



From: Commander, NYS Military Emergency Boat Service

Subj: OPSUM 31 OCT 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

1) ADMINISTRATION:

a. I want to take a moment to recognize the contributions and achievements of you, a member of the Military Emergency Boat Service. Probably underappreciated, you need to understand that as a member of the Naval Militia's elite operational unit, what you do is exceedingly important, especially as it contributes to the homeland security of our state.

I certainly understand that we have been through a rather turbulent boating season. However, we have also achieved some new and remarkable milestones as we contribute to our state and our partner agencies. While I cannot mention everyone, there are some people that are standing out. Specifically, Master Chief Glenn Niemitalo who as the MEBS Operations Officer has gone above and beyond in his organizing of multiple events over the course of this and prior seasons including the Canal Corporation operations, Operation Commanding Force, and many more events across the state. Chief Gerard, who has been leading the effort in Western New York has set the standard for initiative and doing things "the right way." Newly minted Petty Officer First Class Keith White, who tirelessly and diligently works to ensure that the boats are fully operational. Doing the right thing without needing to be told to do so. Chief Joe Marchetta, who is spearheading efforts in SouthCom and is now the downstate operations officer.

Recently, Master Chief Charles Dick stepped down as MEBS SouthCom Coordinator as he is required to retire. Soon, the same will happen to Chief Bob Hill in NorthCom. These individuals have displayed the esprit de corps and leadership that has made our program so vibrant. We have people stepping up to fill the void, like Senior Chief Scott Pease who will focus on upstate operations going forward.

There is no way that I can thank each of you for your various contributions. So many of you are going unmentioned.

What I see as the important issue, that as a member of this organization, you see it as a being part of a team that has the best interests of the program at heart, not as a means of personal enrichment. Recently, I had a meeting with the MEBS team assigned to Joint Task Force Empire Shield. I noted during the meeting that both historically and currently, MEBS has not had the personnel and ethical issues that many other organizations have. We manage our finances, we operate safely, and most importantly we get the mission done.

By the way, I cannot say enough about the members of Squadron ONE, those MEBS team members assigned to JTF Empire Shield. Each and every one is contributing at such a high standard, truly a record of excellence. Their contributions are seen not only within the naval militia, but also at the highest levels of the agency and our homeland security partners.

We are loaded with team members who are going above and beyond on a daily basis to get the job done.

For this, I thank each and every one of you. Each of you is elite!

McKnight sends.





2) **INFORMATION:** *The Maritime Executive*, 2OCT25. New York is moving forward with its plan to expand port operations through the revitalization of the Brooklyn Marine Terminal (BMT). Once a key part of the operations, the plan seeks to end 50 years of disinvestment and decay while supporting the transformation of the area into a modern maritime port and vibrant mixed-use community.

The New York City Economic Development Corporation (NYCEDC) assumed operational control of BMT in May 2024 from the Port Authority of New York and New Jersey, which has overseen the port and regional transportation for more than a century. The City and State of New York announced a \$95 million plan to enhance maritime operations on the Brooklyn waterfront in 2024, focusing on BMT, which encompasses 122 acres of the waterfront in a neighborhood known as Red Hook and includes one of the current cruise terminals in the port. The city announced an initial \$80 million investment that would be used to stabilize and repair Piers 7, 8, and 10, and to fund the planning for the waterfront.

NYCEDC has launched a Request for Expression of Interest to solicit proposals from domestic and international port operators, developers, and maritime industrial businesses. The companies have till December 15 to submit their comments as the city seeks input on the optimal size, layout, and economically viable uses of the commercial port.

The RFEI is part of the Vision Plan previously approved for BMT that is backed by \$418 million in city, state, and federal funds. The funds will be used to transform the dilapidated marine terminal into a 60-acre, all-electric maritime port.

NYCEDC is seeking comments from those interested in acting as the operator/developer of the entire port facility or interested in a portion of the property. They can become a tenant of the port operator.

The Economic Development Corporation has already commenced work to improve the port. Earlier this year, NYCEDC executed three maritime contracts totaling an initial \$18 million, including \$15 million for a new electric ship-to-shore crane, \$2 million for fender repairs to Pier 10, and \$1 million for the demolition and removal of four out-of-service cranes. Demolition and removal of the four out-of-service cranes was completed in September.

The Brooklyn waterfront has seen revitalized interest in the past few years. Construction began in 2024 for the planned wind port facility at the South Brooklyn Marine Terminal. The 73-acre site is being revitalized into what was billed as one of the nation's largest dedicated offshore wind ports. It will be used to support Empire Wind 1, which is being developed by Equinor.

This next phase of the port development is proceeding as a new economic impact study was released by the Shipping Association of New York and New Jersey. It highlights that the Port of New York and New Jersey is the largest container operation on the East Coast and the third largest port in the United States. At times, it has surpassed the volumes of either Los Angeles or Long Beach. NY/NJ has a current capacity of nearly 8.7 million TEU and handles over 410,000 vehicles as well as nearly 68,000 tons of breakbulk and 36.1 million tons of bulk cargo. It is also a strong cruise port handling nearly 2.4 million passengers, mostly in a season trade.

The report finds that the port supports a total of nearly 580,000 jobs, including 277,800 workers directly employed in the port industry. The Port of New York and New Jersey accounted for \$18.1 billion in tax revenue in 2024.

3) **OPERATIONS:**

MEBS Readiness Rating		Minimum Standard	Actual	Rating	Goal
Personnel Census	P-Rating	60	54	2	120 MEBS Members
Personnel Staff	S-Rating	7	8	1	13 Key Staff
Training Qualifications	Q-Rating	27	33	1	45 Qualified Coxswains
Training Proficiency	T1-Rating	94	99	1	240 Proficiency Mandays (2/member/year)
Additional Training	T2-Rating	90%	121.49%	1	Basic Course, Towing Cert., UECO, and +



Communications Reliability	K-Rating	90%	98.55%	1	100% Functionality
Equipment Maintenance	E-Rating	90%	91.30%	1	100% Operational
Equipment Vehicle Quantity	V-Rating	7	8	1	11 Trucks
Overall Readiness R-RATING			1.13	1	
Date:		31-Oct-25			

4) LOGISTICS:

- a. All training boats have been returned to the MEBS Maintenance Facility at Leeds for periodic repairs and storage.



Power-washing hull bottoms

- b. LC 350 trailer has been delivered to the vendor for repairs to the right-side fendering.
- c. The requisition for repairs to the PB400 motors is pending receipt of additional supporting documents from the vendor.



d. New Bostrom seats for PB300 and PB 301 have been shipped from the vendor today. They should arrive by next week.

e. Truck 75 has been transferred to NYNM headquarters/MECS. We will no longer make reports for this vehicle. The truck is a 2013 F350 single-rear-wheel, with relatively low mileage. It is best suited for towing lighter trailers.

f. SFY 2025-26 NPS Expenditures to date:

Cost Area	Cost	Budget	Remaining	
General	\$208.62	\$13,500.00	\$13,291.38	1.55%
Boat Maintenance	\$110,864.45	\$85,000.00	-\$25,864.45	130.43%
Truck Maintenance	\$1,126.71	\$7,500.00	\$6,373.29	15.02%
Trailer Maintenance	\$6,843.51	\$6,000.00	-\$843.51	114.06%
Travel/Per Diem	\$8,952.36	\$20,000.00	\$11,047.64	44.76%
Boat Gasoline	\$9,237.91	\$15,000.00	\$5,762.09	61.59%
Truck Diesel	\$5,626.82	\$8,000.00	\$2,373.18	70.34%
Major Acquisition	\$130,307.00	\$145,000.00	\$14,693.00	89.87%
Grants Reimbursement	-\$22,857.53	-\$43,000.00	-\$20,142.47	53.16%
Total	\$250,309.85	\$257,000.00		% Year Gone: 65.28%
Available:	\$49,690.15			% SFY Remaining: 34.72%

g. 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	FMC		Ready, on trailer
PB 301	Patrol Boat	Jones Beach	FMC	JTFES	Ready, on trailer
LC 350	Landing Craft	Glenwood Landing	FMC	JTFES DET 3	Ready, on trailer
LC 351	Landing Craft	Leeds	FMC		Ready, on trailer
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
F350-5327	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	Leeds	FMC	Service Truck	Ready
CT 8901	Cargo Trailer	Staten Island	FMC		Ready
MT 8903	Maint Trailer	Leeds	FMC		Ready

- 5) PLANNING AND EXERCISES. N/A
- 6) COMMUNICATIONS. The standard convoy CB radio channel is 17.
- 7) TRAINING. N/A

