



## Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

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*Revised April 4, 2022 3:35 PM  
Posted April 1, 2022 8:50 AM*

WOODS HOLE, MARTHA'S VINEYARD & NANTUCKET  
STEAMSHIP AUTHORITY

PORT COUNCIL  
Tuesday, April 5, 2022  
9:00 AM

First Floor Meeting Room (Room #103), SSA Administrative Offices  
228 Palmer Avenue, Falmouth, MA 02540

**NOTE: Pursuant to Section 20 of Chapter 20 of the Acts of 2021, this meeting will be held virtually. The public may participate in the meeting, including Public Comment, by going to [zoom.us](https://zoom.us) and using meeting ID 851 3455 6877 . Participants can also use the same meeting ID and join telephonically by calling one of the following numbers: 669-900-6833, 346-248-7799, 929-436-2866, 253-215-8782, 301-715-8592, or 312-626-6799.**

1. Minutes
  - a) Approval of the Minutes of the March 8, 2022, Meeting
2. Management Report
  - a) Business Summary for the Month of February 2022
  - b) Updates on Current Projects including:
    1. Woods Hole Terminal Reconstruction Project (Marine and Landside)
    2. Website Update/Redesign
    3. M/V Island Home Dry Dock Update
    4. M/V Nantucket Dry Dock Update
  - c) Proposed 2023 Summer and Fall Operating Schedule
  - d) Results of the Pre-Season Sale of M/V Iyanough Ticket Books
  - e) Request for Licensing for Freight Transportation Service for Nantucket
3. Treasurer's Report
4. Old/New Business
5. Public Comment

These agenda items are those that the Chairman reasonably anticipates will be discussed at the meeting. Not all items listed may in fact be discussed, and other items not listed because they are not anticipated by the Chairman to be discussed may also be brought up for discussion to the extent permitted by law. The Port Council's practice is to reserve time under New Business for topics that the Chairman does not anticipate will be discussed at the meeting. Other topics not listed but discussed by the Port Council during previous meetings might also be brought up for discussion by other Port Council Members under Old Business even though the Chairman does not anticipate a discussion about any such topics.

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Our mission is to operate a safe, efficient, and reliable transportation system for the islands of Martha's Vineyard and Nantucket with a commitment to sustainability, accessibility, our port communities, and public engagement.

228 Palmer Avenue  
Falmouth, MA 02540  
(508) 548-5011

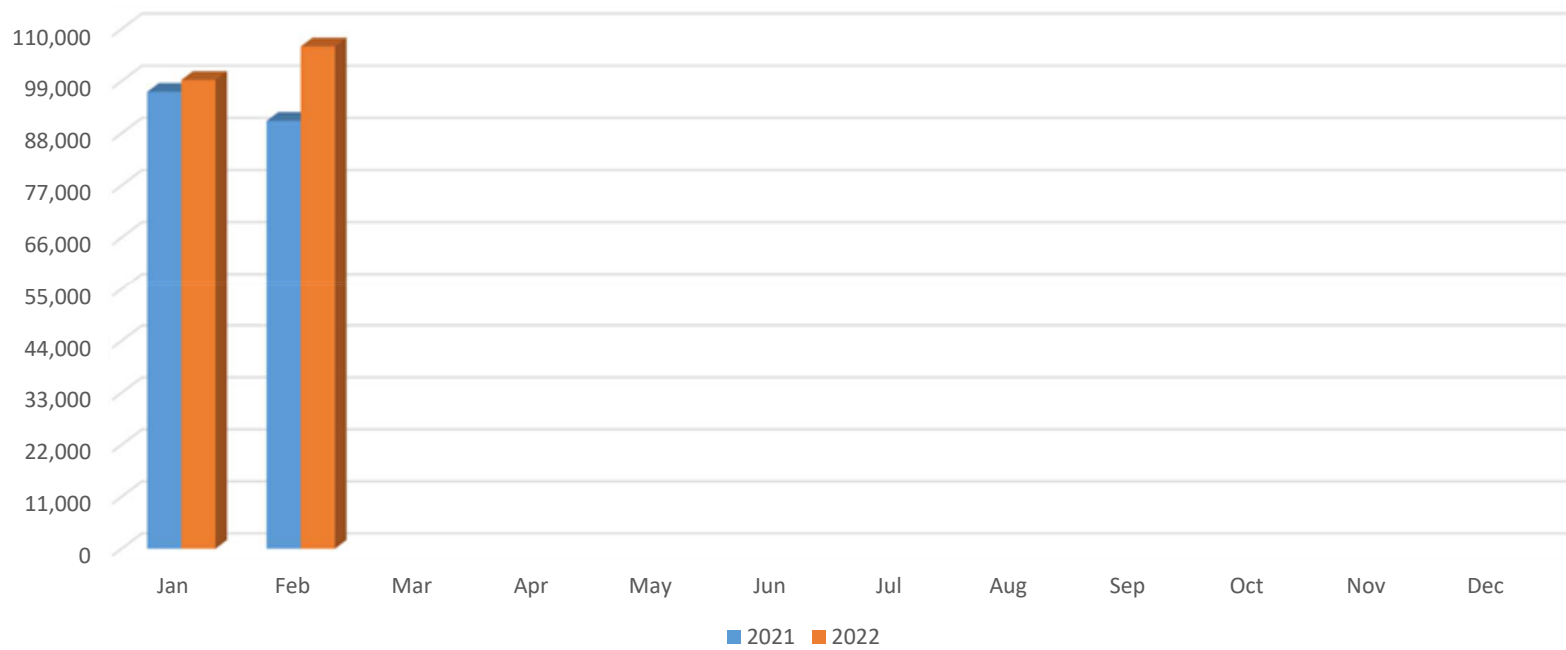
# Business Summary – February 2022

Port Council Meeting 04-05-2022

## Passengers Carried – February 2022 vs. 2021

		Monthly Variance vs. 2021	Monthly % Difference vs. 2021		Y-T-D Variance vs. 2021	Y-T-D % Difference vs. 2021
Martha's Vineyard Route	↑	15,136	19.1%	↑	17,640	10.8%
Nantucket Regular Ferry	↑	562	5.0%	↓	- 265	- 1.1%
Nantucket Fast Ferry	↑	0	0.0%	↑	837	124.4%
Nantucket Route Subtotal	↑	562	5.0%	↑	572	2.4%
<b>Total Passengers</b>	↑	<b>15,698</b>	<b>17.3%</b>	↑	<b>18,212</b>	<b>9.7%</b>

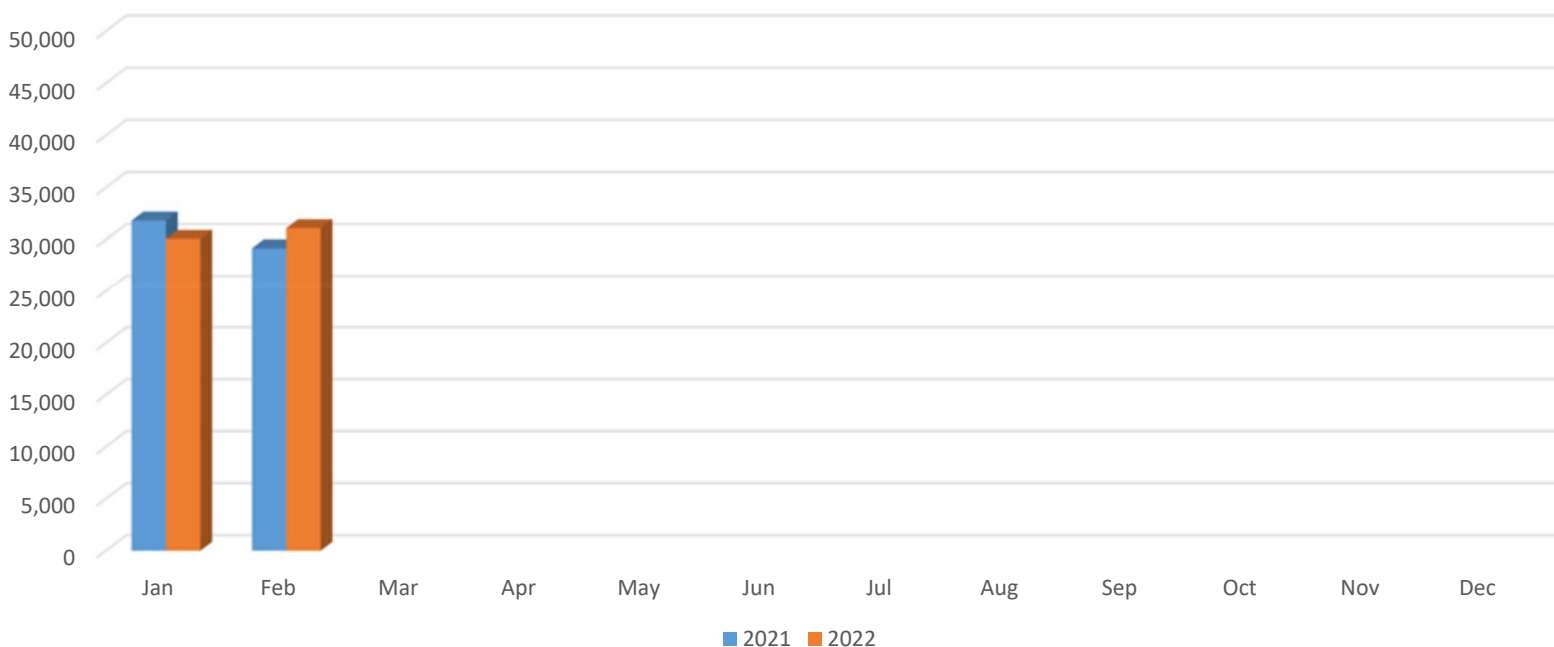
## Passengers Carried 2021 - 2022



## Vehicles Less than 20 ft. Carried – February 2022 vs. 2021

		Monthly Variance vs. 2021	Monthly % Difference vs. 2021		Y-T-D Variance vs. 2021	Y-T-D % Difference vs. 2021
<b>Martha's Vineyard Route</b>						
Standard Fare Autos	↓	- 135	- 1.5%	↓	- 1,753	- 8.9%
Standard Fare Trucks	↑	22	0.7%	↓	- 341	- 5.3%
Excursion Fare Autos	↑	1,641	16.6%	↑	1,853	9.1%
Excursion Fare Trucks	↑	312	11.1%	↑	410	7.1%
<b>Total – Martha's Vineyard</b>	↑	<b>1,840</b>	<b>7.4%</b>	↑	<b>169</b>	<b>0.3%</b>
<b>Nantucket Route</b>						
Standard Fare Autos	↓	- 47	- 3.9%	↓	- 110	- 4.2%
Standard Fare Trucks	↑	84	13.9%	↓	- 41	- 3.0%
Excursion Fare Autos	↑	58	3.4%	↑	164	5.0%
Excursion Fare Trucks	↑	13	1.7%	↑	6	0.4%
<b>Total – Nantucket</b>	↑	<b>108</b>	<b>2.5%</b>	↑	<b>19</b>	<b>0.2%</b>
<b>Total Vehicles Less Than 20'</b>	↑	<b>1,948</b>	<b>6.7%</b>	↑	<b>188</b>	<b>0.3%</b>

## Vehicles Less than 20 Feet Carried 2021 - 2022



## Freight Trucks (Trucks over 20 ft) Carried February 2022 vs. 2021

		Monthly Variance vs. 2021	Monthly % Difference vs. 2021			Y-T-D Variance vs. 2021	Y-T-D % Difference vs. 2021
Martha's Vineyard Route	↑	265	8.1%		↑	63	0.9%
Nantucket Route	↑	179	8.8%		↑	3	0.1%
<b>Total Trucks</b>	↑	<b>444</b>	<b>8.4%</b>		↑	<b>66</b>	<b>0.6%</b>

## Trucks (Over 20 Feet) Carried 2021 - 2022

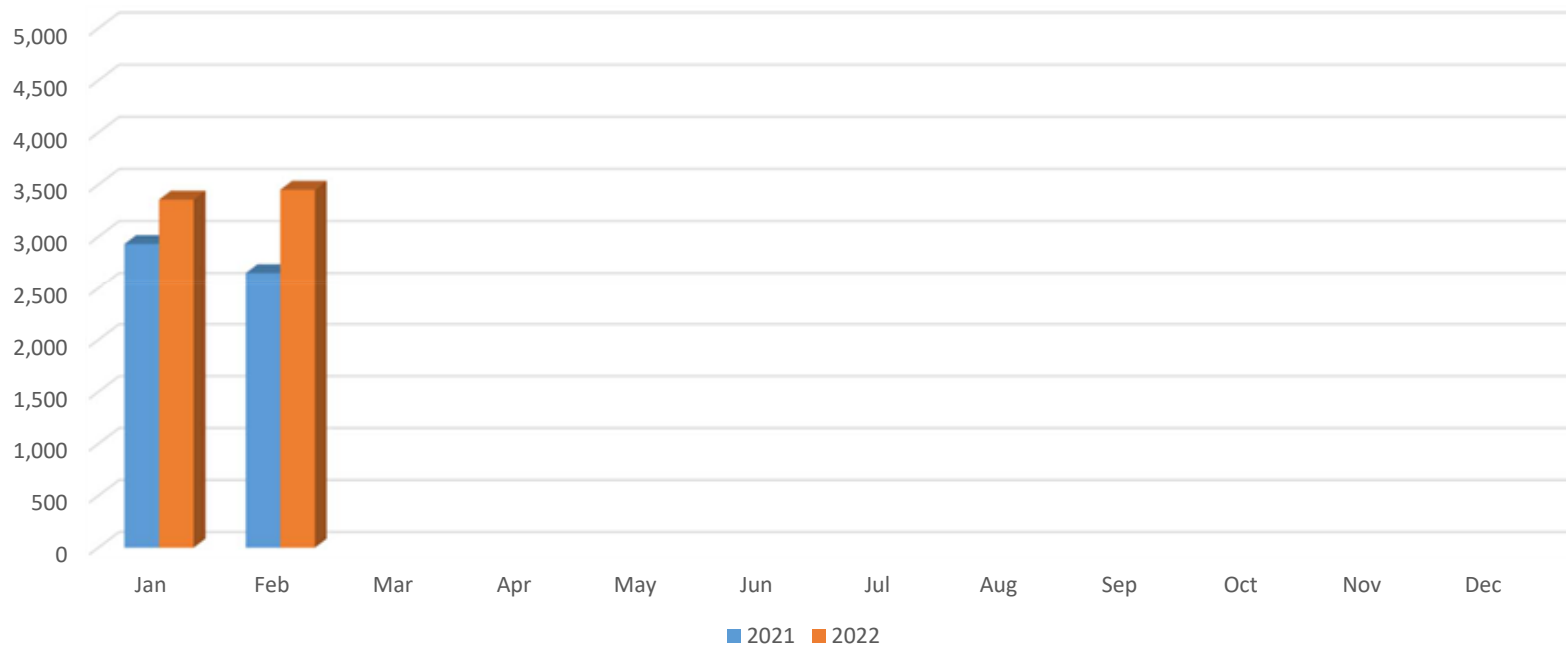




## Cars Parked— February 2022 vs. 2021

		Monthly Variance vs. 2021	Monthly % Difference vs. 2021			Y-T-D Variance vs. 2021	Y-T-D % Difference vs. 2021
Martha's Vineyard Route	↑	717	30.2%		↑	1,039	21.2%
Nantucket Route	↑	84	30.5%		↑	188	27.5%
<b>Total Cars Parked</b>	↑	<b>801</b>	<b>30.2 %</b>		↑	<b>1,227</b>	<b>22.0%</b>

## Cars Parked 2021 - 2022



# Trip Summary Report

	Scheduled		Cancelled for				
MV Route	Budgeted	Available	Mechanical	Weather	Traffic	Unscheduled	Total
February	1,112	2	- 7	- 18	- 21	2	1,070
YTD	2,330	5	- 7	- 81	- 78	4	2,173
NT Route	Budgeted	Available	Mechanical	Weather	Traffic	Unscheduled	Total
February	326	2	0	- 6	- 16	2	302
YTD	706	4	0	- 33	- 34	3	640
Total	Budgeted	Available	Mechanical	Weather	Traffic	Unscheduled	Total
February	1,438	4	- 7	- 24	- 37	4	1,372
YTD	3,036	9	- 7	- 114	- 112	7	2,813

# Financial Snapshot



## February

- Operating Revenue of **\$4,794,555** was **higher** than budget by **\$383,656**
- Other Income of **\$51,864** was **lower** than budget by **\$1,482,568**
- Operating Expenses of **\$8,281,586** was **lower** than budget by **\$794,199**
- Income Deductions of **\$158,302** was **lower** than budget by **\$3,087**
- Net Operating Loss of **\$3,585,705** was **higher** than budget by **\$301,626**

## January – February

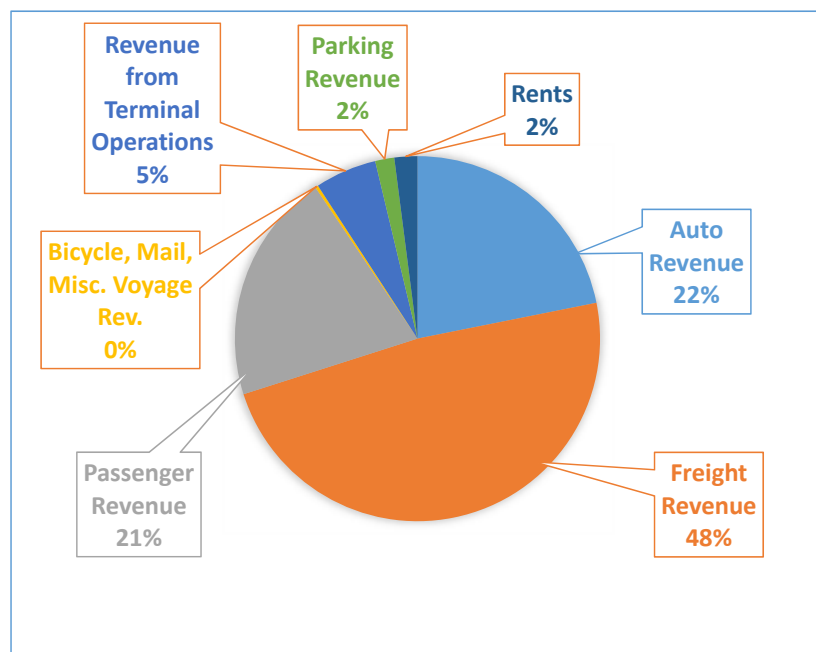
- Operating Revenue of **\$9,547,164** was **higher** than budget by **\$263,990**
- Other Income of **\$111,492** was **lower** than budget by **\$1,473,086**
- Operating Expenses of **\$16,966,129** was **lower** than budget by **\$1,468,187**
- Income Deductions of **\$345,422** was **lower** than budget by **\$5,523**
- Net Operating Loss of **\$7,652,895** was **lower** than budget by **\$264,614**

## Operating Revenues – February 2022 vs. Budget

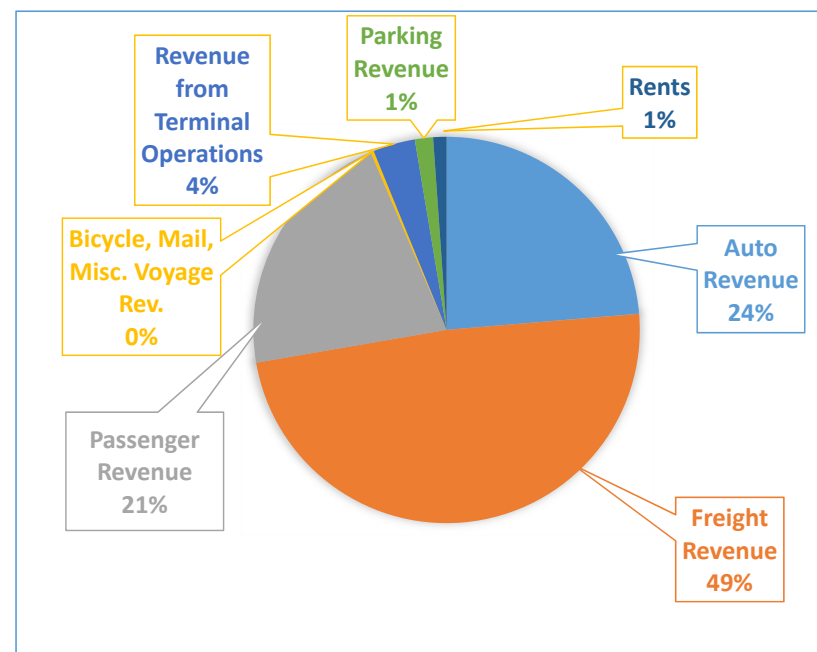
		Monthly Variance vs. Budget	Monthly % Difference vs. Budget		Y-T-D Variance vs. Budget	Y-T-D % Difference vs. Budget
Waterline Revenues						
Automobile Revenue	↓	\$ 12,980	1.3%	↓	\$ - 102,697	- 4.7%
Freight Revenue	↓	163,755	7.6%	↓	- 73,643	- 1.6%
Passenger Revenue	↓	29,748	3.1%	↓	- 34,225	- 1.7%
Misc. Voyage Revenue	↓	749	6.3%	↓	- 2,112	- 8.5%
Term. Oper. Revenue	↑	111,773	74.4%	↑	380,741	116.3%
Parking Revenue	↓	31,727	64.4%	↑	24,557	17.4%
Rent Revenue	↑	32,924	51.1%	↑	71,369	69.4%
<b>Total Operating Revenue</b>	↑	<b>\$ 383,656</b>	<b>8.7%</b>	↑	<b>\$ 263,990</b>	<b>2.8%</b>
<b>Total Other Income</b>	↓	<b>\$ - 1,482,568</b>	<b>- 96.1%</b>	↓	<b>\$ - 1,473,086</b>	<b>- 93.0%</b>
<b>Total Operating &amp; Other</b>	↓	<b>\$ - 1,098,912</b>	<b>- 18.5%</b>	↓	<b>\$ - 1,209,096</b>	<b>- 11.1%</b>

# Operating Revenues - 2022

**February**



**January - February**

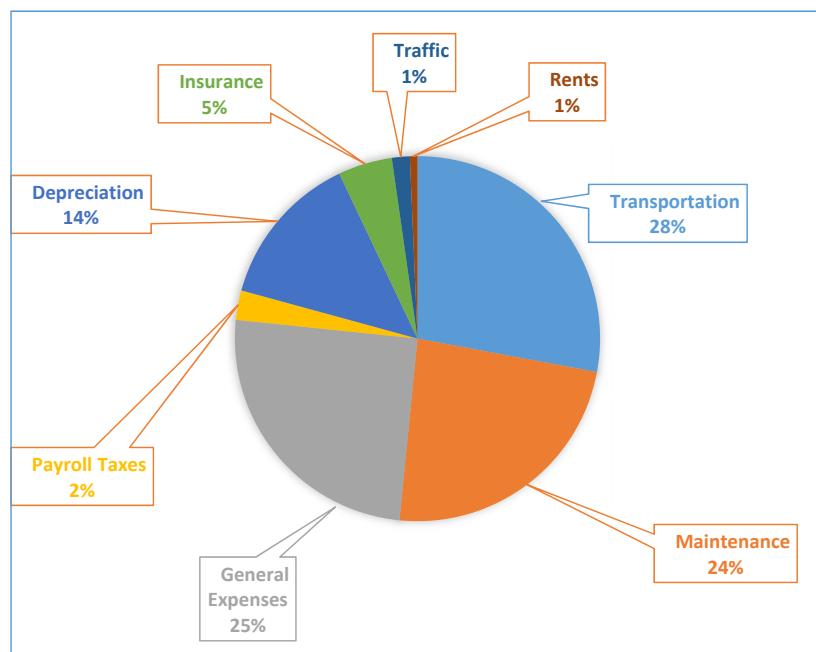


## Operating Expenses – February 2022 vs. Budget

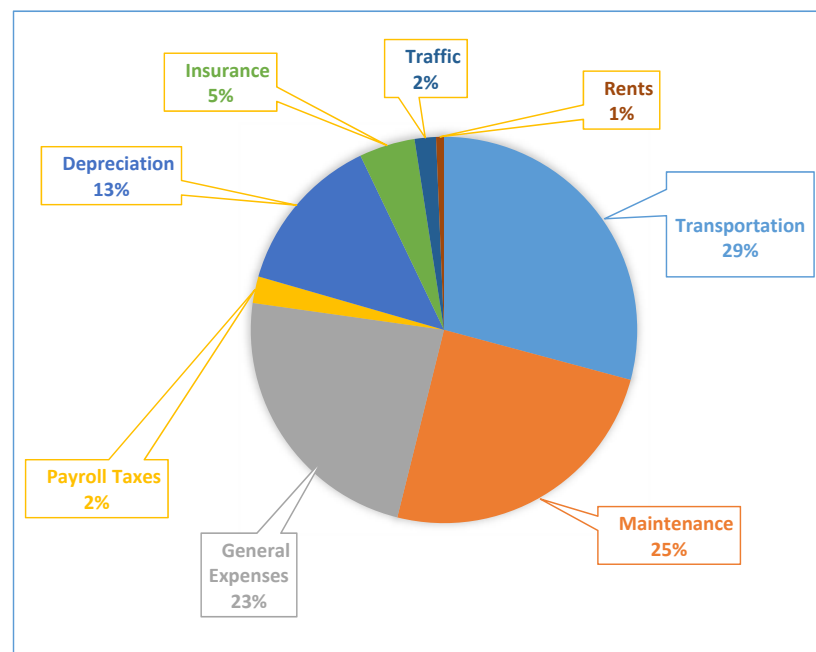
		Monthly Variance vs. Budget	Monthly % Difference vs. Budget		Y-T-D Variance vs. Budget	Y-T-D % Difference vs. Budget
Waterline Expenses						
Maintenance	↓	- 647,650	- 24.9%	↓	- 859,857	- 17.0%
Depreciation	↓	- 36,357	- 3.1%	↓	- 72,535	- 3.1%
Vessel Operations	↑	14,303	1.0%	↓	- 63,517	- 2.0%
Terminal Operations	↑	19,732	2.4%	↑	99,822	5.7%
Traffic Expense	↓	- 19,741	- 13.0%	↓	- 42,389	- 12.3%
General Expense	↓	- 131,875	- 6.0%	↓	- 473,389	- 10.7%
Insurance	↑	1,837	0.5%	↑	3,368	0.7%
Rents	↑	318	0.6%	↓	- 5,483	- 4.4%
Payroll Taxes	↑	5,235	2.5%	↓	- 61,180	- 12.9%
<b>Total Operating Expenses</b>	↓	<b>\$ - 794,199</b>	<b>- 8.8%</b>	↓	<b>\$ - 1,468,187</b>	<b>- 8.0%</b>
<b>Total Other Expenses</b>	↓	<b>\$ - 3,087</b>	<b>- 1.9%</b>	↓	<b>\$ - 5,523</b>	<b>- 1.6%</b>
<b>Total Operating &amp; Other</b>	↓	<b>\$ - 797,286</b>	<b>- 8.6%</b>	↓	<b>\$ - 1,473,710</b>	<b>- 7.8%</b>

# Operating Expenses - 2022

**February**



**January – February**





























## Passengers Carried – March 1-21, 2022 vs. 2021

		Monthly Variance	Monthly % Difference			Y-T-D Variance	Y-T-D % Difference
Martha's Vineyard Route	↑	7,900	11.7%		↑	25,540	11.1%
Nantucket Regular Ferry	↓	- 344	- 3.5%		↓	- 609	- 1.9%
Nantucket Fast Ferry		0	0.0%		↑	837	124.4%
Nantucket Route Subtotal	↓	- 344	- 3.5%		↑	228	0.7%
<b>Total Passengers</b>	↑	<b>7,556</b>	<b>9.8%</b>		↑	<b>25,768</b>	<b>9.7%</b>

## Vehicles Carried – March 1-21, 2022 vs. 2021

		Monthly Variance	Monthly % Difference			Y-T-D Variance	Y-T-D % Difference
<b>Martha's Vineyard Route</b>							
Automobiles - Regular		- 1,299	- 15.5%			- 3,052	- 10.9%
Automobiles – Excursion		1,239	15.4%			3,092	10.9%
Pickup Trucks – Regular		- 225	8.5%			- 566	- 6.2%
Pickup Trucks – Excursion		117	4.8%			527	6.4%
20 Feet & Over Trucks		154	5.8%			217	2.2%
<b>Total – Martha's Vineyard</b>		<b>- 14</b>	<b>- 0.1%</b>			<b>218</b>	<b>0.3%</b>
<b>Nantucket Route</b>							
Automobiles – Regular		- 155	- 13.0%			- 265	- 6.9%
Automobiles – Excursion		313	26.6%			477	10.6%
Pickup Trucks – Regular		- 3	- 0.5%			- 44	- 2.3%
Pickup Trucks – Excursion		116	20.9%			122	5.8%
20 Feet & Over Trucks		171	10.4%			174	3.0%
<b>Total - Nantucket</b>		<b>274</b>	<b>8.6%</b>			<b>464</b>	<b>2.5%</b>

## PORT COUNCIL MEETING – APRIL 5, 2022

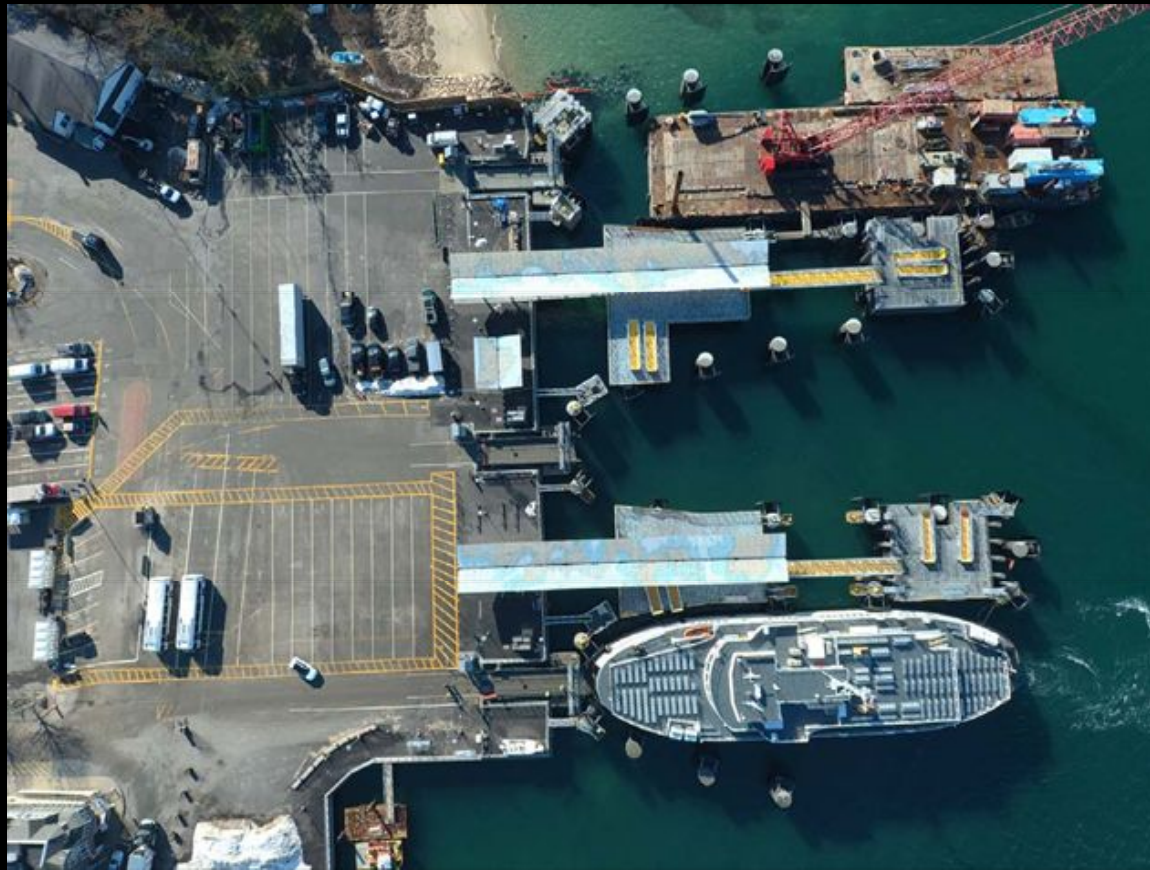
WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET  
STEAMSHIP AUTHORITY







March 31, 2022



March 31, 2022



March 31, 2022





March 31, 2022

## Waterside contract cost update

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- Original contract price: \$43,143,280
- Change orders to date: \$16,272,460
- Change orders as percent of original contract: 38%
- Total contract: \$59,415,740
- Waterside cost estimate (2017): \$53,689,900
- Over original estimate to date: \$5,725,840



## Steamship Authority Digital Platform Transformation Combined Monthly Sprint Report – March 2022

### Sprints Included in Report:

3 and 4 (February 17 – March 16)

**Date of Report** 3/29/2022

**Budget percent used:** 18.60%

**Project Status:**

**ON SCHEDULE**

**Budget Status:**

**ON SCHEDULE**

### Workshops & Presentations:

A future state mapping session was held on February 25 between ADK and the Steamship Authority team which helped create an understanding of the flow and mechanics of the existing site, as well as additional future features that we're planning to improve the overall experience.

The ADK team presented the discoveries from the Revealing Reality phase to the Steamship Authority team, to great reception. This included design, development, and project management conclusions throughout the phase. Both teams are in alignment with the findings as well as the planned path forward for the Focused Innovation phase.

The teams also met to review the mobile app strategy that ADK put together for GoNative which is a service that converts a Progressive Web App into a native mobile app for Android and iOS.

Benefits of using GoNative:

- Leverage native functionality out of the box through GoNative's API bridge
- Manage all content in the app as well as the website from the same Content Management System
- GoNative will automatically create new builds on-demand
- Ability to customize the experience through feature detection based on device capabilities

### Current Project Status Summary:

The design team put together and reviewed the future state mapping with the Steamship Authority team which helped glean an understanding of the flow and mechanics of the existing site in addition to including future features. The development team also gave their own presentation regarding CMS recommendations. The team put forth information regarding Contentful as the content management system of choice and outlined the various feature sets and benefits to its use. The larger ADK team presented the entire Revealing Reality phase findings to the Steamship Authority team. Both teams are in alignment with the findings as well as the planned path forward for the Focused Innovation phase.

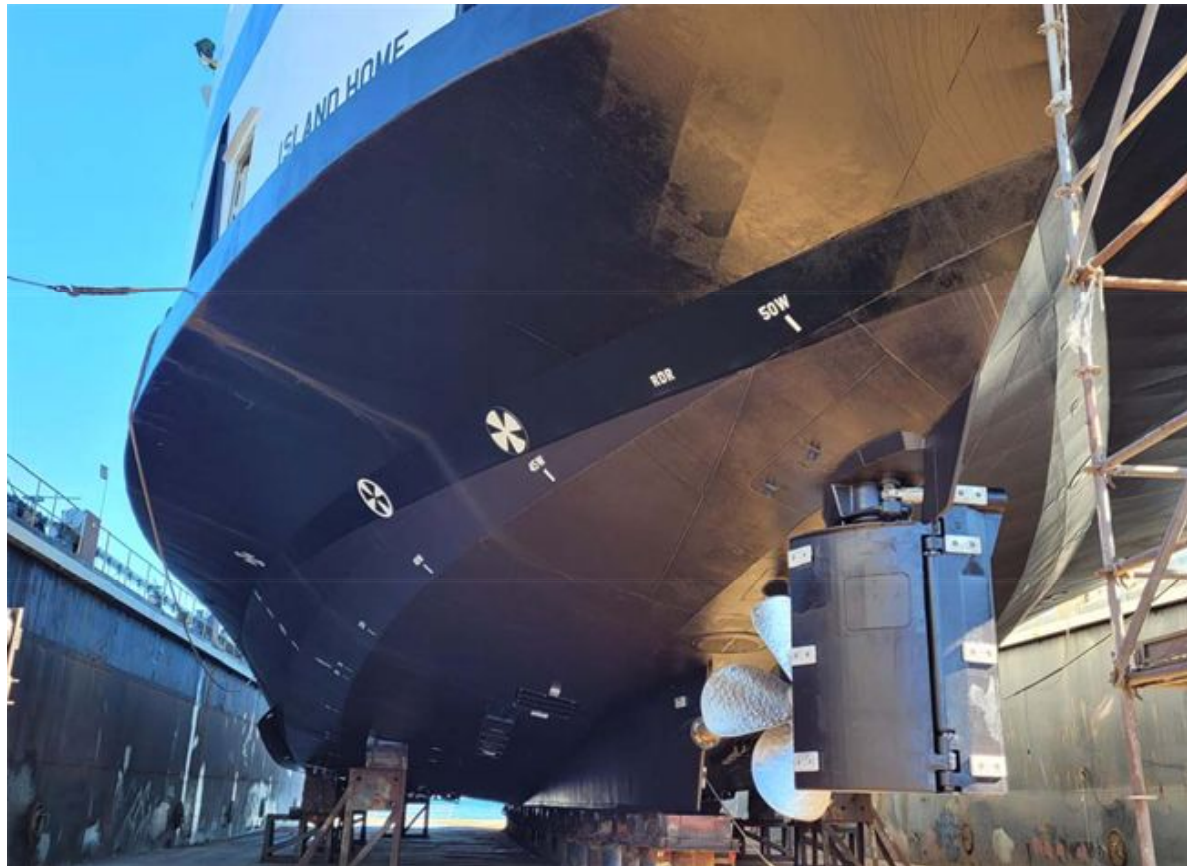
During Sprint 4, the ADK design team diligently assessed all the information gathered during various workshops and meetings with the Steamship Authority team and put together Style Tiles. This put visualization behind different aspects such as fonts, iconography, color schemes and button shapes. Significant progress was also made on zone diagrams as well as a documented plan of attack for recruiting users, analytics options review and comparisons.

In parallel, the ADK technology team validated prototypes of push notifications in GoNative, documented development/design workflows, discussed making the SSA API public as well as setting up the Authority's Amazon Web Services account.

## MV Island Home Dry Dock at Senesco Shipyard



## MV Island Home Underwater Area



03-04-2022

## MV Island Home New MES Door Installed



03-04-2022

## MV Island Home Dry Dock Highlights

- **Bow and Stern Thruster Overhaul**
- **Bow and Stern Door Overhauls**
- **Marine Evacuation System Door Modifications**
- **Blast and Coat Hull**
- **Overhaul Rudders**

## MV Island Home at Senesco Shipyard

Contract Item	Item Description	Credit	Contract
001	Dry Docking & Undocking		\$61,419
002A, 002B,	Hull Internals: Inspection & Repair, UT Survey		17,850
003A, 003B, 003C, 003D	Hull: Clean, Prepare, Paint, Replace Anodes, Grit Blasting & keel coolers		206,469
004A & 004B	Temporary Services & Slops Removal		29,463
005	Sea Valve Cleaning and Overhaul		6,175
006A, 006B, 006C, 006D, 006E	Shafts, Bearings & couplings, shaft removals & repairs, cutlass bearings	79,662	99,306
007	Propeller Removals, Inspections and Repairs	20,000	20,000
008A, 008B ,008C, 008D	Rudder Inspections, Bearing Replacements & Removal Replacements	60,000	120,873
009	Hull & Main Deck Plate Steel Renewal	117,880	117,880
010	Blast & coat above rub rail		75,900
011	Tech Data & Reports		
012	Bow Thrusters Overhaul		179,054
013	Anchor Windlass & Foundation Overhaul		14,046
014	Steering Gear System & Component Overhaul		46,585
015	MES Door Overhaul		15,440
016	Bow and Stern Door Overhauls	25,000	333,288
	<u>Vessel Transportation</u>	<u>22,000</u>	<u>22,000</u>
	<b>Total Contract</b>		<b>1,365,748</b>
	<b>Credits</b>	<b>324,542</b>	
<b>Change Orders</b>			
CO01,CO02,CO10,CO11,CO13	Bow Stern Doors, Rescue Boats,Anchor Windlass, Freight Deck Door, Vents		67,436
CO15,CO16,CO17,CO18,CO19,CO21	Thruster Sleeves, FB Wrap,Windows,Shaft,Rudder Bushing, Capac Repairs		77,453
CO28,CO31,CO32,CO34,CO36,CO39	Rudder Stock,Sew Piping,AC Piping,Toilet Repairs,Vents,LP Piping,		45,451
CO40,CO44,CO45,CO46,CO48,	Rudder Repairs,Thruster Repairs,Electronic Thruster Repairs,Gaskets, Prop Cone		98,093
CO52, CO53,CO54,CO55,CO57	Coupling Repair,Coolant,Deck Door Repairs,Line Handling Doors,Cathodic Prot		42,125
<u>CO58,CO59,CO61,CO62,CO64</u>	<u>MES Door Mods, MES A-60, Valves,Tank Preservation</u>		<u>32,958</u>
	<b>Total Change Orders</b>		<b>363,516</b>
	<b>Grand Total Contract, Credits &amp; Change Orders</b>		<b>\$1,404,722</b>



## MV Nantucket Dry Dock at Thames Shipyard & Repair



**03-25-2022**

## MV Nantucket 02 Level Deck



03-25-2022



## MV Nantucket Stern Frame Coatings



**03-25-2022**

## MV Nantucket Dry Dock Highlights

- **Deck Coatings**
- **New Fire Detection System Installation**
- **Blast and Coat Hull**
- **Propulsion Shaft Repairs & Rudder Overhauls**

## MV Nantucket at Thames Shipyard

Contract Item	Item Description	Credit	Contract
001	Dry Docking & Undocking		\$36,690
002A, 002B,	Hull Internals: Inspection & Repair, UT Survey		18,200
003A, 003B, 003C, 003D	Hull: Clean, Prepare, Paint, Replace Anodes, Grit Blasting & keel coolers		122,617
004A & 004B	Temporary Services & Slops Removal		29,463
005	Sea Valve Cleaning and Overhaul		21,625
006A, 006B, 006C, 006D, 006E	Shafts, Bearings & couplings, shaft removals & repairs, cutlass bearings		102,550
007	Propeller Removals, Inspections and Repairs		28,960
008A, 008B ,008C, 008D	Rudder Inspections, Bearing Replacements & Removal Replacements		70,240
009,	Hull & Main Deck Plate Steel Renewal	330,000	499,025
010, 012, 013, 014,	Blast & coat above rub rail, Bow Thruster Repairs, Searchlight, Fire Detection		595,582
015, 016, 017, 018	Mast Overhaul, R/R HVAC Duct, Fire Main Pipe, Sea Water Pipe		80,932
019, 020, 021, 022	Searchlight Upgrade		148,871
	<b>Grand Total Contract</b>		<b>1,754,871</b>
<b>Change Orders</b>			
CO01,CO02,CO03,CO04,CO05,CO06	Sewage,Hydro,GPS Foundation,Vents, Pumps,Generators,		90,500
CO07,CO08,CO09,CO010,CO11	Gen Test,Breaker test, Gally Cleaning, Prop Polishing, Kick Pipes, Support Beam		<b>27,500</b>
CO12,CO13,CO14,CO15	Support Beams, Vents, Window replacement, Striker Plates		10,800
CO16, CO17, CO18, CO19, CO20	Void Ladder, Strg Gear Hatch, Drain, Clean Out Cap, Drain Pipe		20,000
CO21, CO22, CO23, CO24, CO25	Grey Water Flange, Duplex Strainers, Gen Svs Pipe, Air Drain, Sea Valves		61,000
CO26,CO27,CO28,CO29	Port Mezzanine Deck, Duct Cleaning, UHP Boat Deck, Boat Deck Coating		162,042
	<b>Change Orders</b>		<b>371,842</b>
	<b>Grand Total Contracts, Credits &amp; Change Orders</b>		<b>\$1,796,713</b>

# STAFF SUMMARY

Date: March 29, 2022

File# SO-2022-03



TO:		FOR:		FROM:
X	General Manager		Vote	Dept.: Shoreside Operations
				Author: Alison A. Fletcher
X	Board Members	X	Information	Subject: Proposed 2023 Summer and Fall Operating Schedule for Martha's Vineyard and Nantucket Route

## PURPOSE:

To present the staff's preliminary version of the proposed 2023 Summer and Fall Operating Schedules for the Martha's Vineyard and Nantucket routes, for discussion purpose only.

## BACKGROUND:

### Early Summer Schedule

2022 Dates	Martha's Vineyard Route				2022 Dates	Nantucket Route		
05/17 – 05/22	<i>Island Home</i>	<i>Nantucket</i>	<i>Woods Hole</i>	<i>Governor</i>	05/17 – 05/25	<i>Eagle</i>	<i>Gay Head</i>	<i>Sankaty</i>
05/23 – 06/09	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Woods Hole</i>	<i>Governor</i>	05/26 – 05/31	<i>Eagle</i>	<i>Gay Head</i>	<i>Nantucket</i>
06/10 – 06/15	<i>Nantucket</i>	<i>Martha's Vineyard</i>	<i>Woods Hole</i>	<i>Governor</i>	06/01 – 06/09	<i>Nantucket</i>	<i>Gay Head</i>	<i>Sankaty</i>
06/16 – 06/21	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Woods Hole</i>	<i>Governor</i>	06/10 – 06/21	<i>Eagle</i>	<i>Gay Head</i>	<i>Sankaty</i>
2023 Dates	Martha's Vineyard Route				2023 Dates	Nantucket Route		
05/18 – 05/23	<i>Island Home</i>	<i>Nantucket</i>	<i>Woods Hole</i>	<i>Governor</i>	05/18 – 05/23	<i>Eagle</i>	<i>Gay Head</i>	<i>Sankaty</i>
05/24 – 05/29	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Woods Hole</i>	<i>Governor</i>	05/24 – 05/29	<i>Eagle</i>	<i>Gay Head</i>	<i>Nantucket</i>
05/30 – 06/07	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Woods Hole</i>	<i>Governor</i>	05/30 – 06/07	<i>Nantucket</i>	<i>Gay Head</i>	<i>Sankaty</i>
06/08 – 06/16	<i>Nantucket</i>	<i>Martha's Vineyard</i>	<i>Woods Hole</i>	<i>Governor</i>	06/08 – 06/16	<i>Eagle</i>	<i>Gay Head</i>	<i>Sankaty</i>

The proposed 2023 operating schedules from May 18<sup>th</sup> to June 16<sup>th</sup> would start 1 days later and end 5 days earlier than in 2022 for both the Martha's Vineyard and Nantucket routes.

In 2022, from May 17<sup>th</sup> to June 21<sup>st</sup>, the *M/V Island Home*, *M/V Martha's Vineyard*, *M/V Governor* and *M/V Woods Hole* are scheduled to operate on the Martha's Vineyard route with the *M/V Nantucket* operating in place of the *M/V Martha's Vineyard* and *M/V Island Home* during their "spruce up" periods.

In 2023, from May 18<sup>th</sup> to June 16<sup>th</sup>, the *M/V Island Home*, *M/V Martha's Vineyard*, *M/V Governor* and *M/V Woods Hole* would again be scheduled to operate on the Martha's Vineyard route with the *M/V Nantucket* operating in place of the *M/V Martha's Vineyard* and *M/V Island Home* during their "spruce up" periods. The *M/V Island Home* would be triple crewed and operate 7 round trips per day and the *M/V Martha's Vineyard* would operate 7 round trips daily from May 18<sup>th</sup> to June 16<sup>th</sup>. The *M/V Governor* would be triple crewed and operate up to 7 round trips per day starting at 5:30 a.m. departing from Woods Hole. The *M/V Woods Hole* will be triple crewed and operate up to 7 round trips per day starting at 5:30 a.m. departing Vineyard Haven from May 18<sup>th</sup> to June 16<sup>th</sup>.

In 2022, from May 17<sup>th</sup> to June 21<sup>st</sup>, the *M/V Eagle*, *M/V Gay Head*, and *M/V Sankaty* are scheduled to operate on the Nantucket route. The *M/V Nantucket* is scheduled to operate in place of the *M/V Sankaty* during the Memorial Day Weekend as well as in place of the *M/V Eagle* during its “spruce up” period.

During 2023, the Nantucket route would see no changes to the trip times, quantity of trips, vessel crewing or the assigned vessels during the May 18<sup>th</sup> to June 16<sup>th</sup> schedule. The *M/V Eagle* would be triple crewed and operate 3 round trips per day from May 18<sup>th</sup> to June 16<sup>th</sup>. The *M/V Nantucket* may operate in place of the *M/V Eagle* during this schedule when the *M/V Eagle* goes into repair for a “spruce up”. The *M/V Gay Head* would be triple crewed and operate 3 round trips Monday through Friday and 2 round trips with an optional third round trip on Saturdays and Sundays. The *M/V Sankaty* would be triple crewed and operate 3 round trips Monday through Friday and 2 round trips with an optional third round trip on Saturdays and Sundays. The *M/V Nantucket* would replace the *M/V Sankaty* from May 24<sup>th</sup> to May 29<sup>th</sup>. During this time the *M/V Nantucket* would be triple crewed and operate 3 round trips on a daily basis.

### Summer Schedule

2022 Dates	Martha's Vineyard Route					2022 Dates	Nantucket Route		
06/22 - 08/08	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Nantucket</i>	<i>Governor</i>	<i>Sankaty</i>	06/22 - 08/08	<i>Eagle</i>	<i>Woods Hole</i>	<i>Gay Head</i>
08/09 - 09/07	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Nantucket</i>	<i>Governor</i>	<i>Sankaty</i>	08/09 - 09/07	<i>Eagle</i>	<i>Woods Hole</i>	<i>Katama</i>
2023 Dates	Martha's Vineyard Route					2023 Dates	Nantucket Route		
06/17 - 06/28	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Nantucket</i>	<i>Governor</i>	<i>Sankaty</i>	06/17 - 06/28	<i>Eagle</i>	<i>Woods Hole</i>	<i>Gay Head</i>
06/29 - 09/05	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Nantucket</i>	<i>Governor</i>	<i>Sankaty</i>	06/29 - 09/05	<i>Eagle</i>	<i>Woods Hole</i>	<i>Katama</i>

The proposed 2023 operating schedules from June 17<sup>th</sup> to September 5<sup>th</sup> would start 5 days earlier and end 2 days earlier than in 2022 for both the Martha's Vineyard and Nantucket routes.

The Martha's Vineyard route would see no changes to the trip times, quantity of trips, vessel crewing or the assigned vessels during the June 17<sup>th</sup> to September 5<sup>th</sup> schedule. The *M/V Island Home* and *M/V Martha's Vineyard* would both be triple crewed and operate 7 round trips per day and the *M/V Governor* and *M/V Nantucket* would both be triple crewed and operate up to 7 round trips per day. The *M/V Sankaty* would be single crewed and operate 3 round trips with an optional fourth round trip, Monday through Friday.

The Nantucket route would see no changes to the trip times, quantity of trips, vessel crewing or assigned vessels during the June 17<sup>th</sup> to September 5<sup>th</sup> schedule. Both the *M/V Eagle* and *M/V Woods Hole* would again be triple crewed and operate 3 round trips daily for the entire schedule. The *M/V Gay Head* will be triple crewed and operate 3 round trips from June 17<sup>th</sup> to June 28<sup>th</sup>. The *M/V Katama* will operate in place of the *M/V Gay Head* from June 29<sup>th</sup> to September 5<sup>th</sup> while the *M/V Gay Head* is in dry-dock and repair.

### Late Summer Schedule

2022 Dates	Martha's Vineyard Route				2022 Dates	Nantucket Route		
09/08 - 10/19	<i>Island Home</i>	<i>Nantucket</i>	<i>Katama</i>	<i>Governor</i>	09/08 - 10/19	<i>Eagle</i>	<i>Woods Hole</i>	<i>Gay Head</i>
2023 Dates	Martha's Vineyard Route				2023 Dates	Nantucket Route		
09/06 - 10/23	<i>Island Home</i>	<i>Nantucket</i>	<i>Katama</i>	<i>Governor</i>	09/06 - 10/23	<i>Eagle</i>	<i>Woods Hole</i>	<i>Gay Head</i>

The proposed 2023 operating schedules from September 6<sup>th</sup> to October 23<sup>rd</sup> would start 2 days earlier and end 4 days later than in 2022 for both the Martha's Vineyard and Nantucket routes. The Martha's Vineyard and Nantucket routes would see no changes to the trip times, quantity of available trips, vessel crewing or assigned

vessels during this schedule.

In 2023, from September 6<sup>th</sup> to October 23<sup>rd</sup>, the *M/V Island Home*, *M/V Nantucket*, *M/V Governor* and *M/V Katama* are scheduled to operate on the Martha's Vineyard route while the *M/V Eagle*, *M/V Gay Head* and *M/V Woods Hole* are scheduled to operate on the Nantucket route.

#### Fall Schedule

2022 Dates	Martha's Vineyard Route			2022 Dates	Nantucket Route	
10/20 - 10/22	<i>Island Home</i>	<i>Nantucket</i>	<i>Katama</i>	10/20 - 10/22	<i>Eagle</i>	<i>Woods Hole</i>
10/23 - 01/02	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Katama</i>	10/23 - 01/02	<i>Nantucket</i>	<i>Woods Hole</i>
2023 Dates	Martha's Vineyard Route			2023 Dates	Nantucket Route	
10/24 - 11/16	<i>Island Home</i>	<i>Nantucket</i>	<i>Katama</i>	10/24 - 11/16	<i>Eagle</i>	<i>Woods Hole</i>
11/17 - 11/28	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Katama</i>	11/17 - 11/28	<i>Eagle</i>	<i>Woods Hole</i>
11/29 - 01/03	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Katama</i>	11/29 - 01/03	<i>Nantucket</i>	<i>Woods Hole</i>

The proposed 2023 operating schedules from October 24<sup>th</sup> to January 3, 2024, would be similar to the 2022 operating schedules for both the Martha's Vineyard and Nantucket routes except they would start 4 days later and would end 1 day later. Both the Martha's Vineyard and Nantucket routes would see no changes to the trip times, quantity of available trips or vessel crewing during this schedule.

On the Martha's Vineyard route, both the *M/V Martha's Vineyard* and *M/V Island Home* would be triple crewed and operate 7 round trips per day and the *M/V Katama* would be triple crewed and operate up to 7 round trips per day. From October 24<sup>th</sup> through November 16<sup>th</sup>, the *M/V Nantucket* will be running in place of the *M/V Martha's Vineyard* while it is offline for its scheduled dry dock and repair period.

On the Nantucket route, the *M/V Eagle* would be triple crewed and operate 3 round trips per day. The *M/V Nantucket* will operate in place of the *M/V Eagle* for the period of November 29<sup>th</sup> till the end of the schedule while the *M/V Eagle* is in repair for the period. The *M/V Woods Hole* would be triple crewed and operate 3 round trips per day Monday through Friday and two round trips with an optional third round trip on Saturdays and Sundays. The *M/V Woods Hole* will operate in place of the *M/V Gay Head* for the entire schedule.

#### High-Speed Schedule

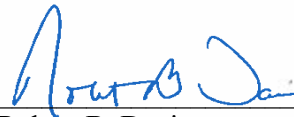
The 2023 summer schedule for the *M/V Iyanough* would start on the 1 day later and end 4 days later than in 2022. The 2023 fall schedule would start 4 days later and end 1 day later than in 2022. There would be no changes to the trip times, quantity of available trips or vessel crewing for the 2023 Nantucket High-Speed ferry schedule from March 29, 2023 to January 3, 2024.

**RECOMMENDATION:**

The staff is presenting this preliminary version of the proposed 2023 Summer and Fall Operating Schedules for discussion purposes only. This staff summary and the proposed schedules will be posted to the Authority's website so that they are available for public comment prior to the seeking approval.



Alison A. Fletcher  
Director of Shoreside Operations



Robert B. Davis  
General Manager

Attachments

**2023  
Martha's Vineyard**

**05/18/2023 - 06/16/2023**

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily					<b>WH</b>	<b>200</b>	<b>5:30 AM</b>		<b>6:15 AM</b>
Daily					NAN/MAR	6	6:00 AM		6:45 AM
Daily	<b>201</b>	<b>5:30 AM</b>	<b>6:15 AM</b>		<b>GOV</b>	<b>202</b>	<b>6:30 AM</b>		<b>7:15 AM HAZ/Wed</b>
Daily	5	6:00 AM	6:45 AM		IHM/NAN	8	7:00 AM		7:45 AM
Daily	<b>203</b>	<b>6:30 AM</b>	<b>7:15 AM HAZ/M-Sat</b>		<b>WH</b>	<b>204</b>	<b>7:30 AM</b>		<b>8:15 AM</b>
Daily	7	7:00 AM	7:45 AM		NAN/MAR	10	8:15 AM		9:00 AM
Daily	<b>205</b>	<b>7:30 AM</b>	<b>8:15 AM</b>		<b>GOV</b>	<b>206</b>	<b>8:35 AM</b>		<b>9:20 AM</b>
Daily	9	8:15 AM	9:00 AM		IHM/NAN	12	9:30 AM		10:15 AM
Daily	<b>207</b>	<b>8:35 AM</b>	<b>9:20 AM</b>		<b>WH</b>	<b>208</b>	<b>9:50 AM</b>		<b>10:35 AM HAZ/M-SAT</b>
Daily	11	9:30 AM		10:15 AM	NAN/MAR	14		10:45 AM	11:30 AM
Daily	<b>209</b>	<b>9:50 AM</b>	<b>10:35 AM</b>		<b>GOV</b>	<b>210</b>	<b>11:05 AM</b>		<b>11:50 AM</b>
Daily	13	10:45 AM	11:30 AM		IHM/NAN	16	12:00 PM		12:45 PM
Daily	<b>211</b>	<b>11:05 AM</b>		<b>11:50 AM</b>	<b>WH</b>	<b>212</b>		<b>12:20 PM</b>	<b>1:05 PM</b>
Daily	15	12:00 PM		12:45 PM	NAN/MAR	18		1:15 PM	2:00 PM
Daily	<b>213</b>	<b>12:20 PM</b>	<b>1:05 PM</b>		<b>GOV</b>	<b>214</b>	<b>1:35 PM</b>		<b>2:20 PM</b>
Daily	17	1:15 PM	2:00 PM		IHM/NAN	20	2:30 PM		3:15 PM
Daily	<b>215</b>	<b>1:35 PM</b>		<b>2:20 PM</b>	<b>WH</b>	<b>216</b>		<b>2:50 PM</b>	<b>3:35 PM</b>
Daily	19	2:30 PM		3:15 PM	NAN/MAR	22		3:45 PM	4:30 PM
Daily	<b>217</b>	<b>2:50 PM</b>	<b>3:35 PM HAZ/Wed</b>		<b>GOV</b>	<b>218</b>	<b>4:05 PM</b>		<b>4:50 PM</b>
Daily	21	3:45 PM	4:30 PM		IHM/NAN	24	5:00 PM		5:45 PM
Daily	<b>219</b>	<b>4:05 PM</b>		<b>4:50 PM</b>	<b>WH</b>	<b>220</b>		<b>5:20 PM</b>	<b>6:05 PM</b>
Daily	23	5:00 PM		5:45 PM	NAN/MAR	26		6:15 PM	7:00 PM
Daily	<b>221</b>	<b>5:20 PM</b>	<b>6:05 PM</b>		<b>GOV</b>	<b>222</b>	<b>6:30 PM</b>		<b>7:15 PM</b>
Daily	25	6:15 PM	7:00 PM		IHM/NAN	28	7:15 PM		8:00 PM
Daily	<b>223</b>	<b>6:30 PM</b>	<b>7:15 PM</b>		<b>WH</b>				
					<b>WH</b>	<b>224</b>	<b>** 7:30 PM</b>		<b>8:15 PM</b>
Daily	27	7:30 PM	8:15 PM		NAN/MAR	30	8:30 PM		9:15 PM
	<b>225</b>	<b>** 7:45 PM</b>	<b>8:30 PM</b>		<b>GOV</b>	<b>226</b>	<b>** 8:45 PM</b>		<b>9:30 PM</b>
Daily	29	8:30 PM	9:15 PM		IHM/NAN	32	9:30 PM		10:15 PM
	<b>227</b>	<b>** 8:45 PM</b>	<b>9:30 PM</b>		<b>WH</b>				
Daily	31	9:45 PM	10:30 PM		NAN/MAR				

M/V Nantucket: 05/18/2023 - 05/23/2023

M/V Martha's Vineyard: 05/24/2023 - 06/16/2023

M/V Island Home: 05/18/2023 - 06/07/2023

M/V Nantucket: 06/08/2023 - 06/16/2023

**Bold indicates freight vessel - limited passenger capacity**

**Freight vessel trips will not appear on pocket schedules or color brochures.**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

\*\* Unscheduled freight trips available to operate, if needed.

M/V Nantucket or  
M/V Martha's Vineyard

Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home or  
M/V Nantucket

Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Woods Hole

Triple crew - Operates 7 days a week from 5:30am - 7:15pm  
and available to operate until 9:30pm, if needed.

M/V Governor

Triple crew - Operates 7 days a week from 5:30am - 7:15pm  
and available to operate until 9:30pm, if needed.



**2023**  
**Martha's Vineyard**

**06/17/2023 - 09/05/2023**

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
<b>Daily</b>					NAN	200	5:30 AM		6:15 AM
Daily					MAR	6	6:00 AM		6:45 AM
<b>Daily</b>	<b>201</b>	<b>5:30 AM</b>	<b>6:15 AM</b>		<b>GOV</b>	<b>202</b>	<b>6:30 AM</b>		<b>7:15 AM HAZ/Wed</b>
Daily	5	6:00 AM	6:45 AM		IHM	8	7:00 AM		7:45 AM
Daily	203	6:30 AM		7:15 AM	NAN	204		7:30 AM	8:15 AM
<b>M-F</b>	<b>229</b>	<b>6:45 AM</b>	<b>7:30 AM HAZ</b>		<b>SAN</b>	<b>230</b>	<b>7:45 AM</b>		<b>8:30 AM</b>
Daily	7	7:00 AM	7:45 AM		MAR	10	8:15 AM		9:00 AM
<b>Daily</b>	<b>205</b>	<b>7:30 AM</b>	<b>8:15 AM HAZ/Sat</b>		<b>GOV</b>	<b>206</b>	<b>8:35 AM</b>		<b>9:20 AM</b>
Daily	9	8:15 AM	9:00 AM		IHM	12	9:30 AM		10:15 AM
Daily	207	8:35 AM		9:20 AM	NAN	208		9:50 AM	10:35 AM
<b>M-F</b>	<b>231</b>	<b>9:00 AM</b>	<b>9:45 AM</b>		<b>SAN</b>	<b>232</b>	<b>10:15 AM</b>		<b>11:00 AM HAZ</b>
Daily	11	9:30 AM		10:15 AM	MAR	14		10:45 AM	11:30 AM
<b>Daily</b>	<b>209</b>	<b>9:50 AM</b>	<b>10:35 AM</b>		<b>GOV</b>	<b>210</b>	<b>11:05 AM</b>		<b>11:50 AM HAZ/Sat</b>
Daily	13	10:45 AM	11:30 AM		IHM	16	12:00 PM		12:45 PM
Daily	211	11:05 AM		11:50 AM	NAN	212		12:20 PM	1:05 PM
<b>M-F</b>	<b>233</b>	<b>11:30 AM</b>	<b>12:15 PM</b>		<b>SAN</b>	<b>232</b>	<b>12:45 PM</b>		<b>1:30 PM</b>
Daily	15	12:00 PM		12:45 PM	MAR	18		1:15 PM	2:00 PM
<b>Daily</b>	<b>213</b>	<b>12:20 PM</b>	<b>1:05 PM</b>		<b>GOV</b>	<b>214</b>	<b>1:35 PM</b>		<b>2:20 PM</b>
Daily	17	1:15 PM	2:00 PM		IHM	20	2:30 PM		3:15 PM
Daily	215	1:35 PM		2:20 PM	NAN	216		2:50 PM	3:35 PM
	<b>235 *</b>	<b>2:00 PM</b>	<b>2:45 PM</b>		<b>SAN</b>	<b>236 *</b>	<b>3:15 PM</b>		<b>4:00 PM</b>
Daily	19	2:30 PM		3:15 PM	MAR	22		3:45 PM	4:30 PM
<b>Daily</b>	<b>217</b>	<b>2:50 PM</b>	<b>3:35 PM HAZ/Wed</b>		<b>GOV</b>	<b>218</b>	<b>4:05 PM</b>		<b>4:50 PM</b>
Daily	21	3:45 PM	4:30 PM		IHM	24	5:00 PM		5:45 PM
Daily	219	4:05 PM		4:50 PM	NAN	220		5:20 PM	6:05 PM
Daily	23	5:00 PM		5:45 PM	MAR	26		6:15 PM	7:00 PM
<b>Daily</b>	<b>221</b>	<b>5:20 PM</b>	<b>6:05 PM</b>		<b>GOV</b>	<b>222</b>	<b>6:30 PM</b>		<b>7:15 PM</b>
Daily	25	6:15 PM	7:00 PM		IHM	28	7:15 PM		8:00 PM
F,S,S	223	6:30 PM		7:15 PM	NAN	224		7:30 PM	8:15 PM
M-TH	223	6:30 PM	7:15 PM		NAN	224 **	7:30 PM		8:15 PM
Daily	27	7:30 PM		8:15 PM	MAR	30		8:30 PM	9:15 PM
<b>F,S,S</b>	<b>225 **</b>	<b>7:45 PM</b>	<b>8:30 PM</b>		<b>GOV</b>	<b>226 **</b>	<b>8:45 PM</b>		<b>9:30 PM</b>
Daily	29	8:30 PM	9:15 PM		IHM	32	9:30 PM		10:15 PM
F,S,S	227 **	8:45 PM	9:30 PM		NAN				
Daily	31	9:45 PM	10:30 PM		MAR				

**Bold indicates freight vessel - limited passenger capacity.**

**Freight vessel trips will not appear on pocket schedules or color brochures.**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

\*Unscheduled trips on Monday through Friday that are available to operate, if needed.

\*\*Unscheduled trips on Mon, Tues, Wed & Thurs that are available to operate, if needed.

M/V Martha's Vineyard	Triple crew - Operates 7 days a week from 6:00am - 10:30pm.
M/V Island Home	Triple crew - Operates 7 days a week from 6:00am - 10:15pm.
M/V Governor	Triple crew - Operates Monday through Thursday from 5:30am to 7:15pm, Fridays, Saturdays and Sundays from 5:30am to 9:30pm.
M/V Nantucket	Triple crew - Operates Monday through Thursday from 5:30am to 7:15pm, Fridays, Saturdays and Sundays from 5:30am to 9:30pm.
M/V Sankaty	Single crew - Operates Monday through Friday from 6:45am to 1:30pm.

**2023**  
**Martha's Vineyard**

**09/06/2023 - 10/23/2023**

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily					KAT	200	5:30 AM		6:15 AM
Daily					NAN	6	6:00 AM		6:45 AM
Daily	201	5:30 AM	6:15 AM		GOV	202	6:30 AM		7:15 AM
Daily	5	6:00 AM	6:45 AM		IHM	8	7:00 AM		7:45 AM
Daily	203	6:30 AM	7:15 AM	HAZ/M-SAT	KAT	204	7:30 AM		8:15 AM HAZ/Wed
Daily	7	7:00 AM	7:45 AM		NAN	10	8:15 AM		9:00 AM
Daily	205	7:30 AM	8:15 AM		GOV	206	8:35 AM		9:20 AM
Daily	9	8:15 AM	9:00 AM		IHM	12	9:30 AM		10:15 AM
Daily	207	8:35 AM		9:20 AM	KAT	208		9:50 AM	10:35 AM HAZ/M-Sat
Daily	11	9:30 AM		10:15 AM	NAN	14		10:45 AM	11:30 AM
Daily	209	9:50 AM	10:35 AM		GOV	210	11:05 AM		11:50 AM
Daily	13	10:45 AM	11:30 AM		IHM	16	12:00 PM		12:45 PM
Daily	211	11:05 AM		11:50 AM	KAT	212		12:20 PM	1:05 PM
Daily	15	12:00 PM		12:45 PM	NAN	18		1:15 PM	2:00 PM
Daily	213	12:20 PM	1:05 PM		GOV	214	1:35 PM		2:20 PM
Daily	17	1:15 PM	2:00 PM		IHM	20	2:30 PM		3:15 PM
Daily	215	1:35 PM		2:20 PM	KAT	216		2:50 PM	3:35 PM
Daily	19	2:30 PM		3:15 PM	NAN	26		3:45 PM	4:30 PM
Daily	217	2:50 PM	3:35 PM	HAZ/Wed	GOV	218	4:05 PM		4:50 PM
Daily	21	3:45 PM	4:30 PM		IHM	24	5:00 PM		5:45 PM
Daily	219	4:05 PM		4:50 PM	KAT	220		5:20 PM	6:05 PM
Daily	23	5:00 PM		5:45 PM	NAN	22		6:15 PM	7:00 PM
Daily	221	5:20 PM	6:05 PM		GOV	222	6:30 PM		7:15 PM
Daily	25	6:15 PM	7:00 PM		IHM	28	7:15 PM		8:00 PM
Daily	223	6:30 PM	7:15 PM		KAT				
					KAT	224	**	7:30 PM	8:15 PM
Daily	27	7:30 PM	8:15 PM		NAN	30	8:30 PM		9:15 PM
	225	**	7:45 PM	8:30 PM	GOV	226	**	8:45 PM	9:30 PM
Daily	29	8:30 PM	9:15 PM		IHM	32	9:30 PM		10:15 PM
	227	**	8:45 PM	9:30 PM	KAT				
Daily	31	9:45 PM	10:30 PM		NAN				

**Bold indicates freight vessel - limited passenger capacity.**

**Freight vessel trips will not appear on pocket schedules or color brochures.**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

\*\*Unscheduled freight trips available to operate, in needed.

M/V Nantucket

Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home

Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Governor

Triple crew - Operates 7 days a week from 5:30am - 7:15pm  
and available to operate until 9:30pm, if needed.

M/V Katama

Triple crew - Operates 7 days a week from 5:30am - 7:15pm  
and available to operate until 9:30pm, if needed.

**2023  
Martha's Vineyard**

**10/24/2023 - 01/03/2024**

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily					KAT	200	5:30 AM		6:15 AM
Daily					NAN/MAR	6	6:00 AM		6:45 AM
Daily	5	6:00 AM	6:45 AM		IHM	8	7:00 AM		7:45 AM
Daily	203	6:30 AM	7:15 AM	HAZ/M-Sat	KAT	204	7:30 AM		8:15 AM HAZ/W
Daily	7	7:00 AM	7:45 AM		NAN/MAR	10	8:15 AM		9:00 AM
Daily	9	8:15 AM	9:00 AM		IHM	12	9:30 AM		10:15 AM
Daily	207	*	8:35 AM	9:20 AM	HAZ/M-F	KAT	208	9:50 AM	10:35 AM HAZ/M-Sat
Daily	11	9:30 AM	10:15 AM		NAN/MAR	14	10:45 AM		11:30 AM
Daily	13	10:45 AM	11:30 AM		IHM	16	12:00 PM		12:45 PM
Daily	211	11:05 AM	11:50 AM		KAT	212	*	12:20 PM	1:05 PM HAZ/M-F
Daily	15	12:00 PM	12:45 PM		NAN/MAR	18	1:15 PM		2:00 PM
Daily	17	1:15 PM	2:00 PM		IHM	20	2:30 PM		3:15 PM
Daily	215	1:35 PM	2:20 PM	HAZ/W	KAT	216	2:50 PM		3:35 PM
Daily	19	2:30 PM	3:15 PM		NAN/MAR	22	3:45 PM		4:30 PM
Daily	21	3:45 PM	4:30 PM		IHM	24	5:00 PM		5:45 PM
Daily	219	4:05 PM	4:50 PM		KAT	220	5:20 PM		6:05 PM
Daily	23	5:00 PM	5:45 PM		NAN/MAR	26	6:15 PM		7:00 PM
Daily	25	6:15 PM	7:00 PM		IHM	28	7:15 PM		8:00 PM
Daily	223	6:30 PM	7:15 PM		KAT				
					KAT	224	**	7:30 PM	8:15 PM
Daily	27	7:30 PM	8:15 PM		NAN/MAR	30	8:30 PM		9:15 PM
Daily	29	8:30 PM	9:15 PM		IHM	32	9:30 PM		10:15 PM
	227	**	8:45 PM	9:30 PM	KAT				
Daily	31	9:45 PM	10:30 PM		NAN/MAR				

M/V Nantucket: 10/24/2023 - 11/16/2023

M/V Martha's Vineyard: 11/17/2023 - 01/03/2024

**Bold indicates freight vessel - limited passenger capacity.**

**Freight vessel trips will not appear on pocket schedules or color brochures.**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

\* Trips 207 and 212 may operate as Hazardous on Monday through Friday, if needed.

\*\* Unscheduled freight trips available to operate, if needed.

M/V Katama will not operate on Thanksgiving Day (11/23/2023)

M/V Katama will not operate on Christmas Day (12/25/2023)

M/V Nantucket or  
M/V Martha's Vineyard

Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home

Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Katama

Triple crew - Operates Monday through Thursday & Saturday from 5:30am to 7:15pm,  
Friday and Sunday 5:30am to 9:30pm.

**2023  
Nantucket**

**05/18/2023 - 05/23/2023 and 05/30/2023 - 06/16/2023**

	TRIP		LV HY	DUE NT	VESSEL	TRIP		LV NT	DUE HY
DAILY					EAG/NAN/EAG	102		6:30 AM	8:45 AM
<b>Mon - Sat</b>	<b>301</b>	<b>*</b>	<b>5:30 AM</b>	<b>7:45 AM HAZ/M-Sat</b>	<b>GAY</b>	<b>302</b>	<b>*</b>	<b>8:00 AM</b>	<b>10:15 AM HAZ/M-F</b>
<b>DAILY</b>	<b>303</b>	<b>*</b>	<b>6:30 AM</b>	<b>8:45 AM HAZ/M-F</b>	<b>SAN</b>	<b>304</b>		<b>9:15 AM</b>	<b>11:30 AM</b>
DAILY	103		9:15 AM	11:30 AM	EAG/NAN/EAG	106		12:00 PM	2:15 PM
<b>DAILY</b>	<b>305</b>	<b>*</b>	<b>10:45 AM</b>	<b>1:00 PM HAZ/M-F</b>	<b>GAY</b>	<b>306</b>	<b>*</b>	<b>1:30 PM</b>	<b>3:45 PM HAZ/M-Sat</b>
<b>DAILY</b>	<b>307</b>		<b>12:00 PM</b>	<b>2:15 PM</b>	<b>SAN</b>	<b>308</b>		<b>2:45 PM</b>	<b>5:00 PM</b>
DAILY	107		2:45 PM	5:00 PM	EAG/NAN/EAG	110		5:30 PM	7:45 PM
<b>Sun - Fri</b>	<b>309</b>		<b>4:15 PM</b>	<b>6:30 PM</b>	<b>GAY</b>	<b>310</b>		<b>6:45 PM</b>	<b>9:00 PM</b>
<b>DAILY</b>	<b>311</b>		<b>5:30 PM</b>	<b>7:45 PM</b>	<b>SAN</b>	<b>312</b>		<b>8:00 PM</b>	<b>10:15 PM</b>
DAILY	111		8:00 PM	10:15 PM	EAG/NAN/EAG				

M/V Eagle - TBD based on repair schedule.

M/V Nantucket - TBD based on repair schedule.

**Bold indicates freight vessel - limited passenger capacity.****Freight vessel trips will not appear on pocket schedules or color brochures.**

\* Hazardous trips Monday - Friday and non-hazardous when running on Saturday and Sunday.

Trips 301 &amp; 302 are not scheduled to operate on Sundays, however these trips are available to operate, if needed.

Trips 309 &amp; 310 are not scheduled to operate on Saturdays, however these trips are available to operate, if needed.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

M/V Eagle or  
M/V Nantucket

Triple crew - Operates 7 days a week from 6:30am to 10:15pm.

M/V Gay Head

Triple crew - Operates 7 days a week from 5:30am to 9:00pm.

M/V Sankaty

Triple crew - Operates 7 days a week from 6:30am to 10:15pm.

**05/24/2023 - 05/29/2023**

	TRIP		LV HY	DUE NT	VESSEL	TRIP		LV NT	DUE HY
DAILY					EAG	102		6:30 AM	8:45 AM
<b>DAILY</b>	<b>301</b>	<b>*</b>	<b>5:30 AM</b>	<b>7:45 AM HAZ/M-F</b>	<b>GAY</b>	<b>302</b>	<b>*</b>	<b>8:00 AM</b>	<b>10:15 AM HAZ/M-F</b>
DAILY	101		6:30 AM	8:45 AM	NAN	104		9:15 AM	11:30 AM
DAILY	103		9:15 AM	11:30 AM	EAG	106		12:00 PM	2:15 PM
<b>DAILY</b>	<b>305</b>	<b>*</b>	<b>10:45 AM</b>	<b>1:00 PM HAZ/M-F</b>	<b>GAY</b>	<b>306</b>	<b>*</b>	<b>1:30 PM</b>	<b>3:45 PM HAZ/M-F</b>
DAILY	105		12:00 PM	2:15 PM	NAN	108		2:45 PM	5:00 PM
DAILY	107		2:45 PM	5:00 PM	EAG	110		5:30 PM	7:45 PM
<b>DAILY</b>	<b>309</b>		<b>4:15 PM</b>	<b>6:30 PM</b>	<b>GAY</b>	<b>310</b>		<b>6:45 PM</b>	<b>9:00 PM</b>
DAILY	109		5:30 PM	7:45 PM	NAN	112		8:00 PM	10:15 PM
DAILY	111		8:00 PM	10:15 PM	EAG				

**Bold indicates freight vessel - limited passenger capacity.****Freight vessel trips will not appear on pocket schedules or color brochures.**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

\* Hazardous trips Monday - Friday and non-hazardous when running on Saturday and Sunday

M/V Eagle

Triple crew - Operates 7 days a week from 6:30am to 10:15pm.

M/V Nantucket

Triple crew - Operates 7 days a week from 6:30am to 10:15pm.

M/V Gay Head

Triple crew - Operates 7 days a week from 5:30am to 9:00pm.

**2023  
Nantucket**

**06/17/2023 - 09/05/2023**

	TRIP		LV HY	DUE NT		VESSEL	TRIP		LV NT	DUE HY
DAILY						EAG	102		6:30 AM	8:45 AM
<b>DAILY</b>	<b>301</b>	*	<b>5:30 AM</b>	<b>7:45 AM HAZ/M-Sat</b>		<b>GAY/KAT</b>	<b>302</b>	*	<b>8:00 AM</b>	<b>10:15 AM HAZ/M-F</b>
DAILY	101		6:30 AM	8:45 AM		WH	104		9:15 AM	11:30 AM
DAILY	103		9:15 AM	11:30 AM		EAG	106		12:00 PM	2:15 PM
<b>DAILY</b>	<b>305</b>	*	<b>10:45 AM</b>	<b>1:00 PM HAZ/M-F</b>		<b>GAY/KAT</b>	<b>306</b>	*	<b>1:30 PM</b>	<b>3:45 PM HAZ/M-Sat</b>
DAILY	105		12:00 PM	2:15 PM		WH	108		2:45 PM	5:00 PM
DAILY	107		2:45 PM	5:00 PM		EAG	110		5:30 PM	7:45 PM
<b>DAILY</b>	<b>309</b>		<b>4:15 PM</b>	<b>6:30 PM</b>		<b>GAY/KAT</b>	<b>310</b>		<b>6:45 PM</b>	<b>9:00 PM</b>
DAILY	109		5:30 PM	7:45 PM		WH	112		8:00 PM	10:15 PM
DAILY	111		8:00 PM	10:15 PM		EAG				

M/V Gay Head: 06/17/2023 - 06/28/2023

M/V Katama: 06/29/2023 - 09/05/2023

**Bold indicates freight vessel - limited passenger capacity.****Freight vessel trips will not appear on pocket schedules or color brochures.**

\*Hazardous Monday through Saturday and non-hazardous when running on Saturdays, Sundays &amp; Holidays (7/4 and 9/5).

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

M/V Eagle

Triple crew - Operates 7 days a week from 6:30am to 10:15pm.

M/V Woods Hole

Triple crew - Operates 7 days a week from 6:30am to 10:15pm.

M/V Gay Head or  
M/V Katama

Triple crew - Operates 7 days a week from 5:30am to 9:00pm.

**09/06/2023 - 10/23/2023**

	TRIP		LV HY	DUE NT		VESSEL	TRIP		LV NT	DUE HY
DAILY						EAG	102		6:30 AM	8:45 AM
<b>DAILY</b>	<b>301</b>		<b>5:30 AM</b>	<b>7:45 AM HAZ/M-F</b>		<b>GAY</b>	<b>302</b>		<b>8:00 AM</b>	<b>10:15 AM HAZ/M-F</b>
DAILY	101		6:30 AM	8:45 AM		WH	104		9:15 AM	11:30 AM
DAILY	103		9:15 AM	11:30 AM		EAG	106		12:00 PM	2:15 PM
<b>DAILY</b>	<b>305</b>		<b>10:45 AM</b>	<b>1:00 PM HAZ/M-F</b>		<b>GAY</b>	<b>306</b>		<b>1:30 PM</b>	<b>3:45 PM HAZ/M-F</b>
DAILY	105		12:00 PM	2:15 PM		WH	108		2:45 PM	5:00 PM
DAILY	107		2:45 PM	5:00 PM		EAG	110		5:30 PM	7:45 PM
<b>DAILY</b>	<b>309</b>	*	<b>4:15 PM</b>	<b>6:30 PM</b>		<b>GAY</b>	<b>310</b>	*	<b>6:45 PM</b>	<b>9:00 PM</b>
DAILY	109		5:30 PM	7:45 PM		WH	112		8:00 PM	10:15 PM
DAILY	111		8:00 PM	10:15 PM		EAG				

**Bold indicates freight vessel - limited passenger capacity.****Freight vessel trips will not appear on pocket schedules or color brochures.**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

\* Optional trips that may be scheduled to operate as needed.

M/V Eagle

Triple crew - Operates 7 days a week from 6:30am to 10:15pm.

M/V Woods Hole

Triple crew - Operates 7 days a week from 6:30am to 10:15pm.

M/V Gay Head

Triple crew - Operates 7 days a week from 5:30am to 9:00pm.

**2023  
Nantucket**

**10/24/2023 - 01/03/2024**

	TRIP		LV HY	DUE NT	VESSEL	TRIP	LV NT	DUE HY
DAILY					EAG/NAN	102	6:30 AM	8:45 AM
<b>Mon - Sat</b>	<b>301</b>	<b>*</b>	<b>5:45 AM</b>	<b>8:00 AM</b>	<b>HAZ/M-Sat</b>	<b>WH</b>	<b>302</b>	<b>8:30 AM 10:45 AM</b>
DAILY	103		9:15 AM	11:30 AM	EAG/NAN	106	12:00 PM	2:15 PM
<b>DAILY</b>	<b>305</b>	<b>**</b>	<b>11:15 AM</b>	<b>1:30 PM</b>	<b>HAZ/M-F</b>	<b>WH</b>	<b>306</b>	<b>* 1:45 PM 4:00 PM HAZ/M-Sat</b>
DAILY	107		2:45 PM	5:00 PM	EAG/NAN	110	5:30 PM	7:45 PM
<b>Sun - Fri</b>	<b>309</b>		<b>4:30 PM</b>	<b>6:45 PM</b>	<b>WH</b>	<b>310</b>	<b>7:15 PM</b>	<b>9:30 PM</b>
DAILY	111		8:00 PM	10:15 PM	EAG/NAN			

M/V Eagle: 10/24/2023 - 11/28/2023

M/V Nantucket: 11/29/2023 - 01/03/2024

**Bold indicates freight vessel - limited passenger capacity.**

**Freight vessel trips will not appear on pocket schedules or color brochures.**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

Trips 301, 302, 305, 306, 309 & 310 will not operate on Thanksgiving (11/23/2023) & Christmas Day (12/25/2023)

Trips 301 & 306 will not be hazardous on 12/02/2023

Trips 301 & 302 are not scheduled to operate on Sundays, however these trips are available to operate, if necessary.

Trips 309 & 310 are not scheduled to operate on Saturdays, however these trips are available to operate, if necessary.

\* Hazardous trips Monday - Saturday and non-hazardous when running on Sunday

\*\* Hazardous trips Monday - Friday and non-hazardous when running on Saturday and Sunday

M/V Eagle or  
M/V Nantucket

triple crew - Operates 7 days a week from 6:30am to 10:15pm.

M/V Woods Hole

triple crew - Operates 7 days a week from 5:45am to 9:30pm.

**2023**  
**Nantucket**

**M/V IYANOUGH**

**03/29/2023 - 05/17/2023**

	LV HY	DUE NT	TRIP	LV NT	DUE HY	TRIP
DAILY	8:15 AM	9:15 AM	403	9:30 AM	10:30 AM	404
DAILY	11:00 AM	12:00 PM	405	12:30 PM	1:30 PM	406
DAILY	2:00 PM	3:00 PM	407	3:30 PM	4:30 PM	408
DAILY	5:00 PM	6:00 PM	409	6:15 PM	7:15 PM	410
<b>DOUBLE CREWED</b>						

**05/18/2023 - 10/23/2023**

	LV HY	DUE NT	TRIP	LV NT	DUE HY	TRIP
DAILY	8:15 AM	9:15 AM	403	9:30 AM	10:30 AM	404
DAILY	11:00 AM	12:00 PM	405	12:30 PM	1:30 PM	406
DAILY	2:00 PM	3:00 PM	407	3:30 PM	4:30 PM	408
DAILY	5:00 PM	6:00 PM	409	6:15 PM	7:15 PM	410
DAILY	7:30 PM	8:30 PM	411	8:45 PM	9:45 PM	412

**TRIPLE CREWED**

**10/24/2023 - 01/03/2024**

	LV HY	DUE NT	TRIP	LV NT	DUE HY	TRIP
DAILY	8:15 AM	9:15 AM	403	9:30 AM	10:30 AM	404
DAILY	11:00 AM	12:00 PM	405	12:30 PM	1:30 PM	406
DAILY	2:00 PM	3:00 PM	407	3:30 PM	4:30 PM	408
DAILY	5:00 PM	6:00 PM	409	6:15 PM	7:15 PM	410

**DOUBLE CREWED**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

# Preliminary Draft of the Proposed 2023 Operating Schedules

Port Council Meeting April 4, 2022



# Martha's Vineyard Route

**2022 Dates**

**Raised cell indicates vessel berths on-island  
All vessels triple crewed unless indicated**

01/05 – 01/10	Martha's Vineyard	Island Home	Katama	
01/11 – 02/24	Martha's Vineyard	Nantucket	Katama	
02/25 – 03/29	Martha's Vineyard	Woods Hole	Katama	
03/30 – 05/16	Martha's Vineyard	Island Home	Woods Hole	
05/17 – 06/21	Martha's Vineyard or Nantucket	Island Home or Nantucket	Woods Hole	Governor
06/22 – 09/07	Martha's Vineyard	Island Home	Nantucket	Governor Sankaty (single crew)
09/08 – 10/19	Nantucket	Island Home	Katama	Governor
10/20 – 10/22	Nantucket	Island Home	Katama	
10/23 – 01/02	Martha's Vineyard	Island Home	Katama	

**2023 Dates**

**Raised cell indicates vessel berths on-island  
All vessels triple crewed unless indicated**

01/03 – 01/08	Martha's Vineyard	Island Home	Katama	
01/09 – 02/22	Martha's Vineyard	Nantucket	Katama	
02/23 – 03/27	Martha's Vineyard	Island Home	Katama	
03/28 – 05/14	Martha's Vineyard	Island Home	Woods Hole	
05/15 – 05/17	Nantucket	Island Home	Woods Hole	
05/18 – 06/16	Martha's Vineyard or Nantucket	Island Home or Nantucket	Woods Hole	Governor
06/17 – 09/05	Martha's Vineyard	Island Home	Nantucket	Governor Sankaty (single crew)
09/06 – 10/23	Nantucket	Island Home	Katama	Governor
10/24 – 11/16	Nantucket	Island Home	Katama	
11/17 – 01/03	Martha's Vineyard	Island Home	Katama	

# Nantucket Route

**2022 Dates**  
**Raised cell indicates vessel berths on-island**  
**All vessels triple crewed unless indicated**

01/05 – 01/10	Nantucket	Woods Hole
01/11 – 03/29	Eagle	Gay Head

03/30 – 05/16	Eagle	Gay Head	Sankaty	Iyanough (double crew)
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05/17 – 05/25	Eagle	Gay Head or Katama	Sankaty	Iyanough
05/26 – 05/31	Eagle	Katama	Nantucket	Iyanough
06/01 – 06/21	Eagle or Nantucket	Katama	Sankaty	Iyanough

06/22 – 06/24	Eagle	Katama	Woods Hole	Iyanough
06/25 – 09/07	Eagle	Gay Head	Woods Hole	Iyanough

09/08 – 10/19	Eagle	Gay Head	Woods Hole	Iyanough
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10/20 – 10/22	Eagle	Woods Hole	Iyanough (double crew)
10/23 – 01/02	Nantucket	Woods Hole	Iyanough (double crew)

**2023 Dates**  
**Raised cell indicates vessel berths on-island**  
**All vessels triple crewed unless indicated**

01/03 – 01/08	Nantucket	Woods Hole
01/09 – 03/27	Eagle	Gay Head

03/28 – 05/17	Eagle	Gay Head	Sankaty	Iyanough (double crew)
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05/18 – 05/23	Eagle	Gay Head	Sankaty	Iyanough
05/24 – 05/29	Eagle	Gay Head	Nantucket	Iyanough
05/30 – 06/16	Eagle or Nantucket	Gay Head	Sankaty	Iyanough

06/17 – 06/28	Eagle	Gay Head	Woods Hole	Iyanough
06/29 – 09/05	Eagle	Katama	Woods Hole	Iyanough

09/06 – 10/23	Eagle	Gay Head	Woods Hole	Iyanough
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10/24 – 11/28	Eagle	Woods Hole	Iyanough (double crew)
11/29 – 01/03	Nantucket	Woods Hole	Iyanough (double crew)

# STAFF SUMMARY

Date: April 4, 2022

File# COMM 2022-02



TO:		FOR:		FROM:
X	General Manager		Vote	Dept.: Communications and Marketing
				Author: Kimberlee J. McHugh
X	Board Members	X	Information	Subject: Results of the 2022 Pre-Season Promotion for High-Speed Passenger Ticket Books

**PURPOSE:**

To provide the results of the 2022 pre-season sale promotion on the Authority's high-speed passenger ticket books.

**BACKGROUND:**

For the 11th year in a row, the Authority offered a 20% discount on the sale of high-speed ferry ticket books. The discount applied solely to electronic ticket books for adults, seniors and children. The pre-season sale promotion which began on Sunday, March 20, 2022 and ended on Saturday, April 3, 2022, resulted in **3,737** ticket books sold and generated **\$823,027** in revenue for the Authority at a cost of \$205,843 due to the discount offering. This represents a 16.8% increase in the number of books sold compared to the 2021 preseason sale.

In 2021, the Authority offered a preseason sale which resulted in **3,199** ticket books sold and generated **\$714,541** in revenue for the Authority at a cost of \$178,708 due to the discount offering.

**RECOMMENDATION:**

For informational purpose only; no action required.

Kimberlee J. McHugh  
Director of Marketing

APPROVED:

Robert B. Davis  
General Manager

Attachments



7 Fish Island | New Bedford, MA 02740  
(774) 202-9292

March 24, 2022

Mr. Robert Davis  
Woods Hole, Martha's Vineyard & Nantucket Steamship Authority  
P.O. Box 284  
Woods Hole, MA 02543

Ref.: Tug & Barge Freight Service – Pilot Program  
New Bedford, MA – Nantucket, MA

Subject: Request for License Agreement

Dear Mr. Davis:

41 North Offshore, LLC (41N) submits the attached proposal in support of its request for a license agreement with the Woods Hole, Martha's Vineyard & Nantucket Steamship Authority (SSA) to operate a tug & barge freight service pilot program between New Bedford, MA and Nantucket, MA. Specific details of the pilot program, including the dates for the program, are outlined in the proposal.

To meet the dates proposed for the program, 41N requests the SSA consider the proposal and 41N's request for a license agreement at its upcoming Port Council meeting on April 5, 2022, and Board of Governors' meeting on April 19, 2022. 41N is available to answer questions the proposal and license agreement request generate and provide additional information both in advance of and at the meetings.

41N appreciates the SSA's consideration of 41N's proposal and license agreement request and would welcome an opportunity to discuss further at the Port Council and Board's meetings. Please let us know if 41N's request will be added to the Port Council and Board's meeting agendas and if 41N should plan to attend one or both meetings.

Respectfully submitted,

41 North Offshore, LLC

Jonah Mikutowicz, Manager

Cc.: Matthew Fisher | 41 North Offshore, LLC  
Mark Giuffre | United Parcel Service  
Albert Murat | United Parcel Service  
Anthony Nuckles | United Parcel Service  
Elaine Mooney | Woods Hole, Martha's Vineyard & Nantucket Steamship Authority

Encl.



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## **Tug & Barge Freight Service – Pilot Program**

**New Bedford ↔ Nantucket**

**March 24, 2022**

## 1.0 – General Overview

41 North Offshore, LLC (41N) is proposing a pilot program (Pilot) to determine the feasibility of offering a tug & barge freight service between New Bedford and Nantucket. 41N has partnered with the United Parcel Service (UPS) for the Pilot, with UPS engaged as the initial seed customer. The Pilot would run from over a five (5) month period from mid-May 2022 until mid-October 2022 and consist of up to seventy (70) round trips, each trip carrying an average of three (3) tractor trailer equivalent units. Loading and offloading in New Bedford would occur at the Fish Island Terminal (FIT) located on Fish Island in New Bedford Harbor and in Nantucket at the Woods Hole, Martha's Vineyard & Nantucket Steamship Authority's (SSA) Nantucket Terminal.

## 2.0 – Pilot Participants

### *A. 41 North Offshore, LLC*

41N is a tug & barge operator based in New Bedford, MA. Established in 2011, 41N operates a fleet of three (3) tugboats, one (1) push boat and three (3) barges. 41N's primary services include marine transportation, coastal marine towing and dredge support.

41N has extensive experience operating tugs and barges between New Bedford and Nantucket, including delivering modular houses and loose bulk aggregate to the SSA's Nantucket Terminal and offloading at the Terminal. 41N has historically averaged one (1) to two (2) barge deliveries per week to the SSA's Nantucket Terminal, but currently is averaging three (3) to four (4) barge deliveries per week to the Terminal.

41N is experienced working with SSA Nantucket Terminal personnel and management and understands the operational aspects and constraints required when docking and working at the Terminal and around the SSA's ferries in Nantucket Harbor.

### *B. United Parcel Service*

UPS is the largest package delivery provider operating on Nantucket. UPS's service delivers critical, time sensitive packages including medication, healthcare items and food service packages. UPS is vital to commerce on Nantucket and the majority of local business inventory is transported by UPS.

UPS's delivery volume on Nantucket increases by 70% during the Summer months and averages five thousand (5,000) packages per day. Delivery of these packages to Nantucket is made using two (2) to three (3) tractor trailer units per day.

### *C. Fish Island Terminal*

The FIT is an industrial marine terminal located on Fish Island in New Bedford Harbor. The FIT consists of a mix of upland staging space and waterside dockage for industrial barges, tugboats and fishing vessels. Current uses of the FIT include barge loading of rolling and bulk cargo, marine construction staging, and dockage for tugboats, barges and fishing vessels.

## 3.0 – Background

In late 2020, 41N started discussing the concept of operating a freight service between New Bedford and Nantucket. Discussions continued through 2021 and into 2022. As restrictions from the

global COVID-19 pandemic were lifted and travel began to increase, 41N started receiving an increasing number of calls from parties trying to move their vehicles and cargo to Nantucket. The common theme in the calls 41N received was that the SSA was unable to offer a reserved space on its ferries due to the ferries being fully booked.

In late 2021, UPS inadvertently missed the SSA's filing deadline for bulk ferry reservations for the 2022 Summer window. Upon realizing the deadline had been missed, UPS immediately contacted the SSA and both parties have been working together to find a solution to ensure uninterrupted service for UPS's freight to Nantucket.

While discussions with the SSA were ongoing, UPS contacted 41N to discuss an alternative contingency solution to provide transportation for UPS's freight to Nantucket on one of 41N's barges. Discussions between 41N and UPS about a potential freight service to Nantucket led to the full development of the service proposed by this Pilot.

To limit the number of trips that UPS would need to utilize 41N's service, UPS undertook an extensive internal investigation to ensure that their freight transport to Nantucket was as efficient as possible. Items investigated by UPS included ensuring the space utilization in trailers transiting on the SSA was maximized and utilizing different truck and trailer combinations to fit in spaces that the SSA still had available for reservations. In addition, UPS investigated the option of transporting freight by air and considered trips that may still be able to be made with the SSA on a standby basis.

Despite the ongoing concerted efforts of both the SSA and UPS, there will most likely still be tractor trailer trips that UPS would need to utilize 41N's proposed service to cover. The number of tractor trailer trips that UPS would need to utilize 41N's service to cover is still being finalized, however UPS's number of trips without guaranteed reservations is projected to be between one hundred fifty (150) and two hundred (200) trips. Covering these tractor trailer trips utilizing 41N's service is estimated to require seventy (70) barge trips.

#### **4.0 – Service**

The Pilot is designed with a focus on two things; first to determine if a tug and barge freight service between New Bedford and Nantucket is a viable transportation method that could supplement the existing SSA ferry service between Hyannis and Nantucket; and second, to solve the immediate need of a critical transporter of products, medicine and supplies to Nantucket (UPS), that is not able to meet all its Nantucket transportation needs using the SSA during the busy Nantucket Summer season.

The goal of the Pilot is to determine if, as the service develops, other SSA customers that cannot reserve a guaranteed spot with the SSA will participate in the service. The service is not designed nor intended to take customers and freight traffic away from the SSA, but rather supplement the SSA at times when the SSA cannot offer a guaranteed reservation.

Utilizing 41N's service would be a last resort for most parties due to the additional factors that come into play when traveling by barge between New Bedford and Nantucket. Tug and barge service to Nantucket has factors that inherently make it less efficient and desirable than traditional ferry service. Transit of a tug and barge is slower than a traditional ferry, is more restricted by the weather conditions that it can operate in, must transit a greater distance from New Bedford than a ferry must transit from Hyannis and is more expensive on a per-unit basis.

The Pilot would operate around UPS's needs and not as a regular everyday service. While UPS has engaged as the seed customer for the service, UPS intends to continue to work with the SSA to

identify openings or standby slots on SSA ferries for trips that UPS does not currently have a reservation for. As UPS's needs are met by the SSA, UPS will cancel trips tentatively scheduled for 41N's service. Unless other parties are scheduled to utilize the service, 41N would in-turn cancel scheduled trips when UPS is able to obtain coverage on SSA ferries. Both 41N and UPS expect some portion of the trips outlined in this proposal to occur, however exactly what percentage of the potential trips utilize 41N's service would be driven by the number of trips UPS is able to cover utilizing the SSA.

## 5.0 – Service Details

### *A. Roles*

41N would be the operator of the service and provide the tug, barge and crew that would transport trucks and trailers between New Bedford and Nantucket. 41N would handle directing trucks and trailers on the barge during loading and offloading and securing and un-securing all trucks and trailers while on the barge. 41N would be the point of contact for coordination with the SSA on the service.

UPS would be the seed customer for the service and provide trucks and trailers that would utilize the service. UPS would handle transporting the trucks and trailers to/from the FIT, loading the trucks and trailers on/off the barge in both New Bedford and Nantucket, and transporting the trucks and trailers to/from the SSA's Nantucket Terminal.

Since UPS is the seed customer for the Pilot, this proposal describes UPS is the sole "customer" of the service. If other non-UPS customers engage 41N to utilize the service, their roles would be the same for their trucks and trailers as the roles outlined and planned to be handled by UPS.

The FIT would serve as the departure and arrival point in New Bedford. Trucks and trailers would stage at the FIT in advance of a barge loading and following offloading on the return trip. Trucks and trailers would utilize the FIT transfer bridge to load and offload from the barge.

The SSA would serve as the arrival and departure point in Nantucket. 41N would utilize the SSA's Nantucket Terminal dock space for securing the tug and barge while in Nantucket, transfer bridge for loading and offloading trucks and trailers, upland space for trucks and trailers arriving for loading and departing following offloading and SSA personnel for operating the transfer bridge.

### *B. Schedule & Frequency*

41N intends to operate the Pilot from Tuesday, May 17, 2022 through Wednesday, October 19, 2022 and make two (2) to five (5) trips per week, Monday through Friday only, with a weekly average of three (3) trips per week. One (1) to five (5) tractor trailer equivalent units would transit each way on the barge with an average of 1 ¼ units transiting from New Bedford to Nantucket and 1 ¾ units transiting from Nantucket to New Bedford on the return leg of the trip.

### *C. Notice of Cancellation*

41N would endeavor to provide a minimum notice of cancellation to the SSA twenty four (24) hours in advance of a scheduled offload in Nantucket. Due to weather factors outside of 41N's control, there may be trips that would need to be canceled twelve (12) to twenty four (24) hours in advance of a scheduled offload in Nantucket.



*D. Route*

The route between New Bedford and Nantucket would transit Buzzard's Bay, Vineyard Sound and Nantucket Sound, covering a total distance of fifty two (52) nautical miles one way.

*E. Transit Time*

The transit would take an average of eight (8) hours one way at a speed of six and one half (6 ½) knots. Tug and barge speeds are highly influenced by tides and sea conditions so the transit time could vary by up to an hour above or below the average depending on the day.

*F. Arrival & Departure Times*

Transit from New Bedford to Nantucket would occur overnight, with departure from New Bedford at 1800 the day before a scheduled Nantucket offload and arrival in Nantucket around 0200 the day of the offload. Upon arriving in Nantucket, 41N's tug and barge would secure in Slip #2 at the SSA's Terminal and standby for offloading and loading in the morning.

Transits from Nantucket to New Bedford would occur the same day as a Nantucket offload, with departure from Nantucket at 0730 and arrival back in New Bedford around 1530. In the event a delay in the offload/reload in Nantucket delays 41N's departure for New Bedford beyond 0730, 41N's tug and barge would either hold and depart after the arrival and docking of the first freight boat from Hyannis, if offloading in Slip #2, or temporarily clear the Nantucket terminal by 0730 and then return following the departure of the 0915 passenger ferry, if offloading in Slip #1.

*G. Passengers*

The service is planned to transport trucks and trailers only, without passengers onboard. UPS would meet the trucks and trailers at the dock in both New Bedford and Nantucket to offload and load them off and on the barge.

*H. Staging in New Bedford*

Loaded trucks and trailers scheduled to be delivered to Nantucket would be delivered by UPS to the FIT and staged in advance of loading. UPS drivers delivering loaded trucks and trailers to the FIT would backhaul empty trucks and trailers that had returned from Nantucket to UPS's offsite facility.

*I. Offloading & Loading in New Bedford*

Offloading & loading at the FIT would occur between 1700 – 1800 the day before a scheduled offload in Nantucket. Empty trucks and trailers that returned on the barge from Nantucket would be driven off the barge by UPS, using the FIT transfer bridge, and parked at the FIT. Following offload of the empty trucks and trailers, loaded trucks and trailers would be backed onto 41N's barge by UPS and secured on the barge by 41N.

*J. Staging in Nantucket*

Due to the limited terminal space at the Nantucket Terminal and ongoing ferry operations, there would be no staging of trucks and trailers at the Terminal. Loaded trucks and trailers that

were delivered to Nantucket on the barge would be driven directly from the SSA's property after offloading from the barge. Empty trucks and trailers that are to be loaded on the barge in Nantucket would only arrive at the Terminal once the barge was ready to be loaded and would be immediately loaded onto the barge.

*K. Offloading & Loading in Nantucket*

Offloading and loading in Nantucket would occur between 0630 – 0730, with a secondary window of 0930 - 1115. Offloading and loading would utilize either the Slip #1 or #2 transfer bridges, with which slip utilized being determined by the SSA's Terminal Manager on a trip-by-trip basis. Operation of the transfer bridge would be completed by SSA personnel with 41N personnel securing the bridge to the barge. Once the bridge was secured to the barge, loaded trucks and trailers would be driven off the barge by UPS and from the Terminal. Once all trucks and trailers that had been delivered to Nantucket had been offloaded from the barge and departed the Terminal, the empty trucks and trailers would arrive at the Terminal and be immediately loaded onto the barge.

*L. Barge*

41N plans to utilize its deck barge "THING 2" to carry the trucks and trailers on the service. "THING 2" is a flat steel deck barge with overall dimensions of 130' x 40'. Fitted to the deck of "THING 2" are steel bin walls across the bow and down both sides of the barge with a concrete wearing deck inside the bin walls. "THING 2" can carry a maximum of five (5) fifty, seven foot (57') total length tractor trailer equivalent units. Attached under Appendix A is information on "THING 2".

Offloading and loading of rolling cargo on "THING 2" occurs over the stern end of the barge, which is flat and does not have a radius like the SSA's ferries. To utilize the SSA's head dolphin fenders and transfer bridge, 41N would outfit the barge with a cantilevered, radiused platform that would match the stern radius of the SSA's ferries. The cantilevered platform would be designed and constructed to support the same loads that the SSA's transfer bridges can support. 41N engaged a licensed Structural Engineer to develop preliminary details and calculations for the barge radius platform. Attached under Appendix B is a preliminary detail showing the barge and radiused platform, positioned as it would sit in Slip #2 during loading and offloading.

## **6.0 – License Fee**

41N proposes a license fee structure like the fee structure charged to non-SSA entities whose vessels utilize SSA facilities for the loading and discharging of passengers.

For the use of the SSA's facilities in Nantucket and providing SSA personnel to operate the transfer bridge, 41N proposes paying the SSA a flat fee of One Hundred Dollars (\$100.00) per docking.

For the use of the SSA's facilities in Nantucket to offload and load trucks and trailers as outlined in this proposal, 41N proposes a fee for each one-way unit equivalent to Ten percent (10%) of the SSA's regular one-way fare to provide the same service on its ferries between Hyannis and Nantucket.



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## Appendix A

### “THING 2” Data Sheet



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## Deck Barge “THING 2”

<b>Hailing Port</b>	New Bedford, Massachusetts	<b>Flag &amp; Compliance</b>	United States   Jones Act
<b>Builder</b>	Feeney Enterprises	<b>USCG Official Number</b>	638791
<b>Year Built</b>	1981	<b>Trade</b>	Coastwise
<b>Tonnage, Displacement &amp; Dimensions</b>		<b>Cargo Bin</b>	
Registered Gross Tonnage	524	Inside Dimensions	114' x 36' 10" x 3' 9"
Registered Net Tonnage	524	Stern Opening Width	25' 7"   Centered
Displacement – Light	380 ST	Side Wall Air Draft - Light	13'
Registered Length	130'	Bin Wall Construction	Steel Plate
Overall Length	130'	Deck Surface	Reinforced Concrete
Registered Breadth	40' 1"	<b>Capacities</b>	
Overall Breadth	40' 1"	Cargo Bin – Top of Coaming	580 CY
Registered Depth	11'	Cargo Bin – Heaped	1,360 CY
Draft – Light	2' 6"	Cargo – Loaded Draft	975 ST
Draft – Loaded	9' 0"		
Stern Freeboard - Light	10'		
Maximum Air Draft – Light	14' 9"		



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## **Appendix B**

### **Typical Docking Arrangement**

