



From: Commander, NYS Military Emergency Boat Service

Subj: OPSUM 11 MAY 2023 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:

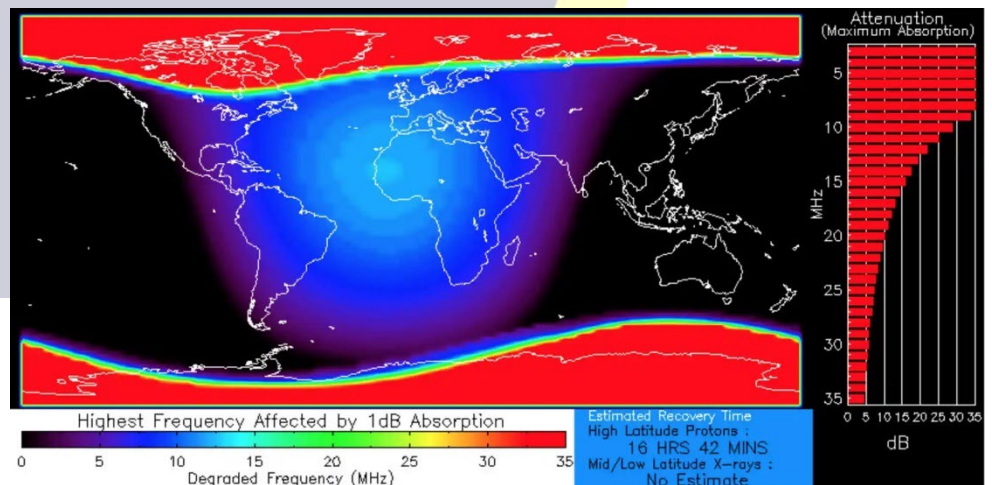
a. MEBS was charged for an un-occupied room for CAPT Perry during the MEBS KickOff Weekend. We don't know how or why the reservation was made or attributed to MEBS. We are disputing this charge with the motel.

b. Upcoming events: (new events highlighted)

- i. 17MAY23: LChamplain AMSC
- ii. 19MAY23: State Canal System Opens
- iii. 23 MAY 23: Office Calls with USCG SEC Buffalo, and NRC Buffalo
- iv. 24 MAY 23: Western New York AMSC Meeting; Cheektowaga
- v. Week of 20-23 JUN23: Operation Aegis; L Erie/Buffalo
- vi. 23-25 JUN 23: NY Air Show; Orange County Airport, Montgomery
- vii. 8 JUL 23: NYNM Day at NRC Schenectady
- viii. 20-21JUL23: WESTCOM Multi-Day/Operation Commanding Force: Alexandria Bay
- ix. 4-6AUG: Exercise Western Horizon '23; Sodus Point/Oswego/Rochester
- x. 11 AUG 23. NYNM Leadership Meeting, Latham
- xi. 19-20 AUG 23: JTF 2 CPX; Camp Smith
- xii. 28-29 AUG 23: Operation Aegis; LChamplain/Plattsburgh
- xiii. Week of 6-8 SEP23: Operation Aegis; Hudson River
- xiv. 3-5OCT23: Exercise Empire Challenge '23; Brooklyn
- xv. 11OCT23: State Canal System closes
- xvi. 28-29OCT23: Fall Round-up; Leeds

2) INFORMATION:

**NEWSWEEK, 10MAY23.** The Arctic Circle is in the grip of a radio blackout due to a polar cap absorption event occurring, all thanks to the sun's activity. This has led to radio frequencies below 15 MHz being nearly completely blacked out and most frequencies below 35 MHz being at least a little bit degraded, according to NOAA's Space Weather Prediction Center. This polar cap absorption (PCA) event is occurring as a result of a coronal mass ejection that occurred on May 7 that is now colliding with our planet. Coronal mass ejections, or CMEs, are huge plumes of solar plasma and magnetic field that were ejected from the sun during periods of magnetic activity. These travel through the void of space at rapid speeds—up to 1 million miles per hour—with some CMEs reaching the Earth in 15 to 18 hours, while others take several days. Sometimes, a CME also involves a solar proton event, where the sun also spits out charged protons. The proton CME responsible for the current polar cap absorption event is thought to have been released on May 7 from the



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Minor Proton Flux  
NOAA/SWPC Boulder, CO USA

responsible for the current polar cap absorption event is thought to have been released on May 7 from the



reversed-polarity sunspot AR3296, which also released a long-lasting M1.5-class solar flare at the same time. Proton events can lead to radio blackouts when they collide with the Earth and our magnetic field. Polar cap absorption events are when the CME's protons are funneled toward the poles by the magnetic field, localizing the effects of the radio blackout. Here, the protons collide with gases in the atmosphere, temporarily increasing the density in the lower ionosphere, causing the absorption of short-wave radio signals to be blocked. This prevents the radio signals from reaching the upper ionosphere, which they need to bounce off of in order to travel to their receiver. These blackouts can affect civil aviation, as long-range communications with aircraft are degraded over large remote areas or oceans where there are no ground-based radio networks. "High-frequency is a primary method for aircraft in these areas to communicate with air traffic control. For example, flights over the North Atlantic will communicate with oceanic air traffic control centers provided by Canada, Iceland and U.K./Ireland," Mike Hapgood, a space weather scientist at the STFC Rutherford Appleton Laboratory in the U.K, previously told Newsweek. "Many aircraft also have satcom as backup, but high-frequency is mandatory as part of international agreed procedures. So high-frequency blackouts can disrupt those links, but in general only for a few tens of minutes, so the industry can work round that disruption. These blackouts will not affect take-off and landing as aircraft will then use short-range VHF radio links." As the sun approaches its next solar maximum, due to occur in 2025, the sun is forecast to increase in activity. Twenty-four complete solar cycles have been recorded since observations began in 1755

3) OPERATIONS:

a. Readiness Rating:

MEBS Readiness Rating		Minimum Standard	Actual	Rating	Goal
Personnel Census	P-Rating	90	78	2	120 MEBS Members
Personnel Staff	S-Rating	7	9	1	9 Key Staff
Training Qualifications	Q-Rating	30	30	1	45 Qualified Coxswains
Training Proficiency	T1-Rating	116	81	3	240 Proficiency Mandays (2/member/year)
Additional Training	T2-Rating	90%	100.22%	1	Basic Course, Towing Cert., UECO, and +
Communications Reliability	K-Rating	90%	94.89%	1	100% Functionality
Equipment Maintenance	E-Rating	90%	104.55%	1	100% Operational
Equipment Vehicle Quantity	V-Rating	11	9	2	11 Trucks

**Overall Readiness R-RATING**

1.50	<b>2</b>
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**Date:**

**11-May-23**

b. **Operation NYNM Support NYSP** is taking place at Rensselaer. This event has evolved into a PRND training event. The three NYNM participants have been involved in class-room training, as well as on-river exercising.

c. JTFES Naval Det activity for the past week:

- i. DET 1 Indian Point Activity: Federal Safety and Security Zone Patrol/Lower Hudson River Patrol.
- ii. DET 2 Staten Island Activity: Support to USCG Sector NY.

4) LOGISTICS:

a. PB 301 has been repaired by the N4 team and MEBS DET one. The vessel is FMC at Verplanck. Our intent is to leave on the IPW mission for the time being instead of swapping with LC 350 at Jones Beach.



P01 Fenty properly diagnosed the issue as an air leak caused by a deteriorated rubber boot/gasket which was causing an air leak into the motor. This additional air had the motor running lean and at a much higher rpm than it is designed for. The end result is this was causing dog on dog contact in the gears and making shifting from neutral to forward or reverse impossible and creating a very high risk to damaging expensive hard parts within the motors drive. MK2 White was very forward looking in loading our spare motor so we'd have the biggest selection of parts on hand to effect repairs. The actual assembly from SBTB motor PB301 was already removed prior to N4 shop arrival and simply removing the same assembly from our "hanger queen" and installing it on STBD motor. During our collective evaluation following this repair an unrelated issue regarding the STBD motor trim was detected. We are researching this issue further to determine the cause and to resolve. The motor does run without any evidence of further mechanical issues. The trim lift appears to be working stiffer than it should and is louder than normal. We are researching any lubrication points and/or troubleshooting that is required to correct this (It may be the hydraulics for this motor will need attention). As reported/advised it is desired the MEBS DET run this boat from the Viking Boat yard to give further assurance the motors are functioning 100%, while we continue to evaluate the trim issue on starboard motor, prior to placing this asset on mission at Jones Beach. Big Thumbs up to PO1 Fenty and MEBS Det ONE for figuring this out and working together to have PB301 ready for a "FAST" cost effective repair. This issue is now a routine inspection point on this assembly on each of our motors in an attempt to be proactive to a known failure point.

b. We are in the process of swapping the old 2006 Ford F350 DRW trucks with the new 2023 Ford F350 DRW trucks. MNFE has determined that they want the old trucks at DMNA, rather than delivered to OGS for disposal. Once we transfer custody of the old trucks to MNFE, they will have to figure out how to get the trucks to OGS.

c. SFY 2023-24 Expenditures to date:

Cost Area	Cost
General	\$506.81
Boat Maintenance	\$3,202.75
Truck Maintenance	\$103.00
Trailer Maintenance	\$48.00
Travel/Per Diem	\$10,417.96
Boat Gasoline	\$5,373.98
Truck Diesel	\$1,197.71
Major Acquisition	\$245,094.88
Grants Reimbursement	\$0.00
Total	\$265,945.09
Available:	

d. Boat, Truck and Trailer Status / Locations:

<u>Bow / Bumper #</u>	<u>Boat / Vehicle</u>	<u>Location</u>	<u>Status</u>	<u>Mission</u>	<u>Comments</u>
PB 220	Patrol Boat	Hudson	FMC	Training	Ready, in water.
PB 221	Patrol Boat	Leeds	FMC	Training	Ready
PB 230	Patrol Boat	New Rochelle	FMC	Training	Ready, in water.
PB 280	Patrol Boat	Rochester	FMC	Training	Ready, in water.
PB 281	Patrol Boat	Buffalo	FMC	Training	Ready
PB 300	Patrol Boat	Tottenville	FMC	Training	Ready, in water.
PB 301	Patrol Boat	Verplanck	FMC	Training	Ready, in water.
LC 350	Landing Craft	Jones Beach	FMC	Training	Ready, in water.



<b>LC 351</b>	Landing Craft	Coxsackie	FMC	Training	Ready, in water.
<b>PB 400</b>	Patrol Boat	Verplanck	FMC	JTFES DET 1	Ready, in water.
<b>PB 440</b>	Patrol Boat	Staten Island	FMC	JTFES DET 2	Ready, in water.
<b>F350-5274</b>	Prime Mover	Leeds	FMC	N/A	Ready
<b>F350-5275</b>	Prime Mover	Jones Beach	FMC	N/A	Ready
<b>F350-5327</b>	Prime Mover	Leeds	FMC	N/A	Ready
<b>F350-5329</b>	Prime Mover	Leeds	FMC	N/A	Ready
<b>F350-5339</b>	Prime Mover	Latham	FMC	N/A	Ready
<b>F350-5340</b>	Prime Mover	Latham	FMC	N/A	Ready
<b>F350-5344</b>	Prime Mover	Leeds	NMC	Red-lined	Expected loss 16MAY23
<b>F350-5345</b>	Prime Mover	Leeds	NMC	Red-lined	Expected loss 16MAY23
<b>F350-5346</b>	Prime Mover	Leeds	NMC	Red-lined	Expected loss 16MAY23
<b>F350-5347</b>	Prime Mover	Leeds	NMC	Red-lined	Expected loss 16MAY23
<b>F350-5619</b>	Prime Mover	Leeds	FMC	N/A	Ready
<b>F550-5008</b>	Prime Mover	Rochester	FMC	Maintenance vehicle	Ready
<b>F550-5009</b>	Prime Mover	Buffalo	FMC	N/A	Ready
<b>CT 8901</b>	Cargo Trailer	Staten Island	FMC	NA	Ready
<b>CP 8902</b>	C2 Trailer	Leeds	FMC	N/A	Ready
<b>MT 8903</b>	Maint Trailer	Leeds	FMC	NA	Ready

5) PLANNING AND EXERCISES. A proof of concept demo was conducted on 8 May at Rensselaer. The plan was to load a Military Emergency Response Center (MERC) trailer onto a landing craft using a Civil Support Team gator as the prime mover. All systems were a "go" until the point of backing down the trailer could not get the right angle to cross the bow ramp. We plan to re-do this event using aircraft ramps to support the trailer as it crosses the bow ramp. We are planning to use this capability during Exercise Empire Challenge in October.



6) COMMUNICATIONS. The INFORMATION article from the above NEWSWEEK magazine is an example of natural occurrences that have made emergency communications capability a priority for MEBS.

7) TRAINING. DET 11 Proficiency Training, 12MAY23, Tottenville