



From: Commander, NYS Military Emergency Boat Service

Subj: OPSUM 23 MAY 2025 MEBS PROGRAM

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

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

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# BKAUL'S KWIZ

(A test of your nautical knowledge brought to you by BMC Bill Kaul, OIC of the "Black Jacks".  
**See answers at the end of OPSUM)**

The failure of a compass to point to magnetic north is known as

- A. Variation
- B. De-Magnetism
- C. Deviation
- D. Non-Polarity

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## 1) ADMINISTRATION:

a. In coming weeks, all VISA Purchase Cards ("P-Cards") will be replaced. The current set of cards all expire at the end of June 2025. We are activating new cards under the name of Timothy Petersen that will replace the current cards that are expiring. This will take several weeks to accomplish.

b. If you have submitted a request for MEBS SAD orders and need to modify or cancel them, there is now a feature on MEBS LOG (right below the SAD Request Form on page one) to CANCEL OR MODIFY MEBS ORDERS. Use this if you need to change your SAD plan.

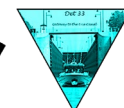
## c. Projected/Upcoming Events:

- i. Operation Mohawk Arrow Rehearsal of Concept mtg, 28MAY25, Scotia
- ii. "City-Piece" MSPP events, 1-4 JUN 25, NYC
- iii. Exercise Empire Challenge '25, 4-7 JUN 25, Niagara County
- iv. Operation Mohawk Arrow, 10 & 12 JUN 25, Albany & Lake George
- v. 2025 NYNM Promotion Board and Josephthal Trophy Board; 26 JUN 25; Latham
- vi. Operation Commanding Force '25 Phase 1, 17-19 JUL 2025, Alexandria Bay
- vii. Operation Commanding Force '25 Phase 2, 31 JUL – 2 AUG 2025, Alexandria Bay
- viii. Exercise Northern Lights, TBD Late August, Rouses Point
- ix. Canal System closing, 3 NOV 25; State-wide
- x. Exercise Kraken, 2-8 NOV 25; Gothenburg

## 2) INFORMATION:

### a. Proposed Removal of USCG Navigational Aids Along the U.S. Northeast Coast

<https://uscg-marker-removals.webflow.io/>





## The Issue

The U.S. Coast Guard has proposed a wide-reaching plan to remove or alter hundreds of navigational markers along the Northeast US coast, including buoys, day-beacons, and lights that have long helped mariners safely navigate coastal and inland waters. These changes, published in the Local Notice to Mariners (LNM) 01-16-2025, are part of an effort to streamline the Aids to Navigation (ATON) system — but many in the maritime community have raised concerns about how these removals could impact safety, access, and local knowledge.

This site is an attempt to visualize and track all proposed marker removals in District 1 using public data, mapping tools like Leaflet.js, OpenStreetMap, Marine Traffic and feedback from



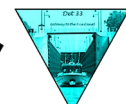
local mariners. This data is based on the document linked above, published on April 15, 2025.

## How You Can Help

If you're concerned about the proposed removal of navigational markers in your area, you can make your voice heard. The U.S. Coast Guard is accepting public comments, and feedback from mariners and local communities is critical in shaping final decisions.

To share your perspective, email [D01-SMB-DPWPublicComments@uscg.mil](mailto:D01-SMB-DPWPublicComments@uscg.mil) with your observations, concerns, or support regarding specific markers. Please refer to Project No. 01-25-015 in your comments. They are taking public comments until June 13th.

To make your comments as impactful as possible, include the type and size of your vessel (recreational or commercial), how the aid supports your navigation, and the distance at which you typically begin to rely on it.





b. The New York State Canal Corporation today announced the following update:  
**Effective Tuesday, May 20, 2025, at 8:00 am:**

#### Erie Canal

- Lock E-2 (Waterford) to Lock E-16 (St. Johnsville) – **Closed**
- Lock E-16 (St. Johnsville) to Lock E-17 (Little Falls) – **Closed**
- Lock E-17 (Little Falls) through Lock E-22 (New London) to Sylvan Beach – **Open**
- Lock E-23 (Brewerton) – **Open**
- Lock E-24 (Baldwinsville) through Lock E-25 (Mays Point) – **Closed**
- Lock E-26 (Clyde) through Locks E-34/35 (Lockport) to the Tonawandas – **Open**

#### Champlain Canal

- The Champlain Canal is closed to navigation as water levels remain high and unsafe.

#### Oswego Canal

- The Oswego Canal is closed to navigation as water levels remain high and unsafe.

#### Cayuga – Seneca Canal

- The Cayuga – Seneca Canal is closed to navigation as water levels remain high and unsafe.

The Eastern Erie Canal (Lock E-2 to Lock E-16) and the Champlain Canal are anticipated to open this weekend. Additional details with dates and times will be announced in the coming days.

The Erie Canal between Lock E-16 and Lock E-17 will remain closed until further notice while repairs to the Rocky Rift movable dam and the earthen embankment west of Lock E-16 are completed.

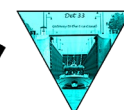
### 3) OPERATIONS:

#### a. Exercise Empire Challenge MEBS Watchbill; 4-6 JUN:

|                           |       |           |         |
|---------------------------|-------|-----------|---------|
| MEBS, PB-281 Boat Captain | EMC   | Gerard    | John    |
| MEBS, PB-281 Boat Crew    | MA3   | Johnson   | Zachary |
| MEBS, PB-281 Boat Crew    | ABCM  | Dick      | Charles |
| MEBS, PB-280 Boat Captain | EOCS  | Pease     | Scott   |
| MEBS, PB-280 Boat Crew    | CPL   | Ward      | Jim     |
| MEBS, PB-280 Boat Crew    | BMCS  | Santos    | Angel   |
| MEBS, LC-351 Boat Captain | MMC   | Hill      | Robert  |
| MEBS, LC-351 Boat Crew    | BU1   | Putney    | Steven  |
| MEBS, LC-351 Boat Crew    | GySgt | Egan      | Anthony |
| MEBS, LC-351 Boat Crew    | MMC   | Marchetta | Joseph  |
| MEBS, FLEX Boat Crew      | GSE2  | Methvin   | Tyler   |

#### b. Operation Mohawk Arrow MEBS Watchbill:

|                        | ALBANY         | ALBANY         | L. George      | L. George      |
|------------------------|----------------|----------------|----------------|----------------|
| Unit                   | Jun 9          | Jun 10         | Jun 11         | Jun 12         |
| MEBS N3, S4, Boat Crew | MNCM Niemitalo | MNCM Niemitalo | MNCM Niemitalo | MNCM Niemitalo |







|                         |  |               |                |                |
|-------------------------|--|---------------|----------------|----------------|
| LC-350/351 Boat Captain |  | MMC Hill      | MMC Hill       | MMC Hill       |
| LC-350/351 Boat Crew    |  | BM1 Hrostoski | BM1 Hrostoski  | BM1 Hrostoski  |
| PB-300/301 Boat Captain |  | MMC Marchetta | MMC Marchetta  | MMC Marchetta  |
| PB-300/301 Boat Crew    |  | MA3 Johnson   | GySgt Egan     | GySgt Egan     |
| PB-220 Boat Captain     |  | BM2 Bobrowsky | BU1 Putney     | BU1 Putney     |
| PB-220 Boat Crew        |  | TBD           | TBD            | TBD            |
| PB-221 Boat Captain     |  | QMC Petersen  | MNCM Niemitalo | MNCM Niemitalo |
| PB-221 Boat Crew        |  | TBD           | MA3 Johnson    | MA3 Johnson    |

c. Operation Commanding Force Phase 1 MEBS Watchbill; 17-19 JUL:

|           |        |      |
|-----------|--------|------|
| Hill      | Robert | MMC  |
| Putney    | Steve  | BU1  |
| Niemitalo | Glenn  | MNCM |
| Gerard    | John   | EMC  |

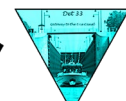
d. Operation Commanding Force Phase 2 MEBS Watchbill 31JUL-2 AUG 25:

|           |         |       |
|-----------|---------|-------|
| Putney    | Steve   | BU1   |
| Niemitalo | Glenn   | MNCM  |
| Marchetta | Joseph  | MMC   |
| Egan      | Anthony | GySgt |

e. Readiness Rating:

| MEBS Readiness Rating             |           | Minimum Standard | Actual  | Rating | Goal                                    |
|-----------------------------------|-----------|------------------|---------|--------|---|
| Personnel Census                  | P-Rating  | 60               | 56      | 2      | 120 MEBS Members                        |
| Personnel Staff                   | S-Rating  | 7                | 11      | 1      | 13 Key Staff                            |
| Training Qualifications           | Q-Rating  | 27               | 35      | 1      | 45 Qualified Coxswains                  |
| Training Proficiency              | T1-Rating | 96               | 85      | 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                               |
| <b>Overall Readiness R-RATING</b> |           |                  | 1.38    | 2      |   |
| <b>Date:</b>                      |           | <b>23-May-25</b> |         |        |   |

4) LOGISTICS:





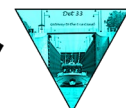
a. PB 440 completed spring haul-out and maintenance, returned to service on 17MAY25.

b. SFY 2025-26 NPS Expenditures to date:

| Cost Area            | Cost         | Budget       | Remaining   |                         |
|----------------------|--------------|--------------|-------------|-------------------------|
| General              | \$166.62     | \$13,500.00  | \$13,333.38 | 1.23%                   |
| Boat Maintenance     | \$17,155.92  | \$45,000.00  | \$27,844.08 | 38.12%                  |
| Truck Maintenance    | \$728.93     | \$7,500.00   | \$6,771.07  | 9.72%                   |
| Trailer Maintenance  | \$88.69      | \$3,000.00   | \$2,911.31  | 2.96%                   |
| Travel/Per Diem      | \$1,772.40   | \$20,000.00  | \$18,227.60 | 8.86%                   |
| Boat Gasoline        | \$2,296.62   | \$15,000.00  | \$12,703.38 | 15.31%                  |
| Truck Diesel         | \$1,038.47   | \$8,000.00   | \$6,961.53  | 12.98%                  |
| Major Acquisition    | \$0.00       | \$45,000.00  | \$45,000.00 | 0.00%                   |
| Grants Reimbursement | \$0.00       | \$43,000.00  | \$43,000.00 | 0.00%                   |
| Total                | \$23,247.65  | \$200,000.00 |             | % Year Gone: 21.39%     |
| Available:           | -\$23,247.65 |              |             | % SFY Remaining: 78.61% |

c. Boat, Truck and Trailer Status / Locations:

| Bow / Bumper # | Boat / Vehicle | Location         | Status | Mission     | Comments          |
|----------------|----------------|------------------|--------|-------------|-------------------|
| PB 220         | Patrol Boat    | Kingston         | FMC    |             | Ready, in water.  |
| PB 221         | Patrol Boat    | Leeds            | FMC    |             | Ready. On trailer |
| PB 230         | Patrol Boat    | New Rochelle     | FMC    |             | Ready, in water.  |
| PB 280         | Patrol Boat    | Ft Niagara       | FMC    |             | Ready, On trailer |
| PB 281         | Patrol Boat    | Ft Niagara       | FMC    |             | Ready, On trailer |
| PB 300         | Patrol Boat    | Jones Beach      | FMC    |             | Ready, On trailer |
| PB 301         | Patrol Boat    | Leeds            | FMC    |             | Ready, On trailer |
| LC 350         | Landing Craft  | Kingston         | FMC    |             | Ready, in water.  |
| LC 351         | Landing Craft  | Glenwood Landing | 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    |             | Ready             |
| F350-5275      | Prime Mover    | Leeds            | FMC    |             | Ready             |
| F350-5327      | Prime Mover    | Ft Niagara       | FMC    |             | Ready             |
| F350-5329      | Prime Mover    | Ft Niagara       | 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. **Empire Challenge** summary from MNCM Niemitalo:

### LOCATION of COMMAND POST for EXERCISE

- NYS PARK Fort Niagara - Address: RT 18F (or 1 Scott Ave), Youngstown NY 14174
- NYNM Command Post will be at Park Pavilion 2D

### ORDERS

- With the exception of 1 or 2 SM, the mission Starts WEDS Jun 4 and is 4 days w RTB HORs on S AT JUN 7.
- Do NOT input any app for orders. NYNM Office will generate orders from the approved roster we have provided.

### LODGING

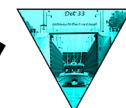
- For those over 35 miles authorized lodging the reservations for Dual Lodging (O3 and below) have been confirmed at:
- Comfort Inn Comfort Inn & Suites Niagara Falls Blvd USA Niagara Falls, NY 14304
- NOTE: NYNM Commander RDML Perry, COS CAPT Nolan, Force SEL MGySgt Rignola will also be staying at the hotel.

### TRAVEL

- SOUTHCOM SM will muster w Master Chief Dick at Camp Smith NLT 1000 to travel via GOV provided transpo from CSTS to Niagara Falls
- Southcom 6 SM = Master Chief Dick, Chief Garcia, GySgt Soto, GySgt Egan, SSG Schaefer, MA3 Johnson
- I understand Chief Garcia may be an exception which would reduce # to 5 PAX.
- There are 2 NYNM Trucks staged at CSTS for SouthCom Transpo. Water for the mission has already been picked up by GySgt Soto and is in truck(s)
- Travel Time = 6 Hrs + from CSTS to Hotel.
- Due to travel time there are no other duties for SouthCom SM on Weds other than travel... Get to the Hotel and have dinner and good night's rest.
- NorthCom (MNCM and BU1 Putney) will be towing out the CP from LEEDs to Fort Niagara and setting up on Weds. CAPT Pedersen to support.
- WestCom SM travel is local for HORs or POV for others. Arrivals and schedules arranged by Chief Gerard to support boat movements and CP Setup.
- N4 will be wide-load towing the LC-350 from Leeds to Fort Niagara (ETA goal is early afternoon)

### CHOW

- GOV Meals provided for SM over 35 miles.





- Breakfast is included at the hotel. Lunch is MRE's. Dinner is via Doordash (separate correspondence w training on DD utilization to follow)

#### PARTICIPANTS and OBSERVERS

- CAPTs McKnight and Dutcher w NYNM DMNA HQ PAO BU1 Bulter will be arriving via NG Helo from NYC w Swedish Military Observers on WEDs
- DMNA OTAG Rep(s)/J37 Evaluators will be on site throughout.
- Multiple agencies participating include DSHES, NIA OEM, NYSP Troopers, Dive and Air, NYS Parks Police, USCG AUX, USCBP, Lewiston PD/Fire, NYG

#### SCHEDULE

Jun 4 Weds - Travel to arrive and setup as assigned - Goal is all hands in AO and assigned tasks complete for Secure by 1700.

Jun 5 Thu

- 0700 Muster @ CP @ Pavillion 2D at Fort Niagara.
- 0800 ALL other agencies Reps arrive for Safety and EX Brief at CP.
- 0830 NYNM Leadership w MSPP Swedish Contingent arrive at CP
- 0845 Commence Exercise Scenarios
- 0900 to 1530 Exercise events details to be promulgated via separate cor.
- 1600 is the goal for Hot Wash and out-brief at CP
- 1600 to SECURE TIME TBD for ALL our team. We have a significant number of operational tasks to complete after other agencies and NYNM Leadership depart.
- LC-350 is a wide load tow on Friday so we will recover the LC COB Thu. N4 will wide load tow and stage in back of hotel for early depart Friday AM

Jun 6 FRI

- N4 Depart direct from Hotel - LC Wide Load tow to LEEDs
- 0800 All Hands Muster @ CP @ Pavillion 2D at Fort Niagara.
- NOTE: 0800 Muster may slide to the right based on secure time Thursday
- Proficiency training in AM till 1200 ish.
- Goal is to complete assigned tasks and have all Assets ready to RTB on SAT AM.
- Secure time TBD w goal to be early afternoon to allow ALL time to enjoy the area. I have a suggested list of opportunities to be detailed in Separate Cor.

JUN 7 SAT

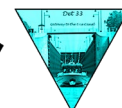
- SouthCom SM depart directly from Hotel after breakfast to CSTS to HORs
- NorthCom SMs depart for LEEDs w CP Trailer
- WestCom SMs - Recover and Redeploy PB's, any final cleanup at park, and Travel to HORs

ALL HANDS Arrive SAFELY at HORs and report same for a final accountability (via emails or texts to MNMC).

6) COMMUNICATIONS. N/A

7) TRAINING.

- Recent Training Events:
  - DET 22, Kingston, 16MAY25
  - DET 21, New Rochelle, 21MAY25
- Projected Training Events:
  - DET 52, Niagara, 24MAY25







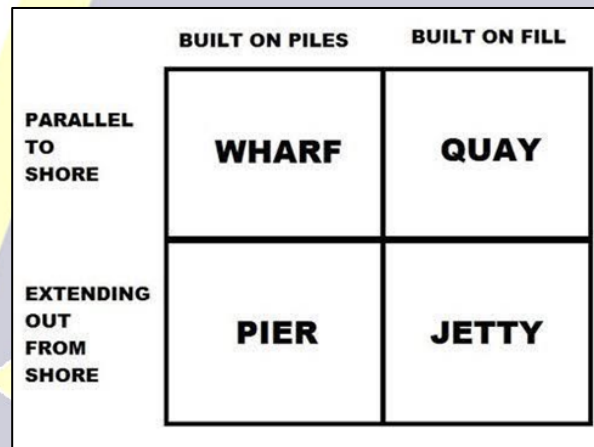
-DET 52, Niagara, 25MAY25  
-DET 12; Jones Beach, 28MAY25

c. SFY 2025-26 (Training Pay - Expenditures and Projections to date:

|           |             |        |
|-----------|-------------|--------|
| Obligated | \$20,232.77 | 50.58% |
| Remaining | \$19,767.23 |        |

d. Significant training was completed with the 24<sup>th</sup> CST out of Fort Hamilton. On 2MAY, DETS 3 and 21 supported the embark/debark rehearsal at Davids Island in New Rochelle. It was a very successful event.

e. Interesting dumb stuff to know:



f. Kaul's Kwiz Answers:

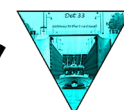
**Answer: C.**

Deviation is the failure of the compass to point to magnetic north. It is caused by metal influences in and around the compass, i.e. radios, chart-plotters etc. With today's universal reliance upon chart-plotters the ability to correct and un-correct your heading seems antiquated. However, all mariners should keep up their skills because when electronics fail you still need to get home. If your compass is off from magnetic north by 10 degrees, that deviation, if not accounted for will put you 1 mile off course for every 6 miles travelled.

"Un-correcting" is going from True to Compass ....TVMDCAW (true, variation, magnetic, deviation, compass, add, west)

"Correcting" is going from Compass to True .....CDMVTAE (compass, deviation, magnetic, variation, true, add east)

\*\* A quick way to produce a deviation table for your boat\*\* using your chart-plotter get your TRUE heading for each 45 degrees (a technical table records every 15 degrees \*this is an abbreviated version\*) from 000 through 360 degrees. When you get your True heading go to your compass rose and strike a line from the outer ring (True) through the inner ring (Magnetic). Once you have your magnetic heading look at the reading on your compass. The difference between the two is your deviation for that heading.







See example:

**Patrol Boat 230  
Deviation Table  
W. Long Island Sound  
2024 Var. 13' 14' W**

| True | Magnetic | Compass | Deviation |
|------|----------|---------|-----------|
| 000  | 013      | 025     | 12W       |
| 045  | 058      | 070     | 12W       |
| 090  | 103      | 115     | 12W       |
| 135  | 148      | 150     | 2W        |
| 180  | 193      | 185     | 8E        |
| 225  | 238      | 225     | 8E        |
| 270  | 283      | 275     | 8E        |
| 315  | 328      | 326     | 2E        |

