

NRCopy

NHL 1/14/86

**United States Department of the Interior  
National Park Service**

For NPS use only

**National Register of Historic Places  
Inventory—Nomination Form**

received

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic USS Toršk (SS-423)

and/or common

**2. Location**

street & number Pier IV Pratt Street \_\_\_ not for publication

city, town Baltimore \_\_\_ vicinity of

state Maryland code 24 county Independent City code 510

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name Baltimore Maritime Museum

street & number Pier IV Pratt Street

city, town Baltimore \_\_\_ vicinity of state Maryland

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Department of the Navy

street & number Naval Sea Systems Command

city, town Washington state DC 20362

**6. Representation in Existing Surveys**

title None has this property been determined eligible?  yes  no

date \_\_\_ federal \_\_\_ state \_\_\_ county \_\_\_ local

depository for survey records

city, town state

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	N/A original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

USS Torsk (SS-423) was built by the U.S. Navy at Portsmouth, New Hampshire. She was launched on September 6, 1944, and was placed in commission on December 16, 1944.

USS Torsk is a fleet-type submarine of the Tench class. The Tench class were virtual copies of the Gato and Balao classes; however, they were more strongly built than the Gato/Balao classes and had a better internal layout, which increased their displacement by about 35-40 tons. The deck of the boat is made of teakwood, and the exterior is painted black.

Specific ship data concerning USS Torsk is:

Length: 311 feet                      Displacement: 1,800 tons surface / 2,500 tons submerged

Beam: 27 feet                      Draft: 17 feet

Speed: 20 knots surface / 9 knots submerged

Design Depth: 400 feet      Crew: 8 Officers 74 Enlisted

Armament: Ten torpedo tubes, 6 forward and 4 aft, with 14 reloads, total 24 torpedos, various combinations of anti-aircraft guns

USS Torsk was a pre-snorkel submarine operating underwater on batteries, and powered by a diesel electric system. In 1951 USS Torsk was converted to a snorkel-equipped Guppy submarine that allowed the boat to operate her diesel engines underwater. During this conversion all the boat's exterior guns were removed and the conning tower was enclosed by a new sail casing designed to reduce underwater water resistance.

USS Torsk is in good condition, and aside from the addition of the snorkel and the exterior changes, retains much of her World War II integrity.

# 8. Significance

Period	Areas of Significance—Check and justify below			
..... prehistoric	..... archeology-prehistoric	..... community planning	..... landscape architecture	..... religion
..... 1400-1499	..... archeology-historic	..... conservation	..... law	..... science
..... 1500-1599	..... agriculture	..... economics	..... literature	..... sculpture
..... 1600-1699	..... architecture	..... education	X ..... military	..... social/
..... 1700-1799	..... art	..... engineering	..... music	..... humanitarian
..... 1800-1899	..... commerce	..... exploration settlement	..... philosophy	..... theater
X ..... 1900-	..... communications	..... industry	..... politics government	..... transportation
		..... invention		..... other (specify)

.....  
**Specific dates**      1944-1945      **Builder/Architect**      Portsmouth Naval Shipyard

**Statement of Significance (in one paragraph)**

In the conflict against Japan in World War II, the role and importance of the submarine forces of the United States cannot be overestimated. American submarines sank more than 600,000 tons of enemy warships and more than 5,000,000 tons of merchant shipping, thus destroying much of Japan's ocean commerce. This was accomplished by a force that never numbered more than two percent of naval personnel engaged in the war. The American submarine war against Japan created a blockade that denied her the oil, iron ore, food, and other raw materials she needed to continue to fight. By 1945 this submarine war made it all but impossible for Japanese ships to sail the ocean. Without this commerce and the raw materials it supplied to her war effort, Japan found it impossible to continue the war outside of the homeland.<sup>1</sup>

USS Torsk represents U.S. Submarine forces that fought against Japan in World War II for the following reasons:

1. USS Torsk is a World War II Tench class submarine. The Tench class was a late World War II submarine design that represented the continued attempt by the U.S. Navy to improve on the previously successful Gato/Balao classes. Only ten Tench class submarines, including USS Torsk, were commissioned in time to see service in the Pacific during World War II.
2. USS Torsk conducted two war patrols and sank 3 Japanese ships totaling 2,473 tons. USS Torsk was awarded two battle stars for her World War II service.
3. USS Torsk is credited with firing the last torpedoes and sinking the last Japanese combatant ships of World War II, when on August 14, 1945, she sank the Japanese Coast Defense Vessel No. 13 and Coast Defense Vessel No. 47. With the sinking of these two vessels the U.S. Navy completed its mission, begun on December 7, 1941, to sweep the oceans of Japanese merchant shipping and warships.
4. USS Torsk is in good condition and, although altered as a Guppy submarine, retains much of her World War II integrity.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

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date entered

Continuation sheet

Item number 9

Page 1

FOOTNOTES

<sup>1</sup>Drew Middleton, Submarine--The Ultimate Navy Weapon-Its Past, Present, and Future (Chicago, Illinois: Playboy Press, 1976), pp. 109-12.

Edwin P. Hoyt, Submarine at War--The History of the American Silent Service (New York: Stein and Day, 1983), pp. 297-98.

Richard H. O'Kane, Clear the Bridge (New York: Bzantam Books, 1981), pp. 465-67.

BIBLIOGRAPHY

Alden, John A. The Fleet Submarine in the U.S. Navy--A Design and Construction History. Annapolis, Maryland: Naval Institute Press, 1979.

Blair, Clay, Jr. Silent Victory--The U.S. Submarine War Against Japan. Philadelphia, Pennsylvania: J. B. Lippincott Company, 1975.

Hoyt, Edwin P. Submarine at War--The History of the American Silent Service. New York: Stein and Day, 1983.

Middleton, Drew. Submarine--The Ultimate Naval Weapon--Its Past, Present, and Future. Chicago, Illinois: Playboy Press, 1976.

O'Kane, Richard. Clear the Bridge. New York: Bantam Books, 1981.

Roscoe, Theodore. United States Submarine Operations in World War II. Annapolis, Maryland: United States Naval Institute, 1965.

# 9. Major Bibliographical References

SEE CONTINUATION SHEET

# 10. Geographical Data

Acreage of nominated property N/A

Quadrangle name Baltimore East

Quadrangle scale 1:24,000

UTM References

A 

1	8	3	6	1	2	2	0	4	3	4	9	4	0	0
Zone			Easting					Northing						

B 

Zone			Easting					Northing						

C 

Zone			Easting					Northing						

D 

Zone			Easting					Northing						

E 

Zone			Easting					Northing						

F 

Zone			Easting					Northing						

G 

Zone			Easting					Northing						

H 

Zone			Easting					Northing						

Verbal boundary description and justification

N/A

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 Harry A. Butowsky

organization National Park Service date May 1985

street & number Division of History telephone (202) 343-8168

city or town Washington state DC 20013-7127

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  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 date

For NPS use only

I hereby certify that this property is included in the National Register

date

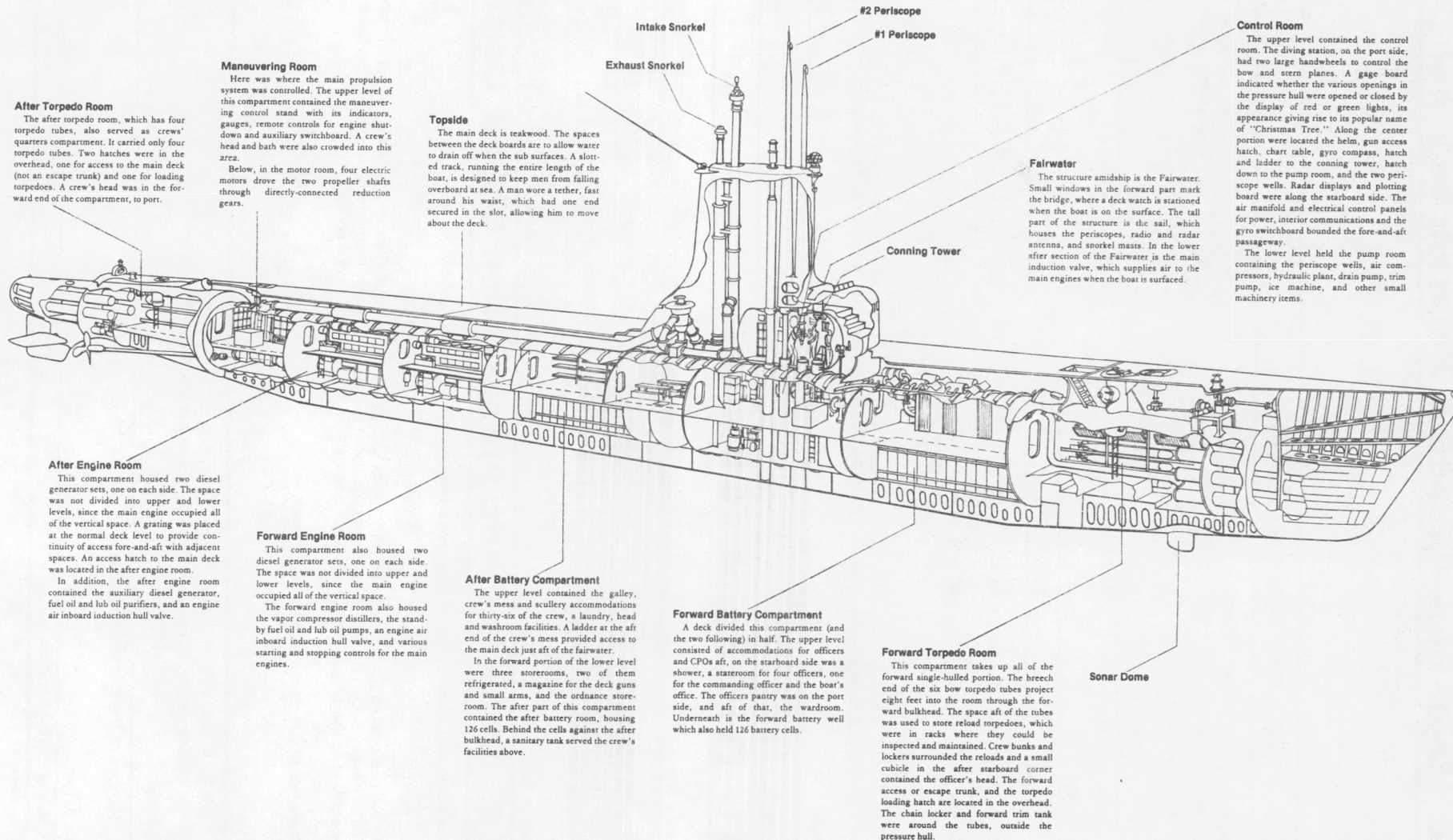
Keeper of the National Register

Attest:

date

Chief of Registration

## Tench Class Fleet Submarine—USS TORSK (SS423)



### After Torpedo Room

The after torpedo room, which has four torpedo tubes, also served as crews' quarters compartment. It carried only four torpedo tubes. Two hatches were in the overhead, one for access to the main deck (not an escape trunk) and one for loading torpedoes. A crew's head was in the forward end of the compartment, to port.

### Maneuvering Room

Here was where the main propulsion system was controlled. The upper level of this compartment contained the maneuvering control stand with its indicators, gauges, remote controls for engine shutdown and auxiliary switchboard. A crew's head and bath were also crowded into this area.

Below, in the motor room, four electric motors drove the two propeller shafts through directly-connected reduction gears.

### Topside

The main deck is teakwood. The spaces between the deck boards are to allow water to drain off when the sub surfaces. A slotted track, running the entire length of the boat, is designed to keep men from falling overboard at sea. A man wore a tether, fast around his waist, which had one end secured in the slot, allowing him to move about the deck.

### After Engine Room

This compartment housed two diesel generator sets, one on each side. The space was not divided into upper and lower levels, since the main engine occupied all of the vertical space. A grating was placed at the normal deck level to provide continuity of access fore-and-aft with adjacent spaces. An access hatch to the main deck was located in the after engine room.

In addition, the after engine room contained the auxiliary diesel generator, fuel oil and lub oil purifiers, and an engine air inboard induction hull valve.

### Forward Engine Room

This compartment also housed two diesel generator sets, one on each side. The space was not divided into upper and lower levels, since the main engine occupied all of the vertical space.

The forward engine room also housed the vapor compressor distillers, the stand-by fuel oil and lub oil pumps, an engine air inboard induction hull valve, and various starting and stopping controls for the main engines.

### After Battery Compartment

The upper level contained the galley, crew's mess and scullery accommodations for thirty-six of the crew, a laundry, head and washroom facilities. A ladder at the aft end of the crew's mess provided access to the main deck just aft of the fairwater.

In the forward portion of the lower level were three storerooms, two of them refrigerated, a magazine for the deck guns and small arms, and the ordnance storeroom. The after part of this compartment contained the after battery room, housing 126 cells. Behind the cells against the after bulkhead, a sanitary tank served the crew's facilities above.

### Forward Battery Compartment

A deck divided this compartment (and the two following) in half. The upper level consisted of accommodations for officers and CPOs aft, on the starboard side was a shower, a stateroom for four officers, one for the commanding officer and the boat's office. The officers' pantry was on the port side, and aft of that, the wardroom. Underneath is the forward battery well which also held 126 battery cells.

### Forward Torpedo Room

This compartment takes up all of the forward single-hulled portion. The breech end of the six bow torpedo tubes project eight feet into the room through the forward bulkhead. The space aft of the tubes was used to store reload torpedoes, which were in racks where they could be inspected and maintained. Crew bunks and lockers surrounded the reloads and a small cubicle in the after starboard corner contained the officer's head. The forward access or escape trunk, and the torpedo loading hatch are located in the overhead. The chain locker and forward trim tank were around the tubes, outside the pressure hull.

### #2 Periscope

### #1 Periscope

### Intake Snorkel

### Exhaust Snorkel

### Fairwater

The structure amidship is the Fairwater. Small windows in the forward part mark the bridge, where a deck watch is stationed when the boat is on the surface. The tall part of the structure is the sail, which houses the periscopes, radio and radar antenna, and snorkel masts. In the lower after section of the Fairwater is the main induction valve, which supplies air to the main engines when the boat is surfaced.

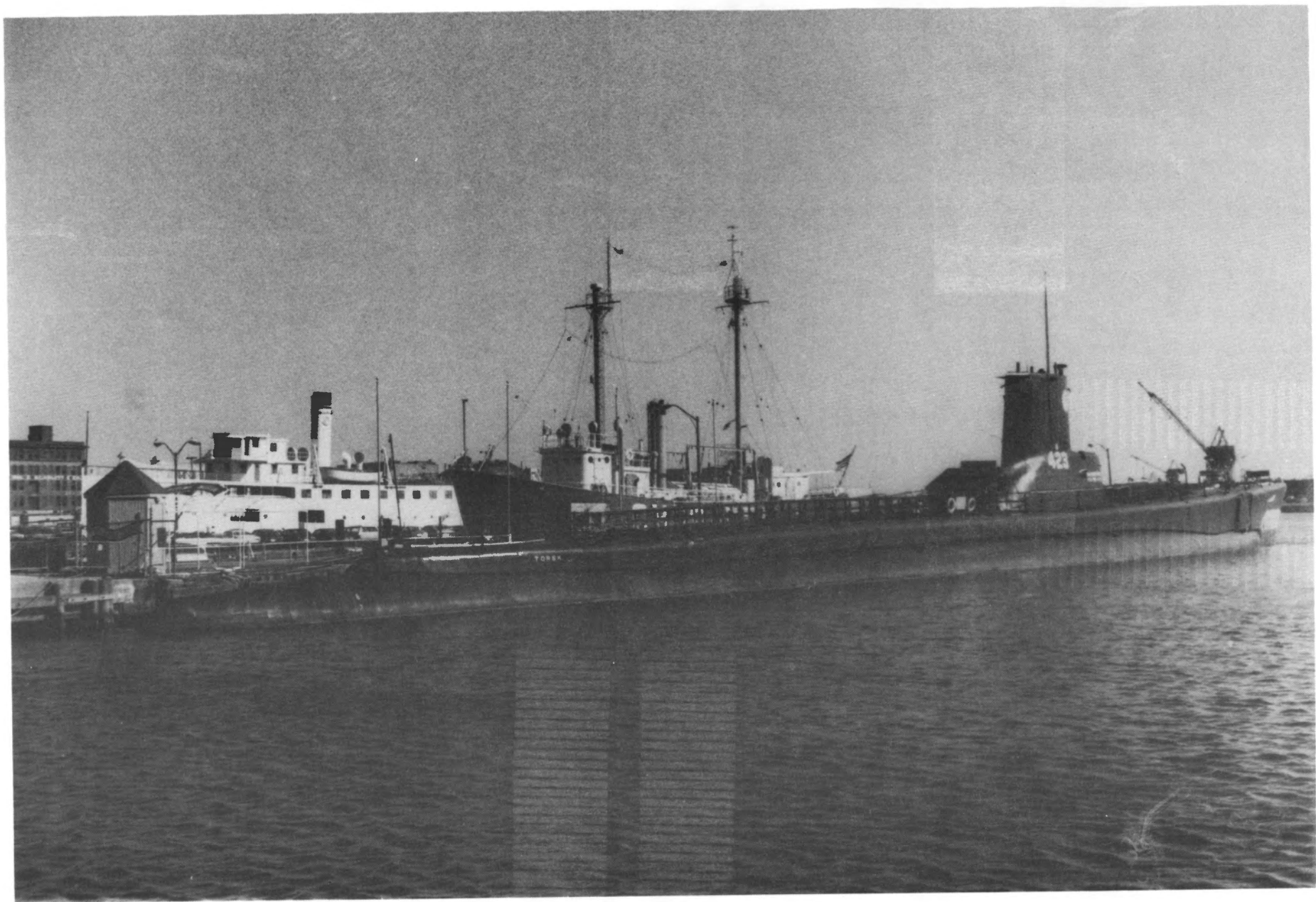
### Conning Tower

### Control Room

The upper level contained the control room. The diving station, on the port side, had two large handwheels to control the bow and stern planes. A gage board indicated whether the various openings in the pressure hull were opened or closed by the display of red or green lights, its appearance giving rise to its popular name of "Christmas Tree." Along the center portion were located the helm, gun access hatch, chart table, gyro compass, hatch and ladder to the conning tower, hatch down to the pump room, and the two periscope wells. Radar displays and plotting board were along the starboard side. The air manifold and electrical control panels for power, interior communications and the gyro switchboard bounded the fore-and-aft passageway.

The lower level held the pump room containing the periscope wells, air compressors, hydraulic plant, drain pump, trim pump, ice machine, and other small machinery items.

### Sonar Dome



1. USS Torsk
2. Baltimore, Maryland
3. Baltimore Maritime Museum
4. 1985
5. Baltimore Maritime Museum
6. Exterior Sail
7. Photo #2



479-086

589

X57

8

1. USS Torsk
2. Baltimore, Maryland
3. Baltimore Maritime Museum
4. 1985
5. Baltimore Maritime Museum
6. Exterior Sail
7. Photo #2

U 588



1. USS Torsk
2. Baltimore, Maryland
3. Baltimore Maritime Museum
4. 1985
5. Baltimore Maritime Museum
6. Radio Shack
7. Photo #3

479-086

U (590)

X57

429-086

593

95



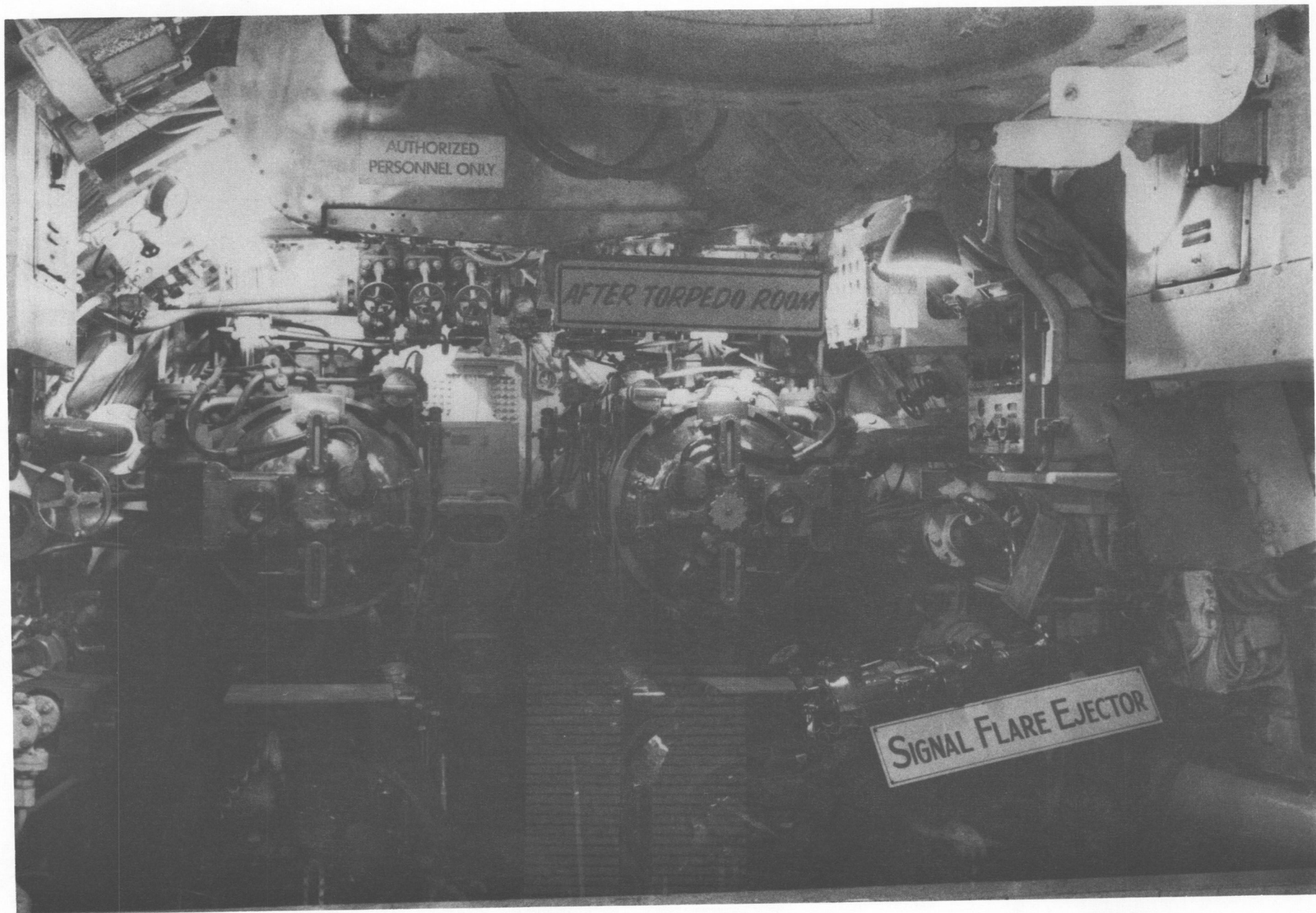
479-086

592

1. USS Torsk
2. Baltimore, Maryland
3. Baltimore Maritime Museum
4. 1985
5. Baltimore Maritime Museum
6. Crew's Mess
7. Photo #4



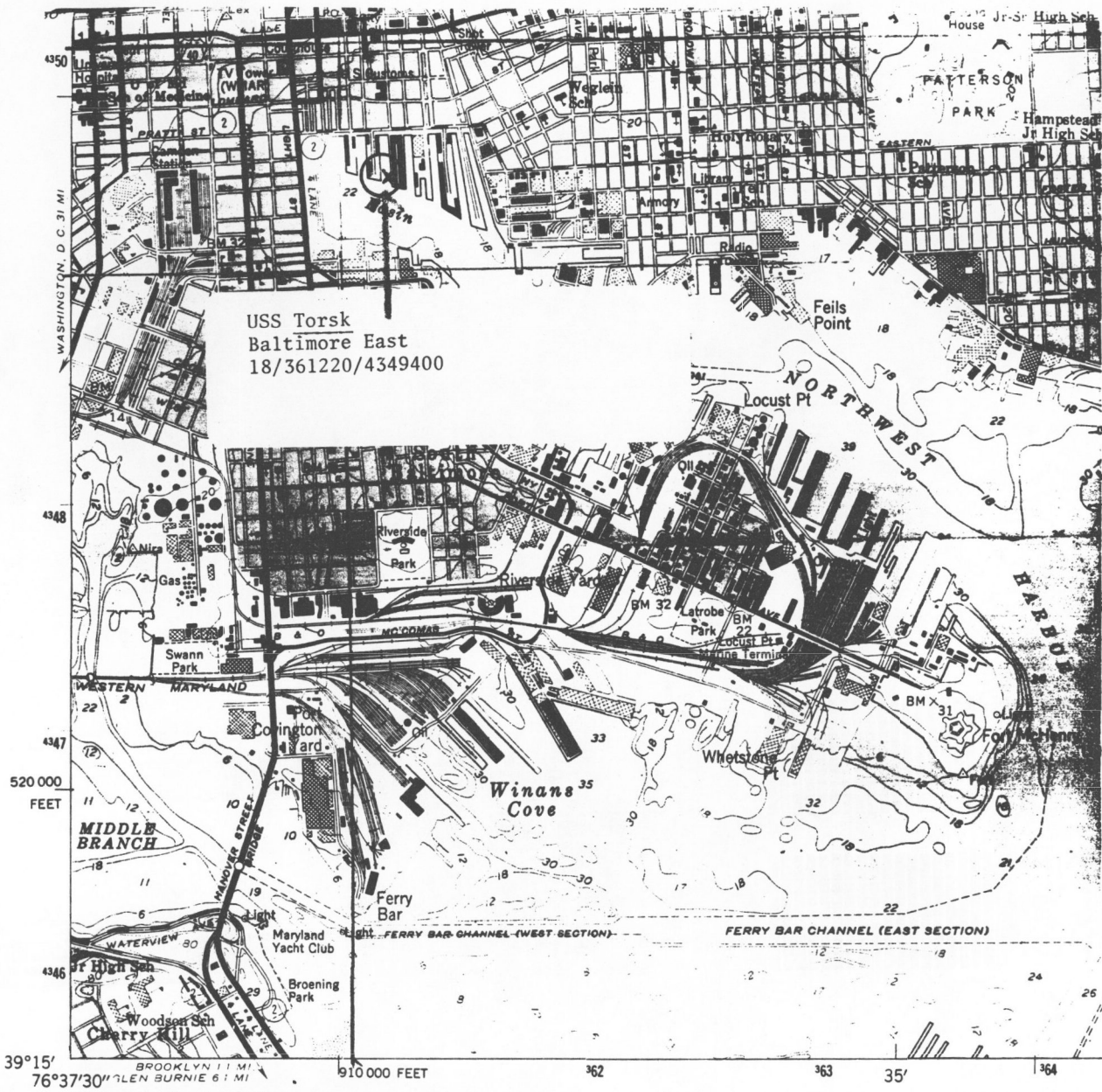
1. USS Torsk
2. Baltimore, Maryland
3. Baltimore Maritime Museum
4. 1985
5. Baltimore Maritime Museum
6. After Torpedo Room
7. Photo #6



AUTHORIZED  
PERSONNEL ONLY

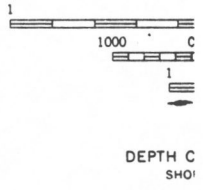
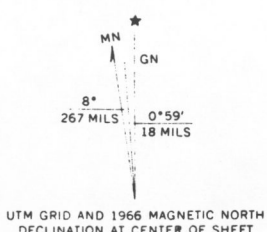
AFTER TORPEDO ROOM

SIGNAL FLARE EJECTOR



(RELAY)  
5662 II NW

Mapped by the Army Map Service  
 Edited and published by the Geological Survey  
 Control by USGS, USC&GS, USCE, and City of Baltimore  
 Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1943. Field checked 1944  
 Culture revised by the Geological Survey 1953  
 Hydrography compiled from USC&GS Chart 545 (1951)  
 Polyconic projection. 1927 North American datum  
 10,000-foot grid based on Maryland coordinate system  
 1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue  
 Red tint indicates areas in which only landmark buildings are shown  
 Revisions shown in purple compiled by Geological Survey from aerial photographs taken 1966. This information not field checked  
 Purple tint indicates extension of urban areas



THIS  
FOR SAL  
A FOLDER DESK

1. USS Torsk
2. Baltimore, Maryland
3. Baltimore Maritime Museum
4. 1985
5. Baltimore Maritime Museum
6. Exterior View-Aft
7. Photo #1

H34(418)

JUL 23 1985

Honorable Paul S. Sarbanes  
United States Senate  
Washington, DC 20510

Dear Senator Sarbanes:

We are pleased to inform you that the National Park Service has completed the study of the property identified on the enclosed sheet for the purpose of nominating it for possible designation as a National Historic Landmark. We enclose a copy of the study report. The National Park System Advisory Board will consider the nomination during its next meeting, at the time and place indicated on the enclosure. The Board will make its recommendation to the Secretary of the Interior based upon the criteria of the National Historic Landmarks Program.

You will have at least 60 days before the meeting of the Advisory Board to submit your views in writing, if you so desire. After the 60-day period, we will submit the nomination and your comments to the Advisory Board and then inform the Secretary of the Board's recommendations for his final action.

To assist you in considering this matter, we have enclosed a copy of the regulations that govern the National Historic Landmarks Program. They describe the criteria for designation (Sec. 65.4), the effects of designation (Sec. 65.2), and specify how you may comment on a proposed designation (Sec. 65.5(d)(4-5)). Should you wish to comment, please send your comments to Mr. Edwin C. Bearss, Chief Historian, National Park Service, History Division (418), P.O. Box 37127, Washington, DC 20013-7127.

Sincerely,

/Sgd/Jerry L. Rogers

Associate **Director**

**Enclosures**

*Green*

IDENTICAL LETTERS HAVE BEEN SENT TO THOSE PEOPLE LISTED ON THE ATTACHED SHEET

cc: Regional Director (MARO)(4000)

Harrison (MARO)(4000)

Bond (MARO)(4000)

Peluso (MARO)(4000)

190 Congressional Liaison

001 Reading File

400 Reading File

418 WORLD WAR II SHIPS THEME STUDY (NHL Pending)

418 USS TORSK (NHL Pending)

HAButowsky:sd:07-10-85

Disc No. 12

PROPERTY STUDIED FOR NATIONAL HISTORIC LANDMARK DESIGNATION

USS Torsk, Baltimore, Maryland

- As a private owner of the property identified above you may concur in or object to the designation. Your comments may govern whether or not the property will be designated. You can find guidance for your comments in Section 65.5(d)(4-5) of the enclosed regulations.
- In commenting on the possible designation of the property identified above you can find guidance in Section 65.5(d)(4) of the enclosed regulations.

The above property will be considered for possible designation as a National Historic Landmark by the National Park System Advisory Board at a meeting tentatively scheduled for the last week in September, 1985, in Washington, DC. Should you wish to obtain information about the meeting, or about the National Historic Landmarks Program, please contact Ben Levy at the National Park Service, History Division (418), P.O. Box 37127, Washington, DC 20013-7127, 202-343-8164 or FTS-343-8164.

If you have questions concerning the study, you may contact Dr. Harry A. Butowsky at the same address, 202-343-8168 or FTS-343-8168.

[A] USS Torsk

Honorable Paul S. Sarbanes "Senator Sarbanes"  
United States Senate  
Washington, DC 20510

[A] USS Torsk

Honorable Charles McC. Mathias, Jr. "Senator Mathias"  
United States Senate  
Washington, DC 20510

[A] USS Torsk

Honorable Barbara A. Mikulski "Ms. Mikulski"  
House of Representatives  
Washington, DC 20515

H34(418)

JUL 30 1985

Honorable William R. Schaefer  
Mayor of the City of Baltimore  
City Hall, Room 250  
100 North Holiday Street  
Baltimore, Maryland 21202

Dear Mayor Schaefer:

We are pleased to inform you that the National Park Service has completed the study of the property identified on the enclosed sheet for the purpose of nominating it for possible designation as a National Historic Landmark. We enclose a copy of the study report. The National Park System Advisory Board will consider the nomination during its next meeting, at the time and place indicated on the enclosure. The Board will make its recommendation to the Secretary of the Interior based upon the criteria of the National Historic Landmarks Program.

You will have at least 60 days before the meeting of the Advisory Board to submit your views in writing, if you so desire. After the 60-day period, we will submit the nomination and your comments to the Advisory Board and then inform the Secretary of the Board's recommendations for his final action.

To assist you in considering this matter, we have enclosed a copy of the regulations that govern the National Historic Landmarks Program. They describe the criteria for designation (Sec. 65.4), the effects of designation (Sec. 65.2), and specify how you may comment on a proposed designation (Sec. 65.5(d)(4-5)). Should you wish to comment, please send your comments to me, Chief Historian, National Park Service, History Division (418), P.O. Box 37127, Washington, DC 20013-7127.

Sincerely,

/s/ Edwin C. Bearss

Edwin C. Bearss  
Chief Historian

Enclosures

*Green*

IDENTICAL LETTERS HAVE BEEN SENT TO THOSE PEOPLE LISTED ON THE ATTACHED SHEET

cc: Regional Director (MARO)(4000)

Harrison (MARO)(4000)

Bond (MARO)(4000)

Peluso (MARO)(4000)

~~190 Congressional Liaison~~

001 Reading File

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418 WORLD WAR II SHIPS THEME STUDY (NHL Pending)

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HAButowsky:sd:07-10-85

Disc No. 12

PROPERTY STUDIED FOR NATIONAL HISTORIC LANDMARK DESIGNATION

USS Torsk, Baltimore, Maryland

*Lingenfelder  
Only*

As a private owner of the property identified above you may concur in or object to the designation. Your comments may govern whether or not the property will be designated. You can find guidance for your comments in Section 65.5(d)(4-5) of the enclosed regulations.

In commenting on the possible designation of the property identified above you can find guidance in Section 65.5(d)(4) of the enclosed regulations.

The above property will be considered for possible designation as a National Historic Landmark by the National Park System Advisory Board at a meeting tentatively scheduled for the last week in September, 1985, in Washington, DC. Should you wish to obtain information about the meeting, or about the National Historic Landmarks Program, please contact Ben Levy at the National Park Service, History Division (418), P.O. Box 37127, Washington, DC 20013-7127, 202-343-8164 or FTS-343-8164.

If you have questions concerning the study, you may contact Dr. Harry A. Butowsky at the same address, 202-343-8168 or FTS-343-8168.

[A] USS Torsk

Honorable William R. Schaefer "Mayor Schaefer"  
Mayor of the City of Baltimore  
City Hall, Room 250  
100 North Holiday Street  
Baltimore, Maryland 21202

[A] USS Torsk

Mr. Rodney J. Little "Mr. Little"  
State Historic Preservation Officer  
John Shaw House  
21 State Circle  
Annapolis, Maryland 21401

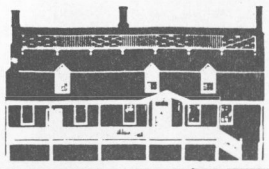
[A] USS Torsk

Mr. Henry A. Lingenfelder "Mr. Lingenfelder"  
Director  
Baltimore Maritime Museum  
Pier IV, Pratt Street  
Baltimore, Maryland 21202

*owner*

File: NHL  
Pending

AUG 7 1985



Maryland Historical Trust

5 August 1985

Mr. Edwin C. Bearss  
Chief Historian  
National Park Service  
P. O. Box 37127  
Washington, D. C. 20013-7127

Re: U.S.S. Torsk  
Baltimore

Dear Mr. Bearss:

I write in support of the nomination of the U.S.S. Torsk as a National Historic Landmark under the Warships Associated with World War II in the Pacific theme. Do not hesitate to contact me if I can be of further assistance in this matter.

Sincerely,

J. Rodney Little  
State Historic Preservation Officer

JRL/RLA/pc

cc: Mr. John C. Gleason  
Mrs. Walter E. Black, Jr.  
Mr. James E. Lewis  
Mr. David Carroll



United States Department of the Interior

NATIONAL PARK SERVICE  
P.O. BOX 37127  
WASHINGTON, D.C. 20013-7127

Log # 14904

IN REPLY REFER TO:

Memorandum

DEC 13 1985

TO: The Secretary

THROUGH: Deputy Assistant Secretary for Fish and Wildlife and Parks (Sgt) P. Dan Smith 1/7/86

FROM: Acting Director, National Park Service

SUBJECT SUMMARY: Designation of 22 Warships Associated with World War II as National Historic Landmarks -- Request for Secretarial Action

DISCUSSION: The National Park System Advisory Board, at a meeting on November 5, 1985, recommended designation as National Historic Landmarks of the 22 warships associated with World War II in the Pacific listed in the attachment. The studies nominating these properties for Landmark designation were prepared in partial fulfillment of the requirements of Public Law 95-348.

In accordance with National Historic Landmarks Program regulations, the Board reviewed those nomination studies and found that these 22 vessels meet National Historic Landmarks Program criteria. The Board members voted unanimously to recommend these designations, which represent 22 of the 25 vessels proposed for Landmark status in the National Historic Landmark theme study "Warships Associated with World War II in the Pacific." No objections to these designations have been raised by any of the parties required to be notified of Landmark nomination proposals.

I recommend that you approve the Board's recommendation and designate all 22 vessels on the attached list as National Historic Landmarks.

  
Dennis P. Galvin

Attachment

Approve John McLaughlin Disapprove \_\_\_\_\_

Date 1-14-86 Date \_\_\_\_\_

Prepared by: Laura Feller ext.: 343-8167

WARSHIPS ASSOCIATED WITH WORLD WAR II IN THE PACIFIC  
NATIONAL HISTORIC LANDMARK THEME STUDY

AIRCRAFT CARRIERS

ESSEX CLASS

1. USS Intrepid (New York, New York)
2. USS Yorktown (Charleston, South Carolina)

BATTLESHIPS

NORTH CAROLINA CLASS

3. USS North Carolina (Wilmington, North Carolina)

SOUTH DAKOTA CLASS

4. USS Alabama (Mobile, Alabama)
5. USS Massachusetts (Fall River, Massachusetts)

DESTROYERS

FLETCHER CLASS

6. USS Kidd (Baton Rouge, Louisiana)
7. USS Cassin Young (Boston, Massachusetts)
8. USS The Sullivans (Buffalo, New York)

ALLEN M. SUMNER CLASS

9. USS Laffey (Charleston, South Carolina)

SUBMARINES

GATO CLASS

10. USS Silversides (Chicago, Illinois)
11. USS Drum (Mobile, Alabama)
12. USS Cobia (Manitowoc, Wisconsin)
13. USS Cod (Cleveland, Ohio)

BALAO CLASS

14. USS Bowfin (Honolulu, Hawaii)
15. USS Pampanito (San Francisco, California)
16. USS Lionfish (Fall River, Massachusetts)
17. USS Becuna (Philadelphia, Pennsylvania)

TENCH CLASS

18. USS Torsk (Baltimore, Maryland)

MINESWEEPERSADMIRABLE CLASS

19. USS Hazard (Omaha, Nebraska)  
20. USS Inaugural (St. Louis, Missouri)

TORPEDO BOATS

21. PT 796 (Fall River, Massachusetts)

LIBERTY SHIPS

22. SS Jeremiah O'Brien (San Francisco, California)

H34(418)

**JAN 23 1986**

Memorandum

To: Chief, Branch of Registration, National Register  
From: Chief Historian /s/ **Edwin C. Bearss**  
Subject: Recent Designations of 22 Warships and Tinian as National Historic Landmarks

On December 30, 1985, the Secretary of the Interior designated the Tinian Landing Beaches, Ushi Point Field, and North Field on Tinian Island as a National Historic Landmark. On January 14, 1986, he designated the following 22 warships as National Historic Landmarks, as a result of a theme study of warships associated with World War II in the Pacific:

AIRCRAFT CARRIERS

ESSEX CLASS

1. USS Intrepid (New York, New York)
2. USS Yorktown (Charleston, South Carolina)

BATTLESHIPS

NORTH CAROLINA CLASS

3. USS North Carolina (Wilmington, North Carolina)

SOUTH DAKOTA CLASS

4. USS Alabama (Mobile, Alabama)
5. USS Massachusetts (Fall River, Massachusetts)

DESTROYERS

FLETCHER CLASS

6. USS Kidd (Baton Rouge, Louisiana)
7. USS Cassin Young (Boston, Massachusetts)
8. USS The Sullivans (Buffalo, New York)

ALLEN M. SUMNER CLASS

9. USS Laffey (Charleston, South Carolina)

SUBMARINESGATO CLASS

10. USS Silversides (Chicago, Illinois)
11. USS Drum (Mobile, Alabama)
12. USS Cobia (Manitowoc, Wisconsin)
13. USS Cod (Cleveland, Ohio)

BALAO CLASS

14. USS Bowfin (Honolulu, Hawaii)
15. USS Pampanito (San Francisco, California)
16. USS Lionfish (Fall River, Massachusetts)
17. USS Becuna (Philadelphia, Pennsylvania)

TENCH CLASS

18. USS Torsk (Baltimore, Maryland)

MINESWEEPERSADMIRABLE CLASS

19. USS Hazard (Omaha, Nebraska)
20. USS Inaugural (St. Louis, Missouri)

TORPEDO BOATS

21. PT 796 (Fall River, Massachusetts)

LIBERTY SHIPS

22. SS Jeremiah O'Brien (San Francisco, California)

Attached are copies of the Landmark nomination studies that were prepared in support of these designations. Please note the date of Landmark designation on the National Register listings of these properties.

## Attachments

cc: 418 Butowsky  
 001 Reading File  
 400 Reading File  
 418 DESIGNATIONS (NHL General)

LFeller:sd:01-22-86

FELLER DISC NO. 12, Item No. 43



# DEPARTMENT of the INTERIOR

## news release

NATIONAL PARK SERVICE

For Release March 3, 1986

Anita Clevenger 202/343-7394  
Harry Butowsky 202/343-8155

### INTERIOR SECRETARY DESIGNATES 22 WARSHIPS NATIONAL HISTORIC LANDMARKS

Secretary of the Interior Don Hodel has announced the designation of 22 warships associated with World War II in the Pacific as National Historic Landmarks. The National Historic Landmarks are located in the States of Alabama, California, Hawaii, Illinois, Louisiana, Maryland, Massachusetts, Missouri, Nebraska, New York, North Carolina, Ohio, Pennsylvania, South Carolina, and Wisconsin.

Secretary Hodel said, "These warships represent key elements of the American fleet used in World War II in the Pacific. The success of the fleet depended on the successful operation of its many ships, each performing a specialized mission to accomplish the overall objective of ending the war."

The large fleet of warships included aircraft carriers, battleships, destroyers, submarines, minesweepers, torpedo boats, and liberty ships.

The Historic Sites Act of 1935 authorizes the Secretary of the Interior to recognize historic places judged to have exceptional value to the Nation. Landmark recognition encourages preservation efforts by State, local, and private agencies and groups. Once the Secretary designates a National Historic Landmark, its owner is invited to apply for landmark recognition. This takes the form of a certificate signed by the Secretary and a bronze plaque attesting to the significance of the property. The owner agrees to observe simple preservation precepts with respect to the property and receives technical advice and assistance from preservation experts if needed.

-DOI-

(Attached is a list and description of the 22 designated National Historic Landmarks.)

## DESIGNATED NATIONAL HISTORIC LANDMARKS

o Aircraft carriers. USS Intrepid (New York City) and USS Yorktown (Charleston, South Carolina). These are Essex class aircraft carriers that represent the role and power of the aircraft carrier as the principal capital ship of the Navy after 1941. Both ships have been altered from their World War II configuration with the addition of angled flight decks.

o Battleships. USS North Carolina (Wilmington, North Carolina), USS Alabama (Mobile, Alabama), and USS Massachusetts (Fall River, Massachusetts). These represent the role of the American battleship which changed from the principal capital ship of the Navy to a support ship designed to protect and screen the fast Essex class carrier battlegroups.

o Destroyers. USS Kidd (Baton Rouge, Louisiana); USS Cassin Young, (Boston, Massachusetts); USS Sullivans (Buffalo, New York); and USS Laffey (Charleston, South Carolina). These four destroyers were all purpose ships ready to fight off attacks from the air, on the surface, or from below the sea. USS Laffey is particularly significant because of her action on April 16, 1945, when she fought one of the most famous destroyer-Kamikaze duels of the Pacific War. During this action USS Laffey managed to shoot down 11 of the attacking planes while being hit by 5 Kamikazes and 2 bombs, killing 32 and wounding 71 of her crew. USS Laffey was awarded a Presidential Unit Citation for this action.

o Submarines. USS Silversides (Chicago, Illinois); USS Drum (Mobile, Alabama); USS Cobia (Manitowoc, Wisconsin); USS Cod (Cleveland, Ohio); USS Bowfin (Honolulu, Hawaii); USS Pampanito (San Francisco, California); USS Lionfish (Fall River, Massachusetts); USS Becuna (Philadelphia, Pennsylvania); and USS Torsk (Baltimore, Maryland.)

During the war, American submarines sank more than 600,000 tons of Japanese warships and more than 5,000,000 tons of merchant shipping. This was accomplished by a force that never numbered more than 2 percent of naval personnel engaged in the war. American submarines formed a blockade that denied Japan the oil, food, and other raw materials she needed to continue to fight.

The Gato class was the standard design for American submarines at the beginning of World War II. The Gato class, and its successor, the Balao class, bore the brunt of the fighting against Japan during the war. USS Silversides, USS Drum, USS Cobia, and USS Cod are all Gato class submarines.

Balao class submarines were an improved version of the previous Gato class. They were designed to dive to depth of 400 feet as opposed to the 300 feet for Gato class boats. USS Bowfin, USS Pampanito, USS Lionfish, and USS Becuna are all Balao class submarines.

USS Torsk is the only surviving Tench class submarine that saw service in the Pacific. Tench class boats were improved copies of the previous Gato/Balao classes and represent the final submarine design of World War II. USS Torsk fired the last torpedoes of World War II and is credited with sinking the last Japanese combat ships to be lost in the war.

o Minesweepers. USS Hazard (Omaha, Nebraska) and USS Inaugural (St. Louis, Missouri). Both ships are fleet minesweepers of the Admirable class and represent the role of the many support ships designed to service and protect larger naval vessels in operation. The purpose of fleet minesweepers was to arrive before the main battle fleet and sweep the area for mines. There were the first navy vessels to arrive in a new area and the last to leave.

o Toredodo Boats. PT 796 (Fall River, Massachusetts). PT 796 is a Higgins-type torpedo boat. PT boats were small, fast, and ultimately expendable interdiction ships, armed with torpedoes and machine guns for cutting enemy communication lines, for harassing enemy forces, and for short-range oceanic scouting.

o Liberty Ships. SS Jeremiah O'Brien (San Francisco, California). Liberty Ships were an emergency response to a critical shortage of maritime cargo ships in World War II. Manned by merchant seamen and a naval armed guard, they carried all types of war supplies throughout the Pacific, Indian, Arctic and Atlantic Oceans. More than 2,700 Liberty Ships were constructed during the war.

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SS Jeremiah O'Brien is the sole operable, unaltered survivor of this great fleet of ships built during the war. She represents the largest class of ships constructed by the United States during the war.

-DOI-

MAR 17 1986

H34(418)

Honorable William R. Shafer  
Mayor of the City of Baltimore  
City Hall, Room 250  
100 North Holiday Street  
Baltimore, Maryland 21202

Dear Mayor Shafer:

I am pleased to inform you that the property identified on the enclosed sheet has been found to possess national significance in the history of the United States. As a result, the Secretary of the Interior has designated it a National Historic Landmark.

The purpose of landmark designation is to identify and recognize nationally significant sites and to encourage their owners to preserve them. Landmarks are chosen after careful study by the National Park Service. They are evaluated by the National Park System Advisory Board and designated by the Secretary of the Interior in accordance with the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966.

Designation as a National Historic Landmark automatically places a property in the National Register of Historic Places, if it is not already so listed, and extends to it the safeguards and benefits provided by the National Historic Preservation Act of 1966 and other Federal laws protecting historic properties.

We are pleased to include this property on the roll of National Historic Landmarks as a significant representative of our nation's heritage.

Sincerely,

/s/ Edwin C. Bearss

Edwin C. Bearss  
Chief Historian

Enclosure

IDENTICAL LETTERS HAVE BEEN SENT TO THOSE PEOPLE LISTED ON THE ATTACHED SHEET

cc: Regional Director (MARO)(4000)

Harrison (MARO)(4000)

Peluso (MARO)(4000)

Bond (MARO)(4000)

001 Reading File

400 Reading File

418 USS TORSK (NHL)

HAButowsky:sd:03-04-86

DISC NO. 12

[A] USS Torsk

Honorable William R. Shaefer "Mayor Shaefer"  
Mayor of the City of Baltimore  
City Hall, Room 250  
100 North Holiday Street  
Baltimore, Maryland 21202

[A] USS Torsk

Mr. J. Rodney Little "Mr. Little"  
State Historic Preservation Officer  
John Shaw House  
21 State Circle  
Annapolis, Maryland 21401

[A] USS Torsk

Mr. Henry A. Lingenfelder, Director "Mr. Lingenfelder"  
Baltimore Maritime Museum  
Pier IV, Pratt Street  
Inner Harbor  
Baltimore, Maryland 21202

The Secretary of the Interior designated the following property a National Historic Landmark on January 14, 1986:

USS Torsk, Baltimore, Maryland

- A certificate attesting to the national significance of the property and the Secretary's designation of it as a National Historic Landmark will be sent to you, as an owner of the property. You are also eligible to receive a bronze plaque to commemorate its designation. Copies of the plaque application form are enclosed. Please complete the form in triplicate and return two copies to the National Park Service, History Division (418), P.O. Box 37127, Washington, DC 20013-7127. You may retain the third copy for your records. Both the certificate and the plaque will bear the name of the property as it appears above. If you have questions about the certificate or plaque, please contact James Charleton at the above address, or by telephone (202)343-8165 or FTS: 343-8165.
- The owner of each Landmark receives a certificate of designation, and, upon application, will also be awarded a bronze plaque. We are notifying the owner of the property's designation and providing the appropriate application forms.

The Secretary of the Interior designated the following property a National Historic Landmark on January 14, 1986:

USS Torsk, Baltimore, Maryland

- A certificate attesting to the national significance of the property and the Secretary's designation of it as a National Historic Landmark will be sent to you, as an owner of the property. You are also eligible to receive a bronze plaque to commemorate its designation. Copies of the plaque application form are enclosed. Please complete the form in triplicate and return two copies to the National Park Service, History Division (418), P.O. Box 37127, Washington, DC 20013-7127. You may retain the third copy for your records. Both the certificate and the plaque will bear the name of the property as it appears above. If you have questions about the certificate or plaque, please contact James Charleton at the above address, or by telephone (202)343-8165 or FTS: 343-8165.
  
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H34(418)

MAR 21 1986

Honorable Charles McC.Mathias, Jr.  
United States Senate  
Washington, DC 20510

Dear Senator Mathias:

I am pleased to inform you that the property identified on the enclosed sheet has been found to possess national significance in the history of the United States. As a result, the Secretary of the Interior has designated it a National Historic Landmark.

The purpose of landmark designation is to identify and recognize nationally significant sites and to encourage their owners to preserve them. Landmarks are chosen after careful study by the National Park Service. They are evaluated by the National Park System Advisory Board and designated by the Secretary of the Interior in accordance with the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966.

Designation as a National Historic Landmark automatically places a property in the National Register of Historic Places, if it is not already so listed, and extends to it the safeguards and benefits provided by the National Historic Preservation Act of 1966 and other Federal laws protecting historic properties.

We are pleased to include this property on the roll of National Historic Landmarks as a significant representative of our nation's heritage.

Sincerely,

s/ Stanley T. Albright  
Acting Deputy

Director

Enclosure

IDENTICAL LETTERS HAVE BEEN SENT TO THOSE PEOPLE LISTED ON THE ATTACHED SHEET

cc: Regional Director (MARO)(4000)

Harrison (MARO)(4000)

Peluso (MARO)(4000)

Bond (MARO)(4000)

190 Congressional Liaison

001 Reading File

400 Reading File

418 USS TORSK (NHL)

HAButowsky:sd:03-04-86

DISC NO. 12

[A] USS Torsk

Honorable Charles McC.Mathias, Jr. "Senator Mathias"  
United States Senate  
Washington, DC 20510

[A] USS Torsk

Honorable Paul S. Sarbanes "Senator Sarbanes"  
United States Senate  
Washington, DC 20510

[A] USS Torsk

Honorable Barbara A. Mikulski "Ms. Mikulski"  
House of Representatives  
Washington, DC 20515

The Secretary of the Interior designated the following property a National Historic Landmark on January 14, 1986:

USS Torsk, Baltimore, Maryland

- A certificate attesting to the national significance of the property and the Secretary's designation of it as a National Historic Landmark will be sent to you, as an owner of the property. You are also eligible to receive a bronze plaque to commemorate its designation. Copies of the plaque application form are enclosed. Please complete the form in triplicate and return two copies to the National Park Service, History Division (418), P.O. Box 37127, Washington, DC 20013-7127. You may retain the third copy for your records. Both the certificate and the plaque will bear the name of the property as it appears above. If you have questions about the certificate or plaque, please contact James Charleton at the above address, or by telephone (202)343-8165 or FTS: 343-8165.
- The owner of each Landmark receives a certificate of designation, and, upon application, will also be awarded a bronze plaque. We are notifying the owner of the property's designation and providing the appropriate application forms.

19 May 1986

(Date)

Chief  
Division of History  
National Park Service  
P.O. Box 37127  
Washington, DC 20013-7127

MAY 20 REC'D

Dear Sir:

As the owner(s) of U.S.S. TORSK (SS423)

located in BALTIMORE MARYLAND  
(City) (County) (State)

(I, We) hereby make application for a bronze plaque identifying the property as a National Historic Landmark.

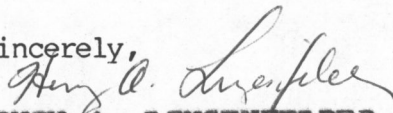
1. Fully conscious of the high responsibility to the Nation that goes with the ownership and care of a property classified as having national significance and worthy of National Historic Landmark status, (I, we) agree to preserve, so far as practicable and to the best of (my, our) ability, the historical values of the site that satisfy the criteria for national significance.

2. (I, We) agree to permit periodic inspection of the property by a representative of the National Park Service for the purpose of monitoring its integrity and the nature and degree of any threats thereto.

3. (I, We) agree that, should the Landmark designation ever be revoked in accordance with the procedures outlined in the National Historic Landmarks regulations, the bronze plaque and the certificate of designation will be surrendered upon request to the National Park Service.

4. (I, We) further agree to affix the plaque for public view and in an appropriate manner.

Sincerely,



HENRY A. LINGENFELDER  
Baltimore Maritime Museum  
Pier IV Pratt Street  
Baltimore, Maryland 21202

H34(418)

AUG 4 1986

Memorandum

To: Regional Director, Mid-Atlantic Region  
Attention: National Historic Landmark Coordinator

From: <sup>date</sup> NSB Director

Subject: National Historic Landmark Plaque Applications

Single copies are enclosed of the applications by the owners of the Darwin D. Martin House, Buffalo, New York; Rose Hill Mansion, Geneva, New York; Roycroft Campus, E. Aurora, New York; U.S.S. Becuna (SS319), Philadelphia, Pennsylvania; U.S.S. The Sullivans (DD-537), Buffalo, New York; and U.S.S. Torsk (SS 423), Baltimore, Maryland, for the plaques identifying these National Historic Landmarks.

We ask you to contact the owners and arrange to order and provide the plaques from the Regional budget. We will provide the requisite National Historic Landmark certificates.

/Sgd/Jerry L. Rogers

Enclosures

cc: 001 Mott  
001 Reading File  
400 Reading File  
418-Plaques and Certificates  
418-Darwin D. Martin House, Buffalo, New York (NHL)  
418-Rose Hill Mansion, Geneva, New York (NHL)  
418-Roycroft Campus, E. Aurora, New York (NHL)  
418-U.S.S. Becuna (SS 319), Philadelphia, Pennsylvania (NHL)  
418-U.S.S. The Sullivans (DD-537), Buffalo, New York (NHL)  
418-U.S.S. Torsk (SS-423), Baltimore, Maryland (NHL)

JHCharleton:pt:7/30/86

Thomas Disk 21: Item #28

H34(418)

AUG 4 1986

Mr. Henry A. Lingenfelder  
Baltimore Maritime Museum  
Pier IV Pratt Street  
Baltimore, Maryland 21202

Dear Mr. Lingenfelder:

We are pleased to have received your application for the bronze plaque identifying U.S.S. Torsk as a National Historic Landmark.

The Regional Offices of the National Park Service coordinate the presentation of National Historic Landmark plaques and certificates. Therefore, we are notifying the Mid-Atlantic Regional Office of your application, with the request that they proceed to order and provide the bronze plaque and National Historic Landmark certificate.

If you have any questions regarding this or any related issue, you may contact:

Mr. John Bond  
Mid-Atlantic Regional Office  
National Park Service  
143 South Third Street  
Philadelphia, Pennsylvania 19106  
(215) 597-7097

Sincerely,

s/Edwin C. Bearss

Edwin C. Bearss  
Chief Historian

cc: 001 Reading File  
400 Reading File  
418-Plaques and Certificates  
418-U.S.S. Torsk  
Bond (MARO) (4000)  
JHCharleton:pt:7/30/86  
Thomas Disk 21: Item #29

## USS Torsk Statement

It is a pleasure to be here today to represent the National Park Service at the dedication of USS Torsk as a National Historic Landmark. With this recognition USS Torsk joins a select group of properties that over the past 50 years have been determined by the Secretary of the Interior to be nationally significant in the History of the United States. In the case today, USS Torsk represents a boat that has been determine, through a process of independent study and review, to be important in the history of the United States in the Theme of World War II in the Pacific.

The role of the American submarines in the war against Japan cannot be over-estimated. During four years of war, American submarines sank more that 600,000 tons of Japanese warships and more than 5,000,000 tons of merchant shipping. By 1945, American submarines formed a blockade that denied Japan the food, fuel, and other raw materials she needed to continue the war.

USS Torsk was a member of the select group of American submarines that fought against Japan. Although USS Torsk did not enter the War in the Pacific until December 1944, she managed during her 2 war patrols to sink 3 Japanese ships totaling almost 2,500 tons. USS Torsk is credited with firing the last torpedoes and sinking the last Japanese combat ships of World War II, when on August 14, 1945 she sank the Japanese Coast Defense Vessel No. 13 and Coast Defense Vessel No. 47. With the sinking of these two ships the U.S. Navy completed its mission, begun on December 7, 1941, to sweep the oceans of Japanese merchant shipping and warships. In recognition of her wartime achievements USS Torsk was awarded 2 battle stars for her World War II service.

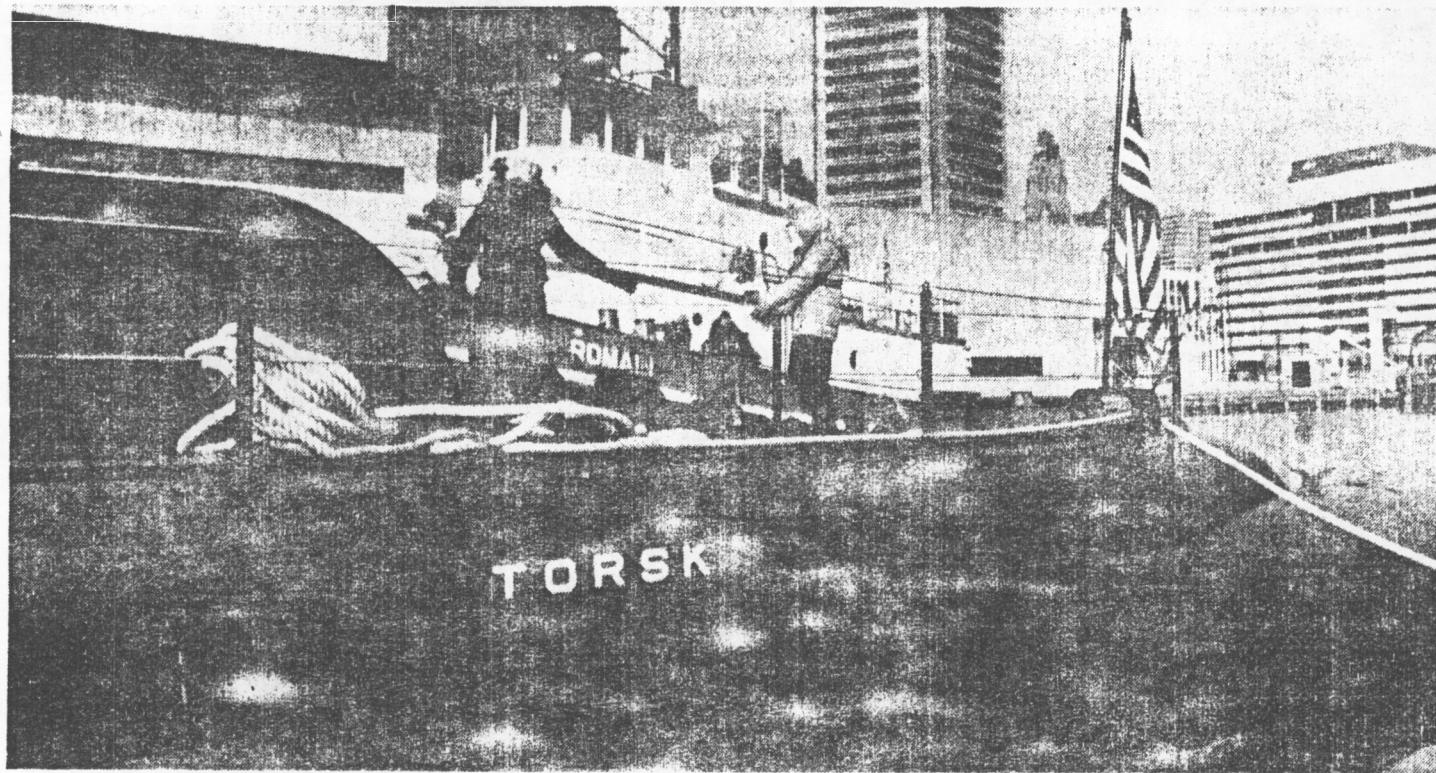
It was because of her war record that the Secretary of the Interior designated USS Torsk as a National Historic Landmark. However, while the war record of USS Torsk is important, we would not be having a dedication ceremony today if there were no USS Torsk still exant or if her condition were not outstanding.

Many famous submarines and other ships from World War II, such as USS Tautog, USS Flasher, USS Dace, the aircraft carriers Enterprise and Essex, battleships Pennsylvania, Tennessee, Maryland, South Dakota, the cruisers Baltimore and Cleveland have not survived the years. Because these ships are gone and they will never receive recognition as National Historic Landmarks.

Today while we recognize and pay tribute to USS Torsk we should also recognize and pay tribute to the Baltimore Maritime Museum and men such as Henry Lingenfelder and others who, years ago, recognized the importance of USS Torsk and worked to preserve the ship. Henry Lingenfelder, in particular, made my job of writing the Warships Associated with World War II in the Pacific Theme Study easy by supplying me with all the information I needed.

USS Torsk survived the test of war and the test of time. She stands today as a living memorial to the American Submarine Service in World War II and as a monument that will educate generations of Americans yet to come concerning the victory over Japan in World War II. It is a pleasure today to be a part of the ceremony dedicating USS Torsk as a National Historic Landmark.

## TORSK NOW U.S. LANDMARK



By Lloyd Pearson—Evening Sun Staff

**The USS Torsk temporarily leaves its Inner Harbor mooring under a tugboat's tow for repairs at a local shipyard.**

The U.S. Department of the Interior has designated the USS Torsk and 21 other warships that served in the Pacific during World War II as national historic landmarks.

The other new landmarks include the aircraft carriers Intrepid and Yorktown; the battleships Massachusetts, North Carolina and Alabama; the destroyers Kidd, Cassin Young, Laffey and Sullivans; the submarines Silversides, Drum, Cobia, Cod, Bowfin, Pampanito, Lionfish and Becuna; the minesweepers Hazard and Inaugural; a cargo ship, the Jeremiah O'Brien; and a torpedo boat, PT-976.

Known to Navy men as "the Galloping Ghost of the Japanese Coast," the Torsk set a world record 11,884 dives and torpedoed the last two Japanese ships sunk in the war.

The boat was refitted with snorkel tubes as a Guppy class submarine after the war. It participated in NATO exercises with the British Royal Navy in 1957 and won a Presidential Unit Citation for operations off the Lebanese coast during an international crisis there in 1960.

Since 1972, the Torsk has been docked at Pier 4 in Baltimore, first under state ownership and most recently under city ownership. It quickly became a popular tourist attraction and has stayed so—attracting up to 150,000 people a year—as part of the city's floating Maritime Museum.

Designation as a national historic landmark makes the submarine eligible for a commemorative plaque.



CMB

U.S.S. TORSK  
SS 423

DEDICATION  
as a  
National Historic  
Landmark

Saturday August 30, 1986  
Baltimore Maritime  
Museum  
City of Baltimore  
Dept. Recreation & Parks  
William Donald Schaefer  
Mayor

Welcome:

Henry Lingenfelder  
Director

Invocation:

Fr. Tomlin P. Crouder

Introduction of

Dignitaries

History of the Torsk:

Arthur J. Zilio  
Assistant Director



Significance of the  
National Historic  
Landmark:

Dr. Harry A. Butowsky  
U. S. National Park Service

Presentation of the Plaque  
and Certificate:

Dr. Harry A. Butowsky

Acceptance:

The W. W. II Crew of the Torsk

Benediction:

Fr. Tomlin P. Crouder

