

284

United States Department of Interior  
National Park Service

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Tug "Major Wilbur Fr. Browder"  
other names/site number Tug Ludington; LT-4

2. Location

street & number Harbor Park, Kilbourn Street N/A not for publication  
city or town Kewaunee N/A vicinity  
state Wisconsin code WI county Kewaunee code 061 zip code 54216

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets does not meet the National Register criteria. I recommend that this property be considered significant  nationally statewide locally. ( See continuation sheet for additional comments.)

*Alicia L. Goulet*  
Signature of certifying official/Title

January 31, 2002  
Date

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 official/Title

Date

State or Federal agency and bureau

Tug "Major Wilbur Fr. Browder"  
Name of Property

Kewaunee  
County and State

Wisconsin

#### 4. National Park Service Certification

I hereby certify that the 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.  
    \_\_\_ See continuation sheet.  
 removed from the National  
Register.  
 other, (explain:)

*Debra Boland*

*3/28/02*

Signature of the Keeper

Date of Action

#### 5. Classification

**Ownership of Property**  
(check as many boxes as  
as apply)

private  
 public-local  
 public-State  
 public-Federal

**Category of Property**  
(Check only one box)

building(s)  
 district  
 structure  
 site  
 object

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

contributing	noncontributing
	buildings
	sites
1	structures
	objects
1	0 total

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

N/A

**Number of contributing resources  
is previously listed in the National Register**

0

#### 6. Function or Use

**Historic Functions**

(Enter categories from instructions)  
TRANSPORTATION: Water Related

**Current Functions**

(Enter categories from instructions)  
RECREATION AND CULTURE: Museum

#### 7. Description

**Architectural Classification**

(Enter categories from instructions)  
OTHER: Welded Steel Tug

**Materials**

(Enter categories from instructions)

Foundation N/A  
walls Steel

roof N/A

other N/A

#### Narrative Description

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

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**National Register of Historic Places  
Continuation Sheet**

Section 7 Page 1

Tug "Major Wilbur Fr. Browder"  
Kewaunee, Kewaunee County, Wisconsin

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The "Major Wilbur Fr. Browder", also known as (Large Tug) LT-4, was built in 1943 specifically for World War II. In 1947 the tug was transferred to Kewaunee, Wisconsin by the Corps of Engineers and was renamed the "Tug Ludington." It then operated as a vessel of the Detroit District of the U.S. Army Corps of Engineers, assisting in the construction and maintenance of harbors on the Great Lakes. The City Of Kewaunee, Wisconsin, purchased the "Ludington" after it was declared excess by the Corps in 1996. The tug is now moored at Harbor Park in the City of Kewaunee during the summer months. During the winter it is moved to a safe harbor in the U.S. Corps of Engineers facilities in Kewaunee.

The "Major Wilbur Fr. Browder" was constructed at Jacobsen Shipyard in Oyster Bay, New York at a cost of \$396,400. It was the fourth in a series of eight seagoing tugboats. The keel was laid in February of 1943 and the tug was completed in October of the same year. After passing sea trials, the tug was formally accepted and christened the "Major Wilbur Fr. Browder" by the U.S. Army, who officially designated the tug LT-4.

The ship is built entirely of welded steel and is 115 feet in length with a 26 foot beam and has a 14 foot 3 inch draft. Its displacement (loaded) is 482 tons. It has a gross tonnage of 249 tons. Built with an approximate range of 8,000 miles, the tug has a fuel capacity of 40,000 gallons. The tug had accommodations for 24 crewmembers during its participation in WW II, and was operated later by the Corps of Engineers with a crew of 14. Accommodations for 14 are still available on the tug. Originally painted navy gray, the tug now is painted with the colors of the Corps of Engineers, a black hull with a beige superstructure trimmed with red. The decks are painted red. The stack is silver and black with a Corps insignia.

The vessel is diesel powered with her original engine, manufactured by the Enterprise and Foundry Co. of San Francisco, California. An Enterprise DM-38, rated at 1,200 horsepower at 275 revolutions per minute, drives a single three-bladed, 8.4 foot diameter screw with a 4.5 foot pitch. The engine has 16-inch cylinders and a 20-inch stroke.

The propulsion for the Browder embodied the late 1920s shift in tugboat power plants from steam to diesel, which by 1934 was the industry standard because of larger fuel capacity, lower fuel consumption, smaller crew requirements, and constant pulling with constant power. A large winch towing gear, manufactured by Electro-Dynamic Works and Electric Boat Company, and the Benson Electric Company of Superior, Wisconsin, below deck feeds to the fantail for towing.

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Section 7 Page 2

Tug "Major Wilbur Fr. Browder"  
Kewaunee, Kewaunee County, Wisconsin

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A simple pipe rail surrounds the decks on the superstructure. Two pole masts, one abaft of the pilothouse, are rigged with a signal yardarm and running lights. The vessel has a single stack amidships. On the fantail, large towing bitts rise through the deck next the aft bulkhead of the deckhouse, while a pair of towing bitts rise through the forecastle deck. Bitts are also arranged along the bulwarks, port and starboard, fore and aft. The quadrant below deck on the fantail houses the steering mechanism.

**Description of galley and living quarters on the Tug Browder**

The Tug Browder has much of the original sleeping quarters and galley facilities remaining on the ship. The tug has a total of 17 separate compartments. These spaces are the galley, the engine room, three restrooms, eight bunk rooms, the chart room, the pilot house, and two storage compartments.

There are six rooms with single bunks in them at this time. During WW II these rooms had two bunks. Two of these rooms were designated for the Chief Engineers and his assistants, and across from them were the showers and restrooms for the officers. Further down the passage are two rooms assigned to the Cooks and their assistants. At the end of the passageway are very steep stairs leading to two large rooms for the crews' quarters. These quarters are now equipped to accommodate eight persons (during WW II they slept twelve). Also located on the lower deck are the crew's shower and restroom facilities. On the upper deck, astern of the chart room, are located the Captain and the First Mate's staterooms. During WW II the First Mate's stateroom was also used as the radio room.

With the exception of new refrigerators, the Galley retains much of the original equipment. The galley table can seat eight to ten persons at a time. The stainless steel cupboards with sinks are located in the center of the galley. On the aft side of the galley is an operating, four burner stove with a hot plate and an oven.

The Galley, Engine Room, and Pilot House all have the original brass clocks still in good operating condition.

**Description of Original Navigational Equipment.**

Much of the original navigational equipment is still on the Browder and was operational until the ship made its last sailing in 1994.

The Browder is displayed with all the bells, horns, and gauges needed by the Chief Engineer to run the engine. At the Chief Engineer's operating position are the original talk tubes and the sound powered

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Tug "Major Wilbur Fr. Browder"  
Kewaunee, Kewaunee County, Wisconsin

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telephones connecting him to the Wheel House, along with other signaling devices between the engineer and the captain. The ship also has complete controls for the captain to navigate the tug located on the stern of the ship.

Other original equipment displayed in the ship's engine room, are two diesel motors used to supply electricity when out at sea, and two racks of batteries used to power the D.C. motors on the tug. Directly behind the engine is a very large electric towing winch with a drum capacity of 2,500 ft. of 1 ½ gauge steel towing cable. There are also the original boilers for heating the hot water and steam heat for the ship.

The very large original "Enterprise" eight cylinder, 1200 horsepower diesel engine is located in the center of the engine room. The engine is a unique direct drive engine. The drive shaft goes directly from the rear of the engine and out the stern of the ship. The direction of the ship's travel (forward or reverse) is determined by the firing order of the engine. When changing directions the engine had to be shut off - come to a complete stop - shifted - then restarted. The engine was designed for point to point and was very adequate for that job, but was not designed for harbor work to which it was later assigned.

Located on the upper deck of the engine room is the Master Gyro compass. Also located on the upper decks of the ship are the Chart Room and the Pilot House. The Chart Room has storage for the maps needed and room for displaying them as the crew traveled to their destination. In the Pilot House are the original hardwood wheel, and navigational devices. There are also many of the original signal controls, such as the fog horn, engine room talk tube and bell controls, whistles, magnetic compass, and the gyro-compass display.

The Browder has been maintained in excellent condition by the U.S. Corps of Engineers. The tug retains an exceptionally high degree of integrity. All original equipment and machinery is in place aboard the ship, including Navy issue navigational equipment on the bridge. An engraved plaque in the forward engine room identifies the tug as the "Major Wilbur Fr. Browder" and provides the date and place of construction, as well as the manufacturer of the engine. Minor additions such as radar and lifesaving equipment do not detract from the historic appearance of the vessel. The now renamed Tug Ludington remains readily identifiable as an LT or as the "Browder", and readily reflects an unheralded class and type of vessel that helped secure the Allied victory in Europe in World War II.

Tug "Major Wilbur Fr. Browder"  
Name of Property

Kewaunee County  
County and State

Wisconsin

## 8. Statement of Significance

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

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

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

Property is:

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

**Areas of Significance**  
(Enter categories from instructions)

Military

**Period of Significance**

1943-1945

**Significant Dates**

1944

**Significant Person**  
(Complete if Criterion B is marked)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Cox and Stevens  
Jacobsen Shipyard (Oyster Bay, NY)

## Narrative Statement of Significance

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

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Section 8 Page 1

Tug Major Wilbur Fr. Browder  
Kewaunee, Kewaunee County, WI

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The tug "Major Wilbur Fr. Browder" is significant under Criterion A in the area of military history for the important role that it played in Operation Overlord, the Allied invasion of Normandy in June 1944. The tug's period of significance, 1943-1945, corresponds to the years spanning its construction and service in the military fleet. Unlike the many civilian tugs that were pressed into service during the war, the Browder was constructed specifically for military use. The tug is popularly known as "Tug Ludington," the name given the tug in 1947 when it arrived in Kewaunee to begin its United States Army Corps of Engineers service in the Great Lakes.

**THE OPERATION OF ARMY TUGS IN WORLD WAR II.**

The large harbor tug "Major Wilbur Fr. Browder", built in 1943, is typical of hundreds of World War II Army large harbor tugs built during this period to a standard plan. Towing, hitherto a minor aspect of military logistics, became an important part of moving military cargoes and vessels on both coasts, on the lakes and in the theaters of World War II. The U.S. Army built a vast fleet of tugs, numbering several thousand, as part of a massive small-craft program. The largest sized vessels, of which several hundred were built, were the large harbor tugs (LT). The LTs were sent to every theater of war under their own power, although most were pressed into service to support amphibious landing operations and invasions. In particular, Army towing operations were a significant aspect of the war in Northern Europe, the South Pacific and Alaska. One of eight of the LT Class built by the Jacobsen Shipyard, the Major Wilbur Fr. Browder (LT-4), is one of a very few known essentially unmodified examples of the LT type left in the United States.

The U.S. Army operated a fleet as large, if not larger, than the U.S. Navy during World War II. Historian David H. Grover, working with numbered and named vessels and craft as well as builder's production figures, counts at least 127,793 "pieces of floating equipment," noting that "while the Navy had significantly more large ships than did the Army, the Army's greater number of harbor craft and amphibious craft produced a grand total of vessels that was almost 50 percent greater than that of the Navy." Grover further notes that this vast fleet is for the most part no longer extant, with "only a few dredges and support vessels of the Corps of Engineers and the Panama Canal Company, plus some tugs, amphibious craft, and training vessels of the Transportation Corps" remaining.<sup>1</sup>

The Army fleet was largely assembled or constructed to meet the extraordinary demand for transporting troops, material, ordinance, and supplies to the far-flung theaters of war between 1942 and 1945. The need was so incredible that at the peak of the war, the "deadweight capacity of dry cargo and

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<sup>1</sup> David H. Grover, US Army Ships and Watercraft of World War II (Annapolis: Naval Institute Press, 1987), x.

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Tug Major Wilbur Fr. Browder  
Kewaunee, Kewaunee County, WI

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passengers ships owned by, chartered to, or allocated to the Army...was 17.3 million tons; the comparable figure for the Navy was 8.0 million tons.” 2

In addition to large transports, troop ships, cargo ships, amphibious craft, minesweepers, and other craft, the Army maintained a fleet of several thousand vessels classified as tugs during World War II, most of which had been built as part of the massive small craft construction program. These included small motor towing launches (MTL), motor towboats or tractors (MT), small harbor tugs (ST) and large harbor tugs that were capable of ocean navigation (LT). The Browder belonged to this last classification. While the army had first built tugs for its use in docking large transports and troop ships during the Spanish American war, and had afterwards built a small number of these vessels for its own use, it was not until World War II that towing became an important part of the movement of military cargoes. Civilian tugboats were not able to handle the volume of military traffic, particularly overseas, and so the army embarked on a program of purchasing, leasing and constructing tugs in record numbers for its own use. The operational planning for the invasion of Europe and amphibious landings in the Pacific compelled the army to order hundreds of tugs in each basic size.<sup>3</sup>

The Army's tugs played an important role in the war. Tugs towed landing craft off beachheads, positioned pontoons and breakwaters, and docked and handled troop ships and transports at ports of embarkation in the United States and abroad. Of all these craft, only the LTs sailed to the various theaters of war under their own power, occasionally towing the smaller STs. At the end of the war, there were 167 LTs and STs, 287 MTL, and MTs in the European Theater, and 171 LTs and STs, 260 MTL and 180 MTs in the Southwest Pacific.<sup>4</sup>

#### **CONSTRUCTION AND CAREER OF THE “MAJOR WILBUR FR. BROWDER”.**

The standard design for a 115 foot large tug (LT) was prepared by the New York naval architectural firm of Cox and Stevens in 1943. One of the first tugs built to the new standard were LTs 1 through 5, ordered from the Jakobsen Shipyard at Oyster Bay on Long Island, New York. The Browder was the fourth in the series. The LTs were quickly built and prepared for service. LT-4 (Jakobsen hull Number 297) was christened the “Major Wilbur Fr. Browder” and was launched in October 1943.<sup>5</sup> The tug sailed for Great Britain in early 1944 as part of the Allied build up in preparation for the Operation Overlord, the planned invasion of occupied Europe. In their book on Naval action in World War II, authors E.B. Potter and Chester W. Nimitz wrote: “Planning for Overlord was perhaps the most

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2 Grover, xii.

3 Grover, 96.

4 Grover, 97.

5 Files on the Tug Ludington, Kewaunee, Wisconsin.



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Tug Major Wilbur Fr. Browder  
Kewaunee, Kewaunee County, WI

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complex problem in the history of warfare. The problem had to be attacked...from the standpoint of strategic desirability and from the standpoint of logistical feasibility.<sup>6</sup> Tugs like the "Browder" were critical aspects of the logistical feasibility. When the LT-4 arrived in England it was allotted to the 330<sup>th</sup> Harbor Craft unit of the Army Transportation Corp. It was part of the both the 3<sup>rd</sup> and 7<sup>th</sup> Armies.

The tug Browder exemplified the intended service of her type. On June 6, 1944, the Browder made two trips between England and Normandy as part of Operation Mulberry, in support of Overlord. The two Mulberry projects for which tugs were employed were monumental. Mulberries were mammoth assemblies consisting of concrete Phoenixes [a large cement structure which was manufactured to be towed into place and used as part of a breakwater construction] and sunken ships that formed artificial breakwater harbors. Seven ships could tie up at a single Mulberry to unload their cargo into landing craft. In addition, each Phoenix was topped with an anti-aircraft gun emplacement. Mulberry "A" was to supply American beaches "Utah" and "Omaha", and Mulberry "B" supplied the Canadian and British beaches of "Gold," "Juno" and "Sword." There were over 150 tugs involved in these projects. A storm that hit the channel about D-19 damaged the temporary harbor at Omaha and Utah so badly that it could not be repaired.<sup>7</sup>

D-day was originally set for June 5, 1944, but was postponed for 24 hours because of inclement weather. On the morning of June 6, the invasion of occupied Europe, termed "Festung Europa" or Fortress Europe by Adolf Hitler, began as paratroopers dropped from the skies, battleships opened fire on German shore batteries, and waves of landing and amphibious craft relentlessly pressed ashore at five beaches, codenamed "Utah," "Omaha," "Juno" "Sword," "and "Gold." For days troops and material poured ashore as the German defenses were battered and then breached.

Former crewmember Maynard Shumate recalled his service on the tug: "On the eve of June 6, 1944 when the armada began to form we were told that for reasons unknown we were to join them. The channel was very stormy and we began taking on more water than we could handle. Orders then came about 2 a.m. to turn back. I think the LT-4 had been assisting in the moving and reanchoring of a large Phoenix on the Normandy beaches. It was anchored off the Isle of Wright just before the invasion. The LT-4 returned the next day and I think we tied up to the Phoenix awaiting orders, but the American beachhead (Omaha) remained such a mess for 2 or 3 days we didn't do much direct towing to it."<sup>8</sup>

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<sup>6</sup> E.B. Potter and Chester W. Nimitz, The Great Sea War: The Dramatic Story of Naval Action in World War II (New York: Bramhall House, 1960), p. 160.

<sup>7</sup> Correspondence from WWII crew member Maynard Shumate, Wichita, Kansas.

<sup>8</sup> Correspondence from WWII crew member Maynard Shumate, Wichita, Kansas.

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Section 8 Page 4

Tug Major Wilbur Fr. Browder  
Kewaunee, Kewaunee County, WI

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Under fire, the tug ferried supplies to the landing beaches for the next month. On one such occasion the Browder ran aground on a sandbar and the towing cable was wrapped around the screw. The tug sat all night at a 45-degree angle with a huge oil or ammunition barge whipping back and forth in a bad storm. In the morning a French crew came out with cutting torches and finally freed the tug before she capsized.

For the remainder of 1944 and 1945 the Major Wilbur Fr. Browder mainly towed supplies between Plymouth, Portsmouth, Dover, and Weymouth in England and Brest, Cherbourg, Le Havre, and Prairie Beach in France.. The Bristol Channel ports of Swansea, Barry and Avonmouth were also visited by the tug. The tug also made many trips to the South Wales port of Newport, the permanent headquarters of the 330<sup>th</sup> Army Transportation Unit.<sup>9</sup>

After the war the "Major Wilbur Browder" returned to the United States and was stationed at Charleston, South Carolina until Oct. 3, 1946 when she departed Charleston for New York on the first leg of her journey to the Great Lakes and Kewaunee, Wisconsin. After sailing through the St Lawrence Seaway to Lake Ontario at Clayton, New York, the tug traveled through the Welland Cannel into Lake Erie and from there up the Detroit River to Lake Huron. On Nov. 6<sup>th</sup> the tug left Alpena, Michigan and navigated the Straits of Mackinac into Lake Michigan. Then on Nov. 15<sup>th</sup> 1946 the "Major Wilbur Fr. Browder" arrived in Kewaunee, Wisconsin and was transferred to the United States Army Corp of Engineers.<sup>10</sup>

On June 17<sup>th</sup> 1947 the tug, now renamed the Tug Ludington, began 50 years of operating on the Great Lakes. In 1996 the Tug Ludington developed engine trouble. At that time the Army Corp of Engineers declared the tug surplus and accepted proposals for sale of the Tug Ludington. In November 1996, the City of Kewaunee (the home port of the Tug Ludington for the past 50 years), purchased the Tug Ludington for \$10,800.

In July 1998, after installing piling and refurbishing the tug, the ship was opened to the public as a WWII vessel. The tug is on display in the Kewaunee Harbor from May through October every year and has been a great draw for tourism in the community. While the tug no longer is seen in its original context relating to its period of significance, it is housed in the same port and in a similar manner relating to its second career as a Great Lakes working tug.

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<sup>9</sup> Correspondence from WWII crew member Maynard Shumate, Wichita, Kansas.

<sup>10</sup> From records onboard the Tug Ludington, Kewaunee, Wisconsin.

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Tug Major Wilbur Fr. Browder  
Kewaunee, Kewaunee County, WI

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Because of the important role the tug played in the creation of the breakwaters off of the coast of France in preparation of the Allied invasion of Normandy, as well as the ferrying of supplies during the war, and because of the high level of integrity of the vessel relating to its period of significance, the Tug "Major Wilbur Fr. Browder" is eligible for listing on the National Register at the National level in the area of military history. While several hundred LTs were constructed for use in the war effort, the Major Browder is one of the few known unmodified examples of the type left in the United States. The Browder's sister tug, the LT-5 Major Elisha K. Enson (Harbor Tug Nash) located in New York State, is listed as a National Historic Landmark for an identical history -- its assistance in the invasion at Normandy.

Tug "Major Wilbur Fr. Browder"  
Name of Property

Kewaunee County  
County and State

Wisconsin

### 9. Major Bibliographic References

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

**Previous Documentation on File (National Park Service):**

- 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:**

- X State Historic Preservation Office
  - Other State Agency
  - Federal Agency
  - Local government
  - University
  - X Other
- Name of repository:  
US Army Corps of Engineers, Detroit Dist.

### 10. Geographical Data

Acreage of Property under one acre \_\_\_\_\_

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

1	<u>1/6</u>	<u>4/6/0/0/9/0</u>	<u>4/9/2/2/8/6/0</u>	3	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing
2	_____	_____	_____	4	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing

See Continuation Sheet

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	Jerome E. Zelten	date	3/5/01
organization	(for) Tug Ludington Committee/ City of Kewaunee	telephone	920-388-2069
street & number	1018 Dodge Street	zip code	54216
city or town	Kewaunee	state	WI

Wisconsin Word Processing Format (Approved 1/92)

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Section 9 Page 1

Tug Major Wilbur Fr. Browder  
Kewaunee, Kewaunee County, Wisconsin

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Files from the Tug Ludington. Kewaunee, Wisconsin.

Grover, David H. U.S. Army Ships and Watercraft of World War II. Annapolis: Naval Institute Press, 1987.

Hodenfield, G.K. "Harbor Craft Outfit is Everything Its Name Signifies," Stars and Stripes. 1 May 1944.

Nash (Harbor Tug). National Historic Landmark nomination. National Park Service, 1990.

Potter, E.B. and Chester W. Nimitz, The Great Sea War: The Dramatic Story of Naval Action in World War II. New York: Bramhall House, 1960.

Shumate, Maynard. Correspondence.

"Tug Ludington on the Waterfront." Informational brochure, n.p., n.d.

Wyatt, Barbara. Cultural Resource Management in Wisconsin. Madison: State Historical Society of Wisconsin, 1986.

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Section 10 Page 1

Tug Major Wilbur Fr. Browder  
Kewaunee, Kewaunee County, Wisconsin

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**VERBAL BOUNDARY DESCRIPTION**

The boundary corresponds to the extreme dimensions of the tug, the Tug "Major Wilbur Fr. Browder" 115 feet by 26 feet, moored in Harbor Park in the Kewaunee Harbor.

**BOUNDARY JUSTIFICATION**

The boundary incorporates the entire area of the vessel.

Tug "Major Wilbur Fr. Browder"  
Name of Property

Kewaunee County  
County and State

Wisconsin

### 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 SHPO or FPO.)

<b>name/title</b>	City of Kewaunee	<b>date</b>	March 2001
<b>organization</b>		<b>telephone</b>	920-388-5000
<b>street&amp;number</b>	413 Milwaukee Street	<b>zip code</b>	54216
<b>city or town</b>	Kewaunee	<b>state</b>	WI

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.

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Section photos Page 1

Tug Major Wilbur Fr. Browder  
Kewaunee, Kewaunee County, Wisconsin

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**Photographs**

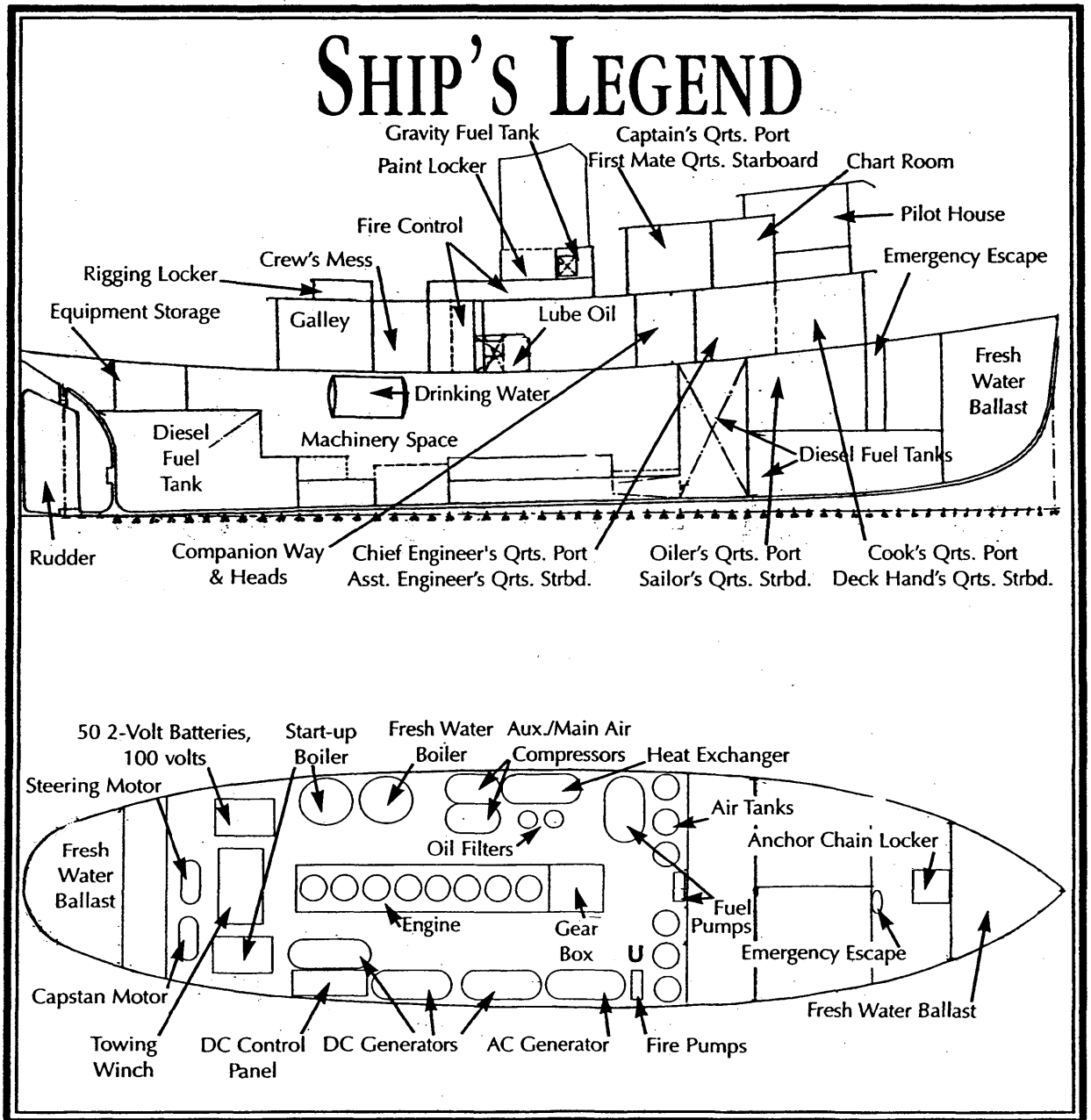
Tug Major Wilbur Fr. Browder  
Kewaunee Harbor, Kewaunee, Kewaunee County, Wisconsin  
Photographs by Jerome Zelten, July 2001  
Negatives at the State Historical Society of Wisconsin

1. The port side of the tug as viewed looking south across Kewaunee Harbor.
2. View of Starboard side, looking east from shore of Harbor Park off the tug's stern.
3. View of Starboard side, looking west from shore of Harbor Park off the tug's bow.
4. Original ship's wheel in the Pilot House. Also seen is the radar unit, magnetic compass and gyro compass readout.
5. View from upper engine room looking down on the Enterprise engine.
6. View from lower engine room showing the reel of 2500 feet of 1 ½ steel towing cable to be played out over the fantail for towing. Also seen are the various clutches used to control the clutches.
7. Master gyro compass located in the upper engine room.
8. Crews quarters on the tug.
9. One of two diesel engines used to supply electrical power while out to sea (located in the lower engine room).
10. The control and alarm panel used by the Chief Engineer (located in the lower engine room).



# Tug "Major Wilbur Fr. Browder"

Illustration taken from "Tug Ludington on the Waterfront"



To make a donation or inquiries contact:  
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