



From: Commander, NYS Military Emergency Boat Service

Subj: OPSUM 26 MAR 2026 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**

1) ADMINISTRATION:

a. We applied to FEMA for reimbursement under the FY2024 Port Security Grant Program, in the amount of 19,251.31 on 24MAR. We anticipate that DMNA will receive this money in coming weeks. This is the third draw down since December 2024 and is part of the \$62,601 we have requested out of a total of \$210,000 in reimbursable funds. This grant reimburses maintenance on PB440 for the period 1SEP24 through 31AUG27.

b. During a meeting with the Commander of USCG Sector Eastern Great Lakes on 17MAR, the Memorandum of Agreement between DMNA and USCG was discussed. A draft copy is in the Sector Commanders office and they will review. Separately, the MOA with USCG Sector New York is in review at DMNA. We have meeting to discuss on 1APR26.

c. We are working with MNBF to develop an amendment to the current five-year maintenance contract we have with Atlantic Service and Equipment for PB440 maintenance. The current contract was developed in 2022 and went into effect that October. Since then, we have identified additional work that would exceed the funding available under the current contract. We have held two meetings with MNBF regarding this and provided written estimates of the additional work along with substantive justifications. MNBF is reviewing the information and figuring out a path forward. In the meantime, we will submit a PRF for a new purchase order to cover the new State Fiscal Year that commences 1APR26. The PRF will be submitted to cover the normal work that we expect for the year (including boat painting), and not cover the additional projects until such time that MNBF lets us know that the five-year contract can be amended.

d. We have submitted a grant request to the NYS Canal Corporation for reimbursement of 2026 expenses related to patrols of the canal system this coming season. This is the same program that we took advantage of in 2025.

e. BMCM Jonah Romanitch was recognized with the MEBS CRAFTMASTER device upon completion of a qualification board at New Rochelle on 25MAR26. He is the 20<sup>th</sup> MEBS member to receive this recognition.





f. Upcoming Schedule:

- i. 27MAR: Eastern New York AMSC (Eastern NY Area Maritime Security Subcommittee), Oswego
- ii. 15MAY: NYS Canal system opens
- iii. 1-10JUL: SAIL250, New York City
- iv. 3-8JUL: SAIL250, Albany
- v. 20JUL: Operation Commanding Force Phase 1, Alexandria Bay
- vi. 3AUG: Operation Commanding Force Phase 2, Alexandria Bay
- vii. 10-11SEP: Exercise Western Horizon, Oneida Lake

2) INFORMATION: **New York Power Authority tests electric workboats on Erie Canal**

*WORKBOAT.COM/Ben Hayden 16MAR26*

In 2025, the New York Power Authority (NYPA) and the New York State Canal Corporation wrapped up a multi-year evaluation of an electric workboat on the Erie Canal, building on three seasons of trials using a competitively procured Photon-powered 21' Silverback Marine hull to assess whether the technology can adequately support day-to-day canal operations and maintenance activities.

NYPA's Strategic Projects Manager, Andrew Marzo, said the effort initially stemmed from New York State's broader climate initiatives and goals. Those policies directed state agencies to increase efficiency across facilities and convert vehicles, equipment, and other assets from combustion engines to electric propulsion where practical and feasible. NYPA, the nation's largest state-owned utility, has been expanding its electric vehicle charging network statewide. The Canal Corporation, now operated as a subsidiary of NYPA, saw an opportunity to evaluate marine electrification inside its own fleet by leveraging experts from across both organizations.

"In 2019, the New York State Climate Leadership and Community Protection Act (CLCPA) was signed into law, and set ambitious goals for reducing greenhouse gas emissions and transitioning to renewable energy in New York State" Marzo said. "A piece of that initiative includes converting state-owned vehicles and equipment from traditional combustion engines to electric. We knew immediately that there were opportunities to assess our ability to convert a portion of our vehicle fleet and other equipment to electric, but the big question was, 'What does electrification actually look like for vessels on the canal?'"

The Canal Corporation's first attempt dates back nearly a decade. In 2014, the Canal Corporation and NYSERDA retrofitted Tender No. 4 with 35 lead-acid batteries and an electric motor. The demonstration produced headlines but was not suitable for daily operations. Operators raised concerns about battery life, range, structural limitations of the historic hull, and the practical need for reliability during long workdays.

By 2022, as policymakers contemplated incentive programs to support commercial tour boat conversions, the Canal Corporation issued a request for information and found that a majority of respondents were interested in attempting to retrofit existing vessels to electric. Upon further research, and discussions with respondents and industry experts, the agency found that the technology, particularly for retrofits, was still cost-prohibitive and architecturally complex. New commercial tour vessels were also largely unavailable in the United States, untested in the industry, and there were very few if any marine technicians that had the knowledge to troubleshoot issues if something were to go wrong. There were also cost and other barriers to developing the charging infrastructure that would be required to practically support the electrification of larger tour vessels. That led the agency to hit the pause button on considering external incentives and instead build internal technical understanding through controlled trials.

"We said, let's hit the brakes and instead focus on becoming an industry leader and subject matter expert on this technology as the industry continues to mature through its early growth stage," Marzo said. "This type of project was also a great opportunity for NYPA and the Canal Corporation to come together and leverage one another's core competencies and subject matter



expertise. Both NYPA and the Canal Corporation have histories that are anchored by innovation, and it just seemed like a great fit for our collective team in so many different ways.”

3) OPERATIONS:

a. There are plans being developed for MEBS support to SAIL4th 250 events in New York City and Albany. Based on discussions during the North Hudson AMSC meeting on 23MAR26, it appears that boats and crews assigned to JTF Empire Shield will cover tasking for events in the Port of New York/New Jersey. Separately, we are planning for support to law enforcement in the Port of Albany, which is expected to host one or two USN LCS ships for the period 3-8JUL26. We are actively building the crew list for MEBS personnel who can support the Albany mission.

b. Readiness Rating:

MEBS Readiness Rating		Minimum Standard	Actual	Rating	Goal
Personnel Census	P-Rating	60	53	2	120 MEBS Members
Personnel Staff	S-Rating	7	7	1	13 Key Staff
Training Qualifications	Q-Rating	27	33	1	45 Qualified Coxswains
Training Proficiency	T1-Rating	90	96	1	240 Proficiency Mandays (2/member/year)
Additional Training	T2-Rating	90%	64.35%	3	Basic Course, Towing Cert., UECO, and +
Communications Reliability	K-Rating	90%	98.41%	1	100% Functionality
Equipment Maintenance	E-Rating	90%	78.26%	2	100% Operational
Equipment Vehicle Quantity	V-Rating	7	8	1	11 Trucks
<b>Overall Readiness R-RATING</b>			1.50	<b>2</b>	
<b>Date:</b>		<b>26-Mar-26</b>			

4) LOGISTICS:

a. PB 400 is currently being worked by Stormy Bay Marine at New Hamburg on the engine reseal job. This work is expected to take six weeks to complete. PB 301 (with new SeaPro motors) is backfilling the mission for DET 1.



b. PB 300 is currently NMC for its own repower work. This job is proceeding ahead of schedule and is expected to be completed by 3APR26.

c. PB440 is currently NMC for its annual spring haul out maintenance. ETR is 27MAR26. This work also includes weld repair to the port and starboard mounting brackets for the side fenders.

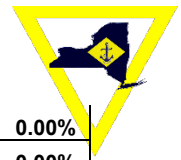


d. SFY 2025-26 NPS Expenditures to date:

Cost Area	Cost	Budget	Remaining	
General	\$7,573.64	\$13,500.00	\$5,926.36	56.10%
Boat Maintenance	\$158,736.97	\$85,000.00	-\$73,736.97	186.75%
Truck Maintenance	\$2,037.19	\$7,500.00	\$5,462.81	27.16%
Trailer Maintenance	\$7,106.11	\$6,000.00	-\$1,106.11	118.44%
Travel/Per Diem	\$9,767.84	\$20,000.00	\$10,232.16	48.84%
Boat Gasoline	\$9,280.76	\$15,000.00	\$5,719.24	61.87%
Truck Diesel	\$6,696.76	\$8,000.00	\$1,303.24	83.71%
Major Acquisition	\$119,009.00	\$145,000.00	\$25,991.00	82.08%
Grants Reimbursement	-\$42,108.84	-\$43,000.00	-\$891.16	97.93%
<b>Total</b>	<b>\$278,099.43</b>	<b>\$257,000.00</b>		% Year Gone: 105.56%
<b>Available:</b>	<b>\$21,900.57</b>			% SFY Remaining: -5.56%

e. SFY 2026-27 NPS Expenditures to date:

Cost Area	Cost	Budget	Remaining	
General	\$50.00	\$13,500.00	\$13,450.00	0.37%
Boat Maintenance	\$73.88	\$230,000.00	\$229,926.12	0.03%



Truck Maintenance	\$0.00	\$7,500.00	\$7,500.00	0.00%
Trailer Maintenance	\$0.00	\$6,000.00	\$6,000.00	0.00%
Travel/Per Diem	\$204.00	\$20,000.00	\$19,796.00	1.02%
Boat Gasoline	\$0.00	\$15,000.00	\$15,000.00	0.00%
Truck Diesel	\$0.00	\$8,000.00	\$8,000.00	0.00%
Major Acquisition	\$0.00	\$0.00	\$0.00	#DIV/0!
Grants Reimbursement	-\$19,251.31	\$0.00	\$19,251.31	#DIV/0!
Total	-\$18,923.43	\$300,000.00		% Year Gone: 5.56%
Available:	\$			% SFY Remaining: 94.44%

f. 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	Leeds	NMC		Re-power job
PB 301	Patrol Boat	Verplanck	FMC	JTFES DET 1	Ready, in water.
LC 350	Landing Craft	Glenwood Landing	FMC	JTFES DET 3	Ready, in water.
LC 351	Landing Craft	Leeds	FMC		Ready, on trailer
PB 400	Patrol Boat	New Hamburg	NMC		Engine Re-seal job. ETR six weeks
PB 440	Patrol Boat	Mill Basin	NMC	JTFES DET 2	Spring Haul maintenance. ETR 27MAR26
F350-5274	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	Leeds	FMC	Service Truck	Ready
F550-5009	Prime Mover	Jones Beach	FMC	Service Truck	Ready
CT 8901	Cargo Trailer	Staten Island	FMC		Ready



CT 8903	Cargo Trailer	Leeds	FMC	Ready
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5) PLANNING AND EXERCISES. We are aware of the following events that we will coordinate personnel support for:

a. SAIL4th 250, Port of Albany. Upwards of sixteen MEBS crewmembers are needed to support law enforcement on the Hudson River from 3-8JUL26.

b. Operation Commanding Force Phase 1 (18-20JUL26) and Phase 2 (1-3AUG26) at Alexandria Bay. This training event is in support of USNR medical programs out of Portsmouth VA and Jacksonville FL during their annual training periods at Fort Drum. The interactions with the US Coast Guard at A-Bay and the USNR medical teams will take place on the St. Lawrence River on Monday, 20 JUL and 3AUG for each respective phase.

c. Exercise Western Horizon is being planned for 10-11 September on Oneida Lake. This event is separate from Exercise Empire Challenge and will focus on boat operations in an inter-agency environment. Note that the dates of this event are a Thursday and Friday.

6) COMMUNICATIONS. N/A

7) TRAINING. N/A

