



CIRCUMNAVIGATORS CLUB

FOUNDED IN 1902

YEAR 2019

NUMBER TWO

THE LOG



Inside: Circumnavigators' photography



CIRCUMNAVIGATORS CLUB, INC.

FOUNDED 1902

INTERNATIONAL HEADQUARTERS

50 VANDERBILT AVENUE - NEW YORK, NY 10017
(201) 612-9100 - FAX: (201) 786-9133
EMAIL: CLUB@CIRCUMNAVIGATORS.ORG
WWW.CIRCUMNAVIGATORS.ORG

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Editorial Director..... DAVID A. MINK
Editor..... TRACY J. SANCILIO
Contributing Editor..... HENRY RESTARICK
ROGER WEATHERBURN BAKER
KATIE KOONTZ
Advisory Panel..... CAROL GREEN
LOIS KAHAN
FRED MYERS
JACKIE SIMENAUER
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Graphic Artist..... BRYAN KELLETT

The LOG

THIS TIME AROUND

BY DAVID A. MINK - INTERNATIONAL PRESIDENT & EDITORIAL DIRECTOR

A photograph truly is worth a thousand words.

In this issue, The LOG is going to focus (pardon the pun) on photography, a key element in the Circumnavigators Club's mission of sharing global experiences and information among its members. Since its earliest days, The LOG has showcased the photos of its outstanding photographers. Take the two shots shown below:



Aerial view of the Suez Canal, taken about 1902 by Club co-founder James Birch. Courtesy of Palm Beach member John Manning, Birch's grand nephew.



Intriguing street vendor in Constantinople, shot in 1935.

First is an aerial view of the Suez Canal, taken by one of our founders, James H. Birch, in about 1902. The other, photographer unknown, is titled "coffee, cigarettes, and candy vendor in Constantinople", taken in 1935. These vintage photos are among the thousands that ran in The LOG in its more than 110 years.

On these pages, we will show some works of our contemporaries: just a handful of the many shots we have shown in recent issues. On pages 12 and 13, we highlight the "winners" in the recent Photo Contest. All of the submitted photos can be viewed on our web page under the "photos" tab. Thanks to all the photographers who participated and supported the Circumnavigators Club Foundation.



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Our photo spread on pages 30 and 31, shows the outstanding mountain shots taken by Gunther Winkler. Gunther's own web site features his numerous photos from around the world. A link to Gunther's website can be found on the Circumnavigators site.

Finally, on the back pages of this issue is the regular column, Through My Lens, by Roger Weatherburn-Baker, with a feature on sunsets, one of the most popular subjects.

Here is a bonus selection from Roger's sunset collection. Enjoy!



The sunset on Okavango Delta in Botswana. Photo by Roger Weatherburn-Baker.



Luck to you,

David

David A. Mink

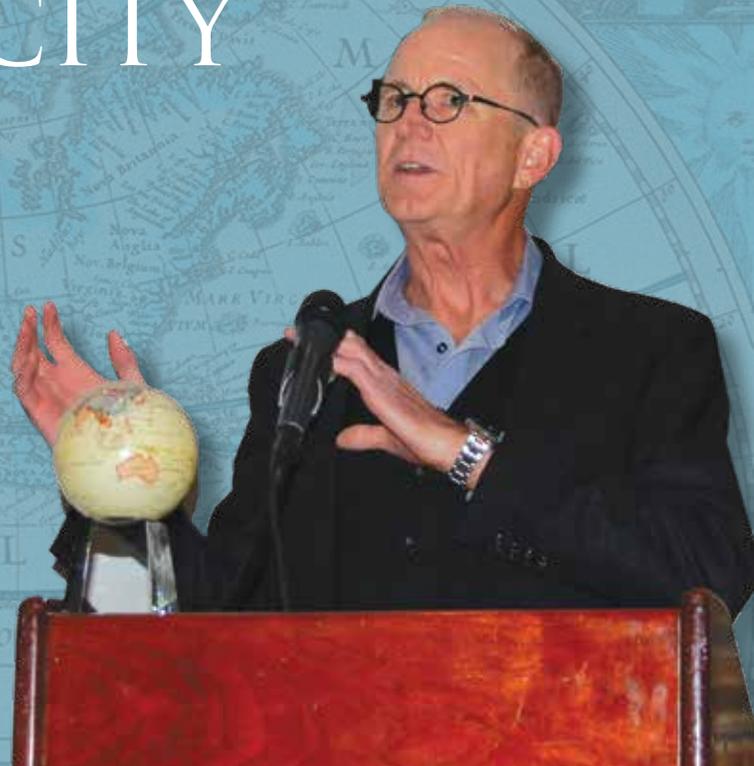
Thanks to

Ann Swinford (Michigan Chapter) for our cover shot which placed number one in Architecture in our Photo Contest. Ann took the shot on Bastille Day in Paris. She used a Nikon d7000 on a tripod with remote release.

INTERNATIONAL ANNUAL MEETING IN NEW YORK CITY

ON **MAY 17**,
CIRCUMNAVIGATORS
GATHERED AT THE
CLUB'S HEADQUARTERS,
THE YALE CLUB, FOR THE
**117th ANNUAL MEETING
AND LUNCHEON.**

*Magellan Project
Guest Speaker and
member Jim Foster*

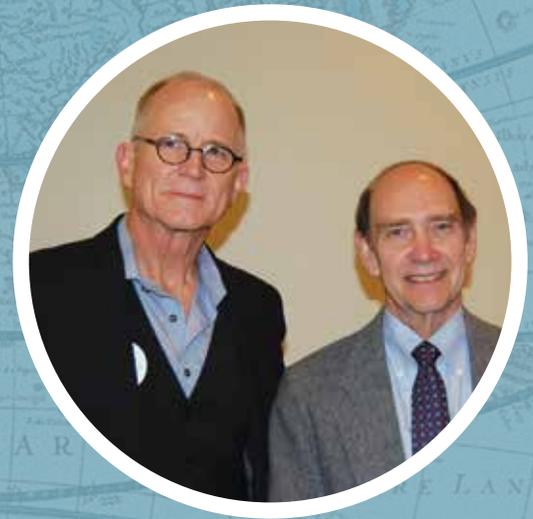


Foundation Director Richard Shiu, Foundation President Greg Rider, Governor Ray Olson, Past President Bill Holm, Past President Esther Dyer, Governor Jeff Peterson, First Vice President Dan Peterson, Past President Peter Mosse, International President David Mink, Governor Kristen Koontz, Second Vice President Brad Vogel, Governor Henry Restarick, Governor Lion Curran

International President David Mink welcomed everyone and called the meeting to order with a tap of the historic (1908) William Jennings Bryan whale's tooth gavel. Officers, Board Members, New York and Chapter members gathered for our traditional meeting followed by lunch and a presentation by guest speaker and Pacific-Northwest Chapter member Jim Foster. Jim gave a fascinating presentation on The Magellan Project: the first documented circumnavigation of the earth that began 500 years ago.



Janet and Henry Restarick from Mandeville, LA



*Pacific-Northwest Chapter members
Jim Foster and Geoff McGrath*



*New Circumnavigators
Club Members Cynthia
Bear & Randy Peterson*

MAGELLAN AWARDS



Presenting the Magellan Award to Capt. Robert Crippen: Past President Bill Holm, First Vice President Dan Peterson, Past President and Magellan Chair Howard Matson, International President David Mink, Naples Chapter President Tina Nicholson and Chapter President Paulette Cooper Noble

Circumnavigators from Chapters nationwide honored Capt. Robert Crippen (Ret.) on March 22 at the Naples Sailing and Yacht Club. The weekend began with a Goodwill Reception on Thursday evening at the home of Naples Chapter President, Tina Nicholson. Tina welcomed out-of-town members and guests into her beautiful home and served delicious hors d'oeuvres and homemade Persian dishes for dinner.

The following evening, the Magellan Award dinner was held at the Naples and Sailing Yacht Club where over 150 people honored member and former astronaut Robert Crippen. Chapters present were Desert, Chicago, Miami, Michigan, Naples, New York Metro, Palm Beach, Pacific-Northwest and Washington, DC. A delicious dinner was served followed by a presentation and slides where Capt. Crippen shared

his experiences on various space missions. Magellan Chair Howard Matson, along with Past Presidents and Chapter Presidents presented Robert Crippen with the Order of Magellan.

On Sunday, March 24, members and guests attended a brunch at the Naples Sailing and Yacht Club. Naples Chapter member, Marvin Easton gave an interesting presentation on Papua New Guinea and Myanmar.

Naples Membership Chair Peggy Coppola presented membership certificates to new members, Shahriar Ghoddousi, Shelly Krygier, Ruth and Dale Kerr.

***THANK YOU TO THE NAPLES CHAPTER
FOR HOSTING SUCH WONDERFUL EVENTS!***

BOARD WEEKEND

IN NAPLES, FLORIDA



Jack and Tina Nicholson with Robert Crippen



Paulette Cooper Noble and Paul Noble



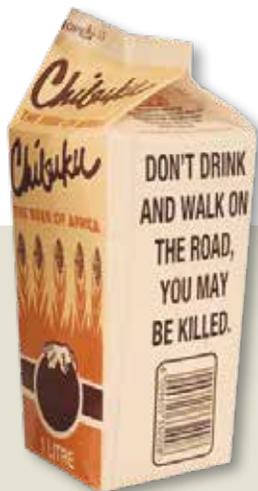
Board Member Bill Girtman with President David Mink



New members, Shahriar Ghoddousi, Shelly Krygier, Ruth and Dale Kerr.



Robert Crippen with Dottie and David Mink



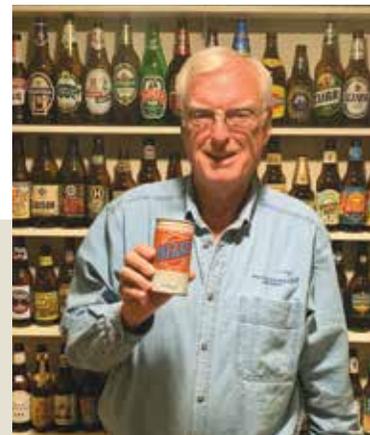
CHEERS!

BEER BOTTLE BONANZA

BY KATIE KOONTZ - NEW YORK METRO

Readers may remember Circumnavigator Jon Dill (Naples Chapter) from a previous Collectors' Corner about the collection of exotic artifacts that he and his wife, Melody, have gathered. In addition to these items from remote places around the world, Jon also collects beer bottles. Many beer bottles.

Jon and Billy



"Beer is my alcohol of choice," he says of the 2,700 bottle collection.

What started as just a few interesting bottles has multiplied over the years as Jon began to take the collection more seriously. Now, thousands of bottles line the walls of two rooms in the Dills' Wisconsin home. Even this is not enough space to display them all at once.

"I enjoy 'discovering' different beers and the locations in which one can buy and drink them in 'out-of-the-way' locations in different countries," Jon says. "It is very interesting to see and appreciate how different people around the world spend some of their spare time and socialize."

Side by side, you can see the colorful labels of beers from all over the world, including Ethiopia, Nepal and Papua New Guinea, just to name a few.

"Although some bottles in the collection might be from the same brewery and be the same brand as other bottles, each bottle has a unique label," he says. "So I do collect new bottles as the label designs are changed or as special labels are used to celebrate special events, such as sporting events."

Some additions to Jon's collection have been especially memorable. His largest piece is a three-liter Heineken bottle. As far as the most collected at once, Jon returned from a trip to Africa with 36 new bottles for his collection. He notes that this was not a business trip.

Of the many beers he has sampled over the years, Jon says that he cannot choose just one favorite, but there are a handful that stand out.

"Myanmar (brand) Beer tasted so good that I ended up actually researching whether or not I could buy stock in the local brewery," he says.

Unfortunately, this business endeavor did not work out as the brewery had recently been purchased by another company owned by Heineken.

"Chibuku Beer is an inexpensive beer brewed from sorghum in South Africa," he says. "Since many of the people who drink Chibuku cannot afford to drive cars, the warning label on the container simply states 'Don't drink and walk on the road, you may be killed.' This beer is sold in one-liter waxed cartons."

The Chibuku waxed carton is not the only exception to Jon's bottle rule. He also has four beer cans: one can of Billy Beer, named for former President Jimmy Carter's younger brother, and three cans from a brewery in Palau. Out of the thousands of real glass bottles, Jon says that he has never had any break while transporting them home.

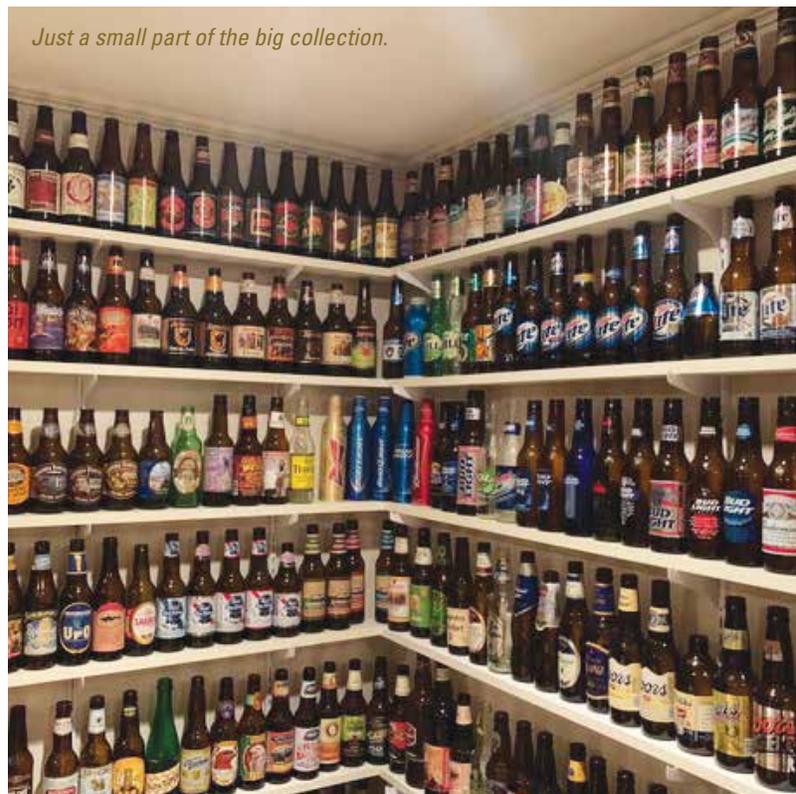
Now, Jon has to be more selective with making additions to his beer bottle collection.

"With the rise of a plethora of microbreweries which all produce different brands and with no more available space for the display of additional bottles, I have reduced my proclivity to collect new bottles," he says. "In the future, I will collect only very special bottles or bottles from countries off the normally beaten path."

Do you have a travel-related collection?

Contact Katie Koontz at knkoontz@email.wm.edu.

Just a small part of the big collection.





John Carey (New York Metro) visited Doha, Qatar, twice this year. John is on the Advisory Board of the Media Majlis, a museum devoted to media in the Middle East which had its first exhibit in May.



Flamingos roam the grounds of the massive Baha Mar Resort



Sally Cole (Palm Beach Chapter) traveled with two college friends to southern Italy in May. She drove the back roads of Sicily, Calabria, Puglia and Basilicata, "Surprising us at every turn with panoramic views, authenticity, and very few tourists. The rural and agricultural nature of these regions were unique to my

past travels in Italy. I urge travelers to go there before Rick Steves publishes a book on it."



Tom Ambrose (Palm Beach Chapter) and wife Thora recently visited Nassau, Bahamas, staying at the new mega resort, Baha Mar on 1000 acres with three hotels on beautiful Cable Beach. The Chinese-built/owned development has twin

28-story towers with 2300 rooms, 11 pools, 24 restaurants, casino (largest in Caribbean area), 18-hole Jack Nicklaus golf course and a flock of roaming colorful flamingos, the national bird. Tom marveled at how much Nassau has changed since his first visit in 1954.



Lion & Donna Curran (New York Metro) spent January and February in Negril, Jamaica, monitoring coral reefs and enjoying the Jamaica sun.

Currans soak up the sun



Geoff & Marilyn at Cape of Good Hope

Geoff & Marilyn McGraff (Pacific-Northwest Chapter) visited Cape Town in South Africa. They reported, "We visited Table Mountain, Robben Island, The Cape of Good Hope, Kirstenbosch Botanical Garden, and Boulder Beach to see the

African jackass penguins. Prior to returning home, we stopped over in Abu Dhabi and Dubai in the United Arab Emirates."

David & Dottie Mink (Naples Chapter) visited with **Jon Dill (Naples)** and his wife **Melody** at their lodge in the Welgevonden Reserve in South Africa. They had a number of up-close encounters on their game drives, including a male lion that walked right past their safari vehicle.



Close encounters for the Minks and Dills in the Bush

Roger & Paula Weatherburn-Baker and Larry & Louise Ost (all of the Naples Chapter) visited Bordeaux wine country, then traveled through medieval southwest France, visiting several of the famed, "Most Beautiful Villages of France". One of them was the tiny community of La Roque-Gageac perched on the banks of the Dordogne at the foot of massive cliffs sheltering ancient troglodyte caves.



The Bakers and Osts loved the charming town of La Roque-Gageac

Richard Shiu (New York Metro) went to Lviv, a UNESCO city, in western Ukraine, near the border with Poland. He reports, "Once ruled by the Kingdom of Poland, Kingdom of Austria-Hungary and now part of Ukraine, the architecture of these buildings is truly beautiful. The city is a hidden gem. The hotels and food are extremely cheap compared to Western Europe, and its beauty and quality of food are on a par, if not better than, the rest of Europe. In Rynok Square, the heart of Lviv, the city has an intimate medieval feel with its cobble stone streets. It's truly a magical place."



Lviv street scene



Helen in Monet's Garden

Helen Jenkins (UK Chapter President) visited the spectacular Monet's Garden in Giverny, France.



Monet's Garden



Koontz family in Maui

Kristen Koontz & daughter Katie (both New York Metro) made their first trip to Hawaii, visiting Maui and Oahu with their family.



Ellen with her church friends in Havana on her last trip.

Katherine Kehoe (Washington DC Chapter) took a cruise to Cuba in January with several other church members of St. John's Episcopal Church. If going to Cuba in January was not enough motivation, the guest speaker for the cruise was their own Rev. Luis Leon, a Peter Pan Cuban refugee whose parents sent him to the United States at 11 years old so he could have a better life (he did unbelievably well). Unfortunately, it turned out to be a fateful trip since one of the cruisers was Circumnavigators Past President Ellen Parke who became ill on the ship and passed away after the arrival in Miami. On the cruise, their first stop was Cienfuegos in Southern Cuba, and then on to Havana where Ellen took many photos to share with Circumnavigators. Kat sadly notes, "Please all take comfort knowing Ellen died doing two of her most favorite things: traveling and being with her church."

Jason Chang (Washington DC Chapter) visited Watson's BBQ in Tucumcari, New Mexico, rated #13 best BBQ in America by Travel & Leisure Magazine, and then went to Texas where he ate at the Big Texan Steak House in Amarillo and stopped at Cadillac Ranch near Amarillo on the way to Kent Rollins' Chuck Wagon Cooking School, outside Seymour.

Jason (second from left) with his chuck wagon pals.



Connie and Bill reach Antarctica



Bill & Connie Kleinfelter (Naples Chapter) touched their seventh continent with a memorable trip to Antarctica.



Virginia's cookin'

Virginia Foster (President, Pacific-Southwest Chapter) and husband Arthur Hammons took a cruise to Cuba and the Caribbean Sea where Virginia joined a cooking class in Cozumel. She reports, "Cozumel is a mostly undeveloped Mexican island in the Caribbean Sea, and is a popular cruise ship port of call famed for its scuba diving. Surrounded by deep, blue ocean waters, Cozumel's chefs have access to the freshest bounty of the sea. To my delight, the menu was fish, fruit and vegetables." Virginia was delighted with the banana dessert, local grouper, and all the Margaritas you wanted.



Colorful street in Old San Juan

Esther Dyer (Past President and New York Metro) celebrated Memorial Day in Old San Juan, Puerto Rico, noting the sombrillos on Calle Fortaleza.



Ann's stunning shot of Mount Cook

Ann Swinford (Michigan Chapter) made an extensive trip to New Zealand. Ann, who has been to all seven continents, is anticipating that New Zealand might become the eighth. She spent three weeks in the South Island, including five days on a self-drive to Milford Sound. She says, "Driving is delightful, long stretches of rolling two-lane roads passing through beautiful farmland and alongside lakes and mountains. Your eyes almost tire from the beauty. I recommend self-driving in New Zealand so that you can stop wherever you like and wander up whatever road interests you. Then I joined a photography tour for ten days so that I was guaranteed to be up by sunrise and out with my camera."



Suzanne (left) and friends in Montenegro.

Suzanne Frye (New York Metro) traveled with some friends to Montenegro where, as usual, she got some great photos.



CIRCUMNAVIGATORS CLUB
PHOTO WINNERS

Three professional photographers judged this year's photo contest, and came to the conclusion that it was hard to pick the best from the outstanding submissions by Circumnavigators. Finally, they came up with the following "winners".

ARCHITECTURE



1st Ann Swinford, Bastille Day (Paris)

FLORA & FAUNA



1st Paul Buescher,
Violet Bellied Hummingbird (Equador)



2nd Patricia Buescher,
The Bridge and a Monk (Myanmar)



2nd Larry Glick,
Orangutan Obsession (Borneo)



3rd Paul Buescher,
Sometimes You Need Color (Panama City)



3rd Henry Restarick,
Whale's Tail, (Antarctica)

Thanks to all participants who shared their photos and supported the Circumnavigators Club Foundation. All of the submitted photos and comments will be available on the Club website www.circumnavigators.org on the Photos tab.

CIRCUMNAVIGATORS CLUB **PHOTO WINNERS**

HUMAN INTEREST



1st Michael Puldy, *Bhutan Archer* (Bhutan)



2nd Pamela Girtman,
In the Twinkle of the Eyes (Cyprus)



3rd Ann Swinford,
New Friend on a Hike (Bhutan)

LANDSCAPE



1st David Mink,
Rainbow in the Falls (Iguazu, Argentina)



2nd Warren Winn Klaine,
Gold Coast Fishermen
(Ghana)



3rd Kristen Koontz,
Black Sand Beach
(Maui, Hawaii)

THE GOLDEN AGE OF FLIGHT



BY ROGER WEATHERBURN-BAKER, CONTRIBUTING EDITOR

Most likely, most of the millions of passengers who struggle through long lines at the world's busiest airports today have little idea of how good international travel used to be. This year marks an important milestone in aviation history, giving us an opportunity to take a look back at what was called the Golden Age of Flight.



Exactly eighty years ago in June of 1939, a Boeing 314 PanAm airboat named the *Yankee Clipper* flew into history successfully completing the world's first commercial trans-Atlantic flight. The first passenger to book was a wealthy industrialist named William Eck, who was presented with a silver cigarette case. Fares were expensive. The round-trip fare was \$685 or about \$12,000 today, but Eck and his fellow passengers traveled the distance in unprecedented time and unparalleled luxury.

The fact this historic flight took off at all is all the more remarkable considering that summer Europe was on the brink of WWII and America was still recovering from the Great Depression that defined the 1930s. But take off it did into the dawn of a new era.

THE TWO LARGELY RESPONSIBLE

We owe the world-shrinking achievement of international air travel to two men in particular. One was a tall lanky superstar who blazed headlines across the globe in the 1920s and whose name is permanently etched into the history of aviation. The other was an equally bold visionary of the industrial age but whose name today is all but forgotten.

The first was the international toast of the town Charles Lindbergh who famously completed the first solo transatlantic flight from New York to Paris in May 1927. The other was a young entrepreneur named Juan

Trippe, the son of a wealthy investment banker of Cuban heritage, who founded a company called Pan American Airlines just one month after Lindbergh's triumph in June 1927. Lindbergh was 25, Trippe aged 28.

Literally overnight, Lindbergh had achieved worldwide celebrity and was inundated with job offers, but Trippe wanted him on his team. He realized Lindbergh's rock star status would attract investors and add luster to his new enterprise, and he needed the aviator's extraordinary expertise. They met and immediately bonded, seeing each other as kindred spirits sharing a common vision for a burgeoning industry. They became lifelong friends and business partners propelling a fledgling business into a global phenomenon.

Trippe's initial idea was to focus on lucrative U.S. airmail contracts. He developed routes

across open water using airboats that could take off and land almost anywhere there was a body of water.

The company's first scheduled flight left Key West carrying mail to Havana in the fall of that first year 1927. It was the first international flight by any U.S. airline.

In the beginning, Trippe chartered marine aircraft from other small operators but eventually he began ordering his own from a brilliant Russian-born aircraft designer named Igor Sikorsky, later of helicopter fame. The Sikorsky S-series of flying boats known as clippers became the bedrock of Trippe's fleet and brought the company its greatest fame.

Given alluring names such as the *China Clipper* and the *South Seas Clipper*, they excited the imagination, inspired books, movies and iconic advertising. The earliest





clippers could carry 20 passengers across 1,000 miles, but as PanAm's amphibians became bigger and increasingly powerful, longer and longer routes were created by hopping between several fueling stops often located on remote islands.

Interest in international travel exploded. Trippe realized he needed even bigger and better aircraft that could lift enough fuel to travel thousands of miles and a greater number of passengers to make his airline even more profitable. He turned to the Boeing Aircraft Corporation.

LUXURIOUS FLYING HOTELS

It was the giant Boeing 314 clippers introduced in 1939 that saw the advent of trans-oceanic flights capable of carrying 74 passengers and 10 crew distances of up to 3,500 miles. This was impressive. Only 12 years after its first baby hop to Havana, PanAm could now offer globe-spanning strides. Underscoring the importance of this historic milestone, the first plane in the new fleet was named the *Yankee Clipper* by the President's wife Mrs. Eleanor Roosevelt.

The only tickets sold were first class and passengers were suitably pampered. They were sophisticated, wealthy elite who were ferried out to these double-deck behemoths on a tender or walked to them along a swaying jetty dressed in their Sunday best. Food and a fully stocked bar were available throughout the flight. Smoking, standing and strolling around the cabin was permitted. When settled, they were accommodated on

comfortable couches in a series of lounges decorated in alternating colors.

EVEN A HONEYMOON SUITE

At night, they slipped between crisp sheets, couches were converted into beds and the lounges transformed into curtained, deluxe sleeper cabins. There were spacious dressing rooms and separate bathrooms for men and women. There was even a honeymoon suite toward the rear of the plane. Six-course dinners prepared by chefs from four-star hotels and delivered by white-coated stewards were served on the finest china.

Clipper Club members enjoyed extremely personalized service and a very tony status. They were invited to members-only social occasions and even asked to join committees as consultants to PanAm department heads.

Still, if you're thinking you'd love to be transported back to this golden era, think what you'd be giving up: cheaper, faster flights for sure, but also on many long-distance flights these days we have ergonomically designed seats with adjustable headrests, and seat cushions that can prevent deep-vein thrombosis. We have power outlets to charge our devices, WiFi to keep us up to speed, and personal in-flight entertainment systems with touch screens and audio and video on-demand. Some airlines today now offer iPads giving us all of that in one hand-held device. The best

PanAm could offer back then was a whirling projector and a set of canned movies. Cabin noise could be loud and noise-cancelling headsets were way in the future.

MAKING HISTORY AGAIN

In 1934, an important VIP refused to deplane after landing on a TWA flight from Pittsburgh to Newark, declaring angrily to a posse of reporters that his ticket showed his destination to be New York. TWA quickly agreed to fly him and the reporters to Floyd Bennett Field in Brooklyn. But that wasn't good enough, he told the newsmen. New York needed a new, more advanced airport closer to Manhattan.

The VIP was Mayor Fiorello La Guardia. The incident was a publicity stunt. But it got the desired attention. Three years later, ground



THE GOLDEN AGE OF FLIGHT

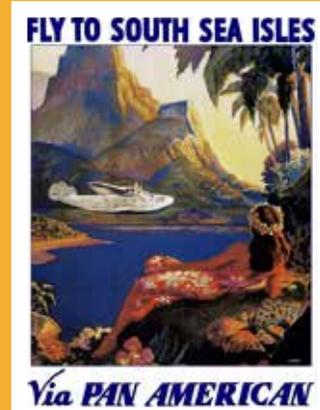
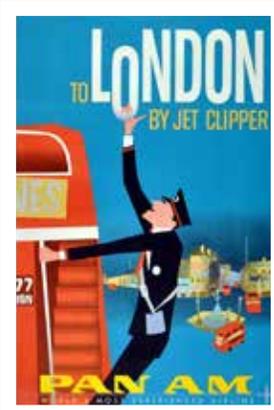
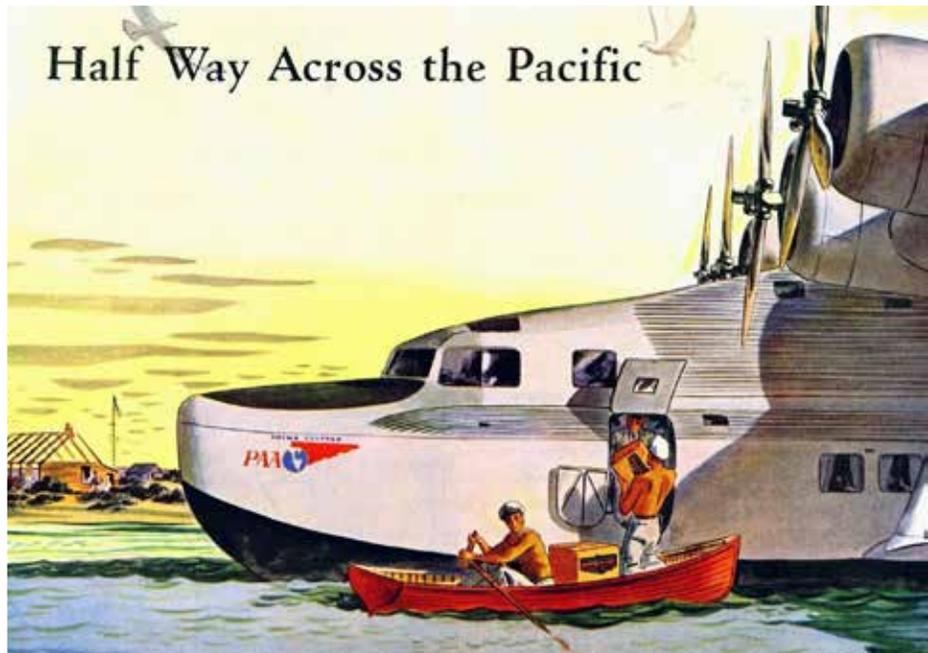
was broken in Queens on a state-of-the-art airport given his name. Within a year, it became the busiest airport in the world. LaGuardia officially opened in December 1939. Three months after that, a chic new Marine Air Terminal was opened across the airfield close to the tranquil waters of the East River. The first plane to take off from there was a flight bound for Lisbon. It was PanAm's Boeing 314 *Yankee Clipper* making history yet again.

Sadly, the era of the PanAm clippers was brief. World War II saw the giant Boeings pressed into service moving troops and supplies. By the war's end, further advances in aircraft design and a major increase in airfields with long runways spelled the end for the luxury flying boats. In less than a decade, the giant's wings had been clipped.

But PanAm went on to become the largest and most famous airline in the world. At its peak in 1968 it operated 226 aircraft servicing 86 countries on all six continents and was credited with many innovations that shaped the industry, including the introduction of jumbo jets. But it was the clippers that established the airline's reputation for first class travel and service that lasted until it landed its last plane in December 1991.

Footnote: *The Marine Air Terminal at La Guardia has just been restored and is now open to the public providing an exhibition and a spectacular link to the Golden Age of Flight. It's now incorporated into JetBlue's center of operations for all its LaGuardia flights serving Boston, Orlando, West Palm Beach and Fort Lauderdale.*

Sturdy young men are on hand to unload crew, passengers, and luggage from a PanAm clipper at anchorage in prewar Hawaii.





RELIVING THE PAN AM EXPERIENCE

Brian Cavallaro gets a light (but the cigarette was a fake).

BY NEIL MANDT
LOS ANGELES

The exterior of the warehouse in North Hollywood gave us the feeling that something stealth was happening inside. My wife Lauren and I met up with fellow circumnavigator Brian Cavallaro, as he dropped his car off at the valet. The three of us were dressed in throwback garb from four decades past, as per the instructions sent along with our tickets.

Walking into the building, we were greeted by a pair of smiling ladies who were each clad in an authentic 1970s Pan Am uniform. Vintage posters reminding everyone of the excitement and luxury of jet travel adorned the walls, while the rest of the room was a museum celebrating the pre-boarding process. A mini-lounge with post-modern furniture, a bar and old school check-in counter added to the anticipation.

Finally it was time to board the plane...and it did not disappoint! Across the room the door to the front portion of an actual 747 swung open and we were invited in for dinner, drinks and a show. More flight attendants, and pilots were in the cabin taking pictures with the passengers, while Lauren and I explored the nose cone and the upper deck.

That's right, the upper deck! The plane was a true time capsule, even down to the original Pan Am silverware, salt and pepper shakers. The Pan Am Experience included a four course meal: chateaubriand cut table side, plenty of drinks, and a fashion show highlighting flight attendant outfits from the history of jet travel. If you're in Los Angeles and want a unique night on the town, it's worth your time.

Learn more about the Pan Am Experience at www.panamexperience.com.



Flight attendants host Neil and Lauren Mandt.



Original posters and 70s' outfits.

CIRCUMNAVIGATING **THE NORTH AMERICAN CONTINENT:**

BY CHARLES AND CATHY SIMON
WASHINGTON DC CHAPTER

Charlie & Cathy Simon recall their 2017-18 voyage through the Arctic Northwest Passage and the Panama Canal to be among the very few to sail around the North American continent.

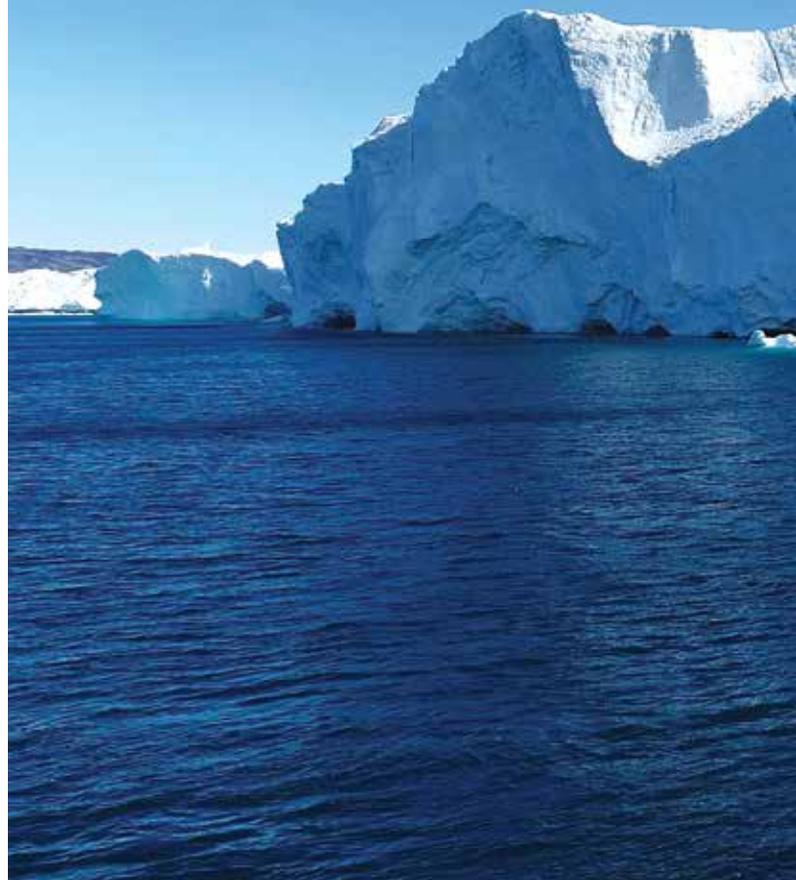
Our trip through the Arctic Northwest Passage was exciting! Our sailboat, *Celebrate*, is now listed by the Cambridge University, Scott Polar Research Institute's official list of transits as vessel number #261 to complete the trip. The same list shows us as only the second US Yacht to complete a circumnavigation of the North American Continent. We hadn't expected such a distinction when we started out.

Dwindling sea ice coverage makes this trip possible for a well-found yacht, although certainly not assured. Today, the Arctic ice pack is less than 50% of the coverage of just 50 years ago, but this far from guarantees an open sea lane. The ice blockage in any specific area is subject to wind and current conditions as the broken ice drifts. In fact, a warm year which breaks up more ice may make more ice available to blow in and block the passage.

In the summer of 2017 we made it through the Northwest Passage which lists 30 vessels. In 2018, with the same overall ice coverage, only two vessels completed the trip, crossing the Arctic circle in the North Atlantic and re-crossing in the North Pacific (or vice versa).



ADVENTUR



Although we were fully prepared for the possibility that the trip would result in our turning back and retracing our route via Greenland, I wanted to put the odds in our favor as much as possible. We had recently completed our world circumnavigation (2014-15), so the boat was well-equipped. We spent six months outfitting and upgrading for the Arctic, including added additional fuel capacity and satellite communications, so we could directly receive the ice charts from the Canadian Ice Service.

My wife, Cathy, and I have made many ocean passages on our own, but for this trip, I brought on four more tough sailors so we could man the watches with two people 24 hours a day. That way we could keep a good lookout for ice at all times.

RE IN THE ICE



Celebrate passes iceberg.

We departed Annapolis, Maryland in late April so we'd have plenty of time to sightsee as we cruised up to Greenland. We encountered our first isolated icebergs near St. Johns, Newfoundland in mid-June. Large icebergs are reasonably easy to see and avoid—they even show on radar. But smaller bergy bits or “growlers”, the size of a car, can float low in the water with very little ice showing, be as hard as a rock, and pose a greater hazard.

On July 15, we arrived in Greenland's Disko Bay, which is home to the world's most prolific iceberg-calving glaciers. The iceberg which sunk the Titanic is believed to have come from this bay. I began to learn about the distinction between icebergs which calve from glaciers and sea-ice which is frozen sea surface. A glacier which makes it to the sea can project out several miles, floating on the sea surface until tidal

action is great enough to break off the large chunks which are icebergs. This glacial ice has been compressed for centuries in a glacier which leads to its extreme hardness, and the compressed air bubbles in the ice can make it explosive as the iceberg breaks up.

Sea ice is not as hard, seldom more than ten meters thick, and as it melts can have a slushy edge which can make a collision less lethal. On the other hand, the drifting sea ice which masses millions of tons can easily crush a boat that becomes trapped.

We headed to Lancaster Sound, the eastern end of the Arctic Northwest Passage. At 74° 39'N 84° 59'W this was the northernmost point in our passage, but far from the iciest. Some inlets we visited were tundra, while others were completely barren.

As we spent three weeks waiting for the ice to clear in the central passage, I learned about the limitations of Ice Charts. Based primarily on satellite data, the actual observations may be 12-24 hours old when I receive the chart via satellite phone, and the intervening time can radically change the ice conditions. Several times we headed into what the chart showed was clear water only to be turned back by ice which had drifted together and blocked our passage.

As the ice receded ahead and we continued through the passage, we monitored the ice charts but ventured out every day to look for ourselves. We followed "leads" in the ice, which are long breaks between sea-ice sheets that may be several to hundreds of meters wide. One of these took us through a channel between some of the Tasmania Islands, now dubbed "Charlie's Channel" in my honor as we were the first vessel recorded to have taken that route.

We passed several of the NORAD radar facilities which have helped fuel the growth of some of these northernmost communities. The Bering Strait between Alaska and Russia was rough. The 15-20 foot seas are routine for that area, and with winds from astern, the conditions were neither too dangerous nor too unpleasant for our 30-ton boat.

After our stop at the gold-mining mecca of Nome, Alaska, we had some of our stormiest conditions while crossing the Gulf of Alaska. But from then on, we were in familiar waters having sailed to Glacier Bay from Seattle twice before. Then we went down the Pacific coast via San Diego, Mexico, and on to Panama for my fourth trip through the Panama Canal.

After the canal, we were back to sailing on our own. Cathy and I enjoyed our trip to Roatan, Key west, Ft Lauderdale, and finally back to Annapolis in April, a year after our departure.



Stunning Greenland landscape.

On our tropical passages, Cathy and I could often sail 200 miles in a 24-hour day, but it took us four days to go the next 35 miles as we ventured out daily to try the ice. We could see from the ice charts that we would reach clear water with only a final 30 miles to go—it was the most dangerous 30 miles of the trip.

This area of the passage has generally flat features with low hills and shallow water extending from shore. We sometimes sailed only a quarter mile from the beach to get around fingers of floating ice and were in only twelve feet of water... Celebrate needs seven. When we eventually reached a point where we had to turn back, I could tell (with GPS) that the ice had drifted. Now we had to go even closer to shore to pass the ice, and as the depth dwindled... ten, nine, eight... I had visions of being hard aground and being pummeled by millions of tons of drifting ice. We bumped twice on the gravelly bottom and were through—back to the safety of our anchorage.

The next day, the wind finally changed and the ice blew further off shore. We made it through, and with only 2,000 miles to go to Nome, Alaska, I could breathe easier.



Cathy and Charlie warm up with some coffee.

BATTLE IN THE PACIFIC

BY BRADFORD GARY
PALM BEACH CHAPTER



Editor's note: Bradford Gary and his wife Sue visited Papua New Guinea to retrace a major battle scene. Here is what they found.

ANZAC graveyard

In the opening days of World War II, Australian Territorial volunteers defeated the Imperial Japanese Army in the mountains of New Guinea— high on the rugged Kokado Trail. Outnumbered and outgunned, the ANZAC (Australian and New Zealand) troopers were the first Allied force to challenge the Japanese in the Pacific. This article reviews that battle and profiles the place where the ground war of World War II began.

A hundred miles north of Cape York, Australia, lies the island of Papua New Guinea (PNG). A large mountainous, tropical island that was once part of colonial holdings of the United Kingdom, Netherlands and Germany, Papua New Guinea is noted for cannibals, remote villages, wild unexplored river systems and the Battle of Kokado. Prior to World War II there were no roads in Papua New Guinea. Even today most of the towns are accessible only by boat or light aircraft. Governor Nelson Rockefeller's eldest son, Michael, vanished in the interior of PNG some years ago without a trace. What we know about PNG is limited.

We set out to take a closer look at PNG to learn what has happened in the country since the great conflict in the mountains and tracks.

We came ashore in Port Moresby at the old port in a typhoon-like tropical downpour – it rains a lot in Papua New Guinea. The sprawling port city was founded by the Motu-koitabu tribe who have occupied the area for centuries. The city was a prime objective for Imperial

Japanese forces during 1942-43 as a staging area for the invasion of Australia -- just across the Torres Strait and Coral Sea. After the fall of Singapore, Papua New Guinea was the final step for a sea borne invasion of Darwin.

One of the most remote areas in the world, Port Moresby obtained a piped water supply only after the war. During the Pacific War, Papuan men formed the Papuan Infantry to act as guides and porters for Australian army units who struggled across the Owen Stanley Mountain Range to challenge Nippon troops coming to attack Port Moresby in the jungles of the Kokada.

The Kokada Track is a rough trail that runs 97 miles through the Owen Stanley Range across New Guinea from Port Moresby to Buna. The highest point in the range is over 7,200 feet – higher elevations are often fog shrouded - while swamps and wild rivers run through forested valley areas where snakes and large predators live. On the trail there are hot, humid days with cold nights, torrential rainfall and tropical diseases -- malaria and dysentery. Our guide informed us, "At the beginning and the end of the trail it is the same – malaria everywhere." When planning our journey, we learned that the Kokada track has been closed by tribesmen to not accept non-native visitors. Local villagers blocked the track when they heard that camping and hiking organizations were planning to cross the trail to Buna on the north coast.

BATTLE IN THE PACIFIC

As we moved through Port Moresby from the docks, we saw old government buildings that have been abandoned due to long-term neglect. Sunken cargo vessels remain where they are beached on the foreshore. We were advised not to leave our hotel, right next to the US Embassy, after 6:00 PM. The route to the beginning of the trail head is an ascent into another world – steep, unpaved roadway carved into enormous cliffs without guardrails. Not a place for those drivers prone to altitude sickness. Along one side of the road is a swift charging river and occasionally a small village unchanged since the Japanese and ANZACs fought here 80 years ago.

In July 1942, Japanese invasion forces landed on the north coast of Papua New Guinea at Port Milne. The Japanese advanced quickly up the trail and captured the town of Kokada by the end of the month. Despite reinforcements, the lightly armed and poorly equipped ANZAC were pushed back to Port Moresby. ANZAC troopers ceded territory and withdrew to a ridge line at Imata. With reinforcements sent in from Brisbane and a strong position on the reverse slope of the Owen Stanley Range, ANZACs held the line.

Under continuing attack by the ANZACs and Papuan Infantry, the Japanese advance stalled as their logistics and supply line from the north coast was severed by Australian forces. The Japanese forces withdrew by the end of September when the campaign in the Solomon Islands began to intensify.



Tribesmen

The lessons learned during the Kokada campaign in New Guinea led to significant changes in Allied doctrine in the Pacific during World War II.

No longer would part-time soldiers – territorials – be expected to challenge the Imperial Japanese Army main force without air support and heavy artillery. ANZAC troopers wore tan desert uniforms in the verdant jungles of New Guinea, while Japanese regular army were equipped with dark green camouflage.

Even the great Allied Commander, General Douglas MacArthur, was roundly criticized for failing to understand the conditions under which the ANZACs fought. Directing the New Guinea campaign from his headquarters in Melbourne, Australia, a thousand miles away from the battle, the General suggested West Point military doctrine should somehow apply to guerrilla war in the jungles of New Guinea.

Fortunately for the allies, the battle for Kokada ended in total Japanese defeat – the first time Imperial Japanese land forces were repulsed in World War II.



Tribesmen

The Battle of Kokada is considered another Thermopylae in Australian history. A vastly superior enemy force was defeated by a small cadre of dedicated warriors.

What we learned in New Guinea suggests that little had changed on this island since the beginning of World War II. It is a huge expanse of jungle, mountains and tropical swamp - probably the worst place in the world to fight a war. The primitive people of New Guinea fought alongside Australian/New Zealand volunteers in defending against Japanese dominance of the Pacific with great courage. While the anniversary of World War II battles, including Normandy, occupy world attention this summer, let us remember other places and other people who bravely challenged our adversaries.



Milne Bay, site of the battle.

HOW TO GET SOME UN-RECOGNITION



Women toil in Western Sahara

BY ALBERT PODELL - NEWYORK METRO

If you want to go where nobody has gone before, it's easy: Just go where nobody wants to go.

So that's what I decided to do. I'd go to all eleven of the world's unrecognized countries which, with two exceptions, offer the tourist such minimal attractions that few are interested, and which are otherwise so impoverished, difficult to reach, cautious, and dangerous, that no sane person would venture there. All of which, of course, made them irresistible to me.

First, a bit of definitional background: An unrecognized county (aka a proto- or quasi- or de facto- country) is generally an entity that has broken away from another country and has proclaimed itself, and wants to be treated as, an independent country, but which has not been recognized by the international community for various political reasons, primarily a reluctance to offend the country from which the entity broke away, usually through violence and warfare.

Two wannabees who were in the news last year and who almost made it to independence are Kurdistan and Catalonia. Each held a referendum in which the locals voted to be free and independent of the country of which they were a part (Iraq and Spain, respectively), and each was thwarted when that parent country used force of arms to prevent those entities from going off on their own.

Of the ones which succeeded in breaking free, here are the first seven I visited.

ABKHAZIA

is a comely country, but not spectacular, save the hard-to-access northeast where some mountains at the western end of the Caucasus range rise to over 13,000 feet and delimit the snow swept, glaciated, northern border of the country. Abkhazia is most easily reached from the palmy Russian resort city of Sochi by a road that borders the Black Sea for most of its way down the western side of the country, looked over by old castles, churches, and monasteries.

Long-distance public transit barely exists, few people speak English, and Abkhazian is regarded as one of the most difficult languages on the globe, so best to hire a guide with a car or, if you prefer, a car with a guide.

Unfortunately, other than a tranquil natural beauty, with four large rivers and many streams running down from the mountains to the sea, and several forested crater lakes, there is not that much to see. Accommodations are relatively middling, most of the beaches are littered and poorly maintained, and the food is boring, as might be expected in a country whose main agricultural products are tea, tobacco, wine, tangerines, and hazelnuts. (If you are one of the rare Circumnavigators who is a spelunker, it is definitely a destination for you, boasting the deepest cave known, Veryerkna, 7,200 feet from top to bottom).

The capital city of Sukhumi has a mildly interesting ethnographic museum and a few powerful patriotic statues of their fight for independence from Georgia.

HOW TO GET SOME UN-RECOGNITION



Despite its lack of memorable attractions, the pretty countryside, mild climate, and abundant beaches attract more than one million (mostly Russian) tourists a year—four times the size of its population.

Recommendation: If you're in Sochi, it's worth a two-day round-trip to Sukhumi. It's also a gentle environment from which to start, or in which to finish, those rugged, hair-raising, three-week road trips across the Northern Caucasus that I described in the last issue of *The LOG*.

GAGAUZIA

is an autonomous region in the far southwest of Moldova. It is easily reached by a pleasant two-hour drive from Chisinau, the capital of Moldova, and almost all of the roads in the country are paved. Its population is 84% Gagauz, the rest a mixture of Bulgarians, Moldovans, Russians, and Ukrainians. English is scarce. The welcome sign at the border is the largest I've ever seen, and there are no frontier formalities or visas required, like going from North to South Dakota.

It may not have any famous tourist attractions, but it boasts the most delicious fast-food snack I've eaten anywhere. It's called *placinte*, and it's a warm, rich, strudel-like pastry filled with whatever you tell them to fill it with: feta and farmers cheese, hot cherries, warm blueberries, cabbage, chopped beef, chicken, pork, mixed vegetables, or all of the above. Just one makes a filling lunch, and costs only a dollar.

This little land of only 135,000 people has been producing wine for 5,000 years, and is ranked 20th in the world in quantity. It has twelve wineries, processes 800 million pounds of grapes a year, exports 67 million bottles of vino, accounts for much of the cognac consumed in Russia, and gives the flat land the pleasant appearance of an endless vineyard.

The capital of Comrat is a neat town bisected by a long tree-lined parkway that culminates at a squat, bright yellow, photogenic cathedral on its main street. That street also features a statue of Lenin in front of a Soviet-era administrative building, a tiny museum, a tank monument, and a relaxed but lively atmosphere.

NORTHERN CYPRUS

195 of the world's 196 official countries recognize the island of Cyprus as one country, mostly inhabited by Greeks. But Turkey alone recognizes the northern third of the island as a separate country, and backs this up with its armies, and miles and miles of barbed wire. For the tourist, this division is encapsulated in one building: a Roman Catholic Gothic-style cathedral that was consecrated in 1326 in the now divided city of

Nicosia, on the border of Northern Cyprus, which has been converted to the Selimiye Mosque because Northern Cyprus is 81% Sunni Muslim.

Both parts of the island rely heavily on tourism, especially in the cooler seasons when thousands of pale-skinned visitors arrive from chilly northern Europe to soak up some sun on the lovely beaches. The restaurants in the southern part of the island are more sophisticated, and the hotels are fancier, but their prices are two or three times higher. One can fly into Northern Cyprus non-stop from England, Turkey, or Russia, but the flights to Larnaca in the south are at least three times more abundant, and the taxi to the northern part of the island makes the trip in less than a little over an hour, and charges about \$50.

The problem is that few of the drivers speak any recognizable language, and one has to negotiate a route and price at the airport, using the excellent services of the multi-lingual taxi dispatcher. I was so eager to zip north to see the Late Bronze Age (11th Century BC) ruins of the ancient Greek city-state of Salamis, six km north of Famagusta, and one of the few sites worth seeing in this quasi-country, that I neglected to negotiate for the extra hour of waiting time to tour the ruins. So all I got to see were the tops of some marble columns shorn of their capitals, peeking over a stone fence, before the driver made it clear from his forceful gesticulations that we were heading right back to Larnaca so he could snare another fare before the sun went down. Oh well, next time...

PALESTINE

Of all the entities covered herein, Palestine's status is surely the most controversial because of its relationship with Israel, which limits its ability to function as a truly independent country. Yet, of all the entities listed here, Palestine has the most special and interesting attractions for the traveler; in fact, it's no exaggeration to claim that Palestine has more of such special tourist attractions than all the other proto-countries in this article combined.

Among the most outstanding are the Jordan River; the Dead Sea; Bethlehem and the Church of the Nativity; the Judean Desert and Nar Saba Monastery; Jericho, the oldest continuously-inhabited city in the world; Hisham's Palace; Belach in Jennin; the souk in Hebron; the Cave of the Patriarchs; Nab Muser Mosque; Wadi Quelt; the olive wood factory in Bethlehem; the longest-existing refugee camp on earth; Mt. Gerizim; St. Catherine; the Milk Grotto Church; the Abraham Mosque in Hebron; Deir Ghassam in Ramallah; Hamman ash-Shifa in Nablus; Khan-el-Umdam in Akka: the Jewish settlements in and around Arab cities. Each site definitely worth a visit.

But three words of caution:

First, avoid the summers, which can be brutally hot.

Second, do not visit during a time of turmoil or active fighting, although these can arise suddenly and unpredictably.

Finally, in my opinion, be particularly careful if you look Israeli. A frustrated local may vent his anger at you.

I have been a frequent visitor to Palestine for more than 40 years, but each time I've gone back, I felt the situation becoming more hostile. Arab people on their home turf are usually among the most courteous and hospitable folks in the world, but 50 years of occupation and restrictions by Israel have understandably shortened tempers and heightened tensions throughout the West Bank. Forty years ago, the only hostile activity I encountered was a four-inch-wide column of ants marching through my room at the decrepit old Hisham Palace Hotel in Jericho, crawling from the hallway, then under my door, and out through the terrace for a solid hour. To be truthful, I have no proof that they were

hostile, having opted not to test out that hypothesis with my toe. But on my last of many visits to East Jerusalem, where I have often gone to a favorite Arab barber for an inexpensive haircut, I felt, for the first time, concerned about my safety; and for the first time I had rocks thrown at me by street kids who, I reasonably believe, were hostile. So proceed with caution, or go with a large tour group, but do not forgo seeing the remarkable sights this “country” offers.

SOMALILAND

was far and away the most welcoming and happy entity I visited for this article. In Somaliland I heard freedom ring. Although consummately poor, it was a land of joy whose people were pumped, and walked about free and proud. Somaliland declared its self-proclaimed independence from the Republic of Somalia which lies to its south. Somaliland created a popular parliament that blended democracy with the traditional leadership of clans and elders. The streets resounded with happiness, laughter, and exuberance for life. These were not the repressed, downtrodden denizens of the other East African states where Big Men ruthlessly held sway by perverting the political process. The grand arch welcoming me into Hargeisa proclaimed, “Equal Justice Under the Law,” and these good people walked that walk in every way. There was a government of, by, and for the people, with no corruption, no nepotism, no tribal favoritism: a model for the peaceful resolution of conflict and the construction of democratic institutions that flourished in these infertile soils.

It is also the world’s closest entity to a true country that is not universally recognized as a country. It’s a pity and a political miscalculation that the Western democracies have kept Somaliland in what its foreign minister called a “twilight zone” by refusing to recognize it as an independent nation, “even though it satisfies every requirement of statehood”, because the West believes such recognition will wreck their quixotic attempt to resurrect Somalia to its former borders and maintain the myth that the government in Mogadishu is in control throughout the land.

To visit there, you first have to locate one of the rare Somaliland consulates to get a visa. (You cannot obtain a visa to Somaliland at the Somali Consulate.) Once you have the visa, it’s easy to fly to Hargeisa, its bustling capital, from many cities, including London, Dubai, Doha, Karachi, Nairobi, and Mumbai.

The main tourist attraction is watching these free citizens at work and at play, an experience unlike any on the African Continent. But if you want more sightseeing, just head to the outskirts of Hargeisa, where you’ll find the two lovely twin hills of Nassa Hablout and ten caves at Laas Geel with cave art dating back 5,000 years.

TRANSNISTRIA

lies across the Dniester River from the northeastern side of Moldova, an easy 90-minute taxi ride from Chisnau, or a drive of several hours from Odessa in Ukraine. It seems, on the surface, prosperous and modern, and its glass-and-chrome capital of Tiraspol could almost pass for a town in the United States – except for the WWII Soviet tank monument on its main street across from the statues of Lenin, several large government buildings of Soviet-era architecture, and an array of hammer-and-sickle flags flying a symbol retained only in this country.

But the real heart of the country is hidden: It is widely regarded as an enclave for contraband, black-market guns and money laundering. Its large industries of steel, power, banks, and textiles, are mostly controlled by Russia, to which the country is heavily indebted. The tourist feels safe, but a bit like being on a mystery movie set, especially



when one sits down for lunch in the large restaurant called The Mafia, which is reputed to run the town.

Aside from the opportunity to rub shoulders with some relaxed professional criminals, one can also see a lovely National Botanical Garden, a large all-male Moldovan Orthodox monastery, some ancient graveyards, and pretty views all along the river.

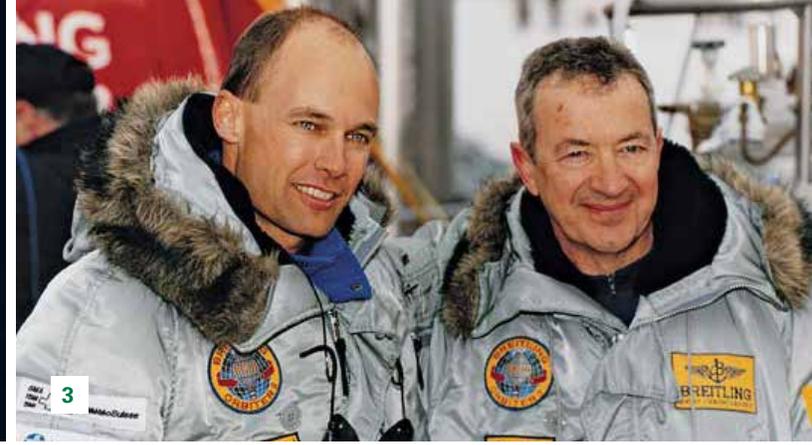
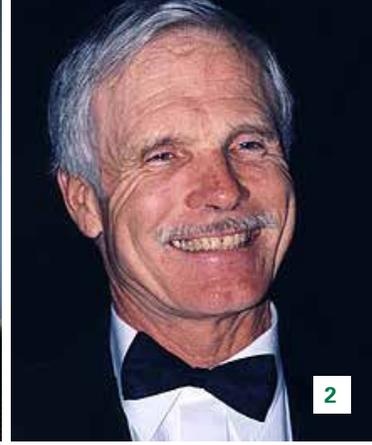
WESTERN SAHARA

has a split personality. On its western half, along the Atlantic coast of sparkling beaches backed by high dark cliffs, it is lovely, and its cities are prosperous and look and almost behave like part of Morocco – until an independence demonstration begins among the restless Saharawi populace -- which is when the police ride in on their armored personnel carriers and begin swinging truncheons. Further east, across a wide expanse of lifeless desert, control is in the hand of the Polisario Front guerrilla organization.

Between them lies one of the largest areas in the world contaminated by minefields, unexploded cluster bombs, and rockets buried in the high sand berm that stretches almost 1500 km from south to north. This is one of the most unusual tourist “attractions” in the world, a devastated no-man’s land that has endured for more than 40 years despite the best efforts of the United Nations and other aid groups to resolve the conflict. After the International Court of Justice ruled that sovereignty in the entire land that had been Spanish Sahara properly resided with the Saharawi people, who have been outnumbered after Morocco used a tax scheme to induce 300,000 of its citizens to move into the territory, a referendum to determine its future was announced and has been on the drawing boards since 1991. But it has not moved forward, and hopes and expectations that have been thwarted and frustrated for almost 30 years may again result in open warfare.

In all my travels, I have never come across anything quite like this brutal scar of a divide, and for the tourist with a sense of history, it deserves a place beside the old Mandelbaum Gate on the Green Line in Jerusalem 70 years ago, the DMZ that has separated North and South Korea for 65 years, and the Berlin Wall: all graphic geographical reminders of human intransigence and man’s inability to get along with his neighbors.

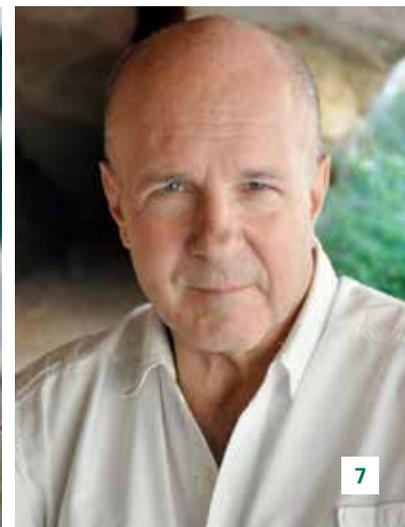
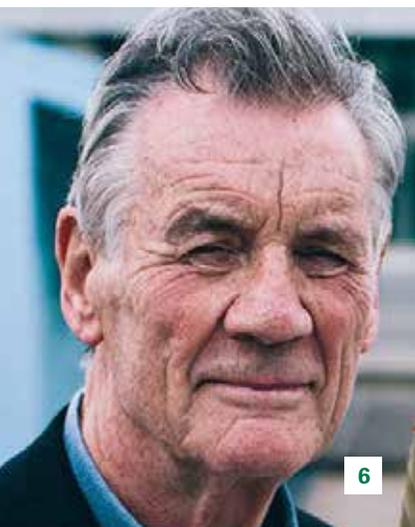
To get there, take a 90-minute Royal Air Maroc flight from Casablanca to Laayoune (\$284 round trip), then arrange a taxi to take you into the desert. This visit, like the other six cited above, will introduce you to parts of the world that most tourists never see, and will offer a totally different kind of travel experience.

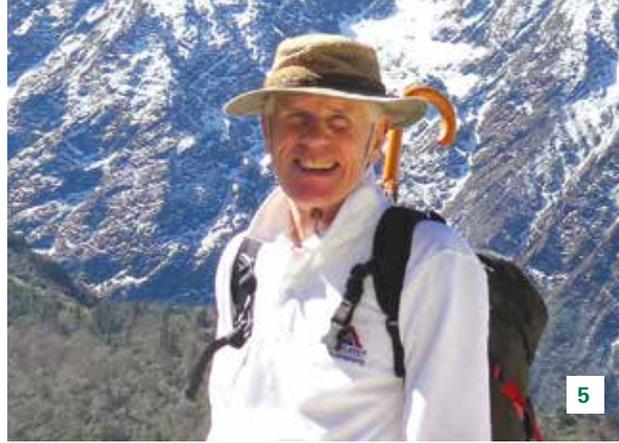


MAGELLAN HONOREES WHERE ARE THEY NOW?

BY HOWARD MATSON - CHAIR, MAGELLAN COMMITTEE

As we celebrate another milestone with the naming of Commander Robert Crippen as the honoree of 2019's Order of Magellan, let's take a moment to review in which activities some of our past awardees are currently involved:





1. Dr. Robert Ballard (1994), a retired naval officer, is considered a leader in the oceanographic scientific world for his knowledge and exploration of the deep sea. Of course, without a doubt, “Titanic Discoverer” will be appended to his name for history. He is currently the President of the Ocean Exploration Trust and is a professor at the University of Rhode Island Graduate School of Oceanography. Now 76, Dr. Ballard resides in Connecticut.

2. Ted Turner (1999), who celebrated his 80th birthday last November, is the founder of the concept of a 24-hour television news network, CNN, revolutionizing the world in its dissemination of information. He donated one billion dollars to the United Nations Foundation, and currently manages his land holdings which total over two million acres.

3. Brian Jones and Bertrand Piccard (1999) piloted the first uninterrupted global circumnavigation by balloon. Mr. Jones, 71, currently lives in the United Kingdom, and is active in a business venture, Ordnance Survey, developing solar-powered drones for mapping purposes. A native of Switzerland, Monsieur Piccard, 61, had later fame when, along with Andre Borschberg, he was co-pilot of the first solar powered circumnavigation. He is involved with the Solar Impulse Foundation, seeking solutions to the world’s environmental challenges.

4. Kenneth Behring (2004) is one of America’s leading real estate developers. Mr. Behring, 90, established the Wheelchair Foundation which has distributed about a million wheelchairs in 152 countries. The philanthropist has donated over \$100,000,000 to various museums that comprise the Smithsonian Institute. *(At press time we learned that Kenneth passed away.)*

5. Peter Hillary (2006) is the son of a Magellan awardee (his father, Sir Edmund Hillary, was honored by our organization in 1983). At 66, Peter is a member of the first father/son team who have reached the summit of Mount Everest. Peter lives in New Zealand, and spends most of his time fundraising for the Himalayan Foundation, founded by his Father in 1960. The Foundation supports 42 hospitals and schools in the Himalayan region. This year, Peter has developed and is managing a retail brand of adventure clothing sold in New Zealand and Australia.

6. Michael Palin (2009) will be forever in the world’s heart as a member of the Monte Python comedy group. Sir Michael, 76, was instrumental in furthering the world’s knowledge of geography through his popular travel series, Around the World in 80 Days with Michael Palin, and From Pole to Pole. He has authored several books, has toured, and continues his travel and geography shows. Most notably, in 2018, he visited and wrote about North Korea.

7. Sir Simon Winchester (2010), 76, has a vast audience with his dozen non-fiction books focusing on specific historical events. Currently living in Massachusetts, his latest book, The Perfectionist, has been winning science awards.

8. Mark and Scott Kelly (2012), are regularly in the news these days. The famed astronauts are the first two brothers in the space program. Since their Magellan honor, Scott spent a record one year in space, and Mark began his current campaign for the U.S. Senate seat from Arizona.

9. Sandra Day O’Connor (2014) was the first woman justice on the U.S. Supreme Court. Since her retirement in 2006, she has written several books and has pursued her mission of boosting the knowledge of civics for young people. Last year, she announced that she was in the early stages of Alzheimer’s disease and would retire from public events.

10. Ann Compton (2015) was the first woman assigned by a major news network to cover the President and the White House. Working for ABC, she was with President George W. Bush aboard Air Force One during the terrible hours of September 11th, 2001. Since her retirement, Ann lives in Washington D.C., where she is active on the lecture circuit.

11. André Borschberg (2017) was co-pilot of the Solar Impulse with Bertrand Piccard. Solar Impulse was the record-breaking around the world trip by solar powered plane 2015-2016. Flying in from his home in Switzerland, he attended our formal dinner in New York City. As noted earlier in this article, he is involved in the Solar Impulse Foundation.

The Circumnavigators Club maintains contact with all of our past awardees, and we thrill in their continued success and the fact that their contributions to the world of peace continue.

BREATHTAKING MOUNTAIN TREK



BY GUNTHER & MARIA WINKLER, NAPLES CHAPTER

"This cheese literally melts in your mouth!", Maria remarked with delight as we sat at an early morning breakfast at our hotel in Switzerland. The day before we had the smoothest, most aromatic cappuccino at an alpine hut high up in the Italian mountains. Prior to that, we delighted in freshly baked baguette at a bakery not far from where the glaciers of the highest mountain in Europe meet the pristinely green, French valleys dotted with cows. Welcome to the Tour du Mt Blanc, one of the most revered long-distance hiking routes in the Alps, which spans three countries.

The Tour Du Mont Blanc is a network of hiking trails circling the Mont Blanc massif. In its entire length the traditional route is 105 miles long and leads over several major mountain passes with a cumulative ascend of about 32,000 feet. We took a slightly shorter route as we avoided the sections where the path joins the roads in the valleys. Walking next to busy traffic is not as much fun as traversing mountain meadows where the only sounds come from rushing streams and cowbells.



Gunther and Maria

It took us seven days to complete the tour. Although the hike was sometimes strenuous as it often led up steep mountain traverses for hours, we were so inspired by the grandiose views of rugged peaks and glaciers all around us that we forgot all about our aching muscles. It also helped that we hiked from village to village where simple but comfortable hotels awaited us. This was part of a tour package through an outfitter, which typically hosts about 10 to 15 hikers on their small group tours. There are a number of providers who offer different levels of comfort. We chose the "premier inn" tour, but one could also do it on a budget, sleeping in rustic mountain refuges with a dozen or more mattresses spread out in a room.

While we were high up in the mountains, the famous Tour du Mont Blanc race took place. High endurance race runners from all over the world participate and the winner runs the 110 miles in approximately 20 hours, without rest and cumulatively ascending the equivalent altitude of three times Mt. Everest base camp to the top. In France, the Tour du Mont Blanc gets almost as much coverage as the Tour de France. When

the lead runner passed us on the trail, three news helicopters with serious camera gear followed him hovering just feet above us.

We are enthusiastic hikers and have hiked many mountain ranges all over the world. However, when we arrived happily and slightly exhausted in Chamonix, the same town where we had started our tour seven days earlier, we agreed that this was the most scenic and rewarding hike we ever took.



The Ultra Marathon

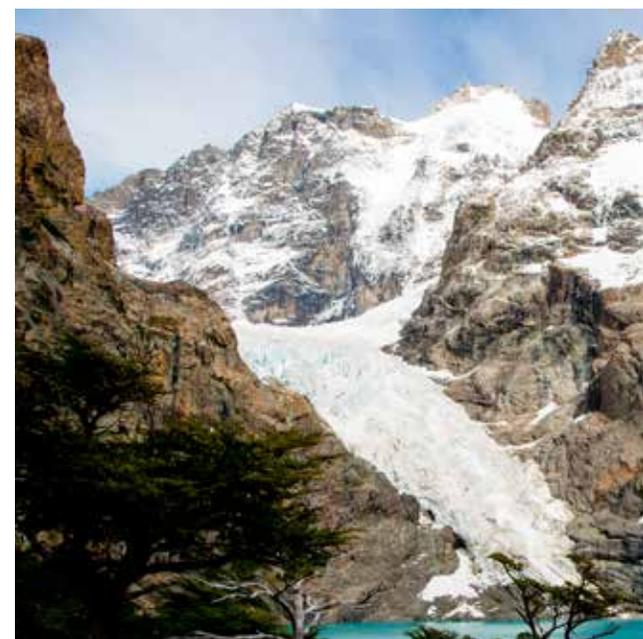
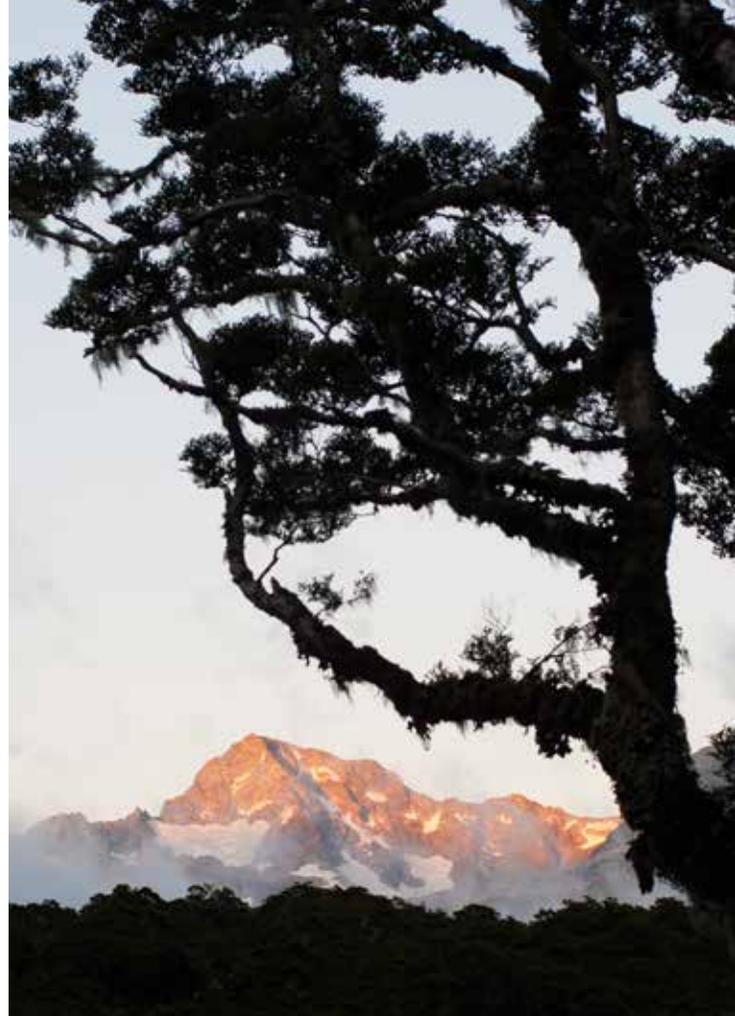


Mont Blanc seen from Chamonix, France



© Gunther Winkle





Mountains High

ALL PHOTOS BY GUNTHER WINKLER (NAPLES CHAPTER)

Gunther is an extraordinary photographer who has ventured throughout the world to capture its landscape, people and animals. Here we have selected some of his best mountain shots. These photos and other mountain shots can be viewed on our web site on the Photos Tab. We also welcome other members to submit their best mountain shots to be featured on this site. Send your shots to www.circumnavigators.org.

Gunther's shots were taken with a Canon 5D Mark II with lenses from 50mm to 200mm.

PHOTOS FROM LEFT TO RIGHT, STARTING AT THE TOP LEFT

- Kilimanjaro, Tanzania, Africa
- Sossusvlie, Namibia, Africa
- Routenburn Track, New Zealand
- Mount Cook, New Zealand
- Matterhorn, Switzerland
- Patagonia, Argentina

chapter highlights



SINGAPORE

Singapore Chapter President Mr. Michael Palmer presenting a membership certificate to new member Mr. Tan Boon Gin at the Singapore Chapter May lunch meeting at the long established Tien Court restaurant.

UNITED KINGDOM

On May 21, the United Kingdom Chapter enjoyed lunch at Savile Club.



Hywel Peterson, Ges Roulstone, Rob Wilkinson, John Constable, Kane Avellano, Nick Alexander, Chapter President Helen Jenkins, Darlene Barnfield

PALM BEACH

The Palm Beach Chapter enjoyed dinner at Indus Indian and Herbal Cuisine. Erick Reickert and Lady Susan Willis Reickert described their extraordinary tour of India in the summer of 2018.



NAPLES

Naples Chapter members gathered for a luncheon at the Naples Sailing and Yacht Club.

John Wright, Leilani Pierce, Lila Ford, Robert Alcock, Joyce Hagel-Silvermann, Henry Pfendt

chapter highlights

PACIFIC-NORTHWEST

On March 23, the Pacific-Northwest Chapter had a social gathering at the home of Jim and Caroline Farrell.



Virginia Houk and Charles Stotts



Pacific-Northwest Chapter President Jim Farrell

PACIFIC-SOUTHWEST

On June 20, the Pacific-Southwest Chapter had an event at the La Jolla Beach and Tennis Club where member Michael Puldy gave a presentation on his trip to Argentina.

Arthur Hammons, George Beebe, Kathleen Beebe, Michael Puldy, Cristull Hasson, Lynn Payette, John Berg, Henry Fuhrer, Jim Furby, Virginia Foster and Eric Baker.



DESERT

The Desert Chapter held a luncheon meeting on April 7 at the Arizona Country Club.

Kaye Jenista (left) and Carole Maderia (right) with longtime supporter Chuck Bivenour (background).



CHICAGO

The Chicago Chapter met on the Navy Pier for lunch and saw a performance of SIX at the Chicago Shakespeare Theatre.

Membership Vice President Jeneane Blom presented membership certificates to Charlotte and Matthew Peterson (International First Vice President, Dan Peterson and member Melanie's children).

Goodwill Connection....

The purpose of the Goodwill Connection is to bring together Circumnavigators as they globe-trot. Please consider adding your name to the list of greeters – those who will welcome members to their city. Contact Tracy Sancilio at Headquarters, (201) 612-9100 or e-mail: club@circumnavigators.org to sign up to serve on the Connection. Should you be planning a trip to a city where there is a member, please contact Tracy with your arrival and departure dates and the hotel where you will be staying. She will be happy to contact the member for you.

AUSTRALIA - Queensland, Brisbane

GREECE - Athens, Kiffissia

CANADA - British Columbia/ Vancouver

SINGAPORE - Singapore

SOUTH AFRICA - Cape Town

THAILAND - Bangkok

UNITED KINGDOM- London

U.S.A.

ARIZONA - Scottsdale, Sedona

CALIFORNIA - La Jolla, San Francisco

FLORIDA - Palm Beach, Miami, Naples

ILLINOIS - Chicago, Elmhurst,
Northbrook, Winnetka

MICHIGAN - Detroit

NEW MEXICO - Albuquerque, El Prado

NEW YORK - New York

PENNSYLVANIA - Philadelphia

SOUTH CAROLINA - Hilton Head

WASHINGTON DC

WASHINGTON- Seattle

Helen Jenkins of the UK Chapter was in Chicago on Sunday, March 10, for a Million Dollar Round Table (MDRT) committee meeting. She met with Dan Peterson and they both visited the Lizzadro Museum of Lapidary Art, followed by pizza for lunch.



David and Dottie Mink met with John Herrick while visiting Cape Town, South Africa.

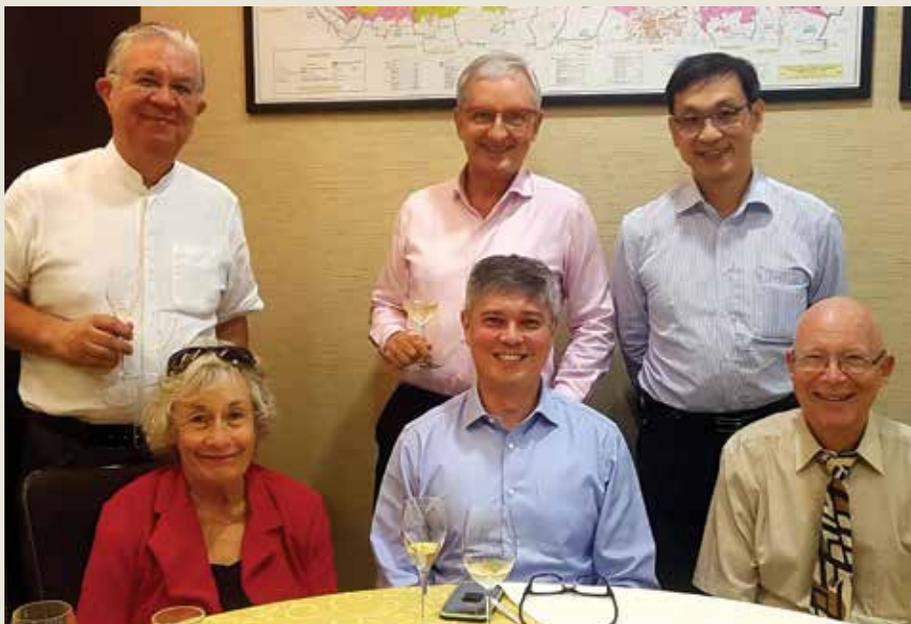


Around the World



Dan and Melanie Peterson flew their private plane to attend a Desert Chapter meeting and were greeted by Desert Chapter members Linda and Frank Gruber.

In February, Michael Puldy of the Pacific-Southwest Chapter met with Second Vice President, Brad Vogel of New York while in NYC for business.



On February 21, Singapore Chapter President, Mr. Michael Palmer, hosted a lunch to welcome Gene McPherson and his wife Barbara of Punta Gorda, FL. Also present were Past President Mr. Graham Bell, Second Vice President Dr. Ralph Stanley and Mr. Chris Ho. The lunch was held in a well-known Cantonese restaurant, the Jade Palace on Orchard Road in Singapore. Gene and Barbara are circumnavigating the globe on a 90-day trip.

SCUTTLEBUTT

One for the Books

It was a dream come true for Circumnavigator **Douglas Nickson** (Pacific Northwest Chapter). Douglas had the unique hobby of replicating the House of Lords Library in his home in Bellevue, Washington. But he had never seen the actual library until he attended the UK Chapter's House of Lords dinner last December. It was a thrill for him to lay eyes on the "real thing".

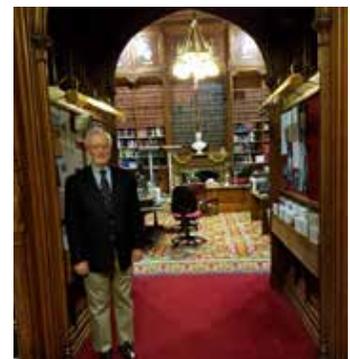
Lord Richard Faulkner who sponsors the annual dinner made sure Douglas got to see the library which is off limits to the usual guests. It was quite a moment.

Douglas saw a photo of the House of Lords Library 45 years ago and thought it would be just right for his own home. Here are some photos of his personal library.

The Nickson Library



The Nickson Library



Douglas entering the actual Library



The magazine photo that started the whole project.



Douglas with Lord Faulkner (left)

SCUTTLEBUTT

SANTA GOODWILL TOURS



Santa Goodwill Tours are organized by Circumnavigator **Eric Oborski** (New York Metro & Lima, Peru) to share love and joy to less fortunate people around the world. It's certainly a unique mission, which Eric has been running since 1985. Twenty-four Americans travel to remote destinations and devote one day of their trip to dress like Santa Claus and interact with children in orphanages, residents in homes for aged, and the like.

In its 35 years, the Goodwill Tours have taken 6300 "Santas" to more than 78 cities on their annual mission of love. The next tour will be to Easter Island (Chile) in early December 2019. There are a few spots open if any Circumnavigators would like to go. Contact Eric at ericoborski@yahoo.com. for more information.

Shown here are photos from their last trip to Hanoi.



Jeff, Eda and Randy Peterson (all New York Metro) along with daughter/sister Melanie enjoyed the spectacular vistas of Sun Valley, Utah, while getting in some skiing, too.





WELCOME *aboard*s

THE FOLLOWING PEOPLE WERE ELECTED TO OUR "GREAT CIRCLE" BY OUR BOARD OF GOVERNORS



LILY ARJOMAND

A native of Iran, Lily moved to the United States after the Iranian Revolution. While in Iran, she, along with Empress Farah, founded the Institute for the Intellectual

Development of Children and Young Adults, which still exists today. She has received many awards and honors for her educational contributions. She now lives in Naples, Florida and joins the Naples Chapter.



CYNTHIA BEAR

Cynthia is a retired banker, living in Brooklyn, NY. Her banking career took her on many international assignments, including residing in Tokyo and Hong Kong. She

is a graduate of Middlebury College and holds a master's degree from New York University.



DAWN BIRCH

Living in Southwest Florida, Dawn is a professional musician who teams up with her husband in the popular duo "Billy Dean and Dawn." A native of Pittsburgh, she

studied music at Centenary College. Her love for travel started when the Centenary College choir made history as the first college choir to make an around-the-world tour. She joins the Naples Chapter.



CINDY CLARKE

Born in Keene, New Hampshire, Cindy, along with her husband Jeff, has homes in NH, Estero, FL and Kennebunkport, Maine. She

was president of the Greater Keene Chamber of Commerce. Besides enjoying extensive travel, she plays golf and bridge.



JEFF CLARKE

Along with his wife, Cindy, Jeff completed his circumnavigation last year. A U.S. Army veteran, Jeff has seen a lot of the world. He is a retired beverage wholesaler and enjoys

beer, wine and cooking, as well as golfing in Florida, Maine and New Hampshire. Cindy and Jeff join the Naples Chapter.



ALEXANDER EKLUND

Now living and working in Texas, Alex got the travel bug while studying at Baylor University. He spent one term at the University of Maastricht in the Netherlands and visited 18

countries on that trip. His circumnavigation began when he went to Beijing, via Russia, to teach English for a school year. Hearing about the Circumnavigators Club, he decided to return to America by finishing the around-the-world trip via Japan.



HENRY FUHRER

Henry is a fourth generation watchmaker who owns the Watch Center in San Diego. He studied his trade in New York, Switzerland and California. He made

his circumnavigation last year, and he joins the Pacific Southwest Chapter.



SHAHRIAR GHODDOUSI

With a Ph.D. from Michigan State, Shari has had a distinguished business career in the field of informational services. Now living in Naples, he is

involved in a number of civic organizations, including the International Men's Club. Shari joins the Naples Chapter.



WELCOME *aboard*s

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JOYCE HAGEL-SILVERMAN

With a Ph.D. in Psychology, Joyce spent 44 years as a secondary school administrator and psychotherapist. She has traveled extensively and is involved in a long list of civic and charitable organizations. She lives in Naples and joins the Naples Chapter.



PAGE JACKSON

Originally from St. Louis, Page now lives in Naples where she is involved in a number of civic organizations, including the Council of World Affairs and the Colonial Dames of America. She had a career in interior design and is notably a high-level bridge player. She joins the Naples Chapter.



DALE KERN

Originally from Chicago, Dale is a civil engineer with degrees from the University of Illinois. He has authored articles on construction industry topics and has conducted numerous seminars. He lives with his wife Ruth, also a Circumnavigator, in Naples.



RUTH KERN

Ruth is a consultant in the field of Image and Etiquette and has given numerous seminars to corporations and social groups. A native of Illinois, she now lives in Naples where she is deeply involved with many civic and charitable groups. She and her husband Dale spend the summers in Flat Rock, North Carolina. The Kerns join the Naples Chapter.



CONNIE KLEINFELTER

With a degree in nursing, Connie spent many years as a public health nurse, doing home health care, running baby clinics and working with the county prison and rehab center for adults and juveniles. She then embarked on a 20-year career with Johnson & Johnson. She now lives in Southwest Florida with her husband Bill, also a Circumnavigator.



WILLIAM KLEINFELTER

With a degree in pharmacy from Temple University, Bill has had a distinguished career in the healthcare industry. He and his wife Connie have travelled extensively, recently hitting their seventh continent with a trip to Antarctica. The Kleinfelters spend the summers in Long Beach Island, New Jersey.



MARGARET LAMANNA

Margaret has a medical degree from the University of Pittsburgh and has practiced medicine for more than 20 years. Her area of expertise is radiology and nuclear medicine. She has an extensive list of awards and publications. Margaret lives in West Palm Beach with her husband, Manny Levin, who is also a Circumnavigator. She is fluent in German and Italian and works with a number of civic organizations.



MANUEL LEVIN

A native of Philadelphia, Manny has practiced law in the Office of Attorney General as well as in private practice. He and his wife Margaret LaManna have traveled extensively with Manny spending considerable time in South Africa and Israel. Margaret and Manny spend the summers in Atlantic City, New Jersey. They join the Palm Beach Chapter.



WELCOME *aboard*s

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WILLIAM MCGEE

Bill lives in Texas where he practices veterinarian medicine. His love of travel and the outdoors has led him to a serious interest in underwater exploration and photography. His photography has been used in more than ten documentaries and several industry publications. He also enjoys skydiving and hiking. He has visited all seven continents and has been scuba diving in six of them, only missing Europe at this time.



LOUIS PALUMBO

Louis retired from the Central Intelligence Agency after 22 years of service. With the CIA, he was posted overseas and operated in 30 countries. He now runs an international security consulting business. Previously, he served in the U.S. Navy and is a Korean War veteran. He lives in Jupiter, Florida, and is involved in several veterans and charitable groups.



DEAN PATENAUDE

An investment advisor, Dean has a number of accomplishments in mountain climbing, including Denali, Kilimanjaro and several others in Mexico and South America. He has also circumnavigated South America. He and his wife Joan traveled extensively over their long marriage. Dean lives in Naples and joins the Naples Chapter.



PETER STRUB

A native of Freiburg, Germany, Peter is the son of a German father and Scottish mother. He has a far-flung family in many parts of the world, including New Zealand, and he keeps his family tree in order through a deep interest in genealogy. Peter and his wife DeeAn own Scottsdale's premier art gallery. He joins the Desert Chapter in Phoenix, Arizona.



BON GINTAN

Living in Singapore, Mr. Tan is the Chief Executive Officer of Singapore Exchange (Regulation) which is the front line regulator of Singapore's capital markets. He holds degrees from Cambridge and Harvard. He was awarded the Public Administration (Silver) Medal in 2010. He joins the Singapore Chapter.



SER LUCK TEO

Mr. Teo is an elected member of Parliament in Singapore. He is also an entrepreneur with a number of successful ventures. For his achievements he was recognized as a young global leader by the World Economic Forum. Active in physical fitness, Mr. Tan participates in sports such as football, triathlons, marathons and has competed in five Ironman races. He joins the Singapore Chapter.



ROB WILKINSON

Living in the United Kingdom, Rob is the co-founder of Crowd with Us, which provides inventors with a variety of debt and equity-based property development investments. An avid traveler, he spent 18 years traveling the world by sea, working his way up to Master Mariner on some of the world's largest and most prestigious yachts. He joins the UK Chapter.



MARGOT ZUCKERMAN

Margot was the 2018 Circumnavigators Foundation scholar from Northwestern University in Chicago. On her around-the-world adventure, she studied local food systems, researching how gardens and local farms contribute to a more stable and just food system. She visited Uganda, Italy, Hungary, Japan and Singapore. She now works for Kraft Heinz where she purchases spices and seasonings. She joins the Chicago Chapter

OVER THE HORIZON

Marian Adolphson
Bridgeport, CT

Philip S. Cohen
Naples, FL
May 3, 2019

Charles Klotsche
Palm Beach, FL
May 23, 2019

Lloyd Lohaus
Jacksonville, FL
October 3, 2018

Edward S. Newman
Naples, FL

Margaret Ellen Parke
Fairfax, VA
January 22, 2019

Marilyn Polite
New York, NY

Hertha Stotts
Maple Valley, WA
June 3, 2019

Alfred B. Thomas
Grosse Pointe, MI
September 25, 2018

Vincent Von Zwehl
Naples, FL
April 19, 2019

Hardy Wenner
Naples, FL
January 13, 2019

IN MEMORY OF MARGARET ELLEN PARKE

During the Circumnavigators Club's 117 years, there have been some truly extraordinary leaders. Past President Margaret Ellen Parke represents the best of them. Ellen passed away shockingly and suddenly at the end of a cruise to the Caribbean in the last days of January.

Always modest, Ellen might have disagreed with our assessment of her great leadership, but consider the facts.

She made her first circumnavigation at the age of 12. Her father, Everett Parke, was a naval commander and diplomat whose career required many moves during Ellen's early years. Among her "residences" was Saigon in the early 1960s where she spent seventh and eighth grades. While living in Norway, she first heard about the Club from Circumnavigator Mark Austad, then the U.S. Ambassador. Ellen asked the Ambassador if she could join the Circumnavigators but was politely informed that the Club did not admit women.

Ellen was disappointed (and annoyed) but within a year, she was contacted by Ambassador Austad and told that the Club's by-laws had been amended to allow women membership. He enthusiastically sponsored her whereupon she became one of the first woman Circumnavigators in May 1984. Moving back to Washington DC, she was instrumental in starting a new Chapter there.

Besides her active participation in the new Chapter (her father and mother became members), she held numerous positions in the Club and Foundation, culminating with her four years as President which concluded just last year.

Ellen's passion for travel and the love of the world (and, of course, the Nationals) were truly contagious. She is truly missed by the members and friends of the Circumnavigators.



WHERE IN THE WORLD ARE THE NICOBARS?

BY THE LOG STAFF

By all accounts, Circumnavigator Don Parrish (Chicago Chapter) is one of the world's most traveled person. So it is amazing that he can still discover new places in the world. Recently, he became one of the first five foreign travelers to the Nicobar Islands, which India kept closed to foreigners until 2019.

Don's adventure started with a helicopter trip to the Islands during which he developed a friendship with the pilot, who was curious about why he was going. He explained to the pilot that he enjoyed going to remote places, like the South Pole. This immediately impressed the pilot who, as it turns out, was a big fan of the Norwegian explorer Roald Amundsen. Don and the pilot bonded on this journey which Don says "is what real travel is about: discovery and bonding with people across cultures."

The pilot passed him a note that told him that they were about to visit the southernmost point of India—Indira Point. Don says, "You cannot plan or buy this experience, but you can enjoy the moment when it happens."

It was a wonderful venture for Don and he thanks the pilot for his special gift.

Readers can learn more about Don's trip as well as his previous trip to the South Pole on our web site www.circumnavigators.org.





FOUNDATION *news*



Our Foundation Scholar from Georgetown University, Fiona Singer, is on her way around-the-world! She will be visiting UK, Belgium, Israel, South Africa, Cambodia and Argentina.

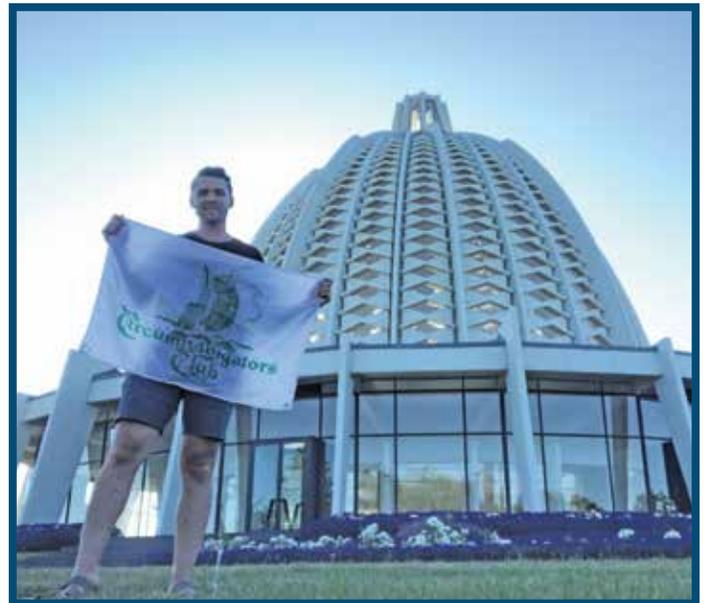
Her topic of study is *Big Data: The Global Politics of Data and Privacy*.

Follow her along the way on her BLOG:
<https://medium.com/@fionasinger>

Christopher LaMountain, our Foundation Scholar from Northwestern University began his trip around-the-world on June 21. He will be visiting Germany, Uganda, India, Samoa, Australia and Chile.

His topic of study is *A Global Song: Investigating the Global Diversity of Baha'i Temple Music*.

Follow him along the way on his BLOG:
<https://blog.undergradresearch.northwestern.edu/blog/chrisasinger>



THROUGH MY LENS TIPS FOR A TRAVELING PHOTOGRAPHER

GET SET FOR SUNSETS

BY
CONTRIBUTING
EDITOR
ROGER
WEATHERBURN-BAKER



The 17th century church of Santa Maria de la Salute on the Grand Canal in Venice bathed in soft evening light.



Sunsets are one of Nature's most magnificent recurring events. Few of us can resist them. The sight of a fiery sky ablaze with glorious hues of red and orange as the sun slowly dips below the horizon has us hurriedly reaching for our phones and cameras to capture the magical image before it slips away forever.

Instinctively, we snap the whole gorgeous panoramic image head-on with little else in the picture but the radiant colors in the sky. This can work, of course, yet sunsets offer an extraordinary array of other options worth noting.

Sometimes it pays to look at the effects of a setting sun. In the shot of Venice above for instance, the sun highlights the church with a beautiful warm glow set off by the density of the shadows it creates.

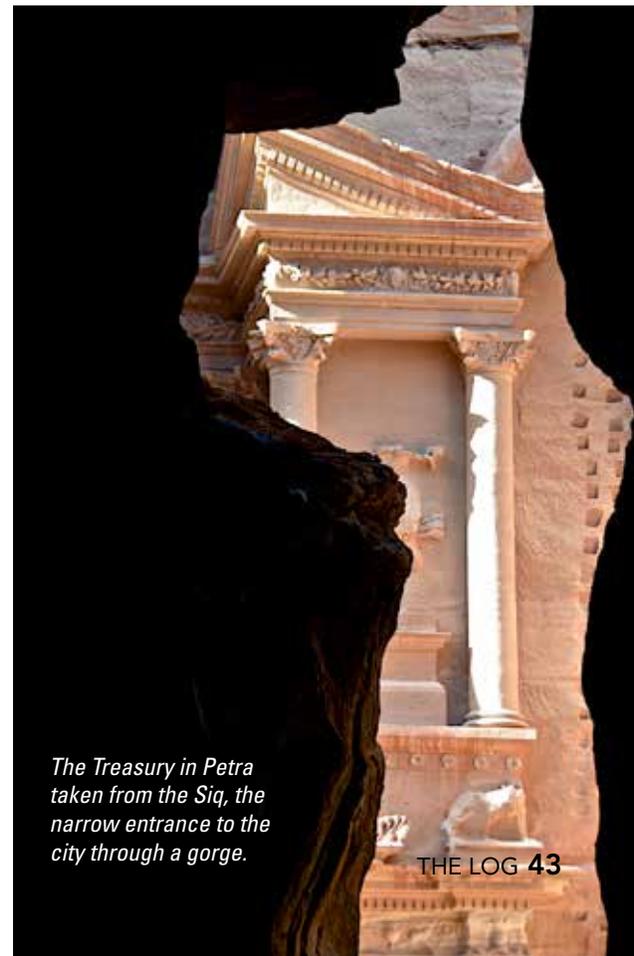
Turning your back to the sunset and looking at what is happening behind you is another option. Buildings and landscapes facing the setting sun can also look magical. A sunset is not a one-direction show.

At other times, it's what else that's in the picture that can make a difference, adding contrast, interest and information. The sun alone is seldom enough for the picture to be memorable.

The photo on the right of Al Khazneh (the Treasury) at Petra was taken from the depths of the Siq, the dim narrow gorge that is the main entrance to the city. The rocky outline of the gorge in shadow creates a window of interest and intrigue.

Spectacular sunsets happen all over the world every day, of course. Each one is different and some are truly magnificent with sun and clouds creating breathtaking, multicolored skies. But, there are other options.

(Continued on back page)



The Treasury in Petra taken from the Siq, the narrow entrance to the city through a gorge.



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Lens Continued

For example, try using a telephone lens to get closer to the setting sun then use the giant orb as a backdrop.

Wait for say a flight of birds heading home to roost to cross your lens or a dolphin to jump at just the right moment. Always be ready for the unexpected until your camera is back in its bag.

Adding additional elements to your composition, can give the photo context and a sense of scale, like a sun setting behind a mosque, or a temple or tower.

In the top photo right, a lone elephant, making his way toward water for a last drink before nightfall, emphasizes the loneliness of the vast emptiness of the Okavango Delta in Botswana. The second photo here was taken on a Greek Island cruise. The dark structure of the ship frames the sunset and gives dimension to the seascape, while the reflective pose of the photographer expresses the calm serenity of the scene.

Caption Fig 1

In this photo, the elephant adds interest and helps identify the location.

Caption Fig 2

Similarly, the foreground structure places the photographer on a cruise enjoying a sunset at sea.

