

RETRO ON THE WATER, GLOUCESTER MAIN DOCK 27 & 28 August 2022

Boats booked to attend:

Still Waters (30ft). 100 years old, providing Boat trips from pontoon, front of North Warehouse



Still Waters was originally built in 1922 as a tender for the RMS MAURETANIA 1 [1906 - 1934] The Mauretania 1 was a sister ship to the Lusitania which was sunk by a German U-Boat in 1915. The Mauretania 1 was scrapped in May 1935 and Still Waters was transferred from the Mauretania 1 to the newly built Mauretania 2, a joint build venture by White Star Line and Cunard in 1936 and stayed with the Mauretania 2 until she was scrapped in 1966. She then passed into private hands and In 2014 she was lifted out of the water and fully restored by Phil Goddard, a well-known Southampton vintage boat restorer until

transported to the Thames and returned to the water in July 2015. Still Waters was obtained by the Boat Station Slimbridge in 2021 and enjoys a new life as a passenger trip boat on the Gloucester - Sharpness canal.

Meanderer (20ft) 70 years old, providing Boat trips from pontoon, front of North Warehouse



Meanderer was originally built in 1952 for use as a working harbour launch and spent most of her life in and around the Norfolk coast and the Broads. Her construction comprises of a clinker-built wooden hull and superstructure and has an inboard Vetus 3-cylinder diesel engine.

As mentioned above, Meanderers hull was built in the traditional "Clinker" style where the plank edges overlap at their edges. This design is generally thought to be a sturdy method of construction as the planks are physically attached to each other as well as the internal ribs. Meanderer is as seaworthy today as she was when first constructed over 70 years ago. Meanderer is the Boat Station Slimbridge's second trip boat for the Gloucester Sharpness Canal

Vertrouwen (98ft 10in) 107 years old



This classic Dutch klipper was built in 1915 by D. Boot Ship builders in Alphen de Rijn Netherlands. Vertrouwen, (the original name) spent her first years in the north of the Netherlands and Germany ferrying goods around the peat canals.

She was originally built at 22m with sails as the only propulsion. Just two years after an extra 3m was added to the length to give more cargo room. In the late 1940's the sails were removed and a Scania engine installed. She was extended again to the grand total of 30.13m in 1960. If you look

closely you can see where the rivets are more pronounced in that section.

In the late 60's her days as a cargo vessel were done and she was converted into a house boat. A complete refit was done 5 years ago in Bruinisse, NL before embarking on the 500 Nautical mile journey round the south coast and up the Bristol channel to the Gloucester and Sharpness Canal.

Enid Rose (29ft x 6ft 6in) 50 years old



This is a rare ex Thames Conservancy launch, built to a very high standard. Originally named Lodden. (All Thames Conservancy launches were named after Thames tributaries). It was renamed to Surrey when first in private ownership and then Enid Rose by current owners when purchased in September 2021.

Built of fibreglass in 1972 by Robert Ives (boatbuilder) Ltd, Christchurch and fitted out by Thames (Ditton) Marina Ltd. Refitted by R J Prior & Son (Burnham) Ltd in 1988.

Engine: Thorneycroft type 154, No 25P 1788B/O 1188, serial no 4642. 4 cylinder marine diesel with PRM gearbox no 6209. 2-1 reduction coupled to an aquadrive and a 1 3/8 inch stainless steel shaft driving a manganese bronze propeller. The engine also drives a 1.5 inch clutch operated Jabsco auxiliary deck pump. Insulated engine room compartment. Two 12 gallon stainless steel fuel tanks interconnected and filtered.