

BALI Catsmart

First trip aboard



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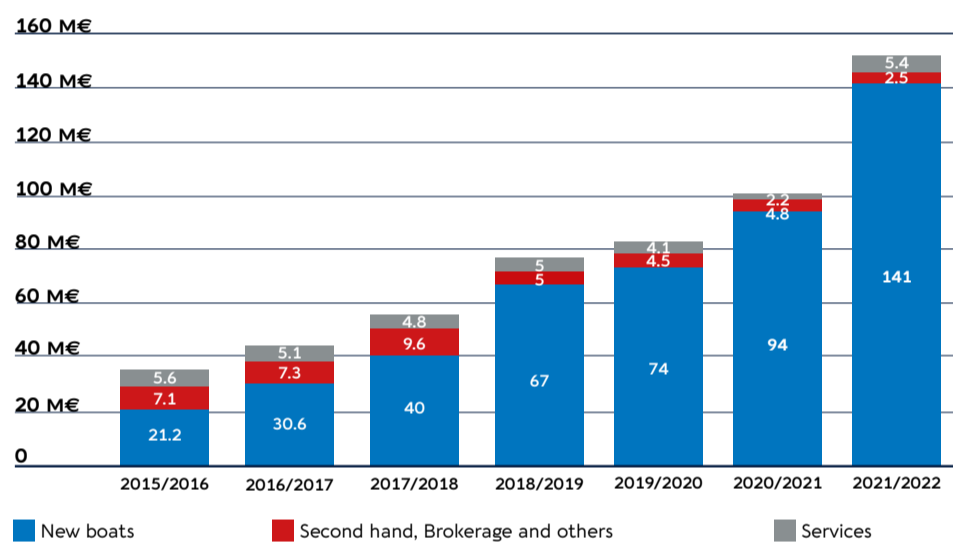
Interview with a new owner of a Bali Catspace

Group Financial results

In spite of a context that remains delicate on an industrial level, seeing very significant shortages of parts and labour, **CATANA GROUP** achieved record results for the 2021/2022 financial year.

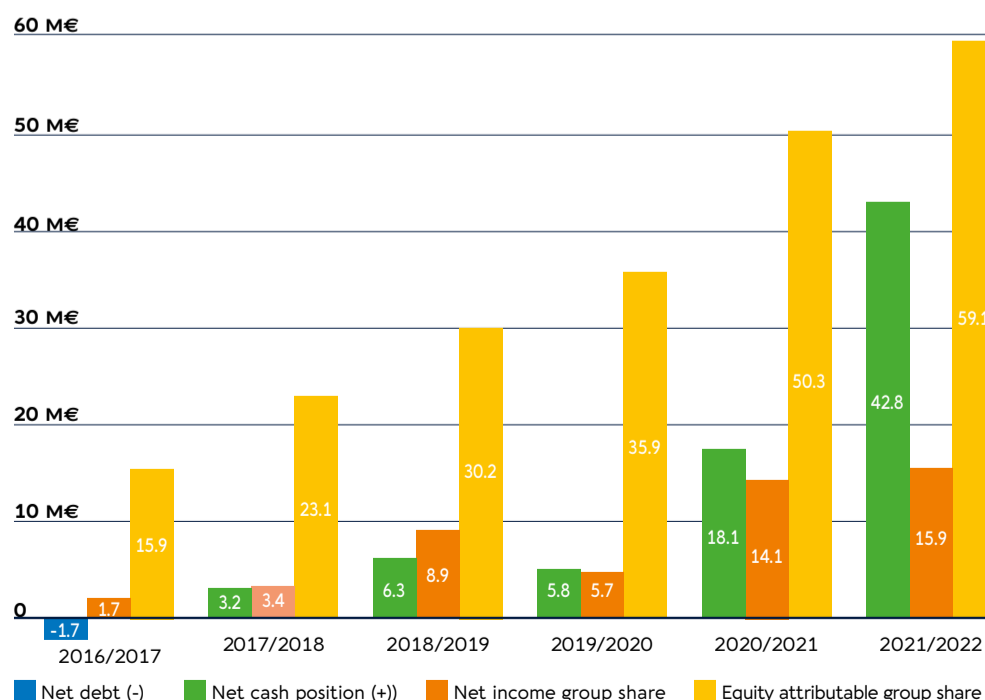
With 46% growth, the Group took advantage of this to improve its overall financial performance. With a net profit "group share" of €15.9 million, shareholders' equity of €59.1 million, and net cash multiplied by a factor of 2.4 to reach €42.8 million, the Group is consolidating its already very solid financial fundamentals.

TURNOVER



**CATANAGROUP SA - STOCK MARKET:
CODE Euronext PARIS FR0010193052CATG**

BALANCE SHEET / RESULTS





“ Our
innovative concept
is highly appreciated
by the market ”

Editorial

Olivier Poncin

CEOe CATANA Group SA

Despite an international context that's still very much disrupted by the ongoing war in Ukraine, the still very complicated supply of raw material, resurgent inflation, an explosion of energy costs and the end of very cheap credit, our group continues its commercial dynamics, having recorded for the ninth consecutive year, very strong progression of activity during the first half of the current fiscal year.

The success of our **CATANA** and **BALI** ranges, which now comprise more than 10 recent models, was once again confirmed at the autumn boat shows we attended alongside our forty or so distributors, thus confirming that our innovative concept is highly appreciated by the leisure catamaran market.

Following three years of consolidation and optimisation, our industrial tooling is now set to produce more than 500 sailing catamarans per year, for both the private and the professional charter markets, allowing the Group to be equipped to meet the strong demand of the "sailing" sector.

In addition, seeking to offer our know-how

to motorboat enthusiasts, we launched the development of a wide range of 36 to 72-foot motor catamarans over a year ago.

With the acquisition of a majority share in the Portuguese company "**COMPOSITE SOLUTIONS**", the Group has acquired a powerful development platform for this new motorboat activity before starting in the coming few weeks on the manufacture of a new large factory in Aveiro (in the Porto region) which will be exclusively dedicated to the production of the future motorboat ranges.



Composite Solutions factory at Aveiro (Portugal)

We'll see you in a few months for the initial sea trails of the first model.

A new page in our history is turning and all our teams are mobilized and ready to make these new models every bit as desirable as our sailing models.

Fair winds to all.

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Log book



Cruise with friends in the Mediterranean aboard a Bali 4.2

We're a group of friends comprising three couples, all in our thirties, and last summer we decided to go cruising together. I'd already done some catamaran cruising with my parents, and a bit of monohull sailing with other friends. For this trip we chose to sail in France aboard a Bali.

Tuesday 23rd August 2022

We arrived from Toulon station by the "Bali line" to Port Pin Rolland, where we were warmly welcomed by Christian, and Loïc, our skipper.

Boarding the Bali 4.2, we opened the aft door to discover the large living space. We'd have never imagined that the fusion of the "aft cockpit and saloon" space would provide such a large living area. It's amazing! The saloon is also accessible via the forward door. This makes it very pleasant for moving around on (from the stern to the bow through the interior).

We immediately felt comfortable in all the spaces - the large saloon, including the airy galley, and the hulls also offer a large and pleasant volume in the cabins.



The owner's cabin is spacious. There's plenty of storage, and even a hanging locker, chart table, and sofa. The bathroom is also large, with 2 washbasins, and you never have to stoop to get to anywhere (for the taller crew members). The other two cabins are just as comfortable, the bed is rectangular and the ceiling is high, and there is much more room than on any of the boats I've sailed on before. Each cabin has its own heads compartment, with one shower shared in the middle. The skipper's cabin is located in one of the forepeaks.



We collected our provisions for the week's meals, settled in and enjoyed dinner at the beach restaurant where the last of the crew joined us around 10pm.

We spent our first night on board, in port, heading off the next morning. I didn't expect such comfortable bunks: it's like being in 4* hotel beds.

Wednesday 24th August

There we were, we cast off and headed out of Port Pin Rolland bound for Porquerolles. The weather was with us and the week was looking very good. Loïc our skipper gave us our first sailing lesson. The objective was for us to be independent by the end of the week!

During the day we stopped off Pointe Sainte-Marguerite, inflated the paddleboards, got out the snorkels and fins and headed off. The more adventurous

among us swam into the cave, through it and out the other side.

We set sail again and quickly got settled in on the flybridge where there's a maxi sun lounger next to the helm station, allowing you to enjoy the fresh air, the 360-degree view, the sun or the shade under the boom and the mainsail. This was ultimately the spot place where we would gather most often, also coming up here to enjoy a sundowner.

After lunch we headed offshore, in the mood for adventure. First came training to hoist the mainsail. Sat comfortably next to the helm, we let the waves and the fresh air lull us into silence.

In the early evening we arrived at the cove of the Gorges du Loup in Porquerolles enjoyed drinks in the upper saloon, experiencing our very first sunset at sea!

Thursday 25th August

In the morning, Loïc organized a race inspired by the Porquerolles Cup. We



had to go around the islet where we were anchored, two by two on a paddleboard, and back to the boat. The winners got to do the dishes. The favourites won the race but the others weren't far behind.

After the race we put to sea again, trying the wake skate behind the boat. The girls managed to get out of the water, and depending on what course we were on, we took more or less waves on our legs.

At lunchtime, we cooked on the plancha grill. The sea can make you very hungry!

In the evening, we stopped at Notre Dame beach, north of Porquerolles.



Friday 26th August

We went ashore to discover Porquerolles. We dropped the dinghy in the water for the first time and went over to the island. Heading inland, we arrived at the main square and the church, getting the impression of being at the end of the world. We enjoyed lunch in the shade of the trees.

After lunch, we were keen to get back on board.

As on the other days, we put to sea. The sound of the water and the wind and the sight of the horizon made us dream. We told ourselves that one day we'll make the crossing to Corsica!

Everyone found their place, the chess players in the saloon sheltered from the breeze, the sunbathers up at the bow, the fisherman at the stern, the readers up on the flybridge on the maxi sunlounger. Sunbathing was very pleasant, both during the day and in the evening, and I never once missed the trampoline from the catamaran I'd previously sailed on.

That evening we slept at Nertassier Cove in Port Cros where we were alone. The low swell might have been unpleasant at anchor for a monohull, but the catamaran remained flat thanks to its two hulls.

This allowed us to pick less sheltered anchorages, that were less frequented, calmer and more pristine, which we all preferred.

Saturday 27th August

In the morning, after a coffee on the paddleboard, we visited the cove at Calanque Longue.

On the boat, everyone was taking their turn at cooking or doing the washing up. We'd planned the shopping and we're eating mainly salads for lunch and pasta for dinner. The galley was large and very airy, making it very pleasant for cooking.

After lunch we set off again and were lucky enough to come across a school of dolphins. They were everywhere, there must have been several dozen! We felt like children, approaching them so they would come and play with the boat.

That night, we decided to continue at sea. We learned to read the navigation lights of other boats in the dark with Loïc. Everyone took a watch, in groups of two. This was to be our first training for a longer passage. The night was calm, and we could see some boat lights at the beginning of the night as we passed a ferry. It wasn't easy to tell if it was moving faster or slower than us when looking from a distance, but it warranted waking up Loïc our skipper. Ultimately, we passed it a long way off.

There is something magical about being at sea at night. No light pollution, meaning we could enjoy the view of the stars and the Milky Way. We felt so alive on the boat with the wind in our hair!

*“ We love
the feeling of being
on the water! ”*

Sunday 28th August

We turned back during the night and arrived off the island of Levant at about four in the morning. The sunrise after the night at sea was very beautiful.

As we closed to the coast, there was more activity on the water and we came across more and more boats. We told ourselves that one day we'd see the sunrise alone in the middle of the sea and be able to prolong our dream of total disconnection.

We stopped at a cove where we were alone again, west of Estagnol beach, and all enjoyed a swim. Loïc and our fisherman saved a seagull that was caught in a fishing line. We also gave it a small bite of our lunch: rice salad with tuna and egg, and it devoured everything. We saw it slowly coming to its senses and regaining some energy.



We set sail again, passing the Fort Brégançon (French presidential summer residence), then we arrived at Port Cros. In the anchorage, we were next to another Bali and called hello from a distance. They were enjoying aperitifs up on the flybridge, and that evening we had ours on the foredeck sunloungers.

Port Cros is a pristine spot where nature is preserved. We set foot ashore again and had dinner in a very nice restaurant, spending the evening looking back over our trip so far, talking about the dolphins and the next crossing.

Monday 29th August

In the morning we left Port Cros bound for the islet of La Gabinière. On arriving at the anchorage we did some breathing exercises. This takes on another dimension when done on the boat, in the calm, with the sound of the water lapping on the hull. Then we swam, have lunch, and headed out again!

We were making eight knots and managed some small surfs at ten knots, in fifteen knots of wind, under full sail. We love the feeling of being on the water!

We came in not too late to a very nice anchorage (Loïc's secret spot!). When we arrived at the anchorage, we donned our masks to check that the boat was far enough away from the reef. We were ready for aperitifs!





Tuesday 30th August

When we woke up, we noticed birds circling over the water off the island. The fishermen among us headed over there as quickly as possible in the dinghy.

That was the last fishing attempt of the week, sadly without success, and we headed back out to sea!

We spent our final night at anchor off the Giens peninsula.

Wednesday 31st August (last day)

Last wake-up call aboard the Bali that we'd managed to tame. It's funny, it felt like our trip had gone by very quickly, yet at the same time had the impression that we'd always been on board.

The day had come for our final exam in being self-sufficient without Loïc. We passed with flying colours, meaning Loïc is really a good teacher. On arrival in port, he took the controls. We left each other after having packed our bags and cleaned up a bit, our minds full of wonderful images and memories.

We felt light, and that the problems of everyday life had disappeared at sea. We can't wait for our next adventure on a Bali! Next time we're going to do a crossing, that's for sure!

In the end we spent a lot of time sailing. The Bali is very pleasant to spend the day at anchor and enjoy the beauty of the creeks. It is also a very seaworthy boat that allows you to sail all day long. We made the most of it with good weather, even heading out, going nowhere and turning back to the anchorage in the evening.



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CATANA

IN FIRST CLASS MODE



© A. Rizou

The latest model in the **Catana** range, the **Ocean Class**, puts innovation into blue water cruising.

We take a look at the distinctive features for you to discover or rediscover on board.

The use of the latest industrial technologies such as carbon infusion, new generation materials and the know-how of **Catana's** Research and Development team have led to a significant reduction in the weight of the boat and have thus increased both her carrying capacity and living space, while optimising her performance.

The deck layout of the **Ocean Class** fulfils very precise specifications with the sole aim of satisfying blue water cruising fans, for whom Safety, Simplicity and Conviviality are the key issues.

The **Ocean Class** boasts excellent visibility over both hulls and the sugarscoops, making manoeuvres easy and reassuring. As for the compact

ergonomics of the deck equipment, this allows for all sail trimming to be done in one place while remaining protected from the elements.

The living space can comfortably accommodate 5 people, making it the ideal spot for sharing good times offshore.



© A. Rizou

Thanks to the 3 large sliding windows that fully open, in just a matter of seconds you can switch between a large, protected space that's ideal for sailing, and/or a total opening to the exterior for enjoying the sunshine if you're anchored or coast-hopping.

The **Ocean Class** adopts a totally innovative concept for a long-distance

cruising catamaran, combining the various living spaces, from the nacelle, into one large navigation cell, a feature unique in this class!

Inside, you'll find four large, friendly areas that are perfectly designed for long term cruising. A dedicated chart table/desk offering 360° visibility, a raised saloon that can also be converted into a watchkeeper's berth, a spacious fitted galley and a large, bright saloon that can be completely open to the exterior.

A subtle marriage between contemporary design in light tones and the use of noble materials, the interior layout and storage space of the **Ocean Class** are designed to offer everything you'd expect from a high-end luxury establishment, yet maintaining all their functionality when under way.

An abundance of natural light fills the hulls through the large windows giving a feeling of spaciousness and revealing the multitude of storage spaces that everyone on board will appreciate when blue water cruising.



© A. Rizou

BALI

Catsmart

NEW

The first Bali Catsmart, making her premiere at La Grande Motte

Announced a few months ago, the latest addition to the Bali range: the Bali Catsmart offers a condensed version of all Bali Catamarans' know-how and innovation.

On display and making her avant-premiere at the International Multihull Show at La Grande Motte in the South of France, this boat will continue to greet the public at the European boat shows through the autumn.

This latest model has all the makings of a bigger boat and combines all the Bali DNA in a 38-foot format and is available in two versions. Created to meet the demand from Bali customers for a model less than 40 feet in length, that is easy to sail, accessible and relaxed, while respecting the comfort and innovations expected of a Bali.

"With **BALI**, we have always innovated. This is the DNA of the brand," explains **Boris Compagnon**, **BALI Catamarans** and **CATANA Catamarans** Sales and marketing Director. *We've always designed boats for their users, be they private owners or charterers.*

*So naturally, by presenting the **CATSMART** today, we're offering a new clientele easy, comfortable access to the pleasures of the sea, a break with the traditional units on the market, while offering all the enjoyment of sailing.*

*The originality of this boat lies in her size (38'), her tilting **BALI** aft door, her forward cockpit, and her availability in different versions: 2, 3 or 4 cabins.*

This is a model that's accessible in terms of budget, and as easy as it is pleasant to handle!"

After 12 months' construction, fine-tuning and special attention for this hull number 1 in the series, **CATSMART** is finally out in the open and it is with great pride that all the teams involved in this project reveal her to the public.

This is the only 38-footer in the sector to offer up to 4 cabins, and features some major assets: 2 helm stations, port and starboard, not forgetting the famous **BALI** door and the rigid forward cockpit with a lounge area where everyone can enjoy this unique space.

The platform connecting the sugarscoop with a large bench seat, lockers and a simple and practical davit system are all major features that only **BALI Catamarans** can offer.

The **BALI Catsmart** will also surprise you with a new design, in the Bali tradition, entrusted to designers **Jean Marc PIATON** and **Clément BERCAULT**, renowned for their innovation and their approach centred on the brand's DNA. A modern design with sleek lines where the choice of materials and colours are the hallmark of the latest addition to the **BALI Catamarans** range.





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Nacelle



2 cabins / 2 heads version



3 cabins / 2 heads version



4 cabins / 2 heads version

Sevenstar and Bali Catamarans sign a partnership for easy, reliable and rationalised transport of Bali boats worldwide.

BALI Catamarans, with more than 1000 boats sold to date, and **Sevenstar Yacht Transport**, a subsidiary of the Spliethoff group, have teamed up to work on logistics.

With ever-increasing sales and significant tension on maritime transport, this partnership responds to the need for easy, reliable and rationalised transport of **Bali catamarans** around the world.

Meeting the expectations of an international clientele in Asia, Europe and the Americas, sales of **Bali Catamarans** have been steadily increasing all around the world, with 90% of Balis today sold for export.

"Our full range of catamarans, combining both sailing and motor models, requires a high-quality yacht transport provider. This partnership will make us more efficient and flexible in the future, which will improve the service to our global customers," says **Boris Compagnon**, member of the Board of Directors and Sales Director of **Catana Group**.

In addition, there has been strong evolution in the logistics sector, linked in particular to rising energy costs and an increased global demand for maritime transport.



*"As a world leader in boat transportation, **Sevenstar** is a dedicated, experienced logistics partner with more than 120 vessels in its fleet worldwide. Following dozens of deliveries for the shipyard and its dealer network, we are proud to have received the trust of **Catana Group** and to have now become their preferred logistics,"* explains **Elodie Le Blevenc** of **Sevenstar Transport France**.

Bali Catamarans and **Sevenstar Yacht Transport** have established a partnership to streamline transport flows, optimise costs and offer a quality delivery service to our customers worldwide. **Bali Catamarans** dealers are of course included within this, and benefit from the partnership established for their logistical needs.



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PLATON BERCO



b Clément BERCAULT

"I'm an engineer and naval architect and I established my own agency (Berco design)"

"I was bitten by the sailing bug when I was a kid, then raced at a high level when I was doing my engineering studies in Nantes, and at the time, I was the French champion in the J80 class."

"I've always loved challenges, pushing the limits and exploring, whether in sport or in my projects. More than anything, this job is a passion, which is why I take great pleasure every day in imagining the projects and boats of tomorrow!"

The story begins at the Paris Boat Show in December 2021 with a meeting with **Olivier Poncin**. A meeting organised by **Julien Gaveriaux**, whom we both knew from working on the Sun Odyssey brand, myself in the design office with **Julien**, and **Jean-Marc** as the designer of the range's interior layouts.

Julien thought of us when the idea of redesigning the **Bali** interior was raised. We quickly became aware of the innovation brought by the **Bali** concept, which is particularly efficient and much loved by customers for the volume and available surface area, literally unique on the market!

The great reception we received and the excellent chemistry with everyone on **Julien Gaveriaux's** team in the design office enabled us to get started very quickly, at the beginning of last year, with the first drawings expressing what the **Bali** style could become by working from the basis of the existing 5.4. The initial approach was well accepted, enough to be implemented on the **Catsmart** project which had already begun with **Xavier Faÿ**.

Our approach is about considering the specificity of each project and above all, of each brand for which we work: Our conviction is that we work for a brand and that the style and the expression must be specific to that particular brand. This is what will make its difference and ideally its strength.

Each project is a unique exploration, requiring a tailor-made approach.

One constant in our approach, however, is the search for simple and harmonious lines, whatever the size of boat, but also to challenge the spaces, the real and perceived volumes, and the ergonomics. We're also very keen to work alongside the design office on ways to achieve the best quality, both real and perceived, in every details.

This is where the quality of our collaboration with the in-house teams is decisive, and in this respect, we are delighted to have been able to work with them.

The other critical factor is the search for materials, textures and colours that will bring and complete the perceived quality and the harmonious, elegant and different aspect of the interior: this is the area that **Clara** manages in particular.

Our synergy is what makes our projects a success (several projects have been elected European Yacht Of The Year), in particular with Sun Odyssey.



J Jean-Marc PIATON

"I have been a designer for many years, working on the image of brands."

It is through this prism that I arrived in the world of sailboat interior design with the interior layout for an 86-foot, one-off CNB yacht designed by Philippe Briand.

CNB, which had joined the Bénéteau group, was in the process of launching its first 76-foot semi-custom model. Olivier Lafourcade offered me the job of designing the style of the CNB interiors. We designed the 76 and 66, and since 2021, we've been working with Solaris who took over the CNB brand, on an 88 and a 78 which will be presented at Cannes this year, with already 4 examples sold!

Our other projects are for Jeanneau (Bénéteau group) who entrusted us with the interior design concept and the design for all the models in the Sun Odyssey range (SO 490, 440, 410 and 380) and now for the Excess brand.



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Interview with a new

BALI Catspace owner



How long have you had a dream of escaping?

"The need to travel elsewhere and to be free was something we felt during a trip on a sailing charter trip in August 2021 around Brittany's islands of Ushant and Molène, and in the bay off Brest. A few days previously, we'd been kayaking around Concarneau and already the signals for a change were apparent."

What made you leave Paris for Brittany?

"Originally from Brittany, my wife and I had been exiled to Paris for professional reasons (our careers obliged us...) During our so-called "professionally active life" we'd made the most of our holidays to visit the world and had a weekend home in the forest in Sologne, central France. When the time came to retire, retreating to Sologne was a natural choice, until we spent that week on a sailing boat in Brittany. Two months later we put our property in Sologne on the market, so we could move closer to the ocean. In the midst of the pandemic, the property market allowed us to sell it very quickly and to move to Brittany to look for another place to live, but by this time, the very tight property market on the coast wasn't conducive to finding that rare pearl at the right price. Very quickly the solution of a cruising boat came up, to be combined with a rental property by the sea so as not to completely abandon dry land."

How long have you known the BALI brand?

"We first discovered **Bali** at the La Rochelle boat show in 2022. We had defined specifications that more oriented on the living space than on the sporting aspects, this being our first boat, and we appreciate the comfort and leave to others the performance and effort. With this in mind we weren't necessarily focussed on a sailing boat, and so also visited trawler yachts."

Why a BALI?

"Having looked at various different boats, we were seduced by the living spaces on the 3-cabin version of the **Catspace**, in particular, by the modularity of the saloon, but also the position of the cockpit which offers great visibility, an essential element to reassure the boating novices that we are, despite having obtained our coastal and offshore boat licenses."

“We were seduced by the living spaces”

Was it love at first sight with BALI?

"I think my wife had the monopoly on love at first sight, but that said, I felt a genuine excitement, especially since the boat we visited was particularly well equipped, and that resulted in the immediate signing of the order form, charging the seller with finding us a boat available immediately. And this was achieved with the very model on show at La Rochelle, so a big thank you to Select Yacht La Rochelle who played things very well."

What are your favourite spots?

"Despite our maritime history, there are a few spots nowadays. The islands off the tip of Brittany remain captivating from the Ile de Sein to the Molène archipelago, without forgetting the Glénan Islands which remain a magnet for all boaters, with a special mention for Les Sept Iles off Perros Guirrec in north Brittany, anchoring near the bird colonies... The Scilly archipelago is on the agenda for this spring."

What do you think is the best feature of the BALI Catspace?

"The tilting, pivoting door which doubles the living area of the saloon. If I tried to make a parallel with the car world, you might compare it to a convertible SUV, a concept that doesn't exist but who knows? One day..."

Where do you spend most of your time on the BALI Catspace?

"The saloon remains the preferred living area for everyone on board, though the sunbathing area on the coachroof is also very popular when we're under sail, weather permitting of course."

What do your friends say when they come aboard your BALI?

"The first impression is the surprise at the habitability, which lends itself to sharing some great times with others. That, combined with the night-time areas which allow you to isolate yourself without conceding any comfort."

The level of equipment is also a subject of astonishment, knowing that our guests are always greeted with a welcome drink, generally champagne in its ice bucket and flutes. All this when leaving port, which demonstrates if need be the stability of the catamaran. We're always in search of comfort..."

Our signature is DESIGN YOUR ESCAPE. What do you think is the best way to define this promise?

"It's tricky for a customer to see themselves fit into the promise of a builder's signature. However, we're pretty close. Knowing that we didn't design the boat, but rather choose it, in our case, "CHOOSE YOUR ESCAPE" would be more in line with our experience..."

EVENT

1000th

Back in August 2003, the **PONCIN YACHTS** group took over the **CATANA** shipyard, which at the time was building about twenty exceptional catamarans a year with a workforce of around 250. This almost "made to measure", niche production of internationally recognised quality, unfortunately didn't allow the company to reach its economic objectives, despite being the undisputed world leader in its sector.

Fast forward 10 years, and the multihull market had developed well, though the niche of high-performance ocean-going catamarans had evolved little, something which prompted our group to study the option of a second range of catamarans, within the production culture of the **CATANA** range.

Thus, in early 2014, the "**BALI**" project was born. Following a full year of study and reflection, our desire to put on the market a new, highly innovative offer that was clearly differentiated from those of our competitors, without neglecting the qualitative fundamentals of the historic **CATANA** shipyard range came to fruition.

At that time our objective was to create a new brand that featured a range of 5 boats and to be building more or less 150 units per year.

In September 2015, the first **BALI 4.5** designed by the talented **Xavier Faÿ** was presented at the international Cannes Boat Show. The **BALI 4.3** and **4.1** were to follow within 12 months, then the **BALI 5.4** which has since become the leader in its size, the **BALI 4.8**, the **BALI 4.2** and the **Catspace**, the **BALI 4.6** and **4.4**, and finally the **Catsmart**.



(From left to right) *Boris Compagnon Group commercial and marketing Director, Olivier Poncin CEO, Aurélien Poncin Deputy Managing Director and David Etien Catana Group Administrative and Financial Director, pose in front of the 1,000th BALI manufactured in the Catana Group factories.*

At the same time, the **PONCIN YACHTS** group, which by then had become **CATANA Group**, was continuing to strengthen its industrial capabilities, which today, thanks to four high-performance factories, allows it to have an annual production potential of 500 to 550 sailing catamarans.

7 years later, thanks to the historic success of the **BALI** range, the Group has more than 1,300 employees, and the **BALI** range comprises 9 models from 38 to 54 feet, and in 2023, thanks to the trust our customers have placed in us and to the recognition of the marine industry press, which has repeatedly awarded our young brand, we will produce more than 400 units in the **CATANA** and **BALI** ranges. Our network of distributors throughout the world exceeds 45 reputable players, and more than a hundred charter bases now offer **BALI** catamarans.

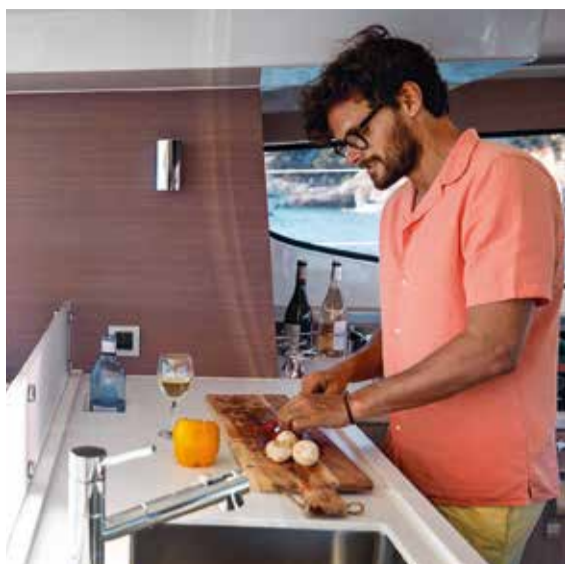
Lastly, the end of December saw the launch of the 1,000th **BALI** - a sign that the brand is now well established in the nautical landscape among the world's top 3 cruising catamaran manufacturers.

With the creation of a new production centre in Portugal dedicated to motor catamarans, our ambition is now to produce a combined minimum of 800 sailing and power catamarans per year by the end of the decade.

SETTING THE GLOBAL STANDARD
COMMON RAIL LINE UP
40 - 640 MHP

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LA GRANDE MOTTE
FRANCE
FROM APRIL 12 TO 16, 2023



That Epicurean moment

Grilled salmon and beetroot chutney for 8 guests

Preparation time: 35 minutes

Resting/waiting time: 24 hours

Cooking time: 35 minutes

Degree of difficulty: Easy, like helming a **Bali**

You will need:

- 8 salmon steaks
- 500 g of beetroot
- 2 onions
- 150 g sultanas
- 1 chunk of fresh ginger
- 250 g cane sugar
- 5 tbsp. sesame seeds
- 50 cl white vinegar
- Chives
- 2 tbsp. of "Made in Canet en Roussillon" olive oil
- Salt & pepper

Preparation:

The previous day, peel the beetroot and chop into small pieces. Peel and chop the ginger. Soak the sultanas for 15 minutes in a small bowl of hot water. Peel and chop the onions (with the help of a scuba mask if you prefer to avoid tears).

Heat the vinegar through with the sugar and add the beetroot, onion, ginger and sultanas and cook for 30 min until the mixture becomes a compote and the juice reduced, but be careful to avoid caramelising.

Leave to cool, then place in the Bali refrigerator overnight.

1. The next day, toast the sesame seeds for 1 minute in a dry frying pan (on the Bali's hob)
2. Heat the oil in a frying pan or plancha grill and cook the salmon steaks on the skin side for 3 minutes, then do the same on the other side and continue cooking for a further 3 minutes.
3. Serve the salmon with the beetroot chutney. Sprinkle the sesame seeds over the top and garnish with the chives.
4. Add salt and pepper (while listening to Push it by Salt-N-Pepa 🤪).

Epicureanism is a flow of ancient philosophy whose principal objective is to achieve happiness through the satisfaction of only "natural and necessary" desires.

Who has never dreamed of cooking aboard a **BALI** Catamaran? Our catamarans are known, among other things, for having a plancha grill in the aft cockpit and for their fully equipped galley, a proper kitchen like at home, in the saloon, a space simply dedicated to lovers of fine food.

In this issue, we offer you an idea for a recipe to enjoy with friends and family for intense happiness both in the galley and at the table where your taste buds will be guided by a clever mix of sweet and savoury that will appeal to young and old alike

Consume without moderation in the saloon or on the flybridge or at the forward cockpit table.

We suggest a good Made In Canet en Roussillon wine as an accompaniment, such as Maia Blanc du Château des Hospices (tested and approved by all the editorial staff!)



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



CATANA
CATAMARANS



www.catana.com

BALI
CATAMARANS



www.bali-catamarans.com

BOAT SHOWS

2023

International Multihull Show 2023
From 12 to 16 April 2023 - La Grande Motte - France

Cannes Yachting Festival 2023
From 12 to 17 September 2023 - Cannes - France

Southampton International boat show 2023
From 15 to 24 September 2023 - Southampton - UK

Salone Nautico Genova 2023
From 21 to 26 September 2023 - Genoa - Italy

Le Grand Pavois 2023
From 26 Sept to 1st October 2023 - La Rochelle - France

Salon Náutico Internacional de Barcelona 2023
From 11 to 15 October 2023 - Barcelona - Spain

United States Sailboat Show 2023
From 11 to 16 October 2023 - Annapolis - USA

CATANAMAG
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