

Cervia (II) ex Empire Raymond

Built: 1946 Alexander Hall & Co. Aberdeen. (For Ministry of War Transport).
Yard No: 709
Length (ft): 105.2
Beam: 27.1
Depth: 11.1
GRT: 233
Call sign: GDPM
Official No: 180997
Engine: 900 ihp 3 cylinder triple expansion by Alexander Hall.
(Could be converted to use oil instead of coal).
Launched: 30th April 1946.

FOREMOST Class of EMPIRE Tugs, built to replace and supplement Tugs lost during 2nd World War.

Virtually identical to **SUN XVI** and **SUN XVIII**, both built at the same time as **Cervia** but with very minor differences, including a Tripod Mast, so a model of any of the three could be built from the same Hull/Plans.

Acquired by W. Watkins Ltd in 1946 to replace one of their tugs lost during the war.

From October 1946 to May 1947 worked with the name **Empire Raymond**, then renamed **Cervia** in May 1947. You may see this information listed differently, including that she never worked as **Empire Raymond**, but a have a friend, a retired Tug Captain who worked on her as cabin Boy in 1946/47.

1950 Acquired by Ship Towage (London) Ltd. As part of a buy out of Watkins.

25th October 1954, she sunk (*Girted) while undocking P&O liner **Arcadia** at Tilbury on the River Thames, England. (Skipper and 4 crew lost). Refloated on 28th October 1954, repaired and carried on working.

1969 Acquired by London Tugs Ltd. Again as part of a Company buy out.

1972 Sold to go into preservation, but was returned to work in 1973 by International Towage Ltd.

1985 into preservation at Ramsgate Harbour in Kent, England.

As of December 2013 still at Ramsgate. A new preservation group is being formed The Steam Museum Trust. www.thesteammuseum.org

*Girting, is when a Tug is pulled sideways by the vessel it is towing and capsizes.

Cervia (I)

The first **Cervia** (built 1925) originally owned by the Gravesend – United Steam Tug Co. Named **Tamesa**, was purchased by W. Watkins in 1937 (renamed **Cervia** in 1938) and was sold in 1946, renamed **Monty**, then **Lady Elsie**, and finally **Lady Hazel**, scrapped in 1963.