



CIRCUMNAVIGATORS CLUB

FOUNDED IN 1902

YEAR 2018

NUMBER ONE

# THE LOG

**INSIDE >**

- IMAGES OF HOLI



**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

# INTERNATIONAL OFFICERS

DAVID A. MINK

President

DAN PETERSON

First Vice President

BRADLEY J. VOGEL

Second Vice President

HELEN JENKINS

Secretary

GORDON J. WHITING

Treasurer

# CIRCUMNAVIGATORS CLUB

**FOUNDATION, INC.**

**ESTABLISHED 1964**

President GREGORY RIDER

Honorary President CHARLES O. BLAISDELL

Vice President JOHN W. LESLIE, JR.

Secretary HELEN JOST-MULLIGAN

Treasurer JEFFREY P. KELLY

# INTERNATIONAL BOARD OF GOVERNORS

GRAHAM M. BELL RAY OLSON

JOHN CONSTABLE DAN PETERSON

LION CURRAN JEFFREY PETERSON

BARBARA HAGSTROM HENRY RESTARICK

KRISTEN KOONTZ GREGORY RIDER

JAMES W. LUNGO KEVIN SHORT

HOWARD MATSON ANN SWINFORD

ANGELA MCLEAN BRADLEY J. VOGEL

TINA NICHOLSON GORDON J. WHITING

# LIVING INTERNATIONAL PAST PRESIDENTS

1970-1971 CHARLES O. BLAISDELL

1978-1979 MICHAEL M. WATABE

1994-1997 HOWARD MATSON

1998-2002 JEFFREY P. KELLY

2003-2006 ALFRED MORASSO, JR.

2007-2010 WILLIAM P. HOLM

2010-2012 ESTHER R. DYER

2012-2014 PETER J.C. MOSSE

2014-2018 MARGARET ELLEN PARKE

# THE LOG - PUBLISHED SINCE 1910

Editorial Director.....DAVID A. MINK

Editor.....TRACY J. SANCILIO

Contributing Editor.....ROGER WEATHERBURN BAKER

KATIE KOONTZ

HENRY RESTARICK

Advisory Panel.....CAROL GREEN

LOIS KAHAN

FRED MYERS

JACKIE SIMENAUER

KEVIN SHORT

BRAD VOGEL

Graphic Artist.....BRYAN KELLETT

# PRESIDENT'S letter

Dear Fellow Circumnavigators:

It is with gratitude and honor that I take over as the 52nd person to serve as Club president. The Circumnavigators Club has meant much to me over the past decade or so, and I look forward to continuing the fine leadership that has preceded me. I would particularly like to thank Pastpresident Ellen Parke for her dedication and accomplishments during the past four years.

In addition to my family (which includes seven Circumnavigators), there have been three passionate interests in my life—travel, history and journalism. The Club has given me the opportunity to engage in all three. I began my career as a journalist and extensively travelled the world for my business, having circumnavigated six times and touched six continents. (My wife Dottie says she may go with me to the seventh when they build a Ritz Carlton on Antarctica.)

**Travel**—the Club has introduced me to an amazing group of travelers. As we like to say, we are not a travel club; we are a club of travelers. In just this issue of The LOG, we see members at the North and South poles, and Sudan and other off-the beaten track places. Among our members are Don Parrish and Albert Podell who have been to every country in the world and lots of remote destinations. The places we go are mind-boggling!

**History**—Who wouldn't want to be a club mate of magician Harry Houdini and John Phillip Sousa—the rock stars of their day? Or belong to the same club as historical icons such as Douglas MacArthur, John Glenn, and Walter Cronkite? The list goes on and on. Founded in 1902 before the Wright brothers flew the first plane, Circumnavigators have shared an immense historic journey.

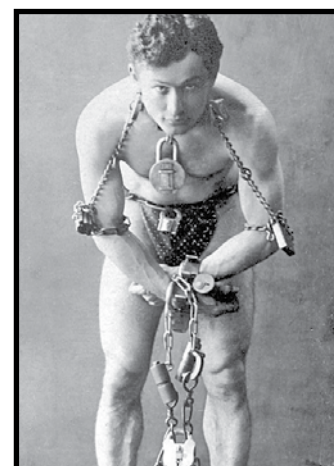


**Journalism**—It has been my pleasure to oversee our venerable publication, The LOG, which was started in 1910. With the help of our many talented members—writers, photographers and artists—we have created one of the finest in-house magazines. Please help us with **The LOG** by giving us story and photo suggestions, and news about your travels and experiences. The Circumnavigators Club was founded on the concept of sharing our views of the world around us, and making the world a better place.

Luck to you!

*David*

David A. Mink  
International President



Who wouldn't want to belong to the same club as Harry Houdini?

# Thanks to

Thanks to C. Lisa Brighton, Michigan Chapter, for the cover photo of the Indian gentleman with his colorful display of Holi.





# The LOG

## THIS TIME AROUND

BY TRACY SANCILIO

*Published every year since 1910, The LOG is a treasure trove of history and culture. This regular column takes a look at The LOG past and present.*

The astounding collection of railroad art by Past President Peter Mosse (featured in Collector's Corner) inspired us to explore how trains affected the lives of Circumnavigators. Combing through a hundred years of The LOG, we found very little mention of train travel until recent years. Perhaps railroads were a bit mundane for those early members.

However, we did find one charming train story that tells a lot about the world we live in. In 1953, Circumnavigator Bob Christopher, a professional photographer, decided to attempt to circumnavigate on just \$80. Yes, 80 dollars! He was successful and it made quite a story as told in The LOG.

At one point, he was in Turkey and bought a third-class ticket on the Orient Express for one dollar. He shared a compartment with a young Turkish lad with whom he discussed his trip and as darkness came, he was afraid that the Turk might steal his camera if he fell asleep. When he awoke, the lad was gone. Braced for a lost camera, he went to the spot where he put it, and to his relief, it was there. Along with it were some Turkish coins and a note in English: "I wish I could contribute more to your great journey, but I am a poor student. May Allah watch over you. Your Turkish friend." Bob wrote, "I will always treasure those coins of friendship."

In this issue, we have recounted a number of train stories and found that our members immensely enjoy exploring the world by railroad, including some of the most exotic and remote places.

### About The LOG

Please share your stories and photos with us. In this issue, new member Lisa Brighton gave us a wonderful display of photos from the Festivals of India. We love getting contributions from members. However, please do not send us finished stories. Get in touch and we will work with you to develop your story.

Luck to you!

*Tracy*

Tracy Sancilio  
Executive Director

## In This Issue...

PRESIDENT'S LETTER .....	1
THE LOG THIS TIME AROUND .....	2
ANNUAL MEETING .....	3-4
COLLECTOR'S CORNER .....	5-6
ALL OVER THE MAP .....	7-8
BY TRAIN FROM CUSCO TO THE LOST CITY OF THE INCAS .....	9-10
ROLLING, ROLLING, ROLLING .....	11-12
EAST AFRICA BY RAIL .....	13-15
SUDAN: AN ADVENTURE OFF THE BEATEN TRACK .....	16-18
SEARCHING FOR SHANGRI-LA .....	19-20
AL'S AGONY AND ECSTASY IN THE SOUTH ATLANTIC .....	21-23
TWO VIEWS OF MOROCCO .....	24
WHO IN THE WORLD WAS ANTONIO PIGAFETTA? .....	25-26
MONTREAL EXPO 67 .....	27
CAPTURING THE FESTIVALS .....	28
SCENES OF HOLI .....	29-30
CHAPTER HIGHLIGHTS .....	31-32
GOODWILL CONNECTION .....	33-34
FOUNDATION NEWS .....	35-36
WELCOME ABOARDS .....	37-40
IN OUR CIRCLE .....	41
OVER THE HORIZON .....	42
CLUB MERCHANDISE .....	42
THROUGH MY LENS .....	BACK COVER



# INTERNATIONAL *Annual Meeting* IN NEW YORK CITY



President Margaret Ellen Parke rapped the historic whale-tooth gavel for her last time opening the Circumnavigators Club Annual Meeting. The membership thanked Ellen for her many years of Club leadership, including the past four as president. Held on May 28, this was the 116th annual meeting.

The meeting concluded its committee reports and financial information, noting that the Club membership and finances are healthy and stable. Chair of the nominating committee, Past President Bill Holm announced the induction of a new team of officers and governors.

First Vice President David Mink has been elected as the 52nd President of the Club. Dan Peterson (Chicago Chapter) becomes First Vice President and Brad Vogel (New York Metro) becomes Second Vice President. Both Dan and Brad remain as governors of the Club. Helen Jenkins (UK Chapter) becomes the new Secretary. Gordon Whiting remains in his role of Treasurer.

Newly installed governors are Lion Curran (New York Metro), John Constable (UK Chapter), Kristen Koontz (New York Metro) and Greg Rider (New York Metro). Greg, who is president of the Circumnavigators Club Foundation, rejoins the Board of Governors after stepping down for several years.

After a luncheon, members and guests were treated to a hilarious and informative presentation by a new member, Evan Rice (Washington DC Chapter). Having quit his job in the financial field, Evan headed off for several years of exploring the world with independent travel off the beaten track. His slides and talk took the audience through his amazing trek in parts of Africa and Asia. Evan is author of *The Wayfarer's Handbook*.

**It's not too early to mark your calendars for next year's Annual Meeting to be held on Friday, May 17, 2019 in New York.**



☪. Lion Curran, ☪. Henry Restarick, ☪. Ann Swinford, Foundation President Greg Rider, Past President and Board Member Howard Matson, President David Mink, ☪. Barbara Hagstrom, Past President Bill Holm, ☪. Ray Olson, Past President Ellen Parke, Second Vice President Brad Vogel, ☪. Sue Murphy, First Vice President Dan Peterson, Past President Peter Mosse





# ASTRONAUT TO RECEIVE MAGELLAN HONOR



The Club founders in 1902 would have found it inconceivable that someone could circumnavigate the globe in outer space. After all, the airplane hadn't even been invented. Yet, our upcoming Magellan honoree is among a small group of people who have done this feat.

Highly decorated space pioneer, Commander Robert Crippen, will receive the Club's highest honor at a black-tie event in Naples, Florida, on Friday, March 22, 2019. Robert, an active member of our Palm Beach Chapter, flew into space four times. He was the commander of the mission that included Sally Ride, the first woman in space who also received the Order of Magellan in 1985. The commander has received numerous honors, among them the Congressional Space Medal of Honor and induction into the U.S. Astronaut Hall of Fame.

Around the world 374 times. That's what Circumnavigator Robert Crippen accomplished during his illustrious career as an astronaut. He logged 9.4 million miles, a Club record before honorary member Scott Kelly surpassed it during his year in space.

A Navy Captain, who once served in the Mediterranean, Bob said one of his most memorable "views" was when the entire sea became visible from the orbiter. He marvels at how beautiful our Earth is from space.

His outstanding service included Director of the Kennedy Space Center in the mid 1990's. During his tenure, the center safely launched and recovered 22 Space Shuttle missions.

Robert will be the sixth astronaut to receive the Order of Magellan. Besides Sally Ride, the others are Neil Armstrong, John Glenn and brothers Scott and Mark Kelly.

Please plan to join us next March in sunny Florida to honor this American hero. More details will follow.



# Collector's Corner

BY C. KATIE KOONTZ (NEW YORK METRO)

## A TRAINED EYE FOR PAINTINGS

A lucky find at a New York City antique store in 1980 became the first of hundreds of railroad paintings that currently make up C. Peter Mosse's unique collection. Filling the walls of Mosse's Manhattan apartment, the paintings represent scenes from more than 25 countries and all include railroad content as a primary or major element.

"A major part of the fascination for me is the great variety of ways in which artists from around the world can draw on railroads and railroad iconography for artistic inspiration," Mosse says. "Not just for the objects themselves but for the emotions they can imbue."

A lifelong "railfan," Mosse grew up in England during the decline of the steam locomotive era. His first endeavor was finding how many different British Railways steam locomotives he could see.

"I managed slightly over 10,000 out of the 20,000 that existed in the year that I was born," he says.

Mosse, Past President of the Club, completed his first of three circumnavigations in 1966 after spending a year on exchange in the United States. For this adventure, he traveled via planes, Greyhound buses, ferries and trains around the world and back to England.

Over the years, Mosse has acquired rail paintings that follow four conditions: he must like the work, he must approve of its quality, the painting must add something of value to the collection and it must be affordable. This has led him to a distinctive collection that is not defined by one artist, style or period. These paintings have come from sources such as galleries, auctions and directly commissioned work.

"One of the most memorable experiences (and one that does repeat itself from time to time) is walking into a gallery or auction house and seeing a painting which impacts you so powerfully that you know it belongs in the collection," he says.

Mosse also enjoys meeting the artists of the paintings he collects.

"As someone with no formal education in art or art history and certainly with no artistic skills of my own, I am fascinated and often awestruck by those who do have such skills," he says. "Through meeting artists some firm friendships have developed, and I have learned a lot."



"The painting of the diesel locomotive that I am standing next to is simply called *Almost There* and is by Adam Normandin (USA), 2017. Actually I think it looks more like 'Already Arrived' or 'The Diesel That Broke Through The Wall' !"

A note about copyright. Copyright for the two earliest paintings, by virtue of their age, has entered the public domain. Copyright for the remaining paintings may remain with the artists or their heirs or estates, but are reproduced here according to 'fair use' doctrine applicable to non-commercial publication by a non-profit organization. Anyone interested in further reproduction should seek permission from the copyright holder(s).





Great Northern Railway No. 263 by F Tomlinson (UK), 1904



The Hunt Interrupted by Alfred Strutt (UK) c 1900's



The Taj Express at Delhi by John Smith (UK) c 1970's

New To The Virgin Land by Vladimir Masik (USSR – Ukraine), 1955



For The Public Service by Hawley Riley (USA), 1948 (after Leslie Ragan)



Polishing by Gong Zhongli (China) 1984



Through the use of strong investigative skills, Mosse has been able to determine the exact location of some of his paintings and visit their origins. On one occasion, a viaduct in Cornwall led him to the site of a 1910 painting, where the tree line remained identical despite a modern housing estate corrupting the foreground. Another viaduct led him to northwest England, where he hiked through fields to locate the spot where the artist sketched his 1848 painting.

In Denver he searched for the Beaver Brook Station, long since closed down and demolished. However, this did not stop Mosse from locating the site depicted in his 1880s painting.

“The exact site of the station and the spot where the photographer and / or the artist stood 130 or so years before can be conclusively determined by reference to the profile of the mountain behind the station that appears in both the photograph and the painting,” he says. “In a nice twist to this story, when I pulled the car over to the side of the road and stopped at the relevant spot I discovered two locals with a mellow dog standing in the creek, busy panning for gold, just as they might have been in the 1880’s.”

Although his collecting has slowed due to lack of space, Mosse’s most recently acquired work came about earlier this year, when he bought a painting by artist and industrial designer Otto Kuhler. His motivation to collect comes from both the “excitement of the hunt” and the “element of surprise,” he says.

A serial collector, his current interests lie in the seemingly trivial Starbucks mug.

“But, as they say, terms and conditions apply,” Mosse rebuts. “They have to be mugs from the Global Icon series (now discontinued in North America), as these to my mind are of the highest artistic quality. They also have to be from cities or countries that my wife, Christine, and I have visited together.”

After eight years of pursuing this collection, Peter and Christine have amassed 106 Starbucks mugs from all over the world.



Reaching the Poles... It isn't every year that Circumnavigators stand on both the North and South poles. **☪. Suzanne Frye (New York Metro)** spent New Year's Eve at the South Pole where she proudly showed off the Circumnavigators cap... **☪. Bill Ashley (Washington DC Chapter)** reached the North Pole, traveling with the Polar Explorers. He reports, "I flew from DC via Reykjavik to Oslo



where I spent the night. The next day I flew from Oslo via Tromsø, Norway to Longyearbyen, which is the capitol of Svalbard. Our group of eight was scheduled to fly out the next day, however, the runway encountered a split, so we went to Plan B. We left at 4:00 a.m. on the

Russian plane to the Barneo Base Camp (also run by the Russians). From the base camp, we flew in a helicopter to the North Pole. It was about 25 degrees! But fortunately, no extreme winds. We did the usual -- Champagne reception, the walk around the world, and lots of picture taking." Bill displayed the Circumnavigators flag at the pole.

Australia Reunion... **☪s. Dottie & David Mink (Naples and New York Metro)** reunited with their grand-daughter **☪. Katie Koontz (New York Metro)** who is studying at the University of Sydney. It was the first time to Australia for the Minks who explored



much of the country from the Outback to the Great Barrier Reef.

Another Milestone... **☪. Neil Mandt (Los Angeles)** reached his seventh continent with a visit to Antarctica with his wife Lauren. The Emmy Award winning film maker especially

enjoyed Elephant Island where his hero Ernest Shackleton spent time on his epic journey of survival.

Quite a hike... **☪. Helen Jenkins (UK Chapter)** trekked through the tea plantations and forests of tropical south India.



Tibet at last... **☪s. Peter & Christine Mosse (New York Metro)** finally made it to Tibet on their

third attempt to reach this isolated country. Their attempts in 1997 and 2008 failed. Peter reports, "But success crowned our recent third attempt. The tour operator, Golden Eagle of the UK, operates luxury train tours and had an itinerary which combined a visit to Lhasa, reached by plane from Beijing, then travel by regular train from



there over the new rail link to Golmud in Qinghai Province. We then traveled by private train along the old Silk Road route to Urumchi, with a side trip to Kashgar in far west Xinjiang Province. This area was recently featured in The Economist for the aggressive policing and surveillance of its Uighur population, which we did not expect but certainly witnessed."

"The photograph was taken before we started our visit to the Potala Palace, seen in the background. I could maybe have got up there in a hop, skip and a jump in 1997, but it was a different story in 2018. The day was very hot, the air thin (at 12,000 feet above sea level) and when you get to the top of the exterior ramp and enter the building complex, you discover you have over a hundred more steps to climb, many up steep ladders, before getting to the upper chamber where the most eminent Dalai Lamas are entombed. I would not attempt to do it again!"







Colors Galore...

**C. Marilyn Varcoe (Naples Chapter)** got a chance to witness the glorious tulip season in Amsterdam. She came home with some fabulous photos of the Keukenhof Gardens.

Around the World Again... **Cs. Melanie & Dan Peterson (Chicago Chapter)** completed their fifth circumnavigation with lots of exploring, particularly

in Asia and the Middle East. They visited some of their favorite spots in Tokyo, Shanghai and Thailand. Sri Lanka was a highlight where they visited an elephant orphanage and saw the sunset at the Temple of the Holy Tooth Relic in Kandy. They visited mosques, palaces and forts in Oman and the fabulous new



architecture and desert in Dubai.

A cold one in Jamaica... **Cs. Donna & Lion Curran (New York Metro)**

have been going to Jamaica for twelve years, monitoring coral reefs and escaping the winter. Lion reflects on the local beer— Red Stripe — a source of much local pride. That's because the water in Jamaica has been rated by the United Nations as exceedingly pure, having been filtered through the miles of limestone that make up the island. OK, here's the secret of Jamaica, at least for beer. Heineken has a brewery in Jamaica. That's it. Using Dutch brew methods and the good Jamaican water, Heineken brews their beer on the island. Why is this the beer secret of Jamaica? Because people know Red Stripe as the Jamaican beer and ask for it, especially in tourist areas. They also think of Heineken as a Dutch beer, which it is, but, as said, they also make beer in Jamaica. So, in the typical Jamaican bar, restaurant or jerk joint, the beer is chilled in coolers or boxes packed with ice. As the evening wears on, the cold Red Stripes are replaced with new bottles, which are served at warmer temperatures as the evening progresses. In other words, the beer gets warmer as the evening goes on and your chances of getting a warm beer increase as well; that is, if you are ordering Red Stripe. However, your chances of getting a cold beer are good if you



order Heineken, because the place will sell fewer of them. Remember, Dutch brewery technique, but Jamaican water, so Heineken is the OTHER Jamaican beer. I compared the two. My conclusion is that Red Stripe has more flavor, but Heineken is more refreshing. Several Jamaican bartenders confirmed that Jamaicans prefer to drink Heineken during the hottest days. Let me end by saying that I am not connected in any way with either brand of beer and that both are good products. My sole interest here is in helping Circumnavigators get a cold one in Jamaica.

Touring the Subcontinent... **Cs. Nina & Jack Nicholson (Naples Chapter)** enjoyed a visit to India and Bhutan. Among other locales, they visited the Tiger's Nest Monastery and the city palace in Jaipur.



A perspective on Guyana...

**C. Brad Vogel (New York Metro)** traveled to Guyana earlier this year and was assured by a contact at the U.S. embassy that most visitors touchdown in Georgetown only very briefly before heading to or from interior jungle eco-lodges. Brad explored the capital city for nearly a week, comparing it to "an NC-17 version of New Orleans". A former colony of the French, Dutch and finally British, Guyana is decidedly Caribbean in its cultural outlook and self-conception, even though it is outside of what many would consider the Caribbean in geographic terms. It is also an interesting mosaic of ethnic diversity - with what Americans would refer to as black and South Asian populations making up the bulk of the population, along with a peppering of "Amerindian", European and Chinese mixed in. Many Cubans were visiting to buy goods for re-sale in small stores back in Cuba; it is one the closest places Cubans can visit without a visa. Safety is a real issue, but many Guyanese individuals were incredibly hospitable - like the imam who drove Brad back to his guest house following a flight out to Kaieteur, the nation's Platonic form

of a waterfall that drops 700 feet out in the interior. A long-simmering border dispute with Venezuela and newfound oil off the coast promise to keep the city's multiple daily newspapers busy in coming years.

Stabroek Market



Guyana's Victoria Courts of Law



Georgetown's St. George Cathedral



# BY TRAIN FROM CUSCO TO THE LOST CITY OF THE INCAS

BY C. ROGER WEATHERBURN-BAKER, CONTRIBUTING EDITOR



Machu Picchu is a pre-Columbian Inca site located almost 8,000 feet above the Urubamba River valley about 50 miles northwest of the city of Cusco, Peru.

Often referred to as “The Lost City of the Incas,” it was unknown to the outside world until 1911 when the American historian, politician and explorer Hiram Bingham rediscovered it and brought it to international attention.

It was declared a Peruvian Historical Sanctuary in 1981, a UNESCO World Heritage site in 1983, and in 2007, Machu Picchu was voted one of the New Seven Wonders of the World.

The site was once a royal estate, part of an Inca Empire so vast an extensive network of roads and trails connected it covering almost 25,000 miles across what are six countries today. Of course, much of it has long since disappeared, but part of an original Inca Trail still climbs through the mountains to Machu Picchu. Despite its remote location amid impassable mountains, the famed site receives almost 1.5 million visitors a year.

Today, there are two ways to get there. You can obtain a permit and scramble along the original high altitude, energy-sapping mountain trail, and arrive four days later; or go by train, relax with a cocktail and arrive soon after lunch. We took the train.



But calling it a mere train is almost an insult. This one is named the *Hiram Bingham*, and it's as legendary as the great explorer it's named after. It's owned by Belmond, the company operating 48 iconic hotels, trains and river cruises around the world including the glamorous Venice-Simplon Orient Express.



Like that European classic, the *Hiram Bingham's* 1920s Pullman-style carriages of highly polished wood, gleaming brass, fine fabrics, and antique fittings effortlessly evoke the style and elegance of the bygone golden age of travel.

Freshly washed and scrubbed, the *Hiram Bingham's* royal blue and gold livery gleams brightly in the morning sun as it waits for our departure. Hawkers in traditional Peruvian clothing toting colorful, hand-woven bags hustle passengers from all over the world. A Perurail guard standing on the platform reads a clipboard and assigns seats.

Once on board, some head for the bar, others gaze out of the antique observation car to watch poplar-dotted plains, terraced slopes and distant snow-capped mountains slowly recede behind us. By the time the stately lunch is served, we're rumbling along the Urubamba River valley past rocky escarpments and tumbling landslides. We catch a glimpse above of trekkers and their local porters on the edge of a perilous mountain footpath braving the hazards of the Inca Trail and its sometimes ferocious, man-devouring mosquitos.

Three hours and 20 minutes later, we arrive at Aguas Calientes, a ramshutle community on the banks of the Urubamba in a deep gorge at the foot of the mountains. Somewhere above was Machu Picchu, which novelist Erica Jong described as "hovering between earth and sky balanced on a ledge of cloud." We squinted up at the massive peaks draped in dense jungle undergrowth but could see no sign of our final destination, a fact that kept it known only to a relative few for almost 500 years.

There's an edgy gold rush feel about Aguas Calientes. It has a large and assorted itinerant population, mostly peddling cheap goods at high prices. There are a few small restaurants and hostels, plenty of bustling tourists, hikers and campers, and dusty buses leaving for the citadel every few minutes.

Such a shuttle takes *Hiram Bingham* passengers on the last leg of the journey up a steep and narrow, unpaved road, slowly switchbacking higher and higher into the thin air. At the top, we check into the 31-room Machu Picchu Sanctuary Lodge, conveniently also owned by Belmond.

There are several reasons we decided to stay here. It's the only hotel on the mountaintop. It's immediately outside the sanctuary entrance less than 50 yards from the gates. It literally overlooks the site, allowing guests to experience both the tranquility of sundown long after other visitors have gone, and the peaceful serenity of dawn.

In the morning, you're among the first to enter the sacred site. Once through the entrance, there's a short climb up a staircase and a brief walk along a stone path. Then you step through an arch and out into the open for a stunning panoramic view of what must be the most breathtaking ruins in the world.

*The Hiram Bingham leaves Cusco Monday through Saturday. A round-trip ticket costs about \$400 and includes a welcome cocktail, gourmet lunch, an observation car and entertainment. Belmond also operates the Andean Explorer for more extensive travel in Peru.*





# ROLLING, ROLLING, ROLLING



## BY THE LOG STAFF AND MEMBERS

**The Trans-Siberian Railway**—Many Circumnavigators have traveled on the fabled Trans-Siberian line. **☪. Lois Kahan**, New York Metro, traveled it for two months a number of years ago, going both complete directions. **☪. David Barlett**, Washington DC Chapter, took the line late last year and met some folks who have become new members of the Club—**Steve Carmichael, Fred and Nina Schwenk**, all of Rochester, Minnesota.

### **The Tren del Sol-- by ☪. Henri Van Bentum (Victoria, Canada) ...**

In 1969, my wife and I boarded *Tren del Sol*, the train from Callao (Lima) heading to Huancayo, way up in the Andes. The journey took us from sea level to 15,000 feet in only fifteen hours. But our railway story begins in 1871, when Polish émigré and engineer Ernest Malinowski supervised the first stages of construction. It took 38 years to complete the route.

Along the ascent to Huancayo, we crossed 56 bridges over spectacular cascades, ravines and rivers, passed through 65 tunnels, and experienced at least two dozen switch-backs or zig-zags.

The train does not go *around* mountains, but *through* them. Mindboggling is a tame way of describing the trip.

After four hours, we were at 2,500 feet in the mighty Cordillera mountain range. There were brief stops at stations at San Mateo, La Ortya, and Canchayllo, at 11,000 feet, then onwards via Concepcion to Huancayo. In total there are 21 stations along the short route.

The higher the train goes, the thinner the Andean air. Each wagon is equipped with oxygen cylinders to help those who get short of breath. The higher up we went, the more colourful were the local people with their wares and woven goods, mostly made from llama, alpaca or vicuna.



Locales on the rails

Our fellow passengers were 95 percent Peruvians, only a handful of foreigners.

As is so often the case in such remote areas, it wasn't unusual to see locals carrying chickens, piglets or young lambs amongst their goods to sell.



After 15 hours, the journey ends. It felt like seven days. There was never a moment without panoramic scenery, bridges, tunnels, or zig-zag switchbacks, all the while amazing us by this feat of engineering.

After arriving in Huancayo at 15,000 feet, we took a local bus to Cuzco, and later another train to Aguas Calientes, the station for Machu Picchu. *But that's another story.*

**Thrifty Travel**—by **©. Albert Podell (New York Metro)**... When I was a callow youth eager to start to see the world, way back in 1979, I faced one serious problem, a problem that has thwarted many newbie travelers: I had no money! So, my adventurous girlfriend and I each bought a 30-day Eurail pass (about \$250 in those days). I devoted many hours to diligently studying the timetables of all the European railroads, with only one objective: To find a train that left town around 8 at night and arrived in some other nice city around 6 to 8 in the morning, and I put these all together into a crazy-quilt itinerary. In this way, we never needed a hotel, slept comfortably in our reclining seats on the train, guarded each other's stuff during bathroom breaks, grabbed a 25-cent shower here and there in the many train stations that offered them, dined on delicious local cheese and bread and ham and (for her) ripe olives and cheap bottles of lovely local wines, and managed to spend a glorious month in Europe, from France to Greece and Spain to the top of Scandinavia, for only five dollars a day. Oh, to be young again!

**El Tren a las Nubes**—by **©. Lion Curran (New York Metro)** ... The Train to the Clouds, or El Tren a las Nubes, is the fourth highest rail journey in the world. Leaving from the charming colonial town of Salta in northwest Argentina, the train traveled 260 miles across 29 bridges, 13 viaducts, through 21 tunnels, and around two spirals and two switchbacks to gradually as-

The train ultimately crossed La Polvorilla, a curved viaduct 210-feet high and 735-feet long. At 13,825-feet it is an engineering marvel. We were then in the land of the condor. After stopping at the small village of San Antonio de los Cobres, the train began the slow descent back to Salta. It was a long day — almost 15 hours, and tiring due to the changes in altitude, but an experience that is no longer possible. After a series of unfortunate events in which trains derailed and passengers had to be evacuated by helicopter, the Train to the Clouds stopped running from Salta in 2017. The train now leaves from and returns to San Antonio de los Cobres, a four-hour bus ride from Salta. About 80% of the trip is by bus. We are grateful to have experienced the entire route of the Tren a las Nubes.

**Taj Express**—by **©. Peter Mosse (New York Metro)**... In September 1977 my assignment with a bank in Kuala Lumpur came to an end and I had to return to London. I was able to take some time off on the way, so arranged a three-day stopover in Delhi. I had never been to India before, so naturally I wanted to go to Agra to see the Taj Mahal. In addition, I wanted to travel from Delhi to Agra and back on the Taj Express which at that time was one of only a few prestige passenger trains on Indian Railways that were still hauled by steam locomotives.

And powerful, imposing locomotives they were too, in a green and black livery with polished brass ornamentation and a large painted white star surrounding a large headlight set in the center of the smokebox door at the front of the boiler.

So, on my last morning in Agra I went down to the station and walked a little way along the track to photograph the train arriving from Delhi. That evening I was to return to Delhi on the Taj Express, so I was back at the station just after dark and in plenty of time. After finding my reserved seat



El Tren a las Nubes

cend over 9,843-feet. The ascent is slow to allow adjustment to the higher altitudes. Designed in the 1920s by American engineer Richard Maury, the train was originally constructed to serve the borax mines in the area and to transport goods from the coast of Chile through the Andes Mountains to northwest Argentina. In the 1970s the train began taking tourists.

My wife and I began our journey early on a Saturday morning in September 2004. Leaving the station in Salta the train slowly began climbing to the desolate desert plateau known as “La Puna,” or “Altiplano”. This is a high plain that was almost miraculously lifted into the air intact when the South Pacific Plate plowed into the South American Plate 18 to 25 million years ago, raising the Andes Mountains in the process. The plain extends from Mendoza, Argentina, to Lake Titicaca on the Bolivia-Peru border. It was a central piece of the Inca Empire. You will find it to be a harsh, dry environment, with extremes of temperature. It is the land of the llama.

I walked along the platform to the front of the train to admire the locomotive which was the same one that had brought the train in from Delhi that morning. To my surprise the engine driver climbed down from the cab of the locomotive and came over to me ... he had seen me photographing the train that morning. His engine, he explained, with enormous pride, was the finest to be found anywhere on Indian Railways. I replied that in that case he must be the best driver, because I knew the railway would never allow its best locomotive to be driven by anyone else. “Sir”, he said, “would you like to travel with us tonight?” and that is how, some 40 years ago, I got to ride on the steam locomotive of the Taj Express most of the way from Agra to Delhi, an experience I will never, ever forget.



# EAST AFRICA BY RAIL

BY W. BRADFORD GARY  
(PALM BEACH CHAPTER)

Early settlers to East Africa would be surprised to learn that China has now established thousands of miles of railroad tracks and associated infrastructure on the continent. From Cape Town in the south to Djibouti in the “Horn of Africa”, the Chinese have built a rail system rivalling the Trans Siberia railway in the former Soviet Union.

While the United States is concerned about Chinese designs on the maritime frontier in the East China Sea a more serious threat now exists to U.S. interests in the great expanse of Africa. Once governed by expatriate British, German, Italian and Portuguese, the east coast of Africa is now “ground zero” for the Chinese government to attempt to dominate a vital region of the world.

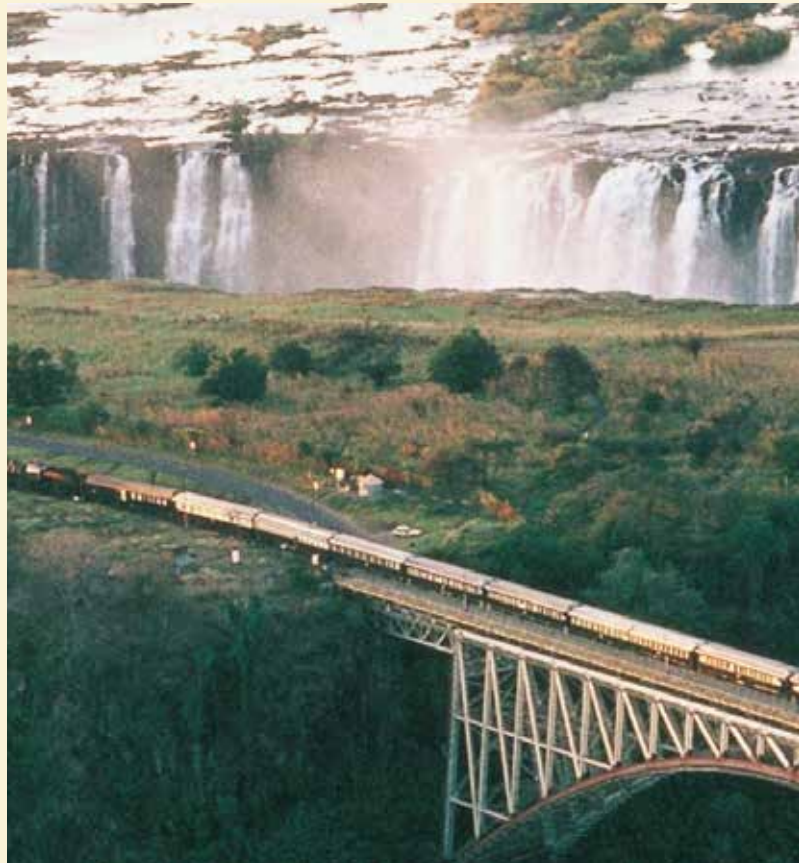
We spent several weeks travelling north across the broad expanse of Africa on a rail system originally planned by Sir Cecil Rhodes and South African colleagues in the Victorian era. Newly installed rail tracks, switch gear and stations are in place along the Cape to Cairo railroad funded by the Chinese.

The African rail line is known by its acronym – “TAZARA”—Tanzania-Zambia Railway Authority.

In high summer (actual winter in the Southern Hemisphere) we joined other travelers at the old colonial rail station in Cape Town to begin our thousand mile trek north to the Indian Ocean. The station is a massive building of highly polished yellow and white stone with grand entrances, arched windows and a large flagstone plaza replete with vendors hawking food for our journey. Red Banners over the station entrance announce “Long Live Sino-African Friendship.”

Our rail transit of Africa will take us through South Africa, Lesotho, Zimbabwe, Swaziland, Zambia, Malawi and our ultimate destination Dar Es Salam, Tanzania. The ancient train is owned by the South African company Rovos Rail and is operated once a year – when the political conditions permit.

The Rovos train set was built over 150 years ago by a British rail car manufacturer with sleeping cars and lounge area straight from Agatha Christie and the Orient Express. The train was rebuilt by the Rovos rail yard outside Johannesburg. Rebuilt 19th century trains produce a rough ride – especially on poorly constructed Chinese track.



Susan Gary and friends



During our security and safety briefing at Cape Town station the owner told us his last group of Africa passengers had to be flown back to the Cape Colony from Harare after a track accident derailed the train on the long passage. We are learning a critical piece of information:

“T.I.A. “ - This is Africa.”

In building the new railroads of Africa, the Chinese are taking advantage of strong anti-U.S. and Anti-European sentiment across Africa. With American and Europeans now absent from the region support for authoritarian - regimes such as China- are dramatically increasing.

Zambia, Angola, Zimbabwe, and Mozambique are governed by dictatorships with military and political links to China. Last year the Chinese government denied reports that it had hacked the headquarters of the African Union. China had actually paid for installation of the African Union computer system. The organization’s confidential country data was being copied to servers in Shanghai.

On departure from Cape Colony we moved north to the high Veld of South Africa and slowly passed through scenic townships with Dutch names and residents who might as well have been taking an afternoon walk in Antwerp. The original settlers of the Cape were Dutch who brought a stern work ethic and tough evangelical outlook to South Africa.

The Boers fought two major wars against British control of South Africa at the turn of the century and obtained a measure of independence from the Crown. In the 1880’s, Boers had moved north into the Natal region where they encroached on the territory claimed by black tribesmen known as Zulus. In 1876 Zulu tribesman - armed only with light spears – killed over 2,000 Imperial British soldiers.

African history is a complicated tableau of conquering and retreating forces – native and European- fighting for the right to live in the most beautiful place in the world.

Our next rail destination is a Chinese industrial estate built adjacent to the TAZARA railway. There we found a modern Chinese factory and thousands of employees working for the Huajian Shoe Company. The workers put in 13-hour days gluing, inspecting and boxing women’s shoes for the Hilfiger company.

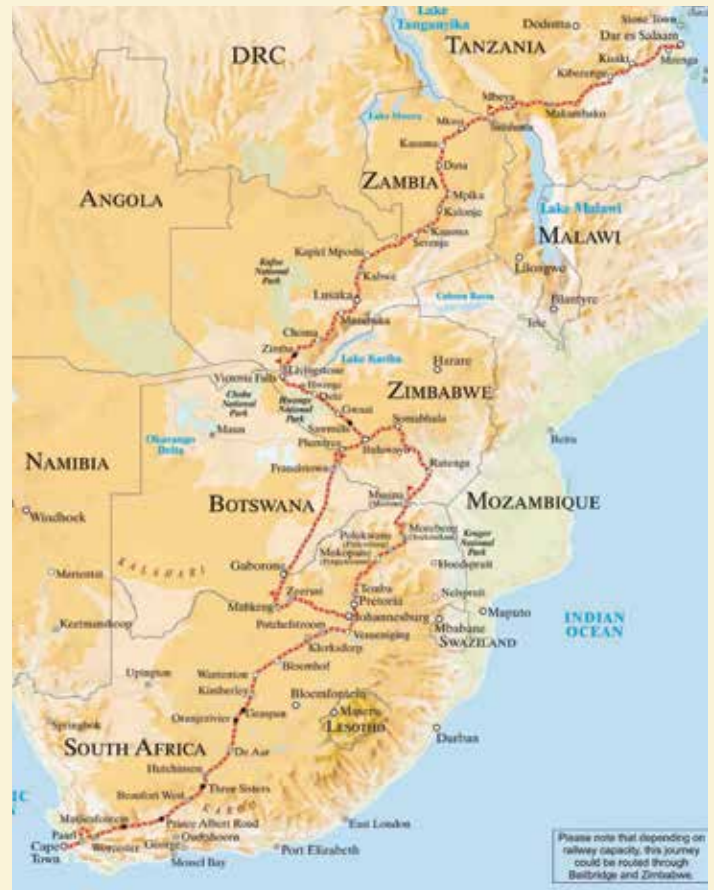
The plant manager told us their entire production is shipped to the United States. Chinese workers load skids of shoe boxes onto rail cars on an industrial siding. A banner hangs over the shoe assembly and production area – “Win Honor for the Country – Absolutely Obey“

Another smaller banner adjacent to the employee cafeteria proclaims:

“Open Fire on the Fascists – Bring Death to Non Democratic Systems“

We left the Chinese “Red Guards’ behind us and resumed our traveled north across Zambia. Our destination is Dar Es Salam, Tanzania on the Indian Ocean coast some 2,000 miles ahead.

Passing though the sparsely populated bush country of East Africa I recalled the family plantation where my Grandfather established a home after the Great War. Like many British, he had a love of Africa and acquired a large farm with hundreds of native workers. Photographs of his Kenya plantation can still be seen in the Victoria Museum in London, showing ancient tractors clearing fields for the planting of crops. Young Brits, including my grandfather, supervise under a brilliant blue sky.



Unfortunately British settlers were driven from Kenya by native terrorists after World War I. Mau Mau fighters -- as they were called - took a ritual blood oath to kill Europeans. They raided remote European settlements with a result that 10,000 troops had to be dispatched to Kenya to put down the rebellion.

The leader of the Mau Mau became President of Kenya upon independence from the UK in 1956. On an earlier trip to the region we had visited Mombasa, Kenya and stayed on the ocean in a beautiful seaside hotel. A day after we left, the hotel was burned to the ground by disgruntled employees who had not received salary in over a year. Today domestic violence plagues Kenya – a great country gone adrift.

Arriving by rail in the early morning at Pretoria, we hiked up to see the Voortreker Monument – a brown stone monument set on the highest aspect of the city. The cathedral-like structure bears a strong resemblance to the Lincoln Monument in Washington DC. The structure was built to honor Boer settlers who moved north from the Cape Colony to settle in Natal and Zululand.

On the interior walls of the building are names of Voortrekkers who perished on the long wagon journey to Natal and interior South Africa – much like American pioneers moving west to find a better life? African Boers are a hard, proud people – hardened under the upland veld and Kalahari .Much of the reason for political resistance to black majority rule in South Africa rests with the Boers and their unwillingness to give up what they had fought for in the early days of the Republic of South Africa.

Today Pretoria is home to an energetic mix of Afrikaans, whites, blacks, mixed race and Boers.

With the passing of Apartheid all are now equal under the African sun.

Close by the Pretoria rail station is school that once served as a prison for British military officers during the Boer War. Perhaps the most famous prisoner at Pretoria was the future Prime Minister of England, Winston Churchill.

Churchill was held here for some time after his capture on an armed military railroad train near the town of Ladysmith. The school is a classic Victorian building that now flies the British and South African ensigns at an entranceway surrounded by emplaced artillery and barbed wire. After making several escape attempts from the Pretoria school, Churchill jumped a back wall at night to find refuge on a local goods train that was destined for the Mozambique border and freedom.

Churchill became a national hero in the Commonwealth and was elected a Member of Parliament with special expertise in colonial wars. As a young officer serving in Sudan prior to his exploits at Pretoria, Churchill had participated in the last mounted horse charge in English history against forces of the Mahdi and his Dervish Army at Khartoum. Churchill's career in Africa firmly established the future Prime Minister as a warrior without peer in the Empire.

No history of South Africa is complete without a review of diamond operations in the Kimberly. Our train arrives at the station adjacent to the colonial buildings of the Kimberly Club for breakfast and a morning briefing and visit to the massive DeBeers diamond holdings. The DeBeers diamond works are over a mile deep and half a mile wide – actually a huge crater surrounded by giant cranes and steel supports over ten stories high. It is the largest operating diamond mine in the world. Here in Kimberly the diamond trade began some one hundred and fifty years ago. The Kimberly Club is our home while in the diamond region. It was founded by Sir Cecil Rhodes. The ghost of Rhodes is said to roam the private club on special occasions – especially late evening at the club bar.

Of course, the conflict over diamonds in South Africa is legend. Rhodes - after making his fortune in the diamond fields - went on to lead the country of South Africa, established scholarships in the English speaking world and generally lived in the image of a colonial buccaneer of the late nineteenth century.

Rhodes understood that the ability of Anglo-European diamond merchants to limit production and distribution was the whole reason for the historical high price of African diamonds. Through ingenious marketing and strict controls on product availability, Rhodes and his colleagues created instant fortunes and not a few colonial wars.

We cross over Victoria Falls and the Zambezi River on a railroad suspension bridge – one of the “wonders of the world.” We stop for lunch with the train parked over the roaring falls of the Zambezi. Outside the lounge car a bungee jump operation and zip line descend to the river below. Jumpers fly off the bridge walkway and disappear in the swirling mists of the falls.

At sunset we move north to Harare – the former capitol of Rhodesia once known as Salisbury. Salisbury is the most beautiful city in Africa with rolling hills and wild flowers and a strong connection to the United Kingdom, Salisbury is much different now with the end of the colonial era. At national independence Robert Mugabe assumed the Presidency after Ian Smith was forced out by United Nations leadership opposed to white minority rule.



Rhodesians will tell you that the change has been tragic for their country. Rhodesia now has a cruel dictatorship and a majority government where property rights and freedom of association are prohibited by the new government.

Heading north again we move across the wide open spaces of East Africa stopping to visit at small villages and native schools where English is still the primary language. Always we are greeted with great excitement – white Europeans seldom come this way on Africa travel. Our final stop after 15 days across East Africa is Dar Es Salam – a magic city on the Indian Ocean. We are treated to a rousing reception with full military honors at the Dar railroad station. We have gone across three quarters of the African continent on a 100-year-old train.

Dar Es Salam is a beautiful modern city set on the ocean front with interior salt water lakes fronted by gleaming office towers and five star resorts. The atmosphere is definitely not Africa – more south of France. Nearby – across the open sea passage - lies the fabled island of Zanzibar.

A hovercraft takes us to Stone town in Zanzibar. Zanzibar was founded by Arab traders hundreds of years ago. Wooden dhows unload fruit on the old stone wharf. Passing through narrow alleys of the town, we are instantly transported to Marrakech or Mumbai by the sights and sounds of the Arab bazaar. Zanzibar is the mid-point between Africa then and now and an appropriate place to end our journey.

What we witnessed in Africa that summer was a spectacular place set uneasily among conflicts of the last 200 years. I believe no one will ever truly conquer Africa – many have tried and all have been humbled here.





# SUDAN

## AN ADVENTURE OFF THE BEATEN TRACK



Nikos (left) with fellow travelers



Whirling dervishes

### BY NIKOS MICHALES SPANAKOS (MIAMI CHAPTER)

I have flown for twelve hours inside a Turkish Airlines jet to Istanbul to make a further connection to Africa's Sudan while awaiting permission to enter the troubled country of Kurdistan.

Sudan, south of Egypt, is the largest country in Africa and has been invaded by many: Nubians, (the ancient Greeks called them Aithiope), Egyptians (1820), Turks, the British (in 1882), bombed by the Americans (1998) and recently violently contorted with a nasty civil war (2005), resulting in the emergence of South Sudan, the newest nation in Africa. The civil war concluded with roughly two million dead, over 200,000 "domestic slaves" and is still being investigated by the UN for crimes against humanity.

Sudan is a Muslim country, the largest nation in Africa with 33 million people until the civil war divided it into Sudan and South Sudan. It is certainly the most ardent Muslim nation I have visited to date. The women are covered in black from head to toe, some revealing only their eyeballs, while the men wear long cotton robes called jalabiyas. Domestic tasks and child rearing as well as working in the fields are still a part of the Biblical, traditional roles for women. Boys and girls are generally raised separately. Still today, it is customary and part of tradition for girls to have their genitals

mutilated with crude instruments. Meanwhile, the boys must endure painful circumcision ceremonies. Marriages are prearranged between cousins, second cousins or at the least other members from the same tribe. Tribble connections are quintessentially a vital part of African life.

Essentially to this day, Africa is a continent of tribes within the structure of a political elected countries. Sudan has 400 different groups, who speak a total of 70 different languages. Some cartographers consider Sudan the 47th African nation, others number it 54 or 55. In addition, there are geographers that conclude there are four continents instead of seven. You take your pick.

On my first night, I arrive in the capital city of Khartoum, Sudan, the meeting point of the White and Blue Niles, along with my six fellow American travelers, all foreign born. Late that evening, Friday, being the holy day for the Muslims when ritual ceremonies are performed, we reach the gates of the Madhi's Tomb cemetery.

I experience something unique. A large group of men removing their sandals are encouraged and instructed by three men with symbolic leather whips to repeatedly chant while swaying their bodies in unison back and forth, until they enter into a "trance".

I have seen this phenomenon, observing whirling professional “Dervish Dancing” in other Muslim countries but never an actual ritual ceremony. These men at the cemetery are physically present but their minds are elsewhere, “gone”. The women are absolutely prohibited to dance but could observe and chant while wearing their burqas, jilbabs and niqabs.

My group consists of five older women (66-70) and two men, me and my remarkable roommate Leon Hochman, born in Colombia. Leon has already written four travel books, witnessed 100 man-made wonders of the world, and visited most of the nations in the UN. All this besides being a husband, father and grandfather. An outstanding individual! I have renamed Leon “Leonides” after the immortal Spartan King, who fell in 480 B.C. at the mountain pass at Thermopylae.

Our team odyssey comprises of me and my fellow six travelers, three four-wheel drive Japanese SUV vehicles, three Sudanese drivers and a native well-educated bi-lingual informative guide. We relentlessly endure dozens



of hours on the empty, barren unpaved sandy roads with an occasional paved highway, driving northward across the western desert, heading towards the Egyptian border. Note, there are no traffic lights or traffic signs! The only mandatory stops we made are at police/military check-points.

Along with our native drivers and one tour guide, we stop to admire and view ruins, pyramids, and temples, all constructed thousands of years ago. The sites are so well preserved, appearing almost new.

I marvel at the animal scenario: white donkeys, tall skinny camels and



herds of sheep. All owned by the nomads that were nowhere to be seen. There are no dogs since they are an anathema to Islamic believers. As we pass through the villages, I make note of the one-story mud structure houses constructed mostly of dry brick or sand, all with individually painted doors.

We sleep in tents for two nights. Each tent is assigned an outside building with westernized accommodations of a shower and toilet, not the uncomfortable, dreaded hole in the floor, forcing one to squat. We have three meals a day with occasional picnic lunches.

The pitch-black night skies, unobstructed, along with its vastness, enable me to easily view, admire and identify the starry constellations, something impossible to observe in the Miami or Brooklyn skies.

On our penultimate day, we watch Nuba wrestling. Much like college wrestling with each contestant feinting and double feinting the other. Bringing the opponent down, wins the battle.

A disgruntled wrestler stirred anger amongst the hundreds of fans. At that point the unarmed police entered the center of the dirt arena. Immediately, the uproar ceased. The police are obviously really feared and respected.

Sudan is primarily an agricultural country with little or no industry. Being a third world nation, ranked as one of the 25 poorest nations on the planet, where farming is the primary source of food and income, I am surprised to see such healthy teeth amongst the young and old. No doubt due to a diet of fresh food: vegetables, goats milk, cheese and freshly baked bread, called Kissra, made of durra or corn.







Tourism in Sudan is a brand new governmental endeavor. One approach by the government to encourage hospitality is by teaching the Sudanese people when greeting a foreigner to utilize words such as “Welcome” and “Thank You”. I am impressed with this good-natured gesture.

What came as a complete surprise to me, considering the lack of worldly information with no radios, newspapers, telephones or televisions in the Sudanese towns and villages, is the fact that my former U.S .1960 Olympic Boxing teammate and roommate, Cassius Clay (Mohammed Ali) is still remembered, revered and glorified.

We are a total party of seven. What I have experienced from my previous excursions that which is quintessentially as important as learning about my newly traveled destination, are the relationships that are shaped along our journey, providing some lifelong friendships. The exploration of our travels is another factor that is subservient to these preciously formed personal bonds.

The decision for permission to enter Kurdistan was finally denied because of the political machinations in this volatile area, something that has convulsed this part of the world for centuries.

An endless thank you, Luisa, our tour organizer, who put this memorable adventure together.

**Editor’s Note – Nikos has trekked to all seven continents and hundreds of venues in between, an endless odyssey that commenced in 1956. Nikos and his identical-twin brother Petros collectively captured almost 50 national, regional and local pugilistic amateur championships in the 1950’s and 1960’s. They are amongst two of the most celebrated, bemedaled, amateur prizefighters in America. Subsequently, Nikos went on to earn a Doctorate in Business Administration (DBA) and Petros a Doctorate in Law (JD). Both are retired academics.**





# SEARCHING FOR SHANGRI-LA

BY C. BARBARA HAGSTROM  
(NEW YORK METRO)

Tibet has always been a mystical Shangri-La in my mind, so it was time to visit this magical country. I decided to revisit Thailand, Nepal and China with my friend, Merrill, and add on Tibet and Bhutan. It took 27 hours to travel from JFK to Bangkok via Singapore Airlines, flying over the Arctic Circle. After exploring Thailand, we flew to Bhutan, the size of Switzerland-- charming with its Swiss-like architecture and steep mountain ranges. All residents are encouraged to wear the traditional dress of Bhutan, the women's "Kira" and men's "Gho" which adds to its enchantment.

In the 1960s, Bhutan had no national currency, no telephones, schools, hospitals, postal service and tourists. Bhutan is a Buddhist State where power is shared by the king and government. Gross National Happiness is a driving force and the idea is to modernize in a measured way to maintain their cherished customs. The country's name in the local dialect means "Land of the Dragon." In Bhutan, thunder is believed to be the voices of dragons roaring.

After flying into Paro, Bhutan, at 8,000 ft, our driver and guide met us dressed in their traditional attire. We spent a week touring many highlights such as the Rinpungdzong, a Buddhist monastery and fortress, the Folk Heritage Museum and a restored three-storied traditional rammed mud/timber house where we drank butter tea and ate red rice that tasted like delicious Rice Krispy.

A few days later we drove to Thimphu, the capital of Bhutan and home to the royal family. We observed pilgrims circling the beautiful National Memorial Chorten, a white washed stupa topped by a gold spire. We visited the National Institute for Zorig Chusum, which teaches the 13 traditional arts and crafts where we watched students practicing traditional arts such as woodworking, painting and ceramics. Bhutan is also noted for archery, its national sport, and paper making. While visiting the Trashichhoedzong, "fortress of the glorious religion" the center of government and religion, site of the monarchy, we witnessed the annual massive colorful tsechu festival.

A must activity is hiking to the famed pilgrimage site of Taksang Lhakhang or "Tiger's New Temple", which clings to a vertical granite cliff nearly 3,000 ft. above the valley floor at 10,240 ft. Legend has it that Padmasambhava (Guru Rinpoche) flew to this location on the back of a tiger in the 8th century introducing Buddhism to their country.

In addition, we visited the valley of Gangtey, a wide, flat valley without any trees and explored the Phobjikha Valley, a glacier valley and the winter home of the black-necked cranes, one of the rarest birds in the world, that migrate from all over the Tibetan plateau to escape the harsh winters. To drive there, the roads are extremely narrow and steep with 1,000 ft. drops. Landslides are frequent often leaving you with a one lane road and elevations running around 8,000 ft.

Bhutan is trying hard to modernize yet holds on to its Buddhist religion,

traditions and cultural identity by encouraging the people to abide by local customs. Unfortunately, this has resulted in the "ethnic cleansing" of many Nepalese who have lived there for generations and wish to follow their own customs.

Nepal was what I remembered when I visited in the 1970s, dusty and compact. Many of the antiques and historic buildings were severely damaged by the 2015 earthquake and although restoration has begun, there is so much need and little funds. Due to the Chinese Holiday, China closed its office for a week, so we were unable to get our permit to enter Tibet. Thus, we flew to Chengdu, China to obtain the permit and visited the Giant Panda Reserve. Even though we arrived early the next morning, the Reserve quickly filled up immediately with thousands of Chinese due to their holiday, and we were quickly overwhelmed by the crowds of visitors. The Giant Pandas were adorable.

Now it was time to find our Shangri-La! We flew to Lhasa, the "Forbidden City" in Tibet at the altitude of 12,000 ft.

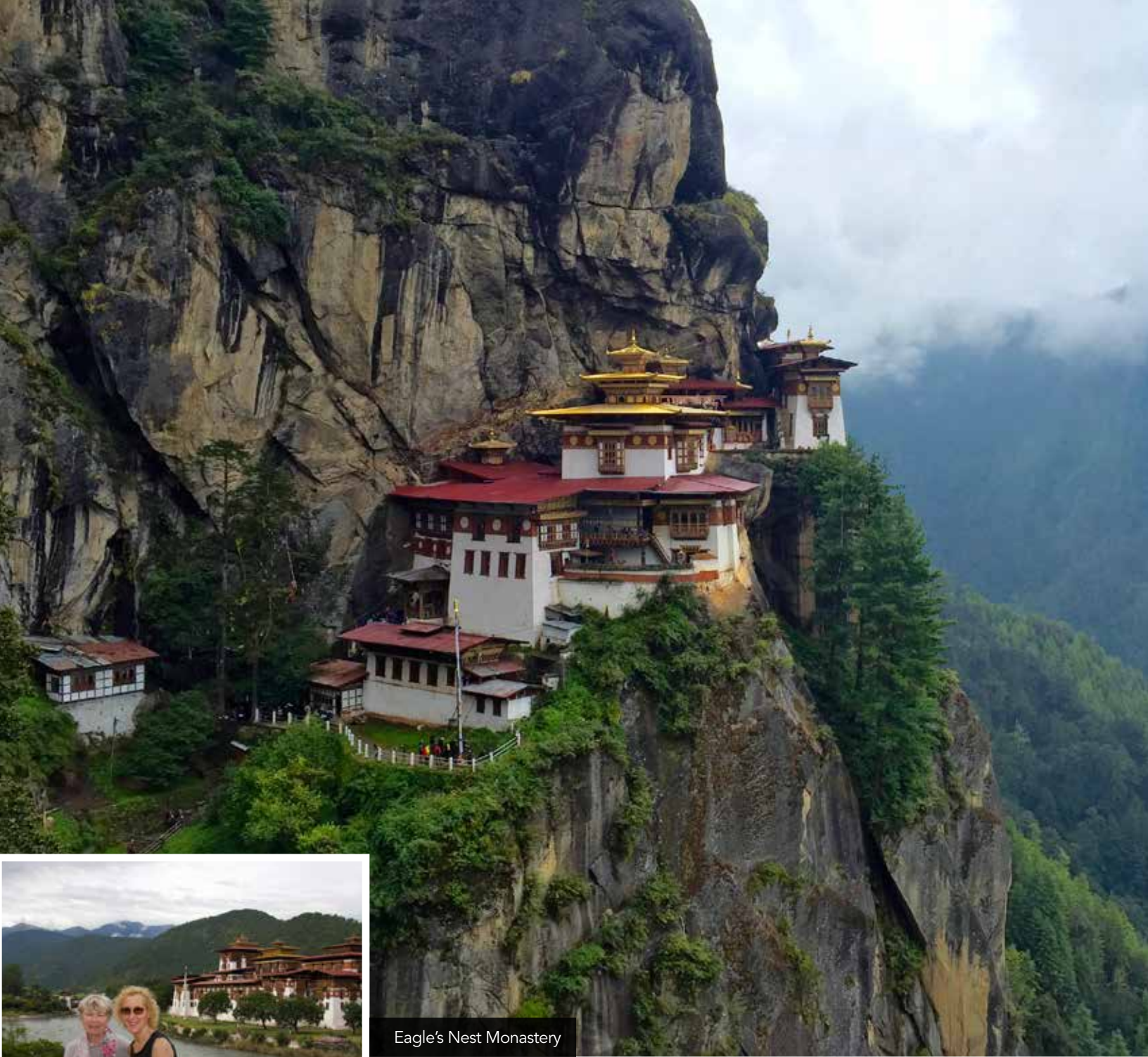
The 13-story Potala Palace is reputed to contain 1,000 rooms and hundreds upon hundreds of brilliant thangkas, frescoes, and images built in an era when religious art was created anonymously as a means of gaining merit for future lives. It's one of the world's most extraordinary buildings and completely covers the mountain it stands upon.

We immediately felt like "Big Brother" was watching us as there were two recorders and a video camera in our car. Our Tibetan guide quickly and quietly advised us not to mention the name of the 14th Dalai Lama as in 1996 the Chinese Communist Party reinstated the total prohibition of any photo or mention of the 14th Dalai Lama. Even though Tibet is named "Autonomous Tibet," there was no feeling of autonomy as China made it quite clear of its control with multiple military parades of soldiers in Lhasa which were ever present. The Potala Palace and Norbulingka Palace are being relegated to museum status, and we saw few monks at the monasteries we visited. In addition, there were police station located right next to each monastery with prominent Chinese flags waving overhead.

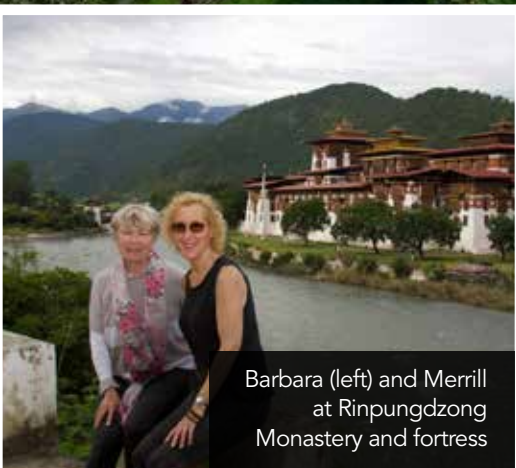
From Lhasa we traveled further into the Tibetan mountains along its trade routes to Gyantse and Shigatse passing through the Kamba-la Pass at 15,732 feet. We encountered new freeways and continuous police check points where our car was searched, and our passport and Tibetan permit copied. China is rapidly expanding their railroad system bringing in many supplies to further modernize and develop Tibet.

Unfortunately, our search for Shangri-La in Tibet was dashed and the realization that Tibet would just be a figment of our imagination. As it turns out, we believe Bhutan is the new Shangri-La.





Eagle's Nest Monastery



Barbara (left) and Merrill  
at Rinpungdzong  
Monastery and fortress



Guide in Bhutan



Festival time



# AL'S AGONY AND ECSTASY IN THE SOUTH ATLANTIC

BY **ALBERT PODELL**  
(NEW YORK METRO)

Albert Podell, photo by Dana McCoy



Stanley, Capital of the Falklands



Bottom, world's most remote house



Site of the Volcano

I had circled the globe twice, crossed the equator almost two dozen times, and been to and through every recognized country on earth, but I had never managed to visit that huge swatch of our planet known as the South Atlantic Ocean. I needed to set that straight while I was still ambulatory.

So, I searched around and found a rare repositioning cruise whereby Quark Expeditions was moving one of its polar ships, the *Ocean Adventurer*, from the Antarctic to the Arctic as their respective tourist seasons switched.

What should I pack before I embark on a 33-day cruise through the least populated and most sea-sicky area of our pale blue dot, when almost every other passenger on the little expedition ship will be a fanatic, single-minded, bird-watcher, in which sport (?) I had zero interest?

Easy! Or so I assumed. I just dumped my thermal underwear and most of my ski clothes into a massive duffle bag, added 4,000 pages of good books, 10 Scopalamine patches, a small folding plastic bucket, and a good pair of ear plugs. I probably also should have taken a psychiatrist to help me figure out *why* I was making this wild voyage, but none of the therapists my friends recommended could fit in my suitcase.

So how did it work out? Well....not well. The seas were far too rough for my transdermal patches, and the plastic bucket too conspicuous, so I daily filled my pockets (and later my wastebasket) with those little white air-sickness bags that miraculously blossomed along the ship's passageways from the very first evening of the voyage, two hours after *The Ocean Adventurer* embarked from Ushuaia and churned out of the Beagle Channel heading

into the infamous Furious Fifties. I was so queasy and groggy for most of the voyage that 2,000 pages of my books did not get read until I returned to terra firma at the end of the ordeal for two days of recuperation in Cape Verde and another five in the comforting sands of Western Sahara.

Although I have now seen several thousand seabirds, which most of my 50 life-list-checking shipmates oohed and aahed over, I still don't know the difference between an albatross, a pelican, a petrel, a frigate bird, a shearwater, or a booby, much less between a wandering albatross, a Southern royal albatross, and a waxed albatross. But I did learn how to take their portraits in flight: 200 to 400mm lens, shutter speed 1/1600<sup>th</sup> of a second, track slightly ahead of them, set for continuous shooting, lie flat on the deck if you can, and be happy if one shot out of 20 is worthwhile. And I did (eventually) learn to identify six of the seven regional species of penguin — the Gentoo, Chinstrap, King, Rock Hopper, Magellanic and Macaroni — delightful birds who have the good sense to live a large part of their lives on solid land. Well, mostly solid, as long as the remote volcanic islands on which these flightless creatures like to live are not erupting.

The fact that I was miserable most of the time does not mean that it was a miserable trip. In fact, it was totally awesome and awe-inspiring. I got to visit tiny islands so isolated that many of them receive no more than 200 total visitors in a year. I got to see some of the most amazing wonders of nature, ranging from pristine green islands like Gough and Inaccessible and Nightingale, which looked like an unvisited Jurassic Park to volcanic islands like Ascension, a dry landscape of pyramidal grey cinder cones.

I got to walk along the beach at South Georgia Island among 5,000 sea lions, most of whom were interested in having some nippity or trippity



fun at the expense of the unsuspecting visitors in the bright yellow parkas. And to walk along the same beach through throngs of king penguins who could not have cared less about our presence and treated us just like other penguins – until we reached a glacier-hollowed bowl that was home to a colony of some 800,000 members of the species, who did yawk a bit if I walked too close to the fuzzy brown chicks in their midst who were still awaiting their formal-wear feathering.

I heard brilliant lectures from Quark's onboard contingent of learned geologists, marine biologists, historians, and ornithologists, and even managed to remember a few of the facts they imparted.

I established what must be some sort of a new world record by losing ten pounds in just four days of tossing seas.

I managed to experience, but barely survived a severe gale that reached 9 on the Beaufort scale, with winds of 55 knots and waves as high as 27 feet drenching our little *Ocean Adventurer*.

I learned how to (almost gracefully) time my leap from a rolling ship onto the gunwale of a bobbing Zodiac while remaining relatively unfazed by the circling hammerhead sharks.

I zipped up the 699 high steps of Jacob's Ladder on St. Helena, from the capital of Jamestown to the Ladder Hill Fort, without breaking a sweat -- or a leg. And I saw the places where Britain had held some of its most problematic international prisoners, including Napoleon Bonaparte, Dinuzub Kacetshwahyo (leader of a bloody Zulu uprising), and 5,000 Boers who were captured in South Africa during the Second Boer War. This friendly island of 4600 also boasted a huge municipal swimming pool, of which I took full advantage for a languid afternoon beneath the Equatorial sun.

There was little communication with the outside world in these almost-vacant waters. The fascinating exception was Ascension Island, a 10 x 5 mile speck with a population of 800 that was the only place in the region that was fully integrated into the so called "civilized" world, with a Royal Air Force station, a European Space Agency rocket tracking station, an Anglo-American signals intelligence facility, and the BBC World Service

Atlantic Relay Station. The island was used extensively during World War II by Allied air and naval forces to locate and destroy Nazi U-boats, and as a staging point by the British military during the Falkland War. Ascension Island also hosts one of the world's four ground antennas that assist in the operation of the Global Positioning System (GPS) navigational system. NASA operates a Meter Class Autonomous Telescope (MCAT) there for tracking orbital debris that is potentially hazardous to operating spacecraft and astronauts, at a facility called the John Africano NASA/AFRL Orbital Debris Observatory. And the U. S. had built there an emergency landing strip for the now-defunct Space Shuttle.

I got to give a lecture – clutching a sickly swaying podium to stay erect -- to the most widely-traveled group of people I'd ever met, including the world authority on sea snakes, the world authority on South American bats, a leading authority on the Ring of Fire (no, not the Johnny Cash song), and a young guy who recently shattered a long-standing birding record by seeing 6,042 different species of our feathered friends in one year!

And then there was the charming Ukrainian commander of our ship, renowned in nautical polar circles as the "The Ice Pilot," who introduced himself to me with, "Hello. I am Nicolai. I am director of a mental hospital. But you can call me Captain." And let me not forget the dude from Denmark who has just passed the initiation rites at his gung-ho Copenhagen travel club by managing to spend a continuous 24 hours in Vatican City despite the best efforts of the Vatican Police and Spanish Guard to locate and eject him.

And I sold all the copies of my *Around the World in 50 Years* book that I had brought aboard to this tough crew of super-seasoned travelers who had seen and done it all, even though they were mystified how I could possibly be so often and so long seasick, a malady they had long outgrown. (Lest any of you think me a water weenie, I have a great excuse: On the last day of the voyage, I discovered that the ship had been outfitted with a new stabilizer just before we sailed from Argentina, but it had not been tested, and only one of two fins deployed, thus magnifying the swing and sway.)

And, let's see, what else...





I got to taste my first bag of “Penguin Poo,” which is actually just a formless blob of white chocolate.

I acquired some rare stamps for my collection on Tristan de Cunha, stamps that were priced in *potatoes*, which was a primary form of exchange on the island a hundred years ago. And I was enchanted by this “most remote inhabited archipelago in the world,” 2400 kilometers from the nearest continent, which erupted into existence three million years ago from a crack in the magma 3500 feet down in the ocean. Its latest eruption occurred in 1961, and I hiked up “Volcano Road,” which had been hacked out of that debris, to see where the lava flow had ended, a mere 300 yards from Tristan’s capital of Edinburgh of the Seven Seas.

I stood proudly and awe-struck on the bow of our ship while a welcoming flotilla of some hundred dolphins cavorted right beside us.

I crossed the Equator for my 24th (and probably last) time.

And I filled in the only large part of the world I had never seen.

And I returned home in one piece.

And now I’m heading back on the road again, for a rugged 25-day trek through Gaugazia, Dagestan, Chechnya, Ingushetia, Kabardino-Balkaria, Sochi, Abkhazia, and Northern Cyprus – after which I hope to move up from #3 in the world to Number One on the strange list Wikipedia keeps of the travelers who have visited the most (counting both recognized and self-proclaimed) countries on earth.

Not that I’m competitive, you understand ...





# TWO VIEWS OF MOROCCO

REPORTED BY **CLUB** MARILYN VARCOE AND KATIE KOONTZ

Circumnavigators have many different levels of experience. Two members—one a seasoned traveler and the other a college student—recently made trips to Morocco and are able to share and compare their travel adventures.

**CL** Marilyn Varcoe, Naples Chapter, holds a Ph.D from Penn State and has been doing serious travel since 1983 when she decided her goal in life was to see the world. She has been to 171 countries and all seven continents.

**CL** Katie Koontz is a student at William and Mary College, and spent a semester studying in Morocco. She has been to 15 countries and circumnavigated in 2014 after which she became the Club's youngest member at the time.

Marilyn had been to Morocco before, and booked her trip to learn more about its culture and history. Katie's goal was to study field journalism at the School for International Training in Rabat. She wanted to improve her French and get a chance to explore the cities and countryside.

Both felt safe and secure in this Arab country, despite tensions in nearby parts of the Middle East. Marilyn traveled with a group and an experienced tour guide who took every measure to ensure safety. Katie, on the other hand, traveled alone or with young friends. She says she stayed aware of her surroundings and tried not to stand out, relating that street harassment is constant, an issue for all women, not just foreigners.

Marilyn's favorite places were Marrakech and Fez, where “we explored amazing sights, sounds, smells, people and the excitement of the exotic souks and markets.” Katie enjoyed swimming in the waterfalls near Marrakech and exploring the desert where she and her friends rode camels and “surfed” on the dunes. One highlight for her was a week living with families in the rural village of Bni Quolla. She had a chance to visit many cities and areas in her four months there.



**CL** Katie Koontz



**CL** Marilyn Varcoe



Both found the food to be wonderful. Marilyn enjoyed gastronomic experiences of many passed dishes and courses that lasted for hours, complete with local music and beautiful belly dancers. Katie mostly ate with the locals, enjoying native dishes such as harcha, rghaif and mint tea.

Both Circumnavigators encourage members to visit Morocco to enjoy its wonder and beauty.





# WHO IN THE WORLD WAS ANTONIO PIGAFETTA?

BY C. JIM FOSTER  
(ANCHORAGE, ALASKA)

*Editor's Note: Jim Foster is the manager of the Magellan Project, which will retrace the voyage of Magellan. He and his colleagues are doing in-depth investigative travel, researching all aspects of the Magellan expedition.*

Of the 18 individuals who completed the earth's first documented circumnavigation, only one kept a journal. For this alone, Antonio Pigafetta should be counted among the world's greatest "little known" travel writers.

"There is an Antonio Pigafetta street in every city in Italy," a Vicenza taxi driver reports, but he couldn't say why.

Of the 270 souls that left the southwest coast of Spain in the five ships of the 1519 Magellan expedition, trying to reach the Spice Islands by sailing west, Antonio Pigafetta was among the 18 emaciated survivors to return three years later.

Pigafetta kept a daily journal for the entirety of the circumnavigation. From these notes he provided an account to the young King Charles of Spain, followed up by visits to King Joao III in Lisbon and the French Queen Mother Marie Louise of Savoy. Pope Clement VII would summon Pigafetta to Rome to hear the stories. Celebrity status came with Antonio's ability to share "a good story, well told." Antonio would get the complete story written and published within three years of his return. An Italian original and three French original texts are being carefully preserved.

A visit to Vicenza, Italy where Pigafetta had lived and later worked on the circumnavigation write up has been a pleasure of our Magellan Project research. The opportunity to visit the Venice geography of Marco Polo, a short train ride away, enhanced the investigative travel. Pigafetta read Marco Polo's Travels. The riches and fabulous nature of the Far East described by Polo inspired Columbus and Magellan alike.

Besides home towns in the Republic of Venice and just over 200 years of time between their travels, a Roman Pope connection binds the Marco Polo and Antonio Pigafetta stories. In 1271, Marco and his father and uncle carried a letter from Pope Gregory X plus some oil from the lamp over Christ's tomb in Jerusalem to Kublai Khan, the Mongol ruler in China. In 1518, Antonio was travelling with Pope Leo X's ambassador entourage to the court of the young King Charles of Spain (who was about to become the Church's Holy Roman Emperor) when he heard about and volunteered to join the Magellan expedition. The young King and the Pope's ambassador approved Pigafetta's plan. The Catholic Church franchise has been good at franchising throughout its history.

Like Magellan, Pigafetta was of a nobility. The two developed a close relationship. Pigafetta was assigned to Magellan's flagship the Trinidad. His role was variously categorized as supernumerary-captain's servant-marine. Records show his compensation at 1000 maravedis a month. Pigafetta was at Magellan's side when he was killed in the Philippines in knee deep water, being wounded himself in the chaos. His account of Magellan's death is a strong read, his entire narrative being the chronicle of the world's first circumnavigation.



Pigafetta's opening paragraph;

"Forasmuch as (most illustrious and very reverend Lord) there are divers curious persons who not only take pleasure in hearing and knowing the great and marvelous things which God has permitted me to see and suffer during the long and perilous voyage which I have made, hereafter written, but who also wish to know the means and fashions and the road which I took to go thither, not lending faith or firm belief to the end until they are first informed and assured of the beginning: wherefore, my Lord, be pleased to understand that, finding myself in Spain, in the year of the Nativity of our Lord 1519, at the court of the most serene

King of the Romans, with the reverend Monsignor, master Francesco Chiericati, then apostolic protonotary and ambassador of Pope Leo X (and who has since by virtue attained to the bishopric of Aprutino and principality of Teramo), and having learned, both of reading of divers books and from the report of many clerks and learned men who discussed the great and terrible things of the Ocean Sea with the said protonotary, I determined (by the good favor of the Emperor and the above-mentioned lord) to experience and to go to see some of the said things, thereby to satisfy the wishes of the said lords and also mine, that it might be told that I made the voyage and saw with my eyes the things hereafter written, and that I might win a famous name with posterity."

Magellan's Voyage

A Narrative Account Of The First Circumnavigation

Antonio Pigafetta Translated by R.A. Skelton

Dover Publications, Inc. New York

Like Marco Polo, Antonio Pigafetta was a talented raconteur. Polo was discounted as a creator of fantasy for a very long while before his story gained respect. Magellan's name too was a footnote for a while before gaining recognition. The time has arrived for the first circle story captured by Pigafetta to make its way into a larger pantheon of geographic memory.

Marilyn







Rick with his wife Jane,  
a long way from Canada

# MONTREAL EXPO 67

## INSPIRED A LIFETIME OF TRAVEL

BY  RICK SHAVER (ONTARIO, CANADA)

When I was 10 years old I travelled the world with my family.

Interestingly, these incredible journeys didn't involve airports, buses, or hotels. All we needed was my Dad's station wagon and a 30-minute trip to a couple of islands in the middle of the St. Lawrence River near Montreal.

This is where I first got to see a little bit of Africa, Europe, Asia and the Americas by visiting dozens of pavilions at Expo 67. At this world exposition, countries of the world helped Canada celebrate its 100<sup>th</sup> birthday by creating special venues where visitors could experience the best their countries had to offer. The USA had a NASA space capsule, kangaroos were at the Australia pavilion, and English Bobbies greeted us at the British pavilion.

My treasured possession that amazing summer was my Expo 67 passport, a small green book that chronicled my 'country' travels. Before entering each pavilion, smiling hosts and hostesses would proudly stamp visitors' passports just as if they were crossing a border frontier into their land. When other kids took a break at the LaRonde amusement park, I was the little travel geek checking out another country pavilion to get another passport stamp.

Since then, not much has changed for me.

Inspired by Expo 67, I'm still yearning to acquire passport stamps and plant my two feet in new and exotic countries. But this time it's for real.

This passion has earned me membership in one of the most unusual clubs in the world: The Travelers' Century Club, restricted to those who have visited 100 or more of their official list of countries. I learned about the club in the early '80s, and soon began my 'country collecting' quest with a European back-packing adventure with my wife.

Then, in 2010, after 25 years of business travel and a range of exotic holiday destinations like the Galapagos Islands, Iceland, New Zealand and the Amazon, I stepped ashore on the Cook Islands, and quietly celebrated the imprint of the passport stamp of my 100<sup>th</sup> country.

Shortly thereafter, I sought and received approval from the Travelers Century Club to establish a chapter for their 62-year-old club in Canada. My tally is now 118, well beyond my Expo pavilion count. Three times a year since then, Canada's most traveled people meet to share the passion of travel over a lunch meeting in downtown Toronto.

The stories are all about fun and excitement, right?

Well, not always. Like when I was on a Lufthansa flight from Frankfurt to Johannesburg that was rerouted in mid-flight because of a bomb threat. Or



being arrested and threatened with jail by Moscow police for jay-walking until they received their pay off. And when the bus from Croatia to Bosnia Herzegovina went off the road in the middle of the night, sending my wife and me flying into the driver's lap. Still another challenging time was being detained for several days in Communist Romania when a journalist colleague and I got too friendly with the locals.

But for the most part, my country pursuit has not been like Indiana Jones movie. Visiting 100-plus countries has been quite a challenge. My successful collecting has required strong doses of opportunism, curiosity and a keen sense of adventure.

Once in Singapore, after a full day of business meetings with MTV Asia, my colleagues headed back to the hotel to nap or do emails. Instead of doing the same, I jumped into a cab and went over the island border to Malaysia for a few hours visit and a passport stamp.

Another time, when faced with poor weather, which prevented us from shooting a commercial in Hong Kong, the crew waited out bad weather by shopping in the biggest mall of the world. I on the other hand, boarded a hydrofoil for some blackjack in the Hotel Lisboa in Macau on one day, followed by a one-day tour of Shenzhen in Communist China the next.

Full-fare business class tickets are great currency for country collectors. Last minute changes, and Saturday night stays make sidebar trips to other countries at the end of a business trip feasible. Seeing the amazing St. Stephen's cathedral in Vienna on the way back from Poland; visiting Chernobyl 'nuclear melt down' location in Ukraine on the way back from a Moscow. A visit to a volcano in Bandung Indonesia and Manila in the Philippines were added to the country list on the way to Taiwan.

While in transit a few years back in the Zurich airport, a travel partner and I determined that we had enough time to reroute ourselves to Mumbai for the weekend. Easy enough but only after discovering we need a visa for India and the embassy was two hours away by train in Bern. Off we went, sweet-talked the embassy staff, secured the visas, got on an overnight flight and experienced India's amazing city of Mumbai.

In the summer of 1967 a map of the Expo Islands on my bedroom wall was my guide.

In 2017, Canada's 150<sup>th</sup> birthday, a giant map of the world with colored pins charts my progress. 118 pins are on my map. While I haven't been to 'the ends of the earth', it is on my list and I have a pin ready for them.



# CAPTURING THE FESTIVALS

BY C. DAVID A. MINK  
EDITORIAL DIRECTOR



Lisa on a mission

Festivals are fun. At least they are supposed to be. But if you are an American woman trying to capture the excitement in photos, it can be challenging.

Professional photographer Lisa Brighton, Michigan Chapter, took up the challenge of photographing two major festivals in India which resulted in excitement along with some chaos.

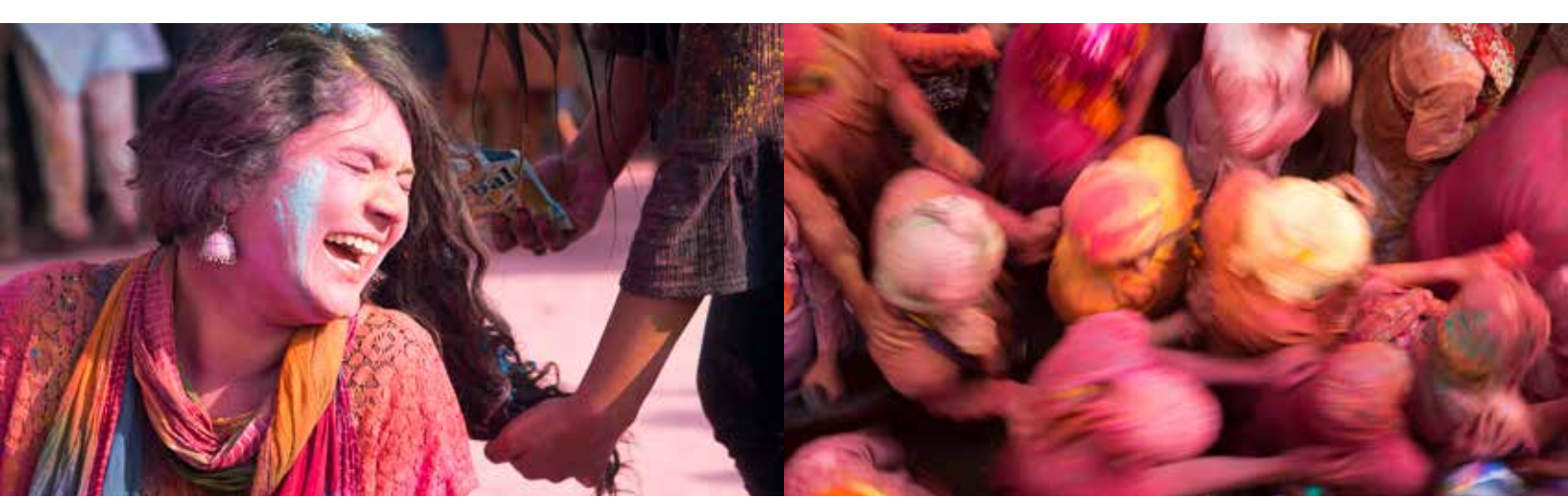
Holi is an ancient Hindu celebration, known as the Festival of Colors. Participants splash each other with a mixture of powder and water, resulting in a dazzling display. Onlookers including photographers expect to take their share of the dye. But at times it became “madness,” according to Lisa. She was warned that she might be bullied or manhandled, which is exactly what happened in one very uncomfortable moment. Still, it was an “exhilarating, mind-blowing experience of a lifetime”.

After Holi came the Sikh’s Hola Mohalla Festival. It was held in a stadium which became so crowded that it was downright dangerous. Lisa described the wall-to-wall people on the field with no barriers. It was a lost cause for photography, so she used her smart phone to get what shots she could. She had to watch from afar, yet a group of men used long spears to get people to sit down and not block the view. At one point, they even handed over the spear to Lisa.

The result was some great photos of Sikhs and an array of stunning Holi shots shown in our photo spread on the following pages. You can learn more about her photography on her website [www.lisabrightonphotography.com](http://www.lisabrightonphotography.com).













# chapter highlights

## CHICAGO



☪. Jaclyn Winship, Marc and Jane Adams, Kent Winship, new member Joanne Raver and ☪. Virginia Mullin.

Chicago Chapter members and guests gathered together for a wonderful presentation by 2017 Foundation Scholar, Margo Zuckerman.

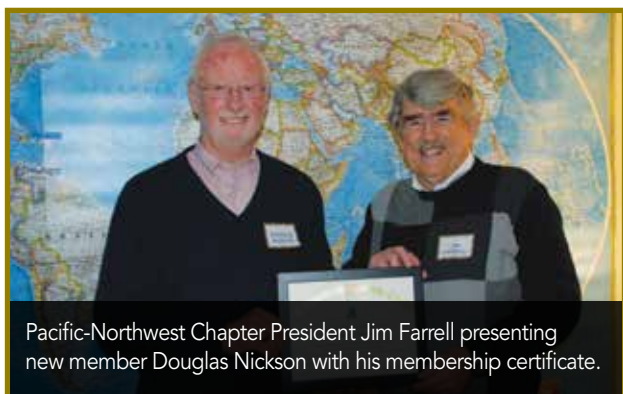
## DESERT



Chapter President Linda Gruber with ☪. Bob Burnett of the Washington D.C. Chapter and his friend Marilyn Pittman.

The Desert Chapter held their April meeting at the Arizona Country Club and welcomed Washington DC Chapter member Bob Burnett.

## PACIFIC-NORTHWEST



Pacific-Northwest Chapter President Jim Farrell presenting new member Douglas Nickson with his membership certificate.

On Saturday, March 31, the Pacific Northwest Chapter gathered at the home of ☪s. Jim & Caroline Farrell in Bellevue, WA. New member and former U.S. Naval Commander Douglas Nickson gave an interesting presentation on his trip around the world.

## PALM BEACH



Former Buckingham Palace chef Darren McGrady with ☪. Paulette Cooper Noble and ☪. Lady Susan Reickert.

On March 23, Palm Beach Chapter members attended a special Colony Hotel dinner for 160 members and guests, hosted by the St. George's Society.

## SINGAPORE

In January, the Singapore Chapter held their annual AGM dinner at Tower Club.



Past and present Boards of Directors presenting immediate Past President Graham Bell with a token of appreciation.



# chapter highlights

## WASHINGTON DC



Chapter President Kip Knudson with Scholar Ann-Kathrin Merz and her mother, Heike Merz, who was visiting from California.

The Washington DC Chapter celebrated the Chinese New Year at Grace's Mandarin restaurant at National Harbor in Oxon Hill, MD. 2018 Foundation Scholar Ann-Kathrin Merz shared her research topic and planned circumnavigation.

## UNITED KINGDOM



Front row - Jane Lewis, Chapter President Helen Jenkins, Jayne White, Marlene Rees. Back row - C. John Constable. C. Nick Alexander, C. Matthew Gallagher, Roberta Roulstone and C. Don Rees.

On March 26, United Kingdom Chapter members and guests enjoyed a delicious lunch at the Savile Club in Mayfair, London.

## PACIFIC-SOUTHWEST



On June 21, the Pacific-Southwest Chapter gathered for dinner and a presentation by C.S. George and Kathleen Beebe on their trip to The Running of the Bulls at the San Fermin Festival.

## NAPLES



C. Donna Suddeth, C. Jean Atherton, C. Leilani Pieve and C. Richard Jennewine

The Naples Chapter held a luncheon on April 8, 2018, at the Naples Sailing and Yacht Club. Members and guests enjoyed an interesting presentation by C. Walter Slack.

## MICHIGAN



Back Row: C. John Carroll, C. Mary Carroll, Mrs. McGaugh, Rufus McGaugh, Caroline Reisner, Lori Ostensoski, C. Joe Osentoski, Jeanette Kozar, C. Lisa Marie Brighton, Paula Rutter, C. Ann Swinford.

Front Row: Carl Clemak, Chapter President Kathy Sinclair, C. Roberta Clemak, C. Mo El-Fouly.

On April 22, members and guests gathered for a presentation on the Holi Festival in India by new member Lisa Marie Brighton.



# 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 Headquarters, Tracy Sancilio at (201) 612-9100 or e-mail: [club@circumnavigators.org](mailto: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, Crawley

**GREECE** - Athens, Kiffissia

**CANADA** - British Columbia/  
Vancouver

**SINGAPORE** - Singapore

**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



☪. Ray Olson, Desert Chapter President Linda Gruber and ☪. Steven Smith.

► On November 12, ☪. Ray Olson from the Washington DC Chapter visited the Desert Chapter to attend a lunch and presentation by ☪. Steven Smith. He spoke about "Air Safety and Security in Our Skies," based on his former career in aviation safety and security.

On December 11, International President Ellen Parke attended the UK Chapter's 9th Annual House of Lords dinner in London. Also in attendance was Palm Beach Chapter member Erick Reickert who gave a presentation on his circumnavigation by sailboat.



International President Ellen Parke with UK Chapter President Helen Jenkins



Kaye Jenista, ☪. Linda Gruber, ☪. Steve Smith, ☪. Alice Lentzen, guest Marilyn Pittman, ☪. Bob Burnett, ☪. Steve Pincus, and guest Gayle Pincus.

► On February 7, members of the Desert Chapter gathered for a dinner and lecture on Japanese bonsai and ikebana. In attendance was a member from Riverside, IL, Alice Lentzen and Washington DC member Bob Burnett.





# *Around the World*



☪. Robert Crippen, wife Pandora Crippen, Palm Beach Chapter President Paulette Cooper Noble, Paul Noble and International President Ellen Parke.

▼ On March 17, International President Ellen Parke joined members of the Palm Beach Chapter for a St. Patrick's Day dinner at Chez L'épicier.



☪. Linda Gruber with ☪. Ellen Parke.

► On May 23, International President Ellen Parke visited the Desert Chapter and enjoyed lunch with Chapter President Linda Gruber.





## OUR FOUNDATION SCHOLARS ARE ON THEIR WAY AROUND THE WORLD.

*Log onto their BLOGs and follow them along the way. We wish them the best of luck!*



Ann-Kathrin enjoys the serene sunset at Christ the Redeemer in Rio de Janeiro.

**Ann-Kathrin Merz**  
*Georgetown University*

Topic: How Enemies Become Friends: The Role of Regional Organizations in Replacing Rivalry with Cooperation.

Itinerary: Argentina, Uruguay, Brazil, Belgium, France, Germany, Indonesia, Malaysia, Singapore

BLOG: <https://medium.com/@merz.annkathrin>



Hannah on campus at Northwestern University getting ready to leave on her trip around the world.

**Hannah Whitehouse**  
*Northwestern University*

Topic: El Sistema Movement:  
Social Change Through Music Education.

Itinerary: England, Greece, Kenya,  
India, the Philippines, and New Zealand

BLOG: [http://blog.undergradresearch.  
northwestern.edu/blog/hannahw](http://blog.undergradresearch.northwestern.edu/blog/hannahw)





## FOUNDATION PRESIDENT'S *LETTER*

Dear fellow Circumnavigators:

The two young women who are this year's recipients of the Foundation's around-the-world travel-study grants (see the accompanying information about them) bring the total number of our grantees to 136 over 47 years since the program was inaugurated in 1971. Like those who have preceded them, they were selected by our Chapter Selection Committees working closely with our participating universities on the basis of their academic and extracurricular excellence, the merits of their research proposals and the passion they have for their areas of study, their resourcefulness in itinerary planning and budgeting, and their interest in building upon their summer's experience to help bring about greater global understanding. We know they will do a fantastic job and encourage you to join us in following their circumnavigations online via their trip blogs.

For those of you who've done the numbers, the average number of grants given each year since our program began is 2.89, which means that we don't award the same number of grants each year. The highest has been five, and lowest one, but our goal is to provide a minimum of three grants whenever feasible. With member donations on a steadily downward trend (by more than half) over the past decade, this has become a challenge. So, while it's fresh in your minds, please take a moment to help us make this goal a reality and make a donation – no matter how small – by mail or via the handy PayPal credit card facility on the Club's website.

Luck to You!

President





# WELCOME *aboard*s

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



## Hilvania Adams

Hilvania's first trip was when she came from the Dominican Republic to the United States with her mother, and she has been traveling ever since. She is an educator living in New York City. Among her many activities, she is founder of The Only Child International Society and a long-time volunteer for the Gift of Life, a worldwide organization that helps children with heart conditions.



## Jean (Peggy) Atherton

A native of Southern California and a graduate of UCLA, Peggy now lives in Naples, Florida, and joins the Naples Chapter. She and her late husband Stan lived for a number of years in Australia and later in Connecticut. Among her favorite activities are her church and nine grandchildren.



## Arthur Benjamin

Arthur lives in Delray Beach, Florida, and joins the Palm Beach Chapter. An entrepreneur and philanthropist, he is best known for his activities to save animals, whether seals in northern Canada or dogs about to be eaten in Asia. His latest mission is American Dog Rescue Foundation. He has appeared on television, on the internet and in lecture halls, promoting animal welfare.



## Lisa Marie Brighton

A native of the Upper Peninsula of Michigan, Lisa now lives in Berkley, Michigan, and joins the Michigan Chapter. Lisa combines her passions for travel and photography with an impressive portfolio of international photos and a web site [www.lisabrightonphotography.com](http://www.lisabrightonphotography.com) which has close to a million hits. Her photos from India appear in this issue of The LOG.



## Brian Cavallaro

A film-maker living in Santa Monica, California, Brian works with Emmy Award winner Neil Mandt, also a Circumnavigator. An Emmy winner himself, Brian has enjoyed traveling the world and working on film and television projects in over 60 countries.



## Chen-Lun (Jason) Chang

Jason's circumnavigation took more than two years as part of his service with the Peace Corps. Now living in Washington DC, he has worked with U.S. Congress and is currently a program specialist with the Department of Agriculture. He joins the DC Chapter.





# WELCOME *aboard*s

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



## Joseph Coppola

Born in Massachusetts, Joseph had a distinguished career as a mechanical engineer. He is retired as CEO and Chairman of Giddings & Lewis, a Wisconsin firm with facilities throughout the world. He now lives in Naples, Florida, with his wife Peggy, also a Circumnavigator.



## Margaret (Peggy) Coppola

Having traveled extensively with her husband Joseph, Peggy lives with Joseph in Naples and is active in many social and charitable organizations. She has served on the board and as president of the Naples Philharmonic League. She was a founding member and later president of the Latchkey League. The Coppolas raised five children and have eight grandchildren.



## Jonathan Dill

Living in Estero, Florida, Jonathan joins the Naples Chapter. A graduate of Princeton, he served with the U.S. State Department, attaining the rank of Deputy Assistant Secretary of State, before going into private business. He and his wife Melody travel extensively, often to places off the beaten track, and enjoy scuba diving among their numerous activities.



## Reginald Garratt

Raised in England, Reg is now retired in Naples, Florida, where he joins the Naples Chapter. He had a distinguished career in the electronics industry, specializing in hearing aid technology. He has served as director of "Hear Now" an audiology charity serving the hearing impaired.



## Lawrence Glick

Born in New York, Larry lives in Rowlett, Texas, where he works as a tax attorney. He is an avid birder with a current list of 4153 birds, including some of the rarest in the world. He is a serious photographer and travels to the world's birding hotspots. As he travels, he enjoys planting trees in the places he visits.



## Gretchen Green

After a career as a management consultant, Gretchen is now retired in Naples, Florida, and joins the Naples Chapter. Having developed a love for travel as a teenager, Gretchen introduced her late husband Angus to the passion of travel. Angus was a member of the Naples Chapter. She is involved in several civic and charitable organizations in Southwest Florida.





# WELCOME *aboard*

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



## John Herrick

Raised in Minnesota, John now lives in Cape Town, South Africa, where he retired after his wife Carolyn was transferred there as an executive for her firm, Colgate-Palmolive.

John worked as a management consultant for several major multinational companies. He is an avid amateur actor and also writes a travel column for *Cape Town Capers*. John is the nephew of John D. Herrick of the Palm Beach Chapter.



## Sr. GilChrist (Denyse) Lavigne

Born in Montreal, Denise (now Sister GilChrist) has recently retired as Mother Superior of the monastic community on the small island of Tautra in Norway. Sister GilChrist was a founder of this monastery. She has been a member of the religious order for decades, but that didn't keep her from extensive worldwide travel. She is an accomplished concert pianist, among her many talents.



## Vicki Levi

Born and raised in Atlantic City, New Jersey, Vicki is the daughter of Al Gold, the city's first official photographer. Now living in New York City, she is a photographer, writer

and collector. She is involved in numerous civic organizations in the Atlantic City area, including the Atlantic City Historical Museum, which she co-founded. She donates two photography scholarships each year for students at Stockton University.



## Douglas Nickson

Living in Bellevue, Washington, Douglas joins the Pacific Northwest Chapter. He is a financial advisor for senior citizens.

An Eagle Scout himself, he is involved with the Boy Scouts and is a retired U.S. Naval Reserve Commander. An avid reader, Douglas has a library that is a small replica of the House of Lords Library in the British Parliament.



## Leilani Pierce

Leilani is a former stewardess for the oft-missed Pan American Airlines, which took her on many circumnavigations and chance to visit numerous countries. Her late husband

Peter was a test pilot and carrier aviator, which gave Leilani the opportunity to do even more travel as she accompanied him on his cruises. Now living in Naples, Florida, she joins the Naples Chapter.



## Joanne Raver

Joanne lives in Auburn, Indiana, and joins the Chicago Chapter. She works as a social research interviewer, which has taken her to many countries on assignments. She is a member of the Travelers Century Club.



## John Saylor

Born and raised in southern California, John now considers Virginia his home, having lived there since 1976. He lives in Fairfax and joins the Washington DC Chapter. He

is an international trade consultant. Considered a Balkan expert, he is on call with the State Department for trade and political issues in the region. He is an avid outdoorsman, enjoying hiking and mountain climbing.



## Nina Schwenk

Nina lives in Rochester, Minnesota where she is a physician at the Mayo Clinic. A graduate of MIT, she is involved with Destination Imagination, a non-profit organization that runs a global program for children round the world.



# WELCOME *aboard*

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



## W. Frederick Schwenk

Fred lives in Rochester, Minnesota with his wife, Circumnavigator Nina. He is a physician at the Mayo Clinic, and is involved with the American Diabetes Association. He enjoys Geocaching. The Schwenks recently traveled on the Trans-Siberian Railroad.



## Jorge Serpa

Jorge is truly a man of the world, having been born in Portugal, lived in Africa and the United States, and circumnavigated/traveled by various means of transportation, including motorcycle and sailboat. His wife Lucy Tamlyn is U.S. Ambassador to Benin. Jorge is a self-described "world traveler with a deep love for photography and writing."



## Ryan Sudo

The 2016 Circumnavigators Foundation Scholar from Georgetown University, Ryan is now studying Chinese in Taiwan. A native of Minnesota, Ryan hopes to return to the United States to pursue a career in education policy. He is an award-winning vocal arranger and composer.



## James Sutton

A child of military parents, Jim lived in many countries as a child. He later joined the U.S. Air Force, which took him to even more countries. Leaving the Air Force after 20 years, he began a business career, most recently as director of global strategy for the Northrop Grumman Corp. He has recently relocated to Washington DC from Utah and will join the DC Chapter. He loves outdoor activities, including hiking, skiing and cycling.



## Charles (Chuck) Webster

Chuck is a retired economist and financial advisor, now living in Naples, Florida, with his wife Lesley, also a Circumnavigator. The Websters have a second residence in New York City. Chuck has been published in many books and publications on economics. He enjoys travel and golf.



## Lesley Daniels Webster

With a Ph.D from Stanford, Lesley now lives in Naples after a distinguished career in the financial world. The Websters joined the Naples Chapter. Lesley is active in environmental and social service causes.



## John Weed

A resident of Colorado Springs, Colorado, John is a former Colonel in the U. S. Army and a retired corporate executive. He will join the Desert Chapter. John also holds a membership in the prominent Tanglin Club in Singapore, which prides itself for its international nature with more than 40 nationalities in its membership. John is a sportsman with interests in equestrian sports, fox hunting and bicycling.



*Check the  
Circumnavigators Club  
website at*

**WWW.CIRCUMNAVIGATORS.ORG**

*For Upcoming Events!*



# In Our Circle

## Hoover and the Circumnavigators

BY C. HOWARD MATSON (NEW YORK METRO)



My dear Governor Gilbert:  
I have accepted your letter of July 12th advising me that the Board of Governors of the Circumnavigators Club in New York had elected me to honorary membership and made me Honorary President of the Club at its recent meeting. Will you please express my appreciation to the members.  
Yours, faithfully,  
Herbert Hoover.  
Honorable Newton W. Gilbert,  
11 Madison Avenue,  
New York, N. Y.



**Editor's Note: Historians generally agree that Hoover wasn't one of America's best presidents. Yet he was honored by the Circumnavigators Club for his prestige and specifically for his humanitarian efforts after leaving the White House.**

The Circumnavigators Club had a three decade relationship with President Herbert Hoover which began in the Spring of 1930 upon the death of the Club's honorary President, U.S. President and Supreme Court Chief Justice, William Howard Taft. Taft died March 8th, 1930 and at a club board meeting in May, it was recommended that an invitation be extended to then United States President Hoover to succeed Taft in the honorary position. On June 5th, 1930, the club received a letter from The White House addressed to the current club president, Newton Gilbert, that the President accepted the honor.

Hoover left the White House March 4th, 1933. In 1934, the club secretary made an inquiry regarding the chronology of his circumnavigations. Hoover responded that he had circled the globe seven times between 1897 and 1908 in his capacity as an engineer.

When his administration ended, the President and First Lady left for Palo Alto, California where they owned a home. The couple also maintained a permanent apartment at The Waldorf-Astoria Hotel, along Park Avenue in Manhattan. After Lou Hoover's death in January, 1944, the former President resided in their five room apartment on the 31st floor until his death in 1964.

Circum President James B. Pond wrote to Hoover October 20th, 1939 inviting him to "an important dinner" to be held at the Hotel Astor Wednesday, October 25th. Pond said that the "evening's theme was

"The World at Sea" with considerable emphasis on what happened in Poland. Circumnavigator Julien Bryan, who was caught in the siege will tell of what actually happened in Warsaw." Hoover accepted the dinner invitation.

The date of the dinner fell on a particularly precipitous season in history. The German invasion of Poland began in the early hours of September 1st. The United Kingdom declared war on Germany September 3rd. With the fall of Poland by the end of September, the Germans voiced their threat of the Low Countries. At this dinner, the stage was set for an evening of speeches from voices across the spectrum. The first speaker was Julien Bryan, a well known photographer, who arrived in Warsaw the day of the German attack. He spent days and nights filming the chaos of the Polish capital until his evacuation September 21st. He smuggled out reels of uncensored film which today is considered priceless and is preserved in the repository of the Holocaust Museum in Washington, D. C. The next speaker was Rear Admiral Stirling who stirred club members by pronouncing that "the fear of German victory over Great Britain hangs like the sword of Damocles over this nation's head." Former President Hoover was then called upon and in his remarks said "perhaps I would differ with my friend the Admiral. Wars today, if fought to the finish, leave the victor one lap behind the complete exhaustion of the vanquished."

The Circumnavigators maintained a correspondence with Hoover for the next twenty years. At the Board Meeting in April, 1963 the governors voted Hoover as the recipient of the Magellan Award for his contribution to world humanity particularly in his role of worldwide aid programs. On May 22, 1963, a delegation, led by International President George Pierrot of Detroit, were warmly welcomed into the Waldorf Towers apartment and presented President Hoover with our highest honor.

# OVER THE HORIZON

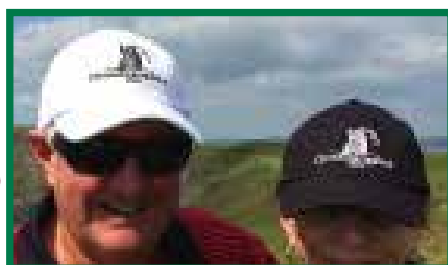
Andrew M. Grover  
New York, NY

Robert W. Schlueter  
La Grange Park, IL  
February 12, 2018



## Club News

*Club Merchandise is  
available for purchase!*



Contact Executive Director Tracy Sancilio at  
[club@circumnavigators.org](mailto:club@circumnavigators.org) or  
go to our website [www.circumnavigators.com](http://www.circumnavigators.com)  
to purchase to following items:

Ladies Scarf - \$ 25 | Hat (Black or White) - \$20 | Red Tie - \$25 | Club Badge - \$50



# HOW TO STAY ON TRACK WHEN SHOOTING TRAINS

## *THROUGH MY LENS*

*Tips from a travel photographer*

By **©. Roger Weatherburn-Baker, Contributing Editor**  
(Naples Chapter)

Trains can be tough subjects to shoot. If it's stationary and you're close to it, the train's scale is challenging. Your best images may come from setting up a shot of the front of the train if possible or photographing small details. When in motion, the train looks best when shot from above, perhaps as it emerges from a tunnel, or from a distance when its full length is in profile as it crosses a bridge or an intriguing landscape.



But, apart from close-ups and long shots, there are other options that are easier and raise interest by helping to tell a story. For example, when shooting a stationary train, you might include the environment around it: the station, the landscape, the people, even signs and advertising. They all give the train a sense of place and add drama to its arrival or departure.

Perurail's *Andean Explorer* travels one of the highest train routes in the world. It races from Cusco, the capital of the Inca Empire, across the lofty Andean Plains to the white city of Arequipa, taking in Lake Titicaca, the highest navigable lake in the world, and Colca Canyon, where magnificent condors soar, the largest flying birds in the Western Hemisphere.

The train stops at remote La Raya, at 14,172 feet above sea level, one of the highest mountain villages in the Andes. The photo here captures the train in the context of the Andes, while also showing the humble church, the locals and the makeshift market of handmade goods that provides them with a small living. Such a photo helps the viewer share the adventure.

While at La Raya, I couldn't resist taking a photo of one of the local ladies also shown. Her clothes were a bright and colorful temptation. But her body spoke volumes. Her rough hands and cracked fingers told of a desperately harsh life, while her deeply dark and spotted skin spoke of a lifetime exposed to sun, wind, and snow at high altitude.



A train interior also offers plenty of opportunity. If the windows can open, you might be able to get a shot of the length of the train looking forward as it navigates a bend in the tracks, or back for a view of where you've been. While inside the cars, the passengers and in some cases even their baggage can make for fascinating photos.

Trains are usually safe places, although in Europe I had a laptop case stolen from the overhead immediately above me while my head was buried in a Kindle. Take care in stations too. Always keep your camera close and in its bag when not in use, and don't put it down anywhere in open view. Also, be aware that in some countries railroad stations have military significance. Taking photos at all might not be wise.