

**MINUTES  
OF THE  
WOODS HOLE, MARTHA'S VINEYARD  
AND NANTUCKET STEAMSHIP AUTHORITY**

**The Meeting in Public Session**

**March 21, 2025**

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met at 9:30 a.m. Friday, March 21, 2025, in the first-floor conference room (Room 103) of the Authority's Administrative Offices, 228 Palmer Avenue, Falmouth. All five (5) Members were present: Chair James M. Malkin of Dukes County; Vice Chair Peter J. Jeffrey of Falmouth; Secretary Moira E. Tierney of New Bedford; and Members Robert F. Ranney of Nantucket and Robert R. Jones of Barnstable. Ms. Tierney and Mr. Ranney participated via Zoom videoconferencing.

Port Council Secretary Gregory R. Egan of Barnstable observed the meeting via Zoom, while member John F. Cahill was present. The following staff members were also present: General Manager Robert B. Davis; General Counsel Terence G. Kenneally; Treasurer/Comptroller Mark K. Rozum; Chief Operating Officer Mark H. Amundsen; Communications Director Sean F. Driscoll; Director of Shoreside Operations Alison A. Fletcher; Port Captain Paul F. Hennessy; Director of Human Resources Janice L. Kennefick; Director of Information Technologies Stephen M. Colman; and Director of Engineering and Maintenance Zachary A. Lawrence.

Moment of Silence:

Mr. Davis thanked the Board for their consideration for moving the meeting on short notice from its originally scheduled day. He then noted the passing of Tom Cahir, administrator of the Cape Cod Regional Transit Authority. Mr. Cahir's extensive history working on transportation matters on the state and local levels led to many improvements, noting specifically that it was his vision to bring the Authority into the fold of the Cape's data reporting to the National Transit Database. Since then, tens of millions of additional dollars in federal funding have been allocated to both the region and to the Steamship Authority. He clearly was a friend and ally to the Steamship Authority.

Mr. Davis extended the Authority's condolences to the entire Cahir family and friends. The attendees then joined together in a moment of silence in Mr. Cahir's memory.

Video and Audio Recording of Today's Meeting:

Mr. Malkin announced Mr. Driscoll and Falmouth Community Television were making an audio and video recording of the meeting; Louisa Hufstader (representing the *Vineyard Gazette*), Devin Ankeney (representing the *Falmouth Enterprise*), Jason Graziadei (representing the *Nantucket Current*); Kai Quigley (representing the *Nantucket Inquirer and Mirror*); and Daniel Greenman (representing the *Martha's Vineyard Times*) indicated they were making audio recordings of the meeting.

Statement Regarding Remote Participation:

Mr. Malkin announced that, pursuant to Section 20 of Chapter 20 of the Acts of 2021, as amended, Ms. Tierney and Mr. Ranney were participating in the meeting remotely because their physical attendance would be unreasonably difficult. Ms. Tierney and Mr. Ranney were participating in the meeting by the Zoom videoconferencing app and all members will be clearly audible to each other.

As a result of the remote participation, any and all votes taken by the Members shall be by roll call vote, he said.

Minutes:

**IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Jones – to approve the minutes of the Board's February 18, 2025, meeting in public session.**

| <u>VOTING</u> | <u>AYE</u>   | <u>NAY</u>        |
|---------------|--------------|-------------------|
| Mr. Malkin    | 35 %         |                   |
| Mr. Jeffrey   | 10 %         |                   |
| Ms. Tierney   | 10 %         |                   |
| Mr. Ranney    | 35 %         |                   |
| Mr. Jones     | <u>10 %</u>  | <u>          </u> |
| <b>TOTAL</b>  | <b>100 %</b> | <b>0 %</b>        |

*M/V Aquinnah and M/V Monomoy status:*

Mr. Amundsen presented an update on the conversions of the *M/V Aquinnah* and *M/V Monomoy* underway at Alabama Shipyard in Mobile, Alabama. Recent milestones for the *M/V Aquinnah* include the completion of the bridge console, engine overhauls, and passenger lounge. It is expected the vessel will depart Alabama in early April for transit to the Authority's Vessel Maintenance Facility in Fairhaven. Recent milestones for the *M/V Monomoy* include the installation of the sponsons, stern ramp, subdivision bulkheads, and final welding of the bow and stern sections.

Mr. Malkin said, while he's always been mindful of the efficiencies of having multiple, identical vessels, it did not occur to him that the same would be true in terms of the conversions of the vessels. Mr. Amundsen agreed and said the Authority was not waiting for construction drawings and the people doing the work knew how to do it based on their prior experience.

*M/V Iyanough Dry Dock:*

Mr. Lawrence presented an update on the dry dock of the *M/V Iyanough* at Fairhaven Shipyard in Fairhaven, Massachusetts, and subsequent repairs at the Vessel Maintenance Facility. The vessel was transferred back into the water February 26, 2025; since then, the No. 3 engine was removed and replaced by Authority personnel. Sea trials are expected early next week before the vessel goes back into service on March 26, 2025. The total project cost, with change orders, is approximately \$578,863.

Mr. Jeffrey asked where the Authority was on the useful life of the vessel and what maintenance should be expected moving forward. Mr. Lawrence said the Authority takes the vessel out of the water for several months each year and has performed extensive work on the coatings and underwater superstructure of the vessel. The aluminum on the vessel does not degrade like steel does, he said. In 2027, the Authority will swap out engine Nos. 1 and 2 per its planned maintenance schedule. In the last few years, the Authority has done extensive work with the vessel's jets. A big item in the next dry dock will be removing the pipe trunk from the stern so the bulkhead behind it can be reviewed. Overall, he said, the vessel is in good shape.

Mr. Malkin said he hoped the many people in the audience would understand the depth and expertise of the Authority in these matters.

M/V Woods Hole Dry Dock:

Mr. Amundsen presented an update on the dry dock of the *M/V Woods Hole*, which was recently completed at Thames Shipyard in New London, Connecticut. Highlights of the work included rub rail repairs, removal and servicing of the propeller, and repairs to the bow thrusters. The vessel has now returned to the Fairhaven Vessel Maintenance Facility. The total project cost, with change orders, is \$1,229,236.

Mr. Amundsen noted that a bow thruster oil analysis had led engineering staff to inspect and replace an engine bearing that, had it not been dealt with during dry dock, would have put the vessel out of service for several days. He commended the engineering and maintenance staff for their foresight in performing the analysis and said it was a good example of the preventative maintenance the Authority does on its vessels. Mr. Jones asked how often that analysis was done; Mr. Amundsen said quarterly.

Mr. Jeffrey said it would be helpful to have a tally of maintenance costs related to the shoaling in Hyannis Harbor to make the Authority's case for the need for dredging. Capt. Hennessy noted that, thanks to recent advocacy efforts, Hyannis Harbor was now No. 1 on the U.S. Coast Guard's list for dredging needs. While that does not necessarily equate to the U.S. Army Corps of Engineers' list, it was still a significant step.

Woods Hole Terminal Reconstruction Project:

Mr. Davis shared an update on the Woods Hole Terminal Reconstruction Project. Recent milestones for the terminal building included the west building wall concrete pour; installation of the under-slab utilities; and ongoing installation of the under-slab utilities. The concrete perimeter walls are about fifty percent (50%) complete, and structural steel erection is scheduled to begin in April, although staff has recently received word that the start may be delayed until May. Progress at the utility building included various piping installations; the installation of the steel for one of the staircases; and ongoing mechanical, electrical, plumbing, and fire protection installation.

To date, 270 emails have been sent with updates to the project.

Reservation System Request for Responses Issuance:

Mr. Davis presented an update on the Request for Responses (RFR) for the new reservation system. The RFR was issued on December 10, 2024, and nine (9) submittals were received by the February 21, 2025, deadline. The evaluation team is independently reviewing each proposal and will start to meet next week to discuss the proponents. Following those meetings, demonstrations will be arranged with the leading proponents.

Mr. Jones asked how the proposals will be evaluated; Mr. Rozum said there is a set of criteria in different categories that will be evaluated using a grading system before each member of the evaluation team issues an overall grade.

Mr. Jeffrey asked when the Board can expect to have a recommendation; Mr. Rozum said the evaluation team is meeting the following week, so it is a matter of coordinating schedules with the leading proponents for demonstrations. Tom Innis with Gibbous LLC noted those can take some time to coordinate. Mr. Jeffrey asked if those demos could be observed by the Board; Mr. Rozum said it would depend on how many Members wished to do so due to Open Meeting Law considerations.

Mr. Jeffrey noted this was not just an IT system but a modernization of the Authority's business practices. Not only does the Authority need to determine what amount of external assistance it needs for the implementation but it needs to develop its business rules and standard operating procedures to make data-driven decisions. He noted that Gibbous has the expertise and he would like to see the matter of support discussed at the next Board meeting. Mr. Malkin said he has been very impressed with Gibbous' work. Mr. Rozum said the Authority will definitely need outside assistance on the project.

M/V Barnstable Performance Update:

Mr. Amundsen, Capt. Hennessy, and Mr. Davis reviewed updates on the *M/V Barnstable* service. The vessel has more consistently been meeting service speeds and expected drafts under various conditions. Deck loading times have continued to improve, although training and an extended learning curve are to be expected as the season progresses. Staff also shared a replay via Marine Tracker of a recent trip of the vessel showing that it was meeting expected speeds.

In response to questions from Mr. Malkin, Capt. Hennessy noted this vessel had a wider beam than the other freight vessels, which was creating a

different loading pattern. That will change again as more passenger cars travel on the vessel, but overall the situation is much improved.

Mr. Jeffrey asked when a standard operating procedure for loading the vessel will be created and how that will be implemented to all the crews; Capt. Hennessy said it was too early to say that the procedures were finalized. He noted the learning curve happens fast, as was evidence by the decreased turnaround times.

Mr. Jones asked if the captains were having positive feedback from the three (3) bow thrusters; Capt. Hennessy said they were, and the maneuverability at the dock was much improved.

Selection of the Executive Search Firm for the General Manager Position:

Ms. Kennefick noted the General Manager Search Committee had met on March 4, 2025, and each of the four (4) committee members shared their insights and evaluations of the final four (4) executive search firms: Frank Jay Associates of Texas, Flagship Management of Florida, Stonefort Maritime & Talent from England, and Faststream Recruitment Group from England.

After interviewing each firm and conducting thorough discussions and considerations of each firm's strengths, expertise, and alignment with the organization's needs, the search committee reached a unanimous consensus in favor of recommending Faststream Recruitment Group as the preferred partner for the general manager candidate search process, she said.

The decision to recommend Faststream Recruitment Group was influenced by their specialized experience in maritime talent recruitment, strong track record of successful placements, and their understanding of the unique challenges and opportunities within the ferry transportation industry, she said.

Mr. Jones said it was an interesting experience and all of the firms could have taken the job, as they were all qualified and answered the questions well. Faststream came after a lot of deliberations, he added. Mr. Malkin agreed and said it was a thorough and arduous process, and he was pleased that the search committee came to a unanimous decision.

At approximately 10:22 a.m., Ms. Tierney stepped away from the meeting.

**IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Jeffrey – to authorize the general manager to enter into negotiations for a professional services contract with Faststream Recruitment Group for the purpose of recruiting general manager candidates to fill the role upon the current general manager’s forthcoming departure, as proposed in Staff Summary #HR-2025-01, dated March 14, 2025.**

| <u>VOTING</u> | <u>AYE</u>  | <u>NAY</u>        |
|---------------|-------------|-------------------|
| Mr. Malkin    | 35 %        |                   |
| Mr. Jeffrey   | 10 %        |                   |
| Mr. Ranney    | 35 %        |                   |
| Mr. Jones     | <u>10 %</u> | <u>          </u> |
| <b>TOTAL</b>  | <b>90 %</b> | <b>0 %</b>        |

Ms. Tierney was not present for the vote.

Inclusion of a Non-Voting Public Member  
to the General Manager Search Process:

At approximately 10:25 a.m., Ms. Tierney returned to the meeting.

Mr. Malkin said the Board has received requests from the community to have a nonvoting member be part of the search process. He said he was not sure why people wanted this other than it was thought it might make a more transparent or inclusive search process, or that there was a sense that Board Members were “insiders” and not as open as they could be. He said he has already received three (3) resumes from community members, so he was putting it up for discussion.

Mr. Jones said adding a non-voting member like this was “unprecedented” and he did not want to start such a precedent today.

**IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Ranney – to table the matter of the addition of a non-voting member to the General Manager Search Committee.**

| <u>VOTING</u> | <u>AYE</u>   | <u>NAY</u>        |
|---------------|--------------|-------------------|
| Mr. Malkin    | 35 %         |                   |
| Mr. Jeffrey   | 10 %         |                   |
| Ms. Tierney   | 10%          |                   |
| Mr. Ranney    | 35 %         |                   |
| Mr. Jones     | <u>10 %</u>  | <u>          </u> |
| <b>TOTAL</b>  | <b>100 %</b> | <b>0 %</b>        |

Discussion of the Formation of an IT Executive Steering Committee:

Mr. Jeffrey said, in late 2024, the Board discussed the need for a Member to have more focus and interest in the reservation system project. Informally, since then, he said he and Mr. Cahill have been meeting regularly with management responsible for drafting the RFR and the next steps for implementation. Based on those discussions and on the advice of the counsel, the executive steering committee should be formalized as a Board committee to demonstrate the importance of the project and subject it to the Open Meeting Law. Therefore, he was proposing the Board create such a committee to oversee the selection of the vendor, to make recommendations to the Board, to oversee the implementation of the contract, and to oversee the revision of the business rules. The body would have three (3) members, he added, and would sunset three (3) months after full implementation of the reservation system.

Mr. Davis noted that the Board could create the committee and name Mr. Jeffrey as its representative, but it would be up to the Port Council to name its representatives to the body.

**IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Ranney – to create an IT Executive Steering Committee and name Mr. Jeffrey as its representative to that body.**

| <u>VOTING</u> | <u>AYE</u>   | <u>NAY</u>        |
|---------------|--------------|-------------------|
| Mr. Malkin    | 35 %         |                   |
| Mr. Jeffrey   | 10 %         |                   |
| Ms. Tierney   | 10 %         |                   |
| Mr. Ranney    | 35 %         |                   |
| Mr. Jones     | <u>10 %</u>  | <u>          </u> |
| <b>TOTAL</b>  | <b>100 %</b> | <b>0 %</b>        |



Results of Operations:

Mr. Rozum reviewed the results of the January 2025 business summary via a PowerPoint presentation, which showed the Authority carried more passengers (up 5.1%), more vehicles under twenty (20) feet (up 3.7%) and more freight trucks over twenty (20) feet (up 1.6%) than in the same month in 2024.

During the month of January 2025, the Authority's vessels were budgeted to make a combined 1,622 trips, of which zero (0) were canceled for mechanical reasons on the Martha's Vineyard route and four (4) were canceled for mechanical reasons on the Nantucket route, he said.

In January 2025, the Authority's operating revenue was approximately \$6,041,000, and its operating expenses were approximately \$11,063,000, that, when combined with other income and income deductions, resulted in a net operating loss of \$4,994,000, about \$951,000 less than budgeted, he said.

Preliminary traffic data for February 2025 shows that the Authority carried fewer passengers (down 6.8%), fewer vehicles of all sizes (down 6.7%), he said.

Mr. Jeffrey said a deeper analysis needs to be done for the 2026 Operating Schedules regarding trip consolidation and whether or not schedules are matching reality. Having a schedule that is consistent and reliable is what the traveling public wants, and making them scramble due to a consolidation is not ideal. Mr. Rozum noted that was under review.

Mr. Davis noted that historically those last trips had always been listed as optional, but there has been a shift in the last few years to putting those trips in the system and then canceling them. He noted the Authority should go with the former and not the latter.

Mr. Jones noted if he was running a private ferry system he would standardize the schedule and people would have to realize they were not all going to get on the morning trip.

Mr. Ranney said he would hesitate to cut back on the schedule, but he said going back to the method of listing the trips as optional so they would not have to be consolidated might be the way to go.

Mr. Malkin asked if any trends have appeared thus far that give Mr. Rozum concern. Mr. Rozum said the overall economy and the effects that it will have on discretionary spending, but it was too early to say if it should be setting off alarm bells. Mr. Davis noted the sample size of operations right now was small, and he was “cautiously optimistic” about this year.

Request for Authorization to Execute Change Order  
No. CCO-050 to Contract No. 19-2022-C with Alabama Shipyard LLC:

Mr. Davis noted that, when this contract was presented at the June 2024 Board meeting, the overhaul of two (2) CAT 3516 main engines was included in “owner furnished materials, subcontractors and spares” for \$325,294. The February 2025 quote from Force Power Systems, an authorized agent of Louisiana Caterpillar, was \$351,775, or \$26,481 higher than the spring 2024 quote used in the budget. During the inspection of the engines, it was found that additional fuel and water hoses were required to be replaced resulting in an additional \$17,436 in costs.

In response to questions from the Board, Mr. Amundsen noted that increased costs were already being seen due to the national policy changes.

**IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Jones – to authorize the general manager to execute Change Order CCO-050 under Contract No. 19-2022-C, Motor Vessel Conversion, Freight Deck Extensions, Associated Machinery Modifications, Drydocking and Overhaul services for the *M/V Monomoy*, for the overhaul of two (2) main propulsion engines, including parts and labor, by certified Caterpillar mechanics to Alabama Shipyard of Mobile, Alabama, for \$424,594, as proposed in Staff Summary #ENG-2025-02, dated March 14, 2025.**

| <u>VOTING</u> | <u>AYE</u>   | <u>NAY</u> |
|---------------|--------------|------------|
| Mr. Malkin    | 35 %         |            |
| Mr. Jeffrey   | 10 %         |            |
| Ms. Tierney   | 10 %         |            |
| Mr. Ranney    | 35 %         |            |
| Mr. Jones     | 10 %         |            |
| <b>TOTAL</b>  | <b>100 %</b> | <b>0 %</b> |

Request for Authorization to Execute Change Order  
No. CCO-051 to Contract No. 19-2022-C with Alabama Shipyard LLC:

When Contract No. 19-2022-C was presented at the June 2024 Board meeting, overhaul of three (3) CAT C18 auxiliary engines was included in owner furnished materials, sub-contractors & spares for \$139,074. The February 2025 quote from Force Power Systems, an authorized agent of Louisiana Caterpillar, was \$145,589, or \$6,515 higher than the spring 2024 quote used in the budget. During the inspection of the engines, it was found that additional fuel and water hoses were required to be replaced resulting in an additional \$29,342 in costs for the three (3) engines.

**IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Jones – to authorize the general manager to execute Change Order CCO-051 under Contract No. 19-2022-C, Motor Vessel Conversion, Freight Deck Extensions, Associated Machinery Modifications, Drydocking and Overhaul services for the *M/V Monomoy*, for the overhaul of three (3) main propulsion engines, including parts and labor, by certified Caterpillar mechanics to Alabama Shipyard of Mobile, Alabama, for \$201,172, as proposed in Staff Summary #ENG-2025-03, dated March 14, 2025.**

| <u>VOTING</u> | <u>AYE</u>   | <u>NAY</u> |
|---------------|--------------|------------|
| Mr. Malkin    | 35 %         |            |
| Mr. Jeffrey   | 10 %         |            |
| Ms. Tierney   | 10 %         |            |
| Mr. Ranney    | 35 %         |            |
| Mr. Jones     | 10 %         |            |
| <b>TOTAL</b>  | <b>100 %</b> | <b>0 %</b> |

Request for Authorization to Purchase Parts and  
Conversion Services of Brunvoll Thrusters for the *M/V Monomoy*:

Mr. Davis said the (2) two main propulsion shafts on the *M/V Monomoy* were removed from the vessel at Alabama Shipyard during the conversion period under Contract No. 19-2022-C. The shafts were sent to Ships Machinery International of Miami, Florida, for overhaul and repairs.

When Contract No. 19-2022-C was presented at the June 2024 Board meeting, overhaul of the shafts was included in “owner furnished materials, subcontractors & spares” for two (2) separate line items: shaft removal and installation for \$74,319; and shaft couplings, removal and rebuild and other services for \$80,000, for a total of \$154,319. During the inspection of the shafts, it was found replacement of damaged parts and labor were required that totaled \$120,932.64.

Mr. Amundsen noted that the order of the vessel conversions was flipped because the *M/V Monomoy* would require the shafts to be pulled, whereas the *M/V Barnstable* and *M/V Aquinnah* did not.

**IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Jones – to authorize the general manager to execute Purchase Orders 0039725 and 0039703 to Ships Machinery International of Miami, Florida, the sole-source vendor in North America for Brunvoll of Norway, for a total of \$120,932.64 as proposed in Staff Summary #ENG-2025-04, dated March 14, 2025.**

| <u>VOTING</u> | <u>AYE</u>   | <u>NAY</u> |
|---------------|--------------|------------|
| Mr. Malkin    | 35 %         |            |
| Mr. Jeffrey   | 10 %         |            |
| Ms. Tierney   | 10 %         |            |
| Mr. Ranney    | 35 %         |            |
| Mr. Jones     | 10 %         |            |
| <b>TOTAL</b>  | <b>100 %</b> | <b>0 %</b> |

Request for Authorization to Execute Change Order No. 2 to Contract No. 14-2022 with Raftelis Financial Consultants Inc.:

Mr. Davis said, at the December 2022 Board meeting, the Members voted to award Contract No. 14-2022, Consulting Services to Develop a Strategic Plan for the Steamship Authority, to Raftelis in the amount of \$230,000. In January 2024, the Members voted to execute Raftelis Change Order No. 1, Proposal for Strategic Plan Implementation Support, in the amount of \$135,000.

As the support agreement nears its conclusion, Raftelis has provided a second change order for ongoing implementation support. The proposed scope of work will include:

- 1) Updating the implementation plan;
- 2) Facilitating the strategic initiatives review and development with the Board and Port Council;
- 3) Supporting the implementation teams; and
- 4) Providing leadership transition support.

Mr. Davis noted that this matter was to accompany the review of the strategic initiatives, but that was postponed due to the change in the scheduled Board and Port Council joint meeting. Mr. Malkin said he would like that to be rescheduled for May 2025.

Mr. Jeffrey said he cannot remember the last time there was a report on the implementation of this work and he was “very uncomfortable” voting in favor of this work when he had no idea what work has been provided. He said he would like to hold off on voting on this matter, but Mr. Davis noted that the current agreement expires at the end of March. Mr. Jones said it seemed this next phase was needed to close the matter out.

**IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Ranney – to authorize the general manager to execute Change Order No. 2 for continued support for Contract No. 14-2022, Consulting Services to Develop a Strategic Plan for the Steamship Authority, with Raftelis Financial Consultants Inc. of Cincinnati, Ohio, at a total fixed fee cost of \$75,000, as proposed in Staff Summary #GM-804, dated March 17, 2025.**

| <u>VOTING</u> | <u>AYE</u>  | <u>NAY</u>    |
|---------------|-------------|---------------|
| Mr. Malkin    | 35 %        |               |
| Mr. Jeffrey   |             | 10 %          |
| Ms. Tierney   | 10 %        |               |
| Mr. Ranney    | 35 %        |               |
| Mr. Jones     | <u>10 %</u> | <u>      </u> |
| <b>TOTAL</b>  | <b>90 %</b> | <b>10 %</b>   |

Request for Authorization to Execute a  
Managed Services Support Agreement with iMarc:

Mr. Davis noted the Steamship Authority is reliant upon the current iMarc website until a replacement solution for the reservation system is selected and put into production. The user interface, functionality and performance of the

website must be maintained and, where necessary, improved upon to support the needs of the traveling public who do business throughout the year.

Mr. Colman noted the agreement would cover required maintenance, enhancements, ad hoc requests, and for the year-end load testing ahead of the general openings.

**IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Jones – to authorize the general manager to execute a managed services support agreement with iMarc, covering the period April 2025 – December 2025 for a total cost of \$258,300, as proposed in Staff Summary #MIS-2025-05, dated March 14, 2025.**

| <u>VOTING</u> | <u>AYE</u>   | <u>NAY</u>    |
|---------------|--------------|---------------|
| Mr. Malkin    | 35 %         |               |
| Mr. Jeffrey   | 10 %         |               |
| Ms. Tierney   | 10 %         |               |
| Mr. Ranney    | 35 %         |               |
| Mr. Jones     | <u>10 %</u>  | <u>      </u> |
| <b>TOTAL</b>  | <b>100 %</b> | <b>0 %</b>    |

Old and New Business:

Mr. Davis noted the 30-day preferred reservation option was close to being rolled out for customers, in addition to the one- and seven-day preferred spaces.

Mr. Davis noted that transfer bridge replacements at Vineyard Haven would be put off until the fall due to some issues with fabrication, but staff was working with the vendor on a plan to see if Nantucket can be done prior to the summer.

In response to a question from Mr. Malkin, Mr. Davis said it was premature to inspect Oak Bluffs for needed repairs due to weather damage and that would be done in April.

Public Comment:

Mr. Malkin asked if there was any public comment, but none was offered.

At 11:09 a.m., Mr. Malkin asked for a motion to go into executive session to discuss and review the minutes of the Authority's meeting in executive session on February 18, 2025, and to discuss the Authority's strategies with respect to real estate, collective bargaining negotiations, and security issues because a public discussion of these matters may have a detrimental effect on the Authority's negotiating and bargaining positions. These matters include:

- Town of Barnstable's easement request at the Authority's Hyannis Terminal;
- 31 Easy Street, Nantucket, Massachusetts;
- Proposed lease renewal with the Town of Barnstable and Cape Cod Gateway Airport for 30 Brooks Road, Hyannis, Massachusetts;
- Anticipated and ongoing negotiations with Teamsters Local No. 59 and MEBA's District No. 1-PCD;
- Discussion with respect to a tentative collective bargaining agreement with Teamsters Union Local No. 59 governing the terms and conditions of employment with the Authority's parking attendants and bus drivers;
- Discussion with respect to a tentative collective bargaining agreement with Teamsters Union Local No. 59 governing the terms and conditions of employment with the Authority's security employees; and
- Deployment of security personnel or devices and related strategies.

The public disclosure of any more information with respect to these matters would compromise the purposes for which the executive session is being called. After the conclusion of the executive session, the Board will not reconvene in public.

**IT WAS VOTED – upon a motion by Ms. Tierney, seconded by Mr. Jones, to enter executive session to review the minutes of the Authority's meeting in executive session on February 18, 2025, and to discuss the Authority's strategies with respect to real estate, collective bargaining negotiations, and security issues.**

| <u>VOTING</u> | <u>AYE</u>   | <u>NAY</u>        |
|---------------|--------------|-------------------|
| Mr. Malkin    | 35 %         |                   |
| Mr. Jeffrey   | 10 %         |                   |
| Ms. Tierney   | 10%          |                   |
| Mr. Ranney    | 35 %         |                   |
| Mr. Jones     | <u>10 %</u>  | <u>          </u> |
| <b>TOTAL</b>  | <b>100 %</b> | <b>0 %</b>        |

A TRUE RECORD

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MOIRA E. TIERNEY, Board Secretary



**Documents and Exhibits Used at the**  
**March 21, 2025, Meeting in Public Session of the Board of the**  
**Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**

1. March 21, 2025, Meeting Agenda, posted March 17, 2025 (revised).
2. Statement regarding remote participation.
3. Video and audio recording announcement.
4. Minutes of the meeting in public session on February 18, 2025 (draft).
5. Presentation, *M/V Aquinnah* and *M/V Monomoy* conversion at Alabama Shipyard, dated March 21, 2025.
6. Presentation, *M/V Iyanough* Dry Dock at Fairhaven Shipyard, dated March 21, 2025.
7. Presentation, *M/V Woods Hole* Dry Dock at Thames Shipyard, dated March 21, 2025.
8. Presentation, Woods Hole Terminal Reconstruction Project, dated March 21, 2025.
9. Presentation, *M/V Barnstable* Performance Update, dated March 21, 2025.
10. January 2025 Business Summary.
11. Presentation, January 2025 Business Summary, dated March 21, 2025.
12. Staff Summary #ENG-2025-02, *M/V Monomoy* Contract 19-2022-C, Change Order CCO-050, Overhaul Cat 3516 Main Prop Engines, dated March 14, 2025.
13. Staff Summary #ENG-2025-03, *M/V Monomoy* Contract 19-2022-C, Change Order CCO-051, Overhaul of Three (3) Cat C-18 SSDG Engines, dated March 14, 2025.
14. Staff Summary #ENG-2025-04, *M/V Monomoy* Purchase Orders 0039725 and 0039703 for Overhaul of Main Propulsion Controllable Pitch Shafts, dated March 14, 2025.
15. Staff Summary #GM-804, Approval of Continued Support for Contract No. 14-2022, Consulting Services to Develop a Strategic Plan for the Steamship Authority, dated March 17, 2025.
16. Staff Summary #MIS-2025-05, Q2-Q4 iMarc Managed Service Support Agreement, dated March 14, 2025.
17. Statement to be read prior to entering executive session.