



The new  
**CATANA**

**EXCLUSIF**

SCOOP ! **BALI 4.2**

## Welcome aboard

# BALI 4.8

O P E N   S P A C E

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Following an excellent year in 2018-2019 and a significant increase in the first half of our fiscal year for 2019-2020, the COVID 19 pandemic has bruised the world economy and particularly certain sectors.

The tourism sector, to which we belong, has been particularly affected, notably due to the ban on navigating on many coasts for more than three months.

With 297 units on order by the end of February this year, our objective was to deliver slightly more than 200 units during our fiscal year, which ended at the end of August. This was thwarted by the 10-week shutdown of our three production sites during the lockdown, with the consequence that only 151 boats will have been produced over the past fiscal year.

But all crises have virtues, and the one we're experiencing now is no exception to the rule, despite its suddenness, violence and global nature! Nevertheless, while adjusting our outlook for the coming months, we've been able to focus our efforts on R&D in order to offer you even more innovations and on the development of forthcoming new models, to work on our 3-year strategy,

and improve our manufacturing quality processes, etc. And let's stay positive thanks to some solid achievements:

- Our level of innovation is making more and more of a difference on the market every day and in the tradition of CATANA for 35 years, BALIs are now known right across the sailing world,



- The "BALI" concept is being sought after by more and more boaters,

- After legitimate hesitation, the architectural efficiency of the full deck of the BALI is now understood.

The BALI's behavior under sail is more seaworthy and more comfortable, and has been acknowledged by all nautical journalists,

- Year after year, our clientele of private individuals is growing, attracted by the area offered by the "OPEN SPACE" concept and by the constantly improving layouts, adapted to the market's ever more demanding criteria of finish and comfort,

- It is now also established that BALIs, thanks to their fine-entry bows, perform very well under sail, and have nothing to



fear from their competitors,

- The BALI 4.1 alone has reached a level of more than 250 sales in less than 5 years,

- The BALI 5.4 launched in late 2018 has already forged an enviable position in the market for big cruising catamarans,

- Our network of agents has grown, proof of the relevance of our products,

- Our clientele of charter businesses has grown,

- We still have a good order book for the 2020-2021 financial year, which starts in September, despite some uncertainties still hanging over the charter sector,

- Starting this year, we'll be producing several new BALI models: the CATSPACE MY, the BALI 4.2 and the BALI 4.6, which will complete a full, recent and very consistent range.

- At the end of the financial year, we'll have the new CATANA "OCEAN CLASS", the result of several years of intense reflection by our design teams,

- Our balance sheet fundamentals and financial situation are extremely healthy with significant equity, little debt and good cashflow, and this will enable us to calmly overcome the economic consequences of the current health crisis, your confidence and that of our shareholders confirming our confidence in this analysis.

Crises are not eternal, and given all the actions undertaken, the CATANA Group is well placed to meet your expectations even better when this current storm has passed astern of us. "



## CATSPACE: A THUNDEROUS WELCOME!

### January 2020 :

A boat show, whether it's afloat or indoors, is above all a place for meetings and exchanges between boat builders and enthusiasts. Our aim is to constantly improve the experience for our visitors. So at Düsseldorf, I must admit this meant there was a challenge to be taken up! The curiosity that CATSPACE aroused had already been felt for some months: Firstly, by the comments we'd heard from our customers and from the rest of the profession, but also by the commitment that could be seen from our order book. So inevitably, when this unit was presented for the first time, CATSPACE was very much in demand.

- Her configuration is a break with all the standard codes for 40' catamarans, which had been in force until then:
- Large and voluminous forward cabins, facing the sea, with bunks set athwartships, accessible from both sides. They thus offer the same level of comfort as the aft cabins
  - A saloon completely free of bulkheads, identical to the other boats in the BALI range, with the flexibility of the tilt-and-turn door, which gives the living area and galley all the advantages of a large cockpit (or a large saloon!)
  - A flybridge with helm station and 2 seats, as well as a sunbathing area for 4 people
  - A forward cockpit made possible by the boat being fully-decked, from bow to stern.

The CATSPACE is the result of lengthy reflection (already carried out with the first generation of BALI), to meet even better the expectations of our owners, but also of our charter customers: What are you looking for on board your boat?

- Space, to live normally, without a feeling of compromise.
- Comfort, with autonomy in refrigeration, fuel and water.
- And to be able to preserve your privacy by the multiplication of the various areas, su table for lazing around, swimming, in the lounge or sat around a large, friendly table.

It is in this spirit that we have designed the CATSPACE, and for which all our visitors flocked to come and discover this unique concept.

### June 2020 :

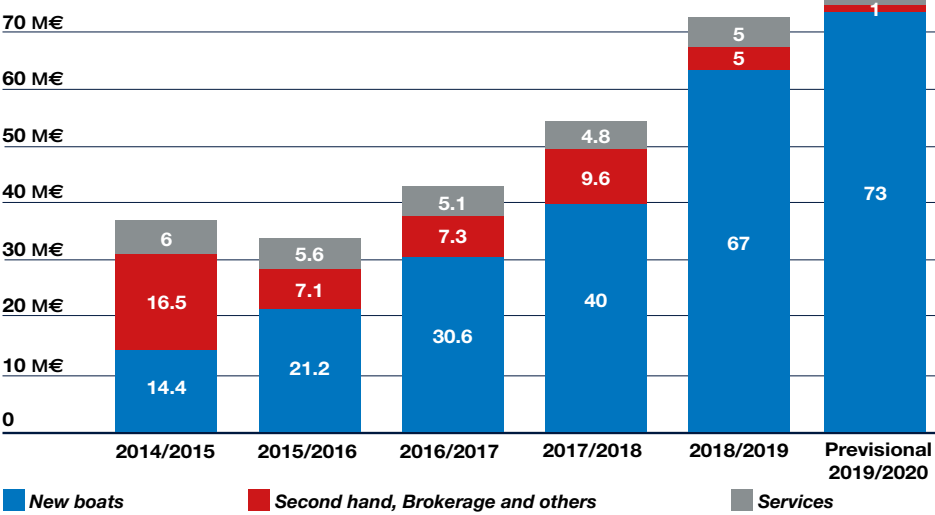
Following almost three months of lockdown and a ban on sailing in French waters, came the big day for a real sea trial. Two journalists from leading boating magazines accompanied us and their amazement at the CATSPACE's performance is clear to see on their faces. Obviously, they hadn't expected such a conformable catamaran to perform so well under sail. Samer Lasta's hull is indeed proving to be very efficient, but rather than talking about it ourselves, we'll let you read the articles to be

published in "Die Yacht" and "Multihulls World". You'll find them on our website: [www.bali-catamarans.com](http://www.bali-catamarans.com) from September 2020.

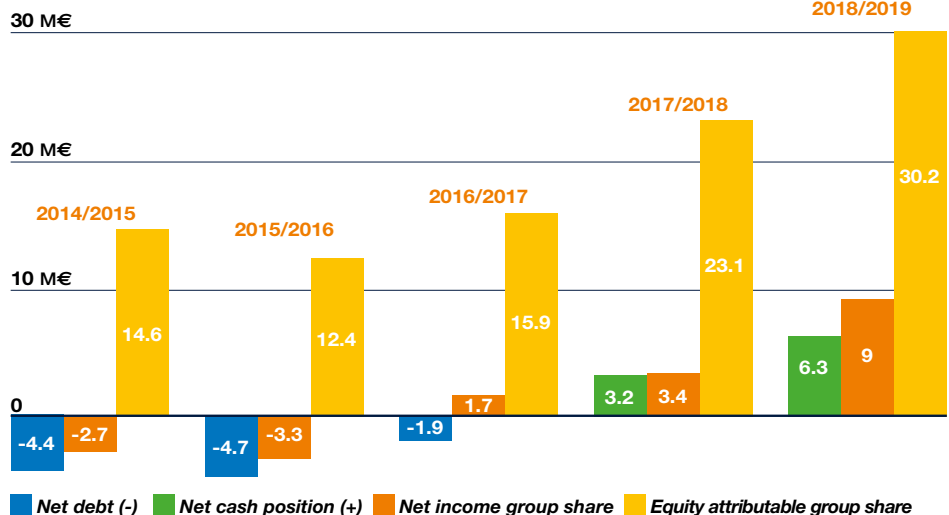
Boris COMPAGNON Sales Director.

### CATANAGROUP SA STOCK MARKET : CODE Euronext PARIS FR0010193052CATG

#### TURNOVER



#### BALANCE SHEET / RESULTS



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# Welcome aboard the **BALI 4.8**

The all-new 4.8 as seen by a maritime professional.

**I**t's always a great challenge to be one of the first to sail a new model, especially for a delivery trip. You wonder about the reliability, the seaworthiness, the technical choices made by the shipyard... As a professional skipper/sailor, and with over 25,000 miles under my belt, I trust only my instincts and experience to assess the reliability of the vessel in my care. It's fair to say that I'm familiar with **CATANAs**, having delivered them to all 4 corners of the world and I know the shipyard well. So I set out with a positive outlook, but being extra confident doesn't mean excluding vigilance!

The delivery of this **BALI 4.8** to Greece, scheduled for mid-March, was ultimately postponed to mid-June. The **CATANAs** shipyard, like their suppliers and the whole economy, had had to close down and radically readjust their delivery schedule. We managed to find the best possible dates for our charter client, who is looking forward to his new boat,

already chartered out for next season. In Canet-en-Roussillon, we organized the victualling, and topped off the tanks: 265 US gallons (1,000 liters) of both of fuel and water. In other words, according to my calculations, it was almost going to be possible to reach Greece from Canet, without wind. That was a welcome thought!



As for the water: that quantity for 2 of us and 6/7 days at sea maximum, that should be enough too! In the worst-case scenario, there was a watermaker on board.

As for chilled storage, the large refrigerator on the **BALI** is a must, compared to the other marine

fridges I'm used to using: a big freezer (for ice-cream), an ice-cube machine, fresh water dispenser, etc. Even if we were in "delivery" mode, these comfort features suited me well!

We set sail at the end of the day, to take advantage of a lull in the Tramontane, which was blowing very hard that day. But it had the virtue of

propelling us across the Golfe du Lion and on towards the south of Sardinia. With the code 0, full mainsail, slight sea, and a force 5 wind, we were posting speeds above 12 knots, non-stop.

The job of a delivery skipper doesn't involve stopping like a tourist, or



cruising, so my mate and I were happy to see the miles slip by at this speed. The sea became a little more formed off southern Sardinia and the boat's movements became more abrupt. Despite this, I must admit that I was very pleased that thanks to the rigid bow platform, there was no water coming over the bow section. What's disturbing was that the **BALI 4.8** remained stiff and showed no signs of tiring. We had too much mainsail up and reefing made life on board more comfortable and smoother. On many other boats, I would have had signs with squeaks for example, flexing in the mast. But here... nothing! But,



we have to remain vigilant, as even though the boat is behaving very well, that doesn't prevent strain in the rigging. As we passed Sicily, the wind dropped and we continue on our way under engine. 2,400 rpm, 7 knots. We hadn't used any fuel until then (except for 2 hours' running the generator for recharging the batteries on a cloudy day), so we were happy to keep going without worrying about the range. However, in order to save money for the customer, we alternated from one engine to the other. In the end, this only cost us 15% in speed, but with

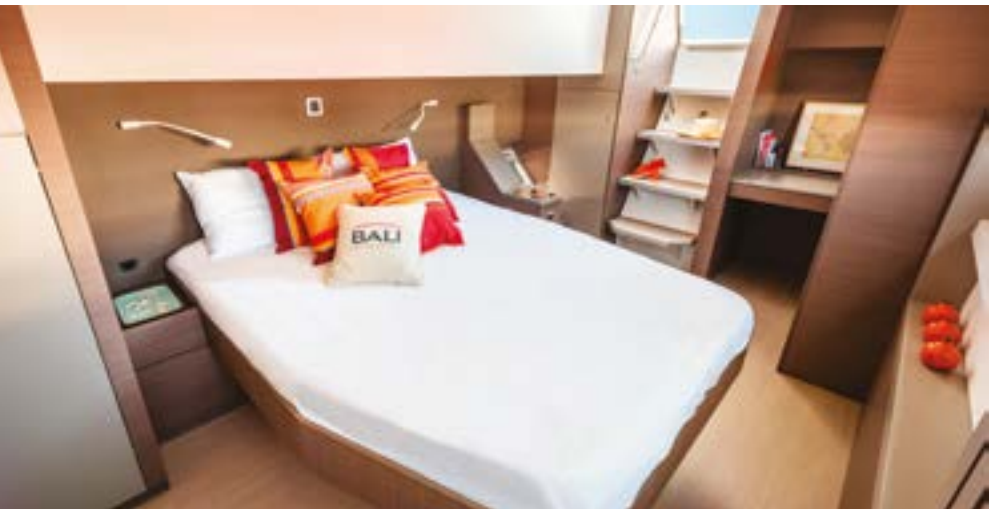
fuel consumption halved! So this is a good option when in very light winds, if you need to boost your sailing with a motor. The end of our passage concluded under power (this time both engines!) heading into a moderate sea, in 30 knots of wind. The flybridge was becoming very windy, but what we hadn't imagined was the forward cockpit, allowed us to remain outside, most-protected, without any water splashing over, well wedged-in on the forward bench seat to starboard, just next to the door giving access to the saloon from the foredeck, and thus

to the chart table. This allowed us to enjoy our last few hours before arriving in Athens.

We delivered the boat safely, with a very small list of things to sort out before the first charter, scheduled for 2 days later.

In the end, it took us 6 days and 8 hours, non-stop, without any problems and above all without ever closing the big back door: what a great idea!

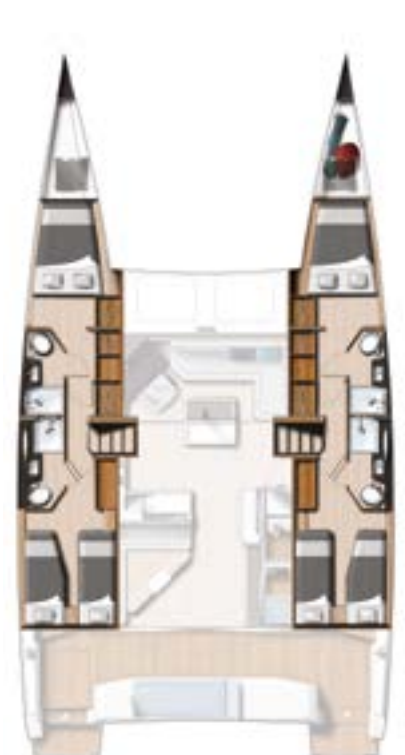
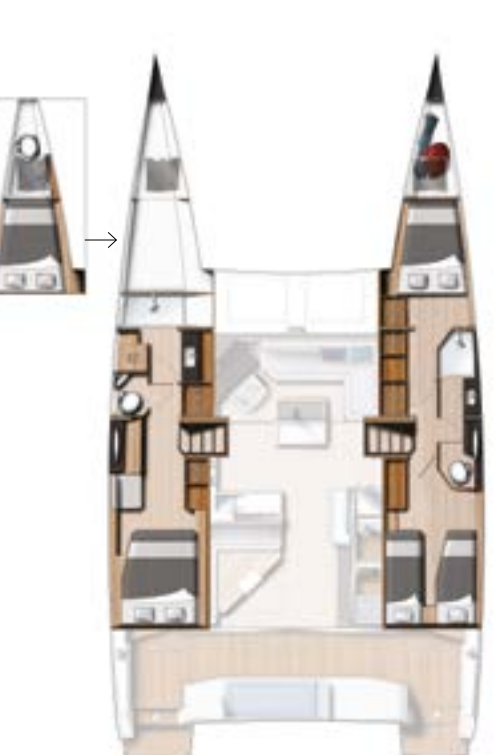
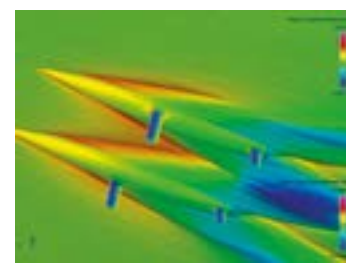
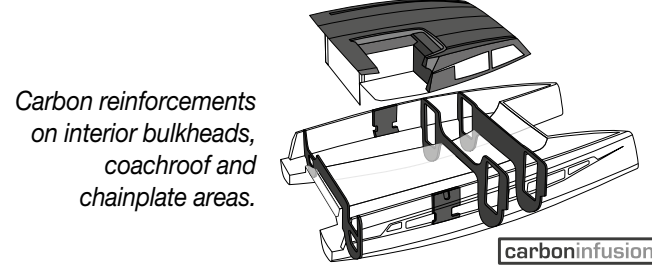
**Philippe Delpech**  
Delivery skipper for 15 years.







# CATANA "OCEAN CLASS" SETTING BLUE WATER STANDARDS



Nacelle

Owner's Version  
(+ optional crew cabin)

4-cabin / 4-heads version

## "OCEAN CLASS" SETTING BLUE WATER STANDARDS

Designing a new **CATANA** is always a challenge when you know the passion and the requirements of **CATANA** owners who most often want to go blue water sailing around the world comfortably and safely with a high-performance boat. This is why **Olivier PONCIN** and our design office at Canet en Roussillon in the South of France, assisted by independent naval architects, have been working for more than two years to design a new generation catamaran: the **CATANA "OCEAN CLASS"**.

- The "**CATANA**" genes are all there:
- Angled hulls,
  - Fine bows,
  - A return to basics with a refocused helm station offering optimal visibility with all sailing maneuvers within easy reach,
  - allowing for short-handed sailing,
  - Structural carbon bulkheads,
  - A well-managed displacement thanks to closed-cell PVC sandwich infusion lamination process and carbon reinforced glass,
  - A glass/carbon composite coachroof,
  - Well centered weight guarantees no pitching and increased comfort at sea,
  - Specially designed daggerboards guarantee excellent performance upwind,
  - with automated operation for optimized ease of use,
  - A large, fine-mesh trampoline,
  - A powerful rig, optimized for easy handling even with a small crew, which is also available in a "full-carbon" version for even greater performance.

But a modern boat designed for blue water sailing wasn't enough for us! We wanted to innovate, to continue innovating to stay ahead... and bring future owners a level of comfort on board that is unrivalled in this category of high-performance catamarans.

We are therefore now offering you a new concept for this **CATANA** which retains all the seakeeping qualities of her peers but also provides a living space which is completely innovative for her size, as well as exceptional ventilation. A saloon free from bulkheads that offers, thanks to three large sliding bay windows with full opening, a large living space, which can be either totally protected or completely open to the outside. From forward in the nacelle, and thanks to a raised navigation station and saloon, you'll be able to keep watch in complete safety and in the most comfortable conditions.

You can say goodbye to having to choose between a high-performance catamaran or a comfortable and cozy catamaran, equipped for comfort with large capacities for water, fuel, and chilled space, the **CATANA "OCEAN CLASS"** finally offers you both.

You be the judge...

Overall Length with bowsprit : 15,60 m / 51.2 ft  
Maximum beam : 7,80 m / 25.6 ft  
Displacement : 12.7 T / 19.5 T Approx.  
Maximum upwind sails area : 220 m<sup>2</sup> / 2,367 sqft



# BALI in fine Style

With their new **Elegance pack**, **BALI** are creating ambiance. The designer has paid great attention to every noble detail, creating a warm and cozy atmosphere. A bright and welcoming ambiance in every area, the working of the materials and the comfort of the "made in France" upholstery to bring even more pleasure to the owners. Feeling at home at sea is a luxury you don't want to do without.



Leather handles on the opening furniture



Aluminum "Theodora Quick" table lamp



Mirror polished stainless-steel mast support strut



New choice of fabrics



BALI 4.2 NACELLE



BALI 4.8 CHART TABLE



BALI 4.6 AFT CABIN



Stainless-steel bulkhead lights with dimmer switches



Your choice: Standard lounge or optional armchairs



Imitation leather magazine holders in cabins



LED ambient lighting beneath the beds



THE NEW BALI 4.2

Designing the successor to the Bali 4.0 built for 5 years with a production run of more than 250 examples was not at all easy, as the latest version, the Bali 4.1, had reached the maturity that we recognize today!

With the help of our two longstanding naval architects, Xavier Faÿ and Samer Lasta, and the ever-effective assistance of our design offices, the **Bali 4.2** has taken shape with features that will seduce you:

- First of all, her dimensions: A boat that is more than two feet higher (63 cm) and more than a foot wider (36 cm), giving almost 50 sq ft (4.5 m²) of extra living space!
- Like her predecessors, she takes advantage of all the space in the nacelle, with the new **Bali 4.2** having the incredible comfort of a forward door offering access from the saloon to the forward cockpit!
- The tilting, pivoting door and aft bench seat have been made even bigger.
- The new **Bali 4.2** is also available in an "ELEGANCE" version that will surprise you!
- The living space in the saloon has increased by more than 7%, more than ever before, the "Open Space" concept provides a huge difference from models "more traditional" layout!
- 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.
- Each heads compartment has been lengthened by 12" (30 cm).
- For the first time in the world on a production cruising catamaran of this size, thanks to a BIO REACTOR with a submerged and offset MEMBRANE (BAMID), the Bali 4.2 will discharge "clean" black water into the sea. Farewell to pollution and black water holding tanks and their constraints (see article on page 16).

BALI 4.2  
OPEN SPACE



- 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!
- Compared to the **Bali 4.1**, the diesel capacity has been doubled to 210 US gallons (800 liters) in total, now giving you a range under power of over 1,000 miles at cruising speed.
- Chilled capacity is not to be outdone, with the Refrigerator and Freezer now offering 11.5 cubic feet (326 liters) of volume which is 22% more than its predecessor, with the added bonus of an iced water dispenser.
- The power of the engines has been increased, the two standard Yanmar engines each develop 30 hp, with 45 hp available as an option.
- Despite all these comfort features, the performance of this new **Bali 4.2** has not been neglected. The sail plan is more generous, the boom has been lowered by 6" (15 cm), which makes reefing considerably easier.
- Sail area has been increased by more than 8% with a 550 sq ft (51 m²) mainsail area and a 377 sq ft (35 m²) self-tacking solent, that are still as easy to use as ever. Finally, the code 0 totals 678 sq ft (63 m²).
- The helm station is still semi-recessed, but is now even more comfortable, as is the sunbathing area on the fly-bridge, which is 12" (30 cm) wider.
- Longer at the waterline with finer entry bows and significantly more sail area, the **4.2** will certainly perform well under sail.

The **BALI 4.2** will be available for seatrials from March 2021 at **Canet en Roussillon** in the South of France, and will then be on display at the International Multihull Show at **La Grande Motte** in April.

NEW FOR  
2021  
NEW FOR



Xavier Faÿ & Lasta Design



Deck and flybridge



Nacelle and cockpit



3 cabins and 3 heads version (Owner's)



4 cabins and 4 heads version (symmetrical)





# BALI SOLID FOREDECK: GREAT FEATURE OR BAD IDEA?

by Stephen & Estelle Cockroft - Catamaran Guru™

For the last five or six years we have had to listen to salespeople and various “experts” telling interested buyers that solid foredecks on cruising catamarans are dangerous, slam excessively, are unstable, and more. Some have gone so far as to publish pictures of Ford F150 trucks on the front of the boat to demonstrate how much weight a solid foredeck adds on the front of the boat – obviously a very bad thing for catamarans. With this in mind, our friends wanted to know what our experience was with the solid foredeck while crossing the Atlantic.

**The verdict:** We loved it! We have now sailed 6,112 nautical miles on our **Bali 5.4** from Europe, across the Atlantic, the Caribbean, and on to Florida. During this extensive sail under almost every type of weather conditions, we never, at any time, had problems with the solid foredeck. To the contrary, we enjoyed the space while underway. It was one of the most loved spaces to hang out for all eight of our crew members! (Check out our video and find out why we loved it so much)! Frankly, after experiencing this solid foredeck first-hand we feel that these uninformed opinions do a great disservice to the boat buying public. Instead of being objective and selling to the strength and merits of each type or design of cruising catamaran, the people

who criticize the solid foredeck design try to scare buyers into buying their product instead!

## How Does The Solid Foredeck Measure up?

### Strength and Buoyancy.

It is a well-known fact that with the development of infusion technology and foam cores which are very light and stiff, the need for nets to reduce weight forward is no longer very important in

and crossbeams and has buoyancy which nets do not have. When the bows submerge with nets, the only buoyancy you have is in the two bows. The nets have no buoyancy and do nothing to drive the bows upwards. Once the bows peg into a wave, you are relying on the buoyancy in the two bows to bring you back up.

With the solid foredeck design, you have a deck and a hull or “underbody”, so the entire section has buoyancy. The angled underbody of the solid foredeck

The experts will tell you that once the foredeck is swamped, the bows will be overloaded and make the yacht unstable. This will not be the case on cats with nets which will shed the water instantly. We have owned catamarans with many different types of nets and agree that the drainage of an 80% open net is instantaneous. We have also owned catamarans with 40% open nets which, while very comfortable to walk on (unlike the 80% open nets), they do not shed the water as quickly. This resulted in our nets being ripped out by the weight of breaking waves on them.

So the question is - how fast will a solid foredeck or forward cockpit catamaran shed the water when swamped. In our opinion it comes down to how effective the scupper or drainage system is. The drainage system on **Bali Catamarans** have a grating, six foot long by four foot wide, which drops the water into a scupper in the bottom of the bridge deck. It is large enough for a person to pull their head and shoulders into. This is also assisted by separate drains in the anchor locker and in the chain locker. The lid of the chain locker is also designed to act as an additional scupper to drain water on the fore deck. So the drainage capacity is massive.

We are told by the designer and naval architect that if a wave completely swamped the foredeck of the **Bali** it would take under 12 seconds to shed



cruising catamarans. One only has to look at the current cruising catamaran designs to see that the foredecks are getting bigger and nets are getting ever smaller. Some catamarans now merely have “token” nets.

One thing to consider, and this is something we experienced on our trip from France to Florida, is that a solid foredeck is much stronger than nets

acts like an inverted spoiler so with the forward motion of the boat when the bows start submerging not only does this section present substantially more buoyancy, it also lifts or drives the bows upwards. Read the article where we explain how this platform is constructed.

### Solid Foredeck Water Drainage System.



The forward cockpit of the BALI 4.3, a real living space connected to the galley by the large retractable window



Grating open during navigation and closed for mooring



One-piece deck and hulls for increased structural rigidity

all the water which I believe to be accurate. On the **Bali** we only took one big wave over the side of the boat onto the bow during the entire 6,112nm trip and the water disappeared almost instantly. The point of this discussion is to assess whether being swamped by a wave is dangerous on a solid foredeck vessel and we think the argument can be made that it is not.

### Noise and Slamming Under the Solid Foredeck.

It has been claimed by the “experts” that the solid foredeck causes slamming. Everyone knows that slamming occurs mainly under the bridge deck where the bow waves converge and not at the front of the boat so this is just plain misleading. There is virtually no slamming that occurs forward of the chest of catamarans with a either solid foredeck OR netting because the buoyancy of the bows lifts the forward section of the boat as it goes into the swell. Therefore, while the boat does experience slamming when pounding into waves, it is no worse than any other catamaran in the same conditions. If anything, the slamming may be less considering the Bali has a very clean tunnel and the height ratio for the bridgedeck is above acceptable.

This brings up another very important point. On boats with nets, when pounding into rough seas, there will be a lot of spray

coming through the nets blinding the crew and covering the boat in saltwater. With a solid foredeck none of this occurs, the foredeck remains dry and the crew are protected from being exposed to flying spray at the helm and any noise from the spray hitting the bottom of the foredeck is inconsequential. We have experienced both and assure you that the solid foredeck wins hands down.

### Usable Space On The Solid Foredeck.

The foredeck becomes another great area to hang out even while underway. We had our Thanksgiving barbeque on the foredeck in the middle of the Atlantic Ocean while sailing along at between 8 and 10 Knots (see the video).

This also became one of our crew’s most favorite places to relax and lounge and take naps while we were crossing the Atlantic. The walkthrough from the salon onto the foredeck makes it so easy to enjoy this space and all the while, we never got splashed. The foredeck was dry and we were completely comfortable. This alone is the BEST selling point for the **Bali catamaran** range!

### Summary: Solid Foredeck on a Catamaran

While we went into the **Bali** purchase knowing that the foredeck was controversial, little did we know that it is actually a feature which is so good that we would not want to give it up now that we have experienced it. We consider the solid foredeck a selling feature and will be very surprised if we do not see more manufacturers going in this direction to one degree or another.

After an extensive voyage of 6,112 NM which included being in a severe gale in the Mediterranean Sea (up to 45 knots), several squalls while transiting the Atlantic Ocean as well as some pretty severe beam seas and squalls in the Caribbean and North Atlantic, we are sure that we have tested the boat on all points of sail. We wanted to make a fast crossing since we were in the ARC Rally. This is what we found:

- The foredeck remained dry in virtually every situation and there was no spray or discomfort for the crew
- We did not experience any excessive

slamming, or more than any other cruising catamaran would experience in the same situations and certainly did not experience any slamming under the angled solid foredeck

- The structure is very solid, and we felt at all times that the boat could handle whatever was thrown at it. The structure is nice and stiff and the boat is very quiet with little to no creaking
- When we did take a wave over the side onto the foredeck the water was shed almost instantly

- On occasions when we surfed down into troughs the solid foredeck came into play and we never pegged the bows or took water over the front of the boat including in the Mediterranean Sea with very steep seas and 45 knots of wind driving us from behind.

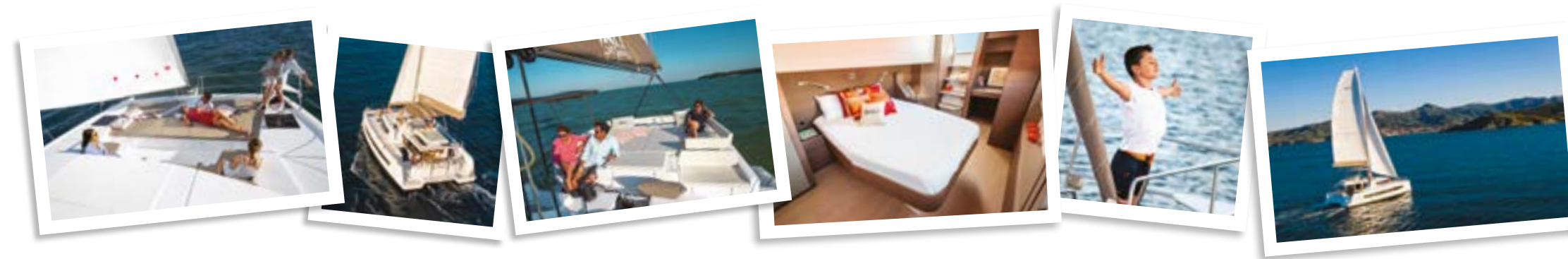
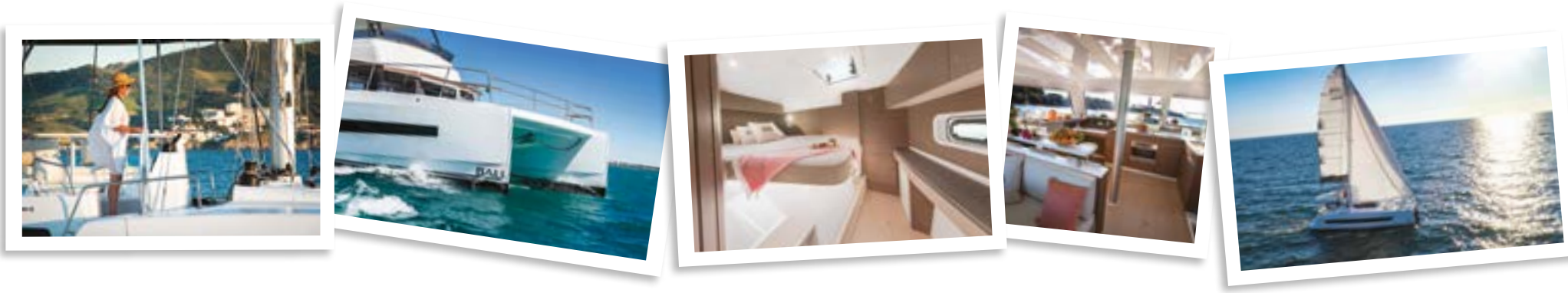
Having owned both designs (nets and solid foredeck) and having sailed them extensively offshore, our opinion is that both are acceptable to us and we have no issues with either one.

The detractors of the solid foredeck may want to try the solid foredeck before making judgements. They may be very pleasantly surprised!

We Say: **"Don't Knock It Until You've Tried It!"**

**We Say: Don't Knock It Until You've Tried It!**





# Program BALI RENT aCAT

## CHARTER PROFESSIONALS: IF YOU DON'T WANT TO BUY, THEN RENT YOUR FLEET !

**Rent a Cat:** A "Long Term Rental" offer reserved for charter professionals and private individuals who would prefer to charter rather than buy to make a big trip.

Find out more without delay, at: [www/bali-catamarans.com/rent-a-cat](http://www/bali-catamarans.com/rent-a-cat)

**K**nown to be highly sought-after by yachtsmen looking to charter a boat for their vacation, **BALIs** are particularly appreciated by charter companies when it comes to blue water cruising catamarans.

With more than 400 **BALI** boats currently on offer by about fifty charter companies worldwide, their numbers are increasing by 25 to 30% per year.

Aware of the difficulty for some professionals to finance the fleet

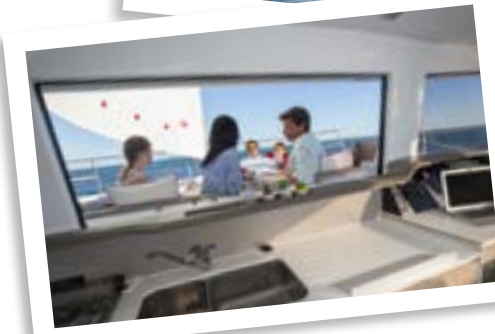
of catamarans they need, the **CATANA Group** has decided to increase its offer and can now give professional charter companies the option of chartering some of the catamarans in our range themselves, for a minimum of 4 years and a maximum of 7 years. A simple and easy solution for a charter company.

For the **CATANA group**, the objective is to enable more charter companies to offer **BALIs** in their fleets or simply to increase their number of them.

With a guaranteed minimum deposit of 10%, and following a personalized study and the approval of his charter request, a lessor will now be able to rent a **BALI** for a long period of time without major constraints and thus develop his business without having to have large capital or simply go into large amounts of debt.

The units on offer are **new or very recent BALI catamarans** which benefit from all the equipment required for charter and which can be operated worldwide.

Individuals who have a blue water cruising project for several years and who do not wish to buy a boat can also benefit from this unpublished program.



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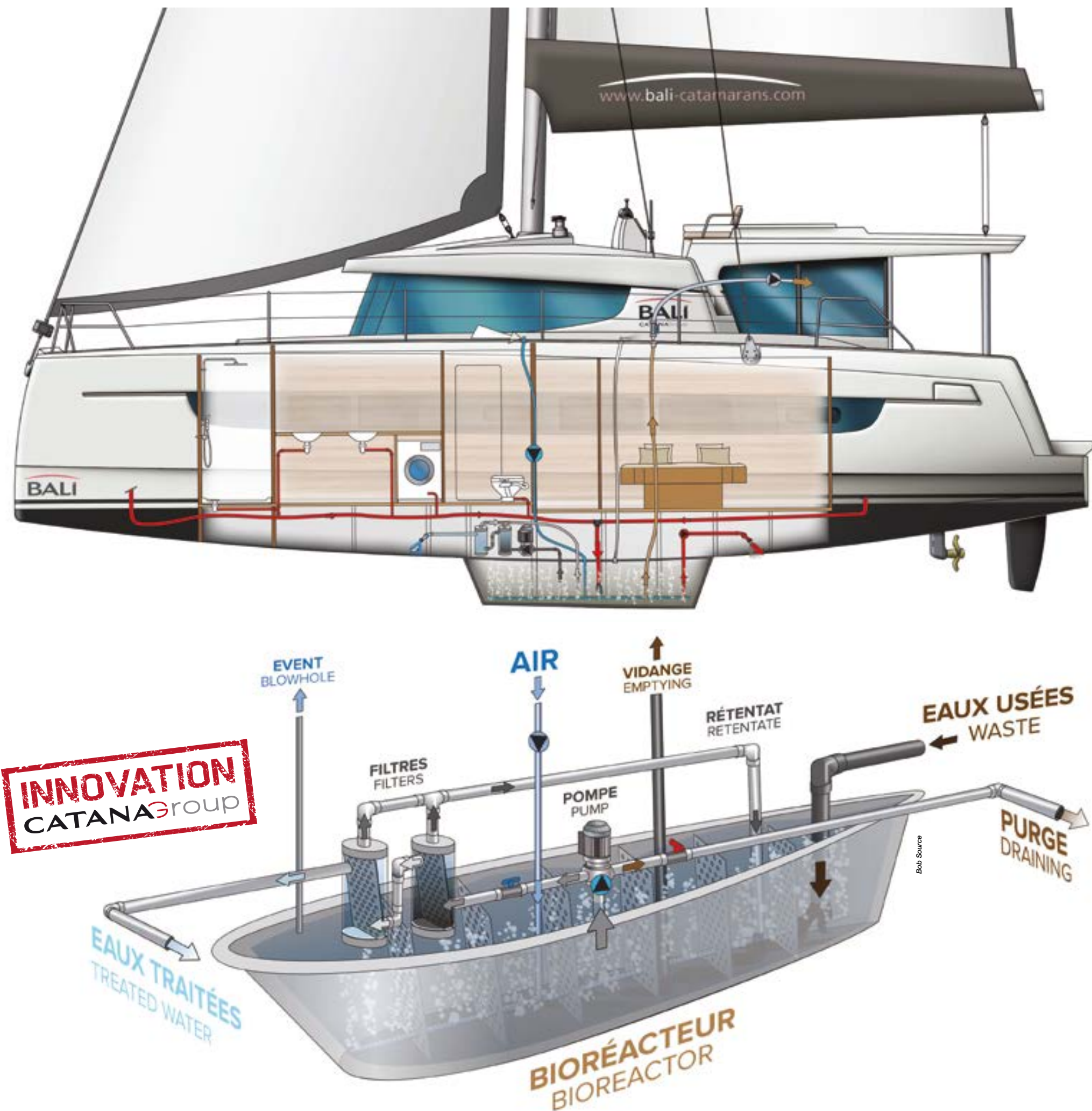
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# FILTER & BIOGENERATOR, MAKE THE MOST LIFE ON BOARD IN MODE 2.0!



Everybody has dreamed about it, but CATANA GROUP now offers truly eco-friendly boats. Catana Group has always been at the forefront of sustainable development by using resins with low styrene emissions and PEFC-labelled wood in its production, which is a label that guarantees that the wood comes from sustainably managed forests.

**F**rom September 2020, every boat ordered will benefit from two major advances in our Excellence Pack to enable you to become a real player in the ecological transition while improving your comfort:

- A filter purifying the water in your water tank and making it completely drinkable:

A specific tap fed through a purifying filter allows you to consume the water stored in the tanks. This is an endotoxin filter originating from medical technologies associated with food-grade active carbon filtration. The filter ensures the retention of all bacteria, viruses, particles and macromolecules.

It also ensures the removal of all organic molecules, chlorine, as well as the recovery of taste and the treatment of odors while allowing the conservation of minerals. Gone are all the constraints associated with bottles of

mineral water that have to be bought, transported, taken aboard, stored somewhere, first full then empty, and finally disposed of.

- Every catamaran from the group will be equipped with a remote submerged membrane bioreactor (BAMID) which allows for direct treatment of all the waste water on board by sterilizing thanks to the combined action of bacterial degradation and ultra-filtration. This double process allows the discharge of totally depolluted and sterile water.

Operating silently and fully automatically, this system discharges perfectly depolluted water into the sea, compatible with MARPOL certification:

- No more risk of unfortunate encounters when swimming around your boat...

- No more holding tanks and therefore no more emptying constraints. Everyone knows that they are often full in the wrong places or at the wrong time,

- No more maintenance or periodic cleaning of the tanks,

- No more risk of bad smells,

- The satisfaction of not polluting the waters around you or the marine wildlife.

- The assurance of being able to access areas of high ecological pressure such as nature reserves and parks with the utmost respect for the environment

Finally, for total coherence with the theme, all the components that make up the BAMID are interchangeable to avoid obsolescence.

This equipment is therefore designed not to generate additional waste throughout its lifetime.

**Vive la "innovation",  
"Stop" pollution!**

## Fear no wave

Reduced overall weight for ultra-tough and robust structures, excellent chemical resistance, superior damage tolerance, thermal & acoustic advantages, compatibility with all resins used in marine...

We could go on forever listing the advantages of our Divinycell core sandwich solutions, but we will shorten it to this: Your products will be so light that you can simultaneously increase performance in terms of speed, range or payload, and decrease your cost.

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# CATSPACE MOTOR YACHT

## A REAL M/Y CATAMARAN !

**When we launched the CATSPACE MY, our ambition was twofold:**

- To provide owners with a unique living space, both inside and outside.
- To allow a good cruising speed at a lower cost than her competitors ...

**To achieve this, we have once again made innovative choices:**

- First of all, we asked our naval architect, **Samer Lasta**, to design a completely new hull which has nothing in common with the "sailboat" version.
- Then we established a partnership with engine manufacturer "**YANMAR**", with the aim of optimizing the consumption per mile covered, our objective being to limit the consumption of the engines at 3,000 rpm, at +/- 6.6 to 6.8 US gal (25 to 26 liters) per engine at a cruising speed of +/- 15 to 16 knots and a maximum speed of

22 to 24 knots depending on the boat's load and the sea state (\*)

So the **CATSPACE MY** will be the only boat in her class to offer such low fuel consumption and therefore a range of more than 450 miles at cruising speed, thanks to diesel tanks totaling 370 US gallons (1,400 liters).

- Of course, at the same time, the challenge was to offer buyers a level of interior comfort worthy of a proper M/Y, offering the space of a monohull of at least 50 feet (15 meters). This has been made possible thanks to the "OPEN SPACE" concept, with a midships beam of 21'8" (6.60 m), allowing a layout area of more than 800 sq ft (75 m²).
- The "**ELEGANCE**" finish features in both layouts: 3 cabins offering one hull entirely dedicated to the owner, or 4 cabins with 4 heads compartments, both versions having an innovative proper saloon area.

- On the outside, the forward cockpit, the flybridge with its exceptional surface area creating a second saloon and its sunbathing area will delight the most demanding sailors, not to mention the large aft platform on which a beautiful dinghy can be safely stowed.
- In addition, the very large central saloon will allow those who like to use their boat in the off-season to enjoy a large, enclosed and safe space, often larger than the living room of a waterfront apartment.
- Finally, the price of the **CATSPACE** will surprise you. A long reflection by our architect and our design offices, allowing us today to offer probably the sharpest price on the market for a MY catamaran offering this volume, performance, and level of finish.

(\*) Estimation made on the basis of a CFD calculation of a **Catspace MY** under full load. The real performances always depending on the sea state and the way the boat is used.



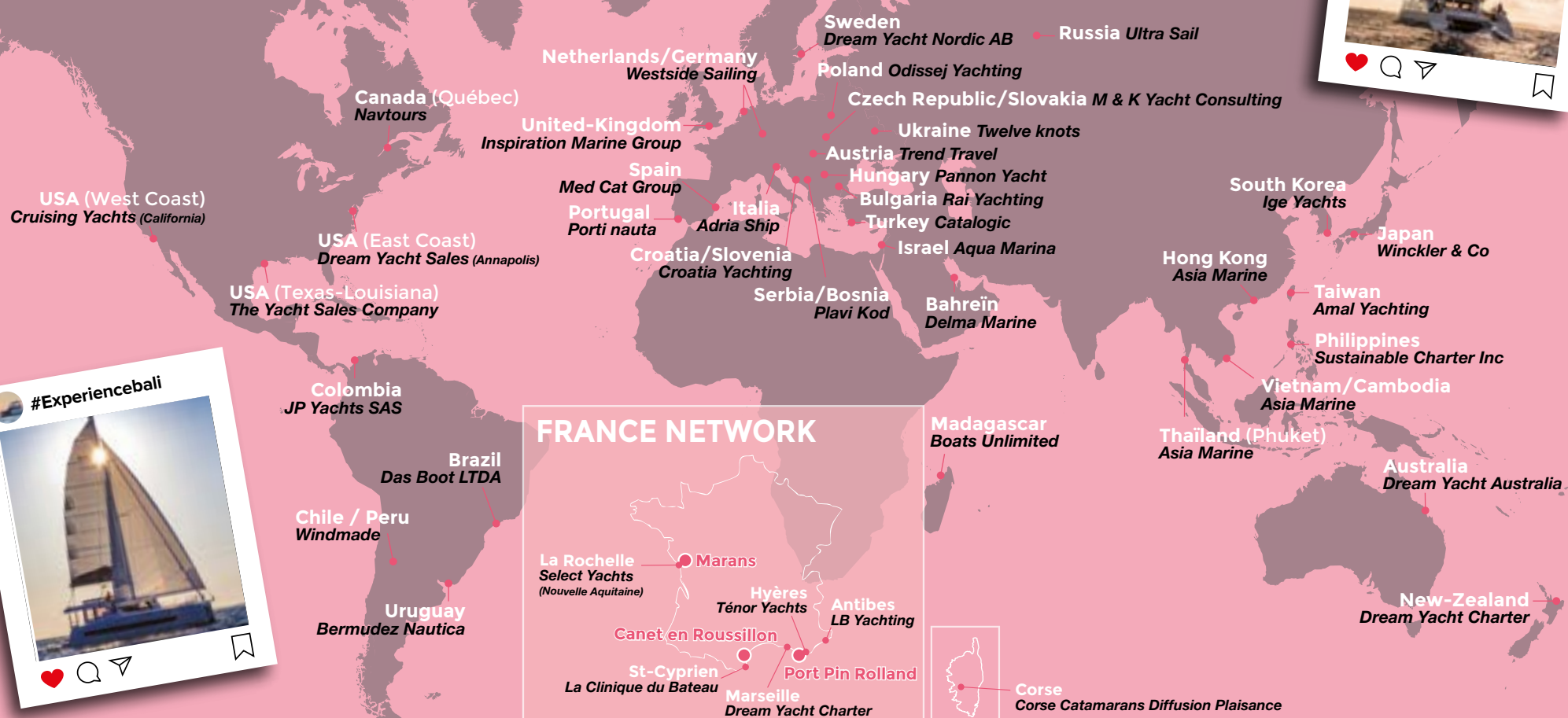




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## A NETWORK OF AGENTS IN SOME OF THE WORLD'S MOST BEAUTIFUL DESTINATIONS



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CATANA MAG is published by Catana Group  
Zone technique du Port - 66140 Canet en Roussillon - France  
Publisher: Boris Compagnon  
Coordinator: Mathilde Grauet  
Translator: Graham Shaw  
Art Director: Bob Source  
Photos and illustrations credits: A. Rizon (cover), L. Fruchaud,

C. Breschi, Istion, S. E. Cockroft, Y. Ronzier, BalibeyMedya, L.  
Lacombe, Kavas, Lasta Design, DR

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CATANA Group