

De la Rosa covers 40 more km and reaches the north turn point, after a punishing launch

Fin damage, first north turn, and sighting of seals and narwhals along the way

Nunavut (Canada) · July 23, 2026

Spanish explorer Antonio de la Rosa completed this Wednesday, July 23, another 40 kilometres of navigation and reached the north turn point, a key geographical milestone marking the first strategic course change since the start of the crossing. The day also brought a technical incident: the board fin was damaged during a particularly complex water launch amid heavy swell, though it remains functional.

With this progression, De la Rosa has covered 80 kilometres in the last two days of effective advance and confirms he has fully seized the favourable weather window ahead of the wind shift forecast for the weekend.

A punishing water launch

The day began with the hardest stretch. The point where Antonio spent the previous night was heavily exposed to swell, and getting the board and all his gear into the water between waves proved the toughest moment of the entire day. The launch operation, which would normally take minutes, took him close to **a full hour**, in intense morning cold and with a strong tailwind that added to the difficulty.

A technical setback: fin damage

During that launch, the board fin **was damaged** by impact with the bottom amid the swell. The fin is a **critical component for the manoeuvrability** of the craft: without it, the directional control of the board is seriously compromised. For now, the piece is still fulfilling its function, and De la Rosa was able to complete the 40 kilometres of the day without further incidents.

The explorer has identified an **alternative plan** in case the damage worsens: he could improvise a fin using the board's rudder, though Antonio himself acknowledges it would not be an optimal substitute. His original preparation included **two spare fins**, but a logistical transit incident left them out of the expedition: the box containing them broke during the Montreal-Ottawa transfer, and the pieces never reached their destination.

Good pace and arrival at the turn point

Once the initial stage was cleared, navigation ran smoothly. The tailwind and favourable currents for most of the route allowed De la Rosa to **maintain a high pace** and reach his daily objective. The final five kilometres were covered already against current, which prompted the decision to stop and await better tide synchronisation for the resumption.

The stopping point lies **exactly where the planned route turns north**. It is the first strategic course change of the crossing and marks the end of the initial east-west approach phase. The location also offers much better conditions than the previous camp: sandy beach without rocks, moderate wind and viable access point.

The sun returns and spirits recover

On reaching the stopping point, conditions turned in his favour. The wind eased and, **after two or three days without sun**, the light finally returned to camp. De la Rosa reports optimal sensations and a clear anim recovery after the previous days of harsh weather. His voice dispatch reflects the composure with which he is facing this phase of the crossing:

"I feel perfect. I'm going calmly, step by step and without forcing anything. I came very well prepared for this expedition, and let's see what fate has in store, but I feel very well and with plenty of strength."

Encounter with Arctic wildlife: seals and narwhals

The day also brought a moment of high natural value. During the navigation, De la Rosa reported the **sighting of several seals and two narwhals** (*Monodon monoceros*), the celebrated Arctic cetacean known as "the unicorn of the sea" for the long spiralled tusk that males develop. The region in which the explorer is currently located —Baffin Bay, Eclipse Sound and the waters around Bylot Island— hosts **the majority of the world's narwhal population**, and Pond Inlet, the expedition's starting point, is recognised as one of the leading narwhal observation sites on the planet.

This encounter with Arctic wildlife will be the subject of a forthcoming **short documentary** to be released by german.rbc on the expedition's official Media Center, featuring material from the explorer, archival footage and dedicated narration.

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Press accreditation and resources: germanrbc.pro/acreditacion/

WhatsApp channel (broadcast): whatsapp.com/channel/0029Vb96ROu3QxS0nDoZiQ1p

Live satellite tracking: tracktherace.com

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Date	July 23, 2026 · Day 6 of expedition
Distance covered	40 km · 80 km accumulated over two days
Current position	72.755°N · 79.537°W
Geographical milestone	North turn point · first strategic course change
Technical incident	Fin damage during water launch
Fin condition	Functional · under watch · alternative plan foreseen (rudder)
Launch	Nearly 1 hour to enter the water due to heavy swell
Conditions	Cold morning · strong tailwind · sun on arrival
Currents	Favourable most of the day · against in the last 5 km
Current shelter	Sandy beach without rocks · moderate wind · good conditions
Communication	Garmin inReach Mini · voice dispatches via satellite
Explorer's condition	■ Optimal · fluid communication · spirits recovered
Wildlife sighted	Several seals and 2 narwhals (<i>Monodon monoceros</i>)
Coming soon	Short documentary on the Arctic wildlife along the route