

SOVEREIGN GRACE BAPTIST MISSION

International – Papua New Guinea / Malawi Africa

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Date: 11th January 2021

Dear Pastor, Church, and All Supporters;

This report will be somewhat different in as much as I will share with you the physical demand and ‘need’ at present. I don’t presume to have or know all the answers on the mission field, but I have some. My task is to report to you about the spiritual and physical blessings, needs, and challenges that I face in the work and on the mission field.

I will start with the Land Rover; this vehicle was purchased (new) from the UK as per my requirements and specifications. The vehicle performed flawlessly under very arduous conditions. The Land Rover Defender is renowned for its no-nonsense performance off road capabilities.

After eleven years of service in Africa, mostly Malawi/Mozambique, carting heavy loads reaching remote areas that other vehicles could not, I was pleased with the money invested and the returns for the LORD’S work.

In 2014 a decision was made (by me) to ship my 40’ shipping container with personal effects, tools, household goods, and the Land Rover to PNG. Yes I could have sold it for about twenty thousand US dollars, however when I was here in PNG in 2011 I had investigated some vehicle prices, not knowing then that I would one day soon come back, but I had considered buying a second-hand vehicle for when I did come here.

Second-hand vehicles that (missionaries) were selling were at the going price of a ‘new’ Land Rover. I priced a new Land Rover to replace the one I had in Malawi and it was going for (\$65,000.00), I decided to ship mine. The cost of the 40’ shipping container from Malawi to Mozambique to PNG was around (\$5,500.00) a fair bit cheaper than buying even a second-hand vehicle.

Fast forward – its 2015 I came to PNG to clear the container and start setting up in the mission work. Many reports have been written on the mechanical issues that the vehicle amongst other items, even cloths, with zippers, snaps, pots, pans, anything that was metal, brass, copper, or steel suffered from rust, corrosion, mould, surface contamination due to the duration in which the shipping container was locked up and secured in a yard in Port City Lae, PNG.

This being said, most of the electrical components, electronic items, fuses, relays, copper wires, anti-theft engine immobilizer, most had to be replaced, and many wires had to be taken one by one and cleaned, rerouted, connected etc... the list is endless and unless you had lived in this story, well, it’s only a story to you, but for me I was in it! Months of

work, and money, most rubber bushings, simply broke down and deteriorated, rubber hoses burst under working pressure and so on.

Again fast forward – its 2021, the vehicle now has 250,000 miles (would be over a million) equivalent in a developed country. The chassis has been welded in different places several times, I have reinforced and fabricated coil-spring housing on the vehicle, shock mounts, have been broken and rewelded, the front cross-member between the two chassis rails has been welded twice. I have fabricated (new from me) engine mounts, the starter motor has been rebuilt and windings I have put in. The AC unit is completely out, the engine (5 cylinder inline) Diesel has lost most of its factory compression and many of the mountains I cross, I have to put the transfer case into low ratio to compensate.

There are oil leaks from the turbo and cooler, the eng has a slight crack in the side where a stud has cracked (within housing) for the turbo. One wiper is working (drivers side) the other side doesn't need to see anyhow, besides I save on battery power (a bit of humour for the mechanics).

The front axle I have rebuilt from the inside out, and bearings, seals, and hub lock nuts are a frequent item in maintenance. The rear axle, I have welded both (half-shafts) twice each (its called metal fatigue) its only a matter of time and they will keep cracking. Most people in the world, do not even attempt to weld a axle-shaft. I have no choice, as it's the only vehicle I have.

The final drive on the wheels (all) have worn out (splines to shaft) and therefore I have tig welded inside and outside to get some more mileage. The front and rear prop-shafts have been replaced and the universal-joints have al been replaced several times, which continue to be a high maintenance item.

I have replaced all the shocks, coil springs and upgraded to heavy duty, off road grade. The suspension system is only as good as the steel it is mounted to.

I have had several busted hoses and repaired, for the past couple months I have a heater core leak and have to carry water, fill and refill every day in order to get around due to no parts in the country for my vehicle.

The Land Rover dealer (was, used to be) no longer now, because they would not order spare parts, but only sold new vehicles. Figure that out!

The main gear-box (Transmission) has had issues now for going on two years, I simply nurse it along, then input and output bearings are almost gone so the shifting of the gears with the clutch MUST be made very very slowly and smoothly. T,he transfer case has a crack (yes, I can weld it) but...? Why?

The clutch is almost gone, so I make sure its in the right gear in order to climb the steep grades here. The master cylinder for the brakes went out over a year ago and I found a second-hand which, I removed the internal parts and rebuilt mine.

No defroster, no fan but rags to clean the windscreen inside as I am driving, when it rains, and it does every day here, it's a challenge to keep the windscreen clear, but I manage.

Seats are torn and much of the foam has come out, the door latches no longer lock securely because the latches are worn, from people slamming the doors through the

years, so the hinges, noise and so on. I have to weld the door frames where the hinges hang, and where the door latches are secured due to cracks through out the metal.

The fuel gauge no longer works, and the fuel pump has been replaced with a (second-hand pump) which, I shipped from Malawi, it alone cost \$4000. USD if bought here, but you can't get here so that doesn't matter anyhow.

I have written much, and said a lot mechanically, so for the mechanics they will appreciate the definitiveness of this report, for those who are not, well its just a lot of words explaining a lot of headaches.

Here is the summation of my report:

When, not (IF) I brake-down on the road somewhere inbetween Mt. Hagen and the Tanggi Mission station, the vehicle will have to be recovered with the military truck, and brought back to Mt. Hagen, and then what?

I have not complained, nor made excuses, I have used the talents, which the LORD has given me to keep things going here. I do not see the vehicle performing much longer, therefore, I present to you the reader these two options;

- A. Those who have a willing heart (GOD must convict) may assist me in securing either another vehicle similar to what the Land Rover is, a good second-hand or New preferably.
- B. I find my own way to raise the funds to buy another vehicle, if this means coming off the field to do this, I can and will, but I have to have a solid vehicle that can stand up to this environment and work. Yes the big truck is a real blessing and has removed most of the heavy burden from the Land Rover, but the Land Rover was already wore out.
- C. A new Toyota Land Cruiser 4X4 vehicle base costs are now (\$75,000.USD)
- D. Different options are open but bear in mind, whatever the decision for another vehicle it will have to be made rather soon.

May you consider the words I have spoken, and the LORD give you understanding.

Missionary Peter Halliman