

# NAUTI-

## NEWS

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## WELCOME ABOARD!!!

This is the first issue of our quarterly newsletter for Floating Impressions Crew. Nauti News will provide news of our exhibitions and products, as well as other useful and interesting information.

In this issue we bring you reports (including some places to go and people to meet notes) of our two exhibition cruises for 2012, exciting product news and the history of the Australian Red Ensign. Our product news features an exclusive line of new cushions, as well as our impressive first hand experiences cruising with SunPower solar panels.

*Floating Impressions* is the creation of two people who appreciate that quality and comfortable surroundings can add to the enjoyment of cruising discoveries! So we set out to discover a new range of exciting and very individual products to suit the cruising lifestyle. The *Floating Impressions* range of cruising comfort products are

available at

[www.floatingimpressions.com.au](http://www.floatingimpressions.com.au) and displayed in exhibitions at selected venues on *CatNirvana*, our blue water cruising yacht. Visitors on *CatNirvana* see our discoveries of cruising in comfort being used and enjoyed. The Floating Impressions range of products will give our readers new opportunities to achieve your own cruising dreams, whether on land or at sea! We hope you enjoy Nauti News and welcome

your comments and suggestions for future issues!!!



Exquisite Evoll silver anchor pendant

### CRUISE WEBSITE

Come explore "Floating Impressions" online and discover that special gift for you or yours:

Apparel  
Jewellery & Fine Gifts  
Nauti Tees  
Decor for Land or Sea  
Watersports  
Nauti Tech

## CRUISE NEWS



### CRUISING TASSIE

Apart from that minor obstacle called Bass Strait for those of us from the Australian 'mainland', Tasmania presents some truly splendid cruising opportunities. We were fortunate enough to be able to pause in our exhibition voyage at beautiful spots like Long Point, Lime Bay, Skeleton Bay, Georges Bay, Eddystone Point & Jamieson Bay. Special mention should be made of the exceptional hospitality extended to us at St Helens where the local rescue boat kindly offered to come out to meet us and guide us over the shifting shoals leading into Georges Bay; that offer was accepted, of course, but in fact the entrance was reasonably well marked and maintained such that we exited on our own although we remained impressed with their hospitality. There were, however, two spots that were our clear Tassie favorites...the d'Entrecasteaux Channel & Wineglass Bay.

### EXHIBITIONS

In the break between our Hobart exhibitions – We were very grateful for the hospitality extended to us at both the Royal Yacht Club of Tasmania and the Cruising Yacht Club of Tasmania -- we savoured the delights of the d'Entrecasteaux Channel and Bruny Island. We cruised nearly the entire length of the Channel, pausing at Dennes Point and Tinpot Bay. Although our timetable only allowed 3 days, that was more than enough for us to conclude the area was Tasmania's Whitsundays...miles of beautiful and open but still relatively-protected waters, with a seemingly limitless supply of anchorage selections to suit weather from any (or even all!) directions. The weather was typically Tasmanian, with one day up to 28°C, and the next 14°C, but we really just couldn't stop enjoying the beauty around us, irrespective of the cooler days.

### WINEGLASS BAY

On our way back north, then without the pressure of the exhibition(s) timetable, we paused at another 'bucket list' spot...Wineglass Bay...and it more than lived up to its great expectations. Not only is Wineglass Bay nestled in the midst of the majesty of Freycinet Peninsula, we were overjoyed to find those world-famous waters all to ourselves. Effectively hidden between two giant eroded blocks of granite (the Hazards and the Mt Graham/Mt Freycinet sections of the peninsula) must surely be one of the most beautiful spots in the world to wake up to as one's cruising backyard. We said 'hello' to the many backpackers as we strolled the long beach, but we were happy to leave them to their tents as we savoured cocktail hour on what was perhaps one of *CatNirvana's* most exquisite anchorages.



## CRUISE NEWS

## Heading North

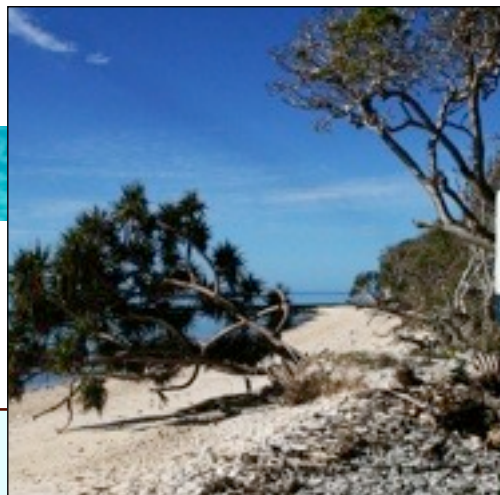
The Australian Coral Sea coast is a cruising paradise. Due to other pressures, our embarkation was delayed and our Winter 2012 cruise was time-constrained, but we nevertheless enjoyed our limited time along the Queensland coast and on the Coral Sea...and we'll be on these waters with more time next winter! Instrument issues focused our pauses on access to professional support, but we still found our stops on Stadium Marine (aka Bums' Bay) on the Southport Seaway and on the Mooloolah River to be both easy and convenient. We found Bums Bay particularly comfortable, enjoying a delicious lunch at Café Rockpool, easily accessible by dinghy...and the same sojourn allowed us some convenient and fun shopping in Australia Fair as well as a stroll in the Parklands around the beautiful Rockpools themselves, an unusual water playground with a variety of pool areas that simulate coastal tides with the water filling up and emptying on timers. Our return leg also saw us berthed in Marina Mirage where we enjoyed warm and professional hospitality from Rooster and Chrissey. While still heading north and after a wild but quick (~220nm in 27hrs) overnight passage up the east coast of Fraser Island, we paused on Round Hill Creek (aka 1770) where the significant drying shoals called for caution to us as first timers. As always though, the local Volunteer Marine Rescue were very helpful and we entered without any problems. In spite of many recommendations to explore and enjoy 1770, we didn't pause to go ashore there as we were keen to seize both the remnants of a southerly and a forecast 3 following days of calm to run out to Lady Musgrave Island.

## Lady Musgrave

Lady Musgrave Island easily took the prize as the best anchorage for this limited cruise...and also went into CatNirvana's log of best anchorages ever. Named for the wife of Sir Anthony Musgrave, a colonial governor of Queensland, Lady Musgrave Island is the second southernmost island in the Great Barrier Reef chain. The island itself is only 14 hectares although that is more than enough to support a fascinating and diverse array of vegetation and wildlife, including many species of birds, turtles – It is known as a nesting place for Green and Loggerhead turtles -- and sea life. The real feature for visiting vessels, however, must be the 1,192 hectares of completely surrounding reef, with a single well-marked (albeit not lighted, so for day use only) vessel entry...and virtually the entire inside area being suited to anchorage with care (to avoid large, clearly-visible coral heads) and minding the restricted areas marked.

Perhaps the only negative for this exquisite spot was the daily arrival of a large tourist vessel out of 1770 to a permanent dock (with associated and often very noisy smaller vessels) close to the island, but if anchorage is taken well away from the Island that negative can be substantially eliminated. A caution should also be noted that anchoring inside a coral lagoon of course provides no shelter from wind, and it can also be quite uncomfortable with large swell conditions on the surrounding seas. So it is not an anchorage to seek in strong winds and developed or developing swell. CatNirvana, however, found clear skies and calm days. So we absolutely delighted in Lady Musgrave's pristine waters and stunning natural beauty and we will certainly return there.

We were very grateful for the hospitality we enjoyed from both Tin Can Bay Marina and Coffs Harbour International Marina during our exhibitions. Dave and his staff at Tin Can Bay Marina were typical of the genuine hospitality we experienced everywhere around Tin Can Bay, including some inspirational community-service efforts, such as Dave's sponsorship of Coast Guard Tin Can Bay as well as the culinary delights for Red Cross donations at the Marina Chandlery. Coffs Harbour, a favorite spot of ours for many years, put on its usual warm welcome including some beyond-expectations efforts supporting our Exhibition by Coffs Coast Travel & Leisure. We are looking forward to building long term relationships with the great people we met at both Tin Can Bay & Coffs Harbour...and continuing our support for both Coast Guard Tin Can Bay and Coffs Harbour Marine Rescue.



## Cruising with SunPower

Our cruising dreams always included the serenity of life without the sounds and smells of engines. The same dreams also, however, included many creature comforts that needed electrical power. So parallel with the slow process of our vessel search, we also looked carefully into how to meet our electrical power needs. After much research, including chatting with many other cruisers, our initial conclusions were that solar power should be 'Plan A', and then we would look further into wind power if solar couldn't meet our electrical needs.

The search for the right solar panel(s) took us all around the globe and into many different setup configurations, but like so many things in the end the decision became clear. With a quarter century of experience, and the highest efficiency and highest reliability solar panels and systems available, SunPower panels were the clear winners of our selection process. We then approached SunPower Australia and we were delighted to find the Australian management were interested in working with us. So after another thorough selection process (this time by SunPower!) **Floating Impressions** became a SunPower 'partner'... and beautiful new SunPower high-efficiency E20 panels were installed on *CatNirvana*.



The SunPower silence was bliss...and everything our cruising dreams always envisaged. There will be no 'Plan B' electrical generation needed for us. Our genset hours dropped markedly...as will our future diesel accounts!

Technology is of course a moving target, but with SunPower we know that our products will be the latest and best available, backed by both Sunpower's build experience and their worldwide warranty support. For land-based installations, SunPower's just-improved (1 July 2012) 25 year warranty (including at least 95 percent power for the first five years, followed by a maximum degradation rate of 0.4 percent each year thereafter to achieve an unprecedented 87 percent power level at the end of 25 years) is yet another area where SunPower clearly leads the industry.

Any of our readers interested in cruising in silence and cutting your fuel bills (including at home!) and all the other benefits of market-leading solar power should contact us. We promise you honest answers to any of your further questions, as well as access to SunPower's impressive product support...and we will work with you to achieve the most competitive pricing on the best solar panels available.



**SUNPOWER**  
Authorised Partner

## Experiencing the difference ...

Our Winter 2012 Exhibition Cruise was our first cruise with our 2 x 333W E20 SunPower panels. While on anchor, there was no need to run our genset. Our two frig's, one freezer, stereo, computers, charging phones and iPads, TV, juicing machine and ice cream maker (!) were all running comfortably on the house battery bank with a 1700W inverter. On sunny days, the batteries were typically fully charged by late morning – Remember too, this was winter...so relatively low sun angles applied – and it was clear the panels were also working even under light cloud. While underway, the only time we ran the generator was when the batteries were <90% at sunset and we sailed overnight, or when there was heavy cloud cover. So with all of our 'comfort' power needs at anchor continuing, then adding the auto-pilot and chartplotter(s), we were still running almost entirely on SunPower.

# AUSTRALIAN RED ENSIGN



## NAUTI CUSHIONS

We were thrilled with the positive feedback to our new Nauti cushions collections during our Tin Can Bay and Coffs Harbour exhibitions. Visitors on *CatNirvana* were clearly delighted with the Nauti Cushions colours and styles. The exciting array of images, with coordinating stripes, presented unique options to bring any cruising environment (at sea or at home!) to life. So we are now extending our Special Introductory Packages of Nauti Cushion Covers at [www.floatingimpressions.com.au](http://www.floatingimpressions.com.au). Explore the Nauti Cushions range and discover new ways to achieve your cruising dreams in comfort and style!!

## CONGRATULATIONS

to Rachel and family from Naremburn, the lucky winners of Floating Impressions "WIN a BladeFish" prize draw valued at \$665. We hope to bring you photos in our next issue of NAUTI News

Referred to by some as "Australia's forgotten flag", the Australian Red Ensign carries an interesting pedigree.

Historically, the Australian Red Ensign was widely used and Australians fought under it during both world wars, but its use today is much more limited and sometimes misunderstood.

The Red Ensign originated from the Federal Flag Design Competition at the time of federation, 1901. The competition required two designs for each entry, with one flag to be used by the Commonwealth Government and the other to be used by the states, local governments, mercantile marine and others. The winning entry was based on the traditional British Red Ensign, supplemented with the Commonwealth Star and the Southern Cross. The two designs thereafter remained in parallel through changes in the star designs and configurations, with the background colour being the only difference.

From 1901 to 1954 the Red Ensign was used by State and local governments and others while the Blue Ensign was reserved for use by the Commonwealth Government, the Australian Olympic team and the military as a saluting flag at reviews and ceremonial parades.

The trend toward the current use of the Blue Ensign began with remarks by Prime Minister Menzies in 1941

and then continued with support in 1947 from Prime Minister Chifley. Finally the passage of the Flags Act 1953 officially designated the Blue Ensign as the Australian National Flag and removed restrictions on civilians flying the Blue Ensign, after which use of the Red Ensign dwindled away.



Maritime use of the Red Ensign evolved more slowly. Up to 1938, private non-commercial vessels were liable to a substantial fine if they did not fly the British Red Ensign. Then a 1938 Admiralty Warrant allowed Australian

vessels to fly the Australian Red Ensign. Finally, the Shipping Registration Act of 1981 confirmed that the Australian Red Ensign was the proper flag for all vessels on the Australian Register of Ships, like *CatNirvana*. Domestic private pleasure craft can fly either the Red Ensign or the Australian National Flag, but no vessel should fly both the Red Ensign and the National Flag.

As a final footnote on flag use on vessels, the appropriate size of the flag to be flown is often misunderstood, especially on private pleasure craft. Maritime tradition suggests that a vessel's flag should be one inch wide for every foot of vessel length. So *CatNirvana's* 44'8" length translated to 45" of flag width...and her proudly displayed Red Ensign is 1.2m (~47"...the closest commercially available size) in width.