

SIG45 25-knot cruiser- racer cat



DIMENSIONS

LOA	45ft	13.7m
Beam	27ft 6in	8.4m
Displ cruise	12,000lb	5.5 tonnes
Draught	3ft/8ft	0.8m/2.4m
Sail area	1,385ft ²	129m ²
Asymmetric	1070ft	100m
Code 0	810ft	75m

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A passion for speed under sail and the realisation that more could be done to transfer offshore multihull technology to a smaller, stylish cruiser-racer catamaran, led UK-based Hugo Le Breton to develop the SIG45.

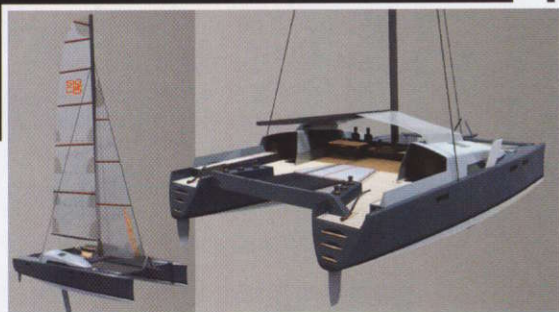
The cruising multihull market is currently extremely active, driven partly by charter companies who have been quick to recognise the advantages of a stable platform. But when it comes to real performance very few manage to make the grade, the Gunboat catamaran (*Yachting World*, February) and the Danish-built Dragonfly trimaran being exceptions.

The other criticism of many modern cats is that they fall short of their speed, grace and style potential, so Le Breton is determined to produce an 'object of desire' as well as a performance machine.

Le Breton, who grew up sailing Lasers in Poole harbour, believes more could be done to harness the technology of large offshore multis, so he put together a team of experts to come up with a solution. The SIG45 is the result.

Naval architecture and styling are by Van Peteghem Lauriot Prévost, whose credentials include *Groupama 2*, fastest boat in the 2005 ORMA 60 multihull championship. Le Breton then went to Bjorn Johansson for a very stylish modern interior and consulted Bruno Peyron on the overall design, rig and deck layout.

The result, on the face of it, doesn't look that extreme but careful inspection of the deck



layout, for instance, reveals a simple, modern arrangement not burdened with top hamper and flybridges which seem de rigueur for your average accommodation-hungry cruising cat.

The structure will use very lightweight composites and, with plenty of horsepower in the sailplan, she should be capable of speeds into the mid-20s according to Le Breton.

This is much more of a sports cat but there is enough room in the hulls for genuinely comfortable accommodation for six and there is a vast amount of room on deck. Le Breton adds: "With a carbon rig and a versatile sail plan, including a flat-top main and self-tacking jib, the boat will be quickly fully powered up, but will be manageable with a small crew."

He says that the twin pilothouses will provide protection from the elements and the deck itself is equally suited to 'racing, sunbathing and alfresco entertaining'. Keeping weight out of the yacht which in cruising mode is designed at about 12,000lb (5.5 tonnes) and in racing trim 9,900lb (4.5 tons) will be critical.

Interestingly, there's an option for a twin 20hp diesel electric power pack or two standard 29hp Yanmars, the former being much lighter.