

Cruise to Urbanna, Virginia

September 11 – September 20, 2026

For those of you familiar with the plan for this cruise, you will note the actual cruise only marginally resembles the original plan. However, we had a great cruise to beautiful places that were new to us.

Friday, September 11: We woke up to a higher wind forecast than expected – with winds predicted to gust from the north above 25 knots. The plan was for Divided Sky, Mistral, and Shaken-Knot-Stirred to sail to Solomons Friday and cross the Potomac Saturday before the winds increased and shifted to the south. Shaken-Knot-Stirred had only planned to join the cruise to Solomons and then return to home port the next day. After consulting with the group, we decided that Divided Sky and Mistral would



proceed as planned. Shaken-Knot-Stirred stayed in port. Mistral left the dock at 9:30am. Divided Sky proceeded to Knapps Narrows Marina for fuel and water before “bumping her way” out of the western side of Knapps Narrows to the bay. The winds were 9-10 out of the north. Mistral sailed for ½ hour, but we realized we would not make Solomons until 6:00pm. We turned on the engine and motor sailed. We met Divided Sky just south of the entrance to the Choptank. We motor sailed together to our anchorage in Mill Creek. Denny was joined by his son, Brad on the cruise. They came over to Mistral in their dinghy for drinks and snacks. We enjoyed conversation and planned the next day of the cruise. We hoped to cross the Potomac and get to

Reedville, but the forecast was for winds out of the south east and higher initially forecast.

Saturday, September 12: We consulted at 8:00am and decided to proceed as planned. The winds were southeast 15 – 20 knots, with higher gusts, and the waves were 2-3 feet. We motor sailed and had a very bumpy ride down the western side of the bay into the wind and waves. We had enough of the rough ride as we approached the Potomac and changed our destination to Smith Creek on the north side of the river. After rounding Point Lookout and starting up the Potomac, we had a much more comfortable ride and sailed to the entrance of Smith Creek with the winds behind us. There were two boats “permanently” anchored in Smith Creek plus one other boat. We were able to fit our two boats between them. Denny and Brad came over to Mistral for “happy hour.” We were happy to be anchored for the night.



Sunday, September 13: We talked at 8:00am about Sunday's destination and came up with three options, depending on the weather. Our planned destination had been Fishing Bay, Deltaville. We added two other options ---- Mill Creek, Reedville or Indian Creek off of Fleets Bay just north of the



Rappahannock. We would decide as the day progressed. The winds were 10 – 15 out of the NE. The swells were tolerable. The winds and the weather made for a pleasant day on the water. We decided on Fleets Bay as our destination. We explored Indian Creek, motoring 3 miles to the top of the creek, where there is a small marina, and anchored in Pitman Cove. Brad transported us by dinghy to Divided Sky for cocktails. It was very hot and humid that evening which made sleeping difficult.

Monday, September 14: Upon awakening, we found the winds were already 15-20, gusting 25 from the northeast. Mistral called Divided Sky, and we decided to try for an anchorage in Deltaville which was only 15 miles to the south. The winds would be mostly behind us, and we would be able to get fuel and other services there. The winds and swells (2-3 feet) were on our port side until we rounded Wind Mill Point to cross the Rappahannock. After that, the swells were behind us, as were the winds, which were mostly 15-20 with a few higher gusts. Mistral tried calling Jackson Creek Marina to make sure their fuel dock was open, but got voice mail. So, we called Fishing Bay Marina, and they were open. We got fuel and a pump out and anchored before noon at the very top end of Fishing Bay to be well protected from the northerlies. Divided Sky went to Jackson Creek Marina. They docked themselves



and went on shore to find someone to service their boat. Afterwards, they joined us in Fishing Bay for a quiet afternoon and cocktails on Mistral. The winds remained high overnight, but we were well protected.



Tuesday, September 15: Divided Sky suggested changing our destination and going to Urbanna a day early, because Brad had to leave the cruise the next day. His wife, Kim would be picking him up in Urbanna around noon on Wednesday. If we went a day early, Brad would have time to see the town. So, we changed our reservation at the marina. We had a more leisurely day, leaving the Fishing Bay



anchorage around 9:30am. The winds were light. The weather was warm and sunny. We had a enjoyable journey up the Rappahannock. The river is very wide, wider than the Choptank, but reminiscent of the Choptank with homes dotting the shores and creeks and rivers with anchorages. We motored past two such areas, Carter Creek and the Corrotoman River where we had hoped to spend a night in each. However, that was not to be for this cruise.

We arrived at URBBY Marina around 2:00pm. The owner, Andy, and his wife were in Boston for a trade show. As they have no employees, they arranged for us to have help docking by people working for other businesses at the marina. We met some very helpful boaters who gave us the codes for the bath house and showed us around. The marina is just a block from the town's main streets. We walked around town and found a drugstore, IGA supermarket, and a few small shops and restaurants. Most things were closed on a Tuesday.

We all got together for "Italian Night" on Mistral. Denny and Brad brought spaghetti with meat sauce and shared a loaf of Italian bread they had bought at the IGA. Mistral's crew enjoyed penne with Italian sausage.



Wednesday, September 16: This was the day for boat chores, laundry, and provisioning for Mistral. For Divided Sky, it was the day for Brad to leave the cruise and return home to Gap, PA. In the morning, Brad set up the radios on Mistral and Divided Sky to use Digital Selective Calling (DSC), which allowed us to do direct calling between the boats using our MMSI's. It was also the day that Whisper would join us in Urbanna, arriving late morning. Brad's wife, Kim arrived around 1 pm. Her parents, both in their 90's, had come along for the ride and to see Divided Sky. We bid farewell to Brad. We had enjoyed his company and companionship on our journey.

A surprise was the authentic NY Deli located at the marina. We had wonderful hot pastrami and Rachel sandwiches for lunch and bought lox and bagels for Thursday's breakfast. The owner was Ukrainian born, but has lived many years in the U.S. His employees were all Ukrainian refugees from the current war.

In the evening, we had a group dinner at the Something Different restaurant. Smoked beef, chicken and fish, along with homemade sides and desserts made for a tasty evening. Whisper's crew also purchased home baked raisin bread and ordered a gingerbread cake with hard sauce to be picked up the next morning. Delicious food and drink are always a hallmark of CSSM cruises.



Thursday, September 17: Divided Sky and Mistral left Urbanna at 8:00am the following morning. Whisper remained an additional day in Urbanna. The long-range forecast was for a dramatic change in the weather starting early the next week. So, the attention of all three boat became arriving at our home ports before then. We would monitor each other's progress along the way.

Divided Sky and Mistral picked Reedville as the destination. Winds were light in the morning. It was sunny and pleasant. We motor sailed the 15 miles down the Rappahannock to the bay. The winds increased in the afternoon to 10-15 from the south. At the entrance to the Great Wicomico, we encountered a pod of dolphins diving under our boats. When we got to Reedville, Divided Sky led Mistral up Cockrell Creek past the menhaden factory, complete with the usual fishy odors, for a tour of the town and anchorage. Mistral had never anchored there. The winds were to shift overnight to be 10-15 out of the north. Based on that prediction, we decided to anchor in Mill Creek. The forecast also did not favor a Potomac crossing the next day. So, we also decided our next destination would be Crisfield and reserved slips at Somer's Cove marina.

Denny rowed over to Mistral for drinks and snacks. We spent a quiet night in Mill Creek. There was only one other power boat anchored with us.

Friday, September 18: At 8:00am we left the anchorage. At that time, the winds were only 7 – 8 knots



from the north. We decided to try for a Potomac crossing with Solomons as our destination, but we did not cancel our marina reservation in Crisfield. As we motor sailed north, the winds increased, and it was clear that Crisfield would be our destination. With the northerly winds, we quickly crossed the bay to Tangier Sound. From there, we turned into the wind and tacked a few times to go north up the sound. The closer we got to Crisfield, the more biting flies found our boats. Both boats arrived in Crisfield with broken fly swatters. We were very happy for the helpful dock hands that assisted us into our adjacent slips. Denny enjoyed dinner on board Divided Sky, while we went to a new restaurant in Crisfield. Our dinner was pretty much a disaster with no

sides arriving with our entrees after waiting an hour. After dinner, we discovered that the gate code to get back into the marina didn't work. We walked along the fence and eventually found an opening we could get through.

We learned that Whisper had sailed to Reedville, instead of her original destination of Onancock.

Saturday, September 19: The winds were already coming up out as we departed the marina before 8:30am. Dave helped Divided Sky off of the dock. There was 24-foot sail boat docked in a nearby slip. That couple's destination was the Wye River. The gentleman from that boat helped Mistral leave the dock. We admired their spirit of adventure.

With winds 10-15 out of the northeast, we were able to go north on Tangier sound with just two tacks. We passed Solomon's Lump Light and Deal Island, plus the entrances to the Wicomico and Nanticoke Rivers. By then the winds had decreased to less than five knots. So, we motored through Hooper's Light Strait passed Bloodworth Island to port and Bishop's Head and Lower Hooper Island to starboard.

Beside the impending weather change, Denny had another motivation for getting home as soon as possible. He was in charge of the men's breakfast at his church the next morning, including making the pancakes. He had been hoping to get home in time to be there all along. So, as we passed Hooper Island Light, we calculated his arrival time if he kept going north, while we continued on to Mill Creek in Solomons. It looked like he could make it to his dock in Dun Cove around dusk. He decided to go for it.



We went on to the Mill Creek, Solomons anchorage and enjoyed a quiet night. When Denny called at 6:30pm, he was two miles from Dun Cove. Meanwhile, Whisper had left Reedville and gone up the Potomac to anchor in the Coan River.

Sunday, September 20: Mistral left Mill Creek at 7:30am. The winds were expected to be from the south east at 10 -15 with 20 knot gusts. The waves were 2- 3 and uncomfortable on our starboard side until we could turn more north toward Cove Point. The wind was due behind us most of the way, and the swells were ever present. We timed our crossing of the main channel to avoid three commercial ships, watching all of them pass us within 20 minutes. We were safely in our slip in Oxford at 1:30pm.

Whisper texted that they had made it to Solomons and anchored in Back Creek.

As an after note, Whisper arrived safely at her home port in Oxford the next afternoon. The ride was a bit bumpy to begin with, as the winds were initially over 20 knots out of the northeast. The winds diminished as they made their way north.

Boat Nights: Divided Sky - 9

Mistral - 9

Whisper – 1

Submitted By: Dave and Barb Taylor, Cruise Captains

