

cover story: lightwave 40



Making **LIGHT** Work

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Multihull World POWERCATS 5



In 1995 two enthusiastic workmates, Roger Overell and Nathan Stanton, decided they had had enough of working for a boss, and that it was time to put some of their pent-up passions and expertise into practice for themselves. Overell Stanton Yachts was born and in the ensuing years the quiet achievers, together with the bulk of their staff who had been with them through the entire birth and growth of the company, have built 33 yachts. But times change, and the team began to look seriously at the burgeoning power side of the market that has seen demand significantly outweigh its sail counterpart. Their first move was the obvious company name change to the more generic Lightwave Yachts, the second was the launching during the recent Boat Show circuit, of their flagship power model, the Lightwave 40 Power Catamaran.

Lightwave Yachts have four different sizes in their range, and this 40-foot power version is a re-visit of their popular 38-foot model, albeit with an increase in length to incorporate the entirely new and more power-orientated bow and stern underhull shapes. Extremely experienced in both the performance sailing aspect as well as the building side of 'sailing' catamarans, the two were, however, astute enough to realise they had limited expertise in the power field. Different principals, and as such different hydrodynamics were involved, so the pair headed straight to catamaran design guru Tony Grainger to design them an exclusive shape, around the parameters of their 38ft model.

Functional layout and stylish appearance, as well as the ability to cruise efficiently and comfortably for long periods, were of paramount importance. The design brief was simple - they wanted a modern design with spacious saloon, full headroom throughout, and a two and a three cabin layout. As well they stipulated an adequate-sized and well spec'd galley, a large shower separate from the head and vanity area, ample bouyancy for full provisioning for long term cruising, walk through transoms for easy access, generous side decks for easy access, and a 'swept' aft cabin shape so as to maximise cockpit protection. The boat would be built of foam sandwich construction with hand-laid stitched multi-axial cloths over PVC foam cores, for maximum strength, low maintenance

and minimum weight; and above all else, they wanted a generous height bridgedeck level, obligatory for comfortable ocean cruising.

Grainger's response was the Lightwave 40, an 11.9-metre powercat that cruises effortlessly and most importantly efficiently, meagrely powered by twin 75hp Sail-Drive diesels that provide a cruising range of 1000 NM. Its wide beam of 6.67 metres not only provides more live-aboard room, but also better stability and a lot less rolling, at sea or at anchor. Designed as the perfect entertainer also, the cockpit features a fixed table for outdoor eating, a top opening fridge/freezer unit, ample seating and an optional rear deck extension for the game chair or more lounge seating.

Below decks the Lightwave 40 has got

