



**27 - 1998**

<https://www.yachtadvert.com/1617-leopard-yachts-27.html>

**400 000 EUR incl vat**



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## General

Year : 1998

Length : 288.71 Ft

Draft : 0.00 Ft

Area : Balearic Islands, Spain

Builder : Leopard Yachts

Material : GRP

Beam : 62.34 Ft

Life Raft : No

Leasing in progress : No

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## Engines

Fuel : Diesel

Power Unit. (HP) : 2

Engine Brand : MTU 16V

Engine(s) : 2

## Facilities

Flybridge : No

Helm : No

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## Electronics

Autopilot : No

GPS : No

VHF : No

Watermaker : No

Radar : No

Sounder : No

Chartplotter : No

Converter 12/220 : No

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## Bridge equipment

Hydraulic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : No

Teak cockpit : No

Furling mainsail : No

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : No

Furling genoa : No

Spinnaker : No

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## Main equipment

Stern thruster : No

AC : No

Black Water : No

Tender : No

Bow Thruster : No

Marine Generator : No

Hot water : No

Flaps : No

Tender Engine : No

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# Household appliances

Freezer : No

Microwaves : No

Electric stove : No

Washing machine : No

TV antenna : No

SAT-TV : No

IceMaker : No

Oven : No

Gas stove : No

Heater : No

Dishwasher : No

TV : No

## Various

**Remarks :**

Introducing the remarkable Leopard 27, a commercial boat that combines performance and comfort in a sleek design. This used vessel, built in 1998, boasts an impressive overall length of 27 meters, providing ample space for various water activities. Crafted from durable fibreglass, the hull ensures both stability and longevity. Equipped with twin MTU engines, the Leopard 27 delivers a cruising speed of 27 km/h, with a maximum hull speed of 34 km/h, making it an excellent choice for those seeking adventure. The boat features four well-appointed cabins and four heads, ensuring a comfortable stay for all guests on board. Designed for functionality, the Leopard 27 features essential equipment that enhances the overall boating experience. Whether you're planning a leisurely cruise or an exciting expedition, this vessel promises to meet your needs with style and efficiency. Experience the thrill of the open water with the Leopard 27, the perfect companion for your maritime journeys. Ideal also for charter purposes.

The Leopard 27 motor yacht was constructed by the Italian shipyard Cantiere Navale Arno, commonly known as Arno Leopard. This builder is renowned for its high-quality luxury motor yachts. The boat requires repairs to two pistons in the engine, for which the price of €400,000 reflects the pending work. The owner already has an estimate from MTU ready to be done.

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Presentamos el extraordinario Leopard 27, una embarcación comercial que combina prestaciones y confort en un diseño estilizado. Construido en 1998, este yate de 27 metros de eslora ofrece amplios espacios para múltiples actividades náuticas.

El casco, en fibra de vidrio, garantiza estabilidad y durabilidad. Equipado con motores gemelos MTU, alcanza una velocidad de crucero de 27 km/h y una velocidad máxima de 34 km/h, ideal para quienes buscan aventura.

La distribución interior incluye 4 cabinas bien equipadas y 4 baños, asegurando una estancia cómoda para todos los invitados. Diseñado con funcionalidad, cuenta con equipamiento esencial que optimiza la experiencia de navegación. Perfecto tanto para cruceros de placer

como para expediciones</strong>, as&#iacute; como para&#nbsp;<strong data-start="916" data-end="934">uso en charter</strong>.

Construido por el prestigioso astillero italiano&#nbsp;<strong data-start="988" data-end="1027">Cantiere Navale Arno (Arno Leopard)</strong>, reconocido internacionalmente por la alta calidad de sus yates de lujo.</p><p data-start="1104" data-end="1263">El barco requiere&#nbsp;<strong data-start="1122" data-end="1162">reparaci&#oacute;n en dos pistones del motor</strong>, trabajo ya presupuestado por MTU. El&#nbsp;<strong data-start="1201" data-end="1224">precio de 400.000 &#euro;</strong>&#nbsp;&#refleja esta intervenci&#oacute;n pendiente.</p>

<strong>Accommodation :</strong>

<p>FOUR DOUBLE CABINS WITH FOUR HEADS + ONE CREW CABIN WITH TWO SINGLE BEDS AND ONE CREW HEAD WITH ACCESS FROM THE KITCHEN



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<strong>Inventory :</strong>

<p><strong>Works Completed in 2025

</strong>Turbo overhaul

Crossover replacement

Complete gasket set

Exhaust collector serviced

Full MTU service

Injectors and fuel pump overhauled

Valve adjustment and maintenance

<strong>Arneson drives:</strong>&#nbsp;&#complete inspection

New trim and steering hoses

New anodes

Antifouling

<strong>Additional works:

</strong>Replacement of the port anchor motor

New Lewmar windlass motor

New engine batteries

<strong>Safety Equipment

</strong>Fire-fighting system inspected

New life-saving equipment

Life rafts serviced

New VHF system

EPIRB

SART



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Trabajos realizados en 2025

Revisi&ocute;n completa de turbos

Sustituci&ocute;n del <em>crossover

</em>Juego completo de juntas

Colector de escape revisado

Servicio completo MTU

Inyectores y bomba de combustible revisados

Ajuste y mantenimiento de v&acute;lvulas

Transmisiones Arneson: inspecci&ocute;n completa

Nuevas mangueras de trimado y direcci&ocute;n

&Aacute;nodos nuevos

Antifouling aplicado

**Trabajos adicionales**

Sustituci&ocute;n del motor del ancla de babor

Nuevo motor de molinete Lewmar

Bater&iacute;as de motor nuevas

**Equipamiento de seguridad**

**Sistema contra incendios inspeccionado**

Nuevo equipamiento salvavidas

Balsas salvavidas revisadas

Nuevo sistema VHF

EPIRB

SART</p>

**Mechanical :</strong>**

The boat requires repairs to two pistons in the engine, for which the price of &euro;400,000 reflects the pending work. The owner already has an estimate from MTU ready to be done.

Typically, twin&nbsp;MTU engines&nbsp;are paired with&nbsp;Arneson Surface Drives&nbsp;for impressive performance.

Builder:&nbsp;Cantieri Arno

Year:&nbsp;1997

Engines:&nbsp;MTU 16V 2x2000 cv

Cruising speed:&nbsp;30 knots

Approx. engine hours:&nbsp;4,000

Generators:&nbsp;2 x Kohler three-phase (one with 1,200 hrs, the other with 750 hrs)

Propulsion:&nbsp;Arneson drive

**Estimate Repair**

**Damage to starboard engine (cylinders b1 and b3) &ndash; 16v2000m90.**

Two pistons are seized; other liners look OK.

The likely root cause is thermal overload or failing injectors.

**Proposed works:**

**Remove and inspect cylinder heads; send them to Holland for cleaning and testing.**

Test injectors in Holland.

Dismantle the exhaust.

Separate the engine from the gearbox.

Build a hoisting frame/lifting device and lift the engine.

Lower and inspect the sump for debris or metal particles.

Then, decide if the engine can be repaired in situ (which is expected to be possible).

Check the day tank for possible water/debris that could cause injector damage.

Possibly apply some credit for failed turbochargers.

**Timing & costs:**

Estimated duration: approx. 6 weeks (depends on parts availability and summer holidays in Europe).

Estimated cost: between &euro;30,000 and &euro;70,000 (excluding VAT).

&euro;30,000 down payment&nbsp;required before starting the works.

An official quote with terms and delivery details will be provided once the customer confirms.

Note:&nbsp;This is a&nbsp;repair, not a complete rebuild.</p><p>In addition to repairing the two pistons, the&nbsp;teak deck on the bathing platform&nbsp;will also need to be replaced.



El barco requiere <strong>reparaciones en dos pistones del motor</strong>, motivo por el cual el precio de <strong>400.000 &euro;</strong> refleja este trabajo pendiente. El propietario ya dispone de un presupuesto oficial de <strong>MTU</strong> listo para ejecutar.

Normalmente, los motores gemelos MTU se combinan con <strong>Arneson Surface Drives</strong>, ofreciendo un rendimiento impresionante.

<strong>Astillero:</strong> Cantieri Arno

<strong>A&ntilde;o:</strong> 1997

<strong>Motores:</strong> MTU 16V, 2 x 2000 CV

<strong>Velocidad de crucero:</strong> 30 nudos

<strong>Horas de motor aprox.:</strong> 4.000

<strong>Generadores:</strong> 2 x Kohler trif&acute;sicos (uno con 1.200 h y otro con 750 h)

<strong>Propulsi&ocute;n:</strong> Arneson drive

<strong>Presupuesto de reparaci&ocute;n &ndash; Motor de estribor (16V2000M90)

</strong>Da&ntilde;os en cilindros b1 y b3 (dos pistones gripados; el resto de camisas en buen estado).

Causa probable: sobrecarga t&eacute;rmica o inyectores defectuosos.

<strong>Trabajos propuestos:

</strong>Retirada e inspecci&ocute;n de culatas; env&iacute;o a Holanda para limpieza y pruebas

Test de inyectores en Holanda

Desmontaje del escape

Separar el motor de la reductora

Fabricar dispositivo de izado y levantar el motor

Bajar y revisar el c&acute;rtter en busca de residuos o part&iacute;culas met&acute;licas

Determinar si la reparaci&ocute;n puede hacerse <em>in situ</em> (se prev&eacute; que s&iacute;)

Revisi&ocute;n del <em>day tank</em> por posible agua o residuos causantes de da&ntilde;os en inyectores

Posible compensaci&ocute;n por turbos defectuosos

<strong>Plazos y costes:

</strong>Duraci&ocute;n estimada: aprox. 6 semanas (dependiendo de disponibilidad de piezas y periodo vacacional en Europa)

Coste estimado: entre <strong>30.000 &euro;</strong> y <strong>70.000 &euro;</strong> (IVA no incluido)

Anticipo: <strong>30.000 &euro;</strong> antes de iniciar los trabajos

Se entreg&acute; presupuesto oficial con condiciones y plazos tras la confirmaci&ocute;n del cliente

<strong>Nota:</strong> Se trata de una <strong>reparaci&ocute;n</strong>, no de una reconstrucci&ocute;n completa.</p><p><strong>Otros trabajos necesarios

</strong>Sustituci&ocute;n de la cubierta de teca en la plataforma de ba&ntilde;o.</p>

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