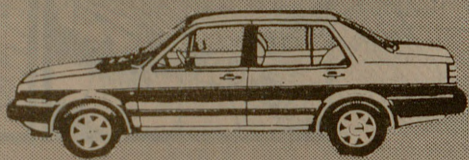


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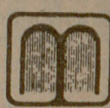
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## Nautical students search for 2 ships used by Columbus

By Audrey Cardenas  
Reporter

Gallega and Vizcaina are names from the past, but these two ships still are being sought by a group of Texas A&M nautical archaeology students.

The ships, which were a part of Columbus' original journey to the new world, were abandoned in 1502 by Columbus and his crew at St. Anne's Bay, located off Jamaica's northern coast.

"The two vessels are being sought after because no identifiable ship has been found from this time period," said Mark Meyers, an A&M anthropology graduate student.

The period from 1492-1522 is of particular interest to archaeologists because this was the period of exploration and discovery in which ships were sailing around India looking for trade in the New World, Meyers said.

"Columbus' ships were the first true ocean-going ships," Meyers said. "They were the first to make trans-Atlantic voyages, but there is zero archaeological evidence to show how these ships were built."

The drawings archaeologists have are crude, he said, because there was no science of drawing or any technical recordings at that point in history.

For four years, groups of A&M nautical archaeology students, led by Roger Smith, a field scientist for the Institute of Nautical Archaeology, have been searching St. Anne's Bay for the shipwrecks, but have had little success.

"They have found odds and ends, but nothing of much significance," said Karen Gardner, an A&M anthropology graduate.

One of the reasons for this is the

weathering of underwater land formation by river and ocean currents, she said. This weathering process has expanded the bay area by hundreds of feet, which has made surveying the area a difficult process, she said.

"The area now does not match up exactly with the way it was when Columbus was there," Gardner said. "For example, there is a swamp in part of the bay that used to not be there."

While searching for the location of the wrecks, the students used sub-bottom sonar, a technique which sends sonar pulses into sediment and records the sedimentary density, Meyers said. The more dense the area, the more likely there is something to be found, he said.

Also, core samples from the bay were taken to try to help reconstruct it to its formation of the days when Columbus sailed the area, Meyers said.

"The trouble with a lot of sites is that you never know what it looked like 500 years ago and there are no accurate maps. The techniques used now are really helpful," he said.

Unfortunately, the techniques were not enough to help the A&M students locate the ships.

"Any sort of bad heavy weather, like a hurricane, could have destroyed them," Meyers explained.

"It's surprising how many ships do last than those that don't, but it was really no surprise that we couldn't find the ships we were looking for," he said.

Although the St. Anne's Bay exploration proved disappointing, these students are seeking other shipwrecks in an attempt to learn more about ships from the exploration and discovery period.

## Anti-abortion signs cause B-CS conflict

By Patricia Lowry  
Reporter

Several anti-abortion signs have appeared around Bryan-College Station and have caused controversy between pro-life and pro-choice groups advocating their sides of the delicate abortion issue.

Six signs, 4 feet by 8 feet, were placed at various churches and businesses and read, "4,000 Americans died today, and yesterday and the day before and the day before; stop abortion."

Warren Grote, owner of B-CS Trophies in Bryan, has a sign in front of his store and said the idea to post the signs came about at a New Life in Christ Church meeting.

"I know I was supposed to do this — take a stand," Grote said. "I feel people should be aware that 4,000 people do actually die every day because of abortion."

Grote said he has not had many complaints about the sign, except from some members of the Texas A&M chapter of the National Organization for Women, who have threatened to picket his business because of the sign.

Dede Whitley, vice president of A&M's NOW chapter, confronted Grote about the sign.

"I wanted to find out who was behind the sign — if it was one source or several — and if the sign was placed there legally," Whitley said.

Dr. Wendy Stock, faculty adviser for NOW, said, "It is a gross distortion to equate these signs with a woman's right to determine her reproductive future."

"We find them an affront to women everywhere."

Rita Shea, a senior community health major from La Marque, agreed that the signs are offensive, but for a different reason.

"I think everyone has a right to his or her opinion, but I don't feel they should use their business to express their personal opinions," she said.

Grote said, "You express your opinion through your life, and my business is my life. Our life is supposed to be patterned after Christ and opinions should be expressed all the time."

"It would be hypocritical to portray my business life different from my personal life."

Grote said there has been some vandalism to the sign, but it hasn't been a big problem.

"We had a few eggs and beer bottles thrown at the sign, and a few weeks ago someone spray-painted it," he said.

Whitley said NOW is going to discuss the signs with some of the members of the New Life in Christ Church.

"If nothing can be worked out, we are not adverse to picketing the businesses where the signs are located," she said.

## Houston's Hobby airport has many near-collisions

HOUSTON (AP) — The number of near collisions between aircraft reported at Hobby Airport in the last four years was nearly nine times the number recorded at Intercontinental Airport, the *Houston Chronicle* reported Sunday.

In a copyright story, the *Chronicle* reported that Federal Aviation Administration records show that between Jan. 1, 1983 and the end of 1986, 17 near collisions occurred within 15 miles of Hobby. But only two were reported within 15 miles of Intercontinental, where there is, slightly more air traffic.

There have been two near misses reported this year, and both still are under investigation. The latest occurred last week when an American Airlines Boeing 727 pilot took evasive action to miss a small, twin-engine aircraft about seven miles southeast of Intercontinental, officials said.

According to the FAA, when a collision is avoided by chance rather than pilot action, the incident is classified "critical." Less than 100 feet separation would be considered critical.

A classification called "potential" is used when a pilot avoids a probable air collision and generally means

two aircraft came within 500 feet of one another.

There were 10 "critical" near collisions reported within 15 miles of Hobby and one within 15 miles of Intercontinental in the four-year period. Seven such incidents at Hobby were classified as "potential," and Intercontinental had only one.

Six near misses within 15 miles of Hobby were reported to the FAA last year, half of them critical.

Encounters at congested satellite airports like Hobby, where commercial airliners and private aircraft operate side by side, provoke concern in the aviation community.

"Hobby's crazy," said one Continental Airlines captain not identified by the *Chronicle*. "You've got bug smashers (light private aircraft), you've got helicopters buzzing around everywhere; you've got student pilots coming in and out. The place is just crazy."

But the FAA's top controller at Hobby, Curtis Jenkins, defended the traffic mix saying there was nothing unsafe about it.

"I don't consider the traffic a problem at Hobby — I consider it a challenge," he said. "Any time you have a transportation system of any kind in a big city like Houston, it's a challenge."

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