

Vol.2 no.1



**THE NEWSLETTER**  
JANUARY-FEBRUARY  
2004

**LAKE MISSION VIEJO YACHT CLUB**



Lto r Secretary Eric Kaltenbach, Vice Commodore Fon Koot, Commodore Rick Quick, Race Chair, Tony Musolino,

Yacht Club members celebrated at the Annual Installation and Awards dinner held at on January 10 at Valentina's Restaurant in Mission Viejo. Incoming Commodore Rick Quick welcomed the new Board and promised another great year of sailing and camaraderie. He thanked Tricia Gonsowski for a great job organizing the festive evening. The annual championship fleet awards were presented by out going Commodore, John Olson who also presented the "Blunder Bucket" to this year's winner Doug Sheppard for his expertise in running a race while capsized!

### Flag officers

Commodore	Rick Quick	598-0469
Vice Commodore	Fon Koot	215-2759
Rear Commodore	Vivienne Savage	830-6695

### Officers

Secretary	Eric Kaltenbach	855-0748
Treasurer	Willi Hugelshofer	582-8350
Race Chair	Tony Musolino	457-0899
Fleet Surgeon	Tara Robison	855-8094
Port Captain	T. J. Henricks	459-5317

### Board Members

Quartermaster	Horst Weiler	714-402-4439
Web Site	S/C Roger Robison	855-8094
Sunset Reg. Chair	Doug Sheppard	347-9346
Trophy Chair	Norma Tiffany	830-0826
Newsletter	S/C Audrey Simenz	462-0838
Measurer	Horst Weiler	714-402-4439

For Y.C. membership information call Rear Commodore Vivienne Savage 949- 830-6695

## MARK YOUR CALENDAR

The 75<sup>th</sup> Annual Midwinter Regatta, for C-15, Finn, Capri 142 centerboard, and Portsmouth classes will be sailed on **Feb. 14 and 15**. At their request, the Capri 142 class will only be scored for the races on one day, Sunday Feb. 15. They will be given a start on Saturday. Call Tony Musolino for details. The Portsmouth Handicap class allow all Lake sailors who are not part of a class fleet on those days to be part of this exciting regatta. So we expect to see Lidos, Thistles and Capri lake boats (keel) all participating in the Portsmouth class.

Entries will be accepted until 10:00 Saturday February 14 in the Clubroom ... if you haven't already mailed yours in to Tony Musolino.

Hors d'oeuvres will be served after racing on both days.

On **February 29**, we'll have some tune-up racing and practice sailing. Skippers Meeting in the Club Room at noon. Pack a lunch or snacks and whatever you want to drink. No food or beverages served.

And don't forget to save **Sunday March 21**, for Opening Day ceremonies and the Commodore's Brunch. This is always a special day and the sun always shines!

### Sailing Schedule

Midwinter Regatta	February 14/15
Tune-Up Races	February 29
Opening Day Regatta	March 21
LMVYC Invitational	April 3
Sunset sailing begins	April 7
Spring Regatta 1	April 25
Beginner's Racing Class	May 15
Spring Regatta 11	May 23
Summer Regatta	June 27
Friday Night Sunset Sail	July 16
Family Fun Regatta	July 18
Friday Night Sail	July 23
27 <sup>th</sup> Annual Regatta	August 22
Fall Regatta	September 19
Sunset sailing ends	October 13
Top Skippers Championship	October 17
Turkey Regatta	November 21
CHRISTMAS PARADE	DECEMBER 11

For regatta information call Race Chairman Tony Musolino 949-457-0899

## Yacht Club Reciprocals

The following Yacht Clubs have extended reciprocal privileges to the members of LMVYC for the year 2004. If you visit be sure to have your current LMVYC membership card with you and sign in at the front desk. Not all clubs have food and/or beverage service and those that do may only offer bar and/or restaurant service on weekends. Calling ahead to find out when they are open is a good idea. Check out the bulletin board in the Clubroom for additions which may have come in after this list was printed.

American Legion YC	(949) 673-5070
Dana West YC	(949) 661-1185
Hollywood YC	(310) 836- 3862
Pacific Mariners YC	
Marina Del Rey	(310) 823-9717
Pierpoint Bay YC	(805) 644-6672
Ventura	
Ventura YC	(805) 642-0494
Ventura	

### SCYA Delegates

Commodore Rick Quick is LMVYC's delegate to SCYA for 2004. Alternates are V/C Fon Koot, R/C Vivienne Savage.

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## From the Editor

I feel a little like Rip Van Winkle awakening after a four hundred- year sleep, so much has happened since the last Newsletter! We have a new Commodore and Board, we have had a great racing clinic organized by our new Race Chairman, Tony Musolino, and several of our members have traveled thousands of miles to sail in boats definitely not of the Lake variety. They were kind enough to submit accounts of their travels so those of us who spent the holidays at home can read about adventuring in Peru and sailing around the Horn in this issue.

Spring will be here before we know it and our racing schedule will be under way. Those of you who have not yet renewed your membership, take a moment to mail in your \$65 dues now.

All the Board member's telephone numbers are listed on page 2 for your convenience as well as the schedule for the coming year.

Walking around the Lake before going to Round Table for pizza on Wednesday nights continues. Meet in the parking lot at the Lake Marketplace at 6pm.

The Newsletter is always delighted to receive articles for publication. So express yourself in print. Nobody remembers what you said at pizza!

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## A Word from the Commodore.

### 720s are a not always a bad thing.

The topic of attracting young people to sailing/racing has been raised in our club on several occasions of late, so I figured I'd throw out my two cents.

In days of yore, kids rode bikes, climbed trees, and played on monkey bars. They watched the Three Stooges (even though they were already 40 year old theater shorts when I was a boy). All exciting and stimulating activities as I remember them.

Today's kids ride powered scooters, and if they ride bikes much it is not for transportation so much as for flying. They climb at rock wall climbing gyms. Who has any climbable trees anymore? And you would be worried about the state of your homeowner's insurance if the neighbor kid fell out. Monkey bars have been replaced by rented inflatable "bounce houses." High visual impact interactive video games have replaced the Three Stooges. Skateboard parks, wakeboards, gopeds, freestyle motocross. Ever seen a kite surfer? The concept of "extreme" has morphed into describing a commonplace activity for young people. And the irony is transparent.

Even the venerable Soap Box Derby has taken a hit. A gravity powered race down a ruler-straight hill in a car built by the youngster driving it. When I was young, I so badly wanted to enter this sport (sadly, more of a Midwestern endeavor). Engineering melded with subtle finesse required make the most of a limited source of energy. (Sound familiar?) Commenting on the waning enthusiasm for Soap

Box Derby, a journalist recently quoted a young person as saying, "... Maybe if they had engines." Children of eight years can now race 60mph go-karts at 4 venues within 2 hrs drive of South Orange County. The financial burden on the parents is a wash.

Sailing starts to sound like piano lessons - intellectually stimulating, huge personal satisfaction, but not much excitement. Before some of you start yelling at me (which is okay, I am used to it), remember this is the perspective of the young, not mine. My daughter is five and I see it already as she jumps her Razor scooter off of curbs. My neighbor's four year old has his own dirt bike.

Other venues, with more breeze, that can often get small craft to planing speeds will have a better shot at attracting young athletes to our sport. Mission Bay and Alamitos Bay have large dinghy fleets. It has got to have some measure of thrill. It always has. The "thrill bar" has been raised.

Commodore Rick Quick  
Agree? Disagree? Another point of view?  
Send any comments to the editor for next issue.

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## Welcome Aboard

The Club is pleased to welcome the following new members:

Robert & Helga Lodge, 21361 Manzanillo,  
CA 92692

Edward & Ursula Wiscott, 28422 Acapulco,  
CA 92692

## From the Starting Line

Tony Musolino

Fellow Club members,

As Race Committee Chairman, I look forward to working with all of you to help make 2004 an enjoyable racing experience at LMVYC. Our core strength lies within our membership. Through teamwork, I believe that our scheduled events will be successfully carried out.

In accepting this responsibility, I intend to do my very best to help our Club achieve its mission objectives. Your constructive comments are welcome.

### LMVYC Sailing Schedule and Fleet Structure

These two important elements are inter-related; one cannot be viable without the other. The sailing schedule is the framework for our Club's activities. Depth in the one design classes which form our fleets must be maintained at a threshold level sufficient to provide for meaningful competition in our regattas.

The table below characterizes our One Design Classes and Fleets going in to 2004

FLEET	ONE DESIGN CLASSES								TOTAL
	C15	THISTLE	FINN	UDOM	C14.2	JRLASER	CONDOR	C14.2K	
A	4	3	5						12
B				6	7	1			14
C							1*		

Legend: \* = Variable

The challenge we face is to preserve our fleet structure by maintaining a solid base of one design class boats. Although the member boat-ownership numbering 27 is a respectable 50%, the likelihood of attrition can affect our fleets. This condition can be offset through proactive measures such as encouraging non-boat owner members to join the fleet and recruitment of new members who have an interest in sailing and boat ownership. Along this line, non-boat owner members are encouraged to take a Lake C14.2 keelboat out and sail in the regatta C Fleet.

Our Wednesday Sunset Sailing program, which Doug Sheppard continues to manage effectively, provides an opportunity for an evening of informal racing. Skippers and crew are out on the Lake honing their skills and having fun as well. So take advantage of your membership and get the courage to sail. Your enthusiasm and confidence may build up to the point that you buy a boat!

In summary, I feel confident that we can meet and possibly exceed professional standards in conducting our regattas. We have a legacy of excellence in race management and I am determined with your help to carry this forward.

*I have several copies of Tuning Guides for Thistle, Finn and C14.2 which were passed out at the Clinic. Tony.*

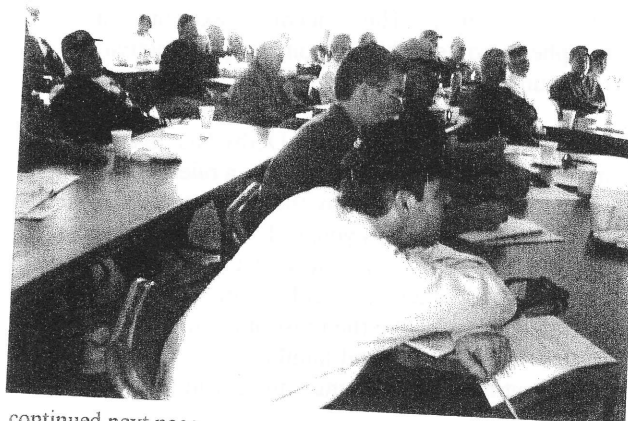
**The Race Committee:** Quoting from the Training Manual for Race Committees, "No one person can run a good race or series. It takes a good team. Each member of the race committee has an important role to play."

Among the many responsibilities of race management, I am accountable for ensuring that our race committees are appropriately staffed with a Principal Race Officer (PRO) and members to meet the needs of the various regattas which we have scheduled. Our Club is fortunate to have a number of experienced members who will be helping out during the sailing season. Some of our skippers and crew are available when their one design class boat is not eligible for certain scheduled events. Also, newcomers have come on board and have expressed interest in working on the Race Committee. We have a solid base to work from.

The Southern California Yacht Association and US Sailing jointly conduct Race Management Seminars. Last year we had a number of members, including myself attend the Seminar. This year we have at least five members who will repeat the seminar. It will be held at Newport Harbor Yacht Club, on Saturday, February 7th. If there are any members who are interested in attending, please contact me. **LMVYC-North Sails One Design Race Clinic - January 17, 2004**

The clinic was an overwhelming success. This is due to three key factors. 1. **Outstanding support from LMVA management** They accommodated us by making the Clubroom available, providing all of the required visual aid equipment, furniture, and the biology boat with an operator, to support the "on the water drills". Without the bio boat, the drills, which were fundamental to the clinic, would not have been possible. The classroom lay out was a credit to our Vice Commodore, Fon Koot.

2. **Chris Snow**, an accomplished sailor and professional sail maker from North Sails One Design, San Diego, CA, conducted the Clinic. There was a presentation, in the morning session, on Starting Tactics, Race Strategy, and Sail Trimming. The afternoon "on the water drills" enabled skippers and crew to apply their skills. Prior to the practice starts there was a lot of good coaching by Chris on sail trimming.



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included four guests, two of whom are prospective members. The afternoon session attracted twenty sailors (skippers and crew) from this group. We had thirteen boats out on the water. With LMVYC's family membership totaling fifty-four, the turn-out in excess of 50%, was beyond expectations. There were several practice starts and a few short races. Ron Meyer was a great help out on the bio. boat assisting our instructor Chris Snow by video recording the action and providing guidance to Adam Goforth, the LMVA bio. boat operator. The video will be available for critiquing by our membership. Date, time and location will be announced soon.

### And the Results;

After a brief critique of the "on the water drills" in the Clubroom, Chris capped off the program by making awards to several of our members for their racing skills in the last race where he had the C-14.2s and Lidos start ahead of the Finns.

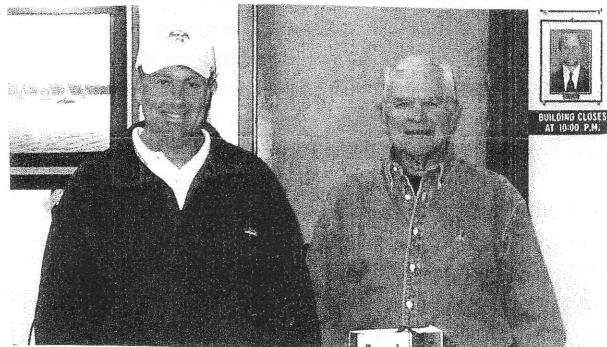
Boat	Skipper/Crew	Place
C14.2	Allyn/Sue Edwards	First
Lido14	Doug Sheppard/Donna Freeman	Second
Finn	Willi Hugelshofer	Third
Finn	Arnold Christensen	Fourth
Lido14	Chuck Seymour	Fifth
C14.2k	Bob Ruben/Ed Wiscott	Best Effort



If you notice any of our members sporting caps featuring the North Sails One Design Logo, the message is: They were out on the water developing their racing skills and had fun! Now why would Fon Koot be sporting a cap? A generous Finn skipper and Staff Commodore, Arnold Christensen apparently fouled his fellow Finn sailor. The cap was forfeited at Wednesday night pizza. Great sportsmanship Arnold! Sue Edwards tried a "dual hat award tactic" with the instructor. Although it didn't work, she did win out by leaving the Club wearing Allyn's cap. Aye, Aye Skipper!

A special thanks to our: Race Committee Members - Susanna Hugelshofer, Joe Kaltenbach, Corinne

Musolino, Vivienne Savage and Audrey Simenz. Lighter duty than normal since there was no score keeping. Fleet Surgeon and Helpers- Audrey Simenz (pinch hitting for Fleet Surgeon Tara Robison), Corinne Musolino, and Vice Commodore Fon Koot. Fon excelled in logistics that day; he was a great help to Audrey and Corinne in transporting the two huge four-footer submarine sandwiches from Subway to the Club. In summary, the clinic was a good learning experience and provided for some fun out on the water.



**Instructor Chris Snow & R/Ch. Tony Musolino**



### 75<sup>th</sup> Annual SCYA Midwinter Regatta-

**February 14-15, 2004** is the first major event of the season. With the Race Clinic behind us, our sailors are better prepared to compete. Hopefully we will see a difference in the regatta results. (Remember to send in your Midwinters race entry to Tony. ed.) Through the extra effort on the part of some of our members like Willi Hugelshofer who is reaching out to the West Coast Finn Class sailors, and Randy Tiffany doing the same for the C14.2 class, we may attract more competition this year. One design class boats eligible for entry in this regatta hosted by LMVYC are: C-15, Finn, C14.2, and Portsmouth class (Thistle & Lido 14)

**Newport to Ensenada Race - April 23-25, 2004** Our club has been asked by Ensenada R/ C Chairman David Garcia for volunteers to help staff the many support functions. Several of you have seen my notice asking for your show of interest. Typical volunteer support: Pre/Post Race Logistics, Packet Stuffing, Packet Distribution, Start Line, and Finish Line. Last year several members from our Club helped with the Packet Stuffing and Boat Check-in. It was a gratifying experience to be a part of the race committee for this major southern California event. The Packet Stuffing usually takes place about the third week of February. The Boat Check-in committee has a meeting about the second week of April. Let me know of your interest. Tony Musolino, Race Committee Chairman

On Christmas Eve 2003 Vivienne and I left Los Angeles bound for Buenos Aires, Argentina, and the start of our 3-week cruise/land trip of South America. We arrived in Buenos Aires on Christmas Day and were driven to the Crowne Plaza Hotel in the downtown area of the city. The name Buenos Aires translates to "Beautiful Air" but it has long lost that characteristic.

After settling in to the hotel and having a half-hour walking tour of the city we were all hurdled together for the "Welcome Dinner" which was served at the restaurant next door. The choice was the same as anywhere in the world, beef or chicken. The group consisted of about 200 people so you can imagine the chaos that might occur when trying to serve that many people, well it did, and it was soon apparent that the serving staff had no idea who had ordered what, and how they wanted it cooked. Was this an omen? However the saving grace was that the wine was plentiful although not the best. The next day a city tour was planned which was very interesting. We visited the old and new parts of the city, the old part being the origin of the birth of the Tango. The houses were all painted in bright colors with corrugated roofs, quite a sight. The highlight of the tour was a stop at the cemetery to visit the crypt of Eva Peron. Outside the cemetery we were entertained by a couple performing a very sensual version of the tango. The new part of the city is very modern but suffers tremendously from graffiti.

Another interesting day out was a visit to a local ranch to learn about the history of the Gauchos or as we say here "cowboys". In spite of a downpour the Gauchos displayed their magnificent horsemanship racing full speed and spearing a wedding band suspended from an overhead line. The theory being if you successfully spear the ring you will win a bride. The ranch itself was splendid with well laid out gardens. We spent a total of three days in Buenos Aires before transferring to the cruise ship "Norwegian Crown" on Sunday January 28th bound for Montevideo, the capital of Uruguay.

Montevideo was a typical Latin America city. We roamed around the city finishing up in the main plaza and the local flea market. Looking around the flea market was interesting but there were no great deals. We bought a couple of Limoges dishes, a pair of sugar tongs and an old Japanese doll. I am sure you will remember that Montevideo is famous for the Battle of the River Plate and the sinking of the German Pocket Battle Ship the Graf Spee. We left Montevideo in the early evening bound for Puerto Madryn and after a full day at sea we arrived back in Argentina around noon on Wednesday, New Year's Eve. By this time I was not feeling too well so Vivienne took the local tour of the city and the outlying area without me. This was her first glimpse of

the Magellan penguins, the elephant seals, and the sea lions. Apparently the Welsh first settled this area. Although not feeling well I decided to go for dinner, after all it was New Years Eve, but when it was served I could not eat it and retired back to the cabin. Vivienne wandered about for a little while but we were both in bed long before midnight.

The next day was another full day at sea, but for me it was a trip to the ship's doctor and \$217.75 later I came away with three different types of pills and a nose spray as well as a penicillin jab in the butt. After about three days I started to feel a little better, but never recovered fully. Well you may have guessed, just as I was recovering Vivienne started to feel ill but not as bad as I had been.

On Friday January 2<sup>nd</sup> in the early hours of the morning we arrived at Port Stanley in the Falkland Islands, and one's first impression was, why would anyone want to go to war over these islands. The whole area appeared barren and desolate. Port Stanley is the smallest and most remote capital in the world. Again the weather here was not too good but we braved it and took a trip out to the local beaches in search of penguins. We were fortunate to see two close up; apparently they come up from the beaches in search of the pampas grass they use to build their nests. In Port Stanley we met a lady and her daughter who now lives there, but originally come from Yorkshire, England. They love it and would not want to be anywhere else. They said things on the island are very expensive, everything has to be imported, but their entire medical care and all education is free. In a medical emergency they are flown to Santiago, Chile. You can rest assured they would not be welcome in Argentina.

After leaving Port Stanley and another full day at sea we arrived at the highlight of the tour, Cape Horn. As was expected the seas were very rough and it was blowing a gale, so going up on deck was not recommended. In spite of the rough seas, seasickness pills were never required. The captain announced that the Horn was clearly visible from the starboard side of the boat, and as you can guess we were on the port side, tough luck. The intention was not to sail around the Horn but just to visit it and transit to the Pacific Ocean via the Straits of Magellan. This meant that the ship had to do a U-turn. When it did we got an excellent view of the Horn and Vivienne managed to take several pictures but only through the cabin window.

After leaving the Horn we arrived at Ushuaia/Tierra del Fuego, Argentina, truly the end of the world. The weather was dry but kind of chilly, this was mid summer; what mid winter would be like, does not bear thinking about. This was only a half-day stop, we left at noon, and so we just managed a stroll around the town and then

back to the ship. It was interesting that at all these ports access to the Internet was readily available and affordable. You could get one half hour of access for \$1.00. We spent the afternoon cruising the Beagle Channel, named for the ship that carried Charles Darwin on his historic journeys, before arriving at our first stop in Chile, Punta Arenas. This was a large city compared to some of our previous stops. The town boasts lovely old mansions, two fine Salesian churches, and charming tree-lined streets. I am not sure that we found any of them, but we did visit the museum and the Catholic Cathedral.

The next two days, Tuesday and Wednesday the 7<sup>th</sup> and 8<sup>th</sup> of January were very interesting, we spent the entire time cruising the Straits of Magellan and the Patagonia Fiords. Here we saw several magnificent glaciers; the weather was perfect, clear blue skies but very cold. There was lots of snow and ice floating in the straits. On Thursday after sailing through magnificent fiords we arrived at Puerto Chacabuco, Chile, a tiny hamlet with a million dollar view. The weather had now turned bad again, so with another couple from the ship we shared a taxi and toured the local area. The cost of the taxi was \$15.00 per hour.

On our final stop before arriving in Valparaiso, Chile, we disembarked at Puerto Montt, and boarded a tour bus for a beautiful place called Puerto Varas, perhaps the nicest place from an aesthetic point of view, we had visited. This area was initially settled by the Germans and Swiss and is known as the "Lake District" of Chile, which was evident from our full day tour of the area. It is one of the loveliest regions of Chile with beautiful mirror like lakes, cascading waterfalls, and gently fuming volcanoes perpetually capped with snow. As you are well aware all of this area is predominantly Roman Catholic and the tour guide was excited because the Pope on one of his South American tours had stopped at the town of Puerto Montt.

Well the next day was our last and final day of the cruise and it was spent at sea heading for Valparaiso and hence Santiago, the capital city. We were to have two days in Santiago before heading back to Los Angeles via Miami. Valparaiso like many of the South American cities is lacking some tender loving care, but the newer part of the city is very modern and expensive. In Valparaiso we boarded a bus for Santiago and after a lunch stop, we arrived in the early afternoon, again at the Crowne Plaza in the heart of the city.

Well was the first night's dinner an omen? I don't think so. After a poor start at the Welcome Dinner in Buenos Aires the trip ended on a good note, and we were upgraded to business class on our flight from Santiago to Miami.

What about Norwegian Lines? We would not cruise with them again; they appeared to be very penny pinching.

Apart from the main restaurant there were three specialty restaurants, French, Italian, and Japanese. Although we did not visit them we were told the menus were very limited and there was a surcharge for the French restaurant. In the main restaurant, to start with, the food was poor but it got better towards the end of the cruise. This must be based on the theory, you only remember the latter not the former. The seating areas inside the ship where inadequate, on a cold and wet day it was difficult to find a comfortable place to sit, we often returned to our cabin. The cabins in general were small but adequate. I think the ship in general needed an overhaul.

Vivienne has published 39 pictures she took on the trip and they are available for viewing on the Internet at <http://msnusers.com/viviennespictures>. Click on "pictures" and then enlarge any picture to viewing size by clicking on it. I hope you enjoy reading this trip report and viewing the pictures. If you have any comments please contact Vivienne or Leonard at [lvsavage@cox.net](mailto:lvsavage@cox.net).

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### MORE RACING OPPORTUNITIES:

On March 6 and 7, Alamitos Bay Y.C. invites all sailors who are members of a SCYA yacht club to sail in the E.E. Manning series, open to any class of small sailboat, not exceeding twenty feet (20), and not having a fixed keel. Six races are scheduled. Entries accepted until 1000 on Saturday.

Breakfast will be served from 0900 to 1030. Further information available at [www.abyc.org](http://www.abyc.org)

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Also on March 6 and 7, sailors are invited to sail in the Schock Memorial Regatta at Newport Harbor Y.C. Check their web site for more information

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### Don't Bother the Race Committee, they're busy!

Came across this bit of Ensenada Race lore. Many years ago it seems that a 32 ft. sloop "Freedom", after starting the race to Ensenada, wound up in Avalon, Catalina. (That's another story!) The skipper sent a telegram to the Race Committee to notify them that he was dropping out of the race and requesting that they let his wife know, hoping to save her the long trek down to Mexico to pick him up.

The telegram was delivered to the R.C. boat... on station in Ensenada. They promptly posted it on the bulletin board at race headquarters in Ensenada.





## **Andes Explorer Trip of the Hugelshofer Family, Xmas/New Year 2003/2004**

By Willi Hugelshofer

We kept our tradition of getting away for the Xmas and New Year holidays and this time we decided on a more cultural "expedition" with Wilderness Travel to learn more about the Incas during our visit to Peru and Bolivia.

Expedition turned out to be a bit of an overstatement since we upgraded our sleeping arrangements from tents (on our Fiji trip 2 years ago) to 5 star hotels. Also, while the trip was designed for a group of up to 15 people, only the four Hugelshofers showed up so it turned into a real family trip with our very own trip leader; Kika, who took care of all the arrangements and pampered us no end. I could get used to this!

The first part of the trip brought us to Arequipa by air and then a rise at dawn (is getting up at 3 am early enough?!) bus ride to Colca Canyon where Condors are roaming during the early morning hours. We nearly missed them because Daniela had a serious bout of high altitude

sickness. Colca Canyon is around 3600 m (11800 feet for non-European descendants) above sea level and to get there, we drove over a mountain pass of 4,910 m (16,100 feet). Fortunately the bus driver carried an oxygen tank and after a few anxious minutes, Daniela got some color back and was ready to go on. The condors changed their schedule slightly and waited for us! I found out that my 3x zoom was not nearly good enough for a great shot but luckily Nikki brought along her telephoto lens and took some awesome pictures.

Colca Canyon's other claim to fame is that it is deeper than the Grand Canyon (in a place that was too remote for us to visit) and also the extensive terraces and aqueducts that the Incas built to gain land to grow their crops.

Another short trip by air brought us to Puno on Lake Titicaca where we visited the Uros



community that lives on a floating island made completely out of reed. Just about everything they have is made of reed including the sail on the reed boat we took from one island to another. I have to admit, even my old '84 Finn sail has a better luff curve than that reed sail!

A bit more modern was the Yavari – a vintage 1862 steam boat, built as a gun boat. But by the time it was delivered to Peru, the war was over and it was dismantled, transported in pieces to Lake Titicaca and served as a cargo vessel until the early 1970s when it was abandoned. A group formed in 1987 to restore this beautiful ship and they are soon planning to offer trips for tourists. See <http://proyectoavari.perucultural.org.pe>.

This evening was my turn at a bout of H.A.S. The Lake Titicaca altitude of 12,500 feet together with a Pisco Sour that I had for an aperitif turned a good dinner into an embarrassing situation where I had to be given oxygen in a five star restaurant and nearly threw up!

A bus ride along Lake Titicaca brought us to the Bolivian border where a long line of people waited for the Peruvian customs official to stamp the passports and provide the necessary forms for re-entry. Unfortunately, the customs official was indisposed and did not turn up for work! Fortunately, our local guide got us through the border, collected our passports and got the necessary stamps and forms for us when the customs official finally showed up three hours later. We used this time to visit Copacabana and boarded the Santa Rita, a motor catamaran, that took us to the Isla del Sol and served as our hotel for the night. Unfortunately my stomach got a relapse from the day before and I missed most of the hospitality and the hike on the Island of the Sun, the birthplace of the Incas.

The next day brought us to La Paz, an amazing city built into a canyon that we reached from the high plateau. About an hour drive from La Paz are the ruins of Tiwanaku. The theory is that these civilizations formed the basis for the rise of the Incas from 1000 to 1500 AD. Only small portions of the ruins are excavated – there is still lots to be discovered.

Driving in Bolivia is a rather hazardous experience and crossing the streets is even worse. Traffic lights are there for decoration only

and multilane highways have no lanes painted since nobody would stay in them anyway!

Taking off at the La Paz airport for our flight to Cusco was a bit hairy; this is the highest elevation commercial airport in the world and it appeared the plane was going to drive to Cusco it took so long to get airborne due to the thin air!

Cusco was a bit too touristy for my taste; too many pushy kids and adults are trying to sell you souvenirs! However our hotel, a 300-year-old former monastery, was the best! Building regulations prohibit any high-rises in the old part of the city and this kept it beautiful. Around Cusco are many impressive archeological sites from the Incas but on most only the foundation still exists since the Spanish took all the blocks to build their churches and in some cases, built them directly on top of the Inca temples!

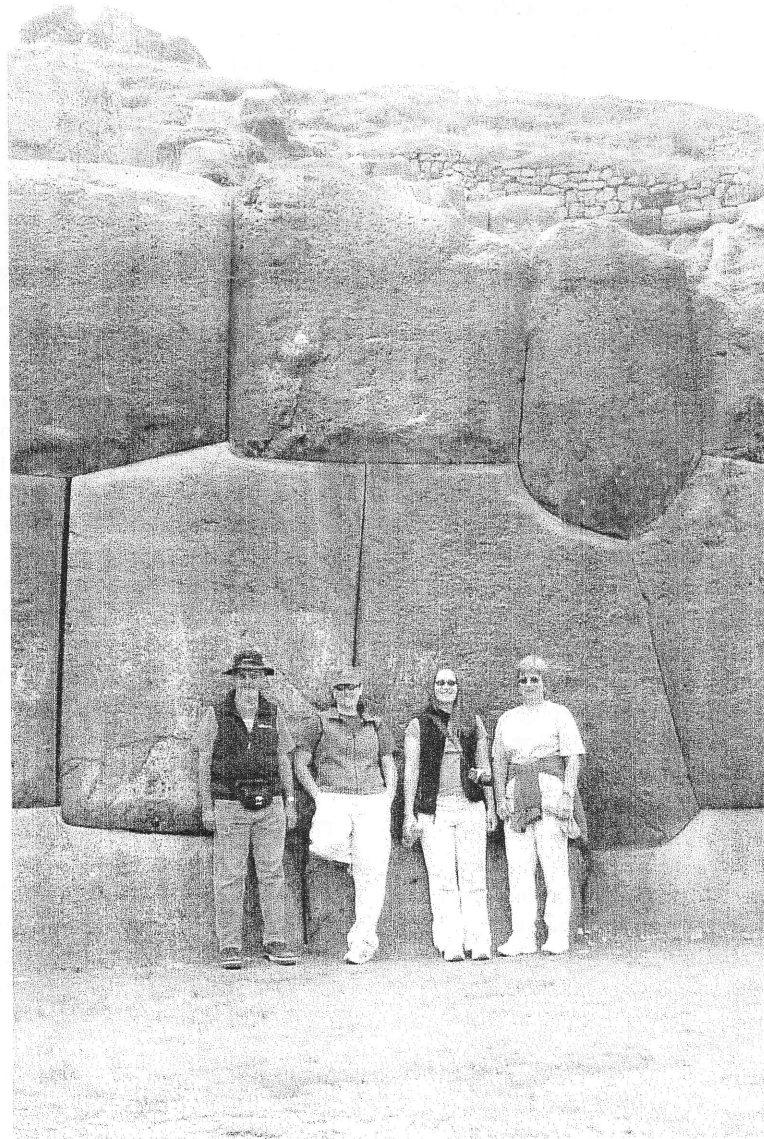
A bus and finally a train ride through the Sacred Valley, which also has many important Inca sites brought us to Aguas Calientes, the last town before riding up the switchbacks to the highlight of our trip: Machu Picchu. This Inca city, which is located high up on a mountain bordering the Amazon Jungle was never found by the Spanish and so was not destroyed by them. The vegetation of the jungle totally covered the buildings when Hiram Bingham discovered it in 1911. Today, the site is cleared and llamas and alpacas serve as lawnmowers to keep the vegetation in check.

The best view of the whole city is definitely from the top of Wynapicchu. A very steep trail leads up to the top and the key for both Nikki and myself was to avoid looking straight down since we both are afraid of heights! The more extreme portions of the trail had ropes secured to the side of the mountain so we had something to hang on to.

Staying at the Machu Picchu Lodge right next to the ruins allowed us to remain on the ruins after most other tourists had left and gave us a head start the next day.

Too soon, our trip came to an end. The train brought us back to Cusco for the flight back to Lima where we got a tour of the colonial section of the city and the rather disappointing Gold Museum. We said good by to our awesome tour guide Kika at our farewell lunch and got ready for our flight back home.





**Willi, Daniela, Nikki, and Susanna Hugelshofer outside Cusco, at Sacsay Huaman, (known as “sexy woman”!) which forms the head of a puma. This is one of many archeological sites in the area dating from the time of the Incas**