

Windermere Ferry



Windermere Ferry is back on the water

We're pleased to say that Mallard has now had a final inspection by the Maritime and Coastguard Agency and been granted a new operators licence.

It's been very busy week with a lot of activity on the ferry which has included more complex engineering tasks of reassembling the gear box and drive shafts and refurbishing the drive wheels to name but a few!

The Ferry was removed from the slipway and towed back to Ferry Nab on Tuesday morning so that the final engineering tasks (the reattachment of the lap boards and final trial) could be conducted.

We have repainted Mallard where access permits and there are new graphics and information boards for passengers. All hydraulic systems have been installed and commissioned and the drive cables have been adjusted and test runs carried out to ensure that Mallard is operating safely.

We would like to take this opportunity to thank everyone for their co-operation and understanding whilst the ferry has been out of service.

What next for the Mallard?

Regrettably the toll of operating 16 hours a day, 7 days a week for almost 30 years is beginning to have an effect, despite ongoing and regular maintenance.

The inspection and maintenance period identified the need for further minor works on the ferry, and it may be necessary to suspend the ferry service for occasional very short periods in the next few years to allow these works to be completed.

Contact karl.melville@cumbria.gov.uk or check our website for further updates
cumbria.gov.uk/roads-transport/highways-pavements/windermereferry.asp

FAQs

Why was 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 needed to be renewed by May 2019. The Inspection for the operators licence must be carried out within 3 months of this date. We 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 is lower than at other times of the year.

What did the work involve?

The work involved 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.

What work has been done?

- The main shafts were removed and all bearings and seals checked or replaced.
- The gearbox has been replaced with the spare unit
- Engine 2 required a replacement cylinder head and "top end" rebuild.
- Engine 1 required 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 was 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.

