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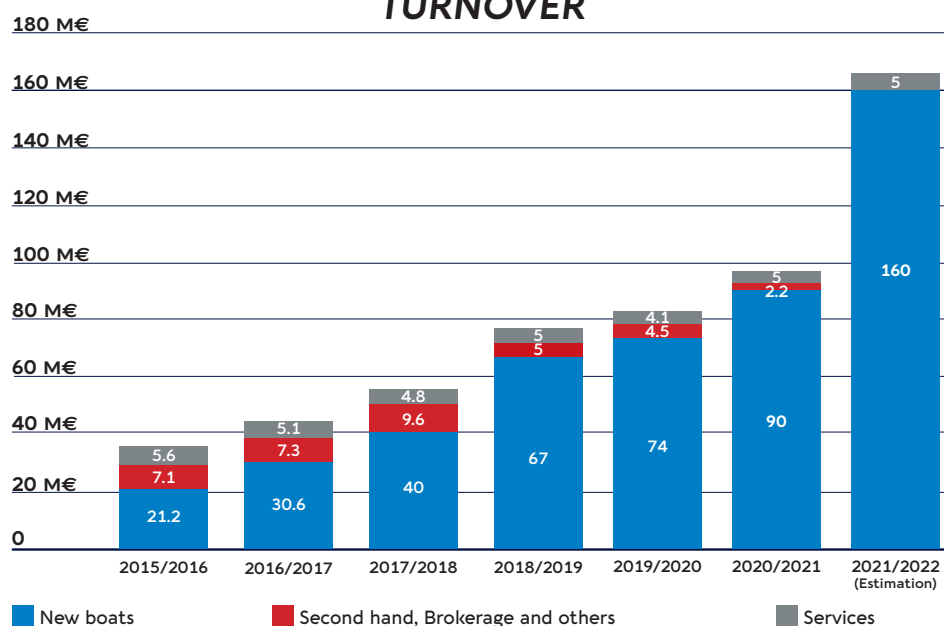
In a complex health context, **CATANA GROUP** has posted exceptional financial performance for the 2020/2021 financial year. With the highest level of growth in its market (+23%), **CATANA GROUP** has more than doubled its operating profitability (+ € 14M vs. € 6.3M) and tripled its net cash (€ 18.2M vs. € 5.8M).

But the dynamic does not stop there. Having seen a very significant acceleration of sales over many months, multiplying by more than 4, the Group's order book is already very full until 2024.

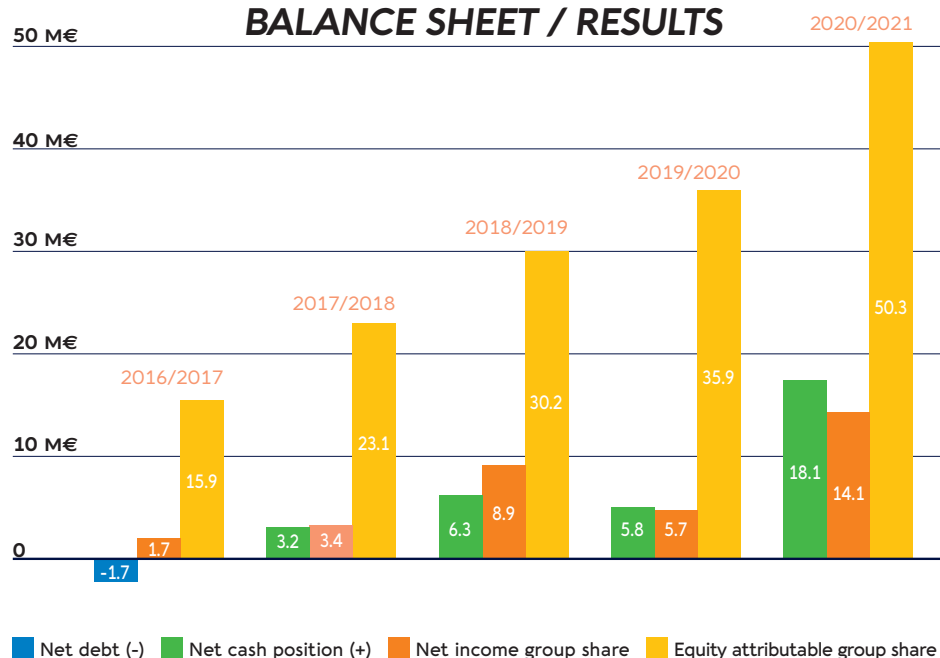
This order book is now synonymous with exceptional growth for 2022 and 2023, with growth for this financial year expected to exceed 50%.

Of course, the strong growth in production is currently facing major difficulties in terms of supplies and recruitment, both of which are putting a strain on the organization. However, while these difficulties represent risk factors that remain to be monitored, they will not deprive **CATANA GROUP** of significant growth in activity and profitability this year.

## TURNOVER



## BALANCE SHEET / RESULTS







Olivier **PONCIN**  
Président **CatanaGroup SA**

## “STAY ON COURSE”

**A**fter two years of being heavily impacted by the COVID-19 pandemic and the beginning of a recovery of the global economy, we were looking forward to better times, despite strong concerns over the supply of the raw materials required for the manufacture of our catamarans.

The war in Ukraine has dampened our hopes and we trust that this odious conflict and the humanitarian drama that these courageous people are now experiencing will end as soon as possible.

In this complicated environment, **CATANA Group** has pursued its objectives by increasing its offer of new **CATANA** and **BALI** models at the same time as its production, to respond to growing market demand on all continents, both from private individuals and from yacht charter professionals, who foresee a better future following two globally difficult seasons.

As proof of this dynamism, we will be building over 280 units in the current financial year, and our order book is also very full for the next two financial years.

Your confidence reinforces our team's determination to continue to improve the quality that has made our boats so successful, while pursuing our policy of innovation on each of our new models, the **CATANA OCEAN CLASS** and the **BALI 4.4**, that I invite you to discover at the International Multihull Show at La Grande Motte.

I am committed to maintaining our policy in these areas.

As the summer approaches, our entire team wishes you wonderful cruising and we look forward to meeting up with again at the boat shows in the autumn, where we can share stories of this season's best sailing memories.



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# OCEAN CLASS *dive into the secrets of this new CATANA catamaran*

by Benjamin Monier – Catana Shipyard



**T**he OCEAN CLASS has been conceived and designed with all the Catana "DNA": Performance, Comfort and Safety. These qualities have enabled our shipyard to forge its reputation and its excellence in the cruising catamaran market.

In addition to these 3 leitmotivs, clearly evident in the design of the OCEAN CLASS, we have decided to go a step further in our definition of a Catana, that of enlarging the "living area". A way for "Catanistas"\* to enjoy a large, protected and comfortable living space during long passages and when blue water cruising.

## NEW CATANA DNA: PERFORMANCE, COMFORT & EXTENDED LIVING AREA.

The new aspect lies in the fact that the cockpit and saloon area is completely free of bulkheads. This new volume offers an immense living space for a vessel of this category. The aft area can be completely open or closed thanks to the large sliding side windows and also thanks to a glass window that disappears into the helm station. In the event of bad weather or if desired when under way on long passages, you can enjoy the entire living space in absolute comfort.

### PERFORMANCE:

- The application of carbon fibre cloth is an integral part of the construction of **Catana catamarans**. It is used for the main structure, the nacelle and all connections between the hull and the deck.

- The entire structure, hulls, deck, floors, and interior modules are bonded with high density foam and structural glue. We use this process to make the boat even stronger.

This resistance to deformation will allow for each of the forces provided by the sails and rig to be transferred directly into the propulsion of the vessel.

- The doors and floors and the furniture facades are constructed in PVC foam / Alpi sandwich. This manufacturing technique allows us to considerably reduce the weight of the fittings, to reduce vibration when under power, for example, and to greatly reduce noise in the daily use of the living areas.

- The very slender, inverted bows allow the boat to split the waves and pass smoothly through the water, letting the boat glide easily in light airs.





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- The sailplan has been optimised to ensure performance in all weather conditions.
- To enable the use of the full power of the boat in downwind conditions, specific studies have been carried out to move the centre of gravity aft. The objective is to improve the boat's stability at sea while creating more power from the wind.
- As with all **Catana catamarans**, the **OCEAN CLASS** is equipped with narrow daggerboards which will serve to improve upwind sailing. The straight form of the appendages (daggerboards) and their position outboard in the hulls allow them to merge perfectly with the interior layout, thus leaving as much room for habitable volume as that of a traditional catamaran. And lastly, to make them easier to use, they are controlled directly from the helm station using an electric lifting system fitted as standard. At the touch of a button, the daggerboard can be lowered or raised as required when under way.
- The performance of a catamaran is also reflected in its aerodynamic characteristics, and here again the **OC** is no exception! The rig has been specially designed to keep the boom as low as possible. This allows for an increased mainsail area and makes the job of taking in reefs easier. It also means being able to make the most of the acceleration of the wind flow linked to the curvature of the cockpit which would normally pass under the boom. All these parameters have a common goal: to assert the performance of the **CATANA OCEAN CLASS**, whatever point of sail you are on.
- On top of the coachroof, a large array of solar panels that can offer up to 1.8 Kw of electrical power.

#### ERGONOMICS:



- Access to the boom from the deck is via a ladder fixed in the front cockpit, making it very easy to reach and to be able to ensure all sailing manoeuvres when short-handed. The **OC** is equipped with the mythical «**Catana**» mainsheet adjustment system: without tracks, allowing modular adjustment by a soft shackle according to the point of sail.
- As with early **CATANA** examples, the **OCEAN CLASS** is designed with a raised and centralized helm station, freeing up space on the aft deck. It allows you to easily control all the boat's settings while having very good visibility around the boat.
- As with all the best blue water cruising boats, this model has plenty of accessible and spacious storage, perfect for couples or families heading around the world.

#### CONSTRUCTION:

Optimizing our manufacturing processes has been an integral part of the **OCEAN CLASS** programme.

- The **OC** have a dedicated hall at the Canet en Roussillon shipyard, with everything being done on site: Composites, Assembly, Launching and Seatrials!
- Each unit benefits from rigorous monitoring of the weight calculations thanks to the quality of the production tools developed by the **Catana Group**.
- We have our own joinery workshop which allows us to ensure the utmost direct quality control of our products for the chosen version
- As with all our boats, the **Catana OC** are built using the best on the market and are designed to withstand the test of time in marine conditions.

#### DISCOVER THE CATANA OCEAN CLASS:

The **OCEAN CLASS** is making her avant-premiere at the International Multihull Show at La Grande Motte. The example will serve as a demonstration vessel, based at Canet-en-Roussillon where she will be available for sea trials

Our entire team is waiting for you to come and try out this very innovative catamaran which is sure to surprise you!

\*Catanista: Nickname given to people who sail on Catana catamarans





# BALI CATSMART

**BALI Catamarans** continues to expand its «Open Space» range with a new model, small in size, large in living spaces with all the innovations that make up the **BALI** «DNA».



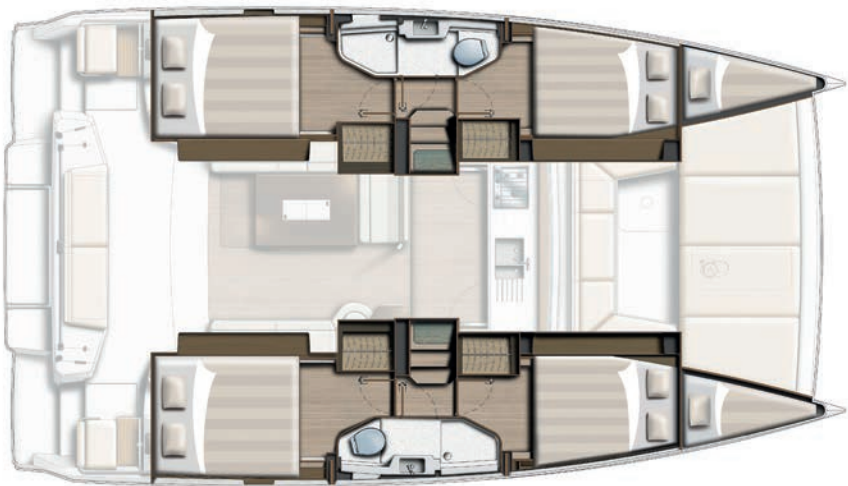
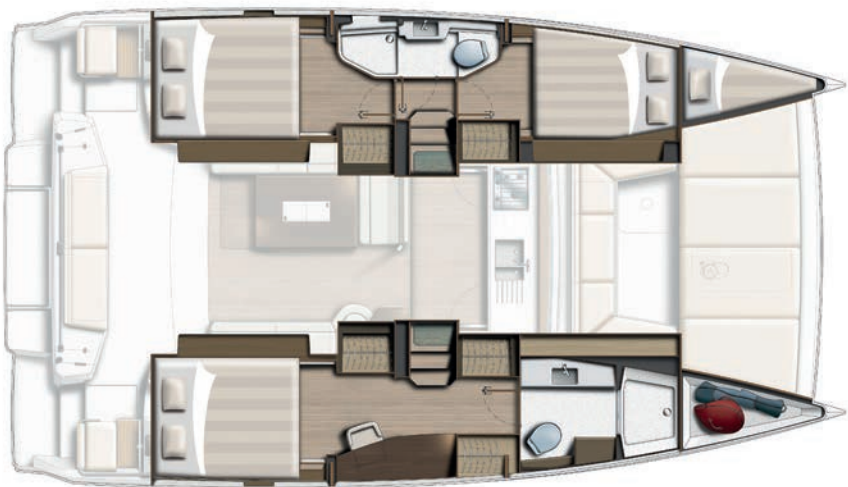
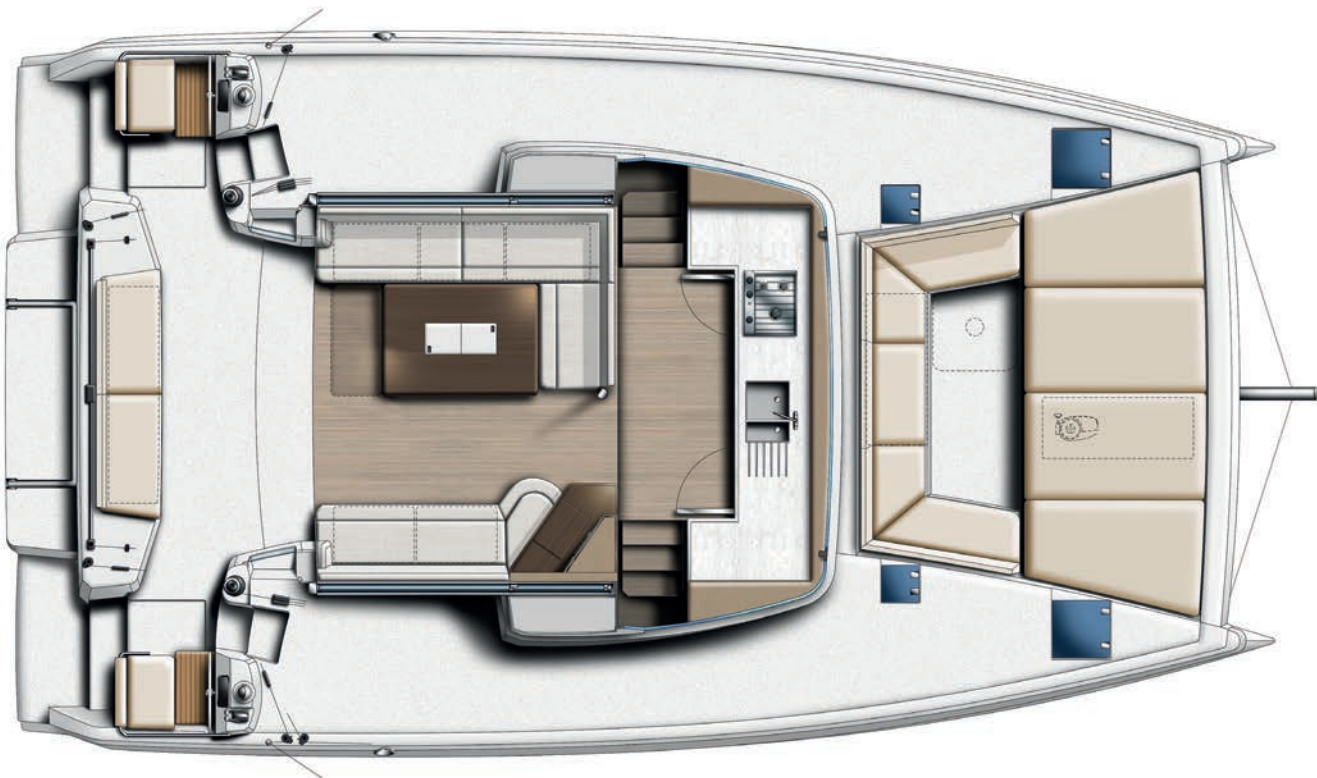
**A**t 11.78 m in length, the **BALI CATSMART** is the smallest model in the **BALI catamarans** range ; featuring innovations that are breaking all the rules and setting new standards in design, manufacturing technology, safety and comfort for boating.



The new **BALI CATSMART** concentrates all the assets found aboard the **BALI** range of catamarans:

The rigid forward cockpit with lounge space and large sunbathing areas, the platform connecting the sugarscoops with a large bench seat and lockers, the simple and very practical davit system, not forgetting the incredible **BALI** tilt and turn door, and the lateral sliding windows which, once open, present a galley/saloon/cockpit area never before seen on a catamaran of this size.

*And as always, the safety and performance you expect from CATANA!*



The **BALI Catsmart** is available in three layout versions:  
2 cabins / 2 heads  
3 cabins / 2 heads  
4 cabins / 2 heads

Conception	Olivier PONCIN
Naval Architect	Xavier FAY
Overall length	11.78 m / 38' 7"
Water line length	11.32 m / 37' 1"
Maximum Beam	6.46 m / 21' 2"
Draft	1.10 m / 3' 7"
Empty weight	8.4 t approx.
Maximum displacement	11.95 t approx.
Maximum upwind sail area	101 m <sup>2</sup> / 1,087 sqft
Standard Mainsail area	46 m <sup>2</sup> / 495 sqft
Horn Mainsail area	48 m <sup>2</sup> / 517 sqft
Standard self-tacking solent	30 m <sup>2</sup> / 323 sqft
Code 0 *	53 m <sup>2</sup> / 570.5 sqft
Fresh water capacity *	660 l / 174.3 USGal
Fuel capacity *	400 l / 105.6 USGal
Refrigerator + freezer *	130 + 85 l approx. / 7.59 cu ft
Engines *	2 x 20 hp / cv up to 2 x 30 hp / cv Yanmar
No. of berths *	6 / 8
CE Cat : A (Pending)	

\* Equipment according to chosen Pack and options







# MAIDEN VOYAGE FOR THE **BALI 4.4**

*The all-new **BALI 4.4**, a catamaran that's more than ever dedicated to comfort and family time, features all the attributes of the **BALI** DNA - the **BALI** door, the opening lateral bay windows, the integral deck, the large chilled capacity, the flybridge, and a large aft platform with bench seat and storage locker. As a bonus, a usable area of 87.9m<sup>2</sup>, unique for a model of this size.*

**W**e set out from the port of La Rochelle with a north-easterly wind of 8 to 15 knots, and a very light chop. The very early-season conditions weren't that great: freezing temperatures, thick fog and frost... but inside, with the **BALI** door closed, the temperature in the saloon/galley area was much more agreeable. We were comfortably installed inside, but with the same sense of space and openness.

## DEPARTURE

*"Volunteers were, however, required to step out onto the frosty deck to try and release our stiff-as-a-board mooring lines. And once clear of the dock, retrieving the fenders wasn't so easy either - frozen clove hitches are a nuisance too. We managed to avoid getting wet, but it was a close call."* explains Emmanuel Van Deth, journalist.

Coming out of the Chenal des Minimes channel under engine, we were making about 7 knots at 2,150 rpm. The boat was silent and ready to sail. Despite the cold, the halyards and sheets manage to run over their respective sheaves, round the winches and through the clutches. The deck layout remains perfectly functional with fluid circulation everywhere on board *"Underfoot, the composite sandwich is very stiff, proof of careful and generously sampled construction"*, recounts Emmanuel.

Up on the flybridge, accessible from both sides, manoeuvring is simple: everything happens from the helm station, which is offset to port, and features a comfortable seat. The rest of the flybridge is fully equipped, with the height of the boom lowered, making the lazy bag easily accessible, and the mainsail area larger. Up front, the hard deck is entirely covered with sunbeds, all we need do is wait for some better weather to enjoy them. Aft, a large bench seat, the sugarscoops and the hydraulic platform.

## UNDER SAIL

We hoisted the mainsail and unfurled the Code 0, then proceeded to trim the traveller and the sheets. With the wind oscillating between 8 and 15 knots on the beam, our boatspeed was between 7 and 8

knots with a few peaks at 9 knots during little gusts. When the big headsail is trimmed just right, with all its telltales fluttering nicely horizontal, you can clearly feel the **Bali's** power and seakindliness.

To get closer to the wind, we rolled up the Code 0, and unfurled the self-tacking solent. We weren't in the ideal conditions for a comfortable cruising catamaran for sailing 100% under sail - the engines (or one of the pair) were there to help us maintain our course.

## INTERIOR SPACE

During most of our day of sailing, we stayed warm inside; *"The perfect view over the water allowing us to keep a close watch and the autopilot remote control did the rest.."* explained Emmanuel.

We even got to taste some oysters – the famous Marennes-Oléron, of course - while on a heading towards the island of Ile d'Aix.

We really liked the "Elegance" finish on the **BALI 4.4**, with its two club chairs, bar and leather finish on the handles. Boris Compagnon, sales manager, did us proud in the L-shaped galley with plentiful storage and worktops, making us a wonderful lunch with a Catalan flavour... and let's not forget the galley's XXL-sized refrigerator!

Heading back to harbour at the end of the day, the fog finally deigned to lift, giving way to bright sunlight. It was time check out the open space feature, by opening the bay windows, the forward door and also the **BALI** door. The entire nacelle is then open to the rear, while the door at the front leads directly to the foredeck. The circulation is thus very fluid, and the natural ventilation particularly effective.

We can finally make the most of the forward cockpit and the sun loungers!

*"Far from being reserved for tropical or summer use, the **Bali** concept has shown us that it can also be used in much less favourable climates. It comes as no surprise to hear that the range is proving to be a big hit in Scandinavian countries..."* affirmed Emmanuel.



## WHY I BOUGHT A CATANA 53 - AND HOW WE'VE FOUND IT

BY Rowan GORMLEY

**W**e are a couple who'd done 7 or 8 charters before setting off blue water cruising.

After retirement, we spent two seasons cruising the Caribbean on our first boat, a Nautitech Open 40, and while we loved the Caribbean and the boat, we decided that we wanted to go further afield. Our plan was to sail the Pacific. The Caribbean has 350 major islands - and Indonesia has 3,500. And so, we needed a boat that was better suited to this new plan.

### WHAT WE WANTED IN OUR NEW BOAT:

- It had to be a catamaran - no monohull comes close in comfort and performance of a catamaran.
- It had to have an open design and stern steering positions - no other setup gives you as much comfortable living space in saloon and cockpit, and no other design gives you a better helming position, both while sailing and at anchor.
- We needed a faster catamaran. Not a Ferrari, with speed at any price. More like a Bentley Gran Tourer. Comfort and performance, over long distances.



### THE CHOICE OF THE CATANA 53

Once we had defined the criteria important to us, we were already able to eliminate several manufacturers. Our catamaran had to combine comfort and performance.

We decided it was to be a catamaran over 50 feet, it had to be lightweight, and built in carbon.

We landed up with a shortlist of 3 - the Outremer 55, the Balance 542 and the **Catana 53**. So we looked into them in more detail and spoke to numerous owners of these boats.

We excluded the Balance because, although the design looks modern from the outside, in reality the cockpit was too small for our needs. And when you are sailing in the trade winds, the cockpit is where you live, so space was essential. And we excluded Outremer, because too many owners recounted tales of engineering issues.


When we spoke to Catanistas, what they said was:

«The engineering and design are first rate - they are built to cross oceans»

### OUR EXPERIENCE

We collected our boat in November 2021, did two weeks' sea trials with the team from the **Catana** shipyard.

We left from Canet en Roussillon late November, arriving in St Lucia at the end of January. Since then, we have cruised the Caribbean, down as far as Grenada in the



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south, and north, up to Antigua, and we are heading for Panama, to cross the Pacific next year.

#### HOW DOES SHE SAIL?

Like the best of catamarans. It's the only boat I have sailed that exceeds its polars!

We feel complete confidence in our catamaran. To illustrate this, on our Atlantic crossing, I was asleep one night and got woken by the noise of the water screaming past the boat. I went up to see my daughter, who was on watch, calmly reading her book. We were doing 18 knots in 25 knots of wind. "All ok Darling?" I asked. "Yes, all good" she said, and I went back to bed. If we had been doing 18 knots in our previous boat, it would have felt like being in a washing machine!

#### THE MAIN STRENGTHS

- The **Catana 53** is exactly what I wanted. Fast, comfortable, can be sailed by one person with ease (really!)
- The delivery happened on time, to the day, with a fantastic team. Very impressive!
- The engineering and design are excellent. After 4 months I am still finding little details that are so well thought-through.



- The after sales team are great - problems are fixed without argument, the quality of advice is great, and they are very patient with amateurs like me.

With a **Catana 53**, you are buying an artisanal product, not a production line boat. A small group of people move from task to task, and as you get to know them, you can see that they are passionate about what they do, experts at what they do... and they want to see you sailing into the sunset with a smile on your face.

“ With a **Catana 53** you are buying an artisanal product, not a production line boat. ”





## A hundred jobs waiting to be filled within the CATANA Group in France at Canet en Roussillon (66), Marans (17) and Port Pin Rolland (83).

Interview with Mathieu Turquand, CATANA Group industrial manager:



**Mr Turquand, you announced that you are going to be looking for about a hundred new staff across your group's three production sites. Can you tell us a little bit more?**

MT: Absolutely. The success of our group's brands has meant that for at least 5 years we have been frequently bolstering our workforce.

This year we passed the 700-employee positions mark in France and more than 1,000 counting our site in Tunisia.

Right now, more than 100 positions remain to be filled between our Canet en Roussillon site, our Marans site near La Rochelle and Port Pin Rolland site in the Var region.

**What types of qualifications are you looking for?**

MT: We're looking for almost all the skills needed to manufacture our catamarans: laminators for the manufacture of the large fiberglass sections, carpenters because we produce all the furniture for our interiors in-house, mechanics, electricians, plumbers, electronics engineers, delivery crew who sail the boats to our customers, and I'm sure I've forgotten other trades. I'd like to point out that we usually operate two 8-hour shifts and that these jobs are open to both women and men.

**Can you tell us about the pay that's on offer?**

MT: I'm glad you asked me that question, because our industry isn't particularly well-known for its attractiveness.

First of all, the buying power of our employees has always been a priority

for us. This is why the salaries we offer are much higher than the national average.

Secondly, our group offers 40-hour week contracts, leading to a significant amount more than the basic salary.

In addition to this, we have a number of bonuses, traditionally paid during the year, particularly at Christmas, and finally, for several years now, our employees have been receiving a share in the good results of our companies. In total, our production staff earn on average 25% more than their basic salary, making around € 1,900 net per month, which corresponds to an overall net remuneration significantly higher than the national average.

**Do you need specific qualifications to apply for some of these vacancies?**

MT: Obviously, we prefer to hire operators who are already

partially qualified, but we are pragmatic, and understand that we've also got to train all those who want to work and who share our company values. We offer numerous advantages, but we also explain to them that they will have certain duties in return, such as being punctual and serious in their work, respecting their colleagues, and so on.

We start all new employees on a fixed-term contract, but as soon as they have proven themselves, we offer them a permanent contract.

We are a solid company and those who are interested in this wonderful industry become proud to be part of the construction of our beautiful boats.

Please forward your application to the following address:

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«Where fiction meets reality...»

# IN THE BAHAMAS ON A **BALI 4.8**

by Richard PETIT & Sebastien COTÉ



Welcome to the Bahamas / Dream Yacht Charter / 8th January 2022

**D**eparture from Palm Cay, a **Dream Yacht Charter** base near Nassau, the capital of the Bahamas. We boarded a **BALI 4.8** in a 5-cabin version, perfect for our group of friends made up of two couples with two children. We are big fans of **BALI CATAMARANS** and this **BALI 4.8** is instantly recognizable thanks to the new design of its hulls with narrow and straight bows and its new, very elegant lines. Our objective for this new trip was to discover the Exumas and rediscover the feeling of freedom that we've missed so much. A trip that changed our view of the world and nature.

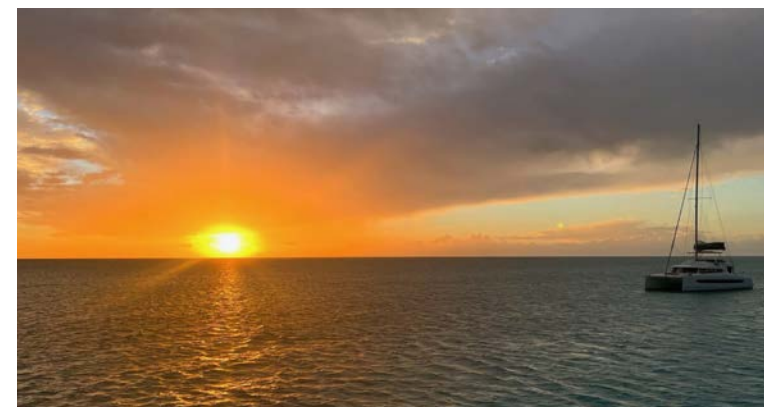
We set a course for Shroud Cay, just north of Hawksbill Cay. Getting under way in the early morning, in the absence of wind we decided to motor out, discovering to our surprise that the noise was imperceptible! On passage, we organised the boat and chose our quarters aboard the **BALI 4.8**, and we were overwhelmed by the space that this catamaran offers. The children didn't lose their bearings and hogged their cabins, while the adults got comfortably installed in theirs. Under engine, the **BALI 4.8** works very well with a speed of almost 8 knots at 2,200 RPM. At this speed, the fuel consumption is 10 L per hour which gives a range of 100 hours or 800 NM! Not bad for 2x57 HP.

After 2 hours under way, the wind finally picked up, enabling us to hoist sail. We gathered on the flybridge to enjoy the view and relax in the lounge spaces. From the helm, there's an excellent view of the sails. We arrived at our destination in the early afternoon and decided to anchor at Sandy Cay (one of the film locations for *Pirates of the Caribbean*), and the

children were delighted! With its 1.35m draft, the **BALI 4.8** allowed us to get as close as possible to the beach and to settle comfortably sheltered from the wind. Lunchtime was upon us, and we opted for the saloon. This space offers the crew great conviviality, with the breeze created by the **BALI** door and the open bay window being very welcome. The L-shaped galley, to starboard, has a double-bowl sink, three-burner gas hob, an oven and plenty of storage space. A huge American fridge-freezer-ice maker completes the appliances. We were able to store all the fresh groceries needed to feed two families of 4 people.



We decided to stop a few days in this beautiful bay. The children spent their time in the water, between snorkelling and paddleboarding. The grown-ups took advantage of the different spaces offered by the **BALI 4.8** to relax. We spent a lot of time at the back of the boat, where the large bench seat makes for very comfortable snoozing, the aft platform connecting the two transoms served as a bench to sit on with our



feet in the water, watching the children. And finally, there's the plancha grill, an essential and indispensable piece of equipment! We used it for cooking every day.

After a few days it came time to leave, and a nice breeze pushed us towards our new destination "Secret beach". Our **BALI 4.8** quickly cleared the coast, finding a good 12-knot southerly breeze. We decide to unfurl the code 0, and with it, we reached 8.5/9 knots. The boat's behaviour was very pleasant, but unfortunately, the wind dropped again after a few hours, and we resigned ourselves to using the engines to reach our next destination. Arriving at «Secret beach», we had the chance to swim with the turtles, and to be alone in the world! We took the dinghy, which is lowered on its easy-to-use electric davits, and ventured into the forests bordering the sea to discover incredible fauna and flora! Not so reassuring for children and adults alike!

It was with great regret that we had to return to the **Dream Yacht Charter** base at the end of our beautiful holiday. We are already preparing our next trip, on a **BALI 4.4**, and this time it will be a holiday without children!





# SHIPPING YOUR BALI WITH SEVENSTAR YACHT TRANSPORT

“  
**Cargo ship transport is a reliable and secure alternative for the boat.**”

**E**very year, for many catamarans coming out of the **Bali** and **Catana** shipyards, this moment marks the beginning of a (sometimes long) journey to reach their home port and their happy owners.

While some opt for delivery by sea, an adventure that has its share of unforeseen events, the majority nowadays choose the option of sea transport: the 'delivered in factory condition' solution has become increasingly popular with both owners and dealers.

Although more expensive than delivery by sea, cargo ship transport is nevertheless a reliable and secure alternative for the boat. The advantages are many: few or no engine hours, the boat is prepared and commissioned at the yard, transported with the mast stepped and ready to sail when it arrives at its destination.

**Sevenstar Yacht Transport** - a subsidiary of the Dutch shipowner Spliethoff - is the leading provider in its market, delivering more than a hundred **Bali** and **Catana** yachts across the world every year. Sevenstar offers complete door-to-door packages including pre - and post - carriage and dedicated transport insurance cover.

The embarkation ports served by **Sevenstar Yacht Transport** ships are located within 200 nautical miles of the **Bali** and **Catana** factories: Genoa and Palma de Mallorca for the Mediterranean. And for the Atlantic coast, La Rochelle is the gateway to the boats built at Marans.

Once loaded on deck, the boats arrive at their respective cruising grounds within a given timeframe and in complete safety: among the most popular destinations: the United States (East and West coasts),

the Caribbean islands, Asia (Hong Kong, Thailand, South Korea), the Mediterranean (Croatia, Greece, Turkey), and the Pacific (French Polynesia, Australia, New Zealand).

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SEVENSTAR YACHT TRANSPORT FRANCE

AGENCE DE LORIENT

Matthieu Le Bihan

+33 631 892 653

matthieu@sevenstar-france.com

AGENCE DE LA ROCHELLE

Elodie Le Blevenec

+33 671 841 513

elodie@sevenstar-france.com



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# TOM LAPERCHE, SPONSOR OF THE OCEAN CLASS

*"The new 48-foot catamaran, unique in both her conception and design, deserves a sponsor that befits her... young, innovative and visionary!"*

*according to Benjamin Monier, of the CATANA Sales team.*

Photo © Pierre Bouras / Bretagne - CMB



*His achievements include:*  
a Bic Open World Champion title in 2008,  
a French windsurfing runner-up title in 2011,  
two national title in the Open 5.70 in 2013 and 2014,  
success in the Flying Phantom with Team France,  
and a Transat Jacques Vabre in a Class40 in 2017.

**H**aving got his sea legs at a very young age, aboard the family Multi50 that his father raced in the legendary Route du Rhum, Tom developed a genuine passion for sailing. Destination Guadeloupe in 2010 and having been immersed in the world of ocean racing. His exceptional abilities and precociousness soon put him on the podium in the different disciplines in which he forged his experience.

Notably, in 2021, he was called on by François

Gabart to co-skipper the giant trimaran SVR Lazartigue in the Transat Jacques Vabre.

This invitation was nicely honoured with a 2nd place finish in Martinique for the pair.

*"It is with great pleasure that I'm modestly participating in the launch of this superb **OCEAN CLASS**! I'm thrilled to see the slender daggerboards, which make for easy upwind sailing, yet without losing any habitable volume in the hulls. And I can easily imagine myself cruising on this catamaran, taking full*

*advantage of the sailing performance, with ease of passage through the water, but also of the conviviality and incredible comfort at anchor that the **OCEAN CLASS** provides. I can't wait to try out this catamaran that's loaded with innovations!"* says Tom.

*"With such encouraging words, there is no better motivation to make our boats the ambassadors of a new way of life at sea!"* says Benjamin Monier.



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For all correspondence: [info@catanagroup.com](mailto:info@catanagroup.com)

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