



From: Commander, NYS Military Emergency Boat Service

Subj: OPSUM 7 JUN 2024 MEBS PROGRAM

The link to the MEBS LOG APP is <https://www.jotform.com/app/build/222037196822152>

The following is the status of the New York State Military Emergency Boat Service

1) ADMINISTRATION:

a. With the initiation of paid training opportunities, every MEBS member who is not on Asylum Seeker mission or otherwise ineligible for pay is expected to complete at a minimum of two events per year in order to maintain readiness standards. This is especially important for those members who have not been onboard a MEBS boat in the past 365 days. Notify your regional coordinator ASAP to arrange for training opportunities. In addition, we have several exercise events (see below) for which we are looking for MEBS participation.

b. We have been invited to provide the NYNM presentation to the Eastern Great Lakes AMSC in Oswego, in late July.

c. In MEBS LOG, the MEBS Proficiency Training Event Request feature has been modified. The LOCATION has been changed from a drop-down of DET locations to a free-form fill-in-the-blank.

d. For the purpose of accounting for paid training, attendees are to complete the SAD Daily Attendance Register, found on MEBS LOG. This one form accounts for ALL members attending a paid training event.

e. We have learned that CDR Frank Fiumano (USCG Ret), the Senior Port Security Specialist at Coast Sector New York will be retiring from his civilian position this coming September. CDR Fiumano has been a great friend to the Naval Militia and has been instrumental in our participation with numerous regional exercises, as well as successful Port Security Grant program awards to us that have exceeded \$2,000,000.

f. All MEBS members are reminded that if you use a toll roadway (bridge, tunnel, Thruway, etc), to get to an authorized MEBS training event, you are eligible for full reimbursement through EZ PASS NY. Information can be found on the NYNM website.

g. Crew search. We are looking for crewmembers for the following events:

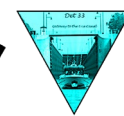
- i. 11-12JUL24: OCF '24, Phase 1; Alexandria Bay
- ii. 23-24 JUL 24: USCG PREP Exercise; Port of Albany
- iii. 25-26JUL24: OCF '24, Phase 2; Alexandria Bay
- iv. 6-8SEP24: Exercise Empire Challenge '24; Lake Champlain

2) INFORMATION: (2JUN)

LAUDING FOR THE HUDSON-ATHENS LIGHTHOUSE 150TH CELEBRATION:

"I am taking a moment to recognize the accomplishment of yesterday's Hudson Athens Lighthouse 150th Anniversary celebration. While the actual execution of yesterday's events was not high drama, it was done flawlessly. The point of this message is the recognition of what it took from a lot of different people to "meet the mission" is what is so impressive to me and hopefully serves as a standard for future operations and events.

First, this was a MEBS NorthCom event. I have always hoped that when we have assigned missions that we could provide the local boats and local people to make it happen. When you think about all the times in the past that we have carted boats and people across the state, you will see that it happens more often than not. Yesterday, it was all NorthCom. In fact, in one way or another, more





than half of MEBS NorthCom was involved in the planning or execution. Regardless of region, we always hope to be able to get the job done with local resources and people.

Second, there are a number of issues in the preparation area that need to be highlighted.

-The detailed planning for this event largely took place within the Chief's Mess, not at my desk. This is a huge shift from the past and I am indeed grateful. The coordination with other agencies, vendors, and organizations all happened because the Chief's made it happen. The Chief's even used their magic and made the weather perfect for the day.

-Yesterday's event is the first since 2008 that MEBS personnel are getting paid for training. This is the culmination of a lot of effort from the folks at DMNA and Naval Militia headquarters. While I know there will be bumps in the road for MEBS training pay, I also know that it will incentivize our personnel readiness by increased involvement.

-Communications. I thought were pretty good. While there are always some glitches, we had a plan and I think it worked pretty well.

-Probably the biggest contribution to yesterday's success can be laid on the MEBS N4 shop. The efforts of the team to meet the mission cannot be overstated. Those boats operated flawlessly and were the results of not one, but two of the most complex engine repairs we can think of. The rebuild of PB 300's port Verado, and the complete repower of LC 350; and all on-time is remarkable. I think each of us that were on the water gave a "wow", or a "cool", or some other remark of surprise at how well these boats are now performing.

Frankly, my involvement in the planning and execution of this event was relatively minimal. I did have to submit some purchase order requisitions in SFS, and I did get the many opportunities to say "Sounds like a good plan, _____ Chief", which is a very satisfying thing to do. Overall though, this success is laid at your feet and you should be justifiably proud.

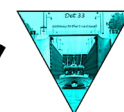
So, thank you for all that you did to make this event happen. You have made an impression not only on Naval Militia leadership, but on many members and organizations in our region."

3) OPERATIONS:

a. There is a lot of 4th deck interest in the performance of our new VESPER drone. We have been unable to provide a satisfactory demonstration since we do not know all of the capabilities. In addition, we cannot do a demo at DMNA because of its proximity to the airport. We have been working with Vantage Robotics to gather more information on how the system works, since the instructions are not very comprehensive. This is a work in progress. On the other hand, without our UAS instruction in place it is somewhat moot.

b. Readiness Rating:

MEBS Readiness Rating		Minimum Standard	Actual	Rating	Goal
Personnel Census	P-Rating	60	64	1	120 MEBS Members
Personnel Staff	S-Rating	7	12	1	13 Key Staff
Training Qualifications	Q-Rating	27	28	1	45 Qualified Coxswains
Training Proficiency	T1-Rating	104	90	2	240 Proficiency Mandays (2/member/year)
Additional Training	T2-Rating	90%	104.49%	1	Basic Course, Towing Cert., UECO, and +
Communications Reliability	K-Rating	90%	99.64%	1	100% Functionality





Equipment Maintenance	E-Rating	90%	95.65%	1	100% Operational
Equipment Vehicle Quantity	V-Rating	11	9	2	11 Trucks

Overall Readiness R-RATING

1.25	2
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Date: 7-Jun-24

4) LOGISTICS:

a. PB 301 is NMC due to problems with the port engine lower unit. We expect that it is a failed seal in the lower end. The boat is being replaced on the DET 4 mission and is in transit to Leeds for repairs.

b. We created a requisition to procure new SeaPro 300HP motors for LC-351. However, we have run into a glitch in the requisition process because are planned sum total of purchases from a single vendor exceeds agency purchasing thresholds. This issue is being worked with MNBf.

c. LC-351 is experiencing a problem with motor trim hydraulics. This is a known Mercury problem and is eligible on our engines for warranty repair. We are sourcing a local vendor to haul the vessel out and make the needed repairs once the parts are received.

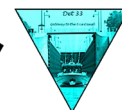
d. PB 400 is expected to go into maintenance at Whites Hudson River Marina, where shaft alignment is expected to take place. Depending on the results of this alignment work, we are also expecting to take the boat off line to conduct a hull bottom sand-blasting and epoxy bottom paint.

e. SFY 2024-25 NPS Expenditures to date:

Cost Area	Cost
General	\$2,667.42
Boat Maintenance	\$26,261.24
Truck Maintenance	\$878.70
Trailer Maintenance	\$387.59
Travel/Per Diem	\$1,997.20
Boat Gasoline	\$6,989.28
Truck Diesel	\$2,009.50
Major Acquisition	\$45,103.42
Grants Reimbursement	\$0.00
Total	\$86,294.35
Available:	\$213,705.65

f. Boat, Truck and Trailer Status / Locations:

Bow / Bumper #	Boat / Vehicle	Location	Status	Mission	Comments
PB 220	Patrol Boat	Hudson	FMC	Training	Ready, in water.
PB 221	Patrol Boat	Leeds	FMC	Training	Ready. On trailer
PB 230	Patrol Boat	New Rochelle	FMC	Training	Ready, in water.
PB 280	Patrol Boat	Buffalo	FMC	Training	Ready. On trailer
PB 281	Patrol Boat	Buffalo	FMC	Training	Ready. On trailer
PB 300	Patrol Boat	Tappan Beach	FMC	JTFES DET 4	In transit





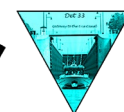
PB 301	Patrol Boat	Tappen Beach	NMC	JTFES DET 4	Port lower end stuck
LC 350	Landing Craft	Coxsackie	FMC	Training	Ready, in water.
LC 351	Landing Craft	Jones Beach	FMC	JTFES DET 3	Ready, in water.
PB 400	Patrol Boat	Verplanck	FMC	JTFES DET 1	Ready, in water.
PB 440	Patrol Boat	Staten Island	FMC	JTFES DET 2	Ready, in water.
F350-5274	Prime Mover	Leeds	FMC	N/A	Ready
F350-5275	Prime Mover	Camp Smith	FMC	N/A	Ready
F350-5327	Prime Mover	Leeds	FMC	N/A	Ready
F350-5329	Prime Mover	Buffalo	FMC	N/A	Ready
F350-5339	Prime Mover	Buffalo	FMC	N/A	Ready
F350-5340	Prime Mover	Leeds	FMC	N/A	Ready
F350-5619	Prime Mover	Leeds	FMC	N/A	Ready
F550-5008	Prime Mover	Leeds	FMC	Service Truck	Ready
F550-5009	Prime Mover	Leeds	FMC	N/A	Ready
CT 8901	Cargo Trailer	Staten Island	FMC	N/A	Ready
CP 8902	C2 Trailer	Leeds	FMC	N/A	Ready
MT 8903	Maint Trailer	Leeds	FMC	NA	Ready

- 5) PLANNING AND EXERCISES. N/A
- 6) COMMUNICATIONS.
- 7) TRAINING.
 - a. Training in pay is expected to commence in SOUTHCOM with a 20JUN event.

Paid MEBS training is now authorized. We fully encourage the use of paid training for all eligible members (Asylum seeker mission persons are not authorized for MEBS training pay).

However, we need to have a plan from MEBS SOUTHCOM to get all members to achieve their minimum two days training and it cannot be short notice. The following SOUTHCOM members are the highest priority:

HMC Ahiable
 BM2 Bobrowski
 Sgt Dale Davis
 EM3 Diniso





CWO2 Feldman
BMCS Nolan
BMCS Quinones
BMCM Romanitch
LN1 Campanelli

Notes:

1. There are some cumbersome hoops to jump through as we begin this new process.
2. Anyone who is a federal drilling reservist must provide a copy of their latest LES to confirm they are still in the reserves
3. We need a plan from MEBS SOUTHCOM on how we are going to execute the training between late June and October.
4. For paid training, we cannot do short notice. We need at least two weeks to get the training event registered in an upcoming pay cycle that gets created specifically for these training events.
5. We will need direct deposit forms and pre/post medical screening forms for each member. The direct deposit form is a one time event if the member doesn't change bank accounts. We recommend a yearly submission to ensure it is up to date. The medical screening form is needed for every paid training event.
6. Nearly everyone eligible is deserving of a minimum of two days in pay. Many have already satisfied the requirement.
 - b. FAA Part 107 certifications on file: 2. One individual is TNPQ.
 - c. Authorized motor vehicle drivers: 45. With CDL: 7

