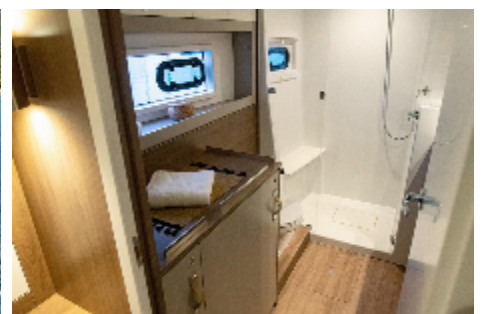


## BUY A SHARE IN A BALI 4.4 CATAMARAN AND START THE ADVENTURE OF YOUR LIFE



Sail through paradise from the Mediterranean to the Caribbean, through the Panama Canal to the South Pacific and on to Australia. Own a 1/6 share of a brand-new Bali 4.4 catamaran and have it managed during a 3-year journey home to Australia. Spend 6 months cruising in the Mediterranean, Caribbean and the South Pacific. **HOW IT WORKS** • One Yacht • 6 Shareholders • 6 Destinations • 4 weeks in each destination per shareholder • Professional Delivery Crew • Fully managed • 24/7 Support • Just pack your bags and go With six shareholders in the syndicate, there are 6 x 24-week calendar blocks in 6 different destinations with 4 weeks for each owner in each cruising paradise starting in 2025 and ending in December 2027: 1. Eastern Mediterranean – Turkey, Greek Islands, Croatia, Montenegro. 2. Western Mediterranean – France, Italy, Malta, Sardinia, Corsica, Spain. 3. Caribbean Leeward Islands – St. Martin, St. Kitts, Nevis, Antigua,

Guadeloupe 4. Caribbean Windward Islands– Martinique, St. Lucia, St. Vincent, Mustique, Grenada. 5. South Pacific Tahiti - the Leeward Island: Raiatea, Tahaa, Bora Bora, Huahine, Cook Islands. 6. The Southwest Pacific - New Caledonia, Vanuatu, Tonga and then to Australia

General

Year:	2025
Price:	\$
Additional Charges:	None
Boat Type:	Catamaran
Hull Type:	Cruising
Location:	Europe
Engine/Fuel:	Diesel
Hull Material:	GRP

Dimensions

Length:	44 ft
LOA:	13.48m
LWL:	12.97 m
Beam:	7.40 m
Draft:	1.26 m
Displacement:	19.6 T

Engines

No. of Engines:	Two
Engine Brand:	2 x 60 Nani diesel engines with Sail Drive

Builder / Designer

Builder:	Chantier Catana
Designer:	Xavier Faÿ

Tankage

Fuel:	800 L in two tanks
Water:	860 L in two tanks
Holding:	55L holding tank each toilet

## OPEN OCEAN PASSAGES OF THE YACHT TO NEXT CRUISING DESTINATION

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On an optional basis, and at no extra cost apart from food, owners may join our professional crew on the long-haul passages in the Med, across the Atlantic to the Caribbean, through the Panama Canal to Tahiti or across the South Pacific to New Caledonia,, and finally of course on the journey home to Brisbane, Australia. ONCE IN AUSTRALIA After arrival in Australia, we can arrange the importation of the yacht and offer it for sale on the open market. The net proceeds will then be shared equally amongst the owners. A licensed marine valuer will determine the yacht's value for duty and tax purposes according to the market. The management contract can, of course, be extended in Australian waters. HOW THE SYNDICATE WORKS Operations Management Australian Mark Rowell will coordinate our operations from his home base in Viareggio, Italy, where he manages several other private yachts. He has previously owned and managed private and charter yachts, so he has many years of hands-on experience in the operation and management of sailing yachts. He will be the first call in the Mediterranean and Caribbean, and YSM will be the first call in the Pacific. Turnarounds YSM will manage our owner turnarounds from nominated Dream Yacht Charter bases. They will also assist with technical and warranty services from their network of charter bases in the Mediterranean, Caribbean, and South Pacific.

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The cost A 1/6th share in the Bali with a 6-month cruise mode usage plus chosen deliveries across the 3 years will cost AUD\$296,000. This includes the cost of delivering the boat from La Rochelle in France to Brisbane if it were done as a single journey. There is a management fee plus operating costs billed at the net to cover insurance, marina berthing during turnarounds, turnaround costs (cleaning, laundry, routine maintenance), registration, entry, and exit formalities. Insurance claims if there is one. YSM will coordinate all contract services. The fee does not cover losses, breakage, replacement due to wear and tear, accidental damage, addition to the yacht's inventory or replacement. The Bali 4.4 will be produced at the Catana factory in France in time for the 2025 Mediterranean season and delivered to Montenegro as the base for year one. A Pty. Ltd. company will own the Australian-flagged vessel to guarantee the security of tenure, and shares may be sold at any time during the 3-year contract period. Each syndicate member will sign a comprehensive syndicate agreement, which we currently use for Bali sisterships operating in Australia. The agreement includes the rule book for the vessel's use and is available to prospective shareholders. YSM will manage the bookings during each season and open six months before each 24-week block. Maximum usage will be one month per share in each six-month booking period, but there will be no limit outside the season. A refundable deposit of 20% of the share price will be held in trust by YSM until we have four shares sold in addition to the one already sold. The yacht cannot be used for charter at any time under the terms of the syndicate agreement, and when an owner has made a booking, he or she must be the skipper on



Additional Images

