



From: Commander, NYS Military Emergency Boat Service

Subj: OPSUM 22 NOV 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. We have reached out to Spur Name Tapes/1800nametape.com to have them embroider and sell common Naval Militia-specific devices, including CraftMaster and Outboard Technician. This project is in the works and we should know more about availability in coming weeks.

b. Upcoming Events:

- i. Exercise Empire Challenge '25, 4-6JUN 25, Niagara County
- ii. Operation Commanding Force '25, TBD July 2025, Alexandria Bay

2) INFORMATION: *Times-Union, Paul Grondahl, 20NOV24.* WATERFORD — I went down to the canal to see an old friend on Saturday. Her name is Day Peckinpaugh and she looked forlorn, a 103-year-old cargo-hauling relic, moldering away. Nobody knows what to do with the historic Erie Barge Canal motorship, the last of its kind. It is listed on the National Register of Historic Places. Several pumps keep the 259-foot ship afloat. The hull's steel plates have deteriorated to the point that they are described as "Swiss cheese."

These days, her condition is terminal and she is about to be unplugged from life support. "I call her the great-grandchild of Hudson's Half Moon," said Craig Williams, retired State Museum senior historian and curator who spearheaded the Day Peckinpaugh restoration in decades past.

As a kid growing up outside Syracuse, Williams watched in awe as the stout, plain and powerful motorship traversed the Barge Canal, its hold filled with 100 dump trucks worth of dry cement from Canada. It also traveled the Great Lakes for decades and carried flax seed, coal and pig iron.

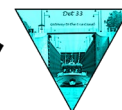
"The Day Peckinpaugh is an iconic hauler that is a vital piece of New York's canal heritage," Williams said. "I find it disheartening and almost inexcusable to spend so much money on it and then just abandon the ship."

After investing nearly \$4 million to restore it, the state sold the historic vessel earlier this month at auction for \$50 over the \$5,000 minimum bid.

"It has a beautiful architecture and ship design that was way ahead of its time," said Capt. Dwayne Reith, the purchaser. He owns Custom Marine, based in Dobbs Ferry, Westchester County, which operates a fleet of tugboats, crane barges and work boats used for major construction and salvage projects across New York City's waterways.

"I would love to restore it instead of scrap it, but there are a lot of issues to overcome first," Reith said. A formal marine survey of the Day Peckinpaugh has not been completed to determine if it is seaworthy and can be safely towed down the Hudson River to Westchester County after he takes possession on Nov. 20. There are no guarantees it will be cleared to be moved from Erie Canal Lock 2 in Waterford, where it has been moored for years.

The future is uncertain for the workhorse cargo hauler that embodied the brawn of the Erie Canal and put the swagger in the Empire State. It was the first canal motorship ever built in 1921 to haul cargo across the Great Lakes and Erie Barge Canal. Built in Duluth, Minn., there was once a hundred like it. The Day Peckinpaugh was the last one to be taken out of service in 1994 and is the only one that survives.





With the Custom Marine purchase, there is a glimmer of hope, since the durable old cement hauler cheated death once before.

"As long as it has not been scrapped or sunk yet, it is alive and could still be saved," said Art Cohn, co-founder and director emeritus of the Lake Champlain Maritime Museum in Vergennes, Vt.

"It became either a treasure or an albatross, depending on the way you see historic preservation. I know we can't save every ship, but I always saw the Day Peckinpaugh as a treasure," Cohn said.

Cohn noted that the ship played a significant role in World War II by transporting coal along the East Coast of the U.S. to refuel other cargo ships, surviving the threat of German U-boat attacks during its service.

Cohn, who has helped preserve many historic vessels, thinks the Day Peckinpaugh has dodged death before and could again. The ship was saved at the 11th hour in 2005 by canal buffs before it was scheduled to be scrapped in Canada.

In 2009, the Day Peckinpaugh was the toast of the State Museum — after investments of about \$4 million in federal and state grants to convert her into a floating museum that could cruise from New York to Buffalo and stop at towns along the way to tell the history of the Erie Canal and later Barge Canal.

The ship motored down to New York City under her own power and tied up alongside the USS Intrepid, a popular aircraft carrier museum on the Hudson River in Midtown Manhattan. The Day Peckinpaugh was at high tide at that time, flush with possibility and excitement.

The ship was a centerpiece of the 2009 Hudson-Fulton-Champlain quadricentennial celebration and its hold contained exhibits and artifacts related to the historic voyages of Samuel de Champlain and Henry Hudson in 1609.

I knew her back then, when her metal skin gleamed across all 259 feet of her length with a fresh coat of battleship gray and the old, Detroit diesel engines were repaired and thrummed with an awesome power. I climbed down a ladder, where my jaw dropped when I surveyed her warehouse-sized hold, where kids played baseball when the ship was being refurbished. One plan called for the Day Peckinpaugh to become a centerpiece at the old Matton Shipyard in Cohoes on Peebles Island envisioned as a kind of Mystic Seaport for 20th-century vessels. Matton opened in 1916 and closed in 1983 after building dozens of tugs, barges and canal boats that worked on the bustling Barge Canal — an enlargement of the Erie Canal to handle bigger barges and ships that opened to traffic in 1918.

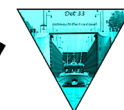
Numerous state agencies, the National Park Service and canal historical societies were on board and excited about the Matton Shipyard vision, but a multimillion-dollar conceptual plan never got funded and the idea fell away after the quadricentennial hoopla of 2009 faded.

"I was at a meeting with all the partners a year after the quadricentennial and they all said they were stepping off because the grants had dried up and they had no more money for upkeep and programming," said Mark Schaming, who retired earlier this year after 11 years as State Museum director.

"It was curatorial triage costing state taxpayers \$20,000 to \$30,000 a year just to keep it from sinking," Schaming said. "That was not sustainable."

"The department acknowledges the Day Peckinpaugh's historical significance and its important role in our heritage," said JP O'Hare, a spokesman for the state Education Department, which oversees the State Museum. But the department is "not equipped to manage the ongoing maintenance and challenges associated with maintaining a 259-foot historic vessel."

Officials also became concerned about the safety of kids from a nearby playground who apparently had been climbing onto the ship. After a decade of exhausting outreach to more than 1,000 cultural institutions across the state asking anyone to take the ship off their hands and finding no takers, the decision was made to put it up for auction, O'Hare said.





“It’s a tragedy,” said Mark Peckham, who retired as director of the state Bureau of Historic Sites and Parks in 2015. “It’s a tremendous opportunity lost to use the ship as [a] traveling exhibit and performance space to tell the story of the state’s remarkable canal history.” With events being planned for next year to celebrate the bicentennial of the completion of the 363-mile Erie Canal in 1825, one of the greatest engineering marvels in history, the ship’s backers are hoping the Day Peckinpaugh has one more life left in her. “Ideally, it could be restored and turned into a beautiful restaurant,” said Reith, who will explore creating a not-for-profit organization to restore it. “We can always hope,” Williams said.

3) OPERATIONS:

a. Readiness Rating:

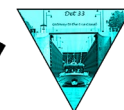
MEBS Readiness Rating		Minimum Standard	Actual	Rating	Goal
Personnel Census	P-Rating	60	63	1	120 MEBS Members
Personnel Staff	S-Rating	7	12	1	13 Key Staff
Training Qualifications	Q-Rating	27	38	1	45 Qualified Coxswains
Training Proficiency	T1-Rating	108	91	2	240 Proficiency Mandays (2/member/year)
Additional 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:		22-Nov-24			

4) LOGISTICS:

a. LC-351 transit to Leeds has been delayed twice due to weather. Our intent is to get the boat back to Leeds as soon as possible. We are still awaiting the approval of the new SeaPro motors for this boat, so the timeline is not critical at this point.

b. SFY 2024-25 NPS Expenditures to date:

Cost Area	Cost	Budget	Remaining	
General	\$15,916.05	\$10,000.00	-\$5,916.05	159.16%
Boat Maintenance	\$92,382.50	\$95,000.00	\$2,617.50	97.24%
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	\$10,461.93	\$20,000.00	\$9,538.07	52.31%
Boat Gasoline	\$12,215.13	\$18,000.00	\$5,784.87	67.86%
Truck Diesel	\$6,030.54	\$8,000.00	\$1,969.46	75.38%



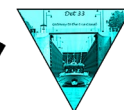


Major Acquisition	\$43,712.62	\$47,000.00	\$3,287.38	93.01%
Grants Reimbursement	-\$20,492.54	-\$70,000.00	-\$49,507.46	29.28%
Total	\$162,502.92	\$202,500.00		% Year Gone: 71.11%
Available:	\$39,997.08			% SFY Remaining: 28.89%

% Money Obligated: 80.25%

c. Boat, Truck and Trailer Status / Locations:

Bow / Bumper #	Boat / Vehicle	Location	Status	Mission	Comments
PB 220	Patrol Boat	Leeds	FMC		Ready. On trailer
PB 221	Patrol Boat	Leeds	FMC		Ready. On trailer
PB 230	Patrol Boat	Leeds	FMC		Ready. On trailer
PB 280	Patrol Boat	Leeds	FMC		Ready. On trailer
PB 281	Patrol Boat	Leeds	FMC		Ready. On trailer
PB 300	Patrol Boat	Jones Beach	FMC	Training	Ready, in water.
PB 301	Patrol Boat	Leeds	FMC		Ready. On trailer
LC 350	Landing Craft	Glenwood Landing	FMC	JTFES DET 3	Ready, in water.
LC 351	Landing Craft	Massapequa Park	FMC	Transit	Return to Leeds in near future
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		Ready
F350-5275	Prime Mover	Leeds	FMC		Ready
F350-5327	Prime Mover	Leeds	FMC		Ready
F350-5329	Prime Mover	Leeds	FMC		Ready
F350-5339	Prime Mover	Leeds	FMC		Ready
F350-5340	Prime Mover	Leeds	FMC		Ready
F350-5619	Prime Mover	Leeds	FMC		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		Ready
CP 8902	C2 Trailer	Leeds	FMC		Ready
MT 8903	Maint Trailer	Leeds	FMC		Ready





- 5) PLANNING AND EXERCISES. N/A
- 6) COMMUNICATIONS. N/A
- 7) TRAINING. N/A

