

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED **OCT 4 1982**
DATE ENTERED

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

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

1 NAME

HISTORIC

U/S/S. BOWFIN (~~88-287~~)

AND/OR COMMON

2 LOCATION

STREET & NUMBER

11 ARIZONA MEMORIAL DRIVE

NOT FOR PUBLICATION

CITY, TOWN

HONOLULU

CONGRESSIONAL DISTRICT

STATE

HAWAII

VICINITY OF

CODE

COUNTY

HONOLULU

CODE

15-8205-003

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

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

STATUS

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

PRESENT USE

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

4 OWNER OF PROPERTY

NAME

PACIFIC FLEET SUBMARINE MEMORIAL ASSOCIATION

STREET & NUMBER

11 ARIZONA MEMORIAL DRIVE

CITY, TOWN

HONOLULU, PEARL HARBOR

STATE

HAWAII

96818

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

DEPARTMENT OF THE NAVY

STREET & NUMBER

NAVAL SEA SYSTEMS COMMAND

CITY, TOWN

WASHINGTON, D.C.

STATE

20362

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

NONE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE <u>3 AUG. 79</u>

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The USS Bowfin is currently afloat in Pearl Harbor, Hawaii. The ship is in a "Mediterranean" Moor (Bow to shore) at a 2.54 acre site leased to the Pacific Fleet Submarine Memorial Association Incorporated by the U.S. Navy. See Exhibit A. The "Bowfin" a World War II Fleet Type American Submarine has an exterior coat of Haze gray paint on surfaces that would be normally seen from a side view. Surfaces that would be seen from an above or aerial view are painted black. This peculiar paint scheme was common in World War II Submarines as a means of camouflage, the side view of light gray blended with the Horizon while the aerial view of black blended in with the dark ocean and may even have appeared as a whale in the water to enemy aircraft.

The Superstructure of the ship has several antennas and periscope shears as well as two gun emplacements on mounts on the bridge portion of the ship and a deck gun on the after part of the deck. There are four access hatches on deck that give access to the interior of the ship. A 35' gangway leads to the ships bow from the shoreline.

The interior of the ship is in the process of restoration. This project has reached the point where primarily historical accuracy is the main concern. The ship is completely accessible to the public and over 150,000 people toured the ship in a 9 month period during 1981.

The Forward Torpedo room has four Mark 14 torpedoes loaded in the room and one loaded in a torpedo tube. Another of the torpedo tubes has been equipped with a light at the distal end of the tube to show the interior of the tube. The torpedoes are the actual type carried on the War Patrols made by this type submarine. Some crew bunks have been re-installed in their original positions to reflect actual sleeping and living conditions.

The Forward Battery compartment restoration has included re-installing of the Officers and Chief Petty Officer bunks in each stateroom including the Commanding Officers room. The pantry and Officers Wardroom areas have been restored and reflect their original appearance. The ships radio receiver (the RBO) is in working order. The RBO was the entertainment system for the Officers and Crew. The ships office space is also located in this compartment and contains several circa 1940 office equipments such as typewriter, hole punchers, etcetera. The ships forward battery which was used for electrical power and propulsion while submerged consisted of 126 one ton battery cells and were stored in banks or rows below the walking deck and not normally visible. They have been removed and replaced by gravel for ballast, replacing the lost weight.

The Control Room contains all of the necessary equipment for the Diving and Surfacing of the Submarine and for its control while submerged. The Control Room had a secondary steering station that was seldom used. Valves, levers, pumps, gauges and switches line both sides of the compartment. Located above the control room in a barrell like compartment is the Conning tower which was where the Captain normally controlled the ship while engaged in intelligence gathering on torpedo attacks. The periscopes were viewed from this compartment. Computation of target courses and data computers for torpedo settings as well as the firing of the torpedo tubes was normally conducted in the Conning tower. A complete set of indicators concerning ships speed, course, depth, angle, inclination as well as motor order telegraphs interior phone systems etc. are still intact in the compartment. There are hatches leading above to the Bridge area and below to the Control room.

8 SIGNIFICANCE

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

SPECIFIC DATES 1942 BUILDER/ARCHITECT NA

STATEMENT OF SIGNIFICANCE

The USS Bowfin (SS 287) is one of fifteen remaining World War II Diesel Electric Submarines (American) in existence. All of the remaining submarines of this type are presently on display as World War II Exhibits. Each year the number of these vessels becomes fewer and fewer. The ship is on display as a component of a planned Series of World War II displays in Pearl Harbor, Hawaii and has been visited by close to 200,000 people in its first year on display.

The submarine USS Bowfin was launched at Portsmouth, N.H. on December 7, 1942 and was commissioned at the same place on May 1, 1943 with Commander Joseph H. Willingham, USN, her first commanding officer.

After a short period of training at Newport, R.I., the Bowfin departed for Brisbane, Australia. During the first war patrol, the Bowfin, loaded with ammunition, medical supplies, radio transmitters and etc., surfaced off the shore of northern Mindanao and unloaded for Philippine Guerrilla fighters. On a return trip, she again surfaced at the same place and picked up eight survivors to be brought to Australia. Among these was Henry M. Kuder, superintendent of schools in the Philippines, who was seriously ill and nearly died on the trip back.

The Navy Cross was awarded to CDR. Willingham for this important patrol. After this patrol LCDR W.T. Griffith, USN, relieved CDR. Willingham as commanding officer.

LCDR Griffith skippered the Bowfin during war patrols two, three and four. During this time the Bowfin sank many Japanese vessels. For his services, LCDR Griffith was awarded the Navy Cross for the second war patrol, a gold star in lieu of a second Navy Cross for the third war patrol and a silver star for the fourth.

CDR. John Corbus, USN, relieved LCDR Griffith at the beginning of the fifth war patrol. During most of this patrol the Bowfin was on life guard duty off Palau. During the sixth war patrol, the Bowfin sank two ships at the dock, destroyed the dock and a loaded bus at Minami Daito. Capt. Corbus was awarded the Navy Cross for this action.

The Bowfin was sent to Mare Island, Calif. for an overhaul. CDR. Alexander K. Tyree, USN, relieved CDR. Corbus at Mare Island. The Bowfin left the United States for Pearl Harbor, on December 16, 1944 and on her sixth war patrol was assigned life guard duty for both carrier and B-29 strikes. One TBM pilot and his gunner were picked up during this time. R.E. Lee, torpedoman's mate, second class was wounded in both legs by shrapnel during a surface battle with two picket boats; while at sea, he was transferred to another submarine returning to shore. For the eighth war patrol, CDR. Tyree was awarded the Legion of Merit. On the ninth patrol, the Bowfin on life guard duty again, rescued a marine pilot and aided in the search of a lost B-29.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

NONE

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Object

UTM REFERENCES

A

0	4	6	0	9	72	0	2	3	6	3	7	2	0
ZONE				EASTING				NORTHING					

C

ZONE				EASTING				NORTHING					

B

ZONE				EASTING				NORTHING					

D

ZONE				EASTING				NORTHING					

VERBAL BOUNDARY DESCRIPTION

SEE ATTACHED SHEET

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Thomas J. Hartey---Museum Administrator

19 Feb. 82

ORGANIZATION

DATE

11 Arizona Memorial Drive

(808) 423-1341

STREET & NUMBER

TELEPHONE

Honolulu

Hawaii

96818

CITY OR TOWN

STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X

STATE

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE State Historic Preservation Officer

DATE

October 1, 1982

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

11-16-82

ATTEST

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

Below the Control room is located the pump room which contained hydraulic pumps for the ships hydraulic systems, and a trim pump for variations in water levels in various tanks. There is also a storage area. Access to the storage area is outside of the radio room in the Control Room Compartment. The Radio Room is equipped with World War II radio equipment and most of it is still operational.

The After Battery compartment contains the ships Galley and crews messing area. There are four tables capable of seating 24 men at a time for meals, lectures, movies, etc. The Compartment also contains a freezer and cold storage area below the deck of the messing area. A Berthing area is separated from the messing area by an athwartship partition. 36 crewmen lived in this section of the ship. Bathroom facilities which included 3 sinks ~~two showers~~ and two toilets make up the after part of the compartment. Another storage battery was below the deck similar to the forward battery but has also been replaced with gravel.

The Forward Engine Room contained two 16 cylinder Diesel Electric Engines and two Badger Stills capable of making 1,000 gallons of fresh water per still each day from sea water. Lube oil and fuel oil purifiers are located on the upper level. The lower level contained sump tanks.

The After Engine Room also houses two 16 cylinder Diesel Electric Engines and also a smaller 8 cylinder engine in the lower level.

The maneuvering room contains the electrical distribution controls and two motor generator sets. A lathe is also located on the starboard side of the upper level. There is a toilet facility in the After Part Corner of the compartment. The lower level contains two main motors hooked up to each of the two propeller shafts.

The After Torpedo Room contains four torpedo tubes at the stern of the ship. Four Mark 14 torpedoes are stored in the compartment. A few bunks have been re-installed. The compartment also contains an escape hatch and a signal ejector gun.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form



Continuation sheet

Item number 8

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The Bowfin was enroute to Guam on her tenth war patrol when the Japanese surrender was announced. On August 29, she was ordered back to the United States for duty in the Atlantic Fleet and arrived at Tompkinsville, Staten Island, New York on September 21, 1945. In July 1946 she was decommissioned and placed in the Reserve Fleet, New London Group. It was recommissioned on July 27, 1951 with LCDR Charles C. Wilbur, USN, her commanding officer.

The Bowfin is credited with sinking 67,882 tons of enemy shipping.

Although not fifty years old, the USS Bowfin is of exceptional significance in regards to the maritime history of World War II. Over 400 fleet submarines were in operation during the war. The Bowfin is now one of only 15 which are still in existence. Her war record was distinguished, and she ranks in the top twenty-five in both the number of enemy vessels sunk and total tonnage sunk during World War II. Of the extant World War II submarines only the USS Silversides in Chicago has a better war record. The USS Bowfin is also of exceptional significance ub t^vg^{at} it is the most completely outfitted submarine of its class in existence, and the only one which is on display in its home port. Welcoming over 200,000 visitors a year, the USS Bowfin is also the most popular, in terms of attendance, submarine museum in the nation.