



30 Motor Sailor - 1988

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32 097 â,- incl vat



General

Year : 1988

Length : 31.00 Ft

Life Raft : No

Leasing in progress : No

Builder : LM

Material : GRP

Beam : 10.00 Ft

Area : Stonehaven, United Kingdom

Engines

Fuel : Diesel

Engine Brand : Volvo Penta 2003

Engine(s) : 1

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No
GPS : No
VHF : No
Watermaker : No

Radar : No
Sounder : No
Chartplotter : No
Converter 12/220 : No

Bridge equipment

Hydrolic 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

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

Household appliances

| | |
|----------------------|-----------------|
| Freezer : No | IceMaker : No |
| Microwaves : No | Oven : No |
| Electric stove : No | Gas stove : No |
| Washing machine : No | Heater : No |
| TV antenna : No | Dishwasher : No |
| SAT-TV : No | TV : No |

Various

Remarks :
Phoenix is a great example of this LM 30 Motor sailor , offered for sale in lovely condition, well maintained and ready for new adventures, available to view afloat in Stonehaven.
Built by LM Glasfiber of Denmark to a Bent Andersen design between 1977 and 1990. 'Phoenix' was built in 1988 and has been very well maintained and upgraded by her current custodians. These upgrades include all interior seating recovered, interior carpets, new Jabsco Toilet and a new B&G touch screen plotter. If you are looking for a comfortable, capable passage maker to explore the UK and beyond, then look no further. You will be delighted by the quality of both the vessel and the interior fit out, the practical and generous layout and more importantly, her ease of sailing. This is an ideal couples or single hander vessel.

Part Exchange and Finance available

Accommodation :
The interior is accessed via a varnished sliding door from the cockpit. The wheelhouse is large, bright and airy thanks to the triple paned windscreen and two large panoramic side windows. There is also a roof hatch above the helm position which allows the helmsman to see when maneuvering within harbour and lets in additional light. The galley is to port and features a formica topped, two piece wooden worktop which is hinged at either end and when raised reveals a Plastimo gas fuelled oven with 2-burner hob and separate grill. There is a stainless steel sink with pressurised fresh water and storage below. Front loading fridge for perishables. Large locker in cockpit sole for ambient goods. Opposite the galley is the inner helm with wooden varnished spoked steering wheel, chart table with storage and an array of electronic navigation aids. There is a double helm seat which can be pulled in and out. Moving forward and again through a sliding wooden door is the main saloon. This space features a U-shaped seating area to starboard and a single settee to port. The starboard seating area converts to a large double. Slightly offset saloon table with drop leaves and an internal bottle storage space. Hull mounted cupboard storage port and starboard above the seating. Port lights with curtains. Between the saloon and the double berthed fore cabin is a large heads compartment with Jabsco sea toilet and a pull out sink with pressurised cold fresh water. There is a storage unit above and a mirror on the forward bulkhead. Opposite the heads is a hanging locker and a shelved storage cupboard. In the bow is the double berthed cabin. The sleeping experience is enhanced by the addition of sprung slats which also allow airflow and minimise condensation.

- Eberspacher type cabin heating

Inventory :

Construction

Solidly built GRP hull with twin keels and a central mini skeg to protect the saildrive unit. The keels are toed fore and aft to provide aerofoiled effect and minimise drag when sailing. They also allow the owner to berth in drying out areas and extend the chosen cruising grounds. The underwater areas are anti foul coated which minimises growth and maintenance. This has been touched in over the years.

The topsides and superstructure are white hi-gloss gelcoat with the hull to deck join finished in a protective black rubber D-fender. The side decks and foredeck are finished in a grey non slip. Moving forward is safe and easy thanks to strategically placed teak grab rails and stainless steel stanchions with double set of coated guard wires. Stainless steel bow and stern rails enhance security. Large cockpit with seating port and starboard. Extending cockpit table folds into a recess when not in use. Varnished tiller can be easily removed when in harbour. The cockpit is kept dry thanks to a cockpit canopy.

Electrical

There are both 12V and 240V systems on board. Bank of 3x12V batteries providing engine start and domestic power. The batteries are fitted with isolators and are recharged in one of three ways. They can be charged via the engine alternator when under engine power, or by a wind turbine when sailing or on an unserviced berth. The batteries are located beneath the internal wheelhouse floor making access easy should they need changing. 12V panel with fused selector switches below dash. Further switch panel for navigation instruments at dashboard.

- Wind turbine charging system2

- 3-pin 240V sockets

Navigation

- Compass

- Echopilot

- Clipper Windspeed Instrument

- stowe Depth

- B&G touchscreen GPS plotter 9”

- Navman VHF

- Autohelm ST2000 tiller pilot

- Navigation lights

- Barometer

Deck

- windlass

- Fore, aft and mid-ship cleats
- Stainless steel stemhead fitting
- Teak grab handles
- Boarding ladder

Safety

- Manual bilge pump
- Fire extinguishers
- Smoke and gas alarms

Canvas

- Cockpit enclosure
- winter cockpit enclosure

Miscellaneous

- Mooring warps
- Fenders
- Avon tender with 2.5 hp outboard
- Boathook
- Anchor with chain
- 12V deckhead and reading lights
- Fully carpeted

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Mechanical :

Vessel is powered by an inboard Volvo Penta 2003, 28hp inboard diesel engine with sail drive unit.. The engine is located in a sound proofed compartment beneath the cockpit sole. The cockpit sole is in two pieces and hinged allowing it to be easily removed and handled. Once removed there is excellent access to all aspects of the engine to allow servicing and daily checks. The engine is serviced annually at the start of every season.

Engine start panel at inner helm with electronic ignition, rev counter and digital display for engine hours, charging, oil pressure and consumption. Separate gauge for engine start battery level.

- Volvo 2003 inboard Diesel
- Saildrive with 3-bladed feathering propeller (new prop and anode)

- Single lever engine Rigging

Sloop rigged sail plan with deck stepped aluminium mast and boom by Danish mast supplier John Mast. Roller furling headsail system and roller reefing mainsail allows for easy single or short handed sailing. All the lines are led aft to the helm though a series of deck organisers and jammers. Andersen stainless steel, 2 winches 2-speed halyard winches mounted, port and starboard, inside the wheel house coamings and 2 off Andersen genoa sheet winches mounted port and starboard of cockpit coamings. All are within easy reach of the tiller making this a true sailing boat when under sail.

- Vertically battened mainsail

- Roller furling genoa (new uv strip)

- Cruising chute

- Andersen winches





















