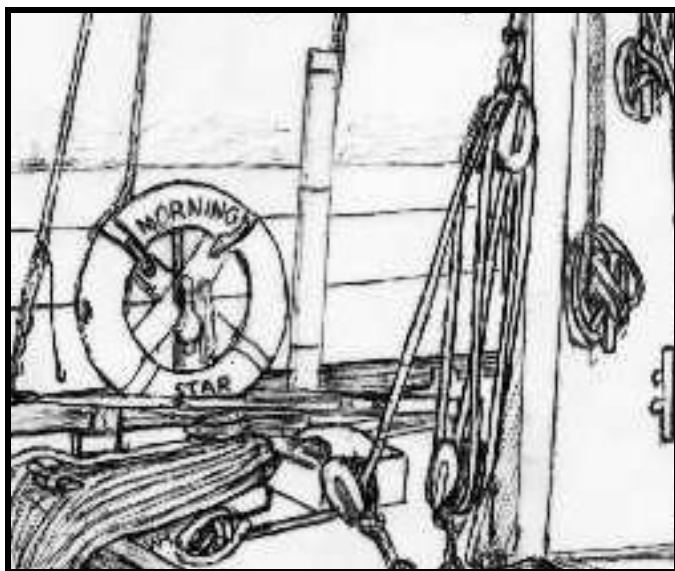




the newsletter  
of the  
Morning Star Trust



December 2002

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**REVELATIONS**

## Editorial

Welcome to this issue of Revelations. The sailing season seems like an eternity ago but as you can read here, there is still a lot going on in the office and on Morning Star. There is also the third (and penultimate) installation of the history of the Morning Star Trust. Read on...

May I also commend the sponsored challenge to you (details on the centre pages). It may be that this isn't for you, but if you know of someone who would be interested, let them know—it looks to be a fantastic experience.

Thank you to everyone who has contributed to this issue. It would be good to recount some of the stories from last season's trips, so get those pens out! Please send any contributions: stories, pictures, poems, thoughts, etc for future issues to the office, address on the front cover.

Finally, I would like to take this opportunity to wish you a very happy Christmas and New Year.



## News from the office...

The arrival of Libby, Cath and Nick in September certainly kicked up a lot of dust in the MS office. However, all are gravitating into their individual tasks now and the air is beginning to clear. It is fair to say that new arrivals will always slow things down before they settle in and become effective. Both Tim and Nick feel Libby and Cath are to be commended for continuing so well, the tradition of dedicated volunteering that MS has enjoyed over the years.

Nick's task has been two fold. Firstly he is having to gain an overall understanding of Morning Star whilst also pursuing funding for the development plan he is implementing. Libby has done well to take on the every day administrative tasks of the office keeping the ball rolling. Catherine the 'Boson' works tirelessly come rain or shine to keep Morning Star ship shape and in working order.

The current office team have gelled well, and this was enhanced further by a team training week conducted aboard Tiger Moon in October. Tim spent

the week teaching and honing the sailing skills of the new arrivals. Everything from manoeuvring in marinas to man overboard drills. The team spent their nights moored in a variety of locations, the favourite being ..... on the river Tiddy near St Germans.

Now that the season is over and we have entered the refit stage, Tim is trying to stay away from the office in order to concentrate on the boat. However, this is not as easy as it might seem as he is constantly drawn back to his computer terminal and telephone as if he were connected by elastic. Scissors may make the ideal Christmas present!

### ***Bookings***

Looking to 2003, the bookings are looking healthy for the time of year. Tall Ships races are selling quickly as are the Day Skipper courses, however, the group bookings are a bit thin on the ground at the moment. This year, the brochure has not only gone to the regular mailing list, but has also been targeted at local youth organisations, churches and schools of which there are a surprising number. The thinking behind this was to develop fresh links with local youth networks and offer MS as an evangelistic resource to the

local church.

### ***Sponsored Challenge***

You have probably heard about the **2003 Round Britain Sponsored Challenge** by now. This is a real opportunity for you and your friends to sail aboard Morning Star and give a real boost to trusts development plans. The fund raising and publicity potential of this challenge is enormous, that is why we need to do all we can to promote and support it. So far we have three people interested but only one has booked. It's a start, but we need at least thirteen more, so let's keep the momentum going and tell everyone we meet this Christmas. Remember we have full colour promotional leaflets to assist the recruitment process. Why not enclose some with your Christmas card mailing or just hand to friends over the holiday.

### ***Steve Thompson***

As announced at the conference, Steve Thompson will be starting with us as a full time Skipper / Operations manager from March 2003. This will really help consolidate and streamline the operation, having someone who can focus totally on sharpening up the cutting edge of our work. Please pray for him as he prepares for

the major upheaval of a move combined with a new job. We should especially thank God for his provision.

### ***Applications for Grants***

The process of applications for grants is ongoing. The initial task has been to re-contact the long list of Trusts that Jemma Morgan applied to in '98/'99, many of which proved highly fruitful, enabling us to purchase a new suit of sails and computers for the office. From then on it is a matter of trawling thick directories and publications that list the UK's major trusts and grant giving bodies as well as pursuing various government schemes and funds. In a recent office prayer time the team were reminded, that it was only when the disciples were told to cast their nets on the other side of the boat that they were filled with fish. The slightest of adjustments, when in obedience to God, will yield amazing results on your life.

### ***Looking ahead, not back***

So what of the future? Well it's both exciting and frightening, Morning Star is totally reliant on God, and we need to hear his voice and follow where he leads. For we know that if we do this, there will be no question of his provision and blessing. "Unblock our ears Lord,

that we can hear you more clearly. Light the path before us by your word".

The great thing about stepping out in faith is that it makes you reliant on the provider God. This is where he wants us to be after all. Then he can act knowing the glory will go to him so that no one can boast, except in him.

The office staff would like to thank all of you who have contributed to the work this year prayerfully, practically and financially. We wish you all a very **Happy Christmas**, as together, we celebrate Gods greatest gift of his son Jesus.

### ***And Catherine writes...***

I cannot believe that we have been here nearly four months now, time seems to be slipping faster than I can hold onto it. Morning Star is very much in Winter Refit mode, having lost her main and mizzen, spars and sails, and with a bizarre cathedral of old sails and timber constructed over her to protect vols from the elements.

At present, work is focused on the mainmast, (the mizzen forms the ridgepole for the tent under which we are working) but there has been time to wash all of the oilskins in a

wheelbarrow, replace the mouldering lining inside the galley cupboards, create a new database for the Morning Star filing system, and update and upload the webpage. Phew, all that, and Tim doesn't seem to think we've got into the real work yet!

Dark days lie ahead as we battle to get through Tim's arm length list of jobs while there's still enough daylight to see (or enough power for florescent tubes). We have had the benefit of Matt Smith's help in the past few weeks, who has very much enjoyed helping take the boat to bits with various sizes of 'adjusting tool'. Despite many trips on Morning Star, he hadn't made the acquaintance of the two foot Stilson that lurks in the aft cabin... Also we should extend our thanks to Mike Cawthorne

for having driven off with our sails and outboard for their winter overhaul in Brightlingsea and Tollesbury respectively. Thank goes too, to Andy Challis and Chris Sims who constructed the framework for the canvas construction I am now working under on the boat.

A couple of work parties will hopefully be happening in the new year, most probably the 2<sup>nd</sup> and 4<sup>th</sup> weekends in January. If you would like an opportunity to help out on Morning Star, with guest accommodation at Pluton House thrown in for free, then do get in touch with the office and we'll put you on the list. Keep an eye on the 'What's New' page on the website for updates.

God bless and have safe, relaxed, and joyful Christ-masses :o)

## Diary of a Volunteer: An Eagles Wings Adventure

*By Catherine Bertrand*

With Eagles Wing's future under debate, Tim decided it would be a good idea for Libby and I to get out of the office and onto the water while there was still an opportunity to do so. We had been sailing once a week ever since our arrival

thanks to the ministrations of Richard Peats, who saw it as a good opportunity to teach us the rudiments of sailing, and get a free dinner into the bargain. However, neither of us had dared to venture out alone, and we were both in rather a

state of panic as to how we would cope sailing by ourselves.

Libby decided she would hand all responsibility over to me. This at least meant she could get to sleep at night without having nightmares about explaining to Tim exactly *how* Eagle's Wings had happened to get wrecked/exploded/run down. I'm not quite sure how I saw it. It wasn't until the Wednesday, as we walked across the car park to the pontoon, that it really hit me that I would be skipping a boat for the first time.

"You look really scared." said Libby, helpfully.

We got everything stowed away and coaxed the engine to life. I even remembered to put the ensign up, although it had suffered rather badly from a previous gale hounded trip across the estuary with Richard and Lynda, and was hanging at a rather miserable angle. Libby and me looked at each other, said a quick prayer, and cast off. We decided not to chance fate and attempt to sail off the mooring as it would have been extremely embarrassing to crash before we had begun.

We also tactfully decided to put off putting up the sails until we

were well out of sight of the office.  
(Just in case you understand.)

There was very little wind, so we tacked serenely down Chat-ham reach eating crisps as we did so. Every so often I would pinch myself.

We had some rather spirited 'discussions' about when we should tack. We also decided (in an unspoken way) that sailing by committee, though perhaps not best, was inevitable.

Before too long we were at Oakham Ness jetty. Now, on a previous sail with Richard, he had expressed his concern that neither of us were too hot at spotting boats. (This was just before we got hooted by a large boat that Richard himself hadn't spotted.) We had both reached rather a paranoid state over this since. Libby immediately began to get jumpy about a large tanker thing with a crane on it that was looming up ahead of us. It wasn't looming particularly quickly. In fact, after a while we realised it couldn't really have been looming at all, on account of the anchor chain running out from the bows.

By this point it was beginning to get dark. We turned on the

nav lights and decided that we would be very glad to find the Stangate Spit buoy and turn right. But where was it? Quick flashing 3 white lights apparently, and all there was ahead was that easterly cardinal. Hmmm.....

We consulted the chart. We took bearings. We panicked. We then felt very silly.

Turning right after the easterly cardinal, (for some reason both of us had been looking for something small, dark and dingey, as befitted Stangate itself) we turned on the engine, dropped the sails and pootled into Sharfleet. Tim had told us of a lovely anchorage past a deep pool, but there was no way of finding it other than feeling our way on the depth. Libby decided to prep the anchor and make the tea while I nosed Eagles Wings through the muddy channel. There were a couple of hairy, shallow moments, but we were soon in the pool, with the obligatory 30 metres (or 25 - EW doesn't have 30 metres) of chain over the side.

"Gosh." We both sipped our tea and smiled. Okay, so 12 miles in a Force 2 isn't much of an achievement on the grand scale of things, but we might as well have crossed the channel.

That night, our first proper night off in weeks, tucked away from the rigours of job-hunting, the bustle of the phone, the whirling of the internet (but not from the hassle of having to wash up...) we sat and read books, and sent excited text messages to anyone I could think of. Libby also became a TILLI, (Tilley Lamp Lighting Initiative) during a rather surreal conversation with Tim about frying pans, sleeping caterpillars, and jars of embalming fluid...

Our trip home the next day was uneventful, apart from an argument about poling out the jib. Ah well, it can't all be plain sailing I suppose. As we crept along before the light breeze, we made an executive decision to motor until just in sight of the dockyard before sailing past. However, the wind died completely, so we gave in, dropped all the sails and came home triumphant. I didn't even touch the pontoon as we came alongside!

So a successful voyage. Even if Eagles Wings will no longer be able to take me on adventures, she has certainly given me the confidence to go looking for more! Watch out for jollies on Tiger Moon next year...

## The 2003 Round Britain Sponsored Challenge

*Have you always wanted a real challenge but never had the opportunity? Read rousing reports of sailing adventures and imagined yourself at the helm? Well, this could be just what you've been waiting for!*

The Morning Star Trust is launching its first national fundraising event called '**The 2003 Round Britain Sponsored Challenge**'.

This is an opportunity specifically for Morning Star friends and contacts, who have always wanted to sail, to join us aboard our flagship for the adventure of a lifetime and support our work.

We are seeking anyone who would be prepared to take on the elements to join a team of fellow adventurers and circumnavigate the UK. The aim of this challenge is to raise funds through sponsorship in support of The Morning Star Trust. The funds generated will enable us to expand our work to provide more life changing opportunities

for young people. This event will take place between the **3<sup>rd</sup> – 24<sup>th</sup> May 2003** and will be split into two legs, one ten and the other eleven days in duration. Team 1 will sail the western leg from Chatham to Oban, with Team 2 completing the circle from Oban, round Scotland, and back down the east coast to the Medway.

SUMMARY

**Leg 1**

Chatham to Oban  
3<sup>rd</sup>—13<sup>th</sup> May 2003  
Briefing weekend:  
28<sup>th</sup>—30<sup>th</sup> March 2003  
£545

**Leg 2**

Oban to Chatham  
13<sup>th</sup>—24<sup>th</sup> May 2003  
Briefing weekend:  
11<sup>th</sup>—13<sup>th</sup> April 2003  
£590

Prior to the event we will be running two orientation weekends for the crews. These will take place on **28<sup>th</sup> – 30<sup>th</sup> March and 11<sup>th</sup> – 13<sup>th</sup> April**. Also earlier in the new year there will be a team briefing on fund-raising (time and venue to be announced). These dates will provide a great opportunity to meet each other and get to grips with the boat.



target figure and not a mandatory requirement.



Leg 2

Applicants will be asked to pay the full cost of their leg at **£545 (Leg 1) or £590 (Leg 2)**. These prices include the briefing day & orientation weekends. This ensures that all funds raised in sponsorship go towards the project intended and not used to cover personal expenses. This is first and foremost a fund raising event, and so we have set an individual sponsorship target at £2,500. Please note, this is only a

*So you're interested?*  
 If you would like to be a part of this challenge, please call the office now for more information on **01634 403890** or email on **sailing@morningstar.org.uk**

Remember places are limited and are offered on a first come first served basis. We await your call!

## The history of Morning Star (Part 3)

*A transcript of an interview with Tim Millward by Clive Miller*

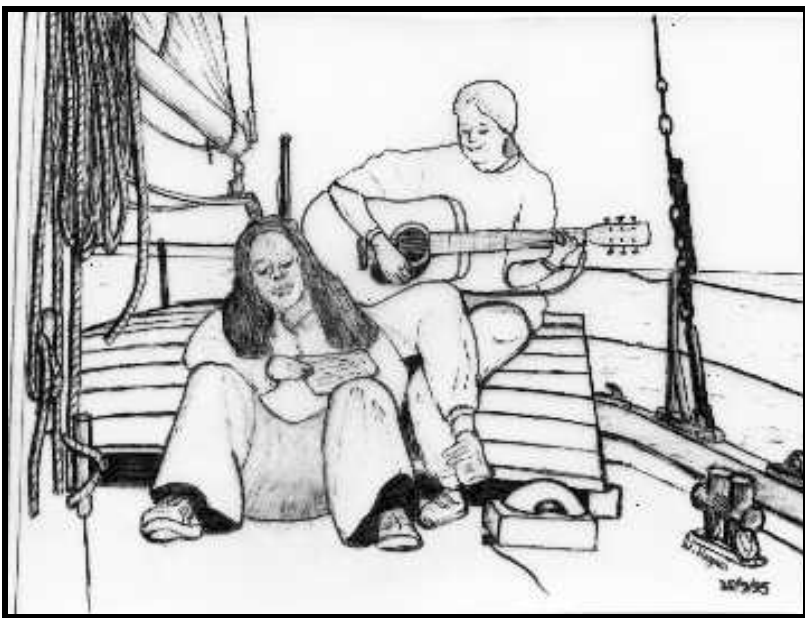
### ***The Spiritual side of things?***

Well, I've been telling this whole story having started about mixed motivations, without any reference to God at all, but that would not be correct. There came a point in, I think, February 1974, when I was down there at the boat on my own one day on a freezing cold February day. A freezing cold February day is bad enough, but imagine a freezing cold February day and you are working with freezing cold steel in a freezing cold warehouse! I thought to myself, "this must be crazy" and at that point, I quite deliberately prayed, "Lord, if You are not in this thing, then it's a waste of my time and Your money" (or Your time and my money, can't remember which), but came to a crunch point. I immediately felt a sense of reassurance that yes, God was in this thing. He had taken and used my muddled motivation and that He would be in it. So from that point on I basically didn't doubt

that it was of God in some way, shape or form. One of the things that was striking through those years was the ways that God provided materially. It may be a cheap way to build a boat but it is still not a cheap thing to do. I was a teacher and teachers were not paid well even compared to today's. Yet whenever there was a need for the next big chunk of finance for some reason or other, there was a way of doing it at the right time. So it wasn't of the 'ten pound notes floating out of the sky' kind of provision, it was more the timing that was striking. When the need came for the next whatever it was, the way of doing it revealed itself one way or another. There were other things. The wooden rubbing strip, around the top edge of the hull, in most places consists of just three chunks of wood, one on the outside, one on the inside and one along the top. But across the back, across the transom, it curves too much to do it that way, so that part of it is laminated: built up in strips. I was using strips that were about  $\frac{3}{4}$  inch thick and an inch wide. I was trying one day to build up the outside part of it and I had a certain number of strips of hardwood and they kept breaking; they wouldn't take the curve. This got rather frustrating. I kept on nearly do-

ing it, and then the piece would go *snap* and that would be another bit gone that wasn't long enough to do anything with. So there we were, in the shed, with a heap of broken pieces on the floor underneath and I'd run out of bits of wood. I shrugged my shoulders and went home. Next day I came back and looked at the heap of broken pieces in despair, and in amongst them was a full-length intact piece! I don't know where that came from. So, went ahead and proceeded as before, clamping it in place. It went, no problem. So we regard that as a small, but very real physical miracle. There were other things like the provision of the place at St

Catherine's and the way things fitted together. We were very conscious all through those years of God providing all that was needful for the thing to keep moving forward. All through these years I was not giving my whole life to the building of the boat, because I was still teaching full time anyway, which was interesting around the day of plastering day in particular. Also using holiday time to go sailing to do Christian work with young people and so on, much as before. By the time it finally came to it I had got enormously more experience of yachts of all sorts of descriptions although, again, by the time I started driving Morning Star around, I'd still actually



not skippered anything larger than about 40 foot.

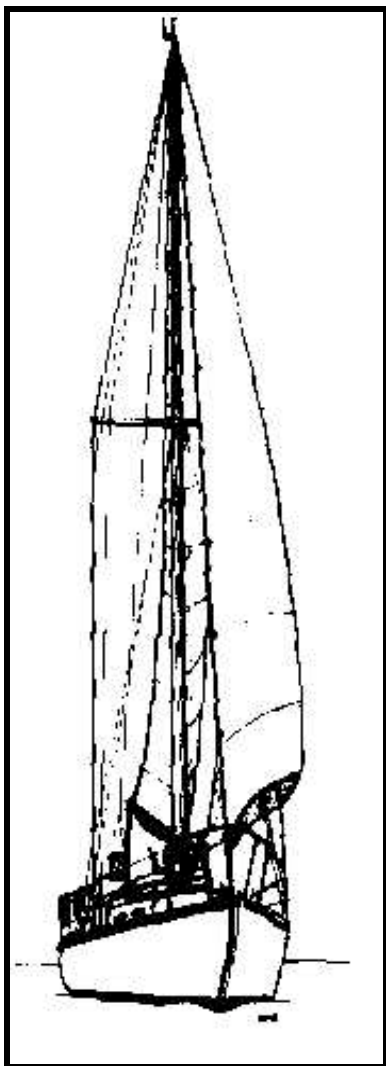
### ***What is The Morning Star Trust?***

The Morning Star Trust is a company limited by guarantee. A company limited by guarantee is a funny animal which is at one and the same a limited company and a registered charity. Don't ask me to explain what 'limited by guarantee' actually means, but it is something different to what most companies are limited by.

### ***What is Eagles' Wings?***

It's a boat. It's a 27ft Halcyon-27, which was purchased by the Morning Star Trust in 1986 for the purpose of training its own people. There's an interesting story with that which is that we decided to buy a small boat. The choice was between a Contessa-26 and a Halcyon-27. We decided on a Halcyon-27, we even went and looked at one somewhere and decided perhaps not. Then a man who had sailed with us, who had brought a group from a school. "Here I am," he said, "I gathered you were thinking of buying a boat and wondered if you would be interested in mine". So I said, "Well, what is yours?". He said, "It's a Halcyon-27." so, to cut a long

story short, we bought his boat. Of course, we needed money to buy his boat. He sold it to us at a good price, but we still needed money. Various people gave various sums and we decided to go ahead. The previous owner wasn't too



bothered how rapidly we paid, but the night before we were due to go and take over the boat (which was at West Mersey), we were £2000 short. Someone rang up, who was a supporter of the work, and said, "I'd like to give you £2000 towards this boat." He didn't know we were collecting it the next day, and could therefore say on that occasion to the owner that we did not actually have the cheque in our paws but we now know where it's coming from and could give it to him shortly. So, how about that!

***Have you yet seen what you first hoped to see when you first had the vision?***

The vision was vague, but it was there. I don't think I had the forward lookingness to see that 20 years on it would be going strong. If we're talking about the vision in 1971, then we're talking about 30 years on! Yes, is the short answer, definitely, and more. It's had its ups and downs, but certainly, yes.

***What sort of people come on board?***

All sorts.

We aim to work with young people. If there's a target age range, it's between 15 and 25, but older ones seem to slip in

occasionally. We resist the younger ones because, like a boat full of twelve year-olds experience tells us, can't really cope. They can't identify with the size of the boat. Aged twelve, they need to be out messing around in Toppers. We do get Church groups, but they tend to come at weekends. The young people, the real target young people, come, more than from any other single source, from the Duke of Edinburgh award to do the Gold residential qualification. They respond to our free classified advert, in the Duke of Edinburgh award journal, which has been running for some years now, and they are very good value. Increasingly now, we're beginning to do Duke of Edinburgh award expedition work as well. That's in its infancy now, but I think it's a significant chunk of the future. Or they come through a whole variety of word-and-mouth recommendations and connections. It's not easy to say where they come from, because they just come! We do not spend much money on advertising, nor when we have, have we been aware of any significant response.

***But what sort of people?***

Well, they are mainly middle-of-the-road, middle-class, middle everything. We do work with

disadvantaged young people. We're not terribly good at it because we only have one or two people who are, in any way, experts in that field. But they do come, and they do benefit. It would be wrong to say that that's our major emphasis. From the Christian point-of-view, the way I would see these middle-class people (some people would call them privileged, obviously) in fact have as much need as anybody else. But also, they are potential future leaders for Christ. Experience, as well as theory, shows that what we are doing is an ideal way to bring them on in that direction.

### ***What is the Tall Ships' Race?***

I've heard it said that the Tall Ships' Race is where a lot of people get together and tell tall stories! The Tall Ships' Races so-called, started in the mid 1950s as an attempt to get together for one final fling, the few remaining square-rigged sailing vessels. There was a race in 1955 from Torquay to Lisbon. The thing was, it was such a success that they decided to do it again. It rapidly became a fixture. These sail training vessels that remained, remained because they were being used for training typically by various national navies. So

the whole system of sail training events grew up and it came to be realised that actually the chief benefit of these things was the opportunity for young people, from different countries, to meet together within the context of a friendly rivalry at sea. So that's still the basis of the thing. The big square-riggers are there and apparently this year (2001) there's a record number of square riggers booked: something extraordinary like 23 already, which is ten more than there has ever been before. New square-riggers are being built, left right and centre. Far from the final few disappearing forever, it's actually a growth industry now. But anyway, there are many smaller boats, of which Morning Star is one, that exist to do what is called Sail Training, which is basically personal development training using sea-going under sail as the medium. So when Morning Star is there, yes the big square-riggers are there, but so are large numbers of similar-sized or smaller boats. The thing that links them together is the fundamental rule that half the crew of any ship, must be aged between 15 and 25. We stick to 16. In practise, for the smaller boats, a great deal more than half are in that age range. Occasionally, everybody on board,

including the leadership. We've had that on Morning Star.

***When did it first occur to you that Morning Star could do the Tall Ships' Race?***

In 1976 I sailed in a Tall Ships' Race from Boston, Massachusetts to Plymouth, England, on board a 45ft ex ocean racer yacht. At that point I was already into the building of Morning Star but from that point on I definitely had it as an ambition that Morning Star would do Tall Ships' events, which we did at the first opportunity in 1981. I see it as an opportunity to work the ship alongside a particular group of young people for a longer period than you can normally get them for. But we also do it for all the reasons that everybody else does it, which is because it's good fun. The international aspect of it is definitely of value, there's no doubt about that. It gives the opportunity to go to places we wouldn't otherwise go to because it's easier to do it as part of a fleet where it's all organised and where safety is taken care of because there are lots of other boats around, escorting ships with the fleet. Also, on the very mundane level, it's something we can fill because people want to do it. But the fundamental thing is that the longer you can have to build relationships with

people, the more likely you are to be able to share The Gospel with them and actually influence their lives for good and for God.

***Has Morning Star ever won?***

We won that very first time, in 1981, but were then disqualified because one of our crew was under the minimum age which at that point, was 16. We knew this before we started but thought nothing of it because it was only our second week under sail, but then we turned out to win the wretched event! We've often been first in class, second in class, third in class. We do pretty well. It is partly because our handicap is favourable. We're fairly closely matched with some of the other regulars in our own class. It depends as much on the weather as anything. Some boats do well in certain conditions, other boats do better in others.

***What does Morning Star prefer?***

I've never been quite sure about that. She doesn't like very light conditions.

*[To be continued....]*

## Thought for the quarter

*This thought is based on a thought that Michael Ling shared at a recent management committee meeting and at the Conference, which I believe is worth sharing further...*

### Opportunity knocks

The Acts of the Apostles, in the bible, is an amazing account of the growth of the early church. Obviously, this growth is as a result of God's power at work in people, but the response of the people that God chose to use is key. They were bold, courageous and above all obedient, taking the opportunities that God put in their paths. There are countless examples: Peter before the Sanhedrin, Philip and the Ethiopian, Paul on the many occasions when he was on trial, to name but a few.

Why do we not see such amazing things happening? Is it because God's power is limited in our times? Is it because opportunities are few and far between? Or maybe, is it that we don't ask God for opportunities to share the good news with those around us?

often reluctant to ask God for opportunities, simply because I know that he will provide them, and then I will have to act on them and make the most of them. That is when it gets scary!

Another stumbling block might be that we are afraid of failure, of being presented with an opportunity and making a mess of it. I think that the only answer to this (and it is easy to say, but not so easy to believe) is that if we are obedient to God, by his Spirit, he will give us the means to exploit the opportunity. And even if we do make a mess of things, it is almost certainly going to be better to share something of our faith with a non-believer than to share nothing.

How can we be more open to making the most of the opportunities that God will present us with if we ask him? Well in Peter's first letter, Peter writes, 'Who is going to harm you if you are eager to do good? But even if you should suffer for what is right, you are blessed. "Do not fear what they fear; do not be frightened." But in your hearts set apart Christ as Lord. Always be prepared to give an answer to everyone who asks you to give the reason for the hope that you have.' (1 Peter 3:13-15 NIV)

16 For me it is definitely the last one. I have to admit that I am