Cost of Starting the Spring Schedule Earlier

Five-week advance to mid-April, net of the fare revenue those sailings would recover

Peaks Island — $4,129

One extra morning car ferry trip daily — **$1,842**

Fuel savings only. Crew is still here over 35 days.

Evening car service Wed, Thurs, Sun — **$2,287**

Lead deckhand savings; minimal fuel over 15 days.

Day counts vary by trip, from 10 to 35 operating days, depending on which days of the week each run is scheduled. Cost figures are the fuel and labor that would not otherwise be spent under the winter schedule.

Down Bay — $27,868

8:00 AM boat on weekends — **$5,468**

Fuel and labor savings over 10 days.

1:00 PM boat added back — **$10,512**

Fuel and labor savings over 35 days.

6:00 PM LD / GD / DC run — **$8,643**

Fuel and labor savings over 35 days.

8:30 PM stop at Diamond Cove — **$3,245**

Fuel and labor savings over 35 days.

Revenue Recovered — $6,400

Diamond Pass on the 1:00 PM — **$6,400**

300 to 450 riders over the five weeks. No other April or May sailing carries this product.

Island passenger fares — **$0**

FY2026 shows no measurable ridership loss when these trips were cut. Riders shift to other sailings.

Other excursion products — **under $500**

Limited number of Mailboat, Sunset, or Sunrise cruises affected by these changes.

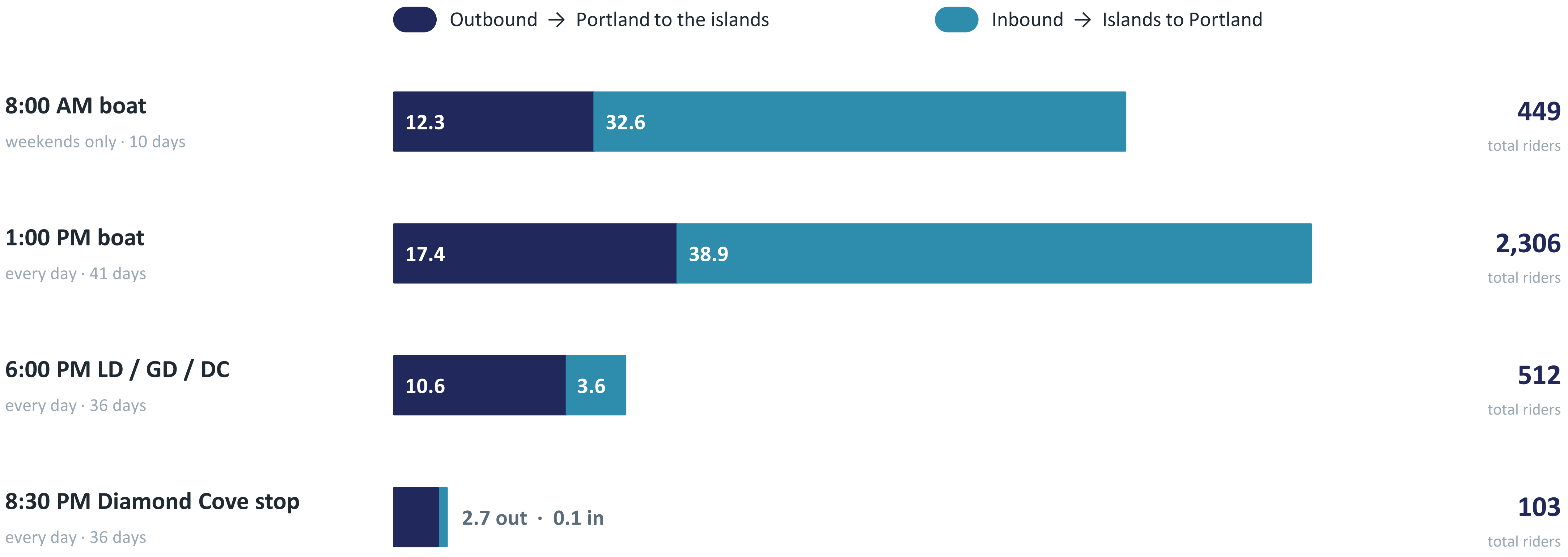
Revenue range $5,600 to $7,700. Midpoint used above.

Gross cost of the five-week advance	Less revenue recovered	Net cost
$31,997	**– $6,400**	**$25,597**

Ridership analysis: CBITD FY2023, FY2024 and FY2026 databases. Fare and product data: POS ticket sales, April and May 2024 and 2025.

Which Way These Boats Carry People

Down Bay trips affected by the schedule change. FY2024, April 13 to May 24.



Bars show average riders per day, so trips with different operating days can be compared directly. Totals at right are for the full five weeks.

Source: CBITD FY2024 ridership database. Island stops only; excursion products excluded.