

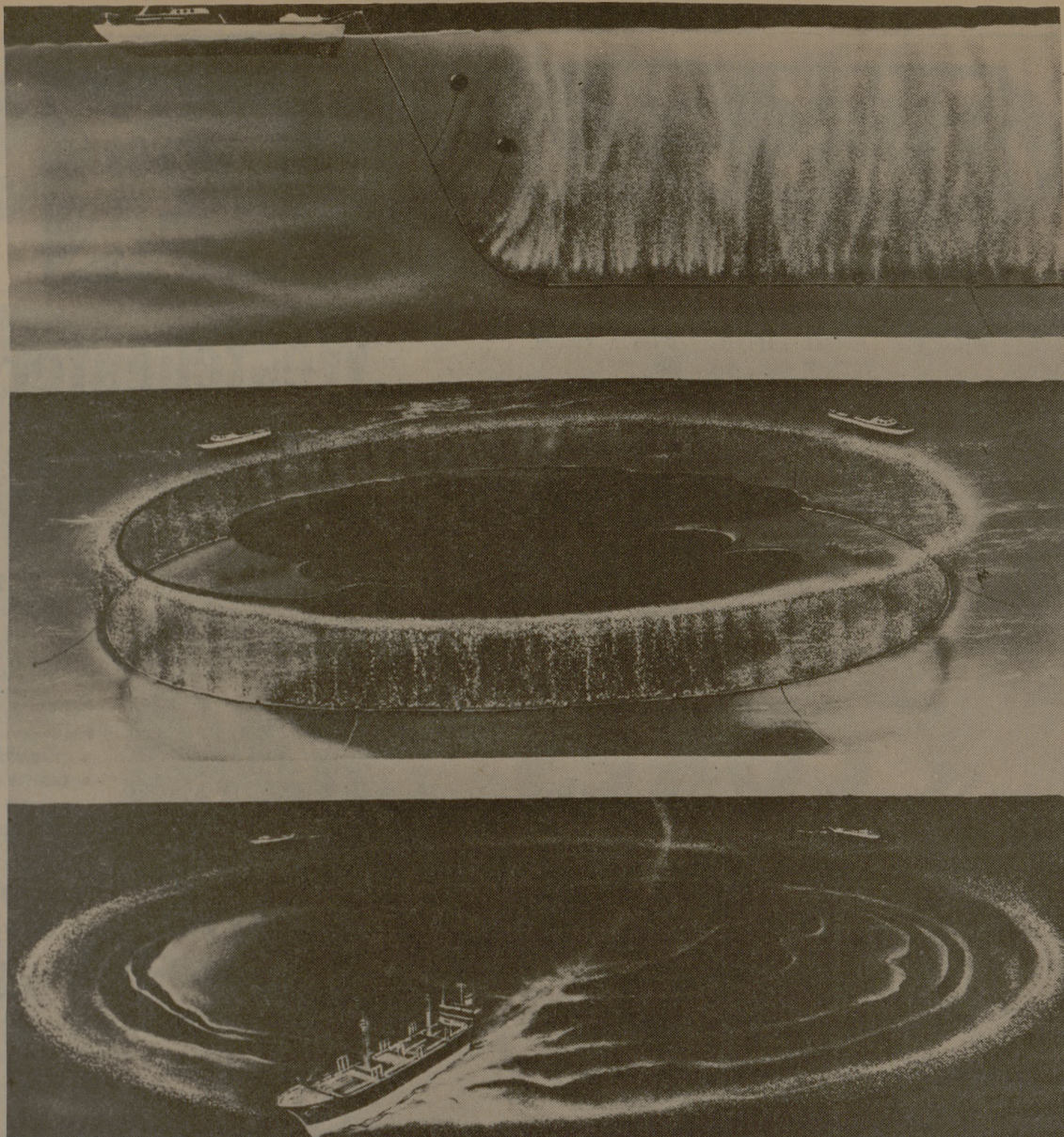
A&M receives financial award from institute

The Moody Foundation has awarded Texas A&M \$2,000 to support summer undergraduate and graduate study in marine sciences at the university's Marine Laboratory on Galveston Island.

Dr. Sammy M. Ray, laboratory director, said the financial assistance from the Galveston Foundation has helped boost enrollment to a record 60 students, including 26 graduate students. Dr. Ray said the Moody Foundation funds help provide \$250 stipends for 10 students during a six-week session of summer school. Nine of the awards were made for the first session.

Recipients are Tom Bonn, Sammy French, David McAden, Annie Stapleton and Robert Haro, all wildlife science majors; Larry McKinney, and Kevin Shaw, biology students; Steve Cashell, chemistry major at Kenyon College, Gambier, Ohio, and Dennis Selig, biology major at Louisiana State University.

The Moody Foundation, Dr. Ray noted, has provided support for numerous Texas A&M programs, including a \$1 million grant for Texas Maritime Academy facilities at the university's new Mitchell Campus on Galveston's Pelican Island. TMA also is part of the Moody Marine Institute.



Oil Spillage Containment—The top drawing shows an underwater view of air being released from a pipe to form the barrier. The second picture depicts the method in which the underwater system would circle and contain the oil. The bottom shot shows that a ship can cross the area with the system in operation.

Bubbles effectively contain spillages at sea

Bubbles forming an underwater air barrier can be used effectively to contain oil spillage at sea.

Such a concept has been demonstrated in wave tanks by A&M engineers in research conducted under a \$285,000 contract awarded by the U. S. Coast Guard to Wilson Industries, Inc., an oil-oriented firm based in Houston.

The pneumatic barrier is formed by passing compressed air through a submerged perforated pipe, explained Dr. John B. Herbich, head of the Coastal and Ocean Engineering Division of A&M's Civil Engineering Department.

While rising to the surface, the air bubbles cause a vertical current producing water circulation, Dr. Herbich added. Horizontal currents move away from the barrier near the surface, leaving the oil inside the circle or loop formed by the barrier.

The compressor which pumps

air into the pipes could be located aboard ship or placed on a floating platform above the barrier, the researcher noted. The pipes would be located approximately 25 feet below the surface.

Dr. Herbich said the pneumatic barrier offers two advantages over other proposed containment systems: Located below the surface, the significance of wave forces is reduced and ships can

cross the area while the system is in operation.

The pneumatic barrier can be installed permanently around offshore oil platforms but operated only when needed, Herbich noted.

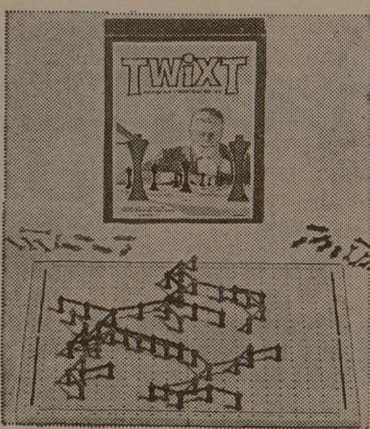
He emphasized the system also can be used in estuaries. It could be turned on during floodtide to prevent oil from penetrating into the area and turned off during ebb tide to permit oil or debris to float out.

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Billy Porter joins A&M track team

Assistant Track Coach Ted Nelson announced Monday the signing of Odessa College sprinter Billy Porter to a Texas A&M track scholarship.

Porter, from Dawson, Tex., was second in the national junior college meet 100-yard dash in 9.6 this year.

His all-time best times have been a 9.5 for the 100 and a 21.3 for the 220.

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Engineers making wrecks survivable

Running a car into a concrete wall will never be fun, but engineers at the Texas Transportation Institute hope to make such a mishap at least survivable.

The secret to success, the Texas A&M researchers believe, is soft cellular concrete which collapses during a crash, forming a "cushion" to protect the vehicle from the hard concrete of bridges and other rigid obstacles.

TTI has conducted three such tests and planning more under a program sponsored by the U. S. Bureau of Public Roads.

Dr. Don L. Ivey, TTI associate research engineer, said the cellular concrete is molded into forms which are technically called "impact attenuation devices." The devices are placed at danger spots, such as gores on freeways.

In earlier impact attenuation work sponsored by the Texas Highway Department, TTI developed a technique for banding together empty 55-gallon oil drums to slow vehicles crashing into stationary objects. Numerous such systems have been installed by THD in Houston and Dallas and have been credited with saving several lives.

Ivey explained the newer crash cushion is composed of a one-to-seven mixture of vermiculite concrete with hollow cardboard tubes spaced throughout to provide the necessary voids. The tubes measure 23 inches in diameter. Lightweight welded wire fabric is used as reinforcement for the concrete.

Composed of tiny accordion-like aggregate particles, the vermiculite concrete is a low-strength

material often used as insulation. "The lightweight cellular concrete crash cushion has proved to be extremely effective in decelerating a vehicle for the head-on crash condition," Ivey observed.

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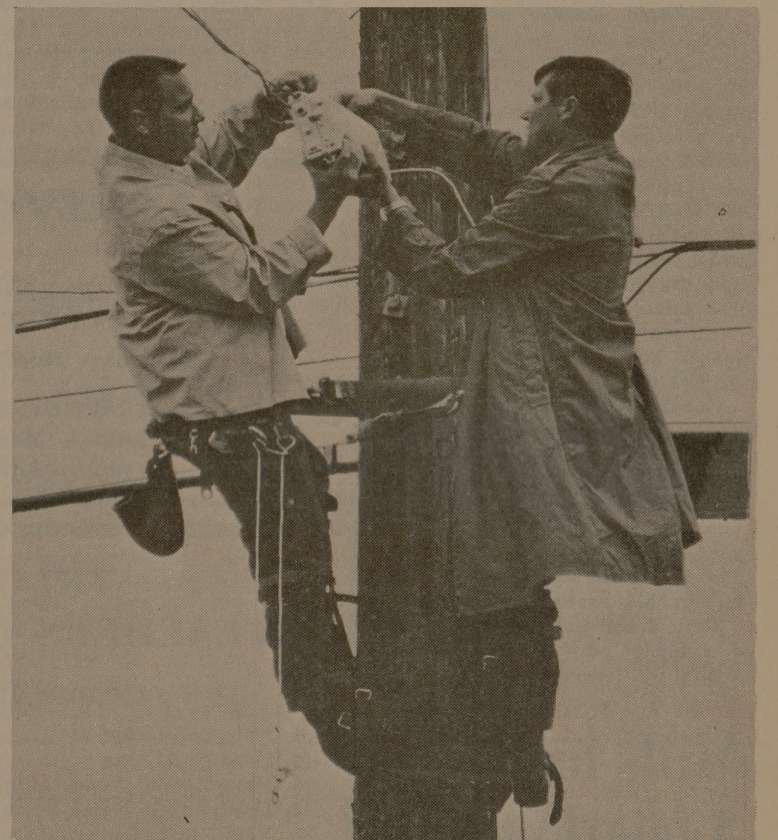
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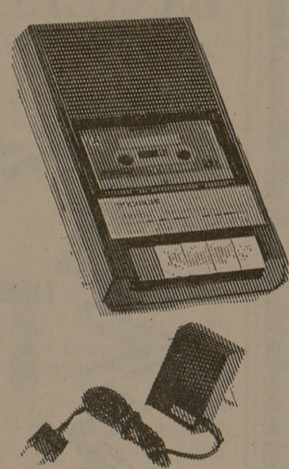
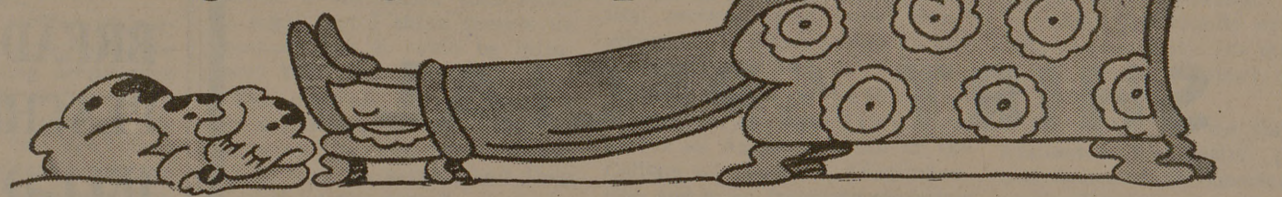
MIDWEST VIDEO'S NIGHT OWLS—Crews from Midwest Video work late to upgrade the 325-mile cable system serving all of the City of Bryan and the City of College Station. Major change-over to transistorized (solid state) equipment is made after midnight—to avoid interruption of service. Stars of this particular late, late show are Leroy Jakubik, chief engineer for Midwest (right) and Nathan Geick, chief of maintenance. (Adv.)



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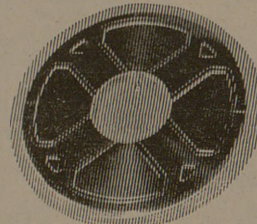
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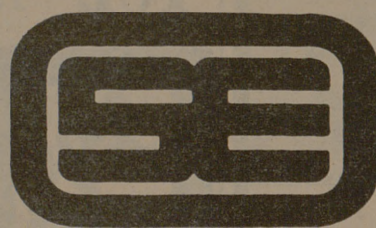
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