

Corpse found in shark

GALVESTON, Tex. (UPI)—Shrimp boat captain Jimmy Ramsey's eyes widened at the sight of the 14-foot tiger shark thrashing against his nets. He had wanted the jawbones of such a creature as a souvenir for a long time.

But he didn't expect a human skeleton.

Ramsey and his crew netted the shark about 12 miles off Galveston Island. They lifted the struggling 400-pound shark onto the deck of the Cape Willie Wednesday and killed it.

"They laid this damn ol' shark down on the deck and cut the jawbones out and then lifted it to swing it overboard when the remains fell out," Galveston County medical investigator Toney Solano said yesterday.

"The captain saw the stuff spilling out. They swung it overboard and dropped it and when he turned back he recognized the human remains. He did lose some of the remains but what he kept was damn near a full skeleton."

Solano said a jawbone, part of the skull, a hand, an arm, and leg bones spilled out onto the boat's deck. Ramsey turned the body parts over to the Coast guard and Solano began the task of trying to find an identity.

"We did get a lot of help in that we recovered one of the jawbones containing a full set of teeth with extensive dental repairs and gold caps," Solano said. "This is going to help a whole heck of a lot."

Solano said the body may be that of a victim of a Gulf disaster such as the crash of a helicopter off Cameron, La., last week in which 11 oil rig workers and the pilot were killed.

He said they didn't have enough information to determine if the victim was alive or dead when eaten by the shark.

Covered bridge construction begins

By ANITA McKELVEY
Collegian Staff Writer

Visitors to Houserville's Spring Creek Park will soon find an added attraction — an authentic covered bridge now under construction in Sackett by civil engineering students.

Bruce Peterson, the project director, says he hopes the bridge will be completed before the end of May.

"More prefabrication work has to be done yet, and the stone facade on the abutments and walls also has to be completed," Peterson said. "We hope to put the truss out on the site within the next two weeks."

Four faculty advisers and more than 25 students worked on the project, Peterson said, noting that various factors had to be considered before actual construction began.

Groups studied structural design, hydraulics, and hydrology, soil analysis, foundation design and structural drawing and detailing before actual construction began, he said.

The structural design group included faculty adviser Ralph Mozingo, student George Wosny, and Peterson. The hydraulics group included Arthur Miller and Gert Aron, both advisers, and students Harry Zimm, Denny Milanovich, and Tony Papintoni. Mian Wang, adviser, and student Caesar Tagliati headed soil analysis. Student Mark

Patton and Mozingo were part of the structural drawings and detailing group.

Peterson said the structure is 38 feet long, 7 feet wide and between 10 to 12 feet high.

The structural beams are oak, the siding is poplar and the roof shingles are white pine. "These materials were selected for their good weathering characteristics," he said.

Approximately 20 cubic yards of poured concrete were used for the abutments and walls, he added.

Various types of weight loads were considered in the bridge design, according to Peterson. The bridge can support a "live" load of 100 pounds per square foot, or 100 to 140 people at a time, he said, adding that wind, snow and "dead" loads were carefully calculated into the design.

Mozingo said the students and advisers spent an incredible amount of time and labor on the project.

"The main idea was to get a project that could actually be built and not a project that's just designed on paper," he said.

Peterson said the idea for the project began last spring, after a group of students completed a small truss footbridge in Boalsburg. Mozingo suggested then that a group of students design a covered footbridge, since it would be a unique structure and in time for the bicentennial. In November, a scale model was built, and

actual construction started in late February or early March, Peterson said.

The bridge's design, labor, advisement, and construction — because it was done by students — cost one-third that of a smaller bridge done by contractors, Mozingo said.

"The lumber was bought from Rockview penitentiary, so we saved there, too," he added.

Herbert R. Imbt Inc. helped a great deal by lending wood for the forms and special hangers to hold the forms as well as other equipment, Mozingo said.

John Imbt helped them do the form work for bridge abutments, and Carl J. Nordbloom, construction engineer for the com-

pany, was also a great help in the project, Peterson said.

Peterson said that covered bridges are uniquely American and that there are more in Pennsylvania than in any other state.

"The covered bridge is usually associated with New England," he said. "But Pennsylvania had the first bridge," he said.

There are many myths and much folklore associated with covered bridges, Peterson said. One account holds that bridges were covered so horses or oxen crossing them wouldn't be distracted and unsettled by height or by the rushing water below.

A more plausible explanation would be protection from the weather, Peterson said.

Dairy contest planned

Milk chugging anyone? Or how about being timed for milking a cow?

These will be just a few of the events at the Dairy Exposition beginning at 8 a.m. tomorrow at the University Dairy Barns. The exposition is sponsored by the Dairy Science Club.

Over 100 people are expected to participate in the special events which include sorority and independent entries for cow milking contests, fraternity and independent entries

for milk chugging competitions and the dressing of a cow demonstration, according to chairman Debbie Gregory (12th-individual and family studies).

Also, five breeds of dairy cattle will be displayed for their showmanship and grooming.

All prizes will be awarded at a banquet in the HUB Ballroom at 6:30 p.m. following the demonstration.

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