

SIG 45

1 LI 41 TEMP

'La Bomba' in the water!

The superb 45-foot catamaran accelerates with the slightest gust.

We have been talking about it for a long time now, but this time, it really is here! After having had us dreaming of its bold shape, the SIG 45 is now in the water. A quick owner's tour before a full test which will inevitably be...astonishing!

A CONCEPT...WHICH LEAVES YOU DREAMING

Imagine: a G-Class on a human scale, or again, a super Tornado, designed by the architects of some of the biggest and fastest racing boats. In dreaming up the SIG 45, Le Breton Yacht has done a really good job. A 45-foot Open catamaran, completely in carbon, designed by VPLP, built in Italy, but with the genuine liveability of a cruiser in the hulls... A specification which is guaranteed to have the most blasé of journalists dreaming! To win his bet, the SIG 45's creator, Hugo Le Breton put together

a real multihull 'dream team'. For the architects, he chose VPLP, quite simply the creators of numerous ORMA trimarans (from Pierre Ter to Groupama via RMO...), as well as the Oracle trimaran the Americans are perfecting for the America's Cup, the Hydroptère, or Idec. For the deck plan and rig design, the builder asked Bruno Peyron, multiple holder of the Jules Verne Trophy, for his expertise. Finally, the concept and design of the accommodation is the work of Bjorn Johansson, who has won several awards for his creations in the world of super yachts.

|| Lovers of excitement, pleasure at the helm, and fast sailing, here is the catamaran of your dreams... the SIG 45! ||

A SUPERB REALISATION!

It is one thing to dream up a boat, but another to actually build it. After having presented the catamaran at boat shows as varied as Cannes and Miami, Le Breton Yacht was able to convince its partners, and the n°1 of the series has finally been built in carbon, in Italy, at Indiana Yachting. And the least

we can say is that the result is up to expectations. The weight specification has been perfectly respected, as the builder is advertising an unladen displacement of 5.5 tonnes, for 134m² of sail, to windward. As we are talking about sails, top marks must be awarded to the n°1 SIG 45's suit: made by North in 3DL and allowing the boat to sail faster



From the equipment to the fittings, via the construction, everything is top level...



Daggerboards, carbon construction, 3DL sails...The SIG 45 comes from the racing world and shows it!

than the wind... Roll on the test!

But the SIG 45 is not just a racing boat. Its interior is a real success. You immediately feel at home in it, and can really envisage cruising for several weeks at a time aboard, which is rare for an Open. Designed to take 6 people in comfort worthy of a cruising catamaran, the SIG 45 is nevertheless fitted out in a refined style, which suits it perfectly. To port is the owner's area, including a large double cabin aft, the heads forward, a large galley and a welcoming saloon. In the starboard hull, there are two good-sized double cabins and a

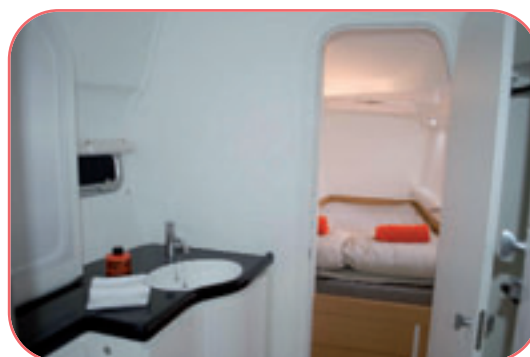
large heads. There is sufficient stowage space in the cabins (hanging locker with canvas door – for weight saving) to stay aboard for a few days. In the coachroof, there is the navigation area, with a large chart table. On the inside an L-shaped settee can be turned into a watchkeeper's position. All this space is very light, with wide portholes allowing contact with what is happening outside.

ON THE WATER

Since its launch, those lucky enough to have tested the SIG 45 are very rare. But all admit that the cat has a good pedigree, and is both fast and pleasant to sail.

The space offered by the platform is certainly something to do with this, as is the deck plan which allows the SIG to be sailed by two people. And running across the trampoline to improve an adjustment, whilst the other crew members lounge on the wood strip covered deck must be a big moment... That's it, I can see myself there already!

Whilst awaiting a full test, the least we can say is that the SIG 45 appeals. Here is a real cruising catamaran which is easy to live aboard, on really high-performance racing hulls.



Bathroom, owner's cabin, the accommodation is very comfortable and allows real cruising to be envisaged.



The chart table, like the rest of the accommodation, is excellent, whilst remaining simple... Bravo!



The saloon is in the hull, and even though there is less space than under a coachroof, it remains very pleasant.

TECHNICAL SPECIFICATION

Builder:	Lebreton Yachts
Architect:	VPLP
Hull length:	13.70 m
Waterline length:	13.70 m
Beam:	8.40 m
Draft:	1.15 / 2.75 m
Air draft:	23 m
Mast area:	9 m ²
Mainsail:	94 m ²
Self-tacking jib:	40 m ²
Gennaker:	100 m ²
Spinnaker:	150 m ²
Unladen displacement:	5.5 T
Engines:	2 x 29hp
Accommodation:	3 double cabins
Price:	698,000 euros exc. VAT

THE PLUSSES

- Impeccable finishing and top level equipment
- Real cruising accommodation for 6
- Performance from your dreams!

THE MINUSES

- The exceptional price
- Lack of space in the 'saloon', compared to a 'classic' catamaran.