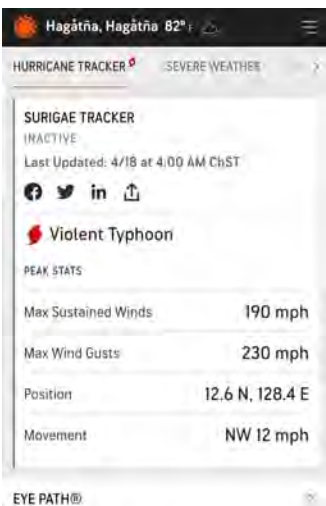


MISSION: MICRONESIA

INSIDE THIS ISSUE:

| | |
|--|---|
| <i>Ship's Log: Recovering From Typhoon Surigae</i> | 1 |
| <i>Storm Tracker Graphic</i> | 1 |
| <i>Ship's Damages and Recovery</i> | 2 |
| <i>A Note of Thanks</i> | 2 |
| <i>Moving Forward...</i> | 3 |
| <i>Photo of the Month: "The Watch at Sunset"</i> | 4 |
| <i>Closing Thoughts "A Wide Open Door"</i> | |

"In eighty feet of water, pinned against the rocks and a gale of 90 mph, we had only to pray and wait."



Ship's Log: Recovering From Typhoon Surigae

—Glen Knight

Howling winds made NATIVA'S rigging sing strange songs as the storm-driven sea spray danced like dervishes off the portside in the open area of the cove. We were trapped. The southwesterly surge cast seafoam against the ship up to her bridge windows, obscuring the view except when driving rain made the slop slide down the glass. The ship's bell clanged rhythmically, three times with each bash she made against the rock wall of the two islands, as though to signal our desperation. The vessel and our family inside shuddered against the collisions that seemed to never end and despite our radio calls to the Coast Guard, there was no one who dared venture against the storm to come to our aid. Our concern was survival. In eighty feet of water, pinned against the rocks and a gale of 90 mph, we had only to pray and wait. We had no propulsion and no steering. Our ship of 97 tons was at the mercy of the sea. At 5:00 AM with the first light of day breaking on the morning of April 16th, we began to sense that the strongest part of the storm was upon us. Gauging by the scars on the rock wall where we had been slamming for nine hours, the tidal surge was lifting the ship by nearly five feet. I watched from the bridge as the vessel began backing into the oncoming surge as though she was being pushed. Her bows, driven by the broadside gale, gradually skidded past the rock outcropping and pointed into the narrow opening between the two islands, merely thirty feet wide with an average depth of 8.7 feet. NATIVA draws 11.2 feet of water. Her beam is 25.6 feet. And yet she passed through the narrow gap and into the bay without foundering. There is no

explanation except for the grace of God. And this is not the whole story. We have often seen the wonder of God's power.

And once again, He proved Himself faithful. We will be relating more details soon as we visit stateside during the summer months.

A beautiful rainbow over Malakal Island welcomed us back to our anchorage following two weeks of repairs at KB Marina, Palau.



My dear Filipino friend, Nonoy who works for Surangel & Son's Construction is the lead man in one of the welding crews. I am thankful for his help and longtime friendship.

"Exactly nine years before, we were building the original bulwarks and closing the shell plating..."



This is the condition of Nativia's starboard stern quarter when we began the repairs. Note the rudder jammed hard-over.

Ship's Damages and Recovery

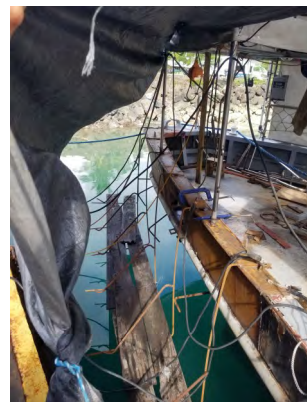
The damages suffered by the missionary sailing ship during Typhoon Surigae, April 15 & 16, 2021, were enormous. We are still discovering things that weren't obvious at first that have to be added to the list of repairs to be made. The ship is seaworthy now, however and we're thankful that when the time is right, we'll sail for a proper drydock facility to complete the repairs to the shell plating of her hull.

The photo to the right shows the jib sail with an enormous hole in the center. It is ruined. But among the first people to respond to the need are our good friends, Jerry & Linda Smith, Texarkana, Arkansas who have ordered and paid for a new sail. Thank you so very much, Jerry & Linda!



After cutting away the damaged portion of the steel bulwarks, we set about reconstructing it. The photo at left shows the new structure in place and with the welding ongoing at the time, one could hardly see where it had been damaged. What's interesting is that on the day this work was being done, exactly nine years before, we were building the original bulwarks and closing the shell plating astern!

The photo on the right shows the exterior view of the reconstruction going on. We took care to build this section stronger than the original. And matching it to the undamaged part of the ship was done very well. We salvaged the cold roll steel bar that trims the outer, top edge of the plates, straightened it and welded it back into place. That sort of material is not available out here without special order and time didn't allow that. Thanks to the men of Surangel & Son's Construction Co. this work was all done in good time and with a high degree of skill. It would not have been possible without their help.



Shown here is the work nearing completion on the starboard aft bulwarks with the full welding finished and my crew grinding, cleaning and prepping for painting. One can see the new plating and the new shear strake bumper. Pictured here are crewmen, Jhobert and John on the scaffolding and Jacobus on deck. Our other crewman, Tony, was busy helping the men at the bow.

"Many people of many different stripes, have lent themselves in the past to help this missionary. Memory fails me to recall the innumerable kindnesses shown through the years. God truly has His angels in place to help in times of need. I am humbled to once again acknowledge some who have helped us in ways I'm not at liberty to fully tell. But suffice it to say, thank you to the family of Mr. Surangel Whipps, Sr. of Koror, Palau and Surangel & Sons Construction Co. for giving our ministry the way to carry on." —Memoirs, gk

Moving Forward in Work for Ministry



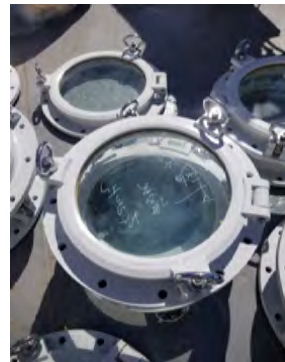
One can hardly imagine the power of the storm until something like this is seen. NATIVA'S bowsprit was completely ripped from its place on the bow as the ship was thrown continually against the rock island. The photo shows the section of the shell plating we had to cut away to replace it with new steel that was cut and shaped to fit. The top pipe of the new bowsprit can be seen set into place beneath the plastic canopy. The ship's plating is 5/16" thickness and the bottom pipe brace was welded to a double thickness of plate. But steel against solid rock will not fare well in such strong wind.

The new bowsprit is shown here, finished and painted and the large hole in the bow has been closed. We used pipe and plating that were twice the thickness of the original and like all the repairs we're making, the new work is stronger than when we built the ship. It might make you wonder why. I just believe that when rebuilding is necessary, we must build back better and stronger than before. One of these days, we may be looking at another situation that will make us really glad for the extra care taken at this time. The bowsprit us used to tension the rigging fore and aft and carries the jib sail.

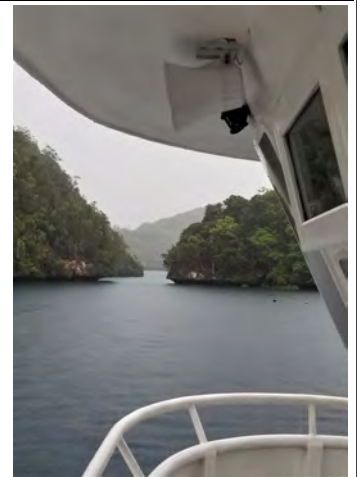


One of the real problems I was afraid would be the greatest challenge, indeed proved to be such. The large rudder was sprung hard-over to starboard. This was because the keel shoe was slightly bent upward causing misalignment and the top rudder post shaft was bent below the steering quadrant. Repairing this took us nearly a week and was in fact the most difficult job. But by the grace of God and with skilled workers, we were able to correct both issues so that now, the ship's big, one-ton rudder works very well with only a light touch. The hydraulic system had to be partially rebuilt as well.

Just before the storm hit, I had taken delivery of twelve new 12" portlights to replace the old ones that had deteriorated due to electrolysis. Shown here are some of the new units. During the storm, three portlights on the starboard side suffered damage and while none broke out, the aluminum bezels around them collapsed. With these new, very beautiful and high quality windows in place, we will greatly improve NATIVA'S appearance and fresh air ventilation inside. We will begin installation of the portlights very soon.



"Were we afraid during the storm? Honestly, no, I wasn't. I knew...we all knew what we were facing and we knew the potential of severe injury and worse. But to be afraid? I can't say that we were. And that is not to say we had confidence in the ship, although we know she is strong. Neither is to say that we had a plan of action. We didn't. But we have previously known the faithfulness of God and we know it still. This storm gave Him yet another opportunity to prove it." —Memoirs, gk



Look carefully at this photo to see the narrow gap through which the ship made her way during the peak of the storm. The two white-colored spots on the rock walls show where we were lodged.

One of these days, we may be looking at another situation that will make us really glad for the extra care taken at this time.



Here are some of the men who came to our rescue the morning we landed on the seawall. They and others had ropes and tires to make NATIVA sure.

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NATIVA leaving KB Marina following initial repairs.

...Reaching people on the edge!



Photo: Summer Knight, April 2021

"The Watch at Sunset"

Crewman Jhobert Lastimozo stands watch on passage to Sonsorol Island.

Closing thought: "A Wide Open Door"

Glen Knight

The Apostle Paul spoke of a great opportunity for ministry in 1 Corinthians 16:9. He used expressive words: "A great door and effectual...having many adversaries." I am reminded daily of the truth of his experience. The same is understood out here in the western Pacific Ocean. We see what he saw. And as he learned to carry on through hardship, we do the same. Character is forged by difficulty. And truth is refined through opposition. But observing circumstance without seeing beyond it will rob one of the joy of victory that awaits. It would be easy to lay off, even acceptable to most people to do so. But we cannot. We see what The Lord has laid before us and are thankful. We are also thankful for you who help us carry on. God bless!



I have written much about repairs in this newsletter. I want to say something more. All we have done to get the missionary sailing ship back into commission would not have been possible except for the many people here in Palau and there in the United States who have helped us. Thank you all for your generosity and words of encouragement and prayers. NATIVA will sail again soon!