

Appendix B — Preliminary Electrical System Topography

The schematic provided in this Appendix is preliminary only and subject to design development. It is provided to assist the Vendor in provided a bid.

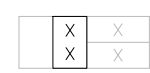
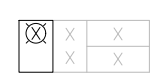
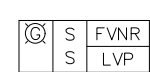
See 23494-733-01 Electrical System Topography for Appendix B.

GENERAL NOTES

1. ALL INSTALLATIONS TO BE IN ACCORDANCE W/IEEE STANDARD 45, USCG 46 CFR, CABLES CONSTRUCTED TO IEC 60092-353 MUST BE INSTALLED TO 60092-352 PER 46 CFR 111/60-5.
2. DIAGRAMS ARE SCHEMATIC; EXACT LOCATIONS TO BE DETERMINED BY YARD DURING INSTALLATION. PLAN IS BASED ON AVAILABLE INFORMATION AND ACCEPTABLE PERFORMANCE REQUIREMENTS. SHIPYARD AND SWITCHBOARD MANUFACTURER ARE RESPONSIBLE FOR COORDINATION AND INSTALLATION DETAILS BEYOND THE SCOPE OF THIS PLAN. WHERE COMPONENTS AND INSTALLATION REQUIREMENTS CONFLICT WITH THIS PLAN DUE TO COMPONENT MODIFICATIONS OR SUBSTITUTIONS, SHIPYARD IS RESPONSIBLE FOR INCORPORATING THE MODIFICATION TO THE SYSTEM AND PROPER COMPONENT INSTALLATION.
3. SWITCHBOARD SHALL CONTAIN METERS, PILOT LIGHTS, INSTRUMENTS, SELECTOR SWITCHES, VOLTAGE RHEOSTAT, AND ASSOCIATED CT, FUSES, AND RELAYS AS REQUIRED BY 46CFR111.30-25 FOR ALL POWER SOURCES. SWITCHBOARD SHALL ALSO BE EQUIPPED WITH PHASE ROTATION INDICATION ON SHORE POWER, AND GROUND DETECTION AND SHALL ADHERE TO ABS MVR 4-8-3/5.
4. ELECTRICAL EQUIPMENT LOCATED WHERE SUBJECT TO WATER SPRAY SHALL BE DRIPPROOF, MINIMUM NEMA TYPE 12 WITH DRIPSHIELD; EQUIPMENT IN EXPOSED LOCATIONS SHALL BE WATERTIGHT, NEMA TYPE 4X. AMBIENT TEMPERATURE FOR ROTATING EQUIPMENT IS ASSUMED TO BE 50°C, 45°C FOR CABLE AND NON-ROTATING EQUIPMENT.
5. CABLE SHALL BE STRANDED COPPER, COMPLYING WITH IEEE-STD-45 2002 AND IEEE-STD-1580, U.L. LISTED BOAT OR MARINE CABLE. INSULATION SHALL BE FLAME RETARDANT PER IEC 60332-3, AND CONDUCTORS SIZED IAW ABS MVR 4-8-3/15 TABLE 6 AND IEEE-STD-45 TABLE 25. CABLE DESIGNATIONS REFLECT ANIXTER TYPE T/N CABLE OR EQUAL, RATED 75°C, SIZES INDICATED IN MCM (1000'S OF CIRCULAR MILS), AND NO. OF CONDUCTORS INDICATED AS FOLLOWS: DNI = 2, TNI = 3, FNI = 4, & MNI = 5+. FOR ALL CIRCUITS YARD SHALL UTILIZE CABLE WITH AN ADDITIONAL CONDUCTOR OR BARE GROUND CONDUCTOR TO BE USED AS THE EQUIPMENT GROUNDING CONDUCTOR, SIZED PER NEC TABLE 250-122, CONNECTED AT A SINGLE POINT TO GROUND FROM THE SWITCHBOARD GROUND BUS. THE SWITCHBOARD NEUTRAL BUS SHALL ALSO BE SOLIDLY GROUNDED AT THIS COMMON SINGLE POINT GROUND CONNECTION.
6. CABLE SHALL BE SUPPORTED ON 16 INCH CENTERS AND SECURED ON 24 INCH CENTERS WITH METALLIC OR OTHER APPROVED SUPPORTS, USING LARGE RADIUS BENDS WHERE NECESSARY, PROTECTED FROM CHAFING AND LOCATED TO MINIMIZE RADIO FREQUENCY INTERFERENCE. ALL POWER & LIGHTING CABLE SHALL UTILIZE ARMOR JACKETING, ON CIRCUITS DENOTED AS SUCH THE ONE-LINE DIAGRAM.
7. SPLICES SHALL BE AVOIDED. WHERE NECESSARY, SPLICES SHALL BE LOCATED AND ACCOMPLISHED IN FULL COMPLIANCE WITH APPLICABLE REQUIREMENTS. CABLE CONNECTIONS MUST BE ACCOMPLISHED IN AN ENCLOSURE OR WITHIN THE FIXTURE, WITH PRESSURE TYPE CONNECTOR (UL 486A), SOLDER LUG, OR PRESSURE TYPE SPLICE TO FLEX LEAD, USING A MINIMUM OF 6-32 TERMINAL SCREWS.
8. UNLESS OTHERWISE NOTED, CIRCUIT BREAKERS SHALL COMPLY WITH UL 489 AND/OR IEC 60947-2, MOLDED CASE MANUALLY RESET TYPE, SWITCH DUTY (HVACR RATED WHERE APPLICABLE), PLUG-IN TYPE, DESIGNED FOR INVERSE TIME DELAY AND INSTANTANEOUS TRIP UPON SHORT CIRCUIT, WITH VISUAL INDICATION OF CIRCUIT BREAKER OPEN OR CLOSED CONDITION. CIRCUIT BREAKERS SHALL BE BASED ON 40°C AMBIENT. ALL BREAKERS AND CIRCUITS SHALL BE CLEARLY LABELED AS TO RATING AND CIRCUIT PROTECTED, GROUPED SEQUENTIALLY, AND LOADS SHALL BE ARRANGED TO PROVIDE AS BALANCED LOAD DISTRIBUTION AS POSSIBLE ON THE BUS BARS.
9. TRANSFORMERS SHALL BE DRY, AIR COOLED, WITH DRIP-PROOF ENCLOSURE, COPPER WINDINGS, CLASS H INSULATION, RATED FOR 45°C AMBIENT, HAMMOND OR EQ. RATED KVA SHALL BE AS INDICATED HEREIN. TRANSFORMER CASE TO BE BONDED TO THE HULL.
10. DISTRIBUTION PANELS SHALL BE NEMA TYPE 12 WITH DRIP HOOD, MEETING UL 508 WITH MARINE SUPPLEMENT. DIRECTORIES INSIDE THE PANEL SHALL IDENTIFY CIRCUIT DESIGNATION AND THE SERVICE FOR EACH CIRCUIT BREAKER. BUSES SHALL COMPLY WITH SECTION 17.11 OF IEEE STD 45 OR IEC 93-203 (CLAUSE 6) USING SOLID COPPER BAR, ANSU/UL 1581 VW-1 OR IEC 332-1 FLAME RETARDANCY & WIRES CONNECTED TO HINGED PANELS COVERS SHALL BE EXTRA FLEXIBLE, RATED FOR 55°C AMBIENT. DISTRIBUTION PANELS SHALL BE PROVIDED WITH AN ISOLATED GROUNDING BUS, TO BE USED FOR EQUIPMENT GROUND WHERE PROPER GROUNDING CANNOT BE ENSURED THROUGH THE INSTALLATION. PROVIDE SUITABLE CABLE (WITH EQUIPMENT GROUNDING CONDUCTOR) FOR SUCH INSTALLATIONS).
11. ALL ENCLOSURES, HOUSINGS, AND OTHER NON-CURRENT-CARRYING CONDUCTIVE MATERIALS OF ELECTRICAL EQUIPMENT WHICH CANNOT ENSURE PROPER GROUNDING VIA INSTALLATION SHALL BE BONDED IN ACCORDANCE WITH NEC ART. 250.4(A) WITH AN EQUIPMENT GROUND CONDUCTOR, GROUNDED IN ACCORDANCE WITH ART 250 AT THE SWITCHBOARD.
12. WATERTIGHT PENETRATIONS SHALL BE ACCOMPLISHED WITH STI MARINE MFC SERIES MARINE FIRESTOP COLLAR. PENETRATION DETAIL SHALL COMPLY WITH FTP CODE REQUIREMENTS AND BE ACCOMPLISHED IN ACCORDANCE WITH USCG APPROVALS AND RESTRICTIONS. SEE MFR DETAILS AND ASSOCIATED PDA INSTRUCTIONS AND LIMITATIONS.
13. SHORE POWER CONNECTION PANEL TO BE PROVIDED FOR EACH SHORE POWER FEEDER, NEMA 4X WITH MELTRICS CONNECTOR & RECEPTACLE AND RUSSELL STOLL OR EQUAL DISCONNECT/BREAKER. INSTRUCTIONS SHALL BE POSTED AT THE SHORE POWER CONNECTION INDICATING SYSTEM VOLTAGE, PHASE, FREQUENCY & RECOMMENDED CONNECTION PROCEDURE.
14. ALL MOTOR CONTROLLERS SHALL HAVE MANUAL RESET, THERMAL OVERLOAD PROTECTION AT 115-125% OF FULL LOAD CURRENT (FLC), SHORT CIRCUIT PROTECTION AT 10X FLC, LINE DISCONNECT, INTEGRAL START/STOP PUSH BUTTONS, PILOT LIGHT, FUSED CONTROL TRANSFORMER COILS, AND AUXILIARY CONTACTS AS REQUIRED. CONTROLLERS FOR AUTO OR REMOTE OPERATION SHALL ALSO BE PROVIDED WITH HAND-AUTO OR LOCAL-REMOTE SELECTOR SWITCH. EXTERIOR MOUNTED CONTROLLERS SHALL BE MOUNTED IN NEMA-4X OR EQ WEATHERTIGHT ENCLOSURES. INTERIOR ENCLOSURES SHALL BE NEMA-12 OR EQUAL. LABELS SHALL IDENTIFY EACH CONTROLLER.
15. ALL ELECTRICAL EQUIPMENT TO BE LOCALLY GROUNDED PER MANUFACTURERS INSTRUCTIONS.

MOTOR CONTROLLER LEGEND

LEGEND



Ⓞ = GREEN RUN INDICATION

S = START/STOP

H/A = HAND/OFF/AUTO SELECTOR

H/L = HIGH SPEED/OFF/LOW SPEED

FVNR = FULL VOLTAGE NON-REVERSING MOTOR STARTER
 FV-R = FULL VOLTAGE REVERSING MOTOR STARTER
 RVNR = REDUCED VOLTAGE NON-REVERSING MOTOR STARTER
 RV-R = REDUCED VOLTAGE REVERSING MOTOR STARTER

LVP = LOW VOLTAGE PROTECTION
 LVR = LOW VOLTAGE RELEASE

Ⓞ PLUG-IN OR DRAW OUT AIR OR MOLDED CASE CIRCUIT BREAKER

10 MOTOR WITH HP INDICATED

SP# SHORE POWER RECEPTACLE

} { TRANSFORMER

xx EQUIPMENT WITH KW INDICATED

ⓄⓄ RECEPTACLE CIRCUIT

| SYM | REVISIONS | CKD BY | DATE |
|-----|-----------|--------|------|
| - | - | - | - |

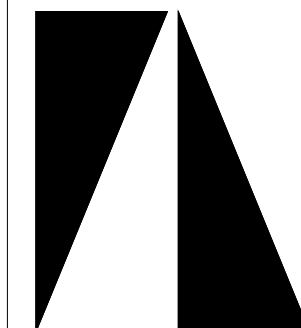
GENERAL NOTES

REFERENCES

| NO. | DESCRIPTION | DWG. NO. |
|-----|---------------------|--------------|
| 1 | GENERAL ARRANGEMENT | 23494-219-01 |

RESERVATIONS

NOT FOR CONSTRUCTION
FOR REVIEW ONLY



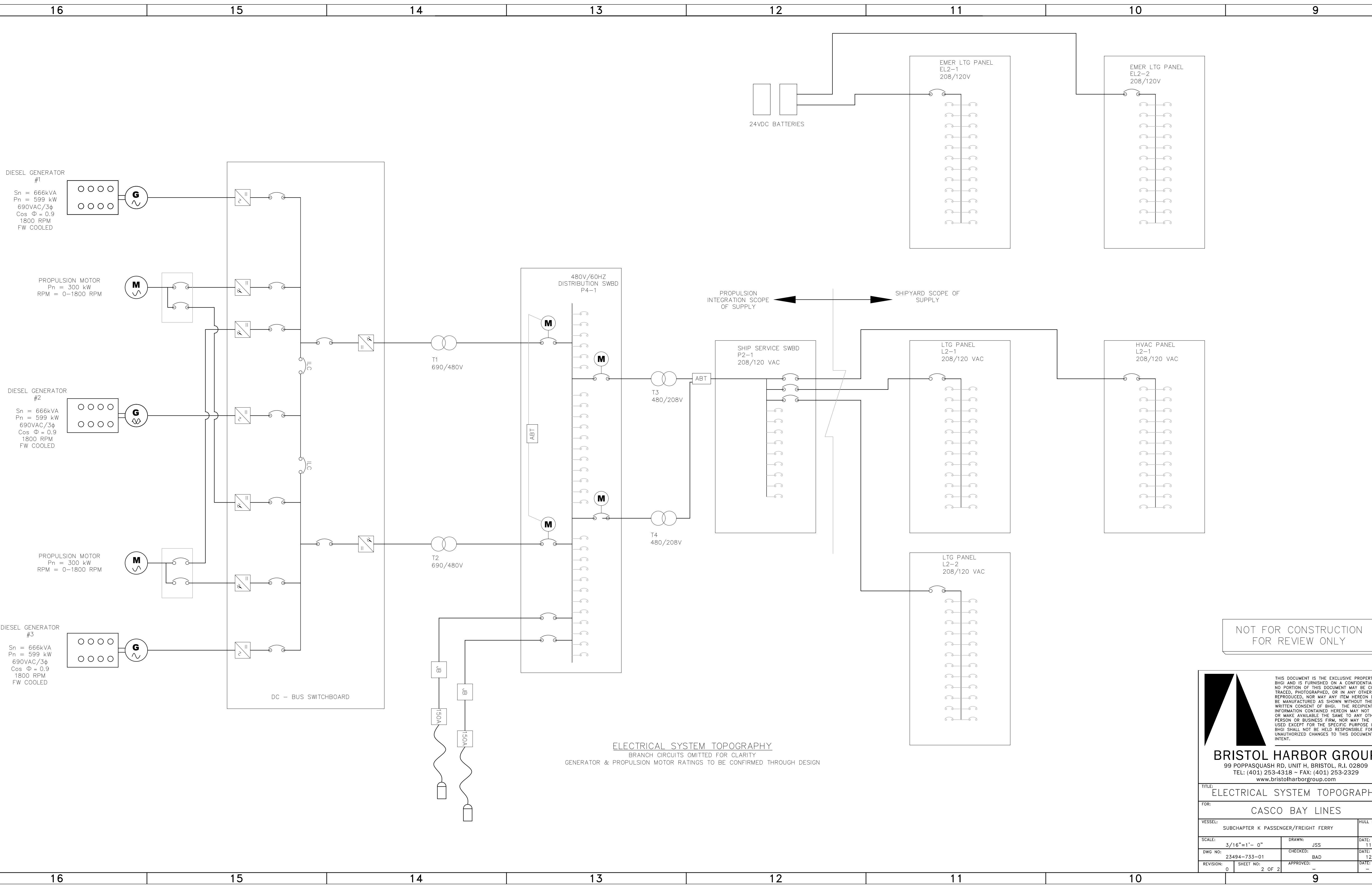
THIS DOCUMENT IS THE EXCLUSIVE PROPERTY OF BHSI AND IS FURNISHED ON A CONFIDENTIAL BASIS. NO PORTION OF THIS DOCUMENT MAY BE COPIED, TRACED, PHOTOGRAPHED, OR IN ANY OTHER WAY REPRODUCED, NOR MAY ANY ITEM HEREON DEPICTED BE MANUFACTURED AS SHOWN WITHOUT THE EXPRESS WRITTEN CONSENT OF BHSI. THE RECIPIENT OF THE INFORMATION CONTAINED HEREON MAY NOT DISCLOSE OR MAKE AVAILABLE THE SAME TO ANY OTHER PERSON OR BUSINESS FIRM, NOR MAY THE SAME BE USED EXCEPT FOR THE SPECIFIC PURPOSE INTENDED. BHSI SHALL NOT BE HELD RESPONSIBLE FOR ANY UNAUTHORIZED CHANGES TO THIS DOCUMENT OR ITS INTENT.

BRISTOL HARBOR GROUP
 99 POPPASQUASH RD, UNIT H, BRISTOL, R.I. 02809
 TEL: (401) 253-4318 - FAX: (401) 253-2329
 www.bristolharborgroup.com

TITLE: **ELECTRICAL SYSTEM TOPOGRAPHY**

FOR: **CASCO BAY LINES**

| | |
|--|---------------|
| VESSEL: SUBCHAPTER K PASSENGER/FREIGHT FERRY | HULL NO: - |
| SCALE: 3/16"=1'- 0" | DATE: 11JUN26 |
| DWG NO: 23494-733-01 | CHECKED: JSS |
| REVISION: 0 | DATE: 12JUN26 |
| SHEET NO: 1 OF 2 | APPROVED: BAD |
| | DATE: - |



ELECTRICAL SYSTEM TOPOGRAPHY
 BRANCH CIRCUITS OMITTED FOR CLARITY
 GENERATOR & PROPULSION MOTOR RATINGS TO BE CONFIRMED THROUGH DESIGN

NOT FOR CONSTRUCTION
 FOR REVIEW ONLY

THIS DOCUMENT IS THE EXCLUSIVE PROPERTY OF BHSI AND IS FURNISHED ON A CONFIDENTIAL BASIS. NO PORTION OF THIS DOCUMENT MAY BE COPIED, TRACED, PHOTOGRAPHED, OR IN ANY OTHER WAY REPRODUCED, NOR MAY ANY ITEM HEREON DEPICTED BE MANUFACTURED AS SHOWN WITHOUT THE EXPRESS WRITTEN CONSENT OF BHSI. THE RECIPIENT OF THE INFORMATION CONTAINED HEREON MAY NOT DISCLOSE OR MAKE AVAILABLE THE SAME TO ANY OTHER PERSON OR BUSINESS FIRM, NOR MAY THE SAME BE USED EXCEPT FOR THE SPECIFIC PURPOSE INTENDED. BHSI SHALL NOT BE HELD RESPONSIBLE FOR ANY UNAUTHORIZED CHANGES TO THIS DOCUMENT OR ITS INTENT.

BRISTOL HARBOR GROUP
 99 POPPASQUASH RD, UNIT H, BRISTOL, R.I. 02809
 TEL: (401) 253-4318 - FAX: (401) 253-2329
 www.bristolharborgroup.com

| | |
|---|------------------|
| TITLE: ELECTRICAL SYSTEM TOPOGRAPHY | |
| FOR: CASCO BAY LINES | |
| VESSEL: SUBCHAPTER K PASSENGER/FREIGHT FERRY | HULL NO: - |
| SCALE: 3/16"=1'- 0" | DRAWN: JSS |
| DWG NO: 23494-733-01 | CHECKED: BAD |
| REVISION: 0 | DATE: 12JUN26 |
| SHEET NO: 2 OF 2 | APPROVED: - |
| | DATE: - |

Appendix C — Preliminary Power Profile

The calculation provided in this Appendix is the result from preliminary design development and represents a range of operating speeds, drafts, and routes that will be further developed during the design phase of the project. They represent a baseline to aid in development of the vendor's proposal for this PTS.

| REVISION HISTORY | | | | | |
|------------------|------|--|---------|-----|-------|
| REV | ZONE | DESCRIPTION | DATE | BY | CHECK |
| 0 | - | 1. INTIAL RELEASE | 03NOV25 | MDL | JSS |
| 1 | - | 1. PROFILES ADDED FOR 6.25' & 6.75' DRAFTS | 22JAN26 | MDL | JSS |

GENERAL NOTES

-

| | | |
|-----|-------------|--|
| 5 | 23494-199-5 | Propulsion Systems Simulation Results |
| 4 | 23494-199-4 | Propulsion System Reliability Calculations |
| 3 | 23494-199-3 | Feasibility Study Calculations |
| 2 | 23494-199-1 | Ferry Propulsion System Analysis Calcs |
| 1 | 23494-099-1 | Ferry Propulsion System Feasibility Study |
| NO. | DRAWING | TITLE |

REFERENCES

| | | |
|--|-------------------------|--|
| TITLE: FERRY OPERATIONAL PROFILE CALCS | | |
| FOR: CASCO BAY LINES | | |
| VESSEL: MAQUOIT II REPLACEMENT | HULL NO: - | |
| DATE: 22JAN26 | SCALE: N.T.S. | |
| DWG. NO: 23494-199-2 | REV: 1 | |
| DRAWN BY: MDL | CHECK BY: JSS | |



THIS DOCUMENT IS THE EXCLUSIVE PROPERTY OF BHGI AND IS FURNISHED ON A CONFIDENTIAL BASIS. NO PORTION OF THIS DOCUMENT MAY BE COPIED, TRACED, PHOTOGRAPHED, OR IN ANY OTHER WAY REPRODUCED, NOR MAY ANY ITEM HEREON DEPICTED BE MANUFACTURED AS SHOWN WITHOUT THE EXPRESS WRITTEN CONSENT OF BHGI. THE RECIPIENT OF THE INFORMATION CONTAINED HEREON MAY NOT DISCLOSE OR MAKE AVAILABLE THE SAME TO ANY OTHER PERSON OR BUSINESS FIRM, NOR MAY THE SAME BE USED EXCEPT FOR THE SPECIFIC PURPOSE INTENDED. BHGI SHALL NOT BE HELD RESPONSIBLE FOR ANY UNAUTHORIZED CHANGES TO THIS DOCUMENT OR ITS INTENT.

THE SHEARER GROUP

2301 COMMERCE STREET, SUITE 160, HOUSTON TX 77002
 TEL: (281) 532-2080 ~ FAX (281) 326-1615
www.shearer-group.com

| | | | | | | |
|----------|---|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: Overview & Provided Info | | Date: | 22JAN26 | Checked: | JSS |

Overview

This study took the schedule of the MAQUOIT II, the vessel that the new ferry will be replacing, and formulated an operational profile using resistance data from a CFD analysis of the hull form of the replacement vessel. From the operational profile the amount of fuel burned, electricity used, emissions, and the resulting engine and generators hours were calculated for a replacement vessel with different propulsion systems. Operational profiles were created for transit speeds of 8, 9, 10, and 11 knots at vessel drafts of 6', 6.25', 6.5', 6.75', and 7', each representing a different propulsion power demand and duration of time spent in transit. A minimum speed of 8 knots is necessary to ensure the ferry can meet its existing schedule. The operational power demand profile is determined using delivered power requirements from a computational fluid dynamics (CFD) analysis. Assumptions were made regarding maneuvering/acceleration times and unload/loading times that could be refined further with client feedback.

Provided Schedule

The following schedule was provided to TSGI. This sequences of events determined the operating profile of the ferry.

| Trip | Prescribed Event |
|-------------|-------------------------------|
| Trip A | Leaves Portland 0800 |
| | Leaves Chebeague Island 0910 |
| | Leaves Cliff Island 0940 |
| | Leaves Long Island 1005 |
| | Leaves Great Diamond 1020 |
| | Leaves Little Diamond 1025 |
| Trip B | Arrives Back in Portland 1040 |
| | Leaves Portland 1200 |
| | Leaves Cliff Island 1335 |
| | Leaves Chebeague Island 1400 |
| Trip C | Leaves Long Island 1420 |
| | Arrives Back in Portland 1450 |
| | Leaves Portland 1615 |
| | Leaves Diamond Cove 1705 |
| Trip D1 | Leaves Great Diamond 1715 |
| | Leaves Little Diamond 1720 |
| | Arrives Back in Portland 1735 |
| Trip D2 | Leaves Portland 1915 |
| | Leaves Peaks Island 1945 |
| Trip D3 | Leaves Portland 2015 |
| | Leaves Peaks Island 2045 |
| Trip D4 | Leaves Portland 2115 |
| | Leaves Peaks Island 2145 |
| Trip D4 | Leaves Portland 2230 |
| | Leaves Peaks Island 2255 |

| | | | | | | |
|----------|---|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: Overview & Provided Info | | Date: | 22JAN26 | Checked: | JSS |

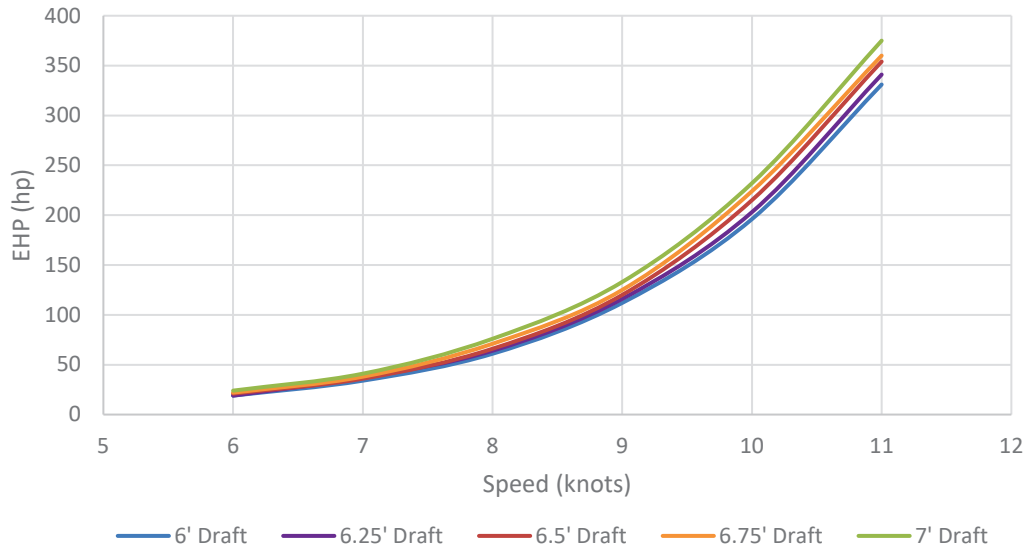
CFD Runs

| CFD Run: | 108' Dbl Chine 6' Draft | 108' Dbl Chine 6.25' Draft | 108' Dbl Chine 6.5' Draft | 108' Dbl Chine 6.75' Draft | 108' Dbl Chine 7' Draft |
|-------------|----------------------------|-------------------------------|------------------------------|-------------------------------|----------------------------|
| Length (ft) | 108 | 108 | 108 | 108 | 108 |
| Beam (ft) | 33 | 33 | 33 | 33 | 33 |
| Draft (ft) | 6 | 6.25 | 6.5 | 6.75 | 7 |
| Disp (LT) | 294 | 314 | 334 | 354 | 374 |

CFD Results

| Speed (kt) | 6' Draft EHP | 6.25' Draft EHP | 6.5' Draft EHP | 6.75' Draft EHP | 7' Draft EHP |
|------------|--------------|-----------------|----------------|-----------------|--------------|
| 6 | 19 | 19 | 21 | 22 | 24 |
| 7 | 34 | 37 | 36 | 38 | 41 |
| 8 | 61 | 64 | 66 | 71 | 76 |
| 9 | 112 | 116 | 120 | 125 | 133 |
| 10 | 196 | 203 | 215 | 224 | 232 |
| 11 | 331 | 341 | 354 | 360 | 375 |

Effective Horsepower Required



| | | | | | | |
|----------|--|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 8kt 6ft Profile | | Date: | 22JAN26 | Checked: | JSS |

8 Knot Transit Speed at a 6' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

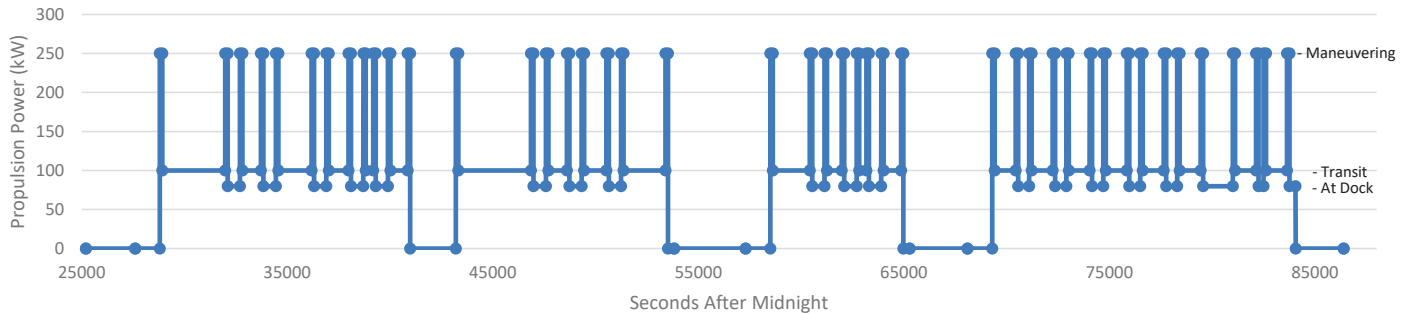
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



8 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:55 | 8:55 | 0:10 | 1:05 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 9:05 | 0:19 | 9:24 | 0:10 | 0:29 | 9:10 | 5 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:34 | 0:31 | 10:05 | 0:10 | 0:41 | 9:40 | 6 |
| | A4 | Long Island | Great Diamond | 2.09 | 10:15 | 0:20 | 10:35 | 0:10 | 0:30 | 10:05 | -10 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:45 | 0:10 | 10:55 | 0:10 | 0:20 | 10:20 | -25 |
| | A6 | Little Diamond | Portland | 1.85 | 11:05 | 0:18 | 11:23 | 0:37 | 0:55 | 10:25 | -40 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 1:03 | 13:03 | 0:10 | 1:13 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:13 | 0:19 | 13:32 | 0:10 | 0:29 | 13:35 | 22 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:42 | 0:22 | 14:04 | 0:10 | 0:32 | 14:00 | 18 |
| | B4 | Long Island | Portland | 4.45 | 14:14 | 0:38 | 14:52 | 1:23 | 2:01 | 14:20 | 6 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:34 | 16:49 | 0:10 | 0:44 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:59 | 0:16 | 17:15 | 0:10 | 0:26 | 17:05 | 6 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:25 | 0:10 | 17:35 | 0:10 | 0:20 | 17:15 | -10 |
| | C4 | Little Diamond | Portland | 1.85 | 17:45 | 0:18 | 18:03 | 1:12 | 1:30 | 17:20 | -25 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:21 | 19:36 | 0:09 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:21 | 20:06 | 0:09 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:21 | 20:36 | 0:09 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:21 | 21:06 | 0:09 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:21 | 21:36 | 0:09 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:21 | 22:06 | 0:24 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:21 | 22:51 | 0:04 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:21 | 23:16 | | 0:21 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|---|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 8kt 6.25ft Profile | | Date: | 22JAN26 | Checked: | JSS |

8 Knot Transit Speed at a 6.25' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

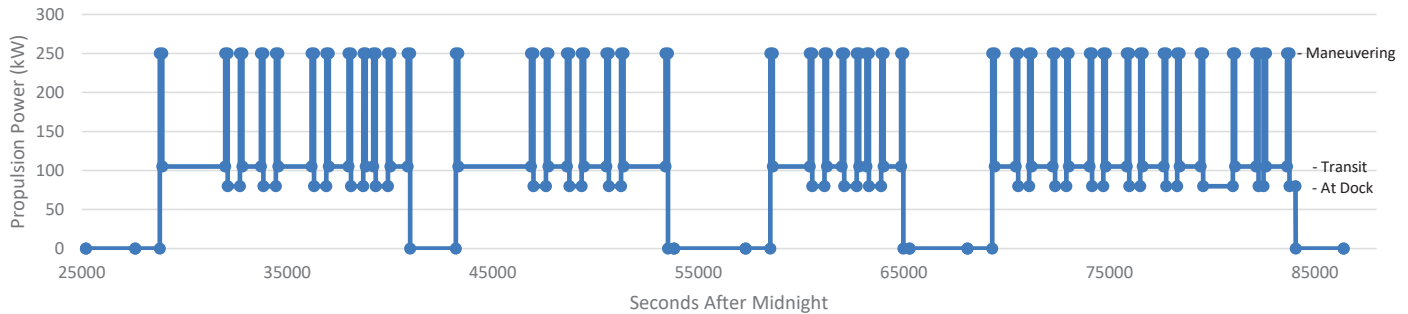
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



8 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:55 | 8:55 | 0:10 | 1:05 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 9:05 | 0:19 | 9:24 | 0:10 | 0:29 | 9:10 | 5 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:34 | 0:31 | 10:05 | 0:10 | 0:41 | 9:40 | 6 |
| | A4 | Long Island | Great Diamond | 2.09 | 10:15 | 0:20 | 10:35 | 0:10 | 0:30 | 10:05 | -10 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:45 | 0:10 | 10:55 | 0:10 | 0:20 | 10:20 | -25 |
| | A6 | Little Diamond | Portland | 1.85 | 11:05 | 0:18 | 11:23 | 0:37 | 0:55 | 10:25 | -40 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 1:03 | 13:03 | 0:10 | 1:13 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:13 | 0:19 | 13:32 | 0:10 | 0:29 | 13:35 | 22 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:42 | 0:22 | 14:04 | 0:10 | 0:32 | 14:00 | 18 |
| | B4 | Long Island | Portland | 4.45 | 14:14 | 0:38 | 14:52 | 1:23 | 2:01 | 14:20 | 6 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:34 | 16:49 | 0:10 | 0:44 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:59 | 0:16 | 17:15 | 0:10 | 0:26 | 17:05 | 6 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:25 | 0:10 | 17:35 | 0:10 | 0:20 | 17:15 | -10 |
| | C4 | Little Diamond | Portland | 1.85 | 17:45 | 0:18 | 18:03 | 1:12 | 1:30 | 17:20 | -25 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:21 | 19:36 | 0:09 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:21 | 20:06 | 0:09 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:21 | 20:36 | 0:09 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:21 | 21:06 | 0:09 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:21 | 21:36 | 0:09 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:21 | 22:06 | 0:24 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:21 | 22:51 | 0:04 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:21 | 23:16 | | 0:21 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|--|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 8kt 6.5ft Profile | | Date: | 22JAN26 | Checked: | JSS |

8 Knot Transit Speed at a 6.5' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

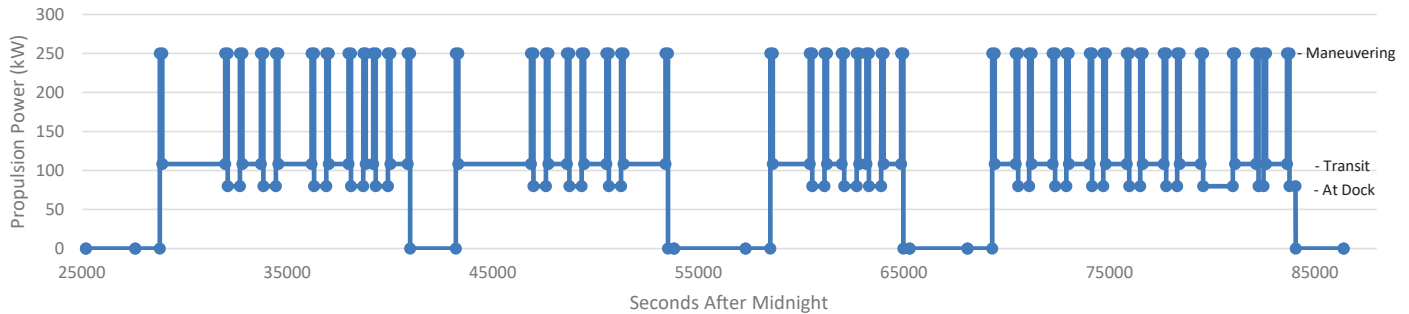
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



8 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:55 | 8:55 | 0:10 | 1:05 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 9:05 | 0:19 | 9:24 | 0:10 | 0:29 | 9:10 | 5 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:34 | 0:31 | 10:05 | 0:10 | 0:41 | 9:40 | 6 |
| | A4 | Long Island | Great Diamond | 2.09 | 10:15 | 0:20 | 10:35 | 0:10 | 0:30 | 10:05 | -10 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:45 | 0:10 | 10:55 | 0:10 | 0:20 | 10:20 | -25 |
| | A6 | Little Diamond | Portland | 1.85 | 11:05 | 0:18 | 11:23 | 0:37 | 0:55 | 10:25 | -40 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 1:03 | 13:03 | 0:10 | 1:13 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:13 | 0:19 | 13:32 | 0:10 | 0:29 | 13:35 | 22 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:42 | 0:22 | 14:04 | 0:10 | 0:32 | 14:00 | 18 |
| | B4 | Long Island | Portland | 4.45 | 14:14 | 0:38 | 14:52 | 1:23 | 2:01 | 14:20 | 6 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:34 | 16:49 | 0:10 | 0:44 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:59 | 0:16 | 17:15 | 0:10 | 0:26 | 17:05 | 6 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:25 | 0:10 | 17:35 | 0:10 | 0:20 | 17:15 | -10 |
| | C4 | Little Diamond | Portland | 1.85 | 17:45 | 0:18 | 18:03 | 1:12 | 1:30 | 17:20 | -25 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:21 | 19:36 | 0:09 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:21 | 20:06 | 0:09 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:21 | 20:36 | 0:09 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:21 | 21:06 | 0:09 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:21 | 21:36 | 0:09 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:21 | 22:06 | 0:24 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:21 | 22:51 | 0:04 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:21 | 23:16 | | 0:21 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | | |
|----------|---|-----------------|------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL | |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 8kt 6.75ft Profile | | | Date: | 22JAN26 | Checked: | JSS |

8 Knot Transit Speed at a 6.75' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

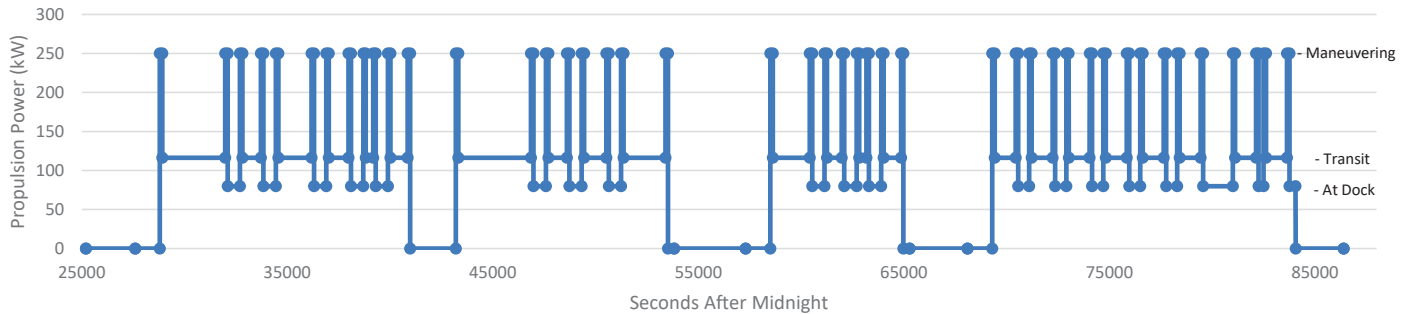
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



8 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:55 | 8:55 | 0:10 | 1:05 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 9:05 | 0:19 | 9:24 | 0:10 | 0:29 | 9:10 | 5 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:34 | 0:31 | 10:05 | 0:10 | 0:41 | 9:40 | 6 |
| | A4 | Long Island | Great Diamond | 2.09 | 10:15 | 0:20 | 10:35 | 0:10 | 0:30 | 10:05 | -10 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:45 | 0:10 | 10:55 | 0:10 | 0:20 | 10:20 | -25 |
| | A6 | Little Diamond | Portland | 1.85 | 11:05 | 0:18 | 11:23 | 0:37 | 0:55 | 10:25 | -40 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 1:03 | 13:03 | 0:10 | 1:13 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:13 | 0:19 | 13:32 | 0:10 | 0:29 | 13:35 | 22 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:42 | 0:22 | 14:04 | 0:10 | 0:32 | 14:00 | 18 |
| | B4 | Long Island | Portland | 4.45 | 14:14 | 0:38 | 14:52 | 1:23 | 2:01 | 14:20 | 6 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:34 | 16:49 | 0:10 | 0:44 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:59 | 0:16 | 17:15 | 0:10 | 0:26 | 17:05 | 6 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:25 | 0:10 | 17:35 | 0:10 | 0:20 | 17:15 | -10 |
| | C4 | Little Diamond | Portland | 1.85 | 17:45 | 0:18 | 18:03 | 1:12 | 1:30 | 17:20 | -25 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:21 | 19:36 | 0:09 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:21 | 20:06 | 0:09 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:21 | 20:36 | 0:09 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:21 | 21:06 | 0:09 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:21 | 21:36 | 0:09 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:21 | 22:06 | 0:24 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:21 | 22:51 | 0:04 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:21 | 23:16 | | 0:21 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|--|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 8kt 7ft Profile | | Date: | 22JAN26 | Checked: | JSS |

8 Knot Transit Speed at a 7' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

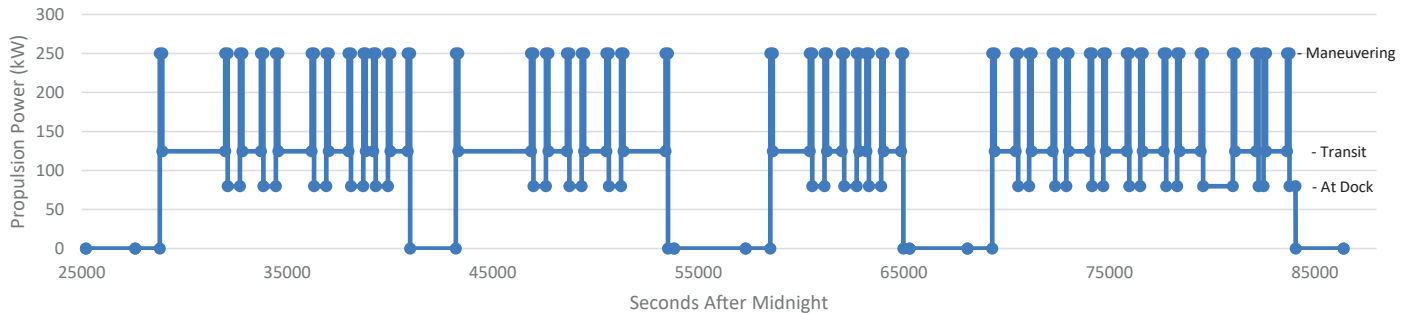
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



8 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:55 | 8:55 | 0:10 | 1:05 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 9:05 | 0:19 | 9:24 | 0:10 | 0:29 | 9:10 | 5 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:34 | 0:31 | 10:05 | 0:10 | 0:41 | 9:40 | 6 |
| | A4 | Long Island | Great Diamond | 2.09 | 10:15 | 0:20 | 10:35 | 0:10 | 0:30 | 10:05 | -10 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:45 | 0:10 | 10:55 | 0:10 | 0:20 | 10:20 | -25 |
| | A6 | Little Diamond | Portland | 1.85 | 11:05 | 0:18 | 11:23 | 0:37 | 0:55 | 10:25 | -40 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 1:03 | 13:03 | 0:10 | 1:13 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:13 | 0:19 | 13:32 | 0:10 | 0:29 | 13:35 | 22 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:42 | 0:22 | 14:04 | 0:10 | 0:32 | 14:00 | 18 |
| | B4 | Long Island | Portland | 4.45 | 14:14 | 0:38 | 14:52 | 1:23 | 2:01 | 14:20 | 6 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:34 | 16:49 | 0:10 | 0:44 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:59 | 0:16 | 17:15 | 0:10 | 0:26 | 17:05 | 6 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:25 | 0:10 | 17:35 | 0:10 | 0:20 | 17:15 | -10 |
| | C4 | Little Diamond | Portland | 1.85 | 17:45 | 0:18 | 18:03 | 1:12 | 1:30 | 17:20 | -25 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:21 | 19:36 | 0:09 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:21 | 20:06 | 0:09 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:21 | 20:36 | 0:09 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:21 | 21:06 | 0:09 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:21 | 21:36 | 0:09 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:21 | 22:06 | 0:24 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:21 | 22:51 | 0:04 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:21 | 23:16 | | 0:21 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|--|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 9kt 6ft Profile | | Date: | 22JAN26 | Checked: | JSS |

9 Knot Transit Speed at a 6' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

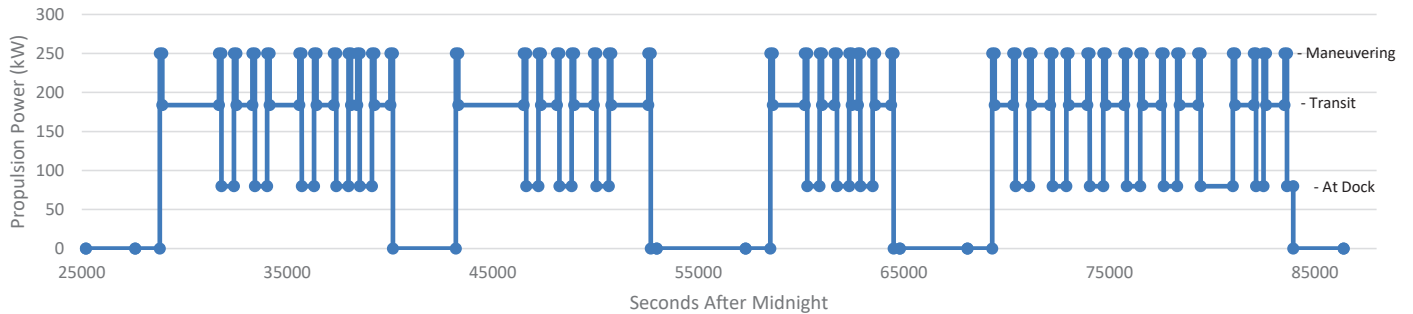
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



9 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:50 | 8:50 | 0:10 | 1:00 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 9:00 | 0:17 | 9:17 | 0:10 | 0:27 | 9:10 | 10 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:27 | 0:28 | 9:55 | 0:10 | 0:38 | 9:40 | 13 |
| | A4 | Long Island | Great Diamond | 2.09 | 10:05 | 0:18 | 10:23 | 0:10 | 0:28 | 10:05 | 0 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:33 | 0:09 | 10:42 | 0:10 | 0:19 | 10:20 | -13 |
| | A6 | Little Diamond | Portland | 1.85 | 10:52 | 0:17 | 11:09 | 0:51 | 1:08 | 10:25 | -27 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:57 | 12:57 | 0:10 | 1:07 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:07 | 0:17 | 13:24 | 0:10 | 0:27 | 13:35 | 28 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:34 | 0:20 | 13:54 | 0:10 | 0:30 | 14:00 | 26 |
| | B4 | Long Island | Portland | 4.45 | 14:04 | 0:34 | 14:38 | 1:37 | 2:11 | 14:20 | 16 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:30 | 16:45 | 0:10 | 0:40 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:55 | 0:14 | 17:09 | 0:10 | 0:24 | 17:05 | 10 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:19 | 0:09 | 17:28 | 0:10 | 0:19 | 17:15 | -4 |
| | C4 | Little Diamond | Portland | 1.85 | 17:38 | 0:17 | 17:55 | 1:20 | 1:37 | 17:20 | -18 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:19 | 19:34 | 0:11 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:19 | 20:04 | 0:11 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:19 | 20:34 | 0:11 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:19 | 21:04 | 0:11 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:19 | 21:34 | 0:11 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:19 | 22:04 | 0:26 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:19 | 22:49 | 0:06 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:19 | 23:14 | | 0:19 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|---|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 9kt 6.25ft Profile | | Date: | 22JAN26 | Checked: | JSS |

9 Knot Transit Speed at a 6.25' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

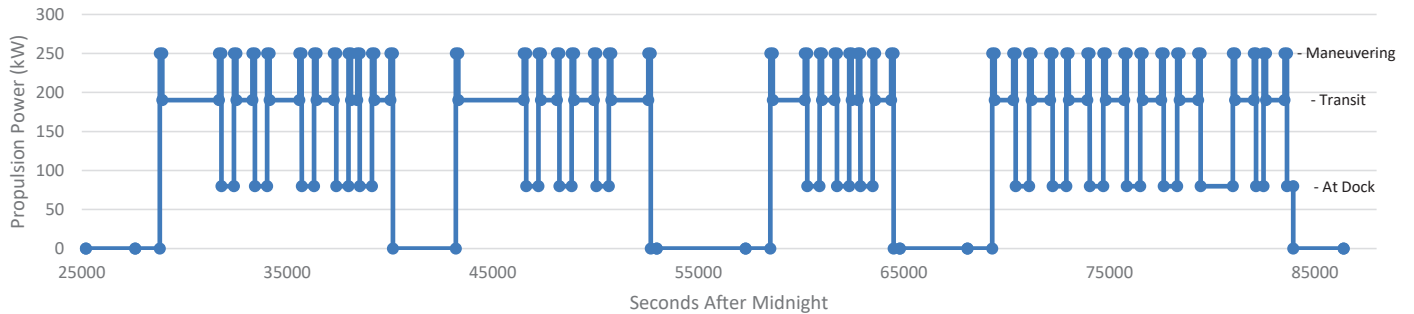
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



9 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:50 | 8:50 | 0:10 | 1:00 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 9:00 | 0:17 | 9:17 | 0:10 | 0:27 | 9:10 | 10 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:27 | 0:28 | 9:55 | 0:10 | 0:38 | 9:40 | 13 |
| | A4 | Long Island | Great Diamond | 2.09 | 10:05 | 0:18 | 10:23 | 0:10 | 0:28 | 10:05 | 0 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:33 | 0:09 | 10:42 | 0:10 | 0:19 | 10:20 | -13 |
| | A6 | Little Diamond | Portland | 1.85 | 10:52 | 0:17 | 11:09 | 0:51 | 1:08 | 10:25 | -27 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:57 | 12:57 | 0:10 | 1:07 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:07 | 0:17 | 13:24 | 0:10 | 0:27 | 13:35 | 28 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:34 | 0:20 | 13:54 | 0:10 | 0:30 | 14:00 | 26 |
| | B4 | Long Island | Portland | 4.45 | 14:04 | 0:34 | 14:38 | 1:37 | 2:11 | 14:20 | 16 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:30 | 16:45 | 0:10 | 0:40 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:55 | 0:14 | 17:09 | 0:10 | 0:24 | 17:05 | 10 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:19 | 0:09 | 17:28 | 0:10 | 0:19 | 17:15 | -4 |
| | C4 | Little Diamond | Portland | 1.85 | 17:38 | 0:17 | 17:55 | 1:20 | 1:37 | 17:20 | -18 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:19 | 19:34 | 0:11 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:19 | 20:04 | 0:11 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:19 | 20:34 | 0:11 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:19 | 21:04 | 0:11 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:19 | 21:34 | 0:11 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:19 | 22:04 | 0:26 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:19 | 22:49 | 0:06 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:19 | 23:14 | | 0:19 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|--|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 9kt 6.5ft Profile | | Date: | 22JAN26 | Checked: | JSS |

9 Knot Transit Speed at a 6.5' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

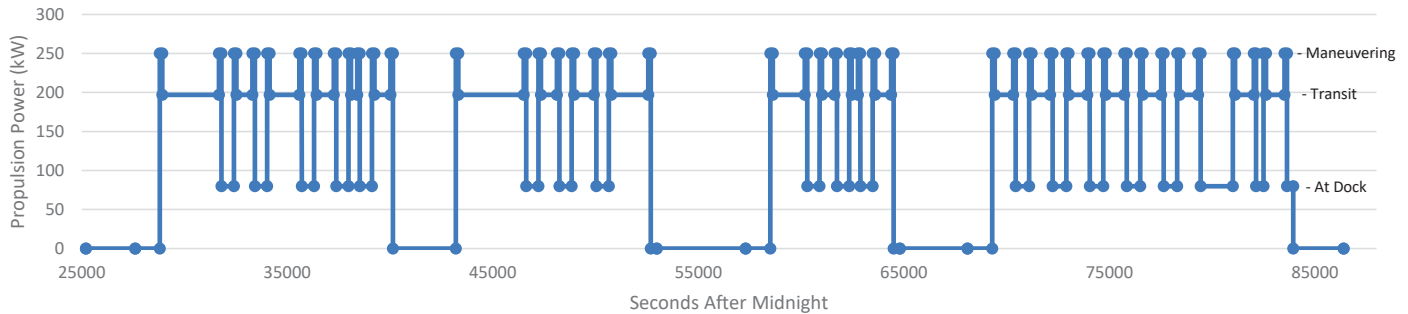
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



9 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:50 | 8:50 | 0:10 | 1:00 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 9:00 | 0:17 | 9:17 | 0:10 | 0:27 | 9:10 | 10 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:27 | 0:28 | 9:55 | 0:10 | 0:38 | 9:40 | 13 |
| | A4 | Long Island | Great Diamond | 2.09 | 10:05 | 0:18 | 10:23 | 0:10 | 0:28 | 10:05 | 0 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:33 | 0:09 | 10:42 | 0:10 | 0:19 | 10:20 | -13 |
| | A6 | Little Diamond | Portland | 1.85 | 10:52 | 0:17 | 11:09 | 0:51 | 1:08 | 10:25 | -27 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:57 | 12:57 | 0:10 | 1:07 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:07 | 0:17 | 13:24 | 0:10 | 0:27 | 13:35 | 28 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:34 | 0:20 | 13:54 | 0:10 | 0:30 | 14:00 | 26 |
| | B4 | Long Island | Portland | 4.45 | 14:04 | 0:34 | 14:38 | 1:37 | 2:11 | 14:20 | 16 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:30 | 16:45 | 0:10 | 0:40 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:55 | 0:14 | 17:09 | 0:10 | 0:24 | 17:05 | 10 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:19 | 0:09 | 17:28 | 0:10 | 0:19 | 17:15 | -4 |
| | C4 | Little Diamond | Portland | 1.85 | 17:38 | 0:17 | 17:55 | 1:20 | 1:37 | 17:20 | -18 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:19 | 19:34 | 0:11 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:19 | 20:04 | 0:11 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:19 | 20:34 | 0:11 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:19 | 21:04 | 0:11 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:19 | 21:34 | 0:11 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:19 | 22:04 | 0:26 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:19 | 22:49 | 0:06 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:19 | 23:14 | | 0:19 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | | |
|----------|---|-----------------|------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL | |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 9kt 6.75ft Profile | | | Date: | 22JAN26 | Checked: | JSS |

9 Knot Transit Speed at a 6.75' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

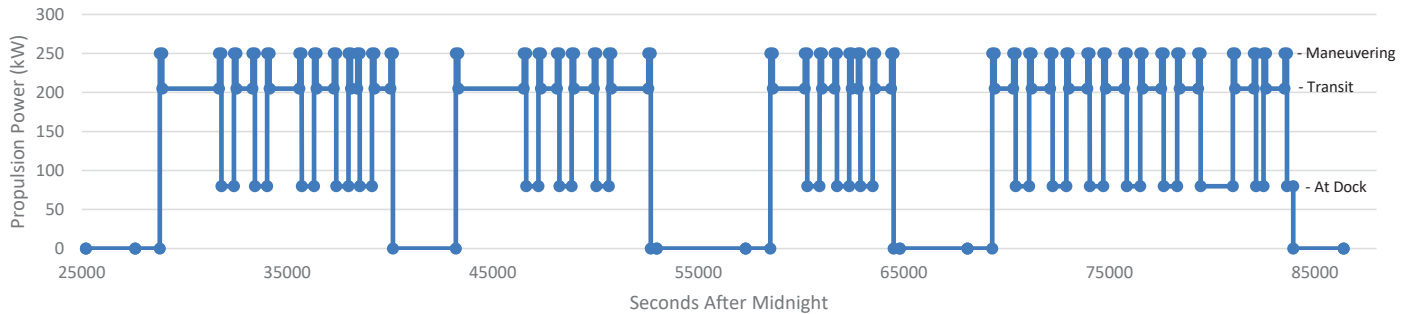
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



9 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:50 | 8:50 | 0:10 | 1:00 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 9:00 | 0:17 | 9:17 | 0:10 | 0:27 | 9:10 | 10 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:27 | 0:28 | 9:55 | 0:10 | 0:38 | 9:40 | 13 |
| | A4 | Long Island | Great Diamond | 2.09 | 10:05 | 0:18 | 10:23 | 0:10 | 0:28 | 10:05 | 0 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:33 | 0:09 | 10:42 | 0:10 | 0:19 | 10:20 | -13 |
| | A6 | Little Diamond | Portland | 1.85 | 10:52 | 0:17 | 11:09 | 0:51 | 1:08 | 10:25 | -27 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:57 | 12:57 | 0:10 | 1:07 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:07 | 0:17 | 13:24 | 0:10 | 0:27 | 13:35 | 28 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:34 | 0:20 | 13:54 | 0:10 | 0:30 | 14:00 | 26 |
| | B4 | Long Island | Portland | 4.45 | 14:04 | 0:34 | 14:38 | 1:37 | 2:11 | 14:20 | 16 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:30 | 16:45 | 0:10 | 0:40 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:55 | 0:14 | 17:09 | 0:10 | 0:24 | 17:05 | 10 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:19 | 0:09 | 17:28 | 0:10 | 0:19 | 17:15 | -4 |
| | C4 | Little Diamond | Portland | 1.85 | 17:38 | 0:17 | 17:55 | 1:20 | 1:37 | 17:20 | -18 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:19 | 19:34 | 0:11 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:19 | 20:04 | 0:11 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:19 | 20:34 | 0:11 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:19 | 21:04 | 0:11 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:19 | 21:34 | 0:11 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:19 | 22:04 | 0:26 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:19 | 22:49 | 0:06 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:19 | 23:14 | | 0:19 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|--|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 9kt 7ft Profile | | Date: | 22JAN26 | Checked: | JSS |

9 Knot Transit Speed at a 7' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

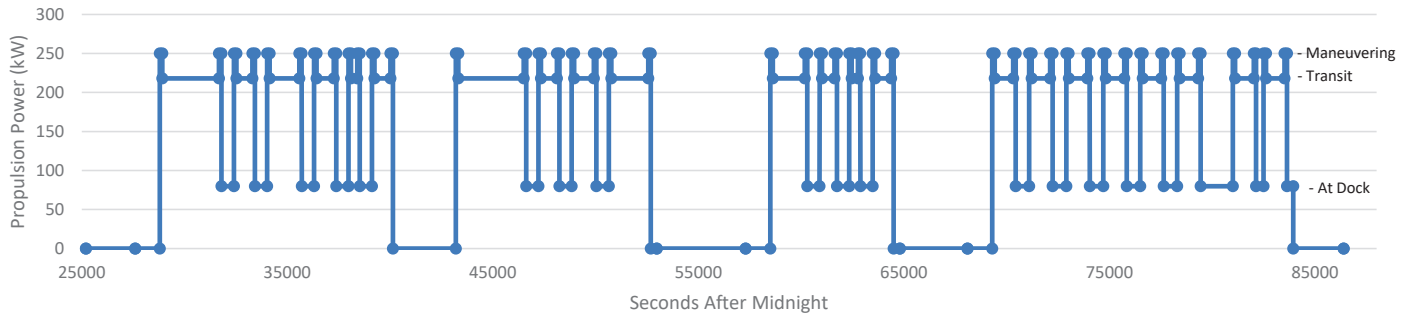
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



9 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:50 | 8:50 | 0:10 | 1:00 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 9:00 | 0:17 | 9:17 | 0:10 | 0:27 | 9:10 | 10 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:27 | 0:28 | 9:55 | 0:10 | 0:38 | 9:40 | 13 |
| | A4 | Long Island | Great Diamond | 2.09 | 10:05 | 0:18 | 10:23 | 0:10 | 0:28 | 10:05 | 0 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:33 | 0:09 | 10:42 | 0:10 | 0:19 | 10:20 | -13 |
| | A6 | Little Diamond | Portland | 1.85 | 10:52 | 0:17 | 11:09 | 0:51 | 1:08 | 10:25 | -27 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:57 | 12:57 | 0:10 | 1:07 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:07 | 0:17 | 13:24 | 0:10 | 0:27 | 13:35 | 28 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:34 | 0:20 | 13:54 | 0:10 | 0:30 | 14:00 | 26 |
| | B4 | Long Island | Portland | 4.45 | 14:04 | 0:34 | 14:38 | 1:37 | 2:11 | 14:20 | 16 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:30 | 16:45 | 0:10 | 0:40 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:55 | 0:14 | 17:09 | 0:10 | 0:24 | 17:05 | 10 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:19 | 0:09 | 17:28 | 0:10 | 0:19 | 17:15 | -4 |
| | C4 | Little Diamond | Portland | 1.85 | 17:38 | 0:17 | 17:55 | 1:20 | 1:37 | 17:20 | -18 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:19 | 19:34 | 0:11 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:19 | 20:04 | 0:11 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:19 | 20:34 | 0:11 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:19 | 21:04 | 0:11 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:19 | 21:34 | 0:11 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:19 | 22:04 | 0:26 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:19 | 22:49 | 0:06 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:19 | 23:14 | | 0:19 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|---|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 10kt 6ft Profile | | Date: | 22JAN26 | Checked: | JSS |

10 Knot Transit Speed at a 6' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = 196 HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = 431.20 HP 321.55 kW

Maneuvering Power = 335.25 HP kW

At dock propulsion power = 107.28 HP kW

Maneuvering/Acceleration Time = minutes

Transit time = varies minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts = 7:00

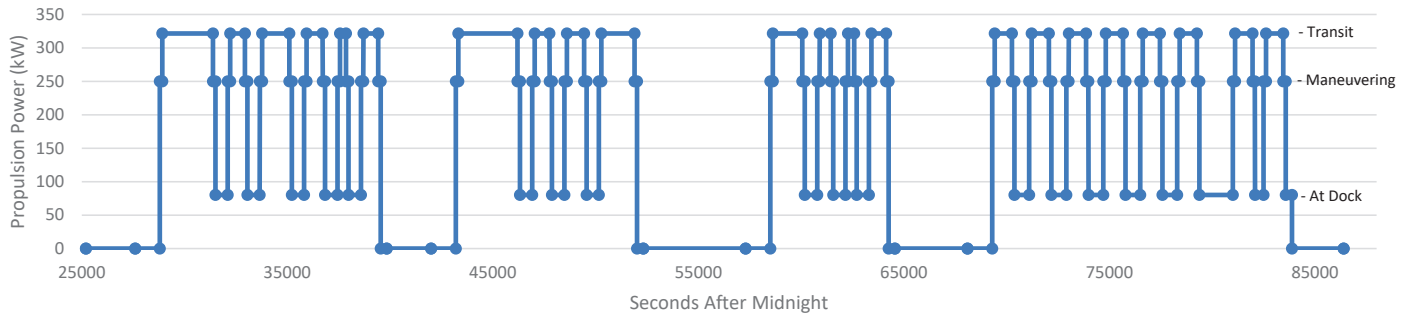
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



10 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:45 | 8:45 | 0:10 | 0:55 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 8:55 | 0:16 | 9:11 | 0:10 | 0:26 | 9:10 | 15 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:21 | 0:26 | 9:47 | 0:10 | 0:36 | 9:40 | 19 |
| | A4 | Long Island | Great Diamond | 2.09 | 9:57 | 0:17 | 10:14 | 0:10 | 0:27 | 10:05 | 8 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:24 | 0:09 | 10:33 | 0:10 | 0:19 | 10:20 | -4 |
| | A6 | Little Diamond | Portland | 1.85 | 10:43 | 0:16 | 10:59 | 1:01 | 1:17 | 10:25 | -18 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:52 | 12:52 | 0:10 | 1:02 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:02 | 0:16 | 13:18 | 0:10 | 0:26 | 13:35 | 33 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:28 | 0:18 | 13:46 | 0:10 | 0:28 | 14:00 | 32 |
| | B4 | Long Island | Portland | 4.45 | 13:56 | 0:31 | 14:27 | 1:48 | 2:19 | 14:20 | 24 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:28 | 16:43 | 0:10 | 0:38 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:53 | 0:13 | 17:06 | 0:10 | 0:23 | 17:05 | 12 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:16 | 0:09 | 17:25 | 0:10 | 0:19 | 17:15 | -1 |
| | C4 | Little Diamond | Portland | 1.85 | 17:35 | 0:16 | 17:51 | 1:24 | 1:40 | 17:20 | -15 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:18 | 19:33 | 0:12 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:18 | 20:03 | 0:12 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:18 | 20:33 | 0:12 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:18 | 21:03 | 0:12 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:18 | 21:33 | 0:12 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:18 | 22:03 | 0:27 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:18 | 22:48 | 0:07 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:18 | 23:13 | | 0:18 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|--|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 10kt 6.25ft Profile | | Date: | 22JAN26 | Checked: | JSS |

10 Knot Transit Speed at a 6.25' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

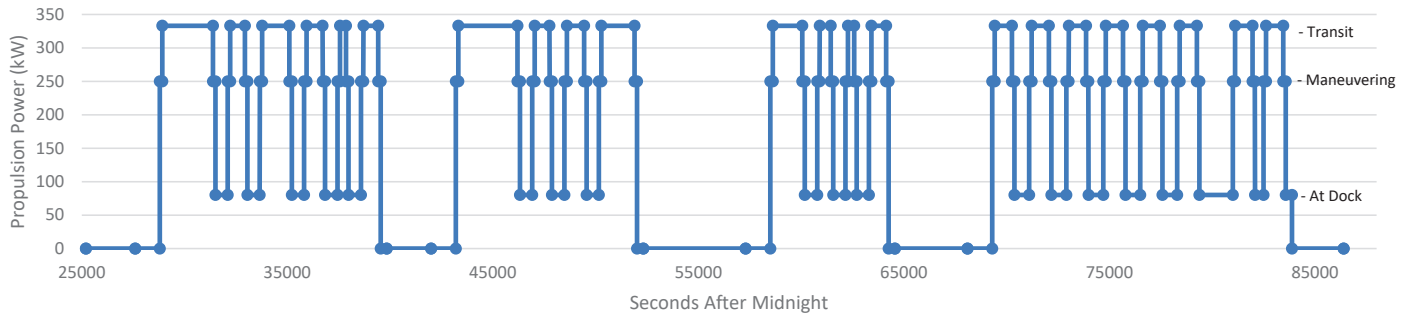
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



10 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:45 | 8:45 | 0:10 | 0:55 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 8:55 | 0:16 | 9:11 | 0:10 | 0:26 | 9:10 | 15 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:21 | 0:26 | 9:47 | 0:10 | 0:36 | 9:40 | 19 |
| | A4 | Long Island | Great Diamond | 2.09 | 9:57 | 0:17 | 10:14 | 0:10 | 0:27 | 10:05 | 8 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:24 | 0:09 | 10:33 | 0:10 | 0:19 | 10:20 | -4 |
| | A6 | Little Diamond | Portland | 1.85 | 10:43 | 0:16 | 10:59 | 1:01 | 1:17 | 10:25 | -18 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:52 | 12:52 | 0:10 | 1:02 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:02 | 0:16 | 13:18 | 0:10 | 0:26 | 13:35 | 33 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:28 | 0:18 | 13:46 | 0:10 | 0:28 | 14:00 | 32 |
| | B4 | Long Island | Portland | 4.45 | 13:56 | 0:31 | 14:27 | 1:48 | 2:19 | 14:20 | 24 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:28 | 16:43 | 0:10 | 0:38 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:53 | 0:13 | 17:06 | 0:10 | 0:23 | 17:05 | 12 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:16 | 0:09 | 17:25 | 0:10 | 0:19 | 17:15 | -1 |
| | C4 | Little Diamond | Portland | 1.85 | 17:35 | 0:16 | 17:51 | 1:24 | 1:40 | 17:20 | -15 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:18 | 19:33 | 0:12 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:18 | 20:03 | 0:12 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:18 | 20:33 | 0:12 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:18 | 21:03 | 0:12 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:18 | 21:33 | 0:12 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:18 | 22:03 | 0:27 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:18 | 22:48 | 0:07 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:18 | 23:13 | | 0:18 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|---|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 10kt 6.5ft Profile | | Date: | 22JAN26 | Checked: | JSS |

10 Knot Transit Speed at a 6.5' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = 215 HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = 473.00 HP kW

Maneuvering Power = 335.25 HP kW

At dock propulsion power = 107.28 HP kW

Maneuvering/Acceleration Time = minutes

Transit time = varies minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts = 7:00

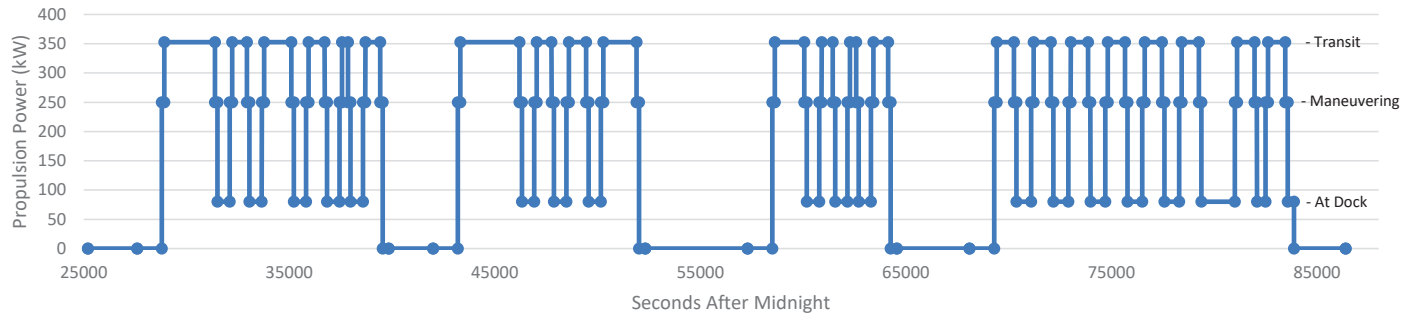
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



10 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:45 | 8:45 | 0:10 | 0:55 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 8:55 | 0:16 | 9:11 | 0:10 | 0:26 | 9:10 | 15 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:21 | 0:26 | 9:47 | 0:10 | 0:36 | 9:40 | 19 |
| | A4 | Long Island | Great Diamond | 2.09 | 9:57 | 0:17 | 10:14 | 0:10 | 0:27 | 10:05 | 8 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:24 | 0:09 | 10:33 | 0:10 | 0:19 | 10:20 | -4 |
| | A6 | Little Diamond | Portland | 1.85 | 10:43 | 0:16 | 10:59 | 1:01 | 1:17 | 10:25 | -18 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:52 | 12:52 | 0:10 | 1:02 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:02 | 0:16 | 13:18 | 0:10 | 0:26 | 13:35 | 33 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:28 | 0:18 | 13:46 | 0:10 | 0:28 | 14:00 | 32 |
| | B4 | Long Island | Portland | 4.45 | 13:56 | 0:31 | 14:27 | 1:48 | 2:19 | 14:20 | 24 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:28 | 16:43 | 0:10 | 0:38 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:53 | 0:13 | 17:06 | 0:10 | 0:23 | 17:05 | 12 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:16 | 0:09 | 17:25 | 0:10 | 0:19 | 17:15 | -1 |
| | C4 | Little Diamond | Portland | 1.85 | 17:35 | 0:16 | 17:51 | 1:24 | 1:40 | 17:20 | -15 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:18 | 19:33 | 0:12 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:18 | 20:03 | 0:12 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:18 | 20:33 | 0:12 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:18 | 21:03 | 0:12 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:18 | 21:33 | 0:12 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:18 | 22:03 | 0:27 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:18 | 22:48 | 0:07 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:18 | 23:13 | | 0:18 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|--|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 10kt 6.75ft Profile | | Date: | 22JAN26 | Checked: | JSS |

10 Knot Transit Speed at a 6.75' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

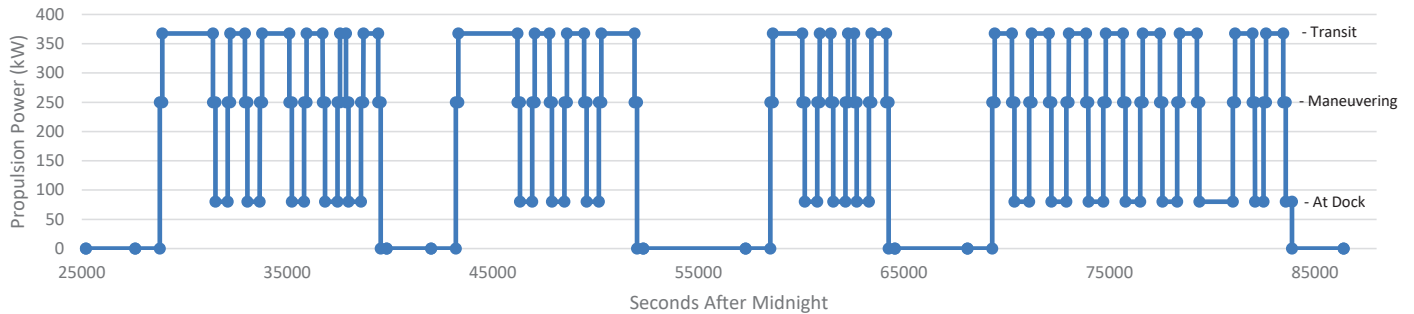
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



10 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:45 | 8:45 | 0:10 | 0:55 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 8:55 | 0:16 | 9:11 | 0:10 | 0:26 | 9:10 | 15 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:21 | 0:26 | 9:47 | 0:10 | 0:36 | 9:40 | 19 |
| | A4 | Long Island | Great Diamond | 2.09 | 9:57 | 0:17 | 10:14 | 0:10 | 0:27 | 10:05 | 8 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:24 | 0:09 | 10:33 | 0:10 | 0:19 | 10:20 | -4 |
| | A6 | Little Diamond | Portland | 1.85 | 10:43 | 0:16 | 10:59 | 1:01 | 1:17 | 10:25 | -18 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:52 | 12:52 | 0:10 | 1:02 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:02 | 0:16 | 13:18 | 0:10 | 0:26 | 13:35 | 33 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:28 | 0:18 | 13:46 | 0:10 | 0:28 | 14:00 | 32 |
| | B4 | Long Island | Portland | 4.45 | 13:56 | 0:31 | 14:27 | 1:48 | 2:19 | 14:20 | 24 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:28 | 16:43 | 0:10 | 0:38 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:53 | 0:13 | 17:06 | 0:10 | 0:23 | 17:05 | 12 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:16 | 0:09 | 17:25 | 0:10 | 0:19 | 17:15 | -1 |
| | C4 | Little Diamond | Portland | 1.85 | 17:35 | 0:16 | 17:51 | 1:24 | 1:40 | 17:20 | -15 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:18 | 19:33 | 0:12 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:18 | 20:03 | 0:12 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:18 | 20:33 | 0:12 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:18 | 21:03 | 0:12 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:18 | 21:33 | 0:12 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:18 | 22:03 | 0:27 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:18 | 22:48 | 0:07 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:18 | 23:13 | | 0:18 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|---|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 10kt 7ft Profile | | Date: | 22JAN26 | Checked: | JSS |

10 Knot Transit Speed at a 7' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

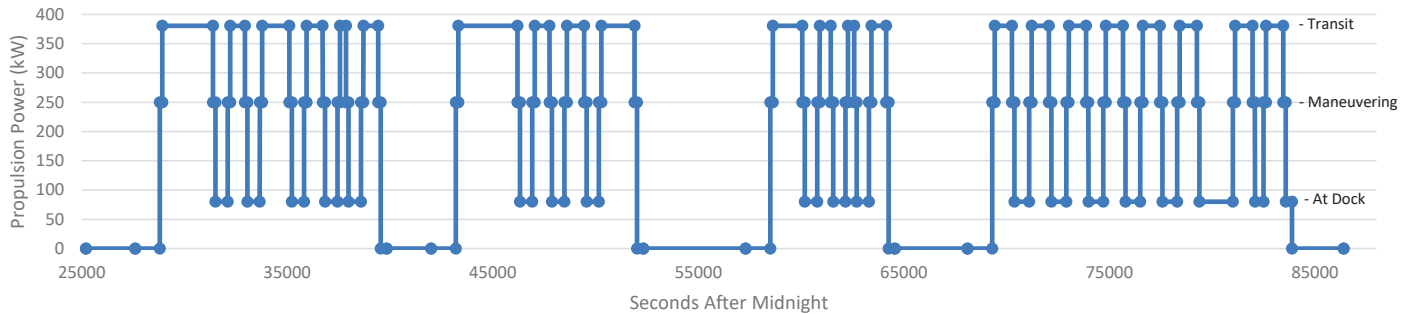
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



10 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:45 | 8:45 | 0:10 | 0:55 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 8:55 | 0:16 | 9:11 | 0:10 | 0:26 | 9:10 | 15 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:21 | 0:26 | 9:47 | 0:10 | 0:36 | 9:40 | 19 |
| | A4 | Long Island | Great Diamond | 2.09 | 9:57 | 0:17 | 10:14 | 0:10 | 0:27 | 10:05 | 8 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:24 | 0:09 | 10:33 | 0:10 | 0:19 | 10:20 | -4 |
| | A6 | Little Diamond | Portland | 1.85 | 10:43 | 0:16 | 10:59 | 1:01 | 1:17 | 10:25 | -18 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:52 | 12:52 | 0:10 | 1:02 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 13:02 | 0:16 | 13:18 | 0:10 | 0:26 | 13:35 | 33 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:28 | 0:18 | 13:46 | 0:10 | 0:28 | 14:00 | 32 |
| | B4 | Long Island | Portland | 4.45 | 13:56 | 0:31 | 14:27 | 1:48 | 2:19 | 14:20 | 24 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:28 | 16:43 | 0:10 | 0:38 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:53 | 0:13 | 17:06 | 0:10 | 0:23 | 17:05 | 12 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:16 | 0:09 | 17:25 | 0:10 | 0:19 | 17:15 | -1 |
| | C4 | Little Diamond | Portland | 1.85 | 17:35 | 0:16 | 17:51 | 1:24 | 1:40 | 17:20 | -15 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:18 | 19:33 | 0:12 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:18 | 20:03 | 0:12 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:18 | 20:33 | 0:12 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:18 | 21:03 | 0:12 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:18 | 21:33 | 0:12 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:18 | 22:03 | 0:27 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:18 | 22:48 | 0:07 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:18 | 23:13 | | 0:18 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|---|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 11kt 6ft Profile | | Date: | 22JAN26 | Checked: | JSS |

11 Knot Transit Speed at a 6' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

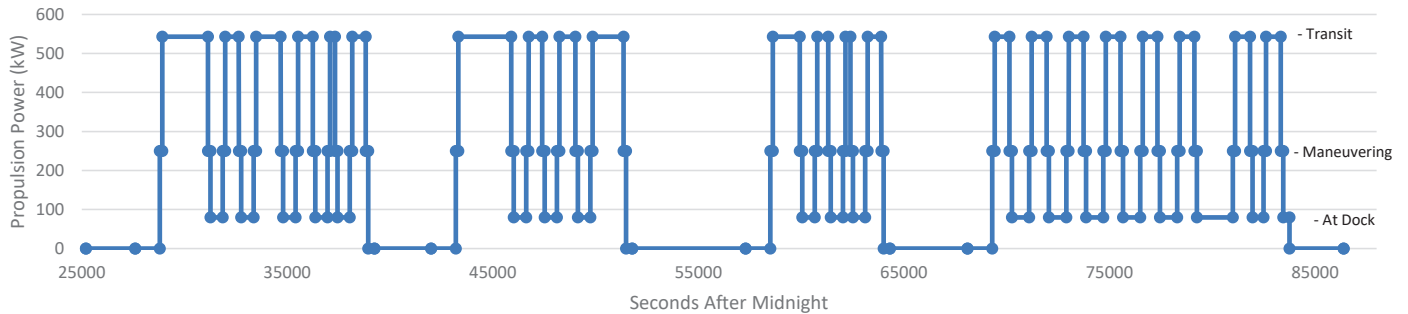
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



11 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:41 | 8:41 | 0:10 | 0:51 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 8:51 | 0:15 | 9:06 | 0:10 | 0:25 | 9:10 | 19 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:16 | 0:24 | 9:40 | 0:10 | 0:34 | 9:40 | 24 |
| | A4 | Long Island | Great Diamond | 2.09 | 9:50 | 0:16 | 10:06 | 0:10 | 0:26 | 10:05 | 15 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:16 | 0:08 | 10:24 | 0:10 | 0:18 | 10:20 | 4 |
| | A6 | Little Diamond | Portland | 1.85 | 10:34 | 0:15 | 10:49 | 1:11 | 1:26 | 10:25 | -9 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:47 | 12:47 | 0:10 | 0:57 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 12:57 | 0:15 | 13:12 | 0:10 | 0:25 | 13:35 | 38 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:22 | 0:17 | 13:39 | 0:10 | 0:27 | 14:00 | 38 |
| | B4 | Long Island | Portland | 4.45 | 13:49 | 0:29 | 14:18 | 1:57 | 2:26 | 14:20 | 31 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:26 | 16:41 | 0:10 | 0:36 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:51 | 0:13 | 17:04 | 0:10 | 0:23 | 17:05 | 14 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:14 | 0:08 | 17:22 | 0:10 | 0:18 | 17:15 | 1 |
| | C4 | Little Diamond | Portland | 1.85 | 17:32 | 0:15 | 17:47 | 1:28 | 1:43 | 17:20 | -12 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:16 | 19:31 | 0:14 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:16 | 20:01 | 0:14 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:16 | 20:31 | 0:14 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:16 | 21:01 | 0:14 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:16 | 21:31 | 0:14 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:16 | 22:01 | 0:29 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:16 | 22:46 | 0:09 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:16 | 23:11 | | 0:16 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|--|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 11kt 6.25ft Profile | | Date: | 22JAN26 | Checked: | JSS |

11 Knot Transit Speed at a 6.25' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

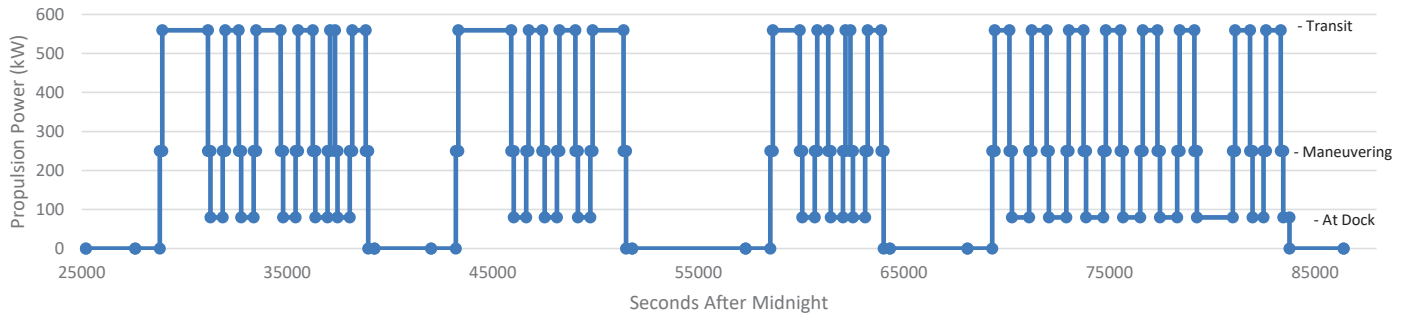
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



11 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:41 | 8:41 | 0:10 | 0:51 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 8:51 | 0:15 | 9:06 | 0:10 | 0:25 | 9:10 | 19 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:16 | 0:24 | 9:40 | 0:10 | 0:34 | 9:40 | 24 |
| | A4 | Long Island | Great Diamond | 2.09 | 9:50 | 0:16 | 10:06 | 0:10 | 0:26 | 10:05 | 15 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:16 | 0:08 | 10:24 | 0:10 | 0:18 | 10:20 | 4 |
| | A6 | Little Diamond | Portland | 1.85 | 10:34 | 0:15 | 10:49 | 1:11 | 1:26 | 10:25 | -9 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:47 | 12:47 | 0:10 | 0:57 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 12:57 | 0:15 | 13:12 | 0:10 | 0:25 | 13:35 | 38 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:22 | 0:17 | 13:39 | 0:10 | 0:27 | 14:00 | 38 |
| | B4 | Long Island | Portland | 4.45 | 13:49 | 0:29 | 14:18 | 1:57 | 2:26 | 14:20 | 31 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:26 | 16:41 | 0:10 | 0:36 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:51 | 0:13 | 17:04 | 0:10 | 0:23 | 17:05 | 14 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:14 | 0:08 | 17:22 | 0:10 | 0:18 | 17:15 | 1 |
| | C4 | Little Diamond | Portland | 1.85 | 17:32 | 0:15 | 17:47 | 1:28 | 1:43 | 17:20 | -12 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:16 | 19:31 | 0:14 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:16 | 20:01 | 0:14 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:16 | 20:31 | 0:14 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:16 | 21:01 | 0:14 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:16 | 21:31 | 0:14 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:16 | 22:01 | 0:29 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:16 | 22:46 | 0:09 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:16 | 23:11 | | 0:16 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|---|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 11kt 6.5ft Profile | | Date: | 22JAN26 | Checked: | JSS |

11 Knot Transit Speed at a 6.5' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

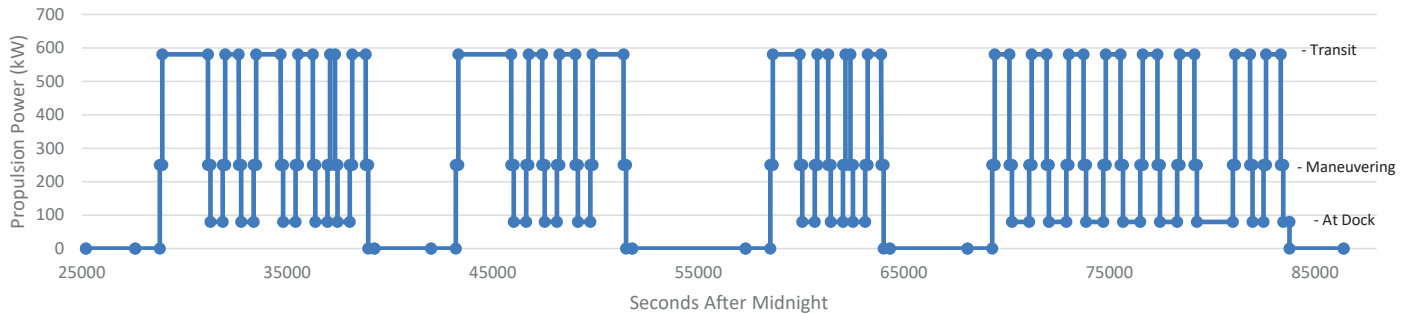
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



11 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:41 | 8:41 | 0:10 | 0:51 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 8:51 | 0:15 | 9:06 | 0:10 | 0:25 | 9:10 | 19 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:16 | 0:24 | 9:40 | 0:10 | 0:34 | 9:40 | 24 |
| | A4 | Long Island | Great Diamond | 2.09 | 9:50 | 0:16 | 10:06 | 0:10 | 0:26 | 10:05 | 15 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:16 | 0:08 | 10:24 | 0:10 | 0:18 | 10:20 | 4 |
| | A6 | Little Diamond | Portland | 1.85 | 10:34 | 0:15 | 10:49 | 1:11 | 1:26 | 10:25 | -9 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:47 | 12:47 | 0:10 | 0:57 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 12:57 | 0:15 | 13:12 | 0:10 | 0:25 | 13:35 | 38 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:22 | 0:17 | 13:39 | 0:10 | 0:27 | 14:00 | 38 |
| | B4 | Long Island | Portland | 4.45 | 13:49 | 0:29 | 14:18 | 1:57 | 2:26 | 14:20 | 31 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:26 | 16:41 | 0:10 | 0:36 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:51 | 0:13 | 17:04 | 0:10 | 0:23 | 17:05 | 14 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:14 | 0:08 | 17:22 | 0:10 | 0:18 | 17:15 | 1 |
| | C4 | Little Diamond | Portland | 1.85 | 17:32 | 0:15 | 17:47 | 1:28 | 1:43 | 17:20 | -12 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:16 | 19:31 | 0:14 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:16 | 20:01 | 0:14 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:16 | 20:31 | 0:14 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:16 | 21:01 | 0:14 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:16 | 21:31 | 0:14 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:16 | 22:01 | 0:29 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:16 | 22:46 | 0:09 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:16 | 23:11 | | 0:16 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|--|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 11kt 6.75ft Profile | | Date: | 22JAN26 | Checked: | JSS |

11 Knot Transit Speed at a 6.75' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

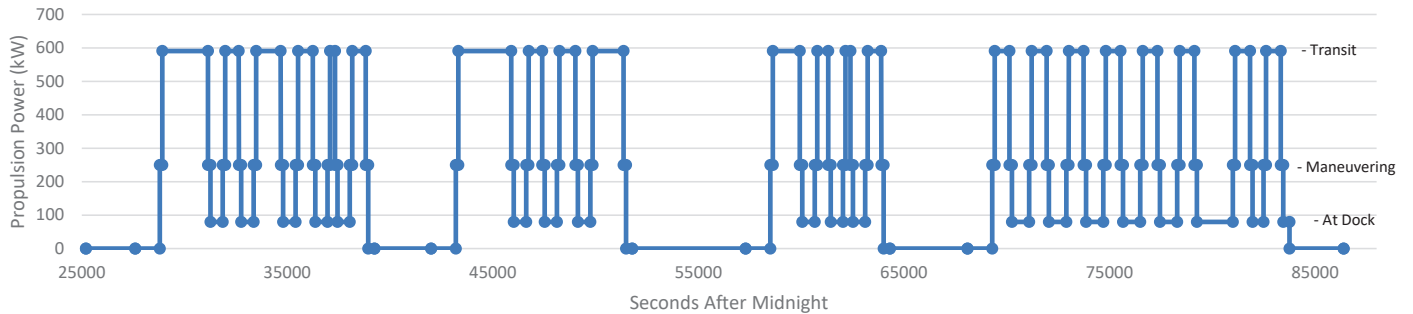
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



11 Knot Transit Speed Schedule

| | Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) |
|----------|-----------|-------------------|------------------|---------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:41 | 8:41 | 0:10 | 0:51 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 8:51 | 0:15 | 9:06 | 0:10 | 0:25 | 9:10 | 19 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:16 | 0:24 | 9:40 | 0:10 | 0:34 | 9:40 | 24 |
| | A4 | Long Island | Great Diamond | 2.09 | 9:50 | 0:16 | 10:06 | 0:10 | 0:26 | 10:05 | 15 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:16 | 0:08 | 10:24 | 0:10 | 0:18 | 10:20 | 4 |
| | A6 | Little Diamond | Portland | 1.85 | 10:34 | 0:15 | 10:49 | 1:11 | 1:26 | 10:25 | -9 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:47 | 12:47 | 0:10 | 0:57 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 12:57 | 0:15 | 13:12 | 0:10 | 0:25 | 13:35 | 38 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:22 | 0:17 | 13:39 | 0:10 | 0:27 | 14:00 | 38 |
| | B4 | Long Island | Portland | 4.45 | 13:49 | 0:29 | 14:18 | 1:57 | 2:26 | 14:20 | 31 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:26 | 16:41 | 0:10 | 0:36 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:51 | 0:13 | 17:04 | 0:10 | 0:23 | 17:05 | 14 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:14 | 0:08 | 17:22 | 0:10 | 0:18 | 17:15 | 1 |
| | C4 | Little Diamond | Portland | 1.85 | 17:32 | 0:15 | 17:47 | 1:28 | 1:43 | 17:20 | -12 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:16 | 19:31 | 0:14 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:16 | 20:01 | 0:14 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:16 | 20:31 | 0:14 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:16 | 21:01 | 0:14 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:16 | 21:31 | 0:14 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:16 | 22:01 | 0:29 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:16 | 22:46 | 0:09 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:16 | 23:11 | | 0:16 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only

| | | | | | | |
|----------|---|-----------------|-------|---------|----------|-----|
| PROJECT: | 23494 | CASCO BAY LINES | Rev: | 1 | By: | MDL |
| CALC: | FERRY OPERATIONAL PROFILE CALCS: 11kt 7ft Profile | | Date: | 22JAN26 | Checked: | JSS |

11 Knot Transit Speed at a 7' Draft

Operating Profile Variables

Chosen transit speed = knots Enter speed between 7 and 11 knots

Draft = ft Enter a draft of 6, 6.25, 6.5, 6.75, or 7 feet

CFD required EHP = HP

Added Resistance = -

Propulsive Efficiency = -

Transit required delivered power = HP kW

Maneuvering Power = HP kW

At dock propulsion power = HP kW

Maneuvering/Acceleration Time = minutes

Transit time = minutes

Maneuvering/Deceleration Time = minutes

Time to Unload Load = minutes

Time house load starts =

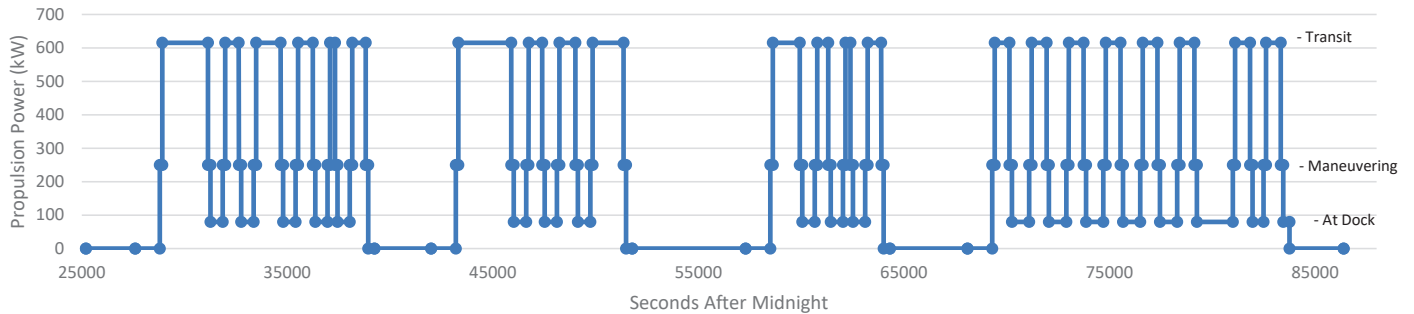
Time before depart. Main engs/gens are turned on = min

Time after Portland arrival main engs/gens turned off = min

Time after last trip engines/gen are turned off = min

If time at Portland >

Propulsion Delivered Power Profile



11 Knot Transit Speed Schedule

| Leg Label | Starting Location | Destination | Distance (nm) | Departure Time | Total Transit Time (hr:min) | Arrival Time | Unload/Load Time (hr:min) | Total Leg Duration (hr:min) | Previous Scheduled Departure Time | Diff. from Scheduled Departure time (min) | |
|-----------|-------------------|------------------|------------------|----------------|-----------------------------|--------------|---------------------------|-----------------------------|-----------------------------------|---|-----|
| Trip A | A1 | Portland | Chebeague Island | 6.77 | 8:00 | 0:41 | 8:41 | 0:10 | 0:51 | 8:00 | 0 |
| | A2 | Chebeague Island | Cliff Island | 1.93 | 8:51 | 0:15 | 9:06 | 0:10 | 0:25 | 9:10 | 19 |
| | A3 | Cliff Island | Long Island | 3.52 | 9:16 | 0:24 | 9:40 | 0:10 | 0:34 | 9:40 | 24 |
| | A4 | Long Island | Great Diamond | 2.09 | 9:50 | 0:16 | 10:06 | 0:10 | 0:26 | 10:05 | 15 |
| | A5 | Great Diamond | Little Diamond | 0.71 | 10:16 | 0:08 | 10:24 | 0:10 | 0:18 | 10:20 | 4 |
| | A6 | Little Diamond | Portland | 1.85 | 10:34 | 0:15 | 10:49 | 1:11 | 1:26 | 10:25 | -9 |
| Trip B | B1 | Portland | Cliff Island | 7.84 | 12:00 | 0:47 | 12:47 | 0:10 | 0:57 | 12:00 | 0 |
| | B2 | Cliff Island | Chebeague Island | 1.93 | 12:57 | 0:15 | 13:12 | 0:10 | 0:25 | 13:35 | 38 |
| | B3 | Chebeague Island | Long Island | 2.32 | 13:22 | 0:17 | 13:39 | 0:10 | 0:27 | 14:00 | 38 |
| | B4 | Long Island | Portland | 4.45 | 13:49 | 0:29 | 14:18 | 1:57 | 2:26 | 14:20 | 31 |
| Trip C | C1 | Portland | Diamond Cove | 3.88 | 16:15 | 0:26 | 16:41 | 0:10 | 0:36 | 16:15 | 0 |
| | C2 | Diamond Cove | Great Diamond | 1.48 | 16:51 | 0:13 | 17:04 | 0:10 | 0:23 | 17:05 | 14 |
| | C3 | Great Diamond | Little Diamond | 0.71 | 17:14 | 0:08 | 17:22 | 0:10 | 0:18 | 17:15 | 1 |
| | C4 | Little Diamond | Portland | 1.85 | 17:32 | 0:15 | 17:47 | 1:28 | 1:43 | 17:20 | -12 |
| Trip D1* | D1 | Portland | Peaks Island | 2.2 | 19:15 | 0:16 | 19:31 | 0:14 | 0:30 | 19:15 | 0 |
| | D2 | Peaks Island | Portland | 2.2 | 19:45 | 0:16 | 20:01 | 0:14 | 0:30 | 19:45 | 0 |
| Trip D2* | D3 | Portland | Peaks Island | 2.2 | 20:15 | 0:16 | 20:31 | 0:14 | 0:30 | 20:15 | 0 |
| | D4 | Peaks Island | Portland | 2.2 | 20:45 | 0:16 | 21:01 | 0:14 | 0:30 | 20:45 | 0 |
| Trip D3* | D5 | Portland | Peaks Island | 2.2 | 21:15 | 0:16 | 21:31 | 0:14 | 0:30 | 21:15 | 0 |
| | D6 | Peaks Island | Portland | 2.2 | 21:45 | 0:16 | 22:01 | 0:29 | 0:45 | 21:45 | 0 |
| Trip D4* | D7 | Portland | Peaks Island | 2.2 | 22:30 | 0:16 | 22:46 | 0:09 | 0:25 | 22:30 | 0 |
| | D8 | Peaks Island | Portland | 2.2 | 22:55 | 0:16 | 23:11 | | 0:16 | 22:55 | 0 |

*Evening trips from Portland-Peaks Island occur Sunday-Thursday Only