

LM's new line of motor-sailers has rocked a few boats.
We're pleased to say.



LM30 and LM32 New generation of Danish motor-sailers



This isn't a picture of a



motor-sailer. Not really...



People are inclined to call almost everything a motor-sailer. Everything with a mast and engine. Even though designs have changed a lot in recent years. The LM 30 and LM 32 are a couple of examples. The new generation - with the underwater hull of a sailboat. Slimmer. With fin keel. And 55 % of the vessel's weight under water. Steady as she goes!

The LM 32 began her career by romping off with first prizes in the Gråsten Offshore, Royal Danish Yacht Club regatta for motor-sailers, and Round Zealand. Plus everything else she entered...

Motor sailer? Not in the traditional sense. It would be more reasonable to call her a sailing yacht.

This isn't a picture of a



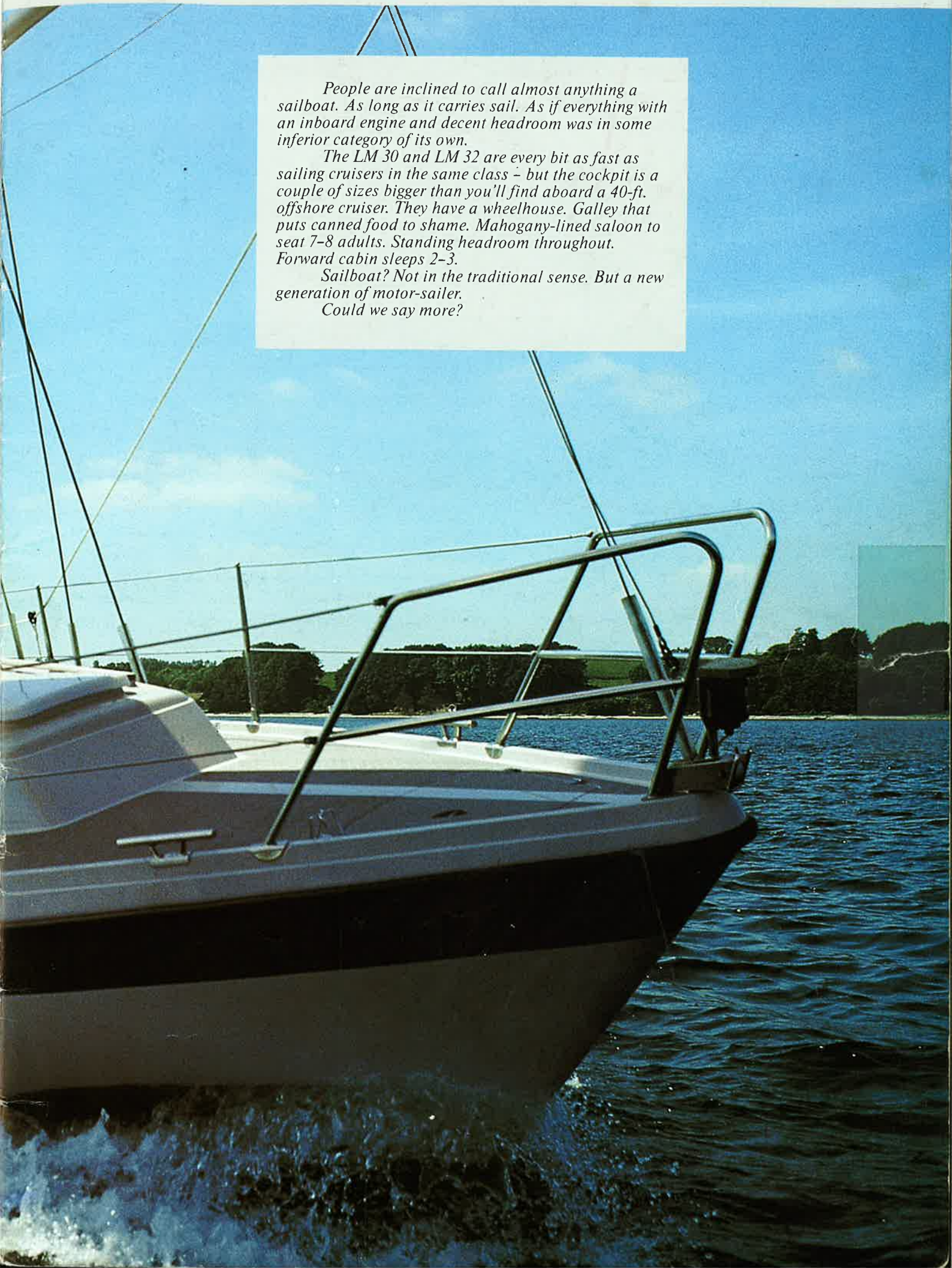
sailboat. Not really...

People are inclined to call almost anything a sailboat. As long as it carries sail. As if everything with an inboard engine and decent headroom was in some inferior category of its own.

The LM 30 and LM 32 are every bit as fast as sailing cruisers in the same class - but the cockpit is a couple of sizes bigger than you'll find aboard a 40-ft. offshore cruiser. They have a wheelhouse. Galley that puts canned food to shame. Mahogany-lined saloon to seat 7-8 adults. Standing headroom throughout. Forward cabin sleeps 2-3.

Sailboat? Not in the traditional sense. But a new generation of motor-sailer.

Could we say more?



Putting LM's new motor-



Many a sceptical, sailing salt has had the surprise of his life. Who'd have thought ... ?

Wheelhouse democracy. Two-seater captain's chair. All-round visibility... yet not too "american".

The LM 30 and LM 32 are incredible craft in a stiff breeze.



Today the LM 30 and LM 32 represent the closest the boating world has come so far to the concept of 100 % sailboat/100 % motor cruiser.

They are the new generation of motorsailers. Fast offshore cruisers whose designers have not forgotten the family's need for space and comfort. Developed according to the formula: sailing is 8 hours at sea + 8 hours in port + 8 hours of rest.

sailer to the test. At sea...



The engine (Bukh or Volvo) is mounted in a well-insulated compartment – no connection with the cockpit floor. No vibrations.





The galley is as functional as any kitchen. So the menu doesn't need to be canned food. Table folds out to two lengths.

port...

The boat's meant to be lived in. She's a floating house. Accommodation functions smoothly. In harbour the cockpit and wheelhouse make a spacious dining-room. Notice the canopy - tucked away under the roof of the wheelhouse.



Breakfast under the awning. Canopy-covered cockpit. No sitting in the morning dew. But windows on all sides.



Full view of saloon from wheelhouse. And lots of space. Folding table with built-in cocktail cabinet. Mahogany throughout.



Same cabin before bedtime. Through the open door we can see into the forward cabin.



Forward cabin. Locker on the left. Toilet on the right. The toilet doubles as a shower cubicle. With teakwood grating.



lights out

Even people over 6' 8" can lie full length on the berths (one double one single). But there is room for 3 adults of shorter stature. The forward cabin can house two large adults - or the children. Peace and quiet.



You can't have too

In the LM 32 her designers found themselves with even more space. Some of it went into the forward cabin (which has the dimensions of a saloon). More locker room, more stowage. More elbow-room in the toilet/shower compartment. More space to pass in the corridor between forward cabin and main cabin. The main cabin has an L-shaped settee. That kind of roomy detail. And she sails just that much faster - thanks to the extra 2 ft.

In short: the sailor's yacht - when only the best is good enough.



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much of a good thing...



waters, he has to get back to basics...



1. Cockpit.
2. Cockpit with sun canopy.
3. Cockpit fitted for rainy weather.
4. Cockpit fully enclosed for a cold evening or night (getting from 1-4 takes about 90 seconds).

They became the only craft with two seats in the wheelhouse. With a patent system whereby one seat folds smartly out of the way - in three moves. A galley which inspires good cooking (oven/cooker alternatives are available for models sold in the U.K.).

An accommodation plan with the cockpit-wheelhouse-cabins forming a sensible working unit.

Result: a brand-new type of boat. With no aft cabin to crowd the cockpit. A boat packed to the gunwales with good ideas, new ideas. Practical details. And the workmanship for which LM is famous.

Later, we spent the best part of two years fitting the 32 into a 30-size hull.

We reckoned that if a job's worth doing, it's worth doing well.



The bridge (if you don't think a boat should have two captains, just fold the second chair out of sight!).



The gastronomic bridge - with sink, drain, gas hob/oven lockers and refrigerator, (if you think too many cooks spoil the broth, just fold one of them out of sight!).

- not forgetting



Handlaid glassfibre – a disappearing art these days.

LM looks at quality this way:

‘We don’t use injection-moulding. We hand-lay the glassfibre. Piece by piece.’

Result: Hand-laid GRP (glassfibre-reinforced polyester). There aren’t so many firms around doing this type of work any more.

‘Even though we may envy motor manufacturers their efficiency from time to time, we think there must be a limit to assembly-line operations. If you’re looking for quality workmanship.

‘For instance, you can’t mould glassfibre to the same degree of accuracy and finish.

‘So we do it by hand.

‘You can’t treat mahogany like plastics. Timber is a highly individual material. And has to be treated individually.

‘On this point we’ve been very lucky.

There’s a century or so of local furniture craftsmanship in our part of Denmark – so the high-

quality finish of our woodwork comes naturally.’

Of course there are places where there’s a temptation to lower the glassfibre standard.

For example, inside a bench locker or stowage compartment.



Full sandwich construction on all horizontal surfaces. The keel – an alloy of iron and lead cast in glassfibre. Something else you don’t see every day...

But make your own inspection of an LM boat. Open doors. Check the hidden spots. Take drawers out of their runners.

We take the view that once you drop your quality standards in one place, it’s easier to do it the next. And the next.

Even the water-line. We don’t wait until the last minute, then paint it on. We mould it directly into the hull.

This is the quality of our workmanship.

But don’t take our word for it. Check the LM glassfibre quality for yourself. Timber finish, etc. Next time you’re looking at boats.

If nothing else, just to see that not everyone agrees with LM. When it comes to quality.



One man is detailed to each boat to fit her out.

basic quality



*Releasing an LM 30 from the mould.
Notice the hull and keel: one piece.*



LM
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HOLDING

What's standard

<i>S = Standard E = Extra</i>	<i>LM 30</i>		<i>LM 32</i>	
	<i>S</i>	<i>E</i>	<i>S</i>	<i>E</i>
<i>Engine</i>	×		×	
<i>Mast and boom in silver-anodised alum., standing and running rigging and wind indic.</i>	×		×	
<i>Mainsail</i>	×		×	
<i>Genoa I</i>		×		×
<i>Genoa II</i>	×		×	
<i>Storm jib</i>		×		×
<i>Spinnaker</i>		×		×
<i>Spinnaker boom</i>		×		×
<i>Spinnaker equipment fitted</i>		×		×
<i>Roller-reefing genoa and fittings, complete</i>		×		×
<i>Boom cover</i>		×		×
<i>Lifelines with bow and stern pulpits</i>	×		×	
<i>Safety/bathing ladder</i>	×		×	
<i>Refrigerator, 75-litre</i>		×	×	
<i>Navigational lights</i>	×		×	
<i>90 amp. batteries</i>	3		4	
<i>Compass</i>		×	×	
<i>Log</i>		×	×	
<i>Echo-sounder</i>		×	×	
<i>Rev counter</i>	×		×	
<i>Engine hour running meter</i>	×		×	
<i>Voltmeter</i>	×		×	
<i>Electric windscreen-wipers (3)</i>	×		×	
<i>Fire-extinguisher in self-bailing cockpit</i>	×		×	
<i>Automatic halon extinguisher (in engine compartment)</i>	×		×	
<i>Watertight engine compartment</i>	×		×	
<i>Fuel tank and gauge</i>	×		×	
<i>Water tank and gauge</i>	×		×	
<i>75-litre toilet tank and pump</i>		×	×	
<i>Toilet with marine WC</i>	×		×	
<i>Shower</i>		×	×	
<i>Handbasin (in toilet)</i>	×		×	
<i>Extractor fan in toilet compartment</i>		×	×	
<i>Electric bilge pump for shower compartment</i>		×	×	
<i>Manual bilge pump</i>	×		×	
<i>Two-ring gas cooker, stainless-steel sink (oven/cooker alternatives)</i>	×		×	
<i>2× gas cylinders with regulator</i>	×		×	
<i>Glasses, cutlery for six</i>	×		×	
<i>Mooring lines</i>	×		×	
<i>Fenders</i>	×		×	
<i>15-kg anchor with chain and warp</i>	×		×	
<i>Cockpit canopy</i>	×		×	
<i>Cockpit cushions</i>		×		×
<i>Backstay with insulator</i>		×		×
<i>Folding mast - tabernacle mounted</i>		×		×
<i>Anchor-light with cable and plug</i>		×		×
<i>Eberspächer oil-fired warm-air heating</i>		×		×
<i>Anchor winch, complete</i>		×		×
<i>Anti-fouling</i>		×		×

Ask for latest price list to confirm the up-to-date specifications.

The manufacturers reserve the right to amend specifications.

and what's extra?

	LM 30		LM 32	
	S	E	S	E
Cockpit tonneau cover		×		×
Shore connection		×		×
Water-heater via water-cooler (calorifier)		×		×
Fresh water engine cooling		×		×
VDO wind indicator, three instruments		×		×
Auto pilot		×		×
Teak deck		×		×
Folding propeller, complete		×		×
Winter cradle, galv.		×		×
Twin helmsmans' seats	×		×	
Sliding hatch in wheelhouse roof	×		×	
Zinc anodes, complete	×		×	
Deck lighting		×	×	
Name inscription		×		×

Dimensions:

LM 30

LOA 30' 8"

LWL 26' 3"

Beam 10' 0"

Draught 4' 11" / 4' 3"

Keel weight 1.9 tons

Displacement 5 tons

Mainsail 174 sq.ft.

Genoa I 304 sq.ft.

Genoa II 240 sq.ft.

Storm jib/genoa III 138 sq.ft.

Spinnaker 675 sq.ft.

Scandicap rating 6.5

Engine 20-36 h.p. diesel

Berths 5

Water tank 44 gallons

Fuel tank 44 gallons

LM 32

LOA 32' 0"

LWL 27' 10"

Beam 10' 8"

Draught 4' 11" / 4' 1"

Keel weight 2.2 tons

Displacement 6 tons

Mainsail 204 sq.ft.

Genoa I 371 sq.ft.

Genoa II 290 sq.ft.

Storm jib/Genoa III 161 sq.ft.

Spinnaker 861 sq.ft.

Scandicap rating 7.0

Engine 35-36 h.p. diesel

Berths 6

Toilet tank 15 gallons

Water tank 55 gallons

Fuel tank 55 gallons

