

Sea Kayaking along Croatian Adriatic Coast in Only 13 Days

Three kayakers, three kayaks and paddling adventure that took place along the entire Croatian coast during 13 days. They kayaked alone, without any extra boat support and they passed 337,92 nautical miles (625,83 kilometres) of the Adriatic Sea in 13 days with average speed of 2,38 Nm/h. Real Odyssey adventure among thousands islands of the Croatian Adriatic!

Web address where you can find map and photographs of that journey with recorded positions and times: <http://picasaweb.google.com/Domagoj.Ton/KajakomZaSuncem>

Day first, Sunday, 22 June 2008

Our journey started at the Cape Prevlaka, situated on the southeast part of Croatia near Montenegro border. We arrived by car three days before and slept in the Park Prevlaka (<http://www.prevlaka.hr>). We came in the Park Prevlaka without any previous arrangement and were more than warmly welcomed by the staff.

My kayaking friends, (members of the Canoe Club Končar <http://www.kanuklubkoncar.hr>) Stipe Radelić and Dragan Krajcar, and my humble self, Domagoj Tonković, waked up before dawn and packed the equipment in the kayaks. During packing I noticed that I had forgotten to take my maps of the Croatian coast, but fortunately my friend Dragan had them. We navigated using maps of the Croatian coast released by the Croatian Hydrographic Institute (http://www.hhi.hr/katalog_hr/k_obal.htm). Besides maps, my friend Stipe also had a GPS device. Watched by a reporter, we cast off at 6:30h from the entrance to the Park Prevlaka in the Gulf of Kotor. It was a nice sunny day, there was no wind and the sea in the Gulf of Kotor was calm. We were paddling for about 10 minutes towards the Cape Oštro, the southeast point of Croatia and took some pictures of old Austro-Hungarian Empire fortress and mountains of Montenegro. Our plan for that day was to reach old town Dubrovnik.

We continued to paddle near the coast of Konavli in Dubrovnik direction. The Coast of Konavli is made of high cliffs and there is no place for landing until the cove "Šuplji kam". We needed a break and found a small beach in that cove to rest. The heat was unbearable and the sand was so hot that it was almost impossible to walk without shoes. After the brake, we paddled towards the Islands of Cavtat and there at the island of Mrkan we decided to take a lunch break. Being extremely aware of the importance of liquid and good nourishment, besides regular meals, during paddling, we were eating energy bars.

After lunch, we slept for about an hour. Generally, the paddling plan of our journey was to wake up very early in the morning, paddle, take rests during midday heat and blow of mistral (maestral) wind and then to paddle again until nightfall.

After break for lunch, our paddling continued in the direction of the old town of Dubrovnik and the twilight has already begun to appear when we entered the old Dubrovnik harbour at 19:00 hours. We renewed our water supplies at Onofrij fountain at Stradun, the main street of Dubrovnik old town.

Night was falling and we cast off to find suitable place for lodging. We had to leave the inhabited area and marked, by means of chemical lights, our paddling route through the night. One could only imagine that breathtaking picture of kayaks at the sea and wonderful starry night sky. There in the dark we set our eyes on a lighthouse at a small island of Greben, where we found a suitable dock for landing and we took out our kayaks. That night we spent near a remarkable ancient Austro-Hungarian stone lighthouse with seagulls everywhere.

It was about 23 hours and we went to sleep in our sleeping bags.

That day we passed 30,24 Nm (56 km).

Day second, Monday, 23 June 2008

We woke up at 4:30h and at 6:00h we cast off. We paddled near the cliffs along the south shore of the island of Koločep, then the north shore of the island of Lopud and the south shore of Šipan island. There was no place for landing. Having passed thru the Harpoti passage, we entered the world of calm sea and green woods entirely different than the scenery we had encountered until then. No doubt, a place of remarkable beauty. At north shore of the island of Jakljan, one could find numerous beaches with forest and shade. The sun was high and we desperately needed the shade. We chose one beach for the place of our lunch break and rest. Our friend from Zagreb sent us by mobile phone the weather forecast information that he kept sending to us during the entire trip. Needless to say, that it was of extreme importance to us.

After break, there we were, paddling again, that time among very beautiful small islands with forest and we recovered our water supplies from one big tourist boat anchored nearby.

From the cape Vratnik we started to paddle along Pelješac Peninsula straight to a small harbour in Papratno Bay. Although I wanted to stop and take a short rest since the coastline was sharp and I assumed that landing would not be possible within next few hours, unfortunately, the rest of the team was against it and we decided not to land at Papratno Bay after all. So we paddled and paddled along that sharp coast, with not too strong wind and sea current against us. We have long been exhausted by paddling and the twilight became to appear on the horizon. There was still no place for landing, the sea was calm and we were prepared to paddle whole night long if necessary.

Then, we met one local boat and a man on the boat told us that only few kilometres away we would find a bay for landing, but warned us about the possibility of encountering snakes.

Shortly, we found this lovely Sapavica Bay. There were three little bunkers with flat roofs for boats and we slept on them. During the starry night, the air was cold and full of moisture.

That day we passed 27 Nm (50 km).

Day third, Thursday, 24 June 2008

When we woke up at 3:30h, it was still dark and at 4:50h we cast off.

After big Žuljana Bay, Pelješac Peninsula is becoming gentle with a possibility of landing and there are villages with vineyards of famous Dingač vine. After landing and short rest taken near the village of Podbuće, we paddled in the direction of Korčula old town. Sea was calm and the day was very hot. There was no wind. We paddled in the middle of Pelješki channel and we suffered an extremely hot day. Finally, we took a short break near an old stone monastery in the forest shade at very lovely Badija Island. We fed a deer ☺ and then we paddled to very picturesque old town of Korčula (birthplace of Marco Polo) where we took a break for lunch, recovering supplies and throwing inorganic waste (we carried all our inorganic waste with us in the kayaks). After lunch the mistral wind started to blow so there was no sense in casting off. We rested in the shade of Korčula old walls. I noticed that blisters had started to form on my hands, so my friend gave me gloves to protect them. Needless to say that the importance of being fit and in good shape is essential for our journey.

The gloaming began to fall and we cast off in spite of rough sea. We had to leave the inhabited area.

More paddling. That time across the Pelješac Channel in direction of the lighthouse at Cape Sv. Ivan. The night was falling and we were wearing chemical lights. In the dark it was difficult to notice that a strong sea current near Pelješac coast was against us and there were times when we did not move a mile and were paddling without any progress. Exhausted by the sea current we decided to lodge near a small modern lighthouse at Cape Sv. Ivan. There was a small dock suitable for landing. It was around 23:00h when we went to sleep. I was sleeping in a sleeping bag and my friends in a tent. The sky was filled with stars making the night magnificent.

That day we passed 24,3 Nm (45 km).

Day fourth, Wednesday, 25 June 2008

It was 3:30h and time to wake up. At about 4:50h off we went. The plan for that day was to traverse the Neretva Channel and go from the Pelješac Peninsula to the island of Hvar. We wanted to take advantage of the sea calmness in the early morning. We took our last rest on Pelješac on a beach near a lighthouse on the cape Lovište. We knew that on the south coast of Hvar Island there were plenty of nice beaches and that in case of stormy weather we would have no problem with landing.

At approx. 9:30 h we were near the coast of Hvar and we choose a little bay of Smarska with nice beach for landing and resting. After small meal at beach and recovering water supplies from friendly Czech tourists, we were paddling near the coast of Hvar. By reaching the island of Hvar, we were entering the area of genuine Dalmatia, characterized by a gentle area of lovely beaches, smells of pine trees and sounds of cricket. What a nice difference from a rough coastal area of old Republic of Dubrovnik! We spent lunch time and took our rest in a bay near place of Črvanj, and then we paddled towards the cliffs of Sv. Nedjelja. We knew that there was a house for free climbers and that the owner was friendly to adventurers of all kind. When paddling in the vicinity of the coast in Sv. Nedjelja direction we encountered a strong opposite sea current and we advanced very slowly. Finally, at twilight we approached the cliffs. That area is especially convenient for free climbers and two Czech girls were climbing on the cliffs while we were entering a little bay hidden between huge rocks.

We were permitted to sleep on the beach and we enjoyed the nice company of the climbers and wine by the candle light coming from the nearby house.

I felt pain in my arm and exhausted by sea current, although I was feeling fine and to be in good strength before we were forced to cope with the ruthless sea current. It was about 22:00h and we were sleeping already - my friends Stipe and Dragan in the tent and I in the sleeping bag. During the night the place was full of mosquitoes and I was wandering how free climbers were getting rid of them.

That day we passed 28,08 Nm (52 km).

Day fifth, Thursday, 26 June 2008

We woke up before the dawn at 4:30h and at about 5:50h we were heading in the direction of the old town of Hvar. My friend Dragan got blisters on the hands so he had to protect them. At about 8:40h we entered the old harbour of the Hvar old city. There were plenty of tourist boats, which disturbed us a little since we were used to be almost alone on the sea with almost no boats. The day was terribly hot, especially in the city, and after recovering our water and food supply and having a quick meal we cast off in the direction of the north coast of famous Pakleni Islands. Near the Pakleni Islands my friend Dragan helped one tourist to get into the powerboat. I did not have enough physical strength to help them, actually I had none, because I constantly suffered from strong pain in my arm caused by struggle with yesterday's current. The tourists were grateful and thanked us by offering us wine with tasteful prosciutto sandwiches. Slowly we headed back to the Hvar Island to the cape Pelegrin.

Near the cape Pelegrin on the Hvar Island we entered the small bay of Spilica to take rest and food before crossing channel of Hvar on our way towards the island of Brač. Sea was calm and the weather forecast was good so we paddled to the cape Zastup on the island of Brač. Having reached the Brač Island in the gloaming, we crossed the channel called Splitska vrata (Split Gate) on our way towards the island of Šolta. It was already getting dark when we entered the deep bay of Travna on the island of Šolta. By then I felt pretty much tired.

We were talking with German sailboat tourists who had a picnic on a small beach and sang. After supper we crawled into our sleeping bags and at about 21:00h we fell into sleep.

That day we passed 22,68 Nm (42 km).

Day sixth, Friday, 27 June 2008

As usual, our wake-up time was before dawn at 3:30h and we cast off at about 5:00h.

South coast of the Šolta Island is rough and steep, but with deep bays protected from the sea. During paddling close to the cape Marinca at the end of Šolta we noticed fins on the surface of the calm sea and soon we realized that a bevy of dolphins were swimming and jumping at about 30 meters distance from us. As fishermen told us, it would not be impossible to notice blue sharks, although on rare occasions. Dangerous shark species are rarely found in the Adriatic Sea.

We were paddling further near small islands across the channel of Šolta. There was no wind and the day was extremely hot. We took a short brake in the bay Pernatica at the island Drvenik on our way towards the Arkandel (Archangel) Island. My friend Dragan started to suffer from the problems with blisters on the back caused by the kayak seat. As for myself, the rough salty clothes started to cause problems on the skin of my back. We landed on the flat stone coast at north side of the Arkandel Island. During the landing my friend Stipe slightly injured his leg, a small wound, but given the salty environment we had to be very careful with wounds and treat them with caution. On the other hand, after strange feelings in my stomach I realized that a hot day had spoiled a part of my isotonic drink.

A friend of Stipe was sailing nearby so we arranged to have a picnic together. I had to admit that it was an actual feast for us because his friend shared with us wine, eggs, cheese and other fresh food from his sailboat.

It gave us enough strength to paddle almost with ease towards Rogoznica where we landed and in well supplied store in the Marina Frapa (<http://www.marinafrapa.com/>) bought and recovered our food and water supplies. Unfortunately, in the meantime the weather had suddenly changed and the storm approached fast, so we were forced to stay there and to sleep on the beach near one house. After 21:00h we were soundly asleep. During the night, the storm and rain somehow passed by Rogoznica, but the neighbouring area was struck badly. It is not unusual since the marina Frapa is naturally well protected from the outbursts of stormy weather. Again, our luck did not abandon us as far as the weather was concerned.

That day we passed 25,92 Nm (48 km).

Day seventh, Saturday, 28 June 2008

We opened our eyes at 4:30h and cast off. Although our target for lunch and rest was the island of Obonjan, we paddled close to the coast near Primošten and the island of Zlarin since the weather forecast predicted the possible outbursts of strong and potentially dangerous wind (Bora). At the island of Obonjan there is a youth camp where we seized the opportunity and charged batteries of our mobile phones, enjoying plenty of fresh water and civilisation. I noticed in the mirror that my white of the eye was irritated by the sun and that I had to take extra caution in protecting my eyes. My friend Stipe had the sunglasses on all the time, but I was not used to wear them. My friend Dragan wore them during paddling up to the island of Hvar, where he accidentally broke them (for that reason, immediately upon end of our journey he suffered, luckily just for a few days, temporary sight weakness). At Obonjan we met our friend Ivan Rajs who decided to accompany us with his kayak on one part of our journey. After the break we paddled in direction of the island of Žirje, but the wind had finally arisen so we were forced to ashore at the small island of Kamešnjak. After the break and small meal we decided to paddle to Žirje. The wind strength was still considerable, but fortunately it was not Bora so we had to cope only with opposite waves. Reaching the island of Žirje we had a short break for beer (for them) and wine (for me) in a small place carrying the same name. During our break the wind became stronger. Nevertheless, we decided to paddle further in direction of the islands of Kornati. We had all the safety equipment required, we felt strong and we were ready, if necessary, to paddle the whole night; not even the huge waves could stop us. We advanced very slowly because of opposite waves and at the end of the island of Žirje we noticed a small, but lovely bay of Mikavica. The sun was falling and we decided to

land at Mikavica in order to spend the night there under the pines. A time to sleep under the starry night came at about 22:00 hours.

That day we passed 20,52 Nm (38 km).

Day eighth, Sunday, 29 June 2008

As natural early risers as we had become on our journey, we woke up at 3:30h. The calmness of the sea was magnificent and we cast off.

We planned to pass through the Kornati Islands (Kornati National Park, <http://www.kornati.hr/>) and as we needed to make up for the time lost yesterday, we decided to shorten our resting periods by dividing them into more, but shorter resting periods and by skipping the big midday resting period.

Within shortly, we entered the Kornati national park and we enjoyed the company of swallows and beauty of early morning loneliness between the islands. With the sunrise, the day became hot, so we decided to take a brake on the big Kornat Island in a bay near the small island of Blitvice. There we found a house with a dock where lots of people were engaged in sheep shaving. While entering the bay, we greeted them and they gave us a warm welcome by allowing us to come near the dock. But all of a sudden, an elderly woman came out of the house saying angrily that she forbade docking. Given her reaction, the only thing we could do it to leave secretly the bay. I supposed that woman gave everybody a hard time that day. Fortunately we soon found a nearby bay with a small beach for taking a break.

Afterwards we paddled near the Kornat Island and our target was to reach a bay with small church of Our Lady of Tarac (*Gospa od Tarca*). The day was extremely hot and my friend Stipe needed extra powerful food energy during paddling. We were taking the great caution as concerns the health of us all because of extreme and hard conditions that such paddling might caused to our bodies. Soon we came to the bay with a small church and made a break for short meal. During visit to the church in the pleasant obscure atmosphere I could not help myself and so I inadvertently fell into sleep on the bench, but for only a few minutes. Then, we paddled again. The extremely hot day was of no help to us. We missed an opportunity for another rest at the end of Kornati National Park. During paddling thru the passage of Velika Proversa we became aware that we desperately needed rest and meal as soon as possible, but there was no place for landing. We paddled near the island of Dugi otok and I persuaded my friends that we land no matter that the place was everything else, but appropriate to do so. It turned out that changing the resting periods was not a good idea and I needed a hearty meal that very moment. After a short break we paddled to the small town of Sali to make our shopping and buy food. Once arrived in Sali we realized that it was Sunday and all shops and stores were closed so we treated ourselves with a little rest with wine in the restaurant.

Then more paddling awaited us in the direction of the nearby small island of Krknat and the twilight already appeared when we found a nice dock for kayaks and lovely olive orchard to sleep underneath.

We went to sleep at about 22:00 hours. The day was extremely hard and changing the resting periods was definitely a mistake. Again the night sky was full of stars.

That day we passed 29,16 Nm (54 km).

Day ninth, Monday, 30 June 2008

It was 3:30h and as you guess, a time to wake up. I started to feel pain in my shoulders each morning, but it went away after 2 or 3 kilometres of paddling. The sea was calm and it was easy to paddle in the dawn. We paddled near the island of Dugi otok in direction of Božava. We visited an abandoned war ships shelter made deep into the rocks of Dugi otok. In a small town of Božava we recovered our food and water supplies in a local store (what a lovely salesgirl they had in that store!) and we treated ourselves with wine (me) and beer (friends) in a bar.

The weather forecast was good and we decided to take direction towards the island of Ist following the south side of the island of Molat. On the south side of the island of Molat there was only one place in the middle of the island suitable for landing. When we came to a small bay with the beach we made a break for lunch and rest. There was almost no shadow on that beach and the day was very hot.

After the lunch we headed towards the island of Škarda. Having passed the island of Ist, we entered the passage between the islands of Ist and Škarda. The sea current was very strong there, so we were forced to paddle very close to Škarda to overcome and beat the current and we lost lot of time and strength. Finally, in the twilight we came into a small village of Škarda on the island of Škarda. The sea was moderate, neither calm nor choppy. The place was empty of people, but full of aggressive mosquitoes. At about 23:00h a mere look at the sleeping bags reminded us that it was a time to sleep.

That day we passed 29,16 Nm (54 km).

Day tenth, Tuesday, 1 July 2008

We woke up at 4:00h. The sea was moderate. Dragan, Stipe and I paddled further in direction of the island of Premuda and Ivan went home alone in direction of the island of Silba. Passing by the island of Premuda, we watched goats and headed towards the island of Ilovik.

The sea was still moderate, but the weather was sunny so we decided to continue to the Grujica lighthouse near the island of Ilovik. We landed there in order to take a short break. Lighthouses have always been of particular interest to me, so I went to look that old well-preserved lighthouse from times of Austro-Hungarian Empire. I was pleasantly surprised when I met the lighthouse keeper. His name was Tonko and he was very kind person and interested in our journey so he invited us to have a lunch together. We simply could not refuse. He served the grilled Atlantic bonito fish that he had caught earlier that morning, prepared with home made olive oil, potatoes and wine. Delicious!

After the lunch, we paddled near the island of Ilovik in direction of the island of Lošinj. Approaching the Lošinj Island, the waves were getting too big because of the wind, so we were forced to land in a beautiful bay of Plijeski. After the rest we decided to cast off despite of the waves because we did not advance according to our plan for that day. The coast of the island of Lošinj was very nice with lot of pine woods, but we advanced very, very slowly because of opposite waves. We paddled directly from the cape of Madona to the cape of Kurila on the island of Lošinj. At the end of the day the sea became calm. In the twilight we reached the cape of Kurila, but we decided to proceed further to the island of Srakane while the night was falling.

We were equipped for night paddling, the sea was calm and the night brought us so much needed freshness and we felt to be in full strength. Through the starry calm night we paddled surprisingly fast and soon we discovered the north coast of the island of Srakane to be inaccessible with no place for landing, but fortunately we found a small leaning dock made by fishermen where we could land. At about 23:00 hours it was time to say good night and we were soundly asleep in our sleeping bags. The night was starry and the gentle wind started to blow.

That day we passed 23,22 Nm (43 km).

Day eleventh, Wednesday, 2 July 2008

Our day, and everything indicated it would be a nice one, started at 4:30h when we woke up and cast off. The sea was calm and we came quickly to the island of Unije. Near the island of Unije we met with camera crew for TV news report. They brought us energy bars because we had eaten all we had three days ago and we could not buy new ones. The reportage filming took 4 hours and instead of taking advantage of very calm sea and good weather and proceeding with our plan to cross big Kvarner Bay, we dedicated those hours to the reporters and thus missed a good weather opportunity. But never mind. The mistral wind started to

blow. We left the camera crew and soon we were on the cape Lakunja on the island of Unije. Our plan was to reach Istria (Istrian Peninsula) and at that moment in front of us was only an enormous part of open sea. Somewhere on our way to Istria there was a small lighthouse Galijola, but we could only anticipate that there had to be a place for landing. The mistral wind was strong causing rather big waves and blowing opposite of our direction. We could see nothing, nor Istrian coast, nor the lighthouse of Galijola. So we found ourselves on the open sea. We advanced very slowly. According to GPS our speed was only 1,89 Nm/h (3,5 km/h), while our normal weather speed was 2,7 Nm/h (5 km/h). Shortly afterwards, a big sporting sailing boat passed very close to us. They were probably surprised when they saw three kayaks on such big waves so far away from the coast. Maybe they thought that we needed help, and although they realized that we were well equipped and had no problems coping with the waves, they passed by to check on us anyway for which we were grateful all the same. We could not see the land and the sea was rough so everything moved within my sight. Interesting experience!

As the waves were getting slightly smaller, in the distance we saw the lighthouse of Galijola. When we came to Galijola, we discovered it to be a very small island with single coast and lighthouse. It was still a day, but nevertheless we decided to spend the night there because of unfavourable weather conditions and huge distance from the half island of Istria. So we took a short 20-minute walk around the island, prepared a meal and went to sleep.

That day we passed only 14,04 Nm (26 km).

Day twelfth, Thursday, 3 July 2008

We woke up at 3:30h and we cast off in 5:00h while the lights of our lighthouse were turning off. The sea was calm, its surface like oil, and the sun has not risen yet. Because of fog, the visibility was very poor, actually of about 2 km only. The only visible mark was a far away lighthouse near the cape Kamenjak at the top of Istrian peninsula. Surrounded by peace and quiet, we advanced very fast and the lighthouse Galijola that we were leaving behind seemed like a tower in the mist resembling the one from the *Lord of the Rings*. The sun came up soon and luckily for us there was almost no traffic in the channel of Kvarner. After 10,8 Nm (20 km) of paddling without landing at about 8:20h we reached the cape Kamenjak and took a break in a nearby café. At approx. 10:00h we were paddling again near the Istria coast and we crossed the Valun Bay. The traffic was very heavy because of tourist motorboats and it made me feel very anxious and restless. There were plenty of people in all bays. What a difference as compared to peaceful islands! The day was extremely hot and full of moisture. Moisture near the coast of Istria was bad news for our exhausted bodies. We traversed the harbour of the town of Pula. From the sea already it could be seen that it was the most fortified war harbour of WWI. After passing the Brijuni Islands, we landed at the beach of a big, modern and well equipped camp (<http://www.bivillage.com>) near Fažana. After delicious lunch in a restaurant, we recovered our water and food supplies. We continued to paddle straight to the cape Barbariga and further to another cape of Datule through the wavy sea. For the first time during our journey we had waves on our back. We took short rest in a nice and peaceful bay of Sv. Pavao (St. Paul). The sea was so clean and clear in that bay. We were used to wonderfully clear sea while paddling between islands, but approaching the Istria coast we could no longer enjoy such privilege of crystal clear water. The twilight began to appear and by the time we reached the picturesque old town of Rovinj the night fell so we prepared ourselves for night paddling. The calmness of the sea and shiny lights of Rovinj in the night only helped us to paddle fast near small islands. At last we found a small beach suitable for landing outside of inhabited area at the island of Figarola. Soon after meal we were ready to sleep. I felt very exhausted. In the sleeping bag at around 23:00h I was thinking that there would be no chance to paddle tomorrow those last 50 km.

That day we passed 37,26 Nm (69 km) and it is my personal one-day record.

Day thirteenth, Wednesday, 4 July 2008

When it was 3:30h and time to wake up, our bodies were refreshed thanks to a night rest. I knew from the past days experience that the pain in my arms would go away after two or three kilometres of paddling at the calm sea. We passed the channel of Lim and amazingly green islands in front of the town of Vrsar. While passing through the bay we could see in the distance the town of Poreč and rested a little at the cape of Busuja near a nudist camp. It was a hot heavy day with moisture in the air and we paddled further near the old town of Novigrad. No need to mention how hard it was to paddle at such day. Watched by curious tourists we landed again at a beach in the bay of Potočina. We were lying at the beach, painfully aware that we had to paddle further; otherwise we would all fall asleep right that very moment. Lying there at the beach I noticed that my friend Stipe had skin irritation and allergy behind his armpits. I also suffered from allergy at the butt and Stipe from severe irritation.

We paddled by the cape of Umag and we could see the town of Umag, so I got the chance to see it for the first time, but I had to admit I was a little bit disappointed because Umag is a modern town, not anything alike those beautiful and picturesque white walls and towers of old historical towns that we saw during our journey. We landed on the beach a bit away from the Umag harbour. We rested, walked and ate in a restaurant. We did not need to hurry because we had enough time until the arranged meeting with reporter upon our passing by the cape of Savudrija which was the final ending point of our journey. Soon we continued to paddle in direction of the Savudrija Cape. The day was extremely heavy with lot of moisture and clouds gathering over the land so I became worried about the possible storm. The waves were getting bigger and they beat straight on my back. Having passed by a lighthouse on the cape of Savudrija, suddenly an amazing change happened. The sea was calm, there was a lot of fresh air and I felt freshness and strength again and all of a sudden it became easy to paddle. We were about to land at a place named Ribarska lučica and it would be the end of our journey, but since we waited for the reporter who did not come yet, we decided to paddle behind the cape in order to see a distant town and gulf of Piran.

In the gulf across the sea I could see a nice white town of Piran bathed in the sunshine and at the moment I was pretty much sure that I had enough time and strength to paddle to Piran in Slovenia, and, who knows, maybe even further to the town of Trieste in Italy hidden in the vaporous horizon. But we were at the actual border of our country and it meant the end of our journey.

We landed at Ribarska lučica at 17:10h and it was still day. After the meeting with the reporter at our destination, we ate, packed our equipment at the van and shortly afterwards fell into sleep.

That day we passed 25,92 Nm (48 km).

Two weeks have passed since we ended our journey and I have to say that all three of us are in good shape and condition without feeling any pain or suffering from skin or eyes irritation. I am grateful that our adventure passed very well and that the sea was merciful to us.

Do not burn open fire on the islands because of fire danger and carry to inhabited areas all your inorganic waste. Be friendly with nature!