



From: Commander, NYS Military Emergency Boat Service

Subj: OPSUM 27 SEP 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

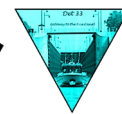
1) ADMINISTRATION:

- a. All members communicating by email with NY Naval Militia headquarters are reminded that **@mail.mil** addresses are no longer valid. All email addresses end in **@army.mil**. If you send an email to an address ending with **@mail.mil** it will go into a black hole.
- b. The general mailbox for the naval militia is: ng.ny.nyarnng.mbx.nynavalmilitia@army.mil
- c. A "Shout out" to all MEBS members who have applied for and completed paid training opportunities this boating season (so far). While there are additional paperwork requirements, it appears that most members are on the stick so that the payroll process runs smoothly.
 - i. As a reminder for those applying for paid SAD, it is required to have a current direct deposit form (with voided check) submitted. **DIRECT DEPOSIT IS THE MANDATED MEANS OF GETTING PAID**. The Direct Deposit form must be updated every year as a minimum. Anticipate that we will solicit for updated forms in the Spring of 2025.
 - ii. For MEBS Proficiency Training events, all members are paid Basic Allowance for Housing (BAH) and Basic Allowance for Subsistence (BAS). BAH is paid at the Type II rate.
 - iii. A MNHS SAD form is required to be submitted before becoming eligible for paid SAD.
 - iv. Pre AND Post-deployment medical screening forms are required for each SAD event.
 - v. Request paid SAD training events using the "Proficiency Training Event Request" button on MEBS LOG or the NYNM Operations apps.
 - vi. If conducting multi-day training and the period crosses over payroll periods (every two weeks, ending on Wednesdays), your money will be processed as two separate paychecks. The second deposit will arrive in your bank account two weeks after the first deposit.

2) INFORMATION: (*New York CNN*) Longshore workers at ports from Maine to Texas are set to walk off the job early Tuesday, staging what could become the most disruptive strike to the US economy in decades.

The strike could stop the flow of a wide variety of goods over the docks of almost all the cargo ports on the East Coast and Gulf Coast - everything from bananas to European wine and liquor, along with clothing, toys, household goods and European autos. Also affected could be parts needed to keep US factories operating and American workers in those plants on the job.

On one side of negotiations is the United States Maritime Alliance, which uses the acronym USMX. It represents the major shipping lines, all of which are foreign-owned, as well as terminal operators and port authorities. It is facing a strike threat by the International Longshoremen's Association, which represents 85,000 members overall.





While the union says there about 50,000 members covered by the contract, the USMX puts the number of jobs at the ports closer to 25,000, with not enough jobs for all the workers in the union to work every day.

But if those union members walk out, as is widely expected, the strike will shut down three dozen locations at 14 port authorities along the East Coast and Gulf Coast.

Depending on duration, a strike could mean shortages of consumer and industrial goods, possibly driving up prices again. And that could hit an economy that is finally recovering from a pandemic-induced inflation spike.

In addition, the halt of supplies of parts needed by US factories could disrupt those plants' operations and even lead to temporary layoffs.

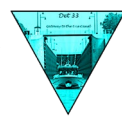
The ports involved include the Port of New York and New Jersey, the nation's third-largest port by volume of cargo handled. But it also includes ports with other specialities.

3) OPERATIONS:

a. MEBS DET TWO, while underway in support of the United Nations General Assembly mission and with an embarked Coast Guard tactical law enforcement detachment rescued a drowning woman in the East River on Tuesday afternoon, 24 SEP 24. MKC Stefandel and BM1



Schneider were the assigned crewmembers. They were recognized as a team by the Captain of the Port of New York.





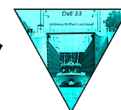
b. Readiness Rating:

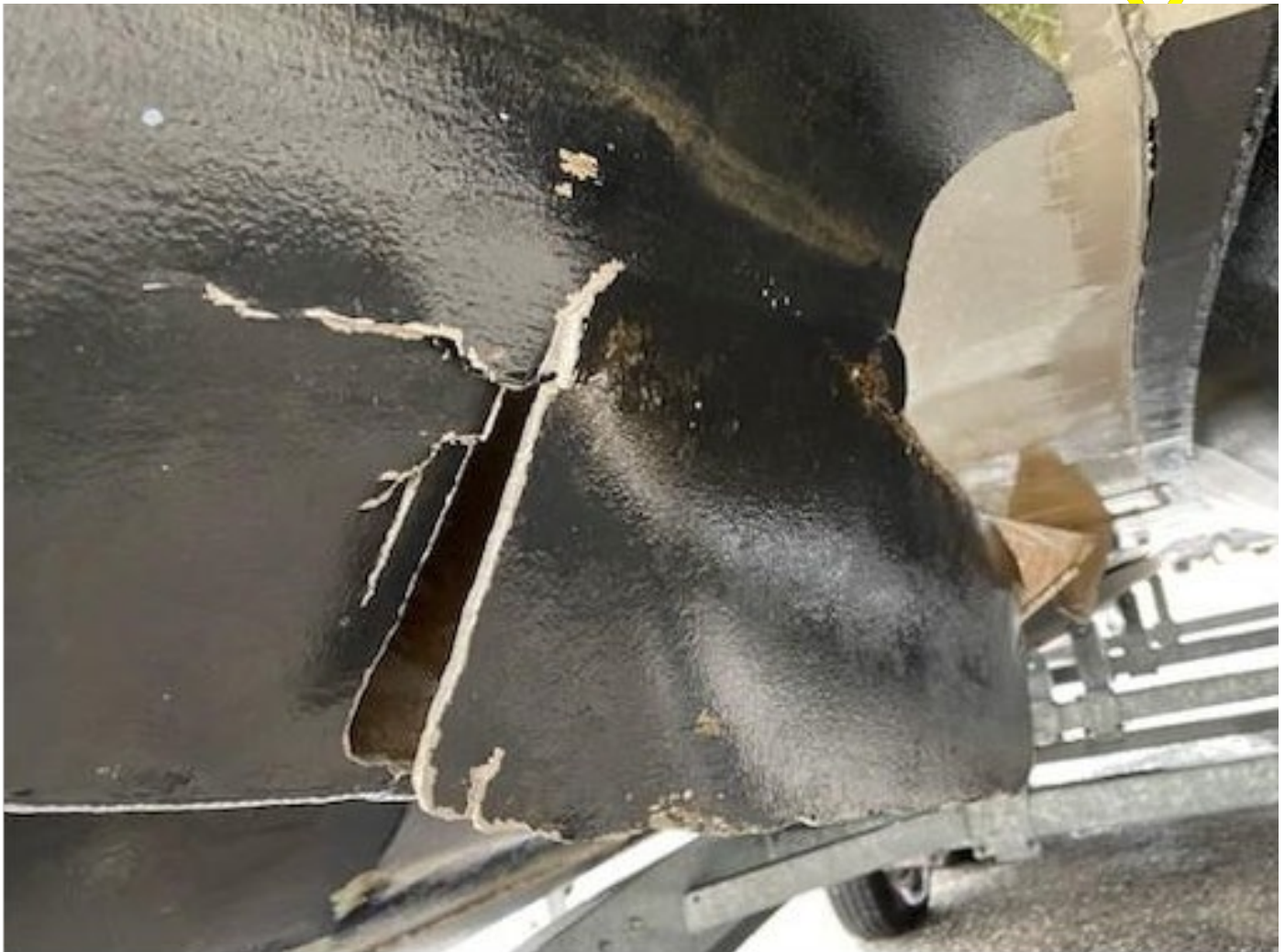
MEBS Readiness Rating		Minimum Standard	Actual	Rating	Goal
Personnel Census	P-Rating	60	63	1	120 MEBS Members
Personnel Staff	S-Rating	7	12	1	13 Key Staff
Training Qualifications	Q-Rating	27	35	1	45 Qualified Coxswains
Training Proficiency	T1-Rating	100	94	2	240 Proficiency Mandays (2/member/year)
Additional 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%	95.65%	1	100% Operational
Equipment Vehicle Quantity	V-Rating	11	9	2	11 Trucks
Overall Readiness R-RATING			1.25	2	
Date:		27-Sep-24			

4) LOGISTICS:

a. The leaking oil supercharger on PB 301 Verado engine has been replaced with a supercharger that we had on an old powerhead. The boat has been FMC, but has some minor oil leaks that were not fixed by just replacing the gasket.

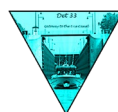
b. LC 350 is NMC. Upon haul out for routine engine maintenance, it has been discovered that the wave-breaker has significant cracks. These are relatively recent as nothing was noted during a haul out in mid-August. The boat will be moved to the maintenance facility next week in order to assess a repair.





c. SFY 2024-25 NPS Expenditures to date:

Cost Area	Cost	Budget	Remaining	
General	\$15,420.83	\$10,000.00	-\$5,420.83	154.21%
Boat Maintenance	\$61,128.07	\$95,000.00	\$33,871.93	64.35%
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	\$6,971.66	\$20,000.00	\$13,028.34	34.86%
Boat Gasoline	\$12,604.27	\$18,000.00	\$5,395.73	70.02%
Truck Diesel	\$4,587.05	\$8,000.00	\$3,412.95	57.34%
Major Acquisition	\$45,103.00	\$47,000.00	\$1,897.00	95.96%
Grants Reimbursement	\$0.00		\$0.00	#DIV/0!
Total	\$148,091.57	\$202,500.00		% Year Gone: 55.83%
Available:	\$54,408.43			% SFY Remaining: 44.17%
				% Money Obligated: 73.13%





d. 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	Hudson	FMC	Training	Ready, in water.
PB 221	Patrol Boat	Leeds	FMC	Training	Ready
PB 230	Patrol Boat	New Rochelle	FMC	Training	Ready, in water.
PB 280	Patrol Boat	Youngstown	FMC	Training	Ready. On trailer
PB 281	Patrol Boat	Youngstown	FMC	Training	Ready. On trailer
PB 300	Patrol Boat	Hempstead	FMC	JTFES DET 4/Training	Ready, in water.
PB 301	Patrol Boat	Leeds	FMC	Training	Ready. On trailer
LC 350	Landing Craft	Massapequa	NMC	Maintenance	On trailer, broken wave breaker. ETR TBD
LC 351	Landing Craft	Coxsackie	FMC	Training	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	Jones Beach	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	Youngstown	FMC	N/A	Ready
F350-5339	Prime Mover	Youngstown	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

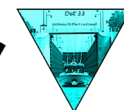
5) PLANNING AND EXERCISES. N/A

6) COMMUNICATIONS. N/A

7) TRAINING.

a. SFY 2024-25 PS (Training Pay) Expenditures and Projections to date:

Obligated	\$24,844.97	80.15%
Remaining	\$6,155.03	





b. **Paid Training Events** currently planned:

- i. 6 OCT24; Buffalo
- ii. 19OCT24; Rochester
- iii. 21OCT24; New Rochelle to Athens

c. Authorized motor vehicle drivers: 47. With CDL: 8

