

## NEWSLETTER # 11

### July 1992

Dear Friends,

Georgia and I hope this communication finds you in good health and prospering.

Since last September we have covered much territory and been hard at work on ministry objectives.

“AMERICAN FLYER” is STILL FOR SALE!!

In October the purchase of the three masted schooner, renamed “JOSHUA”, was accomplished by ‘Land & Sea’.

In November, after two weeks of repair and preparation of “JOSHUA”, we sailed her from Long Beach, Ca. to the Berkeley Marina in San Francisco Bay, where she is now docked.

After moving “JOSHUA” up the coast to Berkeley, Georgia and I went home to Coeur d’Alene, Idaho, packed up all our STUFF and moved to Richmond, CA. Arriving there, December 2, we moved in with Land & Sea to live in community with Ron and Jennifer Woodruff, Debbie DeLenge from Holland and Reggie Balderrama.

On January 8, 1992, “JOSHUA” was hauled out at Andersons Boatyard in Sausalito for an intensive three months of modifications and maintenance.

Following are some of the major items which were accomplished while in the boatyard: Remove three carbon fiber masts; remove genset and main engine; remove old shaft, shaft log, strut and propeller; remove rudder for repair and also remove copper nickel foil sheathing from the bottom of the boat (used for antifouling). The next major removal was the 20,000 pound keel which drew 10.5 feet of water. It took a week to dismantle the keel for scrap salvage. After removing the keel a template was made of the keel bolt pattern and flange which was sent to the foundry in Quebec, Canada where the new keel was to be cast.

While waiting for the new keel to arrive, Ron took charge of the painting. He and the rest of the crew were involved in much sanding and preparation of the sides (topsides) and bottom in preparation for the painting.

As the crew worked on the sanding, etc., I was busy with installing: a new shaft strut; shaft log and stuffing box; a new shaft (1-3/4” dia.) and three blade 24” MAX-PROP.

The new keel arrived and it was beautiful. It fit perfectly and only took three hours to mix the epoxy and set the boat on the keel and tighten the bolts. Sixteen additional 1-1/2” diameter bolts had to be drilled thru the lead flange and this took several days to accomplish. This keel was definitely in place. With the new keel “JOSHUA” will draw only 7’-4” of water.

Next, while the painting was in progress, I installed the new engine beds and then installed and aligned the new engine with the shaft. Hooking up the new cooling and exhaust systems took several days and by the time these things were done the painting was well underway. With three coats of primer and two coats of finish on the topsides and six coats of epoxy sealer and two coats of antifouling on the bottom,

“JOSHUA’s” new colors were beautiful. After completing several lists of miscellaneous to-do’s, launch day came (April 6) and we motored across San Francisco Bay to our Berkeley Marina slip where we will complete the remodel and out-fitting.

On the road again, Georgia and I drove to Coeur d’Alene and then on to Havre, Montana where Sophie was expecting a baby some time in May. We had two lovely days with Sophie, Wayne and Cody and in the evening before we were to leave I asked the Lord’s blessing on Sophie and the baby that was soon to be born and that the baby would come forth in the Lord’s perfect timing. Well, two hours later, Sophie’s water broke and she was off to the hospital. The next day, our first grand daughter, beautiful Rio Danielle was born. What a pleasant surprise to be there for the birth.

Back again in California, on May 4, we boarded the Land & Sea’s bus, along with Ron, Jennifer, Debbie and Reggie, to team drive across the USA to Wilmington, North Carolina. Our passage took two and one-half days nonstop (except for fuel stops and sunrise in the Grand Canyon). Our objective was to attend the First Annual Christian Boaters Association Fellowship Meeting at Fort Caswell.

It was a blessing to meet and be with 45 to 50 people of varying backgrounds and denominations who have a common vision of reaching the lost either by using boats or ministering to people in the boating communities. We were able to show the 18 minute video of our outreach to Vanuatu, South Pacific, and since most of those present were involved in coastal and inter-coastal ministry it was quite challenging to them. We hope that some will be inspired to consider ministering in the more remote offshore islands.

Upon hearing the many testimonies of the various ministries present, a picture is forming of the variety of ways that the Lord is building His boat ministries.

Just one example, is Frank and his wife who have been ministering to the boating community in the Florida Keys from their 26’ sailboat for several years. They have just had a baby and the 26’ boat was becoming very small for the enlarging family situation. The Lord saw their need and gave them a 50’ ferro cement ketch. Frank is just now en-route to Barbados to take delivery of the ketch and sail it back to Florida.

MARITIME MINISTRY U.S.A. is moving right along also with over 500 responses and inquiries from our ad in the sailing magazines. MMUSA has been receiving requests from boaters for crew members. Through our computer bank we have already connected two boats with the crew needed.

Georgia and I are back in Richmond, CA, doing what work we can on “JOSHUA” while waiting for funds to come in for the completion of the remodel and outfitting. I have been busy designing and engineering the necessary changes, such as: new mast tracks and booms ; new mainsails; additional fuel tanks; new steering system; and then the design of the five double staterooms and misc. interior work. Finally the hardtop cover for the cockpit. As you can see, our work is cut out for us but, Lord willing, we will be done and ready to sail in the near future.

We covet your prayers, letters and support.

God bless you all,

Loren and Georgia, Murphy

