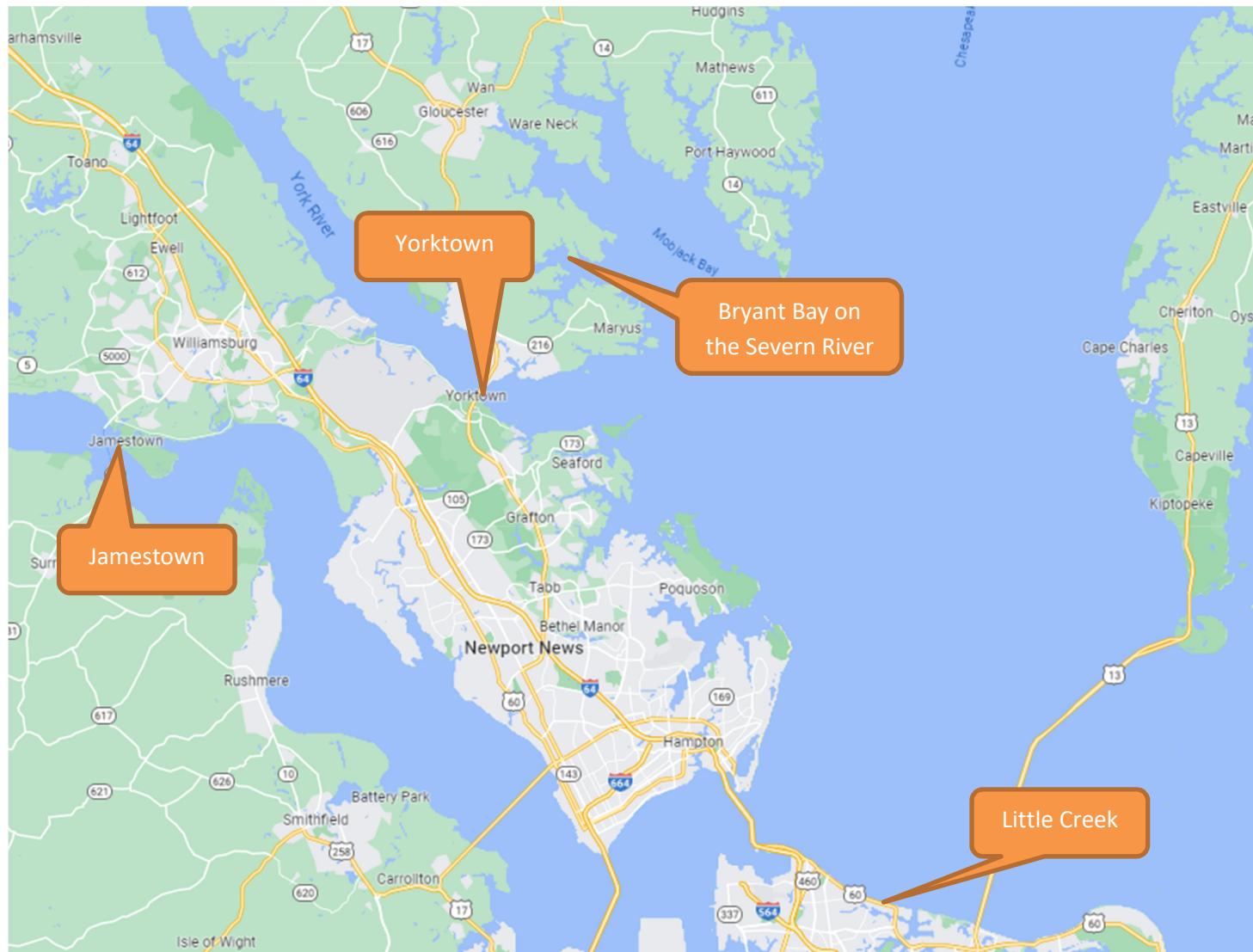


2023 Mid-summer trip to Yorktown, Jamestown, and Bryant Bay

[Click here](#) to see more sailing adventures from the Shumakers

This was the first trip on Zephyr where it was just Corrie and I. We sailed up to Yorktown and spent a few days, then we went to Mobjack Bay for a night and headed back to Little Creek after that. I'm writing this recap awhile after the trip since we've been so busy since then.



WED 6/28 & THU 6/29 – stayed at our home port at Morningstar Marina in Little Creek.

We arrived late Wednesday night. Thursday was spent doing boat projects and provisioning. I installed the new auto pilot.

FRI 6/30 – sailed to Yorktown. 31.5 NM

I had to make some adjustments to the new autopilot to get the helm to read centered properly and we also installed the stern anchor mount so that took up the morning. We left a little after 1pm to go to Yorktown. As we exited Little Creek, we had to go north east to go behind a massive cargo ship and then an aircraft carrier that were both inbound from the Ocean on Thimble Shoal Channel. We had a flood current and winds from the southeast so we made quick headway north and then west to Yorktown.

We had planned to anchor for a night in Sarah Creek on the north side of the York River. On the way in, we missed a channel marker and touched bottom before making it back into the channel. It was soft mud, so low consequence, but it reminded us to pay close attention.

I'm glad for the shallow draft, integral cutaway full keel, and protected rudder. They say there are two types of sailors, those that have run aground, and those that are lying. The anchorage was quite shallow, there was not much room to swing, and there were already a couple of catamarans anchored there. The cats swing differently since they are much more affected by windage than current, compared to our boat with the full keel. We tried anchoring a couple of times but were not satisfied with the situation. The marina in Sarah Creek didn't have any room, but fortunately the [Riverwalk Landing](#) on the south side of the river said we could come on over. We had to pull in front of powerboat and stop before hitting the main part of the T dock so I was a bit nervous. We came in at a fairly sharp angle and some momentum. I turned sharply to swing the stern towards the dock, and then handed them a midship aft spring line and a stern line. The dock hands there were great and we tied up without any drama. We celebrated with a meal at Yorktown Pub, which has a great crab cake sandwich.



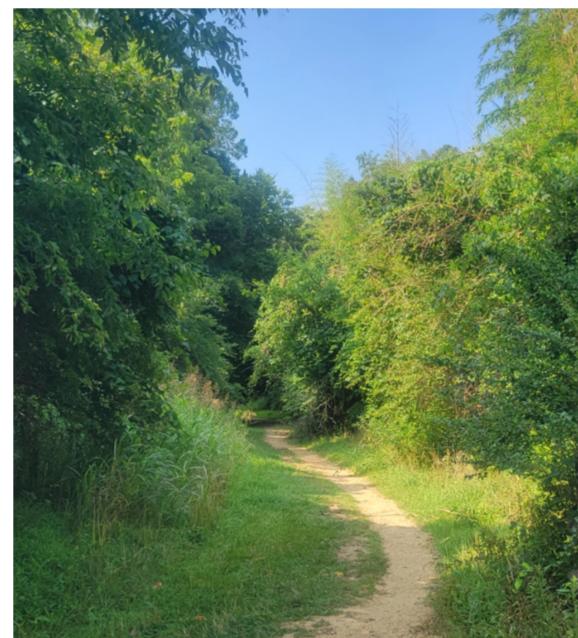
SAT 7/1 – explored Yorktown

Yorktown has a nice riverfront area and it was a popular place for the holiday weekend. There are a couple of schooners that take people out for sails along the river and we were docked right across from us. We walked on the path alongside the river and then up through the old tobacco Road path up to the Yorktown battlefield and went for a walk led by a ranger. We happened to be at the site of the [decisive engagement of the American Revolution](#) on the Independence Day weekend. By late morning it was getting really hot so we took the free trolley back to the boat. After lunch we took the trolley to the [American Revolution Museum](#).

It was very well done, probably the most engaging museum that we have been to. In addition to the inside exhibits and videos, they also had a living history area outside with a revolution era farm and a continental army encampment. It's definitely worth checking out if you're in the area.



Shipwreck shown on side scanning sonar



SUN 7/2 – Jamestown

We took an Uber to the [Jamestown Settlement](#), which is run by same organization as the museum we went to in Yorktown. The National Parks Service also has a Jamestown site, but we were really impressed with the museum in Yorktown and we got a discount with a combo pass so we just went to the Jamestown Settlement. They also have a museum with exhibits as well as a living history area outside which a fort, a Native American town, and re-creations of the ships that brought first permanent English colonists to Virginia in 1607.

When we got back to the marina, we could see that our boat was bucking from the swell that built up as the wind had shifted to funnel the wind and waves up the river to where we were at. We added extra lines and fenders to make it easier on Zephyr until the wind shifted and things calmed down again. For a while we had our side of the big concrete dock to ourselves so I took advantage of that to roll out the marine carpet that I had bought and cut into the shape of the cabin sole. I had made templates by using posterboards that I taped together. It came together well and covered up our cabin sole which needs to be refinished sometime in the future.

While we were on the dock other boaters came by to chat. We talked with the owner of the nicest version of a [Deadrise](#) that we've ever seen. He converted it from a crabbing boat to be used for recreation. Some guys in a small powerboat came by and offered to show us a wreck of the [British Brig Betsy](#) on his side scanning radar, so that was a fun impromptu boat ride.



That evening, we came back from taking showers and a Cape Dory 30 motorsailor had just arrived right next to us. Apparently he had some docking difficulty and got tangled with the stern anchor which we had just mounted the day before. Fortunately there was no damage. Earlier a ketch had arrived on the same dock, skippered by Ron – yes, Captain Ron. He looked the part as well. We ended up touring each other's boats and hanging out for a bit. One of the great things about being on a boat is getting to meet the other boaters. Everyone has some good stories to share.

MON 7/3 – Yorktown to Bryant Bay, 20.5 NM

On Monday, we waited for slack water since it can be a tricky exit due to the strong currents. We had sails up for a while but the wind kept fading so we eventually turned the motor on after we exited the York River. It was calm enough that a couple of butterflies and dragonflies decided to hitch a ride on Zephyr for awhile. One of the dragonflies actually landed on my face briefly. One of the butterflies came inside and decided to stay for the night, perched on our table that was stowed. We made our way up in into Bryant Bay on the Severn River, which is towards the southern part of Mobjack Bay. It was late afternoon and the sky to the south was looking dark and ominous. We were also hearing weather warnings on the radio. Fortunately, it was still calm while we set the anchor. There was only one other boat in the anchorage so we had plenty of room to put out plenty of scope and we were not too close to shore. Just a few minutes after we anchored, the wind picked up to around 20 knots for awhile and then gusting to high 20's. There was plenty of activity on the VHF radio. Motor Vessel Soggy Bottom had to be towed. Sailing Vessel Limping In required assistance from the Coast Guard. It seems that some people are tempting fate when they name their boat. We felt glad to be in a safe anchorage while the storm passed through. Fortunately our anchor didn't budge and this built our confidence in our ground tackle. It took some time to spray off all the mud when we hauled in the anchor the next morning.



TUE 7/4 – Bryant Bay to Little Creek, 32 NM

On Tuesday, we made our way back south to Little Creek. We sailed for a bit but then had to motor once the wind died. As we made our way through the channel, we saw another sailor we knew exiting the channel. That evening we took the dinghy over to a restaurant across the creek, and then took a dinghy ride up the creek after dinner.



The rest of the week we worked remote and made progress on boat projects.

I stayed for an extra week after Corrie came back to Omaha.

Some of the boat projects included:

- Pouring the Spartite mast boot
- Used my DIY Hookah system to clean the bottom for the first time. The wetsuit that I got for diving/surfing on a semester abroad in Australia over 20 years ago still fit... barely!
- fixing the wiring for the chargers that we added to the helm
- fixing the high water alarm
- installing a new pump and accumulator for the fresh water system.
- Hanging photo of our first Zephyr, the Rhodes 22 in the salon.

Wiring for the autopilot
required some boat yoga

