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LEOPARD POWERCAT

40

The excellent new
Leopard Power
Catamaran now
available in
40 feet



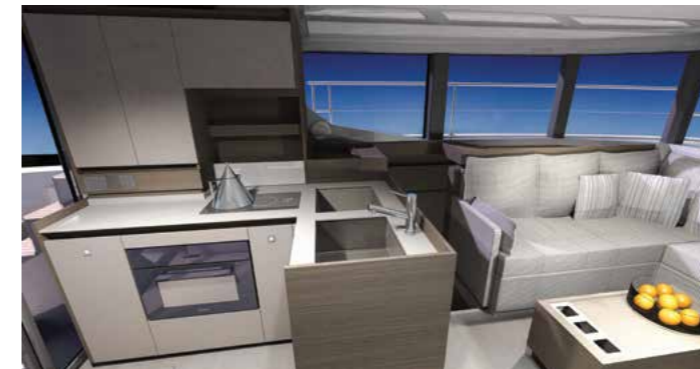
2023 will herald the arrival in Australasia of the very first new model in the **Leopard Powercat** line

The success of the Leopard 53PC and Leopard 46PC has reinforced Leopard Catamarans' world leadership in the cruising power catamaran market. The arrival in 2023 of the Leopard 40PC completes a modern range, entirely reinvented, and specifically designed to meet the highest requirements of comfort and seaworthiness.



With its sharp lines and very contemporary design, the new Leopard 40PC is immediately identifiable as part of the new generation of Leopard power catamarans. Like its 46 and 53ft predecessors, and like the sailing range, the side glazing runs the length of the planking. The sleek roof cap elegantly integrates the largest flybridge ever seen on a 40 footer. It also protects from the sun's rays, with a transparent roof that offers a 360° view to enjoy the infinite number of possible destinations fully. Onboard the Leopard 40PC, each living space provides an enriched experience of life at sea.

Outside, the spaces are numerous and impressive for a 40 footer: aft cockpit, flybridge, aft decks, sunbathing areas accessible through the side decks or directly from the saloon via the front door, a Leopard innovation present on all our models since 2010. There is always a suitable place, whether for some quiet time to yourself or significant moments of conviviality.



Alexander Simonis / Simonis Voogd Design – Naval Architect: "This new Leopard 40PC has been our biggest challenge. It is a smaller version of the Leopard 53PC or 46PC that offers a similar comfort level and performance at 40ft. One of the main reasons which makes this a real challenge is that power cats are getting much more weight and trim sensitive as they get smaller (more critically, getting shorter). Intense research into our CFD (Computational Fluid Dynamics) tools has enabled us to achieve exceptional excellence in this size."

Once the large sliding window is opened, the charm of the new contemporary design of Leopard's accommodation is apparent. The L-shaped galley is fully equipped on the port side and allows for truly gourmet cruising. At the bow, the comfort of the saloon is immediately apparent from the quality of the upholstery. Opposite, the interior steering position provides maximum safety, with a perfect peripheral view of the sea while remaining sheltered from the elements.

The three cabins all benefit from generous island beds and sea views in the hulls. The two heads located in the passageway on the port side and forward on the starboard side offer a spacious setting with a separate shower. Nothing disturbs the comfort of the passengers because the two technical areas at the rear are separated, isolated, and accessible only from the outside. They are equipped with two engines of 250, 320, or 370hp, all in line with the exceptional reliability of the brand. Promising to reach 17kts at cruising speed and more than 20kts at top speed, they will ensure a large autonomy at lower speeds to satisfy the requirements of the most demanding cruisers.



Franck Bauguil - VP Yacht Ownership & Product Development at Leopard Catamarans: "The Leopard 40PC is a totally new model, in line with the 53 and 46. It offers an entirely new volume and comfort, particularly in the cabins. Finally, the performance at sea - speed, fuel consumption, stability, and reliability - is in line with Leopard Catamarans' world leadership in this segment."

David Flynn - Australian Sales Manager - This new model will surprise and exceed the expectations of a whole new cadre of power boaters. With its extended range, shallow draft and generous accommodations, the Leopard 40 PC is the perfect platform for exploring. Whether it be for family weekends and holidays, or for the more adventurous, a season or two of cruising our spectacular coastline, or perhaps ticking off a bucket list to explore more distant and exotic locations. The Great Barrier Reef, Tasmania's unspoilt coast, or across the Tasman to the spectacular islands of New Zealand and beyond. The Leopard 40 Power Catamaran will provide you and your family with an abundance of seafaring memories.

Our first Leopard 40 PC launch is scheduled for December 2022 in Cape Town, South Africa. This is perfect timing for a world premiere in February 2023 at the Miami boat show, followed by a European presentation at the International Multihull show in La Grande Motte. She will then debut in Australia at the Sydney International Boat Show August 3-7, 2023.

www.leopardcatamarans.com | sales@leopardcatamarans.com.au | 1300 661 321

The Leopard 40PC will also be offered for charter and charter ownership under a management program in Australia and overseas with international charter group The Moorings.
www.moorings.com





KEKADA II at Cape Town.

Don and Anja Richards depart Africa for the Caribbean in a **Leopard 53 Power Catamaran**



... Yes, having spent some time at Kruger National Park, we do agree that they roar, but luckily for us the Leopard purrs nicely, or in this case our new Leopard 53 Powercat, and what a boat she is.

Peter Devers from Leopard Catamarans Australian office spent some time with Don and Anja Richards at the Cape Grace Marina in Cape Town, South Africa, while they were in the final stages of preparations, prior to setting off on their adventure. Peter spoke to Anja and here is their story so far ...

Peter D. What was the progression to ownership of the Leopard 53PC?

After about a year of research and planning, followed by preparation and sea trials, we set off from Cape Town with *Kekada II*. Suffice it to say she is definitely a step or two up from all our previous boats and the first longer trip, from Cape Town to Warvis Bay (712nm), she took in her stride.

From here our plan is to explore Namibia just as we enjoyed exploring South Africa, before heading across to Saint Helena, Ascension Island, Brazil and then the Caribbean.

Peter D. How did you come to decide to undertake a major ocean passage?

I think it was a natural progression for us over the last 20 years.

Peter D. Tell us a little bit about how you and the family came to yachting?

Don and I met while still at university ... and romance blossomed ... Don having sailed a bit, raised the notion of buying a boat and sailing around Australia for our honeymoon. We travelled to Japan instead, but later buying a 7m trailer-sailer and began sailing local lakes and gulf. Once our two children, Keith and Katherine, were over 10, we bought a Catalina 42, I sold my dental practice, Don arranged extended leave, we took our children, Keith and Katherine out of school for a year and a half, and the four of us sailed from Adelaide to Darwin before heading overseas (or was that over seas) to Indonesia, Malaysia, Thailand, Sri Lanka, Maldives, Yemen, Eritrea, Sudan, Egypt, Israel, Cyprus and Turkey. Definitely recommend it for family bonding. And lifetime memorable experiences.

After our eventual return to Oz, and selling our boat to friends, we bought a Catalina 47 and sailed her down the US Intracoastal Waterway, through the Caribbean and back to Oz via the Pacific.

Our next boat was a Seahorse 54 (a trawler style motor yacht with a bathtub!) which we used in Asia. Our love affair with Catalina wasn't over yet, and we joined the Sail Malaysia Passage to the East rally sailing around Malaysia and Indonesia for six months with a Catalina 445 monohull. The Covid shutdown delayed our return to Oz by a couple of years, which eventually saw us return from Borneo to Malaysia Peninsula, an eight day passage from there to Bali, then Broome in Western Australia before returning to Adelaide along the west coast.

Peter D. Are you a planner by nature, or do you tend to let things just play out?

We like the odd impulsive "Hey let's ..." and after a lot of research and planning that is fine, but when you are out there on your own you need to be able to manage quite a range of different possible scenarios. A great deal of our inspiration and ideas come from the many yachties we meet, their blogs and their books.

Peter D. What are your thoughts on routine, discipline, and daily habits?

When we first set off on long passages it was difficult for the kids to study underway with the boat heeling, so we agreed it was fine to catch up once we arrived. Of course once we arrived it was time to explore! We have become much more organised since then.



DON WITH KEITH at the helm dropping anchor at Saldanha, South Africa.



FLYBRIDGE.



SEAL on platform.



DON CHECKING the anchor visually for the Catalina 47 at Bahamas.

Peter D. What were the life circumstances that allowed you to take time out to do this trip?

To be honest you close your eyes and jump. I don't think 'circumstances' ever line-up, you just really need to want it, and then make it happen.

Peter D. What sort of planning did you undertake for such a major ocean passage?

Apart from lots of spare parts, our provisioning was carefully planned and then simply doubled. Packing went surprisingly well with all the space onboard.

During the sea trials we recorded the fuel consumption, at a range of different rpm, giving us a handy chart to help estimate our fuel requirements and most efficient rpm's.

Our Leopard 53PC originally came with two 1,100 litres fuel tanks. Considering the distances we had planned, for the sea passages, we decided to increase the fuel capacity with the addition of two extra fuel tanks. The new tanks were installed with one in each engine room. With 200 litres in each new tank, this now brought our fuel capacity up to 2,600 litres.

To increase our margin of safety further we added a fuel bladder on the starboard deck. This is a once off requirement and will be used purely for safety, for instance, if we need to divert around bad weather or speed up to avoid it. The addition of 350 litres in the bladder brought our fuel capacity up to 2,950 litres. This fuel

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“We are looking forward to new experiences, meeting new friends and creating memories”



AO PHANG NGA, Thailand - Katherine enjoying dusk onboard Catalina 42.



DINGHY on platform.

capacity will allow us to cruise for 1,900nm at 7kts, with a safety margin built-in to our calculations (our biggest planned leg is 1400 miles).

After sailing with Yanmar engines in the Catalina 42, 47 and 445 it was an easy decision to cruise with the two Yanmar 370hp shaft drive diesels, especially with two additional filters providing serial fuel filtration to each engine.

Other additions are a Cyclone Radar which will allow us to identify storms at a greater distance. We ordered 100m and added a 40kg Rocna anchor for better holding and peace of mind, a remote searchlight for entering new anchorages after dark, a watermaker, as well as many luxury items. We added 2400W of solar panels and 1500Ah of lithium batteries. At this stage we have not installed a generator and found that apart from limiting the air conditioner run time, all other equipment seems to be catered for by the solar. We also have two 5Kw Victron inverters so heavy power loads are not an issue.

One item we have also had on all our boats is a hookah for diving under the boat to remove wayward ropes and fishing nets etc, should they become an issue.

The Leopard 53PC certainly gives us the confidence for an adventure like this, with the Leopard brand's enviable reputation for strong and sturdy construction, and best practice engineering, practicality comfort and reliability. Certainly we find helming, cooking on the barbecue and eating meals on the flybridge is a delight and much better than we had expected or experienced to date. Sleeping at anchor has also proven very comfortable especially with such spacious berths and facilities.

STOP PRESS:

AS OF GOING TO PRINT Don and Anja have arrived in St Helena, which is a pretty big milestone/achievement. Approximately 1,700nm of open ocean.



SAIL 42 | 45 | 50 | POWER 40PC | 46PC | 53PC

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