

# CHA RUGGA RUGGA

Inaugural Issue

New York to Cape Cod

## Plan B — Not New York, Mostly Maine

**P**lan A for the summer has been a leisurely trip up the Erie Canal into the Great Lakes. Canada's sections of Lake Huron – Georgian Bay and the North Channel – are reputed to be magnificent cruising territory. We would then return through the Erie Canal, hopefully when fall colors are present. The only hitch this plan has been our leisurely pace. We did not get into and through the canal before the late June rains did extensive damage to the canal system closing sections for an announced two months.



We were on our way to New York City when the rains came so we decided to go into the City for the 4<sup>th</sup> of July, with marina reservations of course. The high water closing of the entire Erie and Lake Champlain canal system would surely sort itself out by the 5<sup>th</sup>. It did – closed to us for the summer.

New York on the 4<sup>th</sup> is interesting and not at all the mad house one might expect it to be. We took local transportation from our marina on the New Jersey side of the Hudson about a mile north of the Statue of Liberty down to ferry connections to Ellis Island. Ellis Island was extensively restored with museum facilities at the time of the massive Statue restoration. It was quite busy but now as at the turn of the century, it is a big place that can accommodate crowds of people.

New York's fireworks live up to their reputation. The time for the fireworks was signaled by a massive but quiet flow of boats down the Hudson – all varieties of ferry boats, water taxis, sightseeing cruise boats and private yachts. All came slowly and orderly; all led by Malcolm Forbes Jr's yacht, easily identified by the Forbes Magazine helicopter on the boat deck. First we got about 15 minutes of a heavy barrage of fireworks from the New Jersey side just north of the Statue of Liberty and then over a half hour of display from the official New York fireworks. They go up from three locations: Statue of Liberty, South Street Seaport area and mid-town over the East River. East River fireworks went up in an identical row of three. All locations were timed together and were identically choreographed. Besides being just a mass of explosions we saw interesting shapes: stars (as in stars on flags) smiley faces, rings around globes like Saturn and three dimensional box cubes. Couldn't really identify the finale because so much was going up all the time so the big bang at the end wasn't a big increase. Quite impressive.

July 5 brings confirmation that the canals will be closed so we implement a newly formed Plan B — north to Maine.





# Back In New England Waters

**T**he weather has been generally lousy. We can't go where we want to go. We can't visit family and friends along the Erie Canal by boat. We have to go to our hastily selected second choice. And to top it all off, we have been there, done that.

Then we get into Long Island Sound. The weather improves. Surroundings begin to look quite familiar. Shore line becomes rocky and interesting. The waters have transiting sail boats which remind us of our summer sailing cruises. Harbors are packed with more sail boats. Ah, it's good to be back in New England.

New England harbors are limited and crowded. The weather can be gray and raw. However, the cruising waters are magnificent. And, when the weather is good it doesn't get any better.

Our first night back, we anchor for the first time off the north shore of the Sound just around the corner from Mystic. This is new for us because we have always anchored on the south shore in the lee of prevailing southwest winds. It is a treat for us when the local yacht club sends out a fleet of Shields for an evening race.



The next day is on to Cuttyhunk, for years our traditional first night stop on cruising expeditions headed east. Now, as always, its great to get in early in order to watch the steady influx of boats into this well-protected but tiny harbor. Then we are off up Buzzard's Bay with the intent of stopping into Red Brook Harbor for some small boat recreation. On the way, we see a flotilla of Yuppies – Navy YP's or yard patrol boats – coming south out of the Cape Cod Canal. They are most certainly Naval Academy summer cruise boats. The appearance of these boats is most fitting as we ran into a similar flotilla the first time we sailed up here to go north of the canal. Our welcome back is complete.



## A Word About Cha Rugga Rugga

The phrase became a thematic watch word as the development of our boating plans went through several phases. First phase was "Keep you eyes on the prize" as we had anxious moments with the sale of our house and waited a year for the scheduled start of construction.

Then, construction started and things were chugging along. Cha rugga, rugga, rugga. Then came arrival at "The Lifestyle to which we aspire". I guess we can say we are now chugging along in that lifestyle. Cha rugga rugga.

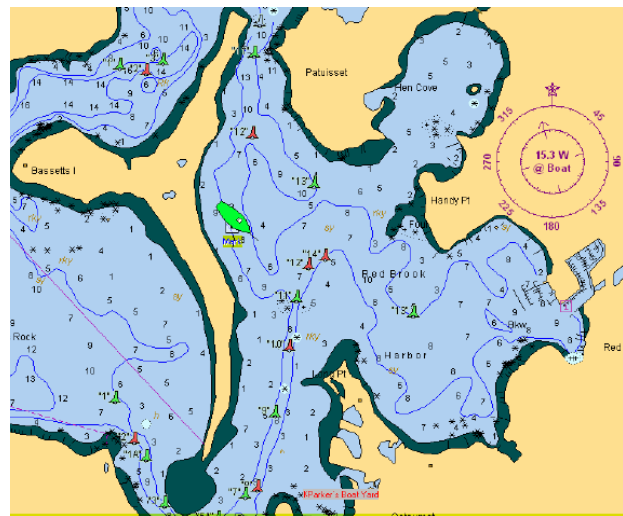


**The Herreshoff H 12 1/2 – Red Brook Harbor is home to maybe twenty or thirty of these little beauties. No finer a way to inspect a harbor. Cape Cod Shipbuilding will build you one for \$28,000 to \$30,000. Your choice of gaff or Marconi rig. Pretty much everything is extra over the base price.**

**R**ed Brook Harbor is a popular harbor both as a home port and as a cruising destination. And why not. The harbor is enclosed making it, if not a hurricane hole, a local storm hole. Getting in and out is challenging. The preferred channel to the south is both narrow and shallow.

But once inside, it's a great harbor. The water temperature is currently 78 degrees. So far, even the ocean temperatures have been higher than we remember for this time of the summer. So its swim call (and kayaking and sailing) before we head north of the Cape.

We have had two nice weekends here with a rainy blustery week in between. I wonder who got to script this weather.



**Let's Hang Out & Play –  
Over Go the Water Toys**



# Two Good Years

**O**ur boat went in the water early July, 2004. It has been an interesting two years. We often get asked if the life style lives up to our expectations. The answer continues to be that both the life style and the boat exceed our expectations.

Each week, each trip has its ups and downs. While we expected a generally long shake out period, we spent more time debugging systems and filing warranty claims with really quality marine equipment manufacturers than we would have liked. Can't imagine what would have happened had Mirage under-engineered this boat with cheap equipment. We are also spending more time than anticipated with routine monitoring and maintenance of systems. That's OK. We continue to learn to be self-sufficient and self-reliant. The effort is well worth it. We get to go to Stellwagen Bank off Provincetown to see whales in their summer feeding grounds and then maybe down to the Dominican Republic this winter to see them in the winter breeding grounds.



The boat is a well-designed, solid boat that gives us the confidence that we can routinely travel in conditions others find marginal at best and can handle being caught out in conditions others find unacceptable. A great choice for us.

Most of all, the social life of our wanderings has far exceeded our expectations and initial concerns. Our herding instincts are certainly less than most, yet we have made many new friends, great friends: people met along the way, other Mirage owners, our boat's naval architect & family, our boat builder & his family and the interesting characters they hang out with.

# OK, Now Let's Go To Maine



**10:189 am Sunday, July 16: We are into the Cape Cod Canal, under the railroad bridge headed north to Provincetown and on to Maine.**

**CRUISING NOTES FROM EAST PASSAGE**

