July 17, 2006

To: Mr. Bill Hearn

From: W. Brad McGonagle, Ph.D.

RE: Cynthia Woods Grounding

Findings:

Captain Jim Atchley, Manager, Small Boat Basin, was returning from a day sail in the Gulf of Mexico Saturday afternoon July 8, 2006 with Karin & Bowen Loftin, Doug Palmer, Jim & DeAnn Woosley on board the Cynthia Woods. A student crew of three students was also on board. Following an afternoon of sailing under light winds, the Cynthia Woods began her trip back to the Small Boat Basin. She entered the Galveston Jetties leaving Marker 5A to starboard and proceeded to Marker 7. Approximately 100 yards south of Marker 7, the Cynthia Woods turned west to a heading of 270 degrees on an inbound course for Galveston Harbor. According to Captain Atchley, this is the same course and approach to Galveston Harbor he has taken for the past 35 years. At 1500 the boat ran hard aground approximately 1/2 miles south of Marker 9 in an area where shoaling is known to occur. Current charts do indicate this as a shallow area as the bottom is sand and the sand bars tend to move from time to time depending on tide strength and wave action. Even though aware of the shoal, Captain Atchley reiterated he was unaware that shoaling had built up that far into the channel. Captain Jim’s initial thought was the keel was merely caught on a sandbar so he proceeded forward in an attempt to cross the shoal. In hind sight, the better decision would have been to reverse course. After several attempts which resulted in the Cynthia Woods becoming more embedded, Captain Atchley called Robert Webster, a part-time captain with the Small Boat Basin who responded immediately in the R/V Parker. Robert utilized the Parker because it was the fastest boat available and he was unsure if the tide would be low enough for the Roamin Empire or the Milan. Again in hind sight, the decision to respond in a vessel that clearly did not have the horse power to free the Cynthia Woods reflected poor judgement.

After several attempts by the Parker to dislodge the Cynthia Woods from the shoal, a private power boat stopped to offer assistance. With both boats pulling on the Cynthia Woods, she was dislodged from the sandbar approximately two hours after running aground. The Cynthia Woods got back underway at 1700 and arrived at TAMUG at 1850. Captain Atchley checked the tidal charts upon return and confirmed the tides were running 2 1/2 feet below normal for this time of year.

In the process of freeing the Cynthia Woods, Robert Webster sustained minor cuts and bruises to his left hand when his hand was caught between a rope and a cleat. Captain Jim and myself followed up with Robert on Monday, July 10. At that time, he had two band aids on his fingers and his hand was a little stiff. A First Report of Injury was filed with HR in case Robert experiences any further problems with his hand. The only known damage to the Cynthia Woods was a lost bow navigation light cover. The other vessel that assisted lost a cleat but no other damage was reported.

Recommendation:

The perceived causal factors resulting in the grounding of the Cynthia Woods are: unknown shoaling, ebbing tides and a deep draft keel. It is indeterminable as to whether or not the grounding could have been prevented. Nonetheless, human error in the form of poor decision-making also contributed to this unfortunate event. Given Captain Jim Atchley’s ten years of service to TAMUG without any notable accident and the overall safety record of the Marine Terminal under Captain Atchley’s direction, the grounding of the Cynthia Woods is not indicative of his skills and abilities as a captain. However, Captain Jim’s actions following the grounding cannot be disregarded. After reviewing the findings of this event, it is my recommendation that Captain Jim Atchley receive a verbal warning for not exercising better judgment following the grounding and that updated charts be placed on all Small Boat Basin vessels. As the Marine Terminal Strategic Plan process proceeds, additional counsel will be given to Captain Atchley by the members of the planning taskforce regarding the operational aspects of the Marine Terminal and Small Boat Basin.
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Brad McGonagle

From: Brad McGonagle  
Sent: Wednesday, May 10, 2006 1:49 PM  
To: Jim Atchley; Tammy Lobaugh  
Subject: RE: CYNTHIA WOODS Checklist

Based on our meeting with Risk Management, keeping the log up to date is key which I know we already do. We are still on for 4:30 today with Dr. Loftin in Bill’s office.

W. Brad McGonagle, Ph.D.  
Assistant Vice President for Administration  
Texas A&M University at Galveston  
P.O. Box 1675  
Galveston, TX 77553  
(409) 740-4502  
(409) 740-4407 fax  
mcgonagle@tamug.edu

From: Jim Atchley  
Sent: Wednesday, May 10, 2006 1:47 PM  
To: Tammy Lobaugh  
Cc: Brad McGonagle  
Subject: CYNTHIA WOODS Checklist

Tammy–Here’s the check list procedures for the Cynthia Woods

CYNTHIA WOODS

CHECK LIST

Pre-Departure

1. Vessel Request completed and filed in Boat Basin Office.  
2. Waivers completed for all guests and filed in Boat Basin Office.  
3. Lifejackets(PFD’S) for everyone onboard.  
4. Turn battery master switch to ON and switch to both.  
6. If warning lights on engine instrument panel stay on, shut down engine.  
7. Turn off shore power on dock, disconnect shore power, leave cord on dock.  
8. VHF Radio check, channel 16.  
9. Log on board.  
10. All hands must wear a PFD before leaving dock.  
11. Cast-off, leave lines on dock.

Underway

6/12/2008
1. Leave battery master switch on "BOTH" when engine is running, DO NOT turn off master switch while engine is running.
2. Hoist sails in following order, Main then Jib or Spinnaker.
3. Stop engine when under sail, turn OFF ignition key, switch battery master switch to #2 battery for lights, instruments and radio.
4. Switch battery master switch on BOTH for restarting and running engine.

Return and Docking

1. Properly cleat and Flemish all mooring lines.
2. Stop engine, turn OFF ignition key.
3. Connect and turn on shorepower.
4. Turn battery master switch to OFF.
5. Flake and tie mainsail to boom, fold and bag headsails and spinnakers.
6. Secure all halyards to turning blocks at base of mast.
7. Replace covers on helm, instruments and mainsail.
8. Remove all garbage from vessel, clean and wipe down inside including head.
9. Washdown exterior decks, hull and standing rigging; wipe down with chamois all bright work, ports and hatch covers.
10. Pump bilge if necessary, ease vang and backstay.
12. Turn in key to Boat Basin Office.

5.
Brad McGonagle

From: Brad McGonagle
Sent: Monday, February 19, 2007 8:19 AM
To: Jackie Robbins
Subject: RE: Boat Invoice - Cynthia Woods (SECOND REQUEST)

Jackie,

We took delivery of the first boat in August '05 which was the George Phydias. TAMU's boat and the second one is the Cynthia Woods which is ours. We took delivery of the CW in December of '05. We initiated coverage on the GP because we thought it was our boat. We later discovered that it was actually being given to TAMU. Go ahead and pay the coverage on the CW. TAMU is covering the GP. Thanks.

Brad

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu

From: Jackie Robbins
Sent: Thursday, February 15, 2007 4:24 PM
To: Brad McGonagle
Subject: RE: Boat Invoice - Cynthia Woods (SECOND REQUEST)

Brad, I do not find where the invoice has been paid but before I go any further I am wondering when we took possession of the Cynthia Woods? I referenced the “date of sale” on the title application as 12/13/05. The policy is effective 8/6/05 and expires on 8/6/06. Why pay for a full year of coverage if we had the boat less than a year?

Jackie

From: Miller, Kathy [mailto:Kathy-Miller@tamu.edu]
Sent: Tuesday, February 06, 2007 4:27 PM
To: Brad McGonagle
Cc: Jackie Robbins; Miller, Kathy; Smith, Debbie; Walton, Matthew
Subject: Boat Invoice - Cynthia Woods (SECOND REQUEST)

Brad and Jackie,
ANCO has no record of payment for this invoice. Can you please check on this for me and let me know your findings. We will need a copy of the check if previously issued and if not please make payment immediately.

Thanks for all your help.

Sincerely,
Kathy

Kathy R. Miller
Risk Management Audit and Central Support Manager
Risk Management and Safety
The Texas A&M University System
(979) 458-6235 - Office
(979) 255-8240 - Cell

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From: Smith, Debbie
Sent: Wednesday, June 07, 2006 4:21 PM
To: 'Brad McGonagle'
Subject: Boat Invoice - Cynthia Woods

Brad,

Attached is the invoice for adding the Cynthia Woods to the System boat policy.

Let me know if you have any questions or need any additional information.

Thanks,
Debbie

Debbie Smith, CIC, ACSR
Insurance Specialist

TEXAS A&M SYSTEM

PHONE: (979) 458-6229
FAX: (979) 458-6247

TEXAS A&M SYSTEM
OFFICE OF THE TREASURER
RISK MANAGEMENT & SAFETY
200 TECHNOLOGY WAY, SUITE 1120
COLLEGE STATION TEXAS 77845

6/12/2008
281-992-1182

----- Original Message ----- 
From: Brad McGonagle <mcgonagw@tamug.edu>
Date: Thursday, July 20, 2006 10:01 am
Subject: RE: RE: Cynthia Woods
To: 

> Roger that. If you will send your phone number, I will have her call
> you and get the information needed to put you in our accounting
> system
> as a vendor. By doing so will allow us to cut a check directly to
> you. Once we have you in the system, the process goes quickly so you
> should have the check in no time. If you have any questions, please
> feel free to send me an email or give me a call.
>
> Brad
>
> W. Brad McGonagle, Ph.D.
> Assistant Vice President for Administration Texas A&M University at
> Galveston P.O. Box 1675 Galveston, TX 77553
> (409) 740-4502
> (409) 740-4407 fax
> mcgonagw@tamug.edu
>
> ----- Original Message ----- 
From: 
Sent: Thursday, July 20, 2006 8:32 AM
To: Brad McGonagle
Subject: Re: RE: Cynthia Woods

> Mr. McGonagle, 
> You’re welcome, more than happy to help. The boat has not been
> repaired yet, I have to schedule to get it in for repair, so please
> advise Ms. Lobaugh to send a check made out to myself, let me know if
> you require more information than what you already have to process.
> Thanks
> James K. Trahan
>
> ----- Original Message ----- 
From: Brad McGonagle <mcgonagw@tamug.edu>
Date: Wednesday, July 19, 2006 4:43 pm
Subject: RE: Cynthia Woods
To: 

> Mr. Trahan,
> I echo Dr. Loftin’s sentiments; we really appreciate your help.
> I
> have forwarded your invoice to our Marine Terminal Operations for
> processing. Ms. Tammy Lobaugh will be contacting you regarding
> the
> repairs. She
> will need to put either you or the repair shop into our accounting
> system so that a check can be cut. If the repairs have not been
> completed, she will enter your information into the system and
cut a
check directly to you.

If the repairs have been made and you have already paid for the
repairs, again she will need to put you in the system so that you can
directly receive a check. If the boat is under repair, we can pay
the boat
directly. Please let me know which you prefer and we will take
care of it. Let me know if you have any questions. Thank you.

Brad

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration Texas A&M University at
Galveston P.O. Box 1675 Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu

-----Original Message-----
From: R. Bowen Loftin
Sent: Wednesday, July 19, 2006 2:32 PM
To: 
Cc: Brad McGonagle
Subject: RE: Cynthia Woods

Mr. Trahan:

Thank you for the note. I also received the written estimate in
today's mail. Dr. Brad McGonagle will process this and have a check
issued to you as soon as possible.

Again, thank you for coming to our rescue. We sincerely appreciate
your willingness to help us.

Bowen Loftin

-----Original Message-----
From:
Sent: Monday, July 17, 2006 6:10 PM
To: R. Bowen Loftin
Subject: Re: Cynthia Woods

Mr. Loftin,
I got an estimate to repair the damage to my boat (fiberglass
repair), the cost to repair the fiberglass is $450.00 and additional
$400.00 to buff & wax gel coat to match repairs for a total $850.00.
I hope this is not too much. As far as gas goes, it's probably not
that much about
5 to 10 gallons. I will mail invoice of written estimate for
repairs. Thank you for your time.
Sincerely
James K. Trahan

----- Original Message -----
From: "R. Bowen Loftin" <Loftin@tamug.edu>
Date: Wednesday, July 12, 2006 7:35 pm
Subject: Cynthia Woods
To: jktrahan@houston.rr.com

> Mr. Trahan:
>
> Again, thank you for helping pull the Cynthia Woods off the shoals where she ran aground in the Houston Ship Channel on Saturday.
>
> We are very appreciative of all you did to get her off and for conveying the Woosley's back to our campus.

> Please send me an invoice (address below for mail or fax) for repairing any damages to your boat that were incurred during the rescue efforts. Also, just reply to this note with an estimate of the cost for the fuel that you expended. We are more than happy to compensate you for the damages to your boat and for the cost of fuel.

Sincerely,

Bowen Loftin

R. Bowen Loftin, Ph.D.
Vice President and Chief Executive Officer Professor of Maritime Systems Engineering Texas A&M University at Galveston P. O. Box 1675 Galveston, TX 77553-1675
> 409.740.4403
> 409-740-4407 (fax)
> loftin@tamug.edu
> www.tamug.edu


Actually George Phydius will be brought over from Payco Marina
When Capt Jim can hit a high tide for transit. Cynthia Woods
Did arrive Payco last week and will remain there for several weeks as
She too will be fitted out at Payco prior to final arrival to TAMUG.
We will keep you posted. Hope you have a very Happy Thanksgiving. Tammy

I received an email yesterday stating that the George Phydius has arrived at campus and the Cynthia Wood will be arriving soon.

Because the value of this gift is greater than $250,000, I am required to submit information about the vessels through Bob Walker and up through Robert Gates and Chancellor McTeer. This approval is required before we can accept the gift and take possession of the boats.

The information required as back up to go along with the System Form are following:

- Bill of Sale or Invoice showing the fair market value and the description of what all is entailed in the boat (i.e.: sails, hull type, engine, riggings, etc.)
- Letter of intent to donate from Mr. Mitchell (should state this is intended to be a gift and nothing is expected in return.
- Copy of the Deed of Gift
- Copy of the vessels titles

Thank you for assistance with getting this paperwork to my office as quickly as possible.

Happy Thanksgiving!

Teri A. Fowle
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowletf@tamu.edu
June 12, 2008
15:01 hours

TO : Fred Olson
CC : Brad McGonagle
     TAMU AUDITOR TEAM
FROM : Tammy Lobaugh
SUBJECT: Information pertaining to sailboat Cynthia Woods

Please advise if you have questions or additional request for information.

I may be reached at the TAMUG Physical Plant 409) 740-4547

Regards,

[Signature]

Tammy Lobaugh
SMALL BOAT BASIN

Daily Work Schedule

8/14 0800-1700 Trips all day on Milan for Harvey - Lynch & Co.

8/15 0800-1700 Trips all day on Milan for Harvey - Lynch & Co. go over bid for work on Perchille with Tommy

8/16 0800-1700 Trips all day on Milan for Harvey Lynch & Co.

SMALL BOAT BASIN

Daily Work Schedule

8/14 0800 - 1700 Trips all day on Milan for Harvey - Lynch & Aico.

8/15 0800 - 1700 Trips all day on Milan for Harvey - Lynch & Aico go over bid for work with Harriett and go over work on Rascal.

8/16 0800 - 1700 Trips all day on Milan for Harvey Lynch & Aico.

8/17 0600 - 0900 Staff Meeting 0900 - 1700 Discussing Milan, do billings for Harvey Lynch, Trips for Cinnamin, expenses. A class fuel tank, and 8/23/07 meet with Harvey Riggan and go over work on Rascal.


8/21 0800 - 0900 Staff Meeting - 0900 - 1700 Clean fuel tank on Cynthia engine, install tank and leads on Cynthia Woods for new sail, pick up parking permit.
SMALL BOAT BASIN

Daily Work Schedule

2/24 0800-0900 Staff Meeting - 0900-1700 Cleaning
- bilge on Roomin Empress and Carl Miller
- replacing fast line on Roomin Empress
- repair dock on Cynthia Woods and George Ryder

2/27 0800-0900 Staff Meeting
- Boat donation with Sandy Heen
- Work on steering system for Cynthia Woods
- Ted on radiation

2/28 0800-0900 Staff Meeting 0900-1700 Send
- email to Sandy Heen on boat donation
- Work on setting up offshore sailing class
- Practice on Sunday

- Bill Beatty
- Chick Epley
- Roger Stone
SMALL BOAT BASIN

Daily Work Schedule

9/14 1100 - 1800 Offshore sail Team practice

9/17 0800 - 1700 Painting engine room of Carl Miller

9/18 0800 - 0900 Staff Meeting 0900 - 1700 Cupping engine room on American Empire for paint, replace packing glands on shaft of American Empire, call Tender about starting work on Currell

9/19 0800 - 0900 Staff Meeting 0900 - 1700 Painting Roman Empire, install new throttle on Currell, get plaster for exhaust pipes on Carl Miller

9/20 0800 - 0900 Staff Meeting 0900 - 1700 Install new bleek on deck of Currell, replacing planks, on exhaust pipes on Carl Miller, install new rudder on deck.
SMALL BOAT BASIN
Daily Work Schedule

10/14 1100-1700 Offshore sail team practice for
          Hanavit Moon Regatta

10/15 0800-1700 Working on Smith Point

10/16 0800-0900 Staff Meeting 0900-1700 Working on
        motor for Smith Point again, file all
        paperwork for Hanavit Moon Regatta.

10/17 0800-0900 Staff Meeting 0900-1700 Working on
time for Smith Point, preparing safer, and futur.
self racing sails for Ganther Wood and Calculator
work on rigging for Ganther Wood and Calculator.

10/18 0800-0900 Staff Meeting 0900-1700 Changing oil
        and filters on main engine of Casimir Empire. Working on
        rigging for Smith Point metal as built which on Calculator
        paperwork for Hanavit Moon Regatta.

10/19 0800-0900 Staff Meeting 0900-1700 Changing oil
        on Casimir Empire, working on sail inport 1400-2100
        skipper meeting at saltwood yacht club

10/20 1200-1600 Carl Miller tennis for Next Methodist
       Society

10/21 0800-0900 Sail Team M&B Casimer Wood and
       Calculator for Hanavit Moon Regatta, must switch
       sail task go over race strategy.
Memorandum

To: Dr. Donna Lang

Ref: Request Excused Absence for Marine Terminal Offshore Crew

Copy: Dr. Brad McGonagle

Date: October 22, 2007

Dr. Lang, the Marine Terminal Offshore Training Crew, under the guidance of Captain Jim Atchley and safety officers Mr. Steven Conway and Mr. Roger Stone, is making last minute preparations for the 21st Annual Harvest Moon Regatta. This Texas tradition is sponsored by Lakewood Yacht Club, October 25-29, 2007.

The Cynthia Woods and Gypsy North will join hundreds of boats and world class sailors off the Flagship Pier on Thursday, October 25th and await the starting gun. This offshore race to Port Aransas, will provide plenty of training opportunity as the Aggies work as one, and take advantage of maximum cruising speeds. This year’s field will be lead by the tall ship Elisa as she celebrates 130 years. The 2007 Harvest Moon Crew has been named, uniforms will be issued and the offshore representatives from Texas A&M University at Galveston are ready to go.

The crew will continue to strive for excellence, serve as ambassadors of TAMUG, and will conduct themselves accordingly within university policy. I respectfully ask your consideration, and ask that the classes missed during the competition period be considered an Excused Absence. It will be the responsibility of each crew member to present the approval notice to their instructors prior to departure.

Regards,

Tammy Lobaugh
Director Physical Plant and Marine Terminal Operations

Excused absences are requested for the following: October 25 – 29, 2007

Bill Beatty
Steven Conway
Roger Stone
Jim Atchley

T.G. Harris,

THE FOLLOWING TAMUG STUDENTS & STAFF ARE TO TRAVEL IN THE VAN. NO OTHER PERSONS MAY BE CARRIED IN VAN.

10/23/07

P. O. Box 1675. Galveston, Texas 77553. Phone (409) 740-4547. Fax (409) 740-5000
SMALL BOAT BASIN
Daily Work Schedule

10/24 0800-0900 Staff Meeting 0900-1700 Cleaning and
gaping for paint Rockport, cleaning bottoms on Duvalle
31st and upholster for Humarock Regatta, precision
beating for trip to Port Aransas, purchase canvas and warm mat.
10/25 then 10/29—Port Aransas for Humarock Regatta

10/30 0800-0900 Staff Meeting 0900-1200 Catching up
on paperwork, take tickets to shop for wintering
1300-1700 Trip on Carl's Miller, MRI for clock
with Brad on boat donation.

10/31 0800-0900 Staff Meeting 0900-1200 Trip to Newton Yacht
Club with Carl to look at boat, 1200-1700 Cleaning
Carl Miller, check condition of sail boat. Pay all dues today.

14/15 Miller trip today & tomorrow,
Rug is today & hand in Expenses.
SMALL BOAT BASIN

Daily Work Schedule

1/11 0900-1700 Staff Meeting 0900-1700 Run engine on Earl Miller; check all systems for VOS & inspection. Work on receiving them back. Check on weather. Request for trip this week.

1/18 0900-0915 Staff Meeting 0900-1200 USCG Annual Inspection for COI. 1300-1500 Sail Repair Class 1305-1700 Bill Skow retirement party

1/22 0900-0915 Staff Meeting 0900-1300 Check up new insurance policy for Earl Miller and boat. Sail on new COI on Puckett 1/24. Have donated boat for trip tomorrow. Check schedule for boat trip this week & next. Clean boat.

1/23 0900-0915 Staff Meeting 0930-1230 Trip: English Channel, MRA, February 1300-1700

1/24 0900-0915 Staff Meeting 0900-1700 Clean bottom on George Noyes. Check engine on George Noyes. Prepare for sail tomorrow. 6th Sunday. Take a day off flex time on Monday. Have boat on dock. 8:00 AM departure on clock this week & next.

SMALL BOAT BASIN

Daily Work Schedule

2/1/08 0800-1100 Trip on Sail Milan, MARB
1300-1700 Offshore sail team class

2/4 0800-0900 Staff Meeting 0900-1100 Working on
motor with Rod McNamara, 1100-1200 Do Buoys
1200-1300 Get part on EPIRB.
1300-1500 Disassemble sail rigging for Cynthia Woebeke.

2/5 0800-0900 Staff Meeting 0900-1700 Am working
on steering system for Cynthia Woebeke and garage.
Onboard GTM at P300 1700 Empire at Flyby Marine
for bottom paint and zincs, replace motor mounts on
boat engine.

2/6 0800-0900 Staff Meeting 0900-1700 Working on
cleaning bottom of Empire engine. Have to electrolyse
send documents to U.S. C. to transfer ownership
of donated boat to TAMU

2/7 0800-0900 Staff Meeting 0900-1700 Working
on Computer Engine system at P300 Empire.
Trouble with starter and steps on Garage Phyldec
and Cynthia Woebeke.

2/8 0800-0900 Staff Meeting 0900-1700 Start Riging
on Flyby Marine steering system on Garage
Phyldec, sail trip to class Jan 2nd

2/10 Offshore sail Team Practice

2/12 0800-0900 Staff Meeting 0900-1700 Check
on computer engine at Flyby Marine, work
on billings, check said boat.

2/13 0800-0900 Staff Meeting 0900-1700 Complete
U.S. papers for donated boat,
Check on Computer Engine. Ted still out with flu.

This
2/14 0800-0900 Staff Meeting 0900-1700 Work on
sailing, deck training at boat repairs,
Sail and Welling on Garage Empire at Flyby Marine.

Tally in from 1/1 to 5/08.
SMALL BOAT BASIN

Daily Work Schedule

2/14 0800-0900 Staff Meeting 0900-1700 Working on Cynthia Wood & George Phydian re-routing with drains, and install an electrolytic at Boat basin. 1300-1700 sail team class

2/15 0800-0900 Staff Meeting - 0900-1700 Working on Cynthia Wood & George Phydian drain for what bump

2/17 1100-1700 Offshore sail Team Practice

2/18 0800-0900 Staff Meeting 0900-1700 Working on Pescan Empire at Caygo Marine

Mike & Candee

Sail team practice was sunny -19 stand up
Daily Work Schedule

Date: 03/20/2008

Grounds:

1. Working on work order
2. Trash pick up on campus
3. Getting campus ready for Change of Command
4. Setting up C of C

Custodial:

1. Checking buildings
2. Cleaning assigned buildings
3. Checking recycle bins in buildings
4. Cleaning 54 Adler

Central Receiving:

1. Delivering packages to department
2. Cleaning and moving equipment in warehouse
3. Surplus pick-up & delivery
4. Working on work orders

Nyles:

1. Checking all Buildings
2. Checking on work orders
3. Cheeking sail club & wetlands
4. Checking 54 Adler
5. Waiting for plants at Teichman
6. Checking with Mrs. Lofton on plants for 54 Adler
7. Checking with Paul on CofC

Vacation & Leaves:

1. Miguel is on vacation
2. Tomasa is on vacation
3. Osvaldo called in sick

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<th>Task Description</th>
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TAMUG/PHPL – Assistant Director of Operations
SMALL BOAT BASIN

Daily Work Schedule

41. 0800-0900 Staff Meeting 0900-1800
    Working on Osborn Engine Turbo manifold for MHRB. Trip on Carl Milan in 7am.

42. 0900-0900 Staff Meeting 0900-1700 Clean Milan, check hydraulic for steering system on Milan. Install turbo manifold on Osborn Empress, work on billings.

43. 0900-0900 Staff Meeting 0900-1800 Working on sailboat
    on Foothill, West Bank (Costa Allegra)
    Trip on Carl Milan in 7am for MHRB.

44. 0900-0900 Setting sail boats ready for early May regatta. Provisioning for boats, mail clearing, PM 1800-2100 Whipping meeting at Federation yacht Club, Houston.

45. 0800-1600 Provenzi's Pasadena Empress for MHRB trip to check Bayou Walker fish on Andrea Wood.

46. 0800-1700 Provenzi's Pasadena Empress for MHRB trip to check Bayou Walker fish on Andrea Wood.

47. 0800-1200 Staff Meeting, Cindy Wood to 1st sailboat, West Boathouse. Trip to check Bayou, MHRB. Check on motive power, radii of Andrea Wood.

Note: Meetings - Carol Lore
Daily Work Schedule

4/1 - 0800-0900 Staff Meeting. 0900-1700 Check on electrical for Manta fish, work on herring, dental dept at 1130. Ted on vacation.

4/2 - 0800-0900 Staff Meeting. 0900-1700 Work on boat insurance. Call Tom at Cactus Electric for advice on 220 volt for Manta, pick up funds for Woods, work on billing.


Daily Work Schedule

4/3. 0800-0900 Staff Meeting 0900-1700, work on据此 for Manta deck, work on Vixen, dental appts at 1130


4/5. 1700-1700. Call for Manta deck, show power box, pullurate and return for Vixen crew.

4/5. S/3800. Arrive for entrance at 10th

Each quote for don't remain well on deck.

4/5. Kathy - To do things on the deck

4/5. There a bit of internal

4/5. Buddy called you that he's going to have short change.
Tammy Lobaugh

From: Jim Atchley
Sent: Thursday, March 30, 2006 10:38 AM
To: 'Cape Fear Yacht Works'
Cc: Tammy Lobaugh; Brad McGonagle; William Heam
Subject: RE: CF 38's

Rona-The boats are coming along well, should be through with the Cynthia Woods by the first of next week and I am anxious for you and Kent to see the boat finished out. Never heard from JSI on anything, check you email on 12/21/05 for the invoices on George Phylas commissioning if you did not receive them I can resend. Don't have all the invoices on Cynthia Woods yet, will forward them to you when I get them all. Thanks Jim

From: Cape Fear Yacht Works [mailto:
Sent: Thursday, March 23, 2006 12:49 PM
To: Jim Atchley
Subject: RE: CF 38's

Captain Jim;

Glad to hear the boats are floating, etc. Regarding mast boots, etc. I thought that Mark Ploch of JSI had put you directly in touch with his people. Let me know if that is not true. Also, I never received any invoices for payment (CFYW, 111 Bryan Road, Wilmington, NC 28412 or 910.395.0427 fax).

Regarding the PHRF certificate, the ones we had are several years old for Hull #3 (currently Tom Sheffield's (tesheffield@hotmail.com) for the Southeast and for the Chesapeake. The two TAMU boats do vary slightly in that they are solid laminate and not cored epoxy hulls – I'd be most happy to pay for a weighing of both boats by crane/load cell at your dock as if you come up with higher weights your PHRF rating will improve. The ratings we received ranged from 36 (probably about right when boat is sailed to it's optimum potential) to 48 (gift and a good "starter" rating!).

Just talked to Kevin at Stix & Rigging – seems like a great guy!

Rona

3/31/2006
VESSEL INFORMATION SHEET

Name: cynthia woods  Home Port: Texas A&M University at Galveston

H.I.N.: UAR380071505  Radio Call Sign: WBA 7249

Owners Name: Texas A&M University at Galveston  Phone: 409) 740 - 4892
                                      409) 740 - 4549
                                      409) 740 - 4547
                                      409) 740 - 4545

Address: P.O. Box 1675
         200 Seawolf Parkway
         Galveston, Texas

Builder: Cape Fear Yacht Works  Model: Cape Fear 38 Regatta
         111 Bryan Road
         Wilmington, NC 28412

Year: 2005  Length: 38 feet

Draft:  ____________  Beam:  ____________

Height:  ______  Hull Color: White  Trim Color: Maroon

Number of Masts:  ____________  Mast Height:  ____________

Propeller Size:  ____________  Prop Rotation:  ____________

Vessel Construction Material:  ____________

Engine Make: 29Hp Volvo Penta  Serial Number:  ____________

Oil Type:  ____________

Fuel Tank Capacity:  ______  Water Tank Capacity:  ____________

Generator Make:  ____________  Model:  ____________  Serial #:  ____________
Tammy Lobaugh

From: Jim Atchley
Sent: Wednesday, May 10, 2006 1:47 PM
To: Tammy Lobaugh
Cc: Brad McGonagle
Subject: CYNTHIA WOODS Checklist

Tammy—Here's the check list procedures for the Cynthia Woods

CYNTHIA WOODS

CHECK LIST

Pre-Departure

1. Vessel Request completed and filed in Boat Basin Office.
2. Waivers completed for all guests and filed in Boat Basin Office.
3. Lifejackets(PFD’S) for everyone onboard.
4. Turn battery master switch to ON and switch to both.
6. If warning lights on engine instrument panel stay on, shut down engine.
7. Turn off shore power on dock, disconnect shore power, leave cord on dock.
8. VHF Radio check, channel 16.
9. Log on board.
10. All hands must wear a PFD before leaving dock.
11. Cast-off, leave lines on dock.

Underway

1. Leave battery master switch on “BOTH” when engine is running, DO NOT turn off master switch while engine is running.
2. Hoist sails in following order, Main then Jib or Spinnaker.
3. Stop engine when under sail, turn OFF ignition key, switch battery master switch to #2 battery for lights, instruments and radio.
4. Switch battery master switch on BOTH for restarting and running engine.

Return and Docking

1. Properly cleat and flemish all mooring lines.
2. Stop engine, turn OFF ignition key.

5/10/2006
3. Connect and turn on shorepower.
4. Turn battery master switch to OFF.
5. Flake and tie mainsail to boom, fold and bag headsails and spinnakers.
6. Secure all halyards to turning blocks at base of mast.
7. Replace covers on helm, instruments and mainsail.
8. Remove all garbage from vessel, clean and wipe down inside including head.
9. Washdown exterior decks, hull and standing rigging; wipe down with chamois all bright work, ports and hatch covers.
10. Pump bilge if necessary, ease vang and backstay.
12. Turn in key to Boat Basin Office.

5/10/2006
Tammy Lobaugh

From: Tammy Lobaugh
Sent: Monday, July 10, 2006 4:08 PM
To: William Hearn; Brad McGonagle
Subject: RE: Cynthia Woods Incident

Very good.

---

From: William Hearn
Sent: Monday, July 10, 2006 4:06 PM
To: Tammy Lobaugh; Brad McGonagle
Subject: RE: Cynthia Woods Incident

Tammy,

Dr. Lofin plans to follow up with the helper and offer to pay for any damage. Bill

----Original Message-----

From: Tammy Lobaugh
Sent: Monday, July 10, 2006 2:52 PM
To: Brad McGonagle; William Hearn
Subject: Cynthia Woods Incident

Brad

After visiting with Robert Webster this morning I learned that one of the professors either Woolsey or Palmer took the name and phone number of the recreational boater which offered assistance. If possible I would like to obtain this mans name & phone number. Seems that he might of damaged a cleat on is boat when offering assistance, and I'd like to follow up.

Tammy

Tammy Lobaugh
Director Physical Plant & Marine Terminal Operations
Texas A&M University at Galveston
Building 3006
P.O. Box 1675
Galveston, Texas 77553
Phone: 409) 740-4547
Fax: 409) 740-5000
Lobaugh@tamug.edu

7/10/2006
Bill-I was returning from a day sail in the Gulf of Mexico Saturday afternoon July 8, 2006 with the following people on board the Cynthia Woods, Karin & Bowen Loftin, Doug Palmer, Jim & DeAun Woosley. I also had a student crew on board consisting of three students. We entered the Galveston Jetties leaving Marker 5A to starboard and proceeding to Marker 7, 100 yards south of Marker 7 I turn the boat west to a heading of 270 degrees an inbound course for Galveston Harbor. This is the same course and approach to Galveston Harbor I have used for the last for the last 35 years. At 1500 the boat ran aground approximately 1/2 mile south of Marker #9 in an area where shoaling had built up and of course I was unaware that shoaling had built up that far into the channel. Current charts do not indicate this shallow area as the bottom is sand and the sand bars tend to move from time to time depending on tide strength and wave action. I called Robert Webster and he and another boat pulled us from the sand bar which took about two hours due to an out going tide and wave action. The Cynthia Woods got back underway at 1700 and we arrived at TAMUG at 1850.

Robert had a slight bruise to his left hand, I ask him about it when we arrive at the TAMUG Boat Basin and he said it was fine. We lost a cover for the bow navigation light, which is minor, and to my knowledge that is the only damage to the vessel.

In the future I would say the Cynthia Woods, because of her deep draft, enter and exit inside the Houston Ship Channel, an area I always try to avoid for safety reasons as the commercial shipping traffic is extremely heavy. I filed a Report of First Injury for Robert with HR earlier today. Let me know if you need any additional information. Thanks Jim

-----Original Message-----
From: William Hearn
Sent: Monday, July 10, 2006 9:46 AM
To: Jim Atchley
Subject: Cynthia Woods Grounding

Jim,

Dr. Loftin visited with me this morning about the Cynthia Woods trip this past weekend. I would like you to prepare a report that details the incident circumstances, extent of injuries to Robert’s hand, damage to the Cynthia Woods and lessons learned (any way the grounding could have been prevented or that future recovery operations should be handled differently). I will review the report and share it with Dr. Loftin. Be sure a workers comp report is prepared, as well, on Robert’s injury.

Bill
## Incident and Crime Report

### Case Number
1124-06

### Report Area
3012 - Small Boat

### Complainant / Victim Information

<table>
<thead>
<tr>
<th>Name-Last, First, Middle (If Business)</th>
<th>Residence Address</th>
<th>Residence Phone</th>
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</thead>
<tbody>
<tr>
<td>Drake, Aaron</td>
<td>2505 Allston Lane, Austin, TX</td>
<td>5126638287</td>
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### Other Information

### Suspect Information-General

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<tr>
<th>Suspect Name (Last, First, Middle)</th>
<th>Race</th>
<th>Sex</th>
<th>Age</th>
<th>DOB</th>
<th>Arrested</th>
<th>Address</th>
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</table>

### Reporting Officers
- Anthony Martinez/6610
- A. Martinez/6610

### Typing Information
- Typed by: asm
- Date: 6/21/2006
- Time: 12:02 Hrs.

### Review Information
- Reviewed by:  
- Date:  

---

FOR OFFICIAL USE ONLY
Received a call from Captain Jim Atchley on 6-20-06, who advised that a new GPS plotter was missing from the Cynthia Woods. It had been reported lost at sea during an accident upon its return to port. (A&M small boat basin)

We made an appointment to meet on 6-21-06 to examine the GPS mounting bracket and the area where the GPS was secured at the time of the reported accident.

- End of Report -
I met with Tammy Lobaugh and Captain Jim Atchely on the S/V Cynthia Woods, which was docked in the small boat basin of the Texas A&M University at Galveston.

We examined the helm/binnacle stanchion where the GPS plotter was mounted. The plastic mount appeared undamaged. The SS bolt which should have secured the GPS unit to the mount was still in place and did not appear to be bent or damaged. The cable connection, which was routed into the starboard stanchion pipe, also appeared to be undamaged. There was no sign of stress at the connection itself nor at the point where the cable entered the pipe. The only thing that I could see that might have occurred during the incident was that the upright part of the mount where the bolt screws into the metal reinforced plastic mount was slightly bent.

Captain Jim advised me that the ropes looked normal and we could not find any damage to the ropes that might indicate it had collided with a piece of equipment.

I took pictures of the helm as I found it after we removed the wheel cover.
On 6-22-06 about 3:30pm, I interviewed Steve Conway in my office. He was the skipper of the Cynthia Woods when the incident occurred. Mr. Conway advised that he was down below, asleep at the time of the incident (6-16-06) about 4am, halfway between Galveston and Brownsville. He further advised that the incident was reported to him the next morning when he woke up.

His recollection of the report was that the "main sheet" caught the Stanchion and the GPS unit causing it to break free from the support mount and land over board during an "auto jibe". A condition where the waves and the wind change suddenly and unexpectedly and causes the jibe sail to shift position on its own. He says that he believes the small plastic tabs (unk what type or configuration) that were used to hold the unit on the SS bolt were no match for the leverage of the main sheet and broke loose under the sudden violent pressure, subsequently leaving very little evidence of the incident on the helm or the GPS cable.

Mr. Conway says that two sailors were on deck at the time of the incident and that one of them, Aaron Drake, was slightly injured when the main sheet struck his hand as he held on to the helm and when the GPS unit itself hit him or almost hit him as it was thrown overboard.

Mr Conway did not know any of the details of the incident besides the ones that the witnesses related to him after the fact. He was of the opinion that the GPS unit was lost exactly as the sailors described and it did not seem to out of line that no physical trace of the incident could be seen on the supporting helm and stanchion.

He did know that the GPS was reinstalled after they left Mexico. They had secured it while in port to prevent a theft. He said that he had kept a log but he did not enter this incident.

This case was turned over to Officer Revilla and Officer James for completion.
On this date Aaron Drake was contacted with reference to the lost GPS which occurred on the 16th June which was Friday at approximately 4:00 am on the Sailing Vessel Cynthia Woods. This was a telephone interview and Drake advised that while transferring shift watch behind the helm relieving Mark Dellosso and he was beam reaching and the sails were out, winds were at 18 knots and the waves were 4 to 6 feet seas were rough and during the transfer the main boom swings loose and the main sheet rope wrapped around the GPS and rips it from the mounting and the GPS bounced off Drakes right shoulder and apparently went overboard. Drake later checked the vessel but was not able to locate the GPS. There were four students and two safety officers aboard, students Clark Maxwell, Travis Wright, Mark Dellosso, Aaron Drake, safety officers Mike Janeda, Steve Conway. This incident occurred on the last day of a 5-1/2 day cruise 120 miles from Galveston and this type of incident has happened before and Drake stated that due to rough seas they were having a hard time keeping the boat straight.
I contacted Mark Dellosso at 2:55pm this day and he said exactly the same thing as the others. There were three people on deck at the time the S/V Cynthia Woods experienced a sudden wind shift causing the "mainsheet" to "Auto-Jibe". The sudden maneuver caused the mainsheet rope to catch the GPS unit and rip it from its perch on the helm. It struck Aaron Drake in the stomach as it tore loose. At first they thought that it had fallen in the boat but they could not find it after the boat was under control and assumed that it had fallen over board.

Summary:

This investigation began with questions about the disappearance of the GPS unit and could it have fallen over board as the crew described. After interviewing most of the crew and hearing their first hand accounts of the incident, as well as hearing how the unit was actually attached to the helm, I can find no credible evidence that it did not happen the way they say it did. Their story is credible and probable in light of the location of the GPS unit in relation to the Mainsheet and the weak configuration of the mounting tabs coupled with the tremendous force that a Snapping mainsheet rope can exert in a brief second of contact. In addition, there were three sailors on deck at the time of the incident and all of them tell the same basic story.

It was troubling at first when I couldn't see any evidence of the accident but after hearing how the unit was attached, it is easy to imagine the weak plastic tabs breaking quickly and cleanly, leaving only a few male prongs left in the power socket and no other visible damage to the helm or the attaching SS bolt and plastic power coupler.

This case is declared unfounded.
LEAD: List of items missing

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<tr>
<th>Item Description</th>
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<tr>
<td>GPS Plotter</td>
<td>$900.00</td>
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TOTAL VALUE OF ABOVE ITEMS: $900.00

Reporting Officer: A. Martinez/6610
Recording Officer: Anthony
Typed by: asm
Date: 6/21/2006
Time: 14:39 Hrs.
Reviewed by: Date: 

FOR OFFICIAL USE ONLY
Here's a statement that I had write up to explain what occurred.

I'll meet with Sam this afternoon and go over it with him.

Thanks

Steven M. Conway
Director of Computing and Information Services Texas A&M University at Galveston
409-740-4999
conways@tamug.edu

-----Original Message-----
From: 
Sent: wednesday, June 21, 2006 1:26 AM
To: Steve Conway
Cc: 
Subject: statement

Steve,
I tried to make sure that there would be no questions left after reading my statement. I assumed that the reader would have little working knowledge of what happens on a sailboat. Feel free to neglect the discussion portion of the statement although please contact me if you feel the statement body needs changing.

Clark

-----------------------------
Stay the course and steady your hand

Texas A&M University
Texas Maritime Academy
Marine Engineering Technology
SNAME Electronic Media Chair
Date
16JUNE2006

Vessel
S/V Cynthia Woods

Climate Conditions
Sea State: 6-8 foot confused seas from the East, South East, South, South West.
Weather conditions: Heavy dense cloud cover.
Winds: 18 knots gusting to 22 Knots from east through south.

Sailing particulars
Course: 030°
Speed: 7.5 Knots
Position: (Please refer to nautical chart)

Statement:
On 16 June, 2006 at 03:55 AM present on deck of the S/V Cynthia Woods, (a 38
foot sailing vessel manufactured by Cape fear Yacht Works, Owned by Texas A&M
University [from here on the S/V Cynthia Woods shall be revered to in this statement as
"CW"]); was
as awake in the main cabin. at the moment both helmsman were holding the
helm concurrently a 4-6 foot wave struck the port stem quarter of the CW and a 15
degree winds shift to the south occurred causing the CW stern to swing in the counter
clock wise direction with the shift of the wind and the rotation of the hull the CW began a
maneuver commonly referred to as an auto jibe. Although the maneuver was not
completed the boom swung ¾ of the way through the maneuver. At this same instant the
mainsheet (the main line connecting the boom to the cockpit of the boat) struck the
helm/binnacle stanchion striking the global positions system display and ejecting the
same off the boat. was gripping with one hand the same stanchion and
complained that the mainsheet had struck his hand causing him a level of discomfort.
After 1 had come to a new heading suitable for safely operating the CW
in the shifting winds, he commented how he felt the GPS unit strike him as it was ejected
from the vessel.

Discussion:
It is my opinion that this incident was caused by the improper design of the
mainsheet system installed on CW, it is in my opinion that this same situation will be
likely to happen again, although the maneuver of auto-jibing is highly undesirable and
should always be avoided it is not one that can always be avoided.
was very lucky in my opinion not to have been injured further. I believe that the
stanchion which also servers as a hand hold could pose a threat to any one who uses it
while there possibility of an auto-jibe to occur.

It is my opinion to correct this problem the tang on the boom where the
mainsheet connected to the boom should be moved forward at a minimum of 8-10 inches
there by placing a safe distance between the mainsheet and the helm stanchion to operate
within

Signed
21JUNE2006
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**LOG ENTRY**

Captain / Operator: **Steven Cormat**

Other Than Crew:

U/W From Galveston bound for Vera Cruz, Mexico.
6/8 - 2000 Tied up Vera Cruz, Mexico
6/11 - 0930 U/W From Vera Cruz, Mexico bound for Texas, MX.
6/12 - 1200 Tied up Texas, MX
6/13 - 0700 U/W en route Isla Lobos
6/13 - 0400 Anchored Isla Lobos
6/13 - 2000 U/W en route Port Isabel, TX
6/15 - 1200 Tied up Port Isabel, TX
6/15 - 1900 U/W en route Galveston, TX
6/17 - 0200 Docked Galveston, TX
Tammy Lobaugh

From: Jim Atchley
Sent: Friday, July 07, 2006 2:30 PM
To: Tammy Lobaugh
Subject: Cynthia Woods-Damage from Veracruz Regatta

Tammy-The following is a damage report and estimated repair costs for the Cynthia Woods upon her return from the Veracruz Race:

1. Mainsail-Torn along the luff-$350.
2. #2 Spinnaker-Torn in various places-$250
3. #3 Spinnaker-Torn in various places $250
4. Lost tack line for bowsprit $150.00
5. Portlight window in head broken $295(I have ordered a new one and will install myself as the broken one is leaking badly)
6. Main Haylard clutch is broken $254.
7. Lost GPS including Blue Chip and installation $1,000
8. Lost lifejacket $40.00
9. Lost batten on working jib $20
10. Spinnaker halyard broken and pulled out of mast $245

Total estimated costs for repairs $2,844

I think most of the damage occurred from carelessness and a lack of attention by the crew. The Mainsail is make of Kevlar, a material that is almost impossible to damage and tear and the GPS that allegedly fell overboard is still suspect as far as I am concerned as there was no damage to the mount or the wiring from the power supply. Another thing that bothers me is when the GPS was lost the Cynthia Woods was laboring in heavy seas at night, there was no safety officer on watch and a student was at the helm.

The only thing I plan on repairing at this time is the Portlight in the head because it is leaking badly and we do need to replace the halyards before our next race in August. We have a dacron mainsail we can use and we will not sail spinnaker class therefore eliminating the need for the spinnaker repairs. I will use a GPS from one of the other boats for our next race to get us by until you are ready to move ahead to make the other repairs. Thanks

Jim

7/7/2006
### FY06

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**TOTAL** 19,251.11

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**CYNTHIA WOODS**

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**FY 06**

**GEORGE PHYDIAS**

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**$8,983.55**
TEXAS A&M UNIVERSITY AT GALVESTON

OPERATING PROCEDURES FOR THE OFFSHORE SAILING PROGRAM

OBJECTIVES

The objectives of the offshore sailing program at Texas A&M Galveston are to:

a. Provide safe platforms and procedures for the professional leadership and seamanship training of students on the water (an experience which cannot be duplicated in the classroom.)

b. Train students in the following areas:

1. Leadership and teamwork
2. Watchstanding
3. Small boat handling
4. Knowledge of and appreciation for the forces of wind and sea
5. Relative motion
6. Marlinspike seamanship
7. Meteorology and oceanography
8. Shipboard organization
9. Preventative and corrective maintenance
10. Navigation (open ocean and coastal piloting)
11. Damage control

c. Provide an instrument with which to promote the public image of TAMUG and to assist in recruiting qualified applicants for enrollment at TAMUG.

STUDENT ELIGIBILITY

In order for a student to participate in the offshore sailing program he/she must meet the following requirements:

a. 2.0 GPA overall or better
b. Full time student carrying a minimum of 12 semester hours

    c. Enrolled in or completed at least one semester of Competitive Offshore Sailing (See attachment a)

d. Swim 50 yards fully clothed

e. Must not have competed in more than 8 semesters of Intercollegiate Sailing Competition
f. Good physical condition

AUTHORITY

The Head Coach of the offshore sailing team is the authority for the operation of vessels participating in the program.

OFFICER IN CHARGE/COACH/SAFETY OFFICER

A fully qualified Coach/Safety Officer shall be onboard anytime that a vessel is in a competitive event or regatta. Only one individual on board can have ultimate command responsibility and the Coach/Safety Officer shall notify all crew members that he/she has assumed this responsibility before the vessel gets underway.

THE COACH'S ROLE WHEN RACING

Except for those situations where the vessel or crew will be endangered, the Coach will afford the students the latitude to make decisions. This does not relieve the Coach of his ultimate responsibility for the safety of the crew and the vessel.

STUDENT SKIPPERS

The Head Coach will assign Student Skippers to each crew based on experience and the sailing ability of the individual. Coaches will afford the Student Skipper the opportunity to direct the movements and manage the operation of his vessel. However the Coach shall intervene whenever necessary to prevent the Student Skipper from “getting in over his head”.

LOCAL OPERATING AREA

The local operating area is defined as the area bounded by the North and South Galveston Jetties, the inter Galveston Harbor and west to Buoy #16 of the Houston Ship Channel.

SAFETY

a. Individual Gear
   1. Safety Harnesses and Personal Flotation Devices. All crew shall wear safety harnesses and sailing vests and shall clip onto jacklines at all
times when topside between sunset and sunrise, during periods of restricted visibility and during heavy weather. Crew will don appropriate personal safety equipment below before relieving the watch.
2. Crew shall wear non-skid deck shoes.
3. Do not wear jewelry aboard the vessel

b. Drills. Abandon ship and man overboard drills shall be carried out on a regular basis. Safety briefs will be held to insure that all hands are familiar with equipment and aware of potential hazards.

c. Safety Equipment. The following safety equipment meets the requirements of U.S. Sailing Special Regulations, Category 1 and Coaches are required to insure each item is onboard and operating condition prior to participating in an offshore event:

1. EPIRB 406 MHz
2. GPS Transponder
3. VHF Radio
4. Navigational equipment and charts
5. Safety Harnesses and tether lines for each crew
6. Fog horn
7. Flashlight
8. First Aid Kit
9. Manual bilge pump
10. Lifejackets, Type I
11. Plugs for thru hull fittings
12. Lifelines
13. Lifesling
14. Man Overboard Horseshoe Buoy with strobe light
15. Jacklines rigged in place
16. Liferaft
17. Emergency steering device
18. Two anchors (sea anchor and properly sized anchor w/chain rode
19. Flare Kit

VEssel OPERATION

A check list for operation of each vessel can be found in the log onboard. The check list includes Pre-Departure, Underway and Return and Docking procedures for each vessel. It is the responsibility of the crew to see that all items are completed prior to and during vessel operations. (See attachment b)
ALCOHOL, TOBACCO AND DRUG POLICY

a. Alcoholic beverages will not be consumed by anyone, in any manner, while onboard a TAMUG vessel. Alcoholic beverages are not permitted on the piers or in the parking lots at the Boat Basin.
b. No one may consume alcohol within eight hours of a planned underway time.
c. Tobacco products of any kind shall not be used onboard a TAMUG vessel.
d. Illegal drugs are not permitted onboard a TAMUG vessel.
Texas A&M University at Galveston
Offshore Sailing Program
Racing Offshore

Instructor: Capt. Jim Atchley  Office: Bldg 3003  Tel. No.: 740-4892
E-mail: atchlevi@tamug.edu
Offshore Sailing Website: www.tamug.edu/offshore_sailing/
Boat Basin Tel. No.: 740-4549

CLASS MEETING SITE(S): Boat Basin at TAMUG. Classes will meet inside the
Physical Plant Training Room at TAMUG in case of bad weather. Students should
always dress for activity.

ATTIRE: Proper sailing attire and deck shoes. (No street shoes)

MATERIALS/COST: Required Texts: Performance Racing Tactics and Trim by Bill
Gladstone. Sailing vests(PFDs), foul weather gear, safety harnesses and tethers are
provided but you are encouraged to bring your own.

OBJECTIVES:
1. Provide students with a workable knowledge of keel sailboat handling, offshore
   sailing, racing, navigation, sailing rules and racing strategy.
2. Provide the opportunity for the development of fundamental skills.
3. Encourage participation in local and inter-collegiate sailing competition.

CONTENT:
1. Fundamental skills
   a. boat preparation
   b. boat handling
   c. sail trim for speed
   d. navigation
2. Basic rules and terminology
3. Strategy and tactics
4. Wind and currents
5. Sailing instruments

GRADING POLICY:
Skill Tests  70%
Written Exams  30%

GRADE SCALE:
90-100 = A
80-89 = B
70-79 = C
60-69 = D
Below 60 = F

Kine 199 may be taken pass/fail. A numerical grade of "70" is necessary to pass.
*Students entering as freshmen in the fall of 2004 must complete KINE 198 (Health & Fitness) and one KINE 199 (Taken pass/fail) to satisfy graduation requirements.

**ATTENDANCE:**
The University views class attendance as an individual student responsibility. All students are expected to attend class and to complete all assignments.

The student is responsible for providing satisfactory evidence to the instructor to substantiate reason for absence. Among the reasons absences are considered excused by the University are the following:

1. Participation in an activity appearing on the University authorized activity list.
2. Death or major illness in a student’s immediate family.
3. Illness of a dependent family member.
4. Participation in legal proceedings or administrative procedures that require a student’s presence.
5. Religious holy day.
6. Illness that is too severe or contagious for the student to attend class (to be determined by campus contract clinic or off-campus physician)
7. Required participation in military duties.
8. Mandatory admission interviews for professional or graduate school, which cannot be rescheduled.

**ABSENCES**
If a student receives evidence of illness from an off-campus physician, the excuse documentation MUST contain the date, time, and the doctor’s opinion that the student was too ill to attend class. If a student is determined not to be ill by a physician, he or she will not receive an excuse.

The student is responsible for providing satisfactory evidence to the instructor within one week of his or her absence return to substantiate the reason for absence.

Each unexcused absence will result in a deduction of 3 pts (5 pts Ea Summer school class missed) from the student’s final grade.

The instructor is under no obligation to provide an opportunity for the student to make up work missed because of an unauthorized absence.

After 10 minutes the student will be considered absent.

**ATTENTION STUDENTS:**

1. It is the responsibility of the student to inform his/her instructor if they have a condition that may impair or influence participation in an activity class (e.g. physical handicap, allergies, use of medications, etc.)
2. Should you become unable to participate in your regular activity class, contact your instructor immediately.
3. The courses in which you have elected to participate are either required as a part of your major or elected. Regardless of the case, you must realize that there is a certain assumption of risk in which you engage when you participate in activity classes such as these. You must be aware of this assumption.

**AMERICANS WITH DISABILITIES ACT**

The Americans With Disabilities Act (ADA), is a federal anti-discrimination statute that provides comprehensive civil rights protection for person with disabilities. Among other things, this legislation requires that all students with disabilities be guaranteed a learning environment that provides for reasonable accommodation of their disabilities. If you believe you have a disability requiring an accommodation, please contact the Director of Counseling.

**ACADEMIC DISHONESTY**

For many years, Aggies have followed a Code of Honor, which is stated in this very simple verse: “Aggies do not lie, cheat, or steal, nor do they tolerate those who do.” As such, it is the responsibility of students and faculty members to help maintain scholastic integrity at the University by refusing to participate in or tolerate scholastic dishonesty. The Aggie Code of Honor and the Scholastic Dishonesty sections in the TAMUG University Rules handbook will be standards upon which scholastic integrity is maintained.
STATEMENT ON THE FAMILY EDUCATIONAL RIGHTS AND PRIVACY ACT (FERPA)
FERPA is a federal law designed to protect the privacy of educational records by limiting access to these records, to establish the right of students to inspect and review their educational records and to provide guidelines for the correction of inaccurate and misleading data through informal and formal hearings. To obtain a listing of directory information or to place a hold on any or all of this information, please consult the Admissions & Records Office.

Items that can never be identified as public information are a student’s social security number or institutional identification number, citizenship, gender, grades, GPR or class schedule. All efforts will be made in this class to protect your privacy and to ensure confidential treatment of information associated with or generated by your participation in the class.
GYPSY NORTH

Check List

Pre-Departure

1. Vessel request completed and filed in Boat Basin Office.
2. Waivers completed for all guests and filed in Boat Basin Office.
3. Lifejackets (PFD'S) for everyone onboard.
4. Check engine oil level.
5. Check transmission oil level.
6. Check engine coolant.
7. Check water level in batteries.
8. Turn on battery master switch to "BOTH".
9. Start engine. (Max RPM 1500)
10. Check oil pressure and volt meter after start up.
11. Disconnect shore power, leave line on dock.
12. VHF radio check.
13. Log on board.
14. Cast-off, leave lines on dock

Underway

1. Leave battery master switch on "BOTH" when engine is running, DO NOT turn off master switch while engine is running.
2. Fuel selector switch on port tank only, DO NOT switch selector to Main or Starboard tanks.
3. Hoist sails in following order, Main, Head and Mizzen.
4. Stop engine when under sail, switch battery master switch to #2 battery for lights, instruments and radio.
5. Switch battery master switch to "BOTH" for restarting and running engine.

Return and Docking

1. Properly cleat and Flemish all mooring lines on dock.
2. Stop engine.
3. Connect and turn on shorepower.
4. Turn battery master switch to "OFF".
5. Remove all garbage from vessel, clean and wipe down inside including heads.
6. Washdown exterior decks, hull and standing rigging; wipe down with chammis all bright work, ports and hatches.
7. Pump bilge with manual hand pump.
8. Complete log.
9. Turn in key.

attachment b
Teri Fowle

From: Tammy Lobaugh  
Sent: Monday, March 27, 2006 10:00 AM  
To: Teri Fowle; Jim Atchley; William Hearn  
Cc: Carmel Julian  
Subject: RE: Christening of Mitchell Boats  

Here are my thoughts:

> The *Cynthia Woods* is still undergoing final outfitting. Although much are just little items it is things that are needed to sail.

> Best to my knowledge, *George P* was brought to the basin and these little items have not be finished out. Primarily because of crew preference and cost. *George P* is the TAMU boat and they should have the opportunity to make those choices.

> The *Cynthia Woods* has had some minor repairs needed. I am not sure that the TAMU Team has come aboard to inspect the boat and see if additional time is needed to make sure last minute finishes have been completed.

> Jim has a list of crew/team members. Requirements are spelled out, and must be met in order to qualify. I'm sure that the TAMU team has the same criteria, we just have not had that verified.

> To date neither crew has sailed their vessel. I think it wise that the maiden voyage be made in advance of a regatta to allow members the chance to become familiar with their boat and see how she handles.

> Depending upon the date and the channel traffic. I am not convinced that the channel is a place to host a regatta with crew members with limited experience on a brand new boat........

> The TAMUG Offshore crew will be returning from the Kennedy Cup and finals will be occurring in the next week or two. Training time onboard the *Cynthia* will be limited.

> We need to look at the overall timeline if we host the christening, regatta, and reception all in one afternoon. Suggestions indicate that they would like to see a finish at Pier 21. We need to look at crew members class & work schedules, logistics of transporting persons without TAMUG vans, time involved in vessels getting back to basin, needs for berthing if guests intend to berth boats at basin, and how the campus and community will be able to take part and contingency for foul weather................

My overall concern is we certainly do not want anything to slip through the crack or cause embarrassment. Lack of familiarity and not being prepared can cause major problems. My concern is that both TAMU & TAMUG are ready and prepared. Tammy

---

From: Teri Fowle  
Sent: Monday, March 27, 2006 9:36 AM  
To: Tammy Lobaugh; Jim Atchley; William Hearn  
Cc: Carmel Julian  
Subject: RE: Christening of Mitchell Boats

3/27/2006
I just found out Mr. Hearn is in College Station today. We will have to wait for his return.

Thanks,

Teri A. Fowlé  
Director of Communications  
Texas A&M University at Galveston  
(409) 740-4830  
fowlert@tamu.edu

-----Original Message-----
From: Tammy Lobaugh  
Sent: Monday, March 27, 2006 9:31 AM  
To: Teri Fowlé; Jim Atchley; William Hearn  
Subject: RE: Christening of Mitchell Boats

Today if possible would be my choice as I'll be at TAMU Mon-Thurs. I've got some real concerns..., Tammy

From: Teri Fowlé  
Sent: Monday, March 27, 2006 9:28 AM  
To: Jim Atchley; Tammy Lobaugh; William Hearn  
Subject: FW: Christening of Mitchell Boats

We're starting to get way too many players involved in this. Bill Hearn suggested a meeting to decide what we want to do......how about today or tomorrow?

Thanks,

Teri A. Fowlé  
Director of Communications  
Texas A&M University at Galveston  
(409) 740-4830  
fowlert@tamu.edu

-----Original Message-----
From: Allen LeCornu  
Sent: Saturday, March 25, 2006 4:22 AM  
To: Cape Fear Yacht Works; Jim Atchley; Teri Fowlé; aweldon@VPSA,TAMU.EDU; 'Brian Hervey'; William Hearn; Tammy Lobaugh; 'Barry E. Leavitt'; DENNIS@rec.tamu.edu; Dean.Bresciani@tamu.edu; Gerard Coleman; Steve Conway; 'LINDA BOMKE'; 'B. Greg Mitchell'; 'Joshua Knapp'  
Cc: Cherie Coffman; Carmel Julian  
Subject: Re: Christening of Mitchell Boats

HI YA ALL

I THINK A RACE FROM PIER 21 WITH A LA MANS START, TO THE GOOD BYE WOULD BE A REAL CHALLENGE FOR THE KIDS. I SAIL THAT WAY ALL OF THE TIME. IT IS A SUPER SAIL IF WE HAVE SE OR SW WINDS. YOU CAN MAKE IT ALL THE WAY WITH OUT GETTING IN THE SHIP CHANNEL. WITH THE 38TS IT WOULD BE A DRAG RACE. IN OTHER WINDS IT WILL BE LONGER BUT A REAL CHALLENGE. THE BOATS WOULD FINISH AT PIER 21. AND THE TEAM WITH THE MOST POINTS WOULD BE THE WINNER. LIKE THE VOLVO RACE THEY WILL EARN POINTS FOR LEAVING 21 AND AT DIFFERENT SPOTS IN THE

3/27/2006
RACE 21 IS A SUPER PLACE TO LEAVE AND RETURN AND A FAVORITE OF MR MITCHELL.

LET ME KNOW WHAT YOU THINK

AGAIN THE ADMIRALTY MARINE MODEL GALLERY WILL HELP BY SPONSORING THE RACE, WE WILL ALSO GET OTHER SPONSORS. THIS RACE SHOULD BECOME A SUPER ANNUAL EVENT IN GALVESTON.

THANKS

ALLEN ----- Original Message ----- 

From: Cape Fear Yacht Works
To: 'Jim Atchley'; 'Teri Fowlle'; aweldon@VPSA.TAMU.EDU; 'Brian Hervey'; 'William Hearn'; 'Tammy Lobaugh'; 'Barry E. Leavitt'; DENNIS@rec.tamu.edu; Dean.Bresciai@tamu.edu; 'Gerard Coleman'; 'Steve Conway'; 'LINDA BOMKE'; B. Greg Mitchell'; 'Joshua Knapp
Cc: 'Cherie Coffman'; 'Carmel Julian'
Sent: Friday, March 24, 2005 10:50 AM
Subject: RE: Christening of Mitchell Boats

Would it be possible to do something with shorter legs, in the vicinity of the terminal or downtown docks so that people on shore can actually see what's going on?

Rona

-----Original Message-----

From: Jim Atchley [mailto:atchley@tamug.edu]
Sent: Thursday, March 23, 2006 4:56 PM
To: Teri Fowlle; Cape Fear Yacht Works; aweldon@VPSA.TAMU.EDU; Brian Hervey; William Hearn; Tammy Lobaugh; Barry E. Leavitt; DENNIS@rec.tamu.edu; Dean.Bresciai@tamu.edu; Gerard Coleman; Steve Conway; LINDA BOMKE; B. Greg Mitchell; Joshua Knapp
Cc: Cherie Coffman; Carmel Julian
Subject: RE: Christening of Mitchell Boats

Teri-Maybe, the Offshore Team will be at the Kennedy Cup Regatta-US Naval Academy April 20 thru 24 but they are always ready for a race if you can get it organized. I'm sure I can get a safety officer for each boat and I would like to see the race at least to the farewell buoy offshore. Let me know. Thanks Jim

-----Original Message-----

From: Teri Fowlle
Sent: Thursday, March 23, 2006 3:27 PM
To: 'Cape Fear Yacht Works'; aweldon@VPSA.TAMU.EDU; 'Brian Hervey'; 'William Hearn'; 'Tammy Lobaugh'; Jim Atchley; 'Barry E. Leavitt'; DENNIS@rec.tamu.edu; Dean.Bresciai@tamu.edu; Gerard Coleman; Steve Conway; 'LINDA BOMKE';  B. Greg Mitchell'; 'Joshua Knapp
Cc: Cherie Coffman; Carmel Julian
Subject: RE: Christening of Mitchell Boats

Capt. Atchley,

I know the College Station Sail Club has been asking for a match race. Do you think it can be pulled together by April 28th?

Thanks,

Teri A. Fowlle
Director of Communications
Texas A&M University at Galveston

3/27/2006
-----Original Message-----
From: Cape Fear Yacht Works [mailto
Sent: Thursday, March 23, 2006 1:45 PM
To: Teri Fowle; aweldon@VP/SA.TAMU.EDU; 'Brian Hervey'; William Hearn; Tammy
Lobaugh; Jim Atchley; 'Barry E. Leavitt'; DENNIS@rec.tamu.edu;
Dean.Bresciani@tamu.edu; Gerard Coleman; Steve Conway; 'LINDA BOMKE';
}-cammack@tamu.edu; 'B. Greg Mitchell'; 'Joshua Knapp'
Cc: Cherie Coffman; Carmel Julian; s-crawford@tamu.edu; R. Bowen Loftin
Subject: RE: Christening of Mitchell Boats

Teri;

Here's something for you – Kent thinks it would be nice to have the boats do a small
match-race either that weekend, the first "Mitchell Cup". What do you think and how do I
go about getting it organized? I'm good with planning regattas but this is something a
little different!

Rona

-----Original Message-----
From: Teri Fowle [mailto:fowlet@tamug.edu]
Sent: Tuesday, March 21, 2006 5:59 PM
To: Teri Fowle; aweldon@VP/SA.TAMU.EDU; Brian Hervey; William Hearn;
Tammy Lobaugh; Jim Atchley; Barry E. Leavitt; Cape Fear Yacht Works;
DENNIS@rec.tamu.edu; Dean.Bresciani@tamu.edu; BJ Gorman; Gerard
Coleman; Steve Conway; LINDA BOMKE;
}-p-cammack@tamu.edu; B. Greg Mitchell
Cc: Cherie Coffman; Carmel Julian; s-crawford@tamu.edu; R. Bowen Loftin
Subject: Christening of Mitchell Boats

Howdy!

We have a date for the Mitchell boat Christening!

What: George Phydias and Cynthia Woods boat Christening

When: Friday, April 28, 2006

Time: 5:30 – 7:30 p.m.

Where: Texas A&M University at Galveston Marine Terminal

Amy Weldon and I will work together on the Christening Ceremony and a
reception following on the Point at the Marine Terminal.

We will need to get invitations sent out fairly quickly. For those of you in College
Station, please submit the names and addresses for people you want to invite to
Amy Weldon at aweldon@vp/SA.tamu.edu. In Galveston, please submit names
and addresses to Teri Fowle at fowlet@tamug.edu. Please submit this
information by April 3rd.

3/27/2006
I am sorry we couldn't accommodate everyone's schedules, this was the best we could do.

Thank you,

Teri A. Fowlé

Director of Communications

Texas A&M University at Galveston

(409) 740-4830

fowlter@tamug.edu
# Automated Boat Sales Tax, Penalty & Interest Calculator

**CUSTOMER**

Name: 

TX #: 

**Date:** 

HIN OR Serial #: 

<p>| | | | | | | |</p>
<table>
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</thead>
<tbody>
<tr>
<td>1. Date of sale: (mm/dd/yy)</td>
<td>12/13/05</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>2. Sales price (do not include price of trailer)</td>
<td>321,472.00</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>3. Trade-in amount if any</td>
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<tr>
<td>4. Taxable amount</td>
<td>321,472.00</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>5. Sales tax - multiply item 4 X .0625</td>
<td>20,092.00</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>6. Tax paid previously to:</td>
<td>0.00</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>7. New Resident Tax:</td>
<td>0.00</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>8. Date of payment (if mailed, enter postmark date (mm/dd/yy))</td>
<td>03/13/06</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>9. Sales tax</td>
<td>20,092.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. Penalty</td>
<td>2,009.20</td>
<td></td>
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</tr>
<tr>
<td>11. Interest</td>
<td>136.22</td>
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</tr>
<tr>
<td>12. Total. Enter this amount on the PWD 143 OR PWD 144 for item &quot;Total sales tax, penalty &amp; interest owed&quot;.</td>
<td>22,237.42</td>
<td></td>
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</tr>
</tbody>
</table>

## Instructions

1. **Date of Sale** – The date that the purchaser took delivery of the vessel and/or outboard motor.

2. **Sales Price** – The sales price for the vessel and/or outboard motor.

3. **Trade-In Amount** – The amount credited for a taxable vessel and/or outboard motor that was accepted as trade-in for the transaction.

4. **Taxable Amount** – (Item 2 minus Item 3).

5. **Sales Tax** – The amount on Item 4 is automatically multiplied by .0625.

6. **Tax Paid** – Previously paid sales tax in Texas or in another state on this vessel and/or outboard motor. Enter the abbreviation of the state where the tax was paid and the amount of sales tax paid. You will have to provide proof for any tax claimed under this item.

7. **New Resident Tax** – If you brought your boat or outboard motor into Texas AND it was previously registered in your name, enter $15.00.

8. Enter the date of the payment or, if mailed, the postmark date will be used to determine the interest and penalty due. If the date of sale is more than four years from the date of payment, no tax is due.

9. **Total Tax Due Texas** – (Item 5 minus Item 6).

10. **Penalty** – Minimum Penalty is $1.00. Taxes not paid within 20 working days from the date of delivery or the date the vessel is brought into Texas, will incur a tax penalty equal to 5% of your tax due. Taxes not paid within a combined 20 working days AND 30 calendar days from the date of delivery or the date the vessel is brought into Texas will incur a tax penalty equal to 10% of your tax due.

11. **Interest** is calculated daily for overdue sales tax based on a rate established by the Texas State Comptroller. For more information, including the daily rate of interest visit: [http://cpa.state.tx.us/m23taxes.html](http://cpa.state.tx.us/m23taxes.html)

12. **Total Sales Tax, Penalty & Interest Owed** – Enter this amount on the PWD 143 OR PWD 144 for item "Total sales tax, penalty & interest owed".

## WARNING
False information on documents is a punishable offense – Texas Penal Code Chapter 37, Section 37.10. Any person who knowingly makes a false entry in, or false alteration of a governmental record is guilty of a felony of the third degree, punishable by confinement in jail for any term of not more than 10 years or less than 2 years and punishable by a fine not to exceed $10,000.
George P. Mitchell

December 15, 2005

Dr. Robert Walker
Vice President of Development
Texas A&M University
401 George Bush Drive
College Station, Texas 77840-2811

Dear Dr. Walker:

I am pleased to donate the new George Phydias Cape Fear 38' Regatta to Texas A&M University at College Station, and I've enclosed a Gift Deed duly signed and acknowledged by me.

This vessel includes a full set of Quantum racing sails, Quantum practice sails, and an Ockham instrument package. The boat also includes a 29hp Volvo Penta diesel saildrive with two-blade folding prop. The approximate retail value is $360,000.

The title is enclosed with this letter. Please acknowledge receipt of the vessel by signing and returning a copy of the Gift Deed to my attention.

I would like the A&M sail team at the College Station campus to be the primary user of the George Phydias. I look forward to hearing wonderful news of regattas won using this new racing boat.

Sincerely,

George P. Mitchell

Enclosures
MANUFACTURER'S STATEMENT OF ORIGIN

The undersigned CORPORATION hereby certifies that the vessel described below, the property of the said CORPORATION, has been transferred this 13th Day of December, 2005 from:

Cape Fear Yacht Works  
111 Bryan Road  
Wilmington, NC 28412

To:

George P. Mitchell  
Suite 1850  
600 Travis  
Houston, TX 77002

"George Fyduck"

Vessel: CF38200505 52438  UAR38005A505

The CORPORATION certifies that this is the first transfer of such vessel in ordinary trade and commerce.

CORPORATION: Cape Fear Yacht Works  
111 Bryan Road  
Wilmington, NC 28412

BY:  
Rona Carm, General Manager  
Date  
13 Dec 05
GIFT DEED

As a gift, and without receipt of value, the undersigned GEORGE P. MITCHELL ("Donor"), does hereby GIVE, TRANSFER and DELIVER to TEXAS A&M UNIVERSITY ("Donee") the following described sailing vessel ("Gifted Vessel") to be used by Donee in carrying out its educational purposes:

THAT certain new Cape Fear 38' Regatta, Hull Number UAR38005A505, entitled the "George Phydius," including a full set of Quantum racing sails, Quantum practice sails, an Ockham Instrument package, and all accompanying riggings, masts and equipment belonging thereto.

The Gifted Vessel is free and clear of all liens, encumbrances or other charges created by or through Donor, and has an estimated retail value of $360,000. Donor shall execute such other documents as may be necessary to reflect the transfer of title to the Gifted Vessel to the Donee as stated herein.

Upon acceptance of this gift, evidenced by Donee signing the acknowledgement below, Donee shall assume all risk of loss with respect to the Gifted Vessel.

Dated this 12/19/05 day of December, 2005.

George P. Mitchell, Donor

STATE OF TEXAS

COUNTY OF HARRIS

This instrument was acknowledged before me on December 19, 2005, by George P. Mitchell.

Given under my hand and seal of office this 19th day of December, 2005.

Notary Public, State of Texas

ACKNOWLEDGEMENT OF GIFT

The undersigned, as a duly authorized representative of Donee, hereby acknowledges (a) delivery and acceptance of the Gifted Vessel as described above, (b) that Donee provided no goods or services to Donor in consideration, in whole or part, for the gift of the Gifted Vessel, and (c) that the Donee will use the Gifted Vessel in carrying out its educational purposes.

Dated 12/20, 2005
Greetings to all,

Unfortunately, today I received in the mail a letter from the Texas Parks and Wildlife Department saying that they were unable to process my request to obtain title on the two boats. Probably through my error, I did not include the “date of sale” and “sales price” on the Vessel Tax Affidavit section, and that is needed to determine the sales and use tax. In addition, the TPWD determined that I calculated the tax due on each boat incorrectly, even though Teri and I looked at the form together. From what I can tell, that is because the form that you prepared for us—the Form PWD 143—was outdated. The one that you send us was dated (on the bottom left) as “12/00” and on the web site the newer form with the higher fees is dated “08/04”.

Unfortunately, I am unable to fill out this new form easily, because there are questions on it that are just out of my normal realm of expertise. So I must ask one or more of you to help me by downloading the newest version of Form PWD 143 (found via the link below) and filling out new versions for both boats. Teri made copies of the earlier forms, so you have all of the information. You will see that on the first page of this form there are different questions than the earlier form, questions that I was afraid to answer without assistance. Just so you know, the letter says that the fee for each boat should be $70 for a vessel between 26-40 feet, with an additional $25 per boat for the certificate of title. Teri and I, using the old form, had calculated $55 + $15 for each boat.

If you would be so kind to help me, I would really appreciate it. I can easily add the date of sale and the cost of each boat, or you can do it as well. Each boat cost $321,472, and the date on the original contracts to purchase the boats was February 16, 2005. Legally speaking, that is probably the true date of sale. Please correct me if I am wrong, but it seems that by checking the “Gift-NO TAX” box that no sales tax will be due on this gift. Surely the form does not imply that an additional sales tax of $20,092 (6.25% * $321,472) is due for each boat, does it?

Again, I am sorry about the delay in getting you title to these boats. Believe me, Mr. Mitchell shares my frustration, and wants to get this paperwork over with. Remember that once the forms are done again, we will have to send the first set to Rona at Cape Fear Yacht Works for her to sign them first, transferring title from Cape Fear to Mr. Mitchell. The second set transferring title from Mr. Mitchell to TAMU was also prepared on the old forms, so they may need to be re-done as well.

Finally, when we actually do get those title certificates and send them to TAMU, we are going to send a brief acknowledgment of indemnification and release of liability that we would like for TAMU to grant to Mr. Mitchell and to execute for his benefit.

Thanks, and I look forward to getting those new forms soon. Please feel free to call me or to respond to this email with any questions.

Barry

Barry E. Leavitt - CPA, JD, MBA

3/14/2006
From: Teri Fowle [mailto:fowlet@tamug.edu]
Sent: Wednesday, January 11, 2006 5:02 PM
To: Jackie Robbins; Barry E. Leavitt; Cape Fear Yacht Works
Cc: Ann Lovett
Subject: RE: Boat Title

Barry,

Please see Jackie's note below. Apparently we can not title the vessel with the MSO because it transfers ownership of the boat to Mr. Mitchell. I am sure College Station is going to run into the same problem when they go to title the vessel.

The phone number at Texas Parks and Wildlife is: (800) 262-8755. This is an information line only. The paperwork has to be completed and sent to them for the title to be issued. Here is a web site address with information about how to title the boat and the PWD 143 form Jackie mentioned below is located on this site:
http://www.tpwd.state.tx.us/fishboat/boat/owner/titles_and_registration/

Please let me know if there is anything I can do to help with this.

---Original Message-----
From: Jackie Robbins
Sent: Wednesday, January 11, 2006 3:57 PM
To: Teri Fowle
Subject: Boat Title

Teri, I spoke to a Texas Parks & Wildlife rep in Austin and was told that since the MSO is transferring ownership of the vessel to Mr. Mitchell that Mr. Mitchell needs to obtain a title to the vessel in his name before he can transfer the vessel to TAMUG. Mr. Mitchell needs to submit the MSO along with a PWD 143 (Application for Texas Certificate of Number/Title for Vessel/Seller, Donor or Trader's Affidavit) to TPWD in Austin to obtain the title. Once he receives the title he simply signs off on the back of it transferring ownership to TAMUG. Once I get this title I submit it to TPWD along with a PWD 143 to get a title in our name.

Let me know if there is anything else you need.

Jackie
A&M gets new offshore racing boats

By John Ira Petty
Correspondent

Published February 19, 2006

They're new, shiny and look fast. A lot of Texas sailors may be seeing their sterns in races this year.

Texas A&M University has received two Cape Fear 38s donated by oilman, A&M graduate and university benefactor George Mitchell. One will be based at Texas A&M University of Galveston and sailed by the Galveston school's offshore sailing team.

The other will be used by sailors from A&M's College Station campus, but most likely will be based on Galveston Bay, possibly at the Galveston campus.

"They're strictly racing boats," said Jim Atchley, marine terminal manager who coaches the school's Offshore Sailing Team. The boats are being fitted out at Payco Marina. Atchley says he hopes they will be in the water and ready to sail in March.

The Galveston boat is named Cynthia Woods, for George Mitchell's wife. The name of the College Station boat is George Phydias, Mitchell's first and middle names. They were built by Cape Fear Yachts in Wilmington, N.C., a company owned by Kent Mitchell, George Mitchell's son.

"The kids are so excited," said Teri Fowle, a spokeswoman at the Galveston campus. "Once we can get George Mitchell and the boats here, we'll have a formal christening, perhaps next month."

The George Phydias has been launched, while the Cynthia Woods is not yet in the water at Payco.

Fowle said the offshore sailing team's successes were part of the reason for the donation. Mitchell heard about the team's respectable finish in the 2004 Harvest Moon Regatta, a 152-mile race from Galveston to Port Aransas.

The team, now with about 40 participants, has built on that success. Using donated, decades-old boats, the team finished first in class and first in fleet in last year's Harvest Moon, sailing a mid-1980s model New York 36. A woman's team aboard a Whitby 42-foot ketch of similar vintage won the regatta's Ladies' Class.

For students studying to become Merchant Marine officers, sailing is more than just a sport.

“Offshore sailing is a lot of fun,” said Atchley. “But this is about training and education. Being out on the water in a sailboat gives them a real feeling for the ocean.”

They learn or develop many of the other skills required to get a boat — or ship — safely and efficiently from one place to another. Among the skills are navigation, seamanship and developing positive interactions with fellow crewmembers in tight quarters during 24-hour days.

Atchley, who also teaches a class called Competitive Offshore Sailing, said the team is perhaps the most active sailboat racing organization in Galveston. It plans to participate in this year’s Regata de Amigos, the biannual race from Galveston to Veracruz.

That 630-mile race usually sees the winning boats finish in a little under five days. Participants spend several days in Veracruz, Mexico’s leading port, before sailing back to the United States. Many stop at Tuxpan and nearby Isla Lobos.

The Cape Fear 38s draw more than 7 feet, which is a big reason the College Station boat is likely to be based on Galveston Bay. They’re rigged for asymmetrical spinnakers — no spinnaker pole. They’re light and narrow, with a beam of 11 feet. Accommodation is straight-forward and perhaps a little Spartan.

The new boats, each valued at more than $200,000, are likely to be serious contenders in Galveston-area offshore racers for years to come.

+++"}

John Ira Petty, a sailing instructor, licensed captain and charter sailboat owner, is the sailing columnist for The Daily News.

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**GENERAL INFORMATION**

Effective January 1, 1994: Texas registration and title will be required by law for all vessels. **EXEMPTIONS:** Canoes, kayaks, punts, rubber rafts, and rowboats (regardless of length) when paddled, poled, oared, or windblown are exempt from registration and titling. Also exempt are any other vessels under 14 feet when paddled, poled, oared, or windblown.

New Vessels – A Manufacturer’s Statement of Origin must be properly assigned to owner (purchaser) and sent with this application.

Cut-of-State Vessels – Vessels transferring registration/titling from title states must surrender original title before a Texas Registration/Title may be obtained. Vessels from non-title states must surrender out-of-state original registration documents before vessel may be registered/titled in Texas.

---

**SALES TAX INFORMATION**

For information about vessel/outboard motor tax, contact the Texas Comptroller of Public Accounts at 1-800-252-5555 toll free nationwide, or call 512-463-4600. (From a Telecommunication Device for the Deaf [TDD] only, call 1-800-248-4099 toll free or call 512-463-4621.)

For information about vessel/outboard motor registration and titling, contact the Texas Parks and Wildlife at 1-800-262-8755 toll free or call 512-389-4828.

---

**ALL INFORMATION ENTERED ON THIS FORM (EXCEPT SIGNATURES) SHOULD BE TYPED OR PRINTED**

Texas Tax Code Annotated Section 160.045 and 160.041(c)
The sales and use tax must be paid by the purchaser to the Texas Parks and Wildlife or to a county Tax Assessor-Collector within 20 working days after the date that the vessel is delivered to the purchaser.

If the tax is paid from 1 to 30 days late, a penalty of 5% of the tax will be charged; if more than 30 days late, the penalty will be 10% of the tax. Minimum penalty is $1.00.

This form must be completed and submitted together with any required application fees, supporting documents, and any vessel/outboard motor tax due to: Texas Parks and Wildlife Headquarters in Austin OR any of the 28 Texas Parks and Wildlife Law Enforcement Field Offices OR any participating Tax Assessor-Collector Office (contact your local tax office to confirm if they process vessel registration/titles).

For assistance in completing this form, contact the Texas Parks and Wildlife Headquarters in Austin OR a Texas Parks and Wildlife Law Enforcement Field Office OR any participating Tax Assessor-Collector Office.

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**SCHEDULE OF FEES**

**TEXAS CERTIFICATE OF NUMBER (VESSEL REGISTRATION – TX NUMBER)**

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<th>IF VESSEL IS . . .</th>
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<td>26 feet but less than 40 feet in length</td>
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<td>40 feet in length and over</td>
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**TEXAS CERTIFICATE OF TITLE FOR A VESSEL**

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**TEXAS PARKS AND WILDLIFE DEPARTMENT**

**4200 SMITH SCHOOL ROAD**

**AUSTIN, TEXAS 78744**
Come Sail Away!

The Texas A&M Sailing Team invites you to an alumni regatta to reunite with past sailors. Please join us for dinghy races and lunch with the current team. Skippers and crew are readily available! Afterwards we will watch the Texas Aggie Baseball Team B.T.H.O Texas Tech at 7pm! Refreshments will be provided.

Date: Saturday, March 25, 2006
Where: Lake Bryan (12 miles outside College Station, TX),
       Olsen Field, Texas A&M campus
Time: 9:00 a.m. – 3 p.m. Time will be allotted for lunch.
Cost: Couple: $100 - if you are unable to attend the game, the price is $85
      Single: $55 - if you are unable to attend the game, the price is $45
      ** Price includes the regatta, lunch, and baseball game tickets. **

RSVP at http://recsports.tamu.edu/sailing/form_rsvp.htm

Sailing Team
Department of Recreational Sports
Texas A&M University
4250 TAMU
College Station, TX 77843-4250

Dr. Donna Lang
4120 Pirates Beach
Galveston, TX 77554-8042
Come Sail Away!

The **Texas A&M Sailing Team** invites you to an alumni regatta to reunite with past sailors. Please join us for dinghy races and lunch with the current team. Skippers and crew are readily available! Afterwards we will watch the Texas Aggie Baseball Team B.T.H.O Texas Tech at 7pm! Refreshments will be provided.

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RSVP at [http://recsports.tamu.edu/sailing/form_rsvp.htm](http://recsports.tamu.edu/sailing/form_rsvp.htm)

Sailing Team
Department of Recreational Sports
Texas A&M University
4250 TAMU
College Station, TX 77843-4250
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AGENDA

I. TAMU’s Berthing Site Preference and Plans

II. Levels of Service to be performed by TAMUG

III. TAMU Point of Contact(s)

IV. Operational Protocols

V. Emergency Response Protocols
   - Weather
   - Fires
   - Accidents
   - Theft or Vandalism

VI. Expenses
Possible Levels of Service (DRAFT)

Level 1 Service

TAMUG Provides:
- Berth
- Security
- Shore-side power and water
- Trash disposal

TAMUG Requires:
- Vessel requests filed prior to use (elements of requests to be identified, but the purpose will be to provide advance notification to campus security and marine terminal staff)
- TAMU to secure vessel to preclude use by unauthorized personnel
- Access for emergencies – unexpected storms, fires, etc.
- Latitude to shift vessel within marine terminal if needed to accommodate operations
- Berthing fee that reimburses costs

Level 2 Service

TAMUG Provides:
- Level 1 service, plus
- Fuel
- Maintenance

TAMUG Requires:
- Level 1 requirements, plus
- Authorization or approval procedures for required expenditures
- Appropriate compensation for staff time and reimbursement for expenses

Level 3 Service

TAMUG Provides:
- Level 1 or Level 2 service as agreed upon, plus
- Supervision of TAMU students
- Training for TAMU students

TAMUG Requires:
- Level 1 or Level 2 requirements as agreed upon, plus
- Authority to require TAMU students to meet TAMUG standards and to comply with TAMUG operational and training requirements
- Appropriate compensation
Current Protocols: TAMUG's current operational procedures for the Gypsy North and the Reveille (the university’s other large sailing vessels) include:

The students only operate the vessels under supervision of a staff member on payroll. TAMUG currently has four supervisors. They either have extensive experience or captain’s licenses.

Students have sailing practice most Sunday afternoons.

When sailing, there is always a designated safety officer on board.

The boats are hauled out annually for maintenance such as painting the bottom and repacking rudderposts.

All equipment and consumables are inspected and inventoried for replacement routinely. Certifications where required are kept current.

Departure and return checklists are completed whenever these boats are used.

The checklist assures appropriate communication gear is aboard the boats including VHF, flare guns and EPIRB. Additionally, personal cell phones are routinely used and numbers recorded prior to departure.
Barry,

Please see Jackie's note below. Apparently we can not title the vessel with the MSO because it transfers ownership of the boat to Mr. Mitchell. I am sure College Station is going to run into the same problem when they go to title the vessel.

The phone number at Texas Parks and Wildlife is: (800) 262-8755. This is an information line. The paperwork has to be sent to them. Here is a web site address with information about how to title the boat and the PWD 143 form Jackie mentioned below is located on this site: http://www.tpwd.state.tx.us/fishboat/boat/owner/titles_and_registration/

Please let me know if there is anything I can do to help with this.

Teri A. Fowlé  
Director of Communications  
Texas A&M University at Galveston  
(409) 749-4830  
fowlot@tamug.edu

-----Original Message-----
From: Jackie Robbins  
Sent: Wednesday, January 11, 2006 3:57 PM  
To: Teri Fowlé  
Subject: Boat Title

Teri, I spoke to a Texas Parks & Wildlife rep in Austin and was told that since the MSO is transferring ownership of the vessel to Mr. Mitchell that Mr. Mitchell needs to obtain a title to the vessel in his name before he can transfer the vessel to TAMUG. Mr. Mitchell needs to submit the MSO along with a PWD 143 (Application for Texas Certificate of Number/Title for Vessel/Seller, Donor or Trader's Affidavit) to TPWD in Austin to obtain the title. Once he receives the title he simply signs off on the back of it transferring ownership to TAMUG. Once I get this title I submit it to TPWD along with a PWD 143 to get a title in our name.

Let me know if there is anything else you need.

Jackie
George Mitchell has donated a 2005 Cape Fear 38 sailboat, hull #UAR380071505 to Texas A&M University at Galveston. I inspected the vessel and related equipment on December 21, 2005, and found it to be a desirable addition to the University’s small boat fleet.

Therefore, I wish to accept the donated vessel on behalf of the TAMUG Marine Terminal and assume financial and operational responsibility for such. The boat will be used for student training and education, however in the event the vessel does not prove beneficial to the terminal fleet support and/or training, the boat will be sold. Proceeds will then be used to support small boat operations or the Cadet Crew Program.

It is the generous donations and support of individuals like Mr. Mitchell that allows our training programs to continue.

Sincerely,

Captain Jim Atchley
Marine Terminal Manager
Teri Fowle

From: Brian Hervey [b-hervey@tamu.edu]
Sent: Tuesday, December 13, 2005 11:19 AM
To: Teri Fowle
Cc: DENNIS CORRINGTON; Karen Pearce; Robert Walker; Bresciai, Dean L.
Subject: Mitchell donation

Howdy, Teri

Thanks for the information about the generous donation of a boat for the TAMU sailing team by George and Cynthia Mitchell. We will plan to meet in Galveston soon to discuss the details of the gift and usage guidelines.

Thank you very much for your work on this. Please let us know if we need to take any actions prior to the meeting in Galveston. At this point, my understanding is that the boat, George Phydias, will be housed at the TAMUG marina, likely as soon as the end of this week, and Mr. Mitchell's attorney has contact information for Dr. Robert Walker, TAMU VP for Development, as a contact for receipt of the title on behalf of Texas A&M University. The second boat will be owned by Texas A&M University, Galveston.

My office line is below, or I can be reached by cell phone at [phone number] with any questions.

Gig 'Em

Brian

Brian T. Hervey
Director of Development for Student Affairs
112 Koldus Building
1256 TAMU
College Station, TX 77843-1256
979-458-1689
Fax 979-458-1691
Hi Teri and Dr. Loftin,

Attached are two documents for your review regarding the gift of the George Cynthia Woods to Texas A&M at Galveston. The first is the gift deed, and the second is a draft of a letter. Please understand that the letter will almost certainly be modified somewhat, since I just drafted it, but I wanted to be sure that it looked OK to you regarding content.

The title certificate is supposed to be on its way, and if everything looks OK to you, then we should be able to get these documents executed and out to you the beginning of next week. If something needs to be changed, especially on the gift deed, please let me know.

Just to keep you in the loop, I sent the same documents (except for the other boat) to your colleagues Karen Pearce and Dr. Robert Walker in College Station.

Thank you, and I hope that you and your students enjoy their new boat.

Barry

Barry E. Leavitt- CPA, JD, MBA  
V.P. - Tax, Estate Planning, & Legal Affairs  
GPM, Inc. & Affiliates  
713-377-5026 (phone)  
713-377-5028 (fax)

-----Original Message-----
From: Teri Fowle  [mailto:fowlet@tamug.edu]
Sent: Tuesday, December 13, 2005 10:07 AM
To: Barry E. Leavitt; Cape Fear Yacht Works
Cc: R. Bowen Loftin; Ron S. Webster; rwalker@tamu.edu; k-pearce@tamu.edu; Ann Lovett
Subject: RE: Mitchell Boats

Good Morning Barry,

We have information for you regarding a contact person at main campus for the donation of the George Phydias.

Please address the letter to:

Dr. Robert Walker  
Vice President of Development  
Texas A&M University  
401 George Bush Dr.  
College Station, TX 77840-2811

Karen Pearce is the assistant to Dr. Walker and can be reached at (979) 845-8161. I have copied both Dr. Walker and Karen Pearce on this email so they will have your email address as well.

1/3/2006
Dr. Walker will handle all the paperwork and the donation process for the George Phydis. I can remain your contact for the Cynthia Woods and the letter for that vessel can be addressed to Dr. R. Bowen Loftin.

Thank you for all your work on this! I know that through the process we forget about how excited all the students are to receive this gift. I will tell you that everyone here is so very excited and the students can't wait to get the Cynthia Woods out for a sail!!

Take care,

Teri A. Fowler
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowler@tamuag.edu

-----Original Message-----
From: Barry E. Leavitt
Sent: Tuesday, December 13, 2005 9:37 AM
To: 'Cape Fear Yacht Works'; Teri Fowler
Cc: R. Bowen Loftin; 'Ron S. Webster'
Subject: RE: Mitchell Boats

Hi Rona,

Here are your answers, along with some follow-up comments.

1. The boats should be titled to George P. Mitchell personally.

2. The address should be:
   600 Travis, Suite 1850
   Houston, Texas  77002

   When you mail them, please send them to my attention.

3. Regarding the date of transfer, I would be happy to have today's date for both boats.
   a. As you know, the George Phydis has been paid for in full, but a final payment
   has not yet been made on the Cynthia Woods. To make things easiest on us from
   Mr. Mitchell's standpoint, we would like to make the final payment now, before
   the gift of the Cynthia Woods is made, just so we have all of the paperwork done
   in 2005. Mr. Mitchell has suggested that he just pay Cape Fear Yacht Works the
   same $121,472 that he paid for the George Phydis for a final payment and for
   CFYW to make that work for you. I spoke with Kent last week, and he said that
   your accountant had left and it was making things difficult to get the numbers
   together.
   b. If this sounds OK to you, I can arrange to have that check made out ASAP.

In the meantime, I can continue to work with Teri Fowler and Dr. Loftin to get the transfer
documents ready for the two different TAMU campus locations.

Thank you,

Barry E. Leavitt

1/3/2006
Hi guys,

I just need to confirm that the boats are to be titled to Mr. Mitchell personally and not to GPM or other entity; the address; and the date that you'd like the title transfer, either pre or post today.

Thanks,

Rona

-----Original Message-----
From: Teri Fowlé [mailto:fowlet@tamug.edu]
Sent: Monday, December 12, 2005 5:31 PM
To: Barry E. Leavitt
Cc: R. Bowen Loftin; Cape Fear Yacht Works
Subject: RE: Mitchell Boats

Hi Barry,

Here is the information I have on Rona (I have copied her on this email so you will have each other's email addresses):

Office #: (910) 395-0189
Fax #: (910) 395-0427
Email:

I can check with Capt. Atchley to see if he has a cell phone number for Rona -- This is all I have. I did send Rona an email and request title for both boats and told her you needed a final bill for the Cynthia Woods.

Thanks,

Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlet@tamug.edu

1/3/2006
Cc: R. Bowen Loftin  
Subject: RE: Mitchell Boats  

Teri,

Thanks for the update. Would you please give me Rona’s phone number? Mr. Mitchell is quite adamant about donating both boats to TAMU this year (I spoke to him about it 10 minutes ago) and there are a couple of issues that need to be expedited if we are to get that done in time.

In the meantime, our attorney has drafted a Gift Deed that includes the technical description of the boat (for the George Phidias) and that also has some important wording for us. Once we get the correct person to acknowledge the gift – as you suggest, for the first boat it is likely Mr. Gates – and we have the hull number of the boat, the gift deed is ready. If title can not be obtained before the end of the year for some reason, that Gift Deed says that “donor shall execute such other documents as may be necessary to reflect the transfer of title to the Gifted Vessel to the Donee as stated herein.”

Let’s keep pushing forward to see if TAMU can receive both boats this year.

Thanks,

Barry

-----Original Message-----
From: Teri Fowlé [mailto:fowlé@tamug.edu]
Sent: Monday, December 12, 2005 3:16 PM
To: Barry E. Leavitt
Cc: R. Bowen Loftin
Subject: RE: Mitchell Boats

Hi Barry,

Yes, I will contact Rona and request a title for the George Phidias. I believe that the boat going to College Station should be addressed to TAMU President Robert Gates. I have copied Dr. Loftin (our campus Chief Executive Officer) to be sure this is correct. I will let you know.

Thanks,

Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlé@tamug.edu

-----Original Message-----
From: Barry E. Leavitt
Sent: Thursday, December 08, 2005 5:29 PM
To: Teri Fowlé
Subject: RE: Mitchell Boats

1/3/2006
Hi Teri,

Please push forward with the issue of title. We basically have the documents ready to go for the George Phydias, but we cannot proceed without title. If you do speak with Rona, please pass on that we cannot donate the Cynthia Woods until they have sent us a final bill to pay first, so we can get clear title.

Incidentally, since the George Phydias is going to the College Station campus, could you please give us the complete and correct address? Your draft (when you were suggesting a split gift rather than the separate gift concept that we all now agree is better) just had the partial address of:

Texas A&M University
Mail Stop________
College Station, TX _______

I am copying Ron Webster, our attorney who is working on this project with me. If Ron should call you with any questions about gifting either boat, please feel free to share everything with him.

Thanks.

Barry

-----Original Message-----
From: Teri Fowle [mailto:fowlet@tamuq.edu]
Sent: Friday, December 02, 2005 5:12 PM
To: LINDA BOMKE; Cape Fear Yacht Works
Cc: Barry E. Leavitt; Nancy Stucky; Phyllis Lutz; William Hearn; Ron Streibich; Jackie Robbins; Ann Lovett
Subject: RE: Mitchell Boats

Hi Barry!

Attached is a deed of gift and draft copy of a letter of intent to donate the George Phydias to the Texas A&M College Station sail team. In the draft letter, I only included the information required in the letter, feel free to add as other information as needed by the Mitchell's. Because we are dealing with the two campuses, I think it will be best to handle each boat as a separate gift.

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I will be in the office on Monday so feel free to call if you have any questions.

Have a GREAT weekend!!
Teri Fowle
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553-1675
(409) 740-4830
fowlet@tamug.edu
GIFT DEED

As a gift, and without receipt of value, the undersigned GEORGE P. MITCHELL ("Donor"), does hereby GIVE, TRANSFER and DELIVER to TEXAS A&M UNIVERSITY AT GALVESTON ("Donee") the following described sailing vessel ("Gifted Vessel") to be used by Donee in carrying out its educational purposes:

THAT certain new Cape Fear 38' Regatta, Hull Number UAR380071505, entitled the "Cynthia Woods," including a full set of Quantum racing sails, Quantum practice sails, an Ockam Instrument package, and all accompanying riggings, masts and equipment belonging thereto.

The Gifted Vessel is free and clear of all liens, encumbrances or other charges created by or through Donor, and has an estimated retail value of $360,000. Donor shall execute such other documents as may be necessary to reflect the transfer of title to the Gifted Vessel to the Donee as stated herein.

Upon acceptance of this gift, evidenced by Donee signing the acknowledgement below, Donee shall assume all risk of loss with respect to the Gifted Vessel.

Dated this _______ day of December, 2005.

______________________________
George P. Mitchell, Donor

STATE OF TEXAS §

COUNTY OF HARRIS §

This instrument was acknowledged before me on ________________, 2005, by George P. Mitchell.

Given under my hand and seal of office this _______ day of ________________, 2005.

______________________________
Notary Public, State of Texas

ACKNOWLEDGEMENT OF GIFT

The undersigned, as a duly authorized representative of Donee, hereby acknowledges (a) delivery and acceptance of the Gifted Vessel as described above, (b) that Donee provided no goods or services to Donor in consideration, in whole or part, for the gift of the Gifted Vessel, and (c) that the Donee will use the Gifted Vessel in carrying out its educational purposes.

Dated __________ 2005
January 3, 2006

Dr. R. Bowen Loftin
Chief Executive Officer
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553-1675

Dear Dr. Bowen:

I am pleased to donate the new Cynthia Woods Cape Fear 38' Regatta to Texas A&M University at Galveston, and enclose a Gift Deed duly signed and acknowledged by me.

We would like to have the University's sail team be the user of the Cynthia Woods. Please acknowledge receipt of the vessel by signing and returning a copy of the Gift Deed to our attention.

This vessel includes a full set of Quantum racing sails, Quantum practice sails and an Ockam instrument package. The boat also includes a 29hp Volvo Penta diesel saildrive with two-blade folding prop. The approximate retail value is estimated at $360,000. The title is enclosed with this letter.

I look forward to hearing wonderful news of regattas won using this new racing boat.

Sincerely,

George P. Mitchell
Good Morning Barry,

We have information for you regarding a contact person at main campus for the donation of the George Phydias.

Please address the letter to:

Dr. Robert Walker
Vice President of Development
Texas A&M University
401 George Bush Dr.
College Station, TX 77840-2811

Karen Pearce is the assistant to Dr. Walker and can be reached at (979) 845-8161. I have copied both Dr. Walker and Karen Pearce on this email so they will have your email address as well.

Dr. Walker will handle all the paperwork and the donation process for the George Phydias. I can remain your contact for the Cynthia Woods and the letter for that vessel can be addressed to Dr. R. Bowen Loftin.

Thank you for all your work on this! I know that through the process we forget about how excited all the students are to receive this gift. I will tell you that everyone here is so very excited and the students can’t wait to get the Cynthia Woods out for a sail!!

Take care,

Teri Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowl@tamu.edu

-----Original Message-----
From: Barry E. Leavitt 
Sent: Tuesday, December 13, 2005 9:37 AM
To: 'Cape Fear Yacht Works'; Teri Fowlé
Cc: R. Bowen Loftin; 'Ron S. Webster'
Subject: RE: Mitchell Boats

Hi Rona,

Here are your answers, along with some follow-up comments.

1. The boats should be titled to George P. Mitchell personally.

2. The address should be:
   600 Travis, Suite 1850

12/13/2005
Houston, Texas 77002

When you mail them, please send them to my attention.

3. Regarding the date of transfer, I would be happy to have today’s date for both boats.
   a. As you know, the George Phydius has been paid for in full, but a final payment has not yet been made on the Cynthia Woods. To make things easiest on us from Mr. Mitchell’s standpoint, we would like to make the final payment now, before the gift of the Cynthia Woods is made, just so we have all of the paperwork done in 2005. Mr. Mitchell has suggested that he just pay Cape Fear Yacht Works the same $121,472 that he paid for the George Phydius for a final payment and for CFYW to make that work for you. I spoke with Kent last week, and he said that your accountant had left and it was making things difficult to get the numbers together.
   b. If this sounds OK to you, I can arrange to have that check made out ASAP.

In the meantime, I can continue to work with Teri Fowle and Dr. Loftin to get the transfer documents ready for the two different TAMU campus locations.

Thank you,

Barry E. Leavitt

Barry E. Leavitt - CPA, JD, MBA
V.P. - Tax, Estate Planning, & Legal Affairs
GPM, Inc., & Affiliates
713-377-5026 (phone)
713-377-5028 (fax)

-----Original Message-----
From: Cape Fear Yacht Works
Sent: Tuesday, December 13, 2005 6:43 AM
To: 'Teri Fowle'; 'Barry E. Leavitt'
Cc: 'R. Bowen Loftin'
Subject: RE: Mitchell Boats

Hi guys,

I just need to confirm that the boats are to be titled to Mr. Mitchell personally and not to GPM or other entity; the address; and the date that you’d like the title transfer, either pre or post today.

Thanks,

Rona

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Sent: Monday, December 12, 2005 5:31 PM
To: Barry E. Leavitt
Cc: R. Bowen Loftin; Cape Fear Yacht Works
Subject: RE: Mitchell Boats

Hi Barry,

Here is the information I have on Rona (I have copied her on this email so you will have each
other’s email addresses):

Office #: (910) 395-9189
Fax #: (910) 395-0427
Email:

I can check with Capt. Atchley to see if he has a cell phone number for Rona – This is all I have.
I did send Rona an email and request title for both boats and told her you needed a final bill for
the Cynthia Woods.

Thanks,

Teri A. Fowle
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
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Thanks,

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Yes, I will contact Rona and request a title for the George Phydis. I believe that the boat going to College Station should be addressed to TAMU President Robert Gates. I have copied Dr. Loftin (our campus Chief Executive Officer) to be sure this is correct. I will let you know.

Thanks,

Teri A. Fowlé  
Director of Communications  
Texas A&M University at Galveston  
(409) 740-4830  
fowlj@tamug.edu

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From: Barry E. Leavitt  
Sent: Thursday, December 08, 2005 5:29 PM  
To: Teri Fowle  
Subject: RE: Mitchell Boats

Hi Teri,

Please push forward with the issue of title. We basically have the documents ready to go for the George Phydis, but we cannot proceed without title. If you do speak with Rona, please pass on that we cannot donate the Cynthia Woods until they have sent us a final bill to pay first, so we can get clear title.

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Mail Stop __________  
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I am copying Ron Webster, our attorney who is working on this project with me. If Ron should call you with any questions about gifting either boat, please feel free to share everything with him.

Thanks.

Barry

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From: Teri Fowle [mailto:fowlj@tamug.edu]  
Sent: Friday, December 02, 2005 5:12 PM  
To: LINDA BOMKE; Cape Fear Yacht Works  
Cc: Barry E. Leavitt; Nancy Stucky; Phyllis Lutz; William Hearn; Ron Streibich; Jackie Robbins; Ann Lovett
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Have a GREAT weekend!!

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Galveston, TX 77553-1675
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Thank you,

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Let’s keep pushing forward to see if TAMU can receive both boats this year.

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Thanks,

Barry

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From: Teri Fowle [mailto:fowlet@tamug.edu]
Sent: Friday, December 02, 2005 5:12 PM
To: LINDA BOMKE; Cape Fear Yacht Works
Cc: Barry E. Leavitt; Nancy Stuck; Phyllis Lutz; William Hearn; Ron Streibich; Jackie Robbins; Ann Lovett
Subject: RE: Mitchell Boats

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Texas A&M University at Galveston  
P.O. Box 1675  
Galveston, TX 77553-1675  
(409) 740-4830  
fowlet@tamug.edu

12/13/2005
Teri Fowe

From: Teri Fowe
Sent: Tuesday, December 13, 2005 10:43 AM
To: William Hearn; Tammy Lobaugh; Jim Atchley; Brad McGonagle; Jackie Robbins
Subject: FW: Mitchell Boats

Howdy everyone!

I want to bring you up to speed on the myriad of emails regarding the Mitchell boats. Here is a synopsis:

- Bob Walker will be handling the donation of the George Phydiass
- We are handling the donation for the Cynthia Woods
- George Mitchell wants the entire gift process complete before we close the University for the holidays
- Cape Fear Yachts will issue a title for the boats to George Mitchell and he will turn title over to CS and us
- Brian Herbie from Student Affairs called me regarding the George Phydiass
- To his knowledge, the CS Sail Team would like to house the George Phydiass at our campus
- He is gathering up the appropriate team of people to travel to Galveston to meet with us and go over all the details of:
  - Costs
  - Access to boats
  - Any rules they need to follow

I will need a detailed list of costs we have incurred so far on the George Phydiass and the Cynthia Woods. Please break out costs by boat and break down costs so the Foundation can see exactly what the costs are that were incurred.

Please let me know if you have any questions.

Teri A. Fowe
Director of Communications
Texas A&M University at Galveston
(409) 740-4836
fowlet@tamu.edu

-----Original Message-----
From: Teri Fowe
Sent: Tuesday, December 13, 2005 10:07 AM
To: Barry E. Leavitt; 'Cape Fear Yacht Works'
Cc: R. Bowen Loftin; 'Ron S. Webster'; 'rwalker@tamu.edu'; 'k-pearce@tamu.edu'; 'Ann Lovett'
Subject: RE: Mitchell Boats

Good Morning Barry,

We have information for you regarding a contact person at main campus for the donation of the George Phydiass.

Please address the letter to:

Dr. Robert Walker
Vice President of Development
Texas A&M University
401 George Bush Dr.
College Station, TX 77840-2811

12/13/2005
Karen Pearce is the assistant to Dr. Walker and can be reached at (979) 845-8161. I have copied both Dr. Walker and Karen Pearce on this email so they will have your email address as well.

Dr. Walker will handle all the paperwork and the donation process for the George Phydius. I can remain your contact for the Cynthia Woods and the letter for that vessel can be addressed to Dr. R. Bowen Loftin.

Thank you for all your work on this! I know that through the process we forget about how excited all the students are to receive this gift. I will tell you that everyone here is so very excited and the students can’t wait to get the Cynthia Woods out for a sail!

Take care,

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(409) 740-4830
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I will be in the office on Monday so feel free to call if you have any questions.

Have a GREAT weekend!!

Teri Fowle
NOTES: Cape Fear 38 Vessel Meeting - 6 December, 2005

Attendees: Atchley, Fowle, Hearn, Lobaugh, McGonagle

Purpose: Explore issues that may need to be addressed once the Mitchell family’s gift intentions for the two Cape Fear 38 sailing boats are clarified.

Issue: There continues to be ambiguity concerning the Mitchell family’s gift plans for the two Cape Fear 38 offshore racing boats that have been delivered to Payco Marina in Galveston. Various communications have indicated the following options:

Both boats will be given to TAMUG
Both boats will be given to TAMU
One boat will be given to TAMUG and one to TAMU
Both boats will be given to TAMUG with a stated donor intention that one of the two be designated for the use of TAMU sailors

If one boat is given to TAMU, there are possibilities that it would be berthed at TAMUG, berthed part of the year at TAMUG or berthed at an alternate site such as the Houston Yacht Club. Issues to be addressed if a TAMU owned boat is berthed at TAMUG include the level of support to be provided by TAMUG and the cost of services.

Current Protocols: TAMUG’s current operational procedures for the Gypsy North and the Reveille (the university’s other large sailing vessels) include:

The students only operate the vessels under supervision of a staff member on payroll. TAMUG currently has four supervisors. They either have extensive experience or captain’s licenses.

Students have sailing practice most Sunday afternoons.

When sailing, there is always a designated safety officer on board.

The boats are hauled out annually for maintenance such as painting the bottom and repacking rudderposts.

All equipment and consumables are inspected and inventoried for replacement routinely. Certifications where required are kept current.

Departure and return checklists are completed whenever these boats are used.

The checklist assures appropriate communication gear is aboard the boats including VHF, flare guns and EPIRB. Additionally, personal cell phones are routinely used and numbers recorded prior to departure.
Possible Future Service Levels: If one vessel belongs to TAMU and is berthed permanently or part time at Mitchell Campus, it will be necessary to determine and have mutual agreement on the level of service TAMUG will provide and how expenses will be covered. Additionally, TAMUG will need a TAMU point of contact and clear plans for emergency responses (weather, fires, accidents, etc.). This group identified and addressed the possibility of various scenarios wherein different levels of service would be provided.

Level 1 Service

TAMUG Provides

- Berth
- Security
- Shore-side power and water
- Trash disposal

TAMUG Requires

- Vessel requests filed prior to use (elements of requests to be identified, but the purpose will be to provide advance notification to campus security and marine terminal staff)
- TAMU to secure vessel to preclude use by unauthorized personnel
- Access for emergencies -- unexpected storms, fires, etc.
- Latitude to shift vessel within marine terminal if needed to accommodate operations
- Berthing fee that reimburses costs

Level 2 Service

TAMUG Provides

- Level 1 service, plus
- Fuel
- Maintenance

TAMUG requires

- Level 1 requirements, plus
- Authorization or approval procedures for required expenditures
- Appropriate compensation for staff time and reimbursement for expenses

Level 3 Service

TAMUG Provides
Level 1 or Level 2 service as agreed upon, plus
Supervision of TAMU students
Training for TAMU students

TAMUG Requires

- Level 1 or Level 2 requirements as agreed upon, plus
- Authority to require TAMU students to meet TAMUG standards and to comply
  with TAMUG operational and training requirements
- Appropriate compensation

Future Plan: Teri Fowle will continue to take the lead on resolving the gift conditions
and securing appropriate titles and gift restrictions. Once the gift intent has been clearly
documented, Bill Hearn will initiate contact with TAMU officials to prepare an MOU to
address these identified issues.
Teri Fowle

From: Jim Atchley
Sent: Tuesday, December 06, 2005 4:49 PM
To: William Hearn; Teri Fowle; Brad McGonagle; Tammy Lobaugh
Subject: FW: CF38 To Texas

Teri-In this mass of email you will find one from Rona telling me Mr. Mitchell will pick up the costs associated with the crimping of the CF 38s however she doesn't indicate which Mr. Mitchell. Thanks Jim

-----Original Message-----
From: Rona Garm
Sent: Thursday, October 27, 2005 9:22 AM
To: Jim Atchley
Subject: RE: CF38 To Texas

Jim;

I've forwarded your message on to Bruce Marek, the designer regarding the forestay. He's at 910.457.7517 or bmarek@bhisland.com. If we actually had the info I'd be sure to share it with you!

Rona

-----Original Message-----
From: Jim Atchley [mailto:atchleyj@tamug.edu]
Sent: Thursday, October 27, 2005 9:17 AM
To: Rona Garm
Subject: RE: CF38 To Texas

Rona-Talked to JSI about the forestay, they don't have a measurement on it so we will rig it the way we think it should fit. Good news on the interest in the Cape Fear 38's, I think after we start competing you could have interest from the exposure to the sailing community in this area. We have received a lot of press from our wins in the Harvest Moon Regatta that should direct more attention to our offshore sailing program here at Texas A&M. Fair Winds Jim

-----Original Message-----
From: Rona Garm
Sent: Wednesday, October 26, 2005 11:25 AM
To: Jim Atchley
Cc: 
Subject: RE: CF38 To Texas

Jim;

Let me check on the forestay for you. There should not be any cutting involved as JSI said everything was "dry fit" at their place in Florida. I'm copying them this email to address the rigging question as well as to determine shipment of the 2nd vang. We don't have a rigging diagram either ☹ I've already had two people express interest in buying CF38's after having heard about the George and Cynthia joining Tom's boat in your area ☹ ☹ ☹.

Rona

-----Original Message-----

12/7/2005
Rona-I am keeping a record of the costs associated with the commissioning, could you give me the length of the forestay as we don't have a rigging diagram to go by. Thanks Jim

-----Original Message-----
From: Rona Garm
Sent: Tuesday, October 25, 2005 1:40 PM
To: Jim Atchley
Subject: RE: CF38 To Texas

Jim;

On the commissioning, rigging, and launch, since we're not doing it here, I need you to send me the invoices for all of those. Mr. Mitchell wishes to pick those up as well. We're also looking at 2 sets of practice sails ☺

Rona

-----Original Message-----
From: Jim Atchley [mailto:atchleyj@tamug.edu]
Sent: Friday, October 21, 2005 3:52 PM
To: Rona Garm
Subject: RE: CF38 To Texas

Rona-The 2nd vang was not included with masts, the vang for “George” was on the boat when it arrived. Not sure yet about the running rigging, I will let you know when we get the mast up next week. Jim
December 6, 2005

Dr. R. Bowen Loftin
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553-1675

Dear Bowen:

It is my and Cynthia’s intention to donate the George Phydius Cape Fear 38˚ Regatta to Texas A&M University. We would like to have the College Station sail team primarily be the user of the George Phydius.

This vessel includes a full set of Quantum racing sails, Quantum practice sails and an Ockam instrument package. The boat also includes a 29hp Volvo Penta diesel saildrive with two-blade folding prop. The approximate retail value is estimated at $360,000. The title is forthcoming.

I look forward to hearing wonderful news of regattas won using this new racing boat.

Sincerely,

George P. Mitchell

David Musgrove
in Corpus Christi
What if they want boat in Houston?
DEED OF GIFT

1. Vessel Name: GEORGE PHYDIAS

2. Official (Hull) Number

3. Name(s) and Address(es) of Donors:
   George P. Mitchell

4. Name(s) and address(es) of Donee(s) and interest transferred to each:
   Texas A&M University at Galveston – 50%
   200 Seawolf Parkway
   Galveston, TX 77553
   Texas A&M University – 50%
   Mail Stop ______
   College Station, TX

4A. Total interest transferred (100% unless otherwise specified) 100%

4B. Manner of ownership. Unless otherwise stated herein, this deed of gift creates a tenancy in common, with each tenant owning an equal undivided interest. Check only one of the following blocks to show another form of ownership.

   ____ Joint Tenancy with right of survivorship
   ____ Tenancy by the entireties
   ____ Community Property
   ____ Other (describe) __________________________

5. Consideration received:
   (No consideration has been received unless otherwise stated)

6. I (we) do hereby donate to the donee(s) named above, the right, title and interest identified in block 4 of this deed of gift, in the proportion specified herein.

   Vessel is donated free and clear of all liens, mortgages, and other encumbrances of any kind and nature, except as stated on the reverse hereof. Vessel is donated together with an equal interest in the masts, bowsprit, sails, boats, anchors, cables, tackle, furniture, and all other necessaries thereto appertaining and belonging, except as stated on the reverse hereof.

7. Signatures of donor(s) or person(s) signing on behalf of donors

   X___________________________________________   X___________
9. Name(s) of person(s) signing above, and legal capacity in which signed (E.G. Owner, Agent, Trustee, Executor)
GEORGE AND CYNTHIA MICHELL

10. Acknowledgment (to be completed by notary public or other official authorized by a law of a State or the United States to take oaths.)

ON ____________________ THE PERSON(S) NAMED IN SECTION 9 ABOVE ACKNOWLEDGED EXECUTION OF THE FOREGOING INSTRUMENT IN THEIR STATED CAPACITY(IES) FOR THE PURPOSE THEREIN CONTAINED.

STATE: ________________________________

COUNTY: ______________________________

NOTARY PUBLIC: ______________________________

MY COMMISSION EXPIRES: ______________________________
From: Cape Fear Yacht Works  
Sent: Thursday, December 01, 2005 12:18 PM  
To: Teri Fowle  
Subject: CF38R Donation to TAMUG

Teri;

The *George Phydiass* is a Cape Fear 38 Regatta with an approximate retail value of $360,000. This includes a full set of Quantum racing sails, Quantum practice sails and an Ockam Instrument package. The boat itself is a sloop-rigged racing keelboat built to ORC Category 1 Compliance with a solid, hand-laid Kevlar/Biaxial E-Glass KELT Laminate using vinylester resins with an isothalmic gelcoat. Her rig consists of a triple spreader anodized aluminum mast with welded attachments, a black Awlgrip finish and discontinuous rod rigging. Her bowsprit and rudder are both carbon fiber. Propulsion is via a 29hp Volvo Penta diesel saildrive with 2-blade folding prop.

The intention is to donate the *George Phydiass* to Texas A&M Galveston for use by the sailing programs. Final paperwork for Title Transfer, Deed of Gift, and full specifications will be completed prior to year end. In the interim, we sincerely hope that they boat will be launched and berthed at the Marine Terminal and that students may begin to familiarize themselves with the boat both at the dock and underway.

Thank you for your assistance in making this happen.

Sincerely,

Rona Garm  
General Manager  
Cape Fear Yacht Works

12/1/2005
STANDARD ADMINISTRATIVE PROCEDURE

21.05.01.M1.01 Procedures for Preliminary Acceptance of Gifts, Donations, Grants, and Endowments

Approved December 22, 2003
Supplements System Policy 21.05, System Regulation 21.05.01, and University Rule 21.05.01.M1

1. GENERAL

University departments are responsible for notifying the A&M Foundation Manager of Gift Processing, of all cash and non-cash gifts.

2. APPROVAL PROCESS

2.1 The A&M Foundation Manager of Gift Processing will initiate a “Request for Approval of Non-Cash Gift Other than Real Property” when the property value is in excess of $250,000 and a “Request for Approval of Gifts Greater than $1,000,000 Other than Real Property” when appropriate. All cash gifts will be immediately receipted by the Foundation. All non-cash gifts that require preliminary acceptance will not be receipted until the approval request form is signed.

2.2 The A&M Foundation Manager of Gift Processing will forward the approval request form and supporting documentation to Texas A&M University’s Vice President for Development, who will serve as the point of contact for obtaining all required signatures prior to the reporting deadline for the Board of Regents meeting for which final receipt of the gift is a Board agenda action item.

2.3 Texas A&M University’s Vice President for Development will follow-up with the System Office of Budgets and Accounting to ensure that the appropriate signatures are obtained by the reporting deadline.

3. RECORDS RETENTION

3.1 Texas A&M University's Vice President for Development will retain a copy of the request form and forward the original through the Texas A&M University Chief Financial Officer, to the President for signature. Upon approval by the President, the request form will be forwarded to the System Office of Budgets and Accounting for routing to: General Counsel, the Vice Chancellor for Business Services, and (in the case of gifts over $1,000,000) the Chancellor.

3.2 The System Office of Budgets and Accounting will retain the signed original approval request form as back up for the agenda item. Copies will
be faxed to the A&M Foundation Manager of Gift Processing, Texas A&M University Vice President for Development, and Texas A&M University FMS- Endowments/Gifts.

3.3 For non-cash gifts, the A&M Foundation Manager of Gift Processing will also forward a copy of the signed approval request form and the supporting documentation to Texas A&M University FMS- Property Management so the new asset can be added to inventory.

OFFICE OF RESPONSIBILITY: Vice President for Development
I am not in favor of the Sail Center as the approach is not favorable, nor is it the best location in regards to safety if the intent is to keep people off till paperwork is completed. I'm not sure where you mean "West side of SAGC"? If you are speaking about dock space at Bldg 3026, the boat sits too low in the water to work there unless you were to have fenders/carnels in place.

We can move the G P to the basin, we just need the paperwork completed.

We could move the George P over to the Teichman campus but the problem there is it would not be very secure. We could also move it to the West side of SAGC.

-----Original Message-----
From: Tammy Lobaugh
Sent: Thursday, December 01, 2005 8:58 AM
To: Teri Fowle; Jim Atchley
Cc: William Hearn
Subject: RE: Happy Thanksgiving

Teri,
I was wondering if you have received any additional info from Mr. Mitchell's office. Jim has pretty much run his course in an attempt to gain info from Rona, (message prior to Thanksgiving Rona stated that she and Kent would visit with Mr. Mitchell over holiday).

The G P is ready to move and has been for several days. So basically we are now occupying space that otherwise could be generating revenue for Payco. Payco Marina is strongly urging us to vacate our spot. They really wanted us out yesterday, but value our business so have been somewhat understanding.

None the less, we need to find out where we are on the paperwork. We are pressed in a corner on this. We can't assume liability of the boat until paperwork is all in order, but we have just about worn out our welcome and we haven't even started talking about the C W which is on blocks at Payco too.

We are going to have to move the G P as soon as possible.... Jim has trips all day today and I am in hopes that maybe we can get some rain in the next day or two, so we can use weather as an excuse and drag the move out till Monday. I know you are busy, but would ask if you could please try to get an answer from the Mitchell camp.

12/1/2005
Thanks, Tammy

---Original Message---
From: Jim Atchley
Sent: Wednesday, November 30, 2005 9:26 AM
To: Teri Fowle
Cc: heamb@tamug.tamu.edu; Tammy Lobaugh; Brad McGonagle
Subject: RE: Happy Thanksgiving

Teri-FYI per our conversation this AM. Jim

---Original Message---
From: Jim Atchley
Sent: Monday, November 28, 2005 9:23 AM
To: Cape Fear Yacht Works
Cc: William Hearn; Brad McGonagle; Tammy Lobaugh
Subject: RE: Happy Thanksgiving

Rona-You are correct, the Administration here at the University has expressed some concern about liability issues until all paperwork is complete and in place. I estimate our costs so far for George Phydias is around $5,000. don’t have all invoices but I am pretty sure this is close, we still have some fine tuning to do to the standing rigging, a few small equipment purchases and installation of the Ocham instruments, then we should be ready for sea trials. Let me know if you are sending someone down to work on CW, I will tell the marina to standby until I hear from you. Fair Winds Jim

---Original Message---
From: Cape Fear Yacht Works
Sent: Wednesday, November 23, 2005 8:42 AM
To: Jim Atchley
Subject: Happy Thanksgiving

Hi Jim;

Got your message yesterday but thought it was probably the same issue as Teri’s? Kent and I will work with Mr. Mitchell over the holiday and come up with the information and Deed of Gift, etc. What did the prep, rigging, storage, and launch end up costing? I think we’re sending someone to do all of the above for the CW, will know more after Thanksgiving. We’ll also want to send a crane by to grab totally put together weights to compare with the trucking weights. There are also practice sails coming.

12/1/2005
Have a good holiday,

Rona

Add Emoticon Icons to your Emails  Click Here

12/1/2005
Teri Fowle

From: Brad McGonagle
Sent: Monday, April 04, 2005 10:17 AM
To: Teri Fowle
Subject: Kent Mitchell Information

Teri,
The outing on Saturday with Kent Mitchell went very well. I explained to him that we would need a letter of intent to donate from him and that you would be providing him and his staff with the paperwork for receiving the vessels. Here is the contact information for his shop. The person to talk to is Rona who basically runs everything. She was with him on Saturday.

Cape Fear Yacht Works
111 Bryan Road
Wilmington, NC 28412

910-395-0189 office
910-395-0427 fax
email: info@capefearyachtworks.com

Give Rona a call and she can help you from there. These boats sound really nice.

Brad

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration
Texas A&M University at Galveston
(409) 740-4502
mcgonagw@tamu.edu

Cape Fear 38

SAL Donation to Clipeer

Tioga
2100 W. Baker Rd. Apt. 538
Browntown, 77521
409-739-2960
Teri Fowle

From: Brad McGonagle
Sent: Monday, April 04, 2005 10:17 AM
To: Teri Fowle
Subject: Kent Mitchell Information

called 4/5/05

Teri,
The outing on Saturday with Kent Mitchell went very well. I explained to him that we would need a letter of intent to donate from him and that you would be providing him and his staff with the paperwork for receiving the vessels. Here is the contact information for his shop. The person to talk to is Rona who basically runs everything. She was with him on Saturday.

Cape Fear Yacht Works
111 Bryan Road
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e-mail: info@capefearyachtworks.com

Give Rona a call and she can help you from there. These boats sound really nice.

Brad

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration
Texas A&M University at Galveston
(409) 740-4502
mgonagw@tamug.edu

Rona Garm
President
Cape Fear Yacht Works

Cape Fear '38

[Handwritten note]
Alan LeCorne
L Scott Shipisky
Mills Genola
- Humpner Seiling
- has junk boats at
Teichman
Teri Fowle

From: LINDA BOMKE
Sent: Wednesday, January 19, 2005 3:25 PM
To: Teri Fowle
Cc: BJ Gorman
Subject: Re: Cape Fear Yacht

Teri,
I checked with Mr. George Mitchell, and he said his son, Kent, will be sending the sailboats to A&M. They are for the Galveston campus, not the College Station campus. George Mitchell will be covering the cost of the sailboats. However, he does not want any publicity until Kent has everything in place. He (George) recommended that you call Kent at his office in Bald Head Island, North Carolina. His phone number is 910-457-7322. Either Kent or his assistant, Ms. BJ Gorman, can assist you and answer any questions you might have.
Linda

----- Original Message ----- 

From: Teri Fowle
To: 
Cc: William Hearn
Sent: Wednesday, January 19, 2005 3:17 PM
Subject: Cape Fear Yacht

Hi Linda,

We received a phone call from Rona Garm regarding two 33’ sailboats a benefactor wanted to donate to A&M for the purpose of being sailed in local regattas to promote the Cape Fear Yacht Club. She said the Yacht Club is owned or is being developed by Kent Mitchell.

She said she received a phone call from someone in College Station stating the gift should go to College Station. We wanted to confirm that the initial call represented the interest of the Mitchell family and the donor of the sailboats.

Teri A. Fowle
Director of Institutional Advancement
Texas A&M University at Galveston
(409) 740-4830
fowle@tamug.edu

Want boats in regattas

Atchley
789-7135

Sailboat Donation
Cape Fear Yacht
Build racing sailboats
2 brand new sail boats $2000 each
38’ racing sailboats

Rona Garm
Kent Mitchell
owns company
Bald Head Island

Rethy McDavid
manager of Scholarship programs
Teri Fowle

From: Brad McGonagle
Sent: Friday, September 02, 2005 4:28 PM
To: Jim Atchley; Teri Fowle; William Hearn
Subject: RE: Mitchell Boats

Teri,
This might be something you would want to relay to Linda Bomke just to let her know TAMUG is already moving forward on honoring Mr. Mitchell's wishes. Just a thought.

Brad

-----Original Message-----
From: Jim Atchley
Sent: Friday, September 02, 2005 4:26 PM
To: Teri Fowle; R. Bowen Loftin; William Hearn; Brad McGonagle; Tammy Lobaugh
Cc: Cherie Coffman; Carmel Julian
Subject: RE: Mitchell Boats

Teri-Several weeks ago I talked to Jason Boyle who works for Dennis Carrington in CS and I took the liberty to extend an invitation to the CS offshore sail team to come to TAMUG and sail with us or use one of the CF 38’s if they wanted to do some match races with our team. He was very receptive to the idea and indicated they would be interested in such an arrangement. We left it at I would call him when the boats were in the water and we would set up a schedule for them to come down. His phone number in CS is 979-862-4294 and he is the contact for the sailing team in CS if you want them to be involved in the christening. According to the people at Cape Fear Yacht Works, the second boat is complete and will be shipped on the 23rd of this month. Thanks Jim

-----Original Message-----
From: Teri Fowle
Sent: Friday, September 02, 2005 3:10 PM
To: R. Bowen Loftin; William Hearn; Brad McGonagle; Tammy Lobaugh; Jim Atchley
Cc: Cherie Coffman; Carmel Julian
Subject: Mitchell Boats

I just got off the phone with Linda Bomke, George Mitchell's secretary. I am moving forward with Linda to get all the paperwork to accept the gift in order. She said Kent Mitchell is probably carrying the title and bill of sale with him to turn over this weekend. Please handle the originals according to the Boat Donation procedures but please also be sure a copy comes to my attention for the gift file. I will also need a letter of acceptance — Tammy, I think the letters you typically address to the CEO recommending the acceptance and copying any pertinent people will be good. Once we are aware of the value of the vessel will determine how far up the line we have to go for signatures.

On another note, I did ask Linda about the second boat. She stated that Mr. Mitchell has always intended for both boats to come to Galveston but hoped we would be willing to share with College Station. She mentioned that several parents called him directly requesting that one of the boats go to CS. He said they will come here but can be made available to the CS Sail Team and wants us to let them use it for regattas.

I have asked Linda to pencil in September 29th for Mr. Mitchell to attend the BOV meeting and the boat christening. She said that date looks very good for him. I asked her about who should christen the boats and suggested his daughters and she liked that idea VERY much. I assured her that we would go out of our way to invite the sail team in CS to the Christening ceremony. I will also ask their input on the ceremony so they feel a part of it as much as possible.

Thank you,

9/2/2005
Dennis Corrington has asked me to ask the following questions:

During our conversation you mentioned that you would be willing to send me the info regarding the equipment you purchased and installed on the Cynthia Woods. I would really appreciate the info.

Additionally, Dennis Corrington and I met this morning and he has two questions.
1. What does it take to get the boat ready for sea?
2. Since TAMU is going to follow TAMUG as it relates to procedures for taking the boat out, how can we make it happen. I would like to get our student on the boat just to take it out and sail.

Again, fantastic show this past Friday.

James M. Welford
Department of Recreational Sports
Texas A&M University
4250 TAMU
College Station, TX. 77843-4250
979-862-1856
FAX 979-845-0838
Jim Atchley

From: DENNIS CORRINGTON [DENNIS@rec.tamu.edu]  Sent: Tue 5/2/2006 10:43 AM
To: Jim Atchley
Cc: CHRISTINA RICHARDS; JAMES WELFORD; KEITH JOSEPH; SIKIRAT KAZEEM; William Hearn; Tammy Lobaugh; Brad McGonagle
Subject: RE: George Phydias
Attachments:

Jim,

The only way that I see that we can transition from wherer we are today to where we need to be is for you to work with our team and boat the same way you do with you team and boat. From a risk management point of view the insurance people and the lawyers consider our sailing teams as part of the same university. To me that means that we have one set of standards, procedures, etc. and we have one "expert" in charge. In my opinion that needs to be you. As far as equipping the boat, I would like you to be the responsible person. We will pay for the equipment, we just need to set up an account to handle these expenses. We should also set up a way to pay you for your time in working with our team. I know that it is possible to get paid in excess of 100%, but your supervisor would need to approve.

I would like you to begin working directly with our team members. I think it will get them on the boat sooner and with an understanding of your expectations. Sikarat Kazeem, Keith Joseph, James Welford, and I should be informed of any communications and of course we would need to approve expenses. We will supply you with a roster and the Personal Data forms soon.

We should probably set up a conference call to begin working on the details. I will have Christina set it up.

Dennis Corrington
Director of Recreational Sports
Rm. 229 Student Recreation Center
Texas A&M University
4250 TAMU
College Station, TX 77843

979-845-3040 Office
979-845-0838 Fax

>>> "Jim Atchley" <atchley@tamu.edu> 05/01/06 4:15 PM >>>
James-I will be glad to furnish a list of the equipment needed to make George Phydias ready for sea. I think you are looking at $10M-$15M as far as costs and a month or two from the time we start to complete the outfiting. I think the best case would be to get the boat ready this summer for the fall regattas. Have the Personal Data forms been completed by each member of you team, the resume on Josh needed dates, name of boat he crewed on, and the name of the owner or skipper of the boats on which he crewed and their phone # or address. The only way you can evaluate at what level your team can compete is to know what their experience is and what training they will require. I think this is where you must start to get the ball rolling. Let me know if I can help.
Thanks Jim

-----Original Message-----
From: JAMES WELFORD [mailto:JWELFORD@rec.tamu.edu]  
Sent: Monday, May 01, 2006 2:40 PM  
To: Jim Atchley  
Cc: DENNIS CORRINGTON  
Subject: George Phydas  

Dennis Corrington has asked me to ask the following questions>

During our conversation you mentioned that you would be willing to send me the info regarding the equipment you purchased and installed on the Cynthia Woods. I would really appreciate the info.

Additionally, Dennis Corrington and I met this morning and he has two questions. 1. What does it take to get the boat ready for sea?

2. Since TAMU is going to follow TAMUG as it relates to procedures for taking the boat out, how can we make it happen. I would like to get our student on the boat just to take it out and sail.

Again, fantastic show this past Friday.

James M. Welford  
Department of Recreational Sports  
Texas A&M University  
4250 TAMU  
College Station, TX. 77843-4250  
979-862-1856  
FAX 979-845-0838
Thanks for the kind words. I'm so glad that you're out and about, enjoying the boat. I will be sure to pass your comments along not only to Kent and Bruce but also the guys in the shop -- they're the ones that put their all into building these boats!

Any digital photos you have from the christening would be great -- I'd love to post them on our website.

Rona

-----Original Message-----
From: Jim Atchley [mailto:atchleyj@tamug.edu]
Sent: Wednesday, May 03, 2006 1:18 PM
To: Cape Fear Yacht Works
Cc: William Hearn; Brad McGonagle; Tammy Lobaugh
Subject: Sea Trials - Cynthia Woods

Rona-We have been sailing the Cynthia Woods the last three days in wind from 10-15 kts in th AM to 15-20 in the PM and the boat handling characteristics are excellent. With thirty years of experience I have sailed just about all of them and the Cape Fear 38 design is probably the best I've ever sailed. Here's how I would rate the boat:

Balance-Outstanding

Heeling Moment-Outstanding(Will carry more sail in the same conditions than a J-109)

Handling Characteristics-Excellent

Upwind Performance-Outstanding
Downwind Performance-Outstanding

Congratulations to you, Kent and Bruce on a great boat, we are really looking forward to sailing her in the race to Veracruz, Mexico next month.

Fair Winds, Jim
Based on our meeting with Risk Management, keeping the log up to date is key which I know we already do. We are still on for 4:30 today with Dr. Loftin in Bill’s office.

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu

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Tammy—Here's the check list procedures for the Cynthia Woods

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CYNTHIA WOODS

CHECK LIST
Pre-Departure

1. Vessel Request completed and filed in Boat Basin Office.
2. Waivers completed for all guests and filed in Boat Basin Office.
3. Lifejackets(PFD’S) for everyone onboard.
4. Turn battery master switch to ON and switch to both.
6. If warning lights on engine instrument panel stay on, shut down engine.
7. Turn off shore power on dock, disconnect shore power, leave cord on dock.
8. VHF Radio check, channel 16.
9. Log on board.
10. All hands must wear a PFD before leaving dock.
11. Cast-off, leave lines on dock.

Underway

1. Leave battery master switch on “BOTH” when engine is running, DO NOT turn off master switch while engine is running.
2. Hoist sails in following order, Main then Jib or Spinnaker.
3. Stop engine when under sail, turn OFF ignition key, switch battery master switch to #2 battery for lights, instruments and radio.
4. Switch battery master switch on BOTH for restarting and running engine.

Return and Docking

1. Properly cleat and flemish all mooring lines.
2. Stop engine, turn OFF ignition key.
3. Connect and turn on shorepower.
4. Turn battery master switch to OFF.
5. Flake and tie mainsail to boom, fold and bag headsails and spinnakers.
6. Secure all halyards to turning blocks at base of mast.
7. Replace covers on helm, instruments and mainsail.
8. Remove all garbage from vessel, clean and wipe down inside including head.
9. Washdown exterior decks, hull and standing rigging; wipe down with chamois all bright work, ports and hatch covers.
10. Pump bilge if necessary, ease vang and backstay.
12. Turn in key to Boat Basin Office.
Dr. Loftin visited with me this morning about the *Cynthia Woods* trip this past weekend. I would like you to prepare a report that details the incident circumstances, extent of injuries to Robert's hand, damage to the *Cynthia Woods* and lessons learned (any way the grounding could have been prevented or that future recovery operations should be handled differently). I will review the report and share it with Dr. Loftin. Be sure a workers comp report is prepared, as well, on Robert's injury.

Bill
Jim Atchley

From: Tammy Lobaugh
To: Kathy Mull
Cc: Jim Atchley
Subject: FW: RE: RE: Cynthia Woods
Attachments:

Kathy

Pls work with Jackie to get Mr. Trahan (281)992-1182
into the system so we can cut a check to him for
boat damage repairs in the amount of $850. I do not
have anything other than his phone number. Please
check the marine terminal general account and the
Regatta account to see which will best handle the withdrawal.
Thanks, Tammy

----- Original Message -----  
From: Brad McGonagle
Sent: Thursday, July 20, 2006 12:20 PM
To: Tammy Lobaugh
Subject: FW: RE: RE: Cynthia Woods

The accompanying is Mr. Trahan's phone number. We will need to contact him and get his information so that
Jackie can enter him into the system as a vendor. We can then cut a check directly to him. Thanks.

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration Texas A&M University at Galveston P.O. Box 1675 Galveston, TX
77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu

----- Original Message -----  
From:  
Sent: Thursday, July 20, 2006 11:40 AM
To: Brad McGonagle
Subject: Re: RE: RE: Cynthia Woods

281-992-1182

----- Original Message -----  
From: Brad McGonagle <mcgonagw@tamug.edu>
Date: Thursday, July 20, 2006 10:01 am
Subject: RE: RE: Cynthia Woods
To:  

> Roger that. If you will send your phone number, I will have her call
> you and get the information needed to put you in our accounting
> system
> as a vendor. By doing so will allow us to cut a check directly to
> you. Once we have you in the system, the process goes quickly so
you should
have the check in no time. If you have any questions, please feel
free to send me an email or give me a call.

Brad

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu

----- Original Message -----
From:
Sent: Thursday, July 20, 2006 8:32 AM
To: Brad McGonagle
Subject: Re: RE: Cynthia Woods

Mr. McGonagle,
You're welcome, more than happy to help. The boat has not been
repaired yet, I have to schedule to get it in for repair, so
please
advise Ms. Lobaugh to send a check made out to myself, let me know
if
you require more information than what you already have to process.
Thanks
James K. Trahan

----- Original Message ----- 
From: Brad McGonagle <mcgonagw@tamug.edu>
Date: Wednesday, July 19, 2006 4:43 pm
Subject: RE: Cynthia Woods
To: jktrahan@houston.rr.com

> Mr. Trahan,
> I echo Dr. Loftin's sentiments; we really appreciate your help.
> I
> have forwarded your invoice to our Marine Terminal Operations for
> processing. Ms. Tammy Lobaugh will be contacting you regarding
> the
> repairs. She
> will need to put either you or the repair shop into our accounting
> system so that a check can be cut. If the repairs have not been
> completed, she will enter your information into the system and
> cut a
> check directly to you.
>
> If the repairs have been made and you have already paid for the
> repairs, again she will need to put you in the system so that you
> can directly
receive a check. If the boat is under repair, we can pay the
boat
yard directly. Please let me know which you prefer and we will
take care of
it. Let me know if you have any questions. Thank you.
Brad

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu

-----Original Message-----
From: R. Bowen Loftin
Sent: Wednesday, July 19, 2006 2:32 PM
To:
Cc: Brad McGonagle
Subject: RE: Cynthia Woods

Mr. Trahan:

Thank you for the note. I also received the written estimate in
today's mail. Dr. Brad McGonagle will process this and have a
check issued to
you as soon as possible.

Again, thank you for coming to our rescue. We sincerely
appreciate your
willingness to help us.

Bowen Loftin

R. Bowen Loftin, Ph.D.
Vice President and Chief Executive Officer
Professor of Maritime Systems Engineering
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553-1675
409-740-4403
409-740-4407 (fax)
loftin@tamug.edu
www.tamug.edu

-----Original Message-----
From:
Sent: Monday, July 17, 2006 6:10 PM
To: R. Bowen Loftin
Subject: Re: Cynthia Woods

> Mr. Loftin,
> I got an estimate to repair the damage to my boat (fiberglass
> repair),
> the cost to repair the fiberglass is $450.00 and additional
> $400.00 to
> buff & wax gel coat to match repairs for a total $850.00. I hope
> this
> is not too much. As far as gas goes, it's probably not that much
> about
> 5 to 10 gallons. I will mail invoice of written estimate for
> repairs. Thank you for your time.
> Sincerely
> James K. Trahan
>
> ----- Original Message ----- 
> From: "R. Bowen Loftin" <Loftin@tamug.edu>
> Date: Wednesday, July 12, 2006 7:35 pm
> Subject: Cynthia Woods
> To:
> >
> > > Mr. Trahan:
> > >
> > > Again, thank you for helping pull the Cynthia Woods off the
> > > shoals
> > > where she ran aground in the Houston Ship Channel on Saturday.
> > We
> > > are very appreciative of all you did to get her off and for
> > > conveying the Woosley's back to our campus.
> > >
> > > Please send me an invoice (address below for mail or fax) for
> > > repairing any damages to you boat that were incurred during
> > the
> > > rescue efforts. Also, just reply to this note with an
> > estimate
> > > of
> > > the cost for the fuel that you expended. We are more than
> > happy
> > > to compensate you for the damages to your boat and for the
> > cost
> > > of
> > > fuel.
> > > Sincerely,
> > Bowen Loftin
> > >
> > > R. Bowen Loftin, Ph.D.
> > > Vice President and Chief Executive Officer
> > > Professor of Maritime Systems Engineering
> > > Texas A&M University at Galveston
> > > P. O. Box 1675
> > > Galveston, TX 77553-1675
> > > 409-740-4403
> > > 409-740-4407 (fax)
Jim Atchley

From: Keith Gray
To: Jim Atchley
Cc: Cynthia Woods Spinnakers
Attachments:

Jim,

I'm not sure if you're aware but I own Underwater Yacht Services (I purchased it recently). I hope things are finding you well. I was sorry to read about your kites but wanted to let you know that I also own the Doyle sail loft and we do repairs to sails if it's possible. I know it's too late now, but if you want us to take a look at them let's hook up this week in Galveston. I'll be on my J/105 Flip-Flop.

Good luck and we'll see you there.

Keith Gray

Ps You're boat is going to be cleaned either tomorrow afternoon or Thursday morning.
----- Original Message -----
From: William Beatty
To: Chuck Buckner; Andrea Todaro
Sent: Saturday, September 15, 2007 8:34 AM
Subject: Re: Cynthia Woods

I have a printed-out 2007 certificate listing a base of 54. The corrections are +3 for the 104% jib, -6 for the SPL and -3 for the ISP. The NEW 155% has a correction of 0. The rating of 45 ON-THE-WATER is correct.

----- Original Message -----
From: Andrea Todaro
To: Chuck Buckner
Sent: Friday, September 14, 2007 3:57 PM
Subject: Cynthia Woods

please check the Cape Fear again. This is what I expected:
base 54
SPL -6
SPM -3 (ISP=54.5 note 1)
45

Under the old cert 2006 they had a 48 spin rating. Now they have a bigger jib, and they still have a 48. Their I spin is 4.5 higher than their I jib, so the -3 seems appropriate. (unless you guys have decided to make a different adjustment and just did not put it in the notes)
Bill Beatty emailed me and said that your spin rating will be 45. However, your cert that I saw indicates they are rating you with both types of spinnakers, and an oversized spinnaker pole. If you do not have a spinnaker pole, you should inform them. It could significantly impact the rating, as it appears there is a -6 adjustment for a SPL of 20,08 which exceeds J by about 45%.

Andrea

---

Andrea-Cynthia Woods sails with an a-spin, doesn't have a spinnaker pole. At any rate I guess we will have to sail with what ever they give us. Thanks for your help. Fair Winds Jim
September 18, 2007
322 Biscayne
Seabrook, TX 77586

PHRF GB
PO Box 1276
La Porte, TX 77572

Dear Sirs:

This letter notifies you that Cynthia Woods, a Cape Fear 38, berthed at Texas A&M Galveston, will be racing with a 155% jib. The +3 seconds per mile for the 104% jib should become 0. The base rating of 54 should stay the same.

After receiving e-mails from Chuck Buckner and Andrea Todaro (thanks to both) concerning Cynthia Woods’ rating, discussing it with Captain Atchley, and reviewing the 2007 certificate, I believe the following other corrections to the rating are in order.

1. CY has only ONE type of Spinnaker
2. CY has NO spinnaker pole, only the factory standard retractable Assemctrical spinnaker pole.
3. The correction for CY’s SPL should be 0
4. Note 1 on the rating should be deleted (the ISP from the Rig Book for a Cape Fear 38R is 54).

Please issue a new rating certificate or give Captain Atchley a provisional rating in time for the Harvest Moon Regatta.

William Beatty

CC: Captain Jim Atchley
    Chuck Buckner
    Andrea Todaro
Jim Atchley

From: William Beatty
To: Jim Atchley; Chuck Buckner; Julie Dunlap_PHRF
Cc: 
Subject: Fw: Certificates
Attachments:

----- Original Message ----- 
From: William Beatty
To: Captain Jim Atchley ; Chuck Buckner
Sent: Thursday, September 27, 2007 7:32 PM
Subject: Re: Certificates

Do Not Issue these certificates until you make the following changes:
Macintosh 47: Add SD to the Type
    Add work phone
Catalina 387: OK
Beneteau 473 Noble Lady: Add Oceanis SD to Type
    Add Hull #
    Add Sail #
    Add Seabrook SY to Berthed
LOA is 46.75
Beneteau 473 Liberty Belle: Add Oceanis SD to Type
Beneteau 473 Ambition: Add Oceanis SD to Type
Disp is OK
Tayana 52
Disp is 49992
Prop is Feathering (no benefit in correction)
Morgan 46 1/2
Change Type to Morgan 462
Change Hull # to MRY27017 M79K
O'Day 332
OK
Sabre
Type is Sabre 32 CB
Delete note 1
Hinckley 38
OK
C&C CB
Add name White Star
Delete Sub-Type
Prop is Feathering (no benefit in correction)
Beneteau 323
OK
Cape Fear 38R Cynthia Woods: Delete check under "Use both spin"
    Delete number under SPL
    Change SPL to 0
    Change Base & Calculated Correction to 0
    Delete note 1

----- Original Message ----- 
From: 
To: 

Sent: Thursday, September 27, 2007 3:37 PM
Subject: Certificates

Gentlemen:
Attached are the certificates that you went over at your last meeting. Please look them over and let me know when I can send them out.
Julie
See what's new at AOL.com and Make AOL Your Homepage.
SECOND REQUEST

-----Original Message-----
From: Jim Atchley
Sent: Tuesday, March 11, 2008 1:11 PM
To: Jackie Robbins
Cc: Tammy Lobaugh; Brad McGonagle
Subject: Boat Registrations

Jackie-The following vessels Texas Registration have expired and/or will be expiring this year. In the past we have always received the new registration 90 days prior to expiring. Please advise me where stand on these renewals as the Cynthia Woods will be racing in a regatta to Veracruz, Mexico and must have a current registration in order to enter that country. Thanks

<table>
<thead>
<tr>
<th>Name of Vessel</th>
<th>TX Number</th>
<th>Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smith Point</td>
<td>TX4148HR</td>
<td>May 07</td>
</tr>
<tr>
<td>Rockport</td>
<td>TX6557HV</td>
<td>May 08</td>
</tr>
<tr>
<td>Geroce Phydis</td>
<td>TX1337AD</td>
<td>Dec 08</td>
</tr>
<tr>
<td>Cynthia Woods</td>
<td>TX9232AC</td>
<td>April 08</td>
</tr>
<tr>
<td>Gypsy North</td>
<td>TX8597HT</td>
<td>Jan 08</td>
</tr>
<tr>
<td>Sea Ag</td>
<td>TX9423YX</td>
<td>July 08</td>
</tr>
<tr>
<td>Sarge</td>
<td>TX6055WX</td>
<td>June 08</td>
</tr>
</tbody>
</table>
Hi Jim,

It was interesting to see Cynthia Woods out of the water. I was wondering if while it is on the hard, could she be wet sanded after its final coat of bottom paint? I've done it to other boats I've raced and it does make a difference. I used 600 grit sandpaper and a water hose and go over the bottom by hand. I'd just lightly sand it to smooth out the paint. It's pretty labor intensive and messy but it does seem to make a difference on the boat speed. It could make a difference on the race. Thanks,

Roger Stone
Logistic, UTMB
409-772-1153
Thanks for the response.

---

From: Jim Atchley  
Sent: Thursday, May 22, 2008 8:42 AM  
To: Kathy Mull  
Cc: Jackie Robbins  
Subject: RE: Jim's P Card Expenditures

Jackie-The Seacock Gimbaled Propane Stove was purchased and installed on the Cynthia Woods and will be used to cook on during the 650 mile race from Galveston to Veracruz, Mexico June 6 thru June 20. The Durafame lighter will be used to light the stove. Thanks Jim

-----Original Message-----
From: Kathy Mull  
Sent: Thursday, May 22, 2008 8:06 AM  
To: Jim Atchley  
Subject: FW: Jim's P Card Expenditures

Capt.,

Could you please answer Jackie's question.

Kathy

---

From: Jackie Robbins  
Sent: Wednesday, May 21, 2008 4:18 PM  
To: Kathy Mull  
Subject: Jim's P Card Expenditures

Jim bought some sort of stove at Port Supply with his P Card. Is this a stove to cook on or one to provide heat on our cooler days and where is it? Is the Durafame lighter also purchased a Port Supply used to light this stove?
Thanks.

Jackie

Jackie Robbins
Financial Management Supervisor
Financial Management Services
Texas A&M University at Galveston
Phone 409 740-4432
Fax 409 740-4460
The attachment may help...note, the time stamp in the file is in GMT.
16422 Cavendish
Houston, TX 77059

<table>
<thead>
<tr>
<th>Date</th>
<th>Invoice #</th>
</tr>
</thead>
<tbody>
<tr>
<td>6/9/2008</td>
<td>6-1017</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bill To</th>
</tr>
</thead>
</table>
| Jim Atchley  
Texas A & M Galveston  
Fiscal Dept.  
P.O. Box 1675  
Galveston TX 77553 |

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Description</th>
<th>Rate</th>
<th>Amount</th>
</tr>
</thead>
</table>
| 38       | Boat Bottom Maintenance, per foot  
Galveston Trip  
tax exempt | 2.00 | 76.00T |
|          |             | 10.00| 10.00T |
|          |             | 0.00%| 0.00   |

We would like to express our condolences here at Darkwater Divers for the loss of a friend, crew member. Our deepest sympathies are with you.

Thank you,
Zach and Melanie Johnson

Paid by credit card. Thank you.

Total  
$86.00

<table>
<thead>
<tr>
<th>Phone #</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>832-284-4146</td>
<td><a href="mailto:darkwaterdivers@yahoo.com">darkwaterdivers@yahoo.com</a></td>
</tr>
</tbody>
</table>
# Dive Report

**Acct:** __________  **Billed:** __________  **Inv. #:** __________

**DIVER:** Zae  **Date:** 4/5/08  **Time:** 1100

**E-mailed:** __________  **CC:** __________

---

## Boat Information:

<table>
<thead>
<tr>
<th>Cynthia Woods</th>
<th>Jim Atchley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape Fear 38 ft. S</td>
<td>Texas A &amp; M Galveston Fiscal Dept.</td>
</tr>
<tr>
<td>Pelican Island</td>
<td>P.O. Box 1675</td>
</tr>
<tr>
<td></td>
<td>Galveston Tx 77553</td>
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## Parts Checked

<table>
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<th>Algae Growth</th>
<th>Barnacle Growth</th>
<th>Histers Size/Total</th>
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<td></td>
<td>Good</td>
<td>Fair</td>
<td>Poor</td>
<td>None</td>
</tr>
<tr>
<td>Waterline</td>
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<td>F</td>
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</tr>
<tr>
<td>Hull</td>
<td>G</td>
<td>F</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Keel</td>
<td>G</td>
<td>F</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Rudder</td>
<td>G</td>
<td>F</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Running Gear</td>
<td>G</td>
<td>F</td>
<td>P</td>
<td>N</td>
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</table>

---

## Zincs

<table>
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<tr>
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<th>Condition</th>
<th>Replaced</th>
<th>How Many Needed/Installed</th>
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<tbody>
<tr>
<td>Shaft: Port/Stbd.</td>
<td>S00184(1)</td>
<td>F-95%</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Prop: Port/Stbd.</td>
<td></td>
<td></td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Strut: Port/Stbd.</td>
<td></td>
<td></td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Rudder: Port/Stbd.</td>
<td></td>
<td></td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Trim Tabs: Port/Stbd.</td>
<td></td>
<td></td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Bow Thruster</td>
<td></td>
<td></td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Transom/Hull</td>
<td></td>
<td></td>
<td>Y</td>
<td>N</td>
</tr>
</tbody>
</table>

- G=Good  F=Fair  P=Poor  M=Missing

---

Notes: [redacted]
A&M gets new offshore racing boats

By John Ira Petty
Correspondent

Published February 19, 2006

They're new, shiny and look fast. A lot of Texas sailors may be seeing their sterns in races this year.

Texas A&M University has received two Cape Fear 36s donated by alumnus, A&M graduate and university benefactor George Mitchell. One will be based at Texas A&M University of Galveston and sailed by the Galveston school's offshore sailing team.

The other will be used by sailors from A&M's College Station campus, but most likely will be based on Galveston Bay, possibly at the Galveston campus.

"They're strictly racing boats," said Jim Atchley, marine terminal manager who coaches the school's Offshore Sailing Team. The boats are being fitted out at Payco Marine. Atchley says he hopes they will be in the water and ready to sail in March.

The Galveston boat is named Cynthia Woods, for George Mitchell's wife. The name of the College Station boat is George Phydias, Mitchell's first and middle names. They were built by Cape Fear Yachts in Wilmington, N.C., a company owned by Kent Mitchell, George Mitchell's son.

"The kids are so excited," said Teri Fowlie, a spokeswoman at the Galveston campus. "Once we can get George Mitchell and the boats here, we'll have a formal christening, perhaps next month."

The George Phydias has been launched, while the Cynthia Woods is not yet in the water at Payco.

Fowlie said the offshore sailing team's successes were part of the reason for the donation. Mitchell heard about the team's respectable finish in the 2004 Harvest Moon Regatta, a 152-mile race from Galveston to Port Aransas.

The team, now with about 40 participants, has built on that success. Using donated, decades-old boats, the team finished first in class and first in fleet in last year's Harvest Moon, sailing a mid-1980s model New York 39. A woman's team aboard a Whitby 42-foot ketch of similar vintage won the regatta's Ladies' Class.

For students studying to become Merchant Marine officers, sailing is more than just a sport.

"Offshore sailing is a lot of fun," said Atchley. "But this is about training and education. Being out on the water in a sailboat gives them a real feeling for the ocean."

They learn or develop many of the other skills required to get a boat — or ship — safely and efficiently from one place to another. Among the skills are navigation, seamanship and developing positive interactions with fellow crewmembers in tight quarters during 24-hour days.

Atchley, who also teaches a class called Competitive Offshore Sailing, said the team is perhaps the most active sailboat racing organization in Galveston. It plans to participate in this year's Regata de Amigos, the biannual race from Galveston to Veracruz.

That 630-mile race usually sees the winning boats finish in a little under five days. Participants spend several days in Veracruz, Mexico's leading port, before sailing back to the United States. Many stop at Tuxpan and nearby Isla Lobos.

The Cape Fear 36s draw more than 7 feet, which is a big reason the College Station boat is likely to be based on Galveston Bay. They're rigged for asymmetrical spinnakers — no spinnaker pole. They're light and narrow, with a beam of 11 feet. Accommodation is straightforward and perhaps a little Spartan.

The new boats, each valued at more than $200,000, are likely to be serious contenders in Galveston-area offshore races for years to come.

+++
John Ira Petty, a sailing instructor, licensed captain and charter sailboat owner, is the sailing columnist for The Daily News.

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Teri A. Fowlé

Director of Communications

Texas A&M University at Galveston

(409) 740-4830

fowlet@tamug.edu
I received a quote from Kathy Miller on the boats. Full coverage on each boat will be $8500 ($1750 P&I, $6,660 hull, $90 misc) per year. I told her we would get back with her as to how we want to proceed. She is also providing Karan Chavis with this information. Let me know what you think.

Brad

Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu
From: Brad McGonagle
To: Jim Atchley; William Hearn; Tammy Lobaugh; Grant Shallenberger
Subject: RE: Cynthia Woods/George Phydieus

Can we cancel hurricane season? What does everyone else think on the insurance? I agree that we do need it, paying for it is another story. Thanks.

Brad

From: Jim Atchley
Sent: Monday, March 06, 2006 3:38 PM
To: Brad McGonagle; William Hearn; Tammy Lobaugh; Grant Shallenberger
Subject: RE: Cynthia Woods/George Phydieus

Brad-It would cost $150,000 to $200,000 to replace the Cynthia Woods if we lost her in a hurricane. I would recommend we insure her provided we can absorb the cost in our budget, on the other hand we have no cost in the boat other than commissioning related costs and would the University want to replace her in the event of a total loss? Thanks Jim

-----Original Message-----
From: Brad McGonagle
Sent: Monday, March 06, 2006 11:17 AM
To: William Hearn; Tammy Lobaugh; Jim Atchley; Grant Shallenberger
Subject: Cynthia Woods/George Phydieus

I received a quote from Kathy Miller on the boats. Full coverage on each boat will be $8500 ($1750 P&I, $6,660 hull, $90 misc) per year. I told her we would get back with her as to how we want to proceed. She is also providing Karan Chavis with this information. Let me know what you think.

Brad

Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675

http://tamugex.tamug.edu/exchange/atchleyj/Inbox/RE%20Cynthia%20Woods_xF8FF_G...
Galveston, TX 77553

(409) 740-4502

(409) 740-4407 fax

mcgonagw@tamug.edu
To help protect your privacy, links to images, sounds, or other external content in this message have been blocked. Click here to unblock content.

Jim Atchley

From: Tammy Lobaugh  
To: Brad McGonagle; Jim Atchley; William Hearn; Grant Shallenberger  
Subject: RE: Cynthia Woods/George Phydius  
Attachments:

It goes without saying, that we would not be able to replace the boat if damaged. We must be insured. Now we just need to budget for it.

If TAMUG is reimbursed for the commissioning costs ($5500+) that will almost pay for things.

Tammy

From: Brad McGonagle  
Sent: Monday, March 06, 2006 3:55 PM  
To: Jim Atchley; William Hearn; Tammy Lobaugh; Grant Shallenberger  
Subject: RE: Cynthia Woods/George Phydius

Can we cancel hurricane season? What does everyone else think on the insurance? I agree that we do need it, paying for it is another story. Thanks.

Brad

From: Jim Atchley  
Sent: Monday, March 06, 2006 3:38 PM  
To: Brad McGonagle; William Hearn; Tammy Lobaugh; Grant Shallenberger  
Subject: RE: Cynthia Woods/George Phydius

Brad-It would cost $150,000 to $200,000 to replace the Cynthia Woods if we lost her in a hurricane. I would recommend we insure her provided we can absorb the cost in our budget, on the other hand we have no cost in the boat other than commissioning related costs and would the University want to replace her in the event of a total loss? Thanks Jim

-----Original Message-----

From: Brad McGonagle  
Sent: Monday, March 06, 2006 11:17 AM  
To: William Hearn; Tammy Lobaugh; Jim Atchley; Grant Shallenberger  
Subject: Cynthia Woods/George Phydius

I received a quote from Kathy Miller on the boats. Full coverage on each boat will be $8500 ($1750 P&I,
$6,660 hull, $90 misc) per year. I told her we would get back with her as to how we want to proceed. She is also providing Karan Chavis with this information. Let me know what you think.

Brad

Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu
I am curious to when the Cynthia Woods will be arriving today? I would like to schedule a photo of the ship with some sailteam students and Captain Atchley in it if possible. Please let me know at your earliest convenience. Thank you.

David Klotz
Graphic/Web Designer
Communications Department
409-740-4817
klotzd@tamug.edu

Hey David,

I have a few action items I would like you to follow up on. I know you are busy, but these are a little pressing as well:

1) Photo of the George Phydias sitting in our Marine Terminal
2) The Cynthia Woods should be arriving today – please contact Jim Atchley or Brad McGonagale to find out when – we will need photos of both boats for the Sea Aggie. Please try to get Capt. Atchley and some of the sail team students in the photos
3) Please meet with John Kovacevich regarding the blog. We need to discard the freeware blog we found and make the software we have purchased which we host on our server work. John Kovacevich can help with this.
4) As you are revamping the Corps website, please consider creating a blog for the Corps. It will have to be monitored, but we do have Student Ambassadors who are members of the Corps. I do think a separate blog for the Corps – even though one is being created for Student Relations, will be important to allow potential Corps students the opportunity to ask specific questions. Please work with Paul and his Corps PR Officer on the blog.

Thanks David!

Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston

(409) 740-4830

fowlet@tamug.edu
Good afternoon Rona,

Hope all is well. With the spring racing season drawing near, we are working on some last minute things. Do you recall what font was used on the "Cynthia Woods".

I would very much like to be consistent by using the same font on crew caps, shirts..... Any help would be greatly appreciated.

Thanks, Tammy

Tammy Lobaugh
Director Physical Plant & Marine Terminal Operations
Texas A&M University at Galveston
Building 3006
P.O. Box 1675
Galveston, Texas 77553
Phone: 409) 740-4547
Fax: 409) 740-5000
LobaughT@tamug.edu
From: Teri Fowlé
To: Jim Atchley; Brad McGonagle
Cc:
Subject: FW: Cynthia Woods
Attachments:

Please let me know when the Cynthia Woods arrives on campus. I need to get a digital photo of the boat for Dr. Loftin.

Thanks,

Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlet@tamug.edu

-----Original Message-----
From: R. Bowen Loftin
Sent: Thursday, March 09, 2006 2:21 PM
To: Teri Fowlé
Subject: Cynthia Woods

Teri:

Can you get me a digital image of the CW?

Thanks,

Bowen

Sent from my BlackBerry Wireless Handheld
Howdy!

Both Mitchell boats have arrived here at the TAMUG campus. They are absolutely beautiful!! Dr. Loftin has asked that we go ahead and move forward with the christening of the boats so I have contacted the Mitchell Family Corp. and started the process. Will you please check with all respective people who need to be involved to see if one of the following dates will work for the Christening ceremony?

Mr. Mitchell asked that we plan this on a Friday afternoon between 4-6 p.m. Here are the dates he can be available:

- March 31st
- April 7th
- April 21st
- May 5th

For the actual christening, Mr. Mitchell has asked that we select a female student on the sail team to perform the christening. He said he will leave the selection process to us, but he thinks the students have worked very hard to make the sail team what it is so he wants to honor the students by having one of them christen the boats. TAMUG will select a student for the Cynthia Woods and we will ask the folks in CS to select a female student for the George Phydias.

Once we have pinned down a date, I will work with a designee from College Station on the actual ceremony, programs, invitations, invitation lists, media coverage, etc.

Thank you,

Teri A. Fowlé

Director of Communications

Texas A&M University at Galveston

(409) 740-4830

fowlet@tamug.edu
Teri,

I am out-of-town except for May 5.

Dennis Corrington  
Director of Recreational Sports  
Rm. 229 Student Recreation Center  
Texas A&M University  
4250 TAMU  
College Station, TX 77843

979-845-3040 Office  
979-845-0838 Fax

>>> "Teri Fowle" <fowlet@tamug.edu> 03/10/06 11:23 AM >>>

Howdy!

Both Mitchell boats have arrived here at the TAMUG campus. They are absolutely beautiful!! Dr. Loftin has asked that we go ahead and move forward with the christening of the boats so I have contacted the Mitchell Family Corp. and started the process. Will you please check with all respective people who need to be involved to see if one of the following dates will work for the Christening ceremony?

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Thank you,
Teri A. Fowlé  
Director of Communications  
Texas A&M University at Galveston  
(409) 740-4830  
fowlert@tamug.edu
Jim Atchley

From: Tammy Lobaugh
To: Teri Fowl; Jim Atchley; William Hearn
Cc: Cherie Coffman; Carmel Julian; R. Bowen Loftin; Jim Atchley
Subject: RE: Christening of Mitchell Boats
Attachments:

Teri,
This is great news. I'm glad we are moving forward with the Christening, I think it is very important that we show Mr. Mitchell just how grateful we are! These are beautiful boats which will really provide additional opportunities for the students participating in the Offshore Sail program. As for dates:

March 31st ............... Appears open

April 7th ............... (Local regatta 8th & 9th) Friday the 7th is open

April 21st ............... Offshore Crew in Maryland competing in the Kennedy Cup

May 5th ............... Appears open

An April or May date would allow us time to get the electronics onboard the cynthia woods and time for official crew shirts and caps to arrive. However, we are available whenever.

As for the female student, I would very much like to suggest She has been a member of the Offshore Crew several years, served as which won first place and truly demonstrates natural leadership qualities of a mariner and an Aggie.

Please let me now if we can help further.
Thanks, Tammy

From: Teri Fowl
Sent: Friday, March 10, 2006 11:23 AM
To: ‘aweldon@VPSA.TAMU.EDU’; ‘Brian Horvey’; William Hearn; Tammy Lobaugh; Jim Atchley; 'Barry E. Leavitt'; 'Cape Fear Yacht Works'; 'DENNIS@rec.tamu.edu'; 'Dean.bresciani@tamu.edu'

Cc: Cherie Coffman; Carmel Julian; R. Bowen Loftin
Subject: Christening of Mitchell Boats

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Once we have pinned down a date, I will work with a designee from College Station on the actual ceremony, programs, invitations, invitation lists, media coverage, etc.

Thank you,

Teri A. Fowler
Director of Communications
Texas A&I University at Galveston
(409) 740-4830
fowler@tamug.edu
Howdy Dennis,

We got the Cynthia Woods moved to our basin Wednesday, and I know that Teri Fowle has been in touch with you about moving forward with the christening. I wanted to let you know that both boats ended up with a logo we use (an ATM with a wave under it) and the word Galveston on them. This was done at Payco Marina when they were outfitting the boats. The best I can ascertain, Kent Mitchell and Rona asked for an electronic copy of our logo in one of their early visits checking out Payco; and they probably did not realize that the logo was one specific to the Galveston campus. At any rate, I suspect you will want to get that changed; and I would appreciate your letting your student sailors know that it was not done with any malicious intent by TAMUG.

Have you folks come to any conclusion on where you want to permanently berth the George Phydicus? If you decide on the Mitchell Campus, I want to move forward with our work on the MOU.

Have a good Spring Break.

Regards,  Bill
Jim Atchley

From: Teri Fowle
To: 'aweldon@VPSA.TAMU.EDU'; 'Brian Hervey'; William Hearn; Tammy Lobaugh; Jim Atchley; 'Cape Fear Yacht Works'; 'DENNIS@rec.tamu.edu'; 'Dean.Bresciani@tamu.edu'; Gerard Coleman; Ernest Estes; Steve Conway
Cc: Cherie Coffman; Carmel Julian; R. Bowen Loftin
Subject: RE: Christening of Mitchell Boats
Attachments:

There are two people who will only be available on May 5th – we will plan for May 5th to christen the Mitchell Boats unless I hear from someone that this absolutely will not work. My main concern with May 5th is having students present….will the students be OK to be present for the christening on May 5th?

Teri A. Fowlé

Director of Communications

Texas A&M University at Galveston

(409) 740-4830

fowlet@tamug.edu

-----Original Message-----
From: Teri Fowle
Sent: Friday, March 10, 2006 11:23 AM
To: 'aweldon@VPSA.TAMU.EDU'; 'Brian Hervey'; William Hearn; Tammy Lobaugh; Jim Atchley; 'Barry E. Leavitt'; 'Cape Fear Yacht Works'; 'DENNIS@rec.tamu.edu'; 'Dean.Bresciani@tamu.edu'
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students have worked very hard to make the sail team what it is so he wants to honor the students by having one of them christen the boats. TAMUG will select a student for the Cynthia Woods and we will ask the folks in CS to select a female student for the George Phydius.

Once we have pinned down a date, I will work with a designee from College Station on the actual ceremony, programs, invitations, invitation lists, media coverage, etc.

Thank you,

Teri A. Fowlé

Director of Communications

Texas A&M University at Galveston

(409) 740-4830

fowlet@tamug.edu
We will get commitments from our students

Dennis Corrington
Director of Recreational Sports
Rm. 229 Student Recreation Center
Texas A&M University
4250 TAMU
College Station, TX 77843
979-845-3040 Office
979-845-0838 Fax

>>> "Teri Fowle" <fowlet@tamug.edu> 03/13/06 10:53 AM >>>
There are two people who will only be available on May 5th - we will
plan for May 5th to christen the Mitchell Boats unless I hear from
someone that this absolutely will not work. My main concern with May
5th is having students present...will the students be OK to be present
for the christening on May 5th?

Teri A. Fowle
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlet@tamug.edu

-----Original Message-----
From: Teri Fowle
Sent: Friday, March 10, 2006 11:23 AM
To: 'aweldon@VPSA.TAMU.EDU'; 'Brian Hervey'; William
Hearn; Tammy Lobaugh; Jim Atchley; 'Barry E. Leavitt'; 'Cape Fear Yacht
Works'; 'DENNIS@rec.tamu.edu'; 'Dean.Bresciani@tamu.edu'
Cc: Cherie Coffman; Carmel Julian; R. Bowen Loftin
Subject: Christening of Mitchell Boats

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campus. They are absolutely beautiful!! Dr. Loftin has asked that we
go ahead and move forward with the christening of the boats so I have
contacted the Mitchell Family Corp. and started the process. Will you
please check with all respective people who need to be involved to see
if one of the following dates will work for the Christening ceremony?

Mr. Mitchell asked that we plan this on a Friday
afternoon between 4-6 p.m. Here are the dates he can be available:

March 31st
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Thank you,

Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlte@tamug.edu
When I suggested it was based on her level of participation and contributions. She is now one of the senior most sailors in the Offshore Program, (male or female). She has demonstrated a great deal of leadership and is always willing to take on tasks when Jim is at capacity and just can't find time for one more thing. Furthermore she has conducted herself in a professional manner and been very instrumental in promoting the Offshore Program. In fact numerous members credited x for attracting them to the program.

Bill by all means if additional steps should be followed, please let me know what I should do. I certainly want to make sure that the female student chosen represents the TAMUG Offshore Program. Let me know if additional consideration needs to be offered.

Tammy

---

From: Teri Fowlé  
Sent: Tuesday, March 14, 2006 3:37 PM  
To: Tammy Lobaugh  
Cc: Jim Atchley; William Hearn  
Subject: RE: Christening of Mitchell Boats

Tammy,

Do we need a process for selecting the female student to christen the Cynthia Woods? I know you mentioned am not worried about what student christens the boat, I will just need to know a name. Bill Hearn will be able to give the most guidance in the process.

Please let me know if : who you choose.

I am also going to be getting invitations together very quickly since the christening has moved to April 7th. Please let me know if you have anyone that we need to be sure is included on the invitation list.

Thank you,

Teri A. Fowlé  
Director of Communications  
Texas A&M University at Galveston  
(409) 740-4830  
fowl@tamug.edu

---Original Message-----

From: Tammy Lobaugh  
Sent: Tuesday, March 14, 2006 3:25 PM  
To: Teri Fowlé  
Cc: Jim Atchley  
Subject: RE: Christening of Mitchell Boats
The Offshore Crew has a local regatta April 8th & 9th so most should be available the 7th.
Tammy

---Original Message-----
From: Teri Fowlé
Sent: Monday, March 13, 2006 10:53 AM
To: 'aweldon@VPSA.TAMU.EDU'; 'Brian Hervey'; William Hearn; Tammy Lobaugh; Jim Atchley; 'Cape Fear Yacht Works'; 'DENNIS@rec.tamu.edu'; 'Dean.Bresciani@tamu.edu'; Gerard Coleman; Ernest Estes; Steve Conway
Cc: Cherie Coffman; Carmel Julian; R. Bowen Loftin
Subject: RE: Christening of Mitchell Boats

Howdy everyone,

Mr. Kent Mitchell will not be able to attend on May 5th due to a Mitchell Family retreat on Bald Head Island May 5-7. Kent is asking if we can move the christening to April 7th. Please check your calendars and let me know if we can move the christening to that date.

Thank you,

Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlte@tamu.edu

There are two people who will only be available on May 5th – we will plan for May 5th to christen the Mitchell Boats unless I hear from someone that this absolutely will not work. My main concern with May 5th is having students present... will the students be OK to be present for the christening on May 5th?

---Original Message-----
From: Teri Fowlé
Sent: Friday, March 10, 2006 11:23 AM
To: 'aweldon@VPSA.TAMU.EDU'; 'Brian Hervey'; William Hearn; Tammy Lobaugh; Jim Atchley; 'Barry E. Leavitt'; 'Cape Fear Yacht Works'; 'DENNIS@rec.tamu.edu'; 'Dean.Bresciani@tamu.edu'
Cc: Cherie Coffman; Carmel Julian; R. Bowen Loftin
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Once we have pinned down a date, I will work with a designee from College Station on the actual ceremony, programs, invitations, invitation lists, media coverage, etc.

Thank you,

Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlert@tamug.edu
That is why I was asking..... in my view TAMU still needs to do finishing work on their boat before it can sail. TAMUG Offshore Team will honor any request to race, anytime.

I think it is a good platform for building lasting relations and friendly competition always enhances ones own capabilities. I was just confused by their desire to race, when neither Jim nor myself had heard anything. And I'm not sure that the "George" is outfitted completely and ready to sail. While I tend to serve as the watch dog or mother hen, oversight of "George" is that of TAMU and I have very little to say. But I think it might be a question to first ask of TAMUG and TAMU...... are your boats and crews fit to compete at that time?

Sounds like Rona has a great deal of experience in setting up regattas. Let's see if we can get an email conversation going to discuss this. Jim is very familiar with local offshore courses so he can contribute as well. If we're going to race then let's have these offshore boats do an offshore race.

Let me know what you think.
Tammy

---Original Message-----
From: Tammy Lobaugh
Sent: Thursday, March 23, 2006 3:53 PM
To: Teri Fowle; Jim Atchley
Subject: RE: Christening of Mitchell Boats

I just remembered him asking in that meeting. He was a little arrogant about it as I remember!
Josh.

Yes, I was just wondering to whom they (Josh) had been asking
at TAMUG for the match race.

From: Teri Fowlé
Sent: Thursday, March 23, 2006 3:43 PM
To: Tammy Lobaugh; Jim Atchley
Subject: RE: Christening of Mitchell Boats

The student who attended the meeting over in the Engineering Building – do you remember him?

Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlet@tamug.edu

-----Original Message-----
From: Tammy Lobaugh
Sent: Thursday, March 23, 2006 3:33 PM
To: Teri Fowlé; Jim Atchley
Subject: RE: Christening of Mitchell Boats

Teri

Who has TAMU been asking?

From: Teri Fowlé
Sent: Thursday, March 23, 2006 3:27 PM
To: 'Cape Fear Yacht Works'; aweldon@VPSA.TAMU.EDU; 'Brian Hervey'; William Hearn; Tammy Lobaugh; Jim Atchley; 'Barry E. Leavitt'; DENNIS@rec.tamu.edu; Dean.Bresciani@tamu.edu; Gerard Coleman; Steve Conway; 'LINDA BOMKE'; Greg Mitchell; 'Joshua Knapp'
Cc: Cherie Coffman; Carmel Julian
Subject: RE: Christening of Mitchell Boats

Capt. Atchley,

I know the College Station Sail Club has been asking for a match race. Do you think it can be pulled together by April 28th?

Thanks,

Teri A. Fowlé  
Director of Communications  
Texas A&M University at Galveston  
(409) 740-4830  
fowlet@tamug.edu

-----Original Message-----
From: Cape Fear Yacht Works [mailto: ]  
Sent: Thursday, March 23, 2006 1:45 PM  
To: Teri Fowlé; aweldon@VPSA.TAMU.EDU; 'Brian Hervey'; William Hearn; Tammy Lobaugh; Jim Atchley; 'Barry E. Leavitt'; DENNIS@rec.tamu.edu; Dean.Bresciani@tamu.edu; Gerard Coleman; Steve Conway; 'LINDA BOMKE'; p-cammack@tamu.edu; 'B. Greg Mitchell'; 'Joshua Knapp'  
Cc: Cherie Coffman; Carmel Julian; s-crawford@tamu.edu; R. Bowen Loftin  
Subject: RE: Christening of Mitchell Boats

Teri;

Here's something for you -- Kent thinks it would be nice to have the boats do a small match-race either that weekend, the first "Mitchell Cup". What do you think and how do I go about getting it organized? I'm good with planning regattas but this is something a little different!

Rona

-----Original Message-----
From: Teri Fowlé [mailto:fowlet@tamug.edu]  
Sent: Tuesday, March 21, 2006 5:59 PM  
To: Teri Fowlé; aweldon@VPSA.TAMU.EDU; Brian Hervey; William Hearn; Tammy Lobaugh; Jim Atchley; Barry E. Leavitt; Cape Fear Yacht Works; DENNIS@rec.tamu.edu; Dean.Bresciani@tamu.edu; BJ Gorman; Gerard Coleman; Steve Conway; LINDA BOMKE;
Howdy!

We have a date for the Mitchell boat Christening!

What: George Phydias and Cynthia Woods boat Christening

When: Friday, April 28, 2006

Time: 5:30 – 7:30 p.m.

Where: Texas A&M University at Galveston Marine Terminal

Amy Weldon and I will work together on the Christening Ceremony and a reception following on the Point at the Marine Terminal.

We will need to get invitations sent out fairly quickly. For those of you in College Station, please submit the names and addresses for people you want to invite to Amy Weldon at aweldon@vpas.tamu.edu. In Galveston, please submit names and addresses to Teri Fowle at fowlet@tamug.edu. Please submit this information by April 3rd.

I am sorry we couldn't accommodate everyone's schedules, this was the best we could do.

Thank you,

Teri A. Fowle

Director of Communications

Texas A&M University at Galveston

(409) 740-4830

fowlet@tamug.edu

cammack@tamu.edu; B. Greg Mitchell
Cc: Cherie Coffman; Carmel Julian; s-crawford@tamu.edu; R. Bowen Loftin
Subject: Christening of Mitchell Boats
Jim Atchley

From: B. Greg Mitchell [gmitchell@ucsd.edu] Sent: Fri 3/24/2006 1:01 PM
To: Cape Fear Yacht Works; Jim Atchley; Terri Fowlie; aweldon@VPSA.TAMU.EDU; Brian Hervey; William Hearn; Tammy Lobaugh; Barry E. Leavitt; DENNIS@rec.tamu.edu; Dean.Bresciani@tamu.edu; Gerard Coleman; Steve Conway; LINDA BOMKE; allen@theadmiralty.net; Joshua Knapp; Cherie Coffman; Carmel Julian
Cc: B. Greg Mitchell
Subject: RE: Christening of Mitchell Boats
Attachments:

Rona et al.

1. there is almost never good wind near terminals or downtown docks
2. the channels are narrow and if winds not favorable then would require serious tacking
3. sailboats in a race needing to tack would create navigational issues

perhaps the best venue for possible wind, and spectators, would be some short-leg course set up in Offatts Bayou. With appropriate promotion, you might (?) get a crowd there, but it is not very convenient to the TAMU Galveston campus.

Alternatively, you might consider a leg between Pelican and Galveston Islands that has an option on which direction that leg is sailed. Thus, depending on winds, you could ensure that the leg is more or less across or down-wind to minimize tacking.

Greg

__________________________________________________________
From: Cape Fear Yacht Works [mailto:cfyw@ec.rr.com]
Sent: Friday, March 24, 2006 8:51 AM
To: Jim Atchley; Terri Fowlie; aweldon@VPSA.TAMU.EDU; Brian Hervey; William Hearn; Tammy Lobaugh; Barry E. Leavitt; DENNIS@rec.tamu.edu; Dean.Bresciani@tamu.edu; Gerard Coleman; Steve Conway; LINDA BOMKE; Greg Mitchell; Joshua Knapp
Cc: Cherie Coffman; Carmel Julian
Subject: RE: Christening of Mitchell Boats

Would it be possible to do something with shorter legs, in the vicinity of the terminal or downtown docks so that people on shore can actually see what’s going on?

Rona
-----Original Message-----
From: Jim Atchley [mailto:atchleyj@tamug.edu]
Sent: Thursday, March 23, 2006 4:56 PM
To: Teri Fowle; Cape Fear Yacht Works; aweldon@VPSA.TAMU.EDU; Brian Hervey; William Hearn; Tammy Lobaugh; Barry E. Leavitt; DENNIS@rec.tamu.edu; Dean.Bresciani@tamu.edu; Gerard Coleman; Steve Conway; LINDA BOMKE; B. Greg Mitchell; Joshua Knapp
Cc: Cherie Coffman; Carmel Julian
Subject: RE: Christening of Mitchell Boats

Teri-Maybe, the Offshore Team will be at the Kennedy Cup Regatta-US Naval Academy April 20 thru 24 but they are always ready for a race if you can get it organized. I'm sure I can get a safety officer for each boat and I would like to see the race at least to the farewell buoy offshore. Let me know. Thanks Jim

-----Original Message-----
From: Teri Fowle
Sent: Thursday, March 23, 2006 3:27 PM
To: 'Cape Fear Yacht Works'; aweldon@VPSA.TAMU.EDU; 'Brian Hervey'; William Hearn; Tammy Lobaugh; Jim Atchley; 'Barry E. Leavitt'; DENNIS@rec.tamu.edu; Dean.Bresciani@tamu.edu; Gerard Coleman; Steve Conway; 'LINDA BOMKE'; Capt. Atchley, 3. Greg Mitchell'; 'Joshua Knapp'
Cc: Cherie Coffman; Carmel Julian
Subject: RE: Christening of Mitchell Boats

Capt. Atchley,

I know the College Station Sail Club has been asking for a match race. Do you think it can be pulled together by April 28th?

Thanks,

Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlet@tamug.edu <mailto:fowlet@tamug.edu>

-----Original Message-----
From: Cape Fear Yacht Works [mailto:
Sent: Thursday, March 23, 2006 1:45 PM
To: Teri Fowle; aweldon@VPSA.TAMU.EDU; 'Brian Hervey'; William Hearn; Tammy Lobaugh; Jim Atchley; 'Barry E. Leavitt'; DENNIS@rec.tamu.edu; Dean.Bresciani@tamu.edu; Gerard Coleman; Steve Conway; 'LINDA BOMKE'; )-cammack@tamu.edu; 'B. Greg Mitchell'; 'Joshua Knapp'
Cc: Cherie Coffman; Carmel Julian; s-crawford@tamu.edu; R. Bowen Loftin

http://tamugex.tamug.edu/exchange/atchleyj/Inbox/RE:%20Christening%20of%20Mitchel... 6/11/2008
Subject: RE: Christening of Mitchell Boats

Teri;

Here's something for you - Kent thinks it would be nice to have the boats do a small match-race either that weekend, the first "Mitchell Cup". What do you think and how do I go about getting it organized? I'm good with planning regattas but this is something a little different!

Rona

-----Original Message-----
From: Teri Fowle [mailto:fowlet@tamug.edu]
Sent: Tuesday, March 21, 2006 5:59 PM
To: Teri Fowle; aweldon@VPSA.TAMU.EDU; Brian Hervey; William Hearn; Tammy Lobaugh; Jim Atchley; Barry E. Leavitt; Cape Fear Yacht Works; DENNIS@rec.tamu.edu; Dean.Bresciani@tamu.edu; BJ Gorman; Gerard Coleman; Steve Conway; LINDA BOMKE; p-cammack@tamu.edu; B. Greg Mitchell
Cc: Cherie Coffman; Carmel Julian; s-crawford@tamu.edu; R. Bowen Loftin
Subject: Christening of Mitchell Boats

Howdy!

We have a date for the Mitchell boat Christening!

What: George Phydias and Cynthia Woods boat Christening

When: Friday, April 28, 2006

Time: 5:30 - 7:30 p.m.

Where: Texas A&M University at Galveston Marine Terminal

Amy Weldon and I will work together on the Christening Ceremony and a reception following on the Point at the Marine Terminal.

We will need to get invitations sent out fairly quickly. For those of you in College Station, please submit the names and addresses for people you want to invite to Amy Weldon at aweldon@vpsa.tamu.edu. In Galveston, please submit names and addresses to Teri Fowle at fowlet@tamug.edu. Please submit this information by April 3rd.
I am sorry we couldn't accommodate everyone's schedules, this was the best we could do.

Thank you,

Teri A. Fowlé

Director of Communications

Texas A&M University at Galveston

(409) 740-4830

fowlet@tamug.edu <mailto:fowlet@tamug.edu>

Upgrade Your Email - Click here! <http://promos.hotbar.com/promos/promodll.dll?
RunPromo&El=&SG=&RAND=9616&partner=hotbar>
Captain Atchley,

When you have a moment, please give me call. Mr. Mitchell would like to speak with you in regards to *Cynthia Woods*.

Thanks!

Christine Kennedy

GPM, Inc.

1850 JPMorgan Chase Tower

600 Travis Street

Houston, Texas  77002

713.377.5003
For Your Information.

Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowl et@tamu.edu

-----Original Message-----
From: Barry E. Leavitt
Sent: Tuesday, April 11, 2006 2:31 PM
To: Jackie Robbins; Teri Fowlé
Cc: a-lovett@tamu.edu; Vassilakis, Spiros'; Cape Fear Yacht Works'; Nancy Stucky
Subject: Update on the status of the Mitchell boats

Greetings to Teri and Jackie,

Here is an update on the status of the boats:

At the suggestion of Rona, I spoke with Eric Wohlford at Cape Fear Yacht Works. It turns out that early on CFYW had paid the North Carolina sales tax for both boats, since the amount is capped at $1,500 per boat and it was clear that both boats would reach the cap amount. It is too bad that we did not know that earlier, but at least we do now.

As a result, with Eric's help I was able to complete the North Carolina title and registration forms for both boats, at a cost of $30 per boat. I checked with the North Carolina Wildlife Resources Commission earlier this morning and the documents for both boats were mailed back to us a couple of days ago, so we should get them on Wednesday or Thursday. Based on what Jackie said below in her March 24 email, it looks like all we will need to do is have Mr. Mitchell endorse the title and registration documents and provide letters of donations. For our own added legal protection, we would also like to include a letter of indemnification releasing Mr. Mitchell of any future legal liability for the boats that are being donated.
With the boat christening rapidly approaching (it will happen on April 28th) I know that Mr. Mitchell is concerned about us getting the boats into A&M’s hands legally in time for the christening. It looks like we will now be able to do so. Once those documents arrive from North Carolina, I would like to review them with Jackie. **So Jackie, would you please give me your phone number and fax number?**

Thanks to everyone for their patience and their help in getting this done. In the end, after spending quite a bit on two boats, it is nice not to ask Mr. Mitchell to come up with another $48,000 or so in sales tax and penalties for the State of Texas.

Barry

---

---original Message---

**From:** Jackie Robbins [mailto:robbinsj@tamug.edu]  
**Sent:** Friday, March 24, 2006 1:51 PM  
**To:** Barry E. Leavitt; Cape Fear Yacht Works  
**Cc:** Teri Fowle; a-lovett@tamu.edu; Vassilakis, Spiros  
**Subject:** RE: Mitchell boats and sales tax woes

Barry, I spoke to Maria, another Texas Parks & Wildlife rep in Austin, moments ago. She said that if Mr. Mitchell titles or registers the boats (I do not know if the state titles or registers boats) in North Carolina then there will not be a tax issue in Texas. Mr. Mitchell will simply have to sign over his North Carolina titles/Registrations to Texas A&M University and Texas A&M University at Galveston and provide letters of donations. I am not positive at this point but I believe he will have to sign PWD-143s, also, as the donor so TAMU and TAMUG can obtain titles in the schools' names.
I suggest that Cape Fear Yacht Works be contacted about North Carolina titling requirements.

Please let me know if you run into any more road blocks or how I can be of further help.

Jackie

From: Barry E. Leavitt   
Sent: Friday, March 24, 2006 12:23 PM   
To: 'Cape Fear Yacht Works'   
Cc: Teri Fowlé; Jackie Robbins; a-lovett@tamu.edu; 'Vassilakis, Spiros'   
Subject: Mitchell boats and sales tax woes   
Importance: High

Teri Fowlé, Jackie Robbins, and Ann Lovett,

Would you please look at Rona Garm’s email to me and respond? I must plead ignorance about boat transactions, but clearly this could be a better alternative. Mr. Mitchell purchased the boats in North Carolina, and it always seemed reasonable to me that we should have paid North Carolina sales tax, but that was never a part of the Cape Fear Yacht Works paperwork. As you can imagine, Mr. Mitchell is quite unhappy about having to pay the extra $46,000 or so, including penalties that are not deductible.

Jackie, I hate to burden you with this, but this request might entail you making another call to your contact at Texas Parks & Wildlife once we better understand what can be done.

It would be so nice for us to get this paperwork behind us before the christening of the boats on April 28th and I know for certain that Mr. Mitchell would be very thankful to everyone on this email correspondence if we could somehow save him some money on this transaction. Would each of you please respond with comments and recommendations?

Thank you all!
-----Original Message-----
From: Cape Fear Yacht Works
Sent: Friday, March 24, 2006 10:49 AM
To: 'Barry E. Leavitt'
Subject: RE: My FEDEX?

Barry,

Yes, I did see Fedex yesterday and will send back today. Before I do, is there any way to re-do so that the boats get "sold" and "registered" in NC ($1500 cap) and then just transfer registration to TX?

Rona

-----Original Message-----
From: Barry E. Leavitt
Sent: Friday, March 24, 2006 10:36 AM
To: 'Cape Fear Yacht Works'
Subject: My FEDEX?

Hi Rona,

Did you get the FedEx package that I sent you the other day? Unfortunately it looks like we have to pay sales tax on the boats—apparently Texas sales tax—since that was not part of the price that GPM paid to Cape Fear Yacht Works (do you agree?). The tax plus penalty and interest add up to around $23,000 for each boat. Needless to say, GPM is not particularly happy. The forms that I sent you were to take care of this, as well as the boat license and title.
Thanks, and have a good weekend...

Barry

-----Original Message-----
From: Cape Fear Yacht Works
Sent: Thursday, March 23, 2006 1:45 PM
To: 'Teri Fowl'; aweldon@VPSA.TAMU.EDU; 'Brian Hervey'; 'William Hearn';
'Tammy Lobaugh'; 'Jim Atchley'; 'Barry E. Leavitt'; DENNIS@rec.tamu.edu;
Dean.Bresciani@tamu.edu; 'Gerald Coleman'; 'Steve Conway'; 'LINDA BOMKE';

p-cammack@tamu.edu; 'B. Greg Mitchell'; 'Joshua Knapp'
Cc: 'Cherie Coffman'; 'Carmel Julian'; s-crawford@tamu.edu; 'R. Bowen Loftin'
Subject: RE: Christening of Mitchell Boats

Teri;

Here’s something for you – Kent thinks it would be nice to have the boats do a
small match-race either that weekend, the first “Mitchell Cup”. What do you
think and how do I go about getting it organized? I’m good with planning
regattas but this is something a little different!

Rona

-----Original Message-----
From: Teri Fowl [mailto:fowlet@tamug.edu]
Sent: Tuesday, March 21, 2006 5:59 PM
To: Teri Fowl; aweldon@VPSA.TAMU.EDU; Brian Hervey; William
Hearn; Tammy Lobaugh; Jim Atchley; Barry E. Leavitt; Cape Fear
Yacht Works; DENNIS@rec.tamu.edu; Dean.Bresciani@tamu.edu; BJ
Gorman; Gerard Coleman; Steve Conway; LINDA BOMKE;
p-cammack@tamu.edu; B. Greg Mitchell
Cc: Cherie Coffman; Carmel Julian; s-crawford@tamu.edu; R. Bowen
Loftin
Subject: Christening of Mitchell Boats

Howdy!
We have a date for the Mitchell boat Christening!

What:  
*George Phydias and Cynthia Woods* boat Christening

When:  
Friday, April 28, 2006

Time:  
5:30 – 7:30 p.m.

Where:  
Texas A&M University at Galveston Marine Terminal

Amy Weldon and I will work together on the Christening Ceremony and a reception following on the Point at the Marine Terminal.

We will need to get invitations sent out fairly quickly. For those of you in College Station, please submit the names and addresses for people you want to invite to Amy Weldon at aweldon@vpsa.tamu.edu. In Galveston, please submit names and addresses to Teri Fowle at fowlet@tamug.edu. Please submit this information by April 3rd.

I am sorry we couldn’t accommodate everyone’s schedules, this was the best we could do.

Thank you,

*Teri A. Fowle*

*Director of Communications*

*Texas A&M University at Galveston*

*(409) 740-4830*

*fowlet@tamug.edu*
Jim Atchley

From: Brad McGonagle
To: Jim Atchley; Tammy Lobaugh; Susan Lee
Cc: 
Subject: RE: TAMU MOU - George Phydias Final
Attachments:

Jim,
Thanks for your feedback. I will give you a call to go over the slip concerns. Thanks.

Brad

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu

-----Original Message-----
From: Jim Atchley
Sent: Wednesday, April 12, 2006 10:32 AM
To: Brad McGonagle; Tammy Lobaugh; Susan Lee
Subject: RE: TAMU MOU - George Phydias Final

Brad-A few questions and comments on the MOU with TAMU on the George:
Do we want to charge for use of the slip, I tend to think we should let them use it at no charge as the cost is minimal and doesn't present a problem to our overall operations. Statement of Services-Maintenance-Commissioning of George is complete at a cost to TAMUG of some $6,000 and of course at the time of commissioning we didn't know the boat was being given to TAMU, could we get TAMU to address the issue and perhaps re-imburse us for those hard costs? The maintenance of our boats is performed for the most part by outside vendors as we do not have the equipment or in some cases the expertise or time to perform the maintenance ourselves. I will be glad to direct TAMU to those vendors for maintenance and repairs and TAMU can make arrangements to pay for the costs directly with the vendor. On routine maintenance of George, the student crews are responsible for cleaning the boat both topside and below, turning the battery switch on etc. and these items should be included in their Pre-departure, Underway and Return and Docking Checklist. I of course inspect to see that these items are accomplished after the boat has been sailed. Brad, I will be more than happy to work with the individual who is going to be responsible for the George Phydias and its crew by providing the benefit of my experience and giving guidance to who is best qualified to work on the George, training of the crew etc., etc. Alcohol Policy-b. I think that 16 hours is an overkill and should be changed back to 8. Let me know if you have any questions on my comments. As you know George Mitchell called me on Monday and indicated he wanted Cynthia Woods to race in the Regatta de Amigos from Galveston to Veracruz, Mexico and I
told him we are planning on doing this. I would like to point out however the crew needs four to five weeks of training (two days a week or 15 to 20 hours) under sail on the Cynthia Woods before I am comfortable with them racing 650 miles across the Gulf of Mexico and anything less could pose a hazard and endanger the vessel and crew. We are running out of time and hopefully we can start sailing the boat in the next few days, if not we may have be forced to use the Gypsy North rather than Cynthia Woods. Thanks Jim

-----Original Message-----
From: Brad McGonagle
Sent: Tuesday, April 11, 2006 2:34 PM
To: Tammy Lobaugh; Jim Atchley; Susan Lee
Subject: TAMU MOU - George Phydias Final

Bill asked me to prepare an MOU for the management of the George Phydias while the vessel is at TAMUG. Please review and provide your comments. I would like to start this through the approval process as soon as possible. Let me know if you have any questions. Thanks.

Brad
Capt. Jim,
hope you are doing well, and had a great weekend.

I am in need of some more information, and I am hoping you can help me out. Our insurance folks are asking me for items that I really don’t have a lot of info on.

I was wondering do you have a written checklist...and I hate to use checklist, but maybe itinerary of a maintenance schedule or any inspection documentation for the Cynthia Woods or will be used and other boats...also something that lists exactly what is checked and how often it is completed.

I know this is a lot, but I am assuming you guys have a regular schedule set up for maintenance. Also...who performs these inspections.

We are also looking into a more formalized training program for everyone who sails. I know our team has sailed for years, but we are looking at more detailed procedures for everyone before they are allowed to sail. Do you have any documentation on a training program.

thanks so much for any help you can give. We are really wanting this program to get to the next level, and appreciate any assistance you can give to help us get there.

take care.
KJ

Keith Joseph
Assistant Director, Sport Clubs
Texas A&M University
979.845.3074-office
979.845.0838-fax
You replied on 4/18/2006 2:51 PM.
To help protect your privacy, links to images, sounds, or other external content in this message have been blocked. Click here to u

Jim Atchley

From: Brad McGonagle
To: Jim Atchley
Cc: 
Subject: RE: Boat Schedule
Attachments:

Not a problem at all. It has been a damn zoo to say the least. Good luck in DC. I will give you a call Monday to s

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagle@tamag.edu

From: Jim Atchley
Sent: Tuesday, April 18, 2006 2:20 PM
To: Brad McGonagle
Subject: RE: Boat Schedule

Brad-We leave TAMUG at 0930 Thursday morning and get to Baltimore at 4:25PM, then a 45 minute drive to Anr on Friday, 6 races Saturday and 2 races on Sunday. The team will return to Houston Sunday night around 10:30 Debble but I've been running a little behind the curve lately. Haven't forgotten the list of safety equip, I will try to .

From: Brad McGonagle
Sent: Tuesday, April 18, 2006 2:12 PM
To: Jim Atchley
Subject: RE: Boat Schedule

Thanks. When do yall leave for DC?
W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mgonagw@tamug.edu

From: Jim Atchley
Sent: Tuesday, April 18, 2006 2:08 PM
To: 'Smith, Debbie'
Cc: Brad McGonagle; Tammy Lobaugh
Subject: Boat Schedule

Debbie - I will fax the individual vessel applications, let me know if you need any additional info.

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<tr>
<th>SYSTEM MEMBER:</th>
<th>Texas A&amp;M Galveston</th>
<th>DEPARTMENT:</th>
</tr>
</thead>
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<table>
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<tr>
<th>BOATS</th>
<th>Name</th>
<th>Year</th>
<th>Make</th>
<th>Construction</th>
<th>Dimensions</th>
<th>Serial #</th>
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<td>Sport Fisherman</td>
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<td>Caney Creek</td>
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<td>34'</td>
<td>HP21075v11289</td>
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<td>Gypsy North</td>
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<td>Skiff</td>
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<td>21'</td>
<td>J5220711697</td>
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<td>8</td>
<td>Cynthia Woods</td>
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<td>38'</td>
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<td>9</td>
<td>George Phidias</td>
<td>2005</td>
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</table>

Total Boat Value $
TEXAS A&M UNIVERSITY AT GALVESTON

OPERATING PROCEDURES FOR THE OFFSHORE SAILING PROGRAM

OBJECTIVES

The objectives of the offshore sailing program at Texas A&M Galveston are to:

a. Provide safe platforms and procedures for the professional leadership and seamanship training of students on the water (an experience which cannot be duplicated in the classroom).

b. Train students in the following areas:

   1. Leadership and teamwork
   2. Watchstanding
   3. Small boat handling
   4. Knowledge of and appreciation for the forces of wind and sea
   5. Relative motion
   6. Marlinspike seamanship
   7. Meteorology and oceanography
   8. Shipboard organization
   9. Preventative and corrective maintenance
   10. Navigation (open ocean and coastal piloting)
   11. Damage control
   12. Vessel log entries and completion

c. Provide an instrument with which to promote the public image of TAMUG and to assist in recruiting qualified applicants for enrollment at TAMUG.

STUDENT ELIGIBILITY

In order for a student to participate in the offshore sailing program he/she must meet the following requirements:

a. 2.0 GPA overall or better
b. Full time student carrying a minimum of 12 semester hours
c. Enrolled in or completed at least one semester of Competitive Offshore Sailing (See attachment a)
d. Swim 50 yards fully clothed under the supervision of a certified life guard in controlled conditions
e. May not compete in more than 8 semesters of Intercollegiate Sailing Competition
f. Students may be approved by the Head Coach to participate beyond 8 semesters in team events other than intercollegiate competitions
g. Good physical condition
AUTHORITY

The Head Coach of the offshore sailing team will be a full-time employee designated by The University and is delegated the authority for the operation of vessels participating in the program. Coach/Safety Officers will be selected from volunteers who are U.S. Coast Guard licensed officers, certified instructors of the American Sailing Association, or equivalent experience such as Naval, Coast Guard or maritime academy graduates with appropriate off-shore sailing experience.

OFFICER IN CHARGE/COACH/SAFETY OFFICER

A fully qualified Coach/Safety Officer shall be onboard anytime that a vessel is in a competitive event or regatta. Only one individual on board can have ultimate command responsibility and the Coach/Safety Officer shall notify all crew members that he/she has assumed this responsibility before the vessel gets underway. During training, students may be permitted to operate the vessels under the supervision of the coach/safety officer in a chase boat or from shore.

THE COACH'S ROLE WHEN RACING

Except for those situations where the vessel or crew will be endangered, the Coach will afford the students the latitude to make decisions. This does not relieve the Coach of his or her ultimate responsibility for the safety of the crew and the vessel.

STUDENT SKIPPERS

The Head Coach will assign Student Skippers to each crew based on experience and the sailing ability of the individual. Coaches will afford the Student Skipper the opportunity to direct the movements and manage the operation of his/her vessel. However, the Coach shall intervene whenever necessary to prevent the Student Skipper from “getting in over his/her head.”

LOCAL OPERATING AREA

The local operating area is defined as the area bounded by the North and South Galveston Jetties, the Inter-Galveston Harbor and west to Buoy #16 of the Houston Ship Channel. Permission to sail outside the local operating area must be secured from the Head Coach.

SAFETY

a. Individual Gear
   1. Safety Harnesses and Personal Flotation Devices. All crew shall wear safety harnesses and sailing vests and shall clip onto jacklines at all times when topside between sunset and sunrise, during periods of restricted visibility and during heavy weather. Crew will don appropriate personal safety equipment below before relieving the watch.
   2. Crew shall wear non-skid deck shoes.
   3. Crew shall not wear jewelry aboard the vessel.
b. Drills. Abandon ship and man overboard drills shall be carried out on a regular basis. Safety briefs will be held to insure that all hands are familiar with equipment and aware of potential hazards. Drills will be documented in the vessel logs.

c. Safety Equipment. The following safety equipment meets the requirements of U.S. Sailing Special Regulations, Category 1, and Coaches are required to insure each item is onboard and in operating condition prior to participating in an offshore event:

1. EPIRB 406 MHz
2. GPS Transponder
3. VHF Radio
4. Navigational equipment and charts
5. Safety Harnesses and tether lines for each crew
6. Fog horn
7. Flashlight
8. First Aid Kit
9. Manual bilge pump
10. Lifejackets, Type I
11. Plugs for thru hull fittings
12. Lifelines
13. Lifesling
14. Man Overboard Horseshoe Buoy with strobe light
15. Jacklines rigged in place
16. Liferaft
17. Emergency steering device
18. Two anchors (sea anchor and properly sized anchor w/chain rode)
19. Flare Kit

d. Coaches and Student Skippers are responsible for compliance with the checklist items detailed for each vessel (sample in attachment B). The Marine Terminal Manager will schedule required maintenance of all vessels to include haul-outs and renewal of any required certifications and inspections which will be documented in the vessel logs no less than once a year.

e. Emergency contact information will be on file for all students participating in the offshore program. The names of all students and staff participating in regattas will be provided to the campus police for each event.

**VESSEL OPERATION**

A check list for operation of each vessel can be found in the log onboard. The check list includes Pre-Departure, Underway and Return and Docking procedures for each vessel. It is the responsibility of the crew to see that all items are completed prior to and during vessel operations. (See attachment b)
ALCOHOL, TOBACCO AND DRUG POLICY

a. Alcoholic beverages will not be consumed by anyone, in any manner, while onboard a TAMUG vessel. Alcoholic beverages are not permitted on the piers or in the parking lots at the Boat Basin.
b. No one may consume alcohol within sixteen (16) hours of a planned underway time.
c. Tobacco products of any kind shall not be used onboard a TAMUG vessel.
d. Illegal drugs are not permitted onboard a TAMUG vessel.
Texas A&M University at Galveston
Offshore Sailing Program
Racing Offshore

Instructor: Capt. Jim Atchley  Office: Bldg. 3003  Tel.No: 740-4892
E-mail: achleyj@tamug.edu
Offshore Sailing Website: www.tamug.edu/offshore sailing/

CLASS MEETING SITE(S): Boat Basin at TAMUG. Classes will meet inside the Physical Plant Training Room at TAMUG in case of bad weather. Students should always dress for activity.

ATTIRE: Proper sailing attire and deck shoes. (No street shoes)

MATERIAL/COST: Required Texts: Performance Racing Tactics and Trim by Bill Gladstone. Sailing vests (PFDs), foul weather gear, safety harnesses and tethers are provided but you are encouraged to bring your own.

OBJECTIVES:

1. Students will acquire a workable knowledge of keel sailboat handling, offshore sailing, racing, navigation, sailing rules and racing strategy.
2. Students will demonstrate fundamental skills in the areas detailed above.
3. Based upon the skills developed, students will be provided an opportunity to participate in local and intercollegiate sailing competition.
4. Students will participate in maintaining vessels and equipment and in making required log entries.

CONTENT:

1. Fundamental skills
   a. boat preparation
   b. boat handling
   c. sail trim for speed
   d. navigation
   e. sound maintenance practices
   f. vessel log entries
2. Basic rules and terminology
3. Strategy and tactics
4. Wind and currents
5. Sailing instruments.

GRADING POLICY:

| Skill Tests | 70% |
| Written Exams | 30% |

GRADE SCALE:

| 90-100 = A |
| 80-89 = B |
| 70-79 = C |
| 60-69 = D |
| Below 60 = F |

KINE 199 may be taken pass/fail. A numerical grad of “70” is necessary to pass.
*Students entering as freshmen in the fall of 2004 must complete KINE 198 (Health & Fitness) and one KINE 199 (Taken pass/fail) to satisfy graduation requirements.

**ATTENDANCE:**

The University views class attendance as an individual student responsibility. All students are expected to attend class and to complete all assignments.

The student is responsible for providing satisfactory evidence to the instructor to substantiate reason for absence. Among the reasons absences are considered excused by the University are the following:

1. Participation in an activity appearing on the University authorized activity list.
2. Death or major illness in a student’s immediate family.
3. Illness of a dependent family member.
4. Participation in legal proceedings or administrative procedures that require a student’s presence.
5. Religious holy day.
6. Illness that is too severe or contagious for the student to attend class (to be determined by campus contract clinic or off-campus physician).
7. Required participation in military duties.
8. Mandatory admission interviews for professional or graduate school, which cannot be rescheduled.

**ABSENCES**

If a student receives evidence of illness from an off-campus physician, the excuse documentation MUST contain the date, time and the doctor’s opinion that the student was too ill to attend class. If a student is determined not to be ill by a physician, he or she will not receive an excuse.

The student is responsible for providing satisfactory evidence to the instructor within one week of his or her absence return to substantiate the reason for absence.

Each unexcused absence will result in a deduction of 3 pts (5 pts each summer school class missed) from the student’s final grade.

The instructor is under no obligation to provide an opportunity for the student to make up work missed because of an unauthorized absence.

**After 10 minutes the student will be considered absent.**

**ATTENTION STUDENTS:**

1. It is the responsibility of the student to inform his/her instructor if they have a condition that may impair or influence participation in an activity class (e.g. physical handicap, allergies, use of medications, etc.).
2. Should you become unable to participate in your regular activity class, contact your instructor immediately.
3. The courses in which you have elected to participate are either required as part of your major or elected. Regardless of the case, you must realize that there is a certain assumption of risk in which you engage when you participate in activity classes such as these. You must be aware of this assumption.

**AMERICANS WITH DISABILITIES ACT**

The Americans With Disabilities Act (ADA), is a federal anti-discrimination statute that provides comprehensive civil rights protection for person with disabilities. Among other things, this legislation requires that all students with disabilities be guaranteed a learning environment that provides for reasonable accommodation of their disabilities. If you believe you have a disability requiring an accommodation, please contact the Director of Counseling.

**ACADEMIC DISHONESTY**

For many years, Aggies have followed a Code of Honor, which is stated in this very simple verse: “Aggies do not lie, cheat, or steal, nor do they tolerate those who do.” As such, it is the responsibility of students and faculty members to help maintain scholastic integrity at the University by refusing to participate in or tolerate scholastic dishonesty. The aggie Code of Honor and the Scholastic Dishonesty sections in the TAMUG University Rules handbook will be standards upon which scholastic integrity is maintained.

**STATEMENT OF THE FAMILY EDUCATIONAL RIGHTS AND PRIVACY ACT (FERPA)**

FERPA is a federal law designed to protect the privacy of educational records by limiting access to these records, to establish the right of students to inspect and review their educational records and to provide guidelines for the correction of inaccurate and misleading data through informal and formal hearings. To obtain a listing of directory information or to place a hold on any or all of this information, please consult the Admissions and Records Office.

Items that can never be identified as public information are a student’s social security number or institutional identification number, citizenship, gender, grades, GPR or class schedule. All efforts will be made in this class to protect your privacy and to ensure confidential treatment of information associated with or generated by your participation in the class.
Sample Check-list
GYPSY NORTH
Pre-Departure

1. Vessel request completed and filed in Boat Basin Office
2. Waivers completed for all guests and filed in Boat Basin Office.
3. Lifejackets (PFD’S) for everyone onboard.
4. Check engine oil level.
5. Check transmission oil level.
6. Check engine coolant.
7. Check water level in batteries.
8. Turn on battery master switch to “BOTH”.
9. Start engine. (Max RPM 1500)
10. Check oil pressure and volt meter after start up.
11. Disconnect shore power, leave line on dock.
12. VHF radio check.
13. Log on board.

Underway

1. Leave battery master switch on “BOTH” when engine is running, **DO NOT** turn off master switch while engine is running.
2. Fuel selector switch on port tank only, **DO NOT** switch selector to Main or Starboard tanks.
3. Hoist sails in following order, Main, Head and Mizzen.
4. Stop engine when under sail, switch battery master switch to #2 battery for lights, instruments and radio.
5. Switch battery master switch to “BOTH” for restarting and running engine.

Return and Docking

1. Properly cleat and flemish all mooring lines on dock.
2. Stop engine.
3. Connect and turn on shorepower.
4. Turn battery master switch to “OFF”.
5. Remove all garbage from vessel, clean and wipe down inside including heads.
6. Washdown exterior decks hull and standing rigging; wipe down with chammis all bright work, ports and hatches.
7. Pump bilge with manual and pump.
8. Complete log.
9. Turn in key.
Tammy-The following is a damage report and estimated repair costs for the Cynthia Woods upon her return from the Veracruz Race:

1. Mainsail-Torn along the luff-$350.
2. #2 Spinnaker-Torn in various places-$250
3. #3 Spinnaker-Torn in various places-$250
4. Lost tack line for bowsprit $150.00
5. Portlight window in head broken $285(I have ordered a new one and will install myself as the broken one is leaking badly)
6. Main halyard clutch is broken $254.
7. Lost GPS including Blue Chip and installation $1,000
8. Lost lifejacket $40.00
9. Lost batten on working jib $20
10. Spinnaker halyard broken and pulled out of mast $245

Total estimated costs for repairs $2,844

I think most of the damage occurred from carelessness and a lack of attention by the crew. The Mainsail is made of Kevlar, a material that is almost impossible to damage and tear and the GPS that allegedly fell overboard is still suspect as far as I am concerned as there was no damage to the mount or the wiring from the power supply. Another thing that bothers me is when the GPS was lost the Cynthia Woods was laboring in heavy seas at night, there was no safety office on watch and a student was at the helm.

The only thing I plan on repairing at this time is the Portlight in the head because it is leaking badly and we do need to replace the halyards before our next race in August. We have a dacron mainsail we can use and we will not sail spinnaker class therefore eliminating the need for the spinnaker repairs. I will use a GPS from one of the other boats for our next race to get us by until you are ready to move ahead to make the other repairs. Thanks Jim
You forwarded this message on 7/10/2006 5:28 PM.

Jim Atchley

From: Jim Atchley
To: William Hearn
Cc: RE: Cynthia Woods Grounding
Subject: RE: Cynthia Woods Grounding
Attachments:

Bill-I was returning from a day sail in the Gulf of Mexico Saturday afternoon July 8, 2006 with the following people on board the Cynthia Woods, Karin & Bowen Loftin, Doug Palmer, Jim & DeAun Woesley, I also had a student crew on board consisting of three students. We entered the Galveston Jetties leaving Marker 5A to starboard and proceeding to Marker 7, 100 yards south of Marker 7 I turn the boat west to a heading of 270 degrees an inbound course for Galveston Harbor. This is the same course and approach to Galveston Harbor I have used for the last for the last 35 years. At 1500 the boat ran aground approximately 1/2 mile south of Marker #9 in an area where shoaling had built up and of course I was unaware that shoaling had built up that far into the channel. Current charts do not indicate this shallow area as the bottom is sand and the sand bars tend to move from time to time depending on tide strength and wave action. I called Robert Webster and he and another boat pulled us from the sand bar which took about two hours due to an out going tide and wave action. The Cynthia Woods got back underway at 1700 and we arrived at TAMUG at 1850.

Robert had a slight bruise to his left hand, I ask him about it when we arrive at the TAMUG Boat Basin and he said it was fine. We lost a cover for the bow navigation light, which is minor, and to my knowledge that is the only damage to the vessel.

In the future I would say the Cynthia Woods, because of her deep draft, enter and exit inside the Houston Ship Channel, an area I always try to avoid for safety reasons as the commercial shipping traffic is extremely heavy. I filed a Report of First Injury for Robert with HR earlier today. Let me know if you need any additional information. Thanks Jim

### FY06

**CYNTHIA WOODS**

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### FY07

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### FY06

**GEORGE PHYDIAS**

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From: Jim Atchley
Sent: Friday, July 07, 2006 2:30 PM
To: Tammy Lobaugh
Subject: Cynthia Woods-Damage from Veracruz Regatta

Tammy-The following is a damage report and estimated repair costs for the Cynthia Woods upon her return from the Veracruz Race:

1. Mainsail-Torn along the luff-$350.
2. #2 Spinnaker-Torn in various places$250
3. #3 Spinnaker-Torn in various places $250
4. Lost tack line for bowsprit $150.00
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Jim
# REGATA DE AMIGOS
## Boat Preparation Checklist

### Engine
Do you have a back-up system to charge the batteries?  
Have you checked the fuel tank for debris and cleaned it if necessary?  
Do you have aboard the following engine spares:
- Raw water pump impellor?  
- Correct belt for the engine?  
- Fuel/oil filters?  
- Hoses and hose clamps?  
- Spare fuel?

### Steering system
Have you checked the steering cables, sheeves and clamps?  
Is there an emergency tiller aboard?  
Have you tested it to the rudder post?  
Do you have aboard repair items for the steering system?

### Plumbing systems
Do the toilets work?  
Do you have repair kits for the pump(s)?  
Have you set the “Y” valves for overboard discharge?  
Does the manual fresh-water pump work?  
Do you have an emergency water container aboard?  
Do all the through-hull valves close easily?

### Electrical systems: Batteries
Are all the batteries in good condition?  
Is the alternator charging the batteries?  
Do you have a separate engine starting battery?  
Do you have jump leads to jump a battery if necessary?

### Electrical systems: Communications
Does the VHF radio transmit as well as receive?  
Does the ham / ssb radio (if fitted) transmit as well as receive?  
Are all necessary channels programmed into the ham / ssb radio?  
Are both VHF and HF antennas connected correctly?  
Do you have aboard an emergency VHF antenna?

### Refrigeration systems
Do the refrigerator and freezer both work satisfactorily from the engine or batteries?  
Can you drain refrigerator and freezer when underway?

### Provisioning
Do you have sufficient drinking water aboard?  
Do you have an emergency drinking water supply?  
Do you have sufficient soft drinks aboard?  
Do you have all necessary hot drinks supplies?  
Do you have sufficient main meals for the anticipated length of the trip?  
Do you have plenty of snack food aboard?  
Do you have additional emergency supplies?
## Crew management
- Do you have a personal space allocated to each crew member?  
- Do you have a watch schedule made and posted?  
- Do you have sufficient safe sea-berths for all off-watch crew?  

Have you undertaken crew training on:
- Sea-cork locations?
- Head use?
- Galley and stove safety?
- Location of safety gear?  
  - [[please - med kit - ditchbag]]
- Man-overboard recovery?

## Safety Procedures
- Have you discussed accident prevention measures with your crew?  
- Do you have knowledge and equipment to deal with injuries?
- Do the crew know how and when to use their safety harnesses?  
  - [[weight passageway]]
- Does the crew know the location of all fire extinguishers?
- Do you have a plan on how to repair hull damage?  
  - [[bogie pump operated]]
- Does your crew know their responsibilities for abandoning ship?  
  - [[crew responsibilities]]

## Safety Equipment
- Do you have the medical items needed to cope with:
  - Seasickness, sunburn?
  - Broken bones?
  - Infections and illness?
  - Medical knowledge to recognize sunstroke, hypothermia etc?
  - Communications ability?

Do you have the following man-overboard equipment:
- Throwable flotation device?
- Man-overboard pole (with a light)?
- GPS man-overboard button?
- Lifesling or similar recovery system?

Do you have the following fire fighting equipment:
- Fire extinguishers?
- Fire blanket for galley fires?
- Buckets?

Do you have the following abandon-ship equipment:
- Liferaft?  
  - Who deploys it?
- Grab-bag?  
  - Who or does it?  
  - [[VHF - GPS]]

Do you and your crew have the following personal safety equipment:
- Harness and tether?
- Good foul weather gear?  
  - Boots - hibbs - coat
- Flashlight?  
  - Personal
- Knife?
- Personal mob pack?

## Preventing damage when underway
- Does your main bilge pump work?
- Does your back-up bilge pump work?
- Does your manual bilge pump work?
- Can you easily access the strum boxes of all bilge pumps?
- Do you have small strong buckets aboard?
- Do you have the necessary materials to repair hull damage?
- Do you know what sea conditions may cause damage to your boat?
- Do you know how to minimize the shock loading to your rig?
- Do you know where damage from big seas will most likely occur?
- Do you know what to do in heavy weather to mitigate damage?
1. Spinnaker set - wind speed, drop with halyard, apparent wind


3. Manage electrical power by charging batteries every 12 hours. Running engine for 30 minutes, run engine when using inverter for micro-watt power.

4. Demonstrate use of micro-watt make, time to cook, don't try to cook in heavy weather.

5. Check passport and birth certificate. Birth cert. must be certified, not a copy.

6. Pollute free - must head up into wind for upwind.

7. Do not change settings on electronics; do not change rigging.

8. Center boom with main sheet when tacking or jibing.

9. When you return leave boat like you found it; don't remove anything.
ACORD CERTIFICATE OF LIABILITY INSURANCE

PRODUCER
Anco Insurance B/CS
P. O. Box 3889
Bryan TX 77805
Phone: 979-776-2626 Fax: 979-776-1308

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURERS AFFORDING COVERAGE

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COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

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WORKERS COMPENSATION AND EMPLOYER'S LIABILITY

ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?

If yes, describe under SPECIAL PROVISIONS below.

OTHER

A Waterscraft
Commercial Appliance

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS

Vera Cruz Regatta date of Race: 6-2-06 to 6-30-06 Vessel:Cynthia Woods
Sailboat - Total Value:$360,000 Serial No. UAR38007505 PI and Hull
Coverage/Deductible: $3600 applies. Traveled waters include: Galveston to Vera Cruz (Mexico Waters).

CERTIFICATE HOLDER

TAMUGAL
Texas A&M Galveston
Marine Terminal Operations
Brad McGonagle
P. O. Box 1675
Galveston TX 77553

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE INSURING INSURER WILL ENDORSE TO MAIL 10 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

© ACORD CORPORATION 1988

ACORD 25 (2001/08)
RETURN TRANSponder

Jim - Notes of problems from suggestions:

1) Ripped Main below reef point, 4' aft of mast while reefed.

2) Ripped #2 Sp. w. 6' up at 4' left of tack. Left line cloth ripped out at head 3'

3) Lost tack line

4) Broke Sp. #1 Halyard

5) Need to relocate winch, catch waves even w/ hatch shut

6) Ice box drain leaks

7) Head window gasket came out

8) Head sink hinder water & floods at 25-35 kts

9) Main halyard clutch ring not holding

10) Lost 6 P's w/ main sheet holder forward

11) No rust on mast bolt in cabin top
12) Feed hose to draw pole pipe forward
13) Main sail needs spreader patches
14) Put ~ 20 hrs on motor may want to change oil
15) Nut on steering wheel came loose a couple of times
16) Lost - Life jacket, 6 P5, Take line
17) Lower button on D.J.5s been out pocket
18) Ice box gasket need to be glued or drain hose properly attached
19) Cotton velcro came on stock

Misc.
1) Red cabin lights are great
2) Fuel usage under load is approx 3/4 gal/hour
**RETURN TRANSponder**

Jim - Notes of problems & our suggestions.

1) Ripped Main below reef point, 4' aft of mast while reefed.

2) Ripped #2 Sp. w/6' up at 4' left of tack. Leeward cloth ripped out at head 3'.

3) Lost tack line.

4) Broke Sp. #1 Halyard.

5) Need to relocate wincher, catch waves even w/ hatch shut.

6) Ice box drain leaks.

7) Head window gasket came out.

8) Head sink/kinder water & floods at 25-35 mph.

9) Main halyard clutch ring not holding.

10) Lost 665 more main sheet holder forward.

11) No new or mast bolt in cabin top.
12) Need hose to drain pole pipe forward
13) Main sail needs spreader patches
14) Put 320 lbs on rotoor may want to change oil
15) Nut on steering wheel can loosen a couple of times
16) Lost - Life jacket, 6 lbs, tack line
17) Lower button on 110 HAS been cut off twice

(Misc notes)
1) Red cabin lights are great
2) Fuel usage under load is approx 3/4 gal/hour

18) Ice box gasket need to be glued or draw hose properly attached
19) Coaster wheels came on stock
### FY06

**CYNTHIA WOODS**

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**TOTAL** | **20,294.85**

### FY07

**CYNTHIA WOODS**

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**TOTAL** | **5,664.95**

---

FY 06

**GEORGE PHYDIAS**

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**TOTAL** | **8,983.55**
Cynthia Woods

Veracruz Regatta

June 6 thru June 20, 2008

1. What to bring: Several changes of clothes w/one pair long pants
   Towel and wash cloth
   Blanket and pillow
   Deck shoes and sail gloves

2. Watch-Watch will rotate every four hours, the safety officer on watch will
   make watch assignments.

   Night watch in the cockpit and on deck requires at least two persons at all
   times. In heavy weather all hands on watch must wear sail vests and harness
   tethered to a jack line. There will be no sleeping on deck or in the cockpit.
   Use the head on board, do not relieve yourself over the side or stern of the
   boat

3. Start-We will meet at the Boat Basin at 0800 Friday June 6 and depart the
   basin at 1030 for the start in front of the Flagship Hotel Pier at 1400. When
   under sail the clutch control should be placed in reverse to fold the props, the
   control may be placed in the neutral position after the props are folded.

4. Electrical Management: Battery #1 Start engine only
   Battery #2 Accessories, instruments and lights

   Batteries should be charged every 12 hours by running the engine for 30
   minutes. There is a solar powered battery charger on board however it takes 12 to
   24 hours to charge the batteries with solar power. In Veracruz the batteries should
   be charged daily with the engine as there is no shore power on the malecon.

5. At night sail with tri-color light, nav lights when under power.

6. Fresh Water Management: The boat carries 40 gallons of potable water on
   board, 20 gallons on each side, and only one tank valve should be open at a
   time as the system is gravity feed and if both tanks are open it will cause an
   overflow. The Water Pump switch on the electrical panel must be on for the
   system to work in the sinks. Drinking water will be in bottles on board and
   should not be wasted under any circumstances.

7. Dress: University shirts, caps and shorts will be worn at the start and at the
   dinner parties in Veracruz.
8. Mexico: Remember that you are guests in Mexico and you are in a foreign country where few speak English. If you go out at night go in a group, **DO NOT GO OUT ALONE** to bars or clubs in Mexico.

9. We will depart Veracruz on Sunday June 15 with stops at Isla Lobos and Tuxpan if so desired. Then Port Isabel to clear US Customs or direct to Galveston to clear US Customs. The Cynthia Woods should arrive in Galveston on June 19 or June 20.

10. **ALCOHOL, ILLEGAL DRUGS AND TOBACCO ARE NOT ALLOWED ON BOARD UNIVERSITY VESSELS.**
CYTHIA WOODS

CHECK LIST

Pre-Departure

1. Vessel Request completed and filed in Boat Basin Office.
2. Waivers completed for all guests and filed in Boat Basin Office.
3. Lifejackets(PFD’S) for everyone onboard.
4. Turn battery master switch to ON and switch to both.
6. If warning lights on engine instrument panel stay on, shut down engine.
7. Turn off shore power on dock, disconnect shore power, leave cord on dock.
8. VHF Radio check, channel 16.
9. Log on board.
10. All hands must wear a PFD before leaving dock.
11. Cast-off, leave lines on dock.

Underway

1. Leave battery master switch on “BOTH” when engine is running, DO NOT turn off master switch while engine is running.
2. Hoist sails in following order, Main then Jib or Spinnaker.
3. Stop engine when under sail, turn OFF ignition key, switch battery master switch to #2 battery for lights, instruments and radio.
4. Switch battery master switch on BOTH for restarting and running engine.

Return and Docking

1. Properly cleat and flemish all mooring lines.
2. Stop engine, turn OFF ignition key.
3. Connect and turn on shorepower.
4. Turn battery master switch to OFF.
5. Flake and tie mainsail to boom, fold and bag headsails and spinnakers.
6. Secure all halyards to turning blocks at base of mast.
7. Replace covers on helm, instruments and mainsail.
8. Remove all garbage from vessel, clean and wipe down inside including head.
9. Washdown exterior decks, hull and standing rigging; wipe down with chamois all bright work, ports and hatch covers.
10. Pump bilge if necessary, ease vang and backstay.
12. Turn in key to Boat Basin Office.
Next Meeting 10/25/06

Action Items from 10/4/06 Meeting

- Cadet - Waterfront Officer to visit with Brad (completed)
- Haul out of Caney scheduled 10/17
- Establish training curriculum and procedures for small boat handling
  - Establish levels for cadets
    - Cadet Captin
    - Coxin
    - Line handlers

Action Items prior to 10/25/06 Meeting

- Review manual by committee members
- Meet with Admiral Worley and Susan Lee and Jessy Daigle on funding sources
- Need copies of Coast Guard Auxiliary manual for Jack’s class
- Develop course in towing OPS with push boat – Jack and Karl to provide

Check out procedures
  1. Provide Jim Atchley and Tammy Lobaugh with a list of qualified operators
  2. Waterfront officer to post weekly schedule
  3. Admiral Worley to appoint small boat operations supervisor

11/9/06 @ 0800
Next Meeting

Bowen and David-

The second and third weekends in July are open for me, July 8 or 9 would be optimal.

Re: food and provisioning preferences - I am open to just about anything.

Thanks for following-up Bowen, I look forward to the inspection cruise.

Doug

Sent from my BlackBerry Wireless Handheld

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: Prior, David; Palmer, Douglas J
CC: Cherie Coffman <coffmanc@tamug.edu>
Sent: Thu May 25 08:46:10 2006
Subject: Cynthia Woods

David and Doug:

CAPT Atchley tells me that we can support an inspection cruise on the Cynthia Woods any weekend (Saturday or Sunday) after June 25. This delay is due to preparations for the Vera Cruz race. Just let me know which weekend you would like to sail and any preferences for food and soft drinks. CAPT Atchley or another member of our team will be on board to assist.

Regards,

Bowen

R. Bowen Loftin '71
Vice President and Chief Executive Officer Professor of Maritime Systems Engineering Texas A&M University at Galveston P.O. Box 1675 Galveston, TX 77553-1675
409-740-4403
409-740-4407 (fax)
loftin@tamug.edu <mailto:loftin@tamug.edu> www.tamug.edu <http://www.tamug.edu>
R. Bowen Loftin

From: Cherie Coffman
Sent: Friday, July 07, 2006 8:23 AM
To: 'jwoosley@tamu.edu'; 'dpalmer@tamu.edu'
Cc: Jim Atchley; R. Bowen Loftin; Lisa Rosser
Subject: RE: Sail Trip

To all,
We just got the okay from Capt. Atchley for the sail tomorrow morning.
Have fun!
Cherie

-----Original Message-----
From: Cherie Coffman
Sent: Thursday, July 06, 2006 4:59 PM
To: 'jwoosley@tamu.edu'; 'dpalmer@tamu.edu'
Cc: Jim Atchley; R. Bowen Loftin
Subject: Sail Trip

Good Afternoon,

I have listed below the proposed events for this weekend. At this point, we are going to take one last look at the weather radar in the morning at 10:00 a.m. Should the rain and thunderstorms appear to be heading this way and will have an effect on the sail, we will notify you by noon tomorrow.
If you have any questions, please feel free to call. Should you need driving directions to any location in Galveston, please let me know.
Thank you,
Cherie

Karin and Bowen Loftin
Home: 409-744-0855
Cell: ·

Friday, July 7

7:15 p.m. Loftin's and Woosley's to meet the Palmer's in the lobby of the Tremont Hotel
weather permitting, walk to Rudy & Paco's

7:30 p.m. Dinner at Rudy and Paco's
2028 Postoffice Street
Galveston, TX
409-762-3696

Saturday, July 8

9:00 a.m. Depart TAMUG Marine Terminal (TAMUG Campus – Pelican Island)
on board the Cynthia Woods
Karin and Bowen Loftin
Doug Palmer
Jim Woosley and wife

Approx 3:00 p.m. Return to dock

Cherie R. Coffman
Executive Secretary to the Vice President and CEO
Texas A&M University at Galveston

6/12/2008
From Ashley’s e-mail
via University Server
The Texas A&M Foundation has received all the paperwork needed for the Cynthia Woods. They now need a letter of acceptance from us. Will you please draft an email/letter/memo to Dr. Loftin and cc me with your recommendation to accept this gift from George Mitchell? I will need you recommendation to Dr. Loftin to create an official letter of acceptance from Dr. Loftin to George Mitchell to accept the gift.

Thank you!!

Teri A. Fowlé  
Director of Communications  
Texas A&M University at Galveston  
(409) 740-4830  
fowlert@tamug.edu

---Original Message---
From: Ann Lovett [mailto:a-lovett@tamu.edu]  
Sent: Tuesday, January 03, 2006 1:43 PM  
To: Teri Fowlé  
Cc: Tara Voskamp; Kristi Downey; Debora Voorhies; R. Bowen Loftin  
Subject: RE: Mitchell- Cynthia Woods Sail Boat

Teri,

We have the gift deed and the IRS form from Mr. Mitchell for the Cynthia Woods. Is this gift deed not accurate and are they going to send a new one when it is indeed gifted to TAMUG? What do you want me to do with the gift deed and all other paperwork?

Thanks!

Jim Atchley

From: Teri Fowlé  
To: Jim Atchley  
Cc: Tammy Lobaugh; Brad McGonagle  
Subject: FW: Mitchell- Cynthia Woods Sail Boat  

Capt. Atchley,

The Texas A&M Foundation has received all the paperwork needed for the Cynthia Woods. They now need a letter of acceptance from us. Will you please draft an email/letter/memo to Dr. Loftin and cc me with your recommendation to accept this gift from George Mitchell? I will need you recommendation to Dr. Loftin to create an official letter of acceptance from Dr. Loftin to George Mitchell to accept the gift.

Thank you!!

Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlet@tamug.edu

-----Original Message-----
From: Ann Lovett [mailto:a-lovett@tamu.edu]
Sent: Tuesday, January 03, 2006 1:43 PM
To: Teri Fowlé
Cc: Tara Voskamp; Kristi Downey; Debora Voorhies; R. Bowen Loftin
Subject: RE: Mitchell- Cynthia Woods Sail Boat

Teri,

We have the gift deed and the IRS form from Mr. Mitchell for the Cynthia Woods. Is this gift deed not accurate and are they going to send a new one when it is indeed gifted to TAMUG? What do you want me to do with the gift deed and all other paperwork?

Thanks!
Hi Ann,

We have not received the Cynthia Woods yet. She is still being put together. The paperwork sent to you is for the George Phydius and that boat should be received by Mr. Walker.

Let me know if there is something more I can do.

Thanks,

Teri A. Fowlé  
Director of Communications  
Texas A&M University at Galveston  
(409) 740-4830  
fowlet@tamug.edu

-----Original Message-----
From: Ann Lovett [mailto:a-lovett@tamu.edu]  
Sent: Thursday, December 22, 2005 4:33 PM  
To: Teri Fowlé  
Cc: Tara Voskamp; Kristi Downey; Debora Voorhies  
Subject: Mitchell- Cynthia Woods Sail Boat

Teri,

Received the paperwork for the Cynthia Mitchell Sail Boat. Looks like this paperwork needs to be signed by Dr. Loftin and not Dr. Walker. Everyone that could sign this for TAMU is gone until January 2nd. Do you want us to send the originals back to TAMUG for Dr. Loftin to sign? I can send it back next week if need be or wait until after the 2nd. We will send the forms around for approval in early January and when these get back to us we will book the gift. We will at that time give Mr. Mitchell a December receipt for tax purposes.

Merry Christmas!!
Jim Atchley

From: William Hearn
To: 'CHRISTINA RICHARDS'
Cc: Carmel Julian; Jim Atchley; Tammy Lobaugh; Teri Fowle
Subject: RE: Mitchell Boat; Cynthia Woods
Attachments:

Good afternoon, Christina,

We will look forward to the meeting which will probably be scheduled for the Vice President's Conference Room in our Classroom/Lab Building. Carmel Julian will finalize and provide you directions and parking info. Along with Captain Atchley and myself, I am going to include Tammy Lobaugh, Director of our Physical Plant and Marine Terminal, and Teri Fowle, Director of Communications, who has been our Mitchell family contact if they are available that day. Let me know who will be coming from TAMU.

By the way, Mr. Mitchell has given the George Phydias to TAMU and the Cynthia Woods to TAMUG. The George Phydias is still currently located at the PAYCO private marina as is the Cynthia Woods. We are hoping the tides will permit us to move it to campus next week. The mouth to that marina has only around 5' of water except during really high tides, and the boats have around 8' draft.

The Cynthia Woods must still be outfitted before she can come to campus.

Regards,
Bill

-----Original Message-----
From: CHRISTINA RICHARDS [mailto:CRICHARD@rec.tamu.edu]
Sent: Wednesday, January 04, 2006 9:59 AM
To: William Hearn
Subject: RE: Mitchell Boat: Cynthia Woods

Mr. Hearn,

Thanks so much for your response to my e-mail. I have scheduled the visit/meeting for Thursday, January 26. Can you schedule a room for the meeting between 10:30 am-Noon. Also can you send me directions on how to get to your office and where to park once on campus? Here is the preliminary agenda for the day.

7:30 a.m. - Leave College Station
10:30 a.m. - Arrive at Galveston
10:30-Noon - Meet with Bill Hearn & Captain Jim Atchley, TAMUG Sailing Team Advisor
Noon-1:30 p.m. - Lunch
1:30 pm - Meet at the TAMUG Marine Terminal to see the boat
3:30 p.m. - Leave Galveston
6:30 p.m. - Arrive in College Station

Let me know if you any questions or concerns.

Thanks,  
Christina

>>> "William Hearn" <hearnb@tamug.edu> 12/21/2005 2:52 pm >>>
Greetings Ms. Richards,

All of the January dates look fine right now. Captain Jim Atchley (atchleyj@tamug.edu, 409 740 4892) coaches our off-shore sailing program and coordinates operations of the TAMUG marine terminal. I will ask Captain Atchley to attend the meeting. I would be happy to host the meeting in Galveston if TAMU staff would like to come see the boats. We will also travel to College Station if that works better.

Regards, Bill Hearn

-----Original Message-----
From: CHRISTINA RICHARDS [mailto:CRICHARD@rec.tamu.edu]  
Sent: Wednesday, December 21, 2005 10:17 AM  
To: William Hearn  
Cc: DENNIS CORRINGTON  
Subject: Re: Mitchell Boat: Cynthia Woods

Mr. Hearn, I'm working on scheduling a time to meet in order to discuss the concerns listed below by Dr. Bresciani. Can you please tell me if you would be available on January 20, 25 or 26? Also Dennis Corrington mentioned having the TAMUG Sailing Team Advisor and students at this meeting. Who should I e-mail about their schedules?

Thanks,

Christina Richards  
Administrative Assistant  
Texas A&M University  
Department of Recreational Sports  
4250 TAMU  
College Station, TX 77843-4250  
979-862-2311 (work)  
979-845-0838 (fax)

>>> "Bresciani, Dean L." <Dean.Bresciani@tamu.edu> 12/16/2005 2:10 pm >>>
Thanks Bill. I do also believe the initial confusion has settled out, but that we now have some serious concerns to look at which have both liability and cost implications.

I've taken the liberty to copy in Dennis and Brian as they are the most involved at our end. Dennis, would you be willing and appropriate to take the coordinative lead for us? If in doubt, my expectation is that we be as conservative as possible until we have more experience—even if

that means they get NO use until everything is settled.

They are spectacular vessels, though, and I look forward to us appropriately taking advantage of this incredible donation.

D

------------------------------
Dean L. Bresciani, Ph.D.
Vice President for Student Affairs, Texas A & M University
Suite 117 Koldus Building / 1256 TAMU
College Station, Texas 77843-1256
tel: 979-845-4728 / fax: 979-845-3320
email: dean.bresciani@tamu.edu
http://studentaffairs.tamu.edu

-----Original Message-----
From: Hearne, William C. <hearnb@tamug.edu>
To: deanb@tamu.edu <deanb@tamu.edu>
CC: Loftin, R. Bowen <loftin@tamug.edu>
Sent: Fri Dec 16 13:26:43 2005
Subject: FW: Mitchell Boat: Cynthia Woods

Howdy Dean,

There has been some confusion about the Mitchell family's intent concerning the offshore racing boat gifts, but I think things are at a point of resolution. Two new Cape Fear 38's have been constructed in North Carolina and transported to a private marina (PAYCO) in Galveston for outfitting/make-ready. George Mitchell's son Kent was responsible for the construction of the vessels, but George is covering the cost and presenting the gifts (valued at $360,000 each).

One boat will be given to TAMU (the George Phydias) and one to TAMUG (the Cynthia Woods). Below are the drafted offer letter and gift deed for Galveston, and I suspect the TAMU documents will be similar. The George Phydias is ready except that a part of the steering (rudder stop?) broke the first time it was put in the water because it was glued instead of welded. This is currently being repaired. At the request of the Mitchell organization representative, work on outfitting the Cynthia Woods has not started.

Payco asked us to move the George Phydias to campus, but the draft (around eight feet) is too deep for the channel out of the marina so we are trying to call in favors with a local Galvestonian with a barge.

All of this said, you will have decisions to make concerning where you will permanently dock your vessel. I had heard rumors that your students were planning on the Houston Yacht Club. If it is to stay at the TAMUG small boat basin, I would like to work with your staff (Dennis Corrington?) on preparing a Memorandum of Understanding to provide us operational guidance.

These are big expensive vessels - not recreation sailing craft. We have two other large old boats that are used by students for offshore races and training, but we do not permit students to use them except under supervision. If your vessel stays at our campus, I want us to have in place your guidance on who has permission to sail it and under what circumstances. We will need to address safety, maintenance and cost issues. At any rate if you will give this some thought and identify the person we should work with, we can have the appropriate staff meet after the holidays to draft an MOU if needed.

These boats should create opportunities for our students to work more closely together. They are certainly great boats. We are looking forward to working together and stand ready to help and advise your staff and students with any questions they have.

Have a happy holiday,
Bill

<<006082-02-letter re gift to A&M Galv (Cynthia Woods).doc>>
<<006082-02-gift deed- Cynthia Woods.doc>>
To help protect your privacy, links to images, sounds, or other external content in this message have been blocked. Click here to unblock content.

Jim Atchley

From: Tori Fowlé
To: Jim Atchley
Cc: 
Subject: RE: Cape Fear 38 "Cynthia Woods" donation by George Mitchell
Attachments:

Thank you!!

Tori A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlet@tamug.edu

-----Original Message-----
From: Jim Atchley
Sent: Wednesday, January 04, 2006 2:18 PM
To: R. Bowen Loftin
Cc: Teri Fowlé; Brad McGonagle; Tammy Lobaugh
Subject: Cape Fear 38 "Cynthia Woods" donation by George Mitchell

Dr. Loftin-Attached is a form letter used for boat donations to the University. Hard copy to follow by campus mail, let me know if you have any questions. Thanks Jim
Jim Atchley

From: William Hearn
To: 'dennis@rec.tamu.edu'
Cc: Teri Fowle; Jim Atchley
Subject: FW: Boat Title
Attachments:

Good morning, Dennis,

I am looking forward to your visit on the 26th. We will be meeting in our new engineering building. If it has not happened yet, I will have directions forwarded. The boats are still at PAYCO Marina which is fairly close to campus. We have been trying to move the George Phydiass (your vessel) since before the holidays but have had unusually low tides. We actually need an unusually high tide to get her out of the marina. Her draft is around eight feet, and there is only 5' of water at the mouth of the marina at present. The Cynthia Woods is not yet outfitted.

What I would like to accomplish at the meeting is a good start on the terms that should be in an MOU if you plan to leave the George Phydiass on the Mitchell Campus.

I don't know how much you have been in the loop, but there has been considerable confusion on whether Bowen Loftin, our new CEO, could sign for our vessel because of restrictions on his authority for a cash gift of that amount, and there was a question about whether the restriction applied to a property gifts. That having been resolved, there is now a glitch on getting titles issued. The boats currently belong to George Mitchell instead of Cape Fear that built them so evidently he has to apply for the original title before he can transfer them.

Teri Fowle is working the issue for us (see emails below) with the Development Foundation and Mitchell representatives. With your concurrence, I will have her address the problem for both vessels.

Regards,
Bill

-----Original Message-----
From: Ann Lovett [mailto:a-lovett@tamu.edu]
Sent: Wednesday, January 11, 2006 6:12 PM
To: Teri Fowle
Cc: William Hearn
Subject: RE: Boat Title

Thanks Teri,

If I can be of any help, please let me know!!

Ann
Ann,

Before we get too many people involved and start getting confusion going, I forwarded the message to Bill Hearn who is working with the key people in College Station about the boat donation. I told Bill I am willing to work with Barry to get the title squared-away on behalf of the CS folks but wanted to ask before trudging forward. I would like to let Bill make his contacts and let them make a decision. Property Management will have to get involved to get the vessel added to inventory but I'd like to let Bill make contact with the Student Affairs folks first.

I will continue to keep you in the loop as things progress.

I did speak with Dean Endler yesterday and explained the boat situation to him. He seemed very satisfied with the communication and told me he was sending the Deed of Gift back to Sue Redman with the recommendation that she go ahead and sign. I hope this clears everything up and we get all of our paperwork back.

Thanks again for all your help on this. I hate it that your first dealings with Gift Receipting for Galveston have been so complicated! I guess after all this everything else will just seem so simple!! =)

Have a GREAT day!!

Teri A. Fowlé  
Director of Communications  
Texas A&M University at Galveston  
(409) 740-4830  
fowl@tamug.edu

-----Original Message-----
From: Ann Lovett [mailto:a-lovett@tamu.edu]  
Sent: Wednesday, January 11, 2006 5:57 PM  
To: Teri Fowlé  
Subject: RE: Boat Title

Teri,

Thanks for keeping me in the loop! Do I need to alert our Property Management or will Barry go ahead and do the same for the Georg Phydias?

Thanks!

__________________________________________________
From: Teri Fowlé [mailto:fowlet@tamug.edu]
Sent: Wednesday, January 11, 2006 5:02 PM
To: Jackie Robbins; Barry E. Leavitt; Cape Fear Yacht Works
Cc: Ann Lovett
Subject: RE: Boat Title

Barry,

Please see Jackie's note below. Apparently we can not title the vessel with the MSO because it transfers ownership of the boat to Mr. Mitchell. I am sure College Station is going to run into the same problem when they go to title the vessel.

The phone number at Texas Parks and Wildlife is: (800) 262-8755. This is an information line only. The paperwork has to be completed and sent to them for the title to be issued. Here is a web site address with information about how to title the boat and the PWD 143 form Jackie mentioned below is located on this site: http://www.tpwd.state.tx.us/fishboat/boat/owner/titles_and_registration/

Please let me know if there is anything I can do to help with this.

Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlet@tamug.edu

-----Original Message-----
From: Jackie Robbins
Sent: Wednesday, January 11, 2006 3:57 PM
To: Teri Fowlé
Subject: Boat Title

Teri, I spoke to a Texas Parks & Wildlife rep in Austin and was told that since the MSO is transferring ownership of the vessel to Mr. Mitchell that Mr. Mitchell needs to obtain a title to the vessel in his name before he can transfer the vessel to TAMUG. Mr. Mitchell needs to submit the MSO along with a PWD 143 (Application for Texas Certificate of Number/Title for Vessel/Seller, Donor or Trader’s Affidavit) to TPWD in Austin to obtain the title. Once he receives the title he simply signs off on the back of it transferring ownership to TAMUG. Once I get this title I submit it to TPWD along with a PWD 143 to get a title in our name.

Let me know if there is anything else you need.

Jackie
REMINDEER:

Morning everyone, just wanted to remind everyone about the upcoming meeting next week on the 26 of January beginning at 10:30 am in the MERC Bldg., Rm. 222 (MARE Conference Room). Capt. Atchley, Mr. Hearn would like to know if there are any students you might want to invite to this meeting. If so, please let me know ASAP so I can make lunch reservations. Ms. Richards will be bringing with her from TAMU: Dennis Corrington, James Welford, Rick Hall, Sikirat Kazeem, Keith Joseph, Josh Knapp & Brian Hervey. After the meeting, Mr. Hearn plans to take everyone to lunch at Fisherman's Wharf.

----Original Message----

From: William Hearn
Sent: Wednesday, January 04, 2006 4:50 PM
To: 'CHRISTINA RICHARDS'
Cc: Carmel Julian; Jim Atchley; Tammy Lobaugh; Teri Fowle
Subject: RE: Mitchell Boat: Cynthia Woods

Good afternoon, Christina,

We will look forward to the meeting which will scheduled for the New Engineering Bldg., (MARE Conference Room). Carmel Julian will finalize and provide you directions and parking info. Along with Captain Atchley and myself, I am going to include Tammy Lobaugh, Director of our Physical Plant and Marine Terminal, and Teri Fowle, Director of Communications, who has been our Mitchell family contact. Let me know who will be coming from TAMU.

By the way, Mr. Mitchell has given the George Phydias to TAMU and the Cynthia Woods to TAMUG. The George Phydias is still currently located at the PAYCO private marina as is the Cynthia Woods. We are hoping the tides will permit us to move it to campus next week. The mouth to that marina has only around 5' of water except during really high tides, and the boats have around 8' draft. The Cynthia Woods must still be outfitted before she can come to campus.

Regards,
Bill

----Original Message----
From: CHRISTINA RICHARDS [mailto:CRICHARD@rec.tamu.edu]
Sent: Wednesday, January 04, 2006 9:59 AM
To: William Hearn
Subject: RE: Mitchell Boat; Cynthia Woods

Mr. Hearn,

Thanks so much for your response to my e-mail. I have scheduled the visit/meeting for Thursday, January 26. Can you schedule a room for the meeting between 10:30 am-Noon. Also can you send me directions on how to get to your office and where to park once on campus? Here is the preliminary agenda for the day.

7:30 a.m. - Leave College Station
10:30 a.m. - Arrive at Galveston
10:30-Noon - Meet with Bill Hearn & Captain Jim Atchley, TAMUG Sailing Team Advisor Noon-1:30 p.m. - Lunch 1:30 pm - Meet at the TAMUG Marine Terminal to see the boat 3:30 p.m. - Leave Galveston 6:30 p.m. - Arrive in College Station

Let me know if you any questions or concerns.

Thanks,
Christina

> "William Hearn" <hearnb@tamug.edu> 12/21/2005 2:52 pm

Greetings Ms. Richards,

All of the January dates look fine right now. Captain Jim Atchley (atchleyj@tamug.edu, 409 740 4892) coaches our off-shore sailing program and coordinates operations of the TAMUG marine terminal. I will ask Captain Atchley to attend the meeting. I would be happy to host the meeting in Galveston if TAMU staff would like to come see the boats. We will also travel to College Station if that works better.

Regards, Bill Hearn

----Original Message-----
From: CHRISTINA RICHARDS [mailto:CRICHARD@rec.tamu.edu]
Sent: Wednesday, December 21, 2005 10:17 AM
To: William Hearn
Cc: DENNIS CORRINGTON
Subject: Re: Mitchell Boat; Cynthia Woods

Mr. Hearn, I'm working on scheduling a time to meet in order to discuss the concerns listed below by Dr. Bresciani. Can you please tell me if you would be available on January 20, 25 or 26? Also Dennis Corrington mentioned have the TAMUG Sailing Team Advisor and students at this meeting. Who should I e-mail about their schedules?

Thanks,
>>> "Bresciani, Dean L." <Dean.Bresciani@tamu.edu> 12/16/2005 2:10 pm
>>> 
Thanks Bill. I do also believe the initial confusion has settled out,
but that we now have some serious concerns to look at which have both
liability and cost implications.

I've taken the liberty to copy in Dennis and Brian as they are the most
involved at our end. Dennis, would you be willing and appropriate to
take the coordinative lead for us? If in doubt, my expectation is that
we be as conservative as possible until we have more experience—even if
that means they get NO use until everything is settled.

They are spectacular vessels, though, and I look forward to us
appropriately taking advantage of this incredible donation.

D

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Dean L. Bresciani, Ph.D.
Vice President for Student Affairs, Texas A & M University
Suite 117 Koldus Building / 1256 TAMU
College Station, Texas 77843-1256
tel: 979-845-4728 / fax: 979-845-3320
e-mail: dean.bresciani@tamu.edu
http://studentaffairs.tamu.edu

-----Original Message-----
From: Hearn, William C. <hearnb@tamug.edu>
To: deanb@tamu.edu <deanb@tamu.edu>
CC: Loftin, R. Bowen <loftin@tamug.edu>
Sent: Fri Dec 16 13:26:43 2005
Subject: FW: Mitchell Boat: Cynthia Woods

Howdy Dean,

There has been some confusion about the Mitchell family's intent
concerning the offshore racing boat gifts, but I think things are at a
point of resolution. Two new Cape Fear 38's have been constructed in
North Carolina and transported to a private marina (PAYCO) in Galveston
for outfitting/make-ready. George Mitchell's son Kent was responsible
for the construction of the vessels, but George is covering the cost and
presenting the gifts (valued at $360,000 each).
One boat will be given to TAMU (the George Phylidas) and one to TAMUG (the Cynthia Woods). Below are the drafted offer letter and gift deed for Galveston, and I suspect the TAMU documents will be similar. The George Phylidas is ready except that a part of the steering (rudder stop?) broke the first time it was put in the water because it was glued instead of welded. This is currently being repaired. At the request of the Mitchell organization representative, work on outfitting the Cynthia Woods has not started.

Payco asked us to move the George Phylidas to campus, but the draft (around eight feet) is too deep for the channel out of the marina so we are trying to call in favors with a local Galvestonian with a barge.

All of this said, you will have decisions to make concerning where you will permanently dock your vessel. I had heard rumors that your students were planning on the Houston Yacht Club. If it is to stay at the TAMUG small boat basin, I would like to work with your staff (Dennis Corrington?) on preparing a Memorandum of Understanding to provide us operational guidance.

These are big expensive vessels - not recreation sailing craft. We have two other large old boats that are used by students for offshore races and training, but we do not permit students to use them except under supervision. If your vessel stays at our campus, I want us to have in place your guidance on who has permission to sail it and under what circumstances. We will need to address safety, maintenance and cost issues. At any rate if you will give this some thought and identify the person we should work with, we can have the appropriate staff meet after the holidays to draft an MOU if needed.

These boats should create opportunities for our students to work more closely together. They are certainly great boats. We are looking forward to working together and stand ready to help and advise your staff and students with any questions they have.

Have a happy holiday,

Bill

<<006082-02-letter re gift to A&M Galv (Cynthia Woods).doc>>
<<006082-02-gift deed- Cynthia Woods.doc>>
Jim Atchley

From: Carmel Julian
To: Jim Atchley
Cc: William Hearn
Subject: RE: Mitchell Boat: Cynthia Woods
Attachments:

That's fine. Thank you.

-----Original Message-----
From: Jim Atchley
Sent: Thursday, January 19, 2006 11:48 AM
To: Carmel Julian
Subject: RE: Mitchell Boat: Cynthia Woods

Carmel-I would like to include two students, if possible. Both have been very active in the offshore sailing program and serve as student skippers for the regattas that we attend. Let me know if this will be OK. Thanks Jim.

-----Original Message-----
From: Carmel Julian
Sent: Wednesday, January 18, 2006 10:50 AM
To: Teri Fowle; Tammy Lobaugh; Jim Atchley
Cc: William Hearn; Carmel Julian
Subject: FW: Mitchell Boat: Cynthia Woods
Importance: High

REMINDER:

Morning everyone, just wanted to remind everyone about the upcoming meeting next week on the 26 of January beginning at 10:30 am in the MERC Bldg., Rm. 222 (MARE Conference Room). Capt. Atchley, Mr. Hearn would like to know if there are any students you might want to invite to this meeting. If so, please let me know ASAP so I can make lunch reservations. Ms. Richards will be bringing with her from TAMU: Dennis Corrington, James Welford, Rick Hall, Sikirat Kazeem, Keith Joseph, Josh Knapp & Brian Hervey. After the meeting, Mr. Hearn plans to take everyone to lunch at Fisherman's Wharf.

-----Original Message-----
From: William Hearn
Sent: Wednesday, January 04, 2006 4:50 PM
To: 'CHRISTINA RICHARDS'
Cc: Carmel Julian; Jim Atchley; Tammy Lobaugh; Teri Fowle
Subject: RE: Mitchell Boat: Cynthia Woods

Good afternoon, Christina,

We will look forward to the meeting which will scheduled for the New Engineering Bldg., (MARE Conference Room). Carmel Julian will finalize and provide you directions and parking info. Along with Captain Atchley
and myself, I am going to include Tammy Lobaugh, Director of our Physical Plant and Marine Terminal, and Teri Fowle, Director of Communications, who has been our Mitchell family contact. Let me know who will be coming from TAMU.

By the way, Mr. Mitchell has given the George Phydias to TAMU and the Cynthia Woods to TAMUG. The George Phydias is still currently located at the PAYCO private marina as is the Cynthia Woods. We are hoping the tides will permit us to move it to campus next week. The mouth to that marina has only around 5' of water except during really high tides, and the boats have around 8' draft. The Cynthia Woods must still be outfitted before she can come to campus.

Regards,
Bill

-----Original Message-----
From: CHRISTINA RICHARDS [mailto:CRICHARD@rec.tamu.edu]
Sent: Wednesday, January 04, 2006 9:59 AM
To: William Hearn
Subject: RE: Mitchell Boat: Cynthia Woods

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10:30-Noon - Meet with Bill Hearn & Captain Jim Atchley, TAMUG Sailing Team Advisor Noon-1:30 p.m. - Lunch 1:30 pm - Meet at the TAMUG Marine Terminal to see the boat 3:30 p.m. - Leave Galveston 6:30 p.m. - Arrive in College Station

Let me know if you any questions or concerns.

Thanks,
Christina

>>> "William Hearn" <hearnb@tamug.edu> 12/21/2005 2:52 pm >>>
Greetings Ms. Richards,

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Regards, Bill Hearn

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the concerns listed below by Dr. Bresciani. Can you please tell me if
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mentioned have the TAMUG Sailing Team Advisor and students at this
meeting. Who should I e-mail about their schedules?

Thanks,

Christina Richards
Administrative Assistant
Texas A&M University
Department of Recreational Sports
4250 TAMU
College Station, TX 77843-4250
979-862-2311 (work)
979-845-0838 (fax)

>>> "Bresciani, Dean L." <Dean.Bresciani@tamu.edu> 12/16/2005 2:10 pm
>>> Thanks Bill. I do also believe the initial confusion has settled out,
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liability and cost implications.

I've taken the liberty to copy in Dennis and Brian as they are the most
involved at our end. Dennis, would you be willing and appropriate to
take the coordinative lead for us? If in doubt, my expectation is that
we be as conservative as possible until we have more experience—even if
that means they get NO use until everything is settled.

They are spectacular vessels, though, and I look forward to us
appropriately taking advantage of this incredible donation.

D

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Dean L. Bresciani, Ph.D.
Vice President for Student Affairs, Texas A & M University Suite 117
Koldus Building / 1256 TAMU College Station, Texas 77843-1256
tel: 979-845-4728 / fax: 979-845-3320
e-mail: dean.bresciani@tamu.edu
http://studentaffairs.tamu.edu
-----Original Message-----
From: Hearn, William C. <heamb@tamug.edu>
To: deanb@tamu.edu <deanb@tamu.edu>
CC: Loftin, R. Bowen <loftin@tamug.edu>
Sent: Fri Dec 16 13:26:43 2005
Subject: FW: Mitchell Boat: Cynthia Woods

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There has been some confusion about the Mitchell family's intent concerning the offshore racing boat gifts, but I think things are at a point of resolution. Two new Cape Fear 38's have been constructed in North Carolina and transported to a private marina (PAYCO) in Galveston for outfitting/make-ready. George Mitchell's son Kent was responsible for the construction of the vessels, but George is covering the cost and presenting the gifts (valued at $360,000 each).

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PAYCO asked us to move the George Phydius to campus, but the draft (around eight feet) is too deep for the channel out of the marina so we are trying to call in favors with a local Galvestonian with a barge.

All of this said, you will have decisions to make concerning where you will permanently dock your vessel. I had heard rumors that your students were planning on the Houston Yacht Club. If it is to stay at the TAMUG small boat basin, I would like to work with your staff (Dennis Corrington?) on preparing a Memorandum of Understanding to provide us operational guidance.

These are big expensive vessels - not recreation sailing craft. We have two other large old boats that are used by students for offshore races and training, but we do not permit students to use them except under supervision. If your vessel stays at our campus, I want us to have in place your guidance on who has permission to sail it and under what circumstances. We will need to address safety, maintenance and cost issues. At any rate if you will give this some thought and identify the person we should work with, we can have the appropriate staff meet after the holidays to draft an MOU if needed.

These boats should create opportunities for our students to work more closely together. They are certainly great boats. We are looking forward to working together and stand ready to help and advise your staff and students with any questions they have.

Have a happy holiday,
Bill

<<006082-02-letter re gift to A&M Galv (Cynthia Woods).doc>>
<<006082-02-gift deed- Cynthia Woods.doc>>
Jim Atchley

From: Brad McGonagle                  Sent: Mon 1/30/2006 2:05 PM
To: Jim Atchley                       Cc:  
Subject: Boat Inventory.xls           Attachments: Boat Inventory.xls(19KB)

Jim,

Bill has asked that we get a quote on what it will take to insure the Cynthia Woods. I have sent the application back to Risk Management but they need an inventory as well. If you could complete this then email it back to Kathy Miller at Risk Management, that would be great. Thanks.

Brad

Miller, Kathy [Kathy-Miller@tamu.edu]

<<Boat Inventory.xls>>
Jim Atchley

From: Brad McGonagle
To: Jim Atchley
Cc:
Subject: RE: Cape Fear 38 Cynthia Woods
Attachments:

Jim,
I spoke with Bill about recooping the $6k we spent on the GP. He said it would be better to ping on Rona to get reimbursed since the original agreement with the Mitchells was that they would pay to rig the vessel as well. I agree with you, it doesn't seem right that you and your folks did all the work and now the TAMU team is going to just sail off with the boat but we will take care of that in head-to-head competition. I will keep you posted with what I hear.

Brad

-----Original Message-----
From: Jim Atchley
Sent: Friday, February 10, 2006 8:26 AM
To: Teri Fowle
Cc: Tammy Lobaugh; Brad McGonagle
Subject: Cape Fear 38 Cynthia Woods

Teri-Have we received the title and registration for the Cynthia Woods? Thanks Jim
Jim Atchley

From: Teri Fowle
To: Jim Atchley
Cc: Tammy Lobaugh; Brad McGonagle
Subject: RE: Cape Fear 38 Cynthia Woods
Attachments:

Jim,

The title is in process. We have completed the paperwork for George Mitchell and have sent everything to him for signature. As I mentioned the other day, we can proceed with the CW – the boat is being titled for the first time so the title will come from the State – but George Mitchell has already given the boats to us and CS. We don’t have to wait until we physically have the title in hand. It is well along in process.

Thanks,

Teri A. Fowle
Director of Communications
Texas A&M University at Galveston
(409) 770-4830
fowlet@tamug.edu

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Sent: Friday, February 10, 2006 8:26 AM
To: Teri Fowle
Cc: Tammy Lobaugh; Brad McGonagle
Subject: Cape Fear 38 Cynthia Woods

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Jim Atchley

From: Tammy Lobaugh
To: Jim Atchley
Cc: Brad McGonagle
Subject: RE: Cape Fear 38 Cynthia Woods
Attachments:

Nor does it seem appropriate that Jim be the one to ping...
I think Rona might respond a little more swiftly if someone
with your title and authority were to follow up.

From: Jim Atchley
Sent: Friday, February 10, 2006 11:21 AM
To: Tammy Lobaugh
Subject: FW: Cape Fear 38 Cynthia Woods

-----Original Message-----
From: Jim Atchley
Sent: Friday, February 10, 2006 11:20 AM
To: Brad McGonagle
Subject: RE: Cape Fear 38 Cynthia Woods

Brad-OK, I'll keep sending the invoices to Rona. Thanks Jim

-----Original Message-----
From: Brad McGonagle
Sent: Friday, February 10, 2006 8:33 AM
To: Jim Atchley
Subject: RE: Cape Fear 38 Cynthia Woods

Jim,
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To: Teri Fowle
Cc: Tammy Lobaugh; Brad McGonagle
Subject: Cape Fear 38 Cynthia Woods

Teri-Have we received the title and registration for the Cynthia Woods? Thanks Jim
Go ahead and contact Rona since y'all have been working with her and if you don't get a response let me know and I will get Bill involved.

-----Original Message-----
From: Tammy Lobaugh
Sent: Friday, February 10, 2006 11:26 AM
To: Jim Atchley
Cc: Brad McGonagle
Subject: RE: Cape Fear 38 Cynthia Woods

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To: Teri Fowle
Cc: Tammy Lobaugh; Brad McGonagle
Subject: Cape Fear 38 Cynthia Woods

Teri-Have we received the title and registration for the Cynthia Woods? Thanks  Jim
Bowen,

I have forwarded the following to Jim Atchley, and I am going to have Brad go down and visit personally with him. I think this request is sufficiently brusk to convey a sense that this is a serious situation that should be prevented in the future. When I get the report, I will assess whether the message registered and will result in different actions in the future or how much follow-up we need to take as management.

Bill

-----Original Message-----
From: William Hearn
Sent: Monday, July 10, 2006 9:46 AM
To: Jim Atchley
Subject: Cynthia Woods Grounding

Jim,

Dr. Loftin visited with me this morning about the Cynthia Woods trip this past weekend. I would like you to prepare a report that details the incident circumstances, extent of injuries to Robert's hand, damage to the Cynthia Woods and lessons learned (any way the grounding could have been prevented or that future recovery operations should be handled differently). I will review the report and share it with Dr. Loftin. Be sure a workers comp report is prepared, as well, on Robert's injury.

Bill
Mr. Loftin,  
I got an estimate to repair the damage to my boat (fiberglass repair), the cost to repair  
the fiberglass is $450.00 and additional $400.00 to buff & wax gel coat to match repairs  
for a total $850.00. I hope this is not too much. As far as gas goes, it's probably not  
that much about  
5 to 10 gallons. I will mail invoice of written estimate for repairs. Thank you for your  
time.  
Sincerely  
James K. Trahan  

----- Original Message -----  
From: "R. Bowen Loftin" <Loftin@tamug.edu>  
Date: Wednesday, July 12, 2006 7:35 pm  
Subject: Cynthia Woods  
To:  

> Mr. Trahan:  
> >  
> > Again, thank you for helping pull the Cynthia Woods off the shoals  
> > where she ran aground in the Houston Ship Channel on Saturday. We are  
> > very appreciative of all you did to get her off and for conveying the  
> > Wooley's back to our campus.  
> >  
> > Please send me an invoice (address below for mail or fax) for  
> > repairing any damages to you boat that were incurred during the rescue  
> > efforts. Also, just reply to this note with an estimate of the cost  
> > for the fuel that you expended. We are more than happy to compensate  
> > you for the damages to your boat and for the cost of fuel.  
> > Sincerely,  
> >  
> > Bowen Loftin  
> >  
> > R. Bowen Loftin, Ph.D.  
> > Vice President and Chief Executive Officer Professor of Maritime  
> > Systems Engineering Texas A&M University at Galveston P. O. Box 1675  
> > Galveston, TX 77553-1675  
> > 409-740-4403  
> > 409-740-4407 (fax)  
> > loftin@tamug.edu  
> > www.tamug.edu  
> >
Bowen,

Attached is the final report on the *Cynthia Woods* grounding.

Bill

[Cynthia Woods Incident Report...](#)
July 17, 2006

To: Mr. Bill Hearn

From: W. Brad McGonagle, Ph.D.

RE: Cynthia Woods Grounding

Findings:

Captain Jim Atchley, Manager, Small Boat Basin, was returning from a day sail in the Gulf of Mexico Saturday afternoon July 8, 2006 with Karin & Bowen Loftin, Doug Palmer, Jim & DeAnn Woosley on board the Cynthia Woods. A student crew of three students was also on board. Following an afternoon of sailing under light winds, the Cynthia Woods began her trip back to the Small Boat Basin. She entered the Galveston Jetties leaving Marker 5A to starboard and proceeded to Marker 7. Approximately 100 yards south of Marker 7, the Cynthia Woods turned west to a heading of 270 degrees on an inbound course for Galveston Harbor. According to Captain Atchley, this is the same course and approach to Galveston Harbor he has taken for the past 35 years. At 1500 the boat ran hard aground approximately 1/2 mile south of Marker #9 in an area where shoaling is known to occur. Current charts do indicate this as a shallow area as the bottom is sand and the sand bars tend to move from time to time depending on tide strength and wave action. Even though aware of the shoal, Captain Atchley reiterated he was unaware that shoaling had built up that far into the channel. Captain Jim’s initial thought was that the keel was merely caught on a sandbar so he proceeded forward in an attempt to cross the shoal. In hindsight, the better decision would have been to reverse course. After several attempts that resulted in the Cynthia Woods becoming more embedded, Captain Atchley called Robert Webster, a part-time captain with the Small Boat Basin, who responded immediately in the RV Parker. Robert utilized the Parker because it was the fastest boat available and he was unsure if the tide would be too low for the Roamin Empire or the Milan. Again in hindsight, the decision to respond in a vessel that clearly did not have the horsepower to free the Cynthia Woods reflected poor judgment.

After several attempts by the Parker to dislodge the Cynthia Woods from the shoal, a private powerboat stopped to offer assistance. With both boats pulling on the Cynthia Woods, she was dislodged from the sand bar approximately two hours after running aground. The Cynthia Woods got back underway at 1700 and arrived at TAMUG at 1850. Captain Atchley checked the tidal charts upon return and confirmed that the tides were running 2 ½ feet below normal for this time of year.

In the process of freeing the Cynthia Woods, Robert Webster sustained minor cuts and bruises to his left hand when his hand was caught between a rope and a cleat. Captain Jim and myself followed up with Robert on Monday, July 10. At that time, he had two band aides on his fingers, and his hand was a little stiff. A First Report of Injury was filed with HR in case Robert experiences any further problems with his hand. The only known damage to the Cynthia Woods was a lost bow navigation light cover. The other vessel that assisted lost a cleat and sustained approximately $850 in fiberglass damage.

Recommendation:

The perceived causal factors resulting in the grounding of the Cynthia Woods are: unknown shoaling, ebbing tides and a deep draft keel. It is indeterminable as to whether or not the grounding could have been prevented. Nonetheless, human error in the form of poor decision-making also contributed to this unfortunate event. Given Captain Jim Atchley’s ten years of service to TAMUG without any notable accident and the overall safety record of the Marine Terminal under Captain Atchley’s direction, the grounding of the Cynthia Woods is not indicative of his skills and abilities as a captain. However, Captain Jim’s actions following the grounding cannot be disregarded. After reviewing the findings of this event, it is my recommendation that Captain Jim Atchley receive a verbal warning for not exercising better judgment following the grounding and that updated charts be placed on all Small Boat Basin vessels. As the Marine Terminal Strategic Plan process proceeds, additional counsel will be given to Captain Atchley by the members of the planning taskforce regarding the operational aspects of the Marine Terminal and Small Boat Basin.
I have responded to Mr. Trahan and sent the invoice to Tammy for payment. Depending on what Mr. Trahan prefers, we can either cut him a check directly or pay the boat yard directly. He is supposed to let me know. Thanks.

Brad

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration Texas A&M University at Galveston P.O. Box 1675 Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu

-----Original Message-----
From: R. Bowen Loftin
Sent: Wednesday, July 19, 2006 2:32 PM
To:
Cc: Brad McGonagle
Subject: RE: Cynthia Woods

Mr. Trahan:

Thank you for the note. I also received the written estimate in today's mail. Dr. Brad McGonagle will process this and have a check issued to you as soon as possible.

Again, thank you for coming to our rescue. We sincerely appreciate your willingness to help us.

Bowen Loftin

R. Bowen Loftin, Ph.D.
Vice President and Chief Executive Officer
Professor of Maritime Systems Engineering
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553-1675
409-740-4403
409-740-4407 (fax)
loftin@tamug.edu
www.tamug.edu

-----Original Message-----
From:
Sent: Monday, July 17, 2006 6:10 PM
To: R. Bowen Loftin
Subject: Re: Cynthia Woods

Mr. Loftin,
I got an estimate to repair the damage to my boat (fiberglass repair), the cost to repair the fiberglass is $450.00 and additional $400.00 to buff & wax gel coat to match repairs for a total $850.00. I hope this is not too much. As far as gas goes, it's probably not that much about 5 to 10 gallons. I will mail invoice of written estimate for repairs. Thank you for your time.
Sincerely

James K. Trahan
----- Original Message -----
From: "R. Bowen Loftin" <Loftin@tamug.edu>
Date: Wednesday, July 12, 2006 7:35 pm
Subject: Cynthia Woods
To:

> Mr. Trahan:
>
> Again, thank you for helping pull the Cynthia Woods off the shoals
> where she ran aground in the Houston Ship Channel on Saturday. We
> are very appreciative of all you did to get her off and for
> conveying the Woosley's back to our campus.
>
> Please send me an invoice (address below for mail or fax) for
> repairing any damages to you boat that were incurred during the
> rescue efforts. Also, just reply to this note with an estimate of
> the cost for the fuel that you expended. We are more than happy
> to compensate you for the damages to your boat and for the cost of
> fuel.
>
> Sincerely,
>
> Bowen Loftin

> R. Bowen Loftin, Ph.D.
> Vice President and Chief Executive Officer
> Professor of Maritime Systems Engineering
> Texas A&M University at Galveston
> P. O. Box 1675
> Galveston, TX 77553-1675
> 409.740.4403
> 409-740-4407 (fax)
> loftin@tamug.edu
> www.tamug.edu
Friday afternoon the TAMUG Offshore Sail Team and the sailboat Cynthia Woods will depart from the Flagship Hotel for the start of the 40th Regatta de Amigos. The offshore regatta is sponsored by the Lakewood Yacht Club and is the longest running and best established offshore race in the Gulf of Mexico. The TAMUG student crew and two safety officers will depart Galveston at 1400hrs (2PM) Friday afternoon June 06, 2008 for Vera Cruz, Mexico.

Coach, Captain Jim Atchley, Safety Officers Steven Conway & Roger Stone and the TAMUG student crew has a great deal to be proud of. Detailed safety plans, scheduled trainings, vessel inspections and a described chain of command allows the TAMUG Offshore Team to participate in the 630 nautical mile voyage. This will be the second time TAMUG has participated in the Regatta de Amigos. Additional information may be obtained at web site http://www.veracruzregatta.com/.

If you care to view the start of the race, please join us at the TAMUG Marine Terminal viewing area. We will be located on the back deck of Hooter's (Formerly known as the Ocean Grill) located at 23rd & Seawall.

Tammy

Tammy Lobaugh
Director Physical Plant & Marine Terminal Operations
Texas A&M University at Galveston
P.O. Box 1675
Galveston, Texas 77550
Tel: 409) 740-4547
Fax: 409) 740-5000
Lobaught@tamug.edu
I assume that all families have been alerted.

Russell

--
H. Russell Cross, Ph.D.
Executive Vice President for Operations
Office of the President
Texas A&M University
hrcross@tamu.edu
1246 TAMU | College Station, TX 77843-1246
Tel. 979.845.2217 | Fax. 979.845.5027
http://www.tamu.edu

Welcome to Aggieland

----- Original Message ----- 
From: R. Bowen Loftin <Loftin@tamug.edu>
To: Murano, Elsa A; Strawser, Jerry R; Cross, Russell; Cook, Jason
Cc: Bigley, Karen; Rodney P. McClendon <mcelendr@tamug.edu>; McGonagle, Brad
Subject: Second Update on the Cynthia Woods

The Coast Guard has recalled its boat to Freeport due to sea conditions. A Falcon has
been launched from Corpus Christi to scan the location of the last transponder
transmission.

Bowen
R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

----- Original Message ----- 
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu' <jstrawser@tamu.edu>
'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu' <jason.cook@tamu.edu>
Cc: Karen Bigley <bigleyk@tamu.edu>; Rodney P. McClendon <mcelendr@tamug.edu>; Brad
McGonagle <mcgonaglw@tamug.edu>
Sent: Sat Jun 07 11:55:02 2008
Subject: Update on the Cynthia Woods

The position transponder has not updated over the last two hours (since 0906). The Coast
Guard is enroute to its last reported position. No other news. I'll keep you poste.
Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: Elsa A. Murano <eamurano@tamu.edu>; Jerry Strawser <jstrawser@tamu.edu>; Russell Cross <hrcross@tamu.edu>
       <hrcross@tamu.edu>; Cook, Jason <jason.cook@tamu.edu>; Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccleondr@tamug.edu>; Brad
       McGonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 10:33:30 2008
Subject: Loss of Contact with the Cynthia Woods

Colleagues:

Yesterday the Cynthia Woods departed Galveston for Veracruz as a participant in the Regata De Amigos XXI. Four TAMUG students are aboard, along with two Safety Officers. The Senior Safety Officer is CDR Steve Conway, USCG (ret). Steve is a extraordinarily capable officer and an experienced sailor.

Standard procedures called for the Senior Safety Officer on board to make contact via satellite phone at 0800 today. No call was received. At 0906 CDT today the transponder on board showed its location as about 35 nautical miles South of Matagorda drifting at 0.4 Knots to the North.

The US Coast Guard was informed at 0820 of the failure of the crew to make contact. I have just been notified (1025) that they are dispatching a boat from their Freeport station to investigate.

The independent emergency beacon on board has not been activated. Thus, it is the consensus here that the Cynthia is experiencing some mechanical/electrical problems but is not likely to be in danger. It is possible that the transponder has become separated from the boat.

A command center has been established (per standard procedures) in our Physical Plant, and I am monitoring the situation.

Again, we do not believe that we are facing a life-threatening event at this time, but there is cause for concern.

I will update you when we have any significant change.

Bowen

R. Bowen Loftin, Ph.D.
Vice President and Chief Executive Officer Professor of Maritime Systems Engineering Texas A&M University at Galveston P. O. Box 1675 Galveston, TX 77553-1675
409.740.4403
409-740-4407 (fax)
loftin@tamug.edu
www.tamug.edu <http://www.tamug.edu/>
R. Bowen Loftin

From: Karen Bigley
Sent: Saturday, June 07, 2008 2:11 PM
To: R. Bowen Loftin
Cc: Karen Bigley
Subject: RE: Third Update on the Cynthia Woods

FYI

Safety Officers
Steve Conway
Roger Stone - UTMB

Students
Steven Guy - from The Woodlands
Joe Savannah - from Sugarland (Richmond) (Mother told me just yesterday that it was Sugarland but Donna gets Richmond from SIMS)

Travis Wright - League City
Ross James Buzbee - The Woodlands - This is the student enrolled in College Station.

We have spoken to parents - infor below FYI and easy reference for me

K

From: R. Bowen Loftin
Sent: Sat 6/7/2008 1:58 PM
To: 'eamurano@tamu.edu'; 'jstrawser@tamu.edu'; 'hrcross@tamu.edu'; 'jason.cook@tamu.edu'
Cc: Karen Bigley; Rodney P. McClendon; Brad McGonagle
Subject: Third Update on the Cynthia Woods

The aircraft dispatched from Corpus Christi hit a bird and had to return to base. A second aircraft has now been sent.

Parents of all four students have been notified as well as families of the two Safety Officers.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

----Original Message-----

6/12/2008
The Coast Guard has recalled its boat to Freeport due to sea conditions. A Falcon has been launched from Corpus Christi to scan the location of the last transponder transmission.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; jstrawser@tamu.edu <jstrawser@tamu.edu>; hrcross@tamu.edu <hrcross@tamu.edu>; jason.cook@tamu.edu <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Subject: Second Update on the Cynthia Woods

The position transponder has not updated over the last two hours (since 0906). The Coast Guard is enroute to its last reported position. No other news. I'll keep you posted.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: Elsa A. Murano (eamurano@tamu.edu) <eamurano@tamu.edu>; Jerry Strawser (jstrawser@tamu.edu) <jstrawser@tamu.edu>; Russell Cross (hrcross@tamu.edu) <hrcross@tamu.edu>; Cook, Jason (jason.cook@tamu.edu) <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 11:55:02 2008
Subject: Update on the Cynthia Woods

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The independent emergency beacon on board has not been activated. Thus, it is the consensus here that the Cynthia is experiencing some mechanical/electrical problems but is not likely to be in danger. It is possible that the transponder has become separated from the boat.

A command center has been established (per standard procedures) in our Physical Plant, and I am monitoring the situation.

6/12/2008
Third Update on the Cynthia Woods

Again, we do not believe that we are facing a life-threatening event at this time, but there is cause for concern.

I will update you when we have any significant change.

Bowen

R. Bowen Loftin, Ph.D.
Vice President and Chief Executive Officer
Professor of Maritime Systems Engineering
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loftin@tamug.edu
www.tamug.edu <http://www.tamug.edu/>
Okay. Jason, what are your thoughts on what we should do regarding communicating this to the news media should the worst happen?

Elsa

----- Original Message ----- 
From: R. Bowen Loftin <Loftin@tamug.edu> 
To: Murano, Elsa A; Strawser, Jerry R; Cross, Russell; Cook, Jason 
Cc: Bigley, Karen; Rodney P. McClendon <mccclendr@tamug.edu>; McGonagle, Brad 
Sent: Sat Jun 07 16:45:16 2008 
Subject: Sixth Update on the Cynthia Woods

Still awaiting word from the Coast Guard.

Bowen

R. Bowen Loftin 
Vice President & CEO 
Texas A&M University at Galveston 
409-740-4403 

-----Original Message----- 
From: R. Bowen Loftin <Loftin@tamug.edu> 
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu' <jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu' <jason.cook@tamu.edu> 
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu> 
Sent: Sat Jun 07 15:38:25 2008 
Subject: Fifth Update on the Cynthia Woods

The aircraft dispatched from Corpus Christi spotted an overturned sailbaot in the vicinity of the last reported transponder location. A helicopter has been sent and should arrive at that location in 30 minutes.

Bowen

R. Bowen Loftin 
Vice President & CEO 
Texas A&M University at Galveston 
409-740-4403 

-----Original Message----- 
From: R. Bowen Loftin <Loftin@tamug.edu> 
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu' <jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu' <jason.cook@tamu.edu> 
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu> 
Subject: Fourth Update on the Cynthia Woods

The transponder did update at 15:07 after missing the last five updates. We are still awaiting word from the Coast Guard.

Bowen
The aircraft dispatched from Corpus Christi hit a bird and had to return to base. A second aircraft has now been sent.

Parents of all four students have been notified as well as families of the two Safety Officers.

B Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

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From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu' <jstrawser@tamu.edu>
'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu' <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcclenrd@tamug.edu>; Brad Mcgonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 13:58:30 2008
Subject: Third Update on the Cynthia Woods

The Coast Guard has recalled its boat to Freeport due to sea conditions. A Falcon has been launched from Corpus Christi to scan the location of the last transponder transmission.

B Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu' <jstrawser@tamu.edu>
'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu' <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcclenrd@tamug.edu>; Brad Mcgonagle <mcgonagw@tamug.edu>
Subject: Second Update on the Cynthia Woods

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B Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403
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Standard procedures called for the Senior Safety Officer on board to make contact via satellite phone at 0800 today. No call was received. At 0906 CDT today the transponder on board showed its location as about 35 nautical miles south of Matagorda drifting at 0.4 knots to the North.

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A command center has been established (per standard procedures) in our Physical Plant, and I am monitoring the situation.

Again, we do not believe that we are facing a life-threatening event at this time, but there is cause for concern.

I will update you when we have any significant change.

Bowen

R. Bowen Loftin, Ph.D.
Vice President and Chief Executive Officer Professor of Maritime Systems Engineering Texas A&M University at Galveston P. O. Box 1675 Galveston, TX 77553-1675
409.740.4403
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loftin@tamug.edu
www.tamug.edu <http://www.tamug.edu/>
Dean:

This is a long line of emails, and you should read from the bottom up.
To get to the chase, we have lost contact with a sailboat that is participating in a regatta from Galveston to Veracruz. The members of this crew included four students and two safety officers; one of the students (Ross James Buzbee from the Woodlands) is from TAMU-College Station; the rest of the students are from TAMU-Galveston. All of their families have been contacted and are either in Galveston or will arrive shortly.

Presently, Elsa, Russell, and Jason are going to Galveston and I will be here to handle anything that may come up. Other than prayers, I don't know if there is a lot you can do at the moment, but wanted to put you into the loop since one of our students is involved. Bowen has been on top of things and they are being handled extraordinarily well.

Jerry

Jerry Strawser  |  Interim Executive Vice President and Provost Texas A&M University  |  979.845.4016  |  jstrawser@tamu.edu

-----Original Message-----
From: R. Bowen Loftin [mailto:Loftin@tamug.edu]
Sent: Saturday, June 07, 2008 5:13 PM
To: Murano, Elsa A; Strawser, Jerry R; Cross, Russell; Cook, Jason
Cc: Bigley, Karen; Rodney P. McClendon; McConagle, Brad
Subject: Eighth Update on the Cynthia Woods
Importance: High

On the line with the Coast Guard now.

No divers will deploy to save time for search.

Helicopter will begin a search pattern following the drift direction of the boat in hopes of locating the life raft. They will also work from two other anchor points derived from earlier transponder data. Close by oil platforms will also be checked.

Bowen
R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu' <jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu' <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccleldr@tamug.edu>; Brad McConagle <mcgonagl@tamug.edu>
Sent: Sat Jun 07 17:00:25 2008
Subject: Seventh Update on the Cynthia Woods

The Coast Guard helicopter has located the overturned sailboat but cannot identify the vessel (markings not visible). No sign of life on or near the boat. We do not know for sure if this is the Cynthia Woods, but the other descriptive information suggests that it
is likely the Cynthia Woods. A boat has been dispatched but will take some time to arrive on the scene.

We have asked that a diver be put in the water to confirm the boat's identity. We don't know if they will do so.

The boat carried a life raft. It is possible that the crew deployed the raft and became separated from the Cynthia Woods.

Karen is talking to Jason about formulating our information to the families.

Bowen
R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu'
<jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu'
<jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccleandr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 15:45:16 2008
Subject: Sixth Update on the Cynthia Woods

Still awaiting word from the Coast Guard.

Bowen
R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu'
<jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu'
<jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccleandr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
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The aircraft dispatched from Corpus Christi spotted an overturned sailboat in the vicinity of the last reported transponder location. A helicopter has been sent and should arrive at that location in 30 minutes.

Bowen
R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

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From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu'
<jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu'
<jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccleandr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 15:27:29 2008
Subject: Fourth Update on the Cynthia Woods
The transponder did update at 15:07 after missing the last five updates. We are still awaiting word from the Coast Guard.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu'
jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu'
jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 13:58:30 2008
Subject: Third Update on the Cynthia Woods

The aircraft dispatched from Corpus Christi hit a bird and had to return to base. A second aircraft has now been sent.

Parents of all four students have been notified as well as families of the two Safety Officers.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu'
jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu'
jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Subject: Second Update on the Cynthia Woods

The Coast Guard has recalled its boat to Freeport due to sea conditions. A Falcon has been launched from Corpus Christi to scan the location of the last transponder transmission.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu'
jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu'
jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 11:55:02 2008
Subject: Update on the Cynthia Woods

The position transponder has not updated over the last two hours (since 0906). The Coast Guard is enroute to its last reported position. No other news. I'll keep you posted.
R. Bowen Loftin  
Vice President & CEO  
Texas A&M University at Galveston  
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>  
To: Elsa A. Murano <eamurano@tamu.edu>; Jerry Strawser <jstrawser@tamu.edu>; Russell Cross <hrcross@tamu.edu>; Cook, Jason <jason.cook@tamu.edu>  
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccclendr@tamug.edu>; Brad McGonagle <mcgonag@tamug.edu>  
Sent: Sat Jun 07 10:33:30 2008  
Subject: Loss of Contact with the Cynthia Woods

Colleagues:

Yesterday the Cynthia Woods departed Galveston for Veracruz as a participant in the Regata De Amigos XXI. Four TAMUG students are aboard, along with two Safety Officers. The Senior Safety Officer is CDR Steve Conway, USCG (ret). Steve is a extraordinarily capable officer and an experienced sailor.

Standard procedures called for the Senior Safety Officer on board to make contact via satellite phone at 0800 today. No call was received. At 0906 CDT today the transponder on board showed its location as about 35 nautical miles South of Matagorda drifting at 0.4 knots to the North.

The US Coast Guard was informed at 0820 of the failure of the crew to make contact. I have just been notified (1025) that they are dispatching a boat from their Freeport station to investigate.

The independent emergency beacon on board has not been activated. Thus, it is the consensus here that the Cynthia is experiencing some mechanical/electrical problems but is not likely to be in danger. It is possible that the transponder has become separated from the boat.

A command center has been established (per standard procedures) in our Physical Plant, and I am monitoring the situation.

Again, we do not believe that we are facing a life-threatening event at this time, but there is cause for concern.

I will update you when we have any significant change.

Bowen

R. Bowen Loftin, Ph.D.  
Vice President and Chief Executive Officer Professor of Maritime Systems Engineering Texas A&M University at Galveston P.O. Box 1675 Galveston, TX 77553-1675  
409-740-4403  
409-740-4407 (fax)  
Loftin@tamug.edu  
www.tamug.edu <http://www.tamug.edu/>
R. Bowen Loftin

From: Tammy Lobaugh
Sent: Saturday, June 07, 2008 8:05 PM
To: Tammy Lobaugh; R. Bowen Loftin; Rodney P. McClendon; Karen Bigley; Brad McGonagle
Subject: RE: Cynthis Woods

FYI

From: Tammy Lobaugh
Sent: Saturday, June 07, 2008 8:00 PM
To: Donna Lang
Subject: Cynthis Woods

Latest update from USCG to TAMUG Marine Terminal as of 19:52 hrs CDT

Falcon jet on site
Helo on site
Both have night goggles and will remain on site through night.

Additional air power being dispatched from east coast. The C130 aircraft too has night vision capabilities. C130 expected on site 2200hrs (10PM) this evening.

The boat which USCG spotted has NOT been confirmed as Cynthia Woods. No liferafts have been spotted. The search will continue through the night.
TAMUG will revert with information as available.
Tammy Lobaugh

Tammy Lobaugh
Director Physical Plant & Marine Terminal Operations
Texas A&M University at Galveston
P.O. Box 1675
Galveston, Texas 77550
Lobaught@tamug.edu

6/12/2008
R. Bowen Loftin

From: Karen Bigley
Sent: Sunday, June 08, 2008 4:18 AM
To: Cook, Jason; R. Bowen Loftin
Subject: RE: GMA

Update on missing Texas A&M University at Galveston Crew

At approximately 2:00 a.m., Sunday, June 08, 2008, the U.S. Coast Guard located five of the six missing crew members of the Cynthia Woods sailboat from Texas A&M University at Galveston.

Those five are students Joe Savana, Steven Guy, Ross Busby, and Travis Wright and safety officer Steven Conway. The rescued crew are currently receiving medical care at the University of Texas Medical Branch in Galveston. Their conditions have not been released.

At this time, the U.S. Coast Guard is continuing to search for the sixth member of the Cynthia Woods crew, Roger Stone.

Media contact: Karen Bigley at 409-740-4502.
Web address: www.tamug.edu

From: Cook, Jason [mailto:jason.cook@tamu.edu]
Sent: Sun 6/8/2008 3:23 AM
To: Karen Bigley
Subject: GMA

Here is who called me from Good Morning America 10 minutes ago;

Eric Moll, 212.930.7900

Jason Cook
VP for Marketing and Communications
Texas A&M University

6/12/2008
R. Bowen Loftin

From: Allen Worley
Sent: Sunday, June 08, 2008 10:00 AM
To: Joel.R.Whitehead@uscg.mil
Cc: R. Bowen Loftin; Karen Bigley
Subject: Re: STEVE AND HIS CREW

Joel: Yes we did get the word and below is the release note from TAMUG. We pray that you may also find Roger Stone. Good work to all your team. Allen

At approximately 2:00 a.m., Sunday, June 08, 2008, the U.S. Coast Guard located five of the six missing crew members of the Cynthia Woods sailboat from Texas A&M University at Galveston.

Those five are students Joe Savana, Steven Guy, Ross Busby, and Travis Wright and safety officer Steven Conway. The rescued crew are currently receiving medical care at the University of Texas Medical Branch in Galveston. Their conditions have not been released.

At this time, the U.S. Coast Guard is continuing to search for the sixth member of the Cynthia Woods crew, Roger Stone.

-----Original Message-----
From: Joel.R.Whitehead@uscg.mil <Joel.R.Whitehead@uscg.mil>
To: Allen Worley <worleya@tamug.edu>
Sent: Sun Jun 08 09:45:36 2008
Subject: Re: STEVE AND HIS CREW

You may not have heard...we found all but one, Mr. Stone, in a raft about 0230 this morning...still searching with multiple resources. I called Mary when we got the news.

Joel

Joel R. Whitehead
Rear Admiral, USCG
Commander(d)
8th Coast Guard District
Hale Boggs Federal Building, Rm. 1328
500 Poydras Street
New Orleans, LA. 70130
(504) 589-6298

-----Original Message-----
From: Allen Worley [mailto:worleya@tamug.edu]
Sent: Sunday, June 08, 2008 09:00 AM Eastern Standard Time
To: Whitehead, Joel RADM
Cc: R. Bowen Loftin; Buddy Blackburn; Karen Bigley; eamurano@tamu.edu; jcjhcard@aol.com
Subject: Re: STEVE AND HIS CREW

Joel: Thank you for the note and the service of all our young men and women of the USCG. We all are praying that you may find them. Allen

-----Original Message-----
From: Joel.R.Whitehead@uscg.mil <Joel.R.Whitehead@uscg.mil>
To: Allen Worley <worleya@tamug.edu>
Sent: Sun Jun 08 00:34:06 2008
Subject: STEVE AND HIS CREW
Admiral -

I just wanted you to know that I am paying close attention to this search & rescue case, not just because of Steve, my classmate, but also because of the students of Texas A&M on board. We are doing everything in our power to improve the probability of finding them all, including tonight bringing down a specially equipped C-130 from North Carolina tonight to assist in the night search.

I've spoken to Mary several times tonight and I think she knows we're All- out in this search. Please feel free to contact me at any time,

V/r,

Joel
Home (504) 895-4094
Cell; (314) 698-9774
Work (504) 589-6298

Joel R. Whitehead
Rear Admiral, USCG
Commander(d)
8th Coast Guard District
Hale Boggs Federal Building, Rm. 1328
500 Poydras Street
New Orleans, LA. 70130
(504) 589-6298
R. Bowen Loftin

From: Email Extra [email-extra@extra.galvnews.com] on behalf of The Daily News [email-extra@extra.galvnews.com]
Sent: Sunday, June 08, 2008 2:26 PM
To: Email Extra
Subject: Bulletin: Boat's keel 'just fell off'

GALVESTON - The sailboat Cynthia Woods began taking water and its keel "just fell off," a Texas A&M University at Galveston official says. Keel failure is apparently what caused the boat to capsize at about 11 p.m. Friday with four students and two safety officers aboard.

See galvestondailynews.com for updates.

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unsubscribe
6/8/08
Dr. Loftin,

FYI, I shot a few beautiful photographs of the sailboat Cynthia Woods in February in the harbor with the Skyline of Galveston in the background. I have sent several of these images to the Houston Chronicle and Guidry News Service.

I just wanted to let you know that these stock images are available. Roger Stone was very helpful and made the sailboat arrangements for me. For that assignment, I was actually shooting a cover for the Chamber of Commerce Directory.

Sincerely,
Robert Mihovil

MIHOVIL PHOTOGRAPHY
2402 Church St.
Galveston Island, TX.
77550

(409) 763-3851 Studio
(409) 763-6244 Fax
(409) 771-5668 Cell
art@mihovil.com E-mail Address
www.mihovil.com Online Web Gallery

6/12/2008
All,
For your review....

DRAFT STATEMENT AND/OR NEO TO AGGIE FAMILY

Our hearts and prayers go out to Mrs. Stone and other members of Roger Stone's family. Words cannot adequately express the depth of our condolences as they cope with the loss of their loved one.

We hope they can take some comfort in knowing all five survivors of this tragic accident credit Mr. Stone with heroic efforts that were instrumental in making possible their survival. We now know that Roger Stone died a hero in the classic sense of the word.

While we continue to mourn the loss of his life, we are relieved and grateful beyond words for the rescue of the sailboat's four students-Steven Guy, Joe Savana, Travis Wright and Ross James Busby-and Steve Conway, who, like Mr. Stone, was serving in the capacity of safety officer. I know that I speak on behalf of their families and friends when saying how thankful we are for their safe return.

I would certainly be remiss if I did state emphatically that we will be eternally grateful to the men and women of the U.S. Coast Guard who responded so quickly and so professionally to the call for help in the search for those aboard the Cynthia Woods when it became apparent all was not well. They literally risked their lives in going to great lengths to conduct the extensive search under less-than-ideal conditions. All of us at Texas A&M University at Galveston, where maritime activities figure prominently in much of what we do, now have even more profound respect and appreciation for what the Coast Guard does-and does so well. I know that same sentiment has been expressed by President Elsa Murano and others who came here to Galveston from the main campus to lend support.

Also, we give heartfelt thanks to all the others who joined in the rescue effort-and certainly to the Aggie Family and everyone else who included those in peril in their thoughts and prayers throughout the two-day ordeal.

R. Bowen Loftin  
Vice President & CEO  
Texas A&M University at Galveston

Sherylon Carroll  
Associate Vice President for Communications Division of Marketing & Communications Texas A&M University s-carroll@tamu.edu

1372 TAMU| College Station, TX 77843
Tel. 979.862.2369| Cell 979.777.6610| Fax 979.845.9909

www.tamu.edu

Welcome to Aggieland
I had a phone message from her indicating that we should salvage to find out what happened.

Russell
--
H. Russell Cross, Ph.D.
Executive Vice President for Operations
Office of the President
Texas A&M University
hrcross@tamu.edu
1246 TAMU | College Station, TX 77843-1246
Tel. 979.845.2217 | Fax. 979.845.5027
http://www.tamu.edu

Welcome to Aggieland

----- Original Message ----- 
From: R. Bowen Loftin <Loftin@tamug.edu>
To: Cross, Russell
Sent: Sun Jun 08 19:20:50 2008
Subject: Re: Mr. Stone

Thanks, Russ. I have been trying to reach Elsa about the salvage of the Cynthia Woods.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: Cross, Russell <hrcross@tamu.edu>
To: R. Bowen Loftin <Loftin@tamug.edu>
Sent: Sun Jun 08 18:16:19 2008
Subject: Mr. Stone

Bowen

So sad about Mr. Stone. Our prayers go to his family. He is a hero.

Bowen, thanks so much to you and your wonderful staff for your leadership the past few days. It was more than special.

Russell
--
H. Russell Cross, Ph.D.
Executive Vice President for Operations
Office of the President
Texas A&M University
hrcross@tamu.edu
1246 TAMU | College Station, TX  77843-1246
Tel.  979.845.2217 | Fax.  979.845.5027
http://www.tamu.edu

Welcome to Aggieland
R. Bowen Loftin

From: R. Bowen Loftin [president@tamu.edu]
Sent: Sunday, June 08, 2008 7:40 PM
To: president@tamu.edu
Subject: Final Message Regarding Galveston Sailing Team

June 8, 2008 (7:45 p.m.)

To The Aggie Family:

We are saddened to learn and notify you that the body of the only remaining missing member of the Galveston sailing team crew was recovered Sunday afternoon.

Our hearts and prayers go out to Mrs. Linda Stone, the Stone's two children, and members of Roger Stone's family. Words cannot adequately express the depth of our condolences as they cope with the loss of their loved one. We hope they can take some comfort in knowing all five survivors of this tragic accident credit Mr. Stone with heroic efforts that were instrumental in making possible their survival. We now know that Roger Stone died a hero in the classic sense of the word.

While we continue to mourn the loss of his life, we are relieved and grateful beyond words for the rescue of the sailboat's four students—Steven Guy, Joe Savana, Travis Wright and Ross Busby—and Steve Conway, who, like Mr. Stone, was serving in the capacity of safety officer. I know that I speak on behalf of their families and friends when saying how thankful we are for their safe return.

I must emphatically thank the men and women of the U.S. Coast Guard who responded so quickly and professionally to the call for help in the search for those aboard the Cynthia Woods. I know that same sentiment has been expressed by President Elsa Murano and others who came here to Galveston from the main campus to lend support.

We thank all of those who participated in the rescue effort, the Aggie Family, and all those who offered their prayers and support.

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
RADM Joel Whitehead USCG
Dear Joel:

Please pass along Dr. Loftin's and Dr. Murano's deep appreciation expressed below to all of the USCG team who served their fellow man and the Texas A&M family so well over the weekend. They truly are semper piratus. Sincerely, Allen

-----Original Message-----
From: R. Bowen Loftin <president@tamu.edu>
To: president@tamu.edu <president@tamu.edu>
Sent: Sun Jun 08 19:39:33 2008
Subject: Final Message Regarding Galveston Sailing Team

June 8, 2008 (7:45 p.m.)

To The Aggie Family:

We are saddened to learn and notify you that the body of the only remaining missing member of the Galveston sailing team crew was recovered Sunday afternoon.

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We thank all of those who participated in the rescue effort, the Aggie Family, and all those who offered their prayers and support.

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
R. Bowen Loftin
From: Brad McGonagle
Sent: Sunday, June 08, 2008 9:34 PM
To: R. Bowen Loftin; Rodney P. McClendon
Subject: FW: Story about the Mitchell boats in the Galveston County Daily News

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu

From: Teri Fowle
Sent: Monday, February 20, 2006 10:37 AM
To: 'Barry E. Leavitt'; 'LINDA BOMKE'; William Hearn; Jim Atchley; Tammy Lobaugh; Brad McGonagle
Subject: Story about the Mitchell boats in the Galveston County Daily News

THE DAILY NEWS

A&M gets new offshore racing boats

By John Ira Petty
Correspondent

Published February 19, 2006

They’re new, shiny and look fast. A lot of Texas sailors may be seeing their sterns in races this year.

Texas A&M University has received two Cape Fear 38s donated by oilman, A&M graduate and university benefactor George Mitchell. One will be based at Texas A&M University of Galveston and sailed by the Galveston school’s offshore sailing team.

The other will be used by sailors from A&M’s College Station campus, but most likely will be based on Galveston Bay, possibly at the Galveston campus.
“They’re strictly racing boats,” said Jim Atchley, marine terminal manager who coaches the school’s Offshore Sailing Team. The boats are being fitted out at Payco Marina. Atchley says he hopes they will be in the water and ready to sail in March.

The Galveston boat is named Cynthia Woods, for George Mitchell’s wife. The name of the College Station boat is George Phydias, Mitchell’s first and middle names. They were built by Cape Fear Yachts in Wilmington, N.C., a company owned by Kent Mitchell, George Mitchell’s son.

“The kids are so excited,” said Teri Fowle, a spokeswoman at the Galveston campus. “Once we can get George Mitchell and the boats here, we’ll have a formal christening, perhaps next month.”

The George Phydias has been launched, while the Cynthia Woods is not yet in the water at Payco.

Fowle said the offshore sailing team’s successes were part of the reason for the donation. Mitchell heard about the team’s respectable finish in the 2004 Harvest Moon Regatta, a 152-mile race from Galveston to Port Aransas.

The team, now with about 40 participants, has built on that success. Using donated, decades-old boats, the team finished first in class and first in fleet in last year’s Harvest Moon, sailing a mid-1980s model New York 36. A woman’s team aboard a Whitby 42-foot ketch of similar vintage won the regatta’s Ladies’ Class.

For students studying to become Merchant Marine officers, sailing is more than just a sport.

“Offshore sailing is a lot of fun,” said Atchley. “But this is about training and education. Being out on the water in a sailboat gives them a real feeling for the ocean.”

They learn or develop many of the other skills required to get a boat — or ship — safely and efficiently from one place to another. Among the skills are navigation, seamanship and developing positive interactions with fellow crewmembers in tight quarters during 24-hour days.

Atchley, who also teaches a class called Competitive Offshore Sailing, said the team is perhaps the most active sailboat racing organization in Galveston. It plans to participate in this year’s Regata de Amigos, the biannual race from Galveston to Veracruz.

That 630-mile race usually sees the winning boats finish in a little under
five days. Participants spend several days in Veracruz, Mexico’s leading port, before sailing back to the United States. Many stop at Tuxpan and nearby Isla Lobos.

The Cape Fear 38s draw more than 7 feet, which is a big reason the College Station boat is likely to be based on Galveston Bay. They’re rigged for asymmetrical spinnakers — no spinnaker pole. They’re light and narrow, with a beam of 11 feet. Accommodation is straight-forward and perhaps a little Spartan.

The new boats, each valued at more than $200,000, are likely to be serious contenders in Galveston-area offshore racers for years to come.

+++ 

John Ira Petty, a sailing instructor, licensed captain and charter sailboat owner, is the sailing columnist for The Daily News.

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Teri A. Fowlé
Director of Communications
Texas A&M University at Galveston
(409) 740-4830
fowlét@tamug.edu
R. Bowen Loftin

From: Bresciani, Dean [Dean.Bresciani@tamu.edu]
Sent: Monday, June 09, 2008 7:45 AM
To: treber@tamu.edu; Corrington, Dennis; Joseph, Keith
Cc: Clark@vpfn.tamu.edu; c-m-meyer@tamu.edu; jstrawser@tamu.edu; Cross, Russell; R. Bowen Loftin; Rodney P. McClendon
Subject: Cynthia Woods/George Phydius

Given the recent accident experience by the Galveston vessel Cynthia Woods, please immediately suspend all use of the TAMU sister vessel, the George Phydius, until we are sure of its safety and cleared to do so.

db

Dean L. Bresciani, Ph.D.
Vice President for Student Affairs and
Adjunct Professor, Educational Administration & H.R. Development
117 Koldus Student Services Bldg. / 1256 TAMU
Texas A&M University
College Station, TX 77843-1256
tel: 979-845-4728 ~ fax: 979-845-3320
dean.bresciani@tamu.edu ~ http://studentaffairs.tamu.edu

6/12/2008
R. Bowen Loftin

From: Cherie Coffman
Sent: Monday, June 09, 2008 8:31 AM
To: R. Bowen Loftin
Subject: Kelly Teichman
Importance: High

Kelly called to let you know that they are working on the plan for salvaging the Cynthia Woods that you requested. She has just a few specifics regarding the economical way to salvage the boat. Please call her at your convenience at 744-1222.

Charli R. Coffman
Executive Assistant to the Vice President & CEO
Texas A&M University at Galveston
P O Box 1675
Galveston, TX 77553
409-740-4403 Work
281-450-6477 Cell

6/12/2008
Dr. Loftin-

As per our conversation of this morning I would like to confirm the University's direction for the recovery of the CYNTHIA WOODS. T & T Marine Salvage proposes, upon locating the hull, to cut the mast free, insert lift bags into cabin for added buoyancy, and tow the hull to a location in Galveston. Once the hull is in Galveston T & T Marine Salvage will right the hull in preparation for lifting out of the water and setting on the bank.

The USCG has deployed a data buoy that has been transmitting location to their office. This information will be sent to our office and compared to our last known location of the hull and track to determine accuracy of the information. Hopefully with this information the hull can be located. This is not a guarantee that we will be successful with locating however.

At this time we are in the process of mobilizing assets in order to give you an accurate ETA for departure. The M/V ERIN T has been reserved for our use and will be available when all assets are ready to deploy. This vessel and Captain were utilized in the recovery operations performed Sunday and are familiar with the CYNTHIA WOODS, dive operations, and conditions.

I have contacted our M&R and have found a location that is capable of hauling out the sister vessel to the CYNTHIA WOODS. This facility is located in Bolivar and I understand that they have adequate space for the placement of most likely BOTH of the vessels. I will include their contact information in this email and would be happy to contact them on your behalf for the CYNTHIA WOODS as we would have to coordinate with them for the righting process.

Please advise that the University and T & T Marine are on the same page as far as job tasking and immediate deployment of assets (including cutting the mast free).

Regards,
Kelly Teichman

PORT BOLIVAR MARINE INFORMATION:
Johnny De Foute
409-684-7600
R. Bowen Loftin

From: Cross, Russell [hrcross@tamu.edu]
Sent: Monday, June 09, 2008 10:45 AM
To: R. Bowen Loftin; Murano, Elsa A; Strawser, Jerry R
Cc: Pletzer, Mary
Subject: RE: CYNTHIA WOODS

I have no problem except that the boat will need to be placed in a secure location which we control. Who will do the investigation? Regardless, it should be under our control.

The decision will be Elsa’s.

Russell

From: R. Bowen Loftin [mailto:Loftin@tamug.edu]
Sent: Monday, June 09, 2008 10:45 AM
To: Murano, Elsa A; Cross, Russell; Strawser, Jerry R
Cc: Pletzer, Mary
Subject: FW: CYNTHIA WOODS
Importance: High

I would like to order Kelly to proceed with these arrangements, with the understanding that we may choose another location for the delivery other than the one suggested.

Can I proceed?

Bowen

R. Bowen Loftin ’71
Vice President and Chief Executive Officer
Professor of Maritime Systems Engineering (TAMUG)
Professor of Industrial and Systems Engineering (TAMU)
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553-1675
409-740-4403
409-740-4407 (fax)
loftin@tamug.edu
www.tamug.edu

From: Kelly M. Teichman
Sent: Monday, June 09, 2008 10:11 AM
To: R. Bowen Loftin
Cc: Tammy Lobaugh
Subject: CYNTHIA WOODS

Dr. Loftin-

As per our conversation of this morning I would like to confirm the University’s direction for the recovery of the CYNTHIA WOODS. T & T Marine Salvage proposes, upon locating the hull, to cut the mast free, insert lift bags into cabin for added buoyancy, and tow the hull to a location in Galveston. Once the hull is in Galveston T & T Marine Salvage will right the hull in preparation for lifting out the of water and setting on the bank.

The USCG has deployed a data buoy that has been transmitting location to their office. This information will be sent to

6/12/2008
our office and compared to our last known location of the hull and track to determine accuracy of the information. Hopefully with this information the hull can be located. This is not a guarantee that we will be successful with locating however.

At this time we are in the process of mobilizing assets in order to give you an accurate ETA for departure. The M/V ERIN T has been reserved for our use and will be available when all assets are ready to deploy. This vessel and Captain were utilized in the recovery operations performed Sunday and are familiar with the CYNTHIA WOODS, dive operations, and conditions.

I have contacted our M&R and have found a location that is capable of hauling out the sister vessel to the CYNTHIA WOODS. This facility is located in Bolivar and I understand that they have adequate space for the placement of most likely BOTH of the vessels. I will include their contact information in this email and would be happy to contact them on your behalf for the CYNTHIA WOODS as we would have to coordinate with them for the righting process.

Please advise that the University and T & T Marine are on the same page as far as job tasking and immediate deployment of assets (including cutting the mast free).

Regards,
Kelly Teichman

PORT BOLIVAR MARINE INFORMATION:
Johnny De Foute
409-684-7600
Go ahead and proceed.

Russell

-----Original Message-----
From: R. Bowen Loftin [mailto:Loftin@tamug.edu]
Sent: Monday, June 09, 2008 10:58 AM
To: Cross, Russell; Murano, Elsa A; Strawser, Jerry R
Cc: Pletzer, Mary
Subject: Re: CYNTHIA WOODS

Russ:

I have already talked to General Cxounsel about location. I would like to proceed with the recovery. We do have a day or so to decide on location.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: Cross, Russell <hrcross@tamu.edu>
To: R. Bowen Loftin <Loftin@tamug.edu>; Murano, Elsa A <eamurano@tamu.edu>; Strawser, Jerry R <jstrawser@tamu.edu>
Cc: Pletzer, Mary <m-pletzer@tamu.edu>
Sent: Mon Jun 09 10:44:36 2008
Subject: RE: CYNTHIA WOODS

I have no problem except that the boat will need to be placed in a secure location which we control. Who will do the investigation? Regardless, it should be under our control.

The decision will be Elsa's.

Russell

From: R. Bowen Loftin [mailto:Loftin@tamug.edu]
Sent: Monday, June 09, 2008 10:45 AM
To: Murano, Elsa A; Cross, Russell; Strawser, Jerry R
Cc: Pletzer, Mary
Subject: FW: CYNTHIA WOODS
Importance: High

I would like to order Kelly to proceed with these arrangements, with the
understanding that we may choose another location for the delivery other than the one suggested.

Can I proceed?

Bowen

R. Bowen Loftin '71
Vice President and Chief Executive Officer
Professor of Maritime Systems Engineering (TAMUG)
Professor of Industrial and Systems Engineering (TAMU)
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553-1675
409-740-4403
409-740-4407 (fax)
loftin@tamug.edu <mailto:loftin@tamug.edu>
www.tamug.edu <http://www.tamug.edu/>

From: Kelly M. Teichman
Sent: Monday, June 09, 2008 10:11 AM
To: R. Bowen Loftin
Cc: Tammy Lobaugh
Subject: CYNTHIA WOODS

Dr. Loftin-

As per our conversation of this morning I would like to confirm the University's direction for the recovery of the CYNTHIA WOODS. T & T Marine Salvage proposes, upon locating the hull, to cut the mast free, insert lift bags into cabin for added buoyancy, and tow the hull to a location in Galveston. Once the hull is in Galveston T & T Marine Salvage will right the hull in preparation for lifting out the of water and setting on the bank.

The USCG has deployed a data buoy that has been transmitting location to their office. This information will be sent to our office and compared to our last known location of the hull and track to determine accuracy of the information. Hopefully with this information the hull can be located. This is not a guarantee that we will be successful with locating however.
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Please advise that the University and T & T Marine are on the same page as far as job tasking and immediate deployment of assets (including cutting the mast free).

Regards,
Kelly Teichman

PORT BOLIVAR MARINE INFORMATION:
Johnny De Foute
409-694-7600
Definitely, please proceed.

Elsa

----- Original Message -----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: Murano, Elsa A; Cross, Russell; Strawser, Jerry R
Cc: Pletzer, Mary
Sent: Mon Jun 09 10:44:30 2008
Subject: FW: CYNTHIA WOODS

I would like to order Kelly to proceed with these arrangements, with the understanding that we may choose another location for the delivery other than the one suggested.

Can I proceed?

Bowen

R. Bowen Loftin '71
Vice President and Chief Executive Officer
Professor of Maritime Systems Engineering (TAMUG)
Professor of Industrial and Systems Engineering (TAMU)
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553-1675
409-740-4403
409-740-4407 (fax)
loftin@tamug.edu <mailto:loftin@tamug.edu>
www.tamug.edu <http://www.tamug.edu/>
Dr. Loftin-

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Please advise that the University and T & T Marine are on the same page as far as job tasking and immediate deployment of assets (including cutting the mast free).

Regards,
Kelly Teichman

PORT BOLIVAR MARINE INFORMATION:
Johnny De Foute
409-684-7600
Dr. Loftin-

Based on the amount of daylight left today and the transit time to approximate location we
have decided that it would be best to depart T & T Offshore dock in the morning at 0330.
This will allow our team a full day for operations. A video camera and digital camera
will be on scene to document the hull condition as per your request.

We continue to monitor the information sent to the USCG from the data buoy and have
determined that the information that this buoy is sending is running the same as our
track.

Please let me know if you have any questions.

Regards,
Kelly Teichman

-----Original Message-----
From: R. Bowen Loftin [mailto:Loftin@tamug.edu]
Sent: Monday, June 09, 2008 11:10 AM
To: Kelly M. Teichman
Cc: Tammy Lobaugh; eamurano@tamu.edu; jstrawser@tamu.edu; hrcross@tamu.edu; Rodney P.
McClendon; Brad McGonagle; Donna Lang; Susan Lee; Allen Worley
Subject: Re: CYNTHIA WOODS

Kelly:

You are authorized to proceed with the recovery as you propose. We will advise you as
soon as possible of the location to which to deliver the vessel.

Bowen Loftin
R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: Kelly M. Teichman
To: R. Bowen Loftin <Loftin@tamug.edu>
CC: Tammy Lobaugh <lobaught@tamug.edu>
Sent: Mon Jun 09 10:11:29 2008
Subject: CYNTHIA WOODS

Dr. Loftin-

As per our conversation of this morning I would like to confirm the University's direction
for the recovery of the CYNTHIA WOODS. T & T Marine Salvage proposes, upon locating the
hull, to cut the mast free, insert lift bags into cabin for added buoyancy, and tow the
hull to a location in Galveston. Once the hull is in Galveston T & T Marine Salvage will
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Please advise that the University and T & T Marine are on the same page as far as job tasking and immediate deployment of assets (including cutting the mast free).

Regards,
Kelly Teichman

PORT BOLIVAR MARINE INFORMATION:
Johnny De Foute
409-684-7600
Bowen-Here are several issues I would like to see addressed in connection with the loss of "Cynthia Woods":

1. Haul out of the "George Phydias" and an x-ray made of the keel and its attachment to the hull so that a comparision to the Cynthia Woods can be made in as much as the two vessels are identical. I believe that failure of the keel was due to a design flaw or assembly.

2. That a full investigation of the Cynthia Woods be made ASAP after she is towed to Galveston and hauled out, and that someone from the University take an inventory of all personal items on board so they can be returned to the crew. It should also be noted that Steve had $4,000 in cash on board for expenses of the crew.

3. That the crew be interviewed by someone on staff while the incident is still fresh on their minds.

4. That everyone who is going to be involved meet so that we are all on the same page and the duties and responsibilities of each person are assigned.

Thanks Jim
R. Bowen Loftin

From: Kelly M. Teichman
Sent: Monday, June 09, 2008 3:43 PM
To: R. Bowen Loftin
Cc: Tammy Lobaugh; Brad McGonagle
Subject: USCG Overflight

Dr. Loftin-

I am happy to report that USCG has graciously agreed to run a training exercise with their helo in conjunction with our recovery efforts of the CYNTHIA WOODS hull. This flight was scheduled for 1445 today and has been changed to 0930 in the morning. As you may know the possibility of our locating the hull is greatly increased with the "eyes in the sky".

I have just learned that the USCG will be sending out Steve Caskey (investigator) on the ERIN T.

I will keep you updated as events unfold and will see you at 1700.

Regards,
Kelly Teichman

6/12/2008
R. Bowen Loftin

From: AdmiralTRW
Sent: Tuesday, June 10, 2008 5:23 AM
To: R. Bowen Loftin
Subject: Heartfelt thanks...

I would like to convey my heartfelt thanks to you and your staff for the kind, considerate and caring treatment of the families during the tense waiting period. As they say the waiting is always the worst and you and your staff were supporting and accommodating during this time.

I have a picture taken at the Harvest Moon start I thought you might like to have as a remembrance of the Cynthia Woods. This picture is going to be published in the magazine Good Old Boat in the next issue. I am attaching it to the email. It is a picture off much happier times and I hope will serve as somewhat of a tribute to Mr. Stone and his commitment to the sailing program at TAMUG.

Thanks again for your help and support. Please convey my gratitude to all of your staff for me, especially Donna Lang, Dr. McClendon, Dr. Brad McGonagle and a special thanks to Capt. Jim Atchley for his help in watching over and coordinating the information with the Coast Guard and Capt. Diehl and Cdr. Steven Conway who took such good care of the men during their ordeal in the water. I know there were many more who contributed to the safe rescue of the five crew members and would like to thank them as well.

I know this incident will forever change the crew and their families but hope it will not end the pursuit of their lifelong passion for sailing.

Mr. Thomas R. Wright, MBA, CISA, W4TRW
S/V Kerry Dancer
Crealock 37 #14

6/12/2008
Dr. McKinney,

Attached is the memo requesting an Independent Investigation of the Sinking of the Cynthia Woods. Mary
June 9, 2008

MEMORANDUM

TO: Dr. Michael D. McKinney, Chancellor
    The Texas A&M University System

THROUGH: Dr. Elsa Murano, President
          Texas A&M University

SUBJECT: Request for an Independent Investigation of the Sinking of the Cynthia Woods

On Friday, June 6, 2008 the sailing vessel Cynthia Woods capsized in the Gulf of Mexico. An intensive search and rescue effort by the U.S. Coast Guard ultimately led to the rescue of five of the six crew members of the Cynthia Woods. The body of Safety Officer Roger Stone was recovered from the overturned vessel on Sunday, June 8, 2008.

While we rejoice in the successful rescue of five sailors, the tragic loss of Mr. Stone demands that we ask how this event happened and what can be done to prevent its recurrence.

I respectfully request that you arrange for an independent investigation to determine the cause of this accident.

R. Bowen Loftin
Vice President and Chief Executive Officer
Texas A&M University at Galveston
Bowen -

Please contact Phillip Ray or Rex Janne. (845-3425) They can assist with getting the necessary purchase orders and contracts in place.

I have copied both Phillip and Rex.

Terry

-----Original Message-----
From: R. Bowen Loftin [mailto:Loftin@tamug.edu]
Sent: Tuesday, June 10, 2008 8:14 AM
To: Cross, Russell; Pankratz, Terry
Cc: Rodney P. McClendon; Mcgonagle, Brad; Susan Lee; Tammy Holliday
Subject: Assistance

Russ and Terry:

We have acted as expeditiously as possible to both explore the Cynthia Woods for survivors and recover the vessel. We can now use some assistance in dealing with the contractual agreements with the salvage company. If this is feasible, we would appreciate a point of contact in College Station that would help us work through the necessary actions.

Thanks,

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403
R. Bowen Loftin

From: Cherie Coffman
Sent: Tuesday, June 10, 2008 8:45 AM
To: R. Bowen Loftin
Subject: Hull Located at 8:05AM by USCG

Kelly Teichman called at 8:40AM and said that the Coast Guard had located the hull of the Cynthia Woods at 8:05AM. They will bring it into Freeport, she feels this is the best place to take it and it is very close. Call her if you need any further information, 744-1222

Cherie R. Coffman
Executive Assistant to the Vice President & CEO
Texas A&M University at Galveston
P O Box 1675
Galveston, TX 77553
409-740-4403 Work
281-650-6477 Cell
Your point of contact at TAMU will be Phillip Ray, 979-845-4570, pray@tamu.edu. He is available with whatever assistance you may need.

Cheré R. Coffman  
Executive Assistant to the Vice President & CEO Texas A&M University at Galveston  
P O Box 1675  
Galveston, TX 77553  
409-740-4403 Work  
281-650-6477 Cell

---Original Message-----
From: Cross, Russell [mailto:hrcross@tamu.edu]  
Sent: Tuesday, June 10, 2008 8:38 AM  
To: R. Bowen Loftin  
Subject: RE: Assistance

Let me know if there is anything else we can do.

Russell

-----Original Message-----
From: R. Bowen Loftin [mailto:Loftin@tamug.edu]  
Sent: Tuesday, June 10, 2008 8:14 AM  
To: Cross, Russell; Pankratz, Terry  
Cc: Rodney P. McClendon; McGonagle, Brad; Susan Lee; Tammy Holliday  
Subject: Assistance

Russ and Terry:

We have acted as expeditiously as possible to both explore the Cynthia Woods for survivors and recover the vessel. We can now use some assistance in dealing with the contractual agreements with the salvage company. If this is feasible, we would appreciate a point of contact in College Station that would help us work through the necessary actions.

Thanks,

Bowen

R. Bowen Loftin  
Vice President & CEO  
Texas A&M University at Galveston  
409-740-4403
R. Bowen Loftin

From: Allen Worley
Sent: Tuesday, June 10, 2008 9:22 AM
To: Brad McGonagle
Cc: R. Bowen Loftin; Rodney P. McClendon; Donna Lang; Buddy Blackburn
Subject: Data on the Cape Fear -Regatta Class

Brad: Here is the data line on the Class (Cape Fear). Regatta Class 38 of the Cape Fear Yacht Works described at the end of the article with the asymmetric pole for chutes is most like the Cynthia Woods from the description. Company contact data is below. Allen


Boat Review

Aug 7, 2002
By Peter d’Anjou (More articles by this author)

The Hull form of the Cape Fear 38 prototype was fast, but the shallow draft keel limited performance. The new regatta version, with deeper keel and taller rig will be unveiled this fall.

Production boat builders limit options on new boats to keep costs down and target the purpose of the boat. When the options expand to the level of those available on the Cape Fear 38 by Cape Fear Yacht Works, builders reach semi-custom territory and the price naturally escalates as well. For a new organization like Cape Fear, which has produced its first boat and initially plans just a couple of new boats a year, being open to a prospective owner’s desires can help attract clients who’d like to have a hand in their new boat.

For boating writers like myself, defining the racer/cruiser, cruiser/racer divide, can be confusing: What is it, who’s the target buyer, how do I describe a moving target to readers? Well, I guess I just did, the Cape Fear 38 is a moving target, albeit a fast one, waiting for an owner’s final touches. Want a wheel instead of a tiller, inboard or outboard chain plates, deep draft or shallow and a cruising or stripped out racing interior, great! Even the company’s vision: "Designed to Race, Outfitted to Cruise, Built to Last" promises choices.

I sailed the prototype twice, once in October of 2001 during Boat of the Year testing on the Chesapeake and again this spring on the Cape Fear River near the company’s boatbuilding operation in Wilmington, NC. The second sail was arranged because the rudder was slightly mis-aligned in the rush to get the boat to the US Sailboat show in Annapolis and steering wasn’t optimal—as a matter of fact it was awful. I’d originally been excited to see the boat’s open stern, tiller steering, and racing cockpit and had high expectations but when sea trials came around I masked my disappointment by suggesting another sail
when the problem had been addressed.

With the alignment problem fixed, Hill Goodman, the company’s Director of Sales and Marketing, called and invited me to try again. I was to sail with Bruce Marek, the boat’s designer, Goodman and Sailing World mid-atlantic sales manager Ted Ruegg. Jammed for time we elected not to take the three-hour trip down the Cape Fear River from Wilmington to the ocean, but instead tacked up the river’s narrow ship channel.

Under overcast skies with a 12-knot breeze blowing straight downriver we raised the main and 100 percent jib on the aluminum Charleston spar and with Marek trimming main we tacked upstream. One side of the river has commercial docks for ocean going ships and the other is an undeveloped tidal estuary dominated by saw grass and wading birds. Along this far shore local fisherman had set a line of crab pots right on the edge of the ship channel’s deep water, so it was easy to know where and when to tack back towards the civilization shore.

As a kid, I grew up sailing on the Achushnet River and while the vegetation didn’t match my Massachusett’s home waters, the wind variations caused by sailing into the shadow of large ships and piers felt quite natural as we tacked almost 50 times to travel the two or three miles upstream to the city’s center. The exercise gave me a good feel for the boat’s handling characteristics. It tracked to weather exceedingly well, turned almost in its own length and at 11,000 pounds carried momentum through the tack well enough that a sudden blanketing of breeze didn’t faze us.

At one point a tug and barge heading downstream forced us to wait between two piers. I headed the boat into the wind and current, feathering and maintaining position for several minutes like I was Russell Coutts on the start line of the last America’s Cup match. Well, no one will confuse me with Coutts or the Cape Fear 38 with an AC boat but I was pleased enough with the performance to at least keep my fantasies in play.

We reached the downtown bridge and turned with the stream’s flow. Heading downwind we unfurled the a-sail tacked to the pulpit, rolled up the jib and with the narrow channel restricting jibe angles, went wing-and-wing at almost 16-knots through the water. Not bad, considering we weren’t on our optimal jibe angles, but I couldn’t help feeling the boat was more oriented to cruising despite the speed.

Two regattas showed the challenges ahead for this boat. At Charleston Race Week the boat was last, albeit with a rookie crew, in an 11-boat fleet and in the Wrightsville Beach to Beaufort race the boat was last in each of three light-air races—finishing fifth, and in the one race with 10 to 12 knots of air, they took a third.

The rating was changed from a 57 in Charleston to a 63 in NC, but far from the designer’s expectation of a fair rating—69 to 72. Goodman feels that hull No. 1 is a prototype and a transition boat which has brought them to a fork in the road. And that they have tried to make hull No. 1 something that’s inherently a compromise—a shallow draft racer/cruiser. According to Goodman, Cape Fear Yacht Works will be showing two distinctly different boats in Annapolis this year. One will be the fast cruiser, much like the one I sailed, with a less aggressive rig, a wheel, and roller-furling themes, possibly lazy jacks for the main, easily handled by one or two people. This family friendly version will be for those who aren’t real serious about racing. The cockpit will be more traditional, with seats and an enclosed transom. This version will hit the water mid-summer.

The other boat will be the CF-38 "regatta" version which will be a somewhat stripped out 10,000 pound displacement and will be set up to race. It will draw seven feet with a retractable pole for asymmetric chutes. It will have the open cockpit I test sailed, a big wheel and modified deck layout, higher sheer, and lower cabin top profile. The good news is that sometimes allowing a target to move helps focus a boat and I’ll be looking forward to the next two versions of the Cape Fear 38.

Cape Fear 38 Specs
LOA 38 ft.
Beam 11 ft.
Draft 6.0 ft.
Displ. 11,000 lbs.
SA 800 sq. ft.
www.capecfearyachtworks.com
910-790-1990

Cape Fear Yacht Works proved they could do quality work but the interior of the prototype Cape Fear 38, while comfortable, sent a conflicting cross purpose message about the boat.

www.capecfearyachtworks.com

6/12/2008
Cape Fear 38
Regatta and Racer-Cruiser Models...

Cape Fear 38 Regatta
High-tech composite racer with carbon fiber retractable sprit and standing headroom. ($325,000 base price)

Cape Fear 38 Racer-Cruiser
The Cape Fear 38 Standard provides lively performance with comfortable accommodations. ($295,000 base price)

Cape Fear Yacht Works
111 Bryan Road
Wilmington, NC 28412-7033
Phone: 910.395.0189
Fax: 910.395.0427

Allen B. Worley
Rear Admiral, US Maritime Service
Superintendent, Texas Maritime Academy
Texas A&M University at Galveston
P. O. Box 1675
Galveston, TX 77553-1675
Ph: 409-740-4705
Fax: 409-740-4715

6/12/2008
R. Bowen Loftin

From: Smalley, Janet [JanetSmalley@tamu.edu]
Sent: Tuesday, June 10, 2008 11:36 AM
To: Murano, Eisa A; R. Bowen Loftin
Cc: Kimbrough, Jay T.; Cross, Russell; Smock, Cathy; Kelly, Scott; Brown, Jerry; Pletzer, Mary
Subject: Request for an Independent Investigation

Please see the attached response from Chancellor McKinney on your request for an independent investigation of the sinking of the Cynthia Woods.

Please let me know if you need anything further.

Janet

Janet Smalley '03
Chief of Staff
Office of the Chancellor
The Texas A&M University System
A&M System Building, Suite 2043
200 Technology Way
College Station, Texas 77845-3424

979-458-6000 phone
979-458-6044 fax

6/12/2008
MEMORANDUM

TO: Dr. Elsa Murano, President
    Texas A&M University
    R. Bowen Loftin, Vice President and Chief Executive Officer
    Texas A&M University at Galveston

SUBJECT: Request for an Independent Investigation of the Sinking of the Cynthia Woods

In response to your request for an Independent Investigation of the Sinking of the Cynthia Woods, I have asked Mr. Jay Kimbrough, Deputy Chancellor and General Counsel, to conduct a complete and thorough investigation. Jay is authorized to utilize any and all resources necessary, including System Internal Audit, the Office of General Counsel and any external subject matter experts he deems necessary.

Michael D. McKinney
Chancellor

cc: Mr. Bill Jones, Chairman, Board of Regents
    Mr. Jay Kimbrough, Deputy Chancellor and General Counsel
    Ms. Cathy Smock, Chief Auditor
Workers begin salvaging capsized Cynthia Woods

GALVESTON - A crew has begun salvaging the 38-foot sailboat Cynthia Woods in hopes of learning what caused its keel to fail and the vessel capsize, killing one crew member and stranding five others at sea for 26 hours.

See galvestondailynews.com for updates.
R. Bowen Loftin

From:
Sent: Tuesday, June 10, 2008 11:54 AM
To: R. Bowen Loftin
Subject: S/V Cynthia Woods and Offshore Sailing

Dr. Loftin:

I am deeply saddened by the loss of Roger Stone and the capsizing of the S/V CYNTHIA WOODS. I offer my condolences to Roger’s family, his fellow crew members, the TAMUG Offshore Sailing Team, TAMUG Administration, and the entire Aggie family.

I support and applaud your goal to understand why this happened. This will be no small task, given the possibility that a complex series of inter-related events may have contributed to this accident and the mechanical weak link may only be end of a longer error chain.

Please let me know if I can be of any assistance. Also, please know that I fully support TAMUG and especially the intercollegiate and offshore sailing programs.

Respectfully,

Keith O. Palmer
Class of ’85
Sail Team Member

**********This message and any attachments are solely for the use of the individual or entity to which it is addressed and may contain information that is privileged or confidential. If you are not the intended recipient, any disclosure, use or distribution of the information contained herein is prohibited. If you have received this communication in error, please notify the sender by reply e-mail and immediately delete this message and any attachments. In the event this document(s) contains technical data within the definition of the International Traffic in Arms Regulations or Export Administration Regulations, it is subject to the export control laws of the U.S. Government. Transfer of this data by any means to a foreign person, whether in the United States or abroad, without an export license or other approval from the U.S. Department of State or U.S. Department of Commerce, is prohibited.**********
Bowen – FYI

Steven Conway

-----Original Message-----
From: Steve Conway [mailto:conways@tamug.edu]
Sent: Tuesday, June 10, 2008 8:52 AM
To: stevenandmaryconway@comcast.net; Steven Conway Home
Subject: FW: Investigation into loss of keel from "Cynthia Woods"
Importance: High

-----Original Message-----
From: Campbell I.M.
Sent: Tuesday, June 10, 2008 4:50 AM
To: Steve Conway
Subject: Investigation into loss of keel from "Cynthia Woods"

Dear Mr Conway,

I read your report about the tragic accident of the yacht "Cynthia Woods" and see that you are part of the Texas A&M University at Galveston Administration Office.

I work at the Wolfson Unit for Marine Technology at the University of Southampton in the UK and we have been involved in investigations into keel failures on a number of yachts including, "Drum", "Hooligan V", "Ecover" and, last year, "Bounder". I personally inspected "Bounder", from which there was a similar dramatic helicopter rescue but thankfully no loss of life. The Wolfson Unit is the technical advisor to the Volvo Ocean Race and was involved in framing the structural requirements for ballast keels and their conformity assessment, with the aim of ensuring structural integrity in severe ocean racing conditions.

So we are professionally concerned to hear about any keel failures in yachts and they may hold clues about loadings and structures that could benefit yacht design.

Texas USA is some distance from Southampton UK but nevertheless perhaps our experience could be helpful to your investigations and your findings could be helpful to us?

Kind regards

Ian Campbell
Deputy Head of School
Wolfson Unit MTIA
University of Southampton
http://www.wumtia.soton.ac.uk/
+44 (0)2380 585044

6/12/2008
R. Bowen Loftin

From: Cherie Coffman
Sent: Wednesday, June 11, 2008 4:23 PM
To: R. Bowen Loftin
Cc: Rodney P. McClendon
Subject: Phone Message re: Cynthia Woods Sailboat incident

I just received a call from CAPT Alfred Huet (281-829-2790). He said he was a sailboat captain and he wanted to talk with you about the keel problem and the Coast Guard Maritime inspection and hearing that you will certainly encounter and that will unquestionably not go in your favor. He questions why there wasn’t satellite devices on the life jackets, special seat cushions used as flotation devices, he said that there is an air pocket that forms when the boat turns a 180 that should have allowed the last sailor enough time to escape, etc.

C.

Cherië R. Coffman  
Executive Assistant to the Vice President & CEO  
Texas A&M University at Galveston  
P O Box 1675  
Galveston, TX 77553  
409-740-4403 Work  
281-550-6477 Cell
Brad,

As discussed, at this time the only persons allowed to grant access to the vessel are you, Mr. Kenneth Diers (my boss) or me. Mr. John Hoss will be the primary contact at Freeport Launch Service, Inc. – the other person in charge at that facility is Mr. Jeff Stanley.

Have just received an update advising that T & T Marine has successfully installed a lift bag inside the vessel and is preparing a towing bridle.

If you have any questions, please call.

Thanks,

Thor Jones

---

Mr. Hoff and Thor,
The following individuals will be arriving tonight at the Freeport Launch front gate in an Gray Infiniti QX 56 to view the hull of the Cynthia Woods. Thor, please provide acknowledgement for Mr. Huff. Thanks.

Brad

R. Bowen Loftin, Vice President and CEO
Rodney P. McClendon, EAVP and COO
Jerry Brown, JD
W. Brad McGonagle, AVP

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu
R. Bowen Loftin

From: Gina Spagnola
Sent: Tuesday, June 10, 2008 3:52 PM
To: Ben Raimer; Bill Ross; Claire Reiswerg; Dolph Tillotson; Fred Raschke; Gina Spagnola; Greg Harrington; Jeff Sjostrom; Kelly-Ann Clarke; Maureen Patton; Mike Milo; Paul Schultz; Richard Ferdinandsen; Sam Collins, Ill; Sean O'Donohoe; Theresa Elliott; Tino Gonzales; V.J. Tramonte; Victor Pierson
Cc: R. Bowen Loftin; Robert Mihovil; Laura Blacksher; Christy Benson; GCC Mail; Marilyn Dinklage
Subject: FW: GCC directory cover story

Board Members:

A few months ago, I asked Robert Mihovil if he could shoot some new photographs of the Downtown Skyline for the cover of the 2008 Chamber Directory. I specifically wanted the shot taken from the Harbor, like the "Old World Charm" photograph, but with a sailboat. We discussed the possibility of arranging some sailboats to be in the foreground of the picture. Robert talked to Roger Stone at Texas A&M, and he gave Robert the schedule of when the sailboats would be in the harbor. I asked for permission, from Gulf Ceper, to use their dry dock for the photo shoot. The weather conditions were perfect and after hours of waiting, the sailboats arrive in the Harbor and Robert began to shoot. We chose a picture that we thought would definitely be another award winner for our directory. We just realized Monday morning that the sailboat on the cover was the Cynthia Woods.

We are pleased to dedicate the 2008 Directory in memory of Roger Stone honoring his heroic efforts at sea and saving the lives of two young Aggie men.

(See Lynda Guidry's story below.)

Have a wonderful evening.

Gina M. Spagnola
President
Galveston Chamber of Commerce

519 25th Street
Galveston Island, Texas 77550
office 409-763-5326 ext. 158
Cell 409-789-5906

From: Lynda Guidry
Sent: Tuesday, June 10, 2008 11:35 AM
To: 'Robert Mihovil'; Gina Spagnola
Subject: GCC directory cover story

Robert/Gina

The story about the GCC directory dedication to Roger Stone is on the following pages on GuidryNews.com and will be in today's issue of the Gulf Coast E-news.

Thanks for allowing us to let people know. And thank you both for a beautiful directory with matchless photos of our beloved Island.

Hugs,

Lynda & Jim

Communities - Bay Area Houston

6/12/2008
June 10, 2008

MEMORANDUM

TO: Texas A&M University at Galveston Faculty, Staff and Students

SUBJECT: Independent Investigation into Sinking of the Cynthia Woods

Chancellor Mike McKinney has charged me to conduct a complete and thorough investigation in the sinking of the Cynthia Woods. The Chancellor authorized me to utilize any and all resources necessary, including System Internal Audit, the Office of General Counsel and external subject matter experts.

Anyone having information that might be pertinent to the investigation is asked to contact our Risk and Misconduct Hotline at 888-501-3850. We will follow up on all leads.

Jay Kimbrough
Deputy Chancellor and General Counsel
The Texas A&M University System
Rodney P. McClendon

From: Brad McGonagle
Sent: Friday, June 06, 2008 8:54 AM
To: Rodney P. McClendon
Subject: Tracking of Cynthia Woods

Rodney,
The accompanying website is the one used to track the Cynthia Woods as they sail to Vera Cruz. They will start from the end of the Galveston Ship Channel at 2:00 today and should arrive in Vera Cruz by Monday if all goes well. This is a bi-annual race. Four years ago bad weather forced them to drop out at Brownsville and two years ago they finished but it was two days after the race ended due to low or no wind during the race. This year Capt. Jim is hoping to win it and I think they have the crew to do so (Steve Conway is the Safety Officer on board). The other really nice thing about this year's race is we have a student from College Station sailing from their sail team. This is huge because of all the Risk Management issues we had with their sail team and the George Phydius which is the boat Mr. Mitchell donated to the TAMU Sail Team that is docked in our boat basin.


Under Boat Control Panel 2. Choose which boats you wish to track, select Cynthia Woods and it will pull up the location of the boat. This is a really cool way to track their progress.

Let me know if you have any questions. Thanks.

Brad

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration Texas A&M University at Galveston P.O. Box 1675 Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu
This is cool! I look forward to tracking it. Thanks.

Rodney P. McClendon, JD, PhD
Executive Associate Vice President & Chief Operating Officer Texas A&M University at Galveston P.O. Box 1675 Galveston, Texas 77553-1675
(409) 740-4586 • (409) 740-4407
mcclendon@tamug.edu
http://www.tamug.edu

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http://charthorizon.com/races/2008_galveston_veracruz/htdocs/#

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mcgonagw@tamug.edu
I think next year we need to go to the finish and make sure all is well upon the arrival of a vessel for which we are ultimately in charge.

W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration Texas A&M University at Galveston P.O. Box 1675 Galveston, TX 77553
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(409) 740-4407 fax
mcgonagw@tamu.edu

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From: Rodney P. McClendon
Sent: Friday, June 06, 2008 1:53 PM
To: Brad McGonagle
Subject: RE: Tracking of Cynthia Woods

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Rodney P. McClendon, JD, PhD
Executive Associate Vice President & Chief Operating Officer
Texas A&M University at Galveston
P.O. Box 1675
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mclendon@tamu.edu
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(409) 740-4502
(409) 740-4407 fax
mgonagw@tamug.edu
Rodney P. McClendon

From: R. Bowen Loftin
Sent: Saturday, June 07, 2008 10:34 AM
To: Elsa A. Murano (eamurano@tamu.edu); Jerry Strawser (jstrawser@tamu.edu); Russell Cross (hrcross@tamu.edu); Cook, Jason (jason.cook@tamu.edu)
Cc: Karen Bigley; Rodney P. McClendon; Brad McGonagle
Subject: Loss of Contact with the Cynthia Woods

Colleagues:

Yesterday the Cynthia Woods departed Galveston for Veracruz as a participant in the Regata De Amigos XXI. Four TAMUG students are aboard, along with two Safety Officers. The Senior Safety Officer is CDR Steve Conway, USCG (ret). Steve is an extraordinarily capable officer and an experienced sailor.

Standard procedures called for the Senior Safety Officer on board to make contact via satellite phone at 0800 today. No call was received. At 0906 CDT today the transponder on board showed its location as about 35 nautical miles South of Matagorda drifting at 0.4 knots to the North.

The US Coast Guard was informed at 0820 of the failure of the crew to make contact. I have just been notified (1025) that they are dispatching a boat from their Freeport station to investigate.

The independent emergency beacon on board has not been activated. Thus, it is the consensus here that the Cynthia is experiencing some mechanical/electrical problems but is not likely to be in danger. It is possible that the transponder has become separated from the boat.

A command center has been established (per standard procedures) in our Physical Plant, and I am monitoring the situation.

Again, we do not believe that we are facing a life-threatening event at this time, but there is cause for concern.

I will update you when we have any significant change.

Bowen

R. Bowen Loftin, Ph.D.
Vice President and Chief Executive Officer
Professor of Maritime Systems Engineering
Texas A&M University at Galveston
P. O. Box 1675
Galveston, TX 77553-1675
409-740-4403
409-740-4407 (fax)
loftin@tamu.edu
www.tamu.edu

6/12/2008
Bowen:

If you can, send us an email every hour or so, even if it's just so we know there's been no news. In case you need to contact me right away, my cell phone number is 979-337-3146.

Best wishes,

Elsa

----- Original Message -----  
From: R. Bowen Loftin <Loftin@tamug.edu> 
To: Murano, Elsa A; Strawser, Jerry R; Cross, Russell; Cook, Jason 
Cc: Bigley, Karen; Rodney P. McClendon <mccinclr@tamug.edu>; McGonagle, Brad 
Sent: Sat Jun 07 10:33:30 2008 
Subject: Loss of Contact with the Cynthia Woods 

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Vice President and Chief Executive Officer Professor of Maritime Systems Engineering Texas A&M University  
at Galveston P. O. Box 1675 Galveston, TX 77553-1675 
409.740.4403  
409-740-4407 (fax)
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Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

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From: R. Bowen Loftin <Loftin@tamug.edu>
To: Elsa A. Murano (eamurano@tamu.edu) <eamurano@tamu.edu>; Jerry Strawser (jstrawser@tamu.edu) 
<jstrawser@tamu.edu>; Russell Cross (hrcross@tamu.edu) <hrcross@tamu.edu>; Cook, Jason 
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409.740.4403
409-740-4407 (fax)
loftin@tamug.edu
www.tamug.edu <http://www.tamug.edu/>
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Bowen

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Texas A&M University at Galveston
409-740-4403

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From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu'; 'jstrawser@tamu.edu'; 'hrcross@tamu.edu'; 'jason.cook@tamu.edu'
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccleandr@tamug.edu>; Brad McGonagle <mgonagw@tamug.edu>
Sent: Sat Jun 07 11:55:02 2008
Subject: Update on the Cynthia Woods

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To: Elsa A. Murano (eamurano@tamu.edu) <eamurano@tamu.edu>; Jerry Strawser (jstrawser@tamu.edu) <jstrawser@tamu.edu>; Russell Cross (hrcross@tamu.edu) <hrcross@tamu.edu>; Cook, Jason (jason.cook@tamu.edu) <jason.cook@tamu.edu>
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Vice President and Chief Executive Officer Professor of Maritime Systems Engineering Texas A&M University at Galveston  
P.O. Box 1675  
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409.740.4403  
409-740-4407 (fax)  
loftin@tamug.edu  
www.tamug.edu <http://www.tamug.edu/>
The aircraft dispatched from Corpus Christi hit a bird and had to return to base. A second aircraft has now been sent.

Parents of all four students have been notified as well as families of the two Safety Officers.

Bowen

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Texas A&M University at Galveston
409-740-4403

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From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu' <jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu' <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccldnr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Subject: Second Update on the Cynthia Woods

The Coast Guard has recalled its boat to Freeport due to sea conditions. A Falcon has been launched from Corpus Christi to scan the location of the last transponder transmission.

Bowen

R. Bowen Loftin
Vice President & CEO
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To: Elsa A. Murano <emurano@tamu.edu>; Jerry Strawser <jstrawser@tamu.edu>
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<jason.cook@tamu.edu>; CC: Karen Bigley <bigleyk@tamu.edu>; Rodney P. McClendon <mclendlr@tamu.edu>; Brad Mcgonagle
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409-740-4403
409-740-4407 (fax)
loftin@tamug.edu
www.tamug.edu <http://www.tamug.edu/>
Donna--

Below are three updates from Bowen. I just realized you were not in the distribution.

RPM

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu' <jstrawser@tamu.edu>
'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu' <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 13:58:30 2008
Subject: Third Update on the Cynthia Woods

The aircraft dispatched from Corpus Christi hit a bird and had to return to base. A second aircraft has now been sent.

Parents of all four students have been notified as well as families of the two Safety Officers.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

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Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

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From: R. Bowen Loftin <Loftin@tamug.edu>
To: Elsa A. Murano (eamurano@tamu.edu) <eamurano@tamu.edu>; Jerry Strawser (jstrawser@tamu.edu)
<jstrawser@tamu.edu>; Russell Cross (hrcross@tamu.edu) <hrcross@tamu.edu>; Cook, Jason
(jason.cook@tamu.edu) <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcclendr@tamug.edu>; Brad McGonagle
<mcgonagw@tamug.edu>
Sent: Sat Jun 07 10:33:30 2008
Subject: Loss of Contact with the Cynthia Woods

Colleagues:

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409.740.4403
409-740-4407 (fax)
loftin@tamug.edu
www.tamug.edu <http://www.tamug.edu/>
Thank you. I appreciate it.
Dr. Donna Lang
Asst. VP for Academic Affairs
Texas A and M University at Galveston

-----Original Message-----
From: Rodney P. McClendon <mclendlr@tamug.edu>
To: Donna Lang <langd@tamug.edu>
Sent: Sat Jun 07 14:04:31 2008
Subject: Fw: Third Update on the Cynthia Woods

Donna--

Below are three updates from Bowen. I just realized you were not in the distribution.

RPM

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From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@ TAMU.EDU' <eamurano@tamu.edu>; 'jstrawser@ TAMU.EDU' <jstrawser@tamu.edu>; 
'hrcross@ TAMU.EDU' <hrcross@tamu.edu>; 'jason.cook@ TAMU.EDU' <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mclendlr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
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409-740-4407 (fax)
loftin@tamug.edu
www.tamug.edu <http://www.tamug.edu/>
The list of crew members is below. Note that one student is enrolled in College Station.

Bowen

Safety Officers

Steve Conway - TAMUG
Roger Stone - UTMB

Students

Steven Guy - The Woodlands

Joe Savannah - Sugarland (Richmond)

Travis Wright - League City

Ross James Buzbee - The Woodlands - This is the student enrolled in College Station.

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CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 15:27:29 2008
Subject: Fourth Update on the Cynthia Woods

The transponder did update at 15:07 after missing the last five updates. We are still awaiting word from the Coast Guard.

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-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: Elsa A. Murano (eamurano@tamu.edu) <eamurano@tamu.edu>; Jerry Strawser (jstrawser@tamu.edu) <jstrawser@tamu.edu>; Russell Cross (hrcross@tamu.edu) <hrcross@tamu.edu>; Cook, Jason (jason.cook@tamu.edu) <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 10:33:30 2008
Subject: Loss of Contact with the Cynthia Woods

Colleagues:

Yesterday the Cynthia Woods departed Galveston for Veracruz as a participant in the Regata De Amigos XXI. Four TAMUG students are aboard, along with two Safety Officers. The Senior Safety Officer is CDR Steve Conway, USCG (ret). Steve is a extraordinarily capable officer and an experienced sailor.

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The independent emergency beacon on board has not been activated. Thus, it is the consensus here that the Cynthia is experiencing some mechanical/electrical problems but is not likely to be in danger. It is possible that the transponder has become separated from the boat.

A command center has been established (per standard procedures) in our Physical Plant, and I am monitoring the situation.

Again, we do not believe that we are facing a life-threatening event at this time, but there is cause for concern.

I will update you when we have any significant change.

Bowen

R. Bowen Loftin, Ph.D.
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409.740.4403
409-740-4407 (fax)
loftin@tamug.edu
www.tamug.edu <http://www.tamug.edu/>
Still awaiting word from the Coast Guard.

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Sent: Sat Jun 07 15:38:25 2008
Subject: Fifth Update on the Cynthia Woods

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Sent: Sat Jun 07 15:27:29 2008
Subject: Fourth Update on the Cynthia Woods

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Subject: Sixth Update on the Cynthia Woods

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409.740.4403
409-740-4407 (fax)
loftin@tamug.edu
Where are the parents?

--
H. Russell Cross, Ph.D.

Executive Vice President for Operations
Office of the President
Texas A&M University
hrcross@tamu.edu
1246 TAMU | College Station, TX  77843-1246
Tel. 979.845.2217 | Fax. 979.845.5027
http://www.tamu.edu

Welcome to Aggieland

----- Original Message ----- 
From: Murano, Elsa A
To: Loftin, R. Bowen; Strawser, Jerry R; Cross, Russell; Cook, Jason
Cc: Bigley, Karen; ‘mccclendr@tamug.edu’ <mccclendr@tamug.edu>; McGonagle, Brad
Sent: Sat Jun 07 16:53:01 2008
Subject: Re: Sixth Update on the Cynthia Woods

Okay. Jason, what are your thoughts on what we should do regarding communicating this to the news media should the worst happen?

Elsa

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From: R. Bowen Loftin <Loftin@tamug.edu>
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The Coast Guard helicopter has located the overturned sailboat but cannot identify the vessel (markings not visible). No sign of life on or near the boat. We do not know for sure if this is the Cynthia Woods, but the other descriptive information suggests that it is likely the Cynthia Woods. A boat has been dispatched but will take some time to arrive on the scene.

We have asked that a diver be put in the water to confirm the boat’s identity. We don’t know if they will do so.

The boat carried a life raft. It is possible that the crew deployed the raft and became separated from the Cynthia Woods.

Karen is talking to Jason about formulating our information to the families.

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The position transponder has not updated over the last two hours (since 0906). The Coast Guard is enroute to its last reported position. No other news. I’ll keep you posted.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: Elsa A. Murano (eamurano@tamu.edu) <eamurano@tamu.edu>; Jerry Strawser (jstrawser@tamu.edu)
jstrawser@tamu.edu>; Russell Cross (hrcross@tamu.edu) <hrcross@tamu.edu>; Cook, Jason (jason.cook@tamu.edu) <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mclendon@tamug.edu>; Brad McGonagle
<mcgonagw@tamug.edu>
Sent: Sat Jun 07 10:33:30 2008
Subject: Loss of Contact with the Cynthia Woods

Colleagues:

Yesterday the Cynthia Woods departed Galveston for Veracruz as a participant in the Regata De Amigos XXI. Four TAMUG students are aboard, along with two Safety Officers. The Senior Safety Officer is CDR Steve Conway, USCG (ret). Steve is a extraordinarily capable officer and an experienced sailor.

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The US Coast Guard was informed at 0920 of the failure of the crew to make contact. I have just been notified (1025) that they are dispatching a boat from their Freeport station to investigate.

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A command center has been established (per standard procedures) in our Physical Plant, and I am monitoring the situation.

Again, we do not believe that we are facing a life-threatening event at this time, but there is cause for concern.

I will update you when we have any significant change.

Bowen

R. Bowen Loftin, Ph.D.
Vice President and Chief Executive Officer Professor of Maritime Systems Engineering Texas A&M University at Galveston P. O. Box 1675 Galveston, TX 77553-1675
409.740.4403
409-740-4407 (fax)
loftin@tamug.edu
www.tamug.edu <http://www.tamug.edu/>
Parents are at their homes in the Houston area. We have contact data.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

----- Original Message ----- 
From: Cross, Russell <hrcross@tamu.edu>
To: Murano, Elsa A <eamurano@tamu.edu>; R. Bowen Loftin <Loftin@tamug.edu>; Cook, Jason <jason.cook@tamu.edu>
CC: Rodney P. McClendon <mccleandr@tamug.edu>
Sent: Sat Jun 07 16:55:50 2008
Subject: Re: Sixth Update on the Cynthia Woods

Where are the parents?

--
H. Russell Cross, Ph.D.

Executive Vice President for Operations

Office of the President
Texas A&M University
hrcross@tamu.edu

1246 TAMU | College Station, TX  77843-1246

Tel. 979.845.2217 | Fax. 979.845.5027
http://www.tamu.edu

Welcome to Aggieland

----- Original Message ----- 
From: Murano, Elsa A
To: Loftin, R. Bowen; Strawser, Jerry R; Cross, Russell; Cook, Jason
Cc: Bigley, Karen; 'mccleandr@tamug.edu' <mccleandr@tamug.edu>; McGonagle, Brad
Sent: Sat Jun 07 16:53:01 2008
Subject: Re: Sixth Update on the Cynthia Woods

Okay. Jason, what are your thoughts on what we should do regarding communicating this to the news media should the worst happen?
----- Original Message ----- 
From: R. Bowen Loftin <Loftin@tamug.edu> 
To: Murano, Elsa A; Strawser, Jerry R; Cross, Russell; Cook, Jason 
Cc: Bigley, Karen; Rodney P. McClendon <mcclendr@tamug.edu>; McGonagle, Brad 
Sent: Sat Jun 07 16:45:16 2008 
Subject: Sixth Update on the Cynthia Woods

Still awaiting word from the Coast Guard.

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Vice President & CEO 
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CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu> 
Sent: Sat Jun 07 15:38:25 2008 
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CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu> 
Sent: Sat Jun 07 15:27:29 2008 
Subject: Fourth Update on the Cynthia Woods

The transponder did update at 15:07 after missing the last five updates. We are still awaiting word from the Coast Guard.

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Vice President & CEO 
Texas A&M University at Galveston
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409-740-4407 (fax) 
loftin@tamu.edu 
www.tamug.edu <http://www.tamug.edu/>
R. Bowen Loftin

From: Allen Worley  
Sent: Wednesday, June 11, 2008 9:59 AM  
To: Rodney P. McClendon  
Cc: R. Bowen Loftin; Buddy Blackburn  
Subject: Boat Track Record

Rodney:

One additional item that could be done if it hasn't already is to plot the actual electronic boat track record of the Cynthia Woods transit on an up to date nautical chart that has all the hazards (submerged wrecks) plotted and marker buoys plotted just to make sure the boat did not strike a buoy or submerged hazard between her departure and the loss of the keel. This was Captain Blackburn's suggestion as he mentioned to me yesterday that there was a submerged wreck (SS V.A. Fog) that sank in the area of Freeport and that the USCG has a buoy marker in place to mark the location so ships can avoid the site. It is very unlikely but should be done to eliminate the remote possibility as best we can. Captain Blackburn could assist with the plotting if he could get the boat track data of the vessel. Allen

Allen B. Worley  
Rear Admiral, US Maritime Service  
Superintendent, Texas Maritime Academy  
Texas A&M University at Galveston  
P. O. Box 1675  
Galveston, TX 77553-1675  
Ph: 409-740-4705  
Fax: 409-740-4715  
Cell: 409-750-0990  
E-mail: worleya@tamug.edu

6/12/2008
On the line with the Coast Guard now.

No divers will deploy to save time for search.

Helicopter will begin a search pattern following the drift direction of the boat in hopes of locating the life raft. They will also work from two other anchor points derived from earlier transponder data. Close by oil platforms will also be checked.

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From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu' <jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu' <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 17:00:25 2008
Subject: Seventh Update on the Cynthia Woods

The Coast Guard helicopter has located the overturned sailboat but cannot identify the vessel (markings not visible). No sign of life on or near the boat. We do not know for sure if this is the Cynthia Woods, but the other descriptive information suggests that it is likely the Cynthia Woods. A boat has been dispatched but will take some time to arrive on the scene.

We have asked that a diver be put in the water to confirm the boat's identity. We don't know if they will do so.

The boat carried a life raft. It is possible that the crew deployed the raft and became separated from the Cynthia Woods.

Karen is talking to Jason about formulating our information to the families.

Bowen
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Vice President & CEO
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From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu' <jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu' <jason.cook@tamu.edu>
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CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mclclendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Subject: Second Update on the Cynthia Woods

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First step will be communicating the situation with the families. Re: media - We'll need to coordinate with Coast Guard protocol for events of this nature.

Jason Cook
VP for Marketing and Communications
Texas A&M University

----- Original Message -----
From: Murano, Elsa A
To: Loftin, R. Bowen; Strawser, Jerry R; Cross, Russell; Cook, Jason
Cc: Bigley, Karen; 'mccleandr@tamug.edu' <mccleandr@tamug.edu>; McGonagle, Brad
Sent: Sat Jun 07 16:53:01 2008
Subject: Re: Sixth Update on the Cynthia Woods

Okay. Jason, what are your thoughts on what we should do regarding communicating this to the news media should the worst happen?

Elsa

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mcgonagw@tamug.edu>
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Vice President and Chief Executive Officer Professor of Maritime Systems Engineering Texas A&M University at Galveston P. O. Box 1675 Galveston, TX 77553-1675
409.740.4403
409-740-4407 (fax)
loftin@tamug.edu
www.tamug.edu <http://www.tamug.edu/>
From: R. Bowen Loftin  
Sent: Saturday, June 07, 2008 7:29 PM  
To: Rodney P. McClendon  
Subject: Fw: Eighth Update on the Cynthia Woods  
Importance: High

R. Bowen Loftin  
Vice President & CEO  
Texas A&M University at Galveston  
409-740-4403

-----Original Message-----
From: Strawser, Jerry R <jstrawser@tamu.edu>  
To: Bresciani, Dean <Dean.Bresciani@tamu.edu>  
CC: Murano, Elsa A <eamurano@tamu.edu>; Cross, Russell <hrcross@tamu.edu>; Cook, Jason <jason.cook@tamu.edu>; R. Bowen Loftin <Loftin@tamu.edu>  
Sent: Sat Jun 07 19:11:13 2008  
Subject: FW: Eighth Update on the Cynthia Woods

Dean:

This is a long line of emails, and you should read from the bottom up.  
To get to the chase, we have lost contact with a sailboat that is participating in a regata from Galveston to Veracruz. The members of this crew included four students and two safety officers; one of the students (Ross James Buzbee from the Woodlands) is from TAMU-College Station; the rest of the students are from TAMU-Galveston. All of their families have been contacted and are either in Galveston or will arrive shortly.

Presently, Elsa, Russell, and Jason are going to Galveston and I will be here to handle anything that may come up. Other than prayers, I don't know if there is a lot you can do at the moment, but wanted to put you into the loop since one of our students is involved. Bowen has been on top of things and they are being handled extraordinarily well.

Jerry

Jerry Strawser | Interim Executive Vice President and Provost Texas A&M University | 979.845.4016 | jstrawser@tamu.edu

-----Original Message-----
From: R. Bowen Loftin [mailto:Loftin@tamug.edu]  
Sent: Saturday, June 07, 2008 5:13 PM  
To: Murano, Elsa A; Strawser, Jerry R; Cross, Russell; Cook, Jason  
Cc: Bigley, Karen; Rodney P. McClendon; McGonagle, Brad  
Subject: Eighth Update on the Cynthia Woods  
Importance: High

On the line with the Coast Guard now.

No divers will deploy to save time for search.

Helicopter will begin a search pattern following the drift direction of the boat in hopes of locating the life raft. They will also work from two other anchor points derived from earlier transponder data. Close by oil platforms will also be checked.
-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu'
<jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu'
<jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mclendr@tamug.edu>; Brad McGonagle
<mcgonagw@tamug.edu>
Sent: Sat Jun 07 17:00:25 2008
Subject: Seventh Update on the Cynthia Woods

The Coast Guard helicopter has located the overturned sailboat but cannot identify the vessel (markings not visible). No sign of life on or near the boat. We do not know for sure if this is the Cynthia Woods, but the other descriptive information suggests that it is likely the Cynthia Woods. A boat has been dispatched but will take some time to arrive on the scene.

We have asked that a diver be put in the water to confirm the boat's identity. We don't know if they will do so.

The boat carried a life raft. It is possible that the crew deployed the raft and became separated from the Cynthia Woods.

Karen is talking to Jason about formulating our information to the families.

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu'
<jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu'
<jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mclendr@tamug.edu>; Brad McGonagle
<mcgonagw@tamug.edu>
Sent: Sat Jun 07 16:45:16 2008
Subject: Sixth Update on the Cynthia Woods

Still awaiting word from the Coast Guard.

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'jstrawser@tamu.edu'
The aircraft dispatched from Corpus Christi spotted an overturned sailboat in the vicinity of the last reported transponder location. A helicopter has been sent and should arrive at that location in 30 minutes.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' 'eamurano@tamu.edu'; 'jstrawser@tamu.edu'
    'hrcross@tamu.edu' 'hrcross@tamu.edu'; 'jason.cook@tamu.edu'
    <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcolendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 15:38:25 2008
Subject: Fifth Update on the Cynthia Woods

The transponder did update at 15:07 after missing the last five updates.

We are still awaiting word from the Coast Guard.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' 'eamurano@tamu.edu'; 'jstrawser@tamu.edu'
    'hrcross@tamu.edu' 'hrcross@tamu.edu'; 'jason.cook@tamu.edu'
    <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mcolendr@tamug.edu>; Brad McGonagle <mcgonagw@tamug.edu>
Sent: Sat Jun 07 15:27:29 2008
Subject: Fourth Update on the Cynthia Woods

The aircraft dispatched from Corpus Christi hit a bird and had to return to base. A second aircraft has now been sent.

Parents of all four students have been notified as well as families of the two Safety Officers.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'strawser@tamu.edu'
<jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu'
<jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccleandr@tamug.edu>; Brad McGonagle
<mcgonagw@tamug.edu>
Subject: Second Update on the Cynthia Woods

The Coast Guard has recalled its boat to Freeport due to sea conditions. A Falcon has been launched from Corpus Christi to scan the location of the last transponder transmission.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: 'eamurano@tamu.edu' <eamurano@tamu.edu>; 'strawser@tamu.edu'
<jstrawser@tamu.edu>; 'hrcross@tamu.edu' <hrcross@tamu.edu>; 'jason.cook@tamu.edu'
<jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccleandr@tamug.edu>; Brad McGonagle
<mcgonagw@tamug.edu>
Sent: Sat Jun 07 11:55:02 2008
Subject: Update on the Cynthia Woods

The position transponder has not updated over the last two hours (since 0906). The Coast Guard is enroute to its last reported position. No other news. I'll keep you posted.

Bowen

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: R. Bowen Loftin <Loftin@tamug.edu>
To: Elsa A. Murano (eamurano@tamu.edu) <eamurano@tamu.edu>; Jerry Strawser (jstrawser@tamu.edu)
<jstrawser@tamu.edu>; Russell Cross (hrcross@tamu.edu) <hrcross@tamu.edu>; Cook, Jason (jason.cook@tamu.edu) <jason.cook@tamu.edu>
CC: Karen Bigley <bigleyk@tamug.edu>; Rodney P. McClendon <mccleandr@tamug.edu>; Brad McGonagle
<mcgonagw@tamug.edu>
Sent: Sat Jun 07 10:33:30 2008
Subject: Loss of Contact with the Cynthia Woods

Colleagues:

Yesterday the Cynthia Woods departed Galveston for Veracruz as a participant in the Regata De Amigos XXI. Four TAMUG students are aboard, along with two Safety Officers. The Senior Safety Officer is CDR Steve Conway, USCG (ret). Steve is an extraordinarily capable officer and an experienced sailor.
Standard procedures called for the Senior Safety Officer on board to make contact via satellite phone at 0800 today. No call was received.
At 0906 CDT today the transponder on board showed its location as about 35 nautical miles South of Matagorda drifting at 0.4 knots to the North.

The US Coast Guard was informed at 0820 of the failure of the crew to make contact. I have just been notified (1025) that they are dispatching a boat from their Freeport station to investigate.

The independent emergency beacon on board has not been activated. Thus, it is the consensus here that the Cynthia is experiencing some mechanical/electrical problems but is not likely to be in danger. It is possible that the transponder has become separated from the boat.

A command center has been established (per standard procedures) in our Physical Plant, and I am monitoring the situation.

Again, we do not believe that we are facing a life-threatening event at this time, but there is cause for concern.

I will update you when we have any significant change.

Bowen

R. Bowen Loftin, Ph.D.
Vice President and Chief Executive Officer Professor of Maritime Systems Engineering Texas A&M University at Galveston P. O. Box 1675 Galveston, TX 77553-1675
409.740.4403
409-740-4407 (fax)
loftin@tamug.edu
www.tamug.edu <http://www.tamug.edu/>
Rodney P. McClendon

From: Tammy Lobaugh
Sent: Saturday, June 07, 2008 8:05 PM
To: Tammy Lobaugh; R. Bowen Loftin; Rodney P. McClendon; Karen Bigley; Brad McGonagle
Subject: RE: Cynthia Woods

FYI

From: Tammy Lobaugh
Sent: Saturday, June 07, 2008 8:00 PM
To: Donna Lang
Subject: Cynthia Woods

Latest update from USCG to TAMUG Marine Terminal as of 19:52 hrs CDT

Falcon jet on site
Helo on site
Both have night goggles and will remain on site through night.

Additional air power being dispatched from east coast. The C130 aircraft too has night vision capabilities. C130 expected on site 2200hrs (10PM) this evening.

The boat which USCG spotted has NOT been confirmed as Cynthia Woods. No liferafts have been spotted. The search will continue through the night.
TAMUG will revert with information as available.
Tammy Lobaugh

Tammy Lobaugh
Director Physical Plant & Marine Terminal Operations
Texas A&M University at Galveston
P.O. Box 1675
Galveston, Texas 77550
Lobaught@tamug.edu

6/12/2008
All,  
For your review....

DRAFT STATEMENT AND/OR NEO TO AGGIE FAMILY

Our hearts and prayers go out to Mrs. Stone and other members of Roger Stone’s family. Words cannot adequately express the depth of our condolences as they cope with the loss of their loved one. We hope they can take some comfort in knowing all five survivors of this tragic accident credit Mr. Stone with heroic efforts that were instrumental in making possible their survival. We now know that Roger Stone died a hero in the classic sense of the word.

While we continue to mourn the loss of his life, we are relieved and grateful beyond words for the rescue of the sailboat’s four students—Steven Guy, Joe Savana, Travis Wright and Ross James Busby—and Steve Conway, who, like Mr. Stone, was serving in the capacity of safety officer. I know that I speak on behalf of their families and friends when saying how thankful we are for their safe return.

I would certainly be remiss if I did state emphatically that we will be eternally grateful to the men and women of the U.S. Coast Guard who responded so quickly and so professionally to the call for help in the search for those aboard the Cynthia Woods when it became apparent all was not well. They literally risked their lives in going to great lengths to conduct the extensive search under less-than-ideal conditions. All of us at Texas A&M University at Galveston, where maritime activities figure prominently in much of what we do, have even more profound respect and appreciation for what the Coast Guard does—and does so well. I know that same sentiment has been expressed by President Elsa Murano and others who came here to Galveston from the main campus to lend support.

Also, we give heartfelt thanks to all the others who joined in the rescue effort—and certainly to the Aggie Family and everyone else who included those in peril in their thoughts and prayers throughout the two-day ordeal.

R. Bowen Loftin  
Vice President & CEO  
Texas A&M University at Galveston

Sherylon Carroll  
Associate Vice President for Communications Division of Marketing & Communications Texas A&M University  
s-carroll@tamu.edu

1372 TAMU| College Station, TX 77843
Tel. 979.862.2369| Cell 979.777.6610| Fax 979.845.9909
www.tamu.edu

Welcome to Aggieland
Rodney P. McClendon

From: Carroll, Sherylon [s-carroll@tamu.edu]
Sent: Sunday, June 08, 2008 6:58 PM
To: Karen Bigley, Rodney P. McClendon
Subject: RE: Revisions updated...
Importance: High

June 8, 2008

Updated Message To The Aggie Family:

We are saddened to learn and notify you that the body of the only remaining missing member of the Galveston sailing team crew was recovered Sunday afternoon.

Our hearts and prayers go out to Mrs. Linda Stone and members of Roger Stone's family. Words cannot adequately express the depth of our condolences as they cope with the loss of their loved one. We hope they can take some comfort in knowing all five survivors of this tragic accident credit Mr. Stone with heroic efforts that were instrumental in making possible their survival. We now know that Roger Stone died a hero in the classic sense of the word.

While we continue to mourn the loss of his life, we are relieved and grateful beyond words for the rescue of the sailboat's four students-Stephen Guy, Joe Savane, Travis Wright and Ross Busby-and Steve Conway, who, like Mr. Stone, was serving in the capacity of safety officer. I know that I speak on behalf of their families and friends when saying how thankful we are for their safe return.

I must thank emphatically the men and women of the U.S. Coast Guard who responded so quickly and professionally to the call for help in the search for those aboard the Cynthia Woods. I know that same sentiment has been expressed by President Elsa Murano and others who came here to Galveston from the main campus to lend support.

We thank all of those who participated in the rescue effort, the Aggie Family, and all those who offered their prayers and support.

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston

Sherylon Carroll
Associate Vice President for Communications Division of Marketing & Communications Texas A&M University
s-carroll@tamu.edu

1372 TAMU| College Station, TX 77843
Tel. 979.862.2369| Cell 979.777.6610| Fax 979.845.9909

www.tamu.edu
-----Original Message-----
From: Karen Bigley [mailto:bigleyk@tamug.edu]
Sent: Sunday, June 08, 2008 6:52 PM
To: Carroll, Sherylon
Subject: Revisions

Our hearts and prayers go out to Mrs. Linda Stone and members of Roger Stone’s family. Words cannot adequately express the depth of our condolences as they cope with the loss of their loved one. We hope they can take some comfort in knowing all five survivors of this tragic accident credit Mr. Stone with heroic efforts that were instrumental in making possible their survival. We now know that Roger Stone died a hero in the classic sense of the word.

While we continue to mourn the loss of his life, we are relieved and grateful beyond words for the rescue of the sailboat’s four students—Steven Guy, Joe Savana, Travis Wright and Ross James Busby—and Steve Conway, who, like Mr. Stone, was serving in the capacity of safety officer. I know that I speak on behalf of their families and friends when saying how thankful we are for their safe return.

I must thank emphatically the men and women of the U.S. Coast Guard who responded so quickly and professionally to the call for help in the search for those aboard the Cythina Woods. I know that same sentiment has been expressed by President Elsa Murano and others who came here to Galveston from the main campus to lend support.

We thank all of those that participated in the rescue effort, the Aggie Family, and all those who offered their prayers and support.

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
To The Aggie Family:

We are saddened to learn and notify you that the body of the only remaining missing member of the Galveston sailing team crew was recovered Sunday afternoon.

Our hearts and prayers go out to Mrs. Linda Stone, the Stone’s two children, and members of Roger Stone’s family. Words cannot adequately express the depth of our condolences as they cope with the loss of their loved one. We hope they can take some comfort in knowing all five survivors of this tragic accident credit Mr. Stone with heroic efforts that were instrumental in making possible their survival. We now know that Roger Stone died a hero in the classic sense of the word.

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We thank all of those who participated in the rescue effort, the Aggie Family, and all those who offered their prayers and support.

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
W. Brad McGonagle, Ph.D.
Assistant Vice President for Administration
Texas A&M University at Galveston
P.O. Box 1675
Galveston, TX 77553
(409) 740-4502
(409) 740-4407 fax
mcgonagw@tamug.edu

From: Teri Fowle
Sent: Monday, February 20, 2006 10:37 AM
To: 'Barry E. Leavitt'; 'LINDA BOMKE'; William Hearn; Jim Atchley; Tammy Lobaugh; Brad McGonagle
Subject: Story about the Mitchell boats in the Galveston County Daily News
A&M gets new offshore racing boats

By John Ira Petty
Correspondent

Published February 19, 2006
They’re new, shiny and look fast. A lot of Texas sailors may be seeing their sterns in races this year.

Texas A&M University has received two Cape Fear 38s donated by oilman, A&M graduate and university benefactor George Mitchell. One will be based at Texas A&M University of Galveston and sailed by the Galveston school’s offshore sailing team.

The other will be used by sailors from A&M’s College Station campus, but most likely will be based on Galveston Bay, possibly at the Galveston campus.

“They’re strictly racing boats,” said Jim Atchley, marine terminal manager who coaches the school’s Offshore Sailing Team. The boats are being fitted out at Payco Marina. Atchley says he hopes they will be in the water and ready to sail in March.

The Galveston boat is named Cynthia Woods, for George Mitchell’s wife. The name of the College Station boat is George Phydias, Mitchell’s first and middle names. They were built by Cape Fear Yachts in Wilmington, N.C., a company owned by Kent Mitchell, George Mitchell’s son.

“The kids are so excited,” said Teri Fowle, a spokeswoman at the Galveston campus. “Once we can get George Mitchell and the boats here, we’ll have a formal christening, perhaps next month.”

The George Phydias has been launched, while the Cynthia Woods is not yet in the water at Payco.

Fowle said the offshore sailing team’s successes were part of the reason for the donation. Mitchell heard about the team’s respectable finish in the 2004 Harvest Moon Regatta, a 152-mile race from Galveston to Port Aransas.

The team, now with about 40 participants, has built on that success. Using donated, decades-old boats, the team finished first in class and first in fleet in last year’s Harvest Moon, sailing a mid-1980s model New York 36. A woman’s team aboard a Whitby 42-foot ketch of similar vintage won the regatta’s Ladies’ Class.

For students studying to become Merchant Marine officers, sailing is more than just a sport.

“Offshore sailing is a lot of fun,” said Atchley. “But this is about training
Rodney P. McClendon

From: Karen Bigley
Sent: Sunday, June 08, 2008 9:47 PM
To: Carroll, Sheryl; Rodney P. McClendon
Subject: RE: Press coverage

Sherry - Per your discussion with Rodney - Mr. Stone have been employed with TAMUG since June 1, 2004. He was a sailing and safety officer.

Below is the statement that Dr. Loftin read earlier this evening.

Earlier today I issued the following statement to the Aggie Family, which I will now read to you.

We are saddened to learn and notify you that the body of the only remaining missing member of the Galveston sailing team crew was recovered Sunday afternoon.

Our hearts and prayers go out to Mrs. Linda Stone, the Stone's two children, and members of Roger Stone's family. Words cannot adequately express the depth of our condolences as they cope with the loss of their loved one. We hope they can take some comfort in knowing all five survivors of this tragic accident credit Mr. Stone with heroic efforts that were instrumental in making possible their survival. We now know that Roger Stone died a hero in the classic sense of the word.

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I must emphatically thank the men and women of the U.S. Coast Guard who responded so quickly and professionally to the call for help in the search for those aboard the Cynthia Woods. I know that same sentiment has been expressed by President Elsa Murano and others who came here to Galveston from the main campus to lend support.

We thank all of those who participated in the rescue effort, the Aggie Family, and all those who offered their prayers and support.

Roger Stone was known as a teacher's teacher. He had a passion for sailing and a similar passion for helping his students stretch themselves beyond their own perceived potential.

When it came to his students, he went beyond teaching by example. He created a thirst so that his students wanted to learn more. He taught his students the technical aspects of sailing, but more so, by his personal example and daily actions he taught all of us - students, colleagues, friends and family - the value of character, compassion, patience and thoughtfulness.

He never gave up on a student or a friend, and these qualities are evident in his most recent selfless actions.
This is a very sad time for the Stone family. The family needs private time with each other, we ask that the media respect their needs for privacy.

From: Carroll, Sherylon [mailto:s-carroll@tamu.edu]
Sent: Sun 6/8/2008 9:42 PM
To: Rodney P. McClendon
Cc: Donna Lang; Karen Bigley
Subject: Re: Press coverage

We will handle on this end

--- Original Message ------
From: Rodney P. McClendon <mcclendn@tamu.edu>
To: Carroll, Sherylon
Cc: Donna Lang <langd@tamu.edu>; Bigley, Karen
Sent: Sun Jun 08 20:20:50 2008
Subject: Fw: Press coverage

Sherry--please see the note below and assist if possible. Thanks!

---Original Message-----
From: Donna Lang <langd@tamu.edu>
To: Rodney P. McClendon <mcclendn@tamu.edu>
Sent: Sun Jun 08 20:14:30 2008
Subject: Press coverage

We talked earlier today but did not follow up. Can TAMU record the variety of press prices in the morning? Is this necessary or desirable? If not, do you want me to make arrangements?
Dr. Donna Lang
Asst. VP for Academic Affairs
Texas A and M University at Galveston

6/12/2008
Hi Dr. McClendon:

I'm glad the families of 5 of the Cynthia Woods vessel sailors we comforted after they were rescued. Thoughts and prayers are with the Roger Stone's family so he could be rescued alive soon.

Regards,

Rosy
Rodney P. McClendon

From: Bresciani, Dean [Dean.Bresciani@tamu.edu]
Sent: Monday, June 09, 2008 7:45 AM
To: treber@tamu.edu; Corrington, Dennis; Joseph, Keith
Cc: Clark@vpfn.tamu.edu; c-m-meyer@tamu.edu; jstrawser@tamu.edu; Cross, Russell; R. Bowen Loftin; Rodney P. McClendon

Subject: Cynthia Woods/George Phydius

Given the recent accident experience by the Galveston vessel Cynthia Woods, please immediately suspend all use of the TAMU sister vessel, the George Phydius, until we are sure of its safety and cleared to do so.

db

Dean L. Bresciani, Ph.D.
Vice President for Student Affairs and
Adjunct Professor, Educational Administration & H.R. Development
117 Koldus Student Services Bldg. / 1256 TAMU
Texas A&M University
College Station, TX 77843-1256
tel: 979-845-4728 ~ fax: 979-845-3320
dean.bresciani@tamu.edu ~ http://studentaffairs.tamu.edu

6/12/2008
Good morning Dr. McClendon:

It was sad to listen to the news and learn Roger Stone was not found alive. My sincere condolences to members of the Stone's family and the A&M Galveston Campus.

Regards,

Rosy Saenz

---

Hi Dr. McClendon:

I'm glad the families of 5 of the Cynthia Woods vessel sailors we consoled after they were rescued. Thoughts and prayers are with the Roger Stone's family so he could be rescued alive soon.

Regards,

Rosy
R. Bowen Loftin  
Vice President & CEO  
Texas A&M University at Galveston  
409-740-4403

As per our conversation of this morning I would like to confirm the University's direction for the recovery of the CYNTHIA WOODS. T & T Marine Salvage proposes, upon locating the hull, to cut the mast free, insert lift bags into cabin for added buoyancy, and tow the hull to a location in Galveston. Once the hull is in Galveston T & T Marine Salvage will right the hull in preparation for lifting out of water and setting on the bank.

The USCG has deployed a data buoy that has been transmitting location to their office. This information will be sent to our office and compared to our last known location of the hull and track to determine accuracy of the information. Hopefully with this information the hull can be located. This is not a guarantee that we will be successful with locating however.

At this time we are in the process of mobilizing assets in order to give you an accurate ETA for departure. The M/V ERIN T has been reserved for our use and will be available when all assets are ready to deploy. This vessel and Captain were utilized in the recovery operations performed Sunday and are familiar with the CYNTHIA WOODS, dive operations, and conditions.

I have contacted our M&R and have found a location that is capable of hauling out the sister vessel to the CYNTHIA WOODS. This facility is located in Bolivar and I understand that they have adequate space for the placement of most likely BOTH of the vessels. I will include their contact information in this email and would be happy to contact them on your behalf for the CYNTHIA WOODS as we would have to coordinate with them for the righting process.

Please advise that the University and T & T Marine are on the same page as far as job tasking and immediate deployment of assets (including cutting the mast free).
Regards,
Kelly Teichman

PORT BOLIVAR MARINE INFORMATION:

Johnny De Foute
409-684-7500
Good morning Dr. McClendon:

It was sad to listen to the news and learn Roger Stone was not found alive. My sincere condolences to members of the Stone's family and the A&M Galveston Campus.

Regards,

Rosy Saenz

Hi Dr. McClendon:

I'm glad the families of 5 of the Cynthia Woods vessel sailors we comforted after they were rescued. Thoughts and prayers are with the Roger Stone's family so he could be rescued alive soon.

Regards,

Rosy
Rodney P. McClendon

From: R. Bowen Loftin
Sent: Monday, June 09, 2008 11:10 AM
To: Tammy Lobaugh; 'eamurano@tamu.edu'; 'jstrawser@tamu.edu'; 'hrcross@tamu.edu'; Rodney P. McClendon; Brad McGonagle; Donna Lang; Susan Lee; Allen Worley
Cc: Re: CYNTHIA WOODS

Kelly:

You are authorized to proceed with the recovery as you propose. We will advise you as soon as possible of the location to which to deliver the vessel.

Bowen Loftin

R. Bowen Loftin
Vice President & CEO
Texas A&M University at Galveston
409-740-4403

-----Original Message-----
From: Kelly M. Teichman
To: R. Bowen Loftin <Loftin@tamug.edu>
CC: Tammy Lobaugh <lobaught@tamug.edu>
Sent: Mon Jun 09 10:11:29 2008
Subject: CYNTHIA WOODS

Dr. Loftin-

As per our conversation of this morning I would like to confirm the University’s direction for the recovery of the CYNTHIA WOODS. T & T Marine Salvage proposes, upon locating the hull, to cut the mast free, insert lift bags into cabin for added buoyancy, and tow the hull to a location in Galveston. Once the hull is in Galveston T & T Marine Salvage will right the hull in preparation for lifting out of the water and setting on the bank.

The USCG has deployed a data buoy that has been transmitting location to their office. This information will be sent to our office and compared to our last known location of the hull and track to determine accuracy of the information. Hopefully with this information the hull can be located. This is not a guarantee that we will be successful with locating however.

At this time we are in the process of mobilizing assets in order to give you an accurate ETA for departure. The M/V ERIN T has been reserved for our use and will be available when all assets are ready to deploy. This vessel and Captain were utilized in the recovery operations performed Sunday and are familiar with the CYNTHIA WOODS, dive operations, and conditions.

I have contacted our M&R and have found a location that is capable of hauling out the sister vessel to the CYNTHIA WOODS. This facility is located in Bolivar and I understand that they have adequate space for the placement of most likely BOTH of the vessels. I will include their contact information in this email and would
be happy to contact them on your behalf for the CYNTHIA WOODS as we would have to coordinate with them for the righting process.

Please advise that the University and T & T Marine are on the same page as far as job tasking and immediate deployment of assets (including cutting the mast free).

Regards,

Kelly Teichman

PORT BOLIVAR MARINE INFORMATION:

Johnny De Foute

409-684-7600
Rodney - Just visited with Dr. Cross. He has given Dr. Loftin permission to salvage the Cynthia Woods and move to a secure location that we control. Second step would be to launch a review/investigation. Cross is contacting Scott Kelly on how we should handle. The announcement of any type of review will come from Dr. Murano – at least for now.

We will need to work the salvage operation into our media messaging for today – it buys us time for the "how did this happen?" question. As you know, Keith Randall is down there to work for you guys and liaison with use here.

____

Jason Cook, APR  
Vice President for Marketing & Communications  
Division of Marketing & Communications  
Texas A&M University  
jason.cook@tamu.edu

1246 TAMU | College Station, TX 77843

Tel. 979.458.1729 | Cell. 979.450.2362 | Fax. 979.845.5027

http://www.tamu.edu

Welcome to Aggieland
Rodney P. McClendon

From: Rodney P. McClendon
Sent: Monday, June 09, 2008 12:55 PM
To: 'Cook, Jason'
Subject: RE: 2 things-important

Jason--

I was in the phone conference with Drs. Cross and Loftin. I just got off of a couple of long conference calls; thus the delay. Dr. Loftin is having a media availability at 1:30 today and the primary purpose is to talk about the salvage operation. Keith already has been very helpful.

Noted on Dr. Murano and the announcement of the review.

Rodney

Rodney P. McClendon, JD, PhD
Executive Associate Vice President & Chief Operating Officer
Texas A&M University at Galveston
P.O. Box 1675
Galveston, Texas 77553-1675
(409) 740-4586 · (409) 740-4407
mcclendon@tamug.edu
http://www.tamug.edu

From: Cook, Jason [mailto:jason.cook@tamu.edu]
Sent: Monday, June 09, 2008 11:26 AM
To: Rodney P. McClendon
Subject: 2 things-important

Rodney – Just visited with Dr. Cross. He has given Dr. Loftin permission to salvage the Cynthia Woods and move to a secure location that we control. Second step would be to launch a review/investigation. Cross is contacting Scott Kelly on how we should handle. The announcement of any type of review will come from Dr. Murano – at least for now.

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Jason Cook, APR
Vice President for Marketing & Communications
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Welcome to Aggieland

6/12/2008
Rodney P. McClendon

From: Jim Atchley
Sent: Monday, June 09, 2008 3:35 PM
To: R. Bowen Loftin
Cc: Rodney P. McClendon; Allen Worley; Brad McGonagle; Tammy Lobaugh
Subject: Cynthia Woods

Bowen—Here are several issues I would like to see addressed in connection with the loss of "Cynthia Woods":

1. Haul out of the "George Phydias" and an x-ray made of the keel and its attachment to the hull so that a comparison to the Cynthia Woods can be made in as much as the two vessels are identical. I believe that failure of the keel was due to a design flaw or assembly.

2. That a full investigation of the Cynthia Woods be made ASAP after she is towed to Galveston and hauled out, and that someone from the University take an inventory of all personal items on board so they can be returned to the crew. It should also be noted that Steve had $4,000 in cash on board for expenses of the crew.

3. That the crew be interviewed by someone on staff while the incident is still fresh on their minds.

4. That everyone who is going to be involved meet so that we are all on the same page and the duties and responsibilities of each person are assigned.

Thanks Jim

6/12/2008
Rodney P. McClendon

From: Rodney P. McClendon
Sent: Monday, June 09, 2008 3:43 PM
To: aggnews
Subject: Counseling Services for TAMUG Students and Employees(all)

To All Texas A&M University at Galveston students, faculty and staff:

Texas A&M University at Galveston over the weekend received confirmation from the U.S. Coast Guard that the Cynthia Woods, a 38-foot Cape Fear sailboat, had overturned while sailing in the Regatta de Amigos from Galveston to Veracruz, Mexico. A crew of six—four students and two safety officers—were aboard the Cynthia Woods. Crew members aboard the vessel were confirmed as Texas A&M at Galveston students Steven Guy of The Woodlands, Joe Savana of Sugar Land and Travis Wright of League City; Ross James Busby of The Woodlands, a student at Texas A&M University in College Station; and safety officers Steven Conway of Texas A&M at Galveston and Roger Stone, a part-time Texas A&M at Galveston employee.

All students and Steven Conway were rescued; however tragically, Roger Stone was killed during the incident. Mr. Stone’s heroic acts quite literally helped save the lives of our students. We extend our thoughts and prayers to his wife, Linda, his two children and the entire Stone family.

This incident and the death of Mr. Stone have had a major impact on the Aggie family. During such a tragic time, it is understandable that some members of our campus community might need counseling services. Beginning today, students who wish to speak to a counselor should visit the Office of Student Counseling by drop-in or by scheduling an appointment by calling (409) 740-4736. Staff and faculty who would like to speak with a counselor can access the Employee Assistance Program at UTMB by contacting Mr. Fred Olson in our Human Resources Department at (409) 740-4503.

Rodney P. McClendon, JD, PhD
Executive Associate Vice President & Chief Operating Officer
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mcclendon@tamug.edu
http://www.tamug.edu
Rodney P. McClendon

From: Susan Lee
Sent: Monday, June 09, 2008 4:22 PM
To: R. Bowen Loftin; Rodney P. McClendon
Subject: Working Fund of $4K on board the Cynthia Woods

This is a follow up e-mail to confirm that a $4K working fund was set up for the Regatta and was aboard the boat at the time of the accident. I am reporting this as you may want to request the salvage company to locate the safe to bring that money up and safeguard it if possible. If not found would need to know in order to properly account for this asset loss on our books. Thank you.

Susan Hernandez Lee
Director, Financial Management Services
Texas A&M at Galveston
PO Box 1675
Galveston, TX 77553-1675

Phone: (409) 740-4533  Fax: 409-740-4573
EMAIL: lees@tamug.edu

"Charting our course to Excellence"

6/12/2008
March 10, 2006

Mr. George P. Mitchell ’40
10077 Grogan's Mill Road, Suite 475
The Woodlands, TX 77380

Dear George:

I have waited until the Cynthia Woods arrived at the Mitchell Campus to write this letter to you. I am pleased to report that yesterday, March 9, 2006, the Cynthia Woods joined the George Phydias in our Small Boat Basin. What beautiful boats! Our off-shore sailing team is “jumping with joy” at the prospect of sailing the Cynthia Woods. We expect to have the finishing touches done shortly and the team will begin learning how to sail this fantastic vessel. On behalf of the entire Texas A&M University at Galveston community, I thank you for this exceptional gift. It will enrich the lives of many generations of students here. A picture of the Cynthia Woods is enclosed so that you can see her in her new home. Ms. Teri Fowlé will make contact very soon with your office to begin planning for the christening ceremony.

At the same time I also want express the appreciation of the Aggie family here for your generous gift of $200,000 to add to the endowment for the George P. Mitchell Professorship held by Bill Merrell. This funding has enabled us to convince Bill to devote his full-time efforts to directing the Center for Texas Beaches and Shores. We are certain that the center will serve as a catalyst for faculty from Galveston and College Station to work together in doing the science, engineering, and policy development that will preserve Texas’ beaches for a hundred years or more. As you know Bill is also working with the Houston Advanced Research Center to systematically address the future of Galveston by leading the entire community in designing a resilient city able to rapidly “bounce back” from natural disasters. Your gift will not simply support Texas A&M University at Galveston’s research excellence but it will also provide a living legacy for Galvestonians and, indeed, for all Texans. Thank you for your vision and your confidence in this branch campus of Texas A&M University.

Finally, I am sending you a special resolution adopted unanimously by the Texas A&M University at Galveston Board of Visitors of which you are an emeritus member. This memorial expresses the Board’s and the University’s recognition of your commitment to research and education at Texas A&M University and specifically acknowledges your recent gifts that will lead to the construction of two buildings in College Station for the Department of Physics.
It is fair to say that no other friend of Texas A&M University at Galveston has had a greater and more far-reaching impact that you. Beginning with your donation of land for the Mitchell Campus on Pelican Island and now your gifts of both a world-class sailboat and additional funding for the Mitchell Professorship, you have helped define and shape this branch campus more than any other supporter. Thanks to you our future is more secure and more exciting than ever before.

With warmest personal regards,

R. Bowen Loftin '71

cc: Dr. Robert M. Gates
George Mitchell has donated a 2005 Cape Fear 38 sailboat, hull #UAR380071505 to Texas A&M University at Galveston. I inspected the vessel and related equipment on December 21, 2005, and found it to be a desirable addition to the University’s small boat fleet.

Therefore, I wish to accept the donated vessel on behalf of the TAMUG Marine Terminal and assume financial and operational responsibility for such. The boat will be used for student training and education, however in the event the vessel does not prove beneficial to the terminal fleet support and/or training, the boat will be sold. Proceeds will then be used to support small boat operations or the Cadet Crew Program.

It is the generous donations and support of individuals like Mr. Mitchell that allows our training programs to continue.

Sincerely,

[Signature]

Captain Jim Atchley
Marine Terminal Manager
March 10, 2006

Mr. George P. Mitchell '40
10077 Grogan's Mill Road, Suite 475
The Woodlands, TX 77380

Dear George:

I have waited until the Cynthia Woods arrived at the Mitchell Campus to write this letter to you. I am pleased to report that yesterday, March 9, 2006, the Cynthia Woods joined the George Phidias in our Small Boat Basin. What beautiful boats! Our off-shore sailing team is “jumping with joy” at the prospect of sailing the Cynthia Woods. We expect to have the finishing touches done shortly and the team will begin learning how to sail this fantastic vessel. On behalf of the entire Texas A&M University at Galveston community, I thank you for this exceptional gift. It will enrich the lives of many generations of students here. A picture of the Cynthia Woods is enclosed so that you can see her in her new home. Ms. Teri Fowlé will make contact very soon with your office to begin planning for the christening ceremony.

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With warmest personal regards,

R. Bowen Loftin '71

cc: Dr. Robert M. Gates
December 21, 2005

MEMORANDUM

TO: Robert L. Walker
   Vice President for Development

FROM: R. Bowen Loftin
      Vice President and CEO

SUBJECT: Acceptance of Gift

Enclosed you will find two original deed and transfer documents for the Cynthia Woods, the 38-foot sailboat donated to Texas A&M University at Galveston by Mr. George P. Mitchell. These documents are being provided to you for signature and forwarding to the Board of Regents for formal acceptance. In the meantime, Mr. Mitchell's attorney has asked that the documents be signed and returned to his office prior to December 31, 2005 for tax purposes.

The students, faculty and staff of TAMUG are excited to receive this most generous gift and appreciate your assistance in making the acceptance possible. Thank you and if you have any questions, please feel free to make contact with me.

Merry Christmas and Happy New Year.
December 15, 2005

Dr. R. Bowen Loftin  
Chief Executive Officer 
Texas A&M University at Galveston  
Post Office Box 1675  
Galveston, Texas 77553-1675

Dear Dr. Bowen:

I am pleased to donate the new Cynthia Woods Cape Fear 38’ Regatta to Texas A&M University at Galveston, and I’ve enclosed a Gift Deed duly signed and acknowledged by me.

This vessel includes a full set of Quantum racing sails, Quantum practice sails, and an Oekam instrument package. The boat also includes a 29hp Volvo Penta diesel saildrive with two-blade folding prop. The approximate retail value is $360,000.

The title is enclosed with this letter. Please acknowledge receipt of the vessel by signing and returning a copy of the Gift Deed to my attention.

I would like the A&M sail team at the Galveston campus to be the primary user of the Cynthia Woods. I look forward to hearing wonderful news of regattas won using this new racing boat.

Sincerely,

George P. Mitchell

Enclosures

1850 JPMorgan Chase Tower, 600 Travis, Houston, Texas 77002 · 713-377-5001
MANUFACTURER'S STATEMENT OF ORIGIN

The undersigned CORPORATION hereby certifies that the vessel described below, the property of the said CORPORATION, has been transferred this 13th Day of December, 2005 from:

Cape Fear Yacht Works
111 Bryan Road
Wilmington, NC 28412

To:

George P. Mitchell
Suite 1850
600 Travis
Houston, TX 77002

Vessel: CF38200507 52538 UAR380071505

The CORPORATION certifies that this is the first transfer of such vessel in ordinary trade and commerce.

CORPORATION: Cape Fear Yacht Works
111 Bryan Road
Wilmington, NC 28412

BY: __________________________ Date: 13 Dec 05
Rona Garm, General Manager
Please execute both copies of the Gift Deed and return one of them along with the executed "blue card" to me at the address below.

Thank you,

Barry

Barry E. Leavitt - CPA, JD, MBA
Vice President
Tax, Estate Planning, & Legal Affairs

GPM Inc. and Affiliates
1850 JP Morgan Chase Tower
600 Travis
Houston, Texas 77002
Ph. 713.337.5095  Fx. 713.337.5028
Mobile Ph. 713.244.1099
The Internal Revenue Code of 1986, as amended, Sec. 170(f)(8), requires the donor of any single charitable gift of $250 or more to obtain written confirmation of the receipt of such gift from the recipient (donee), including a description and a good faith estimate of the value of any goods and services provided by the donee in exchange for making the gift.

In order for us to comply with the Internal Revenue Service guidelines, and avoid any potential penalties, please complete and return this form to us, or provide us with a copy of your own written acknowledgement which includes the information requested below.

Donee Organization: Texas A&M University at Galveston

Name of Donor: George P. Mitchell

Date of Contribution: 12 / 19 / 2005

Total Cash Received: $360,000

Less Value of Goods / Services Provided: 0

Deductible Contribution Amount: $360,000

Signature: 

Title: 

(Tape Here)
GIFT DEED

As a gift, and without receipt of value, the undersigned GEORGE P. MITCHELL ("Donor"), does hereby GIVE, TRANSFER and DELIVER to TEXAS A&M UNIVERSITY AT GALVESTON ("Donee") the following described sailing vessel ("Gifted Vessel") to be used by Donee in carrying out its educational purposes:

THAT certain new Cape Fear 38' Regatta, Hull Number UAR380071505, entitled the "Cynthia Woods," including a full set of Quantum racing sails, Quantum practice sails, an Ockam Instrument package, and all accompanying riggings, masts and equipment belonging thereto.

The Gifted Vessel is free and clear of all liens, encumbrances or other charges created by or through Donor, and has an estimated retail value of $360,000. Donor shall execute such other documents as may be necessary to reflect the transfer of title to the Gifted Vessel to the Donee as stated herein.

Upon acceptance of this gift, evidenced by Donee signing the acknowledgement below, Donee shall assume all risk of loss with respect to the Gifted Vessel.

Dated this 14th day of December, 2005.

George P. Mitchell, Donor

STATE OF TEXAS

COUNTY OF HARRIS

This instrument was acknowledged before me on December 19, 2005, by George P. Mitchell.

Given under my hand and seal of office this 19th day of December, 2005.

Notary Public, State of Texas