

iUpdate on LYNHER refit May 22 2025

Work on the refit of the LYNHER is continuing with "flooding up" of the drydock, a significant milestone in the refit process, taking place yesterday (Wednesday, 21 May).

The period in drydock enabled work to be carried out on replacing systems and equipment on the prows and hull which had become obsolete or reached the end of their lives. The vessel has also been repainted both above and below the waterline.

Drydocking allowed inspections to be carried out by our team and regulators to ensure that it will be safe for a further five years. These "out of water" inspections identified that further essential work was required, prolonging the time in dock.

Initial works also took place to replace the outdated computer control system. The next stage of this complex work can only be completed with the vessel in the water, with the result that it has now moved to a berth alongside the dock rather than immediately being prepared for towing to Torpoint.

The new control system is supplied by Rolls Royce. The system needs to be integrated with the ferry's existing mechanical and electrical equipment by the manufacturer with support from the Tamar Crossings' technical team. The system must then pass Harbour Acceptance Testing (HAT) before it returns to Torpoint to ensure that the works meet the required standards to assure the long-term performance and reliability of the vessel.

Work on this phase of the refit has been scheduled to begin later today, and is programmed to take two weeks to complete. Once the subsequent HAT testing has been successfully completed, the team will begin preparing the ferry for its return journey.

Providing the remaining work goes smoothly, we are currently expecting LYNHER's to arrive back in Torpoint in the middle of June. However, this is reliant on there being favourable weather and sea conditions at that time.

The combination of the bad weather at the start of the refit process, and the impact of carrying out additional vital repairs that could only be identified once in drydock, means that the return journey to Torpoint will be later than originally predicted.

We recognise the impact that extending the period of two ferry operations has on customers. We are continuing to work with A&P and Rolls Royce to ensure that the remaining works are completed as quickly as possible and attempting to do so ahead of the current programme. However, it is vital that these key elements of the refit are completed to the high standards required for the safety and ongoing efficiency of the ferry service.

Following LYNHER's return to Torpoint, towing gear will need to be removed and our team will work with A&P to prepare the vessel for service. This will involve

reconnecting the ferry to the chains, restoring the lifesaving & firefighting equipment and seating, and carrying out Sea Acceptance Trials (SAT), including in service crew training and familiarisation with the new control system. This is expected to take up to five days to complete. Following this, the Maritime and Coastguard Agency and Lloyds Register will carry out their inspections to certify the ferry for service.

The service will continue to be provided by the two remaining ferries, one leaving each side of the river every 15 minutes (on the hour and 15, 30 and 45 minutes past the hour), between 06:30 and 22:00 and a single half hourly, night service ferry from 2200 to 06:30.

Ends