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'WINTER EXHIBITION CRUISE 2014'

Just before sunrise as dawn awakened on a beautiful 6 October morning, CatNirvana crossed over the Clarence River Bar, returning to her home port after 4 months away on our Winter 2014 Exhibition Cruise. It certainly felt good to be home...and we disembarked feeling very



satisfied that our Winter 2014 Exhibition Cruise was the best yet, in every way!

Most importantly and as readers of the August 2014 Nauti News will know, our Exhibition times were a great success. Hervey Bay and the Great Sandy Straits Marina were gracious hosts. All the visitors who came aboard CatNirvana during our Exhibition open hours seemed to enjoy the experience...and many are now also enjoying our wide range of cruising-in-comfort products! Marine Rescue Hervey Bay were very grateful for the resulting donations from sales proceeds assisting the important work of VMR 466...and in fact our donations continued after the formal Exhibition

closed due to further follow-up sales in the Hervey Bay area.

A huge amount of effort is required for each Exhibition. There would be at least two weeks' full-time work in all the lead-up correspondence (with media and marina hosts and our select charity); stowing stock on board; pre-display vessel preparations; unpacking stock and transforming CatNirvana into a 'BOATIQUE'(!); and then reversing it all afterward, re-stowing and returning CatNirvana back to a ship again...and finally unpacking and re-stocking back at home base. This year was perhaps the first time we really felt all our struggles were worthwhile, with so many people embracing our energies and such a satisfying donation back to the Hervey Bay community as a result of our efforts. So all-in-all the Winter 2014 Exhibition 'season' was terrific encouragement for future exhibitions...and we will certainly be continuing our conversations with Bob & Debbie at Great Sandy Straits Marina about another Hervey Bay Exhibition.

CRUISE NEWS

SO MANY BEAUTIFUL ANCHORAGES...

When we weren't exhibiting, we were cruising...and it was a great season for cruising too! One of our readers' emails asked if we would list all the places where we stopped, as an aid to other cruisers interested in voyaging in the same waters; that request seems both reasonable and a good place to start. So in date order and excluding any repeat visits, our anchorages were:

- Gold Coast Broadwater
- South White Cliffs off Fraser Island
- Moon Point off Fraser Island
- Burnett River
- 1770
- Fitzroy Reef
- Yellow Patch
- Hummocky Island
- Leeke's Beach off Great Keppel Island
- Pearl Bay
- North West Bay off South Percy Island
- West Bay off Middle Percy Island
- Curlew Island
- Port Newry
- Roylen Bay off Goldsmith Island
- Kennedy Sound off Shaw Island
- Palm Bay off Long Island
- Stonehaven off Hook Island
- Hardy Reef
- Tongue Bay off Whitsunday Island
- Chalkie's Beach off Haslewood Island
- Big Woody Island
- Platypus Bay off Fraser Island
- Susan River
- Inskip Point



AUSTRALIAN CORAL COAST...

We are blessed to live in Australia. There were many beautiful spots along our way, in and around the anchorages above as well as in the pristine waters as we were passage-making...and there are of course so many more areas still to visit and see, even within this limited stretch of the Australian Coral Sea Coast.

We always struggle with the oft-asked question 'Which was your favorite spot?' Certainly two stand-outs would be Fitzroy Reef and Hardy Reef. Fitzroy and Hardy are enclosed (or circling or 'patch') reefs of around 42km² and 8km² respectively, both situated in otherwise open ocean such that anchorage inside the reef is well-and-truly weather exposed. The weather was much kinder to us at Hardy Reef with clear skies and mirror-calm conditions which made that spot something very special in this Cruise...and now that we successfully navigated (with a few palpitations on the bridge!) the unmarked Hardy Reef entry, and noted its co-ordinates for future reference, we will very likely return there on future visits, weather permitting of course.

The Captain, however, also felt something special for Fitzroy Reef as it was even more 'remote' being >30nm off the coast and completely out of sight of land and with no visible evidence of tourist activity. By comparison, Hardy Reef is ~16nm off Hook Island - So land is still well in sight - and it is the home of 'Reefworld', a large permanent above-water complex with accompanying vessels ~1nm from the anchorage area. The weather at Fitzroy for our visit, however, saw constant 15-20kn winds which inhibited swimming and snorkeling. Still, we loved both the reef anchorages...and we hope to return to them both, weather permitting!

CRUISE NEWS

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Turning to anchorages close to land, the selection of a favorite becomes near impossible. There were some notable for the ease of anchoring in both good-holding sea bed and plenty of room, e.g. Great Keppel, Kennedy Sound and Platypus Bay. Others provided excellent crabbing, e.g. Great Sandy Strait and Yellow Patch. Some provided good weather protection, e.g. Port Newry and Susan River. For those days when being around 'civilisation' was attractive or necessary, the Broadwater, 1770 and Palm Bay (with its Admiral-pampering spa!) served us well. We must also mention the Australian cruisers' right-of-passage, viz. the A-frame on Middle Percy Island where a set of Floating Impressions' Splice the Mainbrace flags now colorfully mark CatNirvana's anchorage in those waters...after the Captain earned the rights for that marking by alphabetically cataloging the Island's large swap library for future cruisers' ease of reference! Many anchorages could be noted for beauty, e.g. Pearl Bay, Hummocky Island, Royley Bay, Stonehaven and Chalkie's Beach, but every anchorage offered beauty in its own way... and 'beauty' is, after all, such a subjective thing that it is really impossible to select the best.

CRUISE NEWS



PROVISIONING

To complete the picture of our overnight accommodations, we should also note our marina/provisioning stops. The Gold Coast Broadwater is always an attractive provisioning stop for us with good protected anchoring and plenty of shops accessible off well-constructed jetties. The Gold Coast marine precinct also offers a complete range of marine services. While the intense activity around the Broadwater can be annoying, it can also be entertaining and at night the activity largely stops, leaving the 'beauty' of all the bright lights. There were, however, times when we needed a marina for provisioning and laundry and on those occasions we took advantage of berths at Great Sandy Straits Marina (of course!) and Keppel Bay Marina and Mackay Marina and Abell Point Marina, all of which fulfilled their purposes very well for us... but we prefer the independence and privacy of anchoring. So we were always happy to put away the berthing lines and fenders!

No cruising report would be complete without some comment about all the wonderful 'natives' who showed themselves and allowed us to share their homes. The whales, turtles, dolphins, birds, butterflies, fish, coral and even dugongs were magnificent to view in their natural environment...and we felt privileged whenever they allowed us to enjoy their company. Although we sighted many whales, often both nearby and spectacular, perhaps the highlight was during the passages between Wide Bay and Southport where whales seemed plentiful, in both directions. On our southbound leg one cow, with her calf nearby, seemed particularly interested in *CatNirvana* as she passed and splashed her way within a couple of metres off our port hull, playing and singing much to our delight!



CRUISE NEWS & NEW PRODUCT

CRUISING cont...

We were also delighted to share a few of our cruising days with two sets of dear friends on board *CatNirvana*. Newly married Di & Brian joined us for 6 days of their honeymoon in the Whitsundays, including Hardy Reef, and Liam & Barbara joined us for 5 days around Fraser Island. We hope they enjoyed our company as much as we enjoyed theirs.

All-in-all, it was an excellent Cruise. A lot of new people embraced our entire cruising-in-comfort product range...and we were able to do a healthy bit of cruising-in-comfort 'practice' ourselves! *CatNirvana* is now resting and enjoying some much-needed attention to a long 'To Do' list accumulated during our months living and sailing on board, but we're sure both she and we will be eager to cruise again soon. So watch this space for news of our next Exhibition Cruise when we will again look forward to welcoming as many of you as possible on board!

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We are delighted to add to our range of cruising-in-comfort products with another terrific idea for your vessel (or home or caravan) that will both enhance your comfort and protect your treasures from the ever-present risks of moisture damage. Our latest product is [ausclimate's Marine Compact Dehumidifier](#).

Small in size, but with terrific output, the Marine Compact Dehumidifier will extract 12L of moisture a day, suitable for areas up to ~50 cubic metres...and all that power draws only 180W so that, if you're not on shore power, it will suit even the smallest inverters and, with solar power support, it will not trouble your battery reserves.

The *ausclimate* units are ideal to protect your vessel (or home or caravan) when you're not there. The Compact offers both an automatic pre-set humidity level function and a continuous drainage hose option so that the extracted water can be run to any nearby drain. The Compact will handle most vessel interiors – We use one unit for each hull when *CatNirvana* is sitting at her home jetty for any extended period – as well as caravans, storage areas or any single room dehumidifying need. Contact us if you are interested in any of the larger *ausclimate* units.

At current, special pricing of only \$299 (normally \$349) and including delivery, the Marine Compact Dehumidifier represents excellent value and a sound investment for both personal comfort and the security of protection against moisture damage. The Compact can be purchased with a digital climate gauge and/or drainage hose, also both on special pricing at the moment of \$14.95 and \$3.00 per metre.

DINGHY MOTOR STAND

Welcome to our second Nauti-Tip, the new regular feature to assist our readers to explore ways to make the cruising lifestyle more enjoyable. Of course 'enjoyable' can be practical – It can be frivolous too! – and we are today definitely on the practical side as we offer a fairly easy way to help in the care and maintenance of your dinghy motor.

All cruisers know the importance of the dinghy motor for both fun and reliable shuttling and provisioning. After a checkered start with *CatNirvana's* dinghy motor which included several awkward and frustrating moments, we were delighted (and relieved!) during our just-completed 4-month cruising season when the dinghy motor proved completely reliable. Now we want to keep it that way! So here's a Nauti-Tip that we hope will increase our (and your!) prospects for trouble-free dinghy motor enjoyment for many years...

We went looking for a dinghy motor stand, to both safely store our dinghy motor when it's out of use for any long period, as well as provide a solid platform for maintenance. After looking at a range of ready-made stands, we found – Where else but Google and Youtube?!? <https://www.youtube.com/watch?v=4ro1nRa5U1o> – what appeared to be an easy-to-build unit...and we then set about proving that it was indeed easy to build!

We'll leave the step-by-step instructions to the Youtube clip, but to assist our readers we will list here all the materials needed for the job, including all the metric conversions...

Materials Required ...

- 8M - 90x35mm Treated Pine (2x600mm + 2x515mm + 2x800mm + 2x960mm + 2x1000mm)
- 1.2M - 140x45mm Treated Pine (2 x 600mm)
- 4 - 63mm Heavy Duty Rubber Swivel Castors with Brake
- 16 - 8 x 40mm Galv Coach Screws
- 80 - 65mm Self-tapping Decking Screws

We should also add a few further thoughts/suggestions...

Firstly and before you head off to Bunnings with your materials list, look around for any odds and ends already on hand. With all the timber pieces being relatively short, for example, we found that by breaking down an old pallet (that arrived with the SunPower solar panels for our house!) we were able to salvage the 90x35mm pallet joists to meet around half the timber requirements for the stand, cutting the total cost to ~\$70.

Some packs of the deck screws come with an included chuck, but in any event ensure your (ideally cordless) drill has a chuck to match the self-tapping deck screws.

Some readers will also note that we increased the overall dimensions somewhat over those in the Youtube clip. We did so because we wanted a broad base for the stand to both ensure stability as well as better allow our next suggestion...

When using the stand for maintenance, we slip a plastic garbage bin underneath the motor leg which, after adding water, allows us to both fresh-water flush the engine as well as run it for any servicing situations...and the external fuel tank sits happily on the other side of the stand at the front of the motor.

So there's your dinghy motor stand, an easy-to-build and very practical aid to your cruising enjoyment!

We invite other readers to offer suggestions for our next Nauti-Tips. All suggestions selected will be acknowledged and receive one of our very popular Nauti-Hats. For this issue, however, we may struggle to send a Nauti-Hat to Mr Google or Mrs Youtube, but we hope to hear our readers' ideas for the next Nauti-News.

