

HISTORIC RIVER VESSELS

European Network of River Museums



Verein zur Förderung des Lauenburger
Elbschiffahrtsmuseums e.V.
D-21481 LAUENBURG/ELBE

PADDLE-STEAMER KAISER WILHELM

The paddle-steamer **KAISER WILHELM**, purchased in 1970 from the "Oberweser Dampfschiffahrts Gesellschaft" in Hameln arrived Lauenburg/Elbe after a fantastic trip over the "Mittellandkanal" with his lower bridges and through the former DDR. Today the ship sails as "the first German museum-steamship-line" on the river Elbe, following a tradition from 1861.

The owner "Verein zur Förderung des Lauenburger Elbschiffahrtsmuseums e.V." makes with the ship an important part of the technological history in way of his scope for the "Elbschiffahrtsmuseum". Early in 1993 the registration as a "historical memorial of culture" was established.

The ship nearly in original conditions up to today with the horizontal steam engine and the cool-fired boiler was built in 1899/1900 by the "Dresdner Maschinenfabrik und Schiffswerft AG Dresden-Neustadt".

The former transfer to the owners at the river Weser was made via the North Sea. There the steamer primary runs as a passenger-boat between Hameln und Hann. Münden. Economical considerations put the ship out of service in the end of 1970 and to sell it to the Lauenburg association.

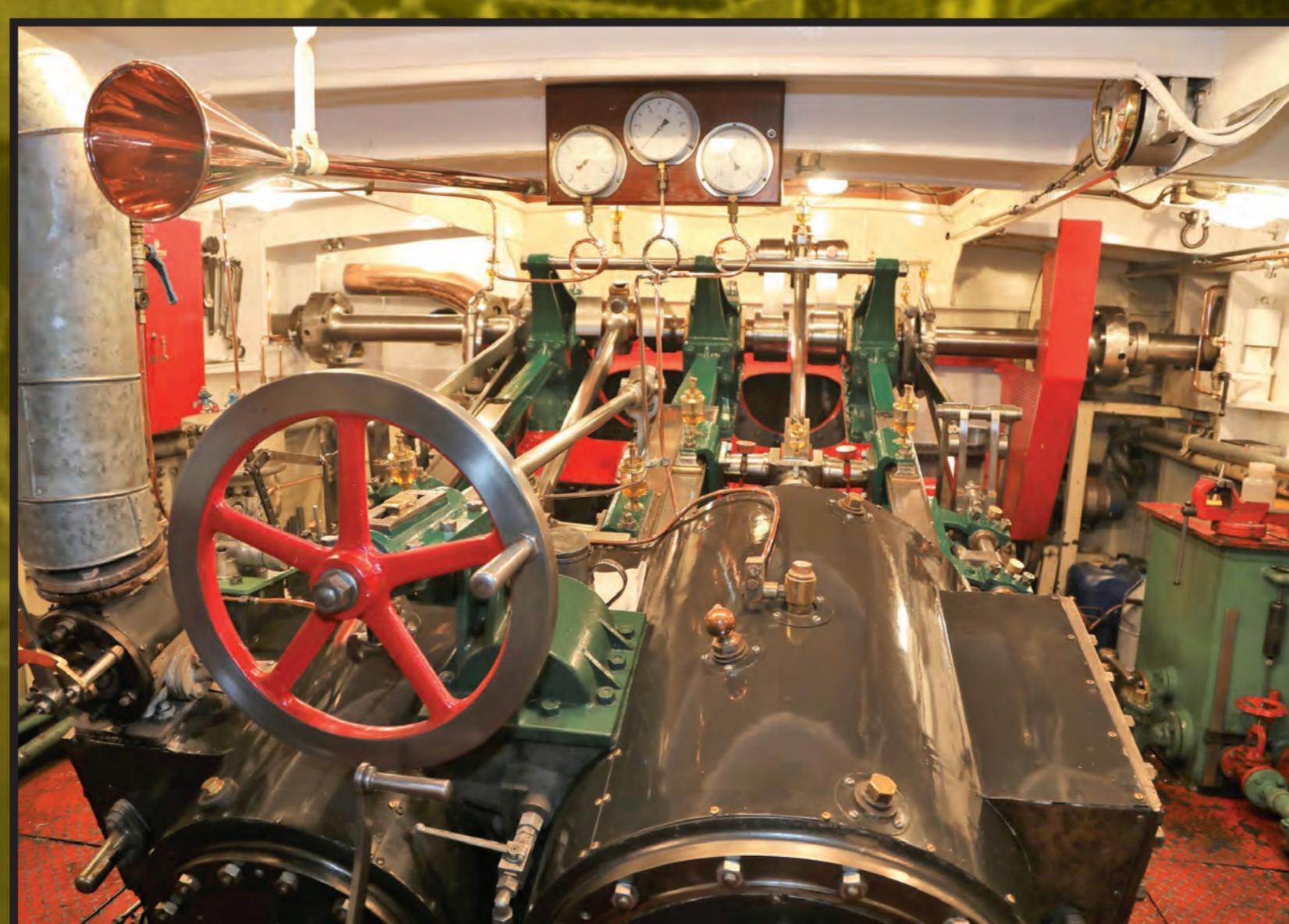
Against a lot of doubts in the beginning it was possible to save the paddle-steamer up to today in working conditions and to present it to the passengers as "a trip on the river as 100 years before".

This is only possible with a crew free of any honorary! In this way they set examples in very early time as a measurement for later activities at other places!



Chronic of the steamer KAISER WILHELM

1900	completed at "Dresdner Maschinenfabrik und Schiffswerft AG in Dresden-Neustadt", newbuilding No. 386 // transfer from Dresden via North Sea to Hameln at the river "Weser" // first trip with guests on 24. May 1900
1910	prolonging of the ship of 2 x 5 m, mounting of a wheel-house and a steam-rudder engine // therefore once more transfer of the ship via North Sea to Dresden and back
1917	largest havarie of the steamer in January: collision together with other steamers of the owner with the river-bridge in Hameln: leakage of the ship and large damage of the super-structure
1945	use as a ferry instead of the during the war damaged river-bridge in Hameln // 1954 mounting of a new steam boiler
1970	26. September last trip acc. timetable on the river Weser // 15. October take over by "Verein zur Förderung des Lauenburger Elbschiffahrtsmuseums e.V." // 25. October arrival in Lauenburg/Elbe
1971	first trip to Hamburg
1974	prince Louis Ferdinand von Preußen - grandson of the emperor Kaiser Wilhelm II.- was on board of the steamer for a trip on the river Elbe
1976	flagship of the curse during opening of the "Elbe-Seitenkanal"
1994	registration as a "historical memorial of culture"
2000	the crew gets special award for her work without any honorary by the parliament of the town of Lauenburg
2006	first ship in the new lock of Lauenburg during opening ceremony
2014	first restore works of the steamer, sponsored by "Kultusministerium des Landes Schleswig-Holstein"
2015	after 105 years the paddle-steamer maid his second voyage back to his birth-place "Dresden"



- 2 side-paddle-wheels:
- outside diameter 3,10m
 - 9 wheel-arms, steering eccentric with guide rods and 9 feathering wooden flats
 - special light-weight construction

Technical dates of KAISER WILHELM

Length o.a. 57,20 m	Breadth o.a. 8,38 m	Breadth o.fr. 4,48 m	Depth 2,10 m
Draught empty 0,93 m	Passengers 350 max.	ISN 05101270	
Main-engine:	horizontal expansion steam engine // power 168 PSI		
	number of revolutions 45 U/min		
Steam boiler:	cool-fired cylindrical boiler with 2 fire tubes	heating surface 60 m ²	water capacity 4200 Litre.
	amount of steam 1,5 t/h saturated steam	working pressure 12 at	