



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Revised April 20, 2026 8:30 A.M.
Posted April 16, 2026 9:15 AM

STEAMSHIP AUTHORITY

Tuesday, April 21, 2026 – 9:30 AM

**New Bedford Port Authority
123 MacArthur Drive
New Bedford, MA 02740**

NOTE: This meeting will be open to the public; however, the public may participate virtually in the meeting, including Public Comment, by visiting <https://us02web.zoom.us/j/87417009198> or by going to zoom.us and using meeting ID 874 1700 9198. Participants can also use the same meeting ID and join telephonically by calling one of the following numbers: (305) 224-1968, (309) 205-3325, (646) 931-3860, (929) 436-2866, (301) 715-8592.

AGENDA

Item No. 1. Approval of Minutes

Minutes of the Authority's March 17, 2026, Meeting in Public Session

Minutes of the Authority's March 27, 2026, Meeting in Public Session

Item No. 2. Port Council's Report on Their April 7, 2026, Meeting

Item No. 3. Treasurer/Comptroller's Report

This report will be presented by the Treasurer/Comptroller, Mark K. Rozum, and will include the following:

- a) Results of Operations – Business Summary for the Month of February 2026
- b) Approval of Changes in List of Authorized Check Signers

Item No. 4. General Manager's Report

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

This report will be presented by the General Manager, Alex Kryska, and will include the following:

- a) Updates on Current Projects including:
 - i) Engineering and Maintenance Project Updates
 - *M/V Monomoy* – Service Preparation Status
 - *M/V Nantucket* - Dry Dock Status
 - *M/V Sankaty* – Repair Status
 - **Vineyard Haven Terminal Repairs**
 - ii) Woods Hole Terminal Reconstruction Project Status
 - iii) Reservation System Replacement Project Update
- b) Update on Strategic Plan Implementation
- c) Results of Preseason Sale on High-Speed Ticket Books

Item No. 5. Procurement

- a) **Request for Authorization to Execute Change Order No. 24 for Contract No. 17-2023, “Woods Hole Land Reconstruction Project” with Colantonio Inc.**
- b) **Request for Authorization to Execute Change Order to Purchase Order No. 0036405 with Ships Machinery International, Inc.**
- c) **Request for Authorization to Execute an Amendment for Continued Support for Contract No. 07-2023, “Information Technology Management Consulting Services” with Gibbous LLC**

Item No. 6. Old/New Business

- a) **Potential Sale of the *M/V Governor***
- b) **Oak Bluffs Terminal Security Exercise Summary**
- c) **Board Goals & Action Items for 2026 – creation of Capital Projects Oversight/Steering Committee and Governance Committees**

Item No. 7. Public Comment

MEETING IN EXECUTIVE SESSION TO FOLLOW (See Next Page)

STEAMSHIP AUTHORITY
Tuesday, April 21, 2026 – 9:30 AM

New Bedford Port Authority
123 MacArthur Drive
New Bedford, MA 02740

EXECUTIVE SESSION MEETING AGENDA

Item No. 1. Minutes

- a) Approval of the Minutes of the March 17, 2026, Meeting in Executive Session

Item No. 2. Real Estate

- a) To consider the lease or value of real property in Falmouth, Massachusetts
- b) To consider the purchase, lease, or value of real property in Hyannis, Massachusetts

Business Summary February 2026

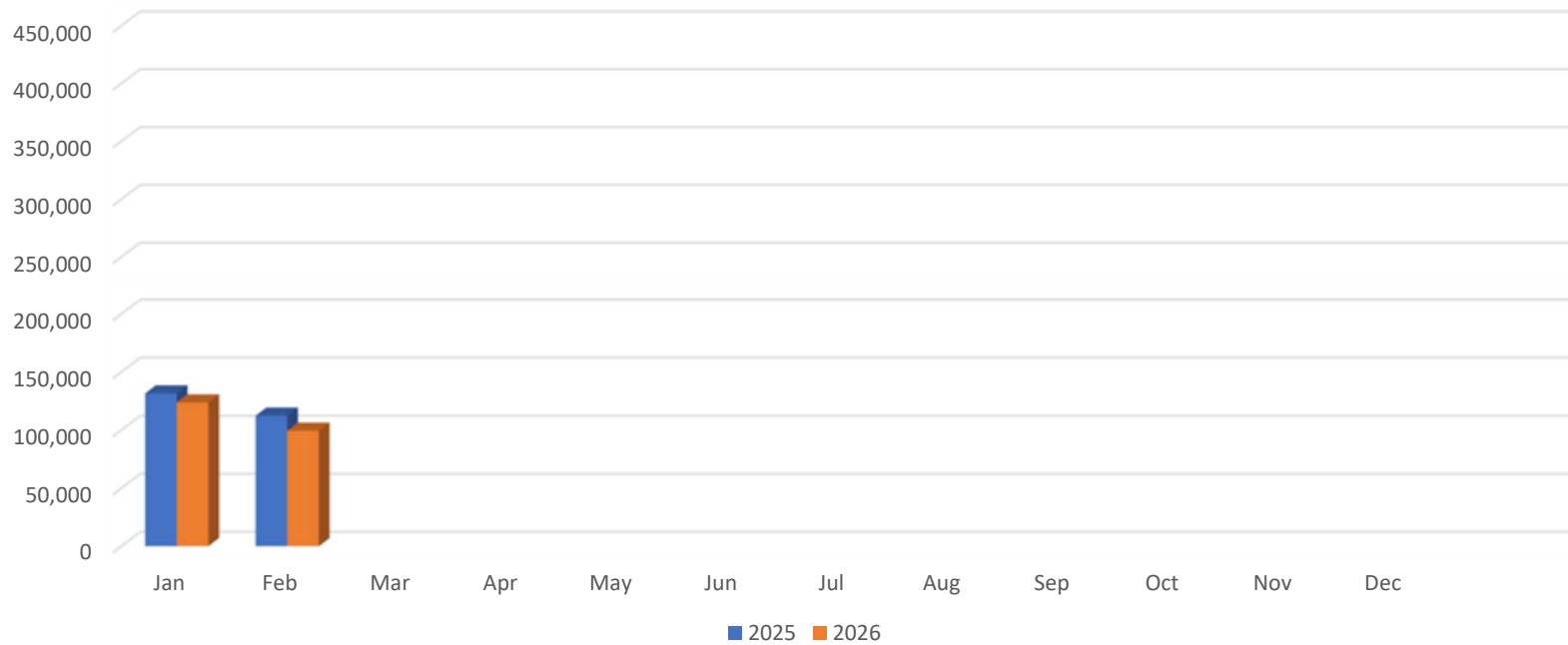
WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP
AUTHORITY

Board Meeting– April 21, 2026

Passengers Carried – February 2026 vs. 2025

		Monthly Variance	Montly % Difference			YTD Variance	YTD % Difference
Martha's Vineyard Route	▼	-13,035	-13.0%		▼	-21,966	-10.1%
Nantucket Regular Ferry	▲	81	0.7%		▲	1,197	4.8%
Nantucket Fast Ferry	▼	0	0.0%		▲	51	3.6%
Nantucket Route Subtotal	▲	81	0.7%		▲	1,248	4.7%
Total Passengers	▼	-12,954	-11.5%		▼	-20,718	-8.5%

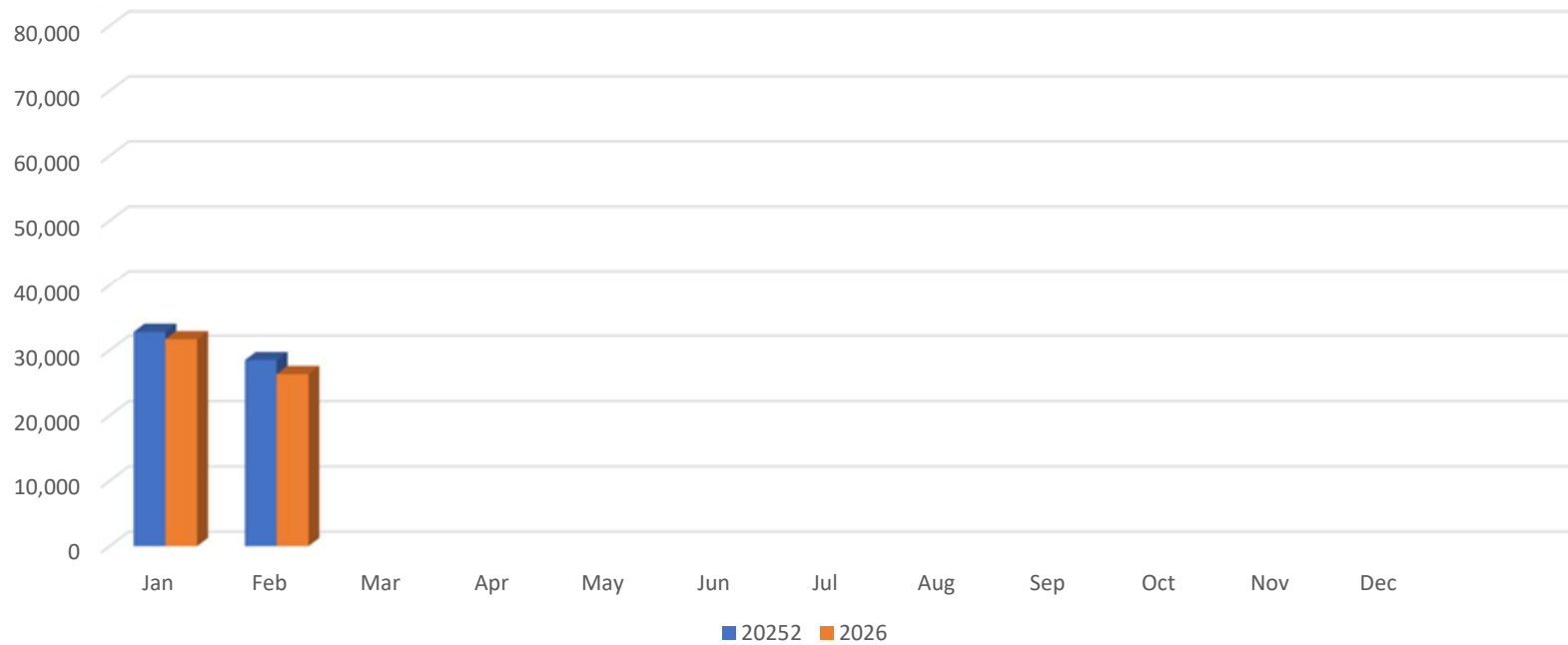
Passengers Carried 2025 - 2026



Vehicles Less than 20 ft. Carried – February 2026 vs. 2025

		Monthly Variance vs. 2025	Monthly % Difference vs. 2025			YTD Variance vs. 2025	YTD % Difference vs. 2025
Martha's Vineyard Route							
Standard Fare Autos	▼	-926	-14.3%		▼	-1,568	-11.0%
Standard Fare Trucks	▼	-190	-7.4%		▼	-239	-4.4%
Excursion Fare Autos	▼	-741	-6.3%		▼	-1,156	-4.6%
Excursion Fare Trucks	▼	-250	-7.1%		▼	-491	-6.5%
Total – Martha's Vineyard	▼	-2,107	-8.6%		▼	-3,454	-6.6%
Nantucket Route							
Standard Fare Autos	▼	-15	-2.0%		▲	33	1.9%
Standard Fare Trucks	▲	53	8.5%		▲	101	7.7%
Excursion Fare Autos	▼	-100	-5.4%		▲	43	1.1%
Excursion Fare Trucks	▲	25	2.8%		▲	12	0.7%
Total – Nantucket	▼	-37	-0.9%		▲	189	2.2%
Total Vehicles Less Than 20'	▼	-2,144	-7.5%		▼	-3,265	-5.3%

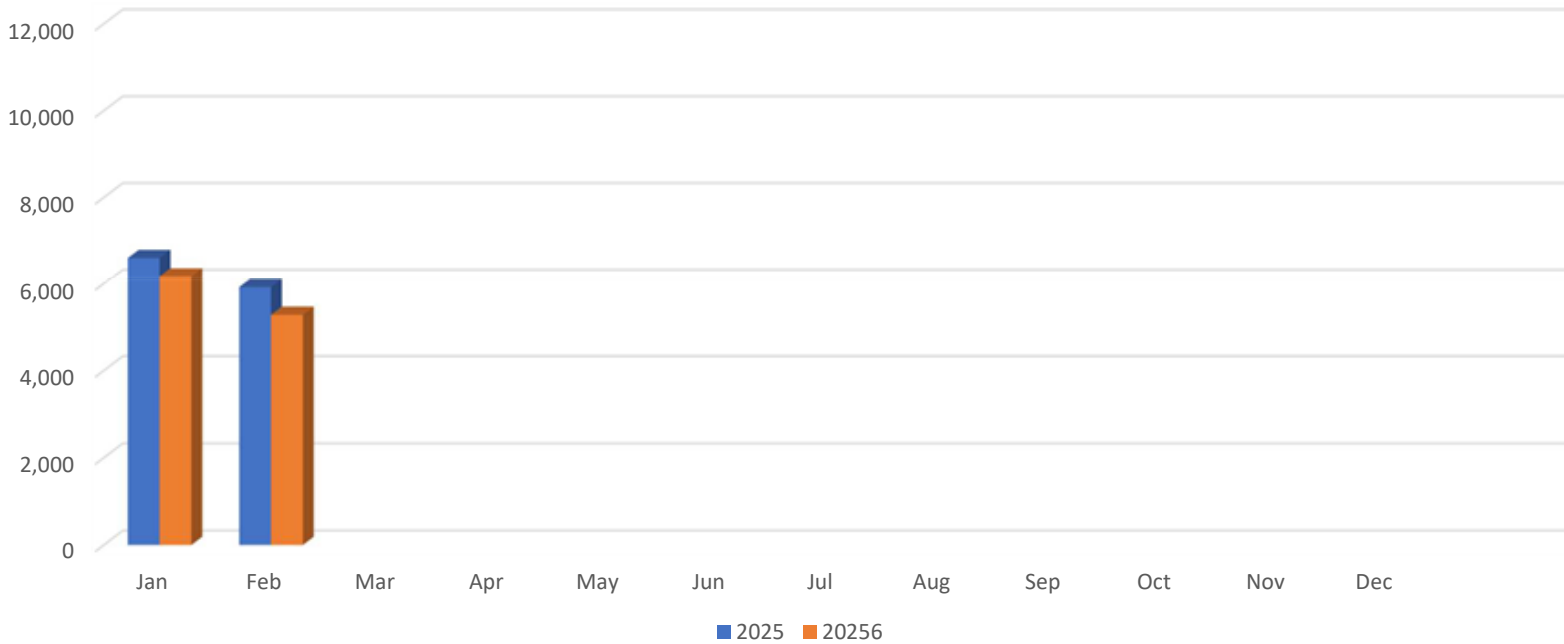
Vehicles Less than 20 Feet Carried 2025 - 2026



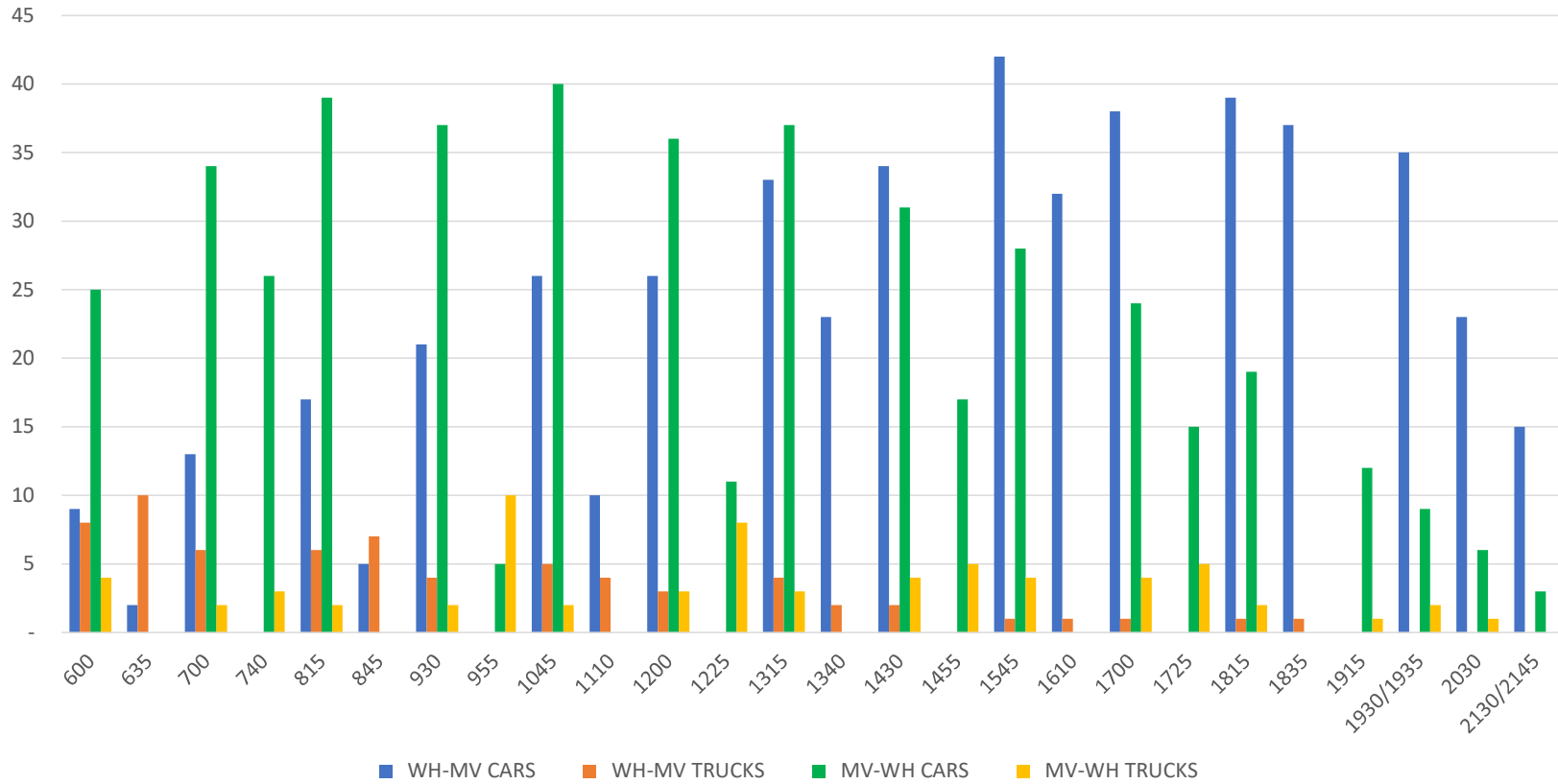
Freight Trucks (Trucks 20 ft and over) Carried February 2026 vs. 2025

		Monthly Variance vs. 2025	Monthly % Difference vs. 2025			YTD Variance vs. 2025	YTD % Difference vs. 2025
Martha's Vineyard Route	▼	-533	-14.1%		▼	-972	-12.0%
Nantucket Route	▼	-106	-5.0%		▼	-93	-2.1%
Total Trucks	▼	-639	-10.8%		▼	-1,065	-8.5%

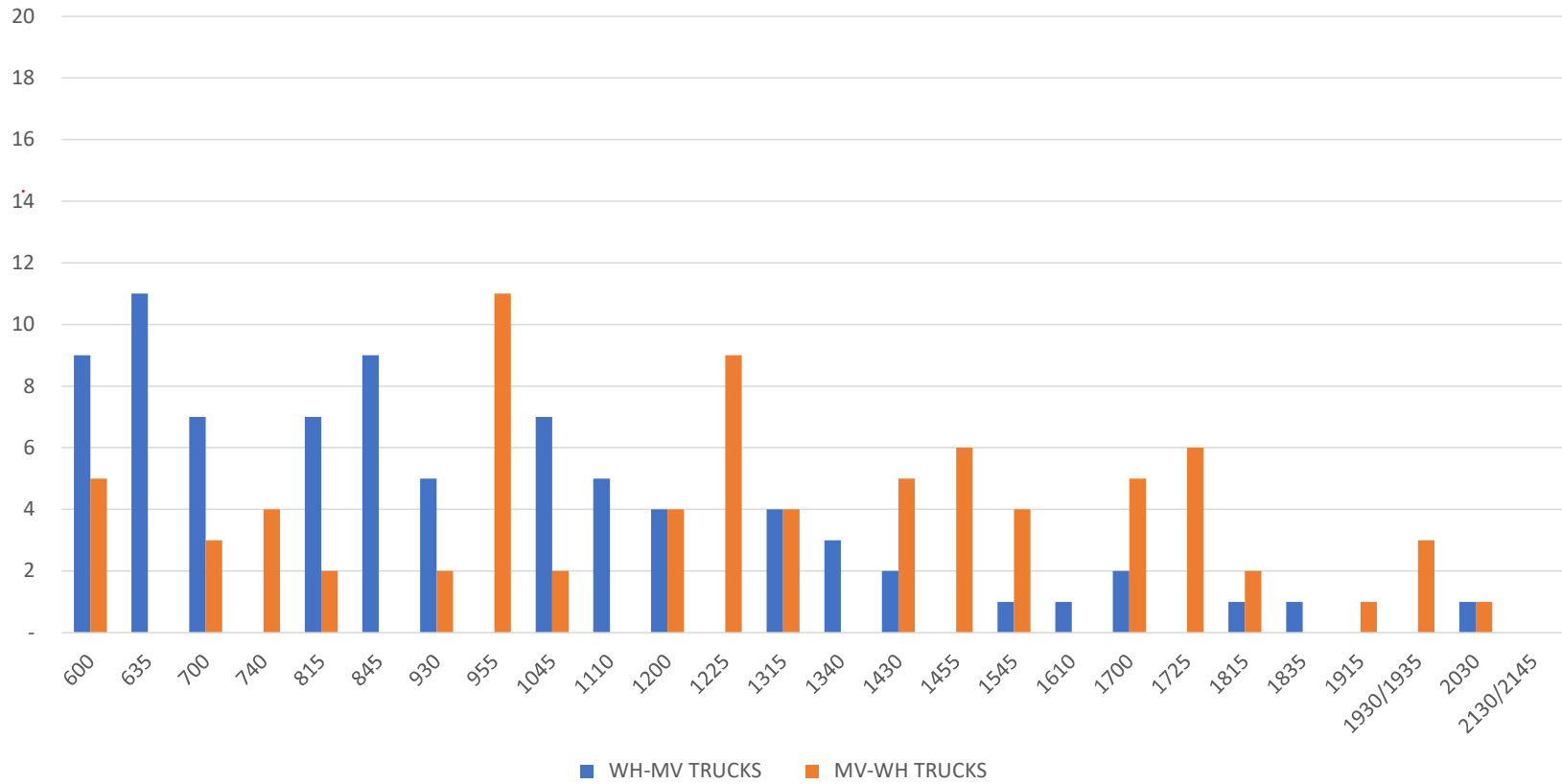
Trucks (20 Feet & Over) Carried 2025 - 2026



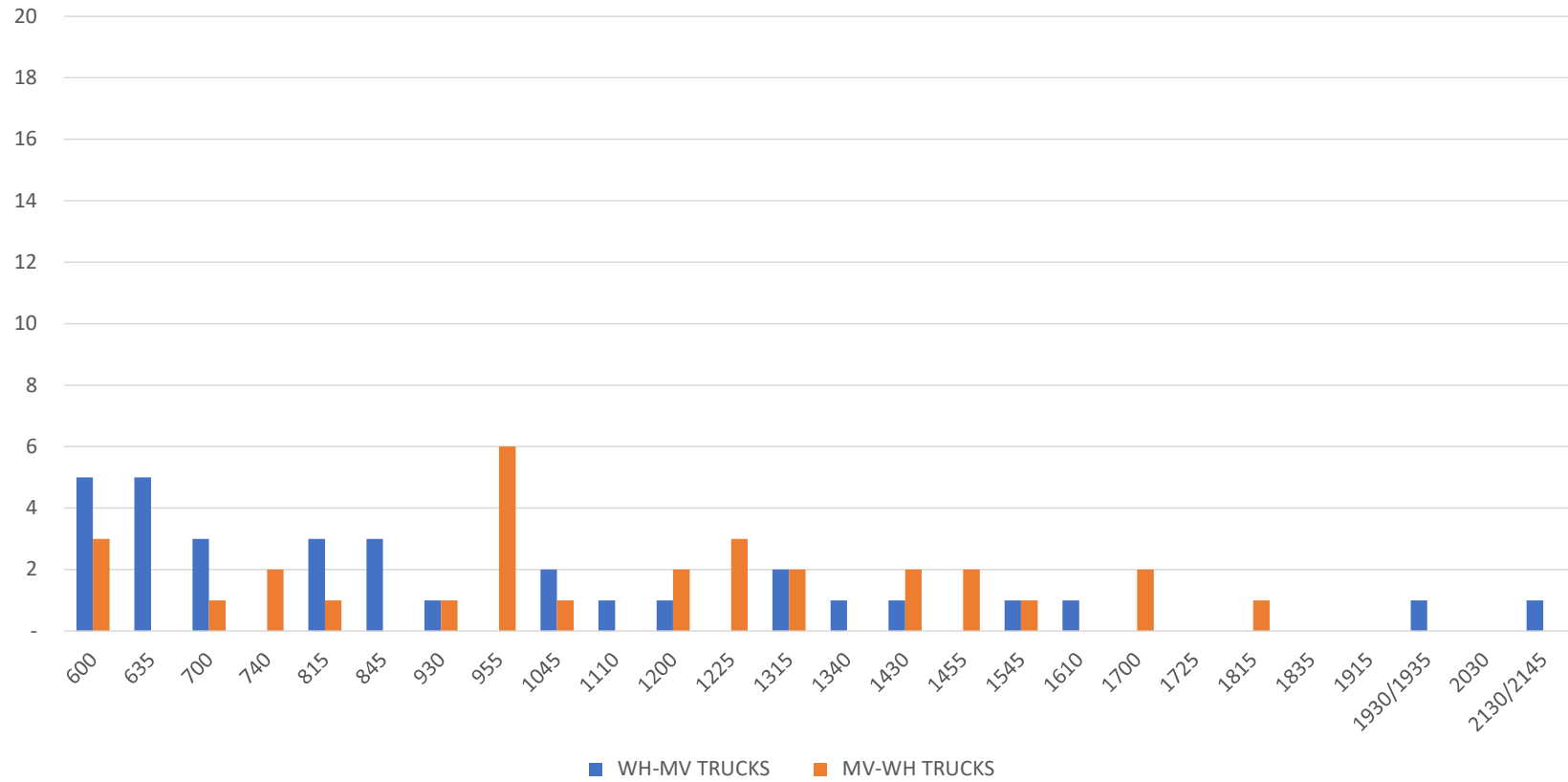
February 2026 Average Vehicles Per Trip



February 2026 Weekday Average Trucks Per Trip



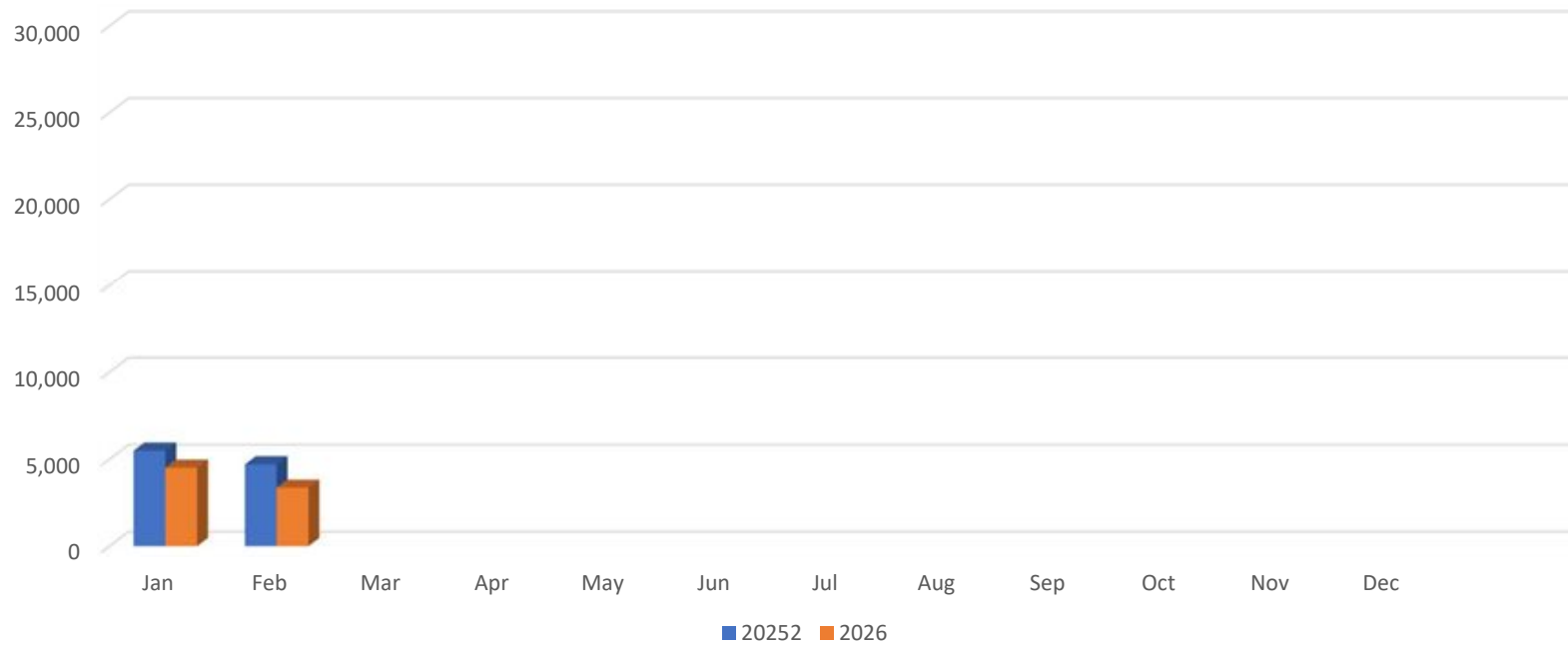
February 2026 Weekend Average Trucks Per Trip



Cars Parked– February 2026 vs. 2025

		Monthly Variance vs. 2025	Monthly % Difference vs. 2025			Y-T-D Variance vs. 2025	Y-T-D % Difference vs. 2025
Martha’s Vineyard Route	▼	-1,353	-30.9%		▼	-2,297	-24.3%
Nantucket Route	▲	5	1.6%		▼	-31	-4.2%
Total Cars Parked	▼	-1,348	-28.7%		▼	-2,328	-22.9%

Cars Parked 2025 - 2026



Trip Summary Report – February 2026

	Scheduled		Cancelled for						
MV Route	Budgeted	Available	Mechanical	Weather	Traffic	Schedule	Crew	Unscheduled	Total
February	1,120	0	8	99	77	0	0	0	936
YTD	2,354	0	10	109	163	0	0	0	2,072
YTD %			0.42%	4.63%	6.92%	0.00%	0.00%		
NT Route	Budgeted	Available	Mechanical	Weather	Traffic	Schedule	Crew	Unscheduled	Total
February	320	0	0	31	10	0	0	4	283
YTD	682	0	2	37	12	0	0	23	654
YTD %			0.29%	5.43%	1.76%	0.00%	0.00%		
Total	Budgeted	Available	Mechanical	Weather	Traffic	Schedule	Crew	Unscheduled	Total
February	1,440	0	8	130	87	0	0	4	1,219
YTD	3,036	0	12	146	175	0	0	23	2,726
YTD %			0.40%	4.81%	5.76%	0.00%	0.00%		
2025			0.36%	3.78%	3.74%	0.00%	0.00%		
2026 Oak Bluffs Trip Diversions - YTD 0									
2025 Oak Bluffs Trip Diversions - YTD 0									

Financial Snapshot

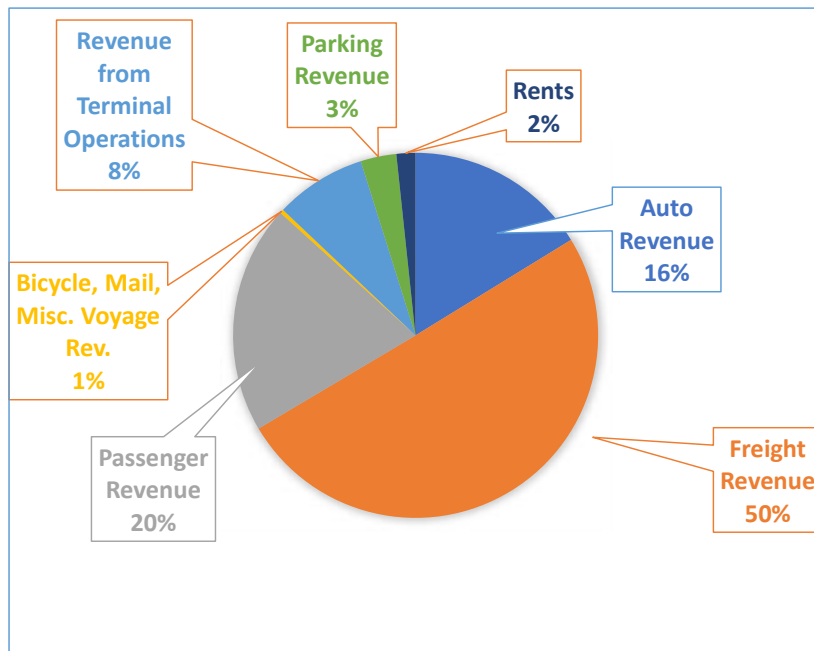
	February	2026 Actual vs. Budget			YTD	2026 Actual vs. Budget		
Revenues & Income								
Operating Revenues	\$5,229,362	-\$327,144	▼		\$11,469,245	-\$454,013	▼	
Other Income	1,283,770	54,798	▲		1,464,426	7,732	▲	
Total Revenue	6,513,132	-272,346	▼		12,933,671	-446,281	▼	
Expenses & Deductions								
Operating Expenses	11,291,914	-1,931,987	▼		22,636,255	-3,217,799	▼	
Income Deductions	221,562	13,212	▲		504,855	60,448	▲	
Total Expenses	\$11,513,476	-\$1,918,775	▼		\$23,141,110	-\$3,157,351	▼	
Net Operating Income/Loss	-\$5,000,344	\$1,646,429	▲		-\$10,207,439	\$2,711,070	▲	

Operating Revenues – February 2026 vs. Budget

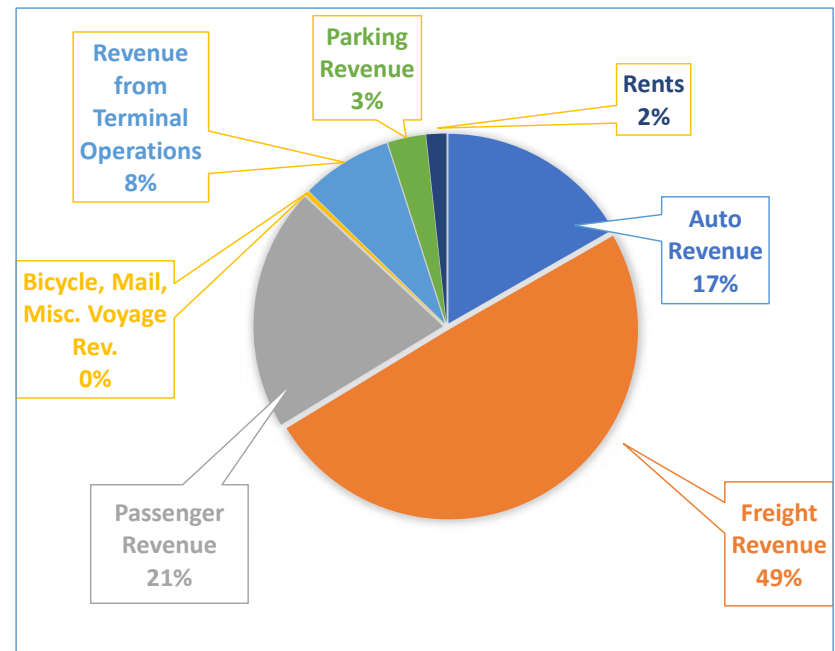
		Monthly Variance vs. Budget	Monthly % Difference vs. Budget			YTD Variance vs. Budget	YTD % Difference vs. Budget
Waterline Revenues							
Automobile Revenue	▼	-\$108,193	-11.3%		▼	-\$175,124	-8.4%
Freight Revenue	▼	-217,387	-7.6%		▼	-278,166	-4.7%
Passenger Revenue	▼	-141,965	-11.8%		▼	-243,549	-9.3%
Misc. Voyage Revenue	▼	-3,341	-16.0%		▼	-5,820	-12.8%
Term. Oper. Revenue	▲	157,801	59.5%		▲	210,053	31.0%
Parking Revenue	▼	-32,277	-16.3%		▼	-37,112	-9.1%
Rent Revenue	▲	18,218	26.2%		▲	75,705	62.1%
Total Operating Revenue	▼	-\$327,144	-5.9%		▼	-\$454,013	-3.8%
Total Other Income	▲	\$54,798	4.5%		▲	\$7,732	0.5%
Total Operating & Other	▼	-\$272,346	-4.0%		▼	-\$446,281	-3.3%

Operating Revenues - 2026

February



January – February

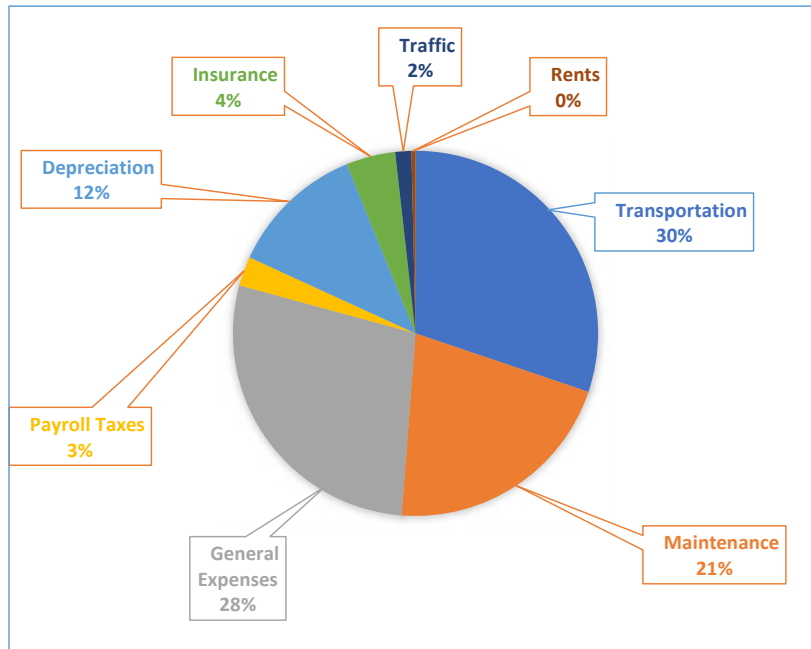


Operating Expenses – February 2026 vs. Budget

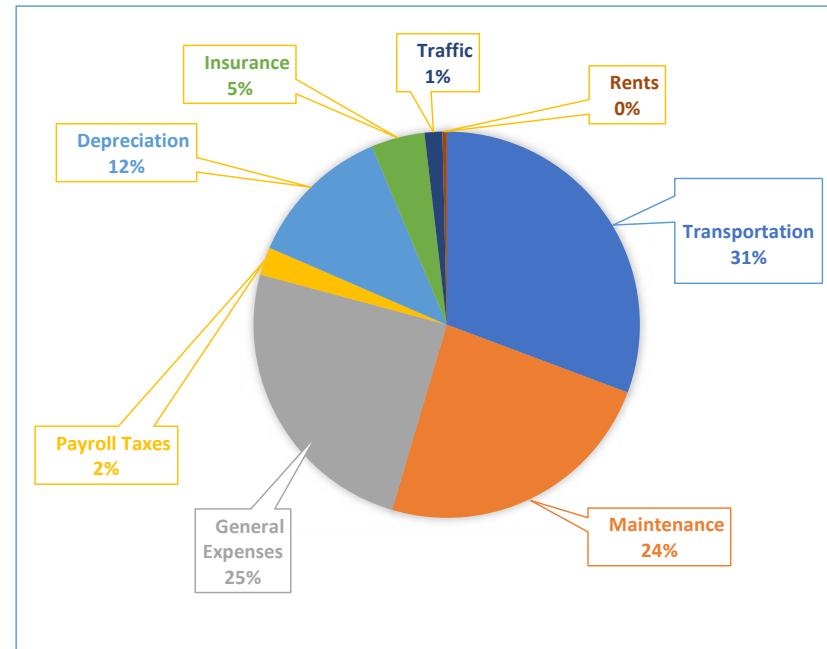
		Monthly Variance vs. Budget	Monthly % Difference vs. Budget		YTD Variance vs. Budget	YTD % Difference vs. Budget
Operating Expenses						
Maintenance	▼	-\$2,246,239	-48.6%	▼	-\$2,615,587	-32.6%
Depreciation & Amortization	▼	-83,306	-5.8%	▼	-135,976	-4.7%
Vessel Operations	▼	-22,954	-1.1%	▼	-409,211	-8.7%
Terminal Operations	▲	176,495	16.5%	▲	370,607	16.3%
Traffic Expense	▼	-12,322	-7.1%	▼	-75,677	-18.4%
General Expense	▲	288,593	10.0%	▼	-247,516	-4.3%
Insurance	▼	-15,138	-3.0%	▼	-1,599	-0.2%
Rents Expense	▼	-11,955	-23.0%	▼	-22,988	-22.3%
Payroll Taxes	▼	-5,160	-1.7%	▼	-79,851	-13.1%
Total Operating Expenses	▼	-\$1,931,987	-14.6%	▼	-\$3,217,799	-12.4%
Total Other Expenses	▲	\$13,212	6.3%	▲	\$60,448	13.6%
Total Operating & Other	▼	-\$1,918,775	-14.3%	▼	-\$3,157,351	-12.0%

Operating Expenses - 2026

February



January – February



Cash Status Summary

	February 28, 2026	
	Balance	Variance
Operations Funds	\$32,302,400	\$8,824,060
SPECIAL PURPOSE FUNDS		
Sinking Fund	\$21,433,272	- \$525,120
Replacement Fund	\$8,888,529	\$564,229
Reserve Fund	\$4,677,586	\$512,136
Bond Redemption Fund	\$198,603	\$9,003
Capital Improvement Fund	\$4,424,955	\$1,801,155

2026 Vessel Occupancy and Distribution

	February 2026		2026 YTD		2025 YTD	
	MV	NT	MV	NT	MV	NT
DECK SPACE USAGE						
EXCURSION FARE VEHICLES	44.9%	24.5%	44.4%	24.6%	43.0%	24.1%
STANDARD FARE VEHICLES	24.5%	12.6%	25.0%	13.1%	25.4%	12.3%
TOTAL PASSENGER VEHICLES	69.4%	37.2%	69.4%	37.7%	68.4%	36.4%
TOTAL FREIGHT VEHICLES	30.6%	62.8%	30.6%	61.3%	31.6%	63.6%
TOTAL VESSEL OCCUPANCY	70.0%	80.7%	68.7%	79.4%	72.0%	79.7%

2026 Vehicle Revenue Comparison

	February 2026		2026 YTD		2025	
	MV	NT	MV	NT	MV	NT
EXCURSION FARE VEHICLES	\$19.75	\$58.61	\$19.63	\$57.87	\$19.01	\$55.86
STANDARD FARE VEHICLES	\$76.54	\$207.74	\$75.95	\$207.76	\$71.92	\$198.54
TOTAL PASSENGER VEHICLES	\$39.78	\$109.33	\$39.90	\$109.80	\$38.65	\$104.06
COST Per PASSENGER VEHICLE	\$203.53	\$332.22	\$171.41	\$321.09	\$126.25	\$221.26
FREIGHT VEHICLES UNDER 55ft	\$189.97	\$365.89	\$189.74	\$372.96	\$181.03	\$353.71
FREIGHT VEHICLES OVER 55ft	\$453.21	\$796.90	\$448.98	\$795.37	\$415.93	\$740.79
TOTAL FREIGHT VEHICLES	\$274.63	\$604.34	\$275.07	\$606.30	\$253.69	\$573.73
COST Per FREIGHT VEHICLE	\$591.77	\$1,097.67	\$501.27	\$1,063.05	\$366.94	\$1,211.03
AVERAGE REVENUE / VEHICLE	\$70.68	\$276.90	\$70.73	\$275.05	\$68.21	\$265.22

2026 Cost of Service Coverage Comparison

	February 2026		2026 YTD		2025	
	MV	NT	MV	NT	MV	NT
STANDARD FARE AUTOS	36.5%	59.8%	42.9%	62.3%	55.4%	52.6%
EXCURSION FARE AUTOS	8.7%	16.4%	10.2%	16.9%	13.4%	14.4%
STANDARD FARE TRUCKS	40.5%	65.6%	47.9%	67.8%	61.3%	57.7%
EXCURSION FARE TRUCKS	13.2%	19.9%	15.6%	20.5%	20.8%	17.6%
TOTAL PASSENGER VEHICLES	19.5%	32.9%	23.3%	34.2%	30.6%	28.7%
TOTAL FREIGHT VEHICLES	46.4%	55.1%	54.9%	57.0%	69.1%	47.4%

Passengers Carried – March 2026 vs. 2025

		Monthly Variance	Montly % Difference			YTD Variance	YTD % Difference
Martha's Vineyard Route	▼	-10,561	-8.1%		▼	-32,527	-9.4%
Nantucket Regular Ferry	▼	-1,415	-9.0%		▼	-218	-0.5%
Nantucket Fast Ferry		-2,068	-67.7%		▼	-2,017	-45.0%
Nantucket Route Subtotal	▼	-3,483	-18.6%		▼	-2,235	-4.9%
Total Passengers	▼	-14,044	-9.4%		▼	-34,762	-8.8%

Vehicles Carried – March 2026 vs. 2025

		Monthly Variance vs. 2026	Monthly % Difference vs. 2026			YTD Variance vs. 2026	YTD % Difference vs. 2026
Martha's Vineyard Route							
Standard Fare Autos	▼	-1,402	-14.6%		▼	-2,970	-12.5%
Standard Fare Trucks	▼	-284	-7.9%		▼	-523	-5.8%
Excursion Fare Autos	▼	-285	-2.0%		▼	-1,441	-3.6%
Excursion Fare Trucks	▼	-206	-4.8%		▼	-697	-5.9%
20 Feet & Over Trucks	▼	-167	-3.4%		▼	-1,139	-8.8%
Total – Martha's Vineyard	▼	-2,344	-6.4%		▼	-6,770	-7.0%
Nantucket Route							
Standard Fare Autos	▼	-60	-5.0%		▼	-27	-0.9%
Standard Fare Trucks	▼	-49	-5.1%		▲	52	2.3%
Excursion Fare Autos	▲	77	3.6%		▲	120	2.0%
Excursion Fare Trucks	▼	-72	-6.5%		▼	-60	-2.0%
20 Feet & Over Trucks	▼	-20	-0.7%		▼	-113	-1.6%
Total – Nantucket	▼	-124	-1.5%		▼	-28	-0.1%
Total Vehicles	▼	-2,468	-5.5%		▼	-6,798	-5.7%

STAFF SUMMARY

Date: April 16, 2026

File# A-726



TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept.: Accounting & Finance Author: Mark K. Rozum
X	Board Members		Information	Subject Approval of Changes in List of Authorized Check Signers

PURPOSE:

To request a vote of the Members adopting the attached resolutions relative to the authorized signers on the Steamship Authority's bank accounts.

BACKGROUND:

The Steamship Authority's banking relationships currently lists five (5) individuals who are authorized to sign checks and/or able to authorize wire transfers and Automated Clearing House (ACH) transactions. Currently the individuals authorized to sign are the:

- Treasurer/Comptroller
- Assistant Treasurer
- Internal Audit Manager
- Accounting Manager and
- Data Financial Analyst

As a result of the resignation of Kelly Conrad, Data and Financial Analyst, formerly Internal Audit Manager , a new resolution will be required. We find it necessary to add Caroline B. Muldoon, Grants Administrator as a signer to the accounts. Caroline will be added to the list along with Courtney M. Oliveira (Assistant Treasurer), Mark W. Anderson (Accounting Manager,), and Mark K. Rozum (Treasurer/Comptroller).

RECOMMENDATION:

It is recommended that the Members vote to adopt the attached resolutions as proposed.

Mark K. Rozum
Treasurer/Comptroller

APPROVED:

Alex Kryska
General Manager

Engineering and Maintenance Projects Updates

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP
AUTHORITY

BOARD MEETING APRIL 21ST , 2026

MV Nantucket in Dry Dock at Thames River Shipyard



04/21/2026

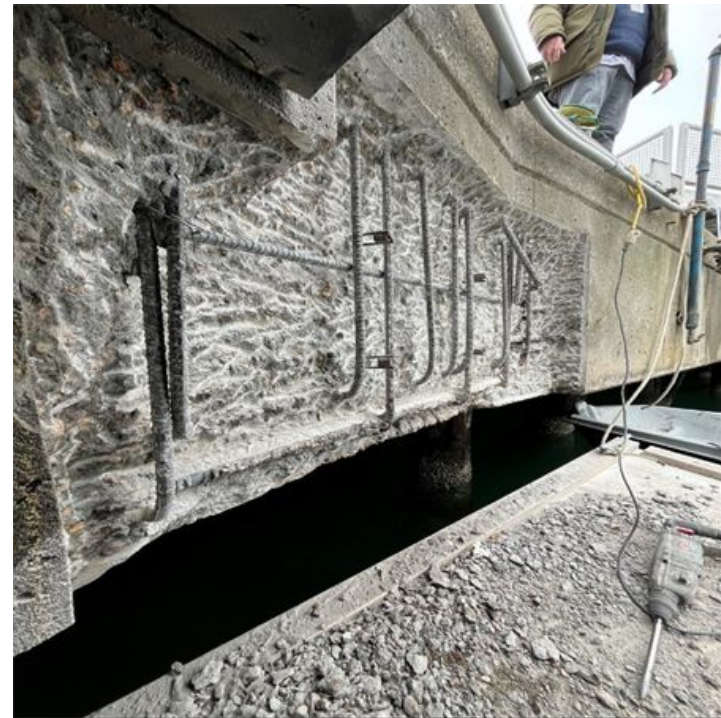
Item number	Sub Item Number	Item Description	Commence Date	% Complete
001		Dry Docking & Undocking	2/28/2026	100%
002 A		Hull & Internal - Inspection & Repair	3/1/2026	90%
002 B		UT Survey (1500 UT Shots) Add'l UT Shots:	3/3/2026	100%
003 A		Hull - Clean, Prepare, Paint	3/3/2026	95%
003 B		Hull - Replace Anodes (110 Anodes)	3/3/2026	100%
003 C		Commercial Blasting & Coating Application	3/3/2026	100%
004 A		Temporary Services incl Bilge Slops		
004 B		Slops (2500 Gallons) Cost per add'l 100 gals:		
004		Temporary Services		
005		Sea Valve Cleaning & Overhaul	3/3/2026	100%
006 A		Shafts, Bearings, Seals & Couplings Inspections	3/3/2026	100%
006 B		Shafts - Removals, Transport, Repair & Re-Install	3/3/2026	100%
006 C		Shaft Couplings - Disassemble, Inspect, Rebuild & Other Services	3/3/2026	100%
006 D		Shaft Rubber Cutless Bearings, Removal & Re-Installation	3/3/2026	100%
006 E		Shaft Seal - Inspect, Disassemble	3/3/2026	100%
007		Propellers	3/3/2026	100%
008 A		Rudders Bearing Clearance Inspections	3/3/2026	100%
008 B		Rudders Bearing Replacement	3/3/2026	N/A
008 C		Rudders Removal and Replacement	3/3/2026	N/A
009		Hull Plating Replacements/Inserts	3/3/2026	100%
011		Technical Data and Reports		
012		Bow Thruster Inspection & Service	3/3/2026	100%
013		Piping Repairs (50 ft)	3/3/2026	85%
014		Bow & Stern Door Overhaul & Upper Hinge Line Bore	3/3/2026	65%
015		Reserved		
016		Epoxy Floor Covering Repairs	3/4/2026	90%
017		Gray Water Tank Replacement	3/3/2026	100%

MV Nantucket Dry Dock Financial Snapshot

Contract Item Number	Item Description		Cost
001	Dry Docking & Undocking		\$ 48,720.00
002A, 002B	Hull & Internal - Inspection & Repair		\$ 21,320.00
003A, 003B, 003C	Hull: Clean, Prepare, Paint, Anodes, Commercial Blast		\$ 426,600.00
004A, 004B	Temporary Services, Slop Removals		\$ 26,500.00
005	Sea Valve Cleaning & Overhaul		\$ 8,200.00
006A, 006B, 006C, 006D, 006E	Shafts, Bearings & Couplings, Shaft Removals and Inspections		\$ 148,785.00
007	Propellers		\$ 34,800.00
008A, 008B, 008C	Rudder Inspections, Bearing Replacements		\$ 126,784.00
009	Hull Plating Replacements/Inserts		\$ 174,300.00
011	Technical Data and Reports		
012	Bow Thruster Inspection & Service		\$ 52,679.00
013	Piping Repairs (50 ft)		\$ 19,360.00
014	Bow & Stern Door Overhaul & Upper Hinge Line Bore		\$ 219,080.00
015	Reserved		
016	Epoxy Floor Covering Repairs		\$ 144,840.00
017	Gray Water Tank Replacement		\$ 85,915.00
	***Vessel Transport Cost (Sections I,M, of IFB)	\$ (22,000.00)	
	Contract Total		\$ 1,559,883
Change Orders			
CO01, CO02, CO03, CO04, CO05	Snack Bar, General Service Pump Inspection, Sewage Vent, Fire Main, Check Valves	\$ 25,801.50	
CO06, CO07, CO09, CO10	HVAC Deck Plate, Snack Bar Decking, Snack Bar Deck UT's, Grey Water Deck Insert	\$ 46,600.00	
CO11, CO12, CO13, CO14, CO15	Piping Cleaning, GS Pump Replacement, Repair Railings, Frame Repairs, Forepeak Steel Renewal-USCG	\$ 18,411.25	
CO16, CO18, CO19, CO20	Sea Strainer OVHL, BT Heater Install, Oil Cooler Cleaning, Disposal of Fluids	\$ 37,987.50	
	Total Change Orders & Credits	\$ 106,800.25	
	Grand Total	\$ 1,666,683.25	7%

Vineyard Haven Underdeck Concrete Repairs

- Zone A, B, C, D, E, F, G, H,I, J,K – Demolition is complete.
- 97% of the demolition work repairs (36 of 37) have been addressed.
- Began pouring concrete on April 10th.
 - 30% of the repair areas have been poured (11 of 37)
- Change Orders
 - CO-01 – Rectify difference between defect area and repair area \$446,395
 - CO-02 – Additional 22 square feet of type B repair in way of defect areas 24,25,and 33 - \$33,000. – Demolition and pour is complete
 - CO-03 – Additional 6 square feet of type B repair in way of defect areas 14 and 15 - \$9,000. – Demolition is complete.
 - CO-04 – Additional 16 square feet of type B repair in way of defect area 2 - \$24,000. - Demolition is complete.
- Scheduled Completion Date of 5/8/2026



Vineyard Haven Underdeck Concrete Repairs





Board Meeting April 2026

Photo: April 6, 2026

Presented by: *Raeleen Bandini, ECC Project Manager 04/15/26*

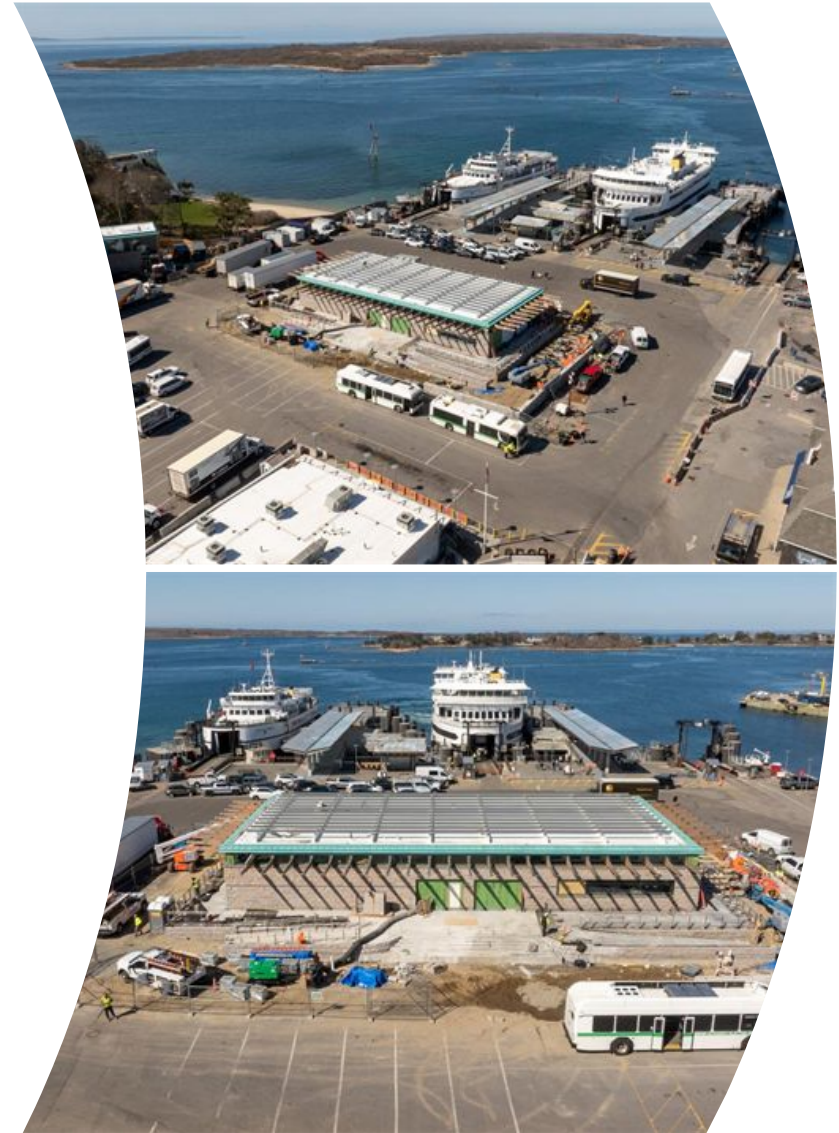
Current Milestone Status:

Terminal Building

- The building is construction weathertight, and exterior building finishes are nearing completion
- The installation of exterior terrace pavers and guardrails is underway
- The installation of the exterior lift and slide door is underway
- The installation of Mechanical, Electrical, Plumbing and Fire Protection finishes is underway
- The permanent power changeover has been completed
- The installation of interior ceiling finishes is nearing completion
- The installation of stone flooring and wall cladding finishes is nearing completion
- Interior painting is underway
- Installation of interior casework is underway

Utility Building

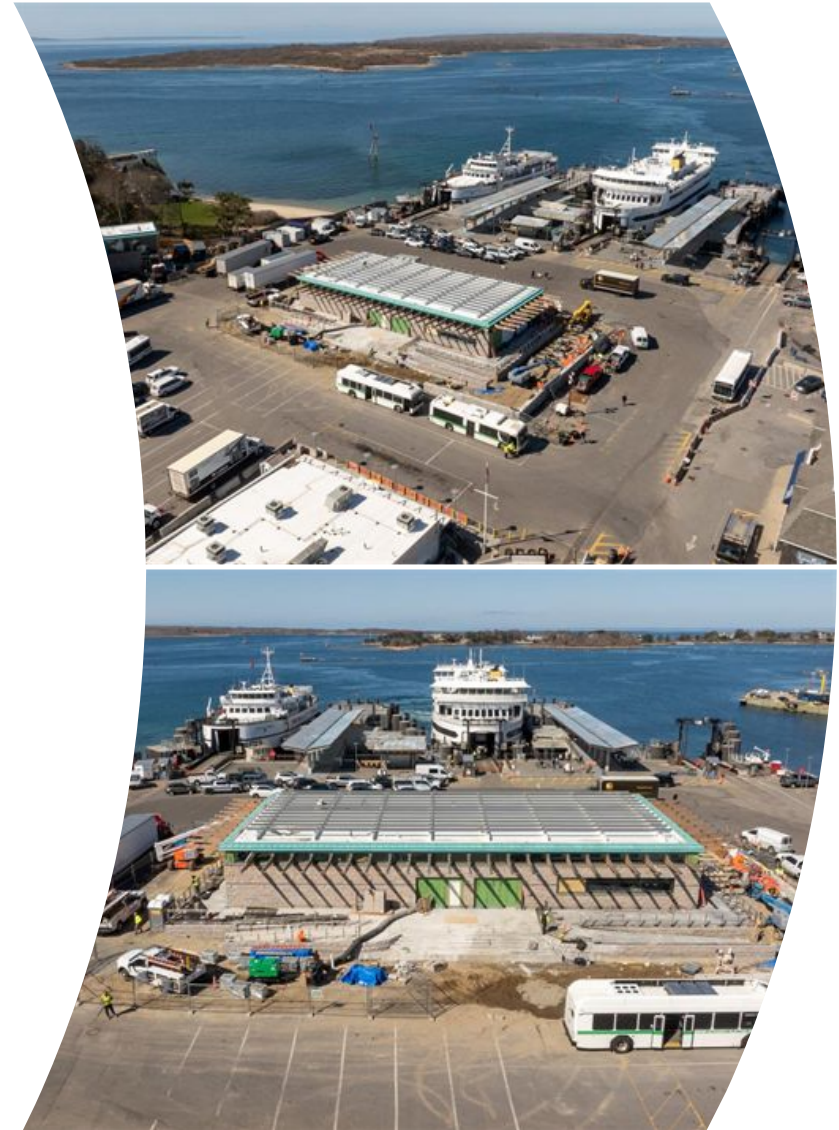
- The Certificate of Occupancy will be issued this week



Upcoming Milestones:

Terminal Building

- The interior casework is scheduled to be completed by the end of April
- The Tel/Data room is scheduled to be completed by the end of April
- The Mechanical, Electrical, and Fire Protection finishes and fixtures are scheduled to be completed by the end of April
- The exterior terrace finishes are scheduled to be completed by the beginning of May
- The exterior door installation is scheduled to be completed at the beginning of May
- Building equipment start up and commissioning is scheduled to start at the beginning of May
- The exterior glass canopy installation is scheduled to start by the middle of May
- Interior finishes are scheduled to be completed by the middle of May
- Furniture installation is scheduled to begin by the middle of May
- The contractor is continuing to accelerate to maintain the construction schedule



Final cleaning and last-minute tasks will complete the process for move-in day at the Utility Building.

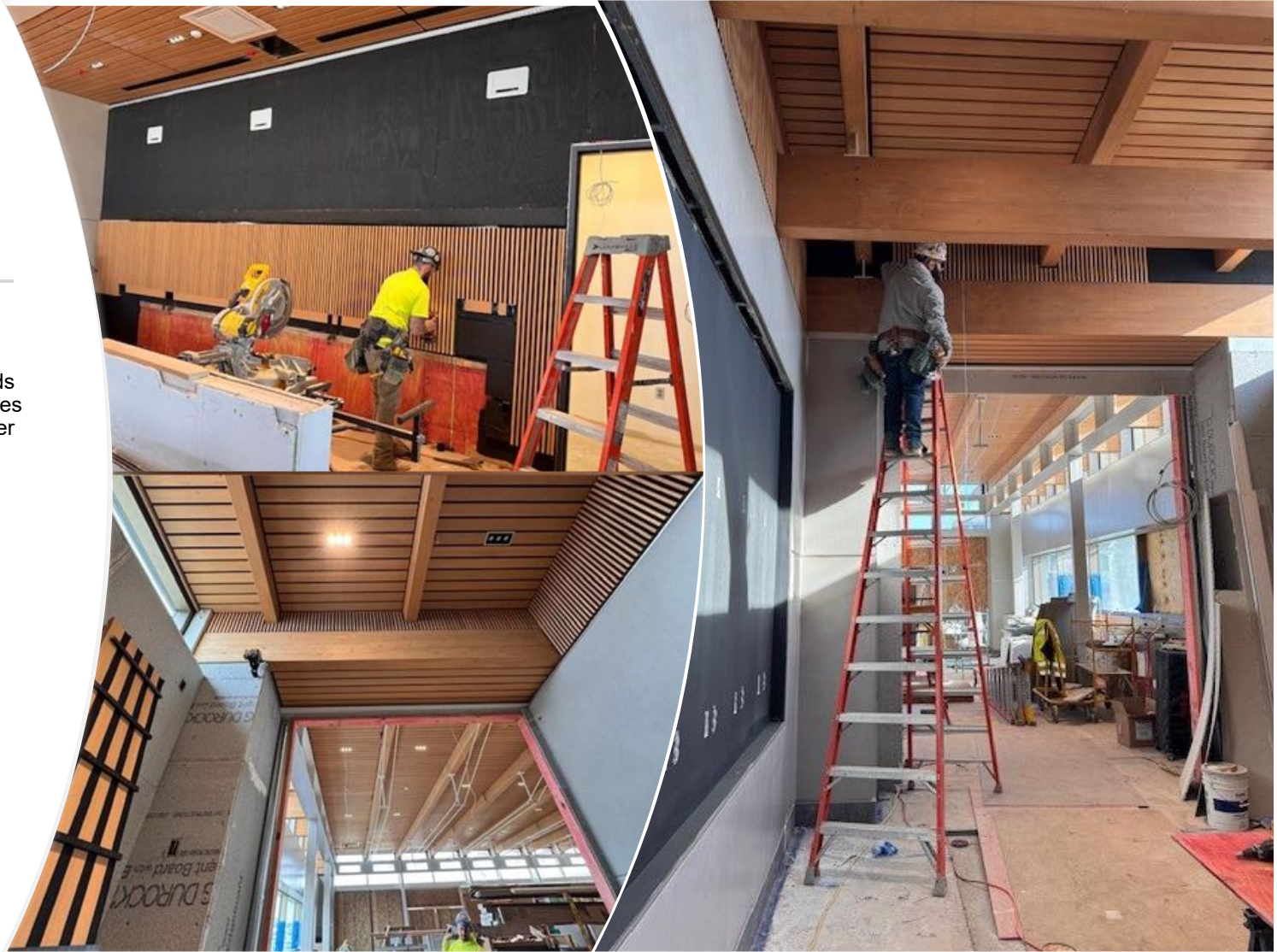


Plumbers install toilets, sinks and faucets with hand dryers in the Woman's Bathroom and doors are installed at both the Men's and Women's Bathrooms.

The flooring install is complete and covered with a protective barrier until construction is complete.



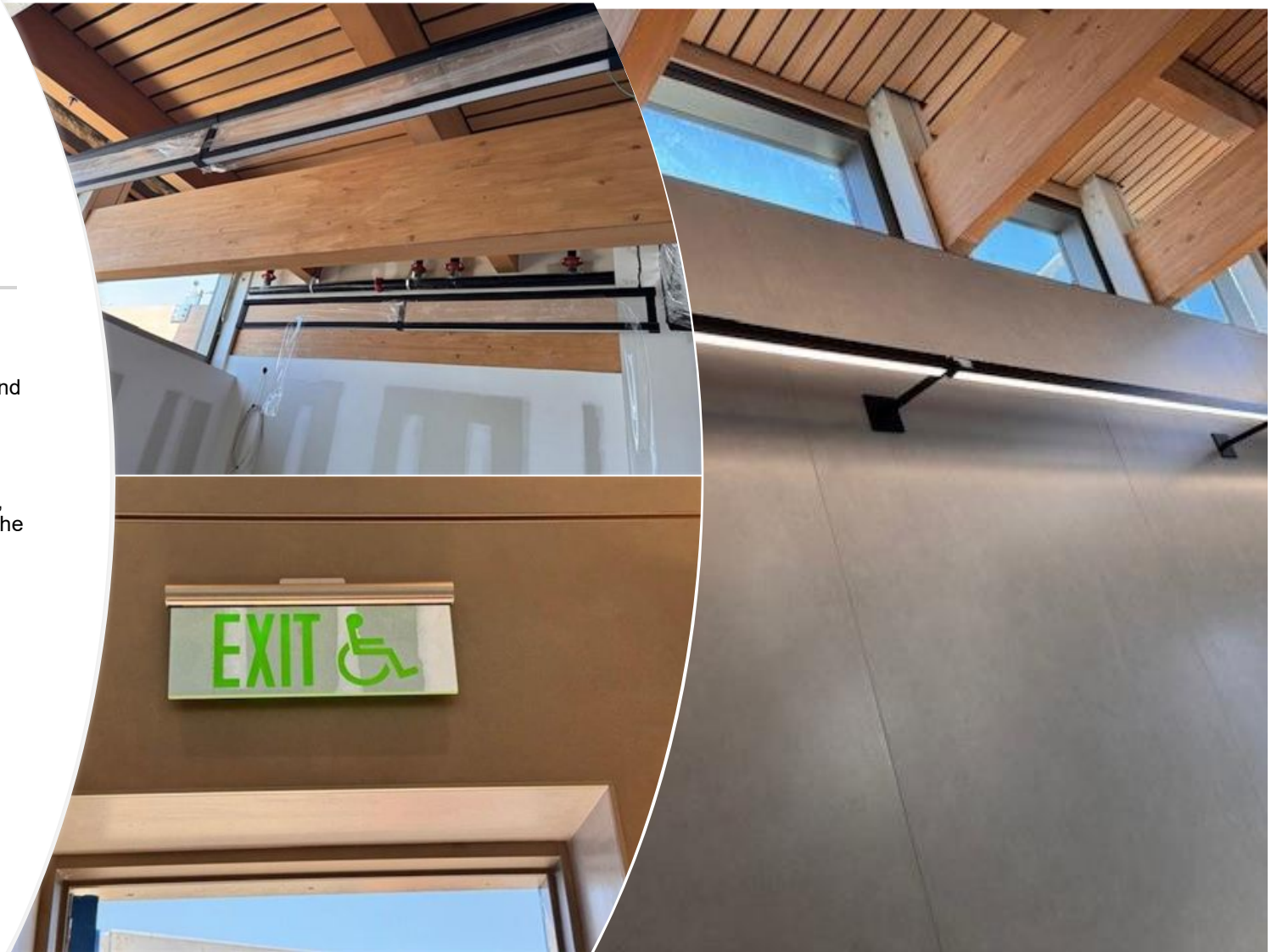
Carpenters install vertical Rulon grids on the walls in East & West vestibules and at the Customer Service Counter at the Terminal Building.





Electricians install interior lighting and electronic signage throughout the Terminal Building.

Lighting shown are in office spaces, both bathrooms and this picture of the exit sign is in both the Men's and Woman's bathroom.



Pipe fitters complete the installation of the geotherm manifold piping that will deliver heat and cooling throughout the Terminal Building.

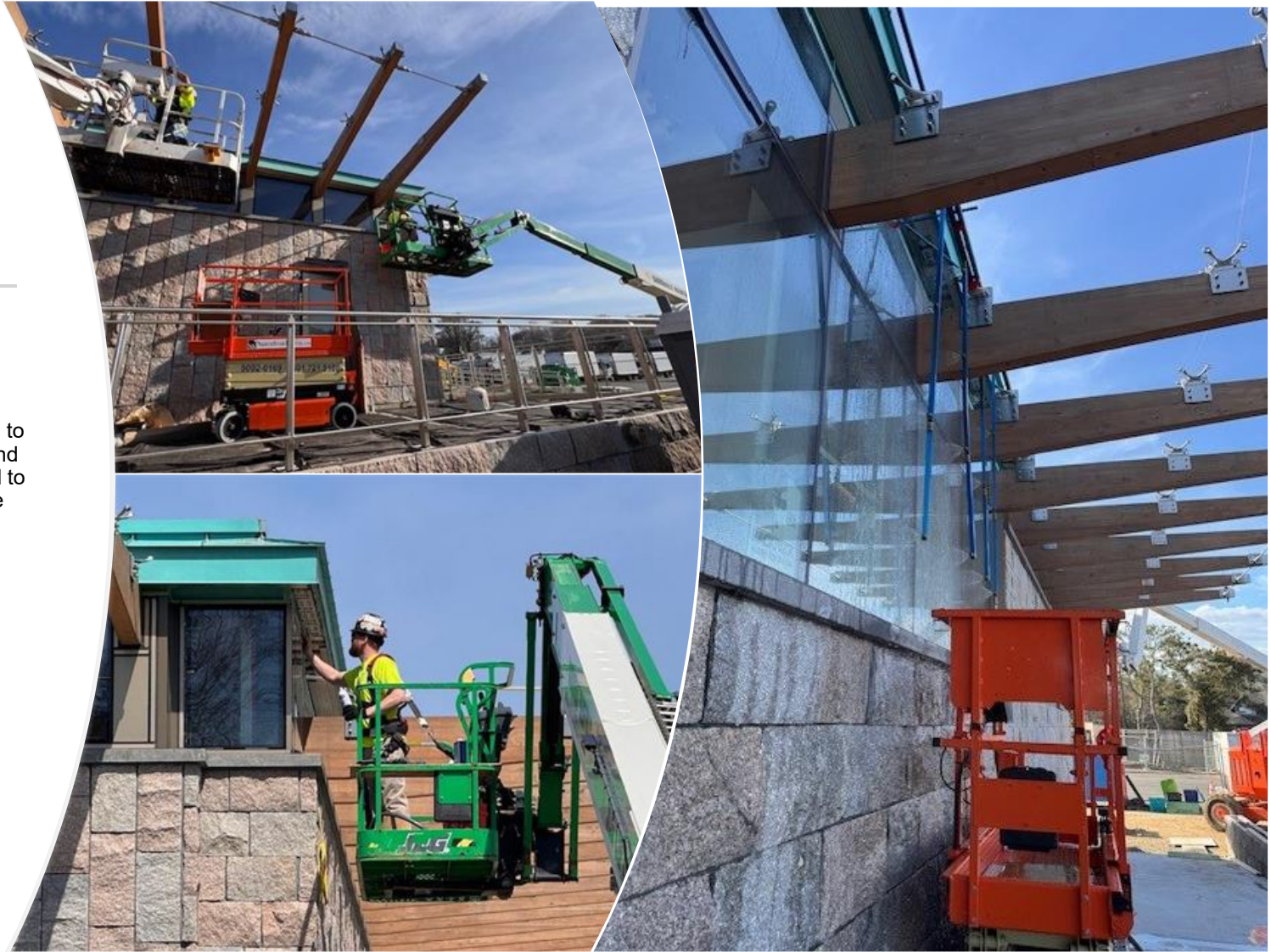


Lift and Slide door frames are installed on the North side of the Terminal Building. These frames will hold large glass panels.

These style doors offer large-panels for premium views and easy operation. They are made for large openings and provides superior thermal efficiency, noise reduction and weather protection compared to other sliding doors options.



The glass team is diligently working to tighten and align all the brackets and to ensure proper caulking is applied to pass the air and water testing at the Terminal Building.



Railings are installed at the ramps and patio on the East side of the Terminal Building



Stone pavers are installed at the patio on the East side of the Terminal Building.

Each paver weighs 200 pounds and is lifted using the MQuip vacuum lifter.

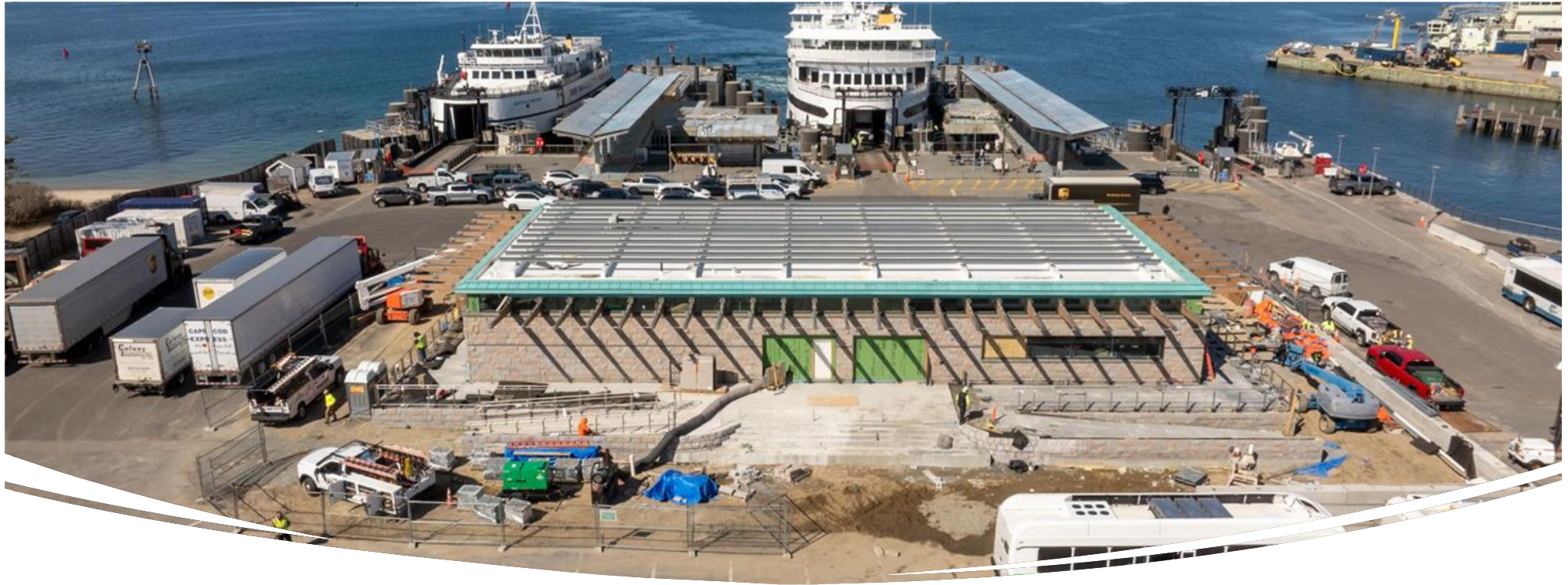
Careful attention is given to align and coordinate each stone to make the curve along the wall to meet at the East side stairs.



CAPITAL EXPENDITURE STATUS REPORT
as of April 16, 2026

Project: Woods Hole Terminal Reconstruction - Utility & Terminal Buildings Construction

	<u>Budget</u>	<u>Payments Made to Date</u>	<u>Outstanding Commitments and Allowances</u>	<u>Current Estimate</u>	<u>Change from Budget</u>
Design & Engineering					
Original Contract (BIA Studio) 2024	970,085	951,142	18,943	970,085	-
Original Contract (BIA Studio) 2025	940,935	1,094,890	(0)	1,094,890	153,955
Original Contract (BIA Studio) 2026	624,333	152,146	472,187	624,333	-
Design & Engineering - Const Admin	2,535,353	2,198,178	491,130	2,689,308	153,955
General Construction					
Original Contract - Colantonio Inc.	32,134,531	24,999,791	7,134,740	32,134,531	-
Change Orders (see attached)	-	1,570,544	-	1,570,544	1,570,544
General Construction	32,134,531	26,570,335	7,134,740	33,705,075	1,570,544
SSA Personnel					
Original Contract - 2024	125,840	49,664	76,176	125,840	-
Original Contract - 2025	138,424	388,393	(249,969)	138,424	-
Original Contract - 2026	152,360	71,603	80,758	152,360	-
Benefits & Taxes - 2024	50,336	-	50,336	50,336	-
Benefits & Taxes - 2025	55,370	-	55,370	55,370	-
Benefits & Taxes - 2026	60,944	-	60,944	60,944	-
SSA Personnel - 3 Years	583,274	509,659	73,615	583,274	-
Allowance for Contingencies					
Design & Eng	0	634,000	-	-	(634,000)
Gen Construction	0	3,215,000	-	-	(3,215,000)
OFE	0	-	-	-	-
SSA Personnel	0	58,500	-	-	(58,500)
Allowance for Contingencies	3,907,500	-	-	-	(3,907,500)
Total Amount	39,160,658	29,790,557	7,187,100	36,977,657	(2,183,001)



End of report

TRUE NORTH STATUS SUMMARY 4-16-2026

Recent Progress:

- Working through solution design
- Town halls (NT, MV, Mainland, two topic-based town halls)
- E-Dea onsite for week of April 13
- Testing first release
- Got some additional clarity on release plan

Upcoming Key Activities:

- Share updated release plan
- Share procurement plan with Board & Port Council
- Finalize outstanding SOWs & contracts

Business Decisions – in process:

- Procurements (integration & infrastructure)
- Finalize policy changes
- Create data migration plan
- Terminal Operations Flow
- Testing
- Identify training resource
- *Approve R1 Release Plan*

Key Risks, Issues & Suggested

Resolution(s):

- Resource capacity (IT & Ops)
- Current policies unclear/undocumented (policy vs configuration)
- Change fatigue
- Staff training

Key Milestone Legend:	<table border="0"> <tr> <td style="background-color: #90EE90; width: 20px; height: 10px; display: inline-block;"></td> <td>On track; will complete as planned</td> </tr> <tr> <td style="background-color: #FFFF00; width: 20px; height: 10px; display: inline-block;"></td> <td>Planned delivery at risk</td> </tr> <tr> <td style="background-color: #FF0000; width: 20px; height: 10px; display: inline-block;"></td> <td>Will miss planned delivery</td> </tr> </table>		On track; will complete as planned		Planned delivery at risk		Will miss planned delivery
	On track; will complete as planned						
	Planned delivery at risk						
	Will miss planned delivery						

Workstream	Status	Owner	Recent Action	Upcoming Action
Reservation System		Mark A	E-Dea presented R1 delivery plan & are refining E-Dea has begun system configuration	Finish solution design; Update, share and approve R1 Delivery Plan
Data Migration		Steve	Data workshop with E-Dea; Drafted migration plan; meetings on data migration needs	Working internally and with Bookem vendor; refining project timeline to ensure we can meet data migration deliverables
Launch Readiness		Alison	Refining R1/R2 and 30/60/90-day plans	Revisit following configuration discussions
Operations Redesign		Mark A	Policies shared with IT Steering, Port Council, & Board	Continue Nantucket standby & Blue Line redesign; Policy Phase II to be shared with IT Steering, Port Council, and Board
Policies		Mark A	Location-based and virtual town halls & shipper meetings for phase II policies	Phase II policies to be voted on by the Board in May
Procurement		Mark R	Shared procurement plan in previous meeting	IT Steering to vote on approving the updated procurement plan/budget in April
Website		Mark A, Steve	Intrasystems started work on new website Defined work needed for new website	Website development & content update Finalize cutover/launch plan
Preseason Portal		Mark A, Steve	Dedicated session on refresh process of environments & portal	Intrasystems to provide updated SOW; define launch plan;
Payment Gateway		Mark R, Steve	Office solution devices delivered; E-Dea incorporated B2C & B2B and direct sales into solution design Decided to use Shift4 for legacy gift cards	E-Dea meeting with Shift4 on certification – solution on Confluence
Business Central		Mark R, Steve	E-Dea shared info on new APIs; files reviewed; payment portal for invoices Dynamics Eshop – SOW shared & approved; SSO follow-up, meeting with E-Dea on implementation design & APIs to finalize discovery 3/24	Design document to be shared, explore alternatives to email delivery, potential integration with Shift4
Internal Infrastructure (Network, Software, & Hardware)		Steve	Low voltage cabling completed in Mashpee; started low voltage cabling on Nantucket on 3/30 SSA IT started Mashpee network migration on 3/30 Alvarado site visit, defined pathway & milestones for pedestal procurement; outstanding questions resolved by SSA	Cost analysis needed to go under state contract (over 250K) for professional services
External Infrastructure		Steve	Electrical work review (boxes, poles, etc.); locations meeting 3/2 & 3/9 Woods Hole terminal plans	Bid out necessary work, define RACI; RFP/RFQs ready in Apr, bid in May/June (May Board), install in July GGD completing bid documents: WH done, other terminals (push from May – Wi-Fi will be in September forward
Data Warehouse & Reporting		Steve	Reviewed Datamart approach with E-Dea	Determine what reports are expected
Customer Comm & Training		Mark A, Sean	Reviewed comms and training needs	Defining communication software/service needs Need to select a trainer (Ops)
Change Management		Mark A	Board approved Phase I policies Public engagement sessions for additional policy changes (phase II)	Kick off beta testing group (spring) Share revised policies for Board approval in May
Master Data		Mark A	Shared requested configuration data	E-Dea to share Master Data environment
Integrations		Steve	Proposed vehicle database solution is CarAPI; E-Dea received agreement document to sign with EXIS; Board approved SOW for Travel Alerts integration SSA to approve CarsXE solution	SSA to approve CarAPI solution E-Dea to share EXIS integration SSA to determine cost of Twilio & expected volume from Gov Delivery

The Steamship Authority

Strategic Plan Implementation Update

April 2026



Recap Year Two Implementation



Revisited Initiatives from the Original Strategic Plan for Relevance and Prioritization

Updated the implementation framework to reflect the highest priority initiatives of the organization



Developed Real-Time, Online Performance Dashboard

Continued to use Ellio®, an online performance dashboard, to populate work plan details, monitor progress, and track key performance metrics



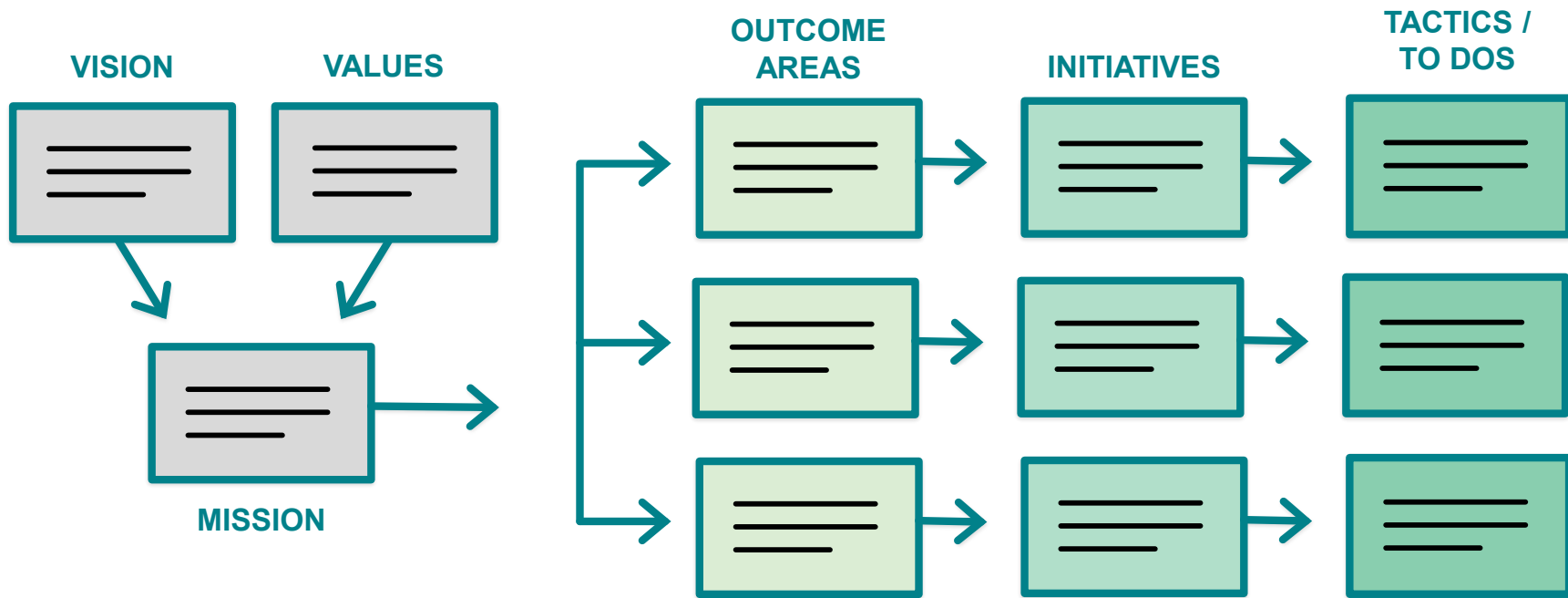
Leadership Transition Support

Provided informational sessions on the strategic planning process for the new Chief Operating Officer (COO) and General Manager (GM)

Implementation Progress



Framework to Work Plan



STRATEGIC OUTCOME AREAS



Enhance, Maintain, and Green Our Infrastructure and Assets

We recognize the importance of our shoreside and marine assets and are committed to planning and investing in maintenance, enhancements, and replacement by adopting proven technology and implementing best practices. We value the sustainability of our assets and are mindful of the environmental impact of our operations.



Provide Safe and Reliable Service

Safe and reliable service is imperative for the traveling public and our employees. We accomplish this through a culture of safety and quality that is rooted in effective communication and adhering to regulatory compliance and marine industry standards.



Invest in Our Employees

Our employees are the heartbeat of the Steamship Authority and crucial to attracting, developing, and retaining a diverse workforce. Employees know they are a vital part of the organization and appreciate working in a collaborative and transparent environment that is grounded in our values.



Engage with Our Communities

The Steamship Authority is a vital part of our communities, and engages with the traveling public and communities served, recognizing operational impacts and balancing the need to preserve local character and provide lifeline services to the Islands. Our care for the Islands and mainland port communities, as well as the traveling public and other stakeholders, is reflected in the deliberate and responsible way we carry out our stewardship responsibilities.



Ensure Financial Sustainability

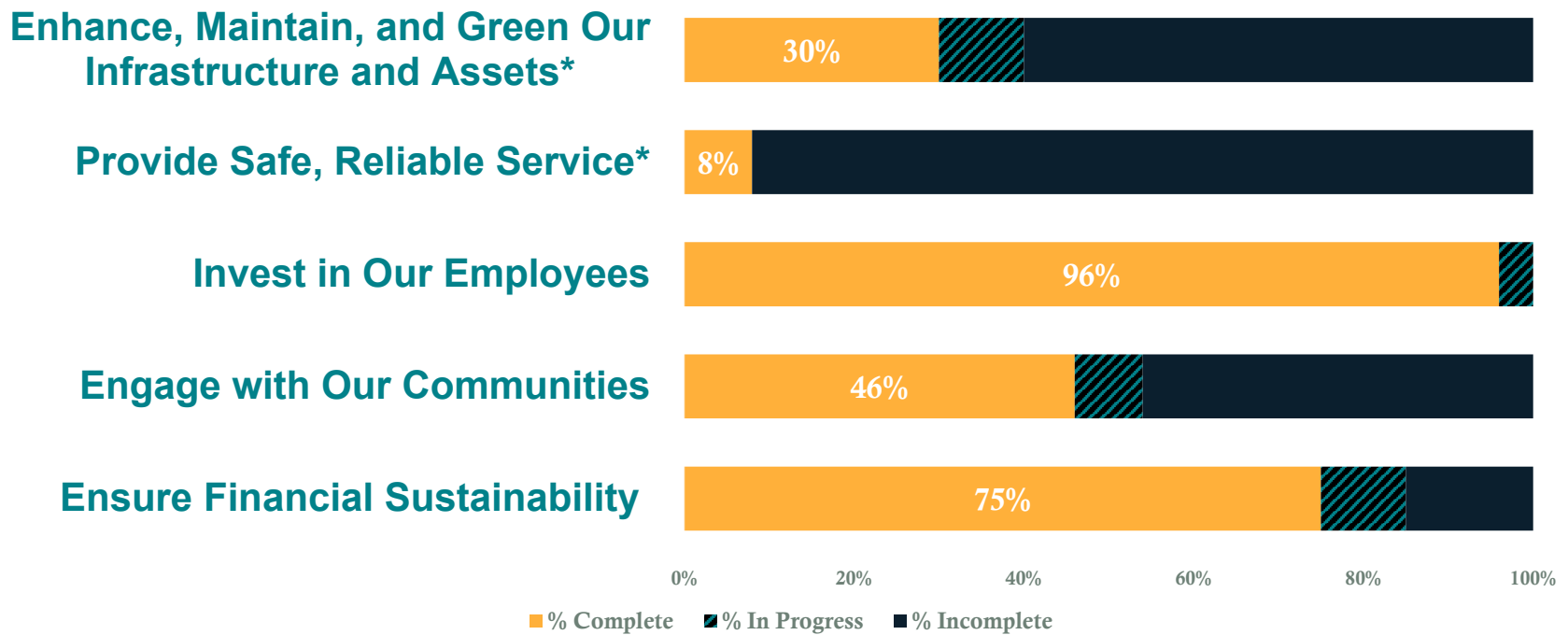
Financial stability is a hallmark of the Steamship Authority. Operations are financed with a focused understanding of the impact fares have on island residents and ridership. Alternative funding sources are actively sought to maintain and update assets and supplement operating costs, with an emphasis on long-term sustainability.

Key Performance Indicators (KPIs)

Measure and evaluate success – a way to assess performance overall for each strategic outcome area

- More of a “pulse” for the entire strategic outcome area
- Not tied directly to a specific initiative or progress with various initiatives

Strategic Outcome Areas Progress-to-Date



*Enhance, Maintain, and Green Our Infrastructure and Assets – largely restructured with the new COO to streamline initiatives during the fall of 2025.

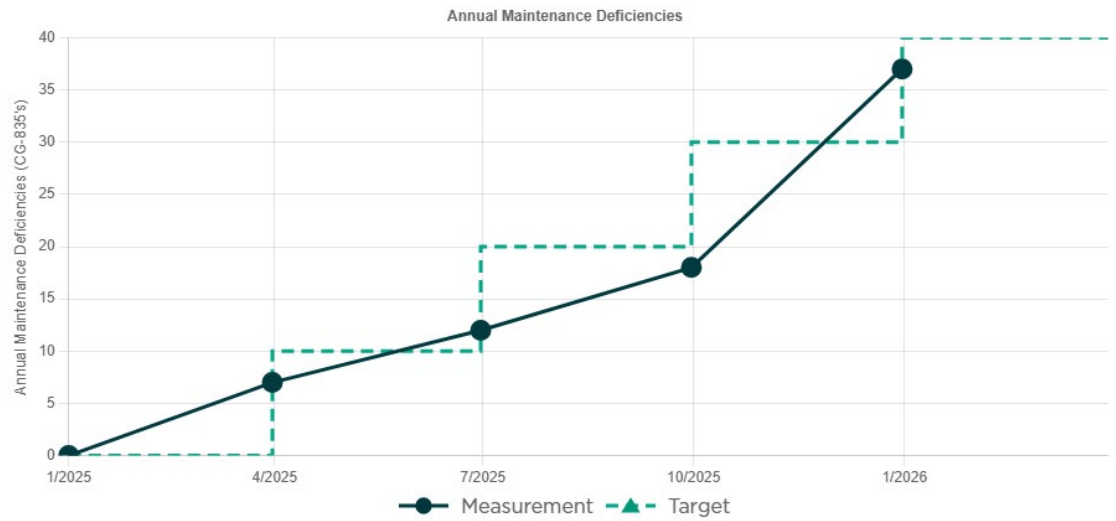
*Provide Safe, Reliable Services – comprised of new initiatives in 2025, previously adopted initiatives were either operationalized or re-prioritized.



Infrastructure and Assets

Active Initiatives	Progress
Develop a plan to meet Massachusetts state emissions reduction goals	50%
Establish design criteria for new vessel acquisition	0%
Implement terminal upgrades in Nantucket and Vineyard Haven	0%

KPI – Annual Maintenance Deficiencies





Safe, Reliable Service


Active Initiatives	Progress
Leverage the standardization of vessels to increase operational efficiencies	33%
Conduct needs assessment for shoreside assets	0%

KPI – Canceled Trips (Mechanical Issues)





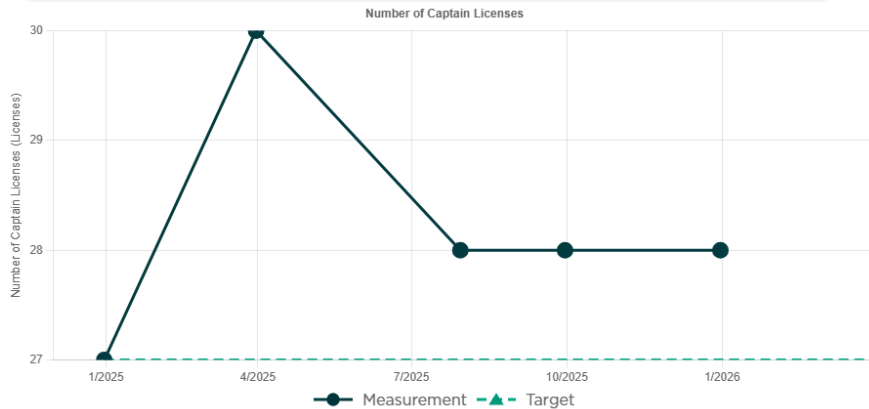
Invest in Our Employees

Active Initiatives	Progress
Create a comprehensive organization-wide onboarding process that includes Steamship 101 for all new employees	100% 
Create an employee portal/intranet	92%
Identify opportunities that increase staff engagement in decision-making	0%

KPI – Annual Training Sessions per Employee

Quarter	Measure	Target
1Q	10	15
2Q	19	25
3Q	29	35
4Q	33	40

KPI – Number of Captain Licenses



KPI – Employee Retention Rate

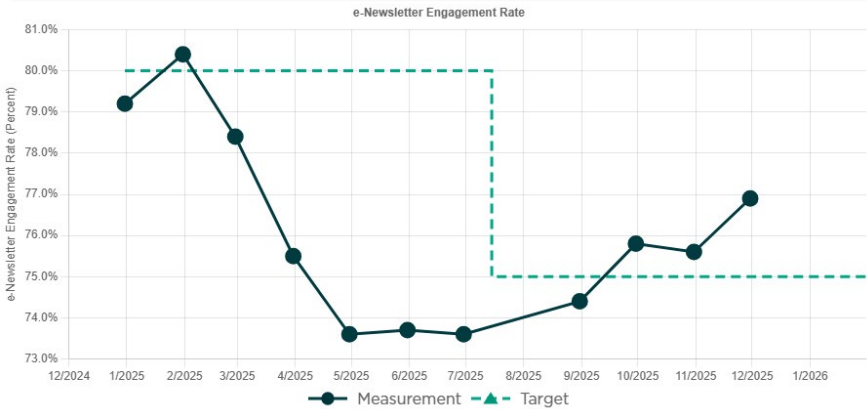




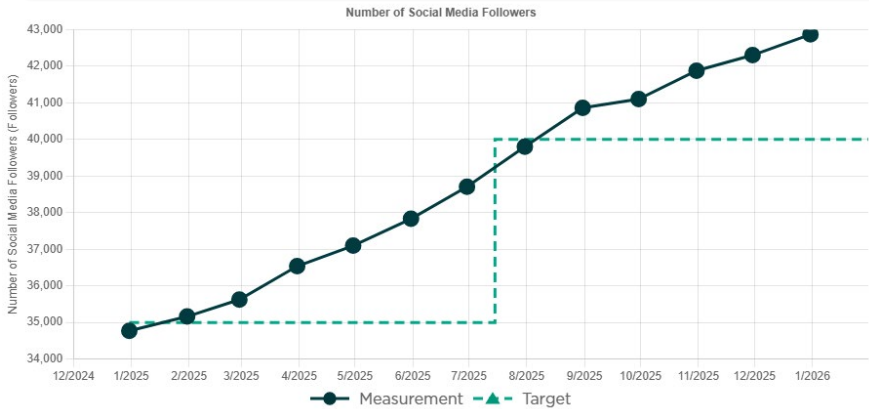
Engage with Our Communities

Active Initiatives	Progress
Develop a plan to replace the reservation system	82%
Implement a new reservation system	30%
Create a community engagement plan for each port community that focuses on unique priorities and integrates with the annual communications plan	63%

KPI – e-Newsletter Engagement Rate



KPI – Number of Social Media Followers

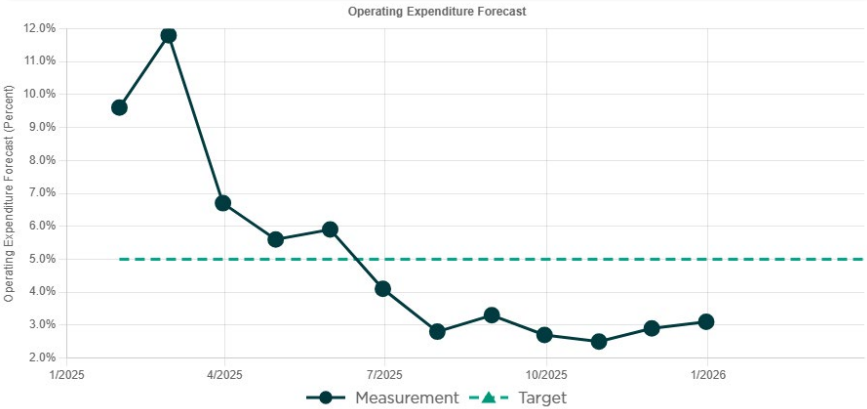




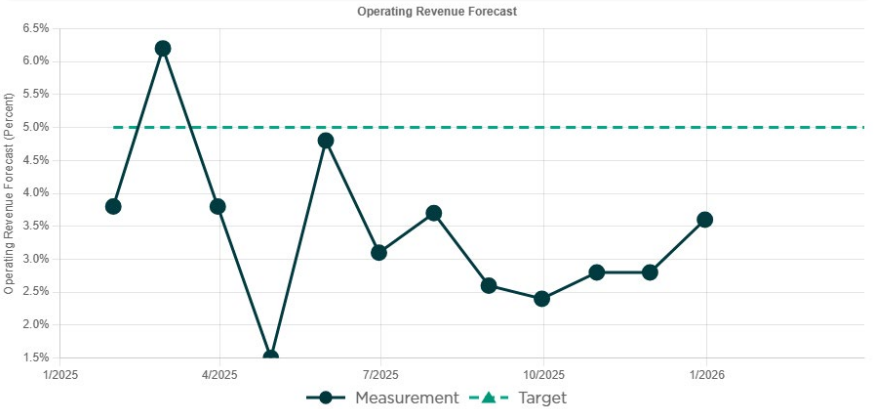
Financial Sustainability

Active Initiatives	Progress
Establish a multi-year financial forecast incorporating long-term capital plan impact for operating budget development	60%
Identify technology investments that create efficiencies	67%

KPI – Operating Expenditure Forecast



KPI – Operating Revenue Forecast





Thank you!

Contact: Emily Uselton
euselton@raftelis.com

STAFF SUMMARY

Date: April 15, 2026

File# COMM 2026-03



TO:		FOR:		FROM:
X	General Manager		Vote	Dept.: Communications and Marketing Author: Sean F. Driscoll
X	Board Members	X	Information	Subject: Results of 2026 preseason sale on high-speed ticket books

PURPOSE:

To review the results of the 2026 preseason sale on high-speed ticket books.

BACKGROUND:

At their respective January meetings, the Port Council and Board voted to approve the annual preseason sale of electronic 10-ride ticket books for high-speed service on the Hyannis-Nantucket route. As in years past, the books were sold at a 20% discount. At the request of the Port Council, the sale was extended to run three weeks this year. Therefore, this year's sale dates were Sunday, March 22, 2026, through Saturday, April 11, 2026. The *M/V Iyanough* returned to service March 30, 2026.

In 2026, a total of **5,218** ticket books were sold during the sale, a new record for this promotion. The sale generated **\$1,427,582.50** in revenue for the Authority at a cost of **\$355,497.50** due to the discount offering. One customer bought 155 ticket books; most customers (71%) bought one or two ticket books during the sale.

In 2025, **4,173** ticket books were sold during the sale, generating **\$1,101,298.50** in revenue for the Authority at a cost of **\$275,290.50** due to the discount offering. This was a 29.6% increase in revenue.

RECOMMENDATION:

Presented for informational purposes only.

Sean F. Driscoll
Communications Director

APPROVED: _____
Alex Kryska
General Manager

STAFF SUMMARY

Date: 21 April 2026

File# COO-2026-03



TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept. Operations Author: Mark Amundsen
X	Board Members		Information	Subject: Colantonio Inc Change Order 24 for Contract 17-2023 Woods Hole Land Reconstruction Project

PURPOSE:

To request a vote of the Board to authorize the General Manager to execute Change Order #24 that includes Change Proposal 111, 139, 161 & 175 for Contract No. 17-2023, “Woods Hole Land Reconstruction Project” to Colantonio Inc. of Holliston, MA for a total of \$304,543.60.

BACKGROUND:

Change Order 24 includes four Change Proposals which are summarized below. The intent of grouping of these four Change Proposals together is to provide an aggregate of the total costs associated with the Contractor delivering Substantial Completion for the Terminal Building on or before June 16, 2026. In addition to the summary below, please also refer to the Change Proposals themselves for detailed backup regarding the scope of work, costs and time impacts. No additional costs related to General Conditions or Schedule Impacts are anticipated beyond those included in Change Order 24.

General Conditions - Contact Completion Date Delayed from May 15 to June 16, 2026 (Change Proposal #111)

The original Contract Completion Date for the Terminal and Utility building construction was May 15, 2026. During the course of construction, this date was extended to June 16, 2026 with SSA approval. This 32 calendar day delay is the cumulative impact of unforeseen subsurface conditions and SSA direction to delay the start of work on the Terminal building in November 2024 due to operational considerations. Change Proposal #111 includes the costs associated with the Contractor’s General Conditions for continued Work from the period of May 16 - June 16, 2026. CP#111 costs are a not-to-exceed budget amount which will be prorated if the Contractor completes the Work prior to June 16th. The cost of this change proposal is \$130,300.18

SSA Authorized Premium Time

Beginning in December 2025, SSA authorized the Contractor to begin premium time work on Saturdays in an effort to advance the completion date as close as possible to the original May 15, 2026 date. This premium time effort was intended to shorten the duration of the Work and therefore reduce the General Conditions costs identified in CP#111 while also bringing the project completion back in line with the original schedule. Premium time was authorized on a weekly basis for critical

path activities, and submitted along with Time and Material slips documenting work performed. To track the impacts of this premium time work on the project, the Contractor began preparing bi-weekly schedule updates at this time. To date, the total expenditure for premium time (either approved or under review) for the months of December, January, February, and March is approximately \$47,600.

Winter Conditions Costs & Schedule Impacts (Change Proposals #139 & #161)

Over the course of the 2025/2026 winter season, the Contractor has taken measures to continue critical path work which have required added heating and winter protection above and beyond the standard contract requirements. CP#139 includes temporary enclosures which allowed for exterior stone veneer work to proceed on the Terminal terraces. This was originally proposed as a not-to-exceed budget of \$39,623.43. Due to the urgency in implementing these measures in support of the project Schedule, the Contractor decided to proceed with this work at their own risk without prior authorization from SSA. CP#139 has now been re-submitted with the actual costs expended in the amount of \$23,037.46 for SSA approval. Additionally, CP#161 includes further ground heating and winter weather impact costs associated with the Contractor's claim that winter weather conditions exceeded historic averages. CP#161 represents the final costs for winter weather related impacts for the project. The cost of this Change Proposal #139 is \$23,037.46 and Change Proposal #161 \$83,272.72.

Continued Premium Time & Final Completion (Change Proposal #175)

As a result of the impacts detailed above in CP#161, the Contractor’s published schedule updates indicate substantial completion will be achieved on June 16, 2026 by working a regular 5-day work week schedule. The Contractor has prepared an estimated budget for continued premium time to further accelerate and achieve an earlier completion. The Contractor proposes establishing an not-to-exceed allowance budget which will be strategically used to continue critical path activities on an overtime basis. If CP#175 is authorized, actual premium time work will continue to be authorized on a weekly basis for critical path activities, with Time and Material slips documenting work performed and submitted for review and reconciliation against the proposed allowance budget. Any allowance budget remaining will be returned to SSA. The cost of this change proposal is \$ 67,933.24.

RECOMMENDATION:

To authorize the General Manager to execute Change Order #24 that includes Change Proposal 111, 139, 161 & 175 for Contract No. 17-2023, “Woods Hole Land Reconstruction Project” to Colantonio Inc. of Holliston MA for a total of \$304,543.60.



Mark Amundsen
Chief Operating Officer



Alex Kryska
General Manager

STAFF SUMMARY

Date: 21 April 2026

File# COO-2026-04



TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept.: Engineering & Maintenance
				Author: Mark H. Amundsen
X	Board Members		Information	Subject: Authorize Purchase of Parts & Conversion Services of Brunvoll Equipment for the <i>MV Monomoy</i>

PURPOSE:

To request a vote of the Board to authorize the General Manager to execute Change Order to PO 0036405 for parts and conversion services of Brunvoll rudder and propulsion shafts thrusters from Ships Machinery International, Inc. of Miami, FL reference quotation 26/011, 26/012, 26/015 totaling \$184,022.61 for the *M/V Monomoy*.

BACKGROUND:

The *M/V Monomoy* was at Alabama Shipyard undergoing Motor Vessel Conversion, Freight Deck Extension, associated machinery modifications and Dry Dock. The vessel has (2) rudders, (2) propulsion shafts, (2) forward thrusters and one (1) stern thruster. The work scope involved removal of the shafts and thrusters to SMI’s shop in Miami FL. The thrusters were overhauled including converting the thrusters to EPA requirements to accept environmental approved lubricants (EAL). The units were returned and installed with new equipment including head tanks.

The “(3) Bow/Stern Trusters Inspect/Overhaul & Labor and EAL Conversion” was identified as owner furnished materials for \$448,000, as presented at the 27 June 2024 Board Meeting. Further comprehensive review of the parts used in the *M/V Aquinnah* and *M/V Barnstable* overhauls added the additional costs. The propulsion and rudder shafts were fully overhauled at the SMI workshop in addition to the thrusters.

The overhaul costs for the shafts were approved by the board at the 27 June 2024 meeting under Attachment F owner furnished materials, sub-contractors, spares as follows:

- Shaft Removal, Transport, Repair & Reinstall for \$74,319
- Shaft Couplings Removal, Rebuild and other services for \$80,000

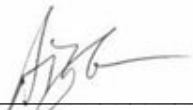
The approved budget for the shafting was \$154,319.00. The difference between the actual costs and the approved budget (\$29,703.61) was travel costs and hotel costs for the service engineers.

Ships Machinery International is the sole source of Brunvoll equipment for sales and service in the United States. The existing propulsion control and thruster equipment is Brunvoll.

RECOMMENDATION:

To authorize the General Manager to execute change order for (Quotation 26/011, 26/0012

and 26/0015) for PO 0036405 for parts and conversion services of Brunvoll thrusters from Ships Machinery International, Inc. of Miami, FL for \$184,022.61 for the *M/V Monomoy*.



Alex Kryska
General Manager



Mark H. Amundsen
Chief Operating Officer

Enclosures: 2024 0627 Board Meeting Packet
Attachment F
SMI Quotation 26/0011, 26/0012, 26/0013



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Posted June 25, 2024 1:15 PM

STEAMSHIP AUTHORITY

Thursday, June 27, 2024 – 2:00 PM

VIRTUAL MEETING ONLY

NOTE: This meeting will be virtual only; however, the public may participate in the meeting, including Public Comment, by going to zoom.us and using meeting ID 874 1700 9198 . 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.

AGENDA

Item No. 1. Procurement

- a) Request for Authorization to Award Contract No. 19-2022-C, "Dry Dock and Conversion Services for the M/V Monomoy"

Item No. 2. Old/New Business

Item No. 3. Public Comment

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

STAFF SUMMARY

Date: 25 June 2024

File# MO-2024-06



TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept.: Director of Marine Operations Author: Mark Amundsen
X	Board Members		Information	Subject: Contract No. 19-2022-C "Motor Vessel Conversion, Dry Docking & Overhaul Services for the <i>M/V Monomoy</i> ."

PURPOSE:

To request a vote of the Members to authorize the General Manager to award Contract No. 19-2022-C, "Motor Vessel Conversion, Freight Deck extensions, Associated Machinery Overhauls, Dry Docking and Overhaul Services for the *M/V Monomoy*", to the lowest eligible and responsible bidder, Alabama Shipyard LLC of Mobile, Alabama for a Total Contract Price of \$17,000,000. (see Attachment A: for the tender from Alabama Shipyard)

BACKGROUND:

The *M/V HOS SHOOTING STAR* (O.N. 1205153) (to be re-named *M/V MONOMOY*) was purchased by the Steamship Authority in September 2022, as part of a vessel replacement program. The *M/V Monomoy*, along with its sister ships the *M/V Aquinnah* and *M/V Barnstable*, as purchased, were conventional Offshore Supply Vessels (OSVs) and required conversions to operate as a passenger freight vessel in accordance with USCG Subchapter H regulations. In addition, machinery overhauls and statutory dry docking and overhaul services were required as the vessels have not operated since 2015.

The vessel conversion project is comprehensive with several key modifications, including

- modifying the vessel(s) length,
- modifying the stern area to match up with our transfer bridges,
- adding new structural sub-division bulkheads,
- adding new tonnage bulkheads to bring the vessels under 1600 Gross Registered Tons,
- increasing the width of the vessels by adding sponsons,
- adding new fuel tanks,
- modifying the main deck area for passenger seating and restrooms,
- new HVAC equipment,
- overhauls of the bow and stern thrusters including conversion upgrades to Environmental Acceptable Lubricant or EAL system,
- blasting and painting of the ship hulls and superstructures,
- overhauls of the main propulsion engines (2) and,
- upgrade main propulsion engines from Tier 2 Compliant to Tier 4 Compliant.

Special Board Meeting M/V Monomoy Conversion - Procurement

In April 2023, the Steamship Authority awarded Contract No. 19-2022-A, the *M/V Barnstable*, and Contract No. 19-2022-B, the *M/V Aquinnah*, for “Motor Vessel Conversion, Freight Deck extensions, Associated Machinery Overhauls, Dry Docking and Overhaul Services for Two (2) OSV Vessels” to Alabama Shipyard LLC. (see Attachment B: Staff Summary MO-2023-02) for a Total Contract Price of \$13,599,704 per vessel, or \$27,199,408 combined. Included within the bid specifications was a mutually agreeable option for the conversion of up to two (2) additional vessels. Following development of the conversion package required for the *M/V Monomoy*, staff have been engaged with Alabama Shipyard to determine an appropriate proposal.

The following line items represent some of the significant differentials from the *M/V Aquinnah* & *M/V Barnstable* contracts as compared to the Alabama Shipyard tender for the *M/V Monomoy* dated 7 June 2024 as modified on 24 June 2024:

- Item 001: Towing, Dry Docking and Undocking - increased from the *M/V Aquinnah* & *M/V Barnstable* contracts of \$1,570,828 (per vessel) to Alabama Shipyard tender of \$3,078,670 for the *M/V Monomoy*. A \$1,507,842 cost differential due, in part, to Alabama Shipyard having to contract another shipyard to perform the drydocking and transferring the vessel via self-propelled module transporters (SPMT’s) to a secondary barge. The barge is then brought to Alabama Shipyard and the vessel transported on to land via the SPMT’s. This cost was allocated over two (2) vessels in the first contract(s).
- Item 003A and 003C: Blasting & Coating of Hull, decks and superstructure - increased from the *M/V Aquinnah* & *M/V Barnstable* contracts of \$999,946 compared to the current Alabama Shipyard tender of \$1,092,216. (\$92,270 Cost differential)
- Item 006: Shafts, Bearings, Seals & Couplings - increased from \$60,648 to \$330,014. (\$269,366 Cost differential)
- Item 022: Structural Fire Protection - increased from \$251,496 to \$390,006, due, in part, to additional scope of fire protection. (\$138,510 Cost differential).
- Item 023D: 24 Foot Mid-Body Removal - increased from \$776,774 to \$894,450. (\$117,706 Cost Differential)
- Item 030H: Exhaust System Piping – increased from the \$94,661 to \$625,708 as the exhaust piping system required modification from the original scope for the *M/V Aquinnah* & *M/V Barnstable* contracts (\$531,047 cost differential)
- Item 030L: CO2 Piping System – increased from the \$11,392 to \$202,338 as the CO2 piping system required modification from the original scope for the *M/V Aquinnah* & *M/V Barnstable* contracts (\$190,946 cost differential)
- Item 035: New Generator Ventilation - was not part of the original *M/V Aquinnah* & *M/V Barnstable* contracts as Bulkhead 68 was removed. (\$129,538 cost differential)
- Item 036: New Bilge System - was part of the Fuel System Removal item 030B of the original *M/V Aquinnah* & *M/V Barnstable* contracts for \$104,738 as compared to the Alabama Shipyard tender of \$283,807. (\$179,069 Cost differential)

The items cited above represent a \$3,156,294 variation from the original *M/V Aquinnah* & *M/V Barnstable* contracts compared to the tender for the *M/V Monomoy* of 24 June by Alabama Shipyard.

The bid package, specific for the conversion of the *M/V Monomoy*, was developed at the end of 2023 and provided to Alabama Shipyard in January 2024. At the time that the package was developed, several items which became Change Orders for the *M/V Aquinnah* & *M/V Barnstable* contracts were incorporated into the *M/V Monomoy* IFB package. However, since the issuance of the *M/V Monomoy* IFB package to Alabama Shipyard back in January, the conversion contracts for the *M/V Aquinnah* & *M/V Barnstable* have incurred additional Change Orders approaching \$1,000,000. These Change Orders include some USCG mandated items as well as some upgrades/replacements of some parts and equipment which has been unused for the past 7-8 years. Most of these additional Change Orders are anticipated to apply to the *M/V Monomoy* as well, but these additional items will fall within the contingency for the project.

Staff engaged the services of naval architects Bristol Harbor Group Inc. of Bristol, RI, and Elliot Bay Design Group of Seattle, WA, to perform a third-party review of current pricing in the US Gulf and US East Coast for the *M/V Monomoy* IFB package. Elliott Bay Design Group performed the analysis with a base straight-time charge-out rate of \$75 per hour. Bristol Harbor Group, meanwhile, based their estimates on \$75 per hour for Gulf Coast shipyards and \$85 per hour for East Coast Shipyards.

Based on the tender in January 2024, the Bristol Harbor estimates were \$19,988,891 for Gulf Coast shipyards and \$21,413,359 for East Coast shipyards. (see Attachment C) Both estimates from Bristol Harbor Group contained a 15% contingency. The Elliot Bay Design Group estimate for Gulf Coast shipyards was \$22,802,443, including a 15% contingency. (see Attachment D)

Staff, more recently, engaged the services of Elliot Bay Design Group to develop and provide a “Shipyard Status Report”. (see Attachment E) This report provides some high-level analysis of some of the driving factors impacting the US shipbuilding industry. These factors include but are not limited to a) shipyard availability; b) on-time performance; c) workforce status; d) supply chain; and e) project pricing. The report, in part, concludes the following:

Based on the shipbuilding Producer Price Index, over the last 15 months shipbuilding and repair costs have increased an average of 18%. This increase is due primarily to labor cost increases to recruit and retain a skilled shipbuilding workforce, as well as the overhead costs associated with labor, including consumables, power, insurance, and training of new employees replacing experienced older employees.


The supply chain also contributes to increased costs, both directly through elevated machinery prices, and indirectly through availability disruptions, particularly for major machinery and other equipment such as switchboards, as well as subcontracted services.

Attached please find the Draft Capital Expenditure Status Report for the vessel replacement project, as well as a *M/V Monomoy* specific version. (see Attachment F) Based upon execution of a contract; including bonding, insurance, towing arrangements; with Alabama Shipyard the *M/V Monomoy* is scheduled to enter shipyard availability from 12 August 2024 to 18 May 2025.

Included in the estimate of “*Owner Furnished Materials, Sub-Contractors, Spares*”, is a line item to upgrade the Caterpillar 3516 Main Engines from US EPA Tier 2 emission standards to US EPA Tier 4 standards. The main engines on the *M/V Monomoy* have registered slightly more hours of service than the engines on the *M/V Aquinnah* & *M/V Barnstable*. Due to the additional engine hours, overhauls of the two (2) main engines will be performed during the conversion. As the conversion to Tier 4 would require an engine overhaul, staff are recommending that the conversion be coordinated with the engine overhauls. Sufficient lead-time and conversion time to perform the upgrade during the vessel conversion project is anticipated.

RECOMMENDATION:


The staff recommends that the Members vote to authorize the General Manager to award Contract No. 19-2022-C “Motor Vessel Conversion, Freight Deck Extensions, Associated Machinery Overhauls, Dry Docking and Overhaul Services for the *M/V Monomoy*”, to the lowest eligible and responsible bidder, Alabama Shipyard LLC of Mobile, Alabama for a Total Contract Price of \$17,000,000. The staff further recommends that the Members’ vote also authorize the General Manager to take all necessary and appropriate actions to execute and carry out the agreement with Alabama Shipyard LLC and fulfill the Authority’s obligations thereunder.



Mark H. Amundsen
Director of Marine Operations



Mark A. Higgins
Chief Operating Officer

APPROVED: 

Robert B. Davis
General Manager

Attachments

Item 5c

Request for Authorization to
Execute an Amendment for
Continued Support for Contract
No. 17-2023, "Information
Technology Management
Consulting Services" with
Gibbous LLC

To follow

Fleet Disposition Analysis

Evaluation of M/V Governor, M/V Sankaty & M/V Nantucket



Steamship Authority | General Manager's Office | April 2026

This Analysis Addresses Four Questions



Annual Cost

What does it cost to retain each vessel annually?



Remaining Life

How much useful life does each vessel have remaining?



Spare Vessel Risk

What is the risk of reducing from two spare vessels to one?



Service Efficient Comparison

What are the capabilities and capacities of the three vessels?

SD1

Annual Cost to Retain Each Vessel

Governor

\$582,696

Est. 2026 carrying cost

Maintenance **\$351,000**

Insurance **\$134,196**

Docking **\$97,500**

Utilization (2025) **~90 days**

SD1

Sankaty

\$558,744

Est. 2026 carrying cost

Maintenance **\$385,200**

Insurance **\$173,544**

Docking **—**

Utilization (2025) **~219 days**

Nantucket

\$690,024

Est. 2026 carrying cost

Maintenance **\$433,000**

Insurance **\$257,024**

Docking **—**

Utilization (2025) **Full service**

Costs are similar across all three vessels — operational flexibility is the key differentiator.

SD1

Remaining Useful Life

Governor

Built 1954

End of life

- Well beyond intended service life
- Major systems including steering gear are obsolete

Sankaty

Built 1981

Serviceable

- Originally an offshore supply vessel, converted to ferry service
- Survey indicates several remaining years of useful life

Nantucket

Built 1974

Long-term asset

- Double-ended ferry design with significantly greater capacity
- Designed for long-term fleet service

The Governor is the only vessel that is clearly beyond its useful service life. Sankaty and Nantucket both have remaining operational years.

SD1

Risk of Reducing to One Spare Vessel

Five Key Risks

- 1 Unexpected simultaneous service issues
- 2 Overlapping dry dock periods
- 3 Weather-related service disruptions
- 4 Loss of surge capacity at peak season

Which vessel should be the spare?

Operational Value	Governor	Sankaty
Route coverage	WH-VH only	All routes
Truck capacity	5 trucks	8 trucks
Weather tolerance	Lower	Higher
Fleet risk if lost	Moderate	High

SD2

Sankaty provides all-route coverage and greater freight flexibility — Governor as sole spare significantly elevates service risk.

Service Efficiency Comparison

Vessel	Fuel Efficiency	Speed	Trucks	Vehicles	Passengers	Routes
Governor	8.8 gal/mile	SD3 16 kts	5	45	250	Woods Hole - Vineyard Haven o SD1
Sankaty	7.4 gal/mile	12.5 kts	8	40	292	All routes
Nantucket	9.9 gal/mile	15 kts	5	50	800	All routes

The Governor's service limitation to Vineyard Haven is a critical operational constraint — it cannot serve Oak Bluffs or Nantucket under any circumstance.

Cost Allocation Comparison

		Fixed Costs	
	Year	GOVERNOR	SANKATY
	2022	\$ 816,793	\$ 961,968
	2023	\$ 2,216,868	\$ 1,317,331
	2024	\$ 1,259,233	\$ 1,048,490
	2025	\$ 728,947	\$ 854,707
4-Year Average		\$ 1,255,460	\$ 1,045,624
Martha's Vineyard	Number	Cost per unit	Cost per unit
Passengers	2,409,471	\$ 0.52	\$ 0.43
Vehicles	550,516	\$ 2.28	\$ 1.90
Martha's Vineyard and Nantucket	Number	Cost per unit	Cost per unit
Passengers	2,958,355	\$ 0.42	\$ 0.35
Vehicles	674,442	\$ 1.86	\$ 1.55

The Governor's service limitation to Vineyard Haven is a critical operational constraint — it cannot serve Oak Bluffs or Nantucket under any circumstance.

Overall Comparative Summary

Factor	Governor	Sankaty	Nantucket
Est. Annual Cost (2026)	\$582,696	\$558,744	\$690,024
Utilization (2025)	Low (~90 days)	Moderate (~219 days)	Full service
Route Flexibility	One route only Fair weather only	All routes Most weather	All routes Most weather
Remaining Life	Very limited	Moderate	Moderate
Strategic Role	Spare	Spare	Core fleet vessel

Governor's route limitation and end-of-life status are the decisive factors in this analysis.

Recommendation

1

Retain M/V Nantucket

Core operating vessel — highest capacity, all-route capable, essential to fleet reliability.

2

Retain M/V Sankaty

Primary spare vessel — all-route coverage, strong freight capacity, higher weather tolerance.

3

Dispose of M/V Governor

Route-limited to Woods Hole-Vineyard Haven, well beyond service life, least operational value as spare.

STAFF SUMMARY

Date: April 21, 2026

File# S2026-01



TO:		FOR:		FROM:
X	General Manager		Vote	Dept.: Security Author: Todd M. Falvey
X	Board Members	X	Information	Subject: Company-Wide Security Exercise conducted at the Oak Bluffs Terminal with Federal, State, and Local partners

PURPOSE:

To document the recent company-wide security exercise between the Woods Hole, Martha’s Vineyard and Nantucket Steamship Authority, the US Coast Guard, and other federal, state, and local first responder agencies, which illustrates the commitment to providing security to the travelling public by preparing to respond in the event of an active threat/active shooter.

BACKGROUND:


On November 19, 2025, the United States Coast Guard Sector Southeastern New England and the Steamship Authority began planning for a US Coast Guard, Area Maritime Security Exercise (AMSTEP). The US Coast Guard selects a vessel or facility to conduct their annual AMSTEP annually. The US Coast Guard and the Authority selected the Oak Bluffs Terminal as the location for the exercise.

On April 8, 2026, a full-scale exercise was conducted and included a disturbance in the terminal building followed by a simulated vehicle explosion on the terminal pier, a law enforcement response, and medical and search-and-rescue operations.

On April 9, 2026, an in-person tabletop exercise/discussion was conducted at the Oak Bluffs Fire Department. Participating agencies included the US Coast Guard, Federal Bureau of Investigations, US Department of Transportation, US Department of Health and Human Services, Massachusetts State Police Explosive Ordinance and Marine Division and Troop D, Massachusetts Environmental Police, Oak Bluffs Police Department, Oak Bluffs Fire and EMS Department, Dukes County Sheriff’s Department, Tisbury Police Department, Edgartown Police Department, Edgartown Fire Department, West Tisbury Emergency Management, and Martha’s Vineyard Hospital. This exercise provided valuable lessons learned for first responders, the US Coast Guard, and the Authority.

RECOMMENDATION:

The Staff recommends that the General Manager continue to foster these partnerships that enhance the safety and security for all customers and crew.



 Todd M. Falvey
 Director of Security

APPROVED: 

 Alex Kryska
 General Manager



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Steamship Authority Joint Board and Port Council Committees

To be continued:

IT Executive Steering Committee

Peter Jeffery – Falmouth Board Member – Committee Chair
Rob Ranney – Nantucket Board Member
John Cahill – Vineyard Haven Port Council Member
Gordon Carr – New Bedford Port Council Member
Eric Dawicki – Fairhaven Port Council Member

To be created:

Capital Projects (Steamship 2050) Committee

Rob Munier – Falmouth Port Council Member – Committee Chair (proposed)
Bob Jones – Hyannis Board Member
Nat Lowell – Nantucket Port Council Member
Vacant – Board Member
Vacant – Port Council Member

Capital Projects (Steamship 2050) Committee

Ted Gavin – Dukes County Board Member – Committee Chair (proposed)
Vacant – Board Member
Vacant – Port Council Member
Vacant – Port Council Member
Vacant – Port Council Member