

## NEWSLETTER # 18

### March 2003



Dear Friends,

Greetings from the "Big Island" of Hawaii!

We hope this letter finds you well and prospering in the Lord.

So what brought us to the Big Island you may wonder. It is to build "Zebulun" and "Wailani". Two aluminum schooners for mission work.

Let me bring you up to date:

After delivering the 50' ketch "Southern Cross" to the Solomon Islands from Hong Kong for the South Pacific Bible Society in December 1996, we were back in Coeur d' Alene where I was working on my brother Skip's tugs. It was then, November 1997, that we heard the sad news from our friends Paul and Tina that their 50' ketch, "God's Speed" had sunk! On hearing this, we felt that the Lord wanted us to go to Crete and help repair their boat.

We arrived in Crete on Thanksgiving Day and joined Paul and Tina for Thanksgiving Dinner at the Naval Base where Paul worked. We sat at the head table with the Greek Commander of the Base, the Commander of the NATO detachment and the Commander of the U.S. Naval Forces stationed there. We could hardly take in the significance of who our hosts were as we had only had two hours sleep since we left Coeur d' Alene, Idaho, U.S.A..

Paul and Tina rent a small villa for the winter months and they were at the villa when their boat broke from its mooring in a storm and blew across the bay and sank on the lee shore. Everything was ruined on board. The Greek Navy and US Navy came to the rescue and re-floated "God's Speed" and towed her

to a small fishing port where she was lifted onto the hard. When we arrived the boat had been drying out for a month. They had removed most of the loose items from the cabin to let her dry out.

The first couple of weeks we were in Crete was spent cleaning up the mountain of equipment, lines, spare parts, sails and etc., that had been laid out around the grounds of the villa. Then it was time for our reinforcements to arrive from Coeur d'Alene. Dave, "Sam", Javin, and Asha Mather had flown over to help. With this added help we had the courage to tackle the cleaning up of "God's Speed". First was to clean up the oily, sandy mess in the interior of the boat. Then we proceed to remove all the old wiring, plumbing, electronics, fixtures, water tanks and engine. With all this out of the way, we then washed every inch of the interior of the vessel with solvents and detergents to remove any oily residue. After several days of drying we were then able to tackle the interior painting. While work was proceeding on the inside a crew was sanding the bottom to prepare for new anti-foul bottom paint to be applied after the fiberglass repair was complete. Next was the prep for the fiberglassing of the damaged keel, rudder, and hull by the professional team loaned to us by a local boat builder.

This being the winter rainy season we started to pray for dry weather since we needed 17 days of dry weather to accomplish a proper fiberglass repair and bottom painting. The Lord provided, much to the amazement of the locals, and on the 18th day 'winter returned' with a downpour. Praise the Lord! With the bottom painted, we launched the boat and installed the engine.

Three months had passed by very quickly and it was time for us to head home. There were still things to be completed on "God's Speed" to get her up and sailing but much had been accomplished. The great disappointment Paul and Tina had felt at the sinking of their home of 15 years was replaced with new hope. They have since been able to get up and running with new electronics and radar and now need refrigeration and a new set of sails to make her ready for service.

Back in 1988, as we sailed back from three years of ministry in the South Pacific aboard our 40' sloop "American Flyer", our intentions were to find or build a larger vessel of about 80'-90' to better serve the ministry.

After returning from Crete in 1998, I began to sketch out a vessel that would be able to accomplish our goals for the ministry. I knew that the only way we would get a vessel of this size would be by the Lord's provision. With this in mind, I proceeded to put together my ideas for a most suitable vessel for this purpose. What has come forth is "Zebulun", a modern 96' aluminum three masted schooner!

By August 1999 I had drawn the lines, cabin arrangement and sail plan. In September, 1999, we commissioned Michael Kasten of 'Kasten Marine Design, Inc.' whom we had met at the "Metal Boat Festival" that year to complete the design, plans and engineering of "Zebulun".

In the year 2000, with the help of our friend Fred Emry, we formed and registered the non-profit family corporation of "LOREN AND GEORGIA MURPHY CHARITABLE TRUST CORPORATION" dba "MurSea Missions, Inc." Brenda & Jack Lawlor, Sophie & Wayne Crismore, our daughters and sons-in-law are on our Board of Directors.

In the year 2001 Jack Lawlor, our son in law, launched our web site: [www.mursea.org](http://www.mursea.org).

On December 26,2001, Michael Robertson, who has a well drilling business on Maui, e-mailed us that he had been looking for a boat for their family to use in ministry to the Pacific Islands. He had discovered

our plans of "Zebulun" on the Internet and wanted to buy a set of plans from us. Several days later Michael telephoned and after a two hour conversation we discovered that we had very similar visions for our ministries. We were invited to come to Maui to meet their family, which we did the following month. Our daughter Brenda, Jack and their two boys, Isaak and Ian, went with us and we had a wonderful 10 days of getting to know the Robertson family. While we were there our family gave our first "presentation" of "MurSea Missions" to a group interested in boat ministry at the Robertson's home.

"Long story short", 'as they say in Hawaii', we joined with the Robertson family to build "Zebulun" and "Wailani". With a great send-off by our family and church, Georgia and I moved to Maui in May 2002. Michael is providing us with housing and a place to build "Zebulun" and in return I will supervise the construction of both boats. This will allow Michael to continue in his well drilling business to pay for the construction of "Wailani".

Michael had been negotiating for some property where we could place the 80' x 135' metal building (which was in the process of being manufactured) in which to build the two boats but the owners of the property were unable to get their bank to release the parcel for sale. That same day Michael told his friend Vernon of the land problem. Vernon said they had property on the 'Big Island" and there might be a suitable site on the ocean for Michael's project. Michael said that he would like to have a look at the property.

Michael, Ann, Georgia and I took a four day expedition to the "Big Island". Vernon and his wife Noe Noe invited us to stay with them in their Plantation House so that we could all walk the prospective area. After we had walked the property and located where the building should be situated, Michael and Vernon went to the County Land Department and explained what we wanted to do. The appropriate officials were all available and in a short time they had the approval and blessings of the building department to proceed. Later, at the Plantation House, we were discussing the project and Noe Noe offered the FREE use of the Plantation House to house us and the work crew for several years. Halleluyah!!

On August 10, 2002, we landed on the "Big Island" at the Plantation House with all our gear and proceeded to move in. It didn't take long to settle in to our new dwelling place and for Georgia to begin to personalize it into a home.

In the process of developing the roads and building site on the property owned by Vernon and Noe Noe we were accused by some local Hawaiian 'activists' of disturbing an "ancient sacred burial site" on the location we had intended to place the building. I was present during 95% of the dozing operation and have yet to see a single human bone on the site. This occurred in November 02. It is now March 03, and we are still shut down with no immediate solution in sight.

Mike and I are presently looking for an alternate location to construct the building and boats. I was led to check with the Department of Land and Natural Resources Office at the major marina in Kona. Their agent said they had 250 acres around the marina and a site might be available. This is State land which they are wanting to get into commercial use and they seem interested in our project. Mike has sent a letter of intent to them and we are waiting for their reply. If Mike is successful in negotiating for the site closest to the launch ramp (which is free of any overhead wires and obstructions) it would be the best possible place for our building the boats and launching them! Mike also intends to use the building for a

training and repair base for marine missions and there is the possibility of building more ministry boats of the “Zebulun” design.

The “Plans” have been 3 ½ years in the process with e-mails, phone calls and several visits with Michael Kasten, our naval architect, to bring “Zebulun” to the point of ‘berthing’. We now have a completed set of “Construction Plans” in hand and the NC Cut Files are very near complete. The Cut Files allow us to have all the aluminum and stainless steel parts of the boat cut out by computer guided cutting equipment which will reduce the assembly time of the hull by 50-60% which is a great savings in time and money. All the precut aluminum and stainless steel parts will then be pack-aged in containers and shipped to our building site. The metal building is manufactured and waiting for an address to be shipped to.



**“GOD’S SPEED” being launched after repairs.**

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Georgia and I are in good health and staying in shape for the next phase set before us. Our children are a real support and blessing to us.

We thank all of you who have supported and prayed for us and our family as we are moving ahead in the ‘vision’ the Lord has given us. Keep up the good work!

God Bless You. Hope to hear from you!

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