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College of Engineering expects new curriculum for Fall 1996

Next year incoming engineering students will be required to take classes in engineering ethics. Current students will not be affected.

By Javier Hinojosa
THE BATTALION

Texas A&M's College of Engineering is expanding its courses in engineering ethics in light of new requirements from the Accreditation Board for Engineering and Technology.

Dr. Dan Turner, associate dean of the College of Engineering, said the board is requiring schools to offer curriculum in professional ethics.

The board has not yet informed A&M of how to integrate the course into the curriculum, Turner said, but engineering students may be required to take one to three courses of ethics.

A&M's class (Philosophy 482), which discusses problems in professional engineering ethics, currently counts as a humanities elective and is not a required part of the engineering curriculum. Any change in the curriculum will not go into effect until Fall 1996.

Preliminary steps, such as doubling class enrollment, will begin this fall to prepare for the future requirement.

Enrollment for the fall ethics class is at 250, up from 100 last spring.

Dr. Charles Harris, associate professor and assistant department head of philosophy and humanities, and Dr. Michael

neers should be licensed.

"There are professional engineers that have a license you don't need a license most types of engineering," Harris said.

Rabins said students are on the concepts and methods of ethical problems.

"Engineering students have to become sensitive to the

"Engineering students need to become sensitive to the issues and be able to recognize them."

— Dr. Michael Rabins
professor of mechanical engineering

Rabins, a professor in mechanical engineering, teach the class that began five years ago.

Harris said the classes reflect a real need in the professional engineering world.

"A lot of the professions are getting serious about training students so that they can recognize ethical and professional problems that come up and so that they have some resources for dealing with them," he said.

Some of the subjects discussed are conflicts of interest, honesty, managing risk and safety, product liability, the responsibilities of engineering societies and whether all engi-

neers and be able to use the information to their own advantage."

Turner said the College of Engineering's administration strongly encourages engineering students to sign up for the course and hope that by most engineering students would have taken the class.

"It is an excellent class," said Dr. Harris and Dr. Rabins have done a great job of organizing it.

"We are one of the leaders in engineering ethics and have been widely recognized. It is exciting to be in the forefront."

Ship graveyard discovered in Gulf of Mexico

GALVESTON (AP) — A wreck hunter said Tuesday was "99 percent" certain he found the long-lost wreckage of a Republic of Texas warship in what searchers described as a "graveyard of shipwrecks."

Best-selling author Clive Cussler, who hunts shipwrecks as a hobby, said between eight and 10 wooden ship hulls were found in the Gulf of Mexico about two miles from Galveston during an expedition early this month.

One of them is "almost certainly" the Invincible, the flagship of the first Texas navy, Cussler said. Scores of ships were believed to have run aground and sunk on old shoal, or sand bar, off Galveston before a jetty was built at the turn of the century. The exact location of the shoal long has been debated by historians.

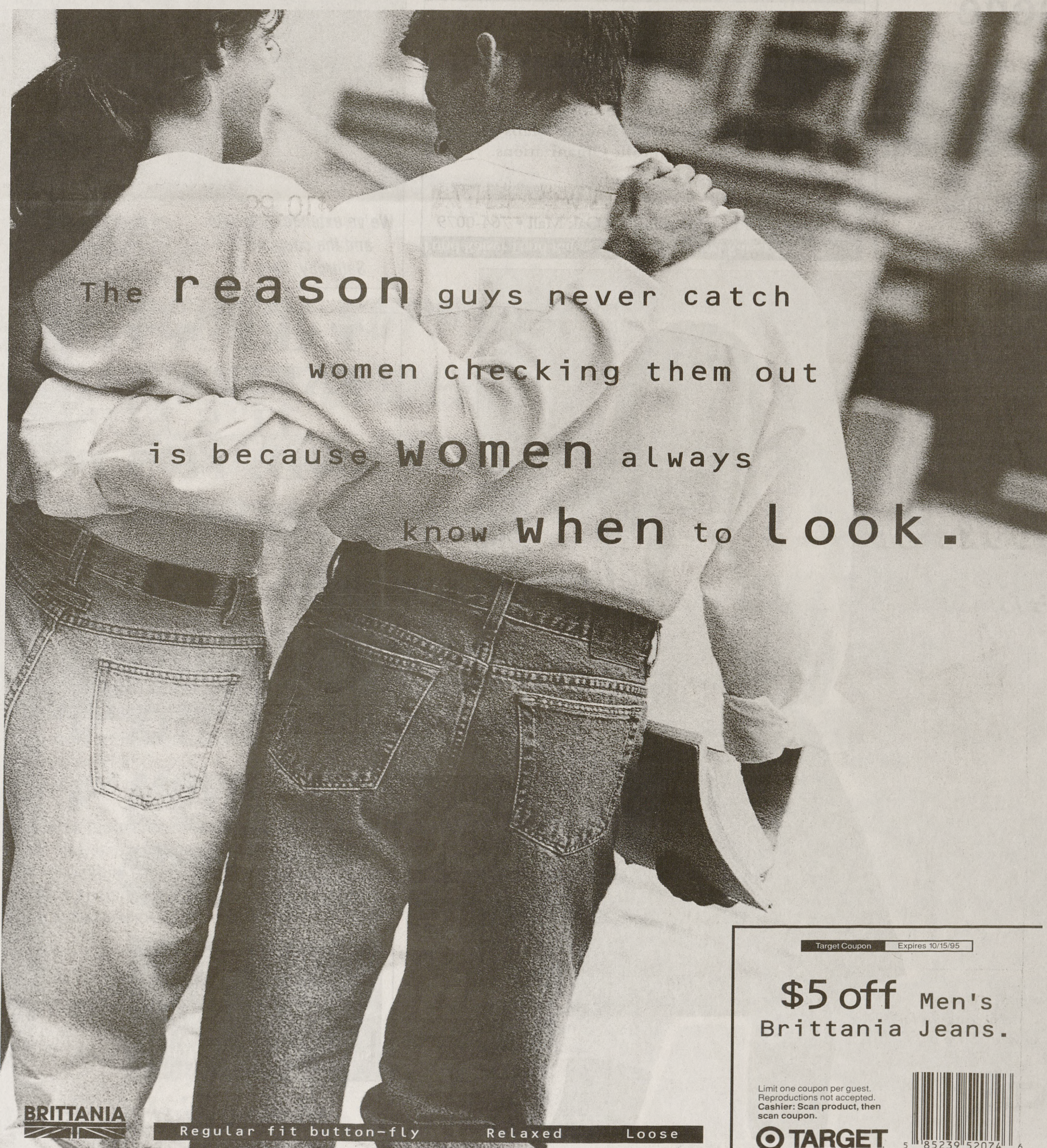
In 1837, a year after Texas won independence by defeating Mexican Gen. Antonio Lopez de Santa Anna at Jacinto, the Invincible played a pivotal role in preventing Mexican conquest.

After Santa Anna ordered a superior navy to blockade shipping routes between Galveston and New Orleans, the Invincible and a sister Texas ship called the Brutus were on a daring three-month offensive. Before it was over, the Invincible captured or destroyed a dozen Mexican vessels from Texas to the Yucatan.

The Invincible sank off Galveston on Aug. 28, 1837, after fighting off two enemy ships, ran aground on the shoal, according to historical accounts from those aboard. The crew was rescued before the schooner broke up and sank in a storm.

The speedy schooner was constructed at Baltimore in 1835 as a slave ship. According to Handbook of Texas, it was purchased for \$12,613 and refitted with a 9-pound swivel gun and six cannons before its commission in Texas.

Cussler said his non-profit National Underwater and Marine Agency, based in Austin, has hunted for the schooner since 1985.



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