



From: Commander, NYS Military Emergency Boat Service

Subj: OPSUM 20 SEP 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. A service member who had been a member of MEBS was permanently disqualified from the Naval Militia per The Adjutant General. The cause for discharge was submitting fraudulent physical examination documentation.

b. The N.Y. Naval Militia instructions for Physical and Medical Requirements (NYNMINST 6110.1C https://dmna.ny.gov/forms/naval/NYNMINST_6110.1C_Physical_and_Medical_Requirements_2024.pdf) and Uniform Regulations (NYNMINST 1020.1E https://dmna.ny.gov/forms/naval/NYNMINST_1020.1E_Uniform_Regulations_2024.pdf) have both been updated and released. They are available on the NYNM website.

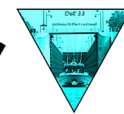
c. Instructions relating specifically to MEBS are also available on the NYNM website. They include:

- i. MEBS Training Manual. https://dmna.ny.gov/forms/naval/NYNMINST_1550_1B_MEBSTRAMAN.PDF
- ii. MEBS Standard Operating Procedures. https://dmna.ny.gov/forms/naval/NYNMINST_3120_1C_MEBS_SOPMAN.pdf
- iii. MEBS Seamanship Manual. https://dmna.ny.gov/forms/naval/NYNMINST_3120_2_MEBS_Seamanship_Manual.pdf
- iv. MEBS CraftMaster PQS. https://dmna.ny.gov/forms/naval/NYNMINST_3501.2_MEBS_Craftmaster_PQS.pdf
- v. Boat Coxswain Qualification. https://dmna.ny.gov/forms/naval/NYNMINST_3501.3_Boat_Coxswain_Qualification.PDF
- vi. MEBS Organization Guidance. https://dmna.ny.gov/forms/naval/NYNMINST_5401.1B_MEBS_Organizational_Guidance.pdf

d. We have three service members in the Mercury Marine Outboard technician pipeline. They are in the process of completing all pre-requisite courses. The next step towards full technician certification is the completion of lab classes at the schoolhouse in Laconia, N.H. We are working on arranging classes in December and beyond.

e. We have completed and submitted the MEBS SFY 25-26 supplemental funding request to NYNM HQ, for review.

2) INFORMATION: (*Times Union, 13SEP24*) COEYMANS — The waterfront along New York City and northern New Jersey has ports that handle cargo coming and going across the Atlantic Ocean. But the Capital Region also has ports, notably in Coeymans and Albany, and they offer something that is in short supply downstate: wide open spaces where construction companies can easily assemble objects like bridges or simply store items until they are needed. Because of that, at least one local facility, the Port of Coeymans, has carved





out a niche as a staging area for large downstate infrastructure projects, even as the boom that was supposed to come with offshore wind development has slowed due to cost concerns.

“Space is at a premium,” said Josh Kowalski, vice president of sales and business development for Carver Companies, which operates the Port of Coeymans. “Acreage is our selling point, along with deep water. We have the space and we have the heavy lift capabilities.”

Land at the port is being rented out to construction companies that are building a long-awaited rail improvement project in Manhattan and a renovation of two terminals at Queens’ JFK Airport, he said. While much of the attention on the Coeymans and Albany ports over the past few years has focused on their potential role in offshore wind development, these other infrastructure projects serve as a reminder that the region’s Hudson River ports remain a vital part of the Capital Region’s economy, regardless of how long it takes to develop offshore wind. The rail and JFK projects require large pieces of steel and other construction components. Assembly and storage of these parts makes sense at Coeymans because of the available space and the fact that they can efficiently be transported down the Hudson on barges when they are needed, Kowalski said.

The Portal North Bridge is a century-old structure that Amtrak and NJ Transit commuter trains use to cross the Hackensack River between New York and New Jersey. The bridge has two problems. Its low 32-foot height above the water limits maritime traffic on the river below. And because the bridge is so old, commuter trains can’t exceed 60 mph on the bridge. The need for frequent upkeep and repairs leads to delays and jam-ups on the train schedules. After years of lobbying and vying for funds, the state and federal governments approved the \$1.7 billion replacement project, which was awarded to the Swedish-based Skanska construction company. Skanska is building the new bridge spans at Coeymans. After completion, they will be floated down the Hudson River to the Hackensack River, said Kowalski. In addition to renting the land, Carver Company tugboats and barges will carry the bridge to their final destination.

The port is also the temporary home to steel that is being used in renovations to Terminals One and Six at JFK Airport. Originating in Italy, it was brought in on vessels and when it is needed, will be loaded onto trucks and hauled to the airport. Pieces of the Mario M. Cuomo bridge also originated at the port and were barged down the river.

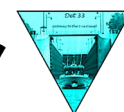
This isn’t to say that there’s no offshore wind work. Currently, 120 workers are building the foundation components for Orsted wind energy’s Sunrise Wind project, going up off the coast of Long Island. Company officials along with the New York State Energy Research and Development Authority on Thursday celebrated progress on the work at the port for their Sunrise Wind project, an array of wind towers that will be erected 30 miles east of Montauk, Long Island. The concrete-and-steel foundation components for the towers are being built at the Port of Coeymans. After completion, the platforms and anti-rust anode cages will be loaded onto Carver Companies’ barges and shipped down the Hudson River to the coast off Montauk.

“This project is really moving along,” remarked David Hardy, CEO of Orsted America. “This is New York’s offshore wind supply chain,” said Doreen Harris, president and CEO of the NYSERDA, the quasi public organization that awards energy development projects like this.

The expected economic impact of offshore wind hasn’t been fully felt in the Capital Region, however. Additional wind farms off Long Island have been proposed but are being re-bid after projected electricity costs for the early rounds of proposals were too high for regulators to accept. Inflation in construction costs and supply snags have held up local wind projects, most notably a factory slated to go at the Port of Albany nine miles upriver from Coeymans. Proposed by a joint venture of the Canadian/Danish firms Marmen/Welcon, the factory is supposed to house production of the giant towers that hold up off-shore wind turbines. But work stalled in 2023 when projected costs for building the 590,000-square-foot facility jumped from \$350 million to \$604 million. Since then, the Port Commission has been seeking financing to move forward, and preparation work has been done on Beacon Island, the area on the Albany port’s south side where the factory is slated to go. Workers are completing a bridge from the existing port to the Beacon Island expansion. That should be done in about six weeks, said spokeswoman Penny Vavura.

The Port of Albany continues to provide its traditional services as well, handling bulk cargo including scrap metal. And just north of the Albany port, Global Partners, which operates a terminal near the train tracks, has been handling biodiesel and ethanol fuel since 2019. Biodiesel is brought into the company’s Albany terminal by barge from New York Harbor. It is stored in tanks there and distributed to customers in New York, Vermont and Massachusetts.

“We continue to upgrade and make improvements to our Albany terminal facility,” company spokesman Reid Lamberty said. In June, the company received state approval for boilers at the terminal to facilitate the





handling of biodiesel fuel. Biodiesel is viewed as a more environmentally friendly form of alternative fuel derived from plants as well as animal plants.

3) OPERATIONS:

a. Readiness Rating:

MEBS Readiness Rating		Minimum Standard	Actual	Rating	Goal
Personnel Census	P-Rating	60	63	1	120 MEBS Members
Personnel Staff	S-Rating	7	12	1	13 Key Staff
Training Qualifications	Q-Rating	27	35	1	45 Qualified Coxswains
Training Proficiency	T1-Rating	100	94	2	240 Proficiency Mandays (2/member/year)
Additional Training	T2-Rating	90%	114.35%	1	Basic Course, Towing Cert., UECO, and +
Communications Reliability	K-Rating	90%	98.55%	1	100% Functionality
Equipment Maintenance	E-Rating	90%	100.00%	1	100% Operational
Equipment Vehicle Quantity	V-Rating	11	9	2	11 Trucks
Overall Readiness R-RATING			1.25	2	
Date:		20-Sep-24			

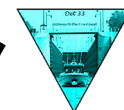
4) LOGISTICS:

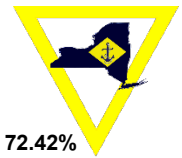
a. The Invitation for Bid (IFB) for new engines on LC-351 and PB 281 is in the NYS Contract Reporter. The close date is 2 OCT 24.

b. PB 301 has been moved to the maintenance shop in Leeds where repairs were made to the starboard Verado supercharger. The vessel is FMC.

c. SFY 2024-25 NPS Expenditures to date:

Cost Area	Cost	Budget	Remaining	
General	\$15,420.83	\$10,000.00	-\$5,420.83	154.21%
Boat Maintenance	\$60,866.33	\$95,000.00	\$34,133.67	64.07%
Truck Maintenance	\$1,769.46	\$3,000.00	\$1,230.54	58.98%
Trailer Maintenance	\$507.23	\$1,500.00	\$992.77	33.82%
Travel/Per Diem	\$6,971.66	\$20,000.00	\$13,028.34	34.86%
Boat Gasoline	\$11,472.84	\$18,000.00	\$6,527.16	63.74%
Truck Diesel	\$4,540.32	\$8,000.00	\$3,459.68	56.75%
Major Acquisition	\$45,103.00	\$47,000.00	\$1,897.00	95.96%
Grants Reimbursement	\$0.00		\$0.00	#DIV/0!
Total	\$146,651.67	\$202,500.00		% Year Gone: 53.89%
Available:	\$55,848.33			% SFY Remaining: 46.11%





% Money Obligated:

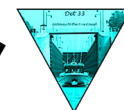
72.42%

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	Youngstown	FMC	Training	Ready. On trailer
PB 281	Patrol Boat	Youngstown	FMC	Training	Ready. On trailer
PB 300	Patrol Boat	Hempstead	FMC	JTFES DET 4/Training	Ready, in water.
PB 301	Patrol Boat	Leeds	FMC	Training	Ready. On trailer
LC 350	Landing Craft	Jones Beach	FMC	JTFES DET 3	Ready, in water.
LC 351	Landing Craft	Coxsackie	FMC	Training	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	Leeds	FMC	N/A	Ready
F350-5327	Prime Mover	Camp Smith	FMC	N/A	Ready
F350-5329	Prime Mover	Youngstown	FMC	N/A	Ready
F350-5339	Prime Mover	Youngstown	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	Camp Smith	FMC	Service Truck	Ready
F550-5009	Prime Mover	Jones Beach	FMC	Service Truck	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.

a. We are targeting the period of 4-6 June 2025 for Exercise Empire Challenge/Western Horizon, in Niagara County.





b. We anticipate Operation Commanding Force '25 to take place in July 2025 at Alexandria Bay in support of U.S. Navy Reserve medical units.

c. Northern Lights will be a multi-day training event on Champlain Canal and Lake in August 2025.

6) COMMUNICATIONS.

The command post during Exercise Empire Challenge '24



7) TRAINING.

a. SFY 2024-25 PS (Training Pay) Expenditures and Projections to date:

Obligated	\$24,844.97	80.15%
Remaining	\$6,155.03	

b. **Paid Training Events** currently planned:

- i. 20SEP24; New Rochelle
- ii. 23SEP24; Niagara/Youngstown
- iii. 23-27SEP24; Staten Island
- iv. 27SEP24; New Rochelle
- v. 6 OCT24; Buffalo
- vi. 19OCT24; Rochester
- vii. 21OCT24; New Rochelle to Athens

c. Authorized motor vehicle drivers: 47. With CDL: 8

