





DOMINI is the last Catana 47 built. The 47 epitomises all that you would expect from a Catana, and many consider the 47 to be the ultimate Catana. She delivers excellent sailing characteristics which can be achieved when handling short-handed; a great hull design, dagger-boards and a well-designed rig and deck layout are combined with a displacement which is light enough to deliver sparkling performance but is still able to carry the equipment and supplies needed for comfortable long-range cruising.

A difficult balance to achieve but having done so, the Catana 47 is a compelling option, and DOMINI represents a great opportunity. To quote the builder:

“The Catana 47 is the ideal boat for any adventure, whether it’s a round-the-world trip, or simply island hopping from deserted bay to tropical lagoon. Imagine yourself at the helm of a high-performance catamaran with the power to maintain high average speeds over long distances. Timed at almost 25 knots during initial trials, the Catana 47 is fast, light, robust and exceptionally easy to handle, giving both helmsman and passengers an incredible sensation of speed and acceleration.”

The current owners have sailed some 40,000 miles, yet the engines have run only a little over 1,000 hours which speaks for itself. Her condition is excellent evidencing careful ownership and proactive maintenance.

NOTABLE FEATURES

- Carefully used, very well-maintained by her only owners since new
- Widely respected as Catana’s best-ever design, DOMINI is the last 47 to be built
- Dagger-boards for upwind performance and a high nacelle to help manage bigger seas
- Boom is set low to hard-top making access to the mainsail easy
- Light enough to deliver sparkling performance under sail but still able to carry cruising loads
- All lines are led aft, making her easy to handle short-handed
- Excellent owners' suite occupies the entire starboard hull, plus two guest cabins in the port hull
- Great cruising spec with good RIB, ample solar and the possibility to acquire a huge inventory of spares and equipment for long-distance cruising
- Onan genset from 2021, refurbished water-maker, JP3 bearings replaced
- Starlink installed in 2024, instruments and many electricals renewed in 2024
- Anti-fouled April 2025, berth paid until May 2026

GENERAL

Price € 725.000
Tax EU VAT paid

Location Cap d'Agde, France
Year Built 2019
Flag British

Builder Catana, France
Naval Architect Christophe Barreau
Interior Design Couëdel Hugon Design

LOA 14.03 metres
Beam 7.60 metres
Draft min 1.10 metres
Draft max 2.50 metres
Mast clearance 21.50 metres
Light Displ. 11515 kgs
Laden Displ. 14930 kgs

Fuel 2500 litres
Water 1500 litres





DESIGN & CONSTRUCTION

The whole mould is composed of three main parts, with joint surfaces at the keel connections.

The mould of the platform and inner half-hulls is in one part to ensure maximum rigidity. The hull has a white gelcoat finish.

As for many years, the hull is built with a sandwich foam infusion using Vinylester and Polyester resin. The structure is reinforced with Monolithics, Aramid fibre reinforcements using the Twaron® Impact process and above all, in order to optimise weight, certain parts of the hull are now 100% carbon such as the chain plate zones and horizontal stiffening spars.

The deck has a white gelcoat finish. The deck is also made in sandwich foam infusion with monolithic/plywood reinforcements. Numerous areas are made from full carbon fibre such as the coachroof, coach roof reinforcements, deck stiffening spars, mast foot area and mast pillar.

The structural main bulkheads are made entirely of infused foam/carbon sandwich. To provide maximum strength, every opening (doors and technical holes) is integrated and reinforced during the infusion process. The hull, deck & bulkhead connections are glued and continuously laminated. Full carbon fibre lamination joints are used for the main belt and door frames.

Structural integrity

The hull, deck & bulkhead connections are glued and continuously laminated. Full carbon fibre lamination joints are used for the main belt and door frames.

The hull and deck are solid as though they were cast in one piece, thereby guaranteeing outstanding rigidity and durability

Port lights and hatches for light and ventilation

Composite deck hatches

Cockpit seat locker

Two cockpit storage locker

Two large storage lockers at mast foot

Mooring locker hatch at mast foot

Twin dagger boards with control lines lead through jammers to cockpit winches

Skegs have been added to both hulls

Grey paint finish waterline stripe





EXTERIOR

Cockpit equipment

Large sliding door in methacrylate and white lacquered aluminium with multi-position lock, the window above the galley also slides creating a great connection between the interior and cockpit. Good sized cockpit table

Good stowage includes dedicated space for diving bottles and bins for running rigging

Aft Beam

Three jammers for luff reefing lines

Three jammers for tack reefing lines

Jammer for mainsail halyard

Jammer for topping lift

Dagger boards

Two blocks in dagger board casings

Two jammers in the cockpit

Transoms

Port hull has built-in retractable swim ladder in stainless steel with shower with pressurised freshwater, hot/cold

Stainless steel grab rail on each transom

Engine room hatches

Stainless steel cap for access to the emergency tiller on each transom

Helm stations and steering

Situated outboard and providing good visibility and feel when sailing with very comfortable stainless steel folding seats allowing support whether standing or sitting

Each helm has magnetic compass with light and protection cover and steering wheel Carbonautica White controlling balanced spade rudders with JP3 self-aligning ball bearings. Bearings new in 2024

Emergency tiller

Manual engine controls at starboard helm station with control panels and alarms new in 2024

Bimini Hardtop

Foam sandwich composite, closed cells

Two stainless steel grab rails

Two stainless steel aft feet with built-in grab rails

Six built-in cockpit LED lights with dimmer switch

Plexiglass windscreen

Canvas removable sunshades

Full winter cockpit canvas enclosure

Solar panels







INTERIOR & LAYOUT

Sleeps up to six in three cabins
Webasto diesel heating throughout
24V lighting throughout
Direct and indirect lighting throughout

Saloon

High comfort saloon 'Easy line' specification all large furniture panels made in laminated oak miel premium with Montano anti-skid laminated floors
Generous seating area, dining table, navigation station and galley with large openings to create great link to cockpit.
Cushions high-resilient foam Suedine-covered and Sunbrella on the armrests
convertible table in Oak Premium
Handrails in the cabin access stairs
LED ceiling lights with dimmer

Galley

Galley to port, with large resin countertop, numerous storage lockers, Stainless steel sink (one a half sinks) with mixer tap with ceramic seals for hot and cold water
Three burner gas stove new in 2024
Gas oven
LED ceiling lighting with dimmer
Liebherr combo deep freezer/refrigerator integrated 2 circuit Smart Frost 274L
Microwave oven

Chart table

Storage in table and shelves, large mobile seat with additional storage, panels for electronic equipment, chart table (red) night light
Starlink new Jan 2024
Barometer/Thermometer/Hygrometer

STARBOARD HULL – DEDICATED TO OWNER

Two independent slatted bed bases on hinges and stainless-steel gas struts
Resilient foam mattresses
Numerous storage and large drawers under the bed
Ceiling LED lighting and reading lights on headboard
Numerous storage compartments with shelves and wardrobe
Secretary desk
Sliding door for access to the salon
Security safe
Seat for storage
Ceiling LED lighting
Storage with three drawers

Bathroom forward

Separate shower stall with Polywood grating and built-in seat, mixer tap with shower and Plexiglass door
Resin countertop with built-in wash basin
Mixer tap with ceramic seals for cold and hot water
Electric freshwater marine toilet
Storage for linen and toilet articles
5kg washing machine new in Aug 2024
Embedded ceiling LED lights

PORT HULL

Aft guest cabin

The aft guest cabin has a convertible bed which can be single berths or a large double Independent slatted bases on hinges and stainless-steel gas struts
Highly resilient foam mattresses
Numerous storages and wardrobe
Ceiling LED lighting and reading lights on headboard

Forward guest cabin

Double bed
Two independent slatted bases on hinges and stainless-steel gas struts
Two highly resilient foam mattresses
Wardrobe, shelves and large drawers under bed
Ceiling LED lighting and reading lights on headboard

Separate shower room

Large shower stool with Polywood grating
Resin washbasin countertop with storage
Ceramic mixer tap with shower rose
Embedded ceiling LED lights

Separate toilet

Manual marine toilet
Resin washbasin countertop
Ceramic mixer tap for cold and hot water
Natural ventilation through opening porthole





SYSTEMS

RIGGING & DECK GEAR

Anodised aluminium mast
Anodised aluminium boom
Reefing lines blocks
Anodised aluminium front beam with LED light
Anodised aluminium compression beam
Genoa furler on forestay
Forestay in stainless steel rod
Shrouds in stranded stainless steel
Two bobstays with sheath (new in July 24)
Aluminium bow sprit with Dyneema tack line
Drum stocker with halyard sheet and blocker
Two stand-up blocks for sheets
Tricolour and anchoring LED light head mast (new Feb 24)
Steaming/deck LED light (new Feb 24)
Double wind vane on mast head (new Feb 24)
Winches:

- Two central winches, one electric and one manual for mainsail halyard and sheets, reefs and topping lift, located on aft beam
- Two manual winches for dagger boards and furler lines
- Two electric winches for genoa sheets and spinnaker sheets, upgrade from standard
- One winch on mast for genoa and halyards for code and light weather sails

PROPULSION

Twin Volvo inboard 60 HP diesel engines believed to have run just over 1,100 hours
Sail drives to four bladed folding propellers
Starter batteries new in February 2024
Engine control panels on starboard helm station new in 2024
Three RACOR fuel filters/water separators new Apr 2022
Light in each compartment new February 2024

ELECTRICAL

Onan Generator 4KVA new in June 2021
very well sound proofed, independent starter battery new in February 2024, quiet water lock exhaust
After a lightning strike in October 23, most of the electrics have been completely replaced all of which was done under supervision of a surveyor
Service voltage 12V DC and 220V AC 50 Hz
Two engine starting batteries, 130 Ah Victron maintenance free new Feb 24
Six house batteries 130 Ah Victron maintenance free new Oct 21
Low buzzer alarm for house battery bank Victron Multiplus 70A / 12V charger/inverter 1600W new Sept 24
Two alternators 60A / 12V for engine batteries new Feb 24
Two Quick Charge Separators new Apr 24
220V shore power outlet new July 24 and 20m of extension cord
Backlit electrical panel at the chart table with 12V and 220V functions
Built-in battery controller
Two 12V/USB outlet at the chart table (2 ports) (new Feb 24)
Nine 220V AC interior double outlets.
Victron Phoenix inverter for the fridge
10 x 115W solar panels, with 5 x MPPT100/30 Victron SmartSolar charge controllers

TANKAGE & PLUMBING

Low consumption 12v 90L/H Aquabase water maker with automatic flush system & remote control. Complete overhaul Feb 24, including new membranes, new remote, new electrical box
Two 300 litre fuel tanks at mast foot with gauge display at chart table
Two 335 litre freshwater tanks under aft beds with gauge display at chart table.
Two separate and interconnectable pressurised freshwater pumps, with expansion tanks and charcoal filter with drinkable water in rigid PER tubing
Two 55 litre water heaters in 220V AC and connected on the engine cooling circuit
Two 55 litre black water tanks on head, with gauge and alarm, drain at sea or by deck vacuum, vent with charcoal filter.
Three 8kg butane tanks in the cockpit seat locker with security regulator (EC standard)
Four automatic bilge pumps
Two manual bilge pumps
Saltwater pump to sink new in Aug 24
Grey tank for galley
Fresh water deck wash down in port forward locker
Saltwater anchor and deck wash down in port forward locker

INVENTORY

NAVIGATION & COMMUNICATION

All Raymarine equipment new in April 24
Auto pilot Raymarine Smart Pilot
Chartplotter GPS Raymarine 12"
Chartplotter GPS Raymarine A65
Navigation Raymarine multi
VHF Raymarine at the chart table with antenna and remote at the helm
AIS Raymarine transceiver
Radar
Two multi-displays in cockpit
Completely separate back-up autopilot
Hi-fi radio fusion 4HP Bluetooth new cockpit speakers in Feb 24
VHF aerials, windex, navigation lights on mast new Feb 24

GROUND TACKLE & MOORING

Lofrans Tigre 1500W windlass
Wire control connected in the anchor locker
Remote control at the starboard helm station new in Feb 24
100 metres of 10mm chain new in Apr 23
Mantis Anchor Swivel new Apr 23
Main anchor Rocna 40 kg

TENDER

Highfield Hypalon RIB ALU-290 GREY with chaps. New in Aug 24
Mercury 15HP Outboard Motor

SAILS

Mainsail

Full batten high roach Incidences Dacron mainsail, radial reinforcements, horizontal cut, three reefs 86 m²
Double sheeting system
Luff batten car system
Dyneema lazy Jacks and bag
Three luff reefing lines
Three tack reefing lines
This system means the mainsail can be reefed sailing downwind
Two pad-eyes for mainsail sheets
Two pad-eyes for boom preventer

Genoa

Genoa in Hydranet by Incidences, radial reinforcement, horizontal cut, with UV protection 53 m²
Two tracks with blocks for sheets
Track on mast for halyard trimming
Furler line with jammer in the cockpit leading to winch

Gennaker

Stormlite, triradial cut, anti-twist cable with UV protection 84 m²

SAFETY

Lifeline all around the roof
Deck toe rails and handholds.
High comfort braided trampoline attached mesh by mesh new in Apr 23
Two forward pulpit seats.
Stainless steel aft handrails on aft beam
Eight stainless steel stanchions 60 cm high
Double 4mm wire guard lines in white covered
Two boarding gates
Ten aluminium mooring cleats
Arc EPIRB
Additional jackstays in and around cockpit
Four fire extinguishers and two in the engine compartments
Fire blanket in the galley
Flares
Lifebuoy
Throwing Line
Recovery Sling
Jonbuoy
Please note that equipment such as life rafts, EPIRBs, fire extinguishers and flares require regular servicing and/or renewal. If such equipment is left on-board as part of the sale, the buyer should ensure the equipment is suited to their usage plans, assume service or replacement will be required by them after purchase and complies with any flagging requirements





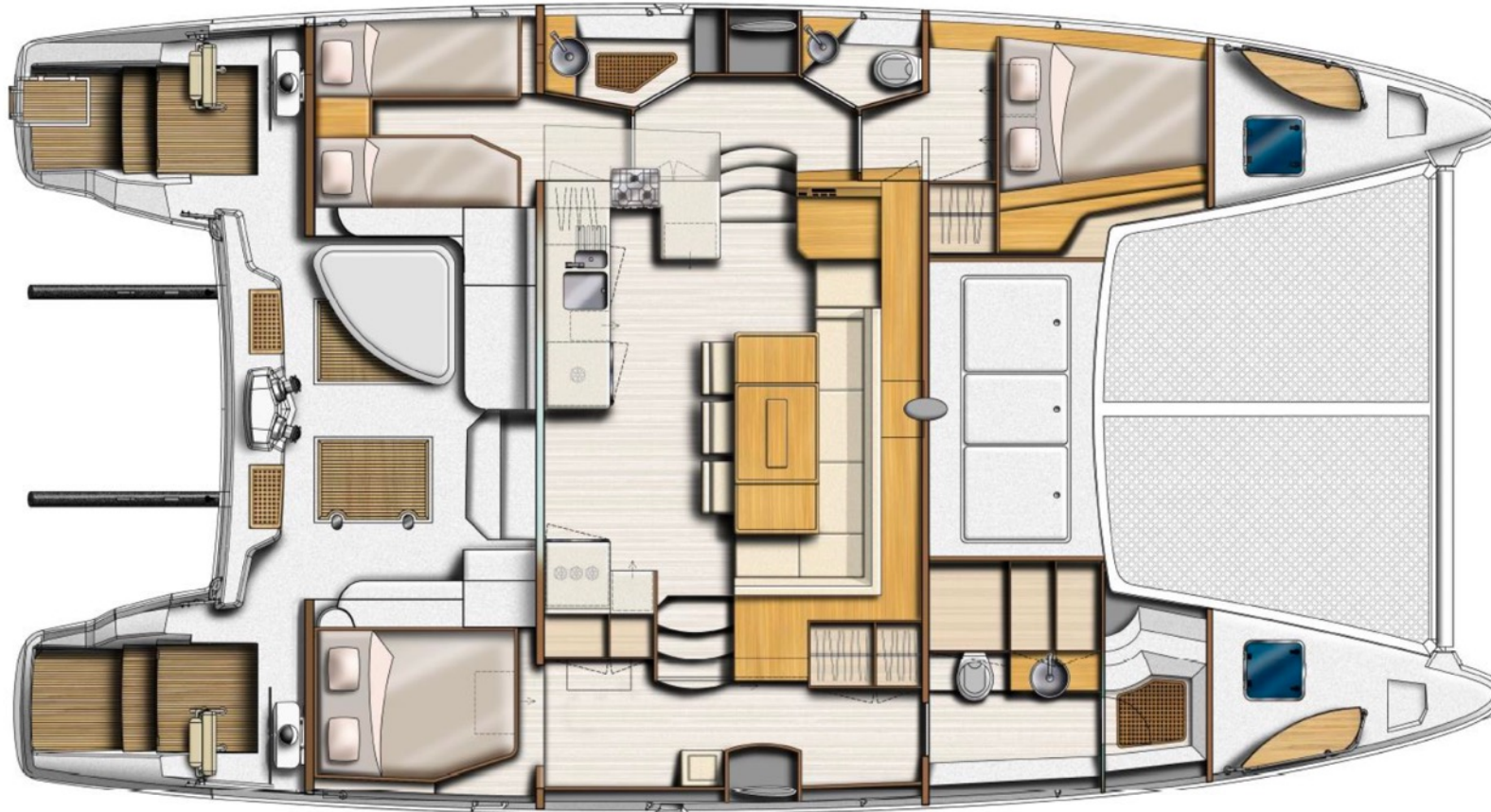




CATANA

CATAMARANS

LAYOUT – CATANA 47



Tristan Abery

E. tristan@aberyyachts.com

M. +44 7766 130909

M. +376 62 20 45

Stephen Abery

E. stephen@aberyyachts.com

M. +44 7545 235555

M. +376 35 75 55



We are acting as brokers for the owner of the Vessel. The owner has provided details of the Vessel and it's inventory and these details are based on that information. The accuracy of these details cannot be guaranteed nor do they constitute part of any contract. A prospective buyer is strongly advised to have the vessel fully surveyed by a qualified marine surveyor and to verify the particulars prior to the survey.

The Vendor is not selling in the course of business unless otherwise stated. This vessel is offered subject to prior sale, price change or withdrawal without notice.