

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.*

-but quality pays

32' LM Glasfiber: ora anche in Italia

I RIGORI DEL BALTICO

Una barca nitida, risolta fin nei...

...nalmente provato e del loro eccezionale comportamento in mare ed in genere della qualità delle prestazioni a vela. La mia impressione è stata subito quella di trovarsi su degli yachts estremamente marini, piacevoli e comodi».

Così Sergio Sorrentino, solo dopo aver verificato di persona la qualità ed il livello della produzione della LM Glasfiber, ha deciso di divenire l'importatore esclusivo per l'Italia e la Jugoslavia dei

uccisione, conseguenza dei limiti della barca) navigare a motore.

La compartimentazione degli spazi abitabili.

Di norma, sugli yachts a vela tradizionali, per l'esistenza di un notevole dislivello tra la coperta ed il pagliolato della cabina, la distinzione tra spazio interno e spazio esterno è molto

Yacht

Heft 13/78 - Verlag Delius, Kluge

9,75-m-Motorsegler

Vi prøver den nye LM 32:

Alma er ikke almindelig

Hos LM Glasfiber har de ikke fundet nogen betegnelse til den nye 32 fods båd. Sejlegenskaber og sejludstyr er af så usædvanlig standard, at den almindelige betegnelse »motorsegler« slet ikke dækker.

Tekst Jan Ebert
Fotos Torben Kyhl

Der ligger en omhyggelig og nøje beregnet salgspolitik bag udformningen af den nye LM 32. Umiddelbart lyder det måske mindre tiltrækkende, men hos LM har den 7-mands projekt-gruppe høje tanker om køberens sans for kvalitet og sejlegenskaber. I hvert fald har gruppen lagt så stor vægt på sejlegenskaberne, at det nærmest må kaldes en omvæltning med den »gamle« linje.

rest i cockpittet. I bedste havkrydser-stil bliver der monteret en »skodestopper« til hver line plus et fælles trimspil. Elvstrøm-sejl bliver standard, og storsejlet får Elvstrøms hurtireb, som kendes fra bl.a. F-1 tonneren og familieversjonen. Motoren bliver en Volvo nye sejlbaads-drev eller foldepropel.

Hvad er en båd?

Segeleigenschaften
Bedienung der Fallen von der Plicht aus und Einrichtung



International reaction to LM's new boat idea has been outstanding. For example, Germany's leading trade magazine Die Yacht (13/78) wrote of 'The boat with 100 good ideas'. Uomo Mare, Italy's top yachting publication, wrote under the headline An attractive boat down to the last detail: 'She is an example of professionalism that many builders could learn from... beautiful balance between sail complement and displacement, effectiveness of keel and equipment, and the length of the wet surface make sailing a pleasure aboard the LM 32...'

And more words to that effect.

Ein form-schönes Ruderhaus, das mit zwei Schieberbetüren geschlossen werden kann, macht beim LM-32-Motorsegler auch den Spätherbst-Törn noch zum angenehmen Erlebnis. Mit dem Persersegel (unter dem Dach) wird die Pflicht zur dritten K...

Vor allem im Norden Europas sind die dänischen LM-Motorsegler mit ihrem charakteristischen Kanuheck ein Begriff. Bei den bewährten Typen 24 und 27 liegt die Betonung auf Motor, während das neue Flaggsschiff, die LM 32, wirklich das Segeln gelernt hat. Wie die kleineren Typen zeigt auch das neue Boot die gewohnt breite, stämmige Linie mit festem Ruderhaus und rundem Heck. Es ist das Boot der hundert guten Ideen, wie ich es einmal nennen möchte, und es fällt dem Tester schwer, bei der Beurteilung der LM 32 nicht zu ge...





LM
30

MI
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193

193



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

