

NEWSLETTER # 15

September 1994

Dear Friends,

Well, here we go again! Georgia and I are making plans to go to Cape Town, Republic of South Africa, the end of September!! This will be our second trip there since February!

You may remember, in "NEWS LETTER #14", that we were waiting for a letter from Avi & Jeanette Heyns, of Cape Town, who have built the 60ft steel sloop "**PETACH TIKVA**". We have been corresponding with them over the past several years as they have been building the vessel which will be used in Christian ministry to remote islands and places. They had asked if we could come down and help with the final preparations of the boat for going to sea and also skipper it for them, at least as far as Florida, USA.

We landed in Cape Town, February 26, and met Avi and Jeanette at the customs exit, loaded our bags into their car and changed into our shorts and cotton shirts. What a change, from North Idaho, February snow, to Cape Town's 95 degree weather. Our sweat glands were waking up, big time. They gave us a short tour of the Cape Town area and then we went to their daughter's house for a 'braae' (BBQ). The following day we drove up the west coast 80 miles to the Port of Saldahna. As we rounded a bend in the road I spotted "**PETACH TIKVA**" tied to a pier on shore. It was easy to recognize her because of the unique 'A-frame mast', which stood 80ft above the deck, with both main and head sails mounted on roller furling gear. She was an impressive and distinctive vessel.

After chucking our gear into our **private stateroom** we went topside for a deck tour. Avi was quite anxious to have me look over his work and to hear my suggestions and comments. Can you imagine the amount of work necessary to build a 60ft steel boat, from the keel up to the mast? Avi has done an amazing amount of work, and a fine job of it too. There were just a few changes in the standing rigging and the roller furler mount for the mainsail, which we did later, to improve access to the deck and sail handling.

Within a few days we were busy on the necessary items to ready the vessel for off shore passage making. We installed additional water tanks (450gal.), then cleaned and hooked up the two main fuel tanks (500gal). We then moved the radar from its stern mount to the mast which let us mount it higher with unobstructed forward view. Our next project was to haul the boat out on the marine railway to clean and prepare the bottom for two coats of anti-fouling paint. After making some minor repairs to the keel and rudder, installing new zinc anodes and polishing the propeller we were back in the water. And finally, we painted the topsides white with the dark blue accent strip. She certainly did look sharp with the new paint.

We happened to arrive in South Africa two months before the elections and what an enlightening time it was. Every evening we watched the progress of violence and political maneuvering that was being masterminded by the ANC. The media definitely had their agenda laid out to elect Nelson Mandella as president. Mandella, a communist, who was imprisoned for murder and terrorism, had vowed, from his prison cell, that he would de-stabilize and bring anarchy to South Africa. He has very nearly accomplished his goal. He is not finished yet! Though Nelson Mandella was awarded the "Nobel Peace Prize", can a leopard change his spots?

One of the many humanitarian concerns is what is going to become of the 1.5 to 2 million youth (12–26yrs) who were told by the ANC to boycott school and fight (terrorize) for freedom. The youth were trained in terrorist tactics by the ANC, outfitted with AK47's and deployed into the villages. They proceeded to burn down the schools, murder the teachers and take over the villages. Anyone who objected or resisted were brought to court right there in the street and sentenced to beatings, firing squad or 'necklacing' (a gasoline soaked tire put around their neck and set ablaze, burning them to death). These youth know only hate and defiance. Their only authority is the AK47 on their shoulder. Is there any hope for them or will they be hunted down and shot like animals???

Our two months there were very full with the work on the boat, reports to their church and visiting family in the Cape Town area. All too soon, we were packing for our return to the USA. We left our sailing gear onboard for the time when we would return to sail the boat to Florida, Lord willing. Hopefully that would be around September-October '94'. Avi and Jeanette saw us off at the airport and we settled in for our 33 hours of travel back to Coeur d'Alene, Idaho. We left South Africa the eve before the elections and while waiting in the Seattle Airport for our connecting flight to Spokane we saw on the TV news the final lowering of the Republic of South Africa flag.

Safely back in North Idaho, we were enjoying the spring weather and a nice little fire in the wood stove in the mornings to take the chill off. It was now time to make arrangements to go to the "CHRISTIAN BOATERS ASSOCIATION" Third Annual Meeting in Florida, May 18-20. Avi and Jeanette were also able to come up for the meeting and then planned to spend some time with us in Idaho before returning to South Africa.

The Florida meeting was a great success! It was a real international meeting with attendees from South Africa, Finland, Israel, Bermuda, West Indies, Canada and the East, West and Gulf Coasts of the USA. The only sad part was that Jeff Rooks, the founder of CBA, was hospitalized with an infection two days before the meeting and was not able to attend. He has recovered and is doing better now.

There were classes for the 100+ attendees for information on: how to get a donated boat; how to prepare a sea going medical kit; amateur radio (HAM) and its operation; galley hints and home schooling onboard. There were also panel discussions on maintenance and management of ministry vessels; what types of vessels are best suited for specific ministries and what types of ministries can be facilitated by a boat. Some excellent discussions came out of the panel meetings. It was interesting to see the light dawning on the faces of some of the new members as the realization of how they could use their boats began to come into focus.

One such couple, George and Karen, had just barely made it to the meeting due to other commitments. They had been outfitting their 50' steel ketch to go sailing and maybe, along the way, they might have the opportunity to share their belief in Jesus Christ as their Lord and Savior. In the two days of the meeting they met Marlin who was planning to haul medical supplies and Bibles, by boat, to Cuba. He needed another boat to help. George and Karen said they would help. After a couple of busy weeks preparing their ketch for sea, they met the other boat in the Florida Keys. There they loaded the huge truck load of medical supplies and Bibles into their two vessels. George had two and a half tons of Bibles and several tons of medical supplies. Marlin had three tons of Bibles and several tons of medical supplies. Their overnight passage and entrance into Cuba went smoothly. Marlin had done his ground work well. They off loaded the supplies in several ports, and while George was maneuvering to land at the last port, the transmission broke. After unloading, they were trying to move the boat down the jetty,

by hand, to catch a little breeze and sail clear. Just then the Cuban Coast Guard pulled up and offered them a tow out to the breeze! Marlin had given them Bibles on a previous trip and they wanted to help. Their return trip to the Keys was quite eventful. The conditions were light air and line squalls. In one exceptionally quick and severe squall, the mainsail was shredded. The remainder of the passage was accomplished on headsail and mizzen. George and Karen were greatly encouraged by this trip and are busy getting ready for their next assignment.

The Friday evening speaker was Phil Derstine, President of Gospel Crusades, Inc., who gave a motivating message on "Unconventional Soul Winning".

On Saturday night, Glen Haines, of "OPERATION TARSHISH", Jerusalem, told of the boats that are being raised up to help in the 'aliyah', the return of the Jews to Israel. He explained how the persecution of the Russian Jews is escalating in the former Soviet Union. He said that shortly, with the way anti-semitism is increasing in Eastern Europe, normal forms of transportation will be closed off to them, as it was during the 'Holocaust'. There are several ships being commissioned to help in this 'exodus' of the Jews but small boats will be very necessary to reach the more remote places and then possibly link up with the larger ships.

A business meeting of CBA was called by Tom Burton, Chairman of the Board, to elect two new directors for CBA. Frank Mullen and Loren Murphy were elected, bringing the total to seven directors.

The times of fellowship, praise and worship together was wonderful. The Lord was certainly in our midst. Georgia, along with David and Debbie Goodrum and others, helped lead the singing. There was also a demonstration of Israeli dance.

On the final day of the meet, Charles VanZant gave the Sunday service. Then, Tom Burton asked all those who were going to be involved, in some way, in rescuing the Jews, to come forward for a commissioning prayer. About 40% of those present went forward! The rest were then requested to come and pray for us while we knelt there. Everyone felt the gravity of that commissioning. It was a sweet time.

Anyone planning to use their boat in ministry or already active with their boat should plan on being at the 1995 CBA Meeting.

Avi and Jeanette arrived in Coeur d'Alene, the first part of June, after burning up the skies with their, 30 day, unlimited Delta AirPass! They could fly anywhere Delta went in the continental USA. They made it from coast to coast several times and with stops in between too. By the time they arrived here, they were ready to slow down. It wasn't long before we had the opportunity to speak to a sizeable Bible study about the boat ministry and also explain to them about the scriptures which speak of the 'aliyah' and the 'ships' that will be used. These things are all to take place in the "End Times". A bit later, the four of us went to the Seattle area to check on boat equipment prices. We also visited some friends who are in boat ministry there. Tony and Deb, like ourselves, have an interest to help the Jews return to Israel as the Bible foretold by the prophets.

Ezek 37:21-22

21 and say to them, `This is what the Sovereign LORD says: I will take the Israelites out of the nations where they have gone. I will gather them from all around and bring them back into their own land.

(NIV)

Before leaving the Seattle area, we stopped at Lake Union for a tour and visit with the crew on the ship “**RESTORATION**” which was being prepared to sail to the Black Sea. God told an American couple to buy this 338ft ship, and to use it for bringing Russian Jews home to Israel. They didn’t know how , where or when, but they obeyed. Later the Lord spoke again, telling them to attend a church in Sweden. There, the Lord led them to donate the ship to its divine purpose: to be a modern ship of Tarshish. The vessel, a former WWII troop carrier, was presently being fitted out to transport 1000 to 1500 persons per sailing. One of the advantages of using ships is that those moving to Israel can haul much more of their personal belongings on the ships than they could by aircraft, where they are limited to 70# per person.

Isa 60:9

9 Surely the islands look to me; in the lead are the ships of Tarshish, bringing your sons from afar, with their silver and gold, to the honor of the LORD your God, the Holy One of Israel... (NIV)

Back in Coeur d’Alene, while Avi and Jeanette were off touring parts of Montana and Glacier park with Barb and Jim, my sister and her husband, we received a call from Jeff Rooks (CBA). He told us of two properties near Fort Pierce, on the eastern ICW, which they have been looking at for a possible base for CBA. He wanted my comments about what would be some requirements for a good base. During our conversation, I said it would be real helpful if we could have a look at the properties and Jeff said he could arrange it if we could come down there. I said that we would check with Avi and Jeanette, when they got back from Montana, and let him know. When they returned we told them of the possible base sites and Avi became excited and said we surely should have a look at the sites.

We made plans to drive to Florida the last week of July. We contacted George and Karen, in Fort Pierce, and they had room to put us up. About this time Avi was in the midst of trying to straighten out their flight plans, which had been fouled up back in South Africa. He said it would be best if they stayed back and cleared up their travel arrangements and they would look after things for us.

It took us 4-1/2 days to drive to Fort Pierce. When we arrived at George and Karen’s, they were buzzing around like little bees, getting ready for an open house showing by the realtors the next day. They insisted that we hop into the spa and relax while they wrapped things up. Tough break for us! It was good to get to know one another and hear first hand of their trip to Cuba.

Jeff Rooks and Clayton Barker, of CBA, met us at the St. Lucie River site. This was a 5 acre piece of property on the edge of the canal with a two story house and a marine railway. Being above the first lock on the canal, it was in fresh water, which would be good for vessels coming in from the sea. The capacity of the marine railway was said to be 50tons. We haven’t determined if there are any height restrictions between this property and the sea, at this time.

The next property we looked at was the 80 acre, Florida Institute of Technology Campus which has been vacated for 8-10 years and was a bit depressing because of all the vandalism. This property, however, has tremendous potential, with the many buildings which could be proved up, a pier in good condition leading out to a dredged basin that would handle boats up to 8’ draft. A 100ft+ vessel could be docked on the “L” piece at the end of the pier. The highway divides the property approximately in half with the upper property being re-zoned for single family residences. It is possible that the residential property could be developed and sold to finance the whole project. Another possibility would be to joint venture with another Christian organization, such as YWAM, and have joint use. Jeff is looking into these possibilities.

One morning, George woke up with a headache and stuffed up sinus, he asked us if we would pray for him. He said that these sinus conditions would usually develop into a migraine headache and last 4-5 days. We agreed and read some of the verses on healing from the Bible, anointed him with oil and prayed the prayer of faith for his healing. It wasn't long before he told us that he was completely free of the headache and stuffiness. Praise the Lord!! Later that evening, Karen asked if we would pray for her back. She had suffered with scoliosis (curvature of the spine) since childhood. I commented; "it looks like we are on a roll, sure we will pray for you"! We read some of the scripture on healing to her and then anointed her with oil and prayed the prayer of faith. Being late, Georgia and I went to bed. The next morning, Karen could hardly wait for us to get up to tell us the news that her back was healed! George had verified that it had definitely straightened as she was washing dishes last night! Praise the Lord!!

I must confess now that when I got out of bed that morning, I had a terrible kink in my back, for no reason that I could think of. It finally dawned on me that my saying, in relation to the healing, "that we were on a roll", was a bit flippant. I repented and confessed to everyone there what I had done and asked George if he would anoint and pray for me, which he graciously did. It was not an instant healing like Karen received but after three weeks I am healed. Praise the Lord!!! The Lord has shown me through this not to take lightly the gifts of healing and miracles He is beginning to pour out on His Church in these END TIMES!

It only took us 3-1/2 days for our return trip??? Haven't yet figured out where we lost that one day. On our arrival in Coeur d'Alene, we were met by two very brown South Africans, they had been cooking in the sun while drifting on the lake to keep cool. There had been a heat wave here while we were gone. We just had three days before Avi and Jeanette were to leave. We worked on finalizing our plans to return to skipper their boat the end of September or the first of October. Saying goodbye was rather hard, we are getting to like these two.

We just received a FAX from Avi and they have arrived home safely. The boat has weathered the winter storms with only a few scratches on the starboard side. He will keep us up to date on what is happening in South Africa.

Georgia and I are getting ready to fly out soon and hope you will all be praying for our crossing from Cape Town to Florida during the months of Oct.-Jan.

God's richest blessings to you all,

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