Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Posted October 30, 2026 8:55 AM

STEAMSHIP AUTHORITY - PORT COUNCIL MEETING

Tuesday, November 3, 2026 – 9:00 AM

VIRTUAL ONLY

NOTE: This meeting will be virtual only; however, the public may participate virtually in the meeting, including Public Comment, by visiting https://us02web.zoom.us/j/85134556877 or by going to 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: (305) 224-1968, (309) 205-3325, (646) 931-3860, (929) 436-2866, (301) 715-8592.

AGENDA

1. **Approval of Minutes**
   a. **Approval of the Minutes of the October 13, 2026, Meeting in Public Session**
2. **Committee Updates**
   a. **Capital Projects Committee**
   b. **Governance Committee**
   c. **IT Executive Steering Committee**
3. **Treasurer/Comptroller's Report**

   This report will be presented by Treasurer/Comptroller Mark K. Rozum and will include the following
   a. **Results of Operations – Business Summary for the Month of September 2026**
   b. **Proposed 2027 Operating Budget and Rate Adjustments**
4. **General Manager's Report**

   This report will be presented by General Manager Alex Kryska and will include the following:
   a. **Engineering and Maintenance Project Updates**
   b. **Woods Hole Terminal Project Status**
   c. **Reservation System Replacement Project**

5. Old/New Business

a. **Draft Section 15A Report**
b. **41 North Offshore, LLC license renewal request between New Bedford, Nantucket and Martha's Vineyard**
c. **Offshore Tug & Transportation, LLC license request for service from New Bedford to Vineyard Haven**
d. **Island Commuter Corporation license renewal request between Falmouth Harbor and Oak Bluffs**
e. **Bus Operators, Peter Pan Bus Lines, Inc. and Plymouth & Brockton Street Railway Company, license renewal requests at the Woods Hole Terminal**
f. **Review Port Council Meeting Schedule for 2027**

6. 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.

Agenda Item

2)-
Committee Updates

To Be Discussed

Business Summary September 2026

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

Port Council Meeting – November 3, 2026

Passengers Carried – September 2026 vs. 2025

		Monthly Variance	Monthly % Difference			YTD Variance	YTD % Difference
Martha's Vineyard Route	▼	-8,931	-3.7%		▼	-71,248	-3.7%
Nantucket Regular Ferry	▲	257	1.1%		▲	7,133	3.6%
Nantucket Fast Ferry	▼	-5,132	-12.9%		▲	1,236	0.6%
Nantucket Route Subtotal	▼	-4,875	-7.7%		▲	8,369	2.0%
Total Passengers	▼	**-13,806**	**-4.6%**		▼	**-62,879**	**-2.7%**

Vehicles Less than 20 ft. Carried – September 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	▼	-493	-1.9%		▼	-5,215	-2.7%
Standard Fare Trucks	▲	141	3.4%		▼	-918	-2.6%
Excursion Fare Autos	▼	-211	-1.6%		▼	-537	-0.5%
Excursion Fare Trucks	▼	-210	-5.5%		▼	-1,176	-3.5%
Total – Martha's Vineyard	▼	**-773**	**-1.6%**		▼	**-7,846**	**-2.1%**
Nantucket Route							
Standard Fare Autos	▼	-194	-4.0%		▲	383	1.1%
Standard Fare Trucks	▼	-144	-13.8%		▲	90	1.0%
Excursion Fare Autos	▼	-162	-8.6%		▲	841	5.2%
Excursion Fare Trucks	▲	7	0.7%		▲	448	5.6%
Total – Nantucket	▼	**-493**	**-5.7%**		▲	**1,762**	**2.6%**
Total Vehicles Less Than 20'	▼	**-1,266**	**-2.3%**		▼	**-6,084**	**-1.4%**

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

		Monthly Variance vs. 2025	Monthly % Difference vs. 2025			YTD Variance vs. 2025	YTD % Difference vs. 2025
Martha's Vineyard Route	▼	-189	-3.3%		▼	-1,308	-2.7%
Nantucket Route	▼	-265	-8.1%		▲	203	0.7%
Total Trucks	▼	**-454**	**-5.1%**		▼	**-1,105**	**-1.4%**

Cars Parked – September 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	▼	-1,774	-12.0%		▼	-10,436	-9.1%
Nantucket Route	▼	-904	-19.9%		▼	-1,699	-6.5%
Total Cars Parked	▼	**-2,678**	**-13.9%**		▼	**-12,135**	**-8.6%**

Trip Summary Report – September 2026

	Scheduled		Cancelled for						
MV Route	Budgeted	Available	Mechanical	Weather	Traffic	Schedule	Crew	Unscheduled	Total
SEPTEMBER	1,598	48	12	92	1	0	0	7	1,548
YTD	12,998	138	42	273	388	0	5	15	12,443
YTD %			0.32%	2.08%	2.95%	0.00%	0.04%		
NT Route	Budgeted	Available	Mechanical	Weather	Traffic	Schedule	Crew	Unscheduled	Total
SEPTEMBER	804	4	52	43	21	0	0	6	698
YTD	6,042	8	122	114	60	0	2	34	5,786
YTD %			2.02%	1.88%	0.99%	0.00%	0.03%		
Total	Budgeted	Available	Mechanical	Weather	Traffic	Schedule	Crew	Unscheduled	Total
SEPTEMBER	2,402	52	64	135	22	0	0	13	2,246
YTD	19,040	146	164	387	448	0	7	49	18,229
YTD %			0.85%	2.02%	2.34%	0.00%	0.04%		
2025			0.43%	1.39%	1.47%	1.32%	0.07%		

2026 Oak Bluffs Trip Diversions - YTD 275

2025 Oak Bluffs Trip Diversions - YTD 242

Financial Snapshot

	September	2026 Actual vs. Budget			YTD	2026 Actual vs. Budget	
Revenues & Income							
Operating Revenues	$16,046,513	-$1,329,028	▼		$127,089,881	-$1,887,099	▼
Other Income	786,918	-316,104	▼		8,913,403	-1,240,629	▼
Total Revenue	16,833,431	-1,645,132	▼		136,003,284	-3,127,728	▼
Expenses & Deductions							
Operating Expenses	13,389,131	345,289	▲		116,006,609	-3,200,383	▼
Income Deductions	169,334	-94,965	▼		1,690,160	-346,470	▼
Total Expenses	$13,558,465	$250,324	▲		$117,696,769	-$3,546,853	▼
Net Operating Income	**$3,274,966**	**-$1,895,456**	▼		**$18,306,515**	**$419,125**	▲

Operating Revenues – September 2026 vs. Budget

		Monthly Variance vs. Budget	Monthly % Difference vs. Budget		YTD Variance vs. Budget	YTD % Difference vs. Budget
Waterline Revenues						
Automobile Revenue	▼	-$803,556	-12.8%	▼	-$1,408,629	-3.4%
Freight Revenue	▼	-292,054	-6.2%	▼	-377,180	-0.9%
Passenger Revenue	▼	-328,887	-7.7%	▼	-821,307	-2.7%
Misc. Voyage Revenue	▲	30,221	37.7%	▲	24,267	3.0%
Term. Oper. Revenue	▲	89,256	12.9%	▲	1,049,972	20.3%
Parking Revenue	▼	-59,700	-4.8%	▼	-602,698	-6.4%
Rent Revenue	▲	35,692	30.2%	▲	248,476	21.4%
Total Operating Revenue	▼	-$1,329,028	-7.6%	▼	-$1,887,099	-1.5%
Total Other Income	▼	-$316,104	-28.7%	▼	-$1,240,629	-12.2%
Total Operating & Other	▼	**-$1,645,132**	**-8.9%**	▼	**-$3,127,728**	**-2.2%**

Operating Expenses – September 2026 vs. Budget

		Monthly Variance vs. Budget	Monthly % Difference vs. Budget		YTD Variance vs. Budget	YTD % Difference vs. Budget
Operating Expenses						
Maintenance	▲	$452,530	31.9%	▼	-$1,886,672	-7.5%
Depreciation & Amortization	▼	-74,977	-4.7%	▼	-650,127	-4.8%
Vessel Operations	▼	-68,198	-1.8%	▼	-179,325	-0.6%
Terminal Operations	▼	-36,555	-2.1%	▲	1,203,654	9.3%
Traffic Expense	▼	-107,850	-30.3%	▼	-114,547	-4.0%
General Expense	▲	179,222	5.9%	▼	-1,388,990	-5.0%
Insurance	▲	3,857	0.7%	▲	109,164	2.3%
Rents Expense	▼	-43,528	-53.5%	▼	-194,179	-33.9%
Payroll Taxes	▲	40,788	10.1%	▼	-99,359	-3.1%
Total Operating Expenses	▲	**$345,289**	**2.6%**	▼	**-$3,200,383**	**-2.7%**
Total Other Expenses	▼	**-$94,965**	**-35.9%**	▼	**-$346,470**	**-17.0%**
Total Operating & Other	▲	**$250,324**	**1.9%**	▼	**-$3,546,853**	**-2.9%**

Passengers Carried – October 1-21, 2026 vs. 2025

		Monthly Variance	Monthly % Difference			YTD Variance	YTD % Difference
Martha's Vineyard Route	▲	4,279	3.0%		▼	-66,969	-3.2%
Nantucket Regular Ferry	▼	-412	-2.5%		▲	6,721	3.2%
Nantucket Fast Ferry	▲	1,514	6.8%		▲	2,750	1.1%
Nantucket Route Subtotal	▲	1,102	2.8%		▲	9,471	2.1%
Total Passengers	▲	5,381	**2.9%**		▼	-57,498	**-2.3%**

Vehicles Carried – October 1-21, 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	▲	568	4.0%		▼	-4,647	-2.3%
Standard Fare Trucks	▲	320	11.8%		▼	-598	-1.6%
Excursion Fare Autos	▲	1,401	13.5%		▲	864	0.7%
Excursion Fare Trucks	▲	446	16.6%		▼	-730	-2.0%
20 Feet & Over Trucks	▲	211	5.9%		▼	-1,097	-2.1%
Total – Martha's Vineyard	▲	**2,946**	**8.8%**		▼	**-6,208**	**-1.4%**
Nantucket Route							
Standard Fare Autos	▲	95	3.7%		▲	478	1.3%
Standard Fare Trucks	▲	26	3.6%		▲	116	1.2%
Excursion Fare Autos	▲	225	15.3%		▲	1,066	6.1%
Excursion Fare Trucks	▲	125	18.9%		▲	573	6.6%
20 Feet & Over Trucks	▲	127	6.2%		▲	330	1.1%
Total – Nantucket	▲	**598**	**8.0%**		▲	**2,563**	**2.5%**
Total Vehicles	▲	**3,544**	**8.7%**		▼	**-3,645**	**-0.7%**

Engineering and Maintenance Projects Updates

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

PORT COUNCIL MEETING NOVEMBER 3RD, 2026

MV Eagle 2026 Dry Dock at Thames River Shipyard



11/3/2026

Item number	Sub Item Number	Item Description	Commence Date	% Complete
001		Dry Docking & Undocking	10/31/2026	
002	A	Hull & Internal - Inspection & Repair		
002	B	UT Survey (1500 UT Shots) Add'l UT Shots:		
002	c	GROUDN TACKLE		
003	A	Hull: Clean. Prepare, Paint, Replace Anodes		
003	B	Hull - Replace Anodes (160 Anodes)		
003	C	Commercial Blast & Coating Application		
003	D	Grid Cooler Removal & Testing Install/Re-install		
003	E	Blast & Coat Above the Rub rail		
003	F	Bulb Bow		
004	A	Temporary Services		
004	B	Slops (3500 gallons)		
005		Sea Valve Cleaning & Overhaul		
006	A	Shafts, Bearings, Seals & Couplings Inspections		
006	B	Shafts - Removals, Transport,Repair & Re-Install		
006	C	Shaft Couplings - Disassemble, Inspect, Rebuild & Other Services		
006	D	Shaft Rubber Cutless Bearings, Removal & Re-Installation		
006	E	Shast Seal- Inspect, Dissasemble		
006	F	Maritech Shaft/RG/Eng Alignment	10/26/2026	50%
007		Propellers - Removal, Transport, Inspection. Repairs and Re-Installation		
008	A	Rudders Bearing Clearance Inspections		
008	B	Rudders Bearing Replacement		
008	C	Rudder Removal and Replacement		
009		Hull Plate Replacement/Inserts	10/26/2027	10%
011		Technical Data and Reports		
012		Bow Thruster Inspection Maintenance And Red Gear Overhaul		
013		Main Propulsion Reduction Gears Overhaul		
014		HVAC Chiller SW Cooling System		
015		Blast & Coat 03 Deck Passenger Area Deck		
016		HVAC Chiller Sea Water Pumps/MotorsOverhaul		
017		Freight Deck Hatch for Weka Cooler Removal	10/26/2026	10%

MV Eagle 2026 Dry Dock at Thames River Shipyard

Financial Snapshot



Contract Item Number	Item Description		Cost
001	Dry Docking & Undocking		$ 47,600.00
002A, 002B, 002C	Hull and Internals: Inspection & Repair, Survey, and Ground Tackle		$ 35,360.00
003A, 003B,003C, 003D, 003E,003F	Hull: Clean, Prepare, Paint, Anodes, Commercial Blast, Grid Cooler Removal		$ 509,556.00
004A, 004B	Temporary Services, Slop Removals		$ 79,530.00
005	Sea Valve Cleaning and Overhaul		$ 8,200.00
006A, 006B, 006C, 006D, 006E, 006F	Shafts, Bearings & Couplings, Shaft Removals, Inspections, and Alignment		$ 282,133.00
007	Propellers - Removal, Transport, Inspection. Repairs and Re-Installation		$ 34,800.00
008A, 008B, 008C	Rudder Inspections, Bearing Replacements		$ 172,107.00
009	Hull Plate Replacement/Inserts		$ 91,500.00
011	Technical Data and Reports		-
012	Bow Thruster Inspection Maintenance And Red Gear Overhaul		$ 68,648.00
013	Main Propulsion Reduction Gears Overhaul		$ 490,665.00
014	HVAC Chiller SW Cooling System		$ 44,218.00
015	Blast & Coat 03 Deck Passenger Area Deck		$ 90,568.00
016	HVAC Chiller Sea Water Pumps/Motors Overhaul		$ 65,485.00
017	Freight Deck Hatch for Weka Cooler Removal		$ 29,500.00
***	Vessel Transportation Cost	$ (22,000.00)	$ 22,000
	Contract Total		$ 2,071,870
Change Orders			
	Total Change Orders & Credits		
	Grand Total		

11/3/2026

MV Woods Hole Update



The MV Woods Hole was docked at Thames River Shipyard on Monday 10/26 and floated on Thursday 10/29 to undergo a water seal replacement on the bow thruster impeller shaft.

Upon disassembly of the bearing housing that retains the seal assembly, fishing line was found wrapped around the sealing surface and the seal had failed.

MV Woods Hole Update



11/3/2026

Fishing Line

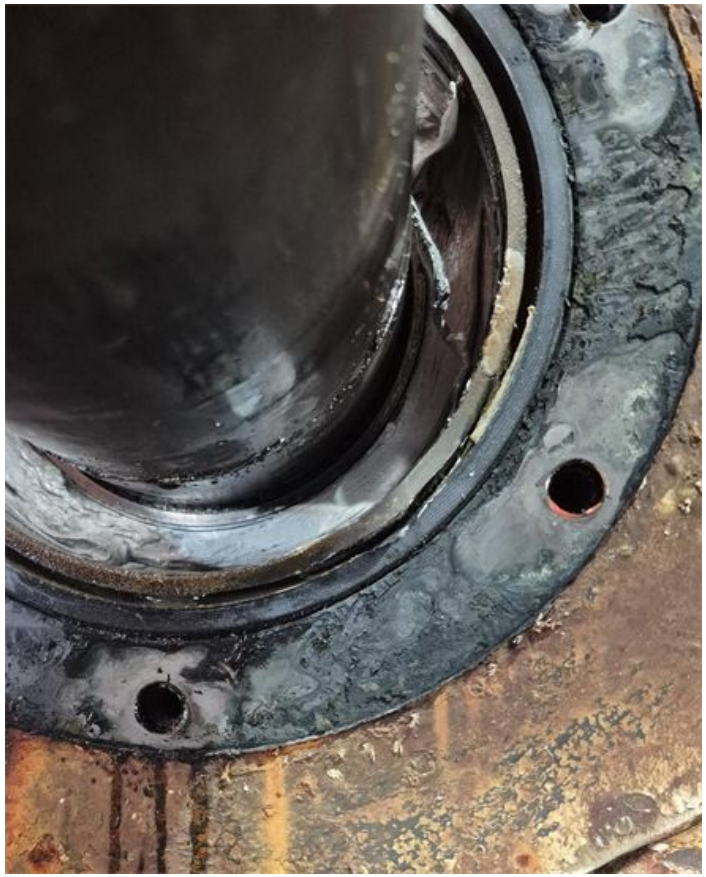


MV Woods Hole Update



11/3/2026

Damaged Seal Visible



MV Woods Hole Update



11/3/2026

Grooved Sealing Surface



MV Woods Hole Update



11/3/2026

Cleaned Housing and Assembled Bearing and Seal Housing





Upcoming Projects



11/3/2026

Fairhaven Transfer Bridge Replacement Project Specs are under development and review.

Working with an Engineering Firm to Develop Vineyard Haven Pier Repair Phase 2 Documents.

MV Aquinnah Dry Dock Spec is complete and on the street Bid Opening is Friday November 6th

Upcoming Dry Docks

- MV Eagle – 10/23/26-12/09/26 – Thames River Shipyard
- MV Sankaty – 12/10/26-1/06/27 – Thames River Shipyard
- MV Woods Hole – 01/06/27-02/16/27 – Thames River Shipyard
- MV Iyanough – 01/06/27-02/15/27 – Fairhaven Shipyard
- MV Aquinnah – 02/17/27-03/31/27 – On the Street

Pier Side Repairs

- MV Martha's Vineyard – 09/09/27-10/20/27
- MV Monomoy – 12/02/27-XX/XX/28

Foth

AGREEMENT FOR SERVICES
WORK ORDER No. 03
Addendum No. 1

Project Title:	Nantucket Terminal – Dolphin Repair Design	**FOTH Project Number:**	TBD
		CLIENT Project Number: (If applicable)	TBD

This Work Order (in addition to and subject to the conditions contained in the Master Agreement for Services dated **August 24, 2026)**, (hereinafter "Work Order"), is made and entered into this **30th** day of **October, 2026**, by and between **FOTH INFRASTRUCTURE & ENVIRONMENT, LLC,** (hereinafter "Consultant") and **Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority,** (hereinafter "Client"), for the services described under the Scope of Services (the "Services").

CLIENT:	Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority (Mark Amundsen)		
Address:	228 Palmer Avenue, Falmouth, MA 02540		
Phone No:	508-299-9740	Email Address:	mamundsen@steamshipauthority.com or zlawrence@steamshipauthority.com

Scope of Services: Client hereby agrees to retain Consultant to perform the following Services:

Initial work for emergency dolphin inspection services was estimated at $20,000 and performed under PO# 0053271.

Please see attached Exhibit A

Schedule: Services shall be performed according to the following schedule:

Please see attached Exhibit A

Compensation: In consideration of these Services, the Client agrees to pay Consultant compensation as follows:

☐ Lump-Sum in the amount of $.00

☒ Unit Cost/Time Charges (Standard Rates) with an estimated total of Not to Exceed **$99,950**

☐ Other as stated here:

Special Conditions (if any):

Client will coordinate and cover fees for ferry services for Foth and subconsultants.

Entire Agreement: This Work Order, along with other approved project-specific Work Orders, together with and subject to the Master Agreement for Services referenced above, constitutes the entire understanding between the parties with respect to the subject matter hereof. This Work Order may be modified by subsequent written addenda mutually agreeable by both parties.

IN WITNESS WHEREOF, this Agreement is accepted on the date first written above, subject to the terms and conditions above stated and the provisions set forth herein.

CLIENT		**FOTH INFRASTRUCTURE & ENVIRONMENT, LLC**	
Signed:		*Signed:*	
Name (printed):		Name (printed):	Carlos Pena, PE
Title:		Title:	Senior Client Team leader
Date:		Date:	October 30, 2026
		Signed:	
		Name (printed):	Glenn Leo
		Title:	Senior Project Manager
		Date:	October 30, 2026

EXHIBIT A

Steamship Authority
Work Order #03 - Addendum No. 1
Nantucket Terminal Dolphin Repairs

Scope of Work
October 30, 2026

I. Our Understanding of Your Project

One of the approach dolphins at the Steamship Authority (SSA) Nantucket Terminal was struck by a vessel and damaged. At the request of SSA, Foth Infrastructure & Environment, LLC (Foth) mobilized to the terminal to perform inspection and document damage. The inspection was performed on October 6, 2026.

Based on the inspection results and additional discussion with SSA it was determined that repairing the damaged approach dolphin would not be practical, and that the approach dolphin would be replaced. Foth understands that SSA operations are currently impacted and the dolphin replacement needs to be performed as quickly as possible.

II. Scope of Services

The proposed Scope of Work includes permitting support and initial engineering design. Project management/administration and project meetings are included in the scope of services below.

Foth proposes to start the initial engineering design utilizing currently available information, with the understanding the additional geotechnical investigation is required. The initial engineering design would be used for permitting submittals with the goal of getting the permit modifications initiated as soon as possible and for soliciting construction bidding.

The geotechnical investigation will be included in the construction contract. The results of the geotechnical investigation will be used to validate the initial engineering design prior to installation of new dolphin piles.

PHASE 1 – PERMITTING SUPPORT

The permitting approach assumes that the facility and structures are already licensed and authorized through Massachusetts General Law Chapter 91 and United States Army Corps of Engineers (USACE), and that this project is considered maintenance of existing authorized structures within the limits for permit modification (e.g. within 10% of the permitted footprint).

TASK 1 – NOI APPLICATION

Foth will prepare and file a Notice of Intent application with the Nantucket Conservation Commission.

TASK 2 – USACE PCN FORM

Foth will prepare and file a Pre-Construction Notification (PCN) form with USACE.

PHASE 2 – ENGINEERING DESIGN

Initial pile designs will be advanced using the available information until such time that results from the geotechnical investigation become available. Foth will then update our pile analyses accordingly prior to providing final pile design configuration.

TASK 1 – BASIS OF DESIGN DOCUMENTS

Foth has provided SSA with a concept plan for the dolphin replacement. Foth will use the concept plan and existing information provided by SSA to compile a Basis of Design report. The information in the Basis of Design report will be used by Foth's structural engineers to analyze capacity requirements of the SSA ferry vessels and design a replacement dolphin structure in accordance with the Massachusetts State Building Code and American Society of Civil Engineers Minimum Design Loads for Buildings and Other Structures, ASCE/SEI 7-22 and American Concrete Institute (ACI) 318-19 Building Code Requirements for Structural Concrete. The analysis of capacity requirements will be summarized in the Basis of Design report.

Foth will collaborate with SSA on the Basis of Design, which will be the guiding document as the design is advanced to 60%.

TASK 2 – 60% DESIGN DOCUMENTS

Foth will advance the design to 60% for review and comment, inclusive of design plans, draft technical specifications and a preliminary engineer's opinion of probable construction cost. The 60% plan set will be reviewed to verify alignment with SSA's goals and expectations for the project and be utilized for permit modification submittals. Foth will collaborate with SSA to incorporate their standard contracting documents for submittal with the Issue for Bid (IFB) Design Documents.

TASK 3 – ISSUE FOR BID DESIGN DOCUMENTS

Foth will advance the design and incorporate comments from SSA on the 60% design submission to develop and IFB design package, inclusive of design plans, specifications, and an engineer's opinion of probable construction cost.

III. Proposed Timeline

The Scope of Services outlined above are anticipated to be completed as soon as possible. Foth understands the following are critical path items listed in order. Foth will communicate schedule progress regularly to SSA as work advances.

1. Permit mods submitted
2. Order long lead items (composite panels)
3. Solicit Bids
4. Construction Contract Award
5. Geotechnical Investigation

IV. Statement of Conditions and Exceptions

Foth assumes all terminal structures are authorized and maintained under a valid Conservation Commission Order of Conditions, DEP Chapter 91 Permit(s) and License(s) and Army Corps of Engineers Section 10 and 404 Permit(s) and no after-the-fact regulatory authorizations will be required for past or proposed work.

Foth has not included any analysis of the findings other than that specifically stated within the tasks. This proposal does not include engineering analysis of existing structures. If engineering analysis for adjacent structures is necessary, it shall be deemed extra work.

Foth has not included geotechnical investigation in this proposal.

Foth shall not be responsible for the interpretation of property deeds, property lines, easements, leases, liens, and/or zoning restrictions.

Foth has made no provisions to perform property line surveys topographic surveying, or geotechnical engineering. Any required services beyond our stated schedule, budgets, or durations shall be deemed extra work.

Any and all work beyond the scope of this proposal shall be deemed extra work and contracted prior to the commencement of such work. A separate work order will be provided for project bidding and construction phase services.

V. Proposed Fee

Foth proposes to complete the Scope of Services outlined herein on a time and material basis in accordance with the Master Service Agreement, with a Not-to-Exceed (NTE) amount per Phase, broken down as follows:

PHASE 1: PERMITTING SUPPORT	$ 20,000
PHASE 2: ENGINEERING DESIGN	$ 79,950
TOTAL	**$ 99,950**

VI. Optional Services

Through the development of the project, additional items may be necessary for the completion of the project. If these items are required, they would be considered extra services, and additional compensation would be warranted. Compensation for such services may be negotiated at a future time, as desired.



1 / C-101 NANTUCKET TERMINAL - SITE AERIAL PLAN
SCALE: 1" = 30'-0"

GRAPHIC SCALE
0 15 30 60
(IN FEET)
1 INCH = 30 FEET

Friday, October 30, 2026 9:34:35 AM
DWG Filename: sea_nantucket_conceptual plot.dwg Layout: existing site aerial
DWG Folder Location:

Foth

NANTUCKET TERMINAL
APPROACH DOLPHIN REHABILITATION
STEAMSHIP AUTHORITY
NANTUCKET, MA

REVISIONS			
NO.	BY	DATE	DESCRIPTION
1			
2			
3			
4			
5			

DATE OF PREPARATION

	BY	DATE
SURVEYED		
DRAWN		
DESIGNED		
CHECKED		

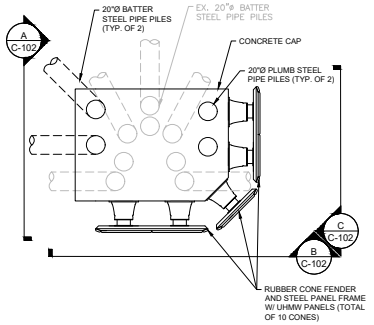
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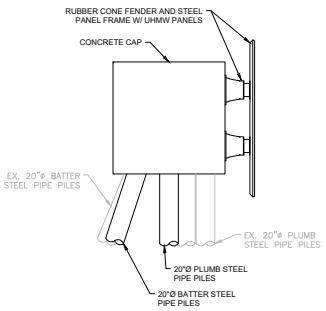
ISSUANCE:
(PURPOSE FOR ISSUANCE)

PROJECT NO: ------

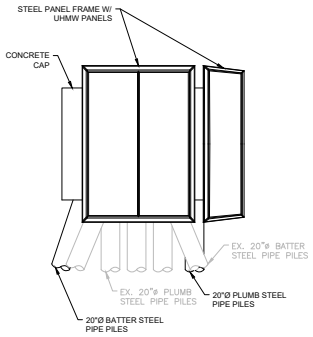
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C-101



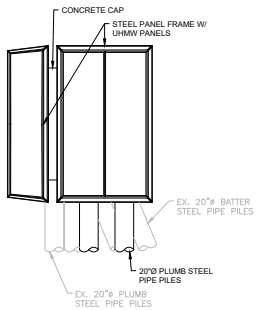
2 C-102 SLIP NO. 1 - AD3 PARTIAL PLAN VIEW
SCALE: 1" = 5'-0"



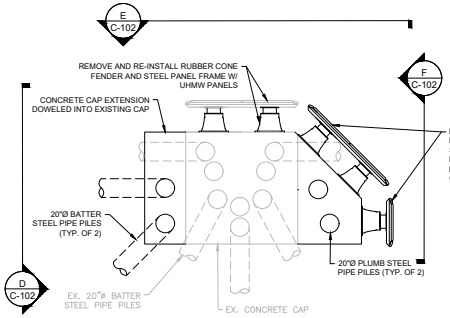
A C-102 SLIP NO. 1 - AD3 PARTIAL SECTION A
SCALE: 1" = 5'-0"



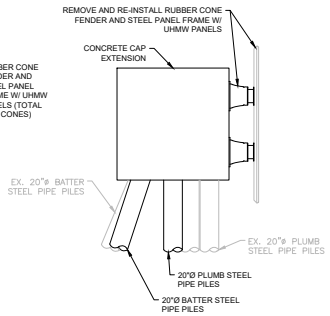
B C-102 SLIP NO. 1 - AD3 PARTIAL SECTION B
SCALE: 1" = 5'-0"



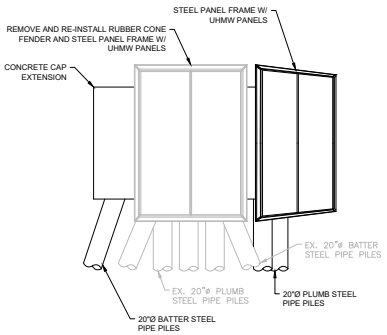
C C-102 SLIP NO. 1 - AD3 PARTIAL SECTION C
SCALE: 1" = 5'-0"



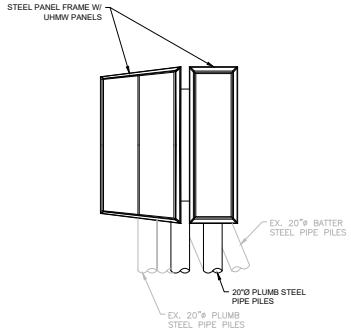
3 C-102 SLIP NO. 2 - AD3 PARTIAL PLAN VIEW
SCALE: 1" = 5'-0"



D C-102 SLIP NO. 2 - AD3 PARTIAL SECTION D
SCALE: 1" = 5'-0"



E C-102 SLIP NO. 2 - AD3 PARTIAL SECTION E
SCALE: 1" = 5'-0"



F C-102 SLIP NO. 2 - AD3 PARTIAL SECTION F
SCALE: 1" = 5'-0"

NOTES:
1. THIS IS A CONCEPT ONLY AND NO CALCULATIONS HAVE BEEN PERFORMED. DESIGN MAY CHANGE AFTER PRELIMINARY DESIGN.

GRAPHIC SCALE
0 2.5 5 10
(IN FEET)
1 INCH = 5 FEET

Foth

NANTUCKET TERMINAL
APPROACH DOLPHIN REHABILITATION
STEAMSHIP AUTHORITY
NANTUCKET, MA

NO	BY	DATE	DESCRIPTION

REVISIONS

DATE OF PREPARATION

	BY	DATE
SURVEYED		
DRAWN		
DESIGNED		
CHECKED		

SHEET TITLE:
CONCEPTUAL APPROACH DOLPHINS

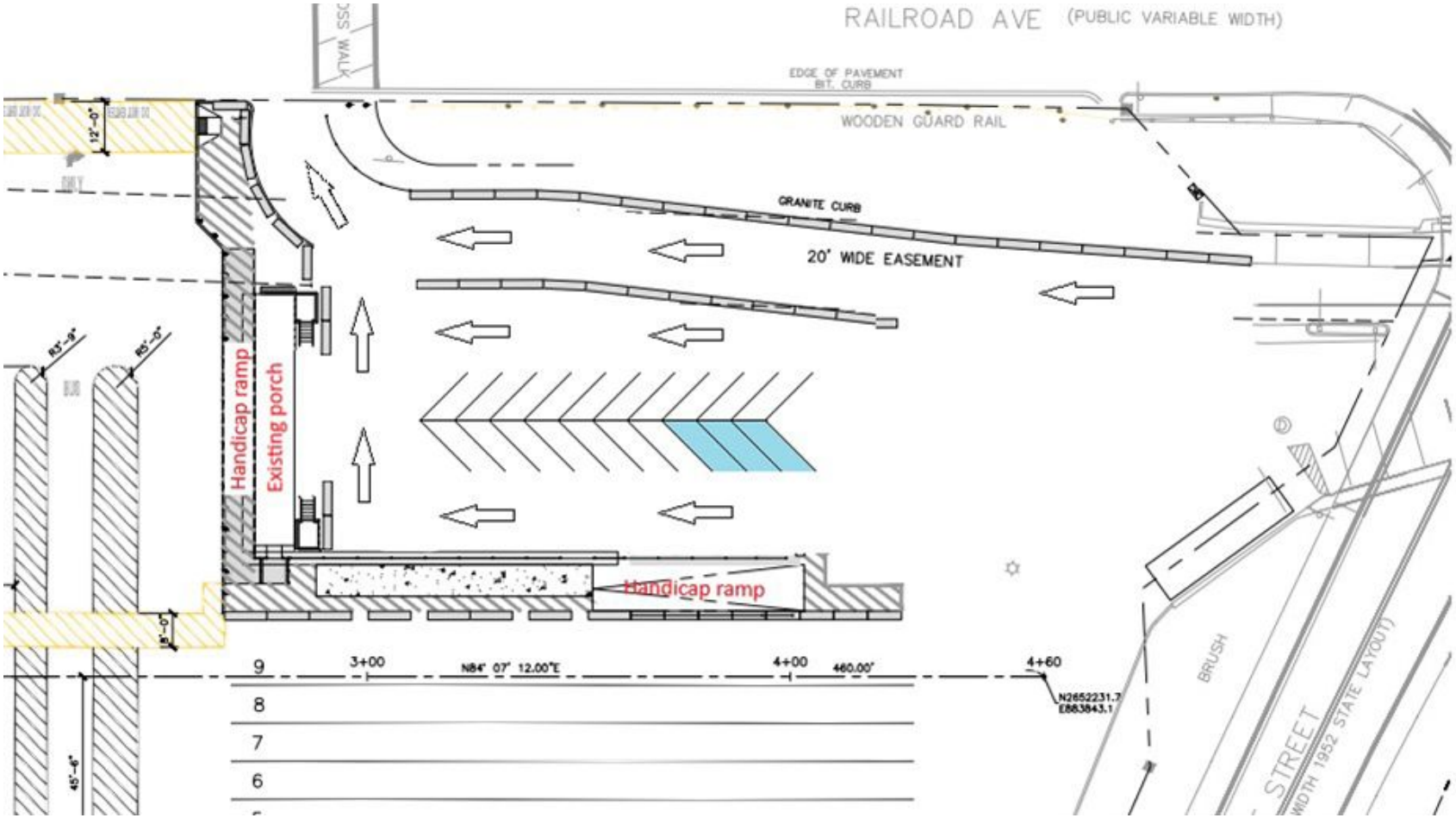
ISSUANCE:
(PURPOSE FOR ISSUANCE)

PROJECT NO: ------

SHEET NUMBER
C-102

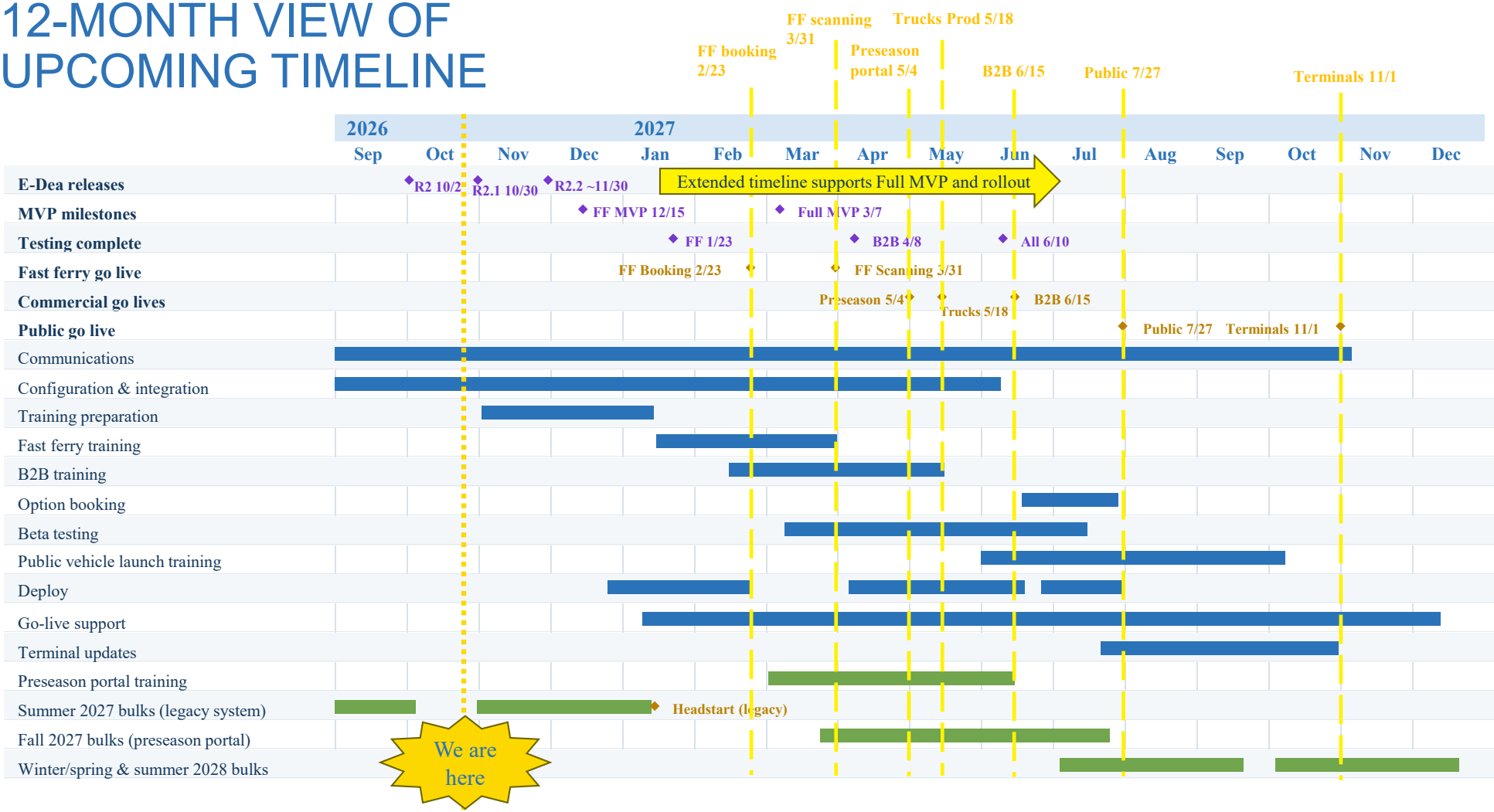
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DWG Filename: sea_nantucket_conceptual plot.dwg Layout: dolphin concepts
DWG Folder Location:

Tentative Schedule - Woods Hole Temp Terminal Demolition			
Milestone	**Start**	**End**	**Duration**
Construction Documents			
Construction Documents 50%	20-Oct-26	20-Nov-26	5 weeks
Testing	26-Oct-26	20-Nov-26	4 weeks
Construction Documents 100%	20-Nov-26	9-Dec-26	2 weeks
Cost Estimate	9-Dec-26	23-Dec-26	2 weeks
RFP/Bidding			
Bid Prep	20-Nov-26	13-Jan-27	7 weeks
Bid Advertisement Period	23-Dec-26	13-Jan-27	3 weeks
Bidding	13-Jan-27	3-Feb-27	3 weeks
Contractor Bids Due	3-Feb-27		
Review Bids	3-Feb-27	10-Feb-27	1 week
Board Meeting – Award Contract (TBC)	16-Feb-27		
Construction			
Contractor Mobilization	1-Mar-27		
Construction	1-Mar-27	1-May-27	9 weeks
Construction Completion	1-May-27		


RAILROAD AVE (PUBLIC VARIABLE WIDTH)
EDGE OF PAVEMENT
BIT. CURB
WOODEN GUARD RAIL
GRANITE CURB
20' WIDE EASEMENT
Handicap ramp
Existing porch
Handicap ramp
3+00
N84° 07' 12.00"E
4+00
460.00'
4+60
N2652231.7
E883843.1
BRUSH
STREET
WIDTH 1952 STATE LAYOUT)
9
8
7
6


The Steamship Authority
TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE
OCTOBER 2026 IT STEERING COMMITTEE

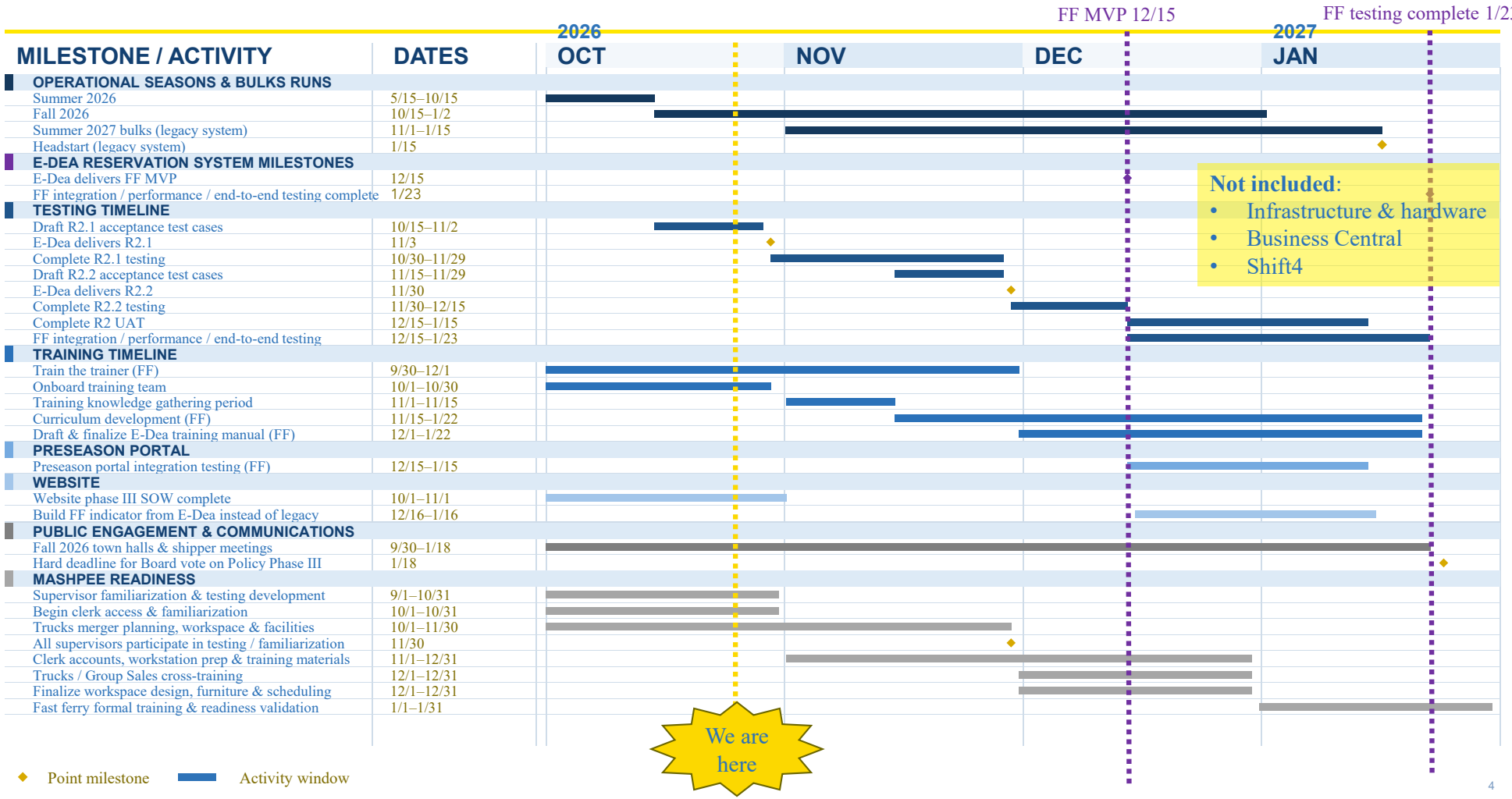
12-MONTH VIEW OF UPCOMING TIMELINE



Bars show proposed activity periods. Diamonds show dated milestones. Activities already underway begin at the left edge.

Portal dates retained as shown: Preseason Portal launch 5/1. Fall bulk packets: 2/1/27. Winter public opening: timing to be confirmed.

THREE-MONTH VIEW OF UPCOMING TIMELINE & MILESTONES



TRUE NORTH STATUS SUMMARY 10-27-2026

Recent Progress:
- SSA shared updated timeline with Port Council & Board
- E-Dea onsite with SSA week of 10/26

Upcoming Key Activities:
- Identify external assessor
- Policy phase III townhalls and vote
- Finalize plans: testing, training, communications, infrastructure
- Begin Spring Bulks
- Revise go-live prioritization

Business Decisions – in process:
- External Assessment
- Procurements (Infrastructure)
- Expand Testing Capacity
- Policy Phase III
- Refine data migration plan
- Terminal Operations Flow (i.e., scanning)
- Testing (functional and performance)
- Revise 30-60-90 day launch plan

Key Risks & Issues:
- Resource capacity (IT & Ops)
- Current policies unclear/undocumented (policy vs configuration)
- Change fatigue
- Staff training
- Terminal infrastructure and wifi

Key Milestone Legend:

Green	On track; will complete as planned
Yellow	Planned delivery at risk
Red	Will miss planned delivery

Workstream	Status	Owner	Recent Action	Upcoming Action
Reservation System		Mark A	Updated project timeline; phased launch (FF, full) R2 released 10/2	Board to vote on project timeline R2.1 release 10/30; R2.2 release TBD
Data Migration		Stephen	Mark T updated data migration plan based on new timeline	Continue testing data migration for ticket types, with FF ticket types prioritized
Fast ferry readiness		Alison	Readiness plans for Mashpee, Acct, IT, Comms & Ops testing	Awaiting readiness plans for infrastructure, training, & terminal ops Revised test plans for IT, Acct, Ops
Full readiness			Readiness plans for Mashpee, Acct, IT, Comms & Ops testing	Awaiting readiness plans for infrastructure, training, & terminal ops Revised test plans for IT, Acct, Ops
Testing		Mark A	SSA & Gibbous continue triaging previously blocked test cases High volume of bugs uncovered in software	Upcoming sprint planning when E-Dea is onsite to prioritize Fast Ferry; Performance testing, Tier 1 support kickoff, handheld device testing
Training		Mark A	Thryv received access to SSA & E-Dea documentation SSA hired training manager	Gibbous-led onboarding session for training team 10/19 SSA led commenced training terminal staff
Website		Mark A, Stephen	Travel alerts, notifications, & ESB are working; no system issues	Intrasystems to share SOW for website phase III including standby monitoring
Preseason Portal		Mark A, Stephen	UAT not showing system issues; integrated with ESB	Intrasystems to share SOW for hazardous
Payment Gateway		Mark R, Stephen	E-Dea sent Shift4 certification file	E-Dea to complete Shift4 certification process
Business Central		Mark R, Stephen	Reviewed CR SSHHC-75 & impact on retrieving data via API Expanded Data Mart support	Develop data mart reporting scope & capabilities
Integrations		Stephen	Twilio rejected several applications Resolved issues with rental car file reconciliation	SSA/E-Dea meeting on data mart reporting needs SSA Counsel to provide documentation to finalize Twilio acceptance
Infrastructure & hardware		Mark A, Stephen	Wifi review in process for all ports/locations	Mounting wireless access points at Hyannis and Nantucket
Public engagement & change management		Mark A, Sean	Canceled summer town halls, delayed beta group until March, & did not share the Sep monthly newsletter	Schedule fall town halls for phase III policies Resume monthly newsletter
Operations Redesign		Mark A	Captured current state standby flows in-depth	Upcoming SSA operations redesign meeting for terminal flow focuses Solve Nantucket standby future state

"FAST FERRY ONLY" STILL REQUIRES MOST FUNCTIONALITY

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STRATEGY + TECHNOLOGY INITIATIVE

Requirement (based on original RFP)	Required for Fast Ferry	Required for Vehicle/Full Public
Functional		
Internal User Interface	Yes (Main App, Smart App)	Yes
Customer Management	Yes (all accounts migrated)	Yes
Vehicle Management	No	Yes
Trip Management	FF only	Yes
Website	Partial – B2C and sailing status	Yes – Full website planned for terminal go-live
Commercial Cust. Management	Yes – All shipper accounts	Yes
Customer Service	FF only	Yes
Special Programs	FF coupons only	Yes - all programs
Accounting	Yes - except B2B	Yes
Administration	Yes - except B2B	Yes
Reporting	Yes - except B2B	Yes
Testing/Training	Yes	Yes
Technical		
System Operations & Administration	Yes	Yes
Integration and Interoperability	Yes	Yes
Accessibility	Yes	Yes
Software Integrity Controls	Yes	Yes
Operations Support	Yes (limited)	Yes (Full)
Authentication and Identity Management	Yes	Yes
Account Creation and Access	Yes	Yes
System Hosting	Yes	Yes

UPDATED TEST PLAN

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STRATEGY + TECHNOLOGY INITIATIVE

1. **Testing Prioritization/Sprint Planning**
   - Complete by October 30th following on-site visit
   - Edea leaves with solid understanding of sprint planning approach
   - Go/no-go + MVP criteria finalized
2. **1st Regression Testing**
   - Launch by October 30th, complete by Nov 15th
   - B2C Fast Ferry, Account Management, B2C + SmartApp UI fixes
3. **Expanded Testing R2**
   - Start drafting the test cases for Fast Ferry and scanner usage
   - Launch no later than **Nov 15th, complete by Dec 14th**
   - **Confirm with Edea, Edea's final release for FF is Dec 7th**
   - Smartboarding (Update scenarios related to FF), distribute handhelds asap (Alison)
   - Dec 15th Go/no-go (FF Booking)
4. **2nd Regression Testing**
   - Launch January 1, Complete by Jan 18th
   - Jan 19th Go/no-go (FF Ticket Redemption)
   - Testing Complete 1/23, MVP Dress Rehearsal

6

Res System Recovery Plan

Additional Cost Forecast

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STRATEGY + TECHNOLOGY INITIATIVE

Category	Estimate	
Legacy Reservation System - Software & Hardware	$95,000	
Legacy Support Systems	$150,000	
Legacy Website	$60,000	
Email and SMS Messaging	$140,000	
Configuration & Testing	$150,000	
Project Management Support	$175,000	
EDEA Site Visits	$45,000	
Total Estimate	$815,000	

Res System Preliminary Budget

Reservation System Status

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STRATEGY + TECHNOLOGY INITIATIVE

Category		Budget	Spent	% Spent	Ordered	Contract	Status	Owner
E-DEA Reservation System					Yes	16-2024	In Progress	Amundsen
Implementation	OP	2,478,463	1,687,062	68%	Yes	16-2024	In Progress	Amundsen
Annual Licenses and Hosting (2026-2030)	OP	3,301,023	126,167	4%	Yes	16-2024	In Progress	Colman
Change Orders	OP		48,837				In Progress	Amundsen
Travel and Site Visits	OP		121,426				In Progress	Amundsen
Contingencies (10%)	OP	247,846	170,263	69%			In Progress	Amundsen
Testing & Configuration	**OP**	**255,000**	**85,558**	34%			In Progress	Amundsen
Total		6,282,332	2,069,050	33%				
OP = Operating Cost CAP = Capital Cost								

Res System Preliminary Budget

System Integrations

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STRATEGY + TECHNOLOGY INITIATIVE

Category		Budget	Change Orders	Spent	% Spent	Contract	Status	Owner
SYSTEM INTEGRATIONS								
Bulk Shipper's Portal #	CAP	858,555		726,555	85%	MIS2024-11 MIS2026-9	In Progress	Colman
Data Migration*	OP	33,000		0	0%	Internal	Discovery	Colman
Travel Alerts & Notifications	CAP	124,000		62,008	50%	MIS2026-6	In Progress	Colman
Accounting System	OP	**100,000**		60,811	68%	SOW	In Progress	Rozum
Website Integration*	CAP	120,000		63,570	53%	MIS2026-8	In Progress	Colman
Standby Integration*	CAP	**40,000**		0	0%	TBD	Discovery	Colman
IT Staff Support & Augmentation	CAP *& OP*	275,000		186,931	68%	MIS2026-5	In Progress	Colman
# Original estimate was 732,000								
SYSTEM INTEGRATIONS TOTAL		1,500,555		1,099,875	65%			

Res System Preliminary Budget

Third Party Software & Project Management

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STRATEGY + TECHNOLOGY INITIATIVE

Category		Term	Length	Year 1 Budget	5 Year Estimate	Status	Owner
THIRD PARTY SOFTWARE/Yearly							
Vehicle Database Subscription	OP	Annual	2026-2030	1,000	6,000	Active	Colman
Hazardous Material Subscription	OP	Annual	2026-2030	21,000	116,000	Discovery	Colman
Reservation texts and emails	OP	Annual	2026-2030	7,000	39,000	Pending	Colman
Annual Subscriptions				29,000	161,000		

Res System Preliminary Budget

Third Party Software & Project Management

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STRATEGY + TECHNOLOGY INITIATIVE

Category		Budget	Change Orders	Spent	% Spent	Contract	Status	Owner
PROJECT MANAGEMENT & Training								
IT Project Management & Support	CAP	208,000		97,190	47%	MIS2026-4	Active	Colman
EDEA System Project Management	OP	400,000		288,000	72%	A-716	Active	Amundsen
Change Management & Support* (estimate)	OP	622,000		577,000	93%	07-2023	Active	Amundsen
Training* (estimate)	OP	**175,000**		0	0%		Estimate	Amundsen
Testing								
TOTAL		1,330,000		962,190	72%			

Res System Preliminary Budget

Third Party Software & Project Management

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STRATEGY + TECHNOLOGY INITIATIVE

Category		Budget	Change Orders	Spent	% Spent	Contract	Status	Owner
HARDWARE								
Scanners (Hand-Held & Fixed)	CAP	355,000		111,250	31%	MIS 2025-8	In Progress	Colman
Network Equipment #	CAP	650,000		89,348	14%	MIS2025-8	In Progress	Colman
Computers	CAP	200,000		191,521	96%	MIS2026-7	Received	Colman
WIFI & Infrastructure	CAP	900,000					Estimate	Amundsen & Colman
HARDWARE TOTAL	CAP	2,105,000		392,119	19%			
# Original estimate was 460,000								

STAFF SUMMARY

Date: November 2, 2026 File# GM-000

TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept.: General Manager
				Author: Terence G. Kenneally – General Counsel
X	Board Members		Information	Subject: 41 North, LLC's Request to Renew its License Agreement for Freight Transportation Service from New Bedford to Martha's Vineyard and Nantucket

DRAFT

PURPOSE:

To consider the request by 41 North Offshore, LLC ("41N") to renew the terms of its license agreement for freight transportation services from New Bedford.

BACKGROUND:

On August 18, 2026, the Authority received a letter from 41N detailing its proposal seeking to renew its license agreement that would permit it to continue to operate a tug and barge freight service between New Bedford and Nantucket and Martha's Vineyard through December 2029. A copy of 41N's August 2026 letter is attached hereto.

In summarizing its operational experience under its current license, 41N reports that "its service is utilized by customers who are either unable to travel with the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (the "Steamship Authority") due to the Steamship Authority's boats being full when the customer needs to travel, or by customers who need to move multiple units in a single voyage for a scheduled or emergency event (i.e. construction projects, weddings, etc.)"

In follow-up to the receipt of 41N's request, staff sought additional information seeking a summary of 41N's operational experiences since it was initially issued a freight service license from New Bedford in 2022.

41N provided the trip information set forth in the following table:

41 North Offshore's Freight License Accounting

Year	Nantucket	Martha's Vineyard	Notes
2022	12		License to Nantucket issued in June
2023	1		
2024	2	0	License amended to add MVY in August
2025	2	0	
2026	1	0	Through October 31st

ANALYSIS

The Authority's licensing policy states:

> … when evaluating license requests, the Authority has to be sensitive to the needs of those persons who will be potentially affected by a proposed service. Therefore, the Authority shall consider whether there has been an expressed need for a proposed service by its potential patrons and the communities which would be served by it, especially when the service will be operating from a new port. For example, if an applicant contends that the new route will increase the market of ferry patrons instead of siphoning off other carriers' passengers, its prospects of obtaining a license would be enhanced if objective market research confirmed that an unsatisfied demand existed for the service, or identified how public convenience and necessity otherwise will be served by the service. In this regard, the Authority notes that it will not be bound by narrow definitions of "public convenience and necessity" and "need"; rather, it shall weigh all relevant aspects of the proposed service to the extent appropriate in each individual case when determining whether there is in fact a "need" for the service and whether "public convenience and necessity" require it.

41N's service is a freight only on demand service and therefore, the impact on other passenger only and other freight services to the islands is limited to potentially increased vessel traffic in the affected harbors.

41N's current license agreement includes a negotiated license fee in addition to a dockage fee. The license fee is based upon a percentage of the Authority's "total average revenue per truck over twenty feet (20')" for its Nantucket and Martha's Vineyard routes for each vehicle carried by 41N on a one-way basis from New Bedford. The dockage fee is currently two hundred and thirteen Dollars ($213.00) for each docking at the Authority's Terminals. Staff recommend seeking a similar compensation package from 41N if the Members wish to renew the license.

Finally, 41N's proposed on demand freight service from New Bedford has only a minimal impact on the Authority's finances or its operations since demand for the service has not increased since its inception in 2022.

41N continues to work cooperatively and communicate regularly with the Authority. Therefore, the staff believes that the Members should consider reviewing 41N's proposed on demand freight only service from New Bedford favorably.

DRAFT

RECOMMENDATION:

For the reasons stated above, it is the staff's opinion that 41N's request to renew its current license for a freight only and on demand service between New Bedford and the islands through December 31, 2029, be favorably reviewed by the Members, but only if 41N continues to adhere to the terms and conditions of the Authority's license agreement including the payment of appropriate and reasonable license and dockage fees, and as set forth in this Staff Summary.

_____
Terence G. Kenneally
General Counsel

_____
Alex T. Kryska
General Manager

Attachment - August 18, 2026 letter from 41N

DRAFT

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

August 18, 2026

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

Ref.: Freight Truck Transportation Service License Agreement

Subject: Request for License Agreement Renewal and Extension

Dear Mr. Kryska:

41 North Offshore, LLC's ("41 North"), freight truck transportation service license agreement (the "License"), dated November 28, 2023 and amended August 20, 2024, is scheduled to expire on December 31, 2026. During the current License period, 41 North has seen sustained direct demand for 41 North's barge based marine transportation to and from Nantucket and Martha's Vineyard. 41 North requests a renewal and extension of its License, as amended, to December 31, 2029, with the same terms as expiring, except as noted herein.

41 North's service is utilized by customers who are either unable to travel with the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (the "Steamship Authority") due to the Steamship Authority's boats being full when the customer needs to travel, or by customers who need to move multiple units in a single voyage for a scheduled or emergency event (i.e. construction projects, weddings, etc.).

Service to both islands would continue to be provided on an on-demand basis from the Fish Island Terminal in New Bedford, MA. Operational details would be the same as outlined in 41 North's existing License.

Requested License Modification

41 North requests that a renewed License incorporate the following changes:

- Replace the tug "BUCKY" (O.N. 577554) with the tug "ATLAS" (O.N. 667434)

Attached to this request is the USCG Certificate of Documentation for the tug "ATLAS".

41 North appreciates the Steamship Authority's consideration of this License renewal and extension request. Please advise if anything additional is required to advance this request.

Respectfully submitted,

41 North Offshore, LLC

Jonah Mikutowicz, Manager

Cc.: Terence Kenneally | Woods Hole, Martha's Vineyard & Nantucket Steamship Authority
Matthew Fisher | 41 North Offshore, LLC

DHS, USCG, CG-1270 (REV. 01-23)

OMB APPROVED
1625-0027

UNITED STATES OF AMERICA

DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

NATIONAL VESSEL DOCUMENTATION CENTER

CERTIFICATE OF DOCUMENTATION

VESSEL NAME	OFFICIAL NUMBER	IMO OR OTHER NUMBER	YEAR COMPLETED
ATLAS	667434	8851144	1984

HAILING PORT	HULL MATERIAL	MECHANICAL PROPULSION
NEW BEDFORD MA	STEEL	YES

GROSS TONNAGE	NET TONNAGE	LENGTH	BREADTH	DEPTH
167 GRT	113 NRT	77.1	26.0	10.8

PLACE BUILT

BAYOU LABATRE AL

OWNERS	OPERATIONAL ENDORSEMENTS
41 NORTH OFFSHORE LLC COMPRISED OF TWO MEMBERS	COASTWISE REGISTRY

MANAGING OWNER

41 NORTH OFFSHORE LLC
7 FISH ISLAND
NEW BEDFORD MA 02740

RESTRICTIONS
NONE

ENTITLEMENTS
NONE

REMARKS
NONE

ISSUE DATE
JANUARY 28, 2026

THIS CERTIFICATE EXPIRES

JANUARY 31, 2027

Christine H. Walker

DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER

PREVIOUS EDITION OBSOLETE. THIS CERTIFICATE MAY NOT BE ALTERED

This certificate is not valid for operation of the vessel until the vessel is marked with the name, official number, and hailing port as shown on the certificate. The original certificate must be kept aboard the vessel at all times when in operation and must be presented upon the demand of federal, state or local officials for law enforcement purposes. Vessels with only a recreational endorsement may not engage in commercial trade.

Documented vessels may be registered by states for tax and other purposes and may be required to display a state decal. Renewal is the responsibility of the owner. This certificate becomes invalid upon a change in ownership, change in state of incorporation, or a change in any other element shown on the certificate other than change of address. This certificate is invalid for any vessel other than one documented solely for recreation when the vessel is placed under the command of a person who is not a citizen of the U.S. The vessel and its equipment are liable to seizure and forfeiture to the U.S. government and the owner is liable for a civil penalty of not more than $10,000.00 per violation. Each day of a continuing violation is a separate violation.

Any change in address of the managing owner must be reported promptly to the NVDC. You may contact NVDC at nvdc.w.webmaster@uscg.mil.

Note: The certificate on the face of this document is not conclusive evidence of title in any proceeding where ownership is in issue. Complete records are on file at the NVDC. The sale or transfer section below is provided for convenience only.

SALE OR TRANSFER OF VESSEL

100% OF THE VESSEL IDENTIFIED HEREIN IS SOLD (TRANSFERRED) BY THE OWNER(S) NAMED ON THE FACE OF THIS CERTIFICATE TO THE FOLLOWING PERSON(S). ADDRESS MUST BE INCLUDED.

_____

_____

IF SOLD (TRANSFERRED) TO MORE THAN ONE PERSON, THE PURCHASER(S)/TRANSFEREE(S) ARE TENANTS IN COMMON, EACH OWNING AN EQUAL UNDIVIDED INTEREST, UNLESS OTHERWISE INDICATED HEREIN: CHECK ONLY ONE OF THE FOLLOWING BLOCKS TO SHOW ANOTHER FORM OF OWNERSHIP.

☐ JOINT TENANCY WITH RIGHT OF SURVIVORSHIP ☐ TENANCY BY THE ENTIRETIES ☐ COMMUNITY PROPERTY

☐ OTHER

SIGNATURE OF SELLER(S)/TRANSFEROR(S) OR PERSONS SIGNING ON BEHALF OF SELLER(S)/TRANSFEROR(S):

DATE SIGNED:

NAME(S) OF PERSON(S) SIGNING ABOVE, AND LEGAL CAPACITY IN WHICH SIGNED (E.G. OWNER, AGENT, TRUSTEE, EXECUTOR)

ACKNOWLEDGMENT (TO BE COMPLETED BY NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED BY A LAW OR A STATE OR THE UNITED STATES TO TAKE OATHS.)

STATE:

ON _____ THE PERSON(S) NAMED
(DATE)

COUNTY:

ABOVE ACKNOWLEDGED EXECUTION OF THE FOREGOING INSTRUMENT IN THEIR STATED CAPACITY(IES) FOR THE PURPOSES THEREIN CONTAINED.

_____
NOTARY PUBLIC
MY COMMISSION EXPIRES:

PRIVACY ACT STATEMENT

IN ACCORDANCE WITH 5 USC 552(A). THE FOLLOWING INFORMATION IS PROVIDED TO YOU WHEN SUPPLYING PERSONAL INFORMATION TO THE U.S. COAST GUARD:

1. AUTHORITY. SOLICITATION OF THIS INFORMATION IS AUTHORIZED BY 46 USC CHAPTER 313 AND 46 CFR, PART 67.
2. THE PRINCIPAL PURPOSES FOR WHICH THIS INSTRUMENT IS TO BE USED ARE:
   (A) TO PROVIDE A RECORD, AVAILABLE FOR PUBLIC INSPECTION AND COPYING, OF THE SALE OR OTHER CHANGE IN OWNERSHIP OF A VESSEL WHICH IS DOCUMENTED, WILL BE DOCUMENTED, OR HAS BEEN DOCUMENTED PURSUANT TO 46 USC, CHAPTER 121.
   (B) RETENTION FOR EXAMINATION BY GOVERNMENTAL AUTHORITIES AND MEMBERS OF THE GENERAL PUBLIC.
3. THE ROUTINE USE WHICH MAY BE MADE OF THIS INFORMATION INCLUDES DEVELOPMENT OF STATISTICAL DATA CONCERNING DOCUMENTED VESSELS.
4. DISCLOSURE OF THE INFORMATION REQUESTED ON THIS FORM IS VOLUNTARY. HOWEVER, FAILURE TO PROVIDE THE INFORMATION COULD PRECLUDE FILING OF A BILL OF SALE AND DOCUMENTATION OF THE VESSEL NAMED HEREIN PURSUANT TO 46 USC CHAPTER 121. MOREOVER, BILLS OF SALE WHICH ARE NOT FILED ARE NOT DEEMED TO BE VALID AGAINST ANY PERSON HAVING ACTUAL KNOWLEDGE OF THE SALE. (46 USC 31321 (A)).

AN AGENCY MAY NOT CONDUCT OR SPONSOR, AND A PERSON IS NOT REQUIRED TO RESPOND TO A COLLECTION OF INFORMATION UNLESS IT DISPLAYS A VALID OMB CONTROL NUMBER.

THE COAST GUARD ESTIMATES THAT THE AVERAGE BURDEN FOR THIS FORM IS 20 MINUTES FOR COMPLETING AND 3 MINUTES FOR FILING. YOU MAY SUBMIT ANY COMMENTS CONCERNING THE ACCURACY OF THIS BURDEN ESTIMATE OR ANY SUGGESTIONS FOR REDUCING THE BURDEN TO: U.S. COAST GUARD, NATIONAL VESSEL DOCUMENTATION CENTER, 792 T J JACKSON DRIVE, FALLING WATERS, WEST VIRGINIA 25419 OR OFFICE OF MANAGEMENT AND BUDGET, PAPERWORK REDUCTION PROJECT (1625-0027), WASHINGTON, DC 20503.

AY 721157222419

STAFF SUMMARY

Date: October 30, 2026 File# GM-818

TO:		FOR:		FROM:
	General Manager	X	Vote	Dept.: General Manager
				Author: Terence G. Kenneally – General Counsel
X	Board Members		Information	Subject: Offshore Tug & Transportation's Request for Licensing of Freight Transportation Service between New Bedford and Martha's Vineyard

PURPOSE:

To consider the license request for freight transportation services between New Bedford and Martha's Vineyard from Offshore Tug & Transportation, LLC ("OTT").

BACKGROUND:

On August 25, 2026, the Authority received a letter from OTT requesting a license that would permit it to operate a freight service between New Bedford and Martha's Vineyard utilizing the M/V TOM NEVERS (O.N. 643770).

Following the Authority's receipt of OTT's initial letter and a review of Authority's Licensing Policy, OTT revised its license request and submitted it on August 28, 2026. The revised proposal sought to provide a freight service between New Bedford and Martha's Vineyard. A copy of OTT's revised proposal is attached hereto as *Exhibit A*.

Within its latest proposal, OTT states that it "plans to focus on freight transportation from New Bedford to Martha's Vineyard with Motor Vessel Tom Nevers (formerly the Gay Head). We feel this service will add a public convenience, as it will alleviate the need for some of the large, wide load, odor emitting loads." This statement reflects the same information submitted within its license request for freight service to Nantucket.

Currently, two (2) alternate vessel operators' provider freight carriage from New Bedford to Martha's Vineyard in addition to the Authority's freight service from Woods Hole. The first operator is Tisbury Towing and Transportation, Inc. ("TTT"), which carries items that are unable to cross the Authority's transfer bridges because of their size (modular homes, petroleum in bulk, other bulk, break-bulk or containerized cargoes). TTT is not permitted or licensed to carry vehicles, unless said vehicles are carried in connection with and incidental to the carriage of the aforementioned bulk items. The second freight carrier is licensee 41 North Offshore, LLC ("41N"), which recently requested a renewal of its license to carry freight from New Bedford to both Nantucket and Martha's Vineyard.

ANALYSIS:

The following points summarize the policies, principles and standards that the Authority considers when evaluating requests under its licensing policy.

1. The Authority must make certain that the islands are always provided with adequate transportation.
2. The Authority must make certain that additional licensed services do not adversely affect its financial situation.
3. The Authority also shall consider the financial health of the "grandfathered" services when evaluating license requests.
4. Traffic growth is a concern that the Authority shall consider when evaluating license requests.
5. The Authority shall not grant any license request unless the carrier demonstrates that it is able to provide the proposed service.
6. The Authority shall consider the localized physical impacts of any proposed new service.

OTT's revised proposal addresses freight service from New Bedford to Martha's Vineyard and therefore, this analysis focuses solely on its proposal's impact on the Authority's operations on the Martha's Vineyard route.

The Authority provides Martha's Vineyard with adequate transportation of freight. Under its licensing policy, the Authority "shall consider whether there has been an expressed need for a proposed service by its potential patrons and the communities which would be served by it, especially when the service will be operating from a new port." Here, there has not been an expressed need indicated by any Martha's Vineyard-based customer or business. Further, 41N has not carried any freight to Martha's Vineyard since August 2024, when its freight license was amended to include service to Martha's Vineyard, as detailed in the table below. The apparent lack of demand indicates a lack of necessity for an additional freight license to be issued to OTT.

41 North Offshore's Freight License Accounting

YEAR	Nantucket	Martha's Vineyard	Notes
2022	12		License to Nantucket issued in June
2023	1		
2024	2	0	License amended to add MVY in August
2025	2	0	
2026	1	0	Through October 31st

OTT's license request for a freight service between New Bedford and Martha's Vineyard follows the Members' approval in July 2026 of a license to OTT for freight service between New

Bedford and Nantucket, which expires at the end of April 2027. To date, OTT has yet to operate any freight trips between New Bedford and Nantucket, nor has OTT indicated that the commencement of that service is imminent.

Based on the lack of identified need for additional freight service, lack of identified customer requests for service, coupled with the presence of other freight service providers including a current licensee, it is staff's recommendation that OTT's latest license request not be considered further. However, should circumstances change, the Authority should review additional freight service to Martha's Vineyard from New Bedford or any other mainland port with resources to support it.

RECOMMENDATION:

For the reasons stated above, it is the staff's recommendation that OTT's request to operate a licensed freight service between New Bedford and Martha's Vineyard not be further considered at this time.

_____
Alex Kryska
General Manager

Attachment – OTT's license request submitted on August 28, 2026

DRAFT

OFF SHORE
TUG & TRANSPORTATION
LLC

August 24, 2026

Mr. Alex Kryska
Woods Hole, Martha's Vinyard & Nantucket Steamship Authority
P.O. Box 284
Woods Hole, MA 02543

RE: Freight and Passenger Service – New Bedford, Mass. to Martha's Vineyard, Mass.

Subject: Request for License Agreement for Martha's Vineyard

Dear Mr. Kryska,

With great pleasure, Offshore Tug and Transportation, LLC submits the attached proposal in support of its request for a licensing agreement with the Woods Hole, Martha's Vinyard & Nantucket Steamship Authority's freight and passenger service between New Bedford, MA and Martha's Vineyard.

We respectfully request, for this proposal be put before the Port Council at the meeting on October 6, 2026 and at the Steamship Authority Board meeting on October 20,2026. We will be available to answer any questions at these times or anytime prior.

Respectfully,

Robert B. Our III
Member

24 GREAT WESTERN ROAD - HARWICH, MA 02645 - 508-432-0530

OFF SHORE
TUG & TRANSPORTATION
LLC

1.0 Overview:

Offshore Tug & Transportation LLC is requesting a licensing agreement for the ability to dock and unload at the Steamship Authority's Facilities in Martha's Vineyard.

Offshore Tug & Transportation LLC plans to focus on freight transportation From New Bedford to Martha's Vineyard with Motor Vessel Tom Nevers (formerly the Gay Head). We feel this service will add public convenience, as it will alleviate the need for some of the large, wide load, odor emitting loads.

2.0 Service:

Offshore Tug & Transportation LLC proposes to offer freight services between New Bedford and Martha's Vineyard. Offshore Tug & Transportation LLC will coordinate and schedule arrival and departure times on an as needed basis with the Steamship Authority Freight Coordinator – as we currently do for our tug & barge services.

3.0 Roles:

The Steamship Authority would serve as the arrival and departure terminal. Offshore Tug & Transportation LLC will utilize the Steamship Authority dock space for securing the vessel while in port, during loading and offloading of the vessel, and for trucks arriving for loading and offloading. The Steamship Authority will facilitate and operate the transfer bridge.

Due to the limited space available at the Steamship Authority Terminal, the vehicles being loaded and unloaded onto Offshore Tug & Transportation LLC vessels will immediately be loaded or unloaded and will vacate the property as quickly as possible to alleviate high traffic during peak times

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OFF SHORE
TUG & TRANSPORTATION
LLC

4.0 Route:

The Transit route between New Bedford and Martha's Vineyard will include Buzzards Bay, Vineyard Sound and Nantucket Sound.

5.0 Arrival & Departure Times:

Offshore Tug & Transportation LLC will coordinate any arrival and departure times with the appropriate person at Martha's Vineyard facility (similarly to how we coordinate barge delivery and unloading requests on Nantucket). Offshore Tug & Transportation LLC will coordinate any arrival and departures from the islands to prevent any impact on the Steamship Authority Activities.

We are requesting the availability of operating on three day a week basis (Monday, Wednesday and Friday) for one load a day. If we were to propose a time it would be arrival into Martha's Vineyard at 10 AM and a departure at 11 AM.

6.0 Vessels:

Offshore Tug & Transportation LLC intends to use the following vessel

1. M/V Tom Nevers (Formerly the Gay Head): 235' x 40' x 14.25'

With the vessels formerly owned and operated by the Steamship Authority, the vessel has a proven record of being equipped to use the steamship authority infrastructure.

Please find attached a copy of our COI.

7.0 Fee Structure:

Offshore Tug & Transportation LLC proposes a license fee structure similar to the license fee structure currently charged to non-Steamship Authority Vessels utilizing Steamship Authority facilities.

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OFF SHORE
TUG & TRANSPORTATION
LLC

8.0 Benefits of Issuing a Licensing Agreement:

- Increased Opportunities and additional revenue for the Steamship Authority.
- Decreased Traffic Impacts on the Woods Hole Terminal and Neighboring streets.

9.0 Identification of the individuals who have ownership interest in the carrier and, if applicable, a copy of the carrier's articles of organization:

The individuals with ownership interest in Offshore Tug & Transportation LLC are

Christopher Our, John Our, Hope Cleary, Robert B. Our III, Abigail Rose, Scott Our, Michael Hallam, Dan Lugosch, Ruan Lugosch and Peter Gulla.

10.0 Copies of the Carrier's Financial Statements for the three most recent fiscal years and a pro-form profit and loss statement for the service.

Requested tax documentation requested will be sent under separate cover as requested. Please keep the documentation confidential.

11.0 A description of the carrier's past business record and any further information about the carrier would like the Authority to consider when evaluating whether the carrier is fit, willing and able to provide the service.

Robert B. Our has successfully transported material, large equipment and problematic and odd shaped material and more for carious purpose over the years to the island of Martha's Vineyard.

We are restructuring how we handle transportation of materials to the islands , and decided it was time to have a stand-alone company.

24 GREAT WESTERN ROAD - HARWICH, MA 02645 - 508-432-0530

There is no change in our management, leadership and our proven record. We are just formalizing our side. We believe, based on our many years of experience, we have proven we are fit, willing and able to continue to provide these services.

12.0: The results of any market research engaged by the carrier pertaining to the service.

We have not done any formal market research. We have had conversations with community members, as well as local companies on and off island to gauge their needs to see if we can facilitate a mutually beneficial partnership.

13.0: Any information which the carrier would like the authority to consider when evaluating whether public convenience and necessity require the proposed service , including by not limited to statements of support by public officials and community organizations.

We strongly believe this will be beneficial partnership between OTT - SSA and our island partners.

24 GREAT WESTERN ROAD - HARWICH, MA 02645 - 508-432-0530

Agenda Item

5)d-
Island Commuter Corporation License Renewal

To Be Discussed

STAFF SUMMARY

Date: November 2, 2026 File# GM-000

TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept.: General Manager
				Author: Terence G. Kenneally – General Counsel
X	Board Members		Information	Subject: Plymouth & Brockton Street Railway Company's Request to Renew its License Agreement for Access to the Woods Hole Terminal

DRAFT

PURPOSE:

To consider the request by Plymouth & Brockton Street Railway Company ("P&B") to renew the terms of its license agreement for access to 1 Cowdry Road in Woods Hole, Massachusetts (the "Woods Hole terminal") for the purpose of picking up and dropping off its bus passengers during the terminal's normal operating hours.

BACKGROUND:

On October 27, 2026, the Authority received an email from P&B seeking to renew its license agreement that expires on December 31, 2026, which would permit it to continue to operate its passenger pick-up and drop-off services at the Woods Hole terminal through December 31, 2031. A copy of P&B's email is attached hereto.

At the Board's meeting on June 22, 2021, the Members authorized the General Manager to enter into a license agreement with P&B, which permitted P&B to utilize the Woods Hole terminal as a pick-up and drop-off location for P&B's passengers.

Since June 2021, the Authority has earned the following annual revenues as licensing fees from P&B:

License Fees	2021	2022	2023	2024	2025	2026*	Total
	$19,350	$44,459	$35,570	$35,665	$35,570	$26,667	$197,282

- Through October 28, 2026

Under the terms of the current license agreement, P&B pays daily licensing fees based upon the number of scheduled and approved trips to the terminal, typically between six and eight daily trips, as set forth in the following table.

Time Period	License Fee per Approved Scheduled Trip
January – March	**$ 15.90**
April – June	**$ 16.13**
July – September	**$ 16.80**
October – December	**$ 16.13**

The above-rate structure has been in place since 2021 with no changes.

The license agreement also includes Section XVII "Special Covenants Pertaining to the Licensor and all Bus Operators" and its Paragraph No. 4, which states

4. All bus operators shall work cooperatively to ensure the orderly and safe loading and unloading of passengers. During the term of any license agreement, there shall be no more than two (2) passenger buses permitted on the premises at any time in order to minimize congestion at the terminal. However, from May 9, 2022 through June 21, 2022, the number of buses permitted on the premises shall increase to no more than four (4) buses at any time in order to minimize congestion at the terminal subject to the Authority's further review on the impact that the increase has upon its operations.

   The parties agree that a violation of any provision above, shall constitute a "material term" of this License. Consequently, any bus operator who violates any of the foregoing Special Covenants shall be subject to termination and revocation of its license as set forth in Section VI of the License Agreement.

Since the inclusion of the aforementioned provision, the Authority's terminal staff have worked cooperatively with P&B to ensure orderly operations in Woods Hole. Despite a few operational reminders, P&B has been responsive when the number of buses on the property exceeds the agreed limits, or its drivers operate its buses in violation of the Authority's policies.

ANALYSIS

Staff recommend revisiting the daily license fees charged to P&B since they have not been adjusted since the inception of the license agreement in 2021. The Authority has incurred significant expenses in improving the infrastructure at the Woods Hole terminal, and operational costs have increased steadily since 2021. P&B has received benefits from improved access to the terminal. Accordingly, staff recommend renegotiating the daily license fees charged to P&B for its access to the terminal.

DRAFT

RECOMMENDATION:

For the reasons stated above, it is the staff's opinion that P&B's request to renew its current license for access to the Woods Hole terminal for the purpose of picking up and dropping off its bus passengers during the terminal's normal operating hours be favorably reviewed by the Members, but only if the parties agree to a new daily license fee structure as set forth in this Staff Summary.

_____
Terence G. Kenneally
General Counsel

_____
Alex T. Kryska
General Manager

Attachment - October 27, 2026, email from P&B

DRAFT

Terence Kenneally

From: John Cogliano <johncogliano86@gmail.com>
Sent: Tuesday, October 27, 2026 5:09 PM
To: Terence Kenneally
Cc: Alison Fletcher; Alex Kryska
Subject: Re: License Agreement SSA & P&B Bus CO

Hi Terence,

I hope you are well. Yes, P&B is seeking to renew the license agreement. Can we have the license agreement renew automatically every year? That is what the MBTA does for access agreements for MBTA stations. If not, can we have a term of five years? Please let me know your thoughts and what next steps are needed for this process. Thank you.

Best regards,
John

On Tue, Oct 27, 2026, 4:57 PM Terence Kenneally <tkenneally@steamshipauthority.com> wrote:

> John,
>
> I hope this note find you well.
>
> The Authority's License Agreement with P&B expires on December 31, 2026.
>
> Is P&B seeking to renew the license agreement? If so, what is the requested term? We will need to review any license renewal with our port council and board at their forthcoming meetings in November and/or December.
>
> Thank you,
>
> Terence
>
> Terence G. Kenneally

General Counsel

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

228 Palmer Avenue

Falmouth, MA 02540

Tel: (508) 548-5011 ext. 301

Fax: (508) 289-5301

Email: tkenneally@steamshipauthority.com



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STAFF SUMMARY

Date: November 2, 2026 File# GM-000

TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept.: General Manager
				Author: Terence G. Kenneally – General Counsel
X	Board Members		Information	Subject: Peter Pan Bus Lines, Inc.'s Request to Renew its License Agreement for Access to the Woods Hole Terminal

DRAFT

PURPOSE:

To consider the request by Peter Pan Bus Lines, Inc. ("Peter Pan") to renew the terms of its license agreement for access to 1 Cowdry Road in Woods Hole, Massachusetts (the "Woods Hole terminal") for the purpose of picking up and dropping off its bus passengers during the terminal's normal operating hours.

BACKGROUND:

On October 29, 2026, the Authority received an email from P&B seeking to renew its license agreement that expires on December 31, 2026, which would permit it to continue to operate its passenger pick-up and drop-off services at the Woods Hole terminal. Peter Pan seeks an extension for "the longest term acceptable to the Authority." A copy of Peter Pan's email is attached hereto.

On July 30, 2021, the Authority entered into a license agreement with Peter Pan, which permitted Peter Pan to utilize the Woods Hole terminal as a pick-up and drop-off location for Peter Pan's passengers.

Since 2021, the Authority has earned the following annual revenues as licensing fees from Peter Pan:

License Fees	2021	2022	2023	2024	2025	2026*	Total
	$21,958	**$59,283**	**$59,283**	**$59,443**	**$59,283**	**$44,444**	**$303,697**

- Through September 30, 2026

Under the terms of the current license agreement, Peter Pan pays daily licensing fees based upon the number of scheduled and approved trips to the terminal, typically ten (10) daily trips, as set forth in the following table.

Time Period	License Fee per Approved Scheduled Trip
January – March	**$ 15.90**
April – June	**$ 16.13**
July – September	**$ 16.80**
October – December	**$ 16.13**

The above-rate structure has been in place since 2021 with no changes.

The license agreement also includes Section XVII "Special Covenants Pertaining to the Licensor and all Bus Operators" and its Paragraph No. 4, which states

> 4. All bus operators shall work cooperatively to ensure the orderly and safe loading and unloading of passengers. During the term of any license agreement, there shall be no more than two (2) passenger buses permitted on the premises at any time in order to minimize congestion at the terminal. However, from May 9, 2022 through June 21, 2022, the number of buses permitted on the premises shall increase to no more than four (4) buses at any time in order to minimize congestion at the terminal subject to the Authority's further review on the impact that the increase has upon its operations.
>
> The parties agree that a violation of any provision above, shall constitute a "material term" of this License. Consequently, any bus operator who violates any of the foregoing Special Covenants shall be subject to termination and revocation of its license as set forth in Section VI of the License Agreement.

Since the inclusion of the aforementioned provision, the Authority's terminal staff have worked cooperatively with Peter Pan to ensure orderly operations in Woods Hole. Despite staff's best efforts, Peter Pan has often been unresponsive when issues have occurred such as the number of buses on the property exceeding the agreed limits, or its drivers operating its buses in violation of the Authority's policies. Despite these concerns, the Authority's staff remains committed to working with Peter Pan to provide this vital transportation connection for their joint customers.

ANALYSIS

Staff recommend revisiting the daily license fees charged to Peter Pan since they have not been adjusted since the inception of the license agreement in 2021. The Authority has incurred significant expenses in improving the infrastructure at the Woods Hole terminal, and operational costs have increased steadily since 2021. Peter Pan has received benefits from improved access to the terminal. Accordingly, staff recommend renegotiating the daily license fees charged to Peter Pan for its access to the terminal.

DRAFT

RECOMMENDATION:

For the reasons stated above, it is the staff's opinion that Peter Pan's request to renew its current license for access to the Woods Hole terminal for the purpose of picking up and dropping off its bus passengers during the terminal's normal operating hours be favorably reviewed by the Members, but only if the parties agree to a new daily license fee structure as set forth in this Staff Summary.

_____
Terence G. Kenneally
General Counsel

_____
Alex T. Kryska
General Manager

Attachment - October 29, 2026, email from Peter Pan

DRAFT

Terence Kenneally

From: Frank Dougherty <frankd@peterpanbus.com>
Sent: Thursday, October 29, 2026 8:34 PM
To: Terence Kenneally
Cc: Alison Fletcher; Alex Kryska
Subject: Re: Authority's License Agreement with Peter Pan

Yes absolutely! Sorry for the late response I have been traveling with limited access to the internet.

Our preference would be to request the longest term acceptable to the Authority. We've been partners for decades and would like to continue that relationship well into the future.

Again my apologies for the late response.

Regards,

Frank Dougherty
C.O.O.
Peter Pan Bus Lines Inc.
Cell #401-569-2439
Sent from my iPhone

> On Oct 29, 2026, at 2:47 PM, Terence Kenneally <tkenneally@steamshipauthority.com> wrote:
>
> Frank,
>
> We are hoping to place Peter Pan's license renewal on next Tuesday's Port Council agenda. Can you confirm Peter Pan's interest in renewing?
>
> Thank you,
>
> Terence
>
> ---
>
> **From:** Terence Kenneally
> **Sent:** Tuesday, October 27, 2026 4:58 PM
> **To:** 'Frank Dougherty' <frankd@peterpanbus.com>
> **Cc:** Alison Fletcher <afletcher@steamshipauthority.com>; Alex Kryska <akryska@steamshipauthority.com>
> **Subject:** Authority's License Agreement with Peter Pan
>
> Frank,
>
> I hope this note find you well.

The Authority's License Agreement with Peter Pan expires on December 31, 2026.

Is Peter Pan seeking to renew the license agreement? If so, what is the requested term? We will need to review any license renewal with our port council and board at their forthcoming meetings in November and/or December.

Thank you,

Terence

Terence G. Kenneally
General Counsel
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
228 Palmer Avenue
Falmouth, MA 02540
Tel: (508) 548-5011 ext. 301
Fax: (508) 289-5301
Email: tkenneally@steamshipauthority.com

<image001.jpg>

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Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Draft October 27, 2026

2027 PORT COUNCIL MEETING SCHEDULE*

The Steamship Authority Port Council meets monthly, generally on the first Tuesday of each month.

Date	City/Town	Location**	Time
Tuesday, January 5, 2027	Falmouth	SSA Admin Offices	9:00 a.m.
Tuesday, February 2, 2027	Hyannis	SSA Terminal 2nd Floor	9:00 a.m.
Tuesday, March 2, 2027	Falmouth	SSA Admin Offices	9:00 a.m.
Tuesday, April 6, 2027	Hyannis	SSA Terminal 2nd Floor	9:00 a.m.
Tuesday, May 4, 2027	Falmouth	SSA Admin Offices	9:00 a.m.
Tuesday, June 1, 2027	Hyannis	SSA Terminal 2nd Floor	9:00 a.m.
Tuesday, July 6, 2027	Falmouth	SSA Admin Offices	9:00 a.m.
Tuesday, August 3, 2027	Hyannis	SSA Terminal 2nd Floor	9:00 a.m.
Tuesday, September 7, 2027	Falmouth	SSA Admin Offices	9:00 a.m.
Tuesday, October 5, 2027	Hyannis	SSA Terminal 2nd Floor	9:00 a.m.
Tuesday, November 2, 2027	Falmouth	SSA Admin Offices	9:00 a.m.
Tuesday, December 14, 2027	Hyannis	SSA Terminal 2nd Floor	9:30 a.m.

**Schedule subject to change. **All meetings will be open to the public and made accessible via remote videoconferencing.*

DRAFT