



From: Commander, NYS Military Emergency Boat Service

Subj: OPSUM 25 OCT 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. MEBS personnel are reminded that in-city bridge, tunnel; and NYS Thruway tolls may be credited to your EZ PASS account. Use the EZ PASS Toll Attestation function in MEBS LOG.

b. Upcoming Events:

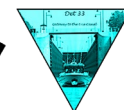
- i. Sweden Navy rep visit to NYC, tour on PB 440 with RDML Perry, 26OCT24
- ii. SPP OTAG Meeting, Latham, 31OCT24
- iii. NYNM Leadership Meeting, Latham, 22NOV24
- iv. Maritime Domain Awareness Platform (MDAP) Workshop, Buffalo, 2-3DEC24
- v. Exercise Empire Challenge '25, Niagara County, 4-6JUN 25
- vi. Operation Commanding Force '25, Alexandria Bay, TBD July 2025

2) INFORMATION: *Marine Link; 24OCT24*. Staten Island Ferry and NYC Ferry will begin testing renewable diesel fuel as an eco-friendly alternative to traditional diesel. This initiative is expected to slash carbon emissions by 60% or more, providing nearly 30 million annual riders with a cleaner way to traverse the city's waterways. The New York City Department of Transportation (NYC DOT) is currently testing renewable diesel on the Marchi Staten Island Ferry, which will replace the Ultra Low Sulfur Diesel now used in the fleet. Plans are in place to extend this environmentally friendly fuel to the entire Staten Island Ferry fleet by 2025, a critical step toward achieving a 50% reduction in CO2 emissions by 2030. The Staten Island Ferry, the busiest municipal ferry service in the U.S., serves about 45,000 passengers daily, totaling nearly 24 million riders each year. Operating around the clock between Staten Island and Lower Manhattan, the ferry is responsible for 15% of the city's transportation emissions, with fuel use contributing to 94% of its greenhouse gas output.



3) OPERATIONS:

a. PB 400 underway for a JTFES mission:





b. 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
<b>Overall Readiness R-RATING</b>			1.25	2	
<b>Date:</b>		<b>25-Oct-24</b>			

4) LOGISTICS:

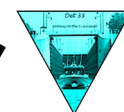
a. LC 351 has had an assessment completed of the Mercury 250HP 4-stroke engines at Mid-coast Performance Marine, in Blue Point. Results of that assessment are pending. The boat is currently at John J Burns Park, in Massapequa Park. It will be returned to Leeds for projected engine replacement with SeaPro 300's. The vendor has been selected for the purchase of the new engines. We are awaiting the creation of the purchase order.

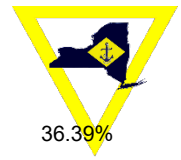
b. PB 440 is FMC. The starboard exhaust system has been replaced.

c. All upstate boats have been trailered and are at the maintenance facility in Leeds.

d. SFY 2024-25 NPS Expenditures to date:

Cost Area	Cost	Budget	Remaining	
General	\$15,547.66	\$10,000.00	-\$5,547.66	155.48%
Boat Maintenance	\$83,168.31	\$95,000.00	\$11,831.69	87.55%
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	\$8,138.01	\$20,000.00	\$11,861.99	40.69%
Boat Gasoline	\$12,215.13	\$18,000.00	\$5,784.87	67.86%
Truck Diesel	\$5,750.04	\$8,000.00	\$2,249.96	71.88%
Major Acquisition	\$45,103.00	\$47,000.00	\$1,897.00	95.96%
Grants Reimbursement	\$0.00	-\$70,000.00	-\$70,000.00	0.00%
<b>Total</b>	<b>\$172,198.84</b>	<b>\$202,500.00</b>		% Year Gone: 63.61%





Available: \$30,301.16

% SFY Remaining: 36.39%  
 % Money Obligated: 85.04%

e. Boat, Truck and Trailer Status / Locations:

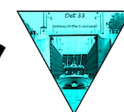
<u>Bow / Bumper #</u>	<u>Boat / Vehicle</u>	<u>Location</u>	<u>Status</u>	<u>Mission</u>	<u>Comments</u>
PB 220	Patrol Boat	Leeds	FMC	Training	Ready, in water.
PB 221	Patrol Boat	Leeds	FMC	Training	Ready
PB 230	Patrol Boat	Leeds	FMC	Training	Ready, in water.
PB 280	Patrol Boat	Leeds	FMC	Training	Ready. On trailer
PB 281	Patrol Boat	Leeds	FMC	Training	Ready. On trailer
PB 300	Patrol Boat	Leeds	FMC	Training	Ready, in water.
PB 301	Patrol Boat	Leeds	FMC	Training	Ready. On trailer
LC 350	Landing Craft	Glenwood Landing	FMC	JTFES DET 3	Ready, in water.
LC 351	Landing Craft	Massapequa Park	FMC	Maintenance	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	New Rochelle	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	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. N/A

6) COMMUNICATIONS. N/A

7) TRAINING. The MEBS boat training season for 2024 is effectively over. Except for boats supporting JTFES missions (including one boat as a backup at Jones Beach), the remaining boats are assigned to maintenance and not expected to be involved in training until the start of next year's season.

Although the SFY commenced on 1APR24, the ability to pay MEBS persons to train did not commence until 1 JUN 24. In the period 1 JUN – 21 OCT, the following statistics:





- a. 21 separate individuals earned some sort of training pay, not including Empire Challenge participants.
- b. 2 persons received pay not related to MEBS
- c. 7 eligible persons did not take advantage of the pay offered.
- d. 21 man-days of training were completed in a non-pay status before the commencement of pay that counted towards readiness.
- e. An increase (since 1 June) in qualified coxswains from 28 to 38, a 73% rise.

A key goal of the MEBS training pay has been to improve our training readiness. On 1 June, the training readiness was at 84%, or T-2. Today, that rating is again at 84%, or T-2. Although we have made a concerted effort to ensure that everyone eligible for training pay can seize it, not everyone will. This is also complicated by the fact that service members returning from deployment suddenly become a drain on our readiness without having a serious opportunity to get their required training completed.

Our training readiness is based on how much training a member completes within the past 365 days. It is a rolling number and shows why our T-rating does not necessarily improve as the training season progresses. A member with two events under their belt in the past 365 is considered fully ready. Since, there are a certain number of members who will not participate, even with pay available, it is unlikely that our readiness numbers under the current algorithm will get above T-2. The training pay is just not enough incentive for certain members. I believe that those members who cannot find the time or justification to participate in paid training, but do hold some level of qualifications should not be bilged out, as they are likely to participate in real-world contingencies.

