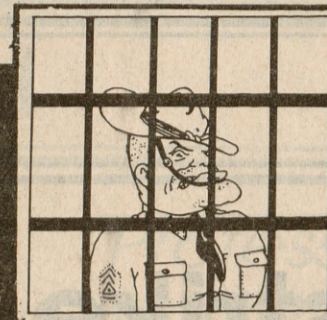


# Texas A&M The Battalion

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Inside At Ease  
Crime on campus

## Refugee boat sinks, sharks attack victims

SANTO DOMINGO, Dominican Republic (AP) — Doomed refugees from a sinking boat thrashed wildly in bloody water to fend off more than 40 frenzied sharks, but officials flying overhead could do nothing to save them, authorities said Wednesday.

Estimates of the number of people killed Tuesday when the overloaded boat sank ranged from 70 to more than 100. Thirteen bodies were found Wednesday.

Survivor Eddy Ventura said 168 Dominicans crowded onto the old 20-foot wooden boat about 4 a.m. Tuesday. They each paid \$300 to \$500 to be smuggled 100 miles across the shark-infested Mona Channel to Puerto Rico, the most prosperous U.S. commonwealth.

"Most of those who made the trip were women and hardly anyone knew how to swim," Ventura, 39, said. He said he floated 3½ miles to shore clutching an empty gasoline tank.

Eugenio Cabral, civil defense director of the Dominican Republic, said recovery operations would continue today, when bodies of victims who sank or were attacked by sharks probably would begin to surface.

"That takes about 48 hours," he said. "I expect that between today and tomorrow, bodies will begin appearing in large quantities."

By Wednesday afternoon, 32 peo-

ple had been rescued, said hospital officials in Nagua and Cabrera on the northeast coast of this Caribbean nation.

Cabral put the number of passengers at 100 to 150 and said about 30 people probably made it to shore but fled to avoid arrest.

"We would have . . . about 70 missing," he said. "I would not say there is no hope. I have faith that there are two or three (alive) in the Mona Channel. . . I insist that there are still people alive."

Luis Rolon Nevarez, civil defense director for Puerto Rico, was not so optimistic.

"I don't think we're going to find more survivors," he said Wednesday.

Cabral and Nevarez flew over the scene Tuesday. Cabral estimated the number of sharks at "more than 40."

"People signaled to us with their hands to please help them, but in our little plane we could do nothing," he said.

Nevarez said he saw several dozen bodies in the water, "some alive, others apparently dead, and sharks of 600 to 800 pounds with bodies in their mouths."

Lt. Gen. Antonio Imbert Barrera, the armed forces minister, said survivors told rescue officials several passengers started arguing with the boat's captain about the fare and the plank broke after a fight broke out.



Photo by Jonathan A. Poe

### Sully shine

Karl Beherendt, an accounting major, is polishing the statue of Lawrence Sullivan Ross (Sully) in front of the Academic Building.

Beherendt, a sophomore from Seguin, was passing by and happened to notice that Sully had lost his shine.

## Reagan encourages Bork in face of opposition

### Right-to-lifers to fight Higginbotham as high-court choice

WASHINGTON (AP) — President Reagan told Robert H. Bork on Wednesday, "I urge you to keep going" in the battle for a seat on the Supreme Court, despite rapidly growing opposition to Bork's nomination and speculation he might withdraw.

After a new spate of declarations of opposition, an Associated Press survey showed 48 senators saying they would vote to reject Bork and 51 saying they would vote for him. Fifty-one "no" votes would defeat confirmation. Eighteen senators, including nine Democrats and nine Republicans, have not publicly taken a stance.

In the Senate, ten Democrats declared their opposition: John Breaux of Louisiana, Richard Shelby of Alabama, Alan Dixon of Illinois, James Exon of Nebraska, W. V. Roth of Georgia, Lawton Chiles of Florida, Kent Conrad of North Dakota, James Sasser and presidential hopeful Albert Gore Jr. of Tennessee and Bob Graham of Florida.

Two Republican senators, Mark Hatfield of Oregon and David Durenberger of Minnesota, said they would support Bork.

Meanwhile, one of Bork's strongest supporters on the Judiciary Committee, Sen. Charles Grassley, R-Iowa, blamed lethargy by Reagan and White House officials for Bork's

confirmation difficulties, complaining, "While Ron and Nancy were riding horses in August, the opposition was mobilizing."

At the White House, Marlin Fitzwater, the president's spokesman, said there was no indication from Bork that he intended to withdraw, despite Tuesday's 9-5 rejection by the Senate Judiciary Committee and the growing list of senators publicly opposed to the confirmation.

"As far as we're concerned, he's in it," Fitzwater said.

our full resources to opposing Judge Higginbotham's confirmation," David N. O'Steen, the group's executive director, wrote Monday.

The 48-year-old judge, who sits on the 5th U.S. Circuit Court of Appeals in New Orleans, has been touted by Sen. Lloyd Bentsen, D-Texas, and Sen. Dennis DeConcini, D-Ariz., as the kind of jurist they could support wholeheartedly.

The Senate Judiciary Committee recommended against Bork's confirmation to the court Tuesday. Bork is awaiting the Senate's vote on his nomination.

Noting how easily the Senate con-

firmed conservative U.S. District Judge William Sessions of San Antonio as FBI director, some senators have suggested that a similar Southerner be placed on the high court.

But Higginbotham may not be as easily accepted.

"We believe that a number of pro-life senators would find themselves unable to support Judge Higginbotham," O'Steen continued. The letter suggests that the White House should select a nominee who reflects Bork's philosophy, not one who is acceptable to the special interest groups fighting Bork.

The abortion foes' opposition to

Higginbotham stems from a 1986 opinion he wrote striking down provisions of a Louisiana abortion statute. The opinion held unconstitutional a provision of the law requiring a doctor to "personally" inform any woman, within 24 hours of having an abortion, of her right to have the fetus cremated, buried or otherwise disposed.

In the opinion, Higginbotham called "unconstitutionally vague" a criminal provision of the law prohibiting any party from "experimenting" on an unborn child or a child born as a result of an abortion.

Asked whether Bork had asked that his name be withdrawn, the spokesman said, "Absolutely not."

Fitzwater quoted the president as telling Bork, "I urge you to keep going."

Later in the day, while presenting awards to minority enterprises in the Rose Garden, Reagan said, "I have no doubt that Judge Bork would be a widely respected force for justice and civil rights on our highest court."

today about one judge," referring to Kaufman.

Dole, in remarks on the Senate floor, said after one meeting with Bork on Wednesday, "He is obviously looking at all of his options."

The Republican leader said there are 10 or 12 undecided senators, "still enough to confirm the nomination."

However, Senate Democratic Leader Robert C. Byrd of West Virginia said at the Capitol, "It's becoming very clear that this nominee is not going anywhere but down."

He suggested the Republicans were hoping to force Democrats to go on record in a vote against Bork as a way of setting up a campaign issue in 1988 and 1990. But he said such a strategy might backfire, adding, "They should remember that there are some Republicans who have come out against this nominee."

A majority of Republicans who have taken public stances have announced support for Bork. Five GOP senators are opposing him so far.

Most Democrats are opposing Bork, generally arguing that his past positions and his testimony in confirmation hearings indicate his views are out of the judicial mainstream in such areas as women's rights, rights of privacy and freedom of speech.

## Crash spurs Air Force to inspect bombers

WASHINGTON (AP) — The Air Force Wednesday grounded its fleet of 68 new B-1B bombers for a brief inspection of the planes' crew ejection system following a recent crash in which only three of six crewmen on the aircraft were able to escape.

In a statement, the service's Strategic Air Command said "this precautionary inspection is an outgrowth of the Sept. 28 accident" at a training range in eastern Colorado.

The inspections will require only about two hours per plane and are beginning immediately, meaning the planes will be returned to service quickly, SAC officials said.

"The Strategic Air Command is performing a precautionary, one-time inspection of each B-1B aircraft's emergency escape system prior to the aircraft's next flight," the statement said. "Air Force maintenance personnel are performing the inspections . . . and each aircraft will be returned to flying status upon completion of the inspection."

The Associated Press reported last week that the Air Force, in in-

vestigating the crash, had begun trying to determine why only three of the six crewmen on the plane ejected from the crippled aircraft.

Sources said at the time the Air Force was concerned because based on initial reports, it appeared that at least four and possibly all six of the crewmen should have been able to bail out safely.

The three who ejected escaped with minor injuries, but the other three went down with the plane and were killed.

The issue is a particularly sensitive one for the Air Force because when a B-1B carries six men instead of its normal crew of four, two of them are always going to face a more difficult time escaping a damaged plane. The B-1B carries four ejection seats for the four primary crewmen; extra passengers have to bail out through hatches in the plane's belly.

The B-1B that crashed was carrying six men because it was on a training flight and instructors were on board.

## Spence Street to close permanently for new \$10 million construction site

By Janet Goode  
Staff Writer

Since the completion of Texas A&M's new Chemistry Building last spring, many students have been waiting anxiously for the infamously closed Spence Street to reopen.

Instead, the sounds of jackhammers and bulldozers have returned to A&M's campus — this time to make room for a \$10 million Aerospace Engineering and Computer Science Building.

"Regardless of whether the building was put in or not, the street would have been closed to reduce the traffic in inner-campus areas," Elmer E. Schneider Jr., chief of University Police, said.

Glen Williams, interim head of the computer science department, said the building is needed to accommodate the yearly enrollment increase in computer science.

He said both the aerospace engineering and computer science departments need additional research and laboratory facilities.

Walter E. Haisler, head of the aerospace engineering department,

said the department was being criticized by the accreditation agency for not having enough laboratories, and that enrollment in the department has increased 25 percent this year.

The computer science department temporarily is located in the Zachry Engineering Center and the aerospace engineering department is in the old Engineering Building.

Construction of the new building was approved in July by the Texas A&M Board of Regents and is projected for completion in January 1990.

Moffatt D. Adams, chief architect of A&M's facilities planning division, calls the building a "new, innovative concept in space-sharing."

Adams said 6,000 square feet of the building will be joint-use space between the two departments, so no classrooms will be left empty.

This arrangement is new to A&M, which often keeps one department per building, he said.

The \$10 million, plus money for furniture and other equipment, will come from the Available University Fund.

"This is a very reasonable price," Adams said. "If you divide the total 148,837 square feet into the cost of the construction, it only comes to \$65 per square foot."

Adams said during the construction of the building, a pedestrian walkway will remain open along Spence Street, between the site and the new Chemistry Building.

When the building is finished, he said, Spence Street will be transformed into a pedestrian "mall" area.

It will consist of patterned walkways, landscaped with benches and lights — much like the area between the Blocker Building and the Engineering-Physics Building, he said.

Schneider said limiting traffic through Spence Street will make it easier for students to travel by foot across campus.

Bob Wiatt, director of traffic and University Police, said the street was originally blocked off in 1985 because of construction on the Chemistry complex and the main reason the

street will remain closed is not for aesthetics, but for safety.

"For safety reasons, we never intended to re-open it," he said. "Our intention, even back then, was to keep it forevermore blocked off. We wanted to close that intersection off because it was being used as a speedway through campus."

Wiatt said construction in the area provided an opportunity to cut down on the vehicle traffic that made the street unsafe for pedestrians.

"We know it's inconvenient for people," he said, "but we cannot let our inner-campus streets be used as thoroughfares to get from point A to point B in the quickest way. With 50,000 people here in a congested area, I think it's just prudent that we do this."

Wesley E. Peel, vice chancellor of facilities planning and construction, agreed that A&M should strive for a more pedestrian-oriented campus, with less danger of traffic.

"I don't know how we've kept from killing kids up until now," Peel said.