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LAISVE LICOR 43 BAZAN 57



Yacht Name	LAISVE LICOR 43 BAZAN 57	LOA	18.29 m
Designer	Joaquin Coello & Pedro Morales	Beam	5.09 m
Year	1981	Draft	3.30 m
Location	Riga-Latvia	Displacement	21500 kg
Price	135.000€	Engine	Volvo TMD31a
		Accommodation	14 Berth, 6 Cabin

BROKER'S COMMENT:

THE RETURN OF A LEGEND

DESCRIPTION:

LICOR 43

THE RETURN OF A LEGEND

60 foot aluminum sloop was built in Spain, in Cartagena E.N.Bazan navy shipyard in 1981.

Architets: J. Coello, P. Morales.

Constructor: EMPRESA NACIONAL BAZAN (Cartagena).

She was designed and built for 1982 Whitbread Race.

She took part in the Race as Spain entreeLiquor 43.Later she was transformed to fast cruiser and used as a charter boat till 1991 in Spain.

In 1992 took part in Columbus Race to USA (4 th place) , in 1993-5 completed a circumnavigation .In 2003-4-2025 underwent major refit and upgrades, including hull work and repaint, interior work.

The Licor 43's round-the-world voyage marked a turning point in Spanish sailing. Despite the precariousness of resources, Joaquim Coello's team paved the way for future projects to follow. The regatta was a school of thought and continued. To name a few, **Toni Guiu**, at 19 years old, was the youngest crew member, and together with Jordi Brufau they co-sponsored the Fortuna Lights in the following edition in 1985, the second Spanish boat in the regatta.

Renaissance in the Baltic

The Licor 43 was lost to trace. Its wake seemed to fade until it resurfaced in the Baltic Sea. In 1992, it was acquired by a group of Lithuanian sailors to participate in the Great Columbus Regatta.

The sailboat sailed to the Lithuanian port of Klaipeda for a major overhaul, and renamed Laisve ('freedom' in Lithuanian) became the pride of the young Baltic republic in the midst of national reconstruction.

After crossing the Atlantic and achieving a creditable fourth place, the Laisve set off a year later on an unconventional round-the-world voyage: sailing east, visiting ports with a diplomatic and emotional objective: to carry the message of the new, free Lithuania.

On December 23, 1994, the Laisve crossed Cape Horn again, 13 years later. This time with full rigging. It was the first time in Lithuanian history that its flag had flown at the most feared head of sailing.

A third life: the Ocean Globe Race 2027

After years of formative voyages through the Norwegian fjords and the Baltic Sea, the sailboat ran aground in 2004. For almost two decades, it disappeared into oblivion. Until 2022, Aleksejs Vjuns, a classic sailing enthusiast, found the abandoned hull in Klaipeda, bought it and moved it to the Latvian port of Riga.

Today, this legendary boat wants to write the third chapter of an unrepeatabe story: participation in the Ocean Globe Race, the round-the-world regatta that has recovered the essence of sailing with the protagonists of the past and many boats that competed in the legendary years of the 1970s and 1980s, **demonstrating that some boats do not age, but rather become legends. The Licor 43 is one of them.**

The boat is currently in Riga which is Latvia.

The boat is registered in Lithuania Klaipeda, and currently is under Lithuanian flag.

FEFIT

- MAJOR WORKS WERE DONE FOR LAST 2 YEARS

- NEW INTERIOR
- NEW ELECTRONICS
- NEW/USED SAILS
- ALMOST READY FOR NEXT ORC 2027

DESIGN

Builder:	Bazan Cartagena shipyard
Designer:	Joaquin Coello & Pedro Morales
Shipyard:	Navantia
Design Notes:	BUILT FOR WHITBREAD 1981 MAXI AS LICOR 43 NOW, PERFECT BOAT FOR CHARTER ARTIC EXPEDITIONS

DIMENSIONS

LOA:	18.29 m
Beam:	5.09 m
Draft:	3.30 m
Ballast:	7.5+balast tank 450 kg
Displacement:	21500 kg

ENGINES

Engines:	Volvo TMD31a
Engine Hours:	970
Propeller:	3 blade
Cruising Speed:	11 kn

Notes: Engine after overhaul
Volvo Penta TMD31A, with only 970 hours.

Modifications:

- The oil pump, all bearings, spark plugs, and turbocharger were replaced, and the oil cooler was reconditioned.
- There should be no problems with the engine for the next 10 years.

TANKS

Fuel: 2 tank 700 litres l

Water: 1000 l

Notes: Two manual bilge pumps and the bilge system has its own wiring, plus six electric pumps (two in the enclosed engine areas).

GALLEY

Water system: Hoses

Notes: Galley condition: 2 big handwasher from 316L very solid

NAVIGATION INSTRUMENTS

VHF: lowrance link 6

Compass: yes

Radar: Kelvin&Huges

Notes:

- FULL NEW ELECTRONICS
- 12v system all wires are new include project.
- vhf Lowrance Link 6 at the moment.

DECK EQUIPMENT

Winches: Lewmar

Notes: **The deck is freshly painted,all winches are serviced and working well .**

- 16-inch winches.
- Most are Lewmar 48-65s.
- The mainsail sheets are driven by two windlasses and a Lewmar 90, a custom-built automatic boom motor.
- Many Lewmar self-tailing winches , They are regularly serviced.
- condition of the winches systems: All working

SPARS & RIGGING

Sails: **Sails:**

- There are many sails available.

- 2 mainsails: one brand new, unused.
- New mainsail.
- Approximately 5 to 7 furling fore and aft sails.
- 2 spinnakers (port side).
- There are also some storm jibs.
- All the sails are in very good condition, but they are very heavy.

Rigging: Fractional

Mast: Marechal

Boom: Marechal

Vang: mechanical

Spinnaker pole: 1

Furling system: Furlex X2; forestay and innerstay Furlex Type D+Type C

Spars and Rigging

Notes:

- Mast: The mast is still original but in good condition.
- Mast and Boom: Marechal 7/8 fractional rig with 3 spreaders.
- The two furling systems, types C and D, on the two and three forestays are new. Therefore, six vertical shrouds are required. These will be replaced in the coming months.
- 10-meter boom
- 6-meter spinnaker boom
- There are two furlexes for the bow stay and the interstay.
- standing rigging: data
- Continues rigging: 1x19
- 2 furlex in front(one is fast removable)

ELECTRICAL

Batteries: 3 2x140 1x100

Battery Charger: Jump starter

Notes: NEW

- Most of the cables are 2.5 mm², but in places where up to 75 mm² is required (for starter, etc.). It has two independent 12V systems installed.
- All lights are IP69+ rated LEDs. We also have 60W mast lights that illuminate all the rigging at night, and a 35W deck light.

- Generator: Just purchased very little used 6kw marine generator, need to be installed

SAFETY

Fire-extinguishers: 1

Epirb: yes

Liferaft: yes

Notes:

- 2xsafety raft 6p (expired need to be reviewed)

CONSTRUCTION

Keel: lead

Notes: **KEEL: keel** is not removable, keel is welded to the hull from factory.

HULL: fiberglass

The hull has been insulated with 70 mm fire-retardant expanded polystyrene.

The interior is primarily made of marine plywood, which is lighter than usual, and features a 2mm fire-resistant layer beneath the deck.

Each panel isn't simply plywood, but a sandwich with polystyrene between the panels (since we had a -31°C winter here in Riga and were able to work thanks to the insulation). As a result, the boat is very warm in winter and not too hot in summer (over 30°C).

The hull is painted with polyurethane paint. Underwater, it has a special zinc primer with antifouling agent (Trilux 33); this combination is very good according to Instruction International.

- Axle: both bearings are new.
- The deck was painted last year (another big project).
- The deck is painted with International non-slip paint and a double coat of epoxy primer.
- The keel is welded to the hull and is an integral part of the boat; it is not removable or riveted. The factory-welded keel is a spare 450-liter fuel tank.
- The ballast weighs approximately 7.5 tons (according to the previous owner's calculations).

Thicknes and state of the aluminum

- From 6.5mm till 11.3
- The bottom of the boat is from factory 12mm, lowest what I found closer to keel was 11.3

- Freeboards 6.5
- Deck 5mm

ACCOMMODATIONS

Berths number:	14
Cabins number:	6
Cabin height:	2.03 m
Shower:	yes
Heating:	8kw heater, installation in process
Notes:	Full new interior.

Image Gallery



Image Gallery



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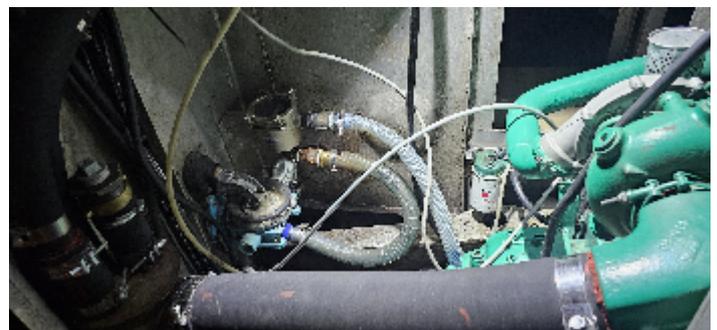


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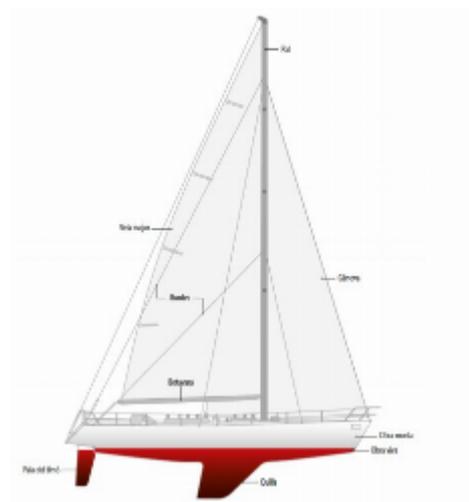
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