

75 3-5-26

Remote Island Ministries

January
&
February
2026

MISSION: INDO-PACIFIC!

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"The route has been plotted for our upcoming voyage."



The beginning of a busy morning aboard the ship shows a working rope block purchase at sunrise.

Ship's Log: Preparation to sail...

—Glen Knight

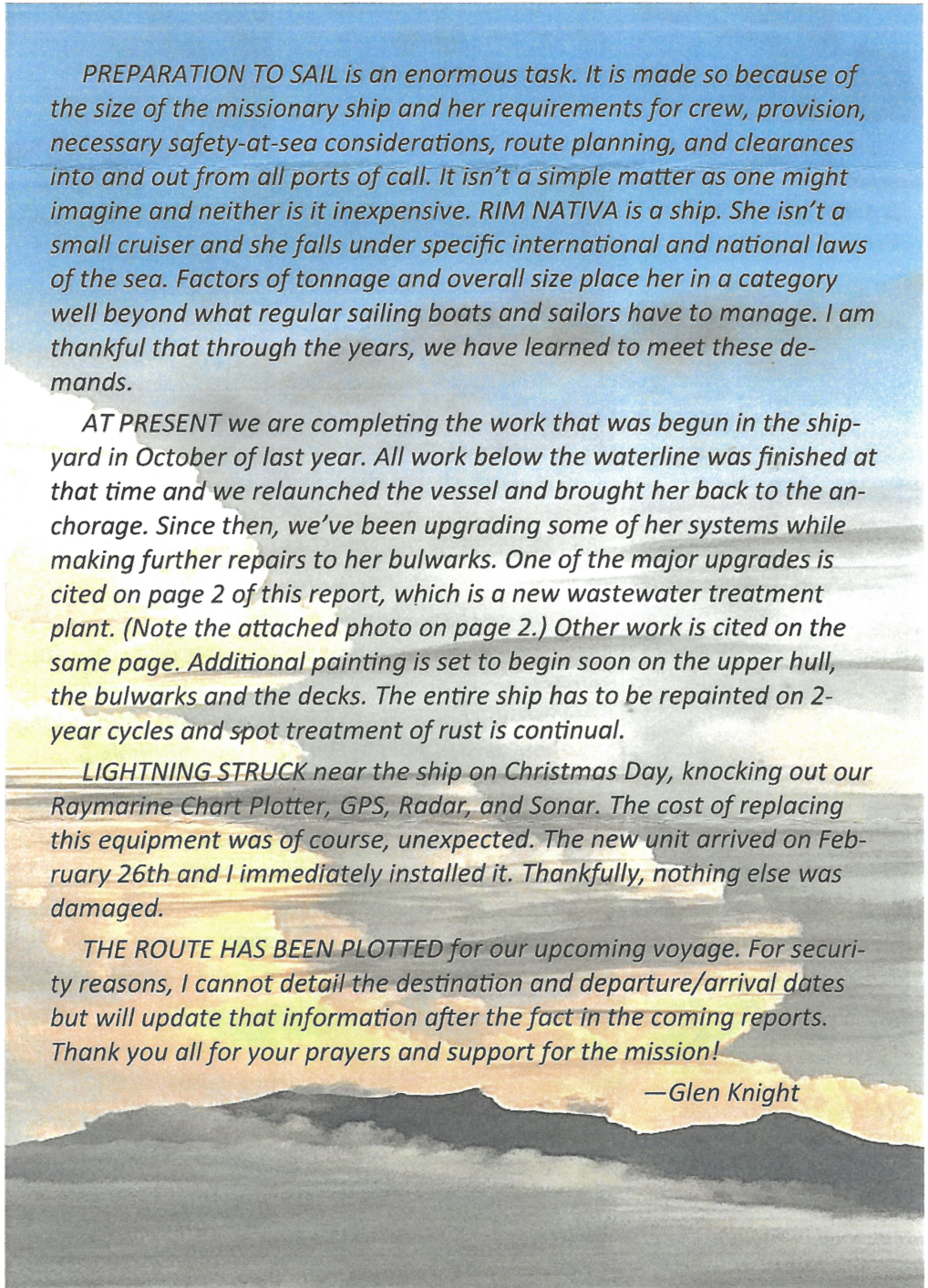
PREPARATION TO SAIL is an enormous task. It is made so because of the size of the missionary ship and her requirements for crew, provision, necessary safety-at-sea considerations, route planning, and clearances into and out from all ports of call. It isn't a simple matter as one might imagine and neither is it inexpensive. RIM NATIVA is a ship. She isn't a small cruiser and she falls under specific international and national laws of the sea. Factors of tonnage and overall size place her in a category well beyond what regular sailing boats and sailors have to manage. I am thankful that through the years, we have learned to meet these demands.

AT PRESENT we are completing the work that was begun in the shipyard in October of last year. All work below the waterline was finished at that time and we relaunched the vessel and brought her back to the anchorage. Since then, we've been upgrading some of her systems while making further repairs to her bulwarks. One of the major upgrades is cited on page 2 of this report, which is a new wastewater treatment plant. (Note the attached photo on page 2.) Other work is cited on the same page. Additional painting is set to begin soon on the upper hull, the bulwarks and the decks. The entire ship has to be repainted on 2-year cycles and spot treatment of rust is continual.

LIGHTNING STRUCK near the ship on Christmas Day, knocking out our Raymarine Chart Plotter, GPS, Radar, and Sonar. The cost of replacing this equipment was of course, unexpected. The new unit arrived on February 26th and I immediately installed it. Thankfully, nothing else was damaged.

THE ROUTE HAS BEEN PLOTTED for our upcoming voyage. For security reasons, I cannot detail the destination and departure/arrival dates but will update that information after the fact in the coming reports. Thank you all for your prayers and support for the mission!

—Glen Knight



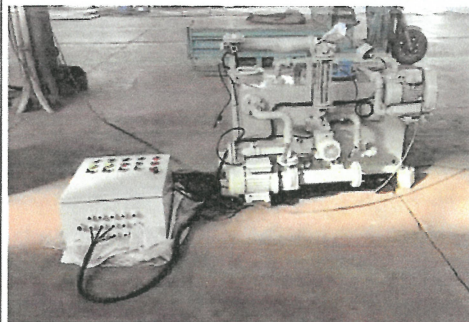
Ongoing maintenance and upgrades for NATIVA



Here, the crew is seen removing the life raft pod for sending it to Benoa Port for servicing.

"There are things that hardly anyone considers when thinking of boat maintenance..."

It had been way too long since NATIVA'S life raft pod was renewed and certified. The photo here shows the unit back on board after the work was completed this month. This is a 16-person raft that is suited to SOLAS standard. We pray to never need it.



One of the things I have been wanting for a long time is seen here in the photo at the left. It's a wastewater treatment plant that sanitizes all the ship's gray and black water before pumping overboard. The system we have on board will soon be decommissioned and pulled out as this new one is installed in March.

There are things that hardly anyone considers when thinking of boat maintenance and one of those things is the condition of the mast shrouds. The shrouds are the multiple cables that stay the masts, in our case, four to the side on the forward and after masts. That makes sixteen cables, plus two forestays, the triatic stay atop the masts, two mainmast backstays and two mizzen mast backstays. That makes twenty-two long cables altogether. The roll of cable in the photo here is an example.



Looking closely at this photo, one can see both the cable shrouds and the sheet lines that we will be renewing in March.



Rope is expensive. The roll in the photo to the left is 200 meters of 5/8" diameter, nylon braided rope that comes at a cost of \$2,068.00 here locally. Needless to say, we hope that one roll will be enough to change out our lines. This rope has a life of about five years if it is cared for. It has been about that length of time since we renewed all of NATIVA'S sheet lines so over the coming weeks I will lay this roll aboard and we'll begin the re-rope process. We will sail with confidence doing this maintenance.

"Honestly, I will say, and with complete confidence that no one who knows will contradict what I'm telling you, that a man who dreams of having his own boat should never, and I mean, NEVER, venture so far as to acquire one unless he has a fervent love of mechanics and MacGyver-like finagling." —gk