

## **NEWSLETTER # 10**

### **September 1991**

#### **HABAKKUK 2:2**

**And the Lord answered me, and said, write the vision,  
and make it plain upon tablets, that he may run that read it.**

Dear friends,

Since our last news letter #9, March 1989, Georgia and I have kept the vision to return to the South Pacific.

When we sailed from New Zealand, June 1988, we felt it would take us 1-1/2 to 2 years to get a new boat and return to the ministry but as you can see we are closing in on three years this October.

“American Flyer” is still for sale and the ‘FREEDOM 65’ that I located, May 1989, is still available and it’s price has been reduced even more.

On August 15,1991, I informed my brother Skip that I felt it time to step out into the ministry once again and I would no longer be working for Murphy Tug & Barge Co., Inc. Skip said that he had been gearing up for that time and he felt it was right.

What have we been doing for the past almost three years since we came back from the South Pacific?

The Lord has granted us a wonderful time with our family, friends and church. Getting to know our three grandsons, Cody (3-1/2), Issak (3) and Ian (6mos) has been a blessing. Seeing our children growing in their faith in the Lord has also made it a bit easier to think of leaving for missions once again.

Sophie, Wayne and Cody have recently moved to Havre, Montana, where Sophie is a respiratory therapist at the local hospital and Wayne is a welder. Wayne has also signed up at the university for a degree to be a teacher of welding.

Brenda, Jack, Isaak and Ian are living in Coeur d’Alene and attending Cornerstone Christian Fellowship with us. Brenda is at home being MOM to the two boys and occasionally working at the emergency room of the hospital to keep her hand in the EMT scene. Jack is a paramedic dispatched from our county hospital and also has a home business in computer installation and software design. He is also a youth leader in our church.

Since our return I have been working with my brother Skip in his business, Murphy Tug & Barge Co., Inc., building marinas, skippering tugboats and many other water related jobs. We have built marinas for over 300 boats, installed the only floating golf green in the world with all associated docks and floats for the golf course along with many other docks and slips for the lake shore owners.

December 30,1990, Joe and Janet Joncas came over from Portland, Oregon to spend a couple of days with us seeking the Lord for direction of the small boat ministry in the USA. Joe and Janet were crew on the 72’ aluminum catamaran “Canvas Back” which was on a medical mission to the islands of Micronesia. We met them when we were outfitting “American Flyer” in Portland for our trip to the South Pacific. After two days of prayer and fasting we tape recorded our thoughts and came up with the following direction:

1. Form Maritime Ministries USA, which will be an organization that will gather names of ministries which need the use of boats to carry out their missions. Will advertise in "SAIL" and "CRUISING WORLD" magazines for those interested in small boat ministry. Will create a data bank of this information and then develop a referral service to put the two together and promote the small boat ministry.
2. Form a loose association of the various boat ministries and an information net so we can help and encourage each other.
3. Set up seminars to inform of outreach needs, various training organizations, cultural considerations, pitfalls and various boat oriented requirements.
4. Be encouragers of each individual's vision for boat ministry.

The results from the ad starting in the April issues of "SAIL" and "CRUISING WORLD" have been astounding. To date we have received over 160 responses!

In mid May we felt led to plan a trip to New Zealand and Australia for the month of June. All things fell into place and we flew out of Spokane, Washington on June 7.

Our objective was to meet as many of the people involved in boat ministry as we could to see what the Lord was directing them to do. Included in this was the plan to video their individual testimonies and build a video that would be useful to encourage other prospective boat ministries. We also desired to be a connecting link between the different boat ministries which would hopefully build a bridge and strengthen them.

Sarah Watchman picked us up at the airport in Auckland and delivered us to Murray and Robin Frew's home in Howick. It was great to be with our friends again but their house was quite small so they had arranged for us to stay at their friends, Des and Sherril Moss. The Moss home, which overlooked Half Moon Bay Marina, became our base for the two weeks we were in New Zealand. Sherril loaned us her car for our travels up and down island which amounted to 1400 kilometers of travel.

Several days after we arrived a Maritime Ministries NZ meeting was called and we met onboard the ferry "TASMAN". There were about twenty present and we shared that we felt the Lord was raising up an "ARMADA". They were encouraged with the response we had from the ad in the sailing magazines. Murray Frew said that his yacht "EL SHADDAI" was preparing to sail to the Solomon Islands by the end of July to be director of 'South Pacific Bible Society' in the Solomons and several other island groups. Sam McLean said that he was also planning to sail his yacht "CRUSADER" along with Murray and then help the Assembly of God Church build churches on some of the more remote islands of the Solomons.

We traveled down to Hastings to see Larry and Judy Burch and also rendezvous with Ron and Bev Hubbard from Levin. Ron had a couple of days free so he agreed to meet us in Hastings and shoot the video testimonies for us. Larry and Judy showed us through their 45' Ferro cement yacht and the interior was almost completed. What an excellent job they have been doing. Larry sees several years of labor ahead to finish the job.

After our time with Larry and Judy; Ron and Bev followed us to Tauranga where we interviewed Clem and Charlene Davis. Clem has had the vision for the small boat ministry for many years and has been faithfully working toward the establishment of a ministry in New Zealand and the USA connected with

Youth With A Mission. Clem is presently working with YWAM's Mercy Ships and has had to lay down the small boats ministry at this time.

While in Tauranga we also met with Clive Cristy who is close to finishing his 50' cold molded wood sloop which he plans to launch this December and sail to the Solomons to help in the ministry.

The following morning we said our goodbyes to Ron and Bev who had to get back to work in Levin and we headed on to Hamilton where we met with Fred Crieghton of Every Home Crusade. Fred said the Bishop of Papua New Guinea had requested EHC to come there and train their people and run the outreach to their remote islands and villages. What an opening! There are over 600 islands in the S.E. part of the country and they need boats to reach them. When we asked Fred if he needed boats he corrected us and said, "the question should be, where should we send them!"

Several days later we went to Waiheke Island and met with Sam and Gwen McClean and toured their 50' Ferro cement cutter "CRUSADER". Sam was in the final stages of preparations to set sail the end of July for the Solomons.

Back in Auckland, we were able to contact Alistaire Cromby, who had put together the video we have of the outreach to the islands of Vanuatu in 1987. Actually, we had been trying to contact him ever since we had arrived in NZ. but had been unsuccessful until we joined with a prayer group, in Auckland, that prayed for missionaries. We asked for prayer for a video man to shoot the testimonies in the Auckland area. After our prayer they encouraged me to call Alistaire while they prayed for other needs and I was able to contact him. He said that he was very busy but he did have a couple of mornings free and if I could schedule the various people he would shoot the footage for us. Praise the Lord! Our video needs were met in the Auckland area.

Keith and Jill Dumper have about one years work left on their 50' steel cutter. They desire to sail to the islands and minister for 6 months of the year and then return to NZ. and have a harbor ministry for 6 months.

John Goodman's vision is to build 60' steel catamarans and lease them to the islanders for outreach purposes for the sum of \$1.00 per year. That way his organization would still retain some control over the upkeep and use of the craft. We took footage of one half of a catamaran prototype which has been constructed out of plywood. They plan to complete the prototype this year and ship it to the islands for a test run.

Sam Anstiss is well along to the completion of his 40', twin diesel, motor vessel which will be capable of 35+knots. He hopes to use it in the island ministry. He has also made an offer on a 80 acre property, which he hopes to develop into a marina and base for the boat ministries. We looked at the property and it would be an excellent location for a base.

Time came for us to turn in our car keys to Sherril Moss and head for 'Aussie'. We sure were blessed by their hospitality and generosity to us.

We flew to Sidney, switched planes, and arrived in Brisbane at mid-day. There we hired a car for the two weeks we would be in Australia and headed for the Sunshine Coast.

Our first stop was Lawrie's Marina, Mooloolaba. The first person to greet us and let us through the gate into the marina, was Jeannine off the 34' sailboat "BANSHEE from the USA.

On "June 9,1990 at 0500GMT the announcement came over the Pacific Maritime Net, " "BANSHEE" ABANDONED! CREW PICKED UP BY TAIWANESE SHIP. TRANSFERRED TO AUSTRALIAN HELICOPTER. EN-ROUTE TO AUSTRALIA."

Joy Smith and Jeannine Talley had set sail from Australia headed for Fiji. About 400 miles out they were caught in a severe storm of hurricane strength and their yacht "BANSHEE" was rolled over and dismasted. We received a call from Joan Anderson in Australia informing us that a distress signal had been heard from "BANSHEE" and would we pray for their rescue. We joined our prayers with many others and they were shortly spotted and rescued. While in Mooloolaba we were able to renew our friendship with Joy and Jeannine and had the pleasure of assisting them with the installation of the new mast for "BANSHEE". A fisherman friend of theirs had gone out and located their boat and towed it back to port and presented it to them free of any charge! They have been rebuilding and are preparing to sail to Guam yet this year where they hope to find teaching jobs to add to their cruising purse.

'Home base Australia' was with Joan Anderson, just four blocks from Lawrie's Marina. Jeff and Joan Anderson had "Haggai Ministries" and we sailed with them in Vanuatu in 1987. Since that time the ministry has been disbanded. We spent many evenings in prayer for the boat ministry and the need for unity so that "GOD'S ARMADA" would be raised up. We give thanks for Joan's love and hospitality.

"GOD'S SPEED" was also at Lawrie's Marina and we enjoyed the times spent with the Cronenbergers. Paul, Tina, Jamie and Jody have lived and cruised onboard "GOD'S SPEED" for ten years. Their son Jody was 2 years and their daughter Jamie was five years old when they moved onboard and are being home schooled very successfully.

"SPIRIT" is also at Lawrie's. Richard Holburton has been building this 45' fiberglass sloop for a number of years and has a few more years ahead of him to finish.

We went to Nambour to meet with Paul and Anna Lennet who are presently administrating the "Christian Boating Fellowship" of Australia. A newly formed fellowship to be "A loosely structured coordinating organization of Christian boat-owners, their crews and friends. Individual boats will pursue their own outreach according to their calling, confidence and competence". It was exciting to hear the very similar direction that this ministry has. While there we arranged go to "Hebron". This property, on the Mary River, has been purchased by Peter Bewg and Roy Gadischke to build a base for maritime ministries.

Rod and Annete Olson set sail from Gladstone on their 55' steel ketch "RENEE" to meet us at the "Hebron" property. There were thirty five people present and we had a potluck in the almost finished 60'x 24' concrete block building which will be the community building for the base. What a time of fellowship we had and in the evening we all gathered around and prayed for the boat ministry and also that the Lord would protect and prosper Rod, Annete, their son Adrian and Peter and Patsy Bewg when they set sail mid-July for the Solomon Islands to assist the Assemblies of God Church.

That night Georgia and I stayed aboard "RENEE" and filled the Olsen's and the Beweg's in on the developments of the ministry in the USA and also that there were two yachts sailing to the Solomons from New Zealand.

In the morning, as we were eating breakfast, Peter told of a vision he had during the group prayer last evening. He saw three rather odd shaped sails out on the sea and a beam of heavenly light shown down

upon the sails. In seeking the Lord for an interpretation of the vision he felt that the three sails were those of the three masted schooner we were hoping to get for our ministry and the Lord was giving His approval! HALLELUJAH!!!

We drove back to Mooloolaba where we said our goodbyes to all our friends at Lawrie's and the following morning Richard Holburton and Joan Anderson saw us off at the Brisbane Airport and we were on our way back to the USA.

After seventeen hours we arrived in Los Angeles International and called Duane Sams who picked us up and took us to Terminal Island in San Pedro where we stayed on his 42' trimaran, "IPO KAI" for several days. While there we drove down to Long Beach and Georgia had her first 'hands-on' look at the three masted schooner. We spent most of the day there looking her over and 'kicking the tires'.

Duane took us out for a nice afternoon cruise in the bay and a barbecue while anchored off one of the oil islands that had a lighted waterfall. Duane is looking for crew for his trip to the Samoan Islands where he hopes to help Jim Robertson, who heads up the 'Ex-Mormons for Jesus' ministry. Duane would help him to reach the outer islands of Samoa and also the islands of Tonga.

July 11, Brenda picked us up at the airport and took us to the boat at the dock in Coeur d'Alene. When we arrived home in Casco Bay the first thing I had to do was get a chainsaw to saw a path through the tree which a beaver had fell across our gangway. Welcome home! Back to the wilds of Casco Bay.

We were home for about a week and then packed up the car and headed for Portland to spend some time aboard "AMERICAN FLYER" and be available to help Joe with MARITIME MINISTRIES USA.

While there we went aboard "GYPSY DOLPHIN" which is a 42' trimaran that had just been launched. John and Eve Heltzel have been building her for nine years and what a fine job they have done. The amazing part is that John is 80% blind. The Lord told them to build the boat and get into the ministry and that is just what they plan to do. They hope to sail to Mexico first and eventually on to the South Pacific Islands. They are looking for crew also.

Ron and Jennifer Woodruff came up to Portland and spent two days onboard "AMERICAN FLYER" with us. We met them through the ad in the sailing magazines. We had spent three days at their home in San Francisco while en-route to New Zealand in June. Ron was a founder of the S.O.S. Ministries in the heart of San Francisco, which has been established for over ten years. Two years ago they felt the Lord directing them to get a large sailboat and put a printing press onboard so they could sail to the remote islands and help the local church by printing tracts and other materials to promote the evangelizing of the islands.

While they were with us in Portland, we discussed the possibility of joining ministries since their ministry had the finances to buy a boat but they didn't know how to sail and we knew how to sail but didn't have the finances. We laid it all before the Lord in prayer.

Bellingham was our next stop where we spent the night onboard "HIDDEN MANNA", David and Bev Nieder's Sea Wolf 44 which had been launched just two weeks before. They plan to minister to pastors and missionaries who need a rest by taking them up to the San Juan Islands for a getaway.

Next was Los Angeles via Grants Pass and Sacramento. Ron and Jennifer met us in Long Beach and we showed them the three masted schooner to see if it would be big enough for their requirements. After

measuring and checking it over they thought it may work but were concerned with the amount of work needed to bring the vessel into shape for offshore work. They wanted to check into several other boats before making any decisions.

We are back in Coeur d'Alene now and waiting for the Woodruffs to come and spend a week with us. We are also waiting to hear if their offer for the three masted schooner is successful.

As you can see, we are in a bit of a holding pattern at the moment.

If the Woodruff's offer is successful and they get the boat, it would take at least five to six months work to make the vessel ready for outreach. With lots of hard work and determination we could be ready to sail next spring or early summer.

Well that should bring you up to date with what we have been doing since our return from the seas.

We appreciate your letters and prayers.

God bless you all,

Loren & Georgia Murphy