



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

SUMMARY OF THE MEETING OF THE WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

January 12, 2010

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("SSA") held their regular monthly meeting at 9:30 a.m. on January 12, 2010 in Rooms 104 and 105 of the Marine Biological Laboratory's Candle House, located at 127 Water Street, Woods Hole, Massachusetts. Four Board Members were in attendance: Chairman Marc N. Hanover (Martha's Vineyard); Vice Chairman Robert S. Marshall (Falmouth); H. Flint Ranney (Nantucket); and Robert L. O'Brien (Barnstable). Secretary John A. Tierney (New Bedford) was not physically present, but participated throughout the meeting by telephone conference.

1. The Board began the meeting with a moment of silence in memory of Ted Tucker, who worked on the SSA's vessels for more than 36 years and passed away unexpectedly last week. Mr. Tucker was a great person and a fine family man, and the thoughts and prayers of everyone at the SSA are with his wife, Paula, their three children, and all of his friends and extended family. Ted will be sorely missed.
2. SSA Director of Engineering Carl R. Walker provided updated status reports on the SSA's current capital projects:
 - (a) Hyannis Slip Modifications Project – Mr. Walker reported that the project is proceeding very well and ahead of schedule. As a result, AGM Marine Contractors is confident that it will be finished with the entire project by April 14, 2010, instead of having to resume work in the fall.
 - (b) Oak Bluffs Terminal Reconstruction Project – Mr. Walker reported that Nauset Construction Corp., the contractor doing the terminal building work, had finished the extra work required due to the cracking of the building's foundation (including building a new foundation), and was back performing actual contract work. However, because of the delays attributable to these events, Nauset is only

guaranteeing that the new building will be finished by May 31, 2010, although the SSA is continuing to discuss with Nauset how the project might be accelerated so that it will be done by the end of April 2010. Meanwhile, Mr. Walker reported that the pier work being performed by CRC Co. is proceeding very well and on schedule, and both the pier and the street work should be finished by the end of April 2010. Mr. Walker also estimated that the change orders attributable to the cracking of the building's foundation (including protecting the foundation, subsequently removing it, and pouring the new foundation) will be around \$500,000.

- (c) Woods Hole Center Dolphin Project – Mr. Walker reported that the monopile will be completed within the next week. Unfortunately, it was driven fourteen inches too deeply because the contractor had been given incorrect elevation information by the engineering firm. Accordingly, Mr. Walker reported that the fenders on the monopile have been repositioned fourteen inches higher and an extension of the pile has been welded at its top.
3. The Board approved management's recommendation to proceed with invitations for bids for the *Eagle* mid-life refurbishment project, which is scheduled to begin in late December 2010 with the vessel then being in a shipyard for three to four months. The project's major items will include the complete renovation of the passenger area with new seating, food concession modifications, restroom upgrades, installation of a Marine Evacuation Slide system, the replacement of all exterior windows, complete sandblasting and recoating of all exterior surfaces, modifications of the main fuel tanks, replacement of the bow and stern doors, and the installation of two vehicle lift decks. One of these lift decks will be installed on the vessel's port side and take the place of the current passenger area on the mezzanine deck, and the other lift deck will be located in the adjacent truck lane on the port side. Each of the lift decks will be capable of carrying six vehicles when in use, and they are currently estimated to cost around \$1,750,000, although this amount may increase by as much as \$400,000 as the SSA gets further along with the final design. The current cost estimate for the entire project is \$7,800,000.
 4. The Board reviewed SSA Treasurer/Comptroller Robert B. Davis's summary, based upon the SSA's 2008 traffic data, of how many passengers, automobiles and trucks travel on standard and discounted fares. On the Martha's Vineyard route, 25% of the SSA's passengers travel at discounted fares (with the most discount attributable to passengers using 46-ride commuter books); 42% of automobiles travel at discounted fares (almost entirely the excursion rates), and 22% of trucks travel at discounted fares (again, principally the excursion rates). On the Nantucket route, 15% of the SSA's passengers travel at discounted fares (with the 10-ride high-speed ticket book being the most popular discounted fare), 37% of automobiles travel at discounted fares (almost entirely the excursion rates), and 22% of trucks travel at discounted fares (again, principally the excursion rates). All together, the discounts provided to the SSA's passengers, automobiles and trucks on both routes represent around 13% of what the SSA's revenues

would have been without any reduced fares, assuming that all of the SSA's customers who traveled at discounted fares still would have traveled with the SSA if they had been charged the standard fares.

5. Mr. Davis also reported that passenger traffic in 2009 was essentially the same as in 2008; that automobile traffic had increased by 1%; but that truck traffic had fallen off by almost 7% (with truck traffic on the Nantucket route falling off by more than 14%).
6. The Board authorized SSA General Manager Wayne C. Lamson to award Contract #01-10, "Vineyard Haven Terminal Dolphin Replacement," to the lowest eligible and responsible bidder for the contract when bids are opened after today's Board meeting. The contract is for the replacement of berthing dolphin #3, which was damaged last month.
7. The Board also approved management's recommendation to change the SSA's policies regarding trucks carrying solid waste and recyclable materials, so that, effective July 1, 2010, all trucks carrying solid waste or recyclable materials off-island at the discounted rate will be charged the full rate on the return segment of their trip, even if they are returning empty. The SSA already has plenty of empty trucks leaving the islands every day and returning with freight, so this change in policy is consistent with the SSA's goal of encouraging trucks to consolidate their trips whenever possible to make the most efficient use of the available space. The SSA is also delaying the implementation of this change in policy so that it can notify the island town administrators before the change goes into effect to allow them time to plan for the potential cost increase or make other arrangements to avoid the additional cost.

At the conclusion of the meeting, the Board Members voted to go into executive session to discuss various matters appropriate for discussion in executive session, and they announced that they would not reconvene in public.

The next regular monthly meeting of the SSA's Board is currently scheduled for 9:30 a.m. on Tuesday, February 23, 2010, at a location still to be determined but anticipated to be in Woods Hole, Massachusetts. There is also a possibility that the meeting may be cancelled. Even if the meeting is not cancelled, the date, time and location of the meeting are subject to change. When the decision is made whether to hold the meeting and, if so, where (as well as when) to hold it, this information will be publicized in the notice for the meeting that will appear on this website next month. Thank you.



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

SUMMARY OF THE MEETING OF THE WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

March 16, 2010

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("SSA") held their regular monthly meeting at 9:30 a.m. on March 16, 2010 in Rooms 104 and 105 of the Marine Biological Laboratory's Candle House, located at 127 Water Street, Woods Hole, Massachusetts. Four Board Members were in attendance: Chairman Marc N. Hanover (Martha's Vineyard); Secretary John A. Tierney (New Bedford); H. Flint Ranney (Nantucket); and Robert L. O'Brien (Barnstable). Vice Chairman Robert S. Marshall (Falmouth) was not present.

1. The SSA's Director of Engineering and Maintenance Carl R. Walker provided updated status reports on the SSA's current capital projects:
 - (a) Hyannis Terminal Slip Improvements Project – Mr. Walker reported that the project was proceeding very well but that it will be very tight to get the project completed by April 14th. All of the dolphins and bollards will be poured this week, and the fenders will be finished by the end of next week. In addition, the transfer bridge is scheduled to be delivered on April 1st and the float for the high-speed ferry is scheduled to be delivered on March 25th. Mr. Walker stated that both Slip 2 and the fast ferry slip will be operational by April 14th, but that the electrical work may not be finished by that date, which will mean that there may a delay before there is power for the winches. The SSA also has agreed with the Town of Barnstable to make the sidewalk down Pleasant Street out of brick-colored concrete in order to match the color of the Town's Walkway to the Sea.
 - (b) Sewage Pump-Out Facilities – Mr. Walker also reported on the SSA's plans to construct fresh water sewage pump-out facilities at the Woods Hole, Vineyard Haven, Hyannis and Nantucket terminals. The SSA's goal is to design all of the necessary tanks, piping, electrical and other infrastructure for all four terminals so that it can apply for funding to construct these facilities. Once the facilities are

constructed, each vessel will be able to pump out its septage at the end of the operating day when it ties up to berth overnight. If necessary, each vessel will also be able to pump out up to 1,200 gallons of septage in 10 to 15 minutes between trips. (The *Iyanough* will have to pump out its septage several times a day so that it can maintain its operating speed.) At this time, the SSA's rough estimate is that each facility will cost around \$500,000 (although the cost in Hyannis will be less because the SSA is installing the tanks, piping and some other infrastructure as part of the current Hyannis Slip Improvements Project). It will also cost around \$1,250,000 to make all of the SSA's vessels (not including the *Iyanough*) compatible with these new facilities.

- (c) Oak Bluffs Terminal Reconstruction Project – Mr. Walker reported that the pier work being performed by CRC Co. is proceeding very well and that everything was on schedule to finish the walkway and site work by April 30th. Mr. Walker also reported that the terminal building contract was progressing well and that the official schedule now has the occupancy permit being issued on May 20th after a week to correct punch list items. However, the SSA is hoping that an occupancy permit will be issued by May 13th and is still trying to move that date even earlier to May 1st.
2. The Board approved management's recommendation to award a contract for one sight-seeing bus stand at the Vineyard Haven terminal to the highest eligible and responsible bidder for the contract, Island Transport, Inc. of Oak Bluffs, Massachusetts. (Although bid packages were sent to four tour bus companies, Island Transport was the only company that submitted a bid.) Under the contract, Island Transport will be able to use one bus stand at the Vineyard Haven terminal from April 1st through October 31st for each of the next three years, and the SSA will receive a 20% commission on all tour bus tickets it sells for Island Transport, with a guaranteed minimum compensation of \$5,000 per year. The SSA will sell tickets and place advertising signs and brochures for the tours at its Oak Bluffs, Vineyard Haven and Woods Hole terminals, as well as at automated ticket kiosks at the Palmer Avenue parking lot.
 3. The Board also approved management's recommendation to reduce the SSA's child fare on the high-speed passenger ferry from \$24 to \$16 each way so that it is one-half of the SSA's \$32 adult fare on the high-speed passenger ferry. (Children who are 5 to 12 years old are eligible for this fare. Anyone 13 years of age or older are charged the adult fare, while children under the age of 5 travel free.) This adjustment in the child fare for the high-speed passenger ferry will make this fare consistent with the SSA's child fares for all of our other vessels, where they are all 1/2 of the adult fare. The Board also approved management's corresponding recommendation to reduce the price of the SSA's 10-ride high-speed passenger ferry ticket books for children from \$170 to \$160 (which is 10 times the \$16 child fare). Children who use these 10-ride books will not be required to pay the additional \$0.50 one-way passenger embarkation fee.

4. The Board also approved a number of marketing initiatives the SSA will be trying this year on a trial basis to increase ridership on the Nantucket route:

- (a) Nantucket Super Saver Auto Rate – The SSA will be designating 10 spaces on certain trips where the vehicle deck is consistently underutilized that will be able to be booked at the “Nantucket Super Saver Auto Rate.” Except for certain blackout periods during vacation, holiday and other high-traffic periods, the underutilized trips generally consist of the last trip in each direction on Saturdays during the off-season and the last trip in each direction on Mondays, Tuesdays and Wednesdays during the summer season. The one-way auto fare will be \$99 during the summer season and \$69 during the off-season, and will be limited to passenger vehicles and small trucks less than 20 feet in length. Rental cars will not be eligible for this Super Saver fare.
- (b) 1-to-3 Day High/Slow-Speed Passenger Combo Ticket – During the *Iyanough’s* operating season, the SSA will be offering combination round-trip tickets for passenger trips originating from Nantucket that will allow them to travel in one direction on the SSA’s high-speed ferry and the other direction on one of the SSA’s traditional ferries, provided that they complete their round trip within three calendar days. (For example, on this combo ticket they can leave Nantucket on the *Iyanough* and return on the *Eagle* or they can leave Nantucket on the *Eagle* and return on the *Iyanough*.) The discounted round-trip fare will be \$34 for adults, \$25 for eligible senior citizens and \$17 for children. (Town-imposed \$1 round-trip embarkation fees will also need to be collected in addition to those fares.)
- (c) Upgraded Fast Ferry Excursion Passenger Tickets – During the *Iyanough’s* operating season, the SSA already allows Nantucket residents who take their vehicles off-island on excursion fares to travel on the *Iyanough* instead of accompanying their vehicles on the car ferry. All they have to do is pay the difference between the passenger fare for the SSA’s traditional ferries and the *Iyanough’s* passenger fare, and the only restriction is that they must travel on the *Iyanough* within seven days before or after the day that their vehicle travels on the car ferry.

The SSA will now also allow its Nantucket excursion customers to upgrade their passenger ticket to the fast ferry during the winter season when the *Iyanough* is not in service. However, because the *Iyanough* will not be in service at the time they upgrade their excursion passenger tickets, these customers will be able to use their upgraded tickets anytime during the *Iyanough’s* subsequent operating season.

The SSA will be promoting all three of these marketing initiatives, as well as its other marketing initiatives this year, on its website and through newspaper advertisements, local television stations, “crawls” on the bottom of the video monitors at the SSA’s terminals and email alerts.

5. The Board also approved management's recommendation not to increase any of the daily parking rates in Woods Hole or Falmouth this year or the prices for any of the SSA's parking permits (for either Woods Hole/Falmouth or Hyannis). However, management did recommend, and the Board approved, the following changes in the SSA's daily parking rates at the Hyannis terminal:
 - (a) to increase the daily parking rate at the Hyannis terminal during the summer season (May 15th through September 15th) from \$12 to \$15, the same rate charged during that time period at the SSA's Lewis Bay Road and Yarmouth Road off-site parking lots; and
 - (b) to begin the \$5 winter daily parking rate for all of the SSA's Hyannis parking lots on December 15, 2010 instead of January 1, 2011.
6. The Board authorized SSA General Manager Wayne C. Lamson to award Contract #06-10, "New Gazebo – Hyannis Terminal," to the lowest eligible and responsible bidder for the contract when bids are opened next month before the next Board meeting. The contract is for the construction of a passenger shelter on the existing high-speed ferry timber pier at the Hyannis terminal, which is estimated to cost around \$304,000. The wood/steel open structure will be approximately 20 feet wide and 84 feet long with miscellaneous lighting.
7. Finally, Mr. Lamson noted at the meeting that the Tisbury Selectmen have approved a new summer seasonal ferry service between Vineyard Haven Harbor and Falmouth Inner Harbor, and that it appeared the new service will be provided by a vessel whose Coast Guard certified passenger capacity for service between the Massachusetts mainland and the islands will not exceed 40 passengers. As a result, it appears that the SSA does not have any licensing jurisdiction over this new service. Mr. Lamson mentioned this because, based upon the new ferry service's proposed sailing schedules, the SSA's vessels will be arriving or departing in Vineyard Haven harbor at the same time as this new ferry, which may result in sailing conflicts that the SSA will have to work out over the months ahead.

At the conclusion of the meeting, the Board Members voted to go into executive session to discuss various matters appropriate for discussion in executive session, and they announced that they would not reconvene in public.

The next regular monthly meeting of the SSA's Board is currently scheduled for 9:30 a.m. on Tuesday, April 20, 2010, at a location still to be determined but anticipated to be in New Bedford, Massachusetts. When the decision is made where to hold the meeting, this information will be publicized in the notice for the meeting that will appear on this website next month. Thank you.



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

SUMMARY OF THE MEETING OF THE WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

April 20, 2010

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("SSA") held their regular monthly meeting at 9:30 a.m. on April 20, 2010 in Room 314 of the New Bedford City Hall, located at 133 William Street, New Bedford, Massachusetts. All five Board Members were in attendance: Chairman Marc N. Hanover (Martha's Vineyard); Vice Chairman Robert S. Marshall (Falmouth); Secretary John A. Tierney (New Bedford); H. Flint Ranney (Nantucket); and Robert L. O'Brien (Barnstable).

1. The SSA's Director of Engineering and Maintenance Carl R. Walker provided updated status reports on the SSA's current capital projects:
 - (a) Hyannis Terminal Slip Improvements Project – Mr. Walker reported that the project was continuing to proceed very well. However, because the new sewage pump-out facilities will need an increased electrical feed, the electrical work to Slip 2 and the high-speed ferry berth will not be finished until mid-May. As a result, management decided not to accelerate the remaining work to have it finished by April 14th. Instead, the contractor is now completing the landscaping, and the paving will take place next week. In addition, the SSA has determined that some of the rip rap next to the high-speed ferry berth needs to be removed, and that will be completed by the end of this week so that the *Iyanough* can begin docking there. NSTAR should also be finalizing its work this week, which will then allow the SSA to pave the sidewalks.

Meanwhile, after Daffodil Weekend the SSA will be raising the foot of Slip 1's transfer bridge approximately 12 inches to reduce the slope of that bridge at high tides, and work is immediately starting to construct a passenger waiting shelter next to the high-speed ferry berth, and that structure should be finished by Memorial Day Weekend.

- (b) Oak Bluffs Terminal Reconstruction Project – Mr. Walker reported that the Oak Bluffs terminal contract was also going very well, and that the SSA is now only a few weeks behind schedule despite the months lost due to the failure of the building’s foundation last fall. At this point the SSA should have an occupancy permit for the building by the end of the first week in May, well ahead of the terminal’s scheduled for the summer season on May 20th. Externally the building is 95% complete, and both the HVAC system and the plumbing work are finished. The site work is progressing as well. The old asphalt in front of the building has been stripped, and the new paving should be finished by the end of this week.
- 2. The Board tabled discussion until next month’s meeting of management’s proposal to offer a reduced round-trip automobile fare between Woods Hole and Martha’s Vineyard to annual Woods Hole and Falmouth parking permit holders. Management had proposed establishing this special round-trip automobile fare at a price of \$55 with the limitations that it can only be used between September 15th and May 14th of the following year, and that annual permit holders could not travel on this fare more than twice each off-season. However, the Board asked management instead to consider imposing another restriction which would limit travel on this fare to “off-peak” trips where the SSA has substantial excess deck capacity. Accordingly, management will be revising our proposal this coming month before presenting it to the Port Council and the Board in May.
- 3. The SSA’s General Manager Wayne C. Lamson provided the Board with an advance copy of the brochure the SSA recently created for Nantucket residents to explain all of the special rates and policies that the SSA currently has in place to help them save money and to assist them with getting reservations for their vehicles. Management is going to try to get this brochure distributed to as many Nantucket residents as possible over the next few weeks. The SSA also will be creating a similar brochure for Martha’s Vineyard residents, which should be available for distribution before the end of April.
- 4. Mr. Lamson announced that, pursuant to the authorization that the Board gave him at last month’s meeting, last week he awarded Contract #06-10 for the construction of a passenger waiting shelter on the existing high-speed ferry timber pier at the Hyannis terminal to the lowest eligible and responsible bidder for that contract when bids for the contract were opened on April 8th. The low bidder turned out to be CeMat Contracting Co., Inc. of New Bedford, Massachusetts, who submitted a bid in the amount of \$214,825. (The SSA’s construction cost estimate was \$304,000.) As earlier reported, the SSA expects to have the shelter constructed by the Memorial Day Weekend.

5. The Board also awarded Contract #07-10 to supply, deliver and oversee the installation of two steel vehicle lift decks, two aluminum freight doors (bow and stern doors) and a hydraulic power system for the *Eagle* to the lowest eligible and responsible bidder for that contract, Supreme Integrated Technology, Inc. of St. Rose, Louisiana, in the amount of \$2,468,119. (The hydraulic system that is being designed under this contract will operate both the lift decks and the new bow and stern doors.) This contract was awarded prior to the *Eagle's* mid-life refurbishment shipyard contract due to the lead time needed to design and build the vehicle lift decks. If the award of the *Eagle's* mid-life refurbishment shipyard contract is delayed for any reason, this contract also has a provision where the SSA will be able to limit the scope of work for this contract during the first 90 days to the design phase only. The *Eagle's* mid-life refurbishment project is now estimated to cost \$10,220,000, which includes a 10% cost contingency.

6. Finally, the Board approved a special rate for island residents who need to travel on a repeated basis to the mainland for special medical treatments such as chemotherapy. The Board established the rate to be one-half of the excursion fare, but made it available only to those island residents who provide the Reservation Department with documentation from their physicians establishing their need to travel on a repeated basis for medical treatment and showing their treatment schedules.

At the conclusion of the meeting, the Board Members voted to go into executive session to discuss various matters appropriate for discussion in executive session, and they announced that they would not reconvene in public.

The next regular monthly meeting of the SSA's Board is currently scheduled for 9:30 a.m. on Tuesday, May 18, 2010, at a location still to be determined but anticipated to be in Nantucket, Massachusetts. When the decision is made where to hold the meeting, this information will be publicized in the notice for the meeting that will appear on this website next month. Thank you.



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

SUMMARY OF THE MEETING OF THE WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

May 18, 2010

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("SSA") held their regular monthly meeting at 9:30 a.m. on May 18, 2010 in the Discovery Room of the Nantucket Whaling Museum, located at 15 Broad Street, Nantucket, Massachusetts. Four Board Members were in attendance: Chairman Marc N. Hanover (Martha's Vineyard); Vice Chairman Robert S. Marshall (Falmouth); Secretary John A. Tierney (New Bedford); and H. Flint Ranney (Nantucket). Robert L. O'Brien (Barnstable) was not present.

1. The SSA's Director of Engineering and Maintenance Carl R. Walker provided updated status reports on the SSA's current capital projects:
 - (a) Hyannis Terminal Slip Improvements Project – Mr. Walker reported that there are only a few punch list items left to complete for the project, and that Slip #2 and the high-speed slip are both operational except for some electrical service. Mr. Walker also reported that the new passenger waiting shelter will be completed by June 20th.
 - (b) Oak Bluffs Terminal Reconstruction Project – Mr. Walker reported that the terminal will be ready for the first day of the summer schedule this Thursday, and that the contractors had made up for all of the delays that had resulted when the terminal building's foundation failed last fall during pile driving operations.
 - (c) M/V Eagle Mid-Life Refurbishment Project – Mr. Walker gave a presentation on all of the work that will be included in this project, including replacing all of the exterior windows and the freight deck ventilation, installing new main engine coolers and bow and stern doors (from hinged ones to horizontal sliding doors), changing out the main electrical switchboard and all of the joiner work on the 02 passenger deck, upgrading the crew's galley, refurbishing the elevators, and

installing two lift decks on the port side of the freight deck. Mr. Walker also noted that there will be 70 electrical outlets installed throughout the 02 deck to ensure that there are a sufficient number of outlets for use by the SSA's passengers.

2. The Board approved management's proposed guidelines for determining who will be eligible for the reduced automobile excursion rate that the Board approved last month for island residents who need to travel with their vehicles for frequent medical treatments or appointments on the mainland:
 - (a) The reduced automobile excursion rate will be 50% of the applicable automobile excursion rate, based on the time of the year and the size of the vehicle.
 - (b) The reduced rate will be extended to those island residents who are already eligible for the automobile excursion rate and profiled as such in the SSA's reservation system.
 - (c) Eligible residents must have a series of at least 10 scheduled medical treatments or appointments over a three-month period for the same medical condition.
 - (d) Vehicle reservations at this reduced rate must be requested and arranged through the Reservation Manager or a Supervisor at the Mashpee Reservation Office.
 - (e) Supporting documentation from a doctor or medical office will need to be provided at the time of the request for this reduced fare.
 - (f) The Reservation Manager and Supervisors will be allowed, at their discretion, to make other special travel arrangements upon request for those island residents requiring frequent treatments or appointments on the mainland for the same medical condition.

As recommended by the Port Council, the Board also authorized management to publish these guidelines on the SSA's website, and to change the guidelines based upon the SSA's experience and professional input so that the real-life serious medical conditions experienced by the SSA's customers are addressed. The Board further asked management to discuss with Peter MacKay, the Social Services Manager for Nantucket Cottage Hospital, how the SSA can best address the transportation needs of Nantucket residents who also have to travel to the mainland because of their serious medical issues, but don't travel as frequently with their automobiles because of the prohibitive expense.

3. The Board also approved a reduced round-trip automobile fare between Woods Hole and Martha's Vineyard for annual Woods Hole and Falmouth parking permit holders. This fare, which will be \$55 for vehicles under 20 feet, will have the following limitations:
 - (a) Annual Woods Hole and Falmouth parking permit holders must travel with their permitted vehicles in order to receive this fare.
 - (b) Travel on this fare can only occur during the off-season (between September 15th and May 14th of the following year).
 - (c) An annual permit holder cannot travel on this fare more than twice each off-season.
 - (d) Travel on this fare is limited to the last scheduled trip in each direction on Tuesdays, Wednesdays, Thursdays and Saturdays (except for certain black-out dates).
 - (e) The permit holder's return trip on this fare must take place within 31 days after the first segment of the round trip.
 - (f) All reservations for annual Woods Hole and Falmouth parking permit holders at the reduced rate will have to be coordinated through a Supervisor at the Mashpee Reservations Office.
4. The Board affirmed the SSA's current policy requiring college students to submit documentation every semester establishing that they are enrolled in college in order to be eligible for the extended automobile excursion rate (which allows them to return to the island beyond the usual 31-day deadline). The SSA provides this extended excursion rate to almost 200 college students who submit the necessary documentation each semester, and approximately 25% of the students do not return to school the following semester.
5. The Board authorized management to proceed with a required upgrade of IBM's Maximo Computerized Maintenance Management System. (If the SSA had not decided to upgrade the system, in a few months, it no longer would have been supported by IBM and, therefore, the SSA would have had to abandon it and replace it with an entirely different system.) The Maximo software is currently used by the SSA for the input and documentation of corrective maintenance work orders, preventive maintenance work orders, Maintenance Department labor tracking, and certain safety functions. The upgrade will also allow the SSA to perform planning, scheduling, inventory, purchasing and safety management functions. As part of the upgrade, the SSA will also transition from a 10 concurrent user license to a new license that will allow the SSA to have 30 authorized users and 20 limited-use authorized users, which should be sufficient to meet the SSA's current and future licensing needs. The total estimated cost for this upgrade is \$50,400, plus an annual software support cost of \$21,000.

6. The SSA's Treasurer/Comptroller Robert B. Davis then reviewed his analysis of the effectiveness of the SSA's rate structure to cover the respective cost of service for passengers, automobiles and trucks on each route during 2009. With respect to the Martha's Vineyard route, Mr. Davis reported that:
- (a) Total vessel operating costs increased by 0.8% in 2009, with increased maintenance costs accounting for the bulk of that increase. Indirect non-vessel costs increased by 2.8% as the allocation of maintenance and administration expenses fell more on the Martha's Vineyard route that year. Overall the cost of service on the Martha's Vineyard route increased by 1.7% from 2008.
 - (b) While the number of trips had decreased by 93 in 2009, causing total capacity for the year to decrease by 7,490 car-equivalent unit spaces, the number of spaces occupied had decreased by only 6,380, or 1.1%. However, the occupancy rate of 77.9% for the year was essentially the same (a decrease of 0.1%) as in 2008.
 - (c) On average, automobiles covered 95.5% of their allocated cost of service, with standard fare automobiles covering 131.0% and excursion fare automobiles covering 40.7%. By comparison, on average, trucks were covering 114.6% of their allocated cost of service.

With respect to the Nantucket route, Mr. Davis reported that:

- (a) Total vessel operating costs decreased by 10.4% in 2009, primarily due to the decrease in vessel fuel expense; and the amount of indirect non-vessel costs allocated to the Nantucket route similarly decreased by 16.2%, primarily due to the fact that in 2008 the SSA had performed substantial dolphin and dock repairs at the Nantucket terminal. As a result, the overall cost of service for the Nantucket route decreased by 13.0% from 2008.
- (b) While the number of trips decreased by 202 in 2009 (resulting in 7,600 fewer spaces), the total number of occupied spaces fell even further (by 18,633 spaces), resulting in a 6.1% decrease in the occupancy rate to 76.2%.
- (c) On average, automobiles were covering 115.8% of their allocated cost of service, with standard fare automobiles covering 158.1% and excursion fare automobiles covering 40.7%. By comparison, on average, trucks were covering 86.9% of their allocated cost of service.

Mr. Davis noted that, in the event the need arises for a rate increase, one of the purposes of this analysis is to see which categories of customers are effectively being subsidized by other categories of customers and, therefore, in the interest of fairness might be called upon to pick up a little more of the cost of service. For example, Mr. Davis pointed out that, on the Martha's Vineyard route, historically the trucks carried by the SSA have

subsidized automobile customers, while it has been the opposite on the Nantucket route, although the disparities have been decreasing on both routes over the past few years.

Mr. Davis' analysis also shows that, over the past ten years, each route pretty much has paid for its own cost of service, with the Martha's Vineyard route accounting for 56.9% of the revenues during that time period and 56.2% of the cost of service, and the Nantucket route correspondingly accounting for 43.1% of the revenues and 43.8% of the cost of service.

At the conclusion of the meeting, the Board voted to go into executive session to discuss various matters appropriate for discussion in executive session, and they announced that they would not reconvene in public.

The next regular monthly meeting of the SSA's Board is currently scheduled for 9:30 a.m. on Tuesday, June 15, 2010, at a location still to be determined but anticipated to be in Vineyard Haven, Massachusetts. When the decision is made where to hold the meeting, this information will be publicized in the notice for the meeting that will appear on this website next month. Thank you.



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

SUMMARY OF THE MEETING OF THE WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

June 15, 2010

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("SSA") held their regular monthly meeting at 9:30 a.m. on June 15, 2010, in the Katharine Cornell Theatre of the Tisbury Town Hall, located at 51 Spring Street, Vineyard Haven, Massachusetts. All five Board Members were in attendance: Chairman Marc N. Hanover (Martha's Vineyard); Vice Chairman Robert S. Marshall (Falmouth); Secretary John A. Tierney (New Bedford); H. Flint Ranney (Nantucket); and Robert L. O'Brien (Barnstable).

1. The SSA's Director of Engineering and Maintenance Carl R. Walker provided updated status reports on the SSA's current capital projects:
 - (a) Hyannis Terminal Slip Improvements Project – Mr. Walker reported that the project was complete except for a few punch list items. Mr. Walker noted, however, that the construction of the passenger shelter was behind schedule, and that it now will not be completed until July 16th. Meanwhile, the SSA will continue to use Slip #1 for boarding and unloading passengers from the *Iyanough*.
 - (b) Oak Bluffs Terminal Reconstruction Project – Mr. Walker reported that this project was also complete and that the SSA was using both the terminal building and the pier, even though some lighting and security fencing still had to be installed.
2. The Board approved management's recommendation to delay the mid-life refurbishment of the *Eagle* until the fall of 2011. The project had been scheduled for this coming off-season, and the vessel would have been in the shipyard from December through next March. The original plan was to award one contract for all of the mid-life refurbishment work, including the lift decks and new bow/stern doors. However, because of the long

lead time for those items, the SSA's management decided to award a separate contract for the lift decks and the bow/stern doors so that their engineering and design could be included in the invitation for bids that was to be issued to the shipyards this past month. But only one lift deck and door vendor submitted a bid for that separate contract and it turned that the vendor was unwilling to accept the terms and conditions of the contract as they had been specified in the invitation for bids. Therefore, if the SSA were to proceed with the project this coming off-season now, it would be faced with a very tight schedule for the winning shipyard to develop its own engineering and design for the lift decks and bow/stern doors so they can be installed in coordination with all of the other mid-life refurbishment work by the end of next March. Ultimately, management decided that they did not want to take the risk of not having the vessel back for the start of the summer schedule next year.

There should also be some benefits from delaying the project until the fall of 2011. As a result, the SSA will be able to schedule the *Eagle's* USCG-required dry-docking during this coming winter, and remove that work item from the mid-life refurbishment contract. This will also allow more shipyards (who don't have the ability to dry-dock the vessel) to submit bids for the contract, and will also allow the SSA to award one contract for all of the work (including the lift decks and bow/stern doors) as originally had been planned.

3. Management presented its preliminary draft of the 2011 Winter and Spring Operating Schedules for discussion purposes only. If those schedules are approved by the Board at their next meeting, the SSA will provide the same level of service next winter and spring that it provided this past winter and spring, with only slightly different starting and ending dates (resulting in the 2011 Summer Operating Schedule starting four days later than this year).

4. The Board approved management's recommendation to allow Seastreak, LLC to use the SSA's Oak Bluffs terminal on Saturdays during this summer to load and unload passengers for seal watch and sunset sightseeing cruises with its 400-passenger vessel that will be taking passengers from New York to Martha's Vineyard each weekend. If it didn't provide these Saturday cruises, the vessel otherwise would tie up in New Bedford after it unloads passengers from New York on Friday nights until it returns to New York on Sundays. Seastreak will pay a dockage fee to the SSA for use of the terminal by adding the passengers carried on each tour to the number of passengers for whom Seastreak is obligated to pay a per-passenger dockage fee in connection with its New York service. Seastreak will also be required to schedule its tours so that they do not conflict with the SSA's own operations, and will further be required to have someone at the terminal during the day on Saturdays to interact with its customers so that those customers do not distract the SSA's own employees from their duties.

5. The Board also approved management's request that the SSA purchase the computer source code and a perpetual license for its reservations system from Saber Technologies for \$35,000. Without access to the source code, the SSA would be forced to use the reservation system software on an "as is" basis if Saber Technologies is ever unable to fulfill its contractual commitments to the SSA for ongoing system changes and maintenance support. Therefore, purchasing the source code will provide the SSA with significant protection and will also allow it to avoid potentially costly operational and legal issues that might arise in the future.

At the conclusion of the meeting, the Board voted to go into executive session to discuss various matters appropriate for discussion in executive session, and they announced that they would not reconvene in public.

The next regular monthly meeting of the SSA's Board is currently scheduled for 11:00 a.m. on Tuesday, July 20, 2010, in the second floor meeting room of the SSA's Hyannis terminal, which is located at 141 School Street, Hyannis. The location, time and date of the meeting are all subject to change, so please look for the formal notice for the meeting that will appear on this website next month. Thank you.



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

SUMMARY OF THE MEETING OF THE WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

July 20, 2010

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("SSA") held their regular monthly meeting at 11:00 a.m. on July 20, 2010, in the second floor meeting room of the SSA's Hyannis terminal, located at 141 School Street, Hyannis Haven, Massachusetts. All five Board Members were in attendance: Chairman Marc N. Hanover (Martha's Vineyard); Vice Chairman Robert S. Marshall (Falmouth); Secretary John A. Tierney (New Bedford); H. Flint Ranney (Nantucket); and Robert L. O'Brien (Barnstable).

1. The SSA's Director of Engineering and Maintenance Carl R. Walker provided updated status reports on the SSA's current capital projects:
 - (a) Hyannis Slip Modifications Project – Mr. Walker reported that the passenger shelter will be completed today in time for the SSA's "after hours" event with the chamber of commerce this Wednesday. The SSA will begin docking the *Iyanough* at the new high-speed ferry slip and having passengers board and disembark there on Thursday.
 - (b) *Eagle* Mid-Life Refurbishment Project – Mr. Walker reported that the SSA is identifying the portions of the project that will be completed when the vessel is dry-docked this winter, and that all of the drawings for those portions are being submitted to the United States Coast Guard for approval. Meanwhile, before the end of this year, the SSA will issue an invitation for bids for the remaining portions of the project, and the contract for that work will be awarded in the spring of 2011 for completion after Thanksgiving 2011.

2. Mr. Walker also provided an update on the status of the *Governor*, which has been out of service for several weeks now while its drive motors are being repaired. The vessel should be ready for dock tests next Monday, July 26th, and sea trials next Tuesday, July 27th, so that it can be back in service by August 1st, if not sooner.
3. The Board approved management's proposed 2011 Winter and Spring Operating Schedules, which are similar to this past year's winter and spring schedules. The only differences are the starting and ending dates for each season. The 2011 Winter Operating Schedule will start on January 3, 2011 and end April 14, 2011. The 2011 Spring Operating Schedule will then start on April 15, 2011 and end May 23, 2011 (resulting in the 2011 Summer Operating Schedule starting four days later than this year).
4. The Board also approved management's recommendation to establish a 50% reduced rate for Nantucket residents who need to travel on the *Iyanough* for ten or more round trips during a three-month period for medical treatments on the mainland. (The Nantucket Cottage Hospital and Our Island Home are already able to purchase 10-ride ticket books for the *Iyanough* and distribute the coupons among different Nantucket residents who do not need to travel that often for medical treatments, effectively providing them with 20% discount from the regular fare.) In order for a Nantucket resident (as well as his or her companion) to be able to travel on the *Iyanough* at this 50% reduced rate, he or she must have at least ten scheduled medical appointments over a three-month period with the same medical condition, must provide supporting document from a doctor or medical office, and must request and arrange the reservations through the Reservation Manager or supervisor at the Mashpee office.
5. The Board also approved management's recommendation to establish a new inter-island motorcycle excursion fare. Customers eligible for excursion fares are now able to purchase inter-island motorcycle excursion fare tickets for round-trip travel between the two islands (by way of our two mainland terminals), provided that all four legs of the round trip between the islands are completed within 31 days. The rates are \$158 from May 15th through September 14th, and \$110 from September 15th through May 14th, and represent the combined total of the motorcycle excursion fares for each island.
6. Finally, the Board approved management's proposed 2011 Budget Policy Statement that sets forth the guidelines the SSA will be using in the preparation of its 2011 Operating Budget. As mentioned by the SSA's Treasurer/Comptroller, Robert B. Davis, the Budget Policy Statement requires the SSA, among other things, to identify significant terminal repairs and maintenance that will need to be accomplished, to schedule the vessels that will be dry-docked (the *Martha's Vineyard*, the *Eagle*, the *Nantucket*, the *Gay Head* and the *Katama*), to take into account the SSA's expected training expenses due to the continuation of STCW basic training, Marine Evacuation Slide (MES) training and other programs, and to factor in health care and insurance costs. Of course, the most difficult expense to estimate for next year will be the cost of fuel oil. However, as a result of the hedge program for vessel fuel the SSA instituted more than a year ago, its fuel oil

requirements for all of 2011 are already effectively capped at an average cost of \$3.15 per gallon. The budgeted cost of vessel fuel oil for 2011, however, will be based on the projected forecasts plus the premium cost of the hedging program. In addition, the SSA will continue to make fuel and energy conservation a priority in both land and sea operations. Towards that end, schedule modifications and trip consolidations will continue to be made when practical. After management prepares a preliminary budget using these guidelines, they will present it to the Board for discussion in September, and ask that the final version of the budget be approved in October.

At the conclusion of the meeting, the Board voted to go into executive session to discuss various matters appropriate for discussion in executive session, and they announced that they would not reconvene in public.

The next regular monthly meeting of the SSA's Board is currently scheduled for 9:30 a.m. on Tuesday, August 17, 2010, in the first floor meeting room of the Oak Bluffs Public Library, located at 56R School Street, Oak Bluffs, Massachusetts. The location, time and date of the meeting are all subject to change, so please look for the formal notice for the meeting that will appear on this website next month. Thank you.



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

SUMMARY OF THE MEETING OF THE WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

August 17, 2010

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("SSA") held their regular monthly meeting at 10:30 a.m. on August 17, 2010, in the first floor meeting room of the Oak Bluffs Public Library, located at 56R School Street, Oak Bluffs, Massachusetts. All five Board Members were in attendance: Chairman Marc N. Hanover (Martha's Vineyard); Vice Chairman Robert S. Marshall (Falmouth); Secretary John A. Tierney (New Bedford); H. Flint Ranney (Nantucket); and Robert L. O'Brien (Barnstable).

1. The SSA's Director of Engineering and Maintenance Carl R. Walker provided updated status reports on the SSA's current capital projects:
 - (a) Hyannis Slip Modifications Project – Mr. Walker reported that everything at the Hyannis terminal was operational, although the new high-speed ferry slip was only being used to load and unload passengers on the first and last trips of the day because of work that needs to be done to the passenger shelter. Mr. Walker stated that some of the construction had been unacceptable and, in addition, some material had not arrived on time; but that all of the corrective work will be finished by Thursday.
 - (b) *Eagle* Mid-Life Refurbishment Project – Mr. Walker reported that the work that was originally encompassed in this project will be divided so that all of the underwater hull items are included in the vessel's shipyard overhaul contract this coming off-season. This will allow more shipyards to bid on the contract for the mid-life refurbishment work that will be awarded next spring so that the work can begin after Thanksgiving 2011.

2. The Board approved management's recommendation that, effective November 1, 2010, the SSA charge the same rates for ambulances that it currently charges for commercial vehicles of the same length, except that the new ambulance rate will also include passage for its driver and any passengers. The new rates will be approximately twice the amount the SSA currently charges for ambulances. During the 12-month period ending June 30, 2010, the SSA transported 1,358 ambulances on the Martha's Vineyard route and 57 ambulances on the Nantucket route, or an average of almost two ambulances per day in each direction. The ambulances are also accorded preferential boarding in emergency situations (and will continue to have such preferential boarding). When this results in another vehicle with a reservation on that trip being "bumped" in order to accommodate the ambulance, the SSA refunds the one-way fare of the "bumped" vehicle and its passengers.

3. The Board awarded Contract No. 11-10 for the supply and installation of two security roll shutters at the Oak Bluffs terminal to the lowest eligible and responsible bidder for the contract, Cape Cod Retractable ScreensNshutters of Mashpee, Massachusetts, for the Total Contract Price of \$28,400. The installation of the security shutters will allow the deck and passenger walkway behind the Oak Bluffs terminal to be closed off and secured when the terminal is not in service. The contract work is expected to be completed by the end of September 2010.

At the conclusion of the meeting, the Board voted to go into executive session to discuss various matters appropriate for discussion in executive session, and they announced that they would not reconvene in public.

The next regular monthly meeting of the SSA's Board is currently scheduled for 9:30 a.m. on Tuesday, September 21, 2010, in the Discovery Room of the Nantucket Whaling Museum, located at 15 Broad Street, Nantucket, Massachusetts. The location, time and date of the meeting are all subject to change, so please look for the formal notice for the meeting that will appear on this website next month. Thank you.



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

SUMMARY OF THE MEETING OF THE WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

September 21, 2010

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("SSA") held their regular monthly meeting at 9:30 a.m. on September 21, 2010, in the Discovery Room of the Nantucket Whaling Museum, located at 15 Broad Street, Nantucket, Massachusetts. All five Board Members were in attendance: Chairman Marc N. Hanover (Martha's Vineyard); Vice Chairman Robert S. Marshall (Falmouth); Secretary John A. Tierney (New Bedford); H. Flint Ranney (Nantucket); and Robert L. O'Brien (Barnstable).

1. Management presented its preliminary draft of the proposed 2011 Summer and Fall Operating Schedules which are patterned after the SSA's 2010 Summer and Fall Operating Schedules, except for the following proposed changes:
 - On the Martha's Vineyard route, management is recommending that the *Sankaty* take the place of the *Governor* during the height of the summer schedule (June 23, 2011 through September 8, 2011) and that it berth overnight in Vineyard Haven instead of Woods Hole during this period. As a result of this change, the last daily 10:50 p.m. freight trip from Vineyard Haven would be eliminated, but in its place the SSA would be able to add a daily 6:15 a.m. freight trip from Vineyard Haven. This will allow more trucks to leave the island earlier in the morning, thereby freeing up space on other morning off-island trips for more cars.
 - On the Nantucket route, management is recommending to move the departure time for Trip 101 (operated by the *Nantucket* during the height of the summer and over Memorial Day weekend and by the *Sankaty* from late May through June 22nd) from 7:30 a.m. to 7:15 a.m. to allow trucks a little extra time on Nantucket before returning to the mainland the same day. Management is also recommending that Trip 310,

which leaves Nantucket at 7:45 p.m., be designated as a hazardous freight trip, which will allow hazardous trucks to leave Hyannis later in the morning (on the 11:30 a.m. hazardous freight trip instead of on the 6:00 a.m. hazardous freight trip) and still be able to return to the mainland the same day. This will hopefully free up more space on the 6:00 a.m. hazardous freight trip for other shippers. Finally, management is proposing that Trips 109 and 112, which leave Hyannis at 6:30 p.m. and return from Nantucket at 9:00 p.m., be unscheduled trips during the period from May 24th through June 22nd but be available to book, if necessary.

2. Management reviewed with the Board its proposed customer feedback form that will hopefully be made available on the SSA's website by the end of this month for customers to complete and send to the SSA's management with suggestions, compliments or complaints about the SSA's service. Each comment will be read and forwarded to the appropriate department for further review and a response. Management also plans to prepare a summary of the comments the SSA receives each month, which should be helpful in identifying where management needs to focus its efforts to improve customers' overall experience with the SSA's service.

3. Treasurer/Comptroller Robert B. Davis presented the Board with management's preliminary proposed 2011 Operating Budget for their review and comments. (The Board will not need to approve the budget until their next meeting in October.) In 2011, the SSA's operating expenses are expected to increase by \$2,400,000 over management's current 2010 estimate, which represents an increase of around 3.1%. The estimate for 2010 is based on seven months of actual expenses (January through July) and five months of budgeted expenses (August through December). In particular:
 - Maintenance is expected to increase by \$326,000 (or 3.6%) in 2011. Increases in vessel repair expenses are expected as dry-docks are scheduled for the *Martha's Vineyard*, the *Nantucket*, the *Eagle*, the *Katama* and the *Gay Head* during 2011, while terminal repairs are expected to decrease slightly with dolphin repairs in Vineyard Haven being the largest scheduled item in 2011.
 - The SSA's projected vessel fuel oil expense of \$7,912,000 (approximately 10% of the SSA's operating budget) represents a 9.9% increase from this year's estimated fuel oil expense, and assumes that the delivered price of fuel will range between \$2.77 and \$2.92 per gallon, with an overall average of \$2.84. For 2011, the SSA's fuel hedge program has capped the average cost per gallon for the year at \$3.15.

Prior to any rate increases, management has projected operating revenues of \$81,348,000 for 2011, representing a \$476,000 (or 0.6%) increase from our estimate for 2010. Therefore, additional revenues of \$2,550,000 (by means of an overall 3.1% fare increase) will be needed to cover next year's estimated cost of service and provide a sufficient net operating income of \$3,440,000 to meet the SSA's debt service requirements and make the appropriate transfers to the SSA's Replacement Fund.

4. Based upon an allocation of next year's projected revenues and cost of service, management has recommended that the \$2,550,000 of proposed fare increases be structured so that \$1,050,000 is raised from the Martha's Vineyard route and \$1,500,000 is raised from the Nantucket route. (Again, the Board will not need to approve any rate increases until their October meeting.) Specifically:
 - Management is proposing that almost all of the \$1,050,000 fare increase on the Martha's Vineyard route be in the form of increased passenger fares. This will result in a one-way adult fare of \$7.50 (instead of \$7.00) with corresponding increases in all of the SSA's discounted passenger fares, and slight increases in the excursion fares (based on a \$0.50 passenger fare increase for each segment of the round trip for two adults). Management is also proposing that the extended load rate be increased from \$10 to \$12.50 and that the rate for bicycles, surfboards and windsurfers be increased from \$3 to \$4.
 - With respect to the Nantucket route, management is proposing that both the conventional and high-speed passenger fares be increased by \$1.00, with corresponding increases in all of the SSA's discounted passenger fares and slight increases in the excursion fares (based on the \$1.00 passenger fare increase for each segment of the round trip for two adults); that the regular one-way automobile rates be increased by \$10.00; that commercial vehicle rates generally be increased by 5%; that the SSA's Hyannis parking rates in the shoulder seasons be increased from \$10/day to \$12/day; that the extended load rate be increased from \$20 to \$25; and that the rate for bicycles, surfboards and windsurfers be increased from \$6.00 to \$7.00.
5. The Board reappointed Deloitte & Touche LLP as the SSA's independent auditors to provide a comprehensive financial audit and related services for the fiscal year ending December 31, 2011. The fee for Deloitte & Touche's services this year will be \$115,000, which represents the same fee they charged the SSA for the last two years. Because the SSA also will be expending more than \$500,000 this year of federal grant money, the SSA will again have to have an additional audit focused on those federally funded projects. Deloitte & Touche's supplementary fee for this additional audit will be \$25,000, the same as it was last year.
6. The Board awarded Contract No. 09-10 for the dry-dock and overhaul services for the *Sankaty* to the lowest eligible and responsible bidder for the contract, Derecktor Shipyards Connecticut, LLC, of Bridgeport, Connecticut, for the Total Contract Price of \$234,512. The *Sankaty* is scheduled to be in the shipyard from mid-October 2010 through mid-November 2010 to undergo a required United States Coast Guard hull exam, machinery inspections and underwater hull cleaning and painting.

7. The Board authorized General Manager Wayne C. Lamson to award Contract No. 10-10 for the design, building and delivery of aluminum passenger loading decks to the lowest eligible and responsible bidder for the contract following management's review of the bids that were submitted the previous day for the contract. The scope of work under this contract requires the contractor to design and fabricate new passenger platforms and platform extensions, fixed ramps and hydraulic gangways at four of the SSA's terminals (Woods Hole, Vineyard Haven, Oak Bluffs and Nantucket). The gangways will also be equipped with wheels, rollers and hand operated hydraulic lifts for alignment with various vessels. A separate contract will be awarded later this year for the installation of the new structures. Although management has not yet completed its review of the bids that were submitted, it appears that the lowest eligible and responsible bidder for the contract is Ravens Marine, Inc. of, Kissimmee, Florida, who submitted a bid in the amount of \$725,732.
8. The Board also authorized Mr. Lamson to award Contract No. 12-10 for the dry-dock and overhaul services for the *Governor* to the lowest eligible and responsible bidder for the contract following the bid opening on September 30, 2010. The *Governor* is scheduled to be in the shipyard from mid-November 2010 through mid-December 2010 to undergo a required United States Coast Guard hull exam, machinery inspections and underwater hull cleaning and painting.
9. The Board awarded Contract No. 16-10 for transfer bridge modifications at the Hyannis terminal to the lowest eligible and responsible bidder for the contract, Canio Construction LLC, of Walpole, Massachusetts, for the Total Contract Price of \$117,200. The scope of work requires the contractor to raise the fixed end of Slip #1's transfer bridge twelve inches to assist with the loading and unloading of vessels at high tide. The contractor is also required to re-grade the staging area and adjust drainage to the new catch basin, extend the piping utilities for sewer and fuel, and re-grade the concrete plaza to match the new elevation. Management anticipates scheduling the work to begin October 18, 2010 so that it is completed by November 8, 2010. During construction, all vehicle ferries will be required to use Slip #2.
10. The Board awarded Contract No. 17-10 for conduit cover construction and installation at the Oak Bluffs terminal to the lowest eligible and responsible bidder for the contract, AGM Marine Contractors, Inc., of Mashpee, Massachusetts, for a Total Contract Price of \$22,450. The scope of work requires the contractor to construct and install a conduit cover over the existing conduits on the northeast face of the Oak Bluffs pier. The cover will serve as a wave barrier protecting the electrical conduits from damage during winter storm. Management anticipates scheduling the work to begin October 15, 2010.
11. The Board awarded Contract No. 19-10 for the supply of nine FURUNO Universal AIS (Automatic Identification System) Transponders FA150 units to the lowest eligible and responsible bidder for the contract, Bardwell Electronics, of Vineyard Haven, Massachusetts, for a Total Contract Price of \$30,438. AIS is an information and communications

system that utilizes VHF frequencies to send and receive data between suitably equipped vessels and between suitable equipped vessels and shore stations. Last year the SSA received a grant under the 2009 Port Security Grant Program for the purchase and installation of these units.

12. The Board commended all of the employees in the SSA's Reservations Offices for the tremendous reduction in the amount of time that customers had to wait on the phone before their calls were answered by a Reservations Clerk in August 2010. In August 2009, customers' average wait time was 2:54 minutes, while in August 2010, it dropped to 1:13 minutes. This achievement is even more impressive when one realizes that the SSA's Reservation Clerks answered 78,649 telephone calls in August 2010, a 20% increase from the 65,531 telephone calls they answered in August 2009.

At the conclusion of the meeting, the Board voted to go into executive session to discuss various matters appropriate for discussion in executive session, and they announced that they would not reconvene in public.

The next regular monthly meeting of the SSA's Board is currently scheduled for 9:30 a.m. on Tuesday, October 26, 2010, in the second floor meeting room of the SSA's Hyannis terminal, located at 141 School Street, Hyannis, Massachusetts. The location, time and date of the meeting are all subject to change, so please look for the formal notice for the meeting that will appear on this website next month. Thank you.



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

SUMMARY OF THE MEETING OF THE WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

October 26, 2010

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("SSA") held their regular monthly meeting at 9:30 a.m. on October 26, 2010, in the second floor meeting room of the SSA's Hyannis terminal, located at 141 School Street, Hyannis, Massachusetts. All five Board Members were in attendance: Chairman Marc N. Hanover (Martha's Vineyard); Vice Chairman Robert S. Marshall (Falmouth); Secretary John A. Tierney (New Bedford); H. Flint Ranney (Nantucket); and Robert L. O'Brien (Barnstable).

1. The Board approved management's proposed 2011 Summer and Fall Operating Schedules which are patterned after the SSA's 2010 Summer and Fall Operating Schedules, except for the following proposed changes:
 - On the Martha's Vineyard route, the *Sankaty* will take the place of the *Governor* during the height of the summer schedule (June 23 through September 8, 2011) and will berth overnight in Vineyard Haven instead of Woods Hole during this period. As a result of this change, the last daily 10:50 p.m. freight trip from Vineyard Haven will be eliminated, but in its place the SSA will be adding a daily 6:15 a.m. freight trip from Vineyard Haven. This will allow more trucks to leave the island earlier in the morning, thereby freeing up space on other morning off-island trips for more cars.
 - On the Nantucket route, the departure time for Trip 101 (operated by the *Nantucket* during the height of the summer and over Memorial Day weekend and by the *Sankaty* from late May through June 22nd) is being moved from 7:30 a.m. to 7:15 a.m. to allow trucks a little extra time on Nantucket before returning to the mainland the same day. Trip 310, which leaves Nantucket at 7:45 p.m., will also be designated as a hazardous freight trip on Mondays through Fridays from June 23 through September 8, 2011, which will allow hazardous trucks to leave Hyannis later in the morning (on the 11:30

a.m. hazardous freight trip instead of on the 6:00 a.m. hazardous freight trip) and still be able to return to the mainland the same day. This will hopefully free up more space on the 6:00 a.m. hazardous freight trip for other shippers. Finally, Trips 109 and 112, which leave Hyannis at 6:30 p.m. and return from Nantucket at 9:00 p.m., will be unscheduled trips from May 24 through June 22, 2011 but will be available to book, if necessary.

2. Management reviewed with the Board the various dates that the SSA will begin accepting Headstart reservations for the 2011 Summer Operating Schedule (January 11, 2011 by mail and internet only), as well as reservations from the general public for that same summer schedule (January 18, 2011 by mail and internet, and then January 25, 2011 by telephone as well). The SSA will also begin accepting reservations for the 2011 Fall Operating Schedule on June 20, 2011. In addition, the reservation-only dates during 2011 for the Martha's Vineyard route will be every Friday, Saturday, Sunday and Monday from June 24 through September 5, and May 27-30, June 30, July 5, September 6, and October 7 and 10, 2011.
3. The Board approved management's proposed 2011 Operating Budget. Next year the SSA's operating expenses are expected to be \$78,445,000, a 3.1% increase over management's current estimate for this year's operating expenses. During 2011, management anticipates that the SSA will need over 2,775,000 gallons of vessel fuel oil, with the delivered price averaging \$2.84 per gallon, for a total cost of \$7,900,000, a \$715,000 increase (or 9.9%) over management's current estimate for this year's vessel fuel oil expense. Fuel hedges are currently in place for the SSA's expected usage in 2011 at an average cost of \$3.15 per gallon. As a result, if fuel prices exceed budget projections, the SSA's exposure is around \$900,000 until the hedge protection would be triggered.

Vessel maintenance expenses are also expected to increase by \$851,000 (or 30.6%), as the SSA has five vessels scheduled to be dry-docked in 2011 (the *Martha's Vineyard*, the *Nantucket*, the *Eagle*, the *Katama* and the *Gay Head*).

The SSA's projected operating revenues of \$83,899,000 include \$2,550,000 in additional revenues from rate increases (see # 4 below), and are expected to generate a net operating income of \$3,440,000, which is \$635,000 higher than what management is currently projecting to be this year's net operating income, and will be sufficient to meet the SSA's debt service requirements and make the appropriate transfers to the SSA's Replacement Fund. Allocating the revenues and expenses by route, 59.3% of the operating revenues and other non-service income will be derived from the Martha's Vineyard route, and 40.7% from the Nantucket route, while 57.2% of the total cost of service will be attributable to the Martha's Vineyard route, and 42.8% to the Nantucket route.

4. The Board also approved management's recommendation to increase rates by \$2,550,000 (which represents an overall rate increase of 3.1%). Based upon an allocation of next year's projected revenues and cost of service, \$1,050,000 will be raised from the Martha's Vineyard route and \$1,500,000 will be raised from the Nantucket route. Specifically:
 - Almost all of the \$1,050,000 fare increase on the Martha's Vineyard route will be in the form of increased passenger fares. This will result in a one-way adult fare of \$7.50 (instead of \$7.00) with corresponding increases in all of the SSA's discounted passenger fares, and slight increases in the excursion fares (based on a \$0.50 passenger fare increase for each segment of the round trip for two adults). The extended load rate will also be increased from \$10 to \$12.50 and the rate for bicycles, surfboards and windsurfers will be increased from \$3 to \$4.
 - With respect to the Nantucket route, the adult passenger fare for the SSA's traditional ferries will be increased by \$1.00, with corresponding increases in all of the SSA's discounted passenger fares. The adult high-speed passenger fare will be increased by \$2.50 for a one-way fare, but only by \$2.00 for a round-trip fare to provide an incentive for customers to purchase round-trip tickets. Both the standard and excursion automobile fares will increase by \$10.00 (with part of the excursion fare increase reflecting the passenger fare increase), as well as the fares for trucks less than 20 feet in length. Commercial vehicle rates will also see an average increase of 5%, although the increases will be structured to equalize the amount that each truck pays on a per-foot basis. As a result, larger trucks (which now pay the lowest fare per foot) will see the greatest increases (up to 16%) and trucks between 30 and 45 feet in length (which now pay the highest fare per foot) will see no increases at all. Finally, the SSA's Hyannis parking rates in the shoulder seasons will be increased from \$10/day to \$12/day; the extended load rate will be increased from \$20 to \$25; and the rate for bicycles, surfboards and windsurfers will be increased from \$6.00 to \$7.00.
5. General Manager Wayne C. Lamson reported that, in accordance with the authorization the Board gave him last month, Contract No. 10-10 for the design, building and delivery of aluminum passenger loading decks has been awarded to Ravens Marine, Inc. of Kissimmee, Florida, the lowest eligible and responsible bidder for the contract, for a total contract price of \$725,732. A separate contract will be awarded next month for the installation of the new structures.
6. Mr. Lamson also reported that, in accordance with the authorization the Board gave him last month, Contract No. 12-10 for the dry-dock and overhaul services for the *Governor* has been awarded to Thames Shipyard & Repair Company of New London, Connecticut, for a total contract price of \$249,655. The *Governor* is scheduled to be in the shipyard from mid-November 2010 through mid-December 2010 to undergo a required United States Coast Guard hull exam, and underwater hull cleaning and painting.

7. Finally, Mr. Lamson reported that that the SSA's Fairhaven Vessel Maintenance Facility project has been selected to be funded under the U.S. Department of Transportation's Ferry Boat Discretionary Program. The project includes the installation of head dolphins in the south slip as well as the installation of a refurbished transfer bridge (formerly used at the SSA's Hyannis terminal) and head dolphins in the north slip. The estimated cost of the project is \$700,000, of which \$500,000 will be funded with this award

At the conclusion of the meeting, the Board voted to go into executive session to discuss various matters appropriate for discussion in executive session, and they announced that they would not reconvene in public.

The next regular monthly meeting of the SSA's Board is currently scheduled for 9:30 a.m. on Tuesday, November 23, 2010, in Woods Hole, Massachusetts. The location, time and date of the meeting are all subject to change, so please look for the formal notice for the meeting that will appear on this website next month. Thank you.



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

SUMMARY OF THE MEETING OF THE WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

November 23, 2010

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("SSA") held their regular monthly meeting at 9:30 a.m. on November 23, 2010, in Rooms 104 and 105 of the MBL's Candle House, located at 127 Water, Woods Hole, Massachusetts. All five Board Members were in attendance: Chairman Marc N. Hanover (Martha's Vineyard); Vice Chairman Robert S. Marshall (Falmouth); Secretary John A. Tierney (New Bedford); H. Flint Ranney (Nantucket); and Robert L. O'Brien (Barnstable).

1. The meeting began with a moment of silence in memory and honor of two well-respected SSA employees who passed away earlier this month and who will be sorely missed:

On November 8, 2010, word was received of an automobile accident which took the life of Mario Goncalves as he was reporting to work. Mr. Goncalves served as an Able Seaman aboard the SSA's vessels since 2003, most recently assigned to the *M/V Katama*. Mr. Goncalves came to the SSA after a long career in the marine industry and will be remembered as a nice quiet guy, a hard worker and a valued crewmember. He leaves behind a grown son and daughter, and our thoughts and prayers go his family and friends.

Then word was received on November 14, 2010, of the passing of Kelly Paterson, who was a ticket seller at the SSA's Nantucket terminal since 1998. Ms. Paterson's passing, at the age of 43, followed a courageous five-year battle against cancer. Despite the battle, she always maintained a positive view of life. Ms. Paterson was a dedicated worker, mother and wife who was respected and loved by all she touched. She leaves behind a husband, two sons, and two daughters. Everyone's thoughts and prayers likewise are extended to Ms. Paterson's family and friends.

2. On Friday October 1st, the *M/V Governor* suffered a loss of both motors while underway to Vineyard Haven. The crew (under the able command of Captain Arstein Tveit) was able to restore partial power and, with the assistance of a tug, made it safely into

Vineyard Haven. After towing the vessel to the SSA's Fairhaven repair facility for a more thorough evaluation, the root cause of the failure still has not been determined, and the estimated cost of repairing the vessel's more than 60-year-old diesel-electric motors is \$450,000.

Rather than having the current motors repaired, the Board approved management's recommendation to instead re-power the *M/V Governor* with new diesel MTU engines and ZF gearboxes. The estimated cost to re-power the vessel is \$1,604,000, including all engineering, materials and construction costs. The project will be accomplished through two contracts – one for the purchase of the engines and gears and another for their installation at a shipyard. The projected completion date for the project is early May, just prior to the *M/V Governor's* operating season start date of May 24, 2011. One of the reasons to replace the motors is that, if the SSA can't obtain a reasonable price for the *M/V Governor* when it comes time to dispose of it, the SSA can remove its new engines and gears and install them in the *M/V Sankaty*, which would save the SSA approximately \$1,000,000 in equipment costs.

3. This past summer, SeaStreak LLC docked its New York-to-Martha's Vineyard passenger ferry at the SSA's Oak Bluffs terminal, carrying 7,846 passengers back and forth to New York and paying the SSA \$17,320 in dockage fees under a dockage facilities agreement. On October 15, 2010, SeaStreak notified the SSA of its desire to renew the agreement for 2011 with a slightly modified schedule. The Board approved management's recommendation to grant SeaStreak's request, especially since this service is not subject to the SSA's licensing powers and SeaStreak could simply dock its ferry at another facility on Martha's Vineyard without paying the SSA any license fees or dockage fees at all.

4. The Board approved management's proposed 2011 Capital Budget, which contains new projects that together are estimated to cost \$5,206,000. These projects include:
 - A new automated reservation and point-of-sale ticketing system (\$1,500,000);
 - Four shuttle bus replacements (\$534,000);
 - Sewer pump-out stations at Woods Hole, Vineyard Haven, Nantucket and Hyannis (\$1,133,210);
 - Feasibility and design study of the Woods Hole terminal and slips (\$250,000);
 - Preliminary design and engineering for a new freight boat (\$250,000);
 - *M/V Nantucket* 02 deck passenger shelter (\$140,000); and
 - *M/V Martha's Vineyard* HVAC upgrade (\$120,000).

The SSA currently has \$12,500,000 available for capital projects with estimated additional fund transfers in 2010 of \$1,625,000. The 2011 Operating Budget projections have \$6,800,000 being transferred to the Replacement Account next year. Current capital project commitments total \$21,730,000, and the new projects for 2011 will be funded

through the issuance of \$7,500,000 in bonds or bond anticipation notes, leaving around \$1,500,000 remaining for contingencies and/or future projects.

5. The Board also approved management's recommendation to award a contract to iMarc LLC to redesign the SSA's website, with a project budget of \$225,000 (including the development of a dedicated mobile web application). Earlier this year, the SSA issued a request for proposals for this contract, and iMarc submitted the proposal which the evaluating committee ranked as the most advantageous to the SSA. As part of the redesign process, the SSA will be forming a "focus group" of SSA employees and outside users of the website to provide input on how best to redesign it. In addition, the SSA will be placing a link on the website for customer comments, observations and suggestions.
6. The Board awarded Contract #23-10 for dry-docking and related services for the *M/V Eagle* to the lowest eligible and responsible bidder for the contract, Colonna's Shipyard of Norfolk, Virginia, for a total contract price of \$821,392. Under the contract, the *M/V Eagle* will undergo a routine United States Coast Guard hull exam. In addition, the shipyard will accomplish the first phase of the vessel's mid-life refurbishment, which includes removing the existing main engine, gearbox and generator channel coolers and replacing them with a new Weka main engine, gearbox and generator box coolers, modifying the main fuel tanks to separate them from the hull, and installing new freight deck ventilation fans.
7. Finally, the Board noted that the new ambulance rates that went into effect on November 1, 2010 have had an unexpected impact on the Martha's Vineyard Transit Authority ("MVTA"), which operates a van on a weekly basis to transport patients to Boston-area hospitals and medical appointments. Because the MVTA already received a grant for this service under the SSA's old rates and because it always makes reservations for the van in advance (unlike ambulances that require preferential boarding in emergency situations and, as a result, "bump" other vehicles with reservations from traveling on their reserved trips), the Board voted to allow the MVTA's van to continue to travel under the ambulance rates that existed before the November 1, 2010 increase.

At the conclusion of the meeting, the Board voted to go into executive session to discuss various matters appropriate for discussion in executive session, and they announced that they would not reconvene in public.

The next regular monthly meeting of the SSA's Board is currently scheduled for 9:30 a.m. on Tuesday, December 21, 2010, in Woods Hole, Massachusetts. The location, time and date of the meeting are all subject to change, so please look for the formal notice for the meeting that will appear on this website next month. Thank you.



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

SUMMARY OF THE MEETING OF THE WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

December 28, 2010

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("SSA") held their regular monthly meeting at 9:30 a.m. on December 28, 2010, in the second floor conference room of the SSA's Woods Hole terminal, located at the Foot of Railroad Avenue, Woods Hole, Massachusetts. All five Board Members were in attendance: Chairman Marc N. Hanover (Martha's Vineyard); Vice Chairman Robert S. Marshall (Falmouth); Secretary John A. Tierney (New Bedford); H. Flint Ranney (Nantucket); and Robert L. O'Brien (Barnstable).

1. On January 1, 2011, Falmouth Board Member Robert Marshall will become the SSA's Chairman for next year in accordance with the SSA's Enabling Act. Pursuant to their by-laws, the Board also elected New Bedford Board Member John Tierney to serve as the SSA's Vice Chairman, and Nantucket Board Member H. Flint Ranney to serve as the SSA's Secretary.
2. The Board approved management's recommendation (which came at the request of the Hyannis and Falmouth Parking Lot Managers) to create new off-season offsite parking permits that are valid from January 1st through May 14th, at a cost of \$225. Customers buying these permits will be required to park at the SSA's Palmer Avenue lot in Falmouth or at the SSA's Yarmouth Street lot in Hyannis.
3. The Board approved management's recommendation to renew the SSA's transportation agreement with the Martha's Vineyard Regional High School District for school-related approved transportation for the period from July 1, 2011 through June 30, 2012. Every year the SSA enters into the agreement to establish a fixed price for the transportation of student groups, teachers, administrators and game officials on school-approved travel for the District's upcoming fiscal year (beginning July 1st). The fixed price is intended to

reflect approximately a 50% discount over applicable tariff rates, and last year's agreement had established a fixed price of \$55,000. However, because of the fare increases that will become effective January 3, 2011 on the Martha's Vineyard route, the fixed price under the new agreement will be \$60,000, which approximates the 50% discount normally given to the Nantucket Public Schools.

4. The Board authorized General Manager Wayne Lamson to award Contract 24-10 for the Installation of Passenger Ramps and Platforms to the lowest eligible and responsible bidder for the contract. At the moment it appears that the lowest eligible and responsible bidder will be New England Spec., Incorporated, of Sagamore Beach, Massachusetts, for a total contract price of \$233,900. But if the company does not provide the SSA with a certificate in good standing from the Secretary of State, the next low bidder is C. Naughton Corp., of Weymouth, Massachusetts, who submitted a total contract price of \$248,000. Earlier this year, the SSA awarded a contract to Ravens Marine, Inc. for the fabrication and delivery of the new ramps and platforms, as well as new gangways. Ravens will be delivering the structures over the course of the next year, and the installation contractor will then install them at each terminal after dismantling the existing platforms and ramps as required, supplying support foundations and repairing the bituminous concrete as necessary. Currently, the work is scheduled to take place in February and March 2011 at the Woods Hole terminal, in March and April 2011 at the Oak Bluffs terminal, in September and October 2011 at the Nantucket terminal and in October and November 2011 at the Vineyard Haven terminal.
5. The Board deferred the award of Contract #25-10 for the Supply and Delivery of Two MTU 12V4000M53R Diesel Engines and Two ZF7510 Reverse Reduction Gears until their next meeting on January 25, 2011, as bids for this contract are now scheduled to be opened on January 18, 2011. These engines and gears are the ones that will be used to re-power the *M/V Governor*, and are required to be delivered by the end of March 2011 to the shipyard that will be doing the work (see #7 below).
6. The Board awarded Contract #27-10 to Furnish and Deliver Two Propellers for the *M/V Governor* to the lowest eligible and responsible bidder for the contract, Sound Propeller Services, Inc. of Seattle, Washington, for a total contract price of \$91,192. These propellers are required to be designed to mate with the engines and gears that are being used to re-power the *M/V Governor* (see #5 above), and are required to be delivered by the end of March 2011 to the shipyard that will be doing the work (see #7 below).
7. The Board authorized Mr. Lamson to award Contract #28-10 to Re-Power and Provide Associated Services for the *M/V Governor* to the lowest eligible and responsible bidder for the contract, when bids for the contract are opened on January 6, 2011. The winning shipyard will be responsible to re-power the *M/V Governor* and complete all work by no later than April 15, 2011, at which time the vessel must be delivered to the SSA.

8. Finally, Martha's Vineyard Board Member Marc Hanover thanked all of the Woods Hole terminal employees for their outstanding work this past Sunday. He was in Woods Hole around 4:00 p.m. that day and saw firsthand all of their tremendous efforts, in blinding snow and cold, to get islanders onto the boats so they could get home before the Blizzard of 2010 shut down operations later that day. Mr. Hanover also thanked the SSA's vessel employees for their great work, recounting how all of the employees filled up the *M/V Island Home's* lift decks so that boat could sail full and then filled up the freight deck of the *M/V Katama* immediately afterwards.

At the conclusion of the meeting, the Board voted to go into executive session to discuss various matters appropriate for discussion in executive session, and they announced that they would not reconvene in public.

The next regular monthly meeting of the SSA's Board is currently scheduled for 9:45 a.m. on Tuesday, January 25, 2011, in Woods Hole, Massachusetts. The location, time and date of the meeting are all subject to change, so please look for the formal notice for the meeting that will appear on this website next month. Thank you.