

NEWSLETTER # 13

September 1993

Dear Friends,

Where do I begin? It has been a long time since our last news letter and so much has happened. Georgia and I have moved in to my mother's house at Kidd Island Bay. Well more on that later.

Our boat, "AMERICAN FLYER", sold earlier this year to the Bowen family of Rainier, Oregon. They intend to spend several years sailing in the Pacific with the possible goal of a circumnavigation. We have enjoyed getting to know the Bowens as we have spent several weekends with them while finalizing the sale and also 'showing them the ropes' as we sailed on the Columbia River.

On our return to LAND & SEA MINISTRY in Richmond, after Christmas time with the family in Coeur d'Alene, we started once more on the remodel of the 65' freedom schooner, "JOSHUA". The three masts were on the dock and we painted them with three coats of primer and two coats of Awlgrip finish. After the painting, we rolled the masts up onto the deck for the final work to be done. Then I fitted the new masthead units, installed the new Harken tracks for the sails, installed the new custom built stainless steel goosenecks and vang fittings. Finally, we installed the conduits for the wiring inside the masts.

Early in May we drove to Portland, OR. to help Joe at MARITIME MINISTRIES, with the news letter. After a marathon of two days we had the letter ready for the printer.

On June 1, we loaded our gear into the car and headed across our great nation to participate in the second annual convention of the CHRISTIAN BOATERS ASSOCIATION at Cape Fear, North Carolina. Many of the members that were at last years convention were there as well as a number of new ones. How sweet it was to renew these friendships and hear how the Lord had provided in the past year. One of many testimonies was by David Goodrum, whom we had met last year. At last years convention the Goodrums had shared that they just completed an extensive rebuild and outfitting of an old motorsailer and were ready to go into ministry along the ICW (Intercoastal Waterway). Several months later we heard that their vessel had been shipwrecked! Now David was able to tell the story: They had set out along the ICW to a new location for ministry and, with such a beautiful day, it seemed reasonable for them to head outside for the short run to their destination. Several hours out, a storm suddenly overtook them and they had to run for shelter in the nearest harbor. Their arrival at the entrance of the harbor was at night in the height of the storm. The tide had covered the rock jetty that protected the harbor and they missed the entrance by about fifty feet, crashing into the rocks with a terrible ripping and crunching sound. The boat immediately began to fill with water and the family rushed to the deck. David counted heads and found one child was missing. The boat had rolled over onto its side and the huge waves were breaking over her. David saw the child in the aft cabin and grabbed her but could not pull her free. **God, Help!** Just then a large wave smashed against the boat and shook the child loose. A fishing boat came to the rescue and was able to maneuver between the waves and pick the family off, one at a time. The next day was Sunday and the family was taken to the local church to tell their story. All that they had after the shipwreck was the clothes on their back but they were rejoicing that none of them had been injured or lost. A church member said they could live on his boat in the harbor as long as they needed and the church provided them with clothing and food. Later, another man heard their story and told them he wanted to give them his 38' sailboat for their ministry. David and his family sailed the

new boat to the convention and as I visited with him about his future plans he said that he believed the Lord had taken the old boat away from them. Since they are home schooling their three children they don't need to be tied to the land and their desire is to sail to the remote islands to minister. The old boat would not have been able to make the necessary ocean passages. With the new boat, the Gooddrums are much closer to realizing their ministry desires.

From the CBA convention, we drove north to Virginia and our friends Ed & Connie at the YWAM Base in Richmond. They showed us around Richmond and also took us to a possible site for a boat ministry base on the Chesapeake. Several days later we all drove down to Manteo, NC, and went aboard the 110' schooner that Mike and Kathleen Kole have been refurbishing and using for ministry up the east coast. Mike said they had a tour of twenty ports scheduled for the summer. Back in Richmond, we met with Roy Armstrong who started MARITIME MINISTRIES in Richmond about the same time we started MARITIME MINISTRIES USA in Portland OR. Roy has commissioned a 48' ketch which is being used in the local area to train up crews and skippers and also a 65' ketch which is now in Chile being used by YWAM to reach the many islands there.

Before leaving Virginia, we stopped at two prisons to visit our friends, Mike and Karen Diehl. We had met them through 6 years of letter writing. Meeting them now in person was a real joy and we had such a good visit with each of them. We fell in love with them. It tore our hearts to say goodbye and leave them behind those prison walls. (Shortly after our visit, Karen was approved for parole and she was released from prison in early August. She has moved to a town near Mike's prison and can visit him often. Mike is up for parole early next year. Please pray with us that he will be approved on his first parole application...Historically, the State of Virginia has never done this before.)

On our return to Richmond, CA, we just missed LAND & SEA as they headed out to Mexico for a two week outreach in their bus. At the house we found a note on the kitchen table with instructions for looking after the house and also the following note: TO LOREN: Please do not do any work on the boat at this time.—Ron. The crew returned from Mexico and in a house meeting the director of LAND & SEA, Ron Woodruff, told us that the funds for working on "JOSHUA" had run out and the boat was being put up for sale. Ron also said that LAND & SEA would now devote all it's energy and personnel to the building up of the Mexico bus outreach. He stated that the bus ministry was bearing fruit and the boat was not..... It took Georgia and me several days of soul searching and seeking the Lord to verify in our hearts what our reason was for joining with LAND & SEA 1-1/2 years ago. Was our purpose just to join with a ministry or was it to promote small boat ministry to the remote islands. Our vision has not changed and so it became obvious to us that with the removal of "JOSHUA" from LAND & SEA our association with them was ended. We now needed to pursue other areas where we could promote small boat ministry.

On July 1, we headed north toward Coeur d'Alene, Idaho, our home town, and had a lovely 'Family Fourth of July'. Mom asked if we would like to move in with her and we joyfully said **YES!!!** On July 21, I borrowed a pickup and went to Richmond and loaded all our gear up and we moved into Mom's house in Kidd Island Bay on Lake Coeur d'Alene. What a blessing to be with family.

We received a phone call from John & Eve Heltzel towards the end of July and they asked if we might be able to help bring their boat back from Mexico. Last year they sailed "GYPSY DOLPHIN", their 42' trimaran, up into the Sea of Cortez to the small fishing village of Agua Verde to help and encourage the small church there. John became ill, possibly an allergy, so they returned to Portland for medical advice.

John was not strong enough to make the trip at this time and the permit for their boat to be in the Mexican waters was fast coming due. I checked my charts of the area and also the Pilot Charts for the Eastern Pacific and determined that it should take about two weeks to prep the boat and sail the 1,000 nautical miles to San Diego...That is if we didn't have to wait out any hurricanes! This was right in the middle of the hurricane season. Georgia said if I needed to go she would stay back and care for my mother who was in the midst of her battle with cancer but seemed to be stabilizing. Joe Joncas, our partner in MARITIME MINISTRIES USA, was available as crew and I called my friend, Jim Knight, in the San Francisco area and he and his son Haven could go too. On August 16, Joe and I flew into Loreto, BCS, where Eve and Randy met us. (Randy, a friend from John & Eve's church, volunteered to drive Eve there.) The following day we made it over the extremely rough road to Agua Verde and proceeded to prepare the boat to go to sea. With the help of Manuel, the pastor, we ferried the water and fuel to "GYPSY DOLPHIN". The next day, Joe, Eve and I set sail for La Paz while Randy drove there to meet Jim and Haven at the airport. Before noon, the next day, we sailed into the La Paz Marina, met the rest of the crew and proceeded to provision for the trip. At 6:00am the next morning Joe, Jim, Haven and I headed out for San Diego, CA. When I checked in with the HAM Net at 8:30am we were informed of Hurricane 'GREG' heading our way from the Gulf of Panama! We made a "U" turn and were back in the harbor before noon. Eve and Randy had seen us returning and were at the dock to help us tie up. Now the waiting began. 'GREG' headed for Cabo San Lucas, on the southern tip of the Baja, 150 miles south of La Paz. Before hitting Cabo, 'GREG' turned west and went out to sea. Hot on 'GREG'S' heels was Hurricane 'HILLARY'. (Where do you suppose they came up with that name?) While waiting to see what 'HILLARY' was going to do, time ran out for Jim and Haven who had to get back for the start of school. Randy, Jim and Haven threw their gear into the car and raced off to stay ahead of 'HILLARY' as she moved up the Pacific coast of the Baja. Eve, Joe and I waited several more days as 'HILLARY' moved up the coast and finally turned east and crossed the Baja near Loreto and Agua Verde, then into the Sea of Cortez where she dissipated. Then came 'IRWIN'! "**GOD, HELP US!** We called out, if You want "GYPSY DOLPHIN" back in San Diego You will have to intervene with these hurricanes and storms." The next day, 'IRWIN' had begun to dissipate. The following day the port was opened and we set sail for San Diego. 'IRWIN' had disappeared! The second day out we rounded the cape at Cabo San Lucas and headed north. The wind was on the nose and we motor-sailed most of the time except in the late afternoons when the wind would pick up to 15-18kn. At that time the seas would build to 4'-6' and we had to slow the boat down so we wouldn't take the waves onboard. Later in the evening the wind would usually die and we could drop the sails and motor. On the fifth day we pulled into Turtle Bay to refuel and pick up supplies. While I did some maintenance on the boat, Joe and Eve went ashore for supplies and to look up some friends at the local church. By that afternoon we had everything stowed, the dinghy lashed on deck and were underway. That evening we enjoyed the fish tacos Eve had made from the large slab of fish the pastor had given to us. As we sailed, we would keep in daily contact with those at home with the HAM radio. Georgia kept me posted on mothers condition and about mid voyage she said that mom had to go in for surgery to bypass a blockage so that she could eat. The three of us, onboard, joined in prayer for mom's protection during the surgery and that she would not die before I returned. Nine and one-half days after we left La Paz, at 1:30am, we pulled alongside the Police Dock at Shelter Island, San Diego. We cleared Customs in the morning and then headed for the Chula Vista Marina, about two hours cruise away. A slip had just been vacated 1/2 hour before Eve called to enquire. By noon we had tied up and I had made arrangements for a flight to Spokane at 3:10pm. Just enough time to pack up and make the flight.

Three days after I returned home mom was still in the hospital and scheduled for another surgery. That morning I called out to the Lord. **“Lord God, HELP! You told me 11 years ago, when I was baptized, that You would tell me what to say to my mother to bring her into salvation. Time has run out! HAVE MERCY on Mom, Lord!! Tell me now!”** We went to visit mom before her surgery and I said that the Lord had given me something to share with her. She asked, “What is it son?”. I shared the two things with her and she asked Jesus into her life as Lord and Savior! It was Sept. 7. **Oh, HALLELUJAH! HALLELUJAH! HALLELUJAH!**

On Sept. 18, Mom went home to be with her Lord, Jesus Christ!

We will certainly be missing Mom as the reality of her death sinks in. But the memory of her love, gentleness and wisdom is a legacy for us all. And we have the assurance that we will be together again.

Georgia and I are holding the fort here in Kidd Island Bay and it looks like we may spend the winter here. So there is wood to get in and a little bit of settling in to be done.

Recently we received a call from our friends, Paul & Tina Cronenberger, on the 50' ketch “GOD’S SPEED”. They invited us to come and spend some time with them. They are anchored in Tel Aviv Harbor, Israel! We are planning to take up their offer and spend the month of November there.

I am presently looking into re-establishing and upgrading my Coast Guard license to Ship Master – 200 tons max. with a sailing endorsement. It would require some schooling in firefighting, radar and first aid.

We do love and appreciate you all, our friends.

May God’s peace and blessings abound to you.

In His service,

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