

The first leg from Lisbon to the Cape St. Vincent mark was uneventful. Steady wind, start on Monday evening, rounding on Tuesday morning. Easy going.

The second leg to Cadiz was a bit more tricky. At first the wind gives the fleet a good push, which means squeezing every last second isn't that important. Then one needs to get around a big blue spot in the Gulf of Cadiz. Here setting up the best entry is critical.

Because the route goes north of the blue spot I tried to stay north of the fleet. That didn't work out all that great. Even so I did end up in a good position with Dingo and rumskib as the main adversaries.

The final gybe on Tuesday evening was critical. By staying north I had the advantage of gybing last. I had the choice of covering Dingo who gybed first and was a bit behind me, or to follow rumskib who would be dead even. Of course I choose the former. After a night of drifting I did come out ahead of rumskib and Dingo. From there it was only a couple polar hops left to the line.

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