

a similar problem unless economic conditions in the state improve.

In that case the board would be in the same position again, Rahill said — only without a reserve.

The next meeting of the Benicia Unified School District is tonight at 7 at the District Office Board Room (not City Hall), located at 350 East K St. The public is invited to attend.

## TIME

*Continued from Page A1*

Smoke alarms need to be tested monthly, Iverson said, so residents know that the devices are working properly and that the batteries haven't died.

"We recommend when you change your clocks, change your batteries," he said. Benicia Fire Station No. 11, 150 Military West, has both 9-volt and AA batteries available for residents, up to four per household. Iverson said most manufacturers recommend buying new fire alarms when the units are 10 years old.

Though some credit Benjamin Franklin as proposing Daylight Saving Time in a 1784 satirical letter that suggested it could reduce candle use, George Vernon Hudson of New Zealand formally presented the idea in 1895, saying it would give workers more opportunity to enjoy sunlight when their shifts ended.

The United States mandated Daylight Saving Time in 1918 and again in World War II, after which it gave states and communities the option of observing a daylight saving period.

In 1966, Congress passed the Uniform Time Act, which standardized Daylight Saving Time. The period was lengthened by the Energy Policy Act of 2005, with hopes of reducing oil consumption.

However, the U.S. Department of Transportation said energy use may drop by about 1 percent during a couple of months during Daylight Saving Time.

Because of Daylight Saving Time, 2 a.m. changes instantly to 3 a.m. Sunday, and those who forget to change their clocks risk running late that day. It ends at 2 a.m. Sunday, Nov. 6, when an extra hour is added.

the keel blocks. Any fish that are trapped in the docks are and freed; then the work break apart the ship.

The ship towed to M Tuesday presented its challenges. The SS President little room for mistakes.

Even using the largest dry dock on Mare Island, he knew the President would have about 4 feet of clearance on either side.

For a 20-million-pound cargo ship, that's not much wiggle room.

Tugboats that haul the Reserve Fleet ships from Suisun Bay to Vallejo help position the ships for their backward entry into the docks. Then the ships are eased into the docks, almost by hand.

Some of those hands belonged to the maritime academy cadets, who wrangled the old container ship into place using marine ropes, some of which are up to 6 inches in diameter.

"They said they needed some help," said Eric Deer, one of the cadets who helped bring in the ship.

Darius Rogers, Division 6 executive officer, said representatives from Anast's company "wanted to bring in the cadets to give us this opportunity."

The academy, part of the California state university system, gives cadets a variety of hands-on experiences, including two-month voyages aboard its training ship, the Golden Bear.

On those journeys, cadets studying marine transportation and engineering operate the ship, guided by licensed maritime professionals.

Those majoring in other fields also use the ship to learn about operations and maintenance.

But Tuesday's experience was

what Rogers said.

NO0221\_001602  
MARE ISLAND  
SSIC NO. 5090.3.A

In addition, employees from CDDS prepared the cadets for what to expect from the docking, giving them final instructions during a safety meeting that morning.

After all, those employees had brought in the Solon Turman, another Reserve Fleet freighter, on Feb. 3.

That ship was the first of the fleet's non-retention ships to be dismantled and recycled on the West Coast instead of in Texas or the East Coast, a coup for CDDS that was years in the making.

The Solon Turman was supposed to arrive Feb. 2, but it was delayed 24 hours by weather and paperwork.

On the day it finally came to Mare Island, the ship's placement into its final home went without a hitch, Anast said.

He was prepared for one of his biggest worries — that the stern line would pop. Backup ropes were on standby. But the rope held, to his relief.

The rope held for the President, too. Cadets carefully placed the excess line aside as it passed through the winch. They kept the heavy, eight-strand nylon line taut so it wouldn't tangle.

And despite the creaky sounds coming from the automated winch as the stern line dragged the ship into place, the cadets' mission was a success.

"Everything went as we planned," Rogers said. "There were no scares."

Instead, the motorist fled, speeding his car up to 60 mph on city streets with 35 mph limits until he crashed the Honda into a parked vehicle at the apartment complex, Daley said.

The man then abandoned his car and ran into his apartment in the West K Street complex, where he was captured, arrested and taken to jail, Daley said.

Bail for McHolder was set at \$24,500 on the combined charges, according to the booking records.



### NOTICE OF AVAILABILITY AND PUBLIC COMMENT PERIOD MUNITIONS NON-TIME-CRITICAL REMOVAL ACTION PRODUCTION MANUFACTURING AREA AND SOUTH SHORE AREA FORMER MARE ISLAND NAVAL SHIPYARD, VALLEJO, CALIFORNIA

The Department of the Navy, in coordination with state and federal environmental regulatory agencies, is announcing the public availability of the Engineering Evaluation Cost Analysis (EECA)/Interim Remedial Action Plan (IRAP) for the Munitions Non-Time-Critical Removal Action at the Production Manufacturing Area (PMA) and South Shore Area (SSA) located on the Former Mare Island Naval Shipyard (MINS) in Vallejo, California. Former MINS is located 25 miles northeast of San Francisco. The PMA and SSA are located at the southern end of former MINS. The sites were formerly used to manufacture and store munitions and munitions constituents. Previous munitions removals have been conducted at the sites since base closure in 1996. Possible remaining munitions and munitions constituents at the sites may pose a threat to human health and the environment. Surveys have been performed to detect metallic objects in the subsurface, which could represent potential munitions. The areas where the survey identified subsurface metal are called anomalies. The EECA/IRAP recommends excavation and removal of the anomalies in the areas most likely to contain potential munitions.

#### PUBLIC COMMENT PERIOD

The EECA/IRAP is available for public review, and the Navy will accept comments during the 30-day public comment period held from March 7, 2011 through April 4, 2011. Public comments submitted in writing must be postmarked or e-mailed no later than April 4, 2011. Please send all comments to the Navy Base Realignment and Closure, Environmental Coordinator, Ms. Janet Lear, 1455 Frazee Road, Suite 900, San Diego, California 92108-4310, (619) 532-0976, (619) 532-0780 (fax), or janet.lear@navy.mil.

#### FOR MORE INFORMATION

Copies of the EECA/IRAP and other site documents are available for review at the following public information repositories:

JFK Library  
550 Santa Clara Street  
Vallejo, California 94590  
Phone (707) 553-5568

Department of Toxic Substances Control  
700 Heinz Avenue  
Berkeley, California 94710  
Phone (510) 540-3800  
(by appointment only)

## CRASH

*Continued from Page A1*

with three misdemeanors: Hit and run with property damage, driving with a suspended license and obstructing a police officer.

Daley said the pursuit began about 9:40 p.m. Sunday near West Seventh Street and Lori Drive when police tried to pull over a Honda Civic that had no back license plate.