



# JUST CATAMARANS



## Robertson & Caine Leopard 40 – STARLIKE

Make:	Robertson & Caine	Boat Name:	STARLIKE
Model:	Leopard 40	Hull Material:	Fiberglass
Length:	40 ft	Draft:	3 ft 10 in
Price:	\$ 289,000	Number of Engines:	2
Year:	2006	Engine Make:	Volvo
Condition:	Used	Engine Power:	30, 30 hp
Location:	Fort Lauderdale, FL, United States	Engine Hours:	unknown, unknown

### STARLIKE

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STARLIKE was purchased to do extended cruising but the owner's plans have changed. She has had a 2017, 80k refit including:

- a new Lithium Ion Battery bank of 900 Amp Hour smart batteries
- New Charger/Inverter (3000w)
- New Garmin electronics

- New Genoa
- New Rigging
- New fuel tanks
- New Bottom Paint and thru-hulls
- Both Engines overhauled

Other recent upgrades also include:

- New running rigging installed 2016
- Upgraded Panasonic HIT solar panels with 800 watts of output
- A one year old 11.4 foot RIB dinghy with 2 decks and bilge pump as well as a 2014 20 hp Suzuki electric-start outboard.
- 2 New inflatable SUP boards with backpacks and paddles.

STARLIKE has a large cockpit with outside dining area, protected by a functional hard-top Bimini. Her owners have re-covered the salon cushions with the factory spec material and upgraded the interior and exterior to a high standard. The galley-up design incorporates a spacious saloon and aft facing galley with a cocktail bar and serving window overlooking the cockpit. This Leopard 40 has four double cabins, optional berths in the fore-peaks, two large heads with separate large shower stalls, large frig/freezer and an electric ice maker. She is very clean and shines with the pride of ownership.

## Measurements

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LOA:	40 ft	Displacement:	16800 lb
Beam:	20 ft 1 in	Displacement Type:	Dry Load
Max Draft:	3 ft 10 in	Windlass:	Electric Windlass
		Electrical Circuit:	110V
		Liferaft Capacity:	10
		Fuel Tanks #:	2
		Fuel Tanks Capacity:	46 gal
		Fuel Tanks Material:	Aluminum
		Fresh Water Tanks #:	2
		Fresh Water Tanks Capacity:	105 gal
		Fresh Water Tanks Material:	Plastic
		Holding Tanks #:	2
		Holding Tank Capacity:	12 gal
		Number of double berths:	4

Number of Cabins: 4

Number of Heads: 2

## Propulsion

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### Engine #1

Engine Make: Volvo                      Engine Year: 2006  
Engine Model: D1-30                      Hours: unknown  
Primary Engines: Inboard                      Power: 30 hp  
Drive Type: Sail Drive  
Location: Port

### Engine #2

Engine Make: Volvo                      Engine Year: 2006  
Engine Model: D1-30                      Hours: unknown  
Primary Engines: Inboard                      Power: 30 hp  
Drive Type: Sail Drive  
Location: Starboard

## Features

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### Electronics

- Depthsounder
- Wind Speed and Direction
- Navigation Center
- DVD Player
- Radio
- GPS
- VHF
- Log-Speedometer
- TV Set
- Plotter
- Autopilot
- CD Player
- Cockpit Speakers

### Sails

- Fully Battened Mainsail
- Furling Genoa

### Inside Equipment

- Electric Bilge Pump
- Manual Bilge Pump
- Refrigerator
- Oven
- Hot Water
- Deep Freezer

- Battery Charger

### Electrical Equipment

- Shore Power Inlet
- Inverter
- Generator

### Outside Equipment/Extras

- Cockpit Shower
- Wind Generator
- Solar Panel
- Cockpit Cushions
- Swimming Ladder
- Davit(s)
- Tender
- Liferaft
- Cockpit Table

### Covers

- Lazy Bag
- Lazyjacks

## Additional items

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### Refits 2017:

#### Engine (Stbd & Pt) Rebuilds:

- New Heat Exchangers
- New Sea Water Pumps
- New impellers
- New Racors
- New fuel filters
- New exhaust elbows incl gaskets
- New Hoses
- New air filters
- New water filters
- New belts
- New oil
- Some other minor things like o-rings etc.
- 35 hours total running time since engines were rebuilt

#### Saildrives (Pt & Stbd):

- New outer boots

- New lower seals
- New oil

#### Systems:

- New Lithium Ion batteries x 3 + 900 a/h total
- New Panasonic HIT Solar Panels = 800 watts total
- New inverter/charger Victron Energy 3000w
- New battery monitor - Victron

#### Navigation:

- New wind/speed/depth display and transducer - Garmin GMI 20 Display
- Masthead Sensor
- DST 800 thru-hull Transducer
- G-Wind pkg

#### Boat Upgrades:

- New standing rigging (partial)
- New Genoa
- New dodger
- New 200 ft anchor chain
- New shower pump switches
- New fuel tanks
- New Bottom Paint
- New hull wax
- New Merelon thru-hulls
- New 6" Memory Foam Mattress in owner's cabin
- New standard Horizon Flotaing Handheld VHF
- New organic cotton mattress topper in guest cabin

#### Other Extras:

- Inflatable SUPs x 2
- All galley appliances
- All tools
- All spare parts

- New faucets and a water filter in galley
- New canvas sunshades
- New 70/30 window light reducing film
- 3 New house batteries Lithium Ion 900 AH and 2 new group 27 start batteries
- New mirrors in heads
- Interior lights - LED
- CD/ FM Clairion stereo with aux in and Bose speakers
- Includes cookware, linens, galley items and lots of extras

## Review

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### LEOPARD 40, 2006 Model, REVIEW

South African catamaran specialist Robertson and Caine has been known for building production boats that were distinctively South African, with bridgedeck clearances slightly lower than those seen on French or Canadian cruising cats and hull shapes a bit wider in the stern to provide more buoyancy aft. The thinking was that a lower bridgedeck reduces the boat's center of gravity—with the added bonus of reducing freeboard and maximizing interior volume, while broad sterns provide superior load-carrying ability.

The new Leopard 40 is a radical departure. The Moorings, Robertson and Caine's primary customer, turned to the American design firm Morrelli & Melvin for a whole new look.

Morrelli & Melvin is best known for designing Steve Fossett's PlayStation and other large, record-breaking cats. As soon as I took the helm of the Leopard 40 during a test sail off Miami's South Beach, it was obvious that this boat was not designed just to have a spacious interior.

On a close reach in 12 to 15 knots of breeze and a slight chop, the boat hit 10 knots in a short-lived gust and consistently sat in the 8-to-9-knot range. I wasn't constantly tweaking sails or even concentrating on boat speed. The boat tacked through 80 degrees and, unlike many cruising cats I've experienced, the helm had some feel. We logged similar speeds on other points of sail, and the boat tracked beautifully, feeling light and maneuverable. Granted, this was a new boat that hadn't been weighed down with cruising gear, but the numbers are testament to the design's potential.

Pete Melvin, who was on board for the test, said, "This 40-footer is 4,000 pounds lighter than the Leopard 38 it's replacing." Yes, 2 tons lighter and 2 feet longer. The hulls and interior furniture have been made lighter, without sacrificing strength or stiffness, by using high-quality balsa core and vacuum-bagging. Melvin also explained the importance of the bridgedeck underbody. "We designed at least 3 feet of bridgedeck clearance to minimize slap. The lighter hull will ride over the waves better, and the sharp bows and clean underbody profile minimize drag."

The cockpit is also full of fresh thinking, notably at the helm station, which is mounted on the

back of the coachroof. Both main and jib sheets lead to stoppers and self-tailing winches directly adjacent to the helm. There's room for two on the bench-style helm seat, but you need only one to trim sails. Visibility is excellent over the coachroof, and a sliding trap door in the hard cockpit roof makes it easy to see the shape of the main. The cockpit also gets high marks for its ergonomics. The aft deck flows seamlessly into the cockpit (there are no steps up), and the settee is big enough to be comfortable without impeding the traffic flow.

The interior is as well thought out as the sailing systems. The starboard hull is dedicated to an owner's cabin, and the port hull houses two guest cabins. But as with all cruising catamarans, onboard life centers around the cockpit and saloon. The Leopard scores here with oversized sliding doors that virtually eliminate the boundary between the two areas. Large forward-facing saloon windows provide excellent light and visibility; exterior louvers provide shade and steps up to the top of the coachroof. Cooks and helmsmen alike will love the well-equipped galley up on the bridgedeck. Its hinged countertop opens adjacent to the helmsman and is directly connected to the countertop in the galley. Galley crew can simply slide lunch down the counter.

Courtesy of SAIL Magazine

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