

Channel Islands Harbor is a combined shore-protection project and small craft harbor located at the southern end of the Santa Barbara Channel^[1] in the town of Oxnard, California. The US Army Corps of Engineers formed the harbor in 1960 by scooping out sand dunes and wetlands and depositing the surplus sand at the nearby beaches of Port Hueneme.^[2] The horse-shoe shaped harbor contains 166 acres (0.67 km²) of water surrounded by 126 acres (0.51 km²) of land^[3] and supports more than 2,500 vessels,^[2] four yacht clubs, and nine full-service marinas.^[4] It is a frequent point of departure for all five of the nearby Channel Islands, the closest of which is Anacapa Island. It has become the fifth largest harbor for small-craft recreation in the state of California^[5] and is a waterfront resort, recreation, and dining marketplace. Recreational activities include diving, boat charters, sea kayaking, sportfishing, and whale watching (gray whales January through early April; blue and humpback whales July to September). The Ventura County Maritime Museum is located within the harbor and offers a regularly rotating exhibit, maritime-themed art, and model ships. Every three years it is host to the Channel Islands Tall Ships Festival which includes between two and five large sailing vessels as well as thousands of visitors.

The harbor waters connect to the north with Mandalay Bay, a residential 129-unit waterfront development built by a company called Shamrock/ Voss, a joint venture of Shamrock Holdings Inc. of Burbank and Voss Construction Co. Inc. of Oxnard in 1987. The development is arranged in six tracts of single-family homes and townhouses standing on reinforced concrete bulkheads along a series of short navigable canal-like waterways.^[6] Between 1950 and 1981 Mandalay Bay was a permitted oil field waste disposal site which caused the release of numerous hazardous chemicals.^[7] The records of what was dumped were subsequently lost, resulting in calls for an investigation and millions of dollars in lawsuits from home buyers who were told the area was safe for habitation.^[8]

Wikipedia

HISTORY OF CHANNEL ISLANDS BEACH COMMUNITY SERVICES DISTRICT

Channel Islands Beach Community Services District was created on December 13, 1982 . Its creation was a result of the demand of the citizens of the beach community for an independent governmental entity to provide solutions to their need for various services including but not limited to water, sewer, and trash services. If new or increased levels of service were desired, the CIBCSD could provide them with the advantage of local representation and control, related to the services provided, through its locally elected board of directors.

The Channel Islands Beach community dates back to 1924 when the Hollywood Beach subdivision was initiated in unincorporated Ventura County . Silverstrand was mapped in 1925, and Hollywood by the Sea in 1926. Small water districts were founded to serve the needs of those communities, but were subsequently consolidated into the County Channel Islands County Water District, serving the water and sewer needs



of the entire beach and harbor area. This organization eventually became the predecessor of CIBCSD.

In 1962 the Army Corps of Engineers started construction of a breakwater and then the dredging for a small craft harbor. The dredging resulted in Hollywood by the Sea being cut into two parts separated by the harbor.

The Channel Islands Beach community has a long history of actively identifying community needs and organizing to pursue common goals. A Beach Chamber of Commerce and Homeowners Association was formed in 1947 and was active until the CIBCSD was created. Other organizations were formed in the 1975-1980 time frames to prevent the annexation of the beach community by adjacent cities and to focus on common concerns. As a result their efforts, the action of the County of Ventura Board of Supervisors, and the votes of the beach community citizens, the CIBCSD was formed.

<http://channelislandsbeachcsd.com/history.html>

Short History:

The Channel Islands Harbor has a long, colorful history, having been carved out of the sand dunes, which at one time served the needs of Hollywood's silver screen stars. The process began with the dredging of the Harbor in 1960. After five years of preparation, the Harbor was dedicated on May 30, 1965 by Richard Bard, an organizer and financial supporter of the project. Today, Channel Islands Harbor serves as a center of recreation, boating, shopping, and water sports activities. Special events are held at the Harbor throughout the year.

Climate:

The average temperature in the Harbor is approximately 69 degrees. Ideal weather is in the fall and spring with clear skies and beautiful island views.

Attractions:

The Ventura County Maritime Museum, located at Fisherman's Wharf, is a cultural center dedicated to the interpretation of maritime history through interactive exhibits and educational outreach. Maritime art ranges from 1769 through the present along with antique ship models from 1796 to 1815. Other highlights include Mr. Maple's shop and collection of nine world-class models, marine history and memorabilia, history of Port Hueneme and more. The museum is open 11 a.m. to 5 p.m. daily.



Beaches:

Hollywood Beach is located on the west side of the Harbor and offers a pristine recreation area as well as a great vantage point to view the Channel Islands. Silver Strand Beach is located on the east side of the Harbor and is world-renowned for its surfing, boogie boarding and body surfing. Both beaches are equipped with public restrooms and lifeguard services are provided on weekends from Memorial Day to Labor Day. Free parking is available.

Boating:

Channel Islands Harbor is home to nine marinas and four yacht clubs. There are 2,600 slips within the Harbor. A public launch ramp accommodates pleasure boats. Launching is free, however parking is \$2/day, \$5/overnight, and \$12 for overnight vehicle occupancy. Public transient docks with showers and electricity are available with reservations through the Harbor Patrol Office at (805) 382-3011. The fuel dock is open everyday from 7 a.m. to 5 p.m. and offers fuel and related supplies. Two live bait docks are open everyday. Many restaurants also have temporary docking facilities.

**Special Features:**

The Channel Islands Harbor tries to maintain a balance of nature and historical special events throughout the year. The Harbor is home to several community events including *Celebration of the Whales*, *Fourth of July Fireworks Display*, *Ventura County Boat Show*, *Ventura Vintage Rods Harbor Run*, *Concerts by the Sea*, *Seafood Festival*, *Arts & Crafts Shows*, *Parade of Lights*, and more.

Visitor Information:

Channel Islands Harbor Visitor Center
2741 S. Victoria Ave., Suite F
Oxnard, California, 93035
805) 985-4852
Channel Islands Harbor Website



CHANNEL ISLANDS HARBOR

Groundbreaking ceremony dig (from left to right) Bill Douros, NOAA Office of National Marine Sanctuaries; Kathy Long, Ventura County Supervisor; Peter Foy, Ventura County Supervisor; Steve Bennett, Ventura County Supervisor; Julia Brownley, Assemblywoman, CA State Assembly; John Zaragoza, Ventura County Supervisor; Richard Rush, President, CSU Channel Islands; Robert Snyders, President, Channel Islands Harbor Foundation; Cindi Smith Daley, Smith Family Foundation; Greg Dair, CSU-CI Sailing Team Captain; Lyn Krieger, Director, Channel Islands Harbor; and Michael Powers, Ventura County CEO.

The County of Ventura recently celebrated the groundbreaking for the Boating Instruction and Safety Center to be located in Channel Islands Harbor. The groundbreaking ceremony took place Oct. 14. The facility, which will be known as the Channel Islands Boating Center, will be operated by CSU Channel Islands and will offer public education opportunities as well as University recreation programs.

University President Richard Rush described the project as an opportunity for the University to partner with other agencies for the benefit of all county residents and to provide unique recreational opportunities for their students. State Assemblymember Julia Brownley expressed her pleasure at providing an education facility that can benefit the entire community, and the appropriateness of using boater fuel taxes for this purpose.

The project has been in development for a number of years, and is funded by a combination of private donations, grants, and Harbor revenues. When completed, the facility will include classrooms, a conference room, locker rooms, showers, indoor and outdoor boat storage, and an adjacent ADA accessible dock. A variety of exhibits on boating and the marine environment will be located at the interior and exterior of the building. The exhibits will provide information about the natural environment off the coast, including the Channel Islands, Santa Barbara Channel, and the National Marine Sanctuary.

Supervisor John Zaragoza, who represents Oxnard, said of the project, “We are thankful to be able to help make this great resource available to our young people, schools and the public during this time of declining educational budgets. We would especially like to thank our partners who have supported the project over many years of development.”

Harbor Director Lyn Krieger noted that the project has been made possible by a number of partners including California Department of Boating and Waterways, The Smith Family Foundation, NOAA Office of Ocean Services, Channel Islands National Marine Sanctuary, and California Department of Parks and Recreation. Construction is expected to be completed in October 2012. The building was designed by DesignARC of Santa Barbara, and construction is being completed by HMM Constructors of Camarillo. For more information on the project, visit www.CIBoatingCenter.org.

Channel Islands Harbor serves as a center of recreation, boating, shopping and water sports activities. The harbor is home to three yacht clubs and nine full-service marinas that provide berths for 2,150 boats. It also hosts the Ventura County Maritime Museum. Located at Fisherman’s Wharf, the museum is a cultural center dedicated to the interpretation of maritime history through interactive exhibits and educational outreach. For more information on the Channel Islands Harbor, visit www.channelislandsharbor.org.

This story is contributed by a member of the Ventura community and is neither endorsed nor affiliated with Ventura County Star

Read more: <http://www.vcstar.com/news/2011/oct/20/channel-islands-harbor-celebrates-boating-center-g/#ixzz1cJ6xcRsd>
- vcstar.com

Channel Islands Structures

Channel Islands Harbor, California

Date(s)	Construction and Rehabilitation History
1959	Construction of two rubble-mound jetties was completed at the harbor entrance. The north jetty was 1,270 ft long, and the south jetty was 1,300 ft long. Crest els of the jetties were +14 ft mllw with 16-ft crest widths. Side slopes were 1V:1.5H. Cost of jetty construction was \$817,000.
1960	Construction of a 2,300-ft-long detached rubble-mound breakwater was completed for a cost of \$2,619,000. The crest el of the breakwater was +14 ft mllw, and it had a 16-ft width. Side slopes were 1V:1.25H on the harbor side and 1V:2H on the ocean side. This structure was constructed to form a sand trap in conjunction with the existing jetties. Initially, 1,600,000 cu yd of material was dredged in the lee of

the breakwater and then biennially for deposit south of the harbor entrance for use in restoring and maintaining the downcoast shoreline.

1986 The structures are in good condition.

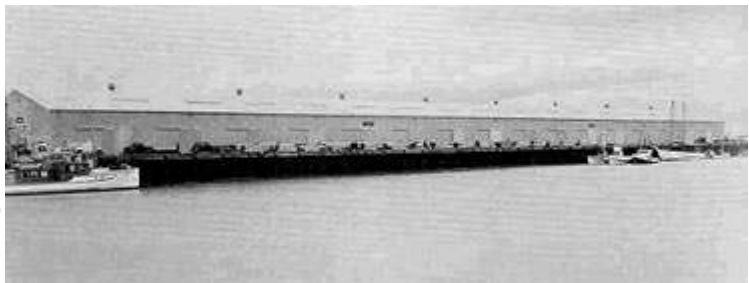
http://www.oceanscience.net/inletsonline/usa/doc/Channel_Islands_Harbor.htm

Hueneme', (pronounced "Y NEE MEE"), is derived from a Chumash Indian word (Wynema) meaning "half-way" or "resting place." It is believed that central California's original inhabitants the Canalinos Indians, (part of the Chumash nation), used this coastal point of land (approximately half way between today's Point Mugu and the mouth of the Santa Clara River) as a resting place as well as from which they departed on fishing expeditions. The point at Hueneme is the closest spot (11 miles) from which to cross the Santa Barbara channel between the mainland and Anacapa Island a prime Chumash fishing area.

The Oxnard plain where the port is located is home to some of the most fruitful agricultural land anywhere, growing at one time or another, lima beans, sugar beets, lemons, oranges, walnuts, and a peculiarly stubborn brand of California farmer. The farmers never liked the truck and rail rates they had to pay to get their produce to water. As they watched the loaded trucks and trains go by, bound for Los Angeles, they asked, "Why should we send our stuff down there when we've got the ocean at our front door? All we've got to do is build a harbor."

The idea for building a Port at point Hueneme was the direct result of a coastal exploration by Thomas Bard in 1867. Bard had learned of a freak submarine valley (Hueneme Canyon over 1000 feet deep that came within 300 feet of the proposed channel and how an underground river would keep the channel free of silt. Growing frustrations experienced by Ventura County's early agricultural industry in getting its expanding grain surpluses to broader markets only tended to confirm Bard's vision of a port to serve as an entrepot for the area's vast agricultural potential. Taking advantage of Hueneme Canyon, a 1500-foot (Bard's) wharf was constructed in 1872 to lighter goods between the coast and ships off shore.

By the early 1920s, agriculture in Ventura County began evolving, becoming more diversified. Lemons appearing on the rich Oxnard plain were destined to outstrip both the lima bean and the sugar beet as the County's principal crop.



The impact of citrus would be immediate and long lasting with the construction in 1922 of two giant Sunkist lemon-packing plants. In an instant Sunkist became one of the port village's largest employers. Within ten years, the once mighty

sugar beet declined to such an extent that the **Ventura County Railway** removed much of its trackage linking the local ranches.

Agriculture's continued growth however, coupled with the decline in railway service challenged local farmers to create a competitive edge in the marketplace. Leading the way was one of Ventura County's most influential citizens, Richard Bard, son of Thomas who in his later years served in the U.S. Senate. Senator Thomas Bard though instrumental in the earlier construction of Bard's Wharf had never given up the idea of a truly modern transportation alternative in the form of a deep-sea commercial port.

By the early 1930s it became clear that the elder Bard's vision of a commercial port was not an illusive dream. Continuing his father's efforts, Richard would influence events and shepherd the area into the modern age and he, more than anyone else would bring the vision of a seaport to Hueneme. Bard and the area's farmers applied for a PWA loan of \$1,600,000 to build Port Hueneme. They did their best to prove the project sound --- both to government engineers and government economists. To the engineers they cited the presence of the Channel Islands, eighteen miles west of the mud flats where the harbor was to be located. The islands, they said, formed a natural breakwater. They explained how Hueneme Canyon (which alone would save \$1,500,000 in dredging costs) came within 300 feet of the proposed channel and how an underground river would keep the channel free of silt. To the economists they cited figures: within trucking distance of Hueneme were 25% of California's sugar beets, half of its walnuts and almonds, 60 percent of its cotton, practically all its borax and potash. The Ventura oil fields were only twelve miles away. The promoters ran a truck from Castaic junction, dividing point for southern San Joaquin Valley traffic, first to the Port of Los Angeles, then to Hueneme. The route to Hueneme was twenty-eight miles shorter, had 432 fewer street crossings, and no electric railroad crossings.

But Harold Ickes, PWA head, ruled that the project did not make sense. As the farmers' stubbornness grew, they decided to build the harbor themselves --- On Election Day, April 29, 1937 led by Richard Bard, the tenacity of the citizens of Oxnard, Hueneme and Ventura County was rewarded with the creation of the Oxnard Harbor District.

The District's first three Commissioners were Eugene H. Agee, an Oxnard businessman, Elmer O. Green a Hueneme Banker and Fred M. Aggen, a Somis rancher. Frustrated by Washington D.C.'s inability or unwillingness to fund the port's construction these men proposed a bond issue in the amount of \$1,750,000 to fund the project. On May 5th 1938 in less than fifteen minutes after the sale opened, the entire bond issue was fully subscribed. For perhaps the first time in American history a port would be constructed without a cent of federal government money. At that time it was proposed and accepted by the City of Oxnard that the harbor property it had previously annexed be released to the Harbor District and that it should never be a part of any incorporated city.

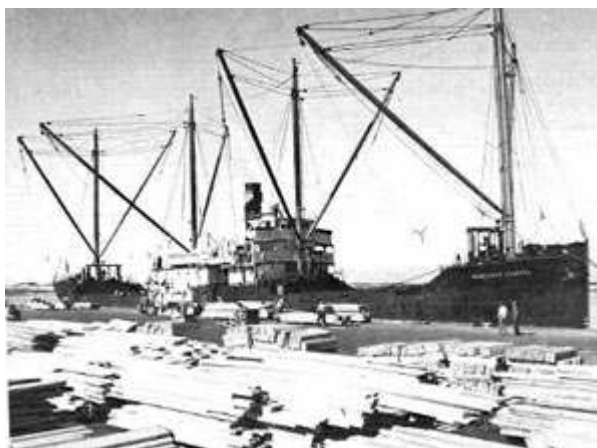
On January 24, 1939 the Standard Dredging Company began operations in the channel, although the official groundbreaking ceremonies weren't held until February

4th, with Oxnard attorney Mark Durley serving as master of ceremonies. Appropriately enough, Richard Bard who was destined to be known as the 'Father of Port Hueneme,' was asked to turn the first shovel. The harbor was officially completed by July 4, 1940. The two-day dedication was held over the weekend of July 6th & 7th 1940.

The harbor opened and was closed almost immediately by a labor dispute. The new harbor commissioners, unfamiliar with the ways of the waterfront, had signed a contract with A.F. of L. longshoremen. The C.I.O. led by Harry Bridges affiliated International Longshore and Warehouse Union (ILWU) promptly closed the young port. After this error was rectified and a C.I.O. contract was signed, the port made some progress but not much. Through the rest of the first year and the whole of the next it considered itself lucky to attract a fish cannery and a kelp-processing plant and to see its new pier and wharf used by lumber steamers, Hueneme, the farmers felt, still had its future before it.

They were right, although very different from what they had intended. With the outbreak of the war in the Pacific, the government now eyed Hueneme and on March 5, 1942, confiscated the port and made it a naval base. In the harbor to which it had refused a \$1,600,000 loan as not making sense five years earlier now built six docks with a capacity for nine ships. It spent more than \$6 million on 5,205 lineal feet of wharfage, 550,000 yards of dredging, 1,200,000 square feet of building, and thirty-six miles of railroad. Nearby it built an advance-base depot, a Seabee advance base, and an amphibious-landing training school. For its money the government got what is probably the most efficient harbor in the world. By the end of the Pacific war Hueneme's wharves were handling 150,000 tons of cargo a month and it appeared the Navy has taken Port Hueneme for keeps.

The farmers got \$2 million for their port, enough to let them meet bonds and interest plus the satisfaction of having contributed importantly to the Pacific war. But they were back to trucking their crops to Los Angeles.



Following the end of the Pacific war and the hectic demobilization that followed negotiations began for the return to commercial operations of the 'Port the Farmers Built.' After a series of fitful starts the Navy in 1947 finalized a lease agreement with the Oxnard Harbor District for the District's original Dock #1 consisting of sixteen acres of the original 322 acres it had been forced to give up five years earlier. By 1960 the Oxnard Harbor District completed a feasibility study by which the District would purchase Dock # 1 outright along with 6

additional acres for a total of 22 acres, along with the addition of 35 acres from the city of Port Hueneme. The newly reconstructed Wharf 1 was now 1,800 feet long and able to accommodate up to three ships. The 1960's saw a new and significant phase in the

Port's development with the exploitation of oil deposits in the Santa Barbara Channel. The port of Hueneme remains to this day an important base for the off shore oil industry.

The decade of the 70's introduced what was to become the Port's unique cargo niche. As ports across America turned their focus to containerization an opportunity was created in the breakbulk and Ro/Ro specialties.

1977 saw the arrival of Mazda Motors of North America and the port quickly adapted to this new niche. In fiscal year 1977/1978 a total of 17,300 autos were handled at the port. As more auto manufacturers and Ro/Ro carriers such as Wallenius Lines, (today Wallenius Wilhelmsen Logistics) recognized the ideal conditions and location of the port more would join the port community including BMW, Mini Cooper, Roll Royce, Mitsubishi, Suzuki, Land Rover, Jaguar, Volvo, Saab and the Port's newest customers Hyundai and Kia. From the inauspicious beginning with Mazda, it would take 13 years before the port would handle its one millionth automobile during FY 1990/1991. That same year with more companies coming aboard, the port handled 100,000 automobiles or more for the first time. The port has established its presence as an important auto port along the West Coast of the United States. Eight years later in FY 1999/2000 the port not only recorded its first 200,000-auto year but simultaneously celebrated its second million cars.

Four years later in FY 2004/2005 the port handled its three millionth automobile, as it approached the 300,000 auto mark.

The 17,300 autos handled in FY 1977/78 would be a poor performing month today.

Searching for a new home, Del Monte Fresh produce in 1979 chose the Port of Hueneme as their west coast distribution hub and the port seized another niche cargo opportunity. To reinforce its fresh produce niche the port built a 140,000 square-foot refrigerated facility in 1994 for Cool Carriers (later to become NYKCool) and Sunkist Growers and in 1995 a 30,000 square foot facility for Del Monte (which has since been expanded to 86,000 Sq. Ft.). With the arrival of Pacific Fruit and Chiquita Fresh produce the port now records in excess of 600,000 metric tons of bananas making the Port of Hueneme one of the busiest banana gateways in the country. In addition to bananas from Ecuador, Costa Rica and Guatemala port customers also import pineapple, mangos, melons, cantaloupe, avocados and even fresh-cut flowers.

Fortunately, Port expansion continued to keep pace allowing the accommodation of new customers as well as the Port's existing customer's growth. In 1985, the harbor district purchased 22 acres of land from the Navy to expand Wharf # 2. The extension and reinforcement of Wharf 2 was completed by 1988 creating a 1,450 linear-foot concrete piling wharf specially designed to support the Port's growing auto terminal operations as well as high and heavy cargos. In 1992 the port received a long sought port-of-entry designation joining 11 other California ports and kicking off a decade of unprecedented

growth. By the 1997/98 fiscal year, the port exceeded the million ton mark in general cargo tonnage for the first time, a mark which has steadily increased ever since.

http://www.portofhueneme.org/about_us/history.php

Ventura Harbor

A history of service

The Ventura Port District was established on April 8, 1952, by an election and majority vote of the citizens of Ventura. On April 15, 1952, the Board of Supervisors of Ventura County, ordered formation of the District pursuant to the Harbors and Navigation Code of the State of California. The District was organized for the purpose of acquiring, constructing and operating a commercial and recreational boat harbor within the City of Ventura. The District's legal boundaries encompass all of the City of Ventura as well as some small areas outside the City limits.

The Ventura Port District is what is known as an Independent "Special District." State law defines a special district as "any agency of the state for the local performance of governmental or proprietary functions within limited boundaries." A special district is a separate local government that delivers public services.

The District is the owner/operator of the Ventura Harbor. The Harbor is a 274 acre multiple use recreational and commercial fishing small craft harbor. Other than a 2.74 acre site owned by the Department of Interior, National Park Service, the District is the sole landowner within the Harbor. The District's current property holdings include approximately 152 acres of land and 122 acres of water area.

The voters of the District approved a general obligation bond issue of \$4,750,000 on February 13, 1962 to be used for construction of the Harbor. Construction was completed and the Harbor commenced operations June 16, 1963.

