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# TEST – Leopard 46 – an elegant and stylish sailing catamaran

Author: Stanisław Iwiński | 02/07/2025 | News ,  
Tests and presentations | 0



**T**he Leopard 46 sailing catamaran is the latest work of designers and constructors from the South African shipyard. They have proposed the introduction of many innovative technical solutions, with particular emphasis on the principles

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of sustainable development, comfort and convenience on board and the pleasure of experiencing voyages under sail.

[Leopard Catamarans](#) is one of the market leaders in the field of sailing and motor catamarans. The latest model, **the Leopard 46** is a kind of continuation of the motor catamaran of the same length of 46 feet, using of course some elements of the structure and functionality. But that is where the similarities end. The new **Leopard 46** is a completely innovative sailing catamaran, in terms of design, technology and comfort.

### Leopard 46



The new **Leopard 46** also heralds a new era of sustainability with the optional **HYBRID ELECTRIC PROPULSION SYSTEM**. This system includes energy management, an electric propulsion module, a high-voltage lithium-ion battery, a solar panel and a range extender. Power for the battery can come from solar panels, sail recovery units, shore charging units and a special range *extender*. The system can manage charging and discharging, providing power for both propulsion and other yacht loads.

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**The Leopard 46** with electric motors achieved speeds in excess of 8 knots and a regeneration capability of up to 1.8 kW per hour per hull.

*“The Leopard 46 is a testament to Leopard Catamarans and Robertson and Caine’s commitment to engineering excellence and to elevating the standard of living on board,”* said Franck Bauguil, Global Sales Manager at Leopard Catamarans. *“We have meticulously designed and built a vessel that not only delivers exceptional performance, but also unparalleled levels of luxury and comfort.”*

## TEST – Leopard 46 – design and purpose

**Leopard 46** was designed for customers for whom comfort and convenience are the basic conditions for enjoying spending free time on the water under sail. The catamaran has a very graceful silhouette, but the most impressive thing is its spacious interior and functional deck layout. A big plus for the designers from [the Leopard Catamarans & Robertson and Caine](#) design office . The yacht makes a great impression from the outside at first glance.

**The Leopard 46** features a sleek, contemporary exterior inspired by the *Powercat* power catamaran line . The innovative sliding entry door, which completely disappears into the rear wall, seamlessly connects the saloon and rear cockpit, offering versatile spaces ideal for relaxation and entertaining.



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# TEST – Leopard 46 – functional deck layout

Space and freedom of movement on the deck are the basic features of the sailing **Leopard 46**. From the stern, which is crowned by a wide and lifting platform located between two small half-platforms for swimming at the ends of the floats/hulls, to the bow itself we can safely and comfortably. On the movable platform we can carry a small rib or a pontoon.



Next we have a spacious aft cockpit built for the comfort of the entire crew and functionally connected to the central cockpit, through a fully sliding entrance door. The open aft cockpit is completely covered by a rigid roof.



The interior makes a wonderful impression with its spaciousness.

We can get to the bow on half-decks on both sides of the superstructure or through the central cockpit and special watertight doors in the front wall. On the bow we have a real *"kingdom"* for rest and relaxation on the open deck.

There are enough sofas, armchairs, and places at the table for dining for the crew up to the maximum permissible limit.

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# TEST - Leopard 46 - central cockpit

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The central part of the yacht is hidden entirely in the superstructure towering over the yacht. It is functionally connected to the aft cockpit, thanks to the doors that slide wide to the sides. You can easily move around and use the interior of the mess/saloon for both rooms.



*On the right side, there is a galley with a kitchen and a counter along the side, with kitchen appliances and numerous utility cabinets. Part of the L-shaped kitchen counter with a sink is located under the front window of the superstructure. Here we have everything we need in a normal kitchen.*



The galley was placed between two companionways to the lower deck. In the tested catamaran we had a three-cabin layout: two in the starboard and one in the port hull.

## TEST - Leopard 46 - bow cockpit

The bow deck has traditional solutions, characteristic of almost all Leopards. From the interior of the yacht we go out onto it through a special door to a small, sunken "cockpit", covered with a roof, a comfortable and cozy place to relax

during the cruise in good weather, of course. Then we have the traditional net stretched between the hull floats.

## TEST – Leopard 46 – Sails and Rigging

The standard sails of the Leopard 46 are a mainsail and a jib (genoa). The option also includes "Code 0". The area of the basic sails is about 140 m<sup>2</sup>.

The mast is supported by 1 pair of main shrouds and 1 pair of "columnar" shrouds. It is stiffened laterally by 1 pair of spreaders in a "diamond" arrangement.

## TEST – Leopard 46 – wheelhouse and flybridge

The yacht's wheelhouse is traditionally placed on the starboard side of the yacht and raised above the deck level by several steps. It can be accessed from both sides by convenient stairs. One entrance leads from the outer half-deck on the starboard side, the other directly from the rear cockpit on the starboard side, right next to the rear entrance door to the central cockpit.



All the ropes, sheets, halyards and controls are led to the helmsman's position, so he can practically operate all the elements of the sailing propulsion

himself, in which he is greatly assisted by the electronic yacht control system.



Next to the wheelhouse there is an additional area for relaxation and outdoor lounging. There is a flat flybridge with seating, which offers a wonderful view of the waterway around the yacht.

## TEST – Leopard 46 – drive unit

In the traditional internal combustion engine version, the Leopard 46 is available with two standard 45 hp Yanmar diesel engines (or optional improved 57 hp versions).

But in the tested model we were dealing with, as already mentioned, **a hybrid electric drive system**, in a system of 2 electric motors with a power of 25 kW each. If electric drives are to prove themselves well, it will certainly be their use on sailing yachts. Here, they are not the main drive, but only an auxiliary one, used for entering and leaving port or maneuvering. Hence, it does not require a particularly large power plant. Besides, we can always equip the yacht with an additional generator.

The tested **Leopard 46** was also equipped with solar panels mounted on the rear of the flybridge, but they only serve to power the on-board equipment batteries.

Electric drive will certainly satisfy the sailing "orthodox" who hate the smell and noise of combustion engines. On the tested **Leopard 46**, even at maximum engine speeds, the noise level was completely inaudible. Nothing disturbed the peace and quiet, the noise of water and wind or the possible flapping of sails.

## TEST – Leopard 46 – Lower Deck

**Leopard 46** can be built in a layout of 3 to 5 sleeping cabins, depending on your needs. On the tested yacht we had the one with the fewest rooms.



In the starboard hull there were two guest cabins: a smaller forward cabin with a bed across and of course a toilet cubicle, and a larger aft cabin with a bed along the hull, a small vestibule with a work area and a bathroom. All the rooms were very bright, spacious and airy. Of course, full standing height is provided everywhere. This is a feature that distinguishes the construction of multihulls.

The port hull houses the owner's space, with a sleeping cabin in the rear, a large bathroom in the front and an additional utility room for various household appliances, such as a washing machine, dryer, etc.

# TEST – Leopard 46 – Swimming Impressions

During the tests, we didn't have particularly strong winds or the opportunity to experience sailing excitement. We focused more on the functionality of the yacht's operation and its behavior during maneuvers.

In all these elements, the Leopard 46 behaved flawlessly. Leading all the lines to the wheelhouse and the helmsman's seat makes sailing with a not very efficient and experienced crew incredibly easy. Using the elements of the electronic control system, we have free hands and the ability to operate sheets, halyards or adjustments without problems.

**Leopard 46** is easy and safe to steer. The yacht responds well to all rudder movements. The rest depends on the sailing skills of the current skipper.

Let's add one more positive feature that distinguishes catamarans from traditional yachts: they don't tilt. So we can safely invite people who are afraid of rocking or who suffer from health problems related to it.

## TEST – Leopard 46 – summary and evaluation

**If we like sailing catamarans, then the Leopard 46** will certainly be an excellent choice. It will meet our requirements in every respect. It is comfortable, even comfortable, on which we will feel happy and we will experience the charms of a sailing adventure. Let us add that probably in

much greater comfort than on single-hull yachts. We are provided with a huge living space, full standing height in the cabins, and on board the comfort worthy of an apartment on the mainland. Also in terms of sailing parameters, ease of maneuvering and steering the yacht under sail, there is nothing to criticize about **the Leopard 46**.

By adding the electric drive equipment we get a truly innovative wind-powered yacht, although traditional in form.

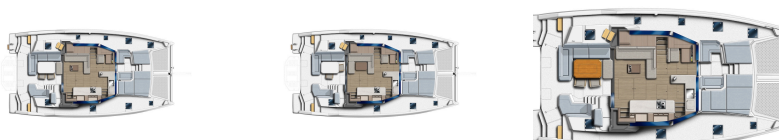
**Simply a modern form of a true classic and tradition of the genre !**



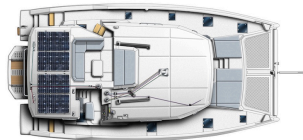
## Leopard 46



## Technical data



<b>Total length of hulls</b>	<b>14.48 m</b>
<b>Hull Length (KLW)</b>	<b>13.42 m</b>
<b>width</b>	<b>7.34m</b>
<b>Dipping</b>	<b>1.59 - 1.76 m</b>
<b>Displacement</b>	<b>17,209 kg</b>
<b>Water tank</b>	<b>700 liters</b>
<b>Fuel tank (option/combustion engine)</b>	<b>690 l</b>
<b>Waste tank</b>	<b>181 l</b>
<b>Max. electric motor power</b>	<b>2x27kW</b>
<b>Number of cabins</b>	<b>3 - 5</b>
<b>Number of berths</b>	<b>6 - 10</b>
<b>Producer</b>	<b>Leopard Catamarans/Robertson &amp; Cain</b>
<b>Standard price</b>	<b>from 699,000.00 euros (plus VAT)</b>
<b>CE Category</b>	<b>AND</b>
<b>More</b>	<b><a href="http://www.pl.leopardcatamarans.eu">http://www.pl.leopardcatamarans.eu</a></b>
<b>Price</b>	<b>from 699 thousand euro net (plus VAT)</b>



## Sail area

<b>Standard</b>	
<b>Arrowhead</b>	<b>86.5 m<sup>2</sup></b>
<b>Genoa</b>	<b>57.9 m<sup>2</sup></b>
<b>Code 0 [option]</b>	<b>79 m<sup>2</sup></b>
<b>Sail area (upwind/STD)</b>	<b>144.4 m<sup>2</sup></b>

Text by Stanisław Iwiński, photos by Stanisław Iwiński/Leopard Catamarans corporate materials.

### *Self-promotion*



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## ABOUT THE AUTHOR



### Stanislaw Iwinski

Founder and Editor-in-Chief of yachtsmen.eu. He has been involved in sailing for over 60 years! First as a regatta competitor, then as a journalist covering water sports. Jury member of the international BOB Award competition since its first edition in 2014.

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