S. These are Resources 44, 93, and 383.

None of the 6G-1S exists in a perfect state of preservation. They all have some minor modifications. Resource 44 is indicative of this circumstance. It features asbestos shingle siding, which is an after construction material; however, the original weatherboards are likely still in place underneath the shingles. Fixed panes of glass were substituted for the original screen panels on the porch. The lunettes in the front oriented gables are covered with paint. In this case, perfect preservation is only a few changes away. Regardless, Resource 44 and the other 6G-1S models are still gems. They retain their historic forms and floor plans and varying degrees of historic materials.

The "W" Series

The common denominator unifying the nine "W" model types featured in the West Village is a residence consisting of four rooms. These rooms include two bedrooms, a living room, and a kitchen. Additionally, the "W" series residences have a bathroom and three porches. The "W" series models feature Craftsman and Colonial Revival embellishments. The particulars of each of the nine "W" series types are discussed in the following paragraphs.

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Model Type WH

Although the scale of the Model Type WH is modest, the Craftsman trappings are not. The wide eaves of the bungalow sport both exposed rafter tails and decorative beams. The front oriented gable has timber and latticework. Similar details abound on the front porch. Porch appointments also include paneled wood columns on brick piers, screen panels, and paneled balustrades.

The floor plans of the WH, WI, WL, and WM models are more or less the same. All the rooms save the front porch are contained within a rectangular footprint. A series of walls divides the interior of these four-room cottages in half. One side has two bedrooms, a bathroom, two closets, and a sleeping porch while the other has a living room, kitchen, porch, and a storeroom.

Resources 11, 15, 139, 148, 306, 312, and 398 make up the Model Type WH list.

Resources 11, 15, 306, and 312 positively beam the essence of WH design. They not only have stock Chickasaw housing items such as weatherboard siding, 6/1 double hung sash windows, and twelve light doors but also custom details such as exposed rafter tails, decorative beams, and screened porches. The front porches of these quaint bungalows abound in Craftsman attire.

Model Type WI

The WI bungalow assumes a bit of a Colonial Revival persona with the omission of exposed rafters and decorative beams and the addition of raking cornices on the front oriented gables of the house and porch. The paneled columns of the front porch, which serve double duty as Craftsman features, further emphasizes the classical flavor of the bungalow, imparting a pedimented portico look on the porch.

Six WI models are part of the built environment of Chickasaw. These include Resources 6, 17, 33, 298, 309, and 412.

The pedimented portico look is every bit as evident in the Resource 298 of today as in the Resource 298 of 1919. From its gable roof to weatherboard cladding down to its brick piers, Resource 298 is a paradigm of WI design.

Model Type WL

Model Type WL shares much in common with its bungalow kin, models WH, WI, and WM, including form, floor plan, window and door types, and porch; however, the WL roof differentiates it from the other "W" series bungalows. Asphalt shingled hips cover the WL house core and front porch instead of gables.

Resources 4, 25, 88, 184, 304, and 314 comprise the Model Type WL list for historic Chickasaw.

Resources 4 and 184 are textbook examples of WL composition. They both have hip roofs crowning the bungalow cores and front porches. The wide eaves of both bungalows are replete with exposed rafter tails. In addition to all of the typical characteristics, both bungalows have their full array of historic components, including roof, wide eaves, exposed rafters, paneled wood columns, screen panels, and brick balustrades.

Model Type WM

The WM model is chock full of bungalow details. It has a clipped gable roof, decorative beams, an attic light, scalloped rafter tails, and a porch with brick columns, and screen panels.

Resources 35, 141, and 295 offer studies in Model Type WM architecture. Resources 137 and 299 are also part of the WM family.

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Model Type: WN

Model Type WN represents a few degrees of separation from the WH, WI, WL, and WM bungalows. Ninety degrees to be exact. The roof of the latter bungalows is rotated ninety degrees to make that of the WN. Additionally, the sleeping porch of the WH, WI, WL, and WM bungalows is rotated ninety degrees and moved to the front elevation to make the footprint of the WN. The WN features the typical bag of Chickasaw bungalow embellishments.

Of the three Model Type WN bungalows in Chickasaw, Resources 210, 219, and 237, Resource 219 is the poster model.

Model Type WP

The WP and WQ models break ever so slightly out of the "W" series box. Both models have side and rear bump outs in which are contained porches and kitchen storage. The architectural details of Model Type WP are similar to those of the WL while the appointments of the WQ compare to those of the WH.

Six WP models, Resources 198, 213, 223, 224, 225, and 226, are located in Chickasaw.

Resources 198, 213, and 226 retain an excellent degree of WP design integrity.

The sole representative of the Model Type WQ ilk, Resource 194, does not presently look like it did in 1919. Resource 194 has a few after construction changes, such as the addition of a bay window on the front elevation and the enclosure of the front porch. The changes notwithstanding, the bungalow still favors its historic look.

Model Type WR

The WR and WR1 models also break out of the box configured floor plan. They have a cross shaped footprint. Porches are inset into three sides of each model. The front-oriented gable of the WR spans a greater width than that of the WR1. Otherwise, the two bungalows look the same.

Resource 416 hails as the paradigm of Model Type WR architecture. Other examples of the WR typology include Resources 20, 27, and 313. Of the three WR1 models, Resources 135, 297, and 303, Resources 297 and 303 are deserving of note. In addition to historic windows, doors, floor plan, and roof, the four-room houses retain their historic porches with paneled columns and balustrades. Original vents and decorative beams are also in place beneath gables. Resources 297 and 303 are truly show models.

World War I era Outbuildings in the West Village

In addition to single car and double garages, TCI built coal houses for each of the residences in the West Village. Prior to the advent of central air and heat, coal was an inexpensive and readily available material used in heating homes in the early twentieth century. This was especially the case in Chickasaw since coal is TCI's middle name. Like the garages, TCI's planners placed coal sheds along the service alleys. As noted in the survey inventory, 28 coal sheds remain in the West Village. Available TCI records do not document the particulars of these coal sheds. Resource 192 has an exemplary coal shed. Located at 218 6th Street, the coal shed features wood frame construction with a low-pitched gable roof of standing seam metal, exposed rafters, latticework, weatherboard siding, a wood door, and a poured concrete foundation.

World War I Era Non Residential Resources

Education Building

Founded in 1918, the Chickasaw School, Resource 421, is one of two schools built by TCI for the children of the shipyard employees. This school, which occupies a location on a fifteen-acre site on the west side of Highway 43, served white school children from first through

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seventh grades. The school for African American children was located in the East Village on Viaduct Way. No longer extant, the African American schoolhouse was in reality a converted Model Type 3C duplex, which was and continues to be a prevalent housing type in the East Village. During the World War I years, the Chickasaw School, Resource 421, had as many as 337 students enrolled and 16 teachers overseeing their instruction in reading, writing, and arithmetic (*Mobile Register* 8 January 1939). In 1921, the Mobile County School System assumed authority over the school. The school continues to function as such for elementary students to this day.

The five-part plan of the Chickasaw School is common to educational institutions from the early twentieth century. The TCI built school features a central administration block with a projecting vestibule. This part of the building houses the main office and principal's office. On either side of the central block are flanking hyphens or class room wings. An additional set of classroom wings or dependencies extend off the hyphens.

Judging by the embellishment of the Chickasaw School, TCI architects were well versed with the aesthetics of Spanish Eclectic architecture. The exterior of the schoolhouse is clad in a thick coat of stucco. The wide eaves of the roof feature richly carved wood brackets. The ends of the dependencies have fountain niches that now serve as planters. Aficionados of Spanish Eclectic architecture would appreciate the exposed crafted wood beams in the library ceiling. Carved wood screens embellish hallway skylights. Primary entrances are outfitted with carved wood panel doors. An exterior walkway between the Chickasaw School and another classroom building built in 1918 features a style-authentic stucco clad arcade. The connecting classroom building has similar Spanish Eclectic details.

In addition to the two original buildings, the school has a separate brick cafeteria built in 1950 and several prefabricated classroom buildings, which are commonly referred to as portables. The portables were added to the campus in the 1980s.

Ice House

Built by TCI in 1918, Resource 423 began its career as an ice house. During World War I, workers manufactured ice in this building (Dyess 1973). James Edward Brooks delivered the ice to residents in the East and West Villages via mule drawn wagons. After World War I, the building was primarily used as storage space. In 1947, Dr. Charles Lange established the Chickasaw Infirmary in half of the building while the City of Chickasaw used the other half for City Hall (Dyess 1973). The City of Chickasaw now uses the building as headquarters for their police department.

Resource 423 features brick construction. A side gable roof covers the one-story edifice. The southern half of the building has a central entrance fronted by a pedimented portico. The northern half has several bays with large openings for vehicular access.

Shipyard

In 1918, TCI built up a shipyard infrastructure on the west side of the Chickasaw Creek, which included rail lines, roadways, shipways, a power plant, machine shops, and derricks. These shipyard components are discussed in detail in the following paragraphs.

Canal Network

The canal network includes Chickasaw Creek, which was dredged for a distance of three miles back in 1918, and six miles of canals. The main trunk of the network lies approximately one quarter mile south of the shipyard and terminates at the Chickasaw Creek. A short distance west of the creek, the canal takes a dog leg bend then heads toward the East Village. Approximately one mile west of the creek, the main canal ties to another canal. This one traverses the Chickasabogue for an approximate distance of one and one half miles in a north/south direction. Two canals extend off this branch at 45 degree angles. These feeder canals connect to a two mile canal that forms an arc like path on the eastern side of the East Village. This canal network is intact. Dredge work on Chickasaw Creek has facilitated use of the creek as a shipping artery to this day.

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Rail Network

The rail system consists of 20 miles of track at the Chickasaw Shipyard. This rail system directly connects to the Southern Alabama and Louisville and Nashville Railroads. This network extends to the shipyard and connects all the shipways and related buildings.

Road Network

A vast network of roads was built to facilitate pedestrian and automobile traffic to and from the shipyard. Viaduct Way, which extends from the West Village and the Craft Highway (U.S. Highway 43) to Chickasaw Creek, has served as the primary road into and out of the shipyard for over 80 years. Roads branching off Viaduct Way run all over the shipyard site. They lead to each of the shipways, buildings, and work stations in the yard.

Acetylene Gas Plant

An integral component of the shipyard, the acetylene gas plant is housed in a metal building. A metal monitor roof tops the plant. The sides are sheathed in metal. The plant, which is now vacant, supplied acetylene gas to the shipways for welding machines.

Shipways

After piles had been driven into the not so terra firma of the Chickasaw Creek swampland, TCI workers then laid down concrete mats ranging from 18 inches thick to four feet thick atop the pilings (Merchants Bank 1920). These mats were then built up to form ship berths, eight in all. The berths were designed for side launchings. These shipways are in use to this day, but not for ship construction.

Outfitting Dock

TCI engineers built an outfitting dock adjacent to the berths. This dock was constructed of concrete, which was built up to a height of 18 feet above tidewater (Merchants Bank 1920). Initially the dock extended a distance of 1,800 feet, but was later extended an additional 1,800 feet. The dock could simultaneously outfit four ships.

The outfitting dock is still in place.

Additionally, the shipyard featured a utility plant, gantry cranes and derricks, and machine shops. These structures and buildings were removed some time after 1952.

Circa 1940, the Gulf Shipbuilding Corporation built a number of buildings, including three located at the north end of the shipyard. One is a large warehouse size building built of metal siding topped by three metal gable roofs. Just south of it is another metal building with a metal sawtooth roof. And just south of this building is one built of hollow tile brick. It has a flat roof. These three buildings still stand.

There are a number of industrial buildings and structures that were built within the last three or four decades located in the shipyard. These include nine machine shops or warehouses, one of which was the site of recent ship repair. These buildings feature concrete slab foundations, metal frameworks, metal siding, and metal gable roofs. There are also eighteen, large cylindrical storage tanks scattered throughout the yard. Three are located in between two of the shipways.

Park, Community Center, and Playground

An integral component of the West Village is a park. Located in the wedge shaped parcel of land between U.S. Highway 43 (Craft Highway), Grant Street, and Court Street, the park (Resource 300) was originally conceived as open green space in 1918. Encompassing approximately 18 acres, the park features a mature canopy of oak and pine. A lambent creek skips through the center of the grounds. Manicured grass and foot paths that have been etched into the ground from decades of use are and have been historically part of the landscaping. Sometime before 1947, tennis courts and a frame recreation building were added to the park on Grant Street (*The News Herald* 1971). The City of Chickasaw

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built a swimming pool and a civic center in the park in 1958. The civic center, which replaced the aforementioned wood frame recreation building, was the focus of expansion in the mid 1970s. In 1995, the park was designated as Paul Devine Park. This park system includes a playground located in the East Village. The playground is designated as Johnny Legg Park.

World War II

Historic Materials for World War II era Housing

The 161 houses that Platt Roberts and O.W. Long, Jr, a Mobile architectural firm with a construction division, built in Chickasaw in 1941 are more simplified in design and construction than most of the TCI model houses in the West Village. Using prefabricated construction technology, the contractors devised several basic model types that could be assembled in a relatively short amount of time. The firm built a shop where workers manufactured wall and ceiling panels built of plywood (*Mobile Register* 7 December 1941). These prefabricated units were then shipped to construction sites in the West and East Villages of Chickasaw. After crews built piers, standardized floor joists, and subflooring, carpenters assembled the wall and ceiling panels and roof in a then astonishing 5 1/2 hours (*Mobile Register* 7 December 1941). Painters, plumbers, and electricians completed house construction. At this rate, Roberts and Long built an average of twenty houses a week. In all, the Mobile firm built 161 houses in Chickasaw in 1941 (*Mobile Register* 7 December 1941).

The Roberts and Long houses are based on a massed plan cottage form. The rectangular footprint of these dwellings is several rooms wide and several rooms deep. According to historic photographs, the gable roofs of these houses initially featured standing seam metal. Thirty-three of the identified Roberts and Long dwellings still retain these roofs. The rest have asphalt shingles. The historic photographs reveal that the World War II era Chickasaw houses were originally clad in weatherboard siding. Asbestos shingles were added to the exterior of many after the war. One historic photograph indicates that one Roberts and Long house featured 6/6 double hung sash windows. Many of these dwellings retain 6/6 double hung sash windows. A small number of houses have 1/1, 2/2, and 4/4 replacement windows. Unfortunately, historic photographs do not document the historic door design(s). Architectural drawings for the Roberts and Long manufactured dwellings would have been helpful in assessing door types and other features but none were found. Historic photographs indicate that the Roberts and Long Houses in the West Village initially had a single porch. Most of these porches were enclosed after the war in order to make more interior space for the growing families of what are today classified as baby boomers. A *Mobile Register* article from 1941 states that the foundations of Roberts and Long Houses consist of brick piers (*Mobile Register* 7 December 1941). With few exceptions, the space between the piers of most dwellings has been infilled with brick, concrete block, and other materials.

World War II era Housing in the East Village

Model type designations for the Roberts and Long houses built in Chickasaw during World War II were created for convenience of reference. Unfortunately, attempts to locate documentation, such as architectural plans, for this firm, did not meet with success; consequently, World War II era houses in Chickasaw do not have official model type designations like the World War I era houses. For the purpose of the OAR survey, the Roberts and Long houses were given model designations AA-S, AA-P, BB, AA-1, BB-1, and BB-2 to distinguish them from massed plan and minimal traditional cottages built in Chickasaw after World War II.

Model Type AA-S

This model has a side gable roof atop a box like form. This box is several rooms wide and two rooms deep. A small shed roof porch extends off one side. According to property record cards on file at the Mobile County, Revenue Commissioner's Office, the floor plans for several resources in the East Village of Model Type AA-S classification feature two bedrooms, a living room, a kitchen, a bathroom, and a porch. All of these attributes are present in Resource 445.

Fourteen AA-S models are located in the East Village. These include Resources 338, 343, 445, 447, 450, 451, 454, 459, 462, 463, 439, 505, 526, and 529.

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Model Type AA-P

Model Type AA-P has all the features of the AA-S with one exception: the porch has a gable roof instead of the AA-S shed roof.

Of the fifteen Model Type AA-P examples in Chickasaw, which are Resources 336, 342, 345, 364, 438, 441, 448, 449, 453, 456, 457, 464, 465, 472, and 525, Resource 453 retains the best integrity. It has such attributes as a side gable roof, asbestos siding, 4/4 double hung sash windows, and an open porch with a gable roof.

Model Type BB

Model Type BB is like the AA-P and AA-S, but with one exception: the primary entrance to the BB cottage is on the short side of the house.

Six Model Type BB dwellings are located in the East Village. They are Resources 436, 437, 442, 452, 458, and 461. Resources 436, 442, 452, and 461 illustrate the Model Type BB design. They all have a side gable roof, box like form, and a stoop covered entrance on the short side of the cottage.

World War II-era Housing in the West Village

Of the 161 residences Roberts and Long built in Chickasaw in 1941, 121 are located in the West Village. The Roberts and Long West Village residences are based on massed plan and minimal traditional cottage designs.

Model Type AA-1

The Model Type AA-1 is defined as a minimal traditional cottage. The box like core of the AA-1 has a side bump out for storage and a door for ingress/egress and a front projecting porch. A cross gable roof tops the AA-1. The gable covering the porch makes for the impression of a pedimented portico. This slight allusion to Colonial Revival design contributes to the dwelling's classification as a minimal traditional cottage. Historic photographs from the 1940s indicate that the AA-1 features an exterior sheathing of weatherboards and 6/6 double hung sash windows. The photographs also show that the front porch came replete with screens to keep out pesky insects that flourished in Mobile's semitropical climate. According to property record cards on file at the Mobile County, Revenue Commissioner's Office, the floor plans for several resources in the West Village of Model Type AA-S classification have two bedrooms, a living room, a kitchen, a bathroom, and a porch. With the exception of the porch screens, all of these attributes are present in Resource 101.

Twenty-six Model Type AA-1 cottages claim addresses in the West Village. They include Resources 21, 24, 32, 52, 61, 64, 71, 74, 77, 80, 98, 99, 101, 106, 157, 212, 216, 261, 266, 270, 278, 288, 376, 380, 417, and 430.

Only four of the AA-1 cottages retain an open porch. They are Resources 64, 101, 157, and 417. The baby boom following World War II led to the enclosure of the AA-1 porch as more and more interior space was needed to accommodate the rapidly growing families of Chickasaw.

Model Type BB-1

The massed plan form and materials of the BB-1 are like those of the other Roberts and Long, WWII era houses in Chickasaw. To this formula, Roberts and Long added a shed roof stoop over the front door and a side porch. The baby boom claimed the BB-1 side porch in the post war era. Most became an additional bedroom or den.

Resources 1, 3, 7, 10, 12, 16, 19, 22, 29, 31, 34, 36, 39, 41, 45, 50, 53, 54, 55, 58, 59, 63, 72, 76, 79, 97, 103, 104, 105, 108, 109, 154, 155, 171, 172, 201, 211, 214, 262, 264, 265, 267, 269, 276, 279, 283, 285, 287, 291, 292, 374, 382, 375, 377, 390, 415, 428, 523, 532, and 533 add up to a Model Type BB-1 total of 60.

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Model Type BB-2

Substitute a pedimented stoop for the shed stoop of the BB-1 and the BB-2 is the result. The pedimented stoop lends the BB-2 a little Colonial Revival flavoring; hence, its categorization as a minimal traditional cottage.

The residential stock of the West Village includes 37 Model Type BB-2 dwellings. They are Resources 5, 9, 18, 37, 48, 56, 57, 60, 65, 73, 75, 78, 100, 102, 107, 110, 119, 120, 150, 154, 156, 207, 239, 263, 268, 271, 272, 274, 281, 378, 379, 384, 391, 413, 419, 420, and 429.

Two Roberts and Long built dwellings, Resources 154 and 272, have been modified such that their BB-1 or BB-2 characteristics have been altered beyond recognition. As a consequence of these alterations, these dwellings are classified as non contributing resources.

Apartment Building

In addition to building 161 single-family houses in the East and West Villages of Chickasaw, Roberts and Long built an apartment building in the East Village in 1941 (*Mobile Register* 7 December 1941). Located on Viaduct Way, Resource 527, the Spanish Terrace Apartments, is a two-story, wood frame building with a side gable roof of asphalt shingles and asbestos siding. The Roberts and Long built apartment has a vestibule with a shed roof. It is centrally located on the first level. According to a 1941 *Mobile Register* article, Spanish Terrace Apartments accommodates 30 single-occupant apartments (*Mobile Register* 7 December 1941).

World War II era Outbuildings

Considering the exigencies of housing Mobile's rapidly expanding population, which was one of the fastest growing in the nation during World War II, and the limited supply of building materials, it is doubtful that the subsidiary of the Waterman Steamship Corporation devoted valuable time and resources to building houses for Chickasaw's car population. Research and reconnaissance does not indicate that the Gulf Shipbuilding Corporation built garages for their Chickasaw housing.

World War II Era Non Residential Resources

Religious Building

The Chickasaw United Methodist Church, Resource 389, is built of brick and features a central steeple with a four-sided copper steeple and an octagonal tower with louvered lantern. Additional features include cornice returns, a central double wood panel door with arch top, and stained glass nave windows. The church is located at 108 Lee Street in the West Village.

Historic Materials for Post World War II Housing, 1945-1952

Between 1945 and 1946, the Gulf Shipbuilding Corporation sold its option on the housing in the West and East Villages (Chickasaw Chamber of Commerce n.d.) The Leedy Investment Company sold the former TCI and Gulf Shipbuilding Corporation housing to individuals. Undeveloped lots were divided and sold as building lots. In the period between 1945 and 1952, Chickasaw's home builders did not chart new territory in house design; rather, they chose conventional types like massed plan, minimal traditional, and Colonial Revival cottages. These three house types conformed to post war national trends in architecture as well as paid homage to Chickasaw's World War I and World War II houses. Post war massed plan and minimal traditional cottages closely resembled those built by Roberts and Long in the West and East Villages in 1941. The steeply pitched roofs, gable dormers, pedimented stoops, and classical door surrounds of the late 1940s and early 1950s minimal traditionals and Colonial Revivals established yet another connection to Chickasaw's past. Even the ranch houses built in the early 1950s looked back to the relatively streamlined appearance of the Roberts and Long houses; consequently, the homes that represent construction between 1945 and 1952 mesh well with the older homes in the East and West Villages.

In Chickasaw, minimal traditional, massed plan, and Colonial Revival cottages, and ranch houses built between 1945 and 1952 feature such building materials such as brick, concrete block, wood framing, weatherboards, asbestos shingles, plate glass and aluminum frame windows, slab and veneered doors with diamond shaped glass inserts and three stepped lights, and slab foundations. Conspicuously absent in this mix is the porch, a mainstay in the historic architecture of Chickasaw. Window air conditioning units and television sets led to the demise of the

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porch in Post World War II America. For the most part, residential construction in the West and East Villages after World War II occurred at the periphery of the two villages on lots where there was no prior development.

Massed Plan Cottage

The East Village hosts six massed plan cottages that were built between 1945 and 1952. These cottages have side gable roofs, rectangular floor plans that are several rooms wide and two rooms deep. They have wood frame or concrete block construction. Some have stoops; others have porches. Resources 435, 443, 446, 455, 460, and 465 retain their integrity; hence, they are designated as contributing resources.

The West Village hosts 12 massed plan cottages that were built between 1945 and 1952. Resources 13, 43, 52, 62, 67, 114, 115, 117, 122, 123, 301, and 411 retain integrity; hence, they are designated as contributing resources. Vinyl siding, possible fenestration changes, and porch modifications alter the design, workmanship, and materials of the historic integrity of Resource 444; therefore, the massed plan is designated as a non contributing resource.

Minimal Traditional Cottage

The East Village has a number of minimal traditional cottages that were built between 1945 and 1952. Crowned by low-pitched side-gable or cross-gable roofs, the minimal traditional is essentially a massed-plan cottage with residual Colonial or Tudor Revival details, such as pedimented stoops and porches, pilasters and columns, steeply pitched gables, and vestibules with or without archways. Those minimal traditionals in the East Village that are designated as contributing resources include Resources 246, 248, 467, 468, 469, and 470. Due to alterations, Resource 440 is considered a non contributing resource.

Between 1945 and 1952, 18 minimal traditional cottages were built in the West Village. Resources 8, 26, 112, 113, 116, 118, 124, 125, 126, 127, 174, 255, 256, 308, 396, 403, 409, and 531 are considered contributing resources in the Chickasaw Shipyard Village Historic District.

Tudor Revival Cottage

Built in 1948, the Alfred Sidney (Buddy) and Sybil McDonald House, Resource 258, located at 222 Court Street is reminiscent of Tudor Revival cottages from earlier decades. A very striking roof crowns the house that Buddy built. The steeply pitched roof, a trademark of Tudor Revival design, has multiple gables, three of which face Court Street. The location of the chimney in a prominent location, in this case on the front of the house, is a favorite Tudor Revival detail. The house has both casement and double hung sash windows. The front entrance is underneath a prominent gable supported by wood columns.

A panoply of woods went into the construction of this house. The floors are crafted from 1 ½ inch thick oak boards. A long leaf pine log measuring 40 ft long serves as a primary sill across the front of the house. All the closets are lined with cedar. Buddy's favorite room is paneled in poplar (Goolsby n.d.).

Colonial Revival

Three post World War II Colonial Revivals were built among the historic residences of the West Village of Chickasaw. They are Resources 209, 305, and 394. Of these, only Resource 209 is considered non contributing due to modifications. The Colonial Revivals feature such elements as gambrel and side gable roofs with dormers, second story overhangs, Georgian door surrounds, and in some instances, classical porticos.

Lustron House

Certainly not conventional unless considered in the context of automobile production, which served as a model, the all metal prefabricated Lustron seemingly had all the right stuff with which to finally end the two decade long, nationwide housing shortage during the mid twentieth century. Backed by liberal loans from the federal government and heralded by the most inscrutable architectural and businesses presses, the Lustron House featured a show stopping design that was both an homage to the Cape Cod cottages of the Colonial period and a harbinger of

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the ranch house aesthetic that was about to take the country by storm, built in creature comforts, and easy maintenance. All of the metal parts of Lustron Houses were manufactured at various stations in the erstwhile Curtis-Wright automobile factory in Columbus, Ohio; loaded on a truck assembly line fashion; and shipped to the site. The prefabricated, mass production process, an industry standard for automobile manufacturing, was intended to crank out massive numbers of Lustrons thereby making them affordable to the masses. In actuality, less than 2500 were manufactured. Production and assembly cost overruns, metal shortages, financing difficulties (banks were reluctant to loan money for such a novel house type), building code hassles, and sundry nuisances led to the demise of the Lustron Corporation in 1950 (Ford 1998). The Lustron House failed to resolve the housing shortage, but by 1950 the traditional housing industry no longer required assistance with the housing problem.

In Alabama, nine Lustron Houses were recently added to the National Register (Ford 1998). These include two in Florence, one in Sheffield, three in Birmingham, one in Tuscaloosa, and two in Jackson. Located at 105 Grant Street, Resource 289 is almost but not quite the paradigm of the Lustron aesthetic with its low profile, streamlined, and porcelain enameled metal encased design. Replacement asphalt roof shingles, and an altered bay window prevent this Lustron House from joining the nine other assembly line mates on the nation's list of significant historic resources. Because the Grant Street Lustron has been altered in several ways, it is considered a non contributing resource.

Ranch

Literally built in the tens of millions, the ranch is probably the most ubiquitous house type in America. Construction of the ranch in large numbers began in the decade following World War II and has continued to the present. There are 13 ranch houses located in the West Village that date between 1945 and 1952. Resources 66, 68, 70, 111, 121, 252, 254, 257, 397, 399, 407, 426, and 508 have a low-pitched side gable or hip roof and a rambling floor plan indicative of this genre. Most of the ranches have brick veneer siding and a diverse selection of window types including wood and metal frame 2/2 and 6/6 double hung sashes and plate glass picture windows, some of which are composed of single sheets of glass and others that have flanking sashes or hoppers. In most cases, the main entrance to the house has a stoop rather than a porch. Resources 66, 68, 70, 111, 121, 252, 254, 257, 397, 399, 407, 426, and 508 are classified as contributing resources since they were built during the Chickasaw Shipyard's seven year operation from 1946 to 1952; and they retain integrity. Resources 319, 322, and 502 are ranch houses that were built between 1946 and 1952 in the East Village. They retain integrity; hence they are considered contributing resources.

Post World War II Non Residential Buildings

Religious Building

Built in 1950, St. Michael's Episcopal Church, Resource 302, was originally located at Camp Shelby in Hattiesburg, Mississippi. When Camp Shelby was decommissioned, the St. Michael's Episcopal Church building was moved to its present location at 302 Grant Street in the West Village. The religious building is eclectic in its design. Reminiscent of Gothic Revival churches, the windows of St. Michael's feature pointed arches. The pedimented and columned portico takes its inspiration from Colonial or Neoclassical Revival buildings. The church has a central spire atop its gable roof. The spire consists of a louvered lantern and a pedestal. Although St. Michael's Episcopal Church is an attractive building, it is not situated on its original site. Because it was moved, the church is considered a non-contributing resource in the historic district.

Civic Building

In 1946, the denizens of the Chickasaw Shipyard Village voted to incorporate Chickasaw as a town. The vote having passed in favor of incorporation, the town's folk launched initiatives to develop a government infrastructure. A permanent address for Chickasaw's administrative departments was established in 1952 with the opening of the Chickasaw City Hall. A Colonial Revival brick edifice, City Hall, Resource 424, has a cross gable roof with a cupola, a central double leaf wood door with lights, flanking 12/12 double hung sash windows, a pedimented portico with gable, cornice returns, a fanlight, and Doric columns. An addition was built in 1966.

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Commercial Building

Sherry's Café, Resource 422, is located on the Craft Highway. The café is a one story brick and wood frame commercial building with flat roof, metal shingles, plywood cladding, plate glass windows, brick columns, and a central glass door with a transom. The café was built circa 1950.

Housing Built Between 1953 and the Present

Chickasaw housing built after the closure of the shipyard in 1952 did not stray much from the house designs of earlier decades. With only one representative from the post 1952 era, one could say that the popularity of massed plan and minimal traditional cottages in Chickasaw played out at the end of the 1940s. Although the ranch was beginning to assert itself as the dominant residential type in the 1950s, only a small number of ranch houses were built in the West and East Villages due to a limited number of available lots. Post 1952 ranches resemble their Chickasaw predecessors in terms of construction materials, floor plans, and window, door, and roof types. Even the few split levels, neoelectic houses, and one manufactured house that took locations in the Chickasaw Shipyard Village Historic District in recent years bear a strong resemblance to earlier Chickasaw residential architecture. With their two story wings, Resources 250 and 260, both split levels in the West Village, look like beefed up ranches, minimal traditionals, or massed plan cottages. Their brick veneer siding and 6/6 double hung sash windows represent nothing new in Chickasaw house designs. The prefabricated construction of Resource 247 has its antecedents in the Grant Street Lustron and the Roberts and Long houses. The Mansard like roofs of Resource 273's Neo-French demeanor are about the only out of character elements in the more recent architecture of the shipyard village.

Minimal Traditional Cottage

Resource 26, a minimal traditional cottage, is a relatively recent addition to the West Village; consequently, it is classified as a non contributing resource.

Ranch

The post 1952, West Village ranches, Resource 69, 87, 90, 176, 217, 253, 259, 290, 310, 400, 402, 404, 405, 506, and 507 are considered non-contributing resources in the historic district. Their East Village counterparts, Resources 323, 371, 372, 373, 471, and 473, are also considered non-contributing resources.

Split-Level

In the decades following World War II, two split-level houses were built in the West Village. They are Resources 250 and 260. The two split levels have a one-story wing attached to a two-story wing. Due to their construction dates, they are non-contributing resources in the historic district. Resources 250 and 260 were built as split levels while Resource 151 began as one of the historic Chickasaw houses and was modified in the 1960s or 1970s through the addition of a large two-story wing. The modification completely obliterated the historic character of the residence; therefore, Resource 151 is considered non-contributing.

Manufactured House

The East Village is home to one manufactured house. Of recent construction, Resource 247 was assembled in a factory. It likely has a wood and/or aluminum frame to which are attached modular roof, ceiling, wall, and floor panels. A sheathing of aluminum covers the side gable roof and exterior walls. On the front elevation, there is an off center wood door with flanking 6/6 double hung sash windows. The house does not have a porch. Due to its age, the manufactured dwelling is designated as a non contributing resource in the historic district.

Neoelectic

As the term indicates, neoelectic architecture constitutes a rehashing of traditional historic styles, such as Craftsman, Tudor Revival, French, and Colonial Revival. Resource 294 loosely favors Craftsman or Colonial Revival homes with its dominant gable roof, gable dormer, and arch top attic light. Due to its recent construction date, Resource 294 is classified as a non-contributing resource in the historic district.

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Resource 273 represents a general interpretation of historic French prototypes. This house has a dominant hip roof, which is the primary characteristic linking it to French models, and two smaller hips covering wings. Due to its recent construction date, Resource 273 is classified as a non-contributing resource in the historic district.

Archaeological Component: Although no formal archaeological survey has been conducted within the district boundaries, the potential for subsurface remains is good; buried portions might contain information that might be useful in interpreting the entire area.

Chickasaw Shipyard Village Inventory

1st Street

Resource 1. 201 1st Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of standing seam metal, 2/2 metal double hung windows with shutters, off center wood panel door, stoop with shed roof and decorative iron supports and rail, brick pier foundation, wing; detached one car garage.

Resource 2. 202 1st Street. Ca. 1919. Model Type D-B. Two story, wood frame Craftsman duplex with side gable roof of standing seam metal, interior brick chimney, vinyl siding, second floor with 2/2 metal double hung sash windows, first floor with off center door with diamond-shaped light, flanking 2/2 double hung sash windows, partial width porch with front gable roof, wood supports, brick foundation. Vinyl siding and window and door replacements alter the design, workmanship, and materials of the historic integrity of the duplex. NC.

Resource 3. 205 1st Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, aluminum siding, off center wood panel door, flanking 6/6 double hung sash windows, stoop with shed roof, decorative iron supports, brick foundation, wing.

Resource 4. 206 1st Street. Ca. 1919. Model Type WL. One story, wood frame Craftsman bungalow with hip roof of standing seam metal, two interior brick chimneys, exposed rafters, weatherboard siding, central door with lights, 6/1 double hung sash windows, partial width porch with hip roof, tapered wood supports, brick foundation; detached one car garage.

Resource 5. 207 1st Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, weatherboard siding, off center door with nine lights and three panels, 6/6 double hung sash windows, pedimented stoop with decorative iron supports and rail, brick pier foundation, wing.

Resource 6. 208 1st Street. Ca. 1919. Model Type WI. One story, wood frame bungalow with front gable roof, vinyl siding, 6/1 double hung sash windows, off center door, partial width enclosed porch with shed roof, brick pier foundation; detached one car garage and coal shed.

Resource 7. 209 1st Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, attic ventilator, asbestos siding, off center door with three panels and nine lights, bay window, 6/6 double hung sash windows, stoop with shed roof, wood supports and open rail balustrade, brick pier foundation.

Resource 8. 210 1st Street. Ca. 1946. One story, brick minimal traditional with cross gable roof of asphalt shingles, 6/1 double hung sash windows, off center door with lights; detached one car garage. Brick veneer siding and porch modifications alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 9. 211 1st Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan with side gable roof of standing seam metal, attic ventilator, vinyl siding, 6/6 double hung sash windows, off center door with three-step light, stoop with shed roof, decorative iron supports and rail, brick foundation, wing.

Resource 10. 213 1st Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, vinyl siding, 6/6 double hung sash windows, off center door with three lights, partial width porch with shed roof, wood supports, pier foundation.

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Resource 11. 214 1st Street. Ca. 1919. Model Type WH. One story, wood frame bungalow with front gable roof, brackets, lattice attic ventilator, metal siding, 6/1 double hung sash windows, off center door, partial width screened porch with front gable roof, light in gable, brick piers, paneled wood columns; detached one car garage.

Resource 12. 215 1st Street. Ca. 1941. Model Type BB-1. One story, brick massed plan with side gable roof of asphalt shingles, 6/6 double hung sash windows, off center door with three panels and nine lights, stoop with shed roof, decorative iron supports, wing; detached one car garage. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 13. 217 1st Street. Ca. 1946. One story, wood frame massed plan with side gable roof of asphalt shingles, vinyl siding, 6/6 double hung sash windows with shutters, off center door with arch top light, partial width porch with shed roof, wood supports and open rail balustrade, brick foundation.

Resource 14. 218 1st Street. Ca. 1919. Model Type D-A. Two story, wood frame Colonial Revival duplex with hip roof of standing seam metal, two interior brick chimneys, exposed rafters, weatherboard siding, second story has five 6/1 double hung sash windows with shutters, first level has central wood panel door and flanking lights, 6/1 double hung windows with shutters, two tiered side sleeping porch, brick foundation; detached two car garage.

Resource 15. 302 1st Street. Ca. 1919. Model Type WH. One story, wood frame bungalow with front gable roof of standing seam metal, interior brick chimney, brackets, lattice attic ventilator, weatherboard siding, 6/6 double hung sash windows, off center wood door with three stepped light, partial width porch with front gable roof, brick piers, paneled wood columns, crossbuck balustrade.

Resource 16. 303 1st Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of standing seam metal, weatherboard siding, 6/6 double hung sash windows with shutters, off center door, stoop with awning, wing, continuous foundation.

Resource 17. 304 1st Street. Ca. 1919. Model Type WI. One story, wood frame bungalow with front gable roof, vinyl siding, picture window with shutters, off center door, partial width enclosed porch with gable roof, brick foundation. Brick and vinyl siding, window replacements, and an enclosed porch alter the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 18. 305 1st Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, attic ventilator, weatherboard siding, 2/2 metal double hung sash windows with shutters, off center door with nine lights and three panels, pedimented stoop, pier foundation, wing.

Resource 19. 307 1st Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, weatherboard siding, 6/6 double hung sash windows, off center door with nine lights and three panels, stoop with shed roof, wood supports, wing.

Resource 20. 308 1st Street. Ca. 1919. Model Type WR. One story, wood frame bungalow with front gable roof of standing seam metal, exposed rafters, lattice attic ventilator, weatherboard siding, 6/1 double hung sash windows, off center wood panel door, partial width recessed porch with engaged roof, wood supports; detached one car garage.

Resource 21. 309 1st Street. Ca. 1941. Model Type AA-1. One story, brick minimal traditional with cross gable roof of asphalt shingles, 6/6 double hung sash windows, off center door with three stepped lights, partial width porch with engaged roof. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 22. 311 1st Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, weatherboard siding, 6/6 double hung sash windows, off center door with three panels and nine lights, stoop with shed roof, wood supports, brick foundation, wing.

Resource 23. 312 1st Street. Ca. 1919. Model Type D-A. Two story, wood frame Colonial Revival duplex with hip roof of standing seam metal, interior brick chimney, weatherboard siding, second story has four 6/1 double hung sash windows, first floor has central door with nine lights, flanking 6/1 double hung sash windows, casement windows, two story side sleeping porch, brick foundation.

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Resource 24. 313 1st Street. Ca. 1941. Model Type AA-1. One story, wood frame massed plan with side gable roof of asphalt shingles, attic ventilators, weatherboard siding, 6/6 double hung sash windows, off center wood panel door, partial width screened porch with integral roof, brick foundation. A large side addition alters the design and workmanship of the historic integrity of the cottage. NC.

Resource 25. 314 1st Street. Ca. 1919. Model Type WL. One story, wood frame bungalow with hip roof of asphalt shingles, lattice attic ventilator in gable, interior brick chimney, brick and weatherboard siding, 6/6 double hung sash windows, off center wood panel door, partial width enclosed porch with hip roof. Brick veneer and vinyl siding and the absence of a front porch alter the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 26. 315 1st Street. Ca. 1980. One story, wood frame minimal traditional cottage with side gable roof of asphalt shingles, weatherboard siding, 2/2 double hung sash windows, central door, partial width porch with front gable roof, round attic ventilator, wood supports, iron rail. NC.

Resource 27. 316 1st Street. Ca. 1919. Model Type WR. One story, brick bungalow with front gable roof of asphalt shingles, lattice attic ventilator, 4/4 double hung sash windows, off center wood panel door with sidelights, partial width enclosed porch with engaged roof. Brick veneer siding and porch changes alter the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 28. 318 1st Street. Ca. 1919. Model Type D-B. Two story, wood frame Craftsman duplex with side gable roof of standing seam metal, interior brick chimney, exposed rafters, weatherboard siding, second story has paired 6/1 double hung sash windows, first story has off center wood panel door, paired 6/1 double hung sash windows, partial width porch with front gable roof, wood supports, one story side sleeping porch; detached one car garage.

Resource 29. 321 1st Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, attic ventilator, vinyl siding, 2/2 double hung sash windows, off center wood panel door, stoop with shed roof, wood supports, open rail balustrade, concrete block pier foundation. Vinyl siding and window replacements alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 30. 322 1st Street. Ca. 1919. Model Type D-A. Two story, wood frame Colonial Revival duplex with hip roof of standing seam metal, two interior brick chimneys, asbestos siding, second story has four 6/1 double hung sash windows, first story has central wood panel door with sidelights, flanking 6/1 double hung sash windows, stoop with iron rails, brick foundation, two tiered side sleeping porch.

Resource 31. 323 1st Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, vinyl siding, 6/6 double hung windows with shutters, off center door with three panels and nine lights, stoop with iron rails, wing.

Resource 32. 325 1st Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, vinyl siding, 6/6 double hung sash windows, off center wood panel door, partial width porch with shed roof, wood supports, lattice balustrade, brick foundation.

Resource 33. 326 1st Street. Ca. 1919. Model Type WI. One story, wood frame bungalow with front gable roof of standing seam metal, interior brick chimney, attic ventilator, weatherboard siding, 6/1 double hung sash windows, off center door, partial width enclosed porch with front gable roof, wood columns, brick pier foundation.

Resource 34. 327 1st Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof asphalt shingles, weatherboard siding, 6/6 double hung sash windows, jalousie windows, off center door with three panels and nine lights, stoop with shed roof, wood supports, brick foundation, wing.

Resource 35. 330 1st Street. Ca. 1919. Model Type WM. One story, wood frame bungalow with front clipped gable roof, attic lights, asbestos siding, 6/1 double hung sash windows, off center door with lights, partial width porch with front gable roof, decorative iron supports.

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2nd Street

Resource 36. 103 2nd Street. Ca. 1941. Model Type BB-1. One story, brick veneer, wood frame massed plan cottage, side gable roof of asphalt shingles, off center wood panel door, flanking 6/6 double hung sash windows, flanking multiple pane picture window, partial width porch with shed roof and decorative iron porch supports. Brick veneer siding, window replacements, and porch changes alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 37. 204 2nd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with hip roof of asphalt shingles, aluminum siding, 6/6 double hung sash windows with awnings, off center door with three panels and nine lights, pedimented stoop with decorative iron supports, brick pier foundation, wing.

Resource 38. 205 2nd Street. Ca. 1919. Model Type 6B-1S. One story, brick bungalow with hip roof of asphalt shingles, 6/1 double hung sash windows, off center wood panel door, partial width porch with integral roof, decorative iron supports and rail. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 39. 206 2nd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with a side gable roof of asphalt shingles, louvered attic vent, aluminum siding, off center wood panel door, flanking 6/6 double hung sash windows, stoop with integral roof, wood supports and rail, concrete block foundation, wing, detached carport.

Resource 40. 207 2nd Street. Ca. 1919. Model Type 6E-2S. Two story, wood frame Colonial Revival with side gable roof of asphalt shingles, attic vent, weatherboard siding, second story has five 9/6 double hung sash windows, first story has central wood panel door framed with columns and topped with entablature, flanking 9/6 double hung sash windows, two story side sleeping porch, brick foundation.

Resource 41. 208 2nd Street. Ca. 1941. Model Type BB-1. One story, brick massed plan with side gable roof of asphalt shingles, attic ventilator, off center wood panel door, flanking 6/6 double hung sash windows, stoop with shed roof and decorative iron supports and rails, wing; detached one car garage. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 42. 209 2nd Street. Ca. 1919. Model Type 6C-1S. One story, wood frame bungalow with cross gable roof of asphalt shingles, louvered attic ventilator, vinyl siding, off center door, 6/1 double hung sash windows, partial width screened porch with front gable roof, brick columns, brick foundation, side porch; coal shed.

Resource 43. 210 2nd Street. Ca. 1946. One story, wood frame massed plan with side gable roof of asphalt shingles, attic ventilator, vinyl siding, off center door, partial width porch with integral roof, decorative iron supports and rail, brick foundation.

Resource 44. 211 2nd Street. Ca. 1919. Model Type 6G-1S. One story, wood frame Colonial Revival with cross gable roof of standing seam metal, two interior brick chimneys, gable motifs, central wood panel door, flanking 6/1 double hung sash windows with awnings, stoop, brick foundation.

Resource 45. 212 2nd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of standing seam metal, louvered attic vents, weatherboard siding, off center wood panel door, flanking 6/6 double hung sash windows, stoop with shed roof, brick pier foundation, wing.

Resource 46. 214 2nd Street. Ca. 1950. One story, brick massed plan with side gable roof of asphalt shingles, off center wood panel door, flanking 6/6 double hung sash windows, partial width porch with shed roof, wood columns, decorative iron rails. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 47. 215 2nd Street. Ca. 1919. Model Type 6C-1S. One story, wood frame bungalow with front gable roof, exterior brick chimney, weatherboard siding, 6/1 double hung sash windows, off center wood panel door, partial width porch with front gable roof, closed brick balustrade and brick columns; detached one car garage.

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Resource 48. 216 2nd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, attic ventilator, weatherboard siding, off center wood panel door, flanking 6/6 double hung sash windows with awnings, pedimented stoop with wood supports and rail, concrete block foundation, wing; detached one car garage.

Resource 49. 217 2nd Street. Ca. 1919. Model Type 6E-2S. Two story, wood frame Colonial Revival with side gable roof of standing seam metal, interior brick chimney, attic ventilator, asbestos siding, second story has five 6/1 double hung sash windows, first floor has a central wood panel door with flanking 6/1 double hung sash windows, pedimented stoop with wood supports, one story side sleeping porch; detached one car garage.

Resource 50. 218 2nd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, weatherboard siding, central nine light door, flanking 6/6 double hung sash windows with shutters, partial width porch with shed roof, wood supports and open rail balustrade, brick foundation, wing.

Resource 51. 219 2nd Street. Ca. 1919. Model Type 6A-1S. One story, wood frame bungalow with cross gable roof of asphalt shingles, attic lights, exposed rafters, brackets, asbestos siding, 6/6 double hung sash windows, wood panel door, partial width porch with battered piers, closed balustrade, brick foundation; detached one car garage and coal shed.

Resource 52. 221 2nd Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, louvered attic ventilator, asbestos siding, off central wood panel door with crossbuck lights, 6/6 double hung sash windows with shutters, partial width porch with engaged roof with decorative iron supports, side addition.

Resource 53. 223 2nd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, louvered attic ventilator, asbestos siding, 6/6 double hung sash windows with shutters, bay window, central door, stoop with wood supports and open rail balustrade, concrete block foundation, rear addition; detached one car garage.

Resource 54. 300 2nd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, vinyl siding, off center door with flanking 1/1 metal double hung sash windows with shutters, shed stoop, wood supports and rails, wing.

Resource 55. 301 2nd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, weatherboard siding, off center wood panel door, flanking 6/6 double hung sash windows with shutters, partial width porch with integral roof, decorative iron supports and rail, wing; detached one car garage

Resource 56. 302 2nd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of standing seam metal, louvered attic ventilator, asbestos siding, 6/6 double hung sash windows, off center wood panel door, stoop with wood supports and lattice, wing; detached one car garage.

Resource 57. 303 2nd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, vinyl siding, off center door with arch top light, flanking 6/6 double hung sash windows with shutters, pedimented stoop with turned posts and wood rail, brick pier foundation with brick infill, wing, attached carport.

Resource 58. 304 2nd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of standing seam metal, weatherboard siding, off center door with nine lights, 1/1 metal double hung sash windows with shutters, two partial width porches with wood supports and open rail balustrades, brick pier foundation, wing.

Resource 59. 305 2nd Street. Ca. 1941. Model Type BB-1. One story, brick massed plan with side gable roof of asphalt shingles, off center three panel door with nine lights, flanking 6/6 double hung sash windows, stoop with iron rails, wing; detached one car garage. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 60. 306 2nd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan with side gable roof of standing seam metal, attic ventilator, weatherboard siding, off center door, flanking 6/6 double hung sash windows with awnings, pedimented stoop with decorative iron supports and rails, wing.

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Resource 61. 307 2nd Street. Ca. 1941. Model Type AA-1. One story, brick minimal traditional with cross gable roof of asphalt shingles, 6/6 double hung sash windows, off center door, partial width porch with integral roof and wood posts; detached one car garage. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 62. 308 2nd Street. Ca. 1946. One story, wood frame massed plan with side gable roof of asphalt shingles, vinyl siding, 6/6 double hung sash windows with shutters, off center door with three lights, partial width porch with integral roof, decorative iron supports and rail, brick foundation, attached carport.

Resource 63. 309 2nd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, weatherboard siding, off center door, 6/6 double hung sash windows with shutters, stoop with decorative iron supports and rail, wing; detached one car garage.

Resource 64. 310 2nd Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with side gable roof of asphalt shingles, vinyl siding, off center three panel door with nine lights, 6/6 double hung sash windows, partial width porch with front gable roof, wood columns, open rail balustrade, second porch with wood supports, shed roof, open rail balustrade, brick foundation, rear addition.

Resource 65. 311 2nd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, weatherboard siding, off center three panel door with nine lights, 6/6 double hung sash windows, bay window, pedimented stoop with wood supports and open balustrade, brick pier with infill foundation, wing.

Resource 66. 312 2nd Street. Ca. 1950. One story, brick ranch with side gable roof of asphalt shingles, central door with nine lights and three panels, 6/6 double hung sash windows, partial width porch with iron rails.

Resource 67. 313 2nd Street. Ca. 1946. One story, wood frame massed plan with side gable roof of asphalt shingles, weatherboard siding, 6/6 double hung sash windows with shutters, off center wood panel door, partial width porch with shed roof, decorative iron supports, brick foundation.

Resource 68. 314 2nd Street. Ca. 1952. One story brick ranch with hip roof of asphalt shingles, central wood panel door, 2/2 double hung sash windows.

Resource 69. 315 2nd Street. Ca. 1955. One story, brick ranch with side gable roof of asphalt shingles, exterior brick chimney, off center wood panel door, casement windows, partial width porch with decorative iron supports and rail. NC.

Resource 70. 316 2nd Street. Ca. 1950. One story, brick ranch with hip roof of asphalt shingles, casement windows, central door with three stepped light; detached one car garage.

Resource 71. 317 2nd Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional cottage with side gable roof with cross hip of asphalt shingles, weatherboard siding, 8/8 double hung sash windows, off center door with two lights, stoop, and decorative iron supports, enclosed partial width porch with engaged roof, brick foundation; detached one car garage.

Resource 72. 318 2nd Street. Ca. 1941. Model Type BB-1. One story, brick massed plan with side gable roof of asphalt shingles, off center door with nine lights and three panels, 6/6 double hung sash windows with shutters, stoop with decorative iron supports, wings. Brick veneer siding alters the design, workmanship. NC.

Resource 73. 319 2nd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, vinyl siding, 6/6 double hung sash windows with shutters, off center wood panel door, pedimented stoop with decorative iron supports and rails, wing; detached one car garage.

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Resource 74. 320 2nd Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, aluminum siding, 2/2 double hung sash windows with awnings, off center door, partial width porch with engaged roof, decorative iron supports.

Resource 75. 321 2nd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of standing seam metal, weatherboard siding, 1/1 double hung sash windows, off center door with three panels and nine lights, pedimented stoop with wood supports, brick foundation, wing; detached one car garage.

Resource 76. 322 2nd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of standing seam metal, weatherboard siding, 6/6 double hung sash windows with shutters, off center door with three panels and nine lights, stoop with shed roof, wood supports, brick pier foundation, wing.

Resource 77. 323 2nd Street. Ca. 1941. Model Type AA-1. One story, brick minimal traditional with cross gable roof of asphalt shingles, 6/6 double hung windows with shutters, off center door with three panels and nine lights, partial width porch with engaged roof; detached one car garage. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 78. 324 2nd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, aluminum siding, off center door with nine lights and three panels, flanking 6/6 double hung sash windows, pedimented stoop with decorative iron supports and rail, wing.

Resource 79. 325 2nd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, vinyl siding, off center wood panel door, flanking 6/6 double hung windows with shutters, pedimented stoop with decorative iron supports and rail, brick foundation, wing.

3rd Street

Resource 80. 201 3rd Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional cottage with cross gable roof of asphalt shingles, louvered attic ventilators, aluminum siding on top half and permastone on the lower half, 6/6 double hung sash windows, central wood panel door on the side of the house, partial width recessed porch with engaged roof, decorative iron supports; detached one car garage.

Resource 81. 204 3rd Street. Ca. 1919. Model Type 6A-1S. One story, wood frame bungalow with cross gable roof of standing seam metal, interior brick chimney, triangular knee braces, casement attic light, weatherboard siding, 6/1 double hung sash windows, off center wood panel door, partial width porch with shed roof, tapered wood supports, closed rail balustrade; detached one car garage.

Resource 82. 205 3rd Street. Ca. 1919. Model Type 6C-1S. One story, wood frame bungalow with cross gable roof of asphalt shingles, exterior brick chimney, louvered attic ventilator, exposed brackets and knee braces, weatherboard siding, 6/1 double hung sash windows, central wood panel door, partial width porch with front gable roof, exposed rafters, brick supports and closed brick balustrade, lattice fence.

Resource 83. 206 3rd Street. Ca. 1919. Model Type 6B-1S. One story, wood frame bungalow with hip roof of standing seam metal, exposed rafters, lattice attic ventilator, weatherboard siding, wood columns at corners, two off center doors, partial width porch with shed roof, wood supports, brick foundation; detached one car garage and coal shed.

Resource 84. 207 3rd Street. Ca. 1919. Model Type 6A-1S. One story, brick bungalow with cross gable roof of asphalt shingles, board and batten at top of front gable, 6/1 double hung sash windows, off center wood panel door, partial width porch with shed roof and decorative iron porch supports. Brick veneer siding and other modifications alter the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 85. 208 3rd Street. Ca. 1919. Model Type 6C-1S. One story, wood frame bungalow with cross gable roof of standing seam metal, exterior brick chimney, louvered attic ventilator, brackets, weatherboard siding, off center wood panel door, partial width screened porch with front gable roof, brick supports and closed brick balustrade; detached one car garage and coal shed.

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Resource 86. 209 3rd Street. Ca. 1919. Model Type 6D-2S. Two story, Colonial Revival with side gable roof of standing seam metal, two exterior brick chimneys, shed dormer with four 2/1 windows, weatherboard siding, central wood panel door, flanking 6/6 double hung sash windows, full width integral porch, part of which is screened, with wood supports, and open rail balustrade.

Resource 87. 210 3rd Street. Ca. 1960. One story, brick ranch with side gable roof of asphalt shingles, board and batten at top of gables, 8/8 and 12/12 double hung sash windows, off center wood panel door, partial width porch with front gable, round louvered attic ventilator, wood columns. NC.

Resource 88. 211 3rd Street. Ca. 1919. Model Type WL. One story, wood frame bungalow with hip roof of asphalt shingles, exposed rafters, weatherboard siding, 6/1 double hung sash windows, off center wood panel door with fanlight, partial width porch with hip roof, wood supports, brick foundation.

Resource 89. 212 3rd Street. Ca. 1919. Model Type 6D-2S. Two story, Colonial Revival with side gable roof of standing seam metal, two exterior brick chimneys, shed dormer with four 2/1 windows with awnings, cedar shake shingles, 6/1 double hung sash windows, center wood panel door with lights, full width partially enclosed porch with integral roof, wood supports, and open rail balustrade.

Resource 90. 213 3rd Street. Ca. 1955. One story, brick ranch with cross gable roof of asphalt shingles, attic ventilator, 1/1 metal double hung sash windows, plate glass picture window with flanking lights, off center wood panel door, stoop with decorative iron supports and rail. NC.

Resource 91. 214 3rd Street. Ca. 1919. Model Type 6A-1S. One story, wood frame bungalow with cross gable roof of standing seam metal, interior brick chimney, brackets with knee braces, exposed rafters, attic lights, weatherboard siding, 6/1 double hung sash windows, off center wood panel door, partial width porch with shed roof, decorative iron supports and rail.

Resource 92. 215 3rd Street. Ca. 1919. Model Type 6E-2S. Two story, wood frame Colonial Revival with side gable roof of asphalt shingles, exterior brick chimney, aluminum siding, second story has five 6/1 double hung sash windows, first story has central wood panel door with fan light and flanking paired 6/1 double hung sash windows, pedimented stoop with classical columns, side sleeping porch.

Resource 93. 216 3rd Street. Ca. 1919. Model Type 6G-1S. One story, wood frame Colonial Revival cottage with cross gable roof of asphalt shingles, interior brick chimney, attic ventilator, weatherboard siding, 6/1 double hung sash and fixed windows, off center door with three-stepped light, stoop with integral roof, wood support, and iron rail.

Resource 94. 217 3rd Street. Ca. 1919. Model Type 6C-1S. One story, wood frame bungalow with cross and clipped gable roof of asphalt shingles, interior and exterior brick chimneys, shingle cladding, off center door, flanking picture and 1/1 metal double hung sash windows, partial width porch with shed roof, wood supports. Brick veneer siding, window replacements, and an enclosed porch alter the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 95. 218 3rd Street. Ca. 1919. Model Type 6C-1S. One story, wood frame bungalow with front gable roof of asphalt shingles, exterior brick chimney, brackets and knee braces, louvered attic ventilators, weatherboard siding, 6/1 double hung sash windows, wood panel door, partial width screened porch with front gable roof, exposed rafters, brick supports and foundation; detached one car garage.

Resource 96. 219 3rd Street. Ca. 1919. Model Type 6D-2S. Two story, Colonial Revival with side gable roof of standing seam metal, two exterior brick chimneys, shed dormer with four 2/1 lights, weatherboard siding, central door with twelve lights, flanking 6/1 double hung sash windows, and French doors, full width integral porch with wood supports, brick foundation.

Resource 97. 220 3rd Street. Ca. 1941. Model Type BB-1. One story, brick massed plan cottage with side gable roof of asphalt shingles, off center door with three stepped light, flanking 6/6 double hung sash windows, shed roof stoop with decorative iron supports and rails. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 98. 221 3rd Street. Ca. 1941. Model Type AA-1. One story, brick minimal traditional with cross gable roof of asphalt shingles, attic ventilator, bay window and 1/1 metal double hung sash windows, off center door, partial width porch with engaged roof, brick support

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and iron balustrade. Brick veneer siding and window replacements alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 99. 222 3rd Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, attic ventilator, aluminum siding, plate glass picture window with flanking lights, 6/6 double hung sash windows, off center door, partial width porch with integral roof, decorative iron supports and rail, brick pier foundation with concrete block infill; detached one car garage.

Resource 100. 223 3rd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, attic ventilator, asbestos siding, off center wood door with flanking 6/6 double hung sash windows, pedimented stoop with iron rail, brick pier foundation.

Resource 101. 300 3rd Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional cottage with side gable roof of standing seam metal, attic ventilator, vinyl siding, 6/6 double hung sash windows, off center door with nine lights, partial width porch with front gable roof of standing seam metal, wood supports, iron rail and lattice balustrade, brick pier foundation.

Resource 102. 301 3rd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, vinyl siding, off center door with three panels and nine lights, flanking 6/6 double hung sash windows, pedimented stoop with fanlight, decorative iron supports and rail, continuous foundation, wing.

Resource 103. 302 3rd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, attic ventilator, aluminum siding, off center door with three panels and nine lights, flanking 6/6 double hung sash windows, stoop with shed roof, wood supports and balustrade, wing; detached one car garage.

Resource 104. 303 3rd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, asbestos siding, off center wood door, flanking 6/6 double hung sash windows, shed stoop, brick pier foundation, wing.

Resource 105. 304 3rd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage with side gable roof of standing seam metal, aluminum siding, off center door, flanking 6/6 double hung sash windows, stoop with integral roof and iron rail, wing; detached one car garage.

Resource 106. 305 3rd Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, weatherboard siding, plate glass picture window with flanking jalousie windows, 6/6 double hung sash windows, off center wood panel door on the side, partial width porch with integral roof, and turned posts.

Resource 107. 306 3rd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan with cross gable roof of standing seam metal, attic ventilator, weatherboard siding, off center door with three stepped light, flanking 6/6 double hung sash windows, pedimented stoop with wood supports and rails, concrete block foundation, wing; detached one car garage with attached carport.

Resource 108. 307 3rd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with cross gable roof of standing seam metal, weatherboard siding, off center door with three panels and nine lights, flanking 6/6 double hung sash windows, stoop with integral roof, wood supports and rails, brick pier foundation, wing.

Resource 109. 308 3rd Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with cross gable roof of standing seam metal, weatherboard siding, 6/6 double hung sash windows, off center wood panel door, partial width porch with shed roof, decorative iron supports and rail, brick foundation, wing.

Resource 110. 309 3rd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with cross gable roof of asphalt shingles, vinyl siding, off center four panel door, flanking 6/6 double hung sash windows, pedimented stoop, iron rail, brick foundation.

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Resource 111. 310 3rd Street. Ca. 1950. One story, concrete block ranch with side gable roof of asphalt shingles, interior brick chimney, 2/2 double hung sash and jalousie windows, central door, partial width porch with shed roof, attached carport.

Resource 112. 311 3rd Street. Ca. 1950. One story, brick minimal traditional cottage with hip roof of asphalt shingles, 6/6 double hung sash and a picture window with awnings, central wood panel door, pedimented stoop with wood supports.

Resource 113. 313 3rd Street. Ca. 1946. One story, wood frame minimal traditional cottage with cross gable roof of asphalt shingles, asbestos and brick siding, bay window, 1/1 metal double hung sash windows, off center wood panel door, stoop with wood support.

Resource 114. 314 3rd Street. Ca. 1946. One story, wood frame massed plan cottage with side gable roof of standing seam metal, attic ventilator, asbestos siding, picture window, 6/6 double hung sash windows, central door, stoop with decorative iron supports and rail, wood supports.

Resource 115. 315 3rd Street. Ca. 1950. One story, wood frame massed plan cottage with hip roof of asphalt shingles, aluminum siding, plate glass picture window with flanking 6/6 double hung sash windows, central wood panel door, stoop with wood supports, attached carport.

Resource 116. 316 3rd Street. Ca. 1946. One story, brick minimal traditional cottage with side gable roof of asphalt shingles, attic ventilator, central wood panel door with three lights, flanking 1/1 metal double hung sash windows, pedimented stoop with decorative iron supports and rail, wing. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 117. 317 3rd Street. Ca. 1946. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, exterior brick chimney, vinyl siding, 8/8 double hung sash windows, central wood panel door, recessed partial width porch with integral roof, decorative iron supports, concrete block foundation.

Resource 118. 318 3rd Street. Ca. 1950. One story, wood frame minimal traditional cottage with side gable roof of asphalt shingles, asbestos siding, bay window with flanking 6/6 double hung sash windows, off center wood panel door, pedimented stoop with wood supports, concrete block foundation.

Resource 119. 319 3rd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, attic ventilator, weatherboard siding, off center wood panel door, flanking 6/6 double hung sash windows, pedimented stoop with decorative iron supports, brick foundation.

Resource 120. 320 3rd Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, asbestos siding, 8/8 double hung sash windows, off center door with three-step light, pedimented stoop with wood supports and iron rails.

Resource 121. 321 3rd Street. Ca. 1952. One story, wood frame ranch with hip on gable roof of asphalt shingles, interior stone chimney, weatherboard and permastone siding, plate glass picture window with flanking 2/2 metal double hung sash windows, off center wood panel door, stoop, attached carport.

Resource 122. 322 3rd Street. Ca. 1946. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, gable with attic ventilator, aluminum siding, 3/1 double hung sash windows, off center wood panel door with diamond-shaped light, recessed porch with iron rail; detached one car garage.

Resource 123. 323 3rd Street. Ca. 1950. One story, brick massed plan with side gable roof of asphalt shingles, 8/8 double hung sash windows, central wood panel door, stoop with integral roof, decorative iron supports.

Resource 124. 324 3rd Street. Ca. 1946. One story, brick minimal traditional cottage with side gable roof of asphalt shingles, louvered attic ventilator, exposed rafters, aluminum siding, 3/1 double hung sash windows, central door with three lights, pedimented stoop with brick pedestals, decorative iron supports and rail, brick foundation; detached two car garage.

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Resource 125. 325 3rd Street. Ca. 1946. One story, brick minimal traditional cottage with side gable roof of asphalt shingles, vinyl siding, plate glass picture window with flanking lights, 6/6 double hung sash windows, off center wood panel door, pedimented stoop with decorative iron supports and rail, brick foundation.

Resource 126. 326 3rd Street. Ca. 1946. One story, wood frame minimal traditional cottage massed plan with hip roof of asphalt shingles, aluminum siding, 8/8 double hung sash windows, central wood panel door, pedimented stoop with wood columns, attached carport; detached one car garage.

Resource 127. 327 3rd Street. Ca. 1950. One story, brick minimal traditional cottage with side gable roof of asphalt shingles, 3/1 double hung sash windows, off center door with three stepped light, pedimented stoop with decorative iron supports and rail.

4th Street

Resource 128. 202 4th Street. Ca. 1919. Model Type 5X-2S. Two story, wood frame Colonial Revival residence with cross gable roof of standing seam metal, interior chimneys, asbestos siding, second floor with 6/1 double hung sash windows, first floor with off center wood slab door with single light, partial width enclosed porch with integral roof, rear porch, and foundation.

Resource 129. 203 4th Street. Ca. 1919. Model Type FA1. Two story, wood frame Colonial Revival duplex with hip roof of standing seam metal, exterior chimneys, vinyl siding, second floor with 6/1 double hung sash windows, first floor with two off center wood doors, partial width porches with hip roof, paneled columns, open rail balustrades, and brick foundation.

Resource 130. 206 4th Street. Ca. 1919. Model Type 5P-2S. Two story, wood frame Dutch Colonial with gambrel roof of standing seam metal, interior brick chimney, asbestos siding, second floor with pairs of 6/1 double hung sash windows, first floor with off center wood panel door, flanking pairs of 6/1 double hung sash windows, partial width screened porch, hip roof, wood supports, and brick foundation.

Resource 131. 207 4th Street. Ca. 1919. Model Type D-A. Two story, wood frame Colonial Revival duplex with hip roof of standing seam metal, exposed rafters, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with central wood panel door with sidelights, stoop with brackets and panelwork, flanking 6/1 double hung sash windows, two story side porch with hip roof, and brick foundation.

Resource 132. 210 4th Street. Ca. 1919. Model Type 5N-2S. Two story, wood frame Craftsman with hip with cross gable roof of standing seam metal, exposed rafters, interior chimneys, gables with half timbers, stucco cladding, second floor with 6/1 double hung sash windows, first floor with off center wood door, flanking 6/1 double hung sash windows, partial width screened porch with integral roof, wood supports, and brick foundation.

Resource 133. 211 4th Street. Ca. 1919. Model Type D-B. Two story, wood frame Craftsman duplex with side gable roof of standing seam metal, interior chimney, stucco cladding, second floor with pairs of 6/1 double hung sash windows, first floor with off center wood door, flanking pairs of 6/1 double hung sash windows, partial width screened porch with gable roof, closed rail balustrade, one story side porch with gable roof, and brick foundation; detached one car garage.

Resource 134. 214 4th Street. Ca. 1919. Model Type 5X-2S. Two story, wood frame Colonial Revival with cross gable roof of standing seam metal, exposed rafters, interior chimneys, weatherboard siding, louvered ventilators, second floor with 6/1 double hung sash windows, first floor with off center wood door, flanking 6/1 double hung sash windows, partial width screened porch with integral roof, Tuscan like column, and brick foundation.

Resource 135. 215 4th Street. Ca. 1919. Model Type WR1. One story, wood frame bungalow with cross gable roof of standing seam metal, exposed stylized rafters, interior chimneys, vinyl siding, off center wood door, flanking 6/1 double hung sash windows, partial width enclosed porch with integral roof, and brick pier foundation.

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Resource 136. 218 4th Street. Ca. 1919. Model Type 5A-1S. One story, wood frame bungalow with side clipped gable roof of asphalt shingles, interior chimneys, asbestos siding, central wood panel door with sidelights, stoop with gable roof, triangular knee braces, flanking 6/1 double hung sash windows, one story side porch with gable roof, and brick foundation.

Resource 137. 219 4th Street. Ca. 1919. Model Type WM. One story, wood frame bungalow with front clipped gable roof of standing seam metal, exposed rafters, vinyl cladding and brick veneering, off center wood door, flanking 6/1 double hung sash windows, partial width enclosed porch with gable roof, decorative iron support, and brick foundation. Brick veneer siding, window replacements, and an enclosed porch alter the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 138. 220 4th Street. Ca. 1919. Model Type 5X-2S. Two story, wood frame Craftsman with cross gable roof of standing seam metal, exposed rafters, interior chimneys, asbestos siding, louvered ventilators, second floor with 6/1 double hung sash windows, first floor with off center wood and glass panel door, flanking 6/1 double hung sash windows, partial width porch with integral roof, wood supports, and brick foundation; coal shed.

Resource 139. 221 4th Street. Ca. 1919. Model Type WH. One story, wood frame bungalow with front gable roof of standing seam metal, exposed stylized rafters, latticework ventilator, aluminum siding, off center wood door, flanking jalousie windows, partial width screened porch with gable roof, and brick foundation.

Resource 140. 302 4th Street. Ca. 1919. Model Type 5D-1S. One story, wood frame bungalow with side gable roof of asphalt shingles, exposed rafters, weatherboard siding, off center wood door with sidelights, stoop with gable roof, exposed rafters, triangular knee braces, flanking pairs of 6/1 double hung sash windows, and brick foundation.

Resource 141. 303 4th Street. Ca. 1919. Model Type WM. One story, wood frame bungalow with front clipped gable roof of asphalt shingles, interior chimney, vinyl siding, off center wood door with three stepped lights, flanking 6/1 double hung sash windows with awnings, partial width screened porch with shed roof, brick columns, and brick foundation.

Resource 142. 305 4th Street. Ca. 1919. Model Type D-A. Two story, wood frame Colonial Revival duplex with hip roof of asphalt shingles, interior chimney, second floor with shinglework siding, 6/1 double hung sash windows, first floor with weatherboard siding, central wood panel door with sidelights, stoop with hip roof, brackets, flanking 6/1 double hung sash windows, two tiered sleeping porch with integral hip roof, and brick foundation; detached one car garage.

Resource 143. 308 4th Street. Ca. 1919. Model Type 5R-2S. Two story, wood frame Craftsman with hip roof of standing seam metal, exposed rafters, interior chimney, second floor with stucco cladding, 6/1 double hung sash windows, first floor with weatherboard siding, central wood panel door, stoop with shed roof, brackets, flanking 6/1 double hung sash windows, one story side sleeping porch with hip roof, and brick foundation.

Resource 144. 309 4th Street. Ca. 1919. Model Type D-B. Two story, wood frame Craftsman duplex with side gable roof of standing seam metal, exposed rafters, interior chimney, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with off center wood door with twelve lights, flanking 6/1 double hung sash windows, partial width screened porch with gable roof, paneled wood columns, paneled closed rail balustrade, one story side sleeping porch, and brick foundation.

Resource 145. 312 4th Street. Ca. 1919. Model Type 5I-1S. One story, wood frame bungalow with front gable roof of asphalt shingles, exposed rafters, weatherboard siding, off center wood panel door with sidelights, partial width screened porch with integral roof, wood columns, and brick foundation; detached one car garage.

Resource 146. 313 4th Street. Ca. 1919. Model Type FA. Two story, wood frame Craftsman duplex with side gable roof of standing seam metal, exposed rafters, exterior chimneys, second floor with stucco cladding, 6/1 double hung sash windows, first floor with weatherboard siding, off center wood doors, partial width porches with gable roof, battered columns, open rail balustrades, and brick foundation.

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Resource 147. 316 4th Street. Ca. 1919. Model Type 5N-2S. Two story, wood frame Craftsman with hip with cross gable roof of standing seam metal, exposed rafters, interior and exterior chimneys, gables with timberwork, stucco cladding, second floor with 1/1 double hung sash windows, first floor with off center door with fifteen lights, flanking 1/1 double hung sash window, partial width porch with integral roof, wood columns, and brick foundation.

Resource 148. 317 4th Street. Ca. 1919. Model Type WH. One story, wood frame bungalow with front gable roof of standing seam metal, interior chimney, aluminum siding, off center wood door, flanking 2/2 double hung sash windows, partial width porch with gable roof, decorative iron porch supports, closed brick rail balustrade, and brick foundation; detached one car garage.

Resource 149. 319 4th Street. Ca. 1919. Model Type FB. Two story, wood frame Craftsman duplex with side gable roof of asphalt shingles, gables with stickwork, interior chimney, weatherboard siding, second floor with 6/1 double hung sash windows, cantilevered oriel window, first floor with off center wood slab door, flanking 6/1 double hung sash windows, two partial width porches with gable roof, one enclosed, the other with decorative iron porch supports, rear porches; detached two car garage.

Resource 150. 320 4th Street. Ca. 1941. Model Type BB-2. One story, brick massed plan with side gable roof of asphalt shingles, interior chimney, central wood panel door with sidelights, panelwork, partial width pedimented stoop, Tuscan like columns, flanking pairs of 6/1 double hung sash windows, one and two story additions. Brick siding and side additions alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 151. 321 4th Street. Ca. 1919. One story, wood frame bungalow with front gable roof of asphalt shingles, vinyl siding, off center wood panel door, stoop, flanking 6/6 metal frame double hung sash windows, two story addition, and brick foundation. A large side addition alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 152. 323 4th Street. Ca. 1919. Model Type FA. Two story, wood frame Craftsman duplex with side gable roof of asphalt shingles, exterior chimneys, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with central wood door, pedimented stoop with decorative iron supports, flanking 6/6 double hung sash windows, and brick foundation; detached two car garage.

Resource 153. 324 4th Street. Ca. 1919. Model Type 5M-2S. Two story, wood frame Craftsman with cross gable roof of asphalt shingles, exposed rafters, interior chimneys, weatherboard siding, second floor with triplet of 6/1 double hung sash windows, first floor with off center wood door, flanking triplet of 6/1 double hung sash windows, partial width screened porch with integral roof, wood columns, and brick foundation.

5th Street

Resource 154. 100 Fifth Street. Ca. 1941. Modified Model Type BB-1 or BB-2. One story, brick veneer, wood frame massed plan cottage, side gable roof of asphalt shingles, off center wood panel door, flanking 6/6 double hung sash windows, non historic porch with shed roof and brick columns; attached garage. Brick veneer siding, porch changes, and an attached garage alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 155. 101 Fifth Street. Ca. 1941. Model Type BB-1. One story, brick veneer, wood frame massed plan cottage with side gable roof of asphalt shingles, off center wood door, flanking 2/2 double hung sash windows, shed roof stoop. Brick veneer siding and window replacements alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 156. 102 Fifth Street. Ca. 1941. Model Type BB-1. One story, brick veneer, wood frame massed plan cottage, side gable roof of asphalt shingles, off center wood panel door with pedimented stoop, flanking 2/2 double hung sash windows. Brick veneer siding and window replacements alter the design, workmanship, and materials of the historic integrity of the cottage.. NC.

Resource 157. 103 Fifth Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, vinyl siding, off center door, flanking 6/6 double hung sash windows, partial width porch with gable roof and decorative iron porch supports, attached carport.

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Resource 158. 204 5th Street. Ca. 1919. Model Type 5A-1S. One story, wood frame bungalow with side clipped gable roof of asphalt shingles, weatherboard siding, central wood panel door with sidelights, stoop with gable roof, triangular knee braces, flanking fixed multiple pane windows, one story wing, and brick foundation; detached one car garage and coal shed.

Resource 159. 205 5th Street. Ca. 1919. Model Type 5Q-2S. Two story, wood frame Craftsman with cross gable roof of standing seam metal, exposed rafters, interior chimney, second floor with shinglework siding and 6/1 double hung sash windows, first floor with weatherboard siding, off center wood door, flanking 6/1 double hung sash windows, partial width screened porch with gable roof, wood columns, pointed arches, and brick foundation; coal shed.

Resource 160. 206 5th Street. Ca. 1919. Model Type 5X-2S. Two story, wood frame Colonial Revival with Craftsman and Colonial Revival details with cross gable roof of standing seam metal, exposed rafters, interior chimneys, louvered ventilators, aluminum siding, second floor with 6/1 double hung sash windows, first floor with off center wood door, flanking pair of 6/1 double hung sash windows, partial width porch with integral roof, exposed rafters, Tuscan like column, and brick foundation.

Resource 161. 207 5th Street. Ca. 1919. Model Type 5N-2S. Two story, wood frame Craftsman with hip with cross gable roof of standing seam metal, exposed rafters, interior chimneys, aluminum siding, second floor with triplet of 6/1 double hung sash windows, first floor with off center wood panel door, flanking triplet of 6/1 double hung sash windows, partial width porch with integral roof, wood columns, timberwork, and brick foundation.

Resource 162. 210 5th Street. Ca. 1919. Model Type 5O-2S. Two story, wood frame Colonial Revival with side gable roof of asphalt shingles, interior chimney, aluminum siding, triangular louvered ventilators, second floor with 6/1 double hung sash windows with awnings, first floor with off center wood door, flanking 6/1 double hung sash windows with awnings, partial width enclosed side porch with gable roof, wood columns, and brick foundation; detached one car garage.

Resource 163. 211 5th Street. Ca. 1919. Model Type 5M-2S. Two story, stucco clad Craftsman with cross clipped gable roof of standing seam metal, eaves with brackets, second floor with triplet of 6/1 double hung sash windows, first floor with off center wood door, flanking triplet of 6/1 double hung sash windows, partial width porch with integral roof, exposed rafters, brackets, arch and battered pier, and brick foundation.

Resource 164. 214 5th Street. Ca. 1919. Model Type 5N-2S. Two story, wood frame Craftsman with hip with cross clipped gable roof of asphalt shingles, aluminum siding, second floor with triplet of 6/1 double hung sash windows, first floor with off center wood door, flanking triplet of 6/1 double hung sash windows, partial width porch with integral roof, wood columns, one story side addition, and brick foundation; coal shed.

Resource 165. 215 5th Street. Ca. 1919. Model Type 5H-1S. One story, wood frame Colonial Revival cottage with side gable roof of asphalt shingles, interior chimney, weatherboard siding, central wood panel door, flanking 6/1 double hung sash windows, partial width portico with pediment, pediment with fanlight, faux keystone, paneled wood columns, crossbuck balustrade, and brick foundation; detached one car garage.

Resource 166. 218 5th Street. Ca. 1919. Model Type 5Q-2S. Two story, wood frame Craftsman with cross gable roof of standing seam metal, exposed rafters, interior chimney, second floor with shinglework siding, paired 6/1 double hung sash windows, first floor with aluminum siding, off center wood panel door, flanking pairs of 6/1 double hung sash windows, partial width screened porch with gable roof with stucco cladding and timberwork, wood columns, pointed arches, and brick foundation; detached one car garage and coal shed.

Resource 167. 219 5th Street. Ca. 1919. Model Type 5X-2S. Two story, wood frame Colonial Revival with cross gable roof of standing seam metal, interior chimneys, aluminum siding, paired 6/1 double hung sash windows, first floor with off center wood panel door, flanking pair of 6/1 double hung sash windows, partial width enclosed porch with integral roof, Tuscan like wood column, and brick foundation.

Resource 168. 222 5th Street. Ca. 1919. Model Type 5X-2S. Two story, wood frame Colonial Revival with cross gable roof of standing seam metal, interior chimneys, aluminum siding, paired 6/1 double hung sash windows, first floor with off center wood panel door, flanking

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pair of 6/1 double hung sash windows, partial width screened porch with integral roof, Tuscan like wood column, and brick foundation; detached one car garage and coal shed.

Resource 169. 223 5th Street. Ca. 1919. Model Type 5F-1S. One story, brick bungalow with cross clipped gable roof of standing seam metal, off center wood panel door, flanking 6/1 double sash windows with awnings, partial width enclosed porch with shed roof, brick column, and brick foundation. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 170. 302 5th Street. Ca. 1919. Model Type: 5C-1S. One story, wood frame Colonial Revival cottage with cross gable roof of asphalt shingles, interior chimneys, weatherboard siding, off center wood door with three stepped lights, flanking Palladian window, partial width screened porch with integral roof, wood columns, paneled closed rail balustrade, and brick foundation; detached two car garage shared with Resource 173.

Resource 171. 303 5th Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, weatherboard siding, off center wood panel door, flanking pairs of 6/6 double hung sash windows, partial width stoop with shed roof, decorative iron supports, open rail iron balustrade, and brick foundation; detached one car garage.

Resource 172. 307 5th Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, decorative veneer siding, off center wood panel door, flanking pairs of 6/6 double hung sash windows, stoop, one story wing, and brick foundation. Decorative veneer siding, window and door replacements, and a large side addition alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 173. 308 5th Street. Ca. 1919. Model Type 5P-2S. Two story, wood frame Dutch Colonial with gambrel roof of asphalt shingles, interior brick chimney, aluminum siding, second floor with pairs of 6/1 double hung sash windows, first floor with off center wood panel door, flanking pairs of 6/1 double hung sash windows, partial width screened porch, awning, and brick foundation; detached two car garage shared with Resource 170.

Resource 174. 309 5th Street. Ca. 1952. One story, brick minimal traditional with cross gable roof of asphalt shingles, off center wood door with three stepped lights, flanking casement windows, and brick foundation.

Resource 175. 312 5th Street. Ca. 1919. Model Type 5Q-2S. Two story, wood frame Craftsman with cross gable roof of standing seam metal, exposed rafters, interior chimney, second floor with shinglework siding, paired 6/1 double hung sash windows, first floor with stucco siding, off center wood panel door, flanking pairs of 6/1 double hung sash windows, partial width enclosed porch with gable roof with stucco cladding and timberwork, wood columns, panelwork balustrade, and brick foundation.

Resource 176. 315 5th Street. Ca. 1970. One story, brick veneered ranch with cross gable roof of asphalt shingles, off center wood door, flanking double hung sash windows with stoop, decorative iron support, and slab foundation. NC.

Resource 177. 316 5th Street. Ca. 1919. Model Type 5F-1S. One story, stucco clad bungalow with cross clipped gable roof of standing seam metal, off center wood panel door, flanking 6/6 double hung sash windows, partial width screened porch with shed roof, and brick foundation.

Resource 178. 319 5th Street. Ca. 1919. Model Type 5R-2S. Two story, wood frame Craftsman with hip roof of standing seam metal, interior chimneys, second story with stucco cladding, 6/1 double hung sash windows, first floor with asbestos siding, central wood slab door, shed roof, and triangular knee braces, flanking pairs of 6/1 double hung sash windows, one story side porch, and brick foundation; detached one car garage and coal shed.

Resource 179. 320 5th Street. Ca. 1919. Model Type 5H-1S. One story, wood frame Colonial Revival cottage with side gable roof of standing seam metal, interior chimney, weatherboard siding, central wood panel door, flanking 6/1 double hung sash windows, partial width portico with pediment, pediment with fanlight, faux keystone, paneled wood columns, closed rail balustrade, and brick foundation; coal shed.

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Resource 180. 323 5th Street. Ca. 1919. Model Type 5P-2S. Two story, wood frame Dutch Colonial with gambrel roof of asphalt shingles, interior brick chimney, aluminum siding, second floor with pairs of 6/1 double hung sash windows, first floor with off center wood panel door, flanking pairs of 6/1 double hung sash windows, partial width screened porch with shed roof, pediment, and brick foundation.

Resource 181. 324 5th Street. Ca. 1919. Model Type 5O-2S. Two story, wood frame Colonial Revival with side gable roof of asphalt shingles, interior chimney, aluminum siding, triangular louvered ventilators, second floor with 6/1 double hung sash windows, first floor with off center custom glass door, flanking 6/1 double hung sash windows, partial width screened side porch with gable roof, paneled wood columns, and brick foundation.

Resource 182. 325 5th Street. Ca. 1919. Model Type 5G-1S. One and one half story, wood frame Colonial Revival cottage with side gable roof of asphalt shingles, interior chimney, cornice returns, aluminum siding, half story with 6/1 double hung sash windows, first floor with off center wood panel door, flanking double hung sash windows, enclosed side porch with integral roof, and brick foundation.

Resource 183. 326 5th Street. Ca. 1919. Model Type 5A-1S. One story, wood frame bungalow with side clipped gable roof of asphalt shingles, interior chimneys, aluminum siding, central wood panel door with sidelights, stoop with gable roof, triangular knee braces, flanking fixed multiple pane windows, side porch, and brick foundation; detached one car garage.

6th Street

Resource 184. 204 6th Street. Ca. 1919. Model Type WL. One story, wood frame bungalow with hip roof of standing seam metal, exposed rafters, interior chimney, weatherboard siding, off center multiple light door, flanking 6/6 double hung sash windows, partial width screened porch with hip roof, paneled wood columns, closed brick rail balustrade, and brick pier foundation; detached one car garage.

Resource 185. 205 6th Street. Ca. 1919. Model Type 5F-1S. One story, wood frame bungalow with clipped gable roof of asphalt shingles, stucco cladding, off center side French door, flanking 6/1 double hung sash windows, partial width porch with gable roof, parapet, stucco clad column, and brick foundation; detached one car garage.

Resource 186. 206 6th Street. Ca. 1919. Model Type D-G. Two story, wood frame Colonial Revival duplex with cross gable roof of standing seam metal, exposed rafters, exterior stucco clad chimney, stucco clad second floor, weatherboard siding on first floor, second floor with 6/1 double hung sash windows, first floor with off center wood and glass doors, flanking 6/1 double hung sash windows, partial width porch with shed roof and Tuscan like columns, two story sleeping porch, and brick foundation.

Resource 187. 207 6th Street. Ca. 1919. Model Type 5X-2S. Two story, wood frame Colonial Revival with cross gable roof of standing seam metal, exposed rafters, interior chimneys, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with off center wood panel door, flanking 6/1 double hung sash windows, partial width screened porch with engaged roof and Tuscan like column, and brick foundation; coal shed.

Resource 188. 208 6th Street. Ca. 1919. Model Type D-F. Two story, wood frame Craftsman duplex with cross gable roof of standing seam metal, exposed rafters, weatherboard siding, second floor with 8/8 double hung sash replacement windows, first floor with off center wood panel door with stoop, flanking 8/8 double hung sash replacement windows, and brick foundation. Vinyl siding, window replacements, and a removed porch alter the design, workmanship, and materials of the historic integrity of the duplex.

Resource 189. 211 6th Street. Ca. 1919. Model Type 5N-2S. Two story, wood frame Craftsman with hip with cross gable roof of standing seam metal, exposed rafters, weatherboard siding, exterior stucco clad chimney, second floor with triple 6/1 double hung sash windows, first floor with off center wood and glass panel door, partial width enclosed porch with engaged roof, timberwork, and stucco clad brick foundation; detached one car garage and coal shed.

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Resource 190. 212 6th Street. Ca. 1919. Model Type D-E. Two story, wood frame Craftsman duplex with side gable roof of standing seam metal, triangular knee braces, stickwork, exposed rafters, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with central wood panel door with sidelights, stoop with shed roof, and triangular knee braces, flanking pairs of 6/1 double hung sash windows, enclosed two tiered side sleeping porch, and brick foundation.

Resource 191. 215 6th Street. Ca. 1919. Model Type 5Q-2S. Two story, wood frame Craftsman with cross gable roof of standing seam metal, exposed rafters, gables with louvered ventilators, shingle siding on second floor, weatherboard siding on first floor, interior chimney, second floor with 6/1 and 2/1 double hung sash windows, oriel window, first floor with off center wood and glass panel door, partial width enclosed porch with engaged roof, timberwork, pointed arches, and brick foundation.

Resource 192. 218 6th Street. Ca. 1919. One story, wood frame coal shed with gable roof of standing seam metal, exposed rafters, latticework, weatherboard siding, and wood door. The house is no longer extant on the lot.

Resource 193. 219 6th Street. Ca. 1919. Model Type 5M-2S. Two story, wood frame Craftsman with cross clipped gable roof of standing seam metal, exposed rafters, gables with louvered ventilators, weatherboard siding, interior chimneys, second floor with 6/1 double hung sash windows, first floor with off center wood panel door, partial width porch with engaged roof, paneled wood column, rear addition, and brick foundation; detached one car garage.

Resource 194. 220 6th Street. Ca. 1919. Model Type WQ. One story, wood frame bungalow with front gable roof of asphalt shingles, decorative veneer siding, interior chimney, flanking bay window and aluminum frame window, enclosed partial width porch with gable roof, brick columns, rear addition, carport, and brick foundation. Decorative veneer siding, an enclosed porch, and window replacements alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 195. 221 6th Street. Ca. 1919. Model Type 5H-1S. One story, wood frame Colonial Revival cottage with side gable roof of asphalt shingles, interior chimney, weatherboard siding, central wood panel door, flanking 6/1 double hung sash windows, partial width portico with pediment, pediment with fanlight, faux keystone, paneled wood columns, crossbuck balustrade, and brick foundation.

Resource 196. 222 6th Street. Ca. 1919. Model Type 5F-1S. One story, stucco clad bungalow with front gable roof of asphalt shingles, interior chimney, off center wood panel door, flanking jalousie windows, enclosed partial width porch with gable roof, stucco clad columns, side addition, and brick foundation.

Resource 197. 223 6th Street. Ca. 1919. Model Type 6A-1S. One story, brick bungalow with cross gable roof of asphalt shingles, interior chimney, off center wood panel door, flanking 6/1 double hung sash windows with awnings, enclosed partial width porch with shed roof, brick columns, and brick foundation; coal shed. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 198. 302 6th Street. Ca. 1919. Model Type WP. One story, wood frame bungalow with hip roof of asphalt shingles, exposed rafters, interior chimney, weatherboard siding, off center multiple light door, flanking 6/1 double hung sash windows, partial width screened porch with hip roof, wood columns, closed rail balustrade, and brick piers with latticework infill.

Resource 199. 303 6th Street. Ca. 1919. Model Type 5Z-1S. One story, stucco clad Tudor Revival with cross clipped gable roof of standing seam metal, gables with faux timberwork, interior chimney, off center wood panel door, flanking 6/1 double hung sash windows, partial width porch with shed roof, stucco clad columns, low closed rail balustrade, and brick foundation.

Resource 200. 306 6th Street. Ca. 1919. Model Type D-G. Two story, wood frame Colonial Revival duplex with cross gable roof of standing seam metal, exposed rafters, exterior stucco clad chimney, stucco clad second floor, weatherboard siding on first floor, second floor with 6/1 and 6/6 double hung sash windows, first floor with off center wood door with diamond light, flanking 6/1 and 6/6 double hung sash windows, partial width porch with hip roof and Tuscan like columns, two story sleeping porch, and brick foundation; detached two car garage.

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Resource 201. 307 6th Street. Ca. 1941. Model Type BB-1. One story, stucco clad massed plan cottage with side gable roof of standing seam metal, off center door with two wood panels and nine lights, flanking 6/1 double hung sash windows, shed stoop, one story wing, and brick foundation.

Resource 202. 310 6th Street. Ca. 1919. Model Type D-A. Two story, wood frame Colonial Revival duplex with hip roof of standing seam metal, aluminum siding, second floor with 6/1 double hung sash windows, first floor with central wood panel door with sidelights, flanking 6/1 double hung sash windows, stoop with hip roof, brackets, two tiered enclosed sleeping porch, and brick foundation; detached one car garage.

Resource 203. 311 6th Street. Ca. 1919. Model Type 5X-2S. Two story, wood frame Colonial Revival with cross gable roof of standing seam metal, vinyl siding, second floor with 6/1 double hung sash windows, first floor with off center door with single light, awning, flanking 6/1 double hung sash windows, and brick foundation.

Resource 204. 314 6th Street. Ca. 1919. Model Type D-C. Two story, wood frame Colonial Revival duplex with hip roof of asphalt shingles, asbestos siding, second floor with 6/1 double hung sash windows, first floor with central door, flanking 6/1 double hung sash windows, partial width screened porch with hip roof, closed rail balustrade, side porch, and brick foundation.

Resource 205. 315 6th Street. Ca. 1919. Model Type 5M-2S. Two story, stucco clad Craftsman with cross clipped gable roof of standing seam metal, eaves with brackets, second floor with 2/2 double hung sash windows, first floor with off center door, flanking 2/2 double hung sash windows, partial width porch with shed roof, exposed rafters, brackets, arch and battered pier, and brick foundation.

Resource 206. 318 6th Street. Ca. 1919. Model Type D-E. Two story, wood frame Craftsman duplex with side gable roof of standing seam metal, exposed rafters, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with central wood panel door with sidelights, flanking 6/1 double hung sash windows, stoop with shed roof, brackets, paneled woodwork, exposed rafters, triangular knee braces, two tiered sleeping porch, and brick foundation; detached one car garage.

Resource 207. 319 6th Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of standing seam metal, asbestos siding, central door with 15 lights, flanking pairs of 6/1 double hung sash windows, partial width portico with pediment, wood supports, and brick pier foundation with concrete block infill.

Resource 208. 322 6th Street. Ca. 1919. Model Type D-F. Two story, wood frame Craftsman duplex with cross gable roof of standing seam metal, interior chimney, weatherboard siding, second floor with 6/1 and 6/6 double hung sash windows, first floor with off center door with single light, stoop, flanking 6/6 double hung sash windows, front shed additions, carport, garage, and brick foundation.

Resource 209. 323 6th Street. Ca. 1946. Modified one story, wood frame Colonial Revival with front gable roof of asphalt shingles, exposed rafters, gable dormers with exposed rafters, 3/1 lights, weatherboard siding, off center wood door, flanking 6/1 double hung sash windows, enclosed partial width porch with hip roof, and brick pier foundation. The design and feeling of this dwelling have been modified by the addition of another dwelling to the side. NC.

Resource 210. 324 6th Street. Ca. 1919. Model Type: WN. One story, wood frame bungalow with side gable roof of asphalt shingles, exposed stylized rafter beams, louvered ventilators, weatherboard siding, off center wood door, flanking 6/1 double hung sash windows, shed stoop, partial width screened porch with gable roof, exposed stylized rafter beams, paneled wood columns, latticework infill, and brick foundation.

Resource 211. 325 6th Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage, side gable roof of asphalt shingles, asbestos siding, off center wood panel door with stoop, flanking 8/8 double hung sash windows, partial width side porch with shed roof, wood columns, and brick foundation.

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Resource 212. 204 7th Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, weatherboard siding, off center wood panel door, flanking 6/6 double hung sash windows, stoop; detached one car garage.

Resource 213. 205 7th Street. Ca. 1919. Model Type WP. One story, wood frame bungalow with hip roof of standing seam metal, interior chimney, weatherboard siding, off center wood panel door, flanking 6/1 double hung sash windows, partial width screened porch with hip roof, wood posts, closed rail balustrade.

Resource 214. 206 7th Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, decorative veneer siding, off center door with nine lights and two wood panels, flanking 2/2 double hung sash windows, partial width porch with shed roof with scrollwork fascia board, wood posts, and brick piers with block infill. Decorative veneer siding and window replacements alter the design, workmanship, and materials of the historic integrity of the cottage; consequently. NC.

Resource 215. 207 1/2 7th Street. Ca. 1919. Model Type D-A. Two story, wood frame Colonial Revival duplex with hip roof of standing seam metal, wide eaves, interior brick chimney, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with off center projecting entrance, door with nine lights, hip roof stoop, eaves brackets, flanking 6/1 double hung sash windows, two story sleeping porch, and continuous brick foundation; detached one car garage.

Resource 216. 208 7th Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, vinyl siding, off center wood door, flanking windows of various types, including fixed multiple pane, 6/6 double hung sash, and 2/2 double hung sash, continuous brick foundation.

Resource 217. 210 7th Street. Ca. 1970. One story, brick veneer ranch with hip roof of asphalt shingles, off center wood door, flanking 6/6 double hung sash windows, stoop with hip roof and brick columns. NC.

Resource 218. 211 7th Street. Ca. 1919. Model Type D-G. Two story, wood frame Colonial Revival duplex with cross gable roof of standing seam metal, exposed rafters, exterior chimney with stucco cladding, second floor with 2/2 double hung sash and awning windows, first floor with off center wood door, flanking 2/2 double hung sash windows, front shed addition, rear carport addition; detached one car garage.

Resource 219. 212 7th Street. Ca. 1919. Model Type: WN. One story, wood frame bungalow with side gable roof of asphalt shingles, exposed rafters, weatherboard siding, interior brick chimney, off center wood door, flanking 6/6 double hung sash windows, partial width screened porch with gable roof, paneled wood posts on brick piers, closed rail balustrade, sleeping porch, brick pier foundation; detached one car garage.

Resource 220. 213 7th Street. Ca. 1919. Model Type D-E. Two story, wood frame Craftsman duplex with side gable roof of standing seam metal, gables with triangular knee braces and stickwork, interior stucco clad brick chimneys, weatherboard siding, second floor with 2/2 double hung sash windows, first floor with off center projecting entrance with wood panel door, shed roof stoop with triangular knee braces, and exposed rafters, flanking 2/2 double hung sash windows, enclosed sleeping porch, brick pier foundation.

Resource 221. 218 7th Street. Ca. 1919. Model Type D-G. Two story, wood frame Colonial Revival duplex with cross gable roof of standing seam metal, exposed rafters, exterior stucco clad chimney, weatherboard siding, second floor with 2/2 and 6/1 double hung sash windows, first floor with off center projecting entrance with twelve light door, pedimented stoop, and Classical style columns, two story sleeping porch; detached two car garage.

Resource 222. 219 7th Street. Ca. 1919. Model Type D-G. Two story, wood frame Colonial Revival duplex with a cross gable roof of standing seam metal, exposed rafters, exterior stucco clad chimney, weatherboard siding, second floor with 2/2 and 6/1 double hung sash windows, first floor with off center projecting entrance with twelve light door, pedimented stoop, and Classical style columns, two story sleeping porch; coal shed.

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Resource 223. 220 7th Street. Ca. 1919. Model Type WP. One story, wood frame bungalow with hip roof of asphalt shingles, exposed rafters, interior chimneys, weatherboard siding, off center multiple light door, flanking 6/1 double hung sash windows, partial width porch with stickwork, hip roof, wood columns, closed rail balustrade, and brick foundation; detached one car garage.

Resource 224. 223 7th Street. Ca. 1919. Model Type WP. One story, wood frame bungalow with hip roof of asphalt shingles, exposed rafters, weatherboard siding, off center multiple light door, flanking 6/1 double hung sash windows, partial width enclosed porch with hip roof, and brick foundation; detached one car garage.

Resource 225. 304 7th Street. Ca. 1919. Model Type WP. One story, wood frame bungalow with hip roof of asphalt shingles, exposed rafters, weatherboard siding, off center multiple light door, flanking 6/1 double hung sash windows, partial width enclosed porch with hip roof, brick pier foundation, side addition.

Resource 226. 305 7th Street. Ca. 1919. Model Type WP. One story, wood frame bungalow with hip roof of asphalt shingles, exposed rafters, weatherboard siding, off center multiple light door, flanking 6/1 double hung sash windows, partial width screened porch with hip roof, wood columns, closed rail balustrade, and brick pier foundation.

Resource 227. 308 7th Street. Ca. 1919. Model Type D-G. Two story, wood frame Colonial Revival duplex with cross gable roof of asphalt shingles, exposed rafters, exterior chimney, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with off center wood and glass doors, flanking 6/1 double hung sash windows, partial width porch with shed roof and Tuscan like columns, two story sleeping porch, and brick foundation.

Resource 228. 309 1/2 7th Street. Ca. 1919. Model Type D-G. Two story, wood frame Colonial Revival duplex with cross gable roof of standing seam metal, exposed rafters, exterior chimney, stucco siding on second floor, weatherboard siding on first floor, second floor with 6/1 double hung sash windows, first floor with off center wood and glass doors, flanking 6/1 double hung sash windows, partial width porch with shed roof and Tuscan like columns, two story sleeping porch, and brick foundation; detached one car garage and coal shed.

Resource 229. 312 7th Street. Ca. 1919. Model Type D-A. Two story, wood frame Colonial Revival duplex with hip roof of asphalt shingles, exposed rafters, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with off center wood door with stoop, flanking 6/1 double hung sash windows, replacement plate glass window, and brick foundation.

Resource 230. 313 7th Street. Ca. 1919. Model Type D-E. Two story, wood frame Craftsman duplex with hip roof of asphalt shingles, exposed rafters, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with off center wood door with stoop, triangular knee braces, exposed rafters, flanking 6/1 double hung sash windows, and brick foundation; detached one car garage.

Resource 231. 316 7th Street. Ca. 1919. Model Type D-F. Two story, wood frame Craftsman duplex with cross gable roof of standing seam metal, asbestos siding, second floor with 6/1 double hung sash windows, first floor with off center wood doors, stoops, two story sleeping porch, and brick foundation; detached one car garage.

Resource 232. 317 7th Street. Ca. 1919. Model Type D-E. Two story, wood frame Craftsman duplex with cross gable roof of standing seam metal, asbestos siding, second floor with 6/1 double hung sash windows, first floor with off center wood doors, stoops, and brick foundation.

Resource 233. 320 7th Street. Ca. 1919. Model Type D-C. Two story, wood frame Colonial Revival duplex with hip roof of asphalt shingles, interior chimney, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with central wood door with stoop, flanking 6/1 double hung sash windows, one story side additions, and brick foundation.

Resource 234. 321 1/2 7th Street. Ca. 1919. Model Type D-A. Two story, wood frame Colonial Revival duplex with hip roof of asphalt shingles, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with central wood door, flanking 6/1 double hung sash windows, stoop, and brick foundation; detached two car garage.

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Resource 235. 323 1/2 7th Street. Ca. 1919. Model Type D-G. Two story, wood frame Colonial Revival duplex with cross gable roof of standing seam metal, exposed rafters, exterior chimney, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with off center wood and glass doors, flanking 6/1 double hung sash windows, partial width porch with shed roof and Tuscan like columns, two story sleeping porch, and brick foundation.

Resource 236. 324 7th Street. Ca. 1919. Model Type D-E. Two story, wood frame Craftsman duplex with side gable roof of asphalt shingles, asbestos siding, second floor with 6/1 double hung sash windows, first floor with central wood door with stoop, triangular knee braces, exposed rafters, flanking 6/1 double hung sash windows, and brick foundation.

Resource 237. 326 7th Street. Ca. 1919. Model Type: WN. One story, wood frame bungalow with cross gable roof of asphalt shingles, vinyl siding, off center wood door, flanking 2/2 and 6/6 double hung sash windows, partial width enclosed porch with gable roof, and brick foundation. Vinyl siding, window replacements, and an enclosed porch alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 238. 327 7th Street. Ca. 1919. Model Type D-A. Two story, wood frame Colonial Revival duplex with side gable roof of standing seam metal, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with central wood panel door with stoop, brackets, exposed rafters, flanking 6/1 double hung sash windows, and brick foundation.

Resource 239. 330 7th Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, asbestos siding, off center wood door, flanking 6/6 double hung sash windows, partial width portico with gable roof and wood posts, and brick pier foundation.

Canal Street

Resource 240. 1 Canal Street. Ca. 1918. Model Type 4SR. One story, wood frame bungalow with cross gable roof of asphalt shingles, vinyl siding, 6/6 double hung sash windows, off center wood panel door, partial width porch with gable roof, wood column, brick pier foundation with concrete block infill.

Resource 241. 2 Canal Street. Ca. 1918. Model Type 4SR. One story, wood frame bungalow with cross gable roof of asphalt shingles, interior brick chimney, vinyl siding, 1/1 double hung sash windows, wood panel door, partial width porch with gable roof, wood columns.

Resource 242. 3 Canal Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof, louvered attic ventilator, vinyl siding, 6/6 double hung sash windows, central wood panel door with awning, enclosed full width porch with engaged roof, brick foundation.

Resource 243. 6 Canal Street. Ca. 1918. Model Type 4L. One story, wood frame bungalow with clipped cross gable roof of asphalt shingles, vinyl siding, picture window, 6/6 double hung sash windows, side door, partial width enclosed porch with engaged roof.

Resource 244. 9 Canal Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof, exterior brick chimney, louvered attic ventilator, asbestos and brick siding, 2/2 double hung sash windows, side wood door, partial width enclosed porch with gable roof. Asbestos siding, window replacements, an enclosed porch, and a chimney addition alter the design, materials, and workmanship of the historic integrity of the bungalow. NC.

Resource 245. 10 Canal Street. Ca. 1918. Model Type 4SR. One story, wood frame bungalow with cross gable roof of asphalt shingles, interior brick chimney, weatherboard siding, 6/6 double hung sash windows, partial width screened porch with shed roof, jalousie windows, wood panel door, brick foundation; detached one car garage.

Resource 246. 13 Canal Street. Ca. 1946. One story, wood frame minimal traditional with side gable roof of standing seam metal, 6/6 double hung sash windows with shutters, off center door with three step lights, pedimented stoop with wood supports.

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Resource 247. 14 Canal Street. Ca. 1990. One story, wood frame manufactured home with cross gable roof, exposed rafters, brackets, aluminum siding, stickwork, 6/6 double hung sash windows, off center wood panel door, concrete block foundation. NC.

Resource 248. 15 Canal Street. Ca. 1946. One story, wood frame minimal tradition cottage with cross gable roof of asphalt shingles, louvered attic ventilator, brick and vinyl siding, 1/1 double hung sash windows, central wood panel door, partial width porch with gable roof, decorative iron supports, concrete block foundation; detached two car garage.

Resource 249. 16 Canal Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, interior brick chimney, exposed rafters, metal siding, 6/6 double hung sash windows with shutters, off center wood panel door, full width porch with gable roof, brick foundation.

Court Street

Resource 250. 210 Court Street. Ca. 1965. Brick split level with hip roof of asphalt shingles, partial width second story porch with French doors, 6/6 double hung sash windows, decorative iron supports and balustrades, exposed rafters, casement windows, off center double doors with lights, stoop with decorative iron rail. NC.

Resource 251. 215 Court Street. Ca. 1965. Two story, brick and wood frame contemporary with front gable roof, vinyl siding on top level, 2/2 double hung sash windows, attached carport with brick supports, wrap around balcony with open rail balustrade. NC.

Resource 252. 216 Court Street. Ca. 1952. One story, brick ranch with hip roof of asphalt shingles, interior brick chimney, plate glass window, off center door, partial width recessed porch.

Resource 253. 217 Court Street. Ca. 1965. One and one-half story, brick ranch with hip roof of asphalt shingles, 8/8 double hung sash windows, off center wood panel door, partial width porch with decorative iron supports and balustrade, shed roof. NC.

Resource 254. 218 Court Street. Ca. 1952. One story, brick ranch with side gable roof of asphalt shingles, central wood panel door with flanking 1/1 double hung sash windows, front stoop with iron rails, shed roof with knee braces.

Resource 255. 219 Court Street. Ca. 1947. One story, wood frame minimal traditional cottage with side gable roof of asphalt shingles, interior brick chimney, central door with four lights, flanking 6/6 double hung sash windows, partial width porch with front gable roof, wood supports.

Resource 256. 220 Court Street. Ca. 1949. One story, wood frame minimal traditional cottage with side gable roof of asphalt shingles, vinyl and brick cladding, 8/8 double hung sash windows, plate glass picture window flanked by 4/4 double hung sash windows, central door, pedimented stoop with decorative iron supports and balustrade.

Resource 257. 221 Court Street. Ca. 1950. One story, brick ranch with hip roof of asphalt shingles, 8/8 double hung sash windows, off center door, pedimented stoop with decorative iron support.

Resource 258. 222 Court Street. Ca. 1948. Alfred Sidney (Buddy) and Sybil McDonald House. One and one half story, wood frame Tudor revival cottage, cross gable roof of shingles, dormers, exterior brick chimney, weatherboard siding, central door with twelve lights, flanking 3/1 double hung sash and casement windows, partial width porch with gable, tapered wood columns, basement.

The Alfred Sidney (Buddy) and Sybil McDonald House is listed in the Alabama Register.

Resource 259. 223 Court Street. Ca. 1965. One story, brick ranch with side gable roof of asphalt shingles, weatherboard siding, 8/8 double hung sash windows, off center wood panel door, stoop with iron balustrade. NC.

Resource 260. 225 Court Street. Ca. 1970. Brick split level with cross gable roof of asphalt shingles, round attic ventilator, 6/6 double hung sash windows, lower level two car garage, stoop with integral roof and iron rails. NC.

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Resource 261. 302 Court Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, vinyl siding, 6/6 double hung sash windows, off center wood panel door, partial width porch with engaged roof, iron supports and balustrade, continuous brick foundation.

Resource 262. 304 Court Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, asbestos siding, 6/6 double hung sash windows, off center wood panel door, stoop with wood supports and balustrade, continuous brick foundation, side addition.

Resource 263. 306 Court Street. Ca. 1941. Model Type BB-2. One story, brick massed plan with side gable roof of standing seam metal, 6/6 double hung sash windows, off center wood panel door, pedimented stoop with decorative iron supports and balustrade, wing.

Resource 264. 308 Court Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of standing seam metal, weatherboard siding, 6/6 double hung sash and jalousie windows, off center wood panel door with nine lights, stoop with integral roof and decorative iron rail, wing.

Resource 265. 310 Court Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, weatherboard siding, 6/6 double hung sash windows, off center wood panel door with nine lights, stoop with integral roof and decorative iron supports and balustrade, concrete block foundation, wing.

Resource 266. 312 Court Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, vinyl siding, 6/6 double hung sash windows, off center three panel door with nine lights, partial width porch with integral roof, wood supports.

Resource 267. 314 Court Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, weatherboard siding, 6/6 double hung sash windows, off center three panel wood door with nine lights, stoop with wood supports and rail, brick pier foundation, wing; detached one car garage.

Resource 268. 316 Court Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan with side gable roof of asphalt shingles, aluminum siding, 6/6 double hung sash windows, plate glass picture window, off center three panel wood door with nine lights, pedimented stoop with decorative iron supports and balustrade, brick pier foundation, wing.

Resource 269. 318 Court Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, aluminum siding, 6/6 double hung sash windows, central door, stoop with iron rails; detached one car garage.

Resource 270. 320 Court Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, weatherboard siding, 6/6 and 1/1 double hung sash windows, off center door, partial width porch with integral roof, wing; detached one car garage.

Grant Street

Resource 271. 85 Grant Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage, side gable roof of standing seam metal, off center wood veneer door with three stepped lights, flanking 6/6 double hung sash windows, shed roof stoop.

Resource 272. 87 Grant Street. Ca. 1941. Modified Model Type BB-1 or BB-2. One story, brick veneer, wood frame massed plan cottage, side gable roof of asphalt shingles, off center wood panel door, non historic porch with gable roof and Doric like columns, flanking 6/6 double hung sash windows. Brick veneer siding, window replacements, and porch changes alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

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Resource 273. 88 Grant Street. Ca. 1970. One story, brick Neoelectic cottage with hip roof of asphalt shingles, 9/9 double hung sash windows, central door. NC.

Resource 274. 89 Grant Street. Ca. 1941. Model Type BB-2. One story, brick veneer, wood frame massed plan cottage with side gable roof of asphalt shingles, off center door with twelve lights and three wood panels, flanking 6/6 double hung sash windows, partial width portico with gable roof and wood posts; detached garage. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 275. 90 Grant Street. Ca. 1919. Model Type 5H-1S. One story, wood frame Colonial Revival with side gable roof of standing seam metal, two interior brick chimneys, metal siding, 6/1 double hung sash windows with awnings, central wood panel door, partial width porch with front gable roof, fanlight, paneled wood columns, open rail balustrade, brick foundation; detached one car garage.

Resource 276. 91 Grant Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage, side gable roof of asphalt shingles, asbestos siding, off center wood panel door with shed roof stoop, flanking 6/6 double hung sash windows.

Resource 277. 92 Grant Street. Ca. 1919. Model Type 5P-2S. Two story, wood frame Dutch Colonial with gambrel roof of standing seam metal, two exterior brick chimneys, metal siding, second story has 2/2 paired metal double hung sash windows with awnings, first story has paired metal 2/2 double hung sash windows with awning, side door, side porch with shed roof and brick columns.

Resource 278. 93 Grant Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, vinyl siding, off center door with twelve lights and three wood panels, flanking 6/6 double hung sash windows, shed stoop with decorative iron supports.

Resource 279. 95 Grant Street. Ca. 1941. Model Type BB-1. One story, brick veneer, wood frame massed plan cottage, side gable roof of asphalt shingles, off center wood panel door, flanking 2/2 double hung sash windows, partial width porch with shed roof and decorative iron porch supports. Brick veneer siding, window replacements, and porch changes alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 280. 96 Grant Street. Ca. 1919. Model Type 5D-1S. One story, wood frame bungalow with clipped side gable roof of standing seam metal, interior stucco clad chimney, metal siding, 6/1 double hung sash windows, central wood panel door with side lights, pedimented stoop, side porch with gable roof, wood supports, wing; detached one car garage and coal shed.

Resource 281. 97 Grant Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, vinyl siding, off center wood door, flanking 6/6 double hung sash windows, partial width portico with gable roof and wood posts.

Resource 282. 98 Grant Street. Ca. 1919. Model Type 5Q-2S. Two story Craftsman with cross gable roof of standing seam metal, attic lights, interior brick chimney, exposed rafters, second story has shinglework, 6/1 double hung sash windows, oriel window, first story has weatherboard siding, 6/1 double hung sash windows, off center wood panel door, partial width porch with stickwork, front gable roof paneled wood columns, closed rail balustrade; detached one car garage.

Resource 283. 99 Grant Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage, side gable roof of asphalt shingles, vinyl siding, off center wood panel door with shed roof stoop, flanking 6/6 double hung sash windows.

Resource 284. 100 Grant Street. Ca. 1919. Model Type 5Z-1S. One story, wood frame Tudor Revival with a cross gable roof of standing seam metal, interior brick chimneys, exposed rafters, stucco cladding, stickwork, 6/1 double hung sash windows, off center door, partial width screened porch with shed roof, wood supports; detached one car garage and coal shed.

Resource 285. 101 Grant Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage, side gable roof of asphalt shingles, vinyl siding, off center wood panel door, flanking 6/6 double hung sash windows, partial width porch with shed roof and decorative iron porch supports.

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Resource 286. 102 Grant Street. Ca. 1919. Model Type 5H-1S. One story, wood Colonial Revival cottage with side gable roof of standing seam metal, interior brick chimney, exposed rafters, weatherboard siding, 6/1 double hung sash windows, central door with side lights, partial width porch with front gable roof, fanlight motif, wood supports; detached one car garage.

Resource 287. 103 Grant Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage, side gable roof of asphalt shingles, weatherboard siding, off center wood panel door with shed roof stoop and decorative iron porch supports, flanking 6/6 double hung sash windows.

Resource 288. 104 Grant Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of standing seam metal, weatherboard siding, 6/6 double hung sash windows, picture window, off center door, partial width porch with integral roof, wood supports, open rail balustrade, brick foundation. A large side addition alters the design and workmanship of the historic integrity of the cottage. NC.

Resource 289. 105 Grant Street. Ca. 1950. One story, prefabricated metal Lustron House with side gable roof of asphalt shingles, decorative gable, porcelain enameled, metal panel siding, off center metal door, flanking bay window, flanking aluminum sash windows, inset porch with engaged roof. The bay window and roof of the Lustron House have been altered. NC.

Resource 290. 106 Grant Street. Ca. 1963. One story, brick ranch with side gable roof of asphalt shingles, 6/6 double hung sash windows, central door, partial width porch with decorative iron supports. NC.

Resource 291. 200 Grant Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of standing seam metal, attic ventilator, weatherboard siding, 6/6 double hung sash windows with shutters, off center door, stoop with shed roof, decorative iron support and rails, wings; detached one car garage.

Resource 292. 202 Grant Street. Ca. 1941. Model Type BB-1. One story, brick massed plan with side gable roof of asphalt shingles, 6/6 double hung sash windows, off center door with three stepped light, stoop with decorative iron rail, wing. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 293. 203 Grant Street. Ca. 1919. Model Type D-B. Two story, wood frame Craftsman duplex with side gable roof of asphalt shingles, interior brick chimney, exposed rafters, attic ventilator, weatherboard siding, second story has 6/1 double hung sash windows, first story has 6/1 double hung sash windows, off center wood panel door with sidelights, one story side sleeping porch, brick foundation; detached one car garage and coal shed.

Resource 294. 204 Grant Street. Ca. 1980. One and one half story, contemporary with cross gable roof of asphalt shingles, cornice returns, brick and weatherboard siding, 1/1 double hung sash windows, off center side door, attached carport. NC.

Resource 295. 205 Grant Street. Ca. 1919. Model Type WM. One story, wood frame bungalow with front clipped gable roof of standing seam metal, interior brick chimney, brackets, weatherboard siding, 6/1 double hung sash windows with shutters, off center door, partial width porch with shed roof, brick columns, brick pier foundation.

Resource 296. 209 Grant Street. Ca. 1919. Model Type 5I-1S. One story, wood frame bungalow with cross gable roof of standing seam metal, interior brick chimney, brackets, lattice attic vents, weatherboard and brick siding, forty-two light picture window, 8/8 double hung sash windows, off center door, partial width porch with gable roof, brackets, wood supports, closed rail balustrade.

Resource 297. 213 Grant Street. Ca. 1919. Model Type WR1. One story, wood frame bungalow with cross gable roof of standing seam metal, interior chimney, attic ventilator, exposed rafters, weatherboard siding, 6/1 double hung sash windows, off center door, partial width screened porch with shed roof, paneled wood columns, closed rail balustrade; detached one car garage and coal shed.

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Resource 298. 217 Grant Street. Ca. 1919. Model Type WI. One story, wood frame bungalow with front gable roof, interior brick chimney, attic ventilator, vinyl siding, 6/1 double hung sash windows, off center wood panel door, partial width porch with front gable roof, wood supports, closed brick balustrade, brick foundation.

Resource 299. 221 Grant Street. Ca. 1919. Model Type WM. One story, wood frame bungalow with front clipped gable roof of standing seam metal, interior brick chimneys, vinyl siding, 6/1 double hung sash windows with shutters, off center door with three stepped light, partial width enclosed porch with front gable roof, wood supports, brick piers, decorative iron supports; detached one car garage and coal shed. An enclosed porch and window replacements alter the design and workmanship of the historic integrity of the bungalow. NC.

Resource 300. 300 Grant Street. Ca. 1918. Community Green. The community green, or park, which was designated the Paul Devine Park in 1995, is a historic site containing a number of buildings, structures, and features. The green and associated resources are described as follows.

Paul Devine Park. Ca. 1918. In 1918, the Chickasaw Land Company used a wedge shaped expanse of land between the West Village and the Craft Highway for the development of a park. Situated at the focal core of the town, the ravine-like quality of this land lent itself to this use according to landscape architect John Nolen, who considered "land which is broken is better suited for parks and public reservations" (Nolen 1918:98). Encompassing approximately 18 acres, the park features a mature canopy of oak and pine. A lambent creek skips through the center of the grounds. Manicured grass and foot paths that have been etched into the ground from decades of use are and have been historically part of the landscaping. In recent decades, frisbee golf stations, benches, and ornamental plants have been added to the community green space.

Originally, the park featured approximately 19 acres. Circa 1950 the St. Thomas Church congregation acquired approximately 1 acre of the park along the west side of the North Craft Highway for the construction of a church. The St. Thomas Church property is excluded from the Chickasaw Shipyard Village Historic District because the church was not in its inception and has not in its history functioned as part of the historic shipyard village.

In the southwest corner of the park, on approximately three acres, the following facilities were built in recent decades:

Ina Pullen Smallwood Library. Ca. 1960. One and one half story, brick and stone library with flat roof, off center glass doors, fixed windows, interior with lobby, library, auditorium, restrooms. This building replaced a small wood frame building built on this site in 1947.

Chickasaw Municipal Pool. Ca. 1960. In-ground swimming and wading pools surrounded by a chain link fence, a one story, brick concession/pool house with a flat roof, transverse passage, men's and women's dressing rooms, office.

Chickasaw Civic Center. Ca. 1986. J.C. Davis, Jr. Auditorium. One story brick multi-purpose building, with gymnasium on the side, casement windows, central double glass doors.

Tennis courts and basketball courts. Ca. 1947. Three outdoor basketball courts with goals and paved surface; two tennis courts with composition paved surface and nets.

Barbecue House. Ca. 1960. One story, brick barbecue house with flat roof, doors, retractable service window, and counter.

Outdoor amphitheater. Ca. 1960. One story, three sided brick structure with flat roof, semi-circular rows of benches nestled into a hillock.

Covered bridge. Ca. 1960. Bridge with front gable roof of asphalt shingles, weatherboard cladding.

Johnny Legg Park. Ca. 1918. Chickasaw's park system includes a playground located along Viaduct Way in the East Village. The playground has monkey bars, swings, and other equipment believed to have been built by Gulf in 1941. The playground was recently named Johnny Legg Park.

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Although the park has some non historic additions, the overall integrity of this historic component of the Chickasaw Shipyard Village is intact. The non historic additions are relegated to a 3 acre site at the southwest corner of the 18 acre grounds. The open wooded expanse of the remaining 15 acres of the park dominates the setting. Landscaping around these facilities softens the presence of the more recent additions, so they somewhat blend into the historic setting. Tennis and basket ball courts, covered bridges, swimming pools, and amphitheaters have been historically associated with park developments, so their presence here is not out of character, and ultimately represent the logical development of this type of resource. The feeling and association of the park have not been altered. Eighty years later, the village green offers recreation and relaxation to community members, as intended by TCI planners. The natural features of the 18 acre site, which include the irregular topography, creek, and vegetation cover, remain salient characteristics of this part of the village; consequently, the park is considered a contributing resource in the Chickasaw Shipyard Village Historic District.

Resource 301. 301 Grant Street. Ca. 1946. One story, wood frame massed plan with side gable roof of asphalt shingles, asbestos siding, 6/1 double hung sash windows with awnings, off center door with three panels and nine lights, partial width screened porch with awning, wood supports, closed rail balustrade, concrete block foundation.

Resource 302. 302 Grant Street. St. Michael's Episcopal Church. Ca. 1950. One story, wood frame religious building with a central steeple consisting of a four-sided spire, louvered lantern, and pedestal, weatherboard siding, central paired panel doors, flanking pointed arch top windows, partial width portico with pediment and wood columns, basement. Since St. Michael's Church was moved to this site from Camp Shelby, the church is considered a non contributing resource. NC.

Resource 303. 303 Grant Street. Ca. 1919. Model Type WR1. One story, wood frame bungalow with cross gable roof of asphalt shingles, interior brick chimney, exposed rafters, attic ventilator, weatherboard siding, 6/1 double hung sash windows with shutters and awnings, off center door, partial width screened porch with shed roof, closed rail balustrade, and column.

Resource 304. 305 Grant Street. Ca. 1919. Model Type WL. One story, brick bungalow with hip roof of asphalt shingles, 6/6 double hung sash windows with awnings, off center wood panel door, partial width porch with hip roof, brick columns, and closed rail balustrade. Brick siding and an enclosed porch alter the design and workmanship of the historic integrity of the bungalow. NC.

Resource 305. 306 Grant Street. Ca. 1950. One and one half story Colonial Revival with side gable roof of asphalt shingles, vinyl siding, gabled dormers, 8/8 double hung sash windows with shutters, central wood panel door, stoop with iron rails.

Resource 306. 309 Grant Street. Ca. 1919. Model Type WH. One story, wood frame bungalow with front gable roof of asphalt shingles, brackets, exposed rafters, attic ventilator, weatherboard siding, 6/1 double hung sash windows, partial width screened porch with gable roof, paneled wood columns, brick piers, continuous foundation.

Resource 307. 311 Grant Street. Ca. 1919. Model Type D-A. Two story, wood frame Colonial Revival duplex with hip roof of standing seam metal, two interior brick chimneys, weatherboard siding, second story has four 6/1 double hung sash windows, first story has central door with sidelights, flanking 6/1 double hung sash windows, stoop, brick foundation, side one story porch; detached one car garage.

Resource 308. 312 Grant Street. Ca. 1946. One story, wood frame minimal traditional cottage with side gable roof of asphalt shingles, interior brick chimney, vinyl siding, casement windows with awnings, off center door with oval light, stoop with pediment, brick columns, iron rails, brick foundation, wing.

Resource 309. 313 Grant Street. Ca. 1919. Model Type WI. One story, wood frame bungalow with front gable roof of asphalt shingles, two interior brick chimneys, attic ventilator, weatherboard siding, 6/1 double hung sash windows with awnings, partial width screened porch with front gable roof, paneled wood columns, brick pier foundation.

Resource 310. 314 Grant Street. Ca. 1970. One story, brick ranch with cross gable roof of asphalt shingles, 6/6 double hung sash windows, central door, partial width porch with front gable roof, decorative iron supports and rails, basement. NC.

Resource 311. 317 Grant Street. Ca. 1919. Model Type D-B. Two story, wood frame Craftsman duplex with side gable roof of standing seam metal, interior brick chimney, exposed rafters, second story has paired 6/1 double hung sash windows, first story has 6/1 double hung

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sash windows, off center door, partial width screened porch with front gable roof, paneled wood columns, one story sleeping porch on side; detached one car garage.

Resource 312. 321 Grant Street. Ca. 1919. Model Type WH. One story, wood frame bungalow with front gable roof of standing seam metal, two interior brick chimneys, brackets, lattice attic ventilator, weatherboard siding, 6/1 double hung sash windows, off center wood panel door with fanlight, partial width screened porch with front gable roof, brick piers, paneled wood columns, brick pier foundation.

Resource 313. 325 Grant Street. Ca. 1919. Model Type WR. One story, wood frame bungalow with front gable roof, interior chimney, picture window, off center door, partial width recessed porch with engaged roof, wood column.

Resource 314. 329 Grant Street. Ca. 1919. Model Type WL. One story, wood frame bungalow with hip roof of standing seam metal, interior chimney, exposed rafters, lattice attic ventilator in gable, weatherboard siding, 6/1 double hung sash windows with shutters, partial width screened porch with jalousie windows, hip roof, wood supports, closed brick balustrade, brick pier foundation.

Gulf Street

Resource 315. 2 Gulf Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, brackets, weatherboard siding, stickwork, attic lights, 1/1 double hung sash windows, side door, full width partially enclosed porch with engaged roof, closed rail balustrade, brick pier foundation; detached garage.

Resource 316. 3 Gulf Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex, with cross gable roof of standing seam metal, interior brick chimney, weatherboard siding, 6/6 double hung sash windows, off center wood doors, partial width screened porches with shed roof, paneled wood columns, jalousie windows, closed rail balustrade, brick piers.

Resource 317. 4 Gulf Street. Ca. 1918. Model Type 3B. One story, wood frame bungalow with side gable roof of asphalt shingles, weatherboard siding, 6/6 double hung sash windows, off center wood door, partial width screened porch with shed roof, wood columns, closed rail balustrade; detached garage.

Resource 318. 5 Gulf Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof, interior brick chimney, pressboard siding, 2/2 double hung sash windows, wood panel door, partial width screened porch with gable roof, wood supports, closed rail balustrade, brick pier foundation; detached two car garage.

Resource 319. 6 Gulf Street. Ca. 1950. One story, brick ranch with side gable roof of asphalt shingles, 1/1 double hung sash windows, off center door, attached carport.

Resource 320. 7 Gulf Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof of standing seam metal, weatherboard siding, 2/2 double hung sash windows, partial width enclosed porch with gable roof, brick pier foundation with concrete block infill; detached one car garage.

Resource 321. 8 Gulf Street. Ca. 1918. Model Type 4F. One story, wood frame modified bungalow with clipped front gable roof of asphalt shingles, louvered attic ventilators, brick and vinyl siding, 6/6 double hung sash windows, central door, full width enclosed porch with engaged roof, attached garage. Brick and vinyl siding and additions alter the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 322. 9 Gulf Street. Ca. 1950. One story, wood frame ranch with hip roof of metal, asbestos siding, 2/2 double hung sash windows, off center wood panel door, stoop, brick pier foundation with concrete block infill.

Resource 323. 10 Gulf Street. Ca. 1965. One story, wood frame ranch with cross gable roof of asphalt shingles, pressboard siding, 1/1 double hung sash windows, façade is not discernible. NC.

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Resource 324. 11 Gulf Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex with side gable roof, two interior brick chimneys, weatherboard siding, 1/1 double hung sash windows, off center doors, two partial width screened porches with shed roof, paneled wood columns, closed rail balustrade, brick pier foundation; detached one car garage.

Resource 325. 12 Gulf Street. Ca. 1918. Model Type 4SR. One story, wood frame bungalow with cross gable roof of asphalt shingles, metal siding, 6/6 double hung sash windows, wood panel door, partial width screened porch with shed roof.

Resource 326. 13 Gulf Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof, exposed rafters, weatherboard siding, 6/6 double hung sash windows, wood panel door, full width enclosed porch with engaged roof, 6/6 double hung sash windows, brick pier foundation.

Resource 327. 14 Gulf Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, weatherboard siding, stickwork, 6/6 double hung sash windows, central door, full width enclosed porch with engaged roof, decorative wood posts on piers, brick pier foundation.

Resource 328. 15 Gulf Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof, weatherboard siding, 6/6 double hung sash windows, off center wood panel door, partial width enclosed porch with gable roof, brick pier foundation.

Resource 329. 16 Gulf Street. Ca. 1918. Model Type 4SR. One story, wood frame bungalow with cross gable roof of asphalt shingles, weatherboard siding, 6/6 double hung sash windows, wood panel door, partial width enclosed porch with shed roof, brick pier foundation.

Resource 330. 17 Gulf Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof, weatherboard siding, stickwork, 6/6 double hung sash windows, central door with three panels and nine lights, full width screened porch with engaged roof, decorative wood posts on piers, closed rail balustrade, brick pier foundation; detached two car garage shared with Resource 332.

Resource 331. 18 Gulf Street. Ca. 1918. Model Type 3B. One story, wood frame bungalow with side gable roof of standing seam metal, interior brick chimney, vinyl siding, 6/6 double hung sash windows, partial width screened porch with shed roof, paneled wood posts on piers, closed rail balustrade, concrete block foundation.

Resource 332. 19 Gulf Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex with side gable roof of standing seam metal, two interior brick chimneys, weatherboard siding, 6/6 double hung sash windows, two off center wood panel doors, two partial width screened porches with shed roof, paneled wood columns, closed rail balustrade, brick pier foundation; detached two car garage shared with Resource 330.

Resource 333. 20 Gulf Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, interior brick chimney, weatherboard siding, stickwork, 1/1 double hung sash windows, central door, full width enclosed porch with engaged roof, brick pier foundation.

Resource 334. 22 Gulf Street. Ca. 1918. Model Type 2C. One story, wood frame bungalow duplex with front gable roof of standing seam metal, interior brick chimney, attic ventilator, weatherboard siding, 6/6 double hung sash windows, off center wood panel doors, partial width screened porches with engaged roof, paneled wood columns, closed rail balustrade, brick pier foundation.

Resource 335. 23 Gulf Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof of standing seam metal, interior brick chimney, louvered attic ventilator, metal siding, 2/2 double hung sash windows, partial width enclosed porch with gable roof, eight light door, concrete block foundation; detached one car garage.

Resource 336. 32 Gulf Street. Ca. 1941. Model Type AA-P. One story, wood frame minimal traditional cottage with side gable roof of standing seam metal, interior brick chimney, exposed rafters, brick and weatherboard siding, 6/6 double hung sash windows, off center door, stoop.

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Resource 337. 34 Gulf Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex with side gable roof of standing seam metal, two interior brick chimneys, exposed rafters, asbestos siding, 6/6 double hung sash windows, two off center wood panel doors, two partial width screened porches with shed roof, paneled wood columns, closed rail balustrade, brick pier foundation.

Resource 338. 35 Gulf Street. Ca. 1941. Model Type AA-S. One story, wood frame massed plan with side gable roof of standing seam metal, weatherboard siding, 1/1 double hung sash windows, central wood door, partial width enclosed porch with shed roof.

Resource 339. 36 Gulf Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex with side gable roof of asphalt shingles, vinyl siding, 9/6 double hung sash windows, two off center wood panel doors, two partial width porches with shed roof, wood supports, and open rail balustrades.

Resource 340. 37 Gulf Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof of asphalt shingles, vinyl siding, 2/2 double hung sash windows, wood door, partial width enclosed porch with shed roof, brick pier foundation.

Resource 341. 38 Gulf Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with cross gable roof of asphalt shingles, weatherboard siding, 6/6 double hung sash windows, wood panel door, partial width enclosed porch with gable roof, brick pier foundation. Many additions alter the design and workmanship of the historic integrity of the bungalow.

Resource 342. 39 Gulf Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, weatherboard siding, 6/1 double hung sash windows, wood door with three panels and nine lights, partial width enclosed porch with gable roof.

Resource 343. 40 Gulf Street. Ca. 1941. Model Type AA-S. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, weatherboard siding, 2/2 double hung sash windows, wood panel door, stoop, partial width enclosed porch with shed roof, brick pier foundation.

Resource 344. 41 Gulf Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with side gable roof of standing seam metal, metal siding, 1/1 and 6/6 double hung sash windows, off center door with three panels and nine lights, partial width enclosed porch with gable roof, concrete block foundation. Many additions alter the design and workmanship of the historic integrity of the bungalow. NC.

Resource 345. 43 Gulf Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, louvered attic ventilator, metal siding, 2/2 double hung sash windows, off center wood door, partial width porch with gable roof.

Resource 346. 44 Gulf Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof of standing seam metal, weatherboard siding, 2/2 double hung sash windows, wood door, partial width enclosed porch with gable roof, attached carport, brick foundation. Many additions alter the design and workmanship of the historic integrity of the bungalow. NC.

Resource 347. 47 Gulf Street. Ca. 1918. Model Type 4D. One story, wood frame modified bungalow with front gable roof of asphalt shingles, metal siding, 1/1 double hung sash windows, off center wood panel door, partial width enclosed porch with gable roof, brick foundation.

Resource 348. 48 Gulf Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of asphalt shingles, weatherboard siding, stickwork, 6/6 double hung sash and jalousie windows, full width enclosed porch with engaged roof, front gable addition, central door with lights, brick foundation; detached two car garage.

Resource 349. 49 Gulf Street. Ca. 1918. Model Type 4SR. One story, wood frame bungalow with cross gable roof of standing seam metal, weatherboard siding, 6/6 double hung sash windows, wood panel door, partial width porch with shed roof and brick column, brick pier foundation; detached one car garage.

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Resource 350. 51 Gulf Street. Ca. 1918. Model Type 2C. One story, wood frame bungalow duplex with front gable roof of standing seam metal, interior brick chimney, weatherboard siding, 6/6 double hung sash windows, two off center wood panel doors, side partial width porches with engaged roof, paneled wood columns, closed rail balustrade, brick piers.

Resource 351. 52 Gulf Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof, interior brick chimney, metal siding, 2/2 double hung sash windows, wood door, partial width enclosed porch with gable roof, stucco covered foundation.

Resource 352. 53 Gulf Street. Ca. 1918. Model Type 4L. One story, wood frame bungalow with clipped side gable roof of asphalt shingles, interior brick chimney, exposed rafters, metal siding, 6/6 double hung sash windows, partial width screened porch with engaged roof, jalousie windows, wood columns, closed rail balustrade, brick foundation; detached two car garage.

Resource 353. 54 Gulf Street. Ca. 1918. Model Type 3B. One story, wood frame bungalow with side gable roof, weatherboard siding, stickwork, 6/6 double hung sash windows, partial width screened porch with shed roof, wood columns, closed rail balustrade, brick pier foundation.

Resource 354. 55 Gulf Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex with side gable roof of asphalt shingles, interior brick chimney, exposed rafters, asbestos siding, 6/6 double hung sash windows, two off center wood panel doors, two partial width enclosed porches with shed roof, brick pier foundation.

Resource 355. 56 Gulf Street. Ca. 1918. Model Type 2C. One story, wood frame bungalow duplex with side gable roof of asphalt shingles, exposed rafters, asbestos siding, 6/6 double hung sash windows, two off center wood panel doors, partial width enclosed porch with gable roof, brick foundation.

Asbestos siding and removal of part of the house alter the design, materials, and workmanship of the historic integrity of the bungalow; consequently, the bungalow is considered a non contributing resource in the historic district.

Resource 356. 57 Gulf Street. Ca. 1918. Model Type 4SR. One story, wood frame bungalow with side gable roof, weatherboard siding, 6/6 double hung sash windows, wood panel door, partial width screened porch with shed roof, paneled wood columns, closed rail balustrade, brick pier foundation.

Resource 357. 59 Gulf Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof, vinyl siding, 2/2 double hung sash windows, central door, full width enclosed porch with engaged roof.

Resource 358. 61 Gulf Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex with side gable roof of asphalt shingles, exposed rafters, asbestos siding, 6/6 double hung sash windows, two wood panel doors, two partial width screened porches with shed roof, paneled wood columns, closed rail balustrade, brick pier; detached one car garage.

Resource 359. 62 Gulf Street. Ca. 1918. Model Type 3B. One story, wood frame bungalow with side gable roof of standing seam metal, weatherboard siding, 6/6 double hung sash windows, partial width enclosed porch with 6/6 double hung sash windows, shed roof, paneled wood columns, brick pier foundation.

Resource 360. 63 Gulf Street. Ca. 1918. Model Type 2C. One story, wood frame bungalow duplex with side gable roof of standing seam metal, interior brick chimney, weatherboard siding, 6/6 double hung sash windows, two off center doors, side partial width screened porches with integral roof, paneled wood column, open rail balustrade, brick pier foundation; detached one car garage.

Resource 361. 64 Gulf Street. Ca. 1918. Model Type 2C. One story, wood frame bungalow duplex with side gable roof of asphalt shingles, weatherboard siding, 1/1 double hung sash windows, side partial width porches with integral roof, wood doors with three panels and nine lights, brick pier foundation; detached one car garage.

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Resource 362. 67 Gulf Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof of standing seam metal, interior brick chimney, asbestos siding, 6/6 double hung sash and jalousie windows, off center wood door, partial width screened porch with gable roof, wood post on pier, brick pier foundation.

Resource 363. 72 Gulf Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, interior brick chimney, brackets, weatherboard siding, stickwork, 6/6 and 2/2 double hung sash and jalousie windows, full width screened porch with engaged roof, decorative posts on piers, closed rail balustrade, central wood door, concrete block foundation.

Hill Street

Resource 364. 1 Hill Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, louvered attic ventilator, metal siding, 6/6 double hung sash windows, wood panel door, partial width enclosed porch with gable roof, screened shed addition with jalousie windows.

Resource 365. 2 Hill Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with side gable roof of asphalt shingles, asbestos siding, 6/6 double hung sash windows, wood panel door, partial width partially enclosed porch with gable roof, wood support, closed rail balustrade.

Resource 366. 3 Hill Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof, vinyl siding, stickwork, 6/6 double hung sash windows, wood panel door, partial width screened porch with gable roof, paneled wood columns, closed rail balustrade, jalousie windows.

Resource 367. 5 Hill Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, vinyl siding, 1/1 double hung sash windows with shutters, off center wood door, full width porch with engaged roof, wood supports, open rail balustrade, brick pier foundation with concrete block fill.

Resource 368. 6 Hill Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof of asphalt shingles, interior brick chimney, exposed rafters, weatherboard siding, stickwork, 2/2 double hung sash windows, partial width enclosed porch with gable roof, brick foundation.

Resource 369. 7 Hill Street. Ca. 1918. Model Type 4D. One story, wood frame modified bungalow with front gable roof of asphalt shingles, veneer siding, 1/1 double hung sash windows, partial width porch with gable roof, brick columns, open rail balustrade, brick foundation, side and rear addition; detached garage. Decorative veneer siding, window replacements, and additions alter the design, materials, and workmanship of the historic integrity of the bungalow. NC.

Resource 370. 8 Hill Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, louvered attic ventilator, asbestos siding, 2/2 double hung sash windows, side wood panel door, partial width partially enclosed porch with gable roof, wood supports, brick foundation.

Howell Street

Resource 371. 345 Howell Street. Ca. 1960. One story, brick ranch with side gable roof of asphalt shingles, 2/2 double hung sash windows with shutters, central wood door, partial width enclosed porch with front gable roof. NC.

Resource 372. 347 Howell Street. Ca. 1960. One story, brick ranch with hip roof of asphalt shingles, 6/6 double hung sash windows, off center wood panel door. NC.

Resource 373. 349 Howell Street. Ca. 1960. One story, brick ranch with hip roof of asphalt shingles, 2/2 double hung sash windows with shutters, central wood panel door, stoop, wood supports. NC.

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Lee Street

Resource 374. 84 Lee Street. Ca. 1941. Model Type BB-1. One story, brick veneer, wood frame massed plan cottage, side gable roof of asphalt shingles, off center wood panel door with stoop, flanking 8/8 double hung sash windows, attached carport. Brick veneer siding, window replacements, and an attached garage alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 375. 85 Lee Street. Ca. 1941. Model Type BB-1. One story, brick massed plan cottage with side gable roof of asphalt shingles, off center wood door with single light, flanking 6/6 double hung sash windows, partial width stoop with shed roof, decorative iron porch supports, wing, and brick foundation. Brick veneer siding and a side addition alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 376. 86 Lee Street. Ca. 1941. Model Type AA-1. One story, veneer clad, wood frame minimal traditional with cross gable roof of asphalt shingles, off center wood panel door, flanking 6/6 double hung sash windows, stoop.

Resource 377. 89 Lee Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, weatherboard siding, off center wood panel door, flanking 6/6 double hung sash windows, partial width stoop with shed roof, decorative iron porch supports, wing, and brick foundation.

Resource 378. 90 Lee Street. Ca. 1941. Model Type BB-2. One story, brick veneer, wood frame massed plan cottage with side gable roof of asphalt shingles, off center wood door, flanking 6/6 double hung sash windows, partial width portico with gable roof and decorative iron supports. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 379. 92 Lee Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, weatherboard siding, off center wood door, flanking 6/6 double hung sash windows, partial width portico with gable roof and decorative iron supports. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 380. 94 Lee Street. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, vinyl siding, off center wood panel door, flanking 6/6 double hung sash windows, stoop; detached non historic garage. Vinyl and brick siding and window replacements alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 381. 95 Lee Street. Ca. 1919. Model Type 6E-2S. Two story, brick Colonial Revival with side gable roof of asphalt shingles, second floor with 6/1 double hung sash windows, first floor with off center wood panel door with two lights, flanking 6/1 double hung sash and picture frame windows, pedimented stoop with wood columns, brick foundation, and attached carport; detached one car garage.

Resource 382. 96 Lee Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage, side gable roof of asphalt shingles, weatherboard siding, off center wood panel door with stoop, flanking 6/6 double hung sash windows, attached carport.

Resource 383. 97 Lee Street. Ca. 1919. Model Type 6G-1S. One story, wood frame, U shaped Colonial Revival cottage with cross gable roof of asphalt shingles, asbestos siding, gables with lunettes, central door, flanking picture windows with awnings, inset porch with shed roof, decorative iron porch supports, and brick foundation; detached one car garage.

Resource 384. 98 Lee Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, weatherboard siding, off center wood door, flanking 6/6 double hung sash windows, partial width portico with gable roof and decorative iron supports, side addition.

Resource 385. 99 Lee Street. Ca. 1919. Model Type 6D-2S. Two story, wood frame Colonial Revival cottage with side gable roof of asphalt shingles, exterior chimneys, shed roof dormer with four 2/1 lights, weatherboard siding, central multiple pane door, flanking French door, and 6/1 double hung sash windows, full width porch with integral roof, fluted Doric like columns, and brick foundation.

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Resource 386. 101 Lee Street. Ca. 1919. Model Type 5I-1S. One story, wood frame bungalow with front gable roof of standing seam metal, interior chimney, vinyl siding, off center custom glass door, flanking 6/1 double hung sash and metal frame windows, partial width screened porch with gable roof, rear addition, and brick foundation; detached one car garage.

Resource 387. 103 Lee Street. Ca. 1919. Model Type 5H-1S. One story, brick veneered Colonial Revival cottage with side gable roof of standing seam metal, interior chimney, central wood panel door, flanking 6/1 and 6/6 double hung sash windows, partial width enclosed portico with pediment, pediment with fanlight, faux keystone, paneled wood columns, closed rail balustrade, and brick foundation. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the Colonial Revival. NC.

Resource 388. 107 Lee Street. Ca. 1919. Model Type 5P-2S. Two story, wood frame Dutch Colonial with gambrel roof of standing seam metal, interior brick chimney, weatherboard siding, second floor with pairs of 6/1 double hung sash windows, first floor with off center wood panel door, flanking pairs of 6/1 double hung sash windows, partial width screened porch, shed roof, brick columns, and brick foundation.

Resource 389. 108 Lee Street. Chickasaw United Methodist Church. Ca. 1942. Brick center steeple church with four-sided copper steeple topped with a cross, octagonal tower with louvered lantern, cornice returns, central double wood panel door with arch top, stoop with stairs and iron rail, stained glass windows, numerous additions.

Resource 390. 111 Lee Street. Ca. 1941. Model Type BB-1. One story, wood frame massed plan cottage with side gable roof of standing seam metal, asbestos siding, off center wood panel door, flanking 6/6 double hung sash windows, partial width porch with shed roof, wood columns, latticework balustrade, wing, and brick foundation.

Resource 391. 203 Lee Street. Ca. 1941. Model Type BB-2. One story, brick massed plan cottage with side gable roof of asphalt shingles, off center wood door with three stepped lights, flanking 6/6 double hung sash windows, partial width pedimented stoop with wood columns, wing, and brick foundation. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 392. 204 Lee Street. Ca. 1919. Model Type FA. Two story, wood frame Craftsman duplex with side gable roof of standing seam metal, exterior chimneys, second floor with stucco cladding, timberwork, 6/1 double hung sash windows, first floor with weatherboard siding, two off center wood doors, full width porch with hip roof, wood columns, and brick foundation.

Resource 393. 206 Lee Street. Ca. 1919. Model Type D-B. Two story, wood frame Craftsman duplex with side gable roof of asphalt shingles, exposed rafters, interior chimney, asbestos cladding, second floor with 6/1 double hung sash windows, first floor with off center wood door, partial width screened porch with gable roof, wood columns, paneled closed rail balustrade, side one story porch with gable roof, and brick foundation; detached two car garage and coal shed.

Resource 394. 209 Lee Street. Ca. 1919. One story, wood frame Colonial Revival cottage with side gable roof of asphalt shingles, gable dormers, four pane lights, vinyl siding, off center wood panel door, flanking bay and picture frame windows, pedimented stoop with decorative iron supports, and brick foundation.

Resource 395. 210 Lee Street. Ca. 1919. Model Type D-B. Two story, Craftsman duplex with side gable roof of asphalt shingles, vinyl siding, second floor with 6/1 double hung sash windows, first floor with off center wood door, flanking 6/1 double hung sash windows, partial width screened porch with gable roof, wood columns, closed rail balustrade, side one story porch with gable roof, and brick foundation; detached one car garage.

Resource 396. 211 Lee Street. Ca. 1952. One story, wood frame minimal traditional with side gable on hip with cross gable on hip roof of asphalt shingles, vinyl siding, off center wood panel door, flanking 6/6 double hung sash windows with awnings, 8/8 double hung sash window with flanking 4/4 lights, partial width stoop with integral roof, wood columns, brick foundation, picket fence.

Resource 397. 213 Lee Street. Ca. 1952. One story, brick ranch with cross hip roof of asphalt shingles, off center wood and glass panel door, flanking metal frame windows, slab foundation, attached garage.

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Resource 398. 214 Lee Street. Ca. 1919. Model Type WH. One story, wood frame bungalow with front gable roof of standing seam metal, interior chimney, vinyl siding, off center wood slab door with three lights, flanking 6/1 double hung sash windows, partial width screened porch with gable roof, brick columns, and brick foundation.

Resource 399. 215 Lee Street. Ca. 1952. One story, brick ranch with gable with cross hip roof of asphalt shingles, off center wood slab door with three stepped lights with stoop and decorative iron supports, flanking 1/1 double hung sash windows with awnings, slab foundation, attached garage.

Resource 400. 217 Lee Street. Ca. 1965. One story, brick ranch with hip roof of asphalt shingles, off center door, 2/2 double hung sash windows, partial width porch with decorative supports and balustrade, attached carport. NC.

Resource 401. 218 Lee Street. Ca. 1919. Model Type FA3. Two story, wood frame Craftsman duplex with side gable roof of asphalt shingles, two exterior end chimneys, aluminum siding, second floor with 6/1 double hung sash windows, first floor with off center door, partial width porch with front gable roof with exposed rafters, decorative iron supports and iron balustrade, side one story sleeping porch with gable roof, exposed rafters, brick foundation; detached one car garage and coal shed.

Resource 402. 222 Lee Street. Ca. 1965. One story, brick ranch with side gable roof of asphalt shingles, 6/6 double hung sash windows, off center door, partial width porch with dual columns. NC.

Resource 403. 301 Lee Street. Ca. 1950. One story, brick minimal traditional with side gable roof of asphalt shingles, decorative gable with round window, casement windows, off center door with fan lights, pedimented stoop with decorative iron supports, brick foundation.

Resource 404. 302 Lee Street. Ca. 1965. One story, brick ranch with hip roof of asphalt shingles, 6/6 double hung sash windows, off center wood panel door, partial width porch with hip roof, wood supports, slab foundation. NC.

Resource 405. 305 Lee Street. Ca. 1965. One story, brick ranch with side gable roof of asphalt shingles, casement windows, off center wood panel door, partial width porch with front gable roof. NC.

Resource 406. 306 Lee Street. Ca. 1919. Model Type D-A. Two story, wood frame Colonial Revival duplex with hip roof of standing seam metal, exposed rafters, two interior brick chimneys, stucco cladding, second floor with 6/1 double hung sash windows, first story with central wood panel door with side lights, flanking 6/1 double hung sash windows, pedimented stoop, brick foundation, side sleeping porch.

Resource 407. 307 Lee Street. Ca. 1950. One story, brick ranch with side gable roof of asphalt shingles, central wood panel door, picture window, 2/2 metal double hung sash windows.

Resource 408. 308 Lee Street. Ca. 1919. Model Type D-B. Two story, wood frame Craftsman duplex with side gable roof of standing seam metal, interior brick chimney, vinyl siding, second floor with 6/1 double hung sash windows, first floor with off center door, 6/1 double hung sash windows, partial width porch with gable roof, wood columns, brick foundation, side porch.

Resource 409. 309 Lee Street. Ca. 1950. One story, wood frame minimal traditional with side gable roof of asphalt shingles, aluminum siding, 3/1 double hung sash windows, off center door, partial width enclosed, recessed porch.

Resource 410. 310 Lee Street. Ca. 1919. Model Type FA2. Two story, brick Colonial Revival duplex with hip roof, exterior brick chimney, weatherboard siding on the second story, brick on the first floor, second floor with 6/1 double hung sash windows, first floor with two off center doors, two partial width enclosed porches with shed roof, brick cladding, 6/6 double hung sash windows, awnings. Brick veneer siding on the first floor and porch modifications alter the design, workmanship, and materials of the historic integrity of the duplex. NC.

Resource 411. 311 Lee Street. Ca. 1950. One story, brick massed plan with side gable roof of asphalt shingles, picture window and 6/6 double hung sash windows, central wood panel door, partial width porch with integral roof, decorative iron supports and balustrade, awnings.

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Resource 412. 312 Lee Street. Ca. 1919. Model Type WI. One story, wood frame bungalow with front gable roof of asphalt shingles, two interior brick chimneys, aluminum siding, 6/1 double hung sash windows with awnings, off center door, partial width screened porch with front gable roof, paneled wood columns, brick foundation, rear addition, shed.

Resource 413. 313 Lee Street. Ca. 1941. Model Type BB-2. One story, brick massed plan with side gable roof, 2/2 metal double hung sash windows, central wood panel door, stoop with awning, wing. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 414. 314 Lee Street. Ca. 1919. Model Type FB1. Two story, wood frame Craftsman duplex with front gable roof of standing seam metal, oriel window, cedar shingles on the second story, aluminum siding on the lower story, second floor with 6/1 double hung sash windows with awnings, picture window with flanking 6/6 double hung sash windows, first floor with off center wood panel door, partial width porch with front gable roof of asphalt shingles, decorative iron supports and balustrade.

Resource 415. 315 Lee Street. Ca. 1941. Model Type BB-1. One story, brick massed plan with side gable roof of asphalt shingles, central wood panel door, flanking 6/6 double hung sash windows, stoop with iron rails and an awning, wing, attached car port. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 416. 316 Lee Street. Ca. 1919. Model Type WR. One story, wood frame bungalow with front gable roof of standing seam metal, interior chimney, aluminum siding, 6/1 double hung sash windows, off center door, partial width recessed porch with engaged roof, wood supports, closed rail balustrade, brick pier foundation, picket fence; detached one car garage.

Resource 417. 317 Lee Street. Ca. 1941. Model Type AA-1. One story, brick minimal traditional with side gable roof of asphalt shingles, 6/6 double hung sash windows, central door, partial width porch with front gable roof, wood supports, open rail balustrade. Brick veneer siding and side additions alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 418. 318 Lee Street. Ca. 1919. Model Type FA3. Two story, wood frame Craftsman duplex with side gable roof of standing seam metal, two exterior brick chimneys, weatherboard siding, second floor with 6/1 double hung sash windows, first floor with off center door, flanking 6/1 double hung sash windows, partial width screened porch with brick supports and front gable roof, side sleeping porch with brick supports, brick foundation; detached one car garage.

Resource 419. 319 Lee Street. Ca. 1941. Model Type BB-2. One story, brick massed plan cottage with side gable roof of asphalt shingles, 6/6 double hung sash windows, off center door, pedimented stoop with decorative iron supports and balustrade. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 420. 321 Lee Street. Ca. 1941. Model Type BB-2. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, aluminum siding, 6/6 double hung sash windows with awnings, off center wood panel door with lights, pedimented stoop with decorative iron supports, brick foundation; detached one car garage.

North Craft Highway

Resource 421. 201 N. Craft Highway. Chickasaw School. Ca. 1919. Five part plan, stucco clad school with cross gable roof of asphalt shingles, central block with entry vestibule with central wood panel double doors with lights topped by a semi-circle light with an insignia, insignia with central "CS" inside a circle flanked by columns and topped by an entablature; central block flanked by hyphens with a window band of 9/9 double hung sash windows; hyphens flanked by dependencies with eaves' brackets and niches.

In 1935, a three room, frame building was added to the campus. It housed kindergarteners until 1991. A red brick cafeteria was built in the 1950's. In the 1980s, the school enlarged classroom space via the addition of thirteen portable classrooms. Dogwoods in the front of the main building commemorate two principals, Mrs. Sadie Littlegreen and Miss Sara Frances Stiles.

Resource 422. 220 North Craft Highway. Ca. 1950. Sherry's Café. One story brick and wood frame commercial building with flat roof, metal shingles, plywood cladding, plate glass windows, brick columns, central glass door with transom.

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Resource 423. 224 North Craft Highway. Ice House. The Lange Building. Chickasaw Police Department. Ca. 1918. One story brick building with side gable roof of asphalt shingles, 12/12 double hung sash windows, central door, partial width pedimented portico with front gable roof, columns, three bays, two with retractable doors, one with wood door with lights, transoms with eight fixed lights, side garage addition with three bays, retractable doors.

This building originally served as an ice house; ice was manufactured and then distributed via mule drawn wagons to residents in the villages. In the early 1940s, the building was transformed into an infirmary. It mainly served as a maternity ward for the Chickasaw Shipyard Village.

Resource 424. 224 North Craft Highway. Chickasaw City Hall. Built 1952. Addition in 1966. One story Colonial Revival brick building with cross gable roof of asphalt shingles, cupola, central double leaf wood door with lights, flanking 12/12 double hung sash windows, pedimented portico with gable, cornice returns, fanlight, Doric columns, addition.

Northwest Boulevard

Resource 425. 301 Northwest Boulevard. Ca. 1919. Model Type: 5C-1S. One story, wood frame Colonial Revival with cross gable roof of asphalt shingles, interior brick chimney, weatherboard siding, Palladian window, off center door with nine lights, partial width enclosed porch with integral roof, brick foundation.

Resource 426. 302 Northwest Boulevard. Ca. 1952. One story, brick ranch with hip with cross gable roof of asphalt shingles, 9/9 double hung sash and jalousie windows, awnings, stoop with integral roof, iron balustrade.

Resource 427. 305 Northwest Boulevard. Ca. 1919. Model Type 5I-1S. One story, wood frame bungalow with side gable roof of standing seam metal, exposed rafters, weatherboard siding, 6/6 double hung sash windows, off center wood panel door, partial width porch with engaged roof.

Resource 428. 400 Northwest Boulevard. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, aluminum siding, 6/6 double hung sash windows, off center wood panel door, stoop with shed roof and wood supports and rail, brick foundation, wing, attached carport.

Resource 429. 401 Northwest Boulevard. Ca. 1941. Model Type BB-2. One story, brick massed plan cottage with side gable roof of asphalt shingles, 6/6 and 2/2 double hung sash windows, central wood panel door, pedimented stoop with decorative iron supports and rail, side additions. Brick veneer siding and side additions alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 430. 402 Northwest Boulevard. Ca. 1941. Model Type AA-1. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, louvered ventilator, weatherboard paneling, 6/6 wood double hung sash windows, off center three panel wood door with nine lights, partial width recessed porch with front gable roof, wood supports and rails, brick pier foundation with concrete block infill.

Oak Street

Resource 431. 2 Oak Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof, interior brick chimney, asbestos and brick siding, 6/6 double hung sash windows, partial width enclosed porch with gable roof, shed porch addition, brick foundation; detached two car garage.

Resource 432. 3 Oak Street. Ca. 1918. Model Type 4SR. One story, wood frame bungalow with cross gable roof of asphalt shingles, interior brick chimney, asbestos siding, 6/6 double hung sash windows, off center wood door with lights, partial width screened porch with shed roof, jalousie windows, brick pier foundation.

Resource 433. 8 Oak Street. Ca. 1918. Model Type 4L. One story, wood frame bungalow with clipped cross gable roof of standing seam metal, brick and weatherboard siding, 6/6 double hung sash windows, off center door with lights, partial width enclosed porch with engaged roof.

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Resource 434. 9 Oak Street. Ca. 1918. Model Type 4F. One story bungalow with clipped front gable roof of asphalt shingles, dormer windows, cornice returns, vinyl and brick siding, 1/1 double hung sash windows, off center wood panel door, full width enclosed porch with engaged roof, side addition, attached carport. Vinyl siding, window replacements, additions alter the design, materials, and workmanship of the historic integrity of the bungalow. NC.

Pine Street

Resource 435. 1 Pine Street. Ca. 1946. One story, wood frame massed plan with side gable roof of asphalt shingles, weatherboard siding, 2/2 double hung sash windows, partial width porch with shed roof, wood supports; detached two car garage.

Resource 436. 4 Pine Street. Ca. 1941. Model Type BB. One story, wood frame bungalow with front gable roof, vinyl siding, 2/2 double hung sash windows with shutters, central wood panel door, pedimented stoop with decorative iron supports and rails, brick pier foundation with concrete block infill.

Resource 437. 5 Pine Street. Ca. 1941. Model Type BB. One story, wood frame bungalow with front gable roof, plywood siding, stickwork, 6/6 double hung sash windows, central wood panel door, pedimented stoop with decorative iron supports, concrete block foundation.

Resource 438. 6 Pine Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, vinyl siding, casement windows, off center door, partial width screened porch with gable roof with wood supports, closed rail balustrade, concrete block foundation.

Resource 439. 7 Pine Street. Ca. 1941. Model Type AA-S. One story, wood frame massed plan with side gable roof of asphalt shingles, asbestos siding, casement windows with awnings, partial width porch with shed roof, wood supports, concrete block foundation.

Resource 440. 8 Pine Street. Ca. 1946. One story, wood frame minimal traditional with side gable roof of asphalt shingles, 2/2 double hung sash windows, picture window, off center wood door, partial width porch with front gable roof, decorative iron supports. Asbestos siding, window replacements, and porch changes alter the design, materials, and workmanship of the historic integrity of the cottage. NC.

Resource 441. 9 Pine Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, louvered attic ventilator, brick and vinyl siding, casement windows with awnings, wood panel door, partial width screened porch with front gable roof, closed rail balustrade, shed porch addition. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 442. 10 Pine Street. Ca. 1941. Model Type BB. One story, wood frame bungalow with front gable roof of asphalt shingles, louvered attic ventilator, vinyl siding, casement windows with shutters, central wood panel door, pedimented stoop, side addition, brick foundation.

Ryan Street

Resource 443. 1 Ryan Street. Ca. 1946. One story, wood frame massed plan with side gable roof of asphalt shingles, asbestos siding, jalousie windows, off center wood panel door, partial width porch with shed roof; detached one car garage.

Resource 444. 2 Ryan Street. Ca. 1946. One story, wood frame massed plan with side gable roof of asphalt shingles, vinyl siding, 6/6 double hung sash windows, off center door, partial width porch with shed roof, decorative iron supports and rail. Vinyl siding, possible fenestration changes, and porch changes alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 445. 3 Ryan Street. Ca. 1941. Model Type AA-S. One story, wood frame massed plan with side gable roof of standing seam metal, louvered attic ventilator, asbestos and board and batten siding, jalousie windows, off center wood door, partial width porch with gable roof, wood supports, open rail balustrade, brick pier foundation.

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Resource 446. 4 Ryan Street. Ca. 1950. One story, wood frame massed plan with side gable roof of asphalt shingles, weatherboard siding, 6/6 double hung sash windows, off center wood panel door with light, full width porch with shed roof, wood supports, rail balustrade, brick pier foundation.

Resource 447. 5 Ryan Street. Ca. 1941. Model Type AA-S. One story, wood frame massed plan with side gable roof of asphalt shingles, louvered attic ventilator, asbestos siding, 2/2 double hung sash and jalousie windows, off center door, partial width screened porch with shed roof, wood supports, closed rail balustrade, brick pier foundation.

Resource 448. 6 Ryan Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, vinyl siding, 1/1 double hung sash windows, off center wood panel door with fanlight, partial width porch with front gable roof, wood supports.

Resource 449. 7 Ryan Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, asbestos siding, 2/2 double hung sash windows, off center wood panel door with nine lights, partial width porch with gable roof, brick pier foundation.

Resource 450. 8 Ryan Street. Ca. 1941. Model Type AA-S. One story, wood frame massed plan with side gable roof of asphalt shingles, asbestos siding, 2/2 double hung sash windows, off center wood panel door with lights, partial width screened porch with shed roof, wood supports, open rail balustrade.

Resource 451. 9 Ryan Street. Ca. 1941. Model Type AA-S. One story, wood frame massed plan with side gable roof of asphalt shingles, vinyl siding, 6/6 double hung sash windows with awnings, partial width screened porch with shed roof, wood supports, closed rail balustrade, wood panel door, brick pier foundation, side addition.

Resource 452. 10 Ryan Street. Ca. 1941. Model Type BB. One story, wood frame bungalow with cross gable roof of asphalt shingles, round louvered attic ventilator, vinyl siding, 1/1 double hung sash windows with shutters, central door with nine lights, pedimented stoop, brick pier foundation.

Resource 453. 11 Ryan Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan with side gable roof of asphalt shingles, asbestos and cedar shake siding, casement windows with shutters and awnings, off center door, partial width screened porch with gable roof, wood supports, closed rail balustrade.

Resource 454. 12 Ryan Street. Ca. 1941. Model Type AA-S. One story, wood frame massed plan with side gable roof of asphalt shingles, asbestos siding, 2/2 double hung sash windows with shutters, off center wood panel door, partial width screened porch with shed roof, wood supports, closed rail balustrade.

Resource 455. 13 Ryan Street. Ca. 1946. One story, wood frame massed plan with side gable roof, asbestos siding, 1/1 double hung sash windows, wood panel door, full width porch with shed roof, wood supports, open rail balustrade, brick foundation.

Resource 456. 14 Ryan Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan cottage with cross gable roof of asphalt shingles, louvered attic ventilator, asbestos siding, 1/1 double hung sash windows with awnings, partial width screened porch with gable roof, wood supports, closed rail balustrade, front addition with shed roof, brick pier foundation.

Resource 457. 15 Ryan Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, asbestos siding, 6/6 double hung sash windows with shutters, casement windows, off center wood panel door, partial width screened porch with gable roof, wood supports, closed rail balustrade, front addition with shed roof, brick pier foundation.

Resource 458. 16 Ryan Street. Ca. 1941. Model Type BB. One story, wood frame bungalow with front gable roof of asphalt shingles, asbestos siding, picture window, off center wood door with lights, partial width screened porch with gable roof, wood supports, open rail balustrade, side addition.

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Resource 459. 17 Ryan Street. Ca. 1941. Model Type AA-S. One story, wood frame massed plan cottage with side gable roof, asbestos siding, casement windows with shutters, off center wood door, stoop, enclosed porch, concrete block foundation, rear addition.

Resource 460. 18 Ryan Street. Ca. 1950. One story, wood frame massed plan with side gable roof, weatherboard siding, 6/6 double hung sash windows, off center wood panel door, partial width porch with shed roof, wood supports, attached garage.

Resource 461. 19 Ryan Street. Ca. 1941. Model Type BB. One story, wood frame bungalow with front gable roof, louvered attic ventilator, asbestos siding, 2/2 double hung sash and eight pane casement windows, central door, partial width porch with gable roof, side additions, concrete block foundation.

Resource 462. 20 Ryan Street. Ca. 1941. Model Type AA-S. One story, wood frame massed plan with side gable roof of asphalt shingles, louvered attic ventilator, asbestos siding, double hung sash windows, off center wood panel door with nine lights, partial width porch with shed roof, wood supports and closed rail balustrade, attached carport.

Resource 463. 21 Ryan Street. Ca. 1941. Model Type AA-S. One story, wood frame massed plan with front gable roof, metal siding, 2/2 double hung sash windows, off center door with three lights, partial width porch with shed roof, wood supports, closed rail balustrade, concrete block and brick pier foundation.

Resource 464. 22 Ryan Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, vinyl siding, 1/1 double hung sash windows, door with lights, partial width enclosed porch with gable roof, rear porch.

Resource 465. 26 Ryan Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan cottage with side gable roof of asphalt shingles, asbestos siding, casement windows, off center wood panel door, partial width screened porch with gable roof, wood supports, closed rail balustrade, brick foundation.

Resource 466. 28 Ryan Street. Ca. 1946. One story, wood frame massed plan with side gable roof of asphalt shingles, board and batten siding, 8/8 double hung sash windows, off center wood panel door, partial width porch with hip roof, wood supports, brick foundation.

Resource 467. 29 Ryan Street. Ca. 1946. One story, wood frame minimal traditional cottage with side gable roof of asphalt shingles, louvered attic ventilator, asbestos siding, 6/6 double hung sash windows with shutters, off center wood panel door, pedimented stoop, brick foundation.

Resource 468. 30 Ryan Street. Ca. 1946. One story, wood frame minimal traditional cottage with cross gable roof of asphalt shingles, asbestos and board and batten siding, 8/8 and 6/6 double hung sash windows with shutters, off center wood panel door, partial width enclosed porch with gable roof, brick foundation.

Resource 469. 31 Ryan Street. Ca. 1946. One story, wood frame minimal traditional with hip roof of asphalt shingles, asbestos and board and batten siding, 8/8 double hung sash windows, off center wood panel door, stoop with awning, brick pier foundation.

Resource 470. 32 Ryan Street. Ca. 1948. One story, wood frame minimal traditional with side gable roof of asphalt shingles, asbestos siding, 8/8 double hung sash windows with shutters, partial width porch with front gable roof, wood supports.

Resource 471. 34 Ryan Street. Ca. 1970. One story, wood frame ranch with side gable roof of asphalt shingles, exterior brick chimney, board and batten siding, 6/6 double hung sash windows, central wood panel door with lights, full width porch with shed roof, wood supports. NC.

Resource 472. 35 Ryan Street. Ca. 1941. Model Type AA-P. One story, wood frame massed plan cottage with cross gable roof of asphalt shingles, asbestos siding, 8/8 double hung sash windows, partial width porch with front gable roof, decorative iron supports and rails, brick foundation, attached carport.

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Shipyards Street

Resource 473. 1 Shipyards Street. Ca. 1960. One story, brick ranch with hip roof of asphalt shingles, fixed windows, central door, partial width porch with hip roof and turned posts. NC.

Southern Street

Resource 474. 1 Southern Street. Ca. 1918. Model Type 4A. One story, wood frame bungalow with clipped front gable roof of standing seam metal, interior brick chimney, attic ventilators, weatherboard and board and batten siding, 6/6 double hung sash windows, off center door with lights, partial width porch with clipped front gable roof, wood supports, closed balustrade, brick pier foundation.

Resource 475. 2 Southern Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex with side gable roof of standing seam metal, exposed rafters, interior brick chimneys, weatherboard siding, 6/6 double hung sash windows with shutters, two off center doors, enclosed partial width porches with shed roof, paneled wood columns.

Resource 476. 3 Southern Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, metal siding, casement windows, two off center doors with lights, full width screened porch with engaged roof, decorative wood supports, brick pier foundation; detached two car garage shared with Resource 477.

Resource 477. 4 Southern Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof of asphalt shingles, tarpaper and vinyl siding, 6/6 double hung sash windows, off center wood panel door, enclosed partial width porch with gable roof; detached two car garage shared with Resource 476. Tarpaper and vinyl siding and an enclosed porch alter the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 478. 5 Southern Street. Ca. 1918. Model Type 4SR. One story, wood frame bungalow with cross gable roof of asphalt shingles, exposed rafters, louvered attic ventilator, weatherboard siding, 6/6 double hung sash windows, off center door with three stepped light, partial width porch with engaged roof, wood supports; detached one car garage.

Resource 479. 6 Southern Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex with side gable roof of asphalt shingles, exposed rafters, weatherboard siding, 2/2 metal double hung sash windows, two off center doors with nine lights and three panels, partial width screened porches with shed roof, paneled wood columns, closed rail balustrade, brick pier foundation.

Resource 480. 7 Southern Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, weatherboard and board and batten siding, 2/2 double hung sash windows, screened full width porch with jalousie windows, integral roof, brick pier foundation.

Resource 481. 8 Southern Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof of asphalt shingles, vinyl siding, 1/1 double hung sash windows, partial width enclosed porch with gable roof. Vinyl siding, window replacements, and an enclosed porch alter the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 482. 9 Southern Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, interior brick chimney, vinyl siding, 1/1 double hung sash windows, full width enclosed porch with engaged roof, wood posts on wood pedestals, brick pier foundation; detached one car garage.

Resource 483. 11 Southern Street. Ca. 1918. Model Type 4S. One story, wood frame modified bungalow with cross gable roof of standing seam metal, vinyl siding, 6/6 double hung sash windows, off center door, stoop with shed roof, partial width enclosed porch with shed roof, open rail balustrade. Vinyl siding, window replacements, and additions alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

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Resource 484. 12 Southern Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof of standing seam metal, interior brick chimney, asbestos siding, 6/6 double hung sash windows, partial width enclosed porch with gable roof, brick pier foundation; detached one car garage.

Resource 485. 13 Southern Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, vinyl siding, 3/1 double hung sash windows with shutters, off center wood panel door, full width porch with engaged roof. Vinyl siding, window replacements, and porch changes alter the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 486. 14 Southern Street. Ca. 1918. Model Type 4C. One story, wood frame bungalow with side gable roof of standing seam metal, interior brick chimney, exposed rafters, louvered attic ventilator, weatherboard and board and batten siding, 6/6 double hung sash windows, screened partial width porch with front gable roof, wood supports, closed rail balustrade, brick pier foundation.

Resource 487. 15 Southern Street. Ca. 1918. Model Type 4B. One story, wood frame bungalow with side gable roof of standing seam metal, interior brick chimney, exposed rafters, weatherboard siding, 6/6 double hung sash windows, partial width screened porch with shed roof, wood columns, closed rail balustrade.

Resource 488. 16 Southern Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof, exposed rafters, interior brick chimney, weatherboard siding, bay window, 6/6 double hung sash windows, off center door with nine lights, full width enclosed porch with engaged roof, brick pier foundation.

Resource 489. 16 ½ Southern Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with side gable roof of asphalt shingles, weatherboard siding, windows with awnings, off center wood panel door with sidelights, full width porch with engaged roof, brick pier foundation.

Resource 490. 17 Southern Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, interior brick chimney, weatherboard siding, 6/6 double hung sash windows, central door with three stepped light, full width screened porch with engaged roof, jalousie windows, awning, brick pier foundation; detached one car garage.

Resource 491. 18 Southern Street. Ca. 1918. Model Type 4L. One story, wood frame bungalow with clipped cross gable roof of standing seam metal, interior chimney, weatherboard siding, 2/2 double hung sash windows with awnings, off center door, stoop, attached carport, concrete block foundation; detached two car garage.

Resource 492. 19 Southern Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex with side gable roof of asphalt shingles, two interior brick chimneys, weatherboard siding, 6/6 double hung sash windows, two off center doors, partial width porches, one screened, one open with wood supports, shed roof, brick pier foundation.

Resource 493. 20 Southern Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, interior brick chimney, brackets, weatherboard siding, 6/6 double hung sash windows, full width screened porch with engaged roof, jalousie windows, closed rail balustrade, brick pier foundation.

Resource 494. 21 Southern Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof of standing seam metal, interior brick chimney, weatherboard siding, 6/6 double hung sash windows, off center door with diamond-shaped light, partial width screened porch with gable roof, wood columns, closed rail balustrade, brick pier foundation; detached one car garage.

Resource 495. 22 Southern Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex with side gable roof of asphalt shingles, asbestos siding, 6/6 double hung sash windows, two off center doors with diamond-shaped lights, partial width screened porches with shed roof, wood columns, closed rail balustrade, porch added between the two porches with shed roof, wood columns, closed rail balustrade.

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Resource 496. 23 Southern Street. Ca. 1918. Model Type 4L. One story, wood frame bungalow with clipped cross gable roof of asphalt shingles, interior brick chimney, weatherboard and board and batten siding, 6/6 double hung sash windows, door with lights, partial width porch with engaged roof, wood supports, open rail balustrade, brick pier supports; detached two car garage shared with Resource 497.

Resource 497. 24 Southern Street. Ca. 1918. Model Type 4D. One story, wood frame bungalow with clipped front gable roof, interior brick chimney, weatherboard and board and batten siding, 1/1 double hung sash windows, partial width recessed porch with engaged roof, wood supports and open rail balustrade, brick pier foundation; detached two car garage shared with Resource 496.

Resource 498. 25 Southern Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex with side gable roof of asphalt shingles, interior brick chimneys, asbestos and weatherboard siding, 6/6 double hung sash windows, two off center doors with three stepped lights, two partial width porches with shed roof, wood columns, closed rail balustrade; detached two car garage shared with Resource 499.

Resource 499. 26 Southern Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, interior brick chimney, weatherboard siding, 6/6 double hung sash windows, central door, full width screened porch with engaged roof, closed rail balustrade, brick pier foundation; detached two car garage shared with Resource 498.

Resource 500. 27 Southern Street. Ca. 1918. Model Type 3C. One story wood frame bungalow duplex with side gable roof of asphalt shingles, two interior brick chimneys, weatherboard siding, two off center doors, partial width screened porches with shed roof, wood columns, closed rail balustrade; detached one car garage.

Resource 501. 28 Southern Street. Ca. 1918. Model Type 4F. One story, wood frame bungalow with clipped front gable roof of standing seam metal, interior brick chimney, brackets, exposed rafters, weatherboard siding, stickwork, 6/6 double hung sash windows, wood panel door, full width screened porch with integral roof, wood columns, closed rail balustrade, brick pier foundation.

Resource 502. 29 Southern Street. Ca. 1950. One story, wood frame ranch with hip roof of asphalt shingles, asbestos and weatherboard siding, 2/2 double hung sash windows, off center wood panel door, stoop; detached one car garage.

Resource 503. 30 Southern Street. Ca. 1918. Model Type 3C. One story, wood frame bungalow duplex with side gable roof of asphalt shingles, two interior brick chimneys, metal siding, 6/6 double hung sash windows, two off center doors, partial width enclosed porches with shed roof.

Resource 504. 31 Southern Street. Ca. 1918. Model Type 4L. One story, wood frame bungalow with clipped side gable roof of standing seam metal, interior brick chimney, metal siding, 2/2 double hung sash windows, partial width screened porch with clipped front gable roof, exposed rafters, paneled wood columns, closed rail balustrade, brick pier foundation.

Resource 505. 32 Southern Street. Ca. 1941. Model Type AA-S. One story, concrete block bungalow with front gable roof of standing seam metal, vinyl siding, 3/1 and 6/6 double hung sash windows, side wood panel door, concrete block foundation.

Southwest Boulevard

Resource 506. 111 Southwest Boulevard. Ca. 1970. One story, brick ranch with hip roof of asphalt shingles, casement windows, central door with three stepped light. NC.

Resource 507. 201 Southwest Boulevard. Ca. 1970. One story, brick ranch with side gable roof of asphalt shingles, cornice returns, 2/2 double hung sash windows, central door, stoop with iron rail. NC.

Resource 508. 208 Southwest Boulevard. Ca. 1952. One story, brick ranch with side gable roof of asphalt shingles, exterior brick chimney, 8/8 double hung sash windows, picture window with flanking 9/9 double hung sash windows with shutter, off center wood panel door, stoop.

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Resource 509. 300 Southwest Boulevard. Ca. 1919. Model Type 5H-1S. One story, wood frame Colonial Revival with side gable roof of asphalt shingles, interior chimney, vinyl siding, 6/1 double hung sash windows, central wood panel door, partial width porch with front gable roof, fanlight in gable, wood columns, open rail balustrade, brick foundation.

Resource 510. 301 Southwest Boulevard. Ca. 1919. Model Type 5A-1S. One story, brick bungalow with side clipped gable roof of asphalt shingles, 6/1 double hung sash windows with shutters, central wood panel door, pedimented stoop with decorative iron supports and rails. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 511. 304 Southwest Boulevard. Ca. 1919. Model Type 5Z-1S. One story, wood frame Tudor Revival with cross gable roof of standing seam metal, interior brick chimney, metal siding, attic ventilator, 6/1 double hung sash windows with shutters, partial width porch with shed roof, decorative iron supports and rails, brick foundation.

Resource 512. 305 Southwest Boulevard. Ca. 1919. Model Type 6E-2S. Two story, wood frame Colonial Revival with side gable roof of asphalt shingles, exterior brick chimney, vinyl siding, second story has 6/6 double hung sash windows with shutters, first story has central wood panel door with awning, flanking 6/6 double hung sash windows with shutters, attached two-car garage, concrete foundation. Vinyl siding and a large attached gambrel roof garage alter the design, workmanship, and materials of the historic integrity of the Colonial Revival. NC.

Resource 513. 400 Southwest Boulevard. Ca. 1919. Model Type 5G-1S. One story, wood frame Colonial Revival cottage with front gable roof, weatherboard siding, 6/1 double hung sash windows with shutters, off center door, partial width recessed porch with integral roof, brick foundation; coal shed.

Resource 514. 401 Southwest Boulevard. Ca. 1919. Model Type 5I-1S. One story, wood frame bungalow with side gable roof of asphalt shingles, metal siding, 6/1 double hung sash windows, wood panel door, partial width enclosed porch with gable roof, wood supports, brick foundation.

Resource 515. 404 Southwest Boulevard. Ca. 1919. Model Type 5D-1S. One story, brick bungalow with side gable roof of asphalt shingles, two interior brick chimneys, 6/1 double hung sash windows, off center wood panel door with side lights, stoop, decorative iron rails. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 516. 405 Southwest Boulevard. Ca. 1919. Model Type 5D-1S. One story, brick bungalow with side gable roof of asphalt shingles, 6/1 double hung sash windows, central wood panel door, stoop, brick supports. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 517. 500 Southwest Boulevard. Ca. 1919. Model Type 5G-1S. One story, brick Colonial Revival cottage with front gable roof, dormer, 6/1 double hung sash windows, off center door, partial width porch with shed roof, decorative iron support. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the Colonial Revival. NC.

Resource 518. 501 Southwest Boulevard. Ca. 1919. Model Type 5F-1S. One story, wood frame bungalow with side clipped gable roof of asphalt shingles, attic ventilator, stucco siding, 2/2 double hung sash windows, off center door, partial width porch with hip roof, wood supports, open rail balustrade. Stucco siding, window replacements, and porch changes alter the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 519. 505 Southwest Boulevard. Ca. 1919. Model Type 5H-1S. One story, wood frame Colonial Revival with side gable roof of asphalt shingles, weatherboard siding, 6/1 double hung sash windows with shutters, central wood panel door with flanking lights, partial width screened porch with front gable roof, fanlight in gable, paneled wood columns, open rail balustrade.

Resource 520. 601 Southwest Boulevard. Ca. 1919. Model Type 5I-1S. One story, wood frame bungalow with cross gable roof of standing seam metal, two interior brick chimneys, exposed rafters, asbestos siding, 6/1 double hung sash windows, wood panel door, partial width screened porch with front gable roof, wood supports, closed rail balustrade, brick foundation.

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Resource 521. 604 Southwest Boulevard. Ca. 1919. Model Type 5H-1S. One story, brick Colonial Revival cottage with cross gable roof of asphalt shingles, 6/1 double hung sash windows, wood panel door, partial width screened porch with gable roof, wood supports. Brick veneer siding and window replacements alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 522. 605 Southwest Boulevard. Ca. 1919. Model Type 5Z-1S. One story, wood frame Tudor Revival with cross gable roof of standing seam metal, interior brick chimney, attic ventilator, stucco siding, stickwork, 6/1 double hung sash windows, plate glass picture window, wood panel door, partial width screened porch with shed roof, wood supports, closed rail balustrade.

Resource 523. 606 Southwest Boulevard. Ca. 1941. Model Type BB-1. One story, brick massed plan with side gable roof of asphalt shingles, 6/6 double hung sash windows with shutters, off center wood panel door, stoop with shed roof, decorative iron supports, wing. Brick veneer siding alters the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 524. 701 Southwest Boulevard. Ca. 1919. Model Type 5Z-1S. One story, wood frame Tudor Revival with cross gable roof of standing seam metal, permastone siding, 6/6 double hung sash windows with shutters, off center door, partial width enclosed porch with engaged roof.

Viaduct Way

Resource 525. 2 Viaduct Way. Ca. 1941. Model Type AA-P. One story, wood frame minimal traditional cottage with side gable roof of standing seam metal, vinyl siding, 6/6 double hung sash windows, off center wood panel door, partial width porch with front gable roof, wood supports, brick pier foundation, attached garage.

Resource 526. 4 Viaduct Way. Ca. 1941. Model Type AA-S. One story, wood frame massed plan with side gable roof of asphalt shingles, louvered attic ventilator, board and batten siding, 1/1 double hung sash windows, off center wood panel door, stoop, brick foundation, enclosed porch, side addition. Veneer siding, window replacements, and an enclosed porch alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 527. 6 Viaduct Way. Spanish Terrace Apartments. Ca. 1941. Two story, wood frame apartment building with side gable roof of asphalt shingles, louvered attic ventilator, asbestos siding, second floor with fifteen pairs of 1/1 double hung sash windows, first floor with partial width projecting vestibule with shed roof, central door, flanking 1/1 double hung sash windows, stoop with shed roof, metal supports, flanked on either side by five pairs of 1/1 double hung sash windows, concrete block foundation.

Resource 528. 14 Viaduct Way. Ca. 1918. Model Type 4D. One story, wood frame bungalow with front gable roof, louvered attic ventilator, asbestos siding, 6/6 double hung sash windows, off center wood door, partial width porch with gable roof, brick pier foundation.

Resource 529. 16 Viaduct Way. Doctor's House. Ca. 1941. Model Type AA-S. One story, wood frame massed plan with side gable roof of standing seam metal, louvered attic ventilator, asbestos siding, 2/2 double hung sash windows, off center wood door, partial width screened porch with shed roof, wood supports, closed rail balustrade, rear addition.

Resource 530. Viaduct Way. Shipyard. Ca. 1918. The shipyard contains the following structures and buildings:

Canal Network

The canal network includes three miles of the dredged Chickasaw Creek and six miles of canals. The network has a main trunk that links the creek to swampland between the shipyard and the East Village. The canal system also has two north/south oriented canals and several feeder canals that extend between them. This canal network is intact.

Rail Network

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The rail infrastructure consists of 20 miles of track at the Chickasaw Shipyard. The rail system ties to the main lines of the Southern Alabama and Louisville and Nashville Railroads. In the land between the East Village and the shipyard, a rail line creates an oval circuit, connecting the main lines and the shipyard. Feeder lines extend to the shipways, outfitting dock, and associated shops. This rail system is still intact.

Road Network

The road infrastructure in the shipyard is as extensive as the rail lines. Viaduct Way extends from the West Village and the Craft Highway (U.S. Highway 43) to Chickasaw Creek. A line extends off Viaduct Way at a ninety degree angle and stretches to the south bank of the Chickasaw Creek. A series of roads that branch off the north line road and Viaduct Way traverse the shipyard. This road infrastructure is intact.

Acetylene Gas Plant

An integral component of the shipyard, the acetylene gas plant, which was built in 1918, is housed in a metal building. A metal monitor roof tops the plant. The sides are sheathed in metal. Now vacant, the plant supplied acetylene gas to the shipways for welding machines.

Shipways

The primary component of the shipyard is the shipway or berth. Cut into the west bank of the Chickasaw Creek are four linear inlets; each one has two berths, one on either side for a total of eight. Three of the ways measure approximately one half mile long by one eighth mile wide. The fourth is half that long. A quarter mile distance roughly separates each of the shipways. Built up of timber piles and poured reinforced concrete mats, the berths were designed for side launchings. Built in 1918, these shipways are in use to this day for loading and unloading shipments. Limited ship repair occurs in the former ship berths.

Outfitting Dock

An outfitting dock stands adjacent to the southernmost berth. This dock is constructed of timber piles and reinforced concrete, which is built up to a height of 18 feet above tidewater. Initially the dock extended a distance of 1,800 feet, but was later extended an additional 1,800 feet. The dock could simultaneously outfit four ships. The outfitting dock is still in place and in use.

Additionally, the shipyard featured a utility plant, gantry cranes and derricks, and machine shops. These structures and buildings were removed some time after 1952.

World War II Facilities

Circa 1940, the Gulf Shipbuilding Corporation built a number of buildings, including three located at the north end of the shipyard. One is a large warehouse size building built of metal siding topped by three metal gable roofs. Just south of it is another metal building with a metal sawtooth roof. And just south of this building is one built of hollow tile brick. It has a flat roof. These three buildings still stand.

Post 1952 Additions to the Shipyard

There are a number of industrial buildings and structures that were built within the last three or four decades located in the shipyard. These include nine machine shops or warehouses, one of which was the site of recent ship repair. These buildings feature concrete slab foundations, metal frameworks, metal siding, and metal gable roofs. There are also eighteen, large cylindrical storage tanks scattered throughout the yard. Three are located in between two of the shipways.

Although the shipyard has some non historic additions, the overall integrity of this integral component of the Chickasaw Shipyard Village Historic District is intact. A comparison between a circa 1992 USGS Digital Orthophoto and aerial photographs dating back to World War II shows that the shipyard retains its historic design, materials, workmanship, feeling, association, setting, and location. For at least 60 years, the overall layout has not changed. Rail, road, and canal infrastructure and shipways and substructure, i.e., all the timber piles and concrete mats on which were founded the berths, are in place and in use. A host of ships and barges docked in the ways and along the outfitting dock

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indicate that the historic site still functions in its original capacity as a shipping center. The buildings and storage tanks of recent construction do not detract from the setting, for they are in keeping with the historic design, materials, feeling, and association of the shipyard; consequently, the shipyard is considered a contributing resource in the Chickasaw Shipyard Village Historic District.

Yeend Avenue

Resource 531. 196 Yeend Avenue. Ca. 1946. One story, wood frame minimal traditional with cross gable roof of asphalt shingles, permastone cladding, casement windows, two doors, pedimented stoop, partial width porch, decorative iron supports, attached garage.

Resource 532. 200 Yeend Avenue. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, weatherboard siding, 6/6 double hung sash windows, off center door with three panels and nine lights, stoop with decorative iron supports, brick foundation, wing.

Resource 533. 204 Yeend Avenue. Ca. 1941. Model Type BB-1. One story, wood frame massed plan with side gable roof of asphalt shingles, metal siding, 6/6 double hung sash windows, off center wood panel door, stoop with shed roof, iron rails, concrete block foundation, wing.

Resource 534. 300 Yeend Avenue. Ca. 1919. Model Type 5H-1S. One story, wood frame Colonial Revival with side gable roof of standing seam metal, two interior brick chimneys, exposed rafters, weatherboard siding, 6/6 double hung sash windows with shutters, central wood panel door, partial width porch with front gable roof, fanlight in gable, decorative iron supports and rails, brick foundation.

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Resource 535. 302 Yeend Avenue. Ca. 1919. Model Type 5Z-1S. One story, wood frame Tudor Revival with cross gable roof of asphalt shingles, interior brick chimney, stucco siding, stickwork, 6/1 double hung sash windows, off center wood panel door, partial width screened porch with shed roof, wood supports, brick foundation; detached one car garage.

Resource 536. 400 Yeend Avenue. Ca. 1919. Model Type 5G-1S. One story, wood frame Colonial Revival cottage with front gable roof of asphalt shingles, brick and vinyl siding, 6/6 double hung sash windows with shutters, off center wood panel door, partial width recessed porch with engaged roof; coal shed roof. Brick and vinyl siding and window replacements alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 537. 404 Yeend Avenue. Ca. 1919. Model Type 5Z-1S. One story, wood frame Tudor Revival with cross gable roof of asphalt shingles, interior brick chimney, weatherboard siding, picture window, 6/6 double hung sash windows, off center wood panel door, partial width porch with shed roof, decorative iron supports and rails. Window replacements, detail removal, and porch changes alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 538. 500 Yeend Avenue. Ca. 1919. Model Type 5F-1S. One story, brick bungalow with front gable roof of asphalt shingles, attic ventilator, casement windows, off center door, partial width porch with hip roof, decorative iron supports and rails. Brick veneer siding and porch changes alter the design, workmanship, and materials of the historic integrity of the bungalow. NC.

Resource 539. 504 Yeend Avenue. Ca. 1919. Model Type 5D-1S. One story, wood frame bungalow with side gable roof of asphalt shingles, two interior brick chimneys, metal siding, 6/6 double hung sash windows, central multiple light door with sidelights, pedimented stoop, brick foundation.

Resource 540. 600 Yeend Avenue. Ca. 1919. Model Type 5I-1S. One story, brick bungalow with side gable roof of asphalt shingles, attic ventilator, interior brick chimney, casement windows, off center wood panel door, partial width enclosed porch with gable roof. Brick veneer siding and an enclosed porch alter the design, workmanship, and materials of the historic integrity of the cottage. NC.

Resource 541. 604 Yeend Avenue. Ca. 1919. Model Type 5A-1S. One story, wood frame bungalow with side clipped gable roof of asphalt shingles, metal siding, picture window, double hung sash windows, central door, stoop with shed roof and decorative iron supports; detached one car garage.

VIII: Statement of Significance

The Chickasaw Shipyard Village Historic District located in Chickasaw, Alabama is eligible for listing in the National Register of Historic Places (NRHP) based on Criteria A and C in the areas of community planning and development and architecture. Additionally, the Chickasaw Shipyard Village Historic District is eligible for listing in the NRHP based on Criterion A in the areas of social history, industry, and ethnic heritage. Contained within the boundaries of the historic district are locally significant examples of Craftsman, Tudor Revival, and Colonial Revival residences and a Spanish Eclectic school. Influenced by enlightened and socially responsible town planning concepts evident in the make up of several model planned communities, including Vandergrift, Pennsylvania (NR listed 1995), Gary, Indiana, and Fairfield, Alabama, the Chickasaw Shipyard Village Historic District is a locally significant example of a new company town. For its role in ship production during World War I and II, the Chickasaw Shipyard earned the level of national significance. During World War II, the Chickasaw Shipyard under the aegis of the Gulf Shipbuilding Corporation earned numerous commendations from the Navy for outstanding production. Chickasaw's industry leading social welfare programs would not have been possible were it not for a cadre of professional women who served as the primary agents of social reform. Part of a vanguard of "social engineers," Chickasaw's Department of Social Science employees provided first rate education, health care, and social and recreational activities to the shipyard workers. The Chickasaw Shipyard Village Historic District is locally significant for its association with African American heritage. African American men and women played an important role in the construction of the shipyard and villages as well as the construction of ships during World War I and II. Chickasaw also tells the unfortunate tale of racial discrimination, as African American workers were segregated from white workers in the village and relegated to lower level positions in the workplace. The period of significance begins in 1918 and extends to 1952. These dates coincide with the construction of the Chickasaw Shipyard Village by TCI and the year in which the Gulf Shipbuilding Corporation closed the

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shipyard. The Chickasaw Shipyard Village Historic District retains historic integrity in terms of location, setting, workmanship, materials, design, feeling, and association.

Community Planning and Development: Criterion A and C

The Chickasaw Shipyard Village Historic District is a locally significant example of a new company town. In the history of industrial village planning, the new company town represents the culmination and synthesis of three important planning themes: the corporate welfare movement, the City Beautiful era, and the Garden City idea, all of which flourished from 1913 to 1925. In the early twentieth century, a number of America's leading industries, including the Tennessee Coal, Iron and Railroad Company (TCI), adopted social reform measures as part of concerted efforts to improve the living conditions of their working class employees. TCI established a reputation as one of the national leaders in the construction of communities replete with commodious and picturesque cottages, sewer, water, and power utilities, parks, recreation facilities, schools, health institutions, and transportation infrastructure.

Built between 1917 and 1918 by TCI, the Chickasaw Shipyard Village Historic District epitomizes new company town planning. Drawing directly from Gary, Indiana (1909), a USS company town, and Fairfield, Alabama (1909), one in a long line of TCI industrial towns, and indirectly from other planned communities in America and Europe, TCI engineers and planners and Mobile Architect William H. March designed the shipyard, civic buildings, and residences in Chickasaw with every intention of providing workers with a wholesome, clean, safe, and beautiful environment in which to live and work. A nationally recognized Department of Social Science maintained a staff of professionally trained and educated social workers who provided first rate health care and civic, leisure, and recreation activities for Chickasaw employees. Renowned physician Dr. Lloyd Noland, whose headquarters were in Fairfield, supervised the healthcare for Chickasaw as well as TCI's other industrial communities in Alabama and Tennessee. The site plan demonstrates one of the cardinal principles of new company town planning: every effort was made to efface the connection between the shipyard and the housing in the West and East Villages in order to make living space as peaceful as possible. With their generous provisions for aesthetic appeal, comfort, sanitation, and lush landscaping, West and East Village cottages resemble housing typically associated with higher class neighborhoods. Chickasaw's separation of people and vehicle patterns acknowledges planners' conscientious efforts to safeguard residents and in particular their children from the dangers posed by automobile traffic. In keeping with the corporate welfare mindset that healthy minds and bodies make for better workers and less absenteeism, Chickasaw planners created a park for leisure and recreation. George H. Miller, a renowned city planner from Boston, summed up the rationale for building company towns on the magnitude of Fairfield and Chickasaw thus: "The provisions made in the general town plan for beauty, convenience and economy, for sanitation and cleanliness and for social life, combine to attract a superior class of workmen who offer the adjacent industries a high potential ability to work" (Miller 1913:219).

Industry: Criterion A

The Chickasaw Shipyard Village Historic District is nationally significant for its association with the mass mobilization of American industry that occurred during World War I and the rebuilding of Europe that followed in the aftermath of the world conflict. Reflected in the history of Chickasaw is the nation's call to arms in April 1917. Like other corporations on the Gulf, Pacific, and Atlantic Coasts and Great Lakes, TCI built a shipyard in response to the United States Shipping Board (USSB) and Emergency Fleet Corporation's (EFC) demand for the construction of a merchant fleet of ships. These ships played a critical role in transporting medical supplies, food, clothing, construction materials, and other goods to Great Britain and her allies. The maintenance of this vital lifeline required the constant production of vessels due to German U boat efforts to sweep the sea clean of Allied fleets. Toward this end, the Chickasaw shipyard manufactured 14 merchant vessels. Although the ships were rushed to production for use during the war, they were not completed before the Armistice of November 11, 1918 ended hostilities between the warring nations. Efforts to provide Britain and her allies with relief during the war expanded to include more than twenty nations with the signing of the peace treaty. Acknowledging that the United States merchant fleet had not reached the tonnage required to supply Europe with vital supplies, the USSB/EFC extended war time contracts for the construction of merchant vessels. Upon completion, Chickasaw's 14 merchant vessels transported USS steel and other essential good to destinations, such as Rotterdam, Amsterdam, Antwerp, and Ghent between 1919 and 1922. These efforts were part of a mass mobilization which delivered more than 4 million tons of relief supplies to Europe.

The 14 merchant ships manufactured at the Chickasaw Shipyard represent a radical departure from production methods employed before World War I. Prior to World War I, all the components of a vessel were typically fabricated and assembled at one site (Smith and Betters

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1931:28). In an effort to apply the principles of mass production to merchant ship manufacturing, the EFC's naval architect, Theodore E. Ferris, produced a template for a ship built of prefabricated steel plates. Thus, steel mills could supply identical punched plates ready for mass assembly, saving hours of labor and thousands of rivets and other materials compared to traditional shipbuilding of shaping each piece at the site. This fabrication system was employed at shipyards throughout the nation, including Chickasaw. TCI manufactured the cookie cutter steel plates at its Fairfield plant and shipped them to Chickasaw via barge. Using master templates and prefabricated plates, Chickasaw workers built three identical vessels of 9,600 tons each and eleven identical merchant ships of 10,000 tons each. Prefabrication and cookie cutter designs greatly expedited the construction of ships in Chickasaw and other shipyards nation wide during World War I and its aftermath.

The Chickasaw Shipyard Village Historic District is nationally significant for its association with the mass mobilization of American industry that occurred during World War II. Under the aegis of the Gulf Shipbuilding Corporation, the Chickasaw Shipyard once again answered the nation's call to arms. In all, the women and men at the Chickasaw yard built 76 ships: 37 vessels for the Navy; 6 for the United Fruit Company; and 33 cargo ships for the Waterman Steamship Corporation. Waterman operated the freighters as merchant vessels under the authority of the United States Maritime Commission. Like the 14 merchant ships built in Chickasaw during World War I, Waterman's cargo ships transported medical supplies, food, clothing, building materials, and other essential goods to war torn Europe. For outstanding production, the Gulf Shipbuilding Corporation received many commendations from the Navy and the United States Maritime Commission. Individual Gulf Shipyard employees earned citations for their contributions to ship production. Likewise, the seven destroyers built in Chickasaw came home from Pacific campaigns heavily decorated with battle stars and citations. The following statement issued by Admiral Chester Nimitz, Commander of U.S. Pacific Task forces regarding the Gulf Ship yard built U.S.S. Evans as it was being towed into Pearl Harbor after a kamikaze attack at Okinawa sums up the nation's esteem for the Gulf Shipbuilding Corporation:

'So Long As The American People Can Build Ships Like
The Evans And Produce Sons Like The Officers And Men
Who Man Her, Our Nation Is Secure. Welcome Home To
Pearl!' (Anonymous Ca. 1950s).

The Chickasaw Shipyard Village Historic District is nationally significant for its association with the Marshall Plan. Spared the fate of closing that many shipyards experienced at the end of World War II, the Gulf Shipbuilding Corporation continued to operate the Chickasaw Shipyard from 1946 to the end of 1952. Gulf Shipbuilding acquired many surplus "Baby Flattops" (small aircraft carriers) and converted them to large C-4 type cargo vessels. Cargo vessels played an integral role in rebuilding and feeding war torn Europe after World War II. Under the aegis of the Marshall Plan, the United States provided \$12 billion dollars of aid to Austria, Belgium, Denmark, France, West Germany, Iceland, Ireland, Italy, the Netherlands, Norway, Sweden, and the United Kingdom (Milward 1984:96). From 1948 to 1951, America exported \$3.2 million in food, feed, and fertilizer, \$1.5 million in fuel, \$1.4 million in cotton, \$1.9 million in raw materials and semi-finished products, \$4 million in Tobacco, \$1.4 million, and \$.9 million in other goods to Europe (Milward 1984:101; United States 1952:836-837). The shipment of these goods required a substantial freighter fleet; however, the United States Grain Export Program identified a shortage of freighters in the 1947-1948 fiscal year (Truman Presidential Museum and Library 2003). By converting baby flattops into C-4 cargo vessels, the Chickasaw Shipyard was doing its part to alleviate the shipping shortage.

Social History: Criterion A

The Chickasaw Shipyard Village Historic District is nationally significant for its association with women's roles in the improvement of living and working conditions of factory and mining workers during World War I. During the war, USS's and TCI's ship manufacturing depended on a production network that included coal mining, coke production, and steel processing in Birmingham, steel plate and parts production in Fairfield, Alabama, Gary, Indiana, and Morgan Park, Minnesota, and ship manufacturing in Chickasaw and New Jersey. The uninterrupted and expedient construction of ships relied on the unwavering commitment of workers in each section of the production network. Great Britain and her Allies could ill afford a breakdown in the arms, equipment, and supplies race due to labor disputes. For USS and TCI, the responsibility of maintaining a ship shape work force dedicated to the efficient and timely manufacturing of merchant vessels rested squarely upon the shoulders of the model Department of Social Science. USS's and TCI's model Department of Social Science would not have been possible without a cadre of professional women. Recruited from Midwestern universities and colleges specializing in social engineering programs, these women were well versed in discourses of benevolence and industrial betterment and trained in education, nursing, and welfare work. Chickasaw's professional women, like their counterparts in Fairfield, Birmingham, Gary, and other company sites, taught the

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children of the workers; provided vocational training to the workers and their wives; tended to the ailing which included making house calls; and developed and supervised leisure and recreation time. The goal of all this industrial betterment, or welfare work, was to "increase the general intelligence of the workers, foster a healthful social and physical life, and improve general morale" (Crawford 1995:49; Nelson 1975:111). As the old work place maxim went, "a happy employee is a hard working employee." Thanks to the women of the Department of Social Science, Chickasaw Shipyard's workers were a hard working force. They did not miss a day of work to workplace grievances, making the production of 14 merchant ships during World war I all that more efficient and timely.

The Chickasaw Shipyard Village is nationally significant in the area of social history for its association with women's changing roles in the work place during two world wars. Women made important contributions to the war effort during both World War I and II. Due to labor shortages, women had the opportunity to transcend traditional domestic roles and perform jobs previously held by men. During World War I, African American women held jobs as laborers, performing a lot of backbreaking work necessary to build housing in both the West and East Villages. During World War II, women enjoyed greater opportunities in the shipyard. They held their own in such skilled labor positions as welders, pipe fitters, electricians, and painters. In one instance, a woman with an engineering degree secured work in the previously all-male drafting room. Without this work, America would not have been able to overcome the war machine might of Axis powers.

Ethnic Heritage: Criterion A

The Chickasaw Shipyard Village Historic District is locally significant for its association with African American Heritage. Chickasaw is indicative of the racial discrimination and segregation that African Americans faced in many defense industries throughout the nation during World War I and II. In what amounts to unjust irony, African American laborers made great contributions to the build up of America's "Arsenal for Democracy," which went a long way in freeing foreigners from the forces of oppression, while at the same time they did not enjoy the same rights guaranteed to other Americans. Jim Crow laws deprived African Americans of their voting rights, restricted economic advancement, and controlled the quality and quantity of available employment, services, housing, and land resources. In Chickasaw, African Americans were forced to live in the East Village; attend an all black school; socialize in separate facilities; and play on different ball fields. During World War I, African American men and women were relegated to menial task labor in the Chickasaw Shipyard. Due to labor shortages in World War II, their circumstances improved. African American women and men had opportunities to go to trade schools and work in skilled positions, such as welding, previously reserved for white men; however, the overall circumstances of discrimination and segregation did not change in Chickasaw and many other shipyards and defense industries.

Architecture: Criterion C

The Chickasaw Shipyard Village Historic District is significant at the state level for architecture. The cottages in the East and West Villages reflect TCI's development of workers housing within a state wide context. Built for African American laborers, the duplexes and cottages in the East Village of Chickasaw are copies of model types used by TCI in a number of its planned communities in the Birmingham area, including Westfield (completed in 1917 and demolished in the 1970s), Docena (1912, renovations in 1918), Edgewater (1910, 1914-1915, and 1917-1921), and Bayview (1911). In these communities, African American laborers tended to occupy the 2 and 3 series cottages, which designate two and three-room dwellings, while white workers enjoyed accommodations in the slightly larger and more stylistically embellished 4 series bungalows, which designate four-room bungalows. TCI, or more precisely, its subsidiaries, the Chickasaw Shipbuilding Company and the Chickasaw Land Company, used housing formerly reserved for white workers as a recruiting tool to attract and keep African American laborers during World War I when good labor was not easy to find. With their clipped gables, exposed rafters and woodwork, stickwork, paneled columns and posts, and porches, the Craftsman embellishment of the 4 series bungalows presented a more fashionable appearance than the less fashionable shotguns and pyramidal roof cottages African Americans were accustomed to occupying in other mill village settings. Although the 2 and 3 series cottages and duplexes were no bigger than shotguns, double pens, and pyramidal roof cottages, they looked more attractive with their Craftsman detailing.

Within the context of TCI planned communities in Alabama, the West Village in Chickasaw represents the acme in skilled labor and management housing in the state. As with the case with Fairfield, TCI, or more specifically, the Chickasaw Land Company, hired a professional architect to design the homes in the village reserved for white employees. Using a few basic model types and a number of variations thereon, Mobile architect, William H. March, created a fine collection of Craftsman, Tudor Revival, and Colonial Revival residences that rival those featured in Fairfield in terms of stylistic embellishment and creature comforts. The West Village residences are

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amply appointed with at least two porches each, and in many cases three porches, fireplaces, hardwood floors, spacious rooms, wainscoting, chair rails, and a long list of genre official stylistic details, including hand crafted stickwork; faux half timberwork; stucco, wood, and weatherboard siding, interesting combinations of which are featured on a number of two-story models; windows and doors galore consisting of multiple divided lights, attic lights, fanlights, and even sidelights; and a variety of porch styles, including the Craftsman types with roofs, triangular knee braces, full height columns, or paneled wood posts on piers; the Colonial Revival porch with pedimented gables or flat roofs and full height, paneled Classical like columns; and the Tudor Revival porch with steeply pitched gables, timber work, and battered piers. The architecture of the West Village also features a Spanish eclectic schoolhouse. Features of this schoolhouse include stucco cladding; wide eaves with richly carved wood brackets; fountain niches that now serve as planters; exposed crafted wood beams in the library ceiling; skylights with carved wood screens; primary entrances with carved wood panel doors; and a stucco clad arcade. The Chickasaw planners, who were influenced by George H. Miller's and William Welton's scheme for Fairfield, intended the associations evoked by Craftsman, Tudor Revival, and Colonial Revival architecture as a means of ameliorating the adverse affects of the nearby shipyard milieu and improving the character of those employed by the Chickasaw Shipbuilding Company. The Chickasaw Shipyard Village Historic District is a prime example of how integral architecture was to welfare capitalism in TCI's new company town planning.

The 157 minimal traditional and massed plan cottages in the East and West Villages that were built by Roberts and Long in 1941 are locally significant for their association with prefabricated house construction. During the World War II era, the federal government and individual construction firms relied on prefabricated systems to mass produce house components that could be easily, inexpensively, and expeditiously assembled. Such construction was necessary to resolve housing shortages in areas, such as military bases and defense industry locations, where population exceeded the available housing supply. Declared the fastest growing city in America during the war with a population that soared to 265,000, Mobile struggled to keep its defense workers in decent lodging. In order to provide more housing for the rapidly swelling ranks of the Gulf Shipbuilding Corporation, which acquired the West and East Villages and the Chickasaw Shipyard from TCI in 1938, the Roberts and Long construction firm devised several basic dwelling types that could be assembled in a relatively short amount of time. These dwellings featured prefabricated plywood wall and ceiling panels built off site. From these components, construction crews built house frames on site in Chickasaw in 5 ½ hours. At this rate, Roberts and Long built an average of twenty houses a week. The 157 World War II era houses illustrate how construction technology was used to resolve housing shortages.

Historical Context

Introduction

In December 1944, Chester W. Nimitz, William Frederick Halsey, Jr., William Daniel Leahy, and Ernest Joseph King each earned their fifth stars when the United States Navy appointed these four star Admirals to the position of Fleet Admiral. In a less heralded, but nonetheless important announcement in September 1944, the Navy notified the Gulf Shipbuilding Corporation at Chickasaw that the Navy had awarded the ship production plant its third star for "continued outstanding production" (*Mobile Register* 10 September 1944). Chickasaw and shipyards nationwide were responsible for construction of the cruisers, carriers, submarines, landing craft, tankers, cargo ships, and other vessels manned by the seamen, pilots, sailors and other Navy personnel who were under the leadership of the four Fleet Admirals during World War II. Chickasaw won the third star "in token of appreciation from the men on the fighting fronts for increased production of ships" (*Mobile Register* 10 September 1944). The Navy awarded the Gulf Shipbuilding Corporation its initial "E" (Excellence) pennant in 1942 and a second star in 1943 for outstanding production. By war's end, the Chickasaw shipyard manufactured 76 vessels (*Mobile Register* 2 November 1945). This count includes 7 destroyers, 29 minesweepers, numerous tankers and cargo ships, and the U.S.S Fort Marion, a landing ship dock (LSD) (*Mobile Register* 15 July 1945).

Like Nimitz, Halsey, Leahy, and King, the Chickasaw shipyard is a World War I veteran. Under the aegis of the TCI, the shipyard produced 14 cargo vessels. These and thousands of other merchant vessels commissioned by the federal Emergency Fleet Corporation supplied war torn Europe with much needed goods and supplies during World War I. In addition to general cargo, TCI built ships transported U.S. Steel, the parent company of TCI, manufactured steel to destinations such as Rotterdam (Merchants Bank 1920). One of the TCI-built merchant ships, the *Mobile City*, "survived almost two years of U boats and an almost certain sentence to a watery graveyard after Armistice" and sailed around the world many times in service of the United States government during World War II (*Mobile Register* 25 November 1945).

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While important as the production site for many ships that served the nation's cause during two world wars, the Chickasaw shipyard is in reality part of a much larger setting, which includes a company town. Built by TCI between 1917 and 1919, the Chickasaw Shipyard Village constitutes a rare example of a "new" company town. As defined by Margaret Crawford (1995:1-3) in *Building The Workingman's Paradise: The Design of American Company Towns* "new" company towns, which flourished from 1913 to 1925, represent the transformation of industrial village planning from a vernacular building tradition to a professional design process. "This new generation of model company towns reflects Progressive concepts of management and labor relations. In order to deter unionization and reduce labor turnover, the "new" company town attempted to attract workers by providing significantly better working and living conditions" (Crawford 1995:3). Professional architects, landscape architects, planners, and engineers deeply steeped in City Beautiful and Garden City aesthetics as well as various discourses of benevolence aimed at improving the plight of the impoverished and working classes appointed "new" company towns with commodious and picturesque cottages, sewer, water, and power utilities, parks, recreation facilities, schools, health institutions, and transportation infrastructure. With its charming cottages, tree lined automobile avenues and pedestrian streets, service access, green space, community buildings, school, recreational and health facilities, and utility system, the Chickasaw Shipyard Village is the very model of "new" company town ideas.

Critics lauded TCI's shipyard village in Chickasaw, citing the genuine interest of the industrial conglomerate in the well being of its labor force. According to *The Teller*, a banking publication dedicated to the study of Mobile's industrial development in the 1920s, houses in both villages are "well arranged and with all conveniences, including in every case, for instance a sleeping porch (Merchants Bank 1920). This critic was also impressed with the many amenities provided in the village, some of which included a Play House, Barber Shop, Pressing Club, a fraternal hall, gymnasium, and a club room (all of which are no longer extant) "where the men can lounge, smoke, read, write letters, play pool, and games." A *Gulf Ports Magazine* article stated the following about Chickasaw: "There are boarding houses for men, men's clubs, women's clubs, community Catholic and Protestant services, Sunday schools, Fraternal Hall, gymnasium and excellent schools for both races" (December 1920). Due to TCI's health care policies, the *Mobile Register* (1 September 1921) considered "U.S. Steel Corporation's Workers at Chickasaw Among the Healthy." Many thought Chickasaw a site to behold.

Unfortunately, Chickasaw suffered the fate of many "new" company towns. Many of the industries that built and supported model communities ceased operations. With no economic incentives for maintaining villages and services, employers abandoned their employees to their own devices and divested themselves of their residential properties. By the 1930s, employers no longer operated many of the "new" company towns (Crawford 1995:205). In similar fashion, TCI closed the Chickasaw shipyard in 1922. The industrial giant remained as landlord over the two villages, charging reasonable rent, but discontinued many services. A large number of temporary buildings were sold and removed to various locales in the Mobile area. Chickasaw's future did not look very bright.

Were it not for World War II, Chickasaw might not have survived; but survive it did, as the Gulf Shipbuilding Corporation purchased the shipyard and two villages from TCI in 1939. Well before the United States entered the war, Gulf was gearing up for ship production. Production necessitated hiring a large labor force. Accumulating workers, especially skilled laborers, was not quite so effortless as it had been at the height of the Great Depression, because many companies were open for business in 1940 with war looming on the horizon. Like TCI two decades before, Gulf had an advantage in attracting and keeping employees. The ship manufacturer owned a planned community with "charming cottages, tree lined automobile avenues and pedestrian streets, service access, green space, community buildings, schools, recreational and health facilities, and an independent utility system." Housing proved to be a critical advantage, especially in Mobile, which had one of the fastest growing populations in the nation during World War II, where many spent nights in trailers, tents, and less inhabitable structures waiting for more desirable lodging. Gulf renovated the existing housing, built many single-family units and temporary barracks, reactivated all of the community buildings, and erected a movie theater. Due to the war, Chickasaw enjoyed a decade long renaissance.

Chickasaw emerged in a unique position in post World War II America. While many shipyards nationwide closed, as in the case in Higgins in New Orleans, Gulf Shipbuilding expanded its operation. Realizing that the end of war spelled the end of naval production, farsighted Gulf administrators elected to diversify. Gulf secured contracts for naval repairs and conversions and a contract with the United States Fruit Company to build transport vessels. Gulf hired additional laborers, which triggered a housing boom in Chickasaw. The shipping manufacturer, however, did not participate, preferring instead to sell the company housing in the West and East Villages to private interests. Individuals not only bought the former TCI and Gulf houses, but also purchased undeveloped lots on the periphery of the villages and built homes. Thus ended the company town history in Chickasaw.

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Having incorporated as an independent municipality in 1946 and breathed new life in the town's livelihood, Chickasaw appeared ready to chart a course for long term prosperity. Unfortunately, Gulf Shipbuilding Corporation closed the shipyard in 1952. No industry of any great magnitude replaced the shipyard in the decades to follow; consequently, Chickasaw residents had to look to the greater Mobile area for work. The Chickasaw Shipyard Village assumed a quiet identity as a bedroom community. Despite changing times, the Chickasaw Shipyard Village retained many of the idyllic characteristics envisioned by TCI planners, accounting for why many residents remained long after the Gulf Shipbuilding Corporation had gone. In recent decades, a new generation of homebuyers has discovered the creature comforts of the model planned village. The Chickasaw Historical Preservation Society (CHPS) is currently leading efforts to preserve Chickasaw's architectural and historical heritage by implementing municipal codes and supporting this report and a National Register of Historic Places Nomination for the two villages and shipyard. The Chickasaw Shipyard Village is enjoying a second renaissance.

Prelude to World War I

The Chickasaw Shipyard Village owes its origins to a conflict that began a long way from the sleepy waters of the Chickasabogue. Although the United States emphatically declared its unwillingness to enter the war that raged in Europe, the isolationist nation asserted its intention of conducting trade with Britain and its allies. For Britain, this trade amounted to a lifeline. Without this lifeline, "England could not exist more than a few months without imported foods and supplies" (F.E. Compton and Company 1947:158-168). Germany responded "by declaring unrestricted submarine warfare in a zone surrounding the Allied coasts. That is, all vessels, neutrals included, were to be sunk without warning if found in this zone" (F.E. Compton and Company 1947:158-168).

Germany's submarine campaign proved quite deadly. "By April 1917 more than 3,000,000 tons of British shipping- 16 percent of her total merchant fleet- had been sunk" (F.E. Compton and Company 1947:158-168). A *Mobile Register* article indicated that German submarines sent 400,000 tons of Allied and American ships to a watery graveyard in one week (3 May 1917). Given this rate of success and the Allied ship production set at 2,000,000 tons for 1916, American officials feared that enemy subs would soon sweep the sea clean.

Reacting to this situation, the United States Congress passed the Shipping Act of 1916 at the behest of President Woodrow Wilson. The legislation established the United States Shipping Board (USSB) and the Emergency Fleet Corporation (EFC). The Shipping Act of 1916 empowered these agencies "to buy or build merchant vessels for government operation in time of national need (Candee 1985; United States Shipping Board/Emergency Fleet Corporation 1918). When the United States officially entered the war in April 1917, the USSB and EFC set a course for rapid ship production.

The USSB/EFC experimented with a number of building materials, including timber and concrete, before settling on steel. Edward N. Hurley, head of the USSB/EFC, explained the benefits of a merchant fleet built of steel thus:

Instead of building ships we wanted to manufacture them, as automobiles, watches, and locomotives are manufactured, according to one pattern. The Fleet Corporation's naval architect, Theodore E. Ferris, produced the design of a fabricated ship with practically rectangular midship cross section, a deck that was flat, a bottom that was flat, a ship with sides so straight that there was scarcely any sheer, and a stern that was flat. Thus, steel mills could supply identical punched plates ready for mass assembly, saving hours of labor and thousands of rivets and other materials compared to traditional shipbuilding of shaping each piece at the site. This fabrication system could only be applied to yards assembling dozens of ships exactly alike in every aspect (Hurley 1927:49-51; Candee 1985:22).

In May 1917, Congress anticipated "appropriating one billion dollars for the construction of the great American merchant fleet which is to overcome the submarine menace. The construction of such a fleet necessitated the diversion of the nation's steel mill products from private to government uses" (*Mobile Register* 9 May 1917). The government's infusion of capital quickly propelled ship manufacturing to one of the largest industries in the nation.

According to the *Mobile Register*, "The eyes of capitalists, lumbermen, steel producers, and officials of the navy department have become focused upon Mobile as the logical point on the gulf coast for the building of ships. There are many projects under consideration with Mobile as the point for shipbuilding plants and the Mobile Chamber of Commerce has been in communication with numerous firms and corporations considering the financing of plants here" (22 April 1917).

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In response to many inquiries, the Mobile Chamber of Commerce enumerated Mobile's advantages:

Mobile's climate permits outdoor work 365 days a year without danger of either sunstroke or frostbite. Mobile river and the other streams that empty harmlessly into the delta at the head of Mobile bay opposite the city, the waters from 3,000 miles of navigable rivers, provide the important combination of fresh water in a deep water channel, thus eliminating the problem of the terido worm and barnacles! Pine and hardwoods in unlimited quantities are just above Mobile on both water and rail. Mobile is the cheapest fuel port in the country by reason of the navigable Warrior river tapping the Birmingham district, which also affords cheap transportation for the building of steel ships. Mobile is the principal repair port on the coast and therefore has more marine mechanics, ship carpenters, caulkers, boat builders, etc., than any other port on the gulf. Mobile's water front on which are located more than 25,000 feet of docking space has numerous available locations for the establishment of shipbuilding enterprises" (22 April 1917).

With these resources, Mobile was a ready-made ship manufacturing hub.

Kicking off the rush for prime industrial sites, the Barrett Shipbuilding Company was one of the first firms in Mobile to secure government contracts for ship construction (submarine chasers) (*Mobile Register* 22 April 1917). Pinto Island became the site of several ship builders, including H.C. Murnan dry docks and the Harrison Brothers (*Mobile Register* 11 March 1917). In May 1917, Mr. Rolf Seeberg, a Mobilian, secured a 430 acre site fronting on the Dog River with the intention of attracting European investors interested in developing a manufacturing plant" (*Mobile Register* 11 May 1917). Captain Varion C. Scott broke ground in preparation of the construction of a plant in May (*Mobile Register* 11 May 1917). Mr. John T. Cochrane, receiver for the Alabama, Tennessee, and Northern Railway, offered three sites for shipyard development (*Mobile Register* 2 May 1917). Representatives for the Henderson Iron Works, who secured contracts to build submarine chasers, announced that it would be improving its plant on Pinto Island with \$300,000 worth of shipbuilding equipment (*Mobile Register* 2 May 1917). Additional ship builders in Mobile included the Alabama Dry Docks and Shipbuilding Company and the Kelly-Atkinson Construction Company (*Mobile Register* 2 September 1917). Needless to say, shipwrights enjoyed Mobile's new industrial might. This might was right for the Atlantic fight.

That the United States Steel Corporation (USS) entered the scene at this point is neither coincidence nor managerial caprice. USS had the "right stuff" to build steel ships. In 1907, USS acquired TCI and all of its Birmingham industrial corridor properties. These properties included but were not limited by any means to 240,000 acres of mineral lands in Alabama and Tennessee; limestone quarries at Vann, Trussville, Dolcito, and Muscoda; 28 coal mines; 15 ore mines; 3,256 beehive ovens; 120 Semet-Solvay coke ovens; 280 Kopper-type coke by-product ovens at Fairfield; 10 open-hearth furnaces, rail mill, and blooming mill at Ensley; 17 blast furnaces; and miles of rail line running through Alabama and Tennessee (White 1981:55-97). TCI did not have a facility dedicated to prefabricated steel plate production, so USS infused its southern subsidiary with \$11 million to build such a plant at Fairfield (*Mobile Register* 10 June 1917). Built between 1909 and 1914 on a 2,000 acre site, TCI's Fairfield plant initially featured a coke by-product plant and a wire mill. In 1917, TCI added to these plants a "massive new facility designed to convert ingots produced at Ensley into plates and other structural components for building merchant vessels" (Lewis 1994:348). All that TCI lacked in adding shipbuilding to its long list of industrial products was a suitable construction site. The southern subsidiary of USS was among the capitalists, lumbermen, steel producers, and officials of the navy department eyeing a ship manufacturing site in Mobile.

Judge Elbert H. Gary and George Gordon Crawford: Iron Masters and Town Builders

The men USS's high command appointed to oversee TCI's war build up were no general issue iron masters. Already a proven captain of industry at the head of Federal Steel, Judge Elbert H. Gary assumed the helm of USS's flagship after its creation by industrial mogul J. Pierpont Morgan in 1901 (Lewis 1994:290). Fearing that trustbuster President Theodore Roosevelt would oppose USS's takeover of TCI because it constituted a monopoly, Morgan sent Gary and Pittsburgh millionaire Henry Clay Frick to the White House. Roosevelt, who held Gary's political and social acumen in high esteem, willingly subscribed to Gary's arguments that USS's acquisition of TCI would only marginally increase USS's share in the industry (Lewis 1994:291). In a conference that took less than an hour, Gary and Frick secured Roosevelt's consent, thus clearing the only real obstacle to the merger. Gary's ability to commandeer audiences with high-ranking officials and steer them to his point of view was an invaluable instrument in TCI's contributions to the war.

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Born in 1869 and versed in engineering at the Georgia School of Technology, George Gordon Crawford molded himself into a commanding presence. Before taking the helm of TCI in 1907, Crawford worked his way up the corporate mast, learning various aspects of the industry along the way. The Georgian iron master acquainted himself with advanced metallurgical technology and social welfare programs during a two year stay in Germany. Afterward he served as a draftsman at Sloss in Birmingham before taking a position with the Carnegie Steel Company in Pittsburgh. In succession, he managed the Edgar Thomson Works and the National Tube Company (Lewis 1994: 317). Like Judge Elbert Gary, who had high regard for Crawford's managerial dexterity, Crawford earned appointments to a number of powerful committees (Lewis 1994: 318; Rikard 1983: 34-35; Rikard 1978: 163-164; Mims 1926: 92-94). Crawford's appointment to the Alabama State Harbor Board served well TCI's agenda.

Gary and Crawford, however, were more than just avatars of industrial might and influence. They fully understood the calculus of steel production. Realizing that "steel production was a high-volume operation requiring steady uninterrupted output that was hard to achieve with the ill-disciplined work forces characteristic of Jones Valley", Gary and Crawford set out to recruit, maintain, and retain a skilled labor force (Lewis 1994:314). To achieve these ends, they whole-heartedly subscribed to the tenets of welfare capitalism. Welfare capitalism "attempted to create a new sense of identification between employer and employee by integrating the workers' lives into the functioning of the corporation. Unlike *laissez-faire* capitalists, firms undertaking welfare work assumed a degree of responsibility for their worker's safety and well-being, hoping to receive increased loyalty in exchange" (Crawford 1995:48). According to a 1916 government study, welfare work was defined as "anything for the comfort and improvement, intellectual and social, of the employees, over and above wages paid, which is not a necessity of the industry or required by law" (Crawford 1995:48; U.S. Bureau of Labor Statistics 1919: 8). For most industrialists, increased wages seldom entered the rhetoric or practice of welfare capitalism.

Judge Gary readily committed USS's resources to improving the living and working conditions of the USS workers. Against the objections of many USS executives, Gary insisted on improving wages before satisfying the demands for dividends (Tarbell 1925:228). The steel magnate issued an order to end the seven day work week. He insisted that his workers have Sunday off. "Assisted by George Perkins, who had instituted welfare programs at International Harvester, Gary started a profit sharing plan permitting U.S. Steel's workers to buy stipulated amounts of stock in proportion to their earnings. Wage incentives, safety programs improved medical care, and retirement benefits were also used to raise morale" (Lewis 1994:317; Rikard 1983:30-47, 57; Tarbell 1925:152-177; Brandes 1976:30, 32, 84, and 86). When USS acquired TCI in 1907, Gary insisted that labor reform be the order of the day.

Backed by Gary, TCI President Crawford instituted sweeping changes in USS's southern subsidiary. "By 1913, the labor turnover at TCI had reached 400 per cent per year, and the average working time per employee was 12 days of each month. The high rates of separation and absenteeism were traceable directly to the prevalence of serious illness among employees and their families" (Wiebel 1960:45). To remedy these ailments, Crawford established a department of health. At its head, the Georgian iron master and social reformer installed Dr. Lloyd Noland as first superintendent and chief surgeon in 1913 (White 1981:94; Wiebel 1960:45; Lewis 1994:320). Noland had previously won much acclaim for his service on General William Crawford Gorgas' medical staff in the Panama Canal Zone. Finding conditions that for so long prevented construction of the Panama Canal similar to those in the Birmingham industrial corridor, Noland "organized a disease fighting unit which included hospital and dispensary service for employees, a sanitary division to drain and treat swamps, seal off polluted water supplies and construct proper sanitary facilities and a health counseling service" (Wiebel 1960:45; White 1981:94; Lewis 1994:320). Testifying to the effectiveness of Noland's disease unit, incidences of malaria dropped 90 per cent in the first year of Noland's tenure as chief of staff of the health department (Wiebel 1960:45). By 1915, Noland operated eight small hospitals and twelve dispensaries. In 1918, TCI built a 318-bed hospital in Fairfield (White 1981:94). Through Noland's work, TCI emerged as a leader in employee health care in the industrial sector.

Crawford's social reform extended well beyond medical care. "Crawford hired professional medical and social workers to administer a growing network of clinics, schools, and recreational facilities. In 1908, he appointed a prominent black banker and educational reformer, W.R. Pettiford, to develop an instructional program in housekeeping, sewing, and other domestic skills at TCI's mining camps" (Lewis 1994:318). TCI held night schools for foreign born employees (Jenkins 1929:29). These schools offered instruction in language, hygiene, and other subjects. Crawford hired "Marian Whidden, a social worker, to create an entire school system, complete with kindergartens, home visitations, supervised playgrounds, and company-sponsored troops of Boy Scouts and Campfire Girls" (Lewis 1994:318). In 1917, Winifred Collins, a social worker from Chicago, established a department she designated as the Department of Social Science. She supervised TCI's social work for 24 years. Although TCI segregated the living quarters of white and black employees, black employees were not exempted

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from company improvement programs. For these workers, TCI conducted baby clinics, the focus of which was nutrition classes and regular medical check ups; social workers assigned to each of the mining camps and factory towns supervised youth athletic leagues and boy and girl scout activities; black workers and their families watched movies and plays at the community auditorium, participated in parades and holiday pageants, and attended classes in a variety of subjects taught by TCI educators (Jenkins 1929:29-37). These and other programs received acclaim. "The *Southern Workman*, the voice of Hampton Institute, praised the welfare capitalism of the Tennessee Coal, Iron, and Railroad Company as 'an outstanding example of what can be done to improve the living and social status of the Negro industrial workers'" (Marshall 1967:74; Brandes 1970:140).

Clearly, the development of model industrial communities formed the foundation of Gary's and Crawford's welfare capitalism. Prior to assuming the role of town builder, Gary made a thorough study of the subject. The industrial reformer took keen interest in a model mill town in Vandergrift, Pennsylvania, which USS acquired at the turn of the century. Vandergrift offered a desirable solution to the heavy-handed paternalism of Pullman, a model town built by George Pullman in the 1880s in what was then the outskirts of Chicago. Unlike the town of Pullman in which company owner George Pullman, much like an overbearing father, controlled every aspect of the town and the worker's lives much to the abhorrence of employees and progressive critics like Richard Ely, Apollo Steel intentionally relegated its corporate presence to the background in Vandergrift (Crawford 1995:37-45; Tarbell 1925:152-154). Rather than taking on the task of designing housing, community buildings, and landscaping as done in Pullman, Apollo Steel hired a landscape architect to plan Vandergrift. In an effort to seriously reduce conflict between employer and employee, Apollo Steel eliminated the much-despised relationship of corporate landlord and company tenant when it offered lots and homes for sale (Crawford 1995:43). Such arrangements became the norm in model town development after the turn of the nineteenth century.

Gary applied the knowledge gained from studies of Vandergrift to the design of a model company town at Gary, Indiana. Begun in 1906, Gary, named in honor of the Honorable Judge Elbert H. Gary, was initially hailed as a showcase of welfare capitalism (Lewis 1994:319; Tarbell 1925:152). "To avoid becoming a landlord, the company [USS] established an independent development company, the Gary Land Company. The company sold lots to both employees and outsiders and later built a variety of houses for skilled workers and management" (Crawford 1995:44). The land company set aside land for schools, libraries, and churches. On paper at least, Gary was shaping up as a model planned working community.

Unfortunately, Judge Gary and USS relinquished too much control over Gary in efforts to avoid the pitfalls of Pullman. Although the steel company donated land for important civic buildings, it expected the community to build them (Crawford 1995:44). Employees did well to secure sufficient funds for their own upkeep let alone the construction and maintenance of community buildings. In order to cut costs, USS did not include parks and recreational facilities in Gary. The Gary Land Company did not make provisions for regulated growth; consequently, private developers and individuals built dwellings and other edifices in a higgledy piggledy fashion. What was envisioned as a workingman's paradise quickly deteriorated into a dreary and chaotic industrial city (Mohl and Betten 1972:206-215; Crawford 1995:44).

In 1909, development of a steel plate fabrication plant in Fairfield, Alabama at the western outskirts of Birmingham provided Gary and Crawford an opportunity to make a more favorable mark in company town design. Not wishing to repeat the heinous mistakes made in Gary, Indiana, which was designed in-house by USS personnel, Gary and Crawford sought out the services of professional planners, developers, and architects. Noted local developer, Robert Jemison, Jr., received the commission to transform several hundred acres of farmland into a model industrial community. "After a diligent search of available literature and tours to the finest planned industrial communities of the U.S. and Europe, Jemison hired George H. Miller of Boston to design Fairfield. Miller was a nationally prominent city planner with extensive work in northern industrial centers (White 1989:16).

In an *American City* article entitled "Fairfield, A Town with a Purpose," landscape architect Miller expounded on the qualities that established Fairfield as a paradigm in town design:

The physical town scheme has proven a good demonstration of city planning. It provides different kinds of thoroughfares and secondary streets, designed for their different specific uses and permitting of expansion; it provides public and semi-public buildings, and it regulates the character of development on private lands, all in one scheme which meets its purpose and takes advantage of existing conditions (Miller 1913:213-218).

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At its core, Miller's site plan for Fairfield contained elements of "City Beautiful" planning. First coined by Charles Mulford Robinson in 1899 in his publication "The Improvement of City Life" for *Harpers Magazine*, City Beautiful design involved transforming the city into a beautiful rationalized entity through the vehicle of Neoclassic architecture. Neoclassic sites were axial and formal, with radiating and diagonal boulevards providing distant views or terminating with architectural focal points (Parkhurst 2001). In this manner, Fairfield featured a formally arranged civic plaza and adjacent commercial center, which are situated along the main boulevard of town. A network of roads radiated from the civic and commercial center. Adhering to another important axiom in City Beautiful design, Fairfield had a large park replete with recreational fields and facilities and a series of parkways located throughout the town. "Miller prepared individualized landscaping designs to enhance the streets, buffer traffic, and increase desirability of the property. The land company provided a generous budget which included the planting of flowers and more than 100,000 trees and shrubs at a cost in excess of \$80,000" (White 1989:18). The town also had all modern utilities and infrastructure, including sanitary sewer and drainage systems, concrete gutters and sidewalks, and gas and electric lines.

Architect William Leslie Welton designed model homes for Fairfield. Welton based a series of one-story cottages and two-story duplexes on the designs of Craftsman architecture. The picturesque quality of Craftsman architecture meshed well with the landscaping of Fairfield, which evoked an overgrown informal English garden look. Ranging in size from three to eight rooms, these cottages came replete with modern conveniences as a bath, hot and cold running water, electric lights and a furnace (White 1981:121). According to landscape architect Miller, "these cottages were designed in connection with the arrangement of outdoor features on each lot, the front yard fitting to the street scheme, the backyard to suggest selfish, health-giving use. There have been defined kitchen and laundry yards, flower walks, playground areas for small children or vegetable gardens. The arrangement of these is made even more attractive by the use of vines, trees, and shrubs that are fruit bearing (Miller 1913:219).

Chock full of creature comforts, Fairfield's quaint cottages were, like the parks, parkways, recreational facilities, commercial and civic buildings, and other amenities, part of a master plan to provide a high quality of life for skilled laborers employed at TCI's Fairfield plant. In Miller's words: "The provisions made in the general town plan for beauty, convenience and economy, for sanitation and cleanliness and for social life, combine to attract a superior class of workmen who offer the adjacent industries a high potential ability to work. Further benefits are already being shown in the wholesome civic spirit and efficiency of citizenship which such conditions cannot fail to develop" (Miller 1913:219). The builders of Fairfield projected that Fairfield's masterful design would prove "a powerful stimulus in stirring up towns throughout the South to a similar line of civic improvements (Jemison Real Estate & Insurance Company 1911; White 1989:19). Fairfield's aesthetic and social maxims had great bearing on TCI developments in Chickasaw, Alabama.

From Swamp to Factory: Chickasaw Becomes A Manufacturing Center

Prior to America's entrance into the war, TCI/USS still had to decide the issue of a suitable southern port in which to assemble the Fairfield prefabricated steel plates and structural units. In a June 1917 press release, the wily TCI President, George G. Crawford, declared that neither TCI nor its parent corporation, USS, was in the ship production industry at that time; however, the industrial conglomerate did "manufacture steel plates for those engaged in shipbuilding at Eastern ports and on the Great Lakes, and that may be the extent of its operations in this industry in the South" (*Mobile Register* 10 June 1917). Crawford's discreet statement carefully omitted information about TCI's long term shipbuilding plans, which were already in the implementation phase. As a member of the State Harbor Board, Crawford had ample opportunity to survey Alabama's Gulf Coast in search of a prime manufacturing site. He elaborated on Mobile's advantages as a shipbuilding location at several harbor board sessions, so the subject was clearly on his mind (*Mobile Register* 10 June 1917). Those who suspected that a survey conducted by the engineering firm of Coleman and Company of New Orleans of the Dickens Tract north of Mobile was performed in behalf of TCI were correct (*Mobile Register* 8 July 1917).

The swirling rumors as to the identity of the company backing the Coleman survey ended when the *Mobile Register* announced in a rather eye capturing headline "STEEL TRUST WILL BUILD SHIPS HERE AT YARD ON CHICKASABOGUE" (5 August 1917)! The associated article stated that after TCI President George G. Crawford "made a long and patient study of the shipbuilding business and investigating and having investigated many sites for a shipyard," Crawford settled on a tract of land "consolidating on area fronting on the Mobile River and Chickasabogue". The 3,500 acres purchased by the Coleman Company and the option for 8,000 additional acres were transferred to the Tennessee Land Company, a subsidiary of TCI (5 August 1917). TCI expended approximately \$800,000 for the land. The article indicated that TCI planned to build a shipyard on the 11,500 acre site. The yard was projected to be the same size as one that USS was building in

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Hackensack, New Jersey. This yard would have twelve marine ways. The article further indicated that TCI intended to “build an industrial city near the site of the shipyard, a model city like Gary, Indiana, and Fairfield [sic] (Fairfield), Alabama. The steel corporation is wedded to the idea of model industrial cities, housing its men in fire-proof, sanitary, beautiful cottages, and giving them every modern feature of city life, even to schools, and hospitals” (5 August 1917). Additional TCI plans included development of a steel plate mill at Fairfield and the purchase of 7,000 acres at the head of navigation on the Warrior River. There, TCI would build docks and warehouses. Steel plates fabricated at the Fairfield plant would be shipped via rail line to the Warrior River facility, transferred to barges, and then shipped via barge on the Warrior River to Mobile where they would be assembled into ships at the Chickasabogue yard, which came to be known as the Chickasaw yard. The *Mobile Register* considered TCI’s development in Fairfield and Chickasaw to be the road to prosperity for the state (2 September 1917).

TCI’s real estate acquisition in Chickasaw represented a colossal deal. Once part of the St. Louis tract, which Jean Baptiste LeMoyne Sieur de Bienville granted to his aide D’Artaguet in 1733, this land extends from Bayou Sara to the Chickasabogue according to a map compiled by the Title Insurance Company and appearing in the September 2, 1917 edition of the *Mobile Register*. Were the land in this part of Mobile County to conform to the United States Public Land Survey System with sections containing 640 acres, TCI’s newly acquired property would cover approximately 18 sections; however, land along the Mobile River is defined by irregular shaped sections based on the Spanish land grant system. According to the Title Insurance Company map, TCI’s land deal encompassed parts of S30, T2S, R1E; S31, T2S, R1E; S25, T2S, R1W; S34, T2S, R1W; S35, T2S, R1W; S6, T3S, R1E; S24, T3S, R1W; S25, T3S, R1W; S44, T3S, R1W; and all of S1, S2, S3, S8, S9, S10, S15, S22, S23, and S26 all in T3S, R1W (*Mobile Register* 2 September 1917). Augustine Meaher and his wife, the James McPhillips estate, and Henry Hall Clarke accounted for the initial 3,500 acres sold to Mr. J.F. Coleman of Coleman and Company (*Mobile Register* 5 August 1917). The Meaher land fronted Chickasabogue and Hog Bayou while the McPhillips estate amounting to 940 acres was situated along the Louisville and Nashville Railroad (*Mobile Register* 22 August 1917). This prime real estate and the area indicated on the Title Insurance Company map do not appear to include the site that became the West Village of the Chickasaw Shipyard Village. In addition to the aforementioned 11,500 acres, the Tennessee Land Company purchased 400 North Mobile lots from Mr. W.G. Lewis on September 7, 1917 (*Mobile Register* 7 September 1917). Lewis received \$14,400 for the agreement. Given the West Village’s proximity to North Mobile, Lewis’ 400 lots very likely became the West Village site. In December 1917, the Tennessee Land Company spent \$84,000 for an additional 896 acres lying along the Chickasabogue (*Mobile Register* 5 December 1917). This brought land purchases to a total of 12, 896 acres at a cost of nearly a million dollars. TCI had more than enough land on which to build a shipyard and company housing.

Chickasaw’s site selection set the stage for the development of a new company town that incorporated aspects of Garden City principles. English “gentleman reformer,” Ebenezer Howard, coined the term “Garden City” in his seminal text *Garden Cities of Tomorrow* (1902). Garden city principles proposed the development of self-contained towns approximately 5,000 acres in size. Located in the countryside, garden cities featured a combination of residential, industrial, agricultural, and recreational zoning. The marriage of town and country, Howard believed, made for a new living and working environment that would alleviate the misery of those unfortunate enough to be imprisoned in city slums and wretched factory towns (Howard 1965:51-59; Schaffer 1982:17-19; Garner 1984:8). Built 34 miles north of London by architects Barry Parker and Raymond Unwin, Letchworth, England (1904) earned the distinction of being the first garden city. The community combined a formal center with informal residential areas in an attempt to balance town and county, nature and architecture (Crawford 1995:74). By locating outside of Mobile in farm and swamp lands, TCI was developing a manufacturing village a’ la Letchworth.

Concomitant with land acquisition in Chickasaw, TCI established three subsidiary companies. These included the Chickasaw Shipbuilding Company, Chickasaw Land Company, and the Chickasaw Utilities Company (Wiebel 1960). The shipbuilding company managed development of the shipyard, assembly of machinery, employment, and labor relations. Following a practice developed after the demise of the Pullman model community in which manufactures wished to distance themselves from the direct control of their worker’s living quarters, the Chickasaw Land Company, rather than TCI, supervised housing and community building construction, landscaping, the establishment of recreational facilities, and rent collection. To the utility company went the responsibility of creating water, power, sanitation, and streetcar infrastructure (*The News Herald* 26 June 1986).

TCI’s million dollar real estate transaction did not include a ready made ship manufacturing plant and company town. The swampy mosquito infested terrain that defined the environs of Chickasaw Creek was wholly lacking in infrastructure. TCI President George G. Crawford marshaled an army of surveyors, civil engineers, timber cutters, dredgers, and other workers together for the purpose of transforming wilderness into a major industrial center. Two Tennessee Land Company engineers, W.H. Cornelius and H.L. Gwinn, headed a task force of

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18 Mobile civil engineers that commenced surveying the vast land tract in September 1917 (*Mobile Register* 5 September 1917). In December 1917, Dr. Lloyd Noland, TCI's Health Department superintendent, sanitary expert, and chief company surgeon, inspected the Chickasaw tract. Noland pledged to make the entire tract clear of mosquitoes in six months (*Mobile Register* 5 December 1917). Prior to employment with TCI, Dr. Noland earned considerable distinction as a young physician working under the supervision of General William C. Gorgas in the Panama Canal Zone (Lewis 1994: 320). Mr. Ted Joy, superintendent of roads and buildings, accompanied Noland on his Chickasaw reconnaissance. By the end of the first week of December, a labor force of 2,000 men was expected to be in place clearing trees (*Mobile Register* 5 December 1917).

Despite TCI's tremendous financial, corporate, and human resources, Chickasaw's feral landscape did not always willingly yield to man and machine. According to *The Teller*, there were many obstacles to overcome (Merchants Bank 1920). "From the shipyard site to the confluence with the Mobile River, Chickasaw Creek had to be dredged a distance of three miles, which necessitated the removal of a million and a half cubic yards of earth and sand. Engineers built six miles of canals in order to drain the surrounding swamp" (Merchants Bank 1920). Timber men cleared thousands of acres of forest. Miles of levees were built to protect the area from flooding. Due to the infirm quality of the swampy land, 47,000 piles and 10,000 sheet piles were driven in order to provide sound foundations for ship berths and permanent structures (Merchants Bank 1920). Much effort, in some cases Herculean, was exerted in transforming the swampland into a landscape of work.

By the end of December 1917, Chickasaw was beginning to take shape. A dozen temporary bunk houses were under construction (*Mobile Register* 16 December 1917). The Mobile Electric Company agreed to extend temporary lines to Chickasaw to supply power for lighting and equipment while the Chickasaw Utilities Company was working to bring its own electricity on line. The Chickasaw Shipyard Company fashioned temporary quarters in a former coconut mill located in nearby North Mobile. In addition to the shipbuilding company administration, the mill housed workers and a battery of saws (*Mobile Register* 23 December 1917). TCI workers restored the dilapidated railroad spur belonging to the coconut mill, enabling trainloads of supplies to be transported to the site. As Mobilians celebrated New Year's Day 1918, TCI was implementing the next phase of its construction plans.

Having tamed the wilderness, TCI built up the shipyard infrastructure. TCI laid 20 miles of track at the Chickasaw Shipyard (Merchants Bank 1920). This rail system directly connected to the Southern Alabama Railroad and indirectly to the Louisville and Nashville Railroad; thus, Chickasaw gained much needed transportation lines to the Birmingham industrial corridor and Mobile's port. Also, rails were laid throughout the plant site so that equipment, supplies, materials, and personnel could be transported to the required intraplant destination with ease. A vast network of roads consisting of Viaduct Way, which extends from the West Village and the Craft Highway (Highway 43) to Chickasaw Creek, and a series of connectors was built to facilitate pedestrian and automobile traffic to, from, and through the shipyard (Merchants Bank 1920). Once completed, rail and road expedited the movement of men, machines, and materials in the rapidly developing factory site.

After piles had been driven into the Chickasaw Creek swampland, TCI workers then laid down concrete mats ranging from 18 inches thick to four feet thick atop the pilings (Merchants Bank 1920). These mats were then built up to form ship berths, eight in all. The berths were designed for side launchings. Permanent steel staging was erected on one side of each berth. The other side of each berth featured temporary staging built of wood. The wood staging was dismantled for launchings (Merchants Bank 1920). TCI engineers built an outfitting dock adjacent to the berths. This dock was constructed of concrete, which was built up to a height of 18 feet above tidewater (Merchants Bank 1920). Initially the dock extended a distance of 1,800 feet, but was later extended an additional 1,800 feet. The dock could simultaneously outfit four ships.

A series of gantry cranes were erected on rails adjacent to the shipping berths. Each gantry had two ten-ton, revolving, hammerhead cranes mounted to the bridge (Merchants Bank 1920). The gantries were capable of delivering materials to the berths from rail cars or barges. In addition to the gantry cranes, the shipyard had a 100 ton derrick-crane. In 1918, experts considered Chickasaw's crane and derrick system state-of-the industry (Merchants Bank 1920).

Built in 1918, the power plant (Resource 530, which was demolished in November, 2002) was "a model of architectural beauty and mechanical efficiency" (Merchants Bank 1920). Located adjacent to the shipping berths and built at an estimated cost of \$750,000, the power plant building was of brick and steel construction (*Mobile Register* 10 March 1918). Given to huge dimensions, "the main aisle of the station

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was 70 feet wide and 250 feet long, with a lean-to 50 feet by 125 feet, for use as a boiler room, and another lean-to 30 feet by 75 feet, which was used for the electric transformers, switchboards, etc." (Merchants Bank 1920). The plant was furnished with four, 750 horsepower Badenhausen water tube boilers. The boilers supplied steam to two, 4,000 kilowatt, 60 cycle turbo-generators and three, 8,500 cubic feet Ingersoll-Rand air compressors (Merchants Bank 1920). The 200 feet tall smokestack rested on a 25 feet base. The power plant supplied the necessary power for the cranes, and all electrically driven machinery in the ship plant, as well as the waterworks system, and lighting in the offices and villages, in addition to furnishing the current used in the City of Mobile (Merchants Bank 1920). Chickasaw Shipbuilding Company employees built an acetylene gas plant near the power plant. The plant supplied acetylene gas to the shipways for welding machines and acetylene burners.

Workers also built a series of shops. Constructed of steel and with much attention given to lighting and ventilation, these buildings housed a plate fabricating shop, blacksmith shop, machine shop, mould loft, paint shop, carpenter shop, sheet metal shop, copper shop, and a rigging and sail loft (Merchants Bank 1920). Several storehouses were built at various locations, including one adjacent to the outfitting dock. This storehouse featured brick and steel construction (Merchants Bank 1920).

Workers made rapid progress on other infrastructure and facilities as well. On June 23, 1918, the *Mobile Register* announced that a trolley car line would begin service on June 27. The line ran from Chickasaw to Prichard where it connected with the Mobile Light and Railroad Company depot. Despite building over a thousand housing units, not all workers could be lodged in the shipyard village; consequently, a number of employees commuted from Prichard, Mobile, and outlying communities. Fare between Chickasaw and Prichard was charged at five cents and that between Mobile and Chickasaw at ten cents (*Mobile Register* 23 June 1918). At the beginning of June 1918, the waterworks, which consisted of a pump house located at Eight Mile Creek, a reservoir, a filtration and pumping station, and water lines running to the two village sites and shipyard, was a mere two weeks away from coming on line (*Mobile Register* 2 June 1918). Expectations were that a sanitation system was to be operational by September 1, 1918 (*Mobile Register* 4 August 1918). Workers built a building (no longer extant) on the Craft Highway to house the offices of the health and employment departments, a dispensary, and two hospital wards.

Construction at Chickasaw created quite a stir. Throngs of tourists and locals trekked to the site to marvel at the progress. Onlookers were already on the scene in January 1918 when construction began. In an attempt to control the curious and the threat of foreign intelligence activities, Construction Superintendent J.F. Coleman placed guards on the roads leading into Chickasaw. Only shipyard workers with appropriate identification were allowed into the shipyard site (*Mobile Register* 27 January 1918). A congested Craft Highway packed with gawking motorists became an ever day occurrence by March 1918 (*Mobile Register* 10 March 1918). When the street car line from Mobile to Chickasaw began service at the end of June 1918, a Sunday afternoon pastime was born, as crowds of Mobilians flocked to Chickasaw to check progress and observe the industrial activity that daily transformed the setting (*Mobile Register* 1 September 1918). Upon touring the site in April, French Army Captain Edourd Hirsch exclaimed amazement at the magnitude of TCI's undertaking and wanted to visit the shipyard upon its completion (*Mobile Register* 24 April 1918). Activities at Chickasaw captured the attention of the acclaimed Mr. Holland, vaunted financial writer of Wall Street, who proclaimed "the great shipbuilding plant at Mobile [Chickasaw] when completed will be comparable in magnitude with any shipyard in the world (*Mobile Register* 16 June 1918). Even before the first ship slid down the way, Chickasaw was making its mark on the world.

Seemingly overnight, the very model of a major modern industrial city rose from the swampland of Chickasaw. "At the beginning of the present year [1918], according to Construction Superintendent J.F. Coleman, there was not a single individual living on the 13,600 acre tract under development" (*Mobile Register* 18 August 1918). Mr. Coleman noted that the rapidly developing town had become home to 3,500 residents in August 1918. The superintendent emphatically stated that "A *Mobile Register* reporter's assertion that shipyard employees completely build a five-room house in a day was not an exaggeration" (*Mobile Register* 18 August 1918). At the end of July, Chickasaw Land Company workers were putting the finishing touches on 50 model houses in the West Village (*Mobile Register* 30 July 1918). Approximately 500 dwelling units for black workers and their families in the East Village were completed at this time. Of these, 100 were model cottages; the remaining 400 units consisted of temporary dwellings, bunk space in barracks, and dormitory rooms. All of these residences were supplied with modern conveniences, including sewer connections, toilets, baths, and sleeping porches (*Mobile Register* 30 July 1918). Construction of a school (Resource 421) in the West Village began in October 1918 (*Mobile Register* 13 October 1918). The Chickasaw Land Company finished an addition to the commissary (no longer extant) at this time. A post office (no longer extant) opened at the plant in October. Housing construction continued in full force.

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Following the practice of new company town design, a staff of planners and a professional architect designed Chickasaw's houses in the West Village. As was mentioned in the architectural description of this report, the houses in the East Village are copies of those built in TCI villages in Westfield (completed in 1917 and demolished in the 1970s), Docena (1912, renovations in 1918), Edgewater (1910, 1914-1915, and 1917-1921), and Bayview (1911). Research did not reveal the architect responsible for the design of these dwellings, which included many two, three, and four room cottages and duplexes. Mobile architect, William H. March, drew an elaborate series of elevation and floor plans for 42 model cottage types for the West Village (Chickasaw Land Company 1919). These models, all of which the Chickasaw Land Company built in the West Village in 1919, featured from four to six rooms, numerous floor plan options, one to two stories, single and double occupancy, and a diversity of styles, including Craftsman, Tudor Revival, Colonial Revival, and Dutch Colonial Revival.

This variety in residential design is in accordance with guidelines established by John Nolen (1869-1937), a landscape architect from Cambridge, Massachusetts. In an article entitled "The Essential Principles of Industrial Village Development," Nolen, a leading proponent of standards for model industrial villages in the first decades of the twentieth century, stated the following regarding house types: "No one house or method should be endorsed as the only one, although the emphasis should be put upon the single family, self-contained house or cottage as on the whole most desirable. All the types recommended should have some advantages of house construction or of lower land cost, and take into account that different people have different tastes and preferences, as well as different needs in housing, as in other matters" (Nolen April 1918). Like architect Welton in Fairfield, March designed the diverse housing in the West Village with the various income levels of skilled labor and management personnel in mind. The diversity evidenced in the two, three, and four room cottages and duplexes for black workers in the East Village also follows Nolen's design principles.

The architectural styles selected for both villages in Chickasaw played a key role in the master plan for the model community. The Chickasaw planners, who were influenced by George H. Miller's and William Welton's scheme for Fairfield, intended the associations evoked by Craftsman architecture as a means of ameliorating the adverse affects of the nearby shipyard milieu and improving the character of those employed by the Chickasaw Shipbuilding Company. While reviewing Miller's and Welton's work in Fairfield, Margaret Crawford expounded on the many associations of Craftsman architecture:

Many reformers identified its emphasis on natural building materials with rebellion against industrialism and materialism. To others, the simple forms and complex detailing of the craftsman bungalow, heavily laden with nostalgia for pre-industrial times, embodied concepts of stability and democracy. For workers, the craftsman style conveyed flattering associations with upper-middle-class individualism, while, at the same time, its proponents advertised it as a 'civilizing influence' on working-class taste and behavior. These associations symbolically counteracted, in the home, the realities of the industrial worker's daily activities in the mill. The style's innumerable variations were an obvious antidote to the repetitive nature of the company town (Crawford 1995:86-87; Boris 1986:78-79).

An unidentified *Mobile Register* reporter corroborated the employee appeal and symbolic import of Chickasaw's bungalows in a September 1, 1918 article entitled "Chickasaw Near Mobile, When Completed Will Be A Model Industrial City": "It is the intention of the owners to make their employees happy and contented...along with this are home environments that can be found in no other industrial city in the South...They are architecturally beautiful, many of them of the bungalow type."

Chickasaw's Colonial and Dutch Colonial Revival residences also conveyed important images for combating the ills of factory work and forging an all-important esprit de corps. Precedence for the associative values of Colonial and Dutch Colonial Revival cottages had already been well established in the design of Grosvenor Atterbury's Indian Hill (1915), a new company town in Worcester, Massachusetts, when March and company sat at their drawing boards pondering architectural possibilities. Atterbury's Dutch Colonial Revival cottages symbolized "domesticity associated with coziness and family life" (Crawford 1995:114). On the other hand, references to Colonial Revival architecture evoked images of the nation's beginnings during which a group of loosely connected colonies came together as a unified body bound by democratic government. Indian Hill's Colonial Revival compositions visually reinforced the Norton Company's efforts to encourage its workers, many of whom were newly arrived immigrants, to become good Americans and loyal employees (Crawford 1995:112). Americanization as this assimilation process came to be known became an important part of welfare capitalism as the specter of communism began to take form and the distant echoes of world war were heard coming nearer and nearer American's shore. In Chickasaw's West and East Villages, Dutch Gambrel roofs, pediments, porticos, columns, half timbering, exposed timberwork, shinglework, and Arts and Crafts lights conveyed a wide range of images from idyllic charm to peaceful domesticity to community unity. Through Chickasaw's eclectic

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residential composition, William March and the Chickasaw Land Company planners appeared to be covering all the bases with regards to social and aesthetic reform.

Chickasaw's site plan and zoning emulated those of other new company towns, such as Fairfield, Alabama (1910), Torrance, California (1912), Goodyear Heights, Ohio (1912), Indian Hill, Massachusetts (1915), Tyrone, New Mexico (1915), and Ajo Townsite, Arizona (1914), albeit on a smaller scale. Like these planned communities, Chickasaw's layout was broken down into areas with industry at the fringe, commerce, government, and community buildings at the core, and residences and parks surrounding the core. By locating the shipyard at the eastern edge of the development and separating it from the two villages via a quarter mile wide swath of swamp land, Chickasaw's planners "effaced the visual connection between the living environment and its industrial origins" (Crawford 1995:3). Planners "emphasized the community's physical and symbolic distance from the shipyard by building a quarter mile long viaduct between the shipyard and villages" (Crawford 1995:96). In 1912, Boston architect Warren Manning accomplished the same effects in Goodyear Heights when he used a railroad to establish a visual boundary between the factory and housing and connecting the two zones via a concrete bridge. Although Chickasaw Land Company planners maintained the new company town design preference for siting community, civic, and commercial buildings at the town core, they preferred to de-emphasize the formal arrangement of these buildings evidenced in the grand plazas of Fairfield, Tyron, and Ajo. Instead, Chickasaw's commercial and company edifices were placed informally along the Craft Highway (U.S. Highway 43), which cuts a path through the center of town. The flat and intermittently dispersed swamplands of the Chickasabogue did not lend themselves well to the development of informal arrangements of housing along curvilinear streets, as in Fairfield, Ajo, and Indian Hill; rather, the limited availability of flatland dictated a more formal layout based on the gridiron. Such was the case with landscape architect John Nolen's plan for Kistler, a new company town built in Pennsylvania in 1915. Nolen was a strong advocate of designing planned communities based on the dictates of topography (Nolen 1918:97).

The Chickasaw Land Company's comprehensive planning included provisions for a simple but effective circulatory system. Although not articulated in the more informal picturesque style of the garden city tradition, but more axial and formal in the Beaux Arts manner, Chickasaw's street layout adhered to the same design principles as that of other new company towns. Following John Nolen's recommendations for street articulation, Chickasaw Land Company planners adopted the existing Craft Highway (U.S. Highway 43) as the town's main thoroughfare. In this way, Chickasaw was linked and thereby had access to Mobile and other important destinations (May 1918:13). Chickasaw grew, its street layout would be related to nearby communities that were also linked to U.S. Highway 43 and its trunk road, Telegraph Road. Like Fairfield, Chickasaw's roadways were zoned according to function. Planners assigned heavy-duty traffic to the Craft Highway and Viaduct Way, which extends from the highway to the shipyard. A group of local streets, including Southern, Shipyard, Jefferson, Jackson, Grant, and Lee Streets, Southwest Boulevard and 5th Avenue, were built to facilitate residential traffic. The narrower widths of these arterial streets were designed to restrict use to automobiles and thereby prevent the intrusion of industrial traffic. The idea here was to maintain the idyllic character of the villages. In the words of John Nolen "If the local street is kept narrow, it acquires a quality more distinctively domestic. It is cozier and more attractive" (Nolen 1918:99). Five Streets, Gulf, First, Fourth, Sixth, and Seventh, had a maximum width of 10 feet. This narrow width restricted the streets to pedestrian traffic. Although Chickasaw planners made provisions for automobiles in the two villages, they wanted to limit its presence. Chickasaw's pedestrian streets functioned as safe zones, separating those engaged in walking, talking, and playing from the harmful affects of motor cars. Lastly, the West and East Villages were equipped with service alleys. These alleys kept the unsightly mess of trash removal and coal delivery out of sight and out of mind. Chickasaw's circulatory system facilitated the movement of people to and from destinations in and out of town and the enhancement of the worker's living quarters by removing harmful agents such as traffic congestion.

Having toured Chickasaw, a *Mobile Register* reporter remarked on the progress in a September article: "Trees and shrubs and flowers are busy being set out, parks and playgrounds laid, and in time this one feature alone will make Chickasaw a show place" (*Mobile Press* 1 September 1918). Unfortunately, the details of this landscaping were not revealed during extensive research, but the Chickasaw Land Company likely spared no expense if the "\$80,000 budget and 100,000 trees, plants, and shrubs planted at Fairfield" are any indicator of TCI's commitment to landscaping (White 1989:18). One resident is assured that live oaks were among the trees planted during initial landscaping efforts (Goolsby 2003). These and other trees, plants, shrubs, and flowers were added to the existing vegetation, which consisted principally of pine, oak, and titi, an evergreen shrub (United States Department of Agriculture 1930:2). The enhancement of existing vegetation was a cardinal axiom of site development observed by leading landscape architects, including John Nolen, George H. Miller, and his mentor, Warren H. Manning, who designed Goodyear Heights (Nolen 1918:101; Miller 1913:215; Manning 1918:140). The Chickasaw Land Company used a wedge shaped expanse of land between the West Village and the Craft Highway for the development of a park.

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Situated at the focal core of the town, the ravine-like quality of this land lent itself to this use according to landscape architect John Nolen, who considered "land which is broken is better suited for parks and public reservations" (Nolen 1918:98). Provided with the opportunities for play and recreation and surrounded by the moralizing influences of nature, Chickasaw Land Company officials believed Chickasaw Shipbuilding Company workers would develop the opinion that they were living in a veritable workingman's paradise.

Having developed one of the finest social services in the nation under the aegis of the Department of Social Science and implemented it at Fairfield, Docena, Edgewater, Bayview, Westfield, and other company towns, TCI established a Department of Social Science at Chickasaw. A Miss Rudd, a social service worker, assumed her duties for this institution in mid June 1918. Her immediate task was that of taking a census of school age children to determine the need for building schools (*Mobile Register* 23 June 1918). In the West Village, construction of a school (Resource 421) for white children began in October 1918 (*Mobile Register* 13 October 1918). A duplex in the East Village was converted into a school for black children. "The schools use the Gary System of education in modified degrees. Specialists in various branches go from room to room instructing in their particular field" (*Mobile Register* 8 December 1918). Based on the Progressive education philosophy of John Dewey, the Gary System featured the work-study-play program. In this program, "there were three one-hour periods on academic material; one or two, depending on the age group, in physical education; one or two in special activities, such as art; and one in auditorium. In the auditorium, 1st through 8th grade students sang, gave lectures, questioned one another's presentations, put on plays, viewed films, recited poetry" (Hoff 1999:37-43). William A. Wirt, an idealistic educator, first instituted this form of education in the newly founded Gary School district of Gary, Indiana in 1907. That this education system made its way to Chickasaw should come as no surprise since Gary was a U.S. Steel company town.

Chickasaw's Department of Social Science managed much more than school activities. Miss Rudd's jurisdiction extended over fraternal halls and churches in both villages (*Mobile Register* 23 June 1918). Additionally, Miss Rudd's staff supervised fifth, sixth, and seventh grade girls once a week in furniture design and construction, cooking, sewing, and other domestic science activities. The Department of Social Science served as steward of the community restaurant, play house, barber shop, and pressing club. The department created a full range of activities, clubs, and facilities, such as men's, women's, girl's, and boy's clubs, pool rooms, reading lounges, a library, and a gymnasium, in order to maintain and improve the well-being of the shipyard employees (Merchants Bank 1920).

An unidentified, but informed, *Mobile Register* reporter summed up the utopian qualities of Chickasaw in a December 8, 1918 article entitled "Industrial City of Chickasaw Is Social City, Too:"

Perhaps you have dreamed of a city in which there are no poor; a city in which every child has, regardless of expense, the best education modern experts are capable of planning; a city in which every woman keeps house in a dwelling that is comely and comfortable; a city in which every man has the recreation he needs at the close of every day; a city in which community interest is paramount to individual aims.

Many people have thought of such a city. For a time, it was located in the land of Utopia. Then William Morris conceived the idea of happiness in similar surroundings. It has been a popular site for the architects of air-castles.

But it remained for American industry to exchange, for the paper currency of Utopia, the coinage of achievement.

Such a city is in existence and fast growing to completion on the outskirts of Mobile.

Judging by the reporter's comments, the Chickasaw Land Company transformed a veritable morass into a workingman's paradise in a year's time.

The reporter, however, indicated that Chickasaw was more than just a man's world. Chickasaw was home, work, and play to a diverse cross section of people:

The community comprises 732 families. There are white people and colored people. There are Americans speaking Alabama-English, and there are Porto [sic] Ricans speaking Spanish. There are company officials and carpenters and carpenters' helpers. There are little girls from the West and little girls from Mississippi and one, with curls, from England.

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There are young stenographers with fresh cheeks, and soft spoken young women with a half dozen degrees attached to their names, and here and there an erstwhile cook who is stacking bricks in overalls topped by feminine coat and overtrimmed hat (*Mobile Register* 8 December 1918).

The last sentence of the reporter's statement refers to African American women who were hired to assist in building construction. In the words of another *Mobile Register* reporter:

Here for the first time in the history of Mobile so far as is known the negro women have donned women's overalls and are working side by side with the men in an effort to erect the structures necessary to house the population necessary to operate the plant and the powerhouse and other buildings...

The women are doing their bit without a word of complaint. They handle thousands of brick each day and are assisting in many ways to keep the industrial fires burning while the man-power of the nation has answered the call and gone overseas (*Mobile Register* 15 September 1918).

The Chickasaw Shipbuilding Company secured a labor force of 300 Porto [sic] Ricans. Part of this group went to Fairfield to work in TCI's fabricating plant while the others worked in the Chickasaw plant (*Mobile Register* 4 October 1918). TCI housed the Puerto Rican labor force in temporary dormitories and barracks adjacent to the shipyard. These temporary dwelling units were removed after the war.

The presence of unskilled black and Porto [sic] Rican laborers in Chickasaw's model town reflected an important change occurring nation wide. Prior to World War I, "most manufactures' hiring and holding efforts focused on skilled labors" (Crawford 1995:120). Unskilled laborers were often left to their own devices in securing housing, healthcare, and education for their children. However, with the war in Europe drying up once-plentiful sources of skilled labor, employers were forced to reevaluate the importance of unskilled labor. They began expanding welfare programs to attract unskilled workers (Brody 1960:188; Crawford 1995:120). By 1917 worsening labor shortages forced employers to recruit women. Women had long been part of secretarial pools and worked in education and welfare service positions, but industry had been typically off limits prior to World War I. Even then, women were only allowed to work in light manufacturing tasks (Crawford 1995:120). The African American women at Chickasaw were relegated to handling bricks for building construction.

The Chickasaw Shipbuilding Company could ill afford to ignore its work force. Even in a town that was expected to have 10,000 laborers by the end of 1918, jobs were readily available (*Mobile Register* 5 September 1918). Disgruntled with one employer, workers could easily hire on with one of the many other shipyards in Mobile. A list of Mobile ship manufacturers in 1918 included the Mobile Shipbuilding Company (the Kelly-Atkinson Construction Company before 1918), the Alabama Dry Docks and Shipbuilding Company, the Murnan Shipbuilding Company, Varion C. Scott, the Henderson Shipbuilding Company, the Kelly-Thompson Shipbuilding Company, the Shellbank Shipbuilding Company, and Fred T. Ley and Company (*Mobile Register* 1 September 1918:2C). Fred T. Ley and Company had plans to employ upwards of 4,500 in late 1918 (*Mobile Register* 5 September 1918). There were additional employment opportunities in Mobile's many satellite industries, railroads, and docks; consequently, the threat of taking high in demand and low in supply labor elsewhere in Mobile was a definite reality. Similar circumstances nationwide led to high turnover rates, dramatic increases in labor unrest, and record numbers of work stoppage in 1917 (Crawford 1995:120).

In Mobile, the Chickasaw Shipbuilding Company held a distinct advantage over its competition when it came to recruiting and maintaining employees. The Chickasaw Shipbuilding Company offered excellent healthcare, education and training programs, recreation, family activities, and savings programs. Other companies did not have these offerings. They also did not have company housing. Other shipyard employees had to secure their own housing in the general Mobile area. By November 1918, lodging was becoming an acute problem in Mobile. Real estate men and those with sufficient capital were urged to build housing. In one case, the Emergency Fleet Corporation commandeered the home of a Mrs Pfau on North Jackson Street for workers (*Mobile Register* 1 November 1918). Landlords were growing leery of renting to shipyard workers who were "arrogant in their refusal to accede to just demands" (*Mobile Register* 1 November 1918). The Emergency Fleet Corporation notified Mobile shipyards that they could lose existing and future federal contracts for ship construction if adequate housing was not provided for workers. A similar warning had already been issued to 60 other cities, among them Charleston, South Carolina, Florence and Sheffield, Alabama, New Orleans, and Pensacola, Tampa, and Jacksonville, Florida (*Mobile Register* 5 September

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1918). When completed in 1919, the two villages in Chickasaw boasted of a combined 1,200 housing units (*Gulf Ports Magazine* 1920:36). At Chickasaw, workers had a roof over their heads, and a fine roof at that, and a town full of amenities thanks to their employer.

Continuation of USSB/EFC Contracts and Shipments of Supplies to Europe

With all the attention focused on the model town, many ignored the fact that shipbuilding was in progress in the Chickasaw shipyard. The *Mobile Register* reporter who authored the article "Industrial City of Chickasaw Is Social City, Too" noted this circumstance: "In fact, it is such an achievement in itself that the building of ships here seems rather the by-issue and the community the physical working out of the life dream of some resuscitated William Morris" (*Mobile Register* 8 December 1918). Shipyard workers were in the process of assembling the structural parts of several keels in late 1918. These keels were in various stages of construction when the Armistice ended hostilities on November 11, 1918.

Were the Chickasaw Shipbuilding Company to have had contracts for destroyers all of the town and shipyard development would have been for naught. With the suspension of hostilities in Europe, there was no longer a need for ships of war. Chickasaw, however, was in the business of manufacturing merchant vessels. The need for a merchant fleet continued long after the warring nations laid down their weapons. The Herculean task of transporting medical supplies, food, clothing, cotton, steel, machinery, and other much needed materials to Europe that was begun at the onset of World War I was extended until 1923 (National Archives and Record Administration 2004). Acknowledging that the United States merchant fleet had not reached the required tonnage to fulfill the World's needs, the USSB/EFC announced that the nation's shipyards would be building ships many years after the Armistice:

Shipbuilders in American yards who may fear that their efforts to provide an emergency fleet are limited by the necessities of war were assured that there would be plenty of work for them for years to come in statements addressed to them today [October 31, 1918] by Chairman Hurley of the Shipping Board and Director General Schwab of the Emergency Fleet Corporation.

Every efficient yard will continue to have all the work it can do whether the war ends or not, Mr. Hurley said in his statement.

The present program calls for 15,000,000 tons of merchant ships...Today we have built only about 2,500,000 tons and we will not have completed our present program until six times more work has been done.

Every competent shipworker, every technical expert and every trained executive in the yards owes it to the nation to remain at his post where his services will count most until our ship construction program is completed...For many years to come ships, their construction and operation, are to be of absorbing national interest (*Mobile Register* 1 November 1918).

No doubt, Chickasaw Land Company officials and their superiors at TCI and USS first heaved a sigh of relief and then exclaimed, "Hip, Hip, Hurray!" upon receiving this news.

The Chickasaw Land Company was in the same boat as many other shipyards that had ships in various stages of construction. The Atlantic Corporation shipyard in Portsmouth, New Hampshire did not launch its first merchant vessel until January 1919. Then it was only eighty per cent complete with several months' work at the outfitting dock to be done (Candee 1985:42). In September 1918, the Mobile Shipbuilding Company had yet to make good on contracts for 18 composite steel and wooden ships. The Company was in the process of negotiating contracts for 24 more steel ships (*Mobile Register* 1 September 1918). The Alabama Dry Docks launched a ship and a minesweeper on July 4, 1918, but work was still in progress in September 1918 on two mine sweepers for the Navy and three wooden ships for the USSB (*Mobile Register* 1 September 1918). At this time, the Murnan Shipbuilding Company was engaged in the construction of four wooden vessels. At the end of 1918, the Fred T. Ley Company was feverishly working on the construction of a shipyard two miles south of Mobile. The USSB designated the Fred T. Ley Company as one of six yards nationwide to build reinforced concrete ships. The company held contracts to build eight, reinforced concrete tankers weighing 7,500 tons each (*Mobile Register* 1 September 1918). Construction of the tankers would not begin in earnest until the next year. In all, Mobile's ship manufacturers held contracts totaling \$100,000 million (*Mobile Register* 1 September 1918).

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With USSB/EFC contracts in effect, it was full steam ahead at the Chickasaw shipyard. While Chickasaw Land Company laborers worked feverishly on completing the two villages, Chickasaw Shipbuilding Company workers swarmed all over the shipyard site forging steel plates together with welding torches and rivet guns. The first keel of the very first ship built at Chickasaw materialized in March 1919 (*Gulf Ports Magazine* 1920:36). In the following months of 1919, the keel, hull, and deck of this merchant vessel came together as one recognizable vessel. Completed in December 1919 and christened the *SS Chickasaw City*, the first of 14 Chickasaw Shipbuilding Company ships slid sideways down its way and embraced the life giving waters of the Chickasabogue on December 29, 1919 (*Gulf Ports Magazine* 1920:36). The *SS Chickasaw City* had a deadweight tonnage of 9,600 tons. On its maiden voyage in April 1920, the merchant vessel left Mobile bound for Rotterdam. The ship manifest declared that half of the *Chickasaw City's* capacity was dedicated to steel and the other half to general cargo (Merchants Bank 1920:24; *The Birmingham Age-Herald* 22 February 1920). As part of Herbert Hoover's American Relief Administration, which sought to provide Europe with the vital goods it needed to overcome disease, starvation, and destruction brought about by World War I, Chickasaw built merchant ships, including the *Chickasaw City*, *Birmingham City*, *Ensley City*, and *Mobile City*, made many trips to Rotterdam, Amsterdam, Antwerp, Ghent, and French Atlantic destinations as ports of call between 1919 and 1923. The USSB/EFC operated these ports in conjunction with war relief efforts (*Mobile Register* 1 September 1923).

After the *Chickasaw City*, the Chickasaw shipyard gave birth to the *SS Birmingham City*. Like its sibling ship, it had a deadweight tonnage of 9,600 tons. Laden with steel and general cargo, the *Birmingham City* left Mobile for a European port of call in May 1920 (Merchants Bank 1920:24; *The Birmingham Age-Herald* 22 February 1920). That the steel transported by the *Chickasaw City* and *Birmingham City* originated in TCI mills should come as no surprise.

For the eleven merchant vessels that followed the *Mobile City* down the ways at the Chickasaw shipyard, a modified template was used. The tonnage of the first three ships was beefed up 400 tons for the last eleven ships. The *Montgomery City*, *Tuscaloosa City*, *Bessemer City*, *Fairfield City*, *Selma City*, *Anniston City*, *Memphis City*, *Knoxville City*, and *Chattanooga City* had a deadweight tonnage of 10,000 tons. In December 1920, the *Tuscaloosa City* took on cargo in preparation of its maiden voyage (*Gulf Ports Magazine* 1920:36). The *SS Selma City* took its trial run in 1921 before steaming off to foreign ports (*Mobile Register* 1 April 1922). On March 10, 1921, shipyard workers laid the keel for the last merchant ship built at Chickasaw by the Chickasaw Shipbuilding Company. Christened the "SS Chattanooga City," the ship hit the water on September 10, 1922 (*Mobile Register* 1 November 1938).

The 14 merchant ships manufactured at Chickasaw sailed the seven seas under the aegis of the Isthmian Steamship Company, an USS subsidiary. According to an Isthmian Steamship Company advertisement, Isthmian sailed from many American ports to many international destinations (*Mobile Register* 1 September 1924). From Mobile, New Orleans, and Galveston, Isthmian ships sailed to Japan, China, the Philippines, and the Dutch Indies. Isthmian conducted trade between Philadelphia, Boston, and New York and Honolulu, the Philippines, the Dutch East Indies, and the Straits Settlements. New York was a busy hub, receiving shipments from India and West Coast locales, such as Vancouver, Seattle, Tacoma, Portland, San Francisco, and San Diego and sending transports to Buenos Aires, Montevideo, Rosario, and India. Isthmian kept the Isthmus of Panama locked up with intra-continental commerce. As of 1941, thirteen of the merchant vessels manufactured at Chickasaw were still navigating the world's waterways for the Isthmian Steamship Company. An unforgiving storm in the English Channel terminated the *Bessemer City's* service (Chickasaw Chamber of Commerce 1941). At its crest in 1949, Isthmian boasted of a fleet of 85 ships (Stewart 1953; McMillan 2001:5). In 1956, the USS decided to sell the Isthmian Steamship Company line to the States Marine Corporation and outsource its shipping to other companies. The States Marine Corporation maintained the Isthmian identity and flag until the 1960s (Stewart 1953; McMillan 2001:5).

With the launching of the *Chattanooga City*, an era came to an end at Chickasaw. The Chickasaw Shipbuilding Company terminated its ship manufacturing operation in 1922 (Chickasaw Chamber of Commerce 1941). TCI also suspended Chickasaw's welfare service programs. Those who remained in Chickasaw were left to their own devices regarding employment, health care, training programs, and recreational activities. After TCI's departure, the county assumed control of the two company schools (*Mobile Register* 8 January 1939). The Chickasaw Land Company remained on as landlord of the West and East Villages, renting houses to a small number of erstwhile employees and newcomers. Despite the prosperity of the Roaring Twenties, Chickasaw became a mere vestige of its palmy days from 1918 to 1922 when Chickasaw was a booming company town and manufacturing site.

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Between Wars

The Chickasaw shipyard did not fall into complete disuse in the interim between world wars. After its pullout in 1922, TCI continued to operate a barge line terminal at the shipyard during the 1920s and 1930s (*Mobile Register* 1 November 1938). This operation sustained a corps of 200 men compared to the thousands that previously worked at the facility (*Mobile Register* 13 November 1938). In 1931, the Ingalls Shipbuilding Company attempted to breathe new life into the Chickasaw shipyard (*Mobile Register* 1 November 1938). The manufacturer employed a small labor force of 300 in the construction of barges, dredges, and tankers (*Mobile Register* 13 November 1938; 1 April 1982). In 1938, Ingalls departed Chickasaw when the Gulf Shipbuilding Corporation, a subsidiary of the Waterman Steamship Corporation, acquired the manufacturing center from TCI.

Interestingly enough, TCI contracted with the Alabama Dry Docks and Shipbuilding Company (ADDSCO) for the construction of steel barges. In 1924, ADDSCO built 8 barges for TCI (*Mobile Register* 1 September 1924). According to the agreement hammered out between the two industrial giants, ADDSCO would build a total of 33 transport vessels. TCI was in the process of building up its burgeoning barge fleet on the Warrior River (*Mobile Register* 1 September 1924). Those who guessed that the prefabricated steel plates for these ships originated in TCI's Fairfield factory are correct. TCI did not need to outsource its barge construction since it had a state-of-the-industry shipyard where another company was already building barges.

Fortunately for displaced Chickasaw Shipbuilding Company workers, Mobile's industrial and shipping build up during World War I propelled it to a position as one of the nation's leading shipping centers in the post war era. Employment opportunities abounded in Mobile during the 1920s. Unemployed workers were quick to find work at one of Mobile's five shipyards, which included ADDSCO, the Todd Shipbuilding and Dry Dock Company, the Henderson Shipbuilding Company, the Murnan Shipbuilding Company, and the Harrison Brothers. According to the *Mobile Register*, the manufacturers had contracts worth millions in ship repairs in 1924 (*Mobile Register* 1 September 1924). For those tired of construction, Mobile's many shipping lines offered many jobs loading and unloading exports and imports. In addition to hosting the Isthmian and USSB lines, Mobile made way for the Page and Jones and Waterman Shipping Companies. Destined to be a major Mobile fixture in ship construction during World War II, Waterman provided USSB service to the United Kingdom, France, Belgium, Holland, and Germany (*Mobile Register* 1 September 1924). Since lumber was the leading Mobile export and the area boasted of vast forests of hardwood and pine, there were positions available in the timber industry. The agriculturally inclined feared not for there was much work to be done tending to the area's cotton, corn, and potato crops and bountiful fruit and pecan trees. Nearby Satsuma's growing orange industry required the able hands of many. In 1923, there was an estimated 1,000,000 orange trees on 18,000 acres bearing fruit (*Mobile Register* 1 September 1923). Mobile was literally ripe with industrial and agricultural employment during the 1920s.

The closure of the shipyard and the ready availability of employment elsewhere in the area precipitated a noticeable decline in the Chickasaw population. In what amounted to an exodus, thousands of people left Chickasaw in the mid 1920s. In reaction to this mass departure, TCI sold 759 of Chickasaw's housing units to Meyer and Fearn. In turn, Meyer and Fearn moved these temporary dwellings consisting mostly of duplexes, barracks, and dormitories to other locations (Chickasaw Chamber of Commerce 1941). The only documentation found to date pertaining to the location of these temporary units is a 1928 map. This map suggests that these units were located between the East Village and the shipyard on swampland. The removal of this temporary housing did not affect the West and East Villages, which retained their housing, landscaping, and layouts. Many of the 365 permanent homes remained unoccupied during the interim between the wars. In a 2001 interview, Ruby Ogle stated that there were only two families living on Southwest Boulevard in the West Village when her family moved there in 1934 (Ogle 2001). Student enrollment figures also document the decline in Chickasaw's population. At its height in 1919, the Chickasaw School in the West Village had 337 students. By 1939, this number had sharply dropped to a mere 83 (*Mobile Register* 1 January 1939). Of this, 30 came from the nearby community of Plateau. Many of the other 53 were bused in from other communities. Few actually called Chickasaw home.

TCI's barge terminal and Ingall's barge manufacturing operation were not of sufficient magnitude to revitalize Chickasaw's company town. Together the two companies employed 500 men. However, a ship company was in the making and events abroad were breaking that would breathe new life into not only the shipyard but also the West and East Villages.

In 1902, John Barnett Waterman moved to Mobile with visions of building a shipping empire. Aptly named for a soon-to-be shipping magnate, Waterman earned his commodore's bars representing the Mobile Atlantic Steamship line in Galveston and Port Arthur, Texas and

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serving as an officer of the Gulf-Continental Steamship Company from 1913 to 1919 (McLaurin and Thomason 1981:108). Waterman capitalized his own line, the Western Steamship Corporation, with backing from Birmingham businessmen and Mobile Coca Cola franchise king, Walter Bellingrath. In the early 1920s, Waterman persuaded Alabama senator and Democratic presidential candidate, Oscar Underwood to help secure USSB shipping assignments (McLaurin and Thomason 1981:108). By the time of his death in 1937, the Waterman line was one of the nation's largest.

In the wake of John Barnett Waterman's death, Edward A. Roberts assumed effective control of the Waterman Steamship Corporation. Roberts channeled the Waterman Steamship Corporation's financial resources into the development of a ship manufacturing site. As part of this process, Waterman established a subsidiary called the Gulf Shipbuilding Corporation on November 12, 1938 (*Mobile Register* 13 November 1938). On the same day, President E.A. Roberts of the Gulf Shipbuilding Corporation announced the acquisition of the Chickasaw Shipbuilding Company's shipyard. Gulf's 90 acre acquisition included eight shipways, a power plant, railroad and automobile road infrastructure, and various shops. The acquisition did not initially include the two villages (*Mobile Register* 13 November 1938). T.M. Stevens, vice president of Gulf, stated that the newly formed company would do everything in its power to secure contracts from the United States Maritime Commission, which was embarking on a building program. Should these contracts come to fruition, Stevens believed that Gulf could employ 1,000 workers with an annual payroll of \$1,000,000 (*Mobile Register* 13 November 1938). After the acquisition, Gulf began overhauling the shipyard. This work was expected to take several months.

The Gulf Shipbuilding Corporation initially set its sights on the construction of cargo ships; however, military aggression in Europe and Asia altered this course of action. "China's helpless struggle against Japanese aggression in Asia and Germany's blitzkrieg campaign in Europe, culminating in the collapse of France in summer 1940, convinced American President Franklin D. Roosevelt that the United States had little choice but to prepare for the likelihood of military involvement" (Cronenberg 1995:1). Following France's defeat, Roosevelt signed a defense bill approving \$5 billion dollars for the development of a "two-ocean navy" (*Mobile Register* 10 September 1940). Using these funds, the United States Navy intended to build 201 warships. This total included seven "monster" battleships of 45,000 tons each (*Mobile Register* 10 September 1940). The Gulf Shipbuilding Corporation was the beneficiary of the defense bill, receiving Navy contracts totaling \$32,400,000 for four destroyers (*Mobile Register* 10 September 1940). Gulf also secured an \$8 million contract from the United States maritime Commission for the construction of four cargo vessels, bringing its contract total to \$40,400,000. With this announcement, the 1,000 or so people living in Chickasaw were no doubt singing "Happy Days Are Here Again."

The Gulf Shipbuilding Corporation wasted no time in acquiring housing for its future shipyard employees. On October 4, 1940, less than a month after the Navy awarded Gulf ship construction contracts, an unidentified Gulf officer secured an option on the housing in the East and West Villages (*Mobile Register* 4 October 1940). As per an agreement between Gulf and the Chickasaw Development Company, Gulf had until the end of October to buy all of the homes. Owned by Mobile lumberman, Ben May, the Chickasaw Development Company acquired the East and West Villages from the Chickasaw Land Company in April 1939 (City of Chickasaw 1999). May notified tenants that they would be given 60 days advanced notice to move in the event that Gulf purchased the houses. Gulf bought the houses, so many had to leave. The 365 houses in the former TCI company town present at the time Gulf Shipbuilding acquired the property were insufficient to accommodate the growing workforce that had already reached 1,000 in 1938 (*Mobile Register* 13 November 1938). Gulf was not in the housing industry, so the shipbuilder contracted the services of Platt Roberts and O.W. Long, Jr., a Mobile architectural firm with a construction division, to resolve the housing crunch (*Mobile Register* 7 December 1941). Using prefabricated construction technology, the contractors devised several basic model types that could be assembled in a relatively short amount of time. The firm built a shop where workers manufactured wall and ceiling panels built of plywood (*Mobile Register* 7 December 1941). These prefabricated units were then shipped to construction sites in the West and East Villages of Chickasaw. After crews built piers, standardized floor joists, and subflooring, carpenters assembled the wall and ceiling panels and roof in a then astonishing 5 1/2 hours (*Mobile Register* 7 December 1941). Painters, plumbers, and electricians completed house construction. At this rate, Roberts and Long built an average of twenty houses a week. In all, the Mobile firm built 161 houses in Chickasaw in 1941 (*Mobile Register* 7 December 1941). These houses were built on the edges of the existing World War I housing.

Gulf's decision to secure housing proved a wise move. Mobile quickly became a tenant's nightmare. Mobile's population was exploding at frightening rates. In a four month period from June 1941 to November 1941, Mobile's population soared from 130,000 to 135,000 (*Mobile Register* 2 November 1941). The number of people living in Mobile jumped from 114,906 in April 1940 to the 135,000 mark in November

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1941. Mobile's growing pains were just beginning. Over the course of the next four years, the number of people residing in the port city nearly doubled.

Mobilians soon found themselves living in tents, trailers, abandoned boxcars, and worse accommodations, as tens of thousands of people migrated to the southern port city to work in defense industries and support jobs. With its commodious and picturesque cottages, sewer, water, and power utilities, parks, recreation facilities, schools, health institutions, and tree lined automobile avenues and pedestrian streets, Chickasaw had ample enticements with which to recruit and maintain a skilled work force. Chickasaw's Edenic quality and its many amenities might very well be the reason why the Gulf Shipbuilding Corporation avoided the labor unrest that characterized so many other defense industries during the war. West Village residents Ruby Selman and her husband, who began working in the Chickasaw shipyard in 1942, compared Chickasaw to heaven (Selman 2001).

Unlike World War I in which many American merchant vessels did not hit the water until after the end of the war, American ships were reporting for duty in advance of the nation's official entry into World War II. On November 15, 1941, Mrs. E.A. Roberts, wife of Waterman chief executive, E.A. Roberts, cracked a bottle of champagne against the side of a \$2,500,000, 10,000 ton vessel and christened it the "SS Fairport" (*Mobile Register* 16 November 1941). The Fairport then slid sideways into the awaiting slip. Thus was consummated the marriage of ship and sea. The Fairport, the first ship manufactured at the Chickasaw shipyard since 1922, featured an overall length of 468 feet, a cargo space of 575,000 cubic feet, a 6,000 horsepower General Electric turbine, and two Babcock & Wilcox water tube boilers (*Mobile Register* 16 November 1941). A number of United States Maritime Commission officials who had traveled to Chickasaw from New York and Washington via a specially commissioned train heralded the first of a long processional of Gulf-made ships that went forth to serve in the mighty conflict (Cronenberg 1995:IX)

Building America's "Arsenal for Democracy" WWII

When Japan bombed Pearl Harbor on December 7, 1941, ship production for America's "arsenal for democracy" was already in full swing in Mobile (*Mobile Register* 7 December 1941). Begun in 1938 on a site adjacent to the Alabama State Docks, the Aluminum Ore Company's plant was daily spewing forth thousands of tons of aluminum bearing material considered essential to national defense (*Mobile Register* 7 December 1941). Aluminum was a primary material used in the construction of aircraft frames during World War II. The Gulf Shipbuilding Corporation launched its second contribution to the allied cause. According to a *Mobile Register* article, the SS Fairisle, sister ship to the Fairport, kicked up the Chickasaw Creek in a graceful launching (*Mobile Register* 21 December 1941). Afterward, the 5,000 Gulf employees who had attended the ceremony returned to their 58 hour work week and the business of building ships. Working morning, noon, and night, Mobile's defense workers did their part to properly equip those fighting "over there."

In 1942 America faced a number of critical challenges. In order to stop Japan's imperialistic advances in the South Pacific, the nation's shipyards had to replace the ships destroyed at Pearl Harbor. In the Atlantic and elsewhere, Allied naval and merchant flotillas suffered great losses in submarine wolf pack attack feeding frenzies. From December 7, 1941 to July 6, 1942, German U boats claimed 339 ships (*Mobile Register* 6 July 1942). Listed among German submarine victims were several World War I veteran ships from Chickasaw. On May 4, 1942, the U 125 sank the *Tuscaloosa City* with a load of manganese and rubber off the coast of Jamaica; a month later, the U 158 sent the *Knoxville City* to the bottom of the ocean south east of Cuba; the Isthmian line sustained many other losses, including the *Fairfield City*, *Chickasaw City*, *Birmingham City*, and the *Chattanooga City* (Atherton 1999:322-331). According to a commentary in the *Mobile Register*, the answer to German submarine attacks was obvious: "...production of air and surface patrol crafts must be stepped up to reduce the number of ship sinkings in the Atlantic, the Gulf, and the Caribbean. Until this is done, or until Nazi submarine bases are discovered and destroyed, the nation and her allies cannot expect to carry the war to present or future fronts for knockout blows against the Axis" (*Mobile Register* 28 June 1942).

Fortunately for the Allied cause, America's industrial juggernaut was in the process of turning the tide in the Pacific and Atlantic theaters. Thanks to President Roosevelt's advanced military build up program, America's men and women behind the armed forces had been laboring for several years. The nation's shipyards produced record numbers of ships in 1942. In August, the War Production Board (WPB) announced that ship manufacturers were on a pace to not only meet but exceed President Roosevelt's goal of 8,000,000 deadweight tons by ten percent (*Mobile Register* 16 August 1942). Confident that America's "Free Labor" was reversing the fortunes of war, the nation's commander in chief, President Roosevelt, proclaimed:

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In the months that followed [Pearl Harbor]- months without victories- our enemies taunted us with the question, 'Where is the United States Navy?'

Today those enemies know the beginning of the answer to that question. They learned in the Atlantic, they learned in the Coral Sea, they learned off Midway, they are learning now in their attempts to recapture that which was taken from them in the Solomon Islands.

Where is the United States Navy?

It is there where it has always been. It is in there fighting. It is carrying out the command to hit our enemy and hit him again, wherever we find him (*Mobile Register* 1 September 1942).

In 1942, Gulf's shipyard production kicked into high gear. On October 5, 1942, the Chickasaw shipyard hosted a triple launching. The *SS Iberville*, a freighter, the *USS Evans*, a destroyer, and the *USS Usage*, a minesweeper, hit the water ready for action. "After the three ships slid down the ways, Gulf officials counted six minesweepers, three destroyers, and six cargo carriers launched since the first completed hull was christened less than eleven months ago" (*Mobile Register* 5 October 1942). The Chickasaw shipyard featured several other multiple launchings. On April 20, 1942, the Gulf Corporation sent the *SS Fairland*, a freighter, and the *USS Tumult* and *USS Velocity*, two minesweepers, out into the world to fight the Axis forces (*Mobile Register* 20 April 1942). The Chickasaw yard had two double launchings, including one on September 8, 1942, and a number of single debuts (*Mobile Register* 8 September 1942). Launched on March 29, 1942, the *USS Token*, a minesweeper, was considered a "Bad Luck Token for Hitler" (*Mobile Register* 29 March 1942). For excellence in production, the Navy awarded the Gulf Shipbuilding Corporation the coveted Navy "E" pennant. The E pennant was the highest service commendation awarded by the Navy (*Mobile Register* 3 February 1942).

While Gulf Shipbuilding Corporation employees labored admirably to fill Navy and United States Maritime Commission contracts, the housing industry relied on available materials and technology to accommodate Chickasaw's burgeoning defense worker population. By 1942, a year in which Mobile's population rose to 200,000, Gulf's workers exceeded the existing Chickasaw housing stock, which consisted of 365 World War I dwellings and 161 prefabricated cottages built in 1941. As part of a quick fix, Gulf opened a trailer park on Lee Street (*Mobile Register* 1 April 1982). Inexpensively built of prefabricated metal and plywood and very mobile, trailers, or wheel estate, popped up all over Mobile and the nation during the war. The federal government provided \$1,800,000 for the construction of a 600 family unit housing project. Known as Gulf Homes, the development was situated just west of the Gulf Shipbuilding Corporation's West Village in Chickasaw. The Gulf Homes village, which was demolished in 1963 to make way for a housing development, featured wood frame cottages (*Mobile Register* 28 August 1942; City of Chickasaw 1971). William H. March and the firm of Roberts and Long served as the architects for the Gulf Homes project. March designed many of the World War I era houses in the West Village of Chickasaw while Roberts and Long accounted for the prefabricated, wood frame cottages built in 1941. Additionally, the Public Building Administration (PBA) financed the construction of a 200 family unit project just south of the West Village's nine hole golf course in June 1942 (*Mobile Register* 19 February 1942). The golf course was converted into the site of temporary barracks. Despite this additional housing, many Gulf shipyard workers had to seek housing elsewhere in the Mobile area.

During World War II, Mobile officials provided additional means of transportation in order to expedite commuter traffic between Mobile and Chickasaw. Unfortunately, the trolley that was extended to Chickasaw during World War I was discontinued; however, a network of rail lines extended from the Alabama State Docks to the Chickasaw shipyard. A local junk dealer acquired a 15 car train from a dealer in San Francisco. Last used to transport visitors at the San Francisco World's Fair in 1939-1940, the train began operating in June 1942. It operated from downtown Mobile to Chickasaw. Officials expected that the "Shipyard Worker's Special" could daily accommodate 5,000 passengers (*Mobile Register* 9 May 1942; 30 May 1942). The Works Project Administration began construction of a four lane highway between Mobile and Chickasaw in January 1942. Designed to alleviate congestion on the Craft Highway, Telegraph Road, and St. Stephens Road, the projected four-lane thoroughfare route extended from Davis Avenue and Three Mile Creek in Mobile, followed Stone Street to Toulminville, followed Wilson Avenue to Prichard, and on into Chickasaw (*Mobile Register* 10 January 1942). Although the roadway had not been paved, officials opened the highway to traffic in September 1942 (*Mobile Register* 25 September 1942). During the course of the war, the train and automobile routes to Chickasaw were packed with as much activity as the shipyard.

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Those who were fortunate enough to secure housing in Chickasaw enjoyed many of the company town benefits previously enjoyed by shipyard workers and their families during World War I. The West Village had a nine hole golf course on the south side and two lighted softball diamonds on the west side. Gulf built some cottages in the location of the diamonds, but did not eliminate them. Likewise the Navy built some temporary barracks on the golf course site, but left much of the course intact. Since gas was rationed, most people did a lot of walking in Chickasaw during World War II (Selman 2001). In the tradition of Garden City planning, Chickasaw had plenty of tree-lined walks and a park for relaxing strolls. The park facilitated picnics, casual conversation, pickup games, bird watching, and other leisure and recreational use. Gulf added a well-equipped playground in 1941 (City of Chickasaw 1941). One possible location of the playground is on Viaduct Way in the East Village where there are swings, monkey bars, and other equipment. The Gulf Shipbuilding Corporation sponsored a company baseball team and a band. The baseball team competed against ADDSCO's, the Navy's, City Lines' and Brookley Field's nine (*Mobile Register* 28 May 1944). The band staged concerts in places like Bienville Square (*Mobile Register* 18 July 1943). Realizing the importance of leisure and recreational activities in reducing stress and maintaining sound physical and mental fitness, Gulf provided its employees and their families plenty of opportunities for "R and R."

After Gulf acquired the shipyard and two villages in Chickasaw, the Gulf Shipbuilding Housing Division built a substantial movie theater (demolished in 1968) near the intersection of the Craft Highway and Telegraph Road. Hollywood helped Chickasaw moviegoers and their counterparts nationwide forget their cares with light hearted, technicolor fare, such as *Down Argentine Way* (1940) and *Springtime in The Rockies* (1942), starring the comely and zany Carmen Miranda and Betty Grable. Watching Popeye matching brawn with Bluto and Bugs Bunny and Daffy Duck matching wits with a draft officer and airplane gremlins kept audiences in stitches; but all was not gams and madcap games. Through newsreels and action flicks, such as *Flying Tigers* (1942) and *Fighting Sea Bees* (1944) in which John Wayne dukes it out with the enemy, Hollywood reminded those on the home front, including the Chickasaw shipyard employees, to do their part for the war. The Chickasaw theater entertained packed houses throughout the war.

Like USS and TCI, Gulf administered social service programs for its employees. Gulf opened a War Training Center at the Chickasaw School (Resource 421) in 1943. The center offered classes in engineering, science, and management to Gulf employees (*Mobile Register* 25 April 1943). With assistance from the Lanham Act, which provided federal funds for the construction of school buildings, Gulf opened a nursery at the Chickasaw School (Resource 421) for employees with toddlers (*Mobile Register* 4 July 1943; 23 April 1944). On March 24, 1944, Gulf opened a public health clinic on the Craft Highway. The Mobile Housing Board provided assistance in the maintenance of this clinic, which was open to residents of Chickasaw (*Mobile Register* 24 March 1944). The Gulf Shipbuilding Corporation promoted good citizenship among its employees. The company sponsored bond, blood, metal recycling, and charity drives throughout the war. Gulf also rewarded employee initiative as evidenced through the presentation of certificates to employees who made suggestions for improvements in industrial production. These suggestions were forwarded to the War Production Board for implementation (*Mobile Register* 21 November 1943; 26 November 1944). The Gulf Shipbuilding Corporation expressed a genuine interest in the well being of its employees.

World War II created unique opportunities for a diverse cross section of people. With 15 million men leaving for the war by 1944 and the demand for war goods so great, employers had no choice but to open up employment to women and non-white workers. During the war, six million women joined the labor force (Diggins 1988). In 1942, labor was already in short supply in Mobile. Mobile women answered the nation's call to duty and filled jobs formerly occupied by men. In an article entitled "Girls Add Touch of Glamour to Jobs Once Held By Men" women like Katie McGilberry, A.D. Cambre, Myrtle Pennington, Mavis Davis, and Georgia Hilliard were photographed in action at such jobs as milk delivery, drafting, elevator service, filling station service, and motor repair (*Mobile Register* 21 June 1942). The United States Employment Service office in Mobile announced a free, five-week training course for women in welding. The employment service expected to generate a labor pool of 1,000 women welders for service in the Gulf Coast's many shipyards (*Mobile Register* 6 September 1942). Evidently, women took their welding training seriously, because a 19 year old woman won a welding contest at ADDSCO in 1944 (*Mobile Register* 12 March 1944).

For white women, Chickasaw was a brave new world during the war years. Due to the labor shortage, women were no longer bound to work in the shipyard office as stenographers and secretaries. Of course, these positions were still available, but other jobs were open as well. Many women, who by 1944 made up about 10 percent of the Gulf work force, found employment in the shipyard itself (Thomason 2001:223). According to Mr. Odell Robinson, who worked as a welder at the Gulf Shipyard before serving in the military, women initially hired on as helpers (Goolsby 2003). They then had the option to attend trade school where they could learn any of the trades employed in the shipyard. Many women chose to become welders. A very determined Paige Mullins even cracked the gender line in the drafting room at the Gulf

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Shipbuilding Corporation. A graduate of the University of Oklahoma with a degree in mechanical engineering, Mullins worked as a naval architect (Mullins 1999). The nursery school opened at the Chickasaw School with assistance from Lanham funds enabled those women with children to work in the shipyard.

African Americans also played an integral role in the construction of ships at the Gulf Shipbuilding Corporation's Chickasaw yard. According to Odell Robinson, African Americans, who lived in the East Village in Chickasaw, made up approximately twenty-five percent of the work force (Goolsby 2003). Considering the plant employed approximately 12,000 at its zenith, the non-white population at Gulf numbered around 4,000. African American women enjoyed far more opportunities working in Gulf's shipyard than the same yard operated by TCI during World War I. They served as helpers in many departments and were allowed to attend trade school. Upon completion of their training, many African American women earned steady wages wielding welding torches. Many African American men worked in Gulf's paint department. Additional duties included rust removal and helping out in the pipe and ship fitting departments (Goolsby 2003). Although African American workers had more employment options in Chickasaw during World War II than during World War I, they were not given the opportunity to fill management positions.

The men and women of the Gulf Shipbuilding Corporation set a torrid pace for ship construction in 1943. The shipyard workers sent at least 15 ships down the ways at Chickasaw. There were two triple launchings. On June 12, the SS Iberville, a cargo ship, and two minesweepers, the USS Notable and USS Opponent, hit the water ready for action (*Mobile Register* 13 June 1943). On July 25, the USS Bearss, a destroyer, and two minesweepers, the USS Phantom and USS Peril, added their much ballyhooed names to the rapidly growing roster of Chickasaw made ships (*Mobile Register* 25 July 1943). The shipyard completed five ships in June, including, the USS Nucleus and USS Palisade and two minesweepers. The SS Afoundria, a cargo vessel, set the mark at four ships launched in July. The months of September and December each had two launchings. In September the SS Antinous and SS Maiden Creek, two freighters, were the subject of Chickasaw christening ceremonies (*Mobile Register* 19 September and 1 November 1943). On December 15 and 16, the USS Van Valkenburgh, a destroyer, and the USS Pirate, a minesweeper, had official launching ceremonies, respectively (*Mobile Register* 15 and 16 December 1943). Launched on April 25, 1943, the SS Jean Lafitte increased Waterman's merchant line (*Mobile Register* 26 April 1943). For its production excellence, the Chickasaw Shipyard won an Army-Navy "E" award in February 1943 (*Mobile Register* 7 February 1943). This was the third time Gulf won this award.

Although the Chickasaw Shipyard did set not any records for the most ships built in 1943, it did make a major contribution to national output totals. The 15 ships manufactured at Chickasaw were part of 171 smaller cargo craft, 92 military ships, and 1,896 freighters produced nationwide in 1943 (*Mobile Register* 5 November 1943). The majority of this construction was done in shipyards in the Great Lakes and the Gulf Coast. By the end of 1943, the nation's shipyard production represented 19,238,626 deadweight tons. This was up considerably from 1942's total of 8,089,732 tons (*Mobile Register* 4 January 1944). In response to a pledge signed by 50,000 workers in Mobile to end Hitler's reign of terror, Admiral Emory S. Land, chairman of the United States Maritime Commission, praised Gulf and ADDSCO workers' past production efforts. Land further stated that this production was enabling the nation to produce six cargo ships a day in September 1943 (*Mobile Register* 28 September 1943). Mobile's blistering ship production came at the height of a critical labor shortage (*Mobile Register* 6 April 1943). That officials estimated Mobile's population at 240,000 in August 1943, makes the labor shortage hard to believe, but such were the demands for defense manufacturing (*Mobile Register* 26 August 1943).

As Mobile's population soared to an estimated 265,000 in 1944, ship building remained the order of the day in Chickasaw. On December 17, 1944, the SS Andrew Jackson, a 10,875 ton freighter, became the 61st ship launched by the Gulf Shipbuilding Corporation since the onset of war (*Mobile Register* 17 December 1943). The 23rd cargo vessel to be built at the Chickasaw yard, the Andrew Jackson replaced a Waterman ship of the same name that met an ill fate from a torpedo hit. In 1944, the Gulf yard replaced several other ships that met with similar circumstances, including the SS Madaket and the SS Antinous. It will be recalled that Gulf launched a freighter called the SS Antinous in September 1943. Additional vessels built in Chickasaw during 1944 included the USS Prime, USS Quest, USS Ruddy, all minesweepers, the SS DeSoto, SS Yaka, both freighters, and the Fra Berlanga. Named after Friar Tomas de Berlanga who brought the first banana plant from Gran Canaria to Santa Domingo in 1518, the Fra Berlanga was one of six ships to be built at Chickasaw for the United Fruit Company. The Fra Berlanga was a fully refrigerated ship with a length of 431 feet and 12,000 horsepower engines (*Mobile Press Register* 11 June 1944). During the course of the war, Gulf employees built a diverse range of ship types at the Chickasaw yard.

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Gulf's contributions to ship manufacturing helped the nation set production records in 1944. In May 1944, the nation's merchant shipyards delivered 155 ships to the merchant fleet (*Mobile Register* 12 June 1944). L.R. Sanford of the Maritime Commission reported that Gulf had launched one C-2 cargo ship and ADDSCO had brought forth four tankers in May. May's production boosted the year's total to 719 ships with a combined deadweight tonnage of 7,143,548 tons. This was 100,000 deadweight tons more than the same period in the previous year. These statistics meant that the nation was well on its way to meeting the 20,000,000 deadweight ton mark established earlier in the year (*Mobile Register* 4 January 1944).

Gulf's admirable contributions to the war effort were acknowledged on many fronts. In an heralded announcement in September 1944, the Navy notified the Gulf Shipbuilding Corporation at Chickasaw that the Navy had awarded the ship production plant its third star in the "E" Flag for "continued outstanding production" (*Mobile Register* 10 September 1944). Admiral C.C. Bloch, chairman of the Navy board, lauded the hard work at Gulf thus: "The congratulations of the Navy Department are extended to each and every man and woman of the Gulf Shipbuilding Corporation at Chickasaw for maintaining the high production standards required first to win the award and then to receive the three stars, which in token of appreciation from the men on the fighting fronts will be affixed to the new flag you are to fly over your plant" (*Mobile Register* 10 September 1944). The Navy awarded the Gulf Shipbuilding Corporation its initial "E" (Excellence) pennant in 1942 and a second star in 1943 for outstanding production. At a Victory Fleet Day dinner hosted at the Admiral Semmes Hotel in Mobile, the War Shipping Administration awarded the Waterman Steamship Corporation, Gulf's master organization, the much coveted American War Service Flag. The four star flag was the highest honor that could be bestowed upon a private steamship line (*Mobile Register* 28 September 1944). In November 1944, H.C. Parker, George Constantine, C.E. Coleman, H.C. Silvers, Jr., F.W. Hess, A.L. Sheffield, Robert A. Cunningham, D.C. McCall, Stanley Sheffield, Jack Marino, C.W. Wood, Guy Durden, M.T. Stevens, B.T. Carter, J.G. Riel, B.S. Hearn, and A.C. Kitchens, all Gulf Shipbuilding Corporation employees at the Chickasaw yard, received certificates for suggestions for the improvement of ship production (*Mobile Register* 26 November 1944). From top to bottom, Waterman was a ship shape organization that shaped ships of the highest standards.

In 1945, Gulf took its awards to the bank on numerous occasions. Vice Admiral Emory S. Land, chairman of the Maritime Commission, awarded Gulf a contract for two C-2 cargo vessels in January 1945. Land stated that Gulf earned the contract, which was worth 8.5 million dollars, because the shipyard had a proven track record (*Mobile Register* 4 January 1945). This was a coup for Gulf since the new orders would keep the Chickasaw yard operating at full capacity through 1945, according to Captain Norman Nicolson, president of the Waterman Steamship Corporation. In June 1945, Gulf and ADDSCO were pleased to be informed that both shipyards would share in "a substantial volume of repair and overhauling work on naval ships" (*Mobile Register* 29 June 1945). This was especially good news since the war in Europe had ended and the Navy was in the process of reducing warship production. In July, an announcement that the Navy had signed a contract with Gulf for the conversion, repair, and overhauling of battle damaged ships led to an urgent call for 1000 more workers at the Chickasaw yard (*Mobile Register* 4 July 1945). Gulf's reputation as a hard working shipyard continued to generate more business.

Before Chickasaw got down to the business of repairs, conversions, and overhauls, the men and women of Gulf had fifteen more ships to build in 1945. On March 18 and June 24, the Gulf Shipbuilding Corporation respectively launched the fourth and fifth all refrigerated ships for the United Fruit Company (*Mobile Register* 18 March and 24 June 1945). On February 11, 1945, the City of Alma, which replaced an earlier Waterman ship of the same name, became the 63rd Gulf ship to be launched at the Chickasaw yard (*Mobile Register* 11 February 1945). Admiral Land was on hand for Chickasaw's fleet festivities on May 23, 1945. A double bill featured the launching of the USS Shoveler, a minesweeper, and the USS Fort Marion (*Mobile Register* 23 May 1945). The Marion represented a departure from the cargo ships, minesweepers, and destroyers typically built at Chickasaw. It was classified as a landing ship dock or LSD-22. The ship was built as a portable dock for beachheads where no docks existed. That Chickasaw's wartime ship production concluded with the launching of the SS Fairport on November 2, 1945 was a fitting end, coming full circle back to an auspicious beginning in 1941. Chickasaw's 76th ship carried the same name of its first ship. Launched on November 15, 1941, the SS Fairport, the first ship manufactured at the Chickasaw shipyard since 1922, met a watery grave in 1942 (*Mobile Register* 2 November 1945).

According to Commodore N.C. Goldberg, USN supervisor of shipbuilding, who assessed the role of the Gulf Coast ship manufacturers in defense production at the end of World War II, "the Gulf Shipbuilding Corporation was among the outstanding producers" (*Mobile Register* 15 July 1945). The women and men at the Chickasaw yard built 37 vessels for the Navy at an aggregate cost of \$100,000,000. Chickasaw and other yards from New Orleans to Pensacola combined to manufacture 20 percent of all of the ships delivered to the Navy between 1940 to 1945 (*Mobile Register* 15 July 1945). Chickasaw's 37 ship total included seven destroyers, twenty-nine minesweepers, and one landing ship

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dock (LSD-22). Of the remaining thirty-nine Gulf ships built during World War II, the United Fruit Company claimed six and the Waterman Steamship line owned the rest. Waterman's freighters sailed the seven seas under the aegis of the United States Maritime Commission.

The 12,400 strong work force at the Chickasaw yard had every reason to be proud, as Gulf ships compiled an impressive service record with some triumphs and some tragedies; but regardless of their fate, the ships and their crews were all valorous. Launched at Chickasaw on October 5, 1942, the USS Evans constitutes "such stuff as World War II movie story lines are made of." Lieutenant Ed Flynn, a native Mobilian who strode the decks of the Evans from commission day to May 11, 1945 when the ship reluctantly succumbed to battle damage, recounted the Evan's dramatic tale:

The officer [Flynn] proudly recalls that the Evans was one of the fastest, one of the finest destroyers to see action in the Pacific. Through the early battles, she dashed at breakneck speed, slashing at enemy shipping and shore installation.

And it was not until Okinawa that she was stopped.

'I'll never forget that day as long as I live,' mused the officer [Flynn] as he lolled at ease here, recalling the action of May 11, 1945.

The Evans lay with a flotilla of ships 100 miles north of the island. Until then the area had been relatively quiet as war in the Pacific went. Then the Japanese began massing kamikaze planes for a last ditch attack.

Before the attacks were over, the Evans had taken four direct hits and lay dead in the water. Her history of the war was written. Her task done. But on that fatal day she shot 15 enemy aircraft from the skies.

The first Japanese kamikaze pilot shot for her bow, but the damage was slight. The second hit amidship and knocked out one engine. Later, two others struck and the Evans wallowed helplessly on the bosom of the Pacific.

'It's a wonder she didn't break in two,' Flynn said.

When the smoke of battle cleared, the dead (three score) and wounded were there.

The Evans was towed back to California and Flynn received the Silver Star for his action off Okinawa (*Mobile Register* 7 October 1945).

For her service at Okinawa, the Evans earned a Presidential Unit Citation. The USS Evans additionally won five battle stars (Beals 2002).

The USS Evans' sister ships earned many commendations. The USS Bearss participated in anti-shipping sweeps and bombardments in the Kurile Islands. The Bearss earned one battle star for her World War II service (Crowe 2002). Likewise, the USS Hood earned one battle star for actions in the Kurile Islands and the Sea of Okhotsk (Burke 2002). The USS Van Valkenburgh won the Navy Unit Commendation for her service off Okinawa; was awarded three battle stars for her World War II duty; and received one for Korean War operations (Barr 2002). For actions at Okinawa, Iwo Jima, and other Pacific duties, the USS John D. Henley was decorated with six battle stars (Waltemyer 2002). Before moving on to assignments in the Pacific theater, the USS Capps saw some action in the Atlantic. Avoiding German air attacks, the Capps and other ships successfully destroyed a number of German ships and docks at Norway's port of Bodo. Bodo was an important supplier of iron ore and coal for the production of German war machines. The Capps then went on to activities at Tarawa, Makin, Kwajalein, the Marianas, Leyte, Saipan, Guam, Eniwetok, Ulithi, Iwo Jima, and Okinawa. Like the Evans, the Capps sustained kamikaze attacks, but survived unscathed (Willshaw 2002). At the end of World War II, the Capps carried seven battle stars for a job well done in the Pacific and Atlantic campaigns. Last but not least, the USS David W. Taylor racked up battle stars to the tune of eight (Elliott 2002). While engaged in raids on the Bonins, the Taylor took a hit, possibly from a mine, and lost four men. After repairs, the Taylor resumed assaults on the Pacific branch of the Axis in the Marshall Islands and at Okinawa. Wherever they went, the seven Fletcher Class destroyers built at Chickasaw dealt serious blows to the enemy.

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Unfortunately, not all of Waterman's ships survived their encounters with the Axis nemesis. Enemy submarine and air attacks led to the demise of thirty-one merchant ships by January 1943 (*Mobile Register* 25 November 1945). Among Waterman's Chickasaw built fatalities were the freighters SS Iberville, SS Antinous, and the SS Fairport. Many ships were lost in the Caribbean, the North Atlantic, and especially on the hectic run to Murmansk, Russia (*Mobile Register* 25 November 1945). More important than lost ships and valuable cargo, many valiant crews gave their lives in service of the Allied cause.

Operating on behalf of the War Shipping Administration, the Waterman line performed invaluable services during and after the war. Waterman's fleet of C-2 cargo ships transported troops and supplies to the battle lines. With a fleet of 125 vessels at its disposal, the Mobile based shipping company led the world in tonnage handled during parts of 1944 (*Mobile Register* 25 November 1945). After the war, Waterman freighters brought battle weary troops home and shuttled medical and building supplies to war-torn countries. On her maiden voyage, the SS *Kyska*, which was launched at Chickasaw on August 12, 1945, departed for France with a cargo of foodstuffs, cotton, knockdown houses, and general merchandise (*Mobile Register* 25 November 1945). Through the efforts of the *Kyska* and her sister vessels, Waterman helped rebuild Europe in the post war era.

No doubt, the twenty-nine minesweepers built at the Gulf yard in Chickasaw participated in a massive effort to eliminate mines in the Pacific after the war. In one of the greatest minesweeping operations in history, more than 39,000 American Navy officers operating some 600 ships initiated a clean sweep of western Pacific waters. With some 15,000 American mines and 100,000 Japanese mines, the sea lanes off the coast of Japan, China, Korea, Indo-China, Malaya, and Siam were a serious menace to merchant and military shipping (*Mobile Register* 20 October 1945). Minesweepers performed important services in clearing the way for Allied invasions and occupations of harbors mined by the Japanese during the war. By eliminating the threat of mines, Gulf shipyard built minesweepers helped save the lives of countless military personnel and prevented the loss of ships and supplies.

The Post War Era, 1945 to 1952

Chickasaw emerged in a unique position in post World War II America. While shipyards nationwide closed, as in the case in Higgins in New Orleans, Gulf Shipbuilding expanded its operation. Realizing that the end of war spelled the end of naval production, farsighted Gulf administrators elected to capitalize on repair work for the Navy. On July 3, 1945, Commodore C.N. Goldberg, USN supervisor of shipbuilding East Gulf area, announced that the "Navy entered into a ship repair agreement with the Gulf Shipbuilding Corporation at Chickasaw. The blanket repair contract will cover repairs, conversions, and renovation of battle damaged vessels, up to and including destroyers" (*Mobile Register* 4 July 1945). The contract was no small affair. A *Mobile Register* article indicated that ADDSCO and Waterman were working on \$25,000,000 worth of repairs and conversions for the Navy (23 September 1945). Waterman had already converted an LST (landing ship tank) and two liberty ships for peacetime use by the Navy, and was geared up for a lot more work.

Prior to the announcement of the Navy contract, Gulf and ADDSCO had been laying off several thousand workers per month. At its peak, the Gulf's Chickasaw Shipyard employed 12,400 strong during World War II (*Mobile Register* 25 November 1945). By the end of the war, ADDSCO and Gulf collectively employed 8,500 (McLaurin and Thomason 1981:137). However, deals were in the making that would require the addition of more workers in the Chickasaw shipyard. On July 28, 1945, Frank Walter, vice president of the Waterman Steamship Corporation announced that Gulf signed a contract with the Army for repairs and conversions of its fleet of ships. With Navy and Army contracts to fill, Walter stated that "1,500 additional workers were needed to keep the program in full swing" (*Mobile Register* 29 July 1945). According to an advertisement carried in the *Mobile Register*, Gulf was hiring the services of the following: "125 carpenters, 125 electricians, 125 pipefitters, 125 sheet metal workers, 125 shipfitters, 125 welders and tackers, 75 burners, 75 painters, 50 chippers, 30 machinists, 10 coppersmiths, 300 general helpers, 300 laborers, and 50 apprentices" (1 August 1945). With work in abundance, the services of Madam Orefean, whose palm and psychic reading ad appeared next to that of the Gulf Shipbuilding Corporation, were not necessary to realize that Chickasaw's future was quite promising.

For the carpenters, electricians, pipefitters, sheet metal workers, shipfitters, welders and tackers, burners, painters, chippers, machinists, coppersmiths, general helpers, laborers, and apprentices who made the cut for the post war Gulf employee roster, there were plenty of ships on which to ply their respective trades. While Gulf employees worked on LST and liberty ship conversions, they really made a living cutting flattop carriers. "Gulf Shipbuilding acquired many surplus 'Baby Flattops' (small aircraft carriers) and converted them to large C-4 type cargo vessels- a unique idea of Roberts and Nicolson [the heads of the Waterman Corporation]. This was a very profitable venture for

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Waterman" (Dawson 1988:1, 6). An advertisement in *The Chickasaw News* indicated that the Gulf Shipbuilding Corporation also built ships and operated a towboat service (28 November 1950).

Cargo vessels played an integral role in rebuilding and feeding war torn Europe. Under the aegis of the Marshall Plan, the United States provided \$12 billion dollars of aid to Austria, Belgium, Denmark, France, West Germany, Iceland, Ireland, Italy, the Netherlands, Norway, Sweden, and the United Kingdom (Milward 1984:96). From 1948 to 1951, America exported \$3.2 million in food, feed, and fertilizer, \$1.5 million in fuel, \$1.4 million in cotton, \$1.9 million in raw materials and semi-finished products, \$.4 million in Tobacco, \$1.4 million, and \$.9 million in other goods to Europe (Milward 1984:101; United States 1952:836-837). The shipment of these goods required a substantial freighter fleet; however, the United States Grain Export Program identified a shortage of freighters in the 1947-1948 fiscal year (Truman Presidential Museum and Library 2003). By converting baby flattops into C-4 cargo vessels, the Chickasaw Shipyard was doing its part to alleviate the shipping shortage.

Gulf's renewed derrick and boom work in the Chickasabogue yard triggered a housing boom in Chickasaw. The shipping manufacturer, however, did not continue to provide housing, preferring instead to sell the company housing in the West and East Villages to the Leedy Investment Company for one million dollars (City of Chickasaw 1999). In 1946, Leedy granted current occupants first preference in sales. Many former residents, who had to leave the villages to make way for Gulf employees during World War II, took the opportunity to buy homes when the current occupants did not exercise their purchasing options (City of Chickasaw 1999; *The News Herald* 14 October 1971). "Advertisements giving notice of the sale quoted prices ranging from \$1,800.00 to \$3,000.00 in the East Village, and from \$3,250.00 to \$5,000.00 in the West Village. Undeveloped lots [at the periphery of the villages] were sold at prices from \$300.00 to \$1,500.00 (City of Chickasaw 1999). Charles and Fannie Smith, who rented the house at 209 Third Street (Resource 86, Ca. 1919, Model Type 6D-2S) for \$15.00 during the war, bought the house and an adjacent lot for \$5,600.00 (Smith 1999). This was not a bad price for a two-story, Colonial Revival. Undeveloped land in the West and East Villages was subdivided and sold as building lots. Located in the northwest corner and along Court Street in the West Village and the east side of the East Village, these lots gave rise to a third building phase in the village, soon to become town, by the Chickasabogue.

From late 1945 to 1952, individuals, not the owner of the shipyard, built at least 66 residences on formerly undeveloped land. Chickasaw's home builders did not chart new territory in house design; rather, they chose conventional types like massed plan, minimal traditional, and Colonial Revival cottages. These three house types conformed to post war national trends in architecture as well as paid homage to Chickasaw's World War I and World War II houses. Post war massed plan and minimal traditional cottages closely resembled those built by Roberts and Long in the West and East Villages in 1941. The steeply pitched roofs, gable dormers, pedimented stoops, and classical door surrounds of the late 1940s and early 1950s minimal traditionals and Colonial Revivals established yet another connection to Chickasaw's past. Even the ranch houses built in the early 1950s looked back to the relatively streamlined appearance of the Roberts and Long houses; consequently, the homes that represent construction between 1945 and 1952 mesh well with the older homes in the East and West Villages.

Unfortunately, not all post war construction was considerate of the past. In 1950, a developer built the Garden Lane Apartments on the west side of the Craft Highway just south of the Chickasaw School (Resource 421). This just happened to be the site of the TCI built community house. The building was demolished to make way for the apartment complex. The nine-hole golf course built by TCI on the south side of the West Village did not revert to its original use after temporary dormitories and apartment buildings were removed from the site following the end of World War II. In the 1950s or early 1960s, the golf course was converted into a drive in theater. One past time gave way to another. Post war progress claimed several manifestations of Chickasaw's company town history.

Financial circumstances facilitated the building boom. Due to the need for vast numbers of cargo ships with which to implement the Marshall Plan, several thousand Gulf shipyard workers had a reliable source of income. For those who did not secure work at Gulf, jobs were plentiful in the Mobile area. Buddy McDonald, who built a Tudor revival cottage (Resource 258) at 222 Court Street in 1948, operated his own saw mills, three tug boats, and a retail lumber outlet (Goolsby n.d.). Paige Mullins, who worked as a naval architect at Gulf during the war, and her sister Sara Beth Mullins Thompson secured employment in the accounting department at International Paper. Chickasaw's businesses, including The Surprise Store, Chickasaw Beauty Lounge, Imperial Laundry, Chickasaw Drug Company, Wilson's Barber Shop, Odiorne's Bakery, Arkell and Smiths, Atkinson's Jewelry, Gulf Lumber Yards, and Delchamp's, kept a few more workers in jobs (*The Chickasaw News* 28 November 1950). Regular paychecks made for successful mortgages.

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In addition to steady incomes, many in Chickasaw had a stash of cash and bonds in the bank. During rationing, with a moratorium on residential construction except for that associated with defense industries, and a serious lack of consumer goods, Gulf workers, like their counterparts nation wide, had little choice but to invest their surplus income in savings programs during the war. Gulf employees participated in many war bond drives such as the one mentioned in a 1943 *Mobile Register* article: "All employees at the Gulf Shipbuilding Corporation have signed the victory pledge and are enthusiastically contributing to the purchase of war bonds with cash sales. Subscriptions are more than the those in the Second War Loan drive and increases in regular payroll deductions are mounting every day" (*Mobile Register* 26 September 1943). In the Fourth War Loan drive, J.B. Johnston set a hard mark for his fellow Gulf workers to follow, purchasing \$4,000 in bonds (*Mobile Register* 18 February 1944). A large sign in the employee locker room at the Gulf Shipbuilding Corporation urged workers to buy more savings bonds (*Mobile Register* 26 November 1944). The war bond drives in Chickasaw and many others like them across the country made it possible for Americans to bank roll \$100 billion of savings during the war (Diggins 1988:185). After the war, Chickasaw residents had the capital with which to purchase many consumer goods, including homes. For those veterans who did not have the money for a new home, the Veterans Administration guaranteed to banks the entire amount of the mortgage, making it possible to move in with no down payment (Diggins 1988:182).

Derricks in the shipyard were not providing the only boom in town. After barely getting by in the Great Depression and making the world a better place for democracy during World War II, Chickasaw residents rekindled the home fires. This attention to domestic matters led to a population boom. Chickasaw's population doubled from 2,400 in 1946 to 4,920 in 1950 (*Mobile Register* 25 March 1955). This increase was part of a nationwide population boom in which the number of Americans leapt from 130 million in 1940 to 165 million by the mid 1950s (Diggins 1988:181). Tired of trailer parks, Quonset huts, barracks, apartments, and other war lodging arrangements, Chickasaw's young families wanted a place of their own. To many, Chickasaw's tree lined avenues, cozy cottages, pedestrian streets, community schools, and park and recreation facilities represented an idyllic community in which to raise children. When the former TCI and Gulf houses in the West and East Villages were no longer on the market, a number of families chose to build new homes on the lots at the edge of the planned community rather than abandon the creature comforts of Chickasaw.

Free to explore options independent of company ownership, the citizens of Chickasaw forged a new identity for the homes in the West and East Villages. On November 12, 1946, a large majority of the 2,400 townspeople voted for incorporation. With Robert J. Yeend as mayor and Bryan C. Collins, Harold W. Adams, George G. Davidson, William K. Mullins, and William Ericson as councilmen, Chickasaw began to operate officially as an incorporated municipality on January 1, 1947 (*The News Herald* 14 October 1971). The Gulf Shipbuilding Corporation donated fire fighting equipment, garbage collection equipment, a sewage disposal plant, and park areas to the fledgling town (City of Chickasaw 1971). City Hall occupied offices in the Lange Building (Resource 423) from 1947 to 1952. In 1952, Chickasaw's administration and staff, which consisted of 14 employees, moved to new accommodations in Chickasaw's very own City Hall building (Resource 424). Chickasaw's fledgling administration had its hands full managing a town that was on the rise.

Just as Chickasaw appeared to be charting a course for long-term prosperity, the shipping news of December 1952 sent shock waves through the community. On December 27, 1952, the Waterman Steamship Corporation announced that it was closing the Gulf Shipyard at the end of the year (*Mobile Register* 27 December 1952). Waterman officials indicated that "in line with the fact that the principal business of the Waterman organization lies in the operation of dry cargo vessels and not that of shipbuilding, it was determined that the shipbuilding plant operation should be discontinued." The Gulf Shipbuilding Corporation completed reconditioning of its last ship in November 1952. Waterman transferred some of the Gulf workers to the Waterman Repair Division at the State Docks in Mobile, while a number of employees had to find work at other shipyards (*Mobile Register* 27 December 1952). The Gulf Shipbuilding Corporation's fourteen-year history in Chickasaw ended as people celebrated New Year's Eve 1952.

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Conclusion

After the Waterman Steamship Corporation terminated the Gulf Shipbuilding Corporation and its operation in Chickasaw, no industries stepped forward to assume the economic and social stewardship of the historic ship manufacturing community. For a period in the 1950s and 1960s, Arkell and Smith operated a bag manufacturing plant on the south side of Chickasaw, but the work force employed at the plant was considerably smaller than that once at the shipyard; consequently, Chickasaw residents had to bag their hopes of finding gainful employment in Chickasaw and look to the greater Mobile area for the means of supporting themselves and their beloved community. Despite changing times, Chickasaw flourished. Over the last five decades of the twentieth century, "Expansion occurred in all directions. Homes were constructed on all vacant lots, and new subdivisions were established, beginning with an area at the western edge of the town and continuing to Chickasaw Bogue Subdivision and Mauvilla Forest" (City of Chickasaw 1971:1).

Coinciding with this post war residential growth, commercial development spread north and south along U.S. Highway 43 and Telegraph Road/The Craft Highway. Developers built large buildings, which chains like Winn Dixie, Delchamps, Gaylords, and Western Auto filled with department and grocery stores. Eckerd Drugs, Texaco, Merle Norman Cosmetics, Radio Shack, and H and P joined the "Who's Who" of big name businesses in Chickasaw's rapidly growing commercial center. In 1971, 114 businesses applied for licenses for operation within the Chickasaw city limits (City of Chickasaw 1971:5). Chickasaw's commercial rise did not disguise the fact that it was primarily a residential town. It retained this identity throughout the rest of the 20th century.

Fortunately, Chickasaw's post Gulf Shipbuilding Corporation era growth had little affect on the Chickasaw Shipyard Village. For the most part, construction occurred outside the boundaries of the historic new company town. Commercial development occurred north and south of the West and East Villages while subdivision construction spread to the west and north; however, limited development did take place within the two villages. From 1952 to the present, 28 ranch and neohistoric houses were built adjacent to the 287 World War I, 156 World War II, and 66 1946 to 1952 residences. This construction occurred along Court and the northern ends of Second and Third Streets in the West Village and Shipyard and Howell Streets in the East Village; consequently, this most recent phase of house construction was limited to the edges of the previous housing developments. The ranches and neohistoric houses became part of the Chickasaw Shipyard Village, but did not encroach on the historic housing; thus, the integrity of the previous housing eras remained intact.

While a number of people embraced all that was new in the Chickasaw Bogue and Mauvilla Forest subdivisions, the Chickasaw Shipyard Village residents stayed right where they were. They did not feel compelled to leave such a well established community, for it offered all the creature comforts they required. The East and West Village homes had all the desirable features promoted in the area's leading real estate guides: "hardwood floors throughout, fireplaces, abundant kitchen cabinets and storage, spacious rooms, high ceilings, a variety of floor plans and styles, and well landscaped yards." For those with school age children, the Chickasaw School was a short stroll away along pedestrian streets made safer with the removal of the automobile. Within walking distance of all of the homes in both villages was a lush park (Paul Devine Park, Resource 300) with plenty of open space for recreation and leisure, a library, which moved into a new building in 1958, tennis and basket ball courts, an amphitheater, and a swimming pool, which opened in 1958. All of the amenities made for a fairly cozy life in the Chickasaw Shipyard Village. In 1999, Sara Beth Mullins Thompson, who along with her sister Paige Mullins lived at 216 Third Street (Resource 93) and had been residents in the West Village since 1927, summed up life in the shipyard village thus: "Chickasaw is a bedroom community today, which has no industry, but it is comfortable, nice, and pretty in the Spring" (Mullins 1999). Given this quality of life, it comes as no surprise that many made life long homes in this community.

Community spirit and ties were among the chief reasons for residents remaining in the Chickasaw Shipyard Village long after the Gulf Shipbuilding Corporation ceased to exist. The war years had a galvanizing affect on Chickasaw. Shipyard employees and their families came together with the single purpose of working morning, noon, and night on the construction of ships. This work meant personal sacrifice to all involved as residents had to put careers and families on hold in order to focus on the task at hand; however, they realized that the sacrifice was necessary to make the world a better place in which to live. Whether working side by side in the shipyard, socializing at the community park and theater, or visiting with each other on their porches and sidewalks, Chickasaw residents formed many lasting friendships and acquaintances while enduring the hardships and cheering the triumphs of the war. These inseparable bonds were responsible for keeping the social fabric of Chickasaw together for the many decades that followed the war. In a 2001 interview, Helen Hoffman, who had lived in Chickasaw since 1941, stated that her "best memory of Chickasaw was the close community ties and friendliness. 'Everyone loved everyone.' She stayed here because she liked the community spirit."

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The life of dedication to service, commitment to teamwork, and civic pride established during World War II had a profound influence on the way residents of the Chickasaw Shipyard Village conducted their affairs over the last six decades. Community pride launched a number of civic groups, including the Chickasaw's Woman's Club, the Chickasaw Masonic Lodge #894, Kiwanis Club, the Chickasaw Garden Club, and several church groups. Possibly foremost among these was the Woman's Club of Chickasaw (WCC). Formed in 1946, the WCC founded their organization on the principles of "unifying the women of Chickasaw in order to promote citizenship training, better American homes, appreciation of the arts, promotion of education, public welfare, sound legislation and in general to make the community a better place" (Sairs 1998:1). In 1947, the WCC founded and funded a public library in a small wood frame building in the park (Resource 300). The Education Committee established scholarships for qualifying high school graduates and set up a tutoring program for at-risk children. Over the years, the Conservation Committee and its sister organization, the Chickasaw Garden Club, sponsored neighborhood wide cherry and pear tree plantings, and has encouraged the protection of the local estuary system. In the late 1990s, the WCC worked on supporting the Chickasaw Civic Theater (Sairs 1998:1). The WCC dedicated its human and financial resources to the preservation of Chickasaw in all its capacities during the last half of the twentieth century and into the twenty first century.

No doubt, the WCC was behind the formation of the Chickasaw Historic Preservation Commission (CHPC) in 2000. The CHPC established Chickasaw's first historic homes tour in December 2000 (CHPC 2001). As part of preservation efforts, the CHPC developed a certificate program to recognize those residents in the Chickasaw Shipyard Village that preserve the historic fabric of their homes and landscaping. Within the last two years, the CHPC assisted the City of Chickasaw in the development of local preservation ordinances and the designation of a local historic district in the West and East Villages. Additionally, the commission holds annual events in an effort to educate the public on the significance of Chickasaw's historic and architectural legacy. Major support for this NRHP nomination came from the CHPC. Judging by this work, the stewardship of preservation in Chickasaw has been in good hands.

In the 1930s, the New Deal sponsored an evaluation of new company towns as part of an exhaustive survey of 144 planned communities. After extensive interviews, site visits, and analysis of the physical, social, and economic development of the towns, the Urbanism Committee, which was set up by the National Resource Planning Board, declared that new company towns were successful based on the improved living conditions experienced by residents: "free from overcrowding ... their inhabitants enjoy greater efficiency, greater safety, and a more healthful and in *very great measure*, a more attractive environment" (Comey and Wehrly 1938: 70; Crawford 1995: 205). Considering the fact that Chickasaw Shipyard Village residents continue to enjoy and appreciate the benefits of TCI and William H. March's planning and designs some 80 years after the community was built, Chickasaw is a very successful new company town indeed.

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11 May 1917. "Says New Plant Will Offer Work To Thousand Men." P. 1.

"Breaks Ground For Shipbuilding Plant." P. 1.

9 May 1917. "Ship Building Is Waged With Utmost Speed." P. 1.

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10 June 1917. "Iron Master Considering His Plans Now." P. 1.

23 June 1917. "One Thousand Cottages To House Workers." P. 1.

8 July 1917. "Engineer Makes Survey OF Tract On 8-Mile Creek." P. 1.

5 August 1917. "Land Coleman Bought To Be Used For A Ship Yard By Tennessee Company." P. 1.

22 August 1917. "To Begin Work Here On Shipyard Site." P. 1.

2 September 1917 "Surveying To Be Complete At Early Date." P. 1.

"Tennessee Company's Plan Unites the Two Cities in Industrial Bond." P. 4C.

5 September 1917. "Tennessee Land Co. Engineers Arrive In City." P. 1.

7 September 1917. "400 North Mobile Lots Bought By U.S. Steel Co." P. 1.

10 October 1917. "56 Steel Ships Will Be Built Here, Is Reported." P. 3.

5 December 1917. "Corporation Has 896 More Acres For Big Ship Yard." P. 1.

16 December 191. "Temporary Work Is Being Done To House Workers." P. 1.

23 December 1917. "Mobile Current For Lighting Of New Shipyards."

27 January 1918. "Houses Going Up Quickly In Mobile Suburb." P. 1.

10 March 1918. "Facilities At Shipyard To Be Increased." P. 1.

2 June 1918. "Conveniences Being Put In For New Town." P. 1.

16 June 1918. "Mobile Plant For Shipyard Given Praise." P. 1.

23 June 1918. "One Thousand Cottages to House Negroes." P. 1.

30 July 1918. "Fifty Homes in North Mobile Nearly Ready." P. 1.

4 August 1918. "Work Moving Rapidly Now At Chickasaw." P. 1.

18 August 1918. "13,600 Acres Quickly Made Industry Hive." P. 1, 12A.

1 September 1918. "Chickasaw Near Mobile, When Completed Will Be A Model Industrial City." P. 3C.

1 September 1918. "Mobile One of Most Important Shipbuilding Centers In The United States." P. 2C.

5 September 1918. "10,000 Men Will Be Employed in Mobile Shipyards." P. 1.

15 September 1918. "Don Overalls Work Side By Side Of Men." P. 1.

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- 4 October 1918. "Chickasaw Seeks Porto Rican Labor." P. 1.
- 13 October 1918. "\$25,000 School Building Going Up At Chickasaw." P. 1.
- 1 November 1918. "Mobile Fate as Shipyard Center With its People." P. 1.
- 1 November 1918. "Shipyards Will Work for Years Say U.S. Officials." P. 1.
- 8 December 1918. "Industrial City of Chickasaw Is Social City, Too." P. 3A.
- 1 September 1921. "U.S. Steel Corporation's Workers at Chickasaw Housed Among Healthy."
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- 1 September 1923. "More Than Million Trees Planted."
- 1 September 1924. "Isthmian Steamship Lines Advertisement."
- 1 September 1924. "Alabama Dry Docks Builds Barges." P. 15.
- 1 September 1924. "Waterman Steamship Line Advertisement."
- 1 September 1924. "Five Dry Dock Companies." P. 4A.
- 13 November 1938. "Shipbuilding Plant At Chickasaw To Employ 1,000." P. 1, 5.
- 8 January 1939. "Chickasaw, The Town That Ships Built, Plans Tribute For 20 Year Old School." P. 1.
- 10 September 1940. "201 Warships For 2-Ocean Navy Ordered As Defense Bill Signed." P. 1.
- 10 September 1940. "Four New Destroyers To Be Built At Chickasaw Plant At \$32,400,000 Cost." P. 1, 5.
- 4 October 1940. "Shipbuilding Concern Takes Option On All Homes In Chickasaw." P.1.
- 2 November 1941. "Mobile's Population Soars, Hits 135,000." P. 1, 4.
- 16 November 1941. "Gulf Plant Launches First Vessel, Joins Democracy's Arsenal." P. 1, 14.
- 5 November 1941. "Alabama Dry Dock Plans Launching." P. 1.
- 20 November 1941. "1,410 Defense Dwelling Units Will Be Built." P.1.
- 5 December 1941. "Mobile-Repaired Ship First To Damage Nazi Submarine." P. 1.
- 5 December 1941. "Buses May Carry Shipyard Workers Through Tunnel." P. 1.
- 7 December 1941. "Houses Springing Up Like Mushrooms As Chickasaw Endures Growing Pains." P. 12.
- 7 December 1941. "Giant Aluminum Plant Brings More Prestige to Mobile." P. 1.

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- 21 December 1941. "Big Crowd Sees Gulf Launching of Second Ship." P. 1.
- 10 January 1942. "Work On Mobile-Chickasaw 4-Lane Road Starts Monday." P. 1.
- 19 February 1942. "Contract for 200 Homes Let Here." P. 1.
- 29 March 1942. "First Navy Ship Slides Down Way At Gulf Shipyard." P. 1.
- 20 April 1942. "Gulf Corporation Launches 3 Ships At Chickasaw Yard." P. 1.
- 5 May 1942. "Trains To Take Shipyard Men To Chickasaw." P. 1.
- 30 May 1942. "Splendid Co-operation to Solve A Wartime Transportation Problem." P. 1.
- 21 June 1942. "Girls Add Touch of Glamour to Jobs Once Held By Men." P. 1.
- 28 June 1942. "Essential For Navy To Give More Protection To Gulf Shipping Lanes." P. 8.
- 6 July 1942. "273 Lives Lost As U-Boats Sink 20 More Vessels." P. 1.
- 16 August 1942. "WPB Revises Shipbuilding Schedule Upward To Call For 9 Million Ton Output." P. 3.
- 28 August 1942. "New \$1,800,000 Housing Project Begun In Mobile." P. 1.
- 1 September 1942. "Text of FDR's Address." P. 2.
- 6 September 1942. "Shipyards Along Gulf Coast To Use 1,000 Women Workers." P. 1.
- 8 September 1942. "Minesweeper, Cargo Ship Launched at Gulf Yards." P. 9.
- 25 September 1942. "Traffic Now Flowing Over Road Hardsurfaced, To Be Paved Later." P. 1.
- 5 October 1942. "Three Vessels Launched Here By Gulf Corporation." P. 1.
- 7 February 1943. "Gulf Ship Plant Wins New Honors." P. 1.
- 6 April 1943. "Mobile Among Other Southern Cities Going All Out For War." P. 2.
- 25 April 1943. "War Training Center Planned At Chickasaw." P. 3.
- 26 April 1943. "Ship Christened By Hero's Widow." P. 1.
- 13 June 1943. "Triple Launching Staged At Gulf." P. 1.
- 4 July 1943. "Nursery Schools Granted \$47,050 In Lanham Funds." P. 1.
- 18 July 1943. "Concert Scheduled By Gulf Employees." P. 3.
- 25 July 1943. "New Warships To Hit Water At Gulf Plant." P. 1.

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- 26 August 1943. "Mobile's Population Nearer 240,000 Than 217,000 Says C. of C." P. 1.
- 20 September 1943. "10,000 Ton Ship Launched By Gulf." P.1.
- 26 September 1943. "Mobile Shipyard Workers Pledge All-Out Efforts." P. 1.
- 28 September 1943. "Mobile Shipyard Workers Praised By Admiral Land." P.1, 2.
- 1 November 1943. "S.S. Maiden Creek Launched At Gulf." P. 1.
- 23 November 1943. "Gulf Shipyard Workers Honored By WPB." P. 3B.
- 5 November 1943. "Output From Shipyards on Gulf Coast Praised." P. 13.
- 15 December 1943. "Chickasaw Ship Will Honor Hero of Pearl Harbor." P. 1.
- 16 December 1943. "Minesweeper Launching Set At Chickasaw Today." P. 1.
- 4 January 1944. "New Ship Record Set in December." P. 1.
- 9 January 1944. "Sharp Winds Drive Mercury Below Freezing In Mobile." P. 1.
- 18 February 1944. "Chickasaw Worker Buys \$4,000 Bonds." P. 4.
- 12 March 1944. "Girl 19 Wins ADDSCO Welding Contest." P. 1
- "24 March 1944. "Chickasaw Health Clinic Is Opened." P. 1.
- 23 April 1944. "~~Nursery School~~ Makes Life Merry for Chickasaw Children." P. 9A, 10A.
- 28 May 1944. "Gulf Plays Soldiers, Addsko Faces Busmen." P. 3.
- 11 June 1944. "Gulf Launches First of New Vessels Today." P. 1B.
- 12 June 1944. "Mobile, Other Yards Deliver 155 Merchant Vessels In May." P. 1.
- 10 September 1944. Gulf Wins Third Star In 'E' Flag." P. 1.
- 28 September 1944. "Waterman Praised As Service Award Is Presented Here." P. 1.
- 26 November 1944. "Gulf Workers Honored For Suggestions." P. 13A.
- 17 December 1944. "High Army Officials Will Be Guests Today At Launching At Gulf." P.1B.
- 4 January 1944. "Mobile Yards Get Contracts For 14 Ships." P. 1.
- 11 February 1945. "Gulf To Launch All Purpose Ship." P. 1B.
- 18 March 1945. "Gulf Will Launch Fruit Ship Today." P. 1B.

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X. Geographical Data

Verbal Boundary Description

The Chickasaw Shipyard Village Historic District is bounded by Jefferson Street to the North; Jackson Street to the West; Yeend Avenue to the South; and Chickasaw Creek to the East. The boundaries are depicted on a master historic district map and a detail map of the West and East Villages. The scale of the master map is 1: 880 ft. and that of the detail map is 1: 450 ft.

Boundary Description

The boundaries were defined to include both the East and West Village houses and the shipyard along with all of its associated buildings structures, and facilities including the eight ship berths, rail and road infrastructure, shipyard shops, and canal network. All of these resources were associated with the Chickasaw Shipyard Village Historic District during the period of significance, which extends from 1918 to 1952.

Photograph Log

The following information is the same for each photograph:

Name of photographer: John Lieb and Myron Estes

Date of Photograph: June 2003

Location of Original Negatives: The Office of Archaeological Research
13075 Moundville Archaeological Park
Moundville, Alabama 35474
(205) 371-8713

- Photograph 1. Resource 486, 14 Southern Street looking east.
- Photograph 2. Resource 487, 15 Southern Street looking east.
- Photograph 3. Resource 498, 25 Southern Street looking east.
- Photograph 4. Resource 361, 64 Gulf Street looking southeast.
- Photograph 5. Resource 504, 31 Southern Street looking east.
- Photograph 6. Resource 474, 1 Southern Street looking southeast.
- Photograph 7. Resource 493, 20 Southern Street looking east.
- Photograph 8. Resource 219, 212 7th Street looking southwest.
- Photograph 9. Resource 223, 220 7th Street looking south.
- Photograph 10. Resource 184, 204 6th Street looking south.
- Photograph 11. Resource 159, 205 5th Street looking north.
- Photograph 12. Resource 170, 302 5th Street looking south.
- Photograph 13. Resource 195, 221 6th Street looking north.
- Photograph 14. Resource 86, 209 3rd Street looking west.
- Photograph 15. Resource 182, 325 5th Street looking north.
- Photograph 16. Resource 220, 213 7th Street looking north.
- Photograph 17. Resource 146, 313 4th Street looking north.
- Photograph 18. Resource 227, 308 7th Street looking south.
- Photograph 19. Resource 166, 218 5th Street looking south.
- Photograph 20. Resource 163, 211 5th Street looking north.
- Photograph 21. Resource 130, 206 4th Street looking south.
- Photograph 22. Resource 137, 219 5th Street looking south.
- Photograph 23. Resource 344, 41 Gulf Street looking west.
- Photograph 24. Resource 108, 307 3rd Street looking west.
- Photograph 25. Resource 107, 306 3rd Street looking east.

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23 May 1945. "War Only Half Won, Gulf's Worker's Told." P. 1B.

24 June 1945. "Gulf To Launch New Ship Today." P. 1B.

29 June 194. "Mobile Yards To Get Share of Navy Work." P. 1.

4 July 1945. "Navy To Repair Ships At Yard in Chickasaw." P. 1.

15 July 1945. "\$100,000,000 In Ships Built At Chickasaw In Past 5 Years." P. 1, 3.

29 July 1945. "More Workers To Be Needed At Chickasaw." P. 1B.

1 August 1945. "Gulf Shipbuilding Corporation Advertisement." P. 7B.

23 September 1945. "Work On Vessels In Mobile Yards Hits \$25,000,000." P. 1B.

7 October 1945. "Mobilian Lauds Fighter Built In Gulf Shipyards." P. 2.

20 October 1945. "600 Minesweepers Clearing Pacific." P. 5.

2 November 1945. "Gulf To Launch Vessel No. 76, The SS Fairport." P. 3D.

25 November 1945. "Cargo Ship of World War I, Creation of 2nd Turmoil Sail." P. 2B.

"Waterman Loses 31 Vessels To Enemy Shortly After U.S. Entry Into War." P. 52.

28 November 1950. "Gulf Shipbuilding Corporation Advertisement." P. 4.

25 March 1955. "City Councilmen Requesting Advice from Alabama Attorney General on Town's New Legal Status."

28 June 1973. "Building Once Hospital."

28 June 1973. "Building Once Hospital."

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1 April 1982. "Chickasaw in Pictures from 1920 to the 1940s." P. 8.

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- Photograph 26. Resource 101, 300 3rd Street looking east.
Photograph 27. Resource 527, 6 Viaduct Way looking southwest.
Photograph 28. Resource 112, 311 3rd Street looking west.
Photograph 29. Resource 258, 222 Court Street looking south.
Photograph 30. Resource 194, 220 6th Street looking southeast.
Photograph 31. Resource 38, 205 2nd Street looking west.
Photograph 32. Resource 214, 206 7th looking south.
Photograph 33. Resource 346, 44 Gulf Street looking east.
Photograph 34. Resource 371, 345 Howell Street looking west.
Photograph 35. Resource 250, 210 Court Street looking south.
Photograph 36. Resource 421, 201 N. Craft Highway looking west.
Photograph 37. Detail of Resource 421.
Photograph 38. Resource 423, 224 North Craft Highway looking east.
Photograph 39. Resource 424, 224 North Craft Highway looking east.
Photograph 40. Street Scene looking west on Lee Street from 2nd Street.
Photograph 41. Street Scene looking west on alley from 2nd Street.
Photograph 42. Street Scene looking northwest on 6th Street from alley.
Photograph 43. Street Scene looking northwest on 7th Street from Southwest Boulevard.
Photograph 44. Street Scene looking north on Gulf Street from Canal Street.
Photograph 45. Drainage cover on 3rd Street.
Photograph 46. Foundation vent Resource 234.
Photograph 47. Resource 280 garage and coal shed, 96 Grant Street looking west.
Photograph 48. Resource 349 garage, 49 Gulf Street looking west.
Photograph 49. Resource 221, 218 7th Street looking north.
Photograph 50. Resource 158, 204 5th Street looking south.
Photograph 51. Resource 300 looking east.
Photograph 52. Resource 300 looking east.
Photograph 53. Resource 300 looking north.
Photograph 54. Resource 520 looking east.