

Body sought on burned ship

United Press International
DEER PARK — Marine investigators Monday searched for a third victim in a charred supertanker.
A Chevron Shipping Co. official said it might be possible to save the ship.
The engine room and pump room are intact, and that's very encouraging," said William F. Schill, manager of Chevron's U.S. fleet.
Meanwhile, the Coast Guard has appointed a board of inquiry to investigate the cause of the blast. The board is expected to convene today.
No damage estimate was given to the Chevron Hawaii, which rested on the bottom of the shallow Houston Ship Channel at the Shell Oil Co. refinery. Apparently, lightning caused an explosion and fire Saturday which spread to a chemical storage tank, two docks and three barges.
Of the three persons missing, two have been found and one identified. The Harris County Medical Examiner's office in Houston said a body found Sunday was Daniel W. Beemer, 32, of Houston. Also missing were David E. Stout, 28, an employee of Raytheon Corp., who was working on the ship's radar with Beemer, and ship's crewman Don Wapler.
The tanker contained 50,000 barrels of heavy crude at the time of the explosion Saturday afternoon. It was not protruding into the main shipping lane, but oil leaking from it caused the Coast Guard to close the ship channel from the San Jacinto River to Greens Bayou.
Coast Guard Lt. Harry Lee said, "It was the worst fire I've seen."

Consol approves building use fees

By ROY BRAGG
Battalion Staff
The A&M Consolidated School Board Monday night approved a new schedule for use of district buildings.
The schedule is the guideline the district will use when charging extra-curricular and community organizations for use of school facilities.
The new fee schedule is 15 percent higher than last year's, according to Assistant Superintendent Donald Ney. The increase is needed to offset additional costs in utilities and maintenance.
There are three subschedules in the new system, one for school or school-approved organizations, one for non-profit organizations based in the A&M Consolidated School Dis-

trict, and another for non-profit organizations not based in the district.
The Chamber of Commerce, churches, or civic clubs are considered non-profit organizations.
School organizations like the pep squads or the various academic clubs are exempt from paying the fees.
Application for using district buildings requires the approval of Paul Cox, director of Community Education and the principal of the building involved.
Advance payment is required for all building uses, Cox said.
As of Monday, there were 3,508 students enrolled in the district. District officials had predicted an enrollment of 3,700 for this time, Superintendent Bruce Anderson said, adding he expected the figure to rise in the next two weeks.

Tourist receives unexpected help

United Press International
CHICAGO — Erica Schultz, a German tourist who speaks no English, lost her airline tickets on a Continental Air Transport bus at O'Hare International Airport and was ready to bail out of her planned tour of the United States.
But then she talked on the telephone to Ernie Voss, a man she had never met.
"She was going to cancel the trip and stay with some friends in Indiana," said Voss, a Continental employee, who dealt with Schultz because he speaks German.
"She wanted me to help her cancel everything. But I offered to help (finance the domestic flights). She was stunned by my offer," added Voss.
He said Miss Schultz told him Friday she had retired last week from her job with an electrical power company in Berlin and did not have the money to repurchase her lost tickets.



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Feds examining plastic gas tanks

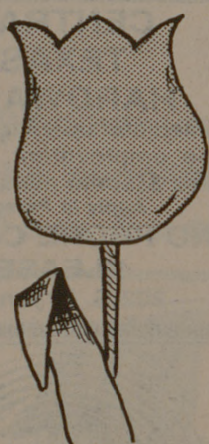
United Press International
WASHINGTON — The car of the future may have a plastic gas tank.
The government issued a notice recently saying it may write rules for gas tanks made of materials other than metal. The tanks would have to be impact- and fire-resistant.
Backers of the plastic tank say it is actually safer than current metal ones.
Opponents are mainly parking garage operators and a fire safety organization: the Institutional and Municipal Parking Congress and the Fire Marshals Association of North America.
The National Highway Traffic Safety Administration has published a notice in the Federal Register asking for public comment on the plastic tank concept.
Current safety rules do not specify what materials tanks can be made of but do require that all tanks meet certain crash test standards. No plastic tanks have been offered on cars in this country except as auxiliaries or spares.
Volkswagen introduced a plastic tank during the 1975 model year on the Passat, its European version of the Dasher. The company said the tank can hold more fuel because it can be bent into different shapes than metal tanks. A Volkswagen spokesman said tests showed the plastic tank "actually performs better in a crash test because the plastic will absorb more energy than the metal."
NHTSA's notice was prompted by a petition from Ford Motor Co. which, the agency says, is anticipating a large increase in the use of plastic tanks. Ford said it was time to address the plastic question now, and to specify what kinds of fire and crash standards such a tank would have to meet.

A Ford spokesman said such tanks could be molded into space "that might otherwise be wasted" and that they offer "excellent impact and puncture resistance."
He also said their lightness will help reduce the overall weight of the car and improve its gas mileage. This in turn would help manufacturers meet increasingly tight government fuel economy standards.
The questions being raised about plastic tanks center not on impact resistance, but on possible fire hazards.
"The greatest problem with non-metallics such as fiberglass or high density polyethylene is the fact that these materials will burn," NHTSA says. "In fact, most formulations of these materials will soften and melt prior to or upon ignition. At this point the contents of the gasoline tank would be spilled."
"In contrast, gasoline is often recovered in substantial quantities from metallic fuel tanks of vehicles that have been totally consumed by fire," the agency adds.
European rules require tanks to withstand a test involving exposure to external flames and heat for two minutes.
NHTSA says its primary concern is the possibility of a fire "holocaust" growing out of a small incidental fire in a densely occupied parking building. The "domino effect" could ignite many vehicles with non-metallic fuel tanks that could not withstand external exposure to fire.
"Also, there is concern that the proximity of heat sources such as catalytic converters or exhaust pipes could melt or deform plastic tanks, either directly or through conduction of other metal parts such as bolts or other straps," the agency added.

Proposed rules to protect kiddies from car crashes

United Press International
WASHINGTON — The government said Saturday it is starting a new campaign to warn parents their small children may become "flying missiles" in auto accidents unless protected by specially designed car seats and beds.
Joan Claybrook, head of the National Highway Traffic Safety Administration, said her agency's "kids 'n cars" safety effort is designed to make parents more aware of how vulnerable their children are in accidents.
"An unrestrained child in the front seat of a car is three times as likely to be killed or seriously injured in a crash as a properly restrained child in the rear seat," Claybrook said.
"Small children who are unrestrained in a crash literally become flying missiles."
Claybrook said some parents mistakenly think they can protect chil-

dren by holding them in cars when in reality, a child sitting on an adult lap is likely to be crushed by the adult in an accident.
She said children weighing less than 40 pounds should be put in specially designed car seats or beds and larger children should use regular seat belts.
In general, Claybrook said, children should ride in the back seat of cars, but never in the luggage compartment of hatchbacks.
Claybrook said her agency soon will issue a new federal rule requiring higher standards for infant car carriers, child harnesses and car beds.
Claybrook estimated that 670 children up to age 5 are killed in car accidents each year and another 1,160 die between ages 6 and 15. Safety experts believe half those deaths could be prevented if car seats and belts are used, she said.

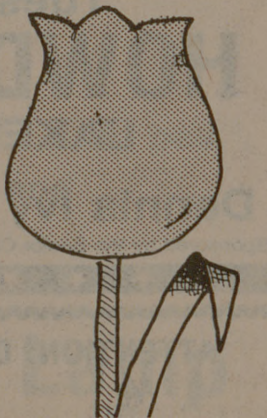


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.55	Round	AAA	1155
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.57	MQ	AA	950
.67	Heart	AA	700
.69	Oval	AA	975
.69	Oval	A+	750
.70	MQ	AA	1900
.75	Pear	AA	1450
.76	Oval	AAA	1850
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