

# BASINGSTOKE MODEL BOAT CLUB

Basingstoke Model Boat & Yacht & sitting About & Chatting Club

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## NEWSLETTER December 2011

### **News**

Though I have visited the pond so infrequently this year, I have stayed in touch with Gordon and Gill and am amazed by Gordon's recovery, learning that he has attended the pond several times in the past 6-8 weeks. When I last visited him, he was in his workshop!

### **International Model Exhibition, Warwick. 11<sup>th</sup> to 13<sup>th</sup> November**

This show attracted many club members, included myself, and it was of the usual high standard with many new models and clubs this year, making it a show worth attending. I hope you didn't miss it.

### **Midhurst Model Exhibition**

We will exhibit at this regional show on the 19<sup>th</sup> February 2012. A show offering interests in model boats, cars, trains, meccano steam and more. Please come along and support us and be part of the small team that promotes our club at events like this each year. Please contact Jack if you can spare time.

### **Feature; Alte Liebe Model Tug – by Alan Spooner**

A newer members of the BMBC, attending mostly on Wednesday's, you will find me at the boating lake with either my one metre yacht, my RAF Crash Tender or my model tug 'Alte Liebe'.

I won't pretend to be an expert modeller but I do enjoy either renovating or completing partly built boats. My tug 'Alte Liebe' was almost complete when I purchased it, needing only to water test the hull, add and distribute ballast, fit motor and gear box, add batteries, varnish the deck and add a few additional items. A Caldercraft kit of 1:25 Scale, it has a fibreglass hull and deck and ply superstructure.

At 984mm in length and 262mm beam it weighs about 20 kg overall. She is fitted with a single 60mm 3-blade brass prop and an MFA 500 Torpedo electric motor running on a 6 volt supply that gives it a fairly realistic scale speed with quite a bit of torque.



My 'Alte Liebe'



Another Alte Liebe - by Krick

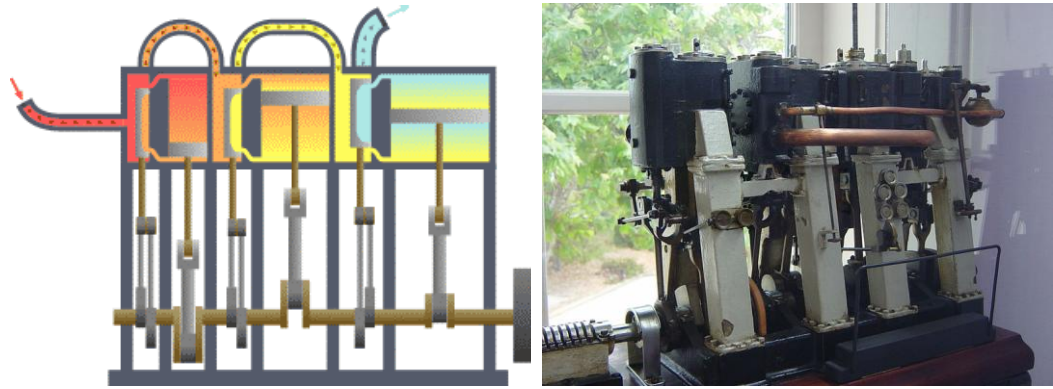
'Alte Liebe' (meaning 'Old Love'), was built in 1931 in Northern Germany.

Her striking lines and old style, impressing the age of steam propulsion, fascinated me and convinced me to try and find out about the actual tug's history. I have spent hours trawling the internet for any snippets of information (often inserting the information required in German) to get some answers to my questions. Bit by bit I have managed to find out more about the original boat.

The tug 'Alte Liebe' was originally ordered by Wasserstrassendirektion" (Water and Shipping Office) at Hamburg and was built in 1931 by the Nobiskrug GmbH shipyard at Rendsburg in Northern Germany. This shipyard, close to where she would be operating from, was situated on the old course of the river Eider and is where the North Sea-Baltic Canal creates an outlet to the sea .

Eider was 24.32 metres in length with a beam of 7.2 metres and had a displacement of about 200 tonnes. The overall building cost of the tug in 1931 was 198,100 Reichsmark.

The tug was powered by a triple expansion steam engine built by Christiansen & Myer – the famous marine steam engine manufacturers. She was installed with a single cylinder tube boiler with return flue which operated at a maximum pressure of 14 bar (206 psi). The power output of the engine was 300hp at a maximum of 210rpm. Her recorded maximum and average speed was :- 10.9 / 8.1 knots



This type of steam engine was ideal for marine use due to the high efficiency that was achieved by passing the steam through three sets of cylinders. In the sketch high-pressure steam (red) enters from the boiler and passes through the engine, exhausting as low-pressure steam (blue) to the condenser. These engines used a series of double-acting cylinders of progressively increasing diameter and/or stroke and hence volume. These cylinders were designed to divide the work into three equal portions, one for each expansion stage. The development of this type of engine was important for its use in steamships as, by exhausting to a condenser, the water could be reclaimed to feed the boiler, rather than using sea water for which it would be unsuitable.

Alte Liebe was launched in September 1931 and after further testing in November of that year was delivered to "Wasserstrassendirektion" (Water and Shipping Office) at Hamburg, for service at Cuxhaven which is north west of Hamburg and lies at the mouth of the Elbe estuary, and finally went into service in December 1931. For almost 30 years the vessel could be seen in Cuxhaven Harbour under full steam where she was used in various roles as a harbour tug, pilot boat, fireboat and salvage tug.



Alte Liebe in an ice-packed Cuxhaven

On 16th August 1940 she was requisitioned by the German Kriegsmarine ( the name of the German Navy during the Nazi regime between 1935 and 1945 and this superseded the Kaiserliche marine of World War 1 and the post-war Reichsmarine) then taken to Calais in France to assist in their war effort.

The tug was to be used for Unternehmen Seelöwe the codename for 'Operation Sealion'. This was the Nazi masterplan to invade Britain and it was based on the premise that the Luftwaffe would defeat the RAF and wipe out all British airpower that could operate over the Channel. The general idea was that, with the RAF crippled, the German invasion forces would set sail, with amongst other ships, coal barges hauled by tugboats – and this was to be Alte Liebe's duty. These barges would carry heavy armaments, etc. and would be run ashore on the English beaches. Tanks would be carried on the barges and they would leave the barges by blowing off one end of the barge with explosives. Because so many German coal barges and tugs had been taken to the Channel ports in preparation for the invasion, in September and October of 1940, German industrial production was crippled. As we all know the RAF stood firm and the rest is history....

In February 1941 Alte Liebe was returned to its owners by the Kriegsmarine and sailed back to Cuxhaven to return to her normal duties..



Alte Liebe berthed at Cuxhaven

In August 1960 the writing was on the wall for the steam tug and she was decommissioned and taken to Otto Wulf at Cuxhaven for a re-fit and in 1961 she was sold to Hans Gerlach at Hamburg and renamed 'KERSTIN'.



Alte Liebe has lost her charm and her beautiful name !

In 1962 she was transferred to "Vereinigte Schleppe-Reedereien" (United Tug Operators) at Hamburg and was given a complete superstructure change, her original name re-instated, and was re-engined with Deutz diesel engines delivering 750 bhp (552 kW) at 380 rpm.



The 'new' Alte Liebe lying at berth

In 2005 'Alte Liebe' was transferred to "Schleppkontor Meyrose" (Karl & Karsten Meyrose) Towing Kontor GmbH and in June of that year Klaas Meijer, shipbrokers at Groningen put her up for sale at Foxhol. She was eventually sold in 2007 to HP Vogler at Hamburg and renamed 'ATLAS'.

She has seen almost 80 years of service but for me her changes over the years were a sad end to a beautiful tug – a once classic steam boat being re-cycled to become a semi-modern dour workhorse.

### **Finally**

Let me offer my apologies for the infrequent newsletters and poor attendance at the pond. (Keen to at least get a newsletter out before Christmas, this one was prompted by Alan's feature! As I've said in the past, we need input to make a worthy newsletter and I encourage others to submit interesting articles.)

At weekends, a great deal of my time has been spent undertaking the advanced motorcycle training with the IAM, which I am close to completing.

At work, after an 8 year struggle to develop and sell a British invention, my workload has increased and encroaches into my home life too. There is now a high likelihood that we will have a World beating product in the coming few years having going bust once and selling out to a Japanese company in 2009 to get the funding needed to complete the development.

In fairness, I accepted the roll of Secretary and Treasurer when Gordon was first taken ill and I hadn't anticipated a full time roll. I will continue to support the club and its activities but I hope another retired/semi retired member might consider taking on the club newsletter?

On behalf of Jack, Gordon and I, we'd like to wish all our members and their families a Merry Christmas Happy New Year