

## Windermere Ferry



### Important Windermere Ferry Update

The Mallard was successfully removed from the water and placed on the slipway on the morning of Friday 8 March. Windermere Lake Cruisers were contracted to tow the ferry and once on the slipway the main contractor NuMech was able to commence the maintenance and inspection works. The tow was unfortunately delayed for three days due to adverse weather conditions as towing a 130-tonne ferry is a precise business, and the high winds presented a real risk which we needed to work around. The weather worsened on the Friday afternoon and throughout the weekend with snow, rain, hail, sleet, sun and high winds experienced across the county – it really was a case of identifying and using the right weather window!

In the last week the following works have been completed:

- The 10-Tonne Ferry lap boards have been removed and safely placed at each end for maintenance.
- The internal items, exhaust pipes and ferry gates were removed and made ready for maintenance.

- Extensive scaffolding at the slipway has been started.
- The drive wheels and shaft have been inspected.
- The ¾-tonne gearbox has been refurbished.
- Engine 1 received a full service and Engine 2 was rebuilt.
- The pressure washing and inspection of the hull commenced.

The whole team on the Ferry are now working tirelessly to overcome the previous weather delays, and to get the programme back on track. We still expect to have the Ferry operational again in late March as planned.

In the next week we'll be concentrating on further maintenance and inspection of the driveshaft and running gear, the external condition of the hull, the anodes and the lap board hinges. The hull and running gear will be specially inspected using both visual and ultrasound techniques; and we expect to meet the Maritime and Coastguard Agency Inspector this week.

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.