

Sharing the Pleasure

The Editors

Following in the footsteps of those two outstanding editors, Judy Lomax and John Langdon, was never going to be easy. We've had to find excuses and extraordinary advantages by hook or crook. Being half a world away from the majority of the contributors to the Journal has made a fine excuse. On the other hand, being on the far side of the dateline in New Zealand and therefore a day ahead of the majority of members is certainly an advantage as any replies we make are not merely immediate, but sooner.

There are also advantages and disadvantages in being an editorial partnership. Quite apart from splitting the burden of work, as in cruising, partners' strengths tend to be complementary. Of course an individual editor can be a sole arbiter of correctness, whereas a partnership inevitably involves considerable 'domestic discussion' and negotiation. In our case any rumblings of discontent or disagreement were shaken out of us mid-edit by the earth moving, literally, from the force of a 7.8 quake.

It is fortunate that the geographic and personal range of the logs keeps editors from becoming wholly bogged down in the minutiae of English language correctness. Even the Oxford English Dictionary's various editions cannot agree whether sailmaker (sail-maker?) should be hyphenated. Should exclamation marks be rationed, eliminated altogether or allowed only for genuine exclamations? (Oh, no!) Should we look again at what Fowler says about the use of semi-colons? How did we spell 'Mahi Mahi' (Mahimahi; Mahi-mahi) in that other log? Should café (café) really have an accent even in English?

When it comes to it, these are not essential matters of a sailor's existence. Fortunately what members have recounted in their logs is. That is what makes editing this Journal worthwhile.

In the Awards section of this Journal, the Log Judge, Judy Lomax, gives a comprehensive summary of the range of cruising experiences recounted in these pages. What remains for us are the links we have seen flowing through these varied accounts.

There are two encounters with drifting nets: in Paul Heiney's case enforcedly and in Peter and Katherine Ingram's by choice. Both accounts are instructive and illustrate the sensible seamanship that is an underlying theme of so many members' logs.

There are two deserted islands, both visited by choice rather than the result of marooning. Though in Hugo Duplessis case marooning might

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have been his fate. In both cases the mysteries of the past are involved. On Eileach an Naomh archaeological possibilities abound, while Hugo's island remains a mystery itself and possible subject of divine removal.

As befits a membership of intrepid sailors, there are several trans-oceanic passages and even ocean circuits. It is very encouraging that several of these were undertaken by younger members. Ed and Megan Clay, Edward Handasyde Dick and Oliver Wells all show that the spirit of exploration and adventure has not been transformed into a purely 'virtual' experience by social media. The two longest passages, by Trevor Robertson and Pete Hill illustrate perfectly the independence and self-sufficiency necessary for the determined voyager.

Throughout these logs there also run some fundamental themes. The obvious one is members' delight in a fresh breeze, spray rising from the bow and the chuckle or even sizzle of the quarter wave under the counter. Another is that of cruising serendipity, chance encounters with friends, old and new. Finally there is friendship. We have raced a lot. It requires team work, co-ordination and co-operation; it may involve friendship, but that is not a necessity. For us friendship is a necessary condition of cruising. So much of cruising is about experiences shared and enjoyed. In these pages the experiences and the enjoyment are shared not only with those aboard, but with us as readers. Perhaps that is a lot of what the Club is about.