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A&M prof helps rebuild ancient ship

By Mary-Lynne Rice
 Staff Writer

About 2,300 years ago off the coast of Kyrenia, Cyprus, a ship loaded with a cargo of pottery, iron ingots, bolts of cloth, and food was attacked by pirates. To hide their crime, the pirates sank the ship, leaving it 30 meters below the surface of the water, its voyage incomplete — until now.

Raised from the bottom of the sea, the ship served as the model for Kyrenia II, a full-scale exact replica of the ancient vessel, which has since sailed to ports around the world, much as its predecessor might have on trading expeditions.

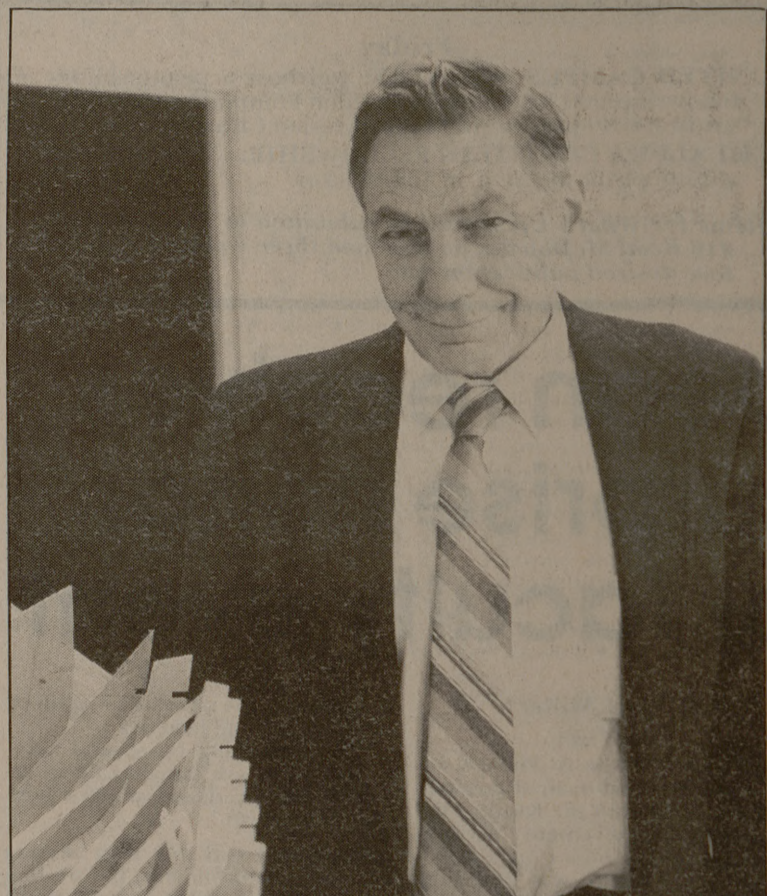
The excavation, reassembly and duplication of the ship were part of an extensive nautical archaeology project that lasted nearly two decades. A key contributor to the program was ship reconstructor J. Richard Steffy, associate professor of anthropology at Texas A&M for 11 years and nautical archaeologist.

Steffy joined the reconstruction team in 1971, four years after the ship was discovered by a sponge diver. He was part of a team of more than 100 archaeology and shipbuilding experts from 12 countries.

Excavation began in the summer of 1968 with the recovery of a pile of 80 jars and vases. Underneath the pottery were layers of silt and sand covering 400 more vases and what was left of the ship's hull. The remains of the ship were remarkably well-preserved considering its age, and Steffy said the team had 60 percent of the original hull to use as a model.

Kyrenia's ship has the most intact hull yet found from ships of the classical Greek period. Preservation conditions, he said, were ideal: the ship was rapidly covered with sediments that sealed it from oxygen and potentially damaging marine life.

Before the nearly 6,000 fragments of the ship could be brought to the surface, they had to be uncovered by gentle airlifting, a process Steffy described as a gigantic vacuum cleaner. As the pieces were brought to the surface, they were coated with polyethylene glycol to arrest deterioration that occurs upon contact with air.



J. Richard Steffy, nautical archaeologist

Photo by Jay Janner

From research models he constructed, Steffy reassembled the ship and designed the missing sections. The reconstruction was "a geometric process used to figure the shape of the hull out," he said. "It was essentially a combination of drafting, geometry and model-building."

The parts of the ship that did not survive the ages were re-created by studying the existing remains.

"You see tool marks and curvatures, and although it might not mean very much to the layman, we are trained to recognize features and how they fit the ship," Steffy said. "It's a matter of training and experience."

"It doesn't fit together like pieces of a jigsaw puzzle, because some of the edges are fragmented and other pieces are missing. You have to be able to place them in the context of the whole boat. It's a very slow, time-consuming process."

With models built, plans drafted, and the original ship reassembled, construction began on the replica, Kyrenia II. The shipbuilding crew duplicated as many of the original building processes as possible, including the occasional use of tools comparable to those that ancient Mediterranean shipwrights would have worked with. Although time and monetary considerations even-

tually necessitated the use of modern power tools, the actual building was completed in ancient style.

"The work was very laborious," Steffy said, "and it also a lot of material. But those were two things that were cheap to ancient Greeks. The ship was of good design for its day, and beautifully built."

In 1985, the building of the replica had reached the final step: waterproofing. The ship was and water seeped through the hull until the boat was filled. All water was pumped out, the hull had swelled, creating a tight seal. Kyrenia II was to sail.

Its first launching was in June 1985, and it has successfully sailed to ports around the world, including New York. Although Steffy has only sailed the ship once, he has studied another boat sailing along the coast of Kyrenia II.

Based on the success of the replica, Steffy said, "The ancient definitely knew what they were doing." Kyrenia II has weathered the everyday elements and a storm at sea.

"We hit a pretty hefty storm, a terrible gale," Steffy said. "We weren't sure how the ship would hold up, but it did very well."

Although the ship itself is Kyrenia team's main focus, archaeologists also have studied the facts recovered from the ship. The cargo and equipment also have been preserved and have clues to the dating of the ship and what occurred on board.

Seven bronze coins from Rhodes Island indicated the home port and its approximate date.

The remains of 10,000 items are evidence of both the crew and cargo. And four table settings, including plates, bowls, saucers, and spoons — tell the story of sailors presumably captured by pirates who lodged iron spikes in the ship's hull and sank it 2,300 years ago.

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Use of A&M symbol in campaign prompts change in regulations

By Sandra Curry
 Staff Writer

A regulation change prohibiting use of Texas A&M symbols by political candidates was prompted in part by the use of the Aggie "gig em" symbol last fall on campaign bumper stickers and T-shirts, an A&M administrator said.

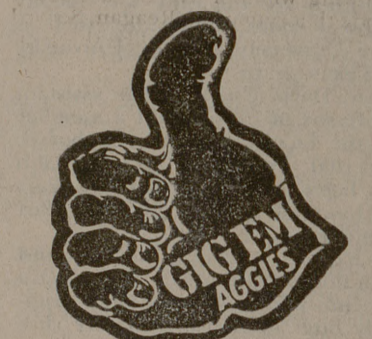
The item, one of a list of University Rules and Regulations changes approved by the Faculty Senate in April, specifically prohibits using any A&M insignia, symbol or identifying mark by political candidates for campaigns. It must be signed by President Frank Vandiver to become policy.

Barry Nelson, manager of administrative services, said the new regulation is not a new policy, but is intended to clarify existing policy.

"The University has always held that it cannot be put in a position of endorsing any candidacy or political party, and this proposition simply reiterates this position," Nelson said.

The proposal was partially prompted by the use of the "gig em" symbol in the political campaign materials of Rep. Joe Barton, R-Ennis.

Barton printed 3,000 bumper



stickers and 100 T-shirts with the logo. The use sparked concern among an A&M Democratic student group because the Barton campaign had not received permission to use the logo.

Barton encountered a similar problem at Texas Christian University by using the TCU horned frog in campaign material. In a *Houston Chronicle* article last fall, Barton's local campaign manager, Cathy Hay, said that until TCU officials contacted Barton, he was not aware that either universities' logos were being wrongfully used.

Bill Kibler, chairman of the rules and regulations committee, said Barton had implied that the University was endorsing his can-

didacy by using the A&M logo, and that this regulation will clarify the University's position and clear up any confusion caused by the lack of a specific policy.

If Vandiver approves the item, it will be printed in the rules and regulations book for the fall, Kibler said.

Chris Efrid, an A&M student and former president of Aggie Democrats, thinks the new policy will be a good idea. Efrid said that last summer Business Services denied a Democratic political candidate use of an A&M insignia on a fundraising letter.

"We were told at that time that there was a policy against the usage," Efrid said. When he saw the logo being used in Barton's campaign this fall, he again approached the University and was told that there was no current policy against the use.

"I really don't care if a candidate can use the insignia or not," Efrid said. "I just think that it should be put down either one way or the other."

Nelson said that not all insignia associated with the University are included in the proposed new regulation.

Airline loses \$100.7 million in first quarter

HOUSTON (AP) — Texas Corp. posted a \$100.7 million quarter loss Thursday that was blamed largely on money-losing People Express and the costs of buying it with two other airlines.

The loss amounted to \$2.99 a share, compared to a restated loss of \$11.2 million, or 66 cents per share, the company announced.

Texas Air reported revenue of \$2 billion and a consolidated operating profit of \$51.8 million.

The company's first-quarter report includes results of Continental Airlines, Eastern Air Lines and temOne Corp., all subsidiaries of Texas Air. Operations of New Air, People Express and Frontier Airlines, which were acquired by Texas Air last year, have merged into Continental.

Texas Air officials indicated that a substantial part of the \$100 million loss was related to People Express and the costs of integrating the operations of that carrier into Continental in February. People Express began to lose money late in 1986 and continued into the first quarter.

Those one-time costs, which covered the consolidation of York Air, included the expense and relocation of operations to Newark, N.J., employee training, and reconfiguration and marketing.


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