

**STATE OF RHODE ISLAND
PUBLIC UTILITIES COMMISSION**

**IN RE: A & R MARINE CORP., d/b/a PRUDENCE & :
 BAY ISLANDS TRANSPORT : DOCKET 26-10-FR
 RATE CHANGE APPLICATION :**

**A & R MARINE CORP., d/b/a PRUDENCE & BAY ISLANDS TRANSPORT'S
RESPONSES TO DIVISION OF PUBLIC UTILITIES AND CARRIERS'
THIRD SET OF DATA REQUESTS**

Date Issued: July 24, 2026

DIV 3-1 Referring to the response to DIV 1-4, please explain how the "Bonner Inspection" costs of \$80,000 were estimated from the attached previous drydock invoices provided by the shipyard. The response should include all supporting documentation and workpapers.

A&R Response 3-1

Please see attachment 3-1

Prepared by: Daniel Antaya

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DIV 3-2 Referring to the response to DIV 1-5, please explain how the "Roanoke Inspection" costs of \$65,000 were estimated from the attached previous drydock invoices provided by the shipyard. The response should include all supporting documentation and workpapers.

A&R Response 3-2

Please see attachment 3-2

Prepared by: Daniel Antaya

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DIV 3-3 Referring to the responses to DIV 1-4 and DIV 1-5, please explain how the frequency of 2 years for the maintenance and repairs was established. The response should include all supporting documentation and workpapers.

A&R Response 3-3

According to 46 CFR 176.600, a vessel exposed to salt water for more than three months in any 12-month period since the last examination must undergo a drydock examination and an internal structural inspection at least once every two years.

During these drydock periods, all underwater metals are cleaned, inspected, and re-coated to keep corrosion at bay. Sacrificial zinc anodes are replaced, which preferentially corrode to keep the seawater from targeting the hull. These tasks cannot be completed while the vessel is in the water. Using the required haul-out to complete preventative maintenance is the most cost-effective way to keep the hull in good shape and is standard in the industry.

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DIV 3-4 Referring to the response to DIV 1-6, the supporting documentation appears to support the costs for two generators. Please clarify how this relates to the costs for one generator included in the Company's rate year maintenance expense adjustment.

A&R Response 3-4

M/V Roanoke has two service generators onboard. Only one is operated at a time, but because of USCG requirements for redundancy of certain systems, there must be two means of producing adequate power. The generator replacement project will replace both service generators.

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DIV 3-5 Referring to the response to DIV 1-13, what was the disposition of the
 remainder of the funds (\$107,135)?

A&R Response 3-5

The remainder of the funds have yet to be used. The Federal Transit Authority holds the funds until RIDOT approves a project. A&R is currently evaluating which project will best use the funds.

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DIV 3-6 Page 8, Line 15-16, of Mr. Bebyn's Direct Testimony, he states that he did not adjust the fuel floor because he "did not want to complicate the cost allocation model or ratepayer impacts." Please explain what complications to the cost allocation model or ratepayer impacts would have resulted had Mr. Bebyn chosen to adjust the fuel floor.

A&R Response 3-6

A&R Marine's Fuel surcharge before August 2022 split the Fuel Adjustment Recovery evenly between passenger and vehicle counts. Beginning in August 2022, the Fuel Adjustment Surcharge the Company submitted and the Division approved used a vehicle-equivalent unit factor in the monthly surcharge calculation. Furthermore, the proposed general rates in this filing include no seasonal component. My concern is that this model would not properly account for this agreed-upon allocation and would shift additional costs to the off-season passenger ratepayers. As a result, I decided to maintain the current fuel surcharge calculations.

Prepared by: David G Bebyn CPA

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- DIV 3-7 Do entities other than A&R Marine have access to or utilize either the Prudence Island or Bristol dock? If so, please provide the following information:
- a. Identify the entity/entities and which dock they utilize?
 - b. Identify whether A&R Marine receives compensation from the entities listed in part a. If so, please describe how the compensation is determined and the amount of compensation received in the test year, interim year, and rate year.
 - c. If A&R Marine is not compensated for the use of the dock, please explain why not.

A&R Response 3-7

a. Prior to the purchase of M/V Roanoke, A&R Marine Construction's LCM-8 Landing Craft was occasionally moored alongside the bulkhead at the Bristol Pier. The LCM-8 will no longer fit on the bulkhead with the Herbert C. Bonner or Roanoke. When the out-of-service ferry vessel is at the shipyard, and the bulkhead is empty, the LCM-8 will occasionally make use of the space to take on fuel or for temporary mooring.

The Town of Bristol owns the Bristol dock and uses all parking on the pier for the town-owned marina adjacent to the ferry dock.

b. A&R Marine does not receive compensation from either the Town of Bristol or A&R Marine Construction for use of the dock.

c. A&R Marine Construction does not compensate A&R Marine Corp. for the bulkhead space because it is used very sporadically and only when it would otherwise be empty.

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A&R Marine leases a portion of the dock from the Town of Bristol. The Town uses the non-leased portion for parking, so A&R has no claim to charge for its use.

Prepared by: Daniel Antaya