



RDP NEWSLETTER



2023 WASHINGTON D.C. LOBBYING TRIP

BY GENE FISHER,
EXECUTIVE DIRECTOR, RDP

Regional Defense Partnership is pleased to share insights and successes from our collaborative effort to champion critical issues of concern to our local community during our trip to Washington, D.C.

The RDP Team that attended was:

Supervisor Long, County of Ventura District 3 Vice Chair, RDP

Gene Fisher, Executive Director RDP

Supervisor Lopez, County of Ventura District 5

Laura Hernandez, Port Hueneme City Council

Martha McQueen-Legohn, Port Hueneme City Council

Celina Zacarias, Director of Community and Government Relations, CSUCI

Terry Clark, RDP Strategic Planning Committee

Brian Miller, Chief of Staff, County of Ventura District 3

Lynn Jacquez, HB Strategies

John Assini, HB Strategies.

Our trip's purpose was to make and support legislative requests, address essential issues with relevant offices, show community support for potential new work sponsors, express gratitude to base sponsors and customers, gather information, and discuss emerging issues.

Our engagement with Congressional offices was instrumental in conveying our concerns and garnering support. A primary issue included Infrastructure resilience for electrical power reliability and upgrade. Other issues include RF spectrum sell-off and range encroachment issues. Discussions included Ventura County Unmanned Systems Complex; Stingray issues including hangars and housing; pier upgrades for support for DDG 1000 and unmanned

surface ships; workforce retention related to family struggles, cost, allowances, childcare, mental timely counseling; test ship replacement; and MILCONs for laboratories.

We visited the Senate offices of Senator Dianne Feinstein and Senator Alex Padilla. We discussed our infrastructure



(L. TO R.) TERRY CLARK, SUPERVISOR VIANEY LOPEZ, SUPERVISOR KELLY LONG, RDP EXECUTIVE DIRECTOR, GENE FISHER, PORT HUENEME CITY COUNCILMEMBER LAURA HERNANDEZ, DIRECTOR OF GOVERNMENT AFFAIRS, CSUCI, CELINA ZACARIAS, AND PORT HUENEME CITY COUNCILMEMBER MARTH MCQUEEN-LEGOHN,

issues, the need to upgrade the power grid and water, and additional funding for a new SCIF on base. We also discussed the importance of childcare, mental health services, and support for the MRTFB budget and thanked them for the Seabee MILCON add. We also explained

continued on next page

REGIONAL DEFENSE PARTNERSHIP

continued from previous page

encroachment issues NBVC to share responsibilities with a private utility.

Senator Alex Padilla’s legislative director, Jose Villalvazo, offered to visit NBVC.

His visit was made on April 4. RDP hosted the lunch, and we all had a fruitful discussion and started building a good relationship.

In the House, we visited Congresswoman Julia Brownley and her legislative director, Sharon Wagener, where we discussed the infrastructure issues at NBVC, emphasizing the electrical power grid and the water problem. Sharon Wagener offered to draft a letter to the Secretary of the Navy saying the base needed additional resources for hardscape, resiliency, and renewable power. RDP said we would draft a letter for Sharon Wagener to send to the Assistant Secretary for Installations on infrastructure improvements.

The Department of Defense’s office visits include the Director of Operational Test and Evaluation, Nickolas Guertin, who is a strong proponent of the T&E Infrastructure and Capability. Although there are no plans for a new Self Defense Test Ship (SDTS), the office supports the need for one in the future. Director Nickolas Guertin has been nominated as Secretary of the Navy for Acquisition.

Also, at the Department of Defense, we met with the Test Resource Management Center (TRMC). The office

is very supportive of our encroachment issues and the spectrum sell-off. We learned that the power infrastructure improvements could be a MILCON, such as a MILCON used in Hawaii. We are following up with an issue paper to TRMC explaining infrastructure problems so that TRMC can socialize the issue. They currently have a focus on developing Range support staffing. TRMC has

started an internship program. They are very interested in California State University Channel Islands participation and want to engage with them on the ongoing internship program. NAWC/WD and NBVC location is set to get four interns from the TRMC internship program. Celina Zacarias took action to follow up with TRMC on the intern program, and they have met since then.

At the Office of Local Defense Community, we presented our concerns on infrastructure to Patrick O’Brien, Director. He offered to help with the base’s ongoing infrastructure problems, including pointing to the funding that could be used to improve resilience against wildfire and seismic activities. He also offered to help convene stakeholders to collaborate on improvements for the electric grid on base. He also pointed out various grants and funding that

could help leverage planning dollars. He said that he would have his Sacramento office engage with RDP. His Sacramento office met with RDP and visited NBVC on April 20, 2023.

The Department of Navy offices include the Assistant Secretary of the Navy for Energy, Installations & Environment, Robert Thompson, to whom we presented

continued on next page



(L. TO R.) TERRY CLARK, PORT HUENEME CITY COUNCILMEMBER MARTH MCQUEEN-LEGOHN, VENTURA SUPERVISOR VIANEY LOPEZ, PORT HUENEME CITY COUNCILMEMBER LAURA HERNANDEZ , SUPERVISOR KELLY LONG, DIRECTOR OF GOVERNMENT AFFAIRS, CSUCI, CELINA ZACARIAS, BRIAN MILLER, AND EXECUTIVE DIRECTOR, RDP, GENE FISHER

REGIONAL DEFENSE PARTNERSHIP

continued from previous page

our concerns on infrastructure. He stated that there is an ongoing utility privatization pilot program in Virginia. This pilot includes slightly higher rates to the base to pay for infrastructure improvements. This will be easier than using working capital to fund improvements. He believes the Navy has sufficient authority to engage in area-wide agreements to transition electrical supply to a private entity. We also discussed issues of encroachment and sand replacement. He understands the problems, and his office is actively pursuing program funding.

Chief of Naval Operation (N94), Director,

Test & Evaluation Division, Rick Quade, this year said that it is important to maintain the Self-Defense Test Ship (SDTS). He believes that the SDTS is a national asset that needs to be sustained, and they plan on socializing a replacement in the FY26 budget and then pushing hard for the replacement in the FY27 budget. He also strongly supports infrastructure investments, recognizing that they often do not make funding priorities. RDP discussed infrastructure, MILCON needs for Point Mugu and encroachment. These discussions laid the groundwork for future collaborations and support.

With the Department of the Navy, Naval Air Systems Command Unmanned Deputy Program Office's Jeffrey Dodge, we discussed the importance and growth of Unmanned activities in Ventura County. We asked for an update on the MQ-25 program. Mr. Dodge understood the significance of the MQ-25 program to NBVC. Pilots are currently being trained at Pax River but will be standing up at Point Mugu. He anticipates that 50-60% of aircraft on carriers will be unmanned within the next 20 years.

He stressed the importance of unmanned activities at Pt. Mugu, including the Triton, Firescout, and MQ-25 for carrier operating environments. He stated that he would continue the relationship with RDP and provide updates on the stationing of 300 new unmanned pilots to the range. These discussions are important for future follow-up and setting the stage for continued collaboration and updates on crucial programs.



(L. TO R.) TERRY CLARK, BRIAN MILLER, SUPERVISOR KELLY LONG, DIRECTOR OF GOVERNMENT AFFAIRS, CSUCI, CELINA ZACARIAS, PENTAGON APOINTEE, PORT HUENEME CITY COUNCILMEMBER MARTH MCQUEEN-LEGOHN, VENTURA SUPERVISOR VIANEY LOPEZ, EXECUTIVE DIRECTOR, RDP, GENE FISHER AND PORT HUENEME CITY COUNCILMEMBER LAURA HERNANDEZ

We also spoke with the California Governor's Office and talked to the Executive Director and Chief of Federal Policy, Andreas Mueller. The primary subject of the call was to discuss the MAFFS units operated by the California Air National Guard. There are two new MAFFS units located on the base. He pointed to the \$1.2 billion Forest Service operations and maintenance

account as a source of money the Guard could use to purchase new equipment. RDP explained the difficulty with the existing billet structure and the Forest Service as lead, which is why it's hard to maintain staffing levels. He supports the Guard taking over the program.

This legislative journey was a testament to our community's advocacy, resilience, and commitment to addressing challenges head-on. We extend our gratitude to all participants and look forward to keeping you informed as we progress on these crucial initiatives.



CALIFORNIA DEFENSE COMMUNITIES ALLIANCE

CALIFORNIA 2023/2024 LEGISLATION—A COMPREHENSIVE LIST OF CALIFORNIA BILLS AFFECTING THE MILITARY AND VETERANS.



Legislative status from December 01, 2023

ASSEMBLY BILL NO. 3 Offshore Wind Energy

This bill would state the intent of the Legislature to enact future legislation to accelerate the approval, implementation, and operation of offshore wind energy projects necessary to meet California's climate action goals and the transition to a clean energy economy, clarify the authority of California governmental agencies related to the analysis and selection of feasible alternatives for seawater ports and transmission infrastructure improvements required to construct wind energy projects along the California coast, and specify criteria for the analysis and selection of port and transmission alternatives related to offshore wind energy projects to ensure the protection of the environment and sensitive habitats and robust community participation and comment, to keep the maximum number of jobs related to the construction of offshore wind energy projects in California, and to achieve environmental justice goals.

Status: Approved by Governor October 7.

ASSEMBLY BILL NO. 13 Election Day Holiday: Voting by Mail

This bill would add the first Tuesday after the first Monday in November of any even-numbered year to the list of state holidays. By increasing the duties of local officials in connection with the creation of a new state holiday, this bill would create a state-mandated local program. This bill would reduce the deadline for receiving a ballot to 3 days after election day.

Status: From committee: Without further action pursuant to Joint Rule 62(a). March 20. Inactive.

ASSEMBLY BILL NO. 46 Military Services Retirement and Surviving Spouse Benefit Payment Act

This bill, for taxable years beginning on or after January 1, 2024, and before January 1, 2034, would exclude from gross income retirement pay received by a taxpayer from the federal government for service performed in the uniformed services, as defined, during the taxable year. The bill, for taxable years beginning on or after January 1, 2024, and before January 1, 2034, would also exclude from gross income annuity payments received by a qualified taxpayer, as defined, pursuant to a United States Department of Defense Survivor Benefit Plan during the taxable year. The bill would make related findings and declarations. This bill also would include additional information required for any bill authorizing a new tax expenditure. The bill would require the Franchise Tax Board and the Department of Veterans Affairs to provide any data requested by the Legislative Analyst to write the report, and would make taxpayer information received by the Legislative Analyst subject to limitation on the collection and use of that information. By expanding the scope of a crime, this bill would impose a state-mandated local program.

Status: In committee: Held under submission. September 1 ("Two year bill"). Active bill: In committee process.

ASSEMBLY BILL NO. 284 Annual Report: Homeless Housing, Assistance, and Prevention Program

Status: Active bill: In committee process.

ASSEMBLY BILL 293: Lifetime Hunting and Sport Licenses: Gold Star Family Members

This bill would require, upon application to the department, lifetime hunting licenses and lifetime sport fishing licenses to be issued at no cost to Gold Star Family members who meet certain eligibility requirements.

Status: In committee: Held under submission. May 18. Active bill: In committee process.

ASSEMBLY BILL NO. 298 Monument to Blind Veterans This bill would authorize a nonprofit organization that

continued on next page

CALIFORNIA DEFENSE COMMUNITITES ALLIANCE

continued from previous page

represents blind veterans, in consultation with the Department of General Services, to plan, construct, and maintain a braille American flag to serve as a monument to the blind veterans of California and the United States in the State Capitol Building. The bill would specify duties for the Department of General Services in connection with the planning, construction, and maintenance of the monument.

Status: Approved by Governor October 4.

ASSEMBLY BILL NO. 322 Veteran and California National Guard Supplemental Orientation Act of 2023

This bill, commencing no later than the 2025–26 academic year, would require the California State University and the California Community Colleges, and if the Regents of the University of California adopt a resolution to make it applicable, the University of California to develop and include within firstyear student orientation a supplemental module of services and resources available for students who are veterans of the Armed Forces of the United States and members of the California National Guard, as provided.

Status: Approved by Governor October 13.

ASSEMBLY BILL NO. 398 Voting: Replacement Ballots
This bill would remove the requirement that the voter provide a statement under penalty of perjury, and instead require the elections official to provide a replacement ballot upon request.

Status: Approved by Governor October 10.

ASSEMBLY BILL NO. 444 California Defense Community Infrastructure Program

This bill would establish the California Defense Community Infrastructure Program, which would require the Office of Planning and Research, to grant funds to local agencies to assist with matching fund requirements in applications for funds from the federal Defense Community Infrastructure Program. The bill would require the office, in consultation with the Governor's Military Council, to develop guidelines for the program that, where possible, align with the guidelines of the federal program.

This bill would require the office to use specified project criteria, define an eligible project, as specified; rank eligible projects, as specified; and award grants based on the available funds. The bill would require the office to give priority to projects located in, or that would provide services to people who live in a disadvantaged community, as defined.

Status: In committee: Held under submission. September 1. Active.

ASSEMBLY BILL NO. 684 County Veterans Services Officers:

Additional Resources

This bill would, upon appropriation by the Legislature, provide a stipend to counties that host an active United States military base for the purposes of maintaining a county veterans service officer, at least part time, at each active United States military base in the county, subject to base approval.

Status: In committee: Held under submission. May 18. Active.

ASSEMBLY BILL NO. 714 Pupil Instruction [child of military family]

This bill would, subject to an appropriation of funds for its purposes, require the State Department of Education, in consultation with the State Department of Social Services, to (A) develop and issue guidance regarding requirements, best practices, and available state and federally funded programs for newcomer pupils, (B) publicly report on an annual basis on its internet website the enrollment and performance of newcomer pupils, and (C) maintain at least one position dedicated to supporting local educational agencies, including charter schools, in serving newcomer pupils, as provided.

This bill would, subject to an appropriation of funds for its purposes, require the commission to consider including content designed to provide teachers with resources to meet

continued on next page

CALIFORNIA DEFENSE COMMUNITIES ALLIANCE

continued from previous page

the unique academic and English language development needs of newcomer pupils at all grade levels at the next regularly scheduled revision of the curriculum framework in English Language Arts and English Language Development. The bill would also require the commission to ensure that the instructional materials for pupils in kindergarten or any of grades 1 to 8, inclusive, that it recommends to the state board for adoption include resources to help teachers meet the needs of newcomer pupils.

This bill would require that local educational agencies comply with the above-described coursework exemptions, pupil consultation and notice requirements, acceptance of coursework completed at other schools, and other requirements for newcomer pupils, as defined, instead of for pupils participating in a newcomer program. By imposing new duties on local educational agencies, the bill would impose a statemandated local program.

This bill instead would authorize a middle or high school pupil who is classified as an English learner and who is a newcomer pupil, as defined, or is participating in a program designed to meet the transitional needs of newcomer pupils that has as a primary objective the development of English language proficiency to be denied access to enrollment in courses that are part of the standard instructional program, as provided. By imposing new requirements on local educational agencies, the bill would impose a state-mandated local program.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Status: Approved by Governor October 7.

ASSEMBLY BILL NO. 883 Department of Defense SkillBridge Program AB 883, as introduced, Mathis. Business licenses: United States Department of Defense SkillBridge program.

This bill would additionally require a board to expedite, and authorize a board to assist, in the initial licensure process for an applicant who supplies satisfactory evidence to the board that the applicant is enrolled in the United States Department of Defense SkillBridge program, as specified.

Status: Approved by Governor October 7.

ASSEMBLY BILL NO. 953 Voluntary Vessel Speed Reduction and Sustainable Shipping Program

This bill would require the council, on or before May 1, 2025, in coordination with various entities, including the State Air Resources Board [and air quality management districts along the coast and in consultation with the federal Office of National Marine Sanctuaries, the federal Environmental Protection Agency, the United States Navy, and the State Air Resources Board,] develop and implement a statewide voluntary vessel speed reduction and sustainable shipping program for the California coast in order to reduce air pollution, the risk of fatal vessel strikes on whales, and harmful underwater acoustic impacts.

The bill would require the program to include specified components, including, upon an appropriation by the Legislature, financial incentives to program participants based on a percentage of distance traveled by a participating vessel through a vessel speed reduction zone, as provided. The bill would require the council, on or before December 31, 2026, to submit a report to the Legislature regarding the implementation of the program.

Status: In committee: Held under submission. September 1.
Active bill: In committee process.

ASSEMBLY BILL NO. 1097 Credit History of Persons Receiving Government Rent Subsidies This bill would additionally prohibit the use of a person's credit history as part of the application process for a rental housing accommodation without offering the applicant the option of providing alternative evidence of financial responsibility and ability to pay in instances in which there is a government rent subsidy.

The bill would require the housing provider to consider that alternative evidence in lieu of the person's credit history in determining whether to offer the rental accommodation to the applicant.

Status: Approved by Governor October 7.

continued on next page

CALIFORNIA DEFENSE COMMUNITIES ALLIANCE

continued from previous page

ASSEMBLY BILL NO. 1143 Military: Lending Protections
Federal law provides various protections regarding credit extended to members of the Armed Forces called to active duty, including, among others, limitations on the interest charged and mandatory disclosures. Existing law makes a security interest in personal property, other than specified modes of transportation, void if it would cause a loan procured by a covered member in the course of purchasing the personal property to be exempt from the federal protections. Existing law also makes a security interest in a motor vehicle void if it would cause a loan procured by a covered member to be exempt from the federal protections and that loan also funds the purchase of a credit insurance product or credit-related ancillary product.

This bill would exempt from those provisions loans that comply with specified provisions of those federal protections.

Status: To Assembly Banking and Finance Committee March 3. Active bill: In committee process.

ASSEMBLY BILL NO. 1605 Military Services Access: United States Space Force

Existing law prohibits each school district offering instruction in any of grades 9 to 12, inclusive, that provides on-campus access to employers, from prohibiting access to the military services. Existing law defines "military services" for these purposes to include the United States Army, the United States Navy, the United States Air Force, the United States Marine Corps, the United States Coast Guard, or any reserve component of those federal forces, the National Guard, the State Guard, and the active militia. This bill would expressly include the United States Space Force in that definition.

Status: Approved by Governor September 1.

SENATE BILL NO. 73 Voluntary Veterans' Preference
This bill would enact the Voluntary Veterans' Preference Employment Policy Act to authorize a private employer to establish and maintain a written veterans' preference employment policy, to be applied uniformly to hiring decisions, to give a voluntary preference for hiring a veteran over another qualified applicant.

The bill would require a private employer with a veterans' preference employment policy to annually report to the Civil Rights Department the number of veterans hired under the preference policy and any demographic information about those veterans that the employer obtained in response to the department's reporting requirements. Under the bill, failure to submit that report would render any preference granted by the employer ineligible for the protections provided by this bill.

This bill would provide that the granting of a veterans' preference pursuant to the bill, in and of itself, shall be deemed not to violate any local or state equal employment opportunity law or regulation, including, but not limited to, the anti-discrimination provisions of FEHA. The bill would require the Department of Veterans Affairs to assist any private employer in determining if an applicant is a veteran, to the extent permitted by law. The bill would prohibit a veterans' preference employment policy from being established or applied for the purpose of discriminating against an employment applicant on the basis of a protected classification, as specified.

Status: To Assembly Judiciary Committee June 21. Active bill: In committee process

SENATE BILL NO. 82 Property taxation: disabled veterans' exemption: eligibility letters

This bill would require a county assessor to accept both original and electronically generated letters of service-connected disability, as defined, for purposes of verifying eligibility for the above-described exemption. By imposing duties on local tax officials, the bill would impose a state-mandated local program.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Status: Approved by Governor October 11.

SENATE BILL NO. 228 Civilian Youth Opportunities Program

continued on next page

CALIFORNIA DEFENSE COMMUNITIES ALLIANCE

continued from previous page

This bill would require the Adjutant General to additionally conduct that program in western Riverside County.

Status: Approved by Governor October 10.

SENATE BILL NO. 267 Credit History of Persons Receiving Government Rent Subsidies SB 267, as introduced, Eggman. Credit history of persons receiving government rent subsidies.

This bill would additionally prohibit the use of a person's credit history as part of the application process for a rental housing accommodation without offering the applicant the option of providing alternative evidence of financial responsibility and ability to pay in instances in which there is a government rent subsidy. The bill would require the housing provider to consider that alternative evidence in lieu of the person's credit history in determining whether to offer the rental accommodation to the applicant.

Status: Approved by Governor October 11.

SENATE BILL NO. 726 Property Taxation: Exemption: Disabled Veteran Homeowners The California Constitution provides that all property is taxable, and requires that it be assessed at the same percentage of fair market value, unless otherwise provided by the California Constitution or federal law. The California Constitution and existing property tax law provide various exemptions from taxation, including, among others, a disabled veterans' exemption and a veterans' organization exemption.

This bill would exempt from taxation, on that part of the full value of the residence that does not exceed \$863,790, as provided, property owned by, and that constitutes the principal place of residence of, a veteran, the veteran's spouse, or the veteran and the veteran's spouse jointly, if the veteran is 100% disabled. The bill would provide an unmarried surviving spouse a property exemption in the same amount that they would have been entitled to if the veteran was alive and if certain conditions are met. The bill would require certain documentation to be provided to the county assessor to receive the exemption and would prohibit any other real property tax exemption from

being granted to the claimant if receiving the exemption provided by the provisions of this bill. The bill would make these exemptions applicable for property tax lien dates occurring on or after January 1, 2024, but occurring before January 1, 2034. By imposing additional duties on local tax officials, the bill would impose a state-mandated local program. Existing law requires any bill authorizing a new tax expenditure to contain, among other things, specific goals, purposes, and objectives that the tax expenditure will achieve, detailed performance indicators, and data collection requirements.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Status: To Assembly Appropriations Committee. September 1.
Active bill: In committee process.

SENATE BILL NO. 811 Teacher Credentialing: Interstate Teacher Mobility Compact SB 811, as introduced, Jones. Teacher credentialing: Interstate Teacher Mobility Compact.

Existing law requires the Commission on Teacher Credentialing to, among other duties, establish standards for the issuance and renewal of credentials, certificates, and permits. Under existing law, California is a party to The Interstate Agreement on Qualification of Educational Personnel, a compact designed to support the movement of teachers and other professional educational personnel among the states party to it, and to authorize specific interstate educational personnel contracts to achieve that end.

This bill would ratify the Interstate Teacher Mobility Compact, the purpose of which is to facilitate the mobility of teachers across the member states, with the goal of supporting teachers through a new pathway to licensure. The compact would, among other things, require member states, in their sole discretion, to make certain determinations about teacher licensure for teachers from other member states, as provided, and create and establish a joint public agency known as the Interstate Teacher Mobility Compact Commission. This compact would only become effective if the compact statute is enacted into law in ten member states, as provided.

continued on next page

CALIFORNIA DEFENSE COMMUNITIES ALLIANCE

continued from previous page

Status: To Assembly Education Committee. June 15 (“Two year bill”). Active bill: In committee process.

SENATE BILL NO. 838 Victim Compensation: Use of Force by a Law Enforcement Officer

This bill would revise the definition of “crime” to include, solely for the purposes of eligibility for compensation under this chapter, an incident occurring on or after January 1, 2024, in which an individual sustains serious bodily injury, as defined, or death as a result of a law enforcement officer’s use of force, regardless of whether the law enforcement officer is arrested for, charged with, or convicted of committing a crime. The bill would define “law enforcement officer” for these purposes. By expanding the types of incidents for which compensation can be paid from a continuously appropriated fund, the bill would make an appropriation.

This bill, in the case of a claim based on a victim’s serious bodily injury or death that resulted from a law enforcement officer’s use of force, as described above, would prohibit the board from denying an application based on certain circumstances, including the victim’s or other applicant’s involvement in the crime, except as specified, the victim’s failure to cooperate, or the contents of a police report, or the lack thereof. The bill, in the case of a claim based on a victim’s serious bodily injury or death as a result of a crime, would require the board to adopt guidelines that allow the board to rely on evidence other than a police report, as specified.

This bill would specify that the above-described subrogation of the board applies to compensation by the board for any claim, including a claim based on serious bodily injury or death that resulted from a law enforcement officer’s use of force.

Status: To Senate Appropriations Committee. May 18. Active bill: In committee process.



NAVY LEAGUE

BOB QUINN

The Channel Islands Council NLU has been busy working to complete our awards program for 2023. We have provided financial support to each of the Youth units that we adopted and also recognized the outstanding cadet from each unit.

Awards have been presented to the Sailor of the Year from NBVC, Naval Construction Group 1 and the USCG. We will recognize the USMC in November to complete the years program.

We are actively seeking new members to replace the members we have lost due to aging.



NAVAL BASE VENTURA COUNTY



UNMANNED UNDERSEA VEHICLE FLOTILLA THREE STOOD UP AT PORT HUENEME



CAPT. JASON WEED, COMMANDER, UNMANNED UNDERSEA VEHICLE SQUADRON ONE, LEFT, RETURNS A SALUTE TO CMDR. TIMOTHY W. ROCHHOLZ, COMMANDING OFFICER, UNMANNED UNDERSEA VEHICLE FLOTILLA THREE (UUVFLOT-3) DURING THE ESTABLISHMENT CEREMONY FOR UNMANNED UNDERSEA VEHICLE FLOTILLA THREE (UUVFLOT-3) AT THE SEABEE CHAPEL, PORT HUENEME, JULY 7. (U.S. NAVY PHOTO BY ENSIGN DREW VERBIS/RELEASED)

STORY BY LT. J. G. CHRISTOPHER WELLINS

The U.S. Navy held a ceremony to establish Unmanned Undersea Vehicle (UUV) Flotilla Three (UUVFLOT-3) as a subordinate command to UUV Squadron One (UUVRON-1) at Naval Base Ventura County Port Hueneme, July 7, 2023.

“What we are doing now in support of unmanned vehicles is key to the future success of our great Navy,” said Cmdr. Timothy Rochholz, commander, UUVFLOT-3 in a speech during the ceremony. “We must accomplish the mission our commanders ask of us, deliver Orca to the fleet, ready to fight, as soon as possible—that is our charge.”

UUVFLOT-3 was established to support ORCA XLUUV initial operational testing and evaluation and follow on fielding and employment in support of combatant commander requirements. The U.S. Navy uses a diverse family of remotely operated and autonomous underwater vehicles to enable distributed subsea and seabed warfare. These platforms are outfitted with mission specific payloads capable of delivering scalable effects to include intelligence preparation of the operational environment and offensive mining.

The Orca XLUUV will serve as one of these platforms; it will be the first extra-large vehicle and the largest UUV in the U.S. Navy inventory. Orca will help keep sailors safe by performing complicated undersea mining operations that would otherwise be tasked to a manned submarine. Orca has a long-endurance capability, allowing it to operate autonomously for extended periods in challenging undersea environments.

“The Orca XLUUV will complement our submarines in the undersea domain, while reducing risk to our true asymmetric advantage, our Sailors,” said Capt. Jason Weed, commander, UUVRON-1 in his speech during the ceremony.

UUVFLOT-3 is the second subordinate command for UUVRON-1 and the U.S. Navy’s first XLUUV command.

“The mission ahead is a challenging one, and your team will set the course for all future XLUUV employment and mission sets,” said Rear Adm. Rick Seif, commander, Submarine Force U.S. Pacific Fleet, in a naval message to UUVFLOT-3. “Tim, to you and your team in Ventura County, congratulations and welcome to the Pacific undersea combat force!”

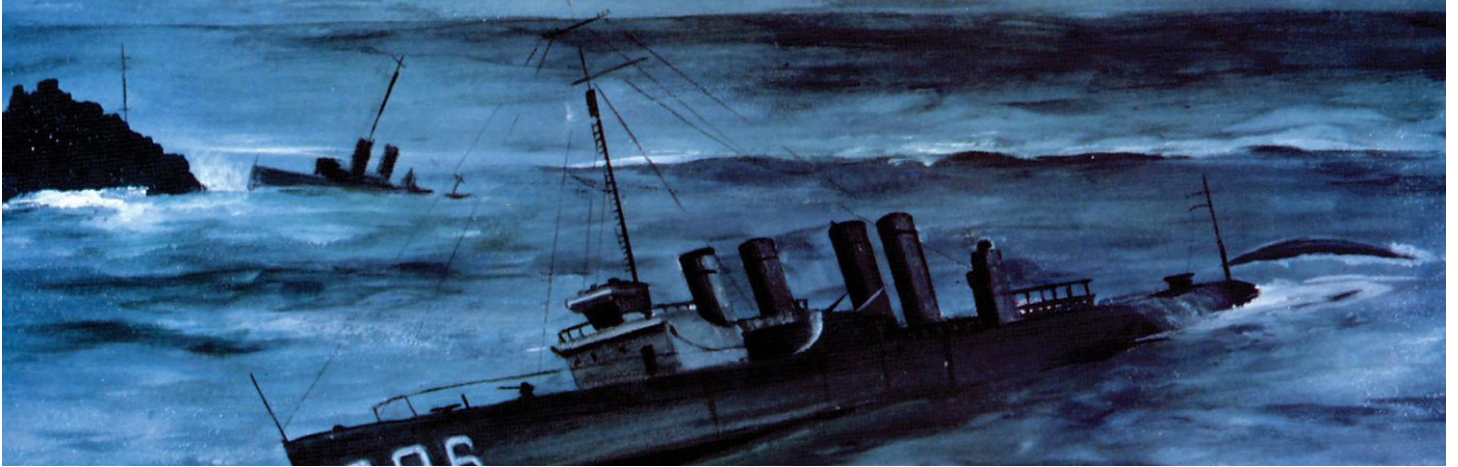


NAVAL BASE VENTURA COUNTY



HONDA POINT REMEMBERED

ALONG A STRETCH OF CALIFORNIA COAST CALLED 'THE DEVIL'S JAW', THE U.S. NAVY SUFFERED ITS WORST PEACETIME LOSS OF SHIPS IN HISTORY. WHAT WENT WRONG?



STORY BY FORMER SECRETARY OF THE NAVY KENNETH BRAITHWAITE AND CHARLES ROBBINS

This year marks the centennial of the U.S. Navy's greatest peacetime disaster—a destroyer squadron's deadly wreck at Honda Point on the California coast, today part of Vandenberg Air Force Base. The disaster has left a graphic reminder: At low tide, some of the wreckage can still be seen on that rugged and treacherous stretch. The tragedy also has left an enduring wake of controversy and mystery, with many still wondering how a professional navy could have made such a horrific mistake.

The disaster has spawned countless newspaper and magazine articles and at least six books, including a 1960 naval classic, Charles A. Lockwood and Hans Christian Adamson's *Tragedy at Honda*. All that attention, understandably, has focused on the groundings of the ships themselves and the ensuing judicial proceedings, with relatively little scrutiny of one key player: Secretary of the Navy Edwin Denby.

A close look at Denby reveals a man in professional and personal turmoil, vexed by the official U.S. Navy investigation of the disaster and apparently intent on fixing blame. But why?

'Incomprehensible'

With the retirement of Josephus Daniels (center), Edwin Denby (right) takes the oath of office as 42nd Secretary of the Navy on 6 March 1921. He was an out-of-left-field selection,



WITH THE RETIREMENT OF JOSEPHUS DANIELS (CENTER), EDWIN DENBY (RIGHT) TAKES THE OATH OF OFFICE AS 42ND SECRETARY OF THE NAVY ON 6 MARCH 1921. HE WAS AN OUT-OF-LEFT-FIELD SELECTION, AND THE OSTENSIBLE DREAM JOB "WOULD PROVE MORE A NIGHTMARE FOR HIM, PERSONALLY AND PROFESSIONALLY." NAVAL HISTORY AND HERITAGE COMMAND

and the ostensible dream job "would prove more a nightmare for him, personally and professionally."

Shortly after 2100 on 8 September 1923, nine Clemson-class destroyers of Destroyer Squadron (DesRon) 11 racing in column formation sailed into dense fog surrounding Point Honda, a stretch of jagged, partially submerged volcanic rock near Santa Barbara known among mariners as "the Devil's

continued on next page

NAVAL BASE VENTURA COUNTY

continued from previous page

Jaw.” Seven ships subsequently wrecked, following one another blindly, either grounding on the rocks or colliding with one another. Most tragically, 23 sailors died.

The ensuing court of inquiry, led by future Chief of Naval Operations then-Rear Admiral William Veazie Pratt, found the squadron leaders primarily responsible through faulty navigation, including the disregarding of new state-of-the-art radio direction bearing reports. Further, the admiral found the division leaders and individual destroyer captains responsible to a lesser degree for blindly adhering to unwritten “follow the leader” destroyer doctrine, much like aircraft in formation completely trusting their lead aircraft. The inquiry bound over 11 officers for trial, the single largest group court-martial in U.S. naval history.

The court convicted the squadron commodore and flagship captain of culpable inefficiency in the performance of duty and, through negligence, suffering naval vessels lost, run onto the rocks of Point Honda. The court convicted one destroyer captain of negligence in performance of duty, a verdict that was promptly overturned by the commander of the U.S. Fleet. The court acquitted all the other defendants.

The day after the groundings, Secretary Denby called the disaster “incomprehensible.” Denby’s initial remarks, which usually would be held in abeyance by Secretariat protocols until the investigation was completed, immediately suggested fault among the DesRon 11 officers. Public sentiment, however, already was emerging that the officers were victims of nature and circumstance rather than their own negligence. Two days after the groundings, The New York Times ran a front-page story headlined: “Garbled Wireless, Fog and Currents Doomed Destroyers.”

A reporter asked Denby, “Do you consider a speed of 20 knots in a fog justified?” Denby replied: “Not unless there was some peculiar circumstance.” Denby apparently did not know that 20 knots had been authorized for the run, and that the squadron had been testing its turbines long-distance. The squadron also was attempting by fleet directive to set a speed record, at least partly to justify the squadron’s existence amid post-World War I reductions. Denby, overseeing the drawdown of the Navy’s fleet following the war, already had ordered 150 destroyers and 92 other ships out of commission.

A 47-Year-Old, 254-pound Marine Recruit

Denby brought a colorful background to the post of Navy

Secretary and the ensuing Honda fiasco. Originally from Evansville, Indiana, he had moved to Peking at age 15 when his father was appointed Minister to China. Nine years later, he returned to the United States, enrolled at University of Michigan law school and played center for the Wolverines football team. At the outbreak of the Spanish-American War, Denby abandoned his law practice to enlist in the Navy, serving as a gunner’s mate in the auxiliary cruiser Yosemite, which participated in the blockade of Havana.

Returning from Cuba and the “Splendid Little War,” Denby settled in Detroit, married at 41, and had two children. He also began investing in Detroit’s nascent automobile industry and cofounded the Denby Motor Truck Company. An amateur comedian and poet, he served in the Michigan statehouse, then served three terms in Congress until he was defeated for re-election in 1910. When World War I broke out, Denby enlisted once again, but this time in the Marines. He was then 47 years old and an obese 254 pounds. “I knew I was getting so damn fat it was going to kill me,” he later joked. “This going wasn’t a heroic deed, it was heroic treatment.”

His physician warned him that he might not survive Marine boot camp. But Denby pulled all the strings he could find to get age and weight waivers, eschewing a commission, saying, “I’ll work my way up from the bottom.” And he did, enlisting as a private and rising through the ranks to leave at war’s end a major.

Denby seemed to harbor some resentment toward naval officers, or at least toward those like the U.S. Naval Academy graduates involved in the Honda Point disaster, who he apparently felt were privileged. Denby said of his World War I service: “Why did I enlist in the ranks? Because some must. All cannot begin as officers.” He told a reporter, “All the young fellows are pulling wires to be sent to training camps or land commissions by other ways. I am going to enlist as a private and I’m going to pull wires to accomplish that.” After the war, he preferred to be addressed as “Major Denby,” even in newspaper headlines.

Denby had been running Detroit’s probation department in February 1921 when newly elected President Warren G. Harding tapped him to be the 42nd Secretary of the Navy. This was Harding’s final cabinet pick and a surprise move that the press called a “fairy tale ending” to Denby’s military career. Alas, Denby’s ending would prove more a nightmare for him, personally and professionally.

continued on next page

NAVAL BASE VENTURA COUNTY

continued from previous page

Denby assumed office and promptly announced he would go to sea whenever possible to understand the administration of the fleet. He earned a moniker as a “sea-going secretary” and fed a narrative that, as a former Michigan governor put it, Denby was “simply a big boy that had not fully matured.”

Teapot Dome and Other Headache

By the time of his appointment as Navy Secretary, Denby had regained the weight he'd lost during World War I and then some. An early news report described him as “a huge man with a dome-like head bare of hair except for a fringe at the level of his ears. . . who smiled happily.” Later, as scandal swirled around him, descriptions grew darker. A wire service wrote



ANOTHER HONDA POINT CASUALTY: THE USS S. P. LEE (DD-310), DASHED AGAINST THE ROCKS AFTER RUNNING AGROUND IN THE FOG. NAVAL HISTORY AND HERITAGE COMMAND

soon after the Honda tragedy, “Edwin Denby, secretary of the navy, is a large, fat, good natured person who ordinarily exhibits a shining bald head and a bland smile to all visitors—but there are times when it is hard for him to smile and the

[dome] shows corrugated wrinkles of worry.”

By the time the Honda Point disaster struck, Denby already had much about which to worry. He was at the center of a blossoming scandal over leasing of naval oil reserves at Teapot Dome, Wyoming. Albert Fall, then Interior Secretary, had convinced Denby that the Department of the Interior could better oversee naval oil fields than could the Navy Department. Denby, at Fall's urging, had secured President Harding's endorsement to transfer control of the oil to the Interior Department from the Navy Department. Fall quickly arranged to lease the reserves to oilmen with whom he had business interests and convinced Denby to sign the leases.

Now the oilmen were drilling and profiteering, and the Senate had launched an investigation by special committee. Fall, in turn, resigned, accused of taking kickbacks of more than \$400,000 in personal loans, leaving Denby in the crosshairs. He proclaimed his innocence, publicly and privately, and cast himself as a victim, the victim. Denby wrote in a memo, “I had been absolutely left alone to stand the abuse that was being heaped upon me . . .” He wrote to a prominent banker, “Politics is back of most of the charges that have been made and some of us have had to suffer on account of it.”

Denby also was taking intense fire for sinking conditions within the Navy Department: Poor morale, heavy desertions, steady officer resignations, and a string of disasters now were topped by the Point Honda groundings. Denby's credibility with Congress already had suffered over his earlier request that year for a special supplemental authorization for the department after the Washington Naval Treaty had set draconian limits on fleet sizes. He argued that the Navy needed the funds partly because the British had altered their battleship turrets to allow long-range firing.

It turned out the Royal Navy had made those alterations before the Washington Naval Conference and not afterward, as Denby had implied. The British government was threatening to lodge a formal protest.

To make matters worse, just one month before the Honda tragedy, in August 1923, Denby's patron President Harding had died unexpectedly in office. Harding's successor, Calvin Coolidge, had kept Denby on, refusing to accept his pro forma customary resignation. But Coolidge's move didn't necessary signal great confidence; the new President Coolidge had kept nearly all of Harding's senior staff, including his personal physician (even after the President had died mysteriously).

continued on next page

NAVAL BASE VENTURA COUNTY

continued from previous page

To add to his professional problems, Denby apparently had serious health concerns of his own. The day before Harding died, Assistant Navy Secretary Theodore Roosevelt Jr. sent Denby a “Dear Ned” letter noting Harding’s “dangerous condition,” partly as a warning that Denby should take TR Jr.’s advice of six weeks of rest. “I have been fearful all along that you would get run down and some slight turn of this sort would come which would be very serious on account of your condition.”

To add to his worries, Denby also was facing personal financial turmoil, prompting his money manager to send him a “depressing” statement showing “quite an apparent depletion of your assets.” The money man warned that Denby had used his wife’s Hupp Motor Car Company holdings as collateral in his own loans, and if Hupp’s stock dropped further, Denby would have to repay the loans with funds he did not possess, which “might cause us some embarrassment.”

All these travails suggest perhaps why Denby’s dome might have already sprouted worry wrinkles when DesRon 11 crashed into the rocks—and why Denby might have seen the Honda debacle as a chance to deflect attention from his own troubles.



THIS AERIAL VIEW OF PART OF THE DISASTER AREA, PHOTOGRAPHED FROM A PLANE ASSIGNED TO THE USS AROOSTOOK (CM-3), SHOWS FIVE OF THE SEVEN DESTROYERS THAT RAN AGROUND: THE DELPHY (DD-261), CAPSIZED IN THE SMALL COVE AT LEFT; THE YOUNG, CAPSIZED IN LEFT CENTER; THE CHAUNCEY, UPRIGHT AHEAD OF THE YOUNG; THE WOODBURY (DD-309), ON THE ROCKS IN THE RIGHT CENTER; AND THE FULLER (DD-297), ON THE ROCKS AT RIGHT. NAVAL HISTORY AND HERITAGE COMMAND

‘Mysterious Circumstances’

Denby let it be known that he was upset at getting little information about Honda out of the uniformed Navy in the first days following the wrecks as he faced a ravenous press. “Unable to explain either the delay in the receipt of official reports and explanations or the reasons for such an unprecedented disaster, officials of the navy, from Secretary Denby down, appeared in a state of astonishment,” the Baltimore Sun wrote on page one. “It is plain that high navy officials have been embarrassed. . . .”

The Sun then cataloged Denby’s ignorance: “Secretary Denby had received practically no information from California. He had neither a list of the victims nor a statement of how and why seven destroyers piled up one after another on the California coast.”

Denby was irked further when reports emerged that two more destroyers were damaged at Honda than the seven initially reported. These last two ships had been able to extricate themselves from Honda’s rocks through superior seamanship, escaping on their own power and remaining, unlike the others, salvageable.

Denby told the press that, for some inexplicable reason, reports on the additional two damaged destroyers were sent directly to the Naval Board of Inspection and Survey instead of through the Division of Communication. In the heat of the moment this played like bureaucratic “gobbledygook.”

Denby ordered a full inquiry into the Honda disaster to be held in public so that, he said, those responsible would be fully exposed in the press. The inquiry would determine not only guilt, but why information was withheld for six days from Navy headquarters, in violation of official Navy procedure, and then erroneously sent to the wrong naval bureau.

He issued a news release: “I have ordered that the fullest publicity be given to the investigation to be conducted by the Court of Inquiry. This is a very unusual course, and one entirely contrary to custom. But I have taken this step because of the mysterious circumstances surrounding the

wreckings and the sensational rumors that have since arisen.” Those rumors seemed to refer to unfounded accusations that the DesRon 11 sailors had been drinking on board ship (especially scandalous during Prohibition).

Was Denby simply reacting, or overreacting, to press calls for

continued on next page

NAVAL BASE VENTURA COUNTY

continued from previous page

open sessions following initial word that the inquiry would be held in secret? Or was he recasting himself as a conscientious, diligent steward of the Navy? Denby already had been on the record as Navy Secretary talking tough about accountability. During a spate of mail robberies in 1921, he'd ordered Marines to ride in mail trucks and rail cars, issuing an order: "When our Corps goes in as guards over the mail, that mail must be delivered, or there must be a Marine dead at the post of duty."

But other episodes raise questions about the former probation chief's zero-tolerance approach. Several months after the Honda groundings, Denby voided the punishment—confinement, reduction in rank, and dishonorable discharge—of a seaman second class who had deserted his ship and reinstated the sailor. Denby allowed only a loss of pay, which he reduced. The sailor's aunt had written a letter to Denby's wife, whom she knew, asking "a favor."

By early February 1924, the end seemed near for both the Honda case and Denby's tenure as Secretary of the Navy. Both Democrats and Republicans had offered resolutions calling for Denby's ouster over the Teapot Dome scandal. Senator Thomas Walsh, leading the oil investigation, accused Denby of ineptitude and stupidity worse than crime. As the Chicago Tribune described it: "Lean Walsh of Montana carved his way into the Denby fat on the floor of the Senate this afternoon." Walsh concluded: "I desire to see him driven from public office with all the odium and ignominy that the occasion possibly can demand, in order that his fate may serve as warning to anyone who might come after him and who might otherwise fail the Republic as he has failed it."

Disgraced But Still Standing

Secretary Denby was already in the hot seat for deteriorating conditions and low morale within the fleet when the Honda Point disaster struck. Also simultaneously embroiled in the infamous Teapot Dome scandal, he resigned in disgrace in 1924. Naval History and Heritage Command
On 18 February, Denby's 54th birthday, he announced his resignation. Two days later, he formally disapproved the acquittals of all officers charged with negligence in the Honda Point groundings.

"... Denby was much displeased with the eight acquittals," according to the seminal account *Tragedy at Honda*. "He believed that stern treatment should have been accorded all 11 of the defendants. He felt that the standards of naval discipline



SECRETARY DENBY WAS ALREADY IN THE HOT SEAT FOR DETERIORATING CONDITIONS AND LOW MORALE WITHIN THE FLEET WHEN THE HONDA POINT DISASTER STRUCK. ALSO SIMULTANEOUSLY EMBROILED IN THE INFAMOUS TEAPOT DOME SCANDAL, HE RESIGNED IN DISGRACE IN 1924. NAVAL HISTORY AND HERITAGE COMMAND

had been let down and that the prestige, performance, and morale of the Service would suffer."

Further, Denby was not alone in disapproving the court's action, Lockwood and Adamson wrote. The verdicts "created deep displeasure in Washington. The wholesale 'hangings' that had been expected did not materialize to provide material for political campaigners. . . . Even President Calvin Coolidge . . . observed that the 'Court martial has been very lenient with everybody.'"

Maybe so. The Navy issued a statement saying that Denby's disapprovals were "simply an expression of the Secretary's views of the court's action" and would not serve as a basis for retrying the cases.

The convicted DesRon 11 leaders were dropped enough rungs on their respective promotion ladders that neither rose in rank again. One of the acquitted defendants achieved great distinction, then-Commander William L. Calhoun (great-grandson of Vice President John C. Calhoun), who went on

continued on next page

NAVAL BASE VENTURA COUNTY

continued from previous page

to celebrated service during World War II and four stars. The Teapot Dome leases were annulled. Former Interior Secretary Fall went to jail.

But Denby, for his part, eluded the “hangman’s noose.” Instead, although disgraced, he returned to Detroit and resumed

practicing law. He continued to proclaim his innocence over Teapot Dome until his death ten days before his 59th birthday in 1929. All his actions, he said, had been toward “providing for the needs of the fleet. In trying to do that I have been overthrown.” He never returned to public service.



NAVY, POLICE BRING COMMUNITY CLOSER

“NNO is an annual community-building campaign that promotes police and first responder community partnerships and neighborhood camaraderie to make our neighborhoods safer, more caring places to live,” said Capt. Robert “Barr” Kimnach III, commanding officer, NBVC. “Even though there is a physical fence line around our installations, we are strong partners with the communities that surround us, and events like this showcase these great relationships with those communities and first responders.”

The annual event, hosted by the NBVC Force Protection in partnership with police departments from Ventura County Sheriffs, California Highway Patrol, and neighboring Port Hueneme, is part of a nationwide effort to bring communities together for one night each year with a focus on safety and community spirit.

“NNO provides an opportunity for us to come together without the gate, without a barrier and support each other,” said Lt. Casanova Love, security officer (SECO), NBVC. “Tonight is ‘open window theory,’ which means our officers get outside of their vehicles and create positive engagements with kids and members from the community.”

NNO enhances the relationship between neighbors and law enforcement while bringing back a true sense of community. Furthermore, it provides a great opportunity to bring police and neighbors together under positive circumstances.

“Our job is about mission and relationships,” said SECCO. “It is important for the community to get to know us and

the programs we have available to help them. This builds relationships and ultimately helps to maintain mission readiness.”

The event included emergency vehicle equipment displays, live music, kid’s activities, and a military working dog demonstration featuring actor Justin Melnick from the hit CBS PARAMOUNT+ TV Series, SEAL.

“The best way to thank our service members and law enforcement is to know them and understand their community,” said Melnick. “That speaks to the spirit of NNO; a community-building opportunity that allows

us to make those connections. I was grateful to be a part of this.”



230801-N-JC343-1003 (AUG 1, 2023) PORT HUENEME, CALIF. – NAVAL BASE VENTURA COUNTY (NBVC) MASTER-AT-ARMS, FEDERAL POLICE OFFICERS, AND SAILORS JOINED LOCAL POLICE, FIRST RESPONDERS AND COMMUNITY SUPPORT ORGANIZATIONS TO CELEBRATE THE NATIONAL NIGHT OUT, AUG. 1, 2023, IN PORT HUENEME. NBVC IS A STRATEGICALLY LOCATED NAVAL INSTALLATION COMPOSED OF THREE OPERATING FACILITIES: POINT MUGU, PORT HUENEME AND SAN NICOLAS ISLAND. NBVC IS THE HOME OF THE PACIFIC SEABEES, WEST COAST E-2D HAWKEYES, 3 WARFARE CENTERS AND 80 TENANTS. (U.S. NAVY PHOTO BY MASTER-AT-ARMS 1ST CLASS JOHN CASON)



NAVAL BASE VENTURA COUNTY

POINT MUGU CHAPEL HOLDS SERVICES AFTER 9-YEAR HIATUS

POINT MUGU (NNS) – The Chapel of Faith onboard Naval Base Ventura County (NBVC) Point Mugu has resumed regular worship services for the first time since April 20, 2014.

In 2022, Cmdr. Song Hwang, chaplain, NBVC, began announcing the needs for religious support and partnerships on base through community outreach.

“We’ve been listening to the needs of Sailors and their families about providing services at Point Mugu,” said Hwang. “We reached out to local leaders and churches of all-faiths and hosted the first-ever faith group leadership conference at the Seabee Museum. Calvary Chapel of Oxnard accepted our call for action.”

The Chapel of Faith, often referred to as Victory Chapel, or Mugu Chapel, held its first outreach during the “Celebration of Christmas,” a seasonal service that was attended by nearly 200.

“NBVC Chaplains Hwang and Rivera invited us to join them in this fundamental activity of the Christian faith,” said Pastor Eric Robbins, outreach director, Calvary Chapel. “Frankly, our volunteers jumped at the opportunity to minister the spiritual needs of our service members.” Calvary Chapel of Oxnard provides approximately 60-volunteers (many Navy-retirees) registered and trained as Worship Providers under the supervision of the Navy Command Chaplain. “Ultimately, they have a heart for serving and blessing the families of Point Mugu,” said Hwang. “Religious and spiritual support are essential for mission readiness but with the Navy in a cycle of shortage for Chaplain and Religious Petty Officer

billets, community support is critical.”

Capt. Robert “Barr” Kimmach III, commanding officer, NBVC noted that base-growth will increase manning personnel and the demand for mission readiness services.

“We need to enhance use of our existing facilities,” said Kimmach. “Our Chaplain staff is doing a remarkable job with this and setting the example of how NBVC partners with the community.”

The Mugu sanctuary can host 300 people. According to Hwang, the current services draw approximately 80-100 attendees.



PHOTO BY DREW VERBIS

“I prayed for the Mugu Chapel to open,” said Rachel, a resident of Point Mugu. “Now I can walk to service and enjoy t

he beautiful A-Frame building and historic stained-glass window.”

Called “The Lord of All Space,” the stained-glass window measures 37.5-by-7-feet and is one of 15 stained-glass windows in the building. It depicts Christ with one foot on the sea, one on land and his head in the far reaches of space. Under the water is a futuristic city and a space craft.

The Chapel of Faith was dedicated in 1961 and at the time called the “Chapel of Faith for the Space Age.”

In its early years, the chapel bustled with activity. In 1964, 513 services were conducted in the chapel. Attendance that year totaled 36,569, and there were 37 baptisms, 30 weddings and five funerals. According to Hwang, despite a society-wide

continued on next page

NAVAL BASE VENTURA COUNTY

continued from previous page

drop in church attendance, there is still a high demand for military religious service.

Pastor Robbins agrees with Hwang.

“We’ve seen a steady growth of attendance and volunteers with the core being NBVC family and children,” said Robbins.

The Point Mugu Chapel of Faith holds monthly Protestant

worship services every fourth-Sunday at 9:30 a.m. Thursday evening women’s bible study group, Saturday morning men’s bible study group and special seasonal services for Christmas and Easter. The Chapel is also available for baptisms, memorials, retirements, weddings, and funerals.



POINT MUGU HOLDS REMEMBRANCE CEREMONY FOR THE 22ND ANNIVERSARY OF 9/11



230910-N-BR551-2063 POINT MUGU, CALIF. (SEPT. 10, 2023) – CAPT. ROBERT “BARR” KIMNACH III, COMMANDING OFFICER, NAVAL BASE VENTURA COUNTY (NBVC), RENDERS A SALUTE FOR PARADING OF THE COLORS DURING 9/11 REMEMBRANCE CEREMONY SEPT. 10, 2023. NBVC IS A STRATEGICALLY LOCATED NAVAL INSTALLATION COMPOSED OF THREE OPERATING FACILITIES: POINT MUGU, PORT HUENEME AND SAN NICOLAS ISLAND. NBVC IS THE HOME OF THE PACIFIC SEABEES, WEST COAST E-2D HAWKEYES, 3 WARFARE CENTERS AND 80 TENANTS. (US NAVY PHOTO BY MASS COMMUNICATION SPECIALIST 1ST CLASS DAKOTA RAYBURN)

NAVAL BASE VENTURA COUNTY

NAVY SEABEES BUILD HOME FOR NATIVE AMERICANS IN NEED

GALLUP, N. M. (June 22, 2023) The paint is still drying on a brand new house completed by a group of Reserve-duty Seabees, who put the finishing touches today on a dwelling built for a family in need as part of a partnership with the Southwest Indian Foundation (SWIF), headquartered here.

The project was the latest success in an ongoing effort dubbed Operation Footprint by the Department of Defense’s Innovative Readiness Training (IRT) program, one of 12 ongoing construction-related IRT projects across the globe.

Various construction disciplines were exercised, from concrete to framing to plumbing and electrical – all skills with which military construction teams need real-world experience to succeed in their brand of warfighting, said Cmdr. Leia Guccione, commanding officer of Naval Mobile Construction Battalion (NMCB) 18, whose troops provided the bulk of the muscle needed to realize this latest accomplishment.

“There’s no substitute for experience in our line of work,” said Guccione. “You can’t learn how to build a house from a PowerPoint. You can’t learn how to build a bridge or a road or pour a pad from a PowerPoint. You’ve really gotta get out here, get your hands dirty, and do it.”

The IRT program was conceived in the early nineties to deliver unique training opportunities in support of military readiness while simultaneously serving a community benefit. This three month-long construction effort did exactly that, said Guccione.

“Currently, the NMCB 18 team has 135 folks who are downrange,” Guccione said. “One of the things they shared

with us is that, for several of them, having worked on the [Southwest Indian Foundation] project was some of the best training to get them ready for the mission they had ... It actually pays dividends.”

While its contemporary design wouldn’t look out of place in most neighborhoods, this particular light tan single-family unit was erected on a small hill overlooking the rolling desert landscape 15 miles east of Gallup on off-reservation land held in trust for the Navajo Nation.



The four-bed, two bath, rambler-style residence, called a hogan by some locals, was built to help alleviate the housing situation that was once described by former President Kelsey Begay of the Navajo Nation as 20,000 too few.

“The hard work the Reservists do is critical to meet our goal of building homes for homeless Navajo families,” said Jeremy Boucher, Southwest Indian Foundation’s

director of operations. “The Reservists’ presence in Gallup has had a positive effect on the whole community, and we are immensely grateful to be an IRT partner.”

The Seabees of NMCB 18 were joined during the final weeks of construction by 30 soldiers from the Nevada Army National Guard’s 240th Engineering Company out of Las Vegas, Nevada, who worked arm-in-arm with the Seabees to finish the four-bedroom house while constructing an additional home for later delivery inside SWIF’s Gallup Manufacturing Facility. Technicians and volunteers with the Southwest Indian Foundation provided additional assistance as needed.

“To come out here and do this project with SWIF and the

continued on next page

NAVAL BASE VENTURA COUNTY

continued from previous page

Navy Seabees, it's been an outstanding operation," said 1st Lt. Gabriel Brillanates, the 240th Engineering Company's platoon leader.

"It's been a great opportunity for us to both showcase our strengths and recognize areas for improvement," he said.

Navy Capt. Marc F. Williams, Commodore of FIRST Naval Construction Regiment based on Naval Base Ventura County in Port Hueneme, California, visited the construction site on June 15 to assess the quality of training obtained and explore avenues to refine future in-field training opportunities to maximize their efficacy.

"From a real-world standpoint, you can go to every class in the world ... But until you're on a job site where you can learn how to adapt and overcome while exercising your skills in a joint environment with actual stakes on the line,

no classroom can compare," said Williams.

"For the Seabees, for the Army, and for our community partners, this is truly a win-win-win," he said.

The inter-service IRT program is a charitable effort and training opportunity that since 1998 has helped the Southwest Indian Foundation build and deliver more than 200 homes to disadvantaged families, all in support of the Southwest Indian Foundation's efforts to improve the lives of people representing the Navajo, Zuni, Hopi, Laguna, Acoma, and Apache tribes.

The Department of Defense's IRT website accepts applications from potential community partners for training opportunities in support of military training goals that align with various medical, civil engineering, cyber security, transportation, and aerial spray missions.



BELLS ACROSS AMERICA



PORT HUENEME, CALIF. (SEPT. 21, 2023) - SAILORS ASSIGNED TO NAVAL BASE VENTURA COUNTY (NBVC) PARTICIPATE IN A BELLS ACROSS AMERICA CEREMONY TO HONOR THOSE WHO DIED WHILE ON ACTIVE DUTY DURING THE PAST 12-MONTHS. THIS MEMORIAL EVENT IS A WAY FOR THE MILITARY COMMUNITY TO HONOR AND REMEMBER THE SACRIFICE OF FALLEN SERVICE MEMBERS AND THE LOVED ONES THEY LEFT BEHIND. NBVC IS A STRATEGICALLY LOCATED NAVAL INSTALLATION COMPOSED OF THREE OPERATING FACILITIES: POINT MUGU, PORT HUENEME AND SAN NICOLAS ISLAND. NBVC IS THE HOME OF THE PACIFIC SEABEES, WEST COAST E-2D HAWKEYES, 3 WARFARE CENTERS AND 80 TENANTS. (U.S. NAVY PHOTO BY LT.J.G. DREW VERBIS)

NAVAL SURFACE WARFARE CENTER PHD

WHITE SANDS DETACHMENT BROADENS REACH TO KEEP PACE WITH NAVY’S WEAPONS TESTING NEEDS PART ONE OF THREE



WHITE SANDS DETACHMENT PERSONNEL AND NAVAL SURFACE WARFARE CENTER, PORT HUENEME DIVISION LEADERS GATHER OUTSIDE OF THE DETACHMENT’S HEADQUARTERS AT WHITE SANDS MISSILE RANGE IN NEW MEXICO ON MAY 24. THE WHITE SANDS TEAM SPECIALIZES IN TESTING NAVAL WEAPONS AND LAUNCHING ROCKETS FOR SCIENTIFIC RESEARCH. (U.S. NAVY PHOTO BY ERIC PARSONS/RELEASED)

By Tom McMahon, NSWC PHD Public Affairs

The White Sands Detachment of Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD) is branching out — far beyond the desert of New Mexico.

From linking up with ranges in other states for long-distance missile tests to launching sounding rockets for allies overseas, the Navy team based at White Sands Missile Range has been broadening its reach around the globe in recent years.

Thanks to their expertise in testing naval weapons, building targets that mimic real-world threats and launching rockets for scientific research, White Sands personnel often work in far-flung locales — the rugged Hebrides archipelago in Scotland, the deep blue waters off the western coast of Kauai, and a French military site on the Bay of Biscay, to name a few.

Even with the uptick in remote work, White Sands

Detachment maintains a busy slate of high-flying activities at its home on the range in southern New Mexico. The detachment’s headquarters sits at the foot of the Organ Mountains — whose soaring spires resemble the pipes of a cathedral organ.

Officer in Charge Cmdr. Adrian Laney said that the workforce of more than 100 civilians, two dozen sailors and 50 seated contractors brings a unique set of skills that tie in neatly with NSWC PHD’s mission to deliver capability to the warfighter.

“We have world-class experts in live-fire Test and Evaluation (T&E), logistics, rocket science and contracting, just to name a few,” Laney said.



NAVFAC EXWC

WHITE SANDS TEAM TAPS ROCKET EXPERTISE TO BUILD BALLISTIC TARGETS, HYPERSONIC TEST BEDS PART TWO OF THREE



NAVAL SURFACE WARFARE CENTER, PORT HUENEME DIVISION (NSWC PHD) WHITE SANDS DETACHMENT LAUNCH TEAM MEMBERS GATHER WITH SENIOR LEADERS DURING PACIFIC DRAGON 2022 AT PACIFIC MISSILE RANGE FACILITY BARKING SANDS IN KAUAI ON AUG. 10, 2022. AT CENTER IS CMDR. ADRIAN LANEY, OFFICER IN CHARGE OF WHITE SANDS DETACHMENT. TO THE LEFT OF LANEY IS PAUL MANN, FORMER NSWC PHD TECHNICAL DIRECTOR AND NOW A PROGRAM EXECUTIVE AT THE MISSILE DEFENSE AGENCY. BEHIND THEM IS A TARGET THAT WHITE SANDS PERSONNEL BUILT AND LATER LAUNCHED FOR THE PACIFIC DRAGON EXERCISE. (PHOTO COURTESY OF PACIFIC MISSILE RANGE FACILITY)

By Tom McMahon, NSWC PHD Public Affairs

When White Sands personnel fire sounding rockets high above the desert, they are propelling scientific research in space while also supporting the Navy fleet at sea.

The Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD) detachment in southern New Mexico carries on a long legacy of launching sounding rockets for NASA and academic researchers. Along the way, the decades-old program established a unique expertise that has boosted naval firepower by enabling the White Sands team to develop ballistic targets and hypersonic delivery systems to test new weapons — all with a focus on affordability.

“The NASA sounding rockets dovetailed very well into building threat-representative ballistic missile targets,” said Cmdr. Adrian Laney, officer in charge of White Sands Detachment.

Building and blasting off sounding rockets is the longest-

running mission for White Sands Detachment. The program grew out of the Navy’s work with V-2 rockets that the U.S. captured from Germany at the end of World War II and brought to White Sands Missile Range.

“That’s where our flight heritage and our partnership with NASA come from,” said Abie Parra, White Sands Detachment site director and W Department manager. “Both of our mission statements are similar: fly the best possible vehicles that we can, as cheaply as we possibly can, and put as many experiments up there as possible.”

Today, White Sands Detachment’s suborbital vehicles division spearheads the sounding rockets and their offshoots — targets that mimic real-world threats.



NAVFAC EXWC

U.S. NAVY RECOVERS LOST NOAA OCEAN SOUND MONITORING BUOY FROM SEABED

PART THREE OF THREE



NAVAL SURFACE WARFARE CENTER, PORT HUENEME DIVISION'S WHITE SANDS DETACHMENT HEADQUARTERS SITS AT THE FOOT OF THE ORGAN MOUNTAINS AT WHITE SAND MISSILE RANGE IN SOUTHERN NEW MEXICO. THE ROOTS OF THE "DESERT NAVY," AS THE SIGN CALLS IT, REACH BACK TO WHEN THE NAVY STOOD UP A PRESENCE AT WHITE SANDS IN 1946, SHORTLY AFTER THE ARMY ESTABLISHED THE RANGE. (U.S. NAVY PHOTO BY ERIC PARSONS/RELEASED)

By Tom McMahon, NSWC PHD Public Affairs

White Sands Detachment's roots run deep in southern New Mexico, but the detachment has begun planting seeds in the surrounding communities to keep its fleet support mission thriving in the high desert.

Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD)'s White Sands team abounds with seasoned scientists, engineers and other personnel who are natives of the region — a corner of the Land of Enchantment state that is rich in natural beauty and compelling history. As those veteran teammates are nearing the end of their careers, the detachment is ramping up efforts to build its future workforce by partnering with local schools and promoting its sounding rocket launches to the public.

The detachment is also nurturing another key connection with the community — its partnerships with the ranchers whose land surrounds White Sands Missile Range, and

whose cooperation is critical for far-reaching missile tests. "Our relationships with the local community are extremely important — they are key to our success," said Abie Parra, White Sands Detachment site director.

White Sands leaders point to their personnel's shared passion for bolstering the nation's firepower as they test and evaluate weapons for the Navy and other branches of the Department of Defense.

"We're supporting the fleet and really making a difference in the security of the country," said Lynn Erwin, surface weapons division manager.



NAVAL SURFACE WARFARE CENTER PHD

ROBOTS DEMONSTRATE SHIP MAINTENANCE CAPABILITIES FOR ANTX-CT



FROM LEFT: AROBOTICS CO. MACHINIST MIKE BONDRA AND CHIEF EXECUTIVE OFFICER AKAASH KANCHARLA WATCH THE WHEELED NDTEST-R ROBOT EXTEND ITS ARM TO THE UPPER LEVELS OF A STRUCTURE AT NSWC PHD'S UNDERWAY REPLENISHMENT TEST SITE ON SEPT. 11 AS PART OF THE 2023 COASTAL TRIDENT SERIES ADVANCED NAVAL TECHNOLOGY EXERCISES. (U.S. NAVY PHOTO BY ERIC PARSONS/RELEASED)

By Gabrielle DellaRipa, NSWC PHD Public Affairs

White Sands Detachment's roots run deep in southern New Mexico, but the detachment has begun planting seeds in the surrounding communities to keep its fleet support mission thriving in the high desert.

Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD)'s White Sands team abounds with seasoned scientists, engineers and other personnel who are natives of the region — a corner of the Land of Enchantment state that is rich in natural beauty and compelling history. As those veteran teammates are nearing the end of their careers, the detachment is ramping up efforts to build its future workforce by partnering with local schools and promoting its sounding rocket launches to the public.

The detachment is also nurturing another key connection with the community — its partnerships with the ranchers whose land surrounds White Sands Missile Range, and

whose cooperation is critical for far-reaching missile tests. “Our relationships with the local community are extremely important — they are key to our success,” said Abie Parra, White Sands Detachment site director.

White Sands leaders point to their personnel's shared passion for bolstering the nation's firepower as they test and evaluate weapons for the Navy and other branches of the Department of Defense.

“We're supporting the fleet and really making a difference in the security of the country,” said Lynn Erwin, surface weapons division manager.



NAVAL SURFACE WARFARE CENTER PHD

PRE-ENGINEERING PROGRAM PREPARES STUDENTS FOR STEM CAREERS



FROM LEFT IN BACKGROUND: NSWC PHD TECHNICAL DIRECTOR JEFF KOE AND SCIENCE, TECHNOLOGY, ENGINEERING AND MATHEMATICS COORDINATOR RAMON FLORES WELCOME NEW STUDENTS TO THE FALL 2023 PRE-ENGINEERING PROGRAM KICKOFF EVENT AT FATHOMWERX LAB IN THE PORT OF HUENEME ON SEPT. 26. (U.S. NAVY PHOTO BY ERIC PARSONS/RELEASED)

By TJ Barnholtz, NSWC PHD Public Affairs

This fall, NSWC PHD will give 34 local high school students hands-on engineering experience and team-building opportunities through the Fall 2023 Pre-Engineering Program (PEP) — a pre-exploration program intended to introduce students interested in science, technology, engineering and math (STEM) to different fields of engineering in the Navy.

“My hope is that you learn about what we do in the Navy,” Ramon Flores, NSWC PHD science, technology, engineering and math (STEM) coordinator, said during the opening remarks for the Fall 2023 PEP Kickoff event on Sept. 26 at Fathomwerx Lab in the Port of Hueneme. “This program is where your engineering career starts.”

During the selective 12-week PEP, sophomore and junior high school students from 12 schools in the Ventura Unified School District, Santa Paula Unified School District and Oxnard Union High School District engage in team-building STEM activities and receive mentorship and weekly lessons in different areas of engineering from some

of NSWC PHD’s best engineers.

As a valuable learning experience and resume-building opportunity, the program helps students get into college and secure internships, so the students chosen to participate in this exclusive program should feel honored, Technical Director Jeff Koe explained during his remarks for the kickoff event. NSWC PHD accepted less than half of the applicants to participate in the Fall 2023 Pre-Engineering Program.

“Does anyone know what Top Gun is? A flight school. Who makes up that flight school? The best of the best pilots,” Koe said. “That’s who you are — the best of the best high school students who want to become familiar with engineering, mathematics and anything in the STEM world.”

NSWC PHD Self Defense Test Ship Systems Engineer Carlos Boisselier taught an introductory lesson on systems engineering to the students during the kickoff event to

continued on next page

NAVAL SURFACE WARFARE CENTER PHD

continued from previous page

prepare them for subsequent modules. Systems engineering outlines the importance of being aware of compliance requirements during design processes, Boisselier said.

“Understanding what the requirements are is key to any design because there are requirements for whatever you’re building,” Boisselier said. When producing missiles in future modules, the students will need to first outline the compliance requirements, Boisselier explained.

The Fall 2023 PEP event’s team-building activity, a competition that called for the teams to develop the most innovative design and requirements for a sea exploration robot, provided a hands-on learning opportunity for the students to fully grasp the concept of systems engineering.



JIM VALLAS HONORED FOR SHAPING ENGINEERING VISION, FUTURE LEADERS AT NAVAL SURFACE WARFARE CENTER, PORT HUENEME DIVISION



FROM LEFT: JIM VALLAS, A RETIRED ENGINEER AND LONGTIME LEADER OF NAVAL SURFACE WARFARE CENTER, PORT HUENEME DIVISION (NSWC PHD), WATCHES AS NSWC PHD COMMANDING OFFICER CAPT. TONY HOLMES AND TECHNICAL DIRECTOR JEFF KOE UNVEIL A BRONZE BUST HONORING VALLAS AT NSWC PHD HEADQUARTERS IN PORT HUENEME, CALIFORNIA, ON JULY 12. VALLAS JOINED NSWC PHD’S DISTINGUISHED ALUMNI IN THE CEREMONY, WHICH CAME DURING A WEEK OF CELEBRATING THE COMMAND’S 60TH ANNIVERSARY. (U.S. NAVY PHOTO BY ERIC PARSONS/RELEASED)

During his more than 40-year civilian career with Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD) in California, Jim Vallas was a driving force in building the command’s technical competencies and mentoring many of its future leaders.

For his guiding hand and pioneering vision that helped shape the command’s history, NSWC PHD inducted Vallas into its Distinguished Alumni in a ceremony filled with his family and former colleagues on July 12. The event at NSWC PHD came during a week of celebrating the command’s 60th anniversary.

“When it comes to the people here at this command, you cared about every single one — about where they were

going and what their future looked like,” NSWC PHD Commanding Officer Capt. Tony Holmes said to Vallas, with whom he worked closely during an earlier tour at the command. “So many people around the command would come to you for advice and guidance, and you never disappointed.”

Vallas is the 12th former leader to join the NSWC PHD Distinguished Alumni, each memorialized with a bronze bust on plaques that line the hallway in the command’s headquarters. Vallas, who saw his new bronze likeness revealed during the ceremony, joins such naval engineering luminaries as Rear Adm. Wayne Meyer — known as the “Father of Aegis” for his seminal role in integrated weapon

continued on next page

NAVAL SURFACE WARFARE CENTER PHD

continued from previous page

systems — and Roger “Ted” Rains — NSWC PHD’s longest-serving technical director.

Former colleagues describe Vallas as a first-rate engineer and charismatic leader who helped chart the station’s course and develop its technical workforce. His career trajectory corresponded with the command’s expansion from its early role supporting ship-launched missiles and into combat system engineering and other areas that became integral to NSWC PHD’s support of the Navy fleet.

“Jim was instrumental in setting the engineering vision of this command,” said Mike Horton, a longtime department manager at NSWC PHD. “He was very focused on processes

and our technical competencies that drove results.”

Vallas retired from NSWC PHD in 2014, but former colleagues said his legacy endures in the command’s foundation of engineering excellence that he helped build over four decades.



NAVAL ACADEMY MIDSHIPMEN CONNECT TO ENGINEERING COMMUNITY I WARFARE CENTER INTERNSHIP



FROM LEFT: U.S. NAVAL ACADEMY MIDSHIPMEN JOSH DOUGHTY, GUS REED AND RILEY HAUGEN GATHER WITH GREG DEVOGEL, CHIEF TECHNOLOGY OFFICER OF NAVAL SURFACE WARFARE CENTER, PORT HUENEME DIVISION (NSWC PHD), AT FATHOMWERX LAB AT THE PORT OF HUENEME IN CALIFORNIA IN JUNE. DEVOGEL GUIDED THE MIDSHIPMEN IN A ROBOTICS-RELATED ENGINEERING DESIGN PROJECT DURING THEIR INTERNSHIP WITH NSWC PHD. (U.S. NAVY PHOTO/RELEASED)

second-class midshipmen gained insights in the field by connecting with EDOs and civilian engineers, touring sites where they support the fleet and working on an engineering design project during a month-long internship with NSWC PHD in California in late May and June.

EDOs are naval officers with advanced degrees who provide technical and business leadership to the fleet in areas such as design, acquisition, construction, maintenance and modernization. With a total of around 800 EDOs across the Navy, the community is relatively small and attracts a small percentage of midshipmen at the Annapolis, Maryland-based Naval Academy.

By Tom McMahon, NSWC PHD Public Affairs

Three midshipmen from the U.S. Naval Academy recently took a deep dive into the world of engineering duty officers (EDOs) at Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD).

The annual internship at NSWC PHD aims to boost awareness of the outsize role of EDOs, who manage about 65% of the Navy’s budget, according to Lt. Zachary Braida, the command’s Fleet Readiness Portfolio Directorate officer.

As they prepare to chart their careers in the Navy, the

continued on next page

NAVAL SURFACE WARFARE CENTER PHD

continued from previous page

Engineering Experience

The three midshipmen who interned at NSWC PHD are rising juniors studying engineering disciplines at the Naval Academy.

John Doughty of Waldorf, Maryland, and Riley Haugen of Austin, Minnesota, are majoring in robotics and control engineering. Gus Reed of Montrose, Colorado, is majoring in electrical engineering. All three said they are considering the EDO career path.

The first stop in the midshipmen's summer internship was in San Diego, where Braida met up with them to tour ships and sites connected to the EDO community. Those included a Zumwalt-class destroyer, a littoral combat ship, NSWC PHD's Mission Module Readiness Center and Naval Information Warfare Center (NIWC) Pacific.

Up the coast at Naval Base Ventura County, Edmond led the midshipmen around key NSWC PHD assets, including the Self Defense Test Ship, the Underway Replenishment (UNREP) Test Site and the Surface Warfare Engineering Facility (SWEF) in Port Hueneme and the Directed Energy Systems Integration Laboratory (DESIL) at Point Mugu. They also visited the EDO School on the Port Hueneme section of the base.

For all three midshipmen, one of the tour highlights was DESIL, NSWC PHD's oceanfront facility for testing lasers, high-power microwave weapons, and intelligence, surveillance and reconnaissance systems in a maritime environment. The command recently installed its first directed energy system at DESIL, the Laser Weapon System Demonstrator, which the interns saw up close.

"It's cutting-edge technology, and everyone there is super knowledgeable and super excited about what they're working on," Reed said.

The midshipmen did their own engineering design work in a robotics-related project at NSWC PHD's Fathomwerx Lab at the Port of Hueneme. Greg DeVogel, the command's chief technology officer, guided the interns and explained how the Navy acquisition process supplies the fleet with new technology to support Sailors.

At the end of the internship, the midshipmen delivered a preliminary design review for their project, followed by a discussion with three major program managers from PEO

IWS: Capt. Jonathan Garcia, Capt. Sid Hodgson and Capt. Tim King.

For NSWC PHD, hosting the annual internship helps spread the word about how the command supports the fleet, from technical assistance for combat system issues to UNREP engineering and training.

"If the mids go to ships, they can spread the word about who NSWC PHD is and how we support the fleet," Braida said. "And if they're in higher positions later in their careers, they could be advocates for Port Hueneme Division and many of the other facilities and programs they were introduced to during their time here."



PORT OF HUENEME

GOING BANANAS AT THE PORT OF HUENEME'S 10TH ANNUAL PORT FESTIVAL

[Port Hueneme, CA] — Yellow banana wigs, boat rides, sounds of a tropical steel drum band and perfect late summer weather got the party started at the Port for the 10th Annual Banana Festival! Welcoming people inside the Port, Oxnard Harbor District President Jess Herrera stated, “The Banana Festival is a way for us to say thank you to our community partners and stakeholders. We are grateful for the wonderful partnership we have with all of you. This festival shows the interest level about the Port of Hueneme

famous boat tours of the harbor to get a behind the scenes look at Port operations. As the community explored, they learned that the Port is one of the nation’s top six automobile ports and a gateway to move the crops grown here in Ventura County to global trading partners. Of course, the banana was a big part of the show, being the Port’s largest import commodity. Tour attendees also learned that the Port is the Greenest Port in the USA.



PORT LEADERSHIP, PARTNERS, AND CUSTOMERS ON STAGE

is at an all-time high and we can’t wait to celebrate your local Port with you today! The reason we exist is for you- to improve your lives.”

Eager festivalgoers were excited to take part in the Port’s



WATERSIDE TOURS



ELECTRIC VEHICLE AT BANANA FESTIVAL

In fact, attendees had the opportunity to observe one of the



ZERO EMISSION TRUCK AT BANANA FESTIVAL

most advanced zero emissions Heavy Duty trucks in the world. Attendees were able to explore and learn about the Kenworth truck, which is powered by a Toyota hydrogen fuel cell and, when driven, only emits water vapor! It is

continued on next page

PORT OF HUENEME

continued from previous page



PORT LAND TOURS

just one example of the kind of cutting edge zero emission technology that the Port is bringing more of to Ventura County!

“We congratulate our customers and stevedores for leading the way and investing in green technologies along with the Port of Hueneme. Together we are walking closer to our goal of being the first 0 emissions Port in the country.” said Vice President of the Board of Oxnard Harbor District.

The Port’s union labor partners were present at the Festival, showcasing their tradeswork with the Port of Hueneme. Last July, an unprecedented \$79.8 million was awarded to the Port of Hueneme for its strategic PACED (Port Action, Climate, and Environment Development) project. The project’s multiple components contribute significant benefits to the Port and our surrounding communities while sustaining supply chain fluidity, flexibility, and resilience, while ensuring continued operational excellence, sustaining, and creating new employment opportunities, improving air and water quality, mitigating the impacts of climate change, and promoting transportation equity and environmental progress. The labor projects for this historic funding will help support local jobs and fund the environmental leadership initiatives at the Port.

“The Port is a community partner, for generations we’ve been helping grow the economic opportunities for people with family sustaining jobs and I’m proud that we are now also leading the nation in environmental sustainability.” said Oxnard Harbor Commissioner Jess Ramirez.

Overview of 10th annual Banana Festival Attendees danced their way around the Festival celebrating the over 5 billion bananas that come through the Port of Hueneme each year, making it the banana capital of the West Coast. They were treated to free bananas from Dole, Chiquita and Del Monte Fresh, the Port’s largest banana importers and major sponsors of the event. Attendees were delighted with banana-inspired foods including banana taffy, deep fried banana fritters, banana-flavored popcorn, banana beignets, chocolate frozen bananas, banana funnel cake — and on the savory side, banana empanadas, banana lumpias and peanut butter banana melts from the grilled cheese truck! Banana pie eating contest “We are pleased to host the 10th annual Banana Festival to celebrate all of our from community, workforce, and customers; they make our port the economic engine that creates prosperity and an astounding \$2.4 billion economic impact.” said CEO & Port Director Kristin Decas.

About the Port of Hueneme The Port of Hueneme is one of the most productive and efficient commercial trade gateways for niche cargo on the West Coast. Five locally elected Port Commissioners govern the Port. The Port consistently ranks among the top 10 U.S. ports for automobiles and fresh produce. Port operations support the community by bringing \$2.2 billion in economic activity and creating 20,032 trade-related jobs. Trade through the Port of Hueneme generates more than \$173.2 million in direct and related state and local taxes, which fund vital community services. In 2017, the Port of Hueneme became the first port in California to become Green Marine certified and was voted the Greenest Port in the U.S. at the Green Shipping Summit.
www.portofh.org.



COMMUNITY COLLEGES PARTNER WITH NAVAL COMMAND

Things are buzzing at the Ventura County Community College District (VCCCD) and its three colleges, Moorpark College, Oxnard College, and Ventura College, with the intent of serving the Naval Base-Ventura College through career program innovations and business partnerships.

The Navy, being the largest employer in the area, plays a pivotal role in fortifying our workforce, so building relationships and honing programs to work with Naval Sea Systems Command (NAVSEA), Naval Air Systems Command (NAVAIR), and Naval Facilities Engineering Command (NAVFAC) are of high importance. This fall, VCCCD and Naval leadership are building upon our organizations' strong relationship and finding new ways for the Ventura County community colleges to partner with the Navy and establish a robust hiring pipeline.



As a veteran and a member of RDP, Dr. Rick MacLennan, Chancellor of the VCCCD, sees the opportunities available to the VCCCD and the Commands. He has experience building successful education and training pipelines for military commands in his work in the Northwest. Inspired by the April RDP meeting, Dr. MacLennan and Naval leadership began the work of developing the Naval Command and Community College Collaborative.

In an early September meeting of the Naval Command and Community College Collaborative, Human Resources representatives from NAVAIR, NAVSEA, and NAVFAC met with the three VCCCD colleges and district leadership to communicate the needs and core competencies of current and future Command recruitments and discuss the curriculum and academic pathways available at the community colleges. The VCCCD representatives were particularly inspired and invigorated by the vast array of civilian employment opportunities within multiple career paths in the Naval Commands. Through this meeting of discovery and collaboration, the members of the collaborative identified some noteworthy objectives to align the ongoing work of the colleges with the current and future recruitment needs of the Navy. Through this dynamic meeting of the minds, we uncovered areas of work that already overlap with the colleges and the Navy. For example, the Navy has opportunities for students

to work as interns that lead to on-the-job experience and career development. Additional opportunities are possible for mentors from the Navy to develop project-based learning activities, giving students real-world scenarios to solve for their program capstone projects with on-the-job mentorship from those currently working in the field.

Looking toward the future, guest speaker series possibilities create synergistic connections between students and the Navy, teaching students more about the day-to-day applications of their areas of study while boosting networking and recruitment efforts, introducing students to their potential future employer and the local career options available to them. Learning opportunities offered to college instructors, such as externships where faculty can shadow professionals in their work to learn the skills and expectations of various naval careers, also

helps shape curriculum to prepare students to meet the demands of their future work.

As the Naval Commands seek to develop their current civilian workforce, we look forward to establishing customized trainings through the VCCCD Contract Education program or Career Education academic pathways. These training courses offered on a wide variety of topics, from specialized technician advancement to leadership, help teams to continuously develop and upskill.

Through the Naval Command and Community College Collaborative, the Ventura County Community College District intends to continue enhancing student outcomes and deliver on our promises of preparing the workforce. In working alongside each other, we can bring our different viewpoints and experiences to meet a unified, mutually beneficial goal—building a robust pipeline for local community college students to find good-paying employment and serve their community and country well. Brenda Acomb Forbes (bacomforbes@vcccd.edu) is available to facilitate discussion and/or answer questions. Contact her at (805) 652-5514 or visit vcccd.edu/EWD to learn more about educational opportunities offered by the Ventura County Community College District.



PORT OF HUENEME

ANCHORED IN PREPAREDNESS: PORT OF HUENEME HOSTS MULTI-AGENCY EMERGENCY TRAININGS



FIRE HOSE BOX ON A VESSEL AT THE PORT OF HUENEME

The Port of Hueneme is working with local fire departments on various training exercises to better prepare for a variety of emergency situations.

This week, crews from Ventura County, Oxnard and



FIREFIGHTERS BOARDING THE OBERON VESSEL.

the Naval Base fire departments boarded the Wallenius

Wilhelmsen (WW) car carrier vessel Oberon. This exercise is part of the ongoing effort to enhance awareness of Port and maritime operations to the local fire departments. The Oberon training focused on how to respond to emergencies involving electric and lithium powered vehicles and infrastructure. More than 370,000 cars come in through the Port of Hueneme on approximately 300 car carrier vessels annually, which accounts for a major part of the Port's core



FIREFIGHTERS TRAINING AT PORT OF HUENEME WAREHOUSE

business as the top 6 auto port in the US.

This summer the departments trained in a warehouse that was set to be demolished. The on-dock facility provided the fire agencies a space for real time ventilation, firefighting and rescue drills. This joint effort allowed crews to train and practice skill sets in a rare, perhaps once in a career warehouse structure of this caliber. The training was made possible through the Port's Area Maritime Security Committee.

continued on next page

PORT OF HUENEME

continued from previous page

“When I learned the warehouse was set to be demolished, I saw the opportunity and proposed it to our fire partners in late 2022 at a regional stakeholder meeting,” said Port of Hueneme Operations Manager Mike Morrison. “Port leadership supported the idea and the opportunity gained

fireground operations on a commercial wharf terminal. This included using specialized ventilation and forcible entry equipment on a terminal building slated to be demolished. Such training keeps us prepared to respond to the next emergency and fortifies our ability to answer to the community’s diverse needs.”



FIREFIGHTERS REVIEWING THE OBERON’S LIFE SAVING PLAN

momentum in alignment with graduating fire academies and annual training requirements.”
 The fire departments’ key focus areas were ventilation of the commercial panelized roof, victim recovery, and door/window and interior structure removal.

Oxnard Fire Department Training Captain Nate LaRusso identified the commercial warehouse as a unique and very rare opportunity for training, and collaborated with Ventura County Battalion Chief Gene Fong to ensure all agencies throughout the county were able to participate in the training.

“This is a great example of the partnerships amongst community stakeholders and our continuing collaboration with the Port of Hueneme,” said VCFD Battalion Chief Gene Fong. “All of our truck, engine, and rescue ambulance companies had the opportunity to train in

“Our local community is our top priority,” said Jess Herrera, Oxnard Harbor District Board President. “We are proud to be able to support our local fire departments with a training space so that they are better prepared to keep our community safe.” Firefighters reviewing the Oberon’s Life Saving Plan. The Port of Hueneme has MOUs and mutual aid agreements with outside agencies for emergency response. Having all agencies take part and come to the Port served multiple purposes including general Port familiarization, identifying obstacles, outlining response maps and improving tactics, all of which help in a swifter and safer response within the facility.



COUNTY OF VENTURA DEPT. OF AIRPORTS



COUNTY of VENTURA
Department of Airports

Chances are that when most Ventura County residents think of Camarillo and Oxnard

Airports, they think of current operations made up of mostly flight training, private jets, and businesses including Golden West Jet Center, Aspen Helicopters, Cloud Nine, Air 7, Sun Air, and the Waypoint Café... just to name a few.

Mixed in are likely memories of when Camarillo Airport was an Air Force base through the 1960s, or when Oxnard Airport's terminal was bustling with commercial travelers. There are likely even memories of the critical part Oxnard Airport played for the Army Air Corps and Navy during World War II.

What many arguably don't know is that the role of both airports extends well beyond traditional operations and into the realm of national non-profit organizations that focus on environmental conservation, life-changing flights to medical appointments, and animal rescue and sheltering – all made possible by locally based pilots who volunteer their time, fuel, and planes to conduct missions aimed at making a difference.

The Ventura County Department of Airports is working to highlight these unsung heroes through periodic short feature stories designed to not only put a spotlight on those who tirelessly serve the community but to also help educate the community about a portion of local aviation that is often overlooked. Here is a glimpse at just some of those stories.

LightHawk

Among the many hats that Barb Filkins wears (literally and figuratively) there is one that bears the image of the Channel Islands Fox. In 2020, just as the COVID-19 pandemic was worsening, the Oxnard Airport based pilot became a volunteer pilot for LightHawk, an aviation focused non-profit organization that operates nationally with the goal of contributing to nature conservation efforts.

"It was a new challenge," Filkins said. "And their mission is fitting for me."

For three years, Filkins has flown regular missions for LightHawk, a partner of the Nature Conservancy, conducting missions for the Channel Islands Fox count. She flies her Cessna 172 over each of the islands, with the exception of Anacapa Island where the foxes do not live.

Accompanied by scientists from the Nature Conservancy and California Institute of Environment Studies, Filkins'

flies at 3,500-4,500 feet above sea level as the scientists use the transmissions from the antenna attached to the plane to communicate with the collars worn by each of the endangered foxes. Those transmissions allow scientists to determine movement and overall activity levels of the fox population during each of the monthly missions.

Filkins will soon add to her LightHawk resume with missions for the California Condor count as part of a partnership with the Santa Barbara Zoo. She will use the same plane but a different antenna that will communicate with the tags that are glued to feathers of each condor.

"This will be a unique challenge," Filkins said. "You'd think it would be simple because we are looking for just five or six condors at a time. But they can fly up to 300 miles a day, making it difficult to find them. Our flight range will be from Ventura County to Yosemite."

Angel Flight West

Al Cossey, a Ventura County resident based at Camarillo Airport, is one of 348 active command pilots for the California-South Wing of Angel Flight West, a non-profit organization based out of Santa Monica Airport. Over the last 40 years, Angel Flight West has provided safe and accessible transportation to more than 20,000 individuals needing assistance to and from medical appointments and other destinations at no charge. The organization was originally established by volunteer pilots looking for a way to give back.

Initially recognized as the American Medical Support Flight Team, the organization merged with Angel Flight, a nationally based non-profit, and has completed 3,600 missions this year alone. This month, the organization will mark its 100,000th flight since its inception in the 1980s.

"There are 12 separate wings and of the 12 wings, the California-South Wing is the largest and most active," Cossey said. "We might be based in Southern California, but we will fly anywhere that is needed."

Made up of volunteer pilots, Angel Flight focuses its work on ambulatory patients with no other means of transportation to medical appointments, including surgeries, chemotherapy, burn care, and transplants. There are missions for children with severe burn scars headed to summer camps with other kids who have been through the same trauma. It's a place they feel safe, Cossey said. And there are missions with urgent blood donations. The scope of work is nearly endless.

"It was developed to fill a need," Cossey said. "All pilots are

continued on next page

COUNTY OF VENTURA DEPT. OF AIRPORTS

continued from previous page

volunteers who believe wholeheartedly in the purpose of every mission. The original founders credited the decision to not reimburse volunteer pilots for expenses as a major contributor to assuring that those joining the organization did it for the right reason – to serve.”

Cossey added that missions were initially based on requests from hospital administrators or medical professionals, a requirement that has changed over time. Individual patients may now request their own flights, but medical documentation is still required to verify the need. Once scheduled, a volunteer known as a “Ground Angel” picks the client up from their home to take them to their destination airport. A volunteer

“Command Pilot” then flies them to their requested airport where a second “Ground Angel” picks them up to take them to their appointment.

What happens when weather is a problem or pilots aren’t available? Angel Flight West has an established partnership with Alaskan and Southwest Airlines and tickets are available for those in need. Additionally, if a “Ground Angel” isn’t available, Angel Flight schedules and pays for ground transportation such as Uber or Lyft to and from the airport. Cossey flies a handful of missions monthly in his Cessna 182 and noted that “Many pilots fly repeated missions with the same patients and get to know them well. There is an established rapport, and when we receive updates on clients, including those who have passed, well, it hits us hard and reminds us why we’re there.”

He continued, “You’re saving lives – human lives. And I can’t think of anything more meaningful than that.”

Young Eagles

On any given day, in homes throughout Ventura County, there are school-aged children playing with paper airplanes and wooden gliders, interrupted only by the sound of a real plane flying overhead. A sound that takes them outside with their eyes to the sky as they watch a small general aviation plane, jet, helicopter, or military aircraft soar above their home.

They are young engineers and scientists.

They are kids with a dream.

In 1992 a national program was launched to help nurture those dreams and give them a way to take flight – literally and figuratively. To date, the Young Eagles program has flown more than 2.3 million kids ages 8-17 from throughout the country, all made possible by local organizations committed

to harboring the mission of Young Eagles – a mission focused on introducing and inspiring youth about the world of aviation.

Ventura County’s youth have access to this program thanks to the commitment of the Camarillo Airport EAA Chapter 723 and the Oxnard Airport EAA Chapter 1469. Together, the chapters offer regular Young Eagles events targeted specifically for kids who wouldn’t otherwise have access to flying in a plane, let alone learning the ins and outs of what it takes to be a pilot through simulation, remote controlled aircraft, educational presentations, and more.

The Oxnard chapter offers quarterly events with the next event slated for December 9th at Oxnard Airport. The Camarillo chapter, which has earned national recognition from the EAA, offers monthly events that also extend to Santa Paula Airport. At each event, participating youth have the opportunity to go on a flight with one of the more than 15 volunteer pilots between the two chapters.

Since December 2022, both chapters have collectively flown more than 500 youth with an educational component that extends beyond the flight alone and into the world of career building through engineering and the sciences. Both chapters also offer annual flight scholarships and academic scholarships aimed at primarily supporting students from Ventura County.

Other local non-profit organizations including the Commemorative Air Force, Civil Air Patrol, and the Ventura County Ninety-Nines have jumped at the chance to get involved. Barb Filkins, a volunteer pilot for Young Eagles and member of both the Camarillo and Oxnard EAA chapters as well as the Ventura County Ninety-Nines, responded to the impact of the program noting that the volunteer pilots often leave an event just as moved by the experience as the participants.

“They often come in shy and quiet,” she said of the kids. “Maybe even a bit scared. But they come out with enthusiasm and smiles. The pilots, I think, often leave with the same kind of smile.”

She continued, “The impact of the program is immeasurable. When you see a child who may not have thought about a career in aviation become inspired – to see it click – it’s phenomenal. That’s what Young Eagles does – it brings something that might seem unattainable directly to kids and makes it real.”



