

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.*

