

Leopard 46 Powercat (2022-)

Brief Summary

The mission of the Leopard 46 Powercat is simple and clear cut — "to provide pure comfort and performance compared to the best of its competitors." After closely inspecting and driving this new yacht, we can wholeheartedly say it's mission accomplished.

Price

Base Price

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
550	3.6	3.1	0.5	7.9	6.9	3472	3019	58.8
1000	5.9	5.1	1.2	4.9	4.2	2145	1865.6	59
1250	7.4	6.4	2.1	3.6	3.1	1589	1381.4	60
1500	8.9	7.7	3.5	2.5	2.2	1113	967.7	65
1750	10.1	8.8	5.3	1.9	1.7	847	736.2	65
2000	10.7	9.3	7.9	1.4	1.2	600	521.6	65.2
2200	11.7	10.2	11.2	1	0.9	462	401.6	66.4
2400	12.5	10.8	14.5	0.9	0.7	378	328.6	68
2600	14.6	12.7	17.2	0.8	0.7	372	323.7	70.1
2800	16.3	14.2	19.4	0.8	0.7	370	321.5	71.1

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
3000	19.3	16.8	22.5	0.9	0.7	378	329	71.8
3200	21	18.2	26.5	0.8	0.7	348	302.5	74.1
3400	23.4	20.3	31	0.8	0.7	331	288.3	75.2
3600	25.1	21.8	36.1	0.7	0.6	306	265.9	75.8
3700	25.3	22	38.7	0.7	0.6	288	250.5	76

[View the test results in metric units](#)

Leopard 46 Power Cat

Specifications

Length Overall	46' 4" 14.13 m
BEAM	24' 1" 7.34 m
Dry Weight	36,945 lbs. 16,757.97 kg
Tested Weight	40,497 lbs. 18,369.13 kg
Draft	3' 1" .94 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	

Max Headroom	
Bridge Clearance	18' 6" 5.64 m
Weight Capacity	
Person Capacity	
Fuel Capacity	489 gallons 1,851.06 L
Water Capacity	185 gallons 700.3 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	40,497 lbs. 18,369.13 kg
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	

Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	584mm x 595mm x 4
Load	3 persons; 50% fuel; full water; 50 lbs. gear
Climate	80 deg.; 68 humid.; winds: 15-20; seas: 2-4

Leopard 46 Powercat: Big Package in a Smaller Footprint

Leopard 46 Powercat

The Leopard 46 Powercat is part of the 4th generation design styling that started with the 53 Powercat.

Captain’s Report by Capt. Steve Mission

By taking the design cues from the 53 Powercat, the new 46 becomes the second in the fourth-generation series from Leopard. That said, she has all the latest features and there's no feeling of being cramped, as when other builders try to fit 10 lbs. (4.54 kg) of boat in an 8-lb. (3.63 kg) container. This Leopard 46

Powercat is comfortable and functional.

Major & Distinguishing Features

- Based broadly on the award-winning Leopard 53 Powercat.
- Hullside window is a full-length rectangular shape to allow different opening portlight configurations.
- Vertical coach roof windows allow for easier fitment of forward cockpit door and are flat, toughened glass for optimum optical clarity.
- New matte beige finish on galley locker doors and some countertops (in place of gloss white).
- New integrated backsplash around galley worktop.
- More indirect lighting.
- Larger cabins provide wide bunks that are comfortable and accessible from the side along with increased floor space.
- Separate Engine Rooms are completely sealed off from living space.

Performance

The Leopard 46 PC has an LOA of 46'4" (14.12 m), a beam of 24'1" (7.34 m) and a draft of 3'1" (.94 m). With an empty weight of 36,945 lbs. (5,600 kg), half fuel, full water and three people on board, we had an estimated test weight of 40,497 lbs. (18,369 kg). With twin 370-hp Yanmar 8LV370s run up to 3700 RPM, our speed top down to 22 knots. Best cruise came into 3000 RPM at 16.8 knots. At that speed, the 22.5 GPH fuel burn translates it into 0.7 NM/PG and a range of 329 nautical miles, all while still holding back a 10% reserve of the boat's 489-gallon (1,851 L) total fuel capacity. In acceleration tests, we reached 20 MPH in 12.4 seconds.

Leopard 46 Powercat

In our tests, we reached a top speed of 22 knots and a best cruise of 16.8 knots.

Handling

I found this to be a fun boat to drive. We didn't have ideal conditions but still got it up to top speed, so we got some good real-world numbers. I got a good feel for how she handles and I was impressed. Going into a head sea, there wasn't so much of a "sneeze" effect as she was taking spray over the bow from what I believe to be the spray rails because the spray was coming from the sides rather than the front.

Going into a beam sea, she was taking spray from the side but that's to be expected. Once the waves would hit the side of the boat they create spray, wind picks it up and then takes it onto the boat, so no points are

taken for that. Going down a following sea, I expected that the boat was going to get pushed around from side to side from the waves coming up behind us, but that did not happen. Nor was there any tendency for the bow to stuff itself into the forward wave. It would come into the wave in front of us, slice through it with the narrow bows and create enough buoyancy to come up and over it. It was surprisingly comfortable and I had no problem with the desire to add speed. I didn't find that there was a sweet spot in speed that was more comfortable than others, it was just comfortable across the spectrum.

Leopard 46 Powercat

In this following sea shot, we had her up to her top speed of 22 knots. Notice the spray coming off the spray rails and onto the bow. There's no way around this but Leopard has conquered the sneeze effect from between the hulls that puts so much more spray up.

Engines/Engine Room

The engine compartments are accessed from the aft deck, leaving them aft of the sleeping quarters and separated by thick soundproof bulkheads. Of course, the two compartments are much the same with subtle differences, but let's start with the starboard side.

There's heavy soundproofing on the underside of the hatch that also includes two support struts and gasketing all the way around. As with the bow hatches, there's a channel going all the way around the perimeter of the entry directing water to a drain and overboard. Engine options start with the standard 250-hp Yanmars and go to 320-hp (\$8,676) or these 370-hp 8LV370 Yanmars (\$23,066). There's room to get easy access all the way around the engine. There are two engine-start batteries here.

To the port-hand side, there's easy access to the fuel strainer and the raw water strainer. Aft there's a huge compartment that also gives us easy access to the steering gear. To the starboard bulkhead, there's the exhaust and the water intake. Both hoses come up and curve down so that we don't get water backfilling into the engine... nice touch there. Everything is double clamped and I notice the sharp edges of the clamps are all protected on the ends.

Leopard 46 Powercat

There's plenty of room to move about in both engine compartments so servicing is a non-issue.

The port-side compartment is a nearly identical setup. Again, there are two engine-start batteries so that's interesting. It's a dual-engine start battery system on both sides. This one also has a generator start battery. The generator is located just behind we can go with a 9 (\$46,260) or 12 kW (\$53,669) generator. Both engines are driving straight shafts, with no V-drive transmissions.

The house batteries are located in the house under a hatch between the two working sides of the galley. There's an elaborate inverter system so that we can run all the vessel's electrical systems off of these batteries.

Boat Inspection

Interior

Leopard created an interior that's roomy and open while still providing everything needed for a comfortable stay aboard.

As we transition to the interior, both of the stainless-steel framed glass doors slide open to just over 4' (1.22 m) wide. Once we get inside there's an immediate feeling of open space and lots of natural light. The design cues from the 53 immediately become apparent as we look at the interior of the 46. She has the same upgraded fit and finish, new materials and air conditioning overhead vents that cool the room evenly. Leopard has done a nice job of opening the space and significantly maximizing its usability. More important is that the entire deck is on a single level from the stern to forward windows.

Moving inside, we see how open and airy the main deck is. The galley is aft with the salon area just ahead. Windows surround the entire deck. Notice that there are no steps to the main deck. It's all on a single level.

Galley

The galley is located aft and to port. It includes a full-size domestic-style refrigerator, which any liveaboard will tell you is an amazing addition to a boat of this size. Other notable features include an induction cooktop, convection microwave and plenty of counter space. There's a dish drying bin so for couples with only two place settings, the dishes can be done quickly and placed here rather than using a dedicated dishwasher.

The galley is aft and between the two social zones on the main deck. The working space is to one side and prep space is to the other.

Salon

The salon features opposing seating with an L-shaped sofa to port and a loveseat to starboard. There's an option to put a high/low table in front of the sofa to create an indoor dining area. Otherwise, there's a coffee table with beverage holders and dining is moved to the aft deck. Surrounding windows bathe the area in natural light and they come down low enough to have clear sightlines out to the horizon from the seated position. Underneath all the seats is storage. Behind the starboard loveseat is a 50" (127 cm) TV (\$2,883) on an electric lift.

Leopard 46 Powercat

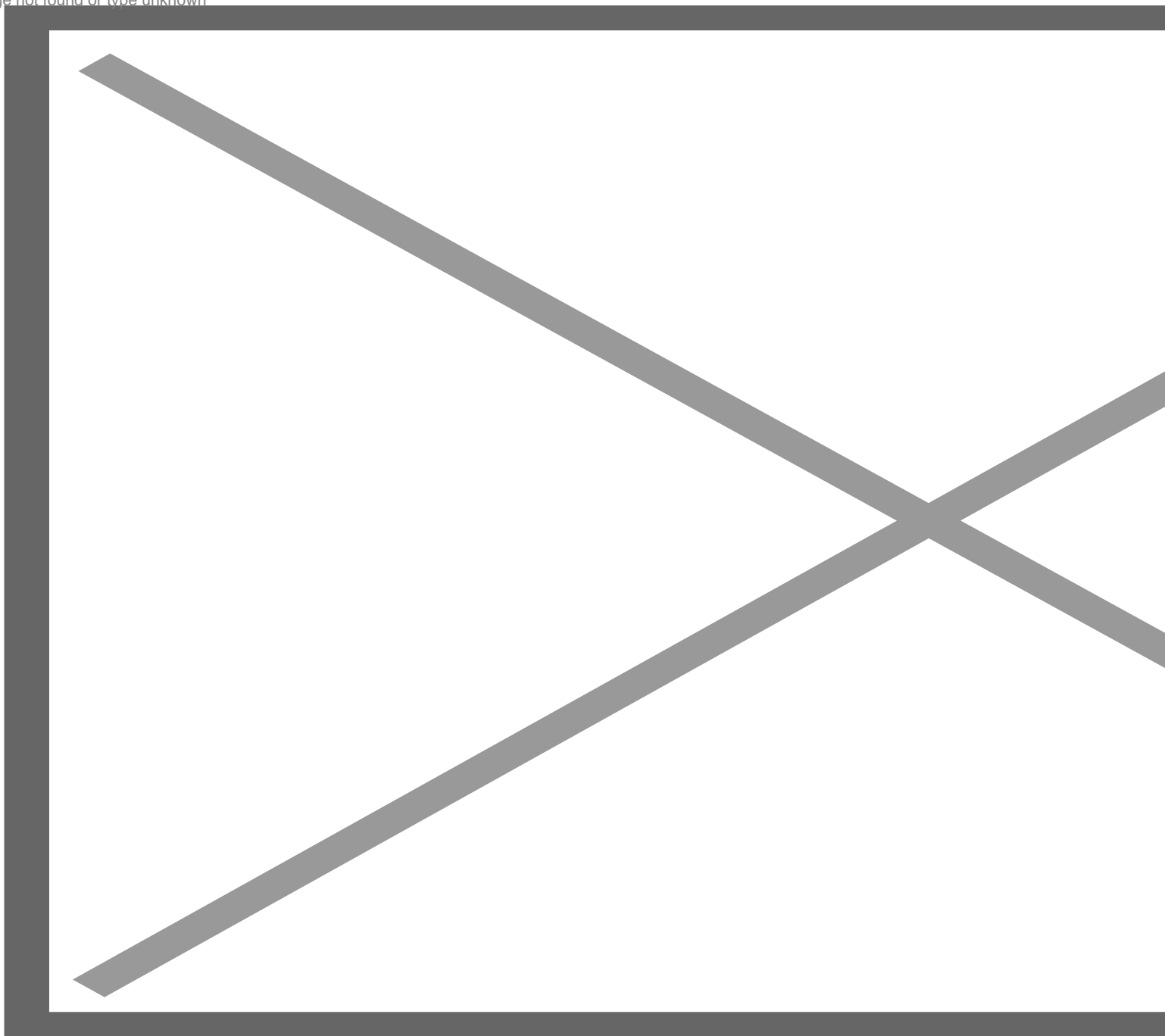
The salon has opposing seating and plenty of natural light. Notice the forward door to the bow.

Helm

Two 12" (30.48 cm) multifunction displays populate the panel. In addition to showing all our charts, radar functionality and depth sounder, etc... we can also have all our switching and controls for interior and exterior lighting. To the left side is the Raymarine autopilot and down below is a remote control for the autopilot (\$1,623) that we can disconnect and carry around with us. There's a Fusion stereo (\$4,740) below and to the left. Digital engine controls are over to the righthand side along with a large Raymarine VHF. Just above that, the engine start/stops. The steering wheel is mounted to a tilt base. Missing from the lower helm is the bow thruster stick.

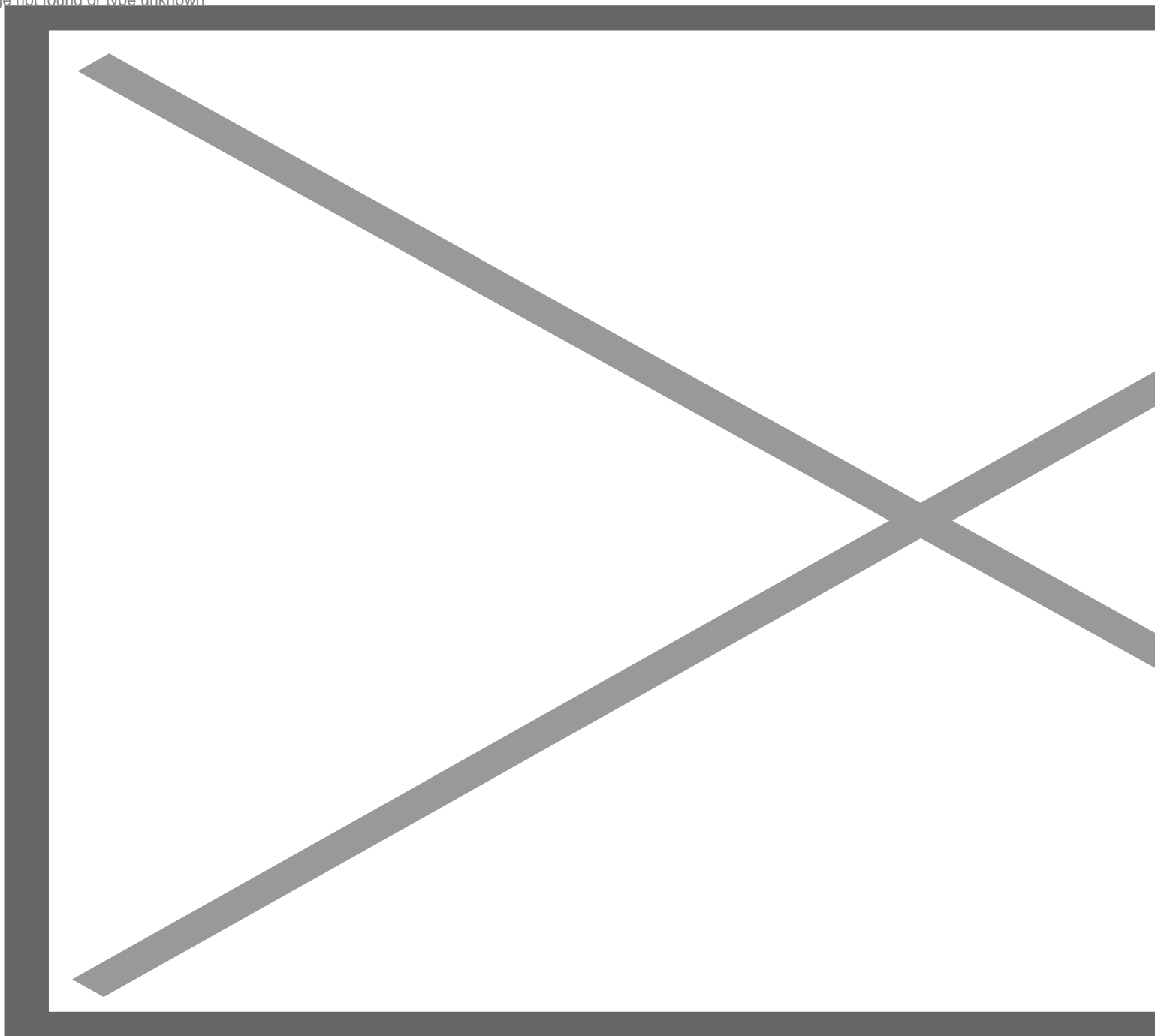
The seat, at 30" (76.20 cm), isn't really double wide but let's call it seat-and-a-half width. It's in a fixed position. I'd like to see Leopard use a seat that has a flip-up bolster to provide standing room at the helm.

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The lower helm has two 12” (30.48 cm) displays as part of its “glass dash.”

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The companionway to the starboard accommodations houses the ship's power panel, generator controls, inverter controls and air conditioning controls.

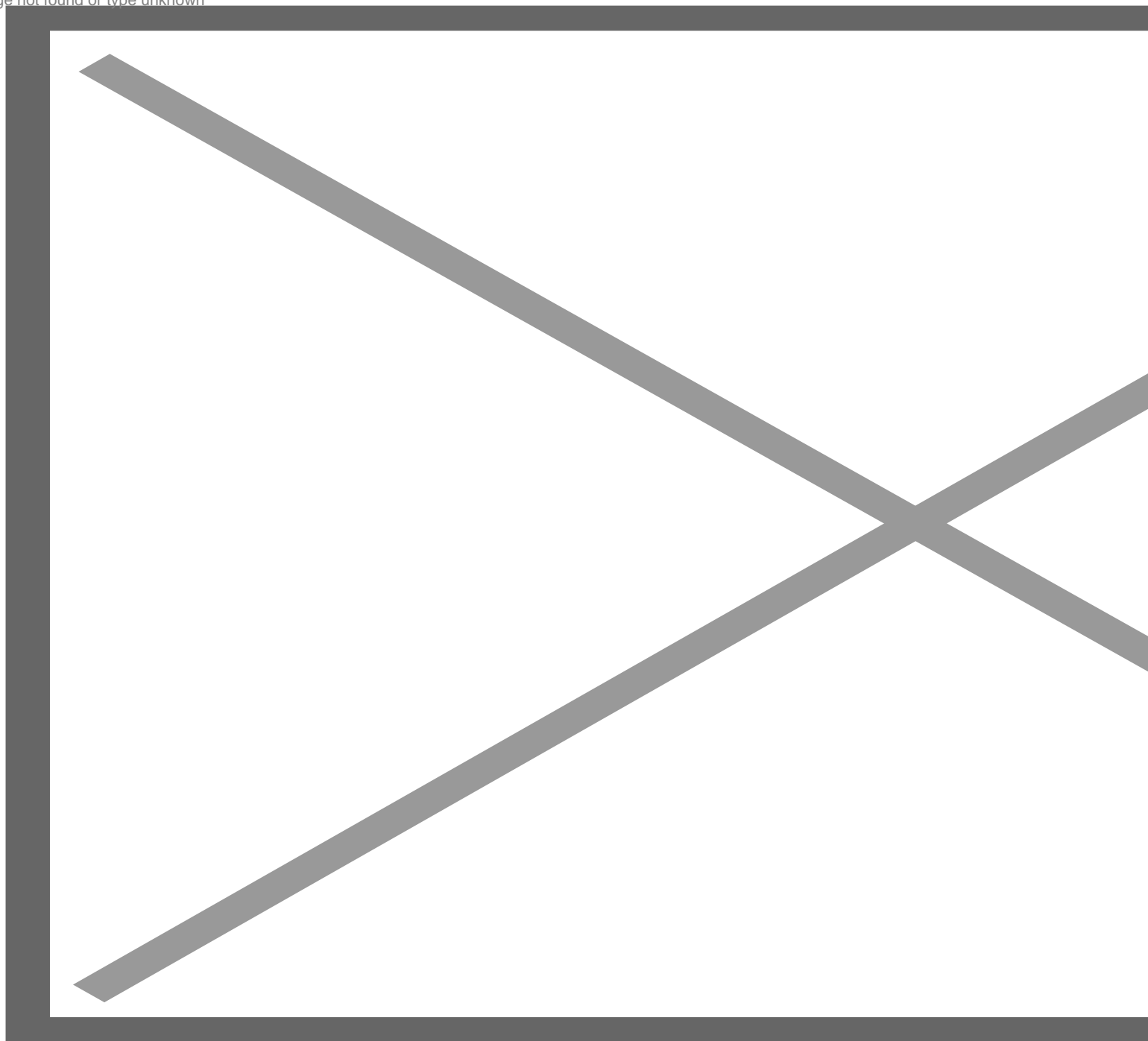
Bow

There's a forward door that is the favorite of Leopard owners. It gives quick access to the bow and when combined with the open aft doors, it provides wonderful ventilation.

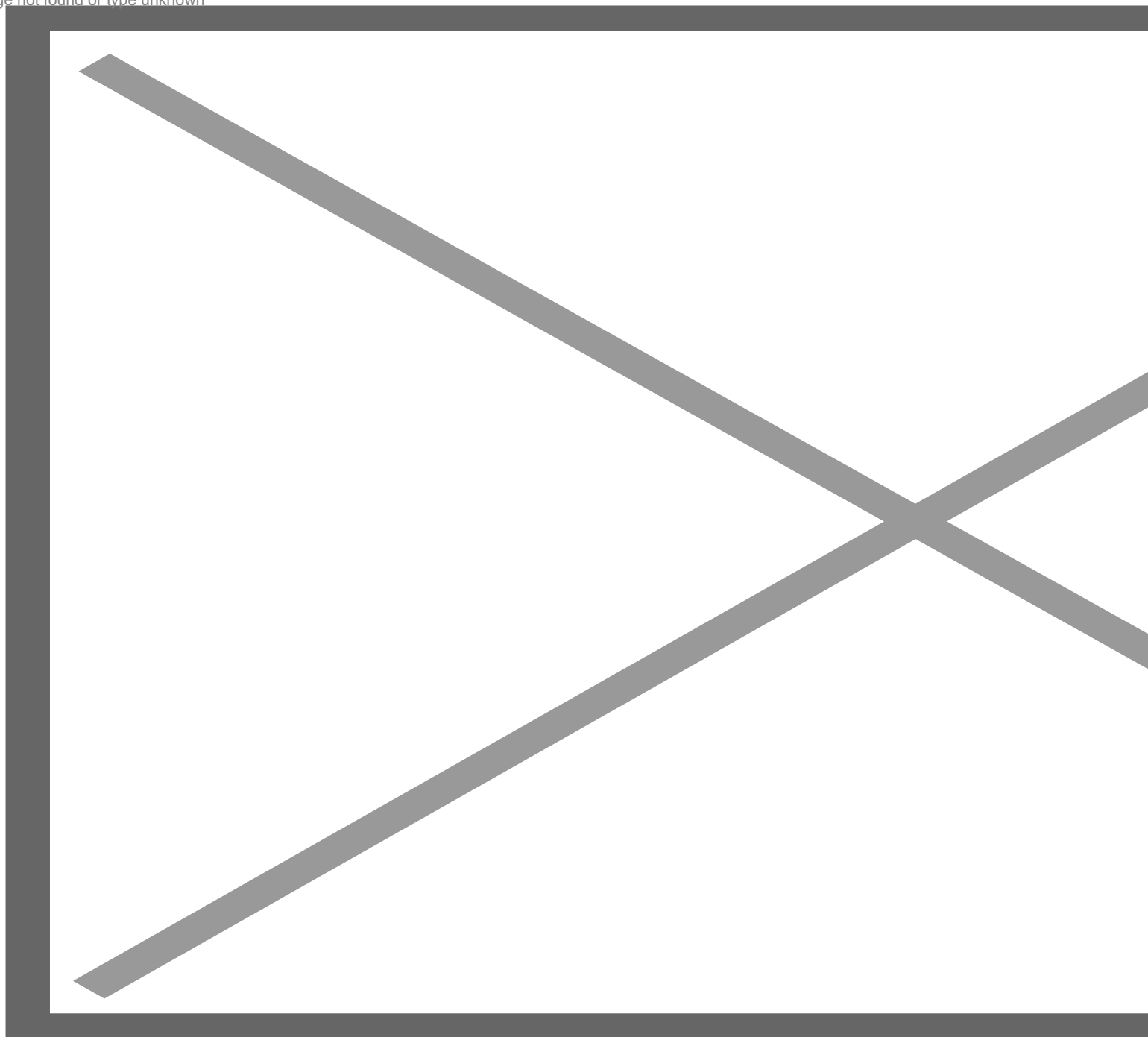
Otherwise, there's easy access to both side decks and because we have a symmetrical layout they both measure in at 34" (86.36 cm) wide. Rail height comes up 29" (73.66 cm, exceeding ABYC standards. There's an opening gate in the rails to both sides. A 12" (30.48 cm) midship cleat is one of three cleats to each side, plus there's another pair at the bow.

The wide beam is again put to good use with lounges to both sides of the bow companionway. Additional seats are integrated into both sides of the bowrails. At the stairs, there's a washdown connection hose. The top step lifts to provide storage for the propane bottles if that option is chosen for the galley. It's self-draining so can also serve as a cooler.

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The side decks are both 34" (86.36 cm) wide. Notice the gate at midships.



The two lounges have headpieces that lift into the chaise lounge position. Notice the two seats integrated into the sides of the bowrails.

A welcome feature of the two flanking sunbeds is the ability to put them in the chaise lounge position, but only one. Simple strips under the support would allow for multiple levels of incline. There are integrated stainless steel cupholders. Ahead and to the port side of the ground tackle is a large and deep

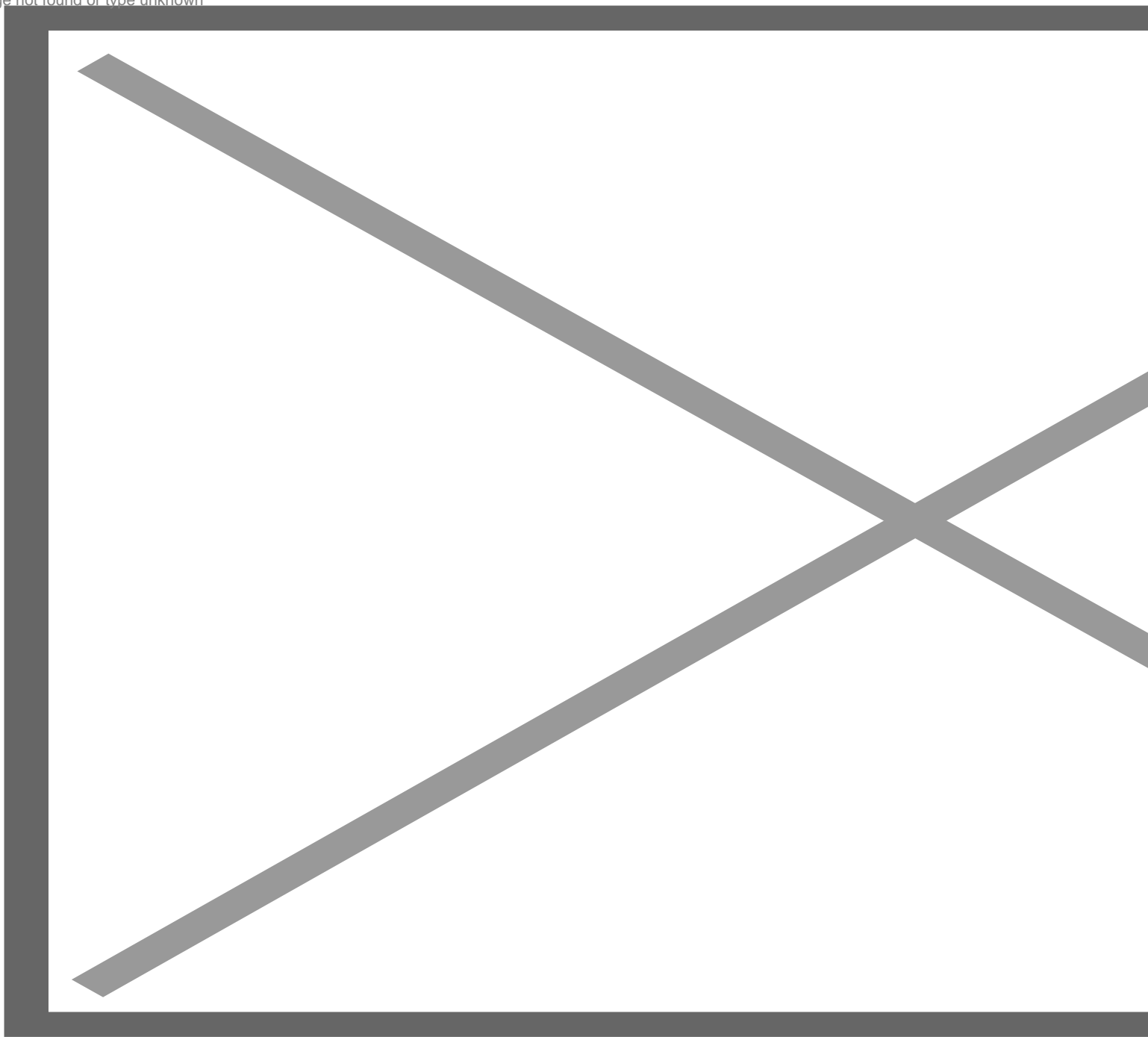
compartment for storing these cushions out of the way when they're not in use. Leopard's finish work is highlighted by the hatches being finished on the underside and both are held open by gas-assist struts. Gaskets surround the perimeter and around the compartment opening is a channel that directs water to a drain and then overboard. Surrounding protection is provided by 25" (63.5 cm) high rails that slightly exceed ABYC standards.

Under the hatch in the center of the bow, there's a Lewmar windlass leading through a chain stopper and going out to the roller just underneath the deck. There's another roller on top of the deck so we could have a dual anchor setup. The remote control is right alongside plus there's an additional cleat. There's a quick hose connection at the companionway just behind so that we can hose the ground tackle off as it's coming aboard. There's a bridle set up (\$559). We already mentioned that the door to the bow is every Leopard owner's favorite feature. From an operational standpoint, it's mine too because it gives easy access to the ground tackle from the lower helm.

Flying Bridge

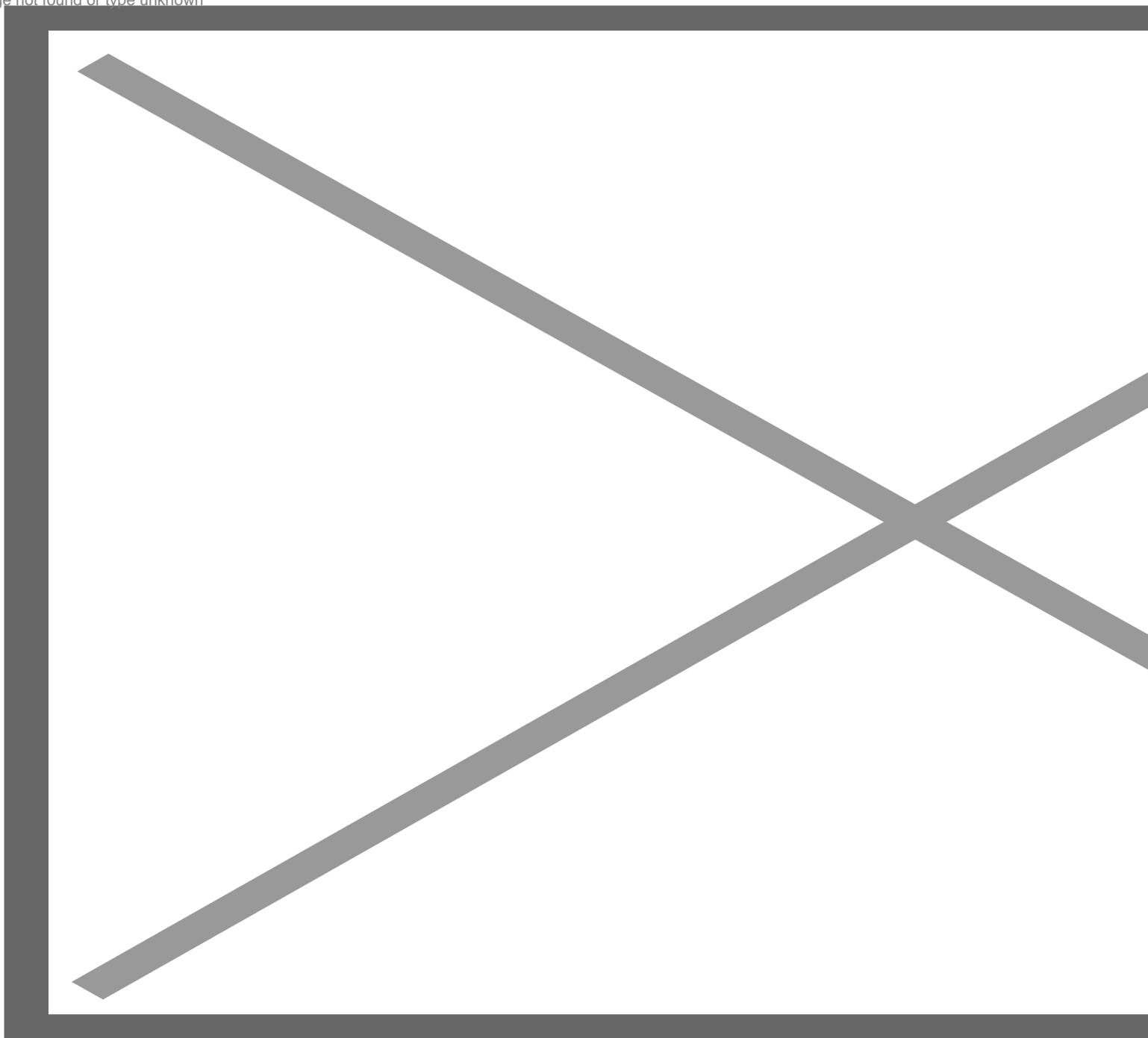
Another exterior social zone up in the flying bridge. There's C-shaped seating surrounding a solid wood table on fixed pedestals. Directly across is a flybridge galley to the starboard side. It includes a covered electric grill, and we'd like to see a cutoff switch to deactivate the grill when the lid is closed. There's a refrigerator underneath and plenty of storage. Next to the grill is a covered sink and I'm happy to see that there's dedicated storage for the cover. There's an aft sunbed with storage underneath for life rafts. There's an additional forward-facing seating area so that while underway guests can accompany the captain alongside. All this is underneath the substantial hardtop with 6'10" (2.08m) of headroom. There are perimeter tracks to support an enclosure.

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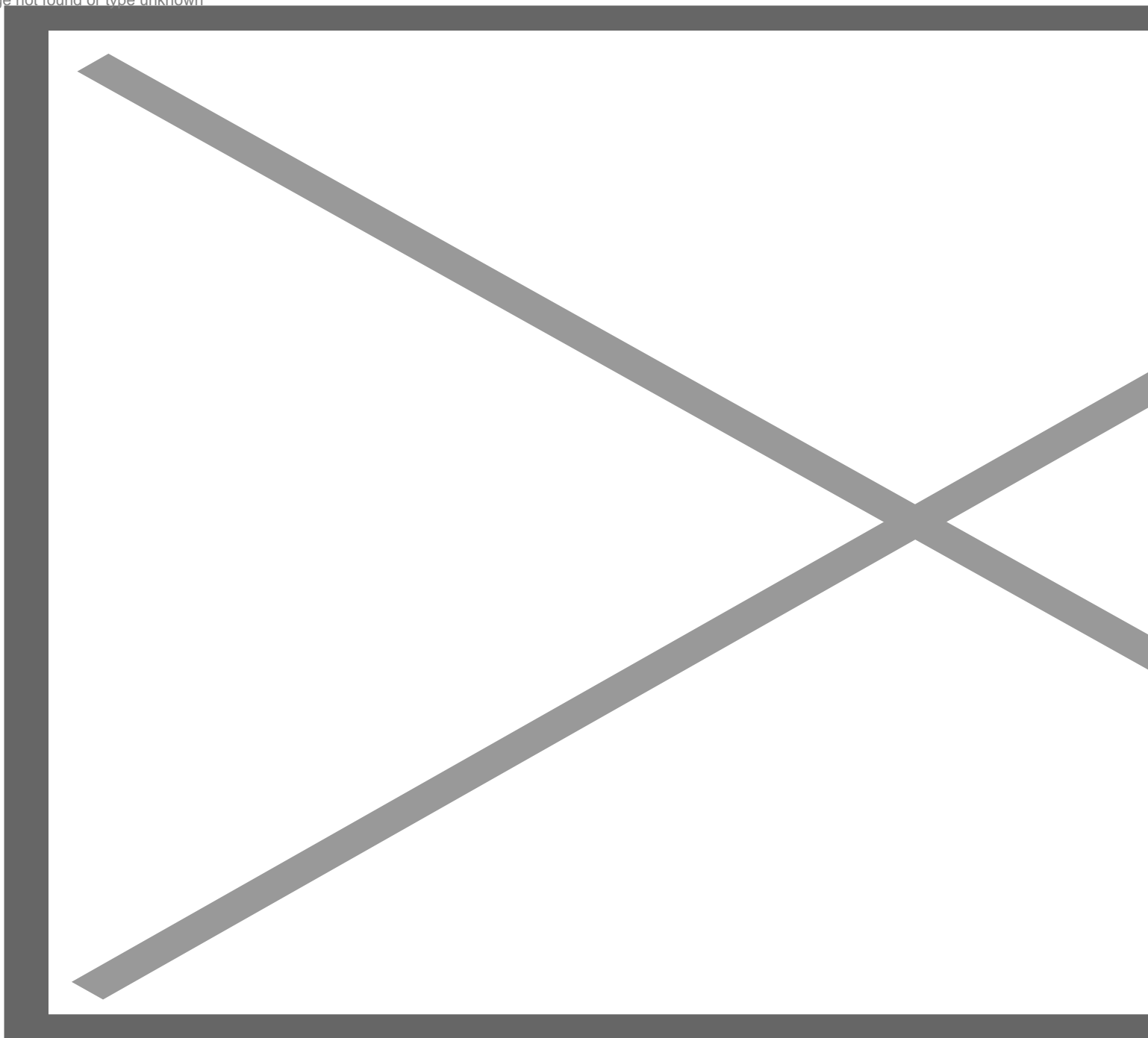
The flying bridge seating is C-shaped with a solid wood table.

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An outdoor galley is across to starboard. It includes a stove, sink, refrigeration and storage.

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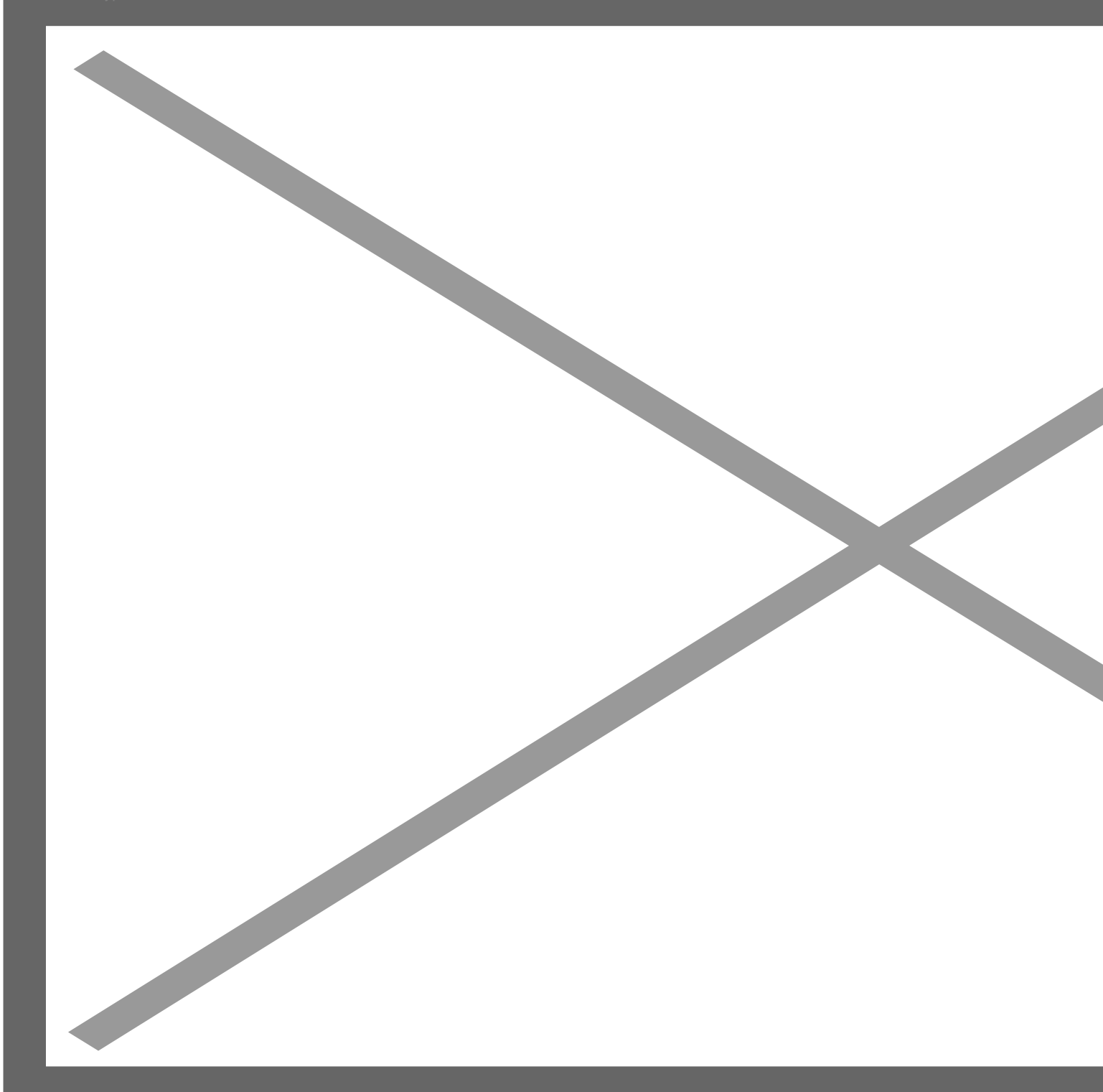
The aft lounge is double-wide and has life raft storage underneath.

Helm

The flybridge helm has the same dual 16" (40.64 cm) displays. Additionally, there's a Fusion stereo remote, electrical switches and charge ports. The steering wheel is mounted to a tilt base. There's also a Yanmar

display and autopilot controls. And this time there is a bow thruster control.

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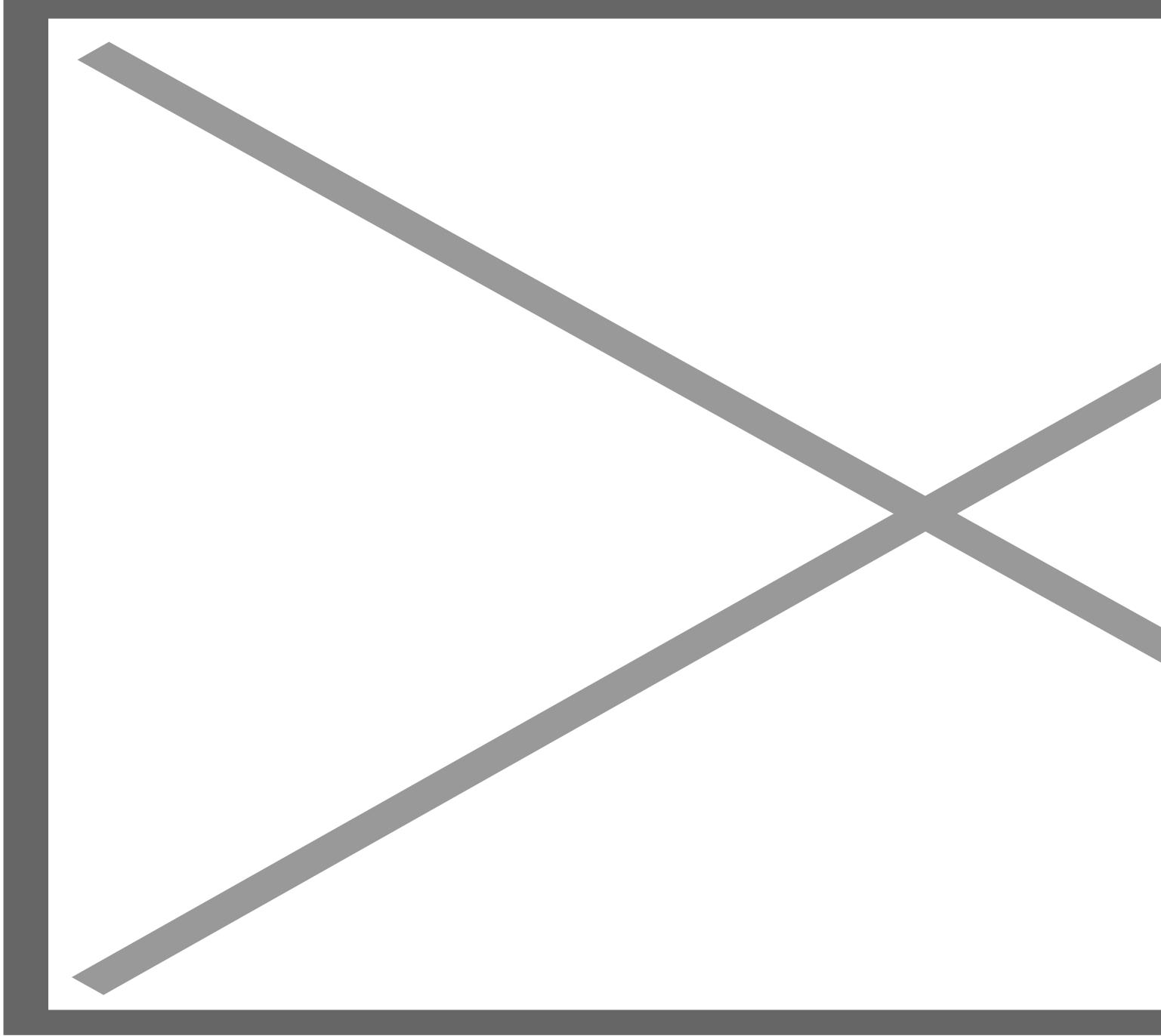


The flying bridge helm is equally equipped with the additional feature of the bow thruster joystick.

Aft Deck

The last exterior social zone is the aft deck, which is a pleasant place to gather. C-shaped seating surrounds a solid wood table on two fixed pedestals. It's not up against the aft rails, so it provides full walkaround access and entry to the center platform just behind. The overhead is 6'8" (2.03 m) off the deck.

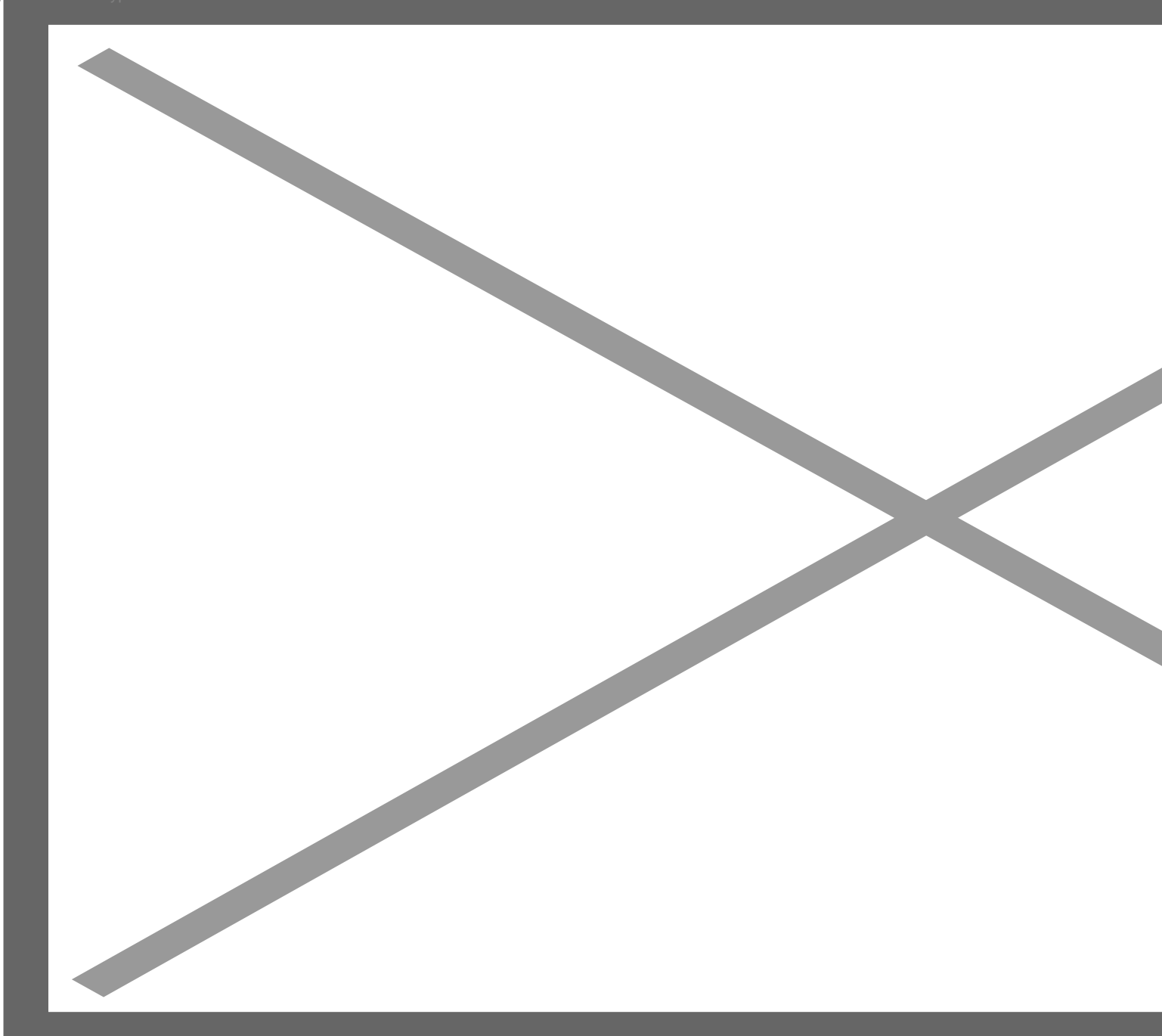
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The aft deck has the seating area moved forward so there's walkaround capability across the back.

Back to that platform. It's clearly not your average platform. Leopard has devised an innovative way to lower this swim platform on a cantilever design causing it to come away from the transom. In that manner, a tender can be deployed much easier. It includes integrated cradles and rings to secure the tender.

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The center platform is a rather elaborate item that can be used for launching a tender.

Fixed swim platforms are to both sides. The one to port has a substantial reboarding ladder with high rails.

Lower Deck

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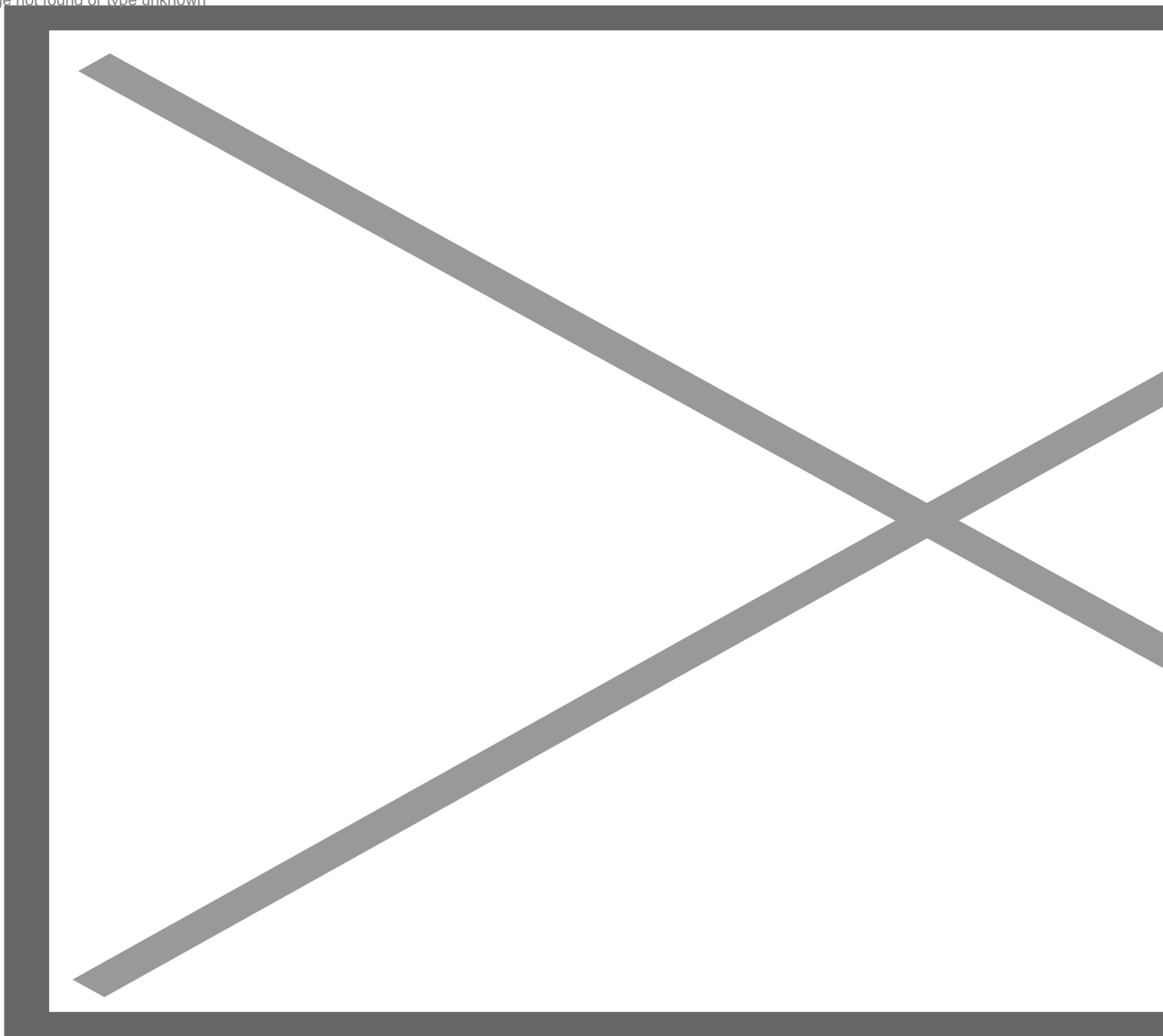
The Leopard 46PC is offered in either a three-stateroom/three-head or a four-stateroom/four-head layout. Our test boat had the three-stateroom layout.

Master

In the three-stateroom/three-head layout, the master is to the starboard hull.

The berth is aft and has two aft windows plus a large hullside side window with an opening portlight, so there's a lot of natural light pouring into this cabin. The berth measures 88" x 64" (223.52 cm x 162.56 cm). Overhead clearance 6'4" (1.93 m), which gives us 4' (1.22 m) over the berth. The hull sides come down alongside the berth so there's a narrow entry but an entry nonetheless. A hanging locker adds extra storage.

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The master has side access to the berth and plenty of natural light.

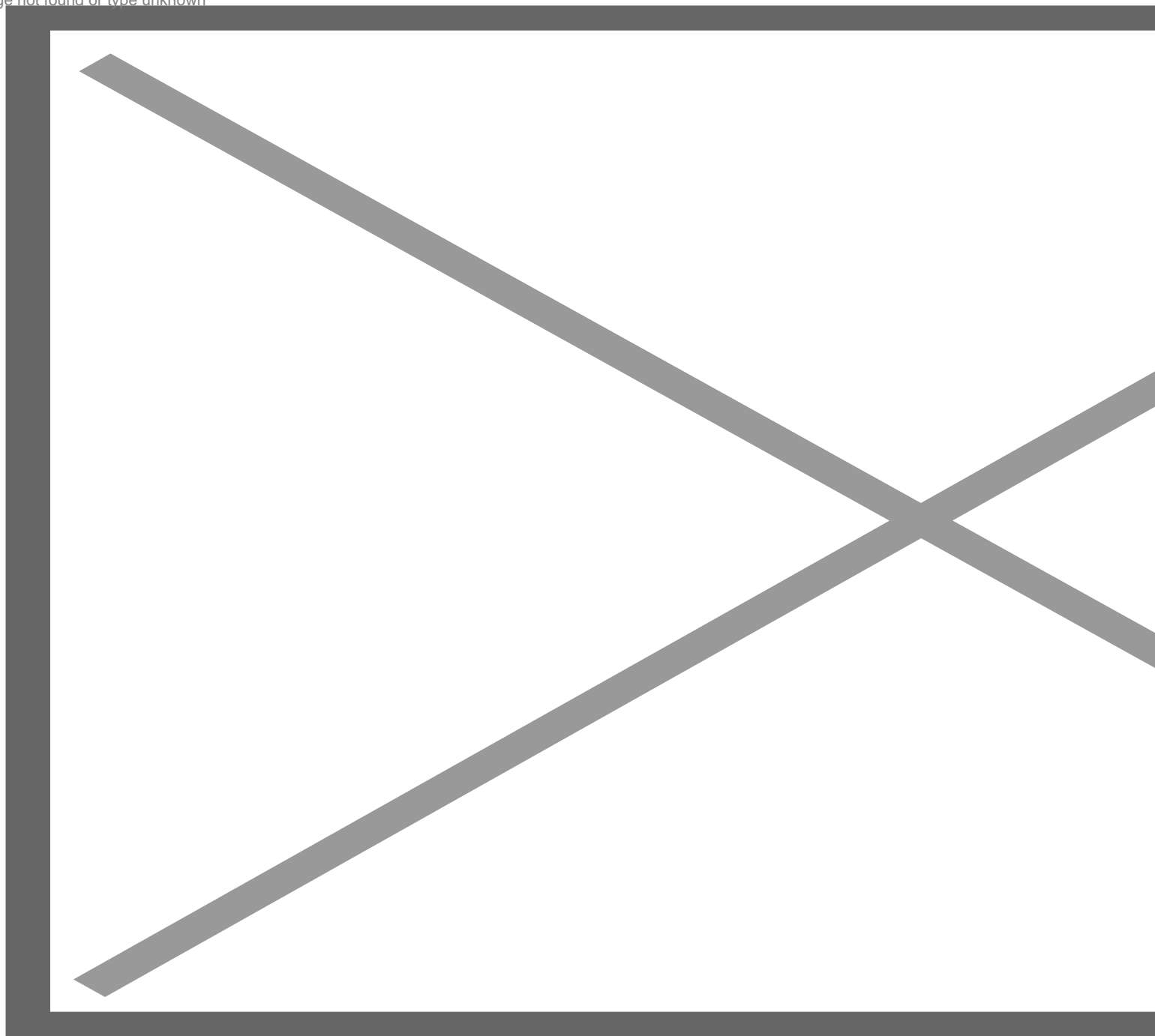
Just across there's a desk/vanity with an ottoman that also adds storage. Just above is a 40" (101.6 cm) TV.

As we proceed forward, there is a companionway door to close this whole area off. Just in front of that is even more storage. Dual doors for a hanging locker are across to starboard of the entry.

Master Head

The head is fully forward and consists of two compartments. First are the sinks and the electric flush toilet. Over the sink is a large mirror with a semi-translucent perimeter strip and concealed lighting activated by a touch switch integrated into the mirror.

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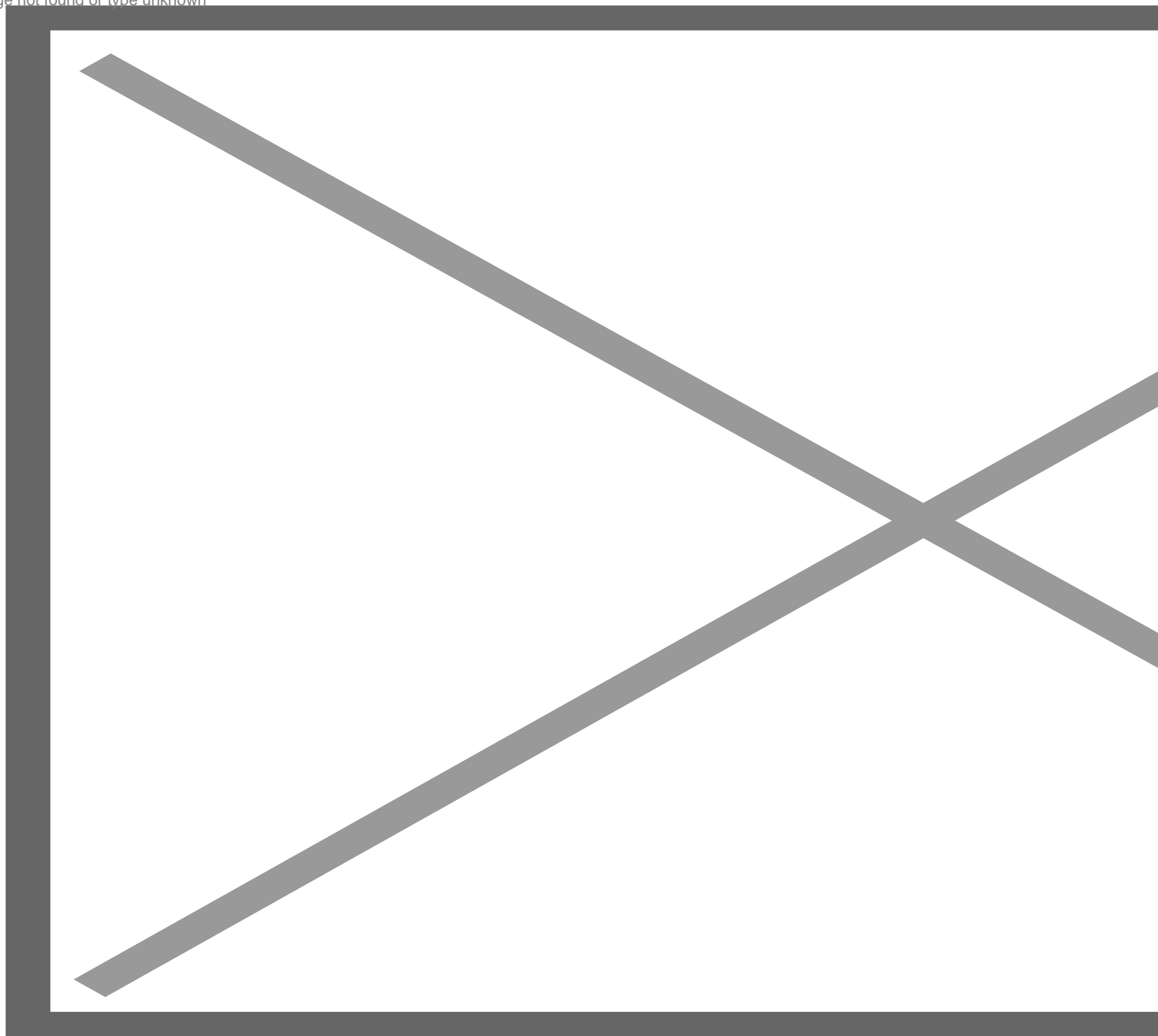
The master head has two compartments with the shower fully forward. Notice the touch light button at the bottom of the mirror.

His and her sinks have storage underneath. Across is another lengthy hullside window with an integrated portlight. Just ahead is a separate shower space. There's a hanging shower wand and additional storage fully forward.

VIP

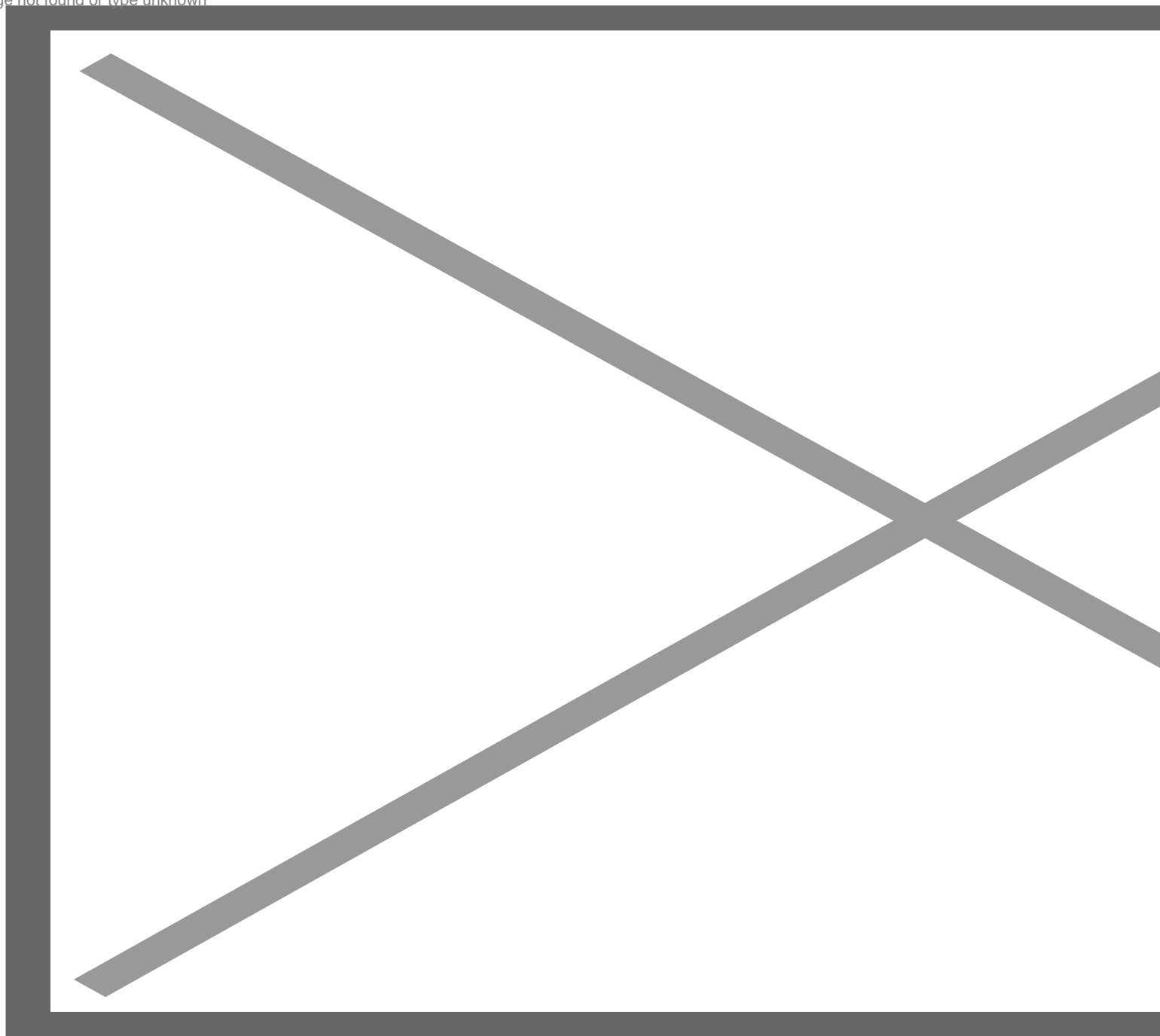
Two cabins are to the port side with the VIP being forward. In a bit of “out of the box” thinking, Leopard mounted the 81” x 63” (205.74 cm x 160.02 cm) berth athwartships in the bow. Usually, we see the berth jammed in, leaving no room on either side. This clever solution eliminates that. It's elevated so we're not losing any of that sharp entry to the bow. There's storage forward and a large drawer underneath the berth. Another hullside window with an integrated portlight adds to the natural light. Storage continues just outside with shelves and a hanging locker. Just aft is an ensuite with a separate walk-in shower, sink and head. An opening portlight adds ventilation to supplement an electric vent fan. Outside the door is a combination washer/dryer.

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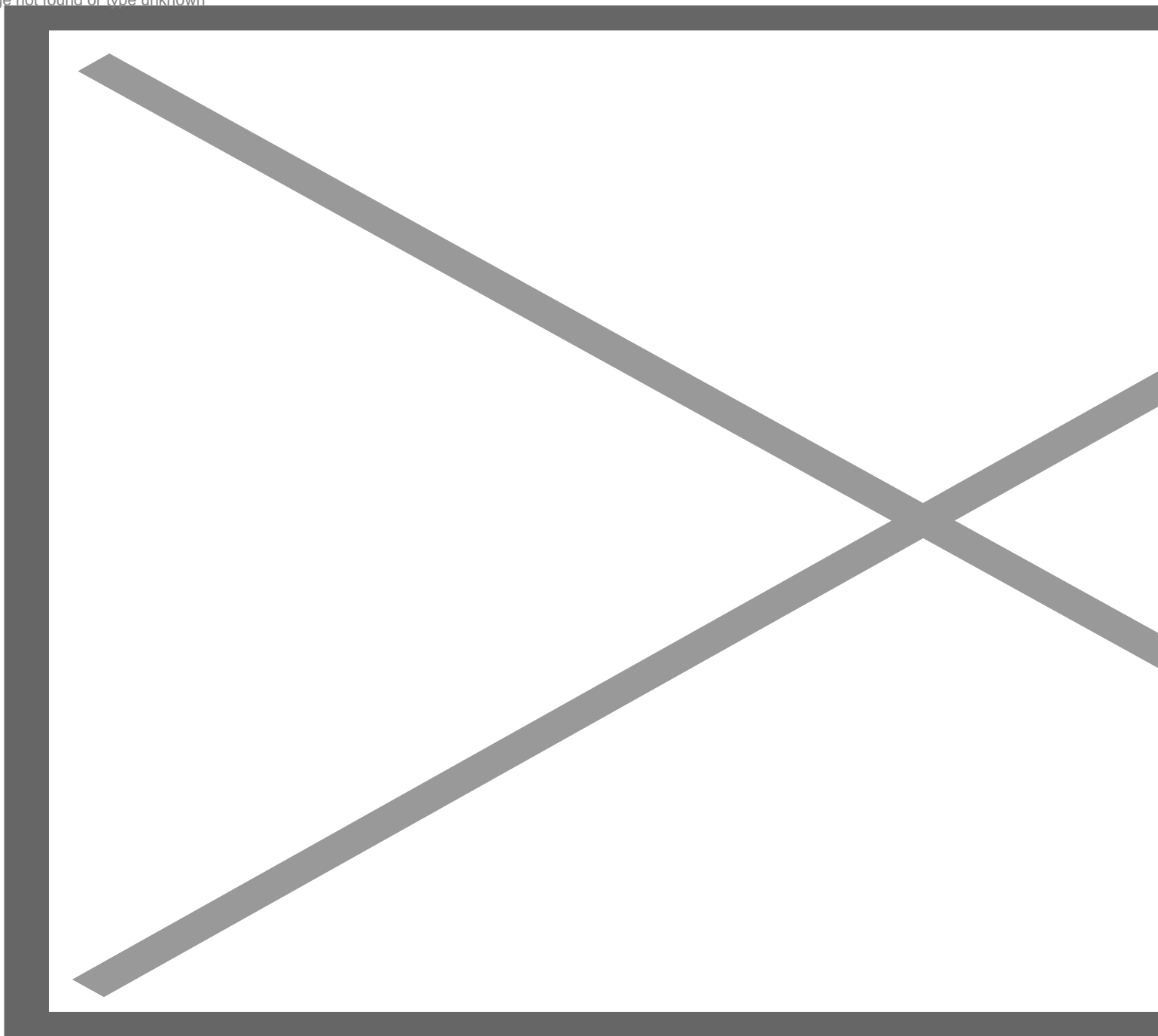
The VIP is seemingly roomier than the master. The berth is mounted across the keel rather than in line with it.

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The VIP head is well equipped and includes a separate shower.

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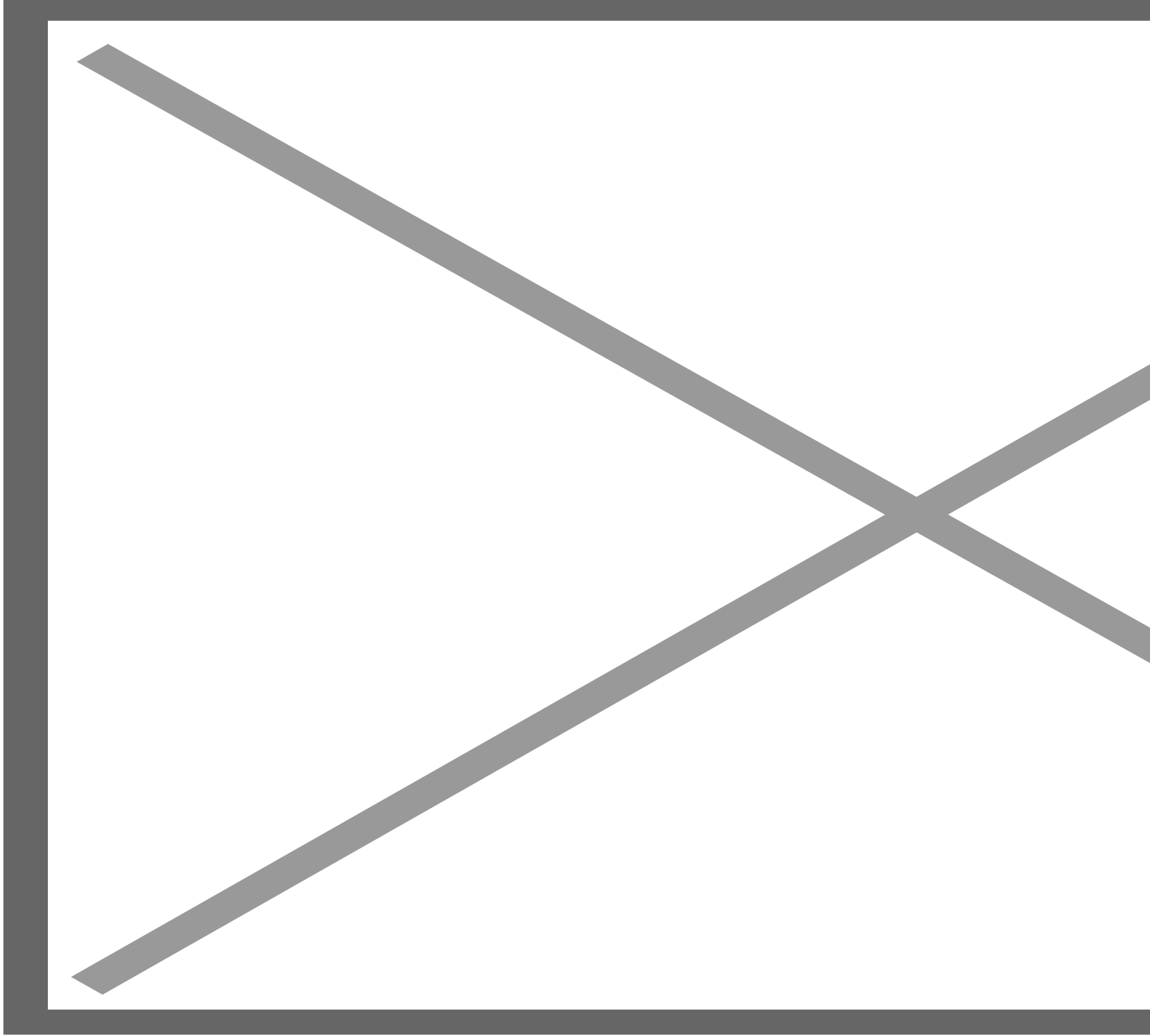
Just outside the VIP is laundry.

Guest

The guest stateroom is fully aft. The berth measures 80" x 67" (203.2 cm x 170.18 cm). There's 6'6" (1.98 m) of headroom that leaves 4'1" (1.24 m) over the berth. Leopard added a nice storage solution with a

drawer underneath the berth. Shelf space is along the sides and there is a hanging locker behind the door. As with the other staterooms, there's plenty of natural light from a lengthy hullside window with an opening portlight and two more windows at the transom.

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The guest stateroom is identical to the master, only in the portside stern.

This stateroom also has its own ensuite with a mirrored cabinet for storage. There's a sink recessed into the counter with storage underneath. There's another walk-in shower with an opening portlight for ventilation and another vent fan.

In the four-stateroom layout, this portside layout of two staterooms is repeated to the starboard side.

Options to Consider

- Carpets in cabins and corridors - \$4,283
- Carpets in the main salon - \$1,273
- Full-length mirrors 4 cabin/3 cabin - \$1,687/\$1,267
- Interior salon blinds - \$8,377
- Raymarine Base Pack: Includes VHF (Multizone with AIS receiver) at the internal helm & additional VHF handset at flybridge helm, p70s autopilot display at internal and p70Rs autopilot display at flybridge helm, AXIOM XL16 Multifunction display in lieu of AXIOM7 Multifunction display at Helmstation. With retractable depth transducer. (\$20,743)
- Additional AXIOM XL16 Multifunction display with WiFi at flybridge helm. (\$11,024)
- Digital radar (\$4,635)
- Rearview camera (\$1,196)
- Forward view camera (\$1,398)
- 110V Shore power pack: Includes 2 x 30A port and 2 x 30A stbd shore power inlets with 2 x heavy-duty 50ft shore powerlines, AC switch panel, 5000W inverter/charger (in lieu of standard inverter 3000W), Battery management system allowing monitoring on Multifunction display, AC outlets in cabins, salon and galley. (\$1,760)
- Four additional AGM house batteries (210Ah) 8 Total. (\$5,875)
- Solar panels 150w each fitted to hardtop - (6) (\$13,941)

Price Range

The Leopard 46PC has a base price of \$969K as of this writing. Fully loaded, she'll come in at \$1.4m.

Observations

Overall, I was very impressed with the 46 PC. she has excellent handling characteristics, particularly in the less-than-ideal conditions we encountered, and she's easy to handle around the dock. Inside, Leopard found a good balance between keeping all the features and nuances of the 53, without compromising on space.