



From: Commander, NYS Military Emergency Boat Service

Subj: OPSUM 22 DEC 2023 MEBS PROGRAM

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

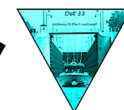
The following is the status of the New York State Military Emergency Boat Service

1) ADMINISTRATION:

- a. We have initiated plans to repower all of the 2-stroke Mercury Optimax engines on PB 280, PB 281, and LC 350. Since acquiring them, the production of 2-stroke engines has ceased and parts support from Mercury is falling off. The proposal:
 - i. Purchase new Mercury SeaPro 300 HP 4-stroke engines for LC350 as soon as possible. The estimate for this purchase is less than \$45K.
 - ii. Next SFY, purchase new Mercury SeaPro 300 HP for LC 351. The current Mercury 250 4-strokes on LC 351 will be moved to PB 280.
 - iii. Purchase new Mercury 250 4-strokes for PB 281.
- b. The purchase of the Vantage Robotics drone ran into an obstacle. The purchase order we sent to the vendor was rejected as they raised the price. We have made a purchase order change notice which has been approved by OGS BSC. We expect delivery in four months or so.
- c. JTFES has received permission to stage two boats at USCG Station Jones Beach. This means that we will no longer need two boat slips at Viking Boat Yard in Verplanck.
- d. We have routed our proposal for a FY24 port security grant. The proposal is to request reimbursement for maintenance and repairs to PB440 from SEP24 – AUG27. The total federal share amount that we will request is \$210,000. This proposal is to continue the reimbursement that we receive from the FY20 grant.
- e. Draft versions of new instructions for the Unmanned Aerial System (UAS) program have been completed and are in routing through the chain of command. The instructions cover organizational guidance, training, SOP, and PQS for Remote Pilot in Command. The UAS program for the Naval Militia operates through MEBS DET 50.
- f. Upcoming events:
 - i. 3JAN24/1000; Empire Challenge Exercise concept meeting; Latham and TEAMS
 - ii. 26JAN24/1000: NYNM Leadership Meeting; Latham
 - iii. 31JAN24: North Hudson AMSC; Poughkeepsie
 - iv. 5 APR24: WESTCOM regional kick off weekend; Buffalo



2) INFORMATION: *FORBES (2NOV23)*. Recruitment and retention challenges have led the U.S. Coast Guard into a system-wide service retreat. A 3500-person shortfall—a nearly 10% shortage in the enlisted ranks—is forcing the Coast Guard to take ten cutters out of service, transfer five tugs to seasonal activation, and shutter 29 boat stations. The moves, couched as a bland “AY 24 Force Alignment Initiative”, present an unprecedented loss of maritime capability at a time when the United States is facing an array of complex challenges at sea. But the Coast Guard simply “cannot maintain the same level of operations” going forward. Behind the scenes, the service is using the crisis to advance an array of modern management and personnel initiatives to help bring more people into the Coast Guard—and keep them there.





The cuts, coming as the Coast Guard has, according to Coast Guard Commandant Admiral Linda Fagan, “never been in greater demand around the world,” will hurt, but leaders were quick to assure the realignment will not cause a decay in existing Search and Rescue capabilities. But, at a minimum, the Coast Guard’s retreat does reduce redundancy and raises risk. The cuts will roil the enforcement of America’s maritime border, opening new and dangerous opportunities for migrants, drug smugglers and criminal networks.

The Coast Guard’s emergency service drawdown, however painful, is necessary. The Coast Guard’s underfunded and overworked force of 57,000 active duty and reserve personnel have been stretched thin for a long, long time. But Fagan’s decisive action, coming just days after the Coast Guard was boxed out of a \$100 billion funding supplemental for security and the border, is more than just a prudent effort to redirect Coast Guard personnel towards 1700 mission-critical billets. It is a cry for help.

The Coast Guard certainly needs more funding, but, right now, it could breathe a lot easier if the service was given the flexibility to simply fund recruiting efforts and allowed to test out new personnel management approaches.

Expect Drastic Service Cuts At Sea:

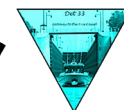
The cuts to the Coast Guard cutter fleet are deep and unexpected. Three east-coast based Reliance-class cutters, the USCGC Confidence (WMEC-619), the USCGC Dauntless(WMEC-624) and the USCGC Dependable (WMEC-626), will each enter layup in mid 2024, becoming little more than in-reserve “parts-barns” for active, in-service cutters. Add in the March retirement of the Decisive (ex-WMEC-629) with the long-planned retirement of the USCGC Steadfast (WMEC-623) later this year, and the loss of Coast Guard cutter capability becomes quite significant. If the cuts are allowed to go through, the Coast Guard will, the space of two years, have cut their fleet of mid-sized oceanic workhorses by almost 19 percent. And, once the capability is lost, help is not coming anytime soon. Modern replacements, the Offshore Patrol Cutters, are years behind schedule. The first Heritage-class OPC, the future USCGC Argus (OPC-1), is, at best, two years from seeing an operational deployment, and the Stage II Heritage-class cutters may face additional challenges.

Put in naval terms, the Coast Guard cuts are incredibly drastic. They are as if the Pentagon suddenly decided, virtually overnight, to send 14 of America’s fleet of 73 Arleigh Burke-class destroyers to the scrapyard, while looking hopefully to a handful of Nimitz-class aircraft carriers, some lower-capability Littoral Combat Ships—and the Coast Guard—to fill the capability gap.

The Coast Guard’s emergency drawdown will have immediate implications on the integrity of America’s maritime border. Admiral Fagan, in an address earlier this year, noted that the Coast Guard is facing maritime migration pressure “on a scale we’ve not seen in decades.” To manage the massive migratory flow, medium-endurance cutters have led the way to “prevent the loss of life at sea and deter those dangerous voyages.” With the cutters gone, seaborne migration will increase and the chances of large-scale loss of life at sea will go up.

The abrupt departure of three East Coast cutters, coupled with the reassignment of the Famous-class medium-endurance cutter Harriet Lane (WMEC-903) to the Central Pacific, will force major changes to maritime border enforcement in the Caribbean. The Coast Guard’s smaller Sentinel-class cutters will need to do more, but far more work will likely fall upon the U.S. Customs and Border Protection Air and Marine Operations (AMO) division as well as state agencies that handle maritime law enforcement. It will be tough. The soon-to-depart cutters were not troubled, pier-bound slouches. They made a real difference, and their absence will be felt throughout the United States. USCGC Confidence, returning from a 62-day, 9,000-mile deployment this Fall, halted the flow of some \$85 million dollars of illicit substances into the United States and rescued 42-migrants aboard an unsafe, makeshift vessel. In August, USCGC Dauntless completed a 42-day patrol, highlighted by the rescue of an overloaded 60-ft vessel with 274 people aboard. While old, the ships handled a ferocious operational tempo. In the first 182 days of 2023, slated-to-retire USCGC Dependable was on deployment for 92 of them. While embarked, the ship recovered 1100 pounds of illicit contraband and interdicted/processed some 800 migrants.

The cuts, however painful, make sense. The Reliance-class cutters, all approaching six decades of service, are some of the oldest ships in the Coast Guard’s already venerable fleet. As cutter repair costs and operational casualties grow, the Coast Guard cannot afford to keep the old, solid-state vessels operational, at sea and relevant in the increasingly contested, high-tech maritime. Other Coast Guard platforms were cut as well. In addition to the draw-down of the medium-endurance cutter fleet, seven of





the Coast Guard's sixty remaining 87-foot Marine Protector-class Patrol Boats will enter layup, and five of the Coast Guard's 11 65-foot harbor tugs will become seasonal assets, activated only to break harbor ice in the winter.

Service Cuts Hurt But They Are Needed: Action was overdue. Despite a brave face, the Coast Guard has struggled for years to keep remote bases operational and big cutters at sea. On land, bases would sometimes battle along with 60% of approved staff levels, with everyone busy and yet, no ability to do any of the many Coast Guard missions well. At sea, cutters often went on deployment short-handed or key personnel were yanked from shore assignments to help support the Coast Guard's ferocious operational tempo afloat. While the Coast Guard celebrates their personnel flexibility and an individual's commitment to mission, the grinding uncertainty of constant "mission-juggling" aboard balky, hard-to-run platforms has taken a toll on morale, exacerbating the Coast Guard's already-big retention challenges.

Admiral Fagan's tough action to cut Coast Guard services is a healthy break from the past. Traditionally, Coast Guard personnel shortfalls were masked, spread across the fleet, leaving the short-handed cutter fleet to muddle through a blistering operational tempo and demanding mission requirements. Today, the Coast Guard's newer and more capable vessels are designed for personnel efficiency, making them far less able to absorb random crew shortfalls. On a Sentinel-class Fast Response Cutter, every member of the 24-person crew is essential. It's how the Coast Guard is eking near-mid-endurance cutter performance out of a far smaller vessel.

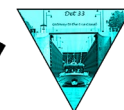
The cuts ashore are, in part, driven by safety and redundancy concerns. There's simply no way to operate a small boat team safely if it is short-handed. Given the staffing challenges, consolidating services in areas where the Coast Guard can still meet statutory search and rescue response expectations makes sense.

The Coast Guard's action will be politically contentious, and it should be. The Coast Guard does need more help from supporters and stakeholders, and service cuts may just be the thing that forces potential Coast Guard advocates into action. While the capability cuts are galling, it is the only way forward. There's no going back. By cutting deeply now and accepting additional risk, the Coast Guard can keep America's beloved sea service from collapse. But, as the Coast Guard starts implementing these massive cuts over the next year, it should, as more migrants drown and more smugglers begin moving more cocaine, fentanyl and other dangerous items into America from the sea, become very obvious that the Coast Guard needs more funding, more public support and more champions at every level of the U.S. government.

3) OPERATIONS:

a. Readiness Rating:

MEBS Readiness Rating		Minimum Standard	Actual	Rating	Goal
Personnel Census	P-Rating	90	81	2	120 MEBS Members
Personnel Staff	S-Rating	7	12	1	13 Key Staff
Training Qualifications	Q-Rating	30	31	1	45 Qualified Coxswains
Training Proficiency	T1-Rating	126	90	2	240 Proficiency Mandays (2/member/year)
Additional Training	T2-Rating	90%	121.35%	1	Basic Course, Towing Cert., UECO, and +
Communications Reliability	K-Rating	90%	97.56%	1	100% Functionality
Equipment Maintenance	E-Rating	90%	94.35%	1	100% Operational
Equipment Vehicle Quantity	V-Rating	11	9	2	11 Trucks





Overall Readiness R-RATING

1.38	2
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Date:

22-Dec-23

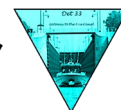
- b. JTFES Naval Det activity for the past week:
 - i. DET 1 Indian Point Activity: Federal Safety and Security Zone Patrol/Lower Hudson River Patrol.
 - ii. DET 2 Staten Island Activity: Support to USCG Sector NY.
 - iii. DET 3 Jones Beach Activity: Support to JTFES and USCG Sector NY. PB 301 is currently assigned to Jones Beach to support JTFES as a backup.

4) LOGISTICS:

- a. PB 300 is FMC. Both engine lower units have been replaced, as well as the power head seal on the port engine.



- b. LC 350 suffered a casualty to starboard engine ignition coil. MK1 Fenty, BM2 Teixeira, and the DET 3 team effected repairs on 20DEC23. The boat is FMC.
- c. Since we have received approval from Mercury Marine to conduct warranty repairs, we also get credit for labor on this work. So far, we have been credited \$44.80 on account with Mercury Marine. Not big sums, but just part of the larger justification for our investment in Mercury Marine technician certification.



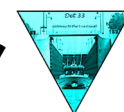


- d. LC 351 port engine bearing seal part is expected to arrive at Leeds on 28DEC23. We expect repairs completed by 29DEC23. We are working with Mercury Marine to get these repairs credited under warranty work.
- e. We are installing Mercury Marine Vessel View systems on some of our older boats, starting with PB300. This system will allow crewmembers and technicians with the app on their smartphone to be able to analyze engine problems. We received the module for PB300 yesterday and expect to install and test the Mercury Diagnostics App (MDA) next week.
- f. SFY 2023-24 Expenditures to date:

General	\$3,092.02
Boat Maintenance	\$131,153.30
Truck Maintenance	\$1,786.88
Trailer Maintenance	\$1,204.86
Travel/Per Diem	\$20,221.27
Boat Gasoline	\$13,118.83
Truck Diesel	\$6,173.56
Major Acquisition	\$255,318.68
Grants Reimbursement	-\$61,966.54
Total	\$370,102.86
Available:	\$74,992.02

g. 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	Leeds	FMC	Available	On trailer
PB 221	Patrol Boat	Leeds	FMC	Available	On trailer
PB 230	Patrol Boat	Leeds	FMC	Available	On trailer
PB 280	Patrol Boat	Leeds	FMC	Available	On trailer
PB 281	Patrol Boat	Leeds	FMC	Available	On trailer
PB 300	Patrol Boat	Leeds	FMC	Available	On trailer
PB 301	Patrol Boat	Jones Beach	FMC	Available	Ready, in water.
LC 350	Landing Craft	Jones Beach	FMC	JTFES DET 3	Ready, in water.
LC 351	Landing Craft	Leeds	NMC	Maintenance	Loss of port engine oil. ETR29DEC23.
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	Camp Smith	FMC	N/A	Ready
F350-5275	Prime Mover	Leeds	FMC	N/A	Ready
F350-5327	Prime Mover	Leeds	FMC	N/A	Ready





F350-5329	Prime Mover	Leeds	FMC	N/A	Ready
F350-5339	Prime Mover	Leeds	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	PMC	N/A	Ready. No long-range tows.
F550-5009	Prime Mover	Camp Smith	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.** The concept meeting for Exercise Empire Challenge is slated for 3JAN24 at 1000. It will be held in Latham, but also available through MS TEAMS. The exercise, to be conducted in conjunction with JTF3 command post exercise (CPX) is planned for 6-8SEP24. The scenario is expected to a civil unrest event. However, this is an opportunity for more involvement than just boats and communications.

6) **COMMUNICATIONS.** N/A

7) **TRAINING.** OSCS Otty has completed all requirements for certification as a Mercury Marine technician.

