

## **NEWSLETTER # 12**

### **November 1992**

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Richmond, CA 94804              Post Falls, Idaho 83854

Dear Friends,

Both Georgia and I are amazed that four months have slipped by since our last News Letter #11. We have just returned from a 5 weeks stay in Coeur d'Alene, our home town in Idaho, but more about that later.

July was clean up and maintenance on "JOSHUA" since we didn't have the funds for the major work. Remove 14 winches from the deck, clean and wash in solvent, re-grease and re-assemble. Remove unnecessary equipment, rigging, spare parts and etc. and take to the storage unit to make room for the remodeling. Remove existing water tanks for cleaning and repair, and also to make room to foam in the bilges around the ribs to cause any bilge water to drain into the pump sumps and not be trapped behind the ribs.

Also in July we heard that John & Eve Heltzel were planning to set sail on their 42' trimaran "GYPSY DOLPHIN", destination Mexico, for Christian ministry. They wondered if we might like to join them on their 'maiden voyage' from Portland, Oregon to San Francisco Bay. They also had Wayne, Leah and Micheal Enes from the East Coast who were to be their permanent crew into Mexico. With the slowdown in the work here in Richmond we decided to go along.

Eve has been the secretary and correspondent for Maritime Ministries USA and we will miss her very capable help.

John, being 80% blind since age 12, had built several multihulls with the help of his brother before starting "GYPSY DOLPHIN" nine years ago. About halfway through the project John's brother died of cancer. It took a while to recover from the loss of his brother but John and Eve were more determined to complete the project and what a fine job they have done.

Georgia and I arrived several days before the sail date to help with the last bits and pieces. Install bits of hardware, make solar panel brackets, etc., take on fuel, water and provisions.

Our friend and partner in MMUSA, Joe Joncas was aboard finishing up with the wiring and equipment installation.

The following morning we dropped the mooring lines and headed down the Columbia River for Astoria. On the way we assisted a 38' catamaran which had their water pump fail. We towed them 9 miles down river and dropped them off at Rainier, OR. We continued on to Kathlamet for the night and the following afternoon arrived at Astoria. Some last minute shopping was done there and a radar reflector installed on the mast.

August 1, opening day for salmon at the Columbia River bar, was "GYPSY DOLPHIN'S" initiation day for crossing the 'bar'. With all the hatches battened down and running under power we dodged the many fishing boats to the tune of the big ships blowing their horns for a clear path to enter the river. There were a few sharp 6'-8' waves to crash through to transit the 'bar' and we were at sea! We hoisted the main and the big genoa to the gentle breeze and, with the flat seas, we were soon doing 6 knots. We went out about 60 miles offshore and then paralleled the coast. The first four days were gentle breezes and flat seas and some times we had to motor which helped to keep the batteries charged. By the time we reached Cape Mendocino the winds were picking up and the seas were building. We reduced sail and were still doing 8 to 10 knots. As the seas built, the auto pilot began to complain by letting the boat skit this way and that way off the tops of the waves. Time to hand steer. As night approached we took the main down completely and with just the working jib we flew through the night at 8 to 14 knots!! Before morning we had changed to the little storm jib and with the increasing wind and sea were still crashing along 10 to 15 knots!! At approx. 0915hrs. Georgia and I were trying to get some sleep in our v-berth up forward when there was a WHOOOOOSH!!!! Eve came running forward and shouted that we had just hit 20 knots and we needed to slow "GYPSY DOLPHIN" down. We donned our gear and safety harnesses and leaped to the cockpit. Wayne was at the helm, with big eyes, he said we had surfed down the face of a large wave and the lee pontoon had been 2/3 covered with water. We hustled to get the parachute anchor deployed and it worked perfectly. After the chute was thrown into the sea, we let the 600' of 3/4" nylon line out and then the boat headed up into the weather. With the seas 8' to 12' and wind 25kn gusting to 35kn our ride was dry but rather active making rest a bit elusive. Our 6th day and night were spent on the parachute anchor. During this time we found out that we were in the area which was to be used for a Navy gunnery range the next morning! We called the Coast Guard to verify our position within the range and they said they couldn't tell us but would give us the co-ordinates of the range and we would have to determine that ourselves!!! Anyway, we were sure the Navy was now aware of our position and hopefully they wouldn't shoot too close!! Our position was just 65 miles off Point Reyes and about 85 miles from San Francisco. I got on the VHF and called Ron & Jennifer at Land & Sea and asked that they pray for our safety from shelling and that the weather would moderate next morning so we could get underway again. The weather report was for deteriorating weather and I surely didn't like the prospects of hanging out there several more days.

As the morning dawned we could tell that the wind had begun to slack off a bit and we also spotted several large Navy ships coming over the horizon in our general direction. Shortly after they passed within 5 miles of us we heard several LARGE EXPLOSIONS!!! This helped us decide that the wind had dropped sufficiently to pull in the parachute anchor and "get moving". Everybody on deck! We pulled the trip line hooked to the crown of the parachute and it came in very easily. With parachute and line stowed we hoisted sails and made tracks out of the gunnery range.

I had just settled into my bunk when a shout came from on deck "WE HAVE NO STEERING"!!! I bolted out of my bunk, up the companionway and onto the aft cabin where I could check out the rudder. The cables were still attached to the rudder so I jumped down the companionway and opened the engine room door. I looked in and spotted the problem. Nothing had broken, thank the Lord, but a nut had worked off the cable tensioning connector. With Eve standing on the rudder, over the stern, and Wayne helping me in the confines of the engine compartment we were able to connect and tension the cable. Within 10 minutes of our breakdown, we were underway again, Hallelujah!! Thank the Lord that it hadn't let loose when we were surfing down a wave at 20kn!!!

By evening we were approaching the entrance buoy for San Francisco Bay. We passed under the Golden Gate Bridge and were at anchor in Sausalito by 0130 Friday morning. Thank you Lord for bringing us safely into port.

During the two weeks that "GYPSY DOLPHIN" was in port, Doug "Stormy" Storms, a professional diver and the Chaplain of Richardson Bay, took them under his wing and furnished them with a dinghy to get to shore and a car for errands plus a helping hand whenever needed. First thing done, lock nuts were applied to the steering cables. The solar panel was mounted on the stern rail and a number of other items completed. Just before they left for San Diego they were given a ham radio, which really put the pressure on Eve to study up for her ham license. They are planning to set sail from San Diego, on November 17, for Mexico.

With "GYPSY DOLPHIN" on her way, I was back to the drawing board doing the working drawings for the boom connections and the masthead fittings. I shipped the drawings to our friend, Tom Becker, in Portland OR, to get some prices on the stainless steel work. During this time some more funds came in for the construction on "JOSHUA" and we ordered the boom connectors built. I had decided that we could save by making the masthead fittings of aluminum so it was necessary to redesign them for alum. construction.

At this time Georgia developed a medical need and we decided to go to Coeur d'Alene, to her doctor, for advice. The medical problem was easily taken care of with an adjustment of her medication. Praise the Lord!

While there, I used my old friend, Graydon Johnson's shop to build the three aluminum masthead units. Graydon donated some of the aluminum plate and the free use of his shop, welder, lathe and milling machine. It was really great to talk of old times and renew our relationship. A **BIG THANK YOU!!** Graydon. We stayed at my mother, Virginia Murphy's, house the 5 weeks we were there. Shortly after we arrived, Mom turned yellow which led to an examination that verified a blocked bile duct and the discovery of a growth on her pancreas. A surgery was scheduled and the bile duct cleared but the tumor was inoperable. Mom is at home now and recovering from the surgery extremely well. The prognosis for Mom is, at her age, these tumors usually are very slow growing (We pray for it to leave in the name of 'Jesus'), and she should have a number of good years ahead of her.

What a blessing it was for Georgia and I to be there with the rest of the family as they rallied around Mom in her time of crisis. Such a sense of support, love and strength as we all spent times together. The bonds of a family in love with one another are truly a gift from God. Mom has no doubt that she is Loved. We have no doubt that we are Loved. Something especially important when you are thousands of miles away from your family. There is the Christian Family we belong to also which helps to fill in when we are away in the ministry but it can never replace our family at home!! WE LOVE YOU!!!

The time in Coeur d'Alene was, even in all the activity, a time of refreshing for us. Spending time with our daughters and their husbands and our three grand sons and grand daughter; times with brothers and sisters; meals and fellowship with many from our church; meetings with Pastor Don & wife Carol and their care, council, encouragement and support; reporting to the church of our progress and their gift to us; the sale of my telescope; and numerous times to minister to others.

Georgia's ministry of communication is 'full on' and keeping us in touch with boats and ministries all over the world. Australia, Argentina, New Zealand, Singapore, Solomon Islands, Israel, South Africa, Hawaii, Mexico, United States and others are areas we receive mail from. God is raising up an "ARMADA" of staggering proportions, and we only see a small piece of it. We have received letters requesting boats for service this next season, (May thru October 93) in the Solomon Islands and Vanuatu. If anyone has an interest in helping with a boat or crewing in these areas contact us directly or Maritime Ministry USA, 1441 N. Marine Drive, Portland, OR 97217.

We are back in Richmond CA, and will be starting on the mast work and hopefully within a month they will be back on the boat and standing up like real masts. There is much yet to do before we can head "OUT THE GATE" and into the mission fields. 'Lord willing', we will have the funds and help needed to go this next season of 1993!

Oh, almost forgot, "AMERICAN FLYER" is still for sale!

We love you all and hope this letter finds you healthy and prospering.

In Christ Jesus,

Loren & Georgia Murphy