



## **NANTUCKET TOWN ASSOCIATION MEETING**

May 24, 2022, at 4:00 pm

Meeting held by Zoom conferencing

### **DRAFT MINUTES FOR REVIEW AND APPROVAL**

Attendance (Participants as noted by Zoom): Trish Bridier, Mary Anne Easley, Marsha Fader, Mary Longacre, Sarah Ann Miller, Gail Norton, Lee Saperstein, Priscilla Saperstein, Bill Seay, Anne Terry, Henry Terry, Charley Walters, and Paula Williams.

Guests: Rob Ranney, Steamship Authority Board Member, and Nat Lowell, Port Council Member, and Janet Forest, Atheneum.

Thanks to the Atheneum, Janet Forest, for hosting the meeting. which was recorded and the link to YouTube is included here: <https://youtu.be/DlayXfcaJiw>

#### **I. Call the May 24, 2022, Nantucket Town Association Meeting to Order.**

President Henry Terry called the meeting to order at 4:00 pm. He announced that the meeting is being recorded and those who could not attend are welcome to use the above link to watch the recording. He also announced that, to avoid conflicts with the Open Meeting Law, there would be no discussion of the Nantucket Town small area plan because members of that working group are in attendance at today's meeting and no agenda for it has been posted.

#### **II. Approval of minutes of the Meeting of April 26, 2022.**

Henry Terry asked for approval of the minutes of the meeting of April 26, 2022, Paula Williams moved approval, Mary Longacre seconded, and the vote to approve was unanimous.

#### **III. Treasurer's Report.**

Anne Terry, Treasurer, gave the Treasurer's report, attached. With no changes in income or expense, the total remained the same at \$4253.54. A motion to approve was made by Trish Bridier, seconded by Paula Williams, and approved unanimously.

#### **IV. New Business.**

Henry Terry reminded members that Mary Longacre had distributed a link to the Town's Open Space survey and asked that members complete it. It has since been distributed on-line to the Association's mailing list.

#### **V. Guest Presentation: Steamship Authority Officials.**

Henry Terry introduced Rob Ranney, Vice-Chair Board of Directors, and Nat Lowell, Secretary, Port Council, who will talk about recent developments in the Steamship Authority. Rob Ranney started by saying that it is clear that this will be another busy summer. Most boats are already filled. In addition, employee absences for medical reasons, particularly COVID, have reduced service and, in the case of a Martha's Vineyard terminal, caused it to close.

Nat Lowell entered the conversation by saying that social media mean that any issue or concern received immediate public attention. The major issue for today is medical emergencies. He then switched to how quickly the public has picked up on their investigation in New Orleans ship yards of relatively new but laid up oil-well service boats. Alongside of that investigation was the issue of the UPS reservation mishap. A long-time employee in the reservation office had retired and the remaining staff did not know to contact UPS when it failed to reserve space on the boats. Working with UPS, most of their needed trips have been scheduled.

In response to Lee Saperstein's question about the freight boats that might replace the existing ones, Rob Ranney replied that the existing boats are 40 years old and, while having a remaining life of up to ten years, present increased maintenance needs. The ones they are looking at are only a year or two old, slightly longer and wider, with no deck structures and can, thus, carry two more tractor trailers. They are also more stable in rough weather, which may reduce cancelations. Four or five of the ones that they are reviewing are identical to each other and, thus, present reduced maintenance costs because of a lowered need to keep spare parts in inventory. If purchased, they will need modification to ensure that their length meets Hyannis Harbor limits. The Authority has a very competent marine engineer agent in New Orleans who is helping them to select the boats.

Nat Lowell added that the new boats will not have weight limits that can reduce the number of walk-on passengers allowed per voyage. He said that a new boat designed similarly to the Woods Hole would cost \$46 million, while other designs could go as high as \$50 million. To buy and modify the three replacements would cost about the same as buying another Woods Hole. With the added capacity, they will be able to accommodate more food-service (restaurant food) trucks on the first boat of the day and that can help to clear parked trucks from the downtown faster. If all goes well, they may have one replacement boat by the summer of 2023. As an added plus, Nat Lowell said that the added capacity for trucks on these new boats, means that more cars will be accommodated on the MV Eagle.

Lee Saperstein asked about the growing trend toward electric drive on the Authority's boats. While they did not have an opinion, they expected that it will be discussed in the pending report. Henry Terry asked about the hull crack that laid up the MV Iyanough for a day. Nat Lowell said

that it was above the exhaust portal and not near to the water; it may have been there for some time. To its credit, the yard that they use in Fair Haven gets repairs done quickly and, given its nearness to Nantucket, travel times are less than to any other potential repair yard. He also said that we may see the freight boat parked in the fast boat slip during the winter and that means that there would be a seamless substitution of boats if the traditional ferry had a maintenance problem. Mary Longacre asked about the preferred spaces experiment. While the results have not been released, they expect that the procedure will continue.

Nat Lowell said that it is difficult to change personnel attitudes and culture. As an example, he said that it would be nice if a reservations person, when asked about a certain time slot, would not say “not available” but, instead, said, “that time is not available but would any of the following work for you; if not, here’s what we need to do to get you on a wait list,” or, as a last resort, “come to the reservation office by 5:00 am (or whatever time will work) on the day on which you wish to sail and we’ll see if we can get you on a boat.”

Lee Saperstein then asked about the proposal for term limits and both said that they are not in favor. There would be a potential loss of institutional history as well as friction among Board members. The two islands need to cooperate, which they do now but might not if a stranger is appointed to the Board. Their good relationship with the HyLine could suffer if new, non-knowledgeable people come onto the Board.

Mary Longacre noted that it would be easy to take the Steamship for granted and hopes that the Board and Port Council do not fall into that trap. Lee Saperstein asked if senior staff on the traditional boats could walk around from time to time and say hello to passengers. Rob Ranney, recognized the value of the suggestion but said that this was another example where change is difficult. Nat Lowell said that another issue that he had just thought of was food service on the slow boat. The contractor used to have housing on Island for its staff but lost it and cannot find staff for the canteen.

Returning to the subject of replacement freight boats, Bill Seay asked about steps that needed to happen before they could buy their first one. Is it a done deal or are there more negotiations needed? Rob Ranney said that it is not finalized but it is close. While the needed chain of events is complicated, it will happen. Nat Lowell said that the Woods Hole is scheduled for the Nantucket run in June and that will take more vehicles.

Mary Longacre asked if there were any plans for renovations to the Nantucket terminal. Yes, said Rob Ranney, they have a rebuild schedule that would come to the Nantucket in the next five to ten years and that would include coordination with the Town for raising the road surface for coastal resilience. As final note, Nat Lowell said that the 26-ft long baggage cart needs to be replaced with something smaller and more flexible so as to get one more car on board.

Henry Terry thanked them for their informative and helpful presentations and said, “seeing no more questions, it is time to adjourn. A motion to do so was made by Trish Bridier, seconded by Mary Longacre, and passed unanimously.

## **V. Adjournment.**

The meeting was adjourned at 4:56 pm.

**\*Next meeting is June 28, 2022, and will be via Zoom unless a decision to hold an in-person meeting is made; more information will be forthcoming with the next agenda; if one uses Zoom, registration is available at the following address:**

<https://us02web.zoom.us/meeting/register/tZwrcOCsqj0iH9CoJJCY4FXOdz-tHfyynBrX>.

Lee W. Saperstein, Secretary, [saperste@mst.edu](mailto:saperste@mst.edu).

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NANTUCKET TOWN ASSOCIATION

Treasurer's Report

May 24, 2022

Beginning Balance	\$4,253.54
Deposits None	
Expenditures None	
End Balance	\$4,253.54

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