

**TO:** Casco Bay Lines Board of Directors

**FROM:** Ben Dinsmore, GM

**DATE:** January 21, 2026

**RE:** January Update

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The new year has brought a flurry of post-holiday activity across Casco Bay Lines. As the islands settle back into their winter rhythms and we look ahead to the months to come, I want to take a moment to thank our staff and crew for their continued support and professionalism. The dedication I've witnessed of our employees over these past two months, from working through winter storms and addressing public health and safety incidents, speaks volumes about the people who make this organization work. Their commitment to safe, reliable service for our island communities is something I'm proud to be a part of.

I'd also like to thank the Town of Long Island for welcoming me for another soup lunch this month and I look forward to attending Cliff Island's Soup Lunch on February 16<sup>th</sup>.

### **Fleet Operations**

#### **Drydocks**

The Wabanaki has completed her drydock service ahead of schedule and is expected to return to service by Friday, January 23rd. The Maquoit is scheduled to enter drydock on February 2nd for her service period.

#### **Downtime**

We experienced two mechanical issues early in the month. The Machigonne had a fuel filter issue on January 1st that caused the vessel to miss one run; maintenance was able to repair the vessel in time for the next trip. The Maquoit had an alternator issue that took her out of service for two trips. The vessel was repaired and returned to

service the following day. The 12:00 Down Bay run on January 3rd departed Portland 25 minutes late due to the Maquoit issue.

## **Terminal Operations**

### **Security**

Staff continue to manage an increase in terminal activity due to the cold weather. Security remains onsite seven days a week during our busiest periods. We've installed new signage regarding bathroom rules and unattended personal belongings throughout the terminal. Feedback from staff, passengers, board members, and security personnel has been positive.

### **Freight Shed**

Staff is preparing for the roll-out of the new length-based vehicle rate structure. We've received several customer comments praising how well organized and clean the freight shed has been lately.

### **Safety & Staffing**

One shoreside employee and one deckhand are currently on light duty. An additional deckhand is currently out with an injury. We are fully staffed, with seasonal employees covering open shifts as necessary. One deckhand is currently progressing through Designated Senior Deckhand training for the Machigonne.

## **Vessel Projects**

### **Battery Steele**

Senesco continues to make progress with approximately 25–30 workers on the vessel daily. The yard is focused on wiring, final piping, and ducting work. While there was a brief setback when their electrical subcontractor went out of business, Senesco was able to hire several of those electricians directly, maintaining staffing levels for the electrical work.

Finish work is advancing in the cabins, with fixtures now being placed in restrooms and cleaning lockers. Ceiling grid installation has begun, and the rudders have been

installed. The yard is submitting pre- and post-commissioning plans for review by the design and CBL teams. Battery installation will be one of the final steps before ABB begins commissioning their systems.

As you know, this project has experienced delays, and I want to be straightforward with the Board: current projections have the vessel launching around the beginning of April, with delivery now anticipated in early June and I'm not optimistic that even this timeline will hold. When I came into this role, I was candid that my focus would be on working closely with staff and the yard to ensure this vessel is completed safely and properly, not on making promises I couldn't keep regarding delivery times. That remains my approach, and I'll continue to provide honest updates as the schedule evolves.

### **Down Bay Vessel**

Staff have been working with me to address outstanding questions from Board members regarding the Preliminary Design Report. Please separate memo "*Additional Analysis Request for Maquoit Replacement Vessel*" submitted as part of this board meeting packet. Once a preliminary plan is approved, we will finalize the scope with the naval architect and negotiate a final design price to complete the design work and develop a bid package. We can update schedules at that time based on the scope and timing of final acceptance.

### **MaineDOT Piers**

The majority of pier work has been completed at all islands. The DOT contractor is now finishing outstanding and punch-list items. A final construction meeting is scheduled for January 22nd, with DOT and their consultant conducting a final inspection in the coming weeks.

DOT continues to advance design work on two additional projects. They have submitted a final PDR plan to CBL for painting and minor mechanical repairs to the transfer bridge tower and lifting equipment at Peaks Island, with work tentatively planned for late 2026 through early 2027. They are also continuing preliminary design work for replacing the pier at Cliff Island, including recent meetings with utilities to assess impacts around the existing pier.

As always, I welcome any questions or feedback from the Board. Thank you for your continued support.

Respectfully submitted,

Ben Dinsmore

General Manager