

**Update 4**

**Windermere Ferry**



Removing the gearbox shaft from the old gearbox using a 20T press jack

MCA inspector checking the hull

One of the 5 bearings of the main shaft

**Important Windermere Ferry Update**

This last week has mainly been about hull inspection, engine overhaul, running gear maintenance and inspections with several specialist engineers on site providing their vital input and services. The old gearbox was removed and a new one put in place - no mean feat as the axle had to remain attached to the gearbox! The six sets of bearings have been inspected, and their refurbishment continues.

Detailed reports on the condition of the hull, axle couplings and drive wheels were also produced, and will lead to specific courses of action this week. The lap board hinges were also accurately measured for wear and this will allow us to develop the best plan for their refurbishment.

The inner compartments were vented as soon as the ferry was placed on the slipway, and the scaffolding tent is now complete, both key items in facilitating the other works. The hull has been pressure washed and tested by ultrasound, the fenders have been removed and inspected; both areas require minor repairs which should be easily completed this week.

We've also worked with the local community to ensure we minimise light and noise disturbances, and continue to work within strict environmental and health and safety limits. We still expect to have the ferry operational again at the end of the month.

**Key points for this week:**

- Hull cleaned and ultrasonic testing of thickness completed;
- MCA Inspector visited Mallard;
- Removal of all the mechanical drive components to strip, check for wear and reassemble. This provides us with key schedules for more frequent periodic checks and maintenance or informs of when parts will need replacing;
- The new gearbox has been fitted and the old one returned to the manufacturer for assessment and scope for repairs developed.

Contact [karl.melville@cumbria.gov.uk](mailto:karl.melville@cumbria.gov.uk) or check our website for further updates [cumbria.gov.uk/roads-transport/highways-pavements/windermereferry.asp](http://cumbria.gov.uk/roads-transport/highways-pavements/windermereferry.asp)

## FAQs

### **Why is the work needed?**

The maintenance and inspection work is a requirement of the Maritime and Coastguard Agency (MCA) to comply with the operator's licence.

### **Could the work be done at any other time of year?**

The Operators Licence needs to be renewed by May 2019. The Inspection for the operators licence must be carried out within 3 months of this date. We have arranged the Maintenance and Inspection to be carried out in early March rather than May, as this is before the school holidays commence, and is at a time within the 3 months when the usage of the ferry is traditionally lower than at other times of the year.

### **What does the work involve?**

The work involves the physical inspection of the hull; survey of the hull plate thickness and periodic maintenance of all the mechanical components (drive shaft, gearbox, hydraulic systems and engine).

### **Why wasn't the work done last year?**

The work was unable to be completed last year this is because the inspection for the Operators Licence needs to be carried out within three months of May 2019. The slipway owner does not hire out the slipway during the summer for commercial priorities for their own vessels.

### **Why does the work take so long?**

The service interruption is planned for 3 weeks. It takes a minimum of 2 days to remove Mallard from Ferry Nab and install on the slipway and 3 days minimum to return Mallard from the slipway back in to full service. This leaves the contractor with around 16 days (including weekends) to carry out the works.

### **What work will be done?**

- The main shafts will be removed and all bearings and seals checked or replaced.
- The gearbox needs to be replaced with the spare unit
- Engine 2 requires a replacement cylinder head and "top end" rebuild.
- Engine 1 requires a 1000 hour service (tapets/valve adjustment, etc).

### **Wasn't the engine replaced last year?**

Yes one engine is a new engine but this has now reached its first major service interval (1000 hours)

### **Why is the work being done now?**

Mallard is approaching 30 years old and has always been maintained on a 5 yearly major Inspection and maintenance frequency. The last inspection was in 2014.

