



New for 2022

BALI 4.4



Welcome aboard BALI 4.2

O P E N S P A C E

BALI

CATAMARANS

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"We were hoping to be able to turn the page on the COVID-19 pandemic, but it is still there.

All over the world, we have been deprived for more than a year of boat shows, an opportunity for us to meet you and introduce you to our catamarans and their innovations and to allow you to compare them to their competitors.

That is why we are very happy to see you again for the autumn fairs, which we hope will all take place this year.

We know that your desires to escape remain intact and many of you have been in great numbers over the past few months to contact our network of dealers to talk about your projects.

That is why, we wanted to improve our digital tools to provide you with more relevant information.

The pleasure of sailing and the contact with the sea are a great source of hope and fortunately, our group confirms that not all news is gloomy.

The boats that we announced few months ago are now unveiled:

- The **Bali 4.6** built in La Rochelle which has already been tried

by several specialized press reviews and whose reception has been excellent,

- The **Bali 4.2** launched at the beginning of March which is already among the units that will be the best-selling in the coming years.

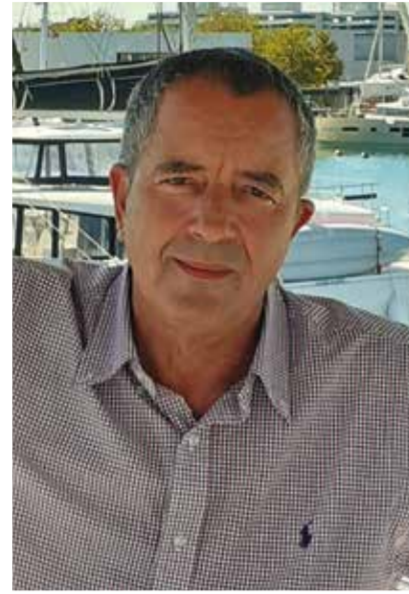
- Soon, the new **Bali 4.4** will complete our already well-developed range.

- The new **CATANA "Ocean Class"** is now in production phase and all those who are waiting for this model will quickly see their patience rewarded.

Thanks to their dynamism and despite two seasons that have often been mixed, the major players in boat rentals are seeing their activity take on new colours. I want to salute their determination.

They know that **CATANAGROUP** is at their side to help them overcome the effects of this unprecedented crisis.

For all these reasons, all our teams around the world are mobilized to help you realize your dreams of escape and happiness as a family, the sea is still beautiful and it will allow you to realize your most beautiful dreams of travel."



Olivier PONCIN
Président

CATANAGROUP SA STOCK MARKET : CODE Euronext PARIS FR0010193052CATG

CATANAGROUP, HEALTHY DESPITE THE PANDEMIC.

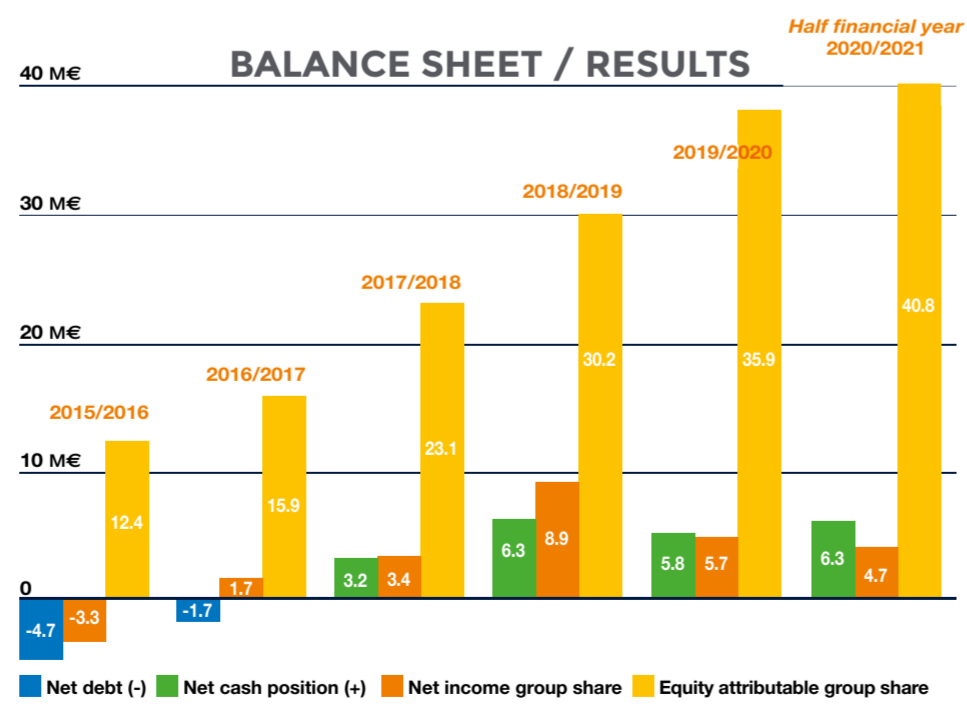
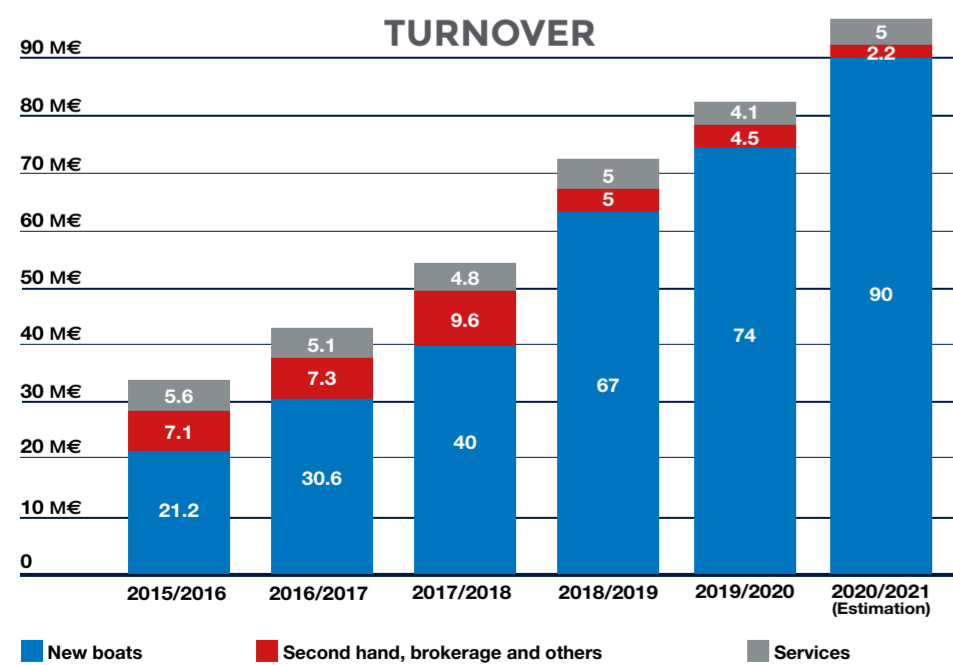
Forced by the COVID-19 crisis we had to close factories for more than 10 weeks between March and June 2020, **CATANAGROUP** is one of the few players in its sector to have posted growth in its activity (+6.7%) in the 2019/2020 financial year.

Although having to face many additional costs induced by this health crisis, **CATANAGROUP** has managed to maintain a very good level of profitability.

Its financial structure remained solid with €41 million in equity at mid-2020/2021 and cash flow of more than €40 million.

The robustness of its financial profile allows **CATANAGROUP** to face this crisis calmly. Anxious to maintain its momentum, the group has also chosen to accelerate its development plan for **BALI** and **CATANA** ranges, in order to be able to offer more novelties and innovations.

Despite a very particular context for our sector, deprived of almost all of its boat shows over the entire 2020/2021 financial year, **CATANAGROUP** has still managed to maintain a sustained level of sales, allowing it to record a growth in its activity of more than 15% over the year that has just ended.



MAIDEN VOYAGE FOR THE BALI 4.2

Mahón (Minorca) to Canet en Roussillon (France)
Feedback from a BALI CATAMARANS dealer

Launched at Cap Bon in late January, the new **BALI 4.2** is already a bestseller!

In May we made our first trip to bring the boat to one of our clients. We were able to carry out the first real sea trial aboard this new model that's replacing the **BALI 4.3**.

On passage between the Balearic Islands and Canet en Roussillon in the South of France, we were able to carry out the first real sea trial aboard this new model that's replacing the **BALI 4.3**.

"As usually what struck us of all was the difference in living space compared to more traditional catamarans of the same size, "It looks like a bigger boat", said my crew as he came into the saloon (first time on a **BALI**). It really is only **BALI** that offers a living area equal to the total length by the width, and this is always more or less between 10% and 15% more than their competitors.

We left the port of Mahón in Minorca at around 7.30am, with a steady 12-15 knot west-south-westerly wind and a slight sea. Very quickly we hoisted the 54 m² square-topped mainsail and the 63 m² Code 0, and set a course of 355°, soon making 8 knots. I really like the double access to the helm station, something unique in this size of boat. The mast, with its much lower boom than the **4.3** and a spreader-less rig (like many Catana carbon masts) is very innovative, and I can't wait to compare it to the more typical rigs.

Three hours later, the wind was picking up and had soon exceeded 20 knots, then increased to 25 knots, with the beam seas getting bigger by the hour. We reefed and swapped the Code 0 for the Solent rolled up by a third. The boat's rigid foredeck protects you from the spray if the hull plunges into the waves, which was quite pleasant for this winter passage when the sea temperature leaves something to be desired...

Thanks to the door between the saloon and the forward cockpit, you can regularly go to the foredeck to check that everything is OK, even at night without the need for having to negotiate the side-decks. From experience on **BALI 5.4** and **4.8**, I also know that at anchor, the **BALI** door will ventilate the saloon in an incredible way, making the boat unique from this point of view.

We were frequently making 9/10 to knots until nightfall, and we enjoyed the boat's great handling, which remains quite smooth at the helm even with heavy seas almost on the beam.

At around 6pm the wind freshened again, now to 30 knots, forcing us to take in the third reef and furl up a little more solent. And that was how we spent the night at sea. At about 3am the wind died down and during my watch I shook out the last 2 reefs and unfurled the Solent back to 100%.



In the morning, the wind dropped to less than 5 knots, but the sea was still quite choppy. A good opportunity for me to test the twin 45 hp **Yanmar** engines chosen on this model.

So for nearly 4 hours, until the approaches to Canet, we had the chance to discover how the **BALI 4.2** behaves and what the log was showing at various engine speeds.

The result: at 2,200 rpm, our speed was 7.5 knots and we easily reached 8.8 knots at 2,500 rpm

without noticing any particular vibration.

With an average consumption of 7 litres per hour at cruising speed, we could have covered 700 nautical miles thanks to the 640-litre fuel tank and even more at 2 000 RPM if we agreed on making 6 knots.

We were able reach Canet in just 25 hours and test this new boat in several types of weather, so our goal had been achieved.



As with the larger boats in the **BALI** range, the **BALI 4.2** is extremely safe, even in rough seas: you never feel the boat suffer and at sea, the cabins, which are more spacious than those on the **BALI 4.3**, proved to be very comfortable.

The nacelle is exceptionally comfortable with its very functional, U-shaped galley, its large fridge-freezer and its 800 litres of fresh water, all a real plus in terms of comfort when cruising.

Her "Open Space" concept with its unique tilting aft door, now also known as the "**BALI** Door", makes this a boat of exceptional comfort, retail at a great price.

Bruno Gautreau, La Clinique du bateau, Occitanie, South of France



The bay of Collioure and its famous bell tower-lighthouse of the Notre-Dame-des-Anges church

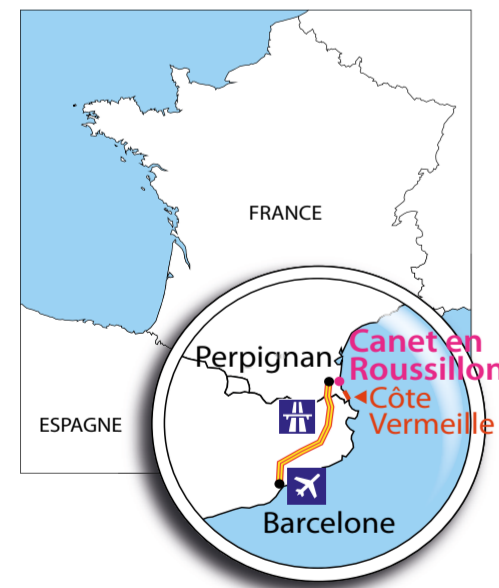


Arrival at bay of Anse de Paullilles between sea, vineyards and mountains

Setting off for a weekend aboard a **BALI 4.6**

TRAVEL DIARY

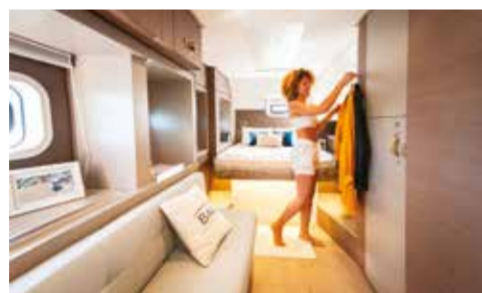
Arrive at Barcelona airport, rent a car... and head for the Pyrénées Orientales, our neighbouring region. Journey time: 1½ hours to happiness.



Our boarding site is based at Canet en Roussillon, a seaside town on France's Mediterranean coast, homeport of **CatanaGroup**.

Ready for boarding

On arrival, step aboard your **BALI 4.6**. A complete change of scene is guaranteed! Activate the **BALI** door and you will enter another dimension: the "wow" factor will overwhelm you. Put down



A. Piron

in her class, at 10% more than of all her competitors.

In the Galley

Become the great chef you want to be, enjoy the galley and bring out the hedonist in you.

your gear and at last move in to your cabins with individual bathrooms. Along with the ocean, discover all the spaces of freedom that the **BALI 4.6** has to offer: The flybridge, with its sunbathing area and helm station, won't leave you indifferent. The famous "**BALI**" door, now a key feature, as well as the door leading to the forward cockpit from the saloon, will ensure that every moment you spend on board the **BALI 4.6** remains with you forever.



A. Piron

The cabins and bathrooms are spacious and harmoniously designed, not to mention the multitude of storage spaces. Altogether, this exceptional catamaran offers a hundred square metres of usable deck space, a record

The vast galley is fully equipped just as if you were at home, with a plancha grill integrated into the side-deck where you can quickly taste the fish offered by the Mediterranean Sea.



A. Piron

A few nautical miles of wonderful coastline

With the "criques" at Argèles sur Mer in sight, drop anchor and enjoy the coastline along the Côte Vermeille, its name coming from the colour of the red vermeil rocks.

The sites at Racou and the creeks at Portells are classified by the Conservatoire du Littoral, France's coastal protection agency.



The lighthouse on the sleeping dragon at the end of Cape Béar

These sea cliffs of metamorphic rock are home to specific plant species endemic to the Roussillon and Catalonia regions. The cliffs plunge into the Mediterranean, offering remarkable underwater ecosystems of biological wonders.

The town of Collioure is known for its anchovies, a dish known and recognised throughout the world, which you can grill on the plancha and enjoy on board your **BALI 4.6** (a little tip if you're spending the night at Collioure: reserve mooring buoy N°5 at the harbour office. It's the best spot, tested and approved by the editor).

Wednesday and Saturday are market days, the opportunity to fill your shopping bags with organic seasonal fruit and vegetables.

Enjoy these without moderation in the various dining areas provided on the **BALI 4.6**. And don't forget to take a stroll with friends or family through the charming streets where local craftsmen and artists will be delighted to welcome you in the most natural picture postcard setting.

Cape Béar and bay of Anse de Paullilles

This rocky headland is a perfect example of the magnificent scenery you will enjoy all along the Côte Vermeille, where the jagged coastline plunges steeply into the Mediterranean Sea.



A. Piron

You can see the old restanques, witnesses to former agricultural activity, nowadays taken over by varying densities of maquis scrubland.

On what is known as the sleeping dragon of the Vermeille coast, stands a lighthouse listed as a historical monument.



A. Piron

Beware the sometimes-violent winds which can surprise you if you take the superb cliffpath which will allow you to discover this part of the Vermeille coast. We highly recommend the Clos de Paullilles restaurant, an ode to nature and tranquility; the turbot and bass accompanied by local specialities will delight your taste buds. This restaurant was conceived as a meeting place between the sea, the mountains and the vineyards, the mark of a Catalonia whose only borders is the Pyrenees.

The fish market at Port Vendres

Right in the south of France, at the Mediterranean coast and the gateway to Spain, Port-Vendres is an essential stopover in the region. You will enjoy discovering the beach of Port-Vendres Plage, 1.5km from the town centre, in the heart of the Paullilles, with its small sandy coves, at the foot of the vineyards and hiking trails that make up the uniqueness and magic of this place. The hamlet of Cosprons, a haven of peace deep in the Port-Vendrais

countryside, is where you'll find the start of the trails. A natural deep-water port, Port-Vendres offers a colourful, typically Mediterranean view. A daily spectacle not to be missed is the arrival of the fishing boats and the ballet of the commercial boats manoeuvring in the heart of the port, just a few metres from you or to be admired from the flybridge while sipping a Sangria.

The underwater trail of the nature reserve between Banyuls and Cerbères

Starting from Peyrefite beach, the trail can be visited by swimming on the surface using a mask, snorkel and fins (in the locker under the aft cockpit seat). A recreational and original trip, this trail has been designed as an educational area dedicated to all those who are passionate about the sea. 250 m long, delimited by a line in the water, you'll find five observation stations representing five different ecosystems, each marked by a buoy and an information panel under the water. A handrail on each buoy allows you to stay safely in the water. The trail is monitored by lifeguards during opening hours. Enjoy a guided tour with the help of an FM snorkel. This is a bit more than just a dip - the underwater trail requires a reasonable level of swimming and physical fitness. Don't hesitate to ask at the welcome area for more information.

OUR FAVORITE

MARKS FOR CATALAN WINE!

We recommend the excellent wine from the Châteaux des Hospices wine estate. In the heart of Canet village, the winery is based in a wonderful building dating from 1863, one of the oldest in the village. This building, known as the Cave des Hospices, features distinguishing architecture and a period ceiling made of reed. Its name comes from the fact that it was part of the hospital of Perpignan for many years.

Full of charm, this wine cellar marvellously combines the modern technology of our winery in a perfectly preserved period setting. You will be able to taste all the wines of the estate, as well as local products from Canet (Olive oil, Biscuits, Seasonal fruits, etc.)

The boutique's terrace offers an exceptional view of the historic village of Canet with its church tower and medieval chateau.

THE BRAND NEW BALI 4.4

You were waiting for the successor of Bali 4.5, first catamaran from the BALI range released 6 years ago... After the Bali 4.6, here is the Bali 4.4, the epitome of BALI Catamarans innovation.

With the help of our two longstanding naval architects, Xavier Fay and Samer Lasta, and the know-how of our design offices, the Bali 4.4, built in La Rochelle, has taken shape with features that will seduce you:

- The Bali 4.4 returns to the dimensions of the Bali 4.5.
- While keeping fine entry bows to allow her good performance under sail, the hulls are wider above the chine, creating greater comfort in the cabins.
- The Bali 4.4 benefits, as the entire range now, from the "Bali" door, a BALI exclusivity, from the large aft cockpit bench seat and from the aft platform connecting transoms.
- Like her predecessors, she takes advantage of all the space in the nacelle, with the new Bali 4.4 having the incredible comfort of a forward door offering access from the saloon to the forward cockpit!
- The living space in the saloon has increased. Compared to the Bali 4.5, more than ever before, the "Open Space" concept provides a huge difference from models "traditional" layout! As a result, the useful life is more than 10% greater than her competitors of the same size.
- Each cabin has its own separate bathroom with toilet and shower area.

BALI 4.4

O P E N S P A C E

NEW FOR
2022
NEW FOR



- The new chic, comfortable and stylish "Elegance" version is available as an option.
- The water capacity is 227 US gallons (860 liters) and the galley has an "active charcoal purifying filter" which ensures the retention of all bacteria, viruses, particles and macromolecules. This puts an end to the hundreds of plastic water bottles that are so bulky on board, expensive and more importantly, so harmful to our environment!
- Chilled capacity is not to be outdone, with the Refrigerator and Freezer offering 21.72 cubic feet (615 liters) of volume with the added bonus of an ice cube and chilled water dispenser.
- The power of the engines has been optimised, the two standard Yanmar engines each develop 40 hp, with 57 hp available as an option.
- With all these comfort features, the performance of this new Bali 4.4 has not been neglected. The boom has been lowered by more than 6.6" (20 cm), which makes handling of the mainsail and reefing considerably easier.
- Compared to the Bali 4.5, sail area has been increased from 775 to 818 sq ft (72 to 76 m²) mainsail area and from 420 to 452 sq ft (39 to 42 m²) self-tacking solent. Finally, the code 0 totals 775 sq ft (72 m²).
- The semi-recessed helm station is very comfortable, as is the lounge area of the fly-bridge and the sundecks with backrests for more safety.
- With finer entry bows and significantly more sail area than Bali 4.5, the 4.4 will certainly perform well under sail.

The BALI 4.4 will be available for seatrials from october.

Xavier Fay & LASTA
Design Studio



Xavier Fay & Lasta Design



Deck and flybridge
(Optional teak deck)



Nacelle and cockpit



3 cabins and 3 baths (Owner's) version



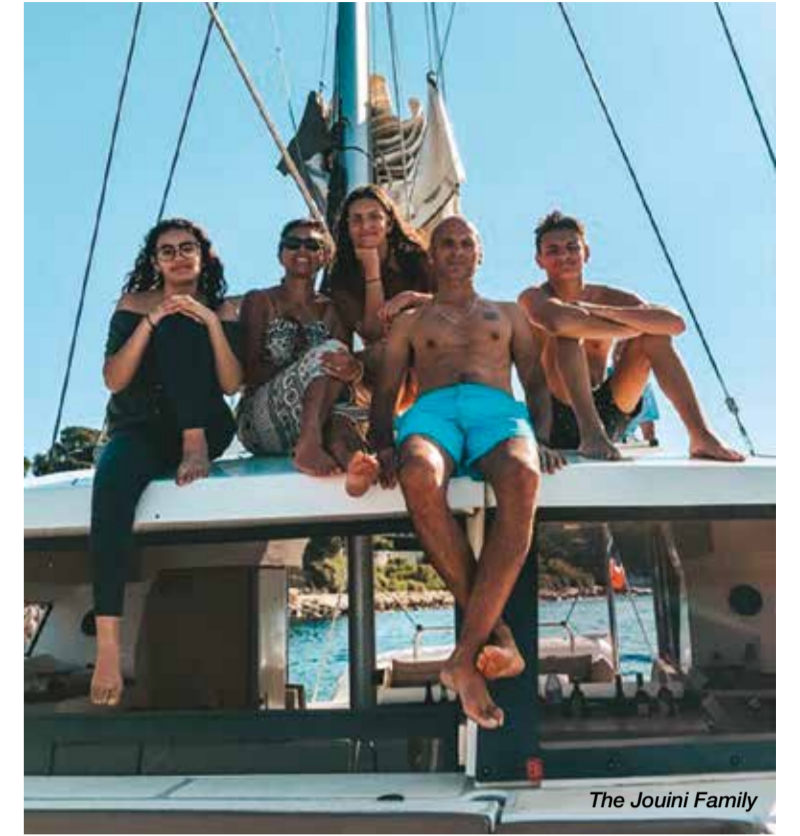
4 cabins and 4 baths version (symmetric)



Zephyr from the top of the mast



BALI 4.1 in the West Indies



The Jouini Family

BALI 4.1 ZEPHYR, THE IDEA OF A DREAM.. CROSSING THE ATLANTIC!

By Sophie Jouini, owner of Zephyr

The backstory is that in April 2017, at Propriano harbour in Corsica, we discovered a catamaran... "This is the model of boat we need!"

The idea sprang up, took root, grew, matured...

From September 2017 until September 2019 we visited every year the **BALI CATAMARANS** stand at the La Rochelle boat show. The spaces that this brand offers on board their catamarans are innovative and designed for life on board. So, the decision was made: we had to have a **BALI!**

In February 2020, we took delivery of our **BALI 4.1**, christened Zephyr, with the family moving aboard in October 2020. This catamaran is perfect for our family of 5. The children are self-sufficient and take part in the day-to-day life of the boat. Thanks to the different living areas (aft and forward cockpits, saloon and flybridge) each of us can have our own space and create a little bubble of privacy.

We spent one of the periods of lockdown living on board in the port of Hyères, and this time enabled us to fine-tune our preparations for our forthcoming Atlantic crossing. From there, we cast off, bound for Lanzarote. The weather conditions in the Mediterranean in December are not the easiest: head-on waves, 30 knots of wind and a head-on current. This forced us to make several stops - in Alicante, Motril and Ceuta, before passing through the Straits of Gibraltar on a very calm day.

The ocean brought a change of scenery: long and relaxing swell and sunny

days until we reached Lanzarote, where we waited for a week for the trade winds to settle in.

But there was nothing, no wind, a few puffs at most...



The dolphin ballet

Eventually, we decided to push on south towards Cape Verde with the idea of catching the trade winds off Mauritania. An ambitious plan that didn't come to fruition! We arrived at Mindelo on the island of São Vicente without the slightest hint of any easterly breeze...

But 3 days after our arrival, the wind woke us up one morning and the departure signal was sounded! A few last-minute errands and we were finally able to head out on our transatlantic journey, towards Martinique.

After 17 days, 21 hours, and 2,117 nautical miles and 180 litres of diesel, used when there was no wind at all, hundreds of flying fish, 2 cargo ships, seagulls, a red-billed tropic-bird and tons of sargassum seaweed, we arrived in the early hours of the morning off Le Marin in Martinique.

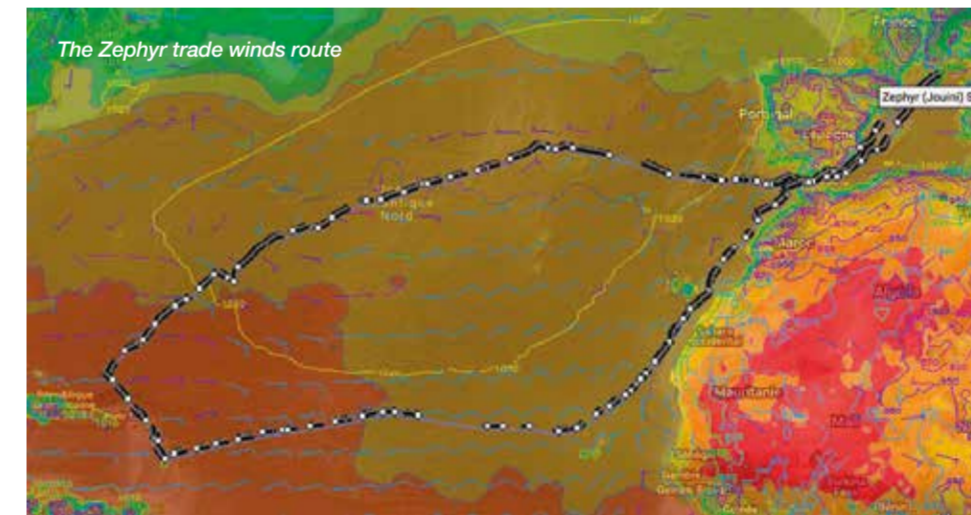
What a magical adventure on our comfortable and efficient Bali.

We choose our anchorage in Grand Case Bay on the island of Saint Martin, where we used to live a few years ago, the lapping of the waves lulled us to sleep, the turquoise water still

amazed us, and the sunshine helped us forget the frosty weather back home where we know how hard times are through the pandemic. We were to stay here for two months.

After this long break we set sail for Martinique and then Guadeloupe where we met up with several friends. For this passage, the weather conditions were good. During the crossing our speed under sail varied between 3.5 and 11 knots depending on the windspeed and direction.

By 15th April, it was time for the return transatlantic crossing. Three of us set off, and two returned home including our 16-year-old daughter. Impending school exams meant that Clara had to return by air! The wind, although strong in the anchorage, wasn't consistent enough to sail and forced us to head west and then north, before we could set a course for the Azores.



It took us 23 days to reach Horta, where we had to stop to replace our topping lift. En route, we met some whales, orcas, dolphins and turtles. We were doing so well on board that we could have continued on to our home port of Hyères without this enforced stopover!

We spent 2 nights in Horta, did our obligatory painting, visited 3 restaurants, and met loads of people, then cast off again bound for Gibraltar. The only bad weather conditions encountered on this return leg were along the coast of Cadiz where the wind was blowing head on at 38 Kts. However, Zephyr made good progress and we passed Gibraltar in

calmer weather! We had left Hyères during the lockdown without a boat in sight. We returned on a beautiful day in May, and it seemed like everyone was now out and about sailing happily around us!

This magnificent adventure, rich in marine encounters, human encounters and that gave us the chance to surpass ourselves, is only the first of many other wonderful moments.

In October, we plan once again to set sail aboard our **BALI 4.1** to discover the beauties of the Mediterranean before transiting the Panama Canal in 2023...

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GALE FORCE WINDS FOR OUR MAIDEN VOYAGE

By Stephen & Estelle Cockroft - Catamaran Guru™

We picked up our brand new **BALI 5.4** at the **Catana** group factory in Canet-en-Roussillon, France and set off on our maiden voyage around midnight on October 20th, 2019.

We were delayed slightly, waiting for a weather system to move through and for the sea state to improve after the storm. Our first stop was supposed to be Cartagena in Spain, a distance of about 400 nautical miles. It is an easy 48-hour sail, or so we thought.

While our Windy App information of predicted wind direction was correct, the wind strength was way above the predicted 15 to 20 knots. The wind picked up substantially throughout the night into the morning.

By midmorning we had sustained wind of 35+ knots and saw wind gusts of up to 45 knots with torrential rain. Fortunately, we had wind from behind, but the sea state was very confused with huge 10ft rollers.

By this point we had a very reefed main and small jib out. As the morning progressed, gale force winds forced us to totally drop the sails. Thankfully we were able to reef and then drop the sails from the

flybridge without having to leave the cockpit. We surfed down the waves at 12+ knots under bare poles. We had an engine just ticking over to hold course and maintain steering.

Stephen says: "People asked us how we think the boat behaved in these extreme conditions and concerns were raised about the windage of the boat. Best is not to get into these situations in the first place but it



ZURI 3, Estelle and Stephen Cockroft BALI 5.4, at ARC race arrival in St-Lucia

happens from time to time, specially when you are on a time constraint as we were. The wind was behind us and running with the weather was the best course of action for us. The only other smart option would have been to "hove to" and let the gale blow past but we felt comfortable enough to continue. By early morning we were under bare poles with the windage of the back door and the flybridge enclosure acting as the sail and we

were still doing double digit speeds down the waves. I had the engines running for the first hour or so in case I had to engage astern to slow the boat down in order to stop the bows pegging into the trough. After a while it became obvious that because of the angled underbody of the bridgedeck pushing the bows up, the buoyancy of the foredeck combined with the forward speed, this was not going to

was downright scary at some points. It felt like we were on a very wild rollercoaster ride and we experienced torrential rain and icy temperatures. We were holed up in the flybridge under thick sleeping bags, waiting for the weather to abate.

The boat handled the conditions with grace and we never at any time felt concerned about the boat's ability, either structurally or in its performance in these conditions.


However, we decided to stop short of our destination due to this hellacious weather.

We have simply had enough and sailed into port in the late afternoon, well short of our destination. Even though we were eager to get through the cold and unpredictable weather in the Mediterranean, typical of this time of year, we saw no reason to get beaten up any longer.

We went into port at Greenwich Marina, 30 miles east of Alicante, Spain. This marina is situated on the international dateline with coordinates of 00.00.00 longitude, hence the name of the village.

Once in port, the crew put things back together, cleaned the salt off the boat and headed straight for the local hangout where we indulged heavily in adult beverages and a hot plate of food".

The crew held up well under the circumstances. It was not a pleasant sail and the howling wind



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tout ce que notre terroir

vous offre de meilleur

The pond, the sea, the rolled pebbles...

All that our terroir offers you of the best

Marc Benassis



The best moment of commissioning, the sea trial with the team.

THE **BALI** COMMISSIONING THE LAST LINK BEFORE THE GREAT ADVENTURE

We met up with **Yann Ménager**, **BALI CATAMARANS** Skipper and Commissioning Manager at the **CATANA** shipyard in Canet-en-Roussillon in the South of France.

He's been in this job for the past 3 years, and as a graduate of the Marseille Merchant Navy School has travelled all over the world as a skipper on monohulls of over 90 feet.

"For me, commissioning a boat requires a global approach. I am the last link in the chain before the great adventure. I am the guarantor of the conformity of the catamaran ordered by the client. I have to check, test and validate every aspect of the boat."

Once the **BALI** is in the water, final adjustments are made, the riggers set up the mast and the sails; plumbing and electrical systems are also tested.



Test and control the sails.

"I then carry out the first sea trial. Over a two-to-three-hour period, I check the engines, making sure there are no leaks and or abnormal vibrations.

I do a lot of work on calibrating the electronics (swinging the autopilot compass, settings on the GPS, the windvane, the radar, etc.)

Then I test the sails – that's my favourite part! I hoist the main, the solent and very often the code 0.

I check the rigging and test the reefing. I see if the boat behaves well, and I sail to the nearby Crique de Portails.

I should also point out that I am never alone on board, I go out with a team of 2 or 3 people, comprising a rigger, a mechanical and electronic engineer, and a skipper.

Once back in port, the boat is cleaned before the clients arrive.

I am always very eager to meet the owners, who are often overwhelmed by the emotion of seeing their dream come true... and they are often impatient to put to sea and try their catamaran!

However, I've got to curb their enthusiasm and give them a little theory before the big adventure can begin! I always start by going through the owner's manual with them, and



Testing of the engines and calibrating the electronics.

this helps with the handover and the different areas of the boat. I show them everything ... from the fuses ... to the safety equipment and the engines.

After a break, we go out for a sea trial. Depending on the weather,

I take the opportunity to show them our beautiful region and, in the summer, when we're demonstrating how to anchor, the new owners will often take the opportunity to dive into the water.

On our return, we always do some manoeuvring in port.

I always encourage the owners to sleep on board their boat as

this allows them to ask me some questions the next day, if they need any further explanations.

During the commissioning, a bond is created and I keep in touch with most of the clients. I often receive photos or tales of their trips."

BALI

CATAMARANS

THE **BALI** CATAMARANS ADVENTURE

Through this new logo, we're beginning another chapter in the story of **BALI CATAMARANS**. It's a logical continuation, given that over the space of 5 years, **BALI CATAMARANS** has established itself worldwide as the standard in the world of boating thanks to our numerous innovations.

With the colour pink being an integral part of our DNA, it was unthinkable to ignore such a detail, so dear to **BALI**.

At **BALI CATAMARANS** we're always looking at the bigger picture, constantly striving for new technologies. Citius, Altius, Fortius - which means faster, higher, stronger - is the motto of the Olympic Games, and one which we don't hesitate to apply within the **CATANA** group. In order to highlight our evolution, we have stretched the logo upwards, and inside the "A" the pink symbolises the finesse of the **BALI** door. We have designed a crest that will appear on all our products, sails and flags. In the centre is a compass rose and beneath, the nautical position of our head office corresponding to the location of our historic site at Canet en Roussillon in the South of France.

From September 2021, **BALI CATAMARANS** will be changing its logo and adopting a new design in line with the world of the **BALI CATAMARANS** brand.

This new logo forms a great link between the Brand and its unique concept; it is the echo between its "design your escape" concept and the opening created by the **BALI** door.

It affirms its generous personality and its character as a liberator of space; it is a strong mark of its identity. It evokes openness, pleasure and the **BALI** art of living.

BALI is a brand shaped by creative people, engineers and designers, who are breaking the codes of existing catamarans. Starting from a blank canvas, **BALI** has not only thought outside the box, it has completely rethought the box itself. It is this disruptive and pioneering path that **BALI** brings to every aspect of its business. Innovating the way of seeing life at sea, inventing new ways of using the catamaran. Every time, **BALI** opens up new horizons to go that step further. This enables clients to (re)discover the ocean and enjoy human relationships, the only true luxury, according to Antoine de Saint-Exupéry.

The team **BALI CATAMARANS**, whose mission is to expand the range of possibilities offered by catamarans. They are working to create spaces designed to liberate people so that they can adopt the lifestyle they desire. Whatever the size of the boat, the promise is the same: to optimise and reveal the potential so that everyone can invent their own way of living, their own new art of living.

Dive into the interior of our catamarans... As soon as you are aboard a **BALI**, you disconnect from the infernal spiral that is daily life. You are free to reconnect with the essential, which is "you", reconnecting with your family and friends and mother nature. Invite yourself to relax, forget and discover those **BALI** moments.



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THE CATANA COMMISSIONING



"A CATANA is a unique boat: like a big cat, waiting to be tamed and primarily to be understood. I prepare each Catana with care and above all with precision"

By Wilfried Carn, boat preparer at CATANA

The commissioning of a **CATANA** is divided into two phases.

The first is the technical part and then the discovery of the boat by the owner.

For the technical preparation, everything starts with the fitting of the deck hardware: lashing blocks with Dyneema, adjusting the rig, fitting the mainsail, all the adjustments. Then fitting the Code 0 and tensioning the martingale. And finally configuring the electronics. This phase is always done ashore, in order to achieve precise settings.

Next comes the launch and sea trials.

This first sail is carried out with a master sailmaker, a mast trimmer, an electronics engineer, and a mechanical engineer.

"During the sea trial, we finish setting up the electronics by testing all the components and, above all, we try out the boat in real conditions and in all weathers. We hoist all the sails, test the reefing, and I make sure there is no chafe. We then check the mast and the rig tension, and the tension of the steering cables.

Finally, we test the watermaker, the generator and the air conditioning for all the boats fitted with this equipment".

Back at the dock, a new phase of adjustments then begins. Having sailed the boat, the team can proceed to fine-tune the electronics and also the deck hardware.



The arrival of the owners.

"I let the owners discover the catamaran, then with the specifications to hand, we go around the boat. I go through every part of the boat, from the electrics to the plumbing. The clients must be able to be self-sufficient at sea and have an in-depth knowledge of their catamaran.

As for actually sailing the boat, this is à la carte. It depends on the needs of the owners.

"It's a personalised commissioning, according to the client's expectations. The sea trial can last a day or more".

The practical part starts with manoeuvring in port. The **CATANA** is a powerful boat, both in terms of its size and its sporty character.

"While under sail, I try to pass on my knowledge, but above all to make the owners understand their boat. They have to feel the boat, and the sailing has to be intuitive. The notion of "feel" is particularly important."

The handover of the boat also involves a night at anchor: dropping anchor, stabilising the boat, and living on board.

After the handover days, the owners must be confident (in themselves and in their **CATANA**)

"On the final day, I step aside to let the clients sail and get their bearings, which for me is the sign of successful commissioning".



CATANA RIVESALTES EXPANSION

Work is now underway on the expansion of the carpentry workshops at Rivesaltes.

"We have invested 3 million euros to double the area of our workshops to 3,000 m², with the intention of doubling our production capacity for wooden elements."

This expansion is part of a plan to modernise the group's industrial tooling.

"Over the past three years, we have invested between 8 and 10 million per year in renovating,

transforming and adapting our production tools at each of our sites. The objective is to achieve optimised, more operational and more efficient production sites.

These sustained investments have enabled us to reach growth of between 25% and 30% per year.

The exception being the 2019-2020 financial year, where growth slowed due to the health crisis that led to the shutdown of production lines for two and a half months, generating a loss in activity close to € 30 million, or 25% of the expected turnover."

PLANNING BOAT SHOWS

AUSTRALIA
from July 29th to August 2nd 2021
SYDNEY BOAT SHOW

FRANCE
from 7 to 12 September 2021
CANNES YACHTING FESTIVAL

ENGLAND
from 10 to 19 September 2021
SOUTHAMPTON INTERNATIONAL BOAT SHOW

ITALIA
from 16 to 21 September 2021
GENOA INTERNATIONAL BOAT SHOW

FRANCE
from Septembre 28th to October 3rd 2021
LE GRAND PAVOIS - La Rochelle

TURKEY
from 2 to 10 October 2021
BOAT SHOW TUZLA - Istanbul

UNITED STATES
from 7 to 10 October 2021
ANNAPOLIS BOAT SHOW

SPAIN
from 12 to 17 October 2021
SALÓN NAÚTICO BARCELONA

CROATIA
from 20 to 24 October 2021
BIOGRAD BOAT SHOW

FRANCE
from 4 to 12 December 2021
SALON NAUTIQUE PARIS

GERMANY
from 18 to 26 January 2022
BOOT DUSSELDORF

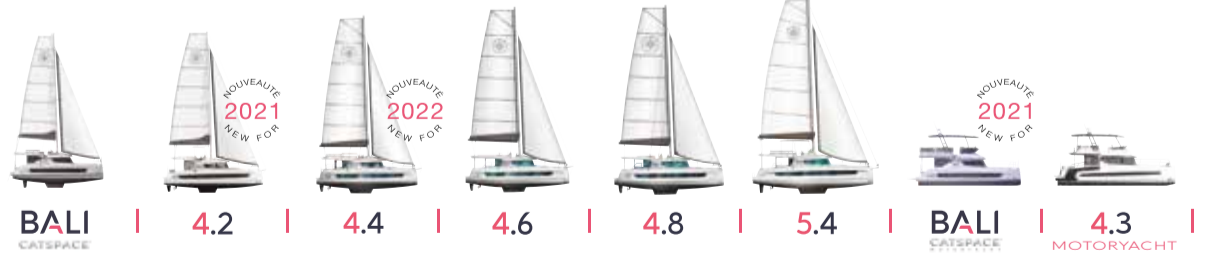
UNITED STATES
from 16 to 20 February 2022
MIAMI INTERNATIONAL BOAT SHOW



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