

Lebreton SIG 45'

The open deck

Revolution

Rotating carbon mast, textile rig, 3DL sails, purity of the lines and high-tech construction; everything combines to give performance aboard this exceptional cruising catamaran (here in less than 10 knots of wind).

The central cabin has been the key to the development of catamarans; however it is without it that the concept expresses its purity. It is easy to understand the general infatuation with this central area which literally transforms life at sea; unfortunately, this fact has smothered the market and creativity as regards open boats. The Sig 45' completely reinterprets the formula and offers arguments which overturn generally accepted ideas.

AN EXCEPTIONAL CREATION

Few multihulls can pride themselves on the rigorous construction of the racing prototypes; the Sig 45' is part of this quite closed club which welcomes rare boats such as the Seacart and Gunboat. The specification was ambitious. Hugo Lebreton wanted quite simply to establish a reference in the targeted segment! With a knowledge of multihulls, and as an experienced sailor and competent racer, he chose to contact the VPLP office, and asked Bruno Peyron to help him with the development of the boat! For the choice of a builder, Hugo contacted the Italian Indiana Yachting, whose pedigree abounds in prestigious creations: 60' GROUPE

BEL, IMS 46', BRIBON, belonging to King Juan Carlos, the impressive CAPRICONO (24m in Nomex Carbon) and Nauta 99'... So as to establish definitively Indiana's reputation, let me point out that it is also here that the Wally's teak decks are created, as well as the accommodation for the big Swans...

A SUPERB SILHOUETTE

The Sig 45's design is a total success, the overall lines are balanced, the proportions are superb, taking into account the necessity to integrate comfortable coach-roofs; the fusion of tight lines and gracious curves reveals an appealing style, almost an avant-garde classic, to anticipate history's judgement! In short, to sum up the



Contemporary design, harmony of the materials, for an avant-garde classic.



An 'open' which is just as comfortable racing as blue water cruising...

TEST

most current opinion on the pontoons at Cannes or the Multimed, this irresistible catamaran is beautiful!

AN OPEN DECK WITH REFINED COMFORT

The design of the accommodation was entrusted to Bjorg Johanson; the realisation is splendid. The designer atmosphere remains warm, thanks to the skilful marriage of materials; the light and ventilation are exemplary and the cabins welcoming! The contrast between the virility of the exterior perception and the cosy atmosphere of the accommodation is not the least of the Sig's charms. The build quality and the attention to the slightest detail can be seen throughout.

ABSOLUTELY OUT OF THE ORDINARY PERFORMANCE

After having said all the good things that I think about the construction, I can't stop now, and will continue with praise of the deck plan and the cockpit. With the reserve of using the Sig in mild latitudes, the huge deck

area will become a convivial area. Protected by removable wind-breaks, the small convertible saloon will lend itself to the most intimate of atmospheres. On deck: racing atmosphere. And it's not just bluff: 21m rotating carbon mast, North 3DL sails, profusion of fittings...

The organisation of the piano at the mastfoot allows perfect management of the sail plan and mast rotator, whilst offering remarkable biomechanical ease; in short, the ideal arrangement for sailing fast in the Multi50 trophies, with a lengthened version! With the tiller in my hand, it took me less than a minute to understand the consequences on the water of such a specification: aerodynamic fluidity, weight centring, rigorous construction, fine underwater lines, and generous power (almost 50m²/t under genaker) contribute to the volcanic temperament of this Italian rocket. Sitting comfortably on the cockpit cushions (which form a sitting-out position), braced on the footrest, traveller and sheet within reach, I got my bearings, to



A real limousine, capable of flying at more than 27 knots!



The deck plan of a very civilised cruiser-racer!



windward. The hull's balance is perfect; the rudders are just firm and have a powerful directional effect. With the windward hull barely un-weighted in 16 knots of true wind, we sailed close to the wind at between 12 and 14 knots, with 8 people aboard for a customer test – no spray came onto the bridgedeck. After having played for a good while on this point of sailing, and checked the ease of tacking under the self-tacking jib, Hugo hoisted the genaker: change of universe! By bearing away then luffing, the cat rode a first gust (17-18 knots of true wind) and burnt off a motor boat in a long reaching surf at a steady 23 knots! I was won over by this cruising catamaran's high level of precision, and the intensity of the sensations when bearing away; the boat trim is easy to control for an attentive crew. Well braced on a tolerant float, the Sig quickly clears its sugar scoops and lightens the windward hull, whilst remaining balanced. There is a limit; the forward sections are slim and the engine is powerful! The price of fast sailing!

CONCLUSION

These few hours were one of the outstanding discoveries of the last few years. The Sig 45' is a cruiser-racer machine which offers the best of sailing: a lot of speed for passages or racing and ideal comfort at anchor. It aims at excellence and obtains excitement; it is not a boat for everyone. It makes no pretence of being completely reasonable, but should appeal to rich, enlightened owners, surrounded by enthusiastic crews.

THE PLUSES

- Build quality and presentation
- Exciting concept
- Sailing pleasure and constant satisfaction

THE MINUSES

- Price
- A few minor fittings are under-dimensioned (textile shackles, deck plates...)
- T traveller and mainsheet winches too small.

TECHNICAL SPECIFICATION

Architects: Van Peteghem/Lauriot-Prevost
 Designer: Hugo Lebreton
 Builder: Indiana Yachting (Italy)
 Material: foam/carbon (prepreg)/glass/epoxy sandwich
 Length: 13.70m
 Beam: 8.40m
 Weight: 4.8t
 Displacement: 5.5t
 Draft: 0.9/2.4m
 Daggerboards/fins: daggerboards
 Air draft: (Hall spars mast) 23m
 Mainsail: 94m²
 Jib: 35m²
 Spinnaker: 150m²
 Gennaker: 105m²
 Engines: 2x21hp Yanmars
 Category: A
 Price: 848,000 euros exc. VAT, ex-sails