

The story of Taranta and our experience whith it

Taranta is a Dix 43, designed by the award-winning and renowned Dudley Dix and professionally built in the United Kingdom by Routeaway to the highest quality standards.

In her early years, she sailed from England to the Mediterranean, where her second owner acquired it with the dream of embarking on a transatlantic adventure after his retirement. With that in mind, he made numerous upgrades to the original equipment, primarily focused on safety and redundancy. Unfortunately, health issues arose before retirement, and he was forced to abandon his project. Some of the most significant improvements included:

- Replacement of the original engine with a new 75 hp Yanmar 4JH4.
- Replacement the fixed propeller with a three-blade Gori folding propeller featuring an overdrive system that improves both sailing and motoring performance.
- Dual independent diesel fuel supply system with pre-filters installed between the main tank and day tanks, and between the day tank and the engine, ensuring clean fuel supply. In case of contamination during refueling, the engine can always be fed through the backup line while replacing contaminated filters.
- Dual hydraulic steering system, completely independent, each equipped with oversized Raymarine Type 3 power units.
- Replacement of one of the two original autopilots with a new-generation Raymarine autopilot.

Taking advantage of the new steering system installlation, the wheel was relocated from the center to the rear of the cockpit, creating more usable space and providing better visibility during port maneuvers or tight spaces. While this position may seem unusual at first glance, during cruising, you won't notice any disadvantage, especially considering that 99% of the time, either the autopilot or the wind vane will be steering.

We found her in 2016 in Barcelona (Spain) thanks to a recommendation from a friend—an experienced boatbuilder and professional captain—who told me about Dudley Dix's exceptional designs, of which I was unaware at the time. He advised me to visit the boat, believing it might be exactly what we needed.

After nearly two years of searching for the right boat for our cruising plans, I knew immediately she was a strong candidate the moment I saw her at the dock. When I stepped aboard and looked around, I realized she was exactly what we had been searching for. A robust and stylish modern design with a steel hull, combining safety, elegance and a bright interior. She features a dry and protected central cockpit—ideal for long ocean passages and rough weather—along with a design capable of both downwind sailing and efficient windward performance to sailing between archipelagos, or reaching a sheltered upwind cove.

The deck is covered in synthetic teak in very good condition, providing a good, non-slip, low-maintenance surface with great aesthetic.

All installations have been done to professional standards and oversized components, ensuring reliable use even in the harshest conditions.

The steel hull adds crucial safety in the event of collisions with OFNI or rocks or corals in poorly charted anchorages. This was a priority for me after seeing two fellow sailors lose their boats, both in very common situations, where a steel hull would have only suffered a few scratches or dents.

The rig is a powerful cutter, with a generous sail area and high quality and well-sized hardware.

Both foresails are on furlers and the mainsail runs on mast with bearings sliders with a halyard (2:1) and three reefing lines led to the cockpit. A great balance

between comfort, safety, and performance.

The gennaker on a Karver furler handles for light trade winds beautifully.

Upon you entering the raised saloon, you're immediately greeted with panoramics views of the surroundings and the sails underway, flooding the space with natural light, instead of feeling confined, the interior feels visually open, yet retains practical safety for offshore conditions: no large open areas where you might struggle to find support underway. Movement throughout the interior is safe and secure.

The woodwork is timeless and of top quality, and the layout is intelligently designed:

- Aft master cabin aft with a dressing bench, large wardrobes, ample under-bed storage and en-suite head with an electric toilet.
- Forward double cabin with a large bed, wardrobe, drawers, four large under-bed lockers, and good access to a spacious chain locker, which provides ample space to prevent jamming in the windlass and store anchoring equipment like bouys, ropes...
- Port-side double guest cabin with two wardrobes, and under-bed storage.
- Full head with an electric toilet forward.
- Chart table starboard-side well laid out, with room for instruments, books and chart storage.
- The galley, located starboard in the passageway to the aft cabin, is ideal for cooking at sea—providing support in rough conditions. It includes an induction cooktop and electric oven (no gas inside the boat), separate fridge and freezer.
- The elevated saloon includes:
 - Convertible dinette table (port-side).
 - Long starboard-side sofa.
 - Interior and exterior blinds.
 - Ample lockers and storage under seats and behind backrests.

In the early years we cruised the Mediterranean on vacations and weekends, gradually learning Taranta's strengths and needs for extended cruising. Before setting sail across the oceans, we upgraded her extensively between 2020 and 2021:

- Hydrovane wind vane.
- New standing rigging,
- Three new Hydranet sails (genoa, jib and main with Dyneema weave),
- 400Ah Winston cells LiFePO4 batteries,
- Stainless steel aft arch with 1100W solar panels,
- Victron solar controllers and chargers,
- Electric stove and oven.
- 60L/h Seawaterpro 12V watermaker,
- HF radio for email, weather fax, and GRIB data,

- Switched from semirigid dinghy to an inflatable floor model for lighter weight and interior storage on passages.

After crossing the Atlantic, we noticed the mainsail rubbing against the fixed backstays on deep downwind angles. We replaced them with 10mm Dyneema running backstays (6:1) which have worked very well. The original fixed backstays are still onboard if preferred.

In our nearly four years sailing from Spain to Fiji, all systems have worked reliably without failure or strain.

Under trade wind conditions, Taranta has consistently averaged 140–180 nautical miles per day—even with our conservative sailing style.

Between Panama and the Galapagos, we logged over 100 nm/day under gennaker and mainsail with only 30 hours of engine use in 900 miles of light wind and calms.

The leg to the Marquesas (3,000 nm) took us 20 days of pure pleasure under the trades. Certainly isn't a slow boat in the cruising category for its length. And I'm sure we haven't fully explored its capabilities.

Upwind between the Tuamotus and the Marquesas, she proved her ability to point and handle waves smoothly. Many boats making the same crossing in the same weather window commented afterwards on how hellish the passage was and some of them turned back due to damage. For us, it was merely uncomfortable—but never unsafe or stressful.

Sailing from Bonaire to Panama, we encountered a branch of Storm Julia nearly 200 nm from shore. Taranta performed exceptionally. When we decided to stop fighting the storm, she hove-to calmly for 14 hours in +40 knot winds and large seas, while we rested on the sofa and watched a movie. That's a priceless feature: a boat that can care for you when you're too tired or need to wait for daylight before entering an atoll or to an unknown anchorage. A good anti-drift plan of the fin keel, a powerful and solid rudder, and the V-shaped design at the front of the hull allow Taranta to rest in this position with little heave and quite comfortably, even in windy and swelly conditions.

Thanks to her moderate draft (1.85m), she accesses most anchorages easily. At anchor, she's comfortable, with a large swim platform for easy water access, fish cleaning, dinghy boarding, etc.. it would also greatly facilitate a man-overboard recovery. A wide, sturdy ladder ensures safety.

The 25kg stainless steel Spade main anchor has proven excellent in all conditions, even with short scope. In Cape Verde, we rode out +40 knot gusts from all directions with only a 1:5 ratio for days without issue. The 80m chain was replaced in 2023.

The 15kg Fortress anchor is used for stern anchoring or reducing swing in rolling anchorages, and it holds well with minimal effort—great in mud and sand. We also carry a 25kg Bruce stainless steel anchor, though it's never been used

We also carry a wide array of spares and tools: plumbing, electrical, electronics, engine parts, deck gear, blocks, shackles, rigging hardware, and more.

With the Polish flag you don't have to worry about its renewal,

In summary, Taranta is a great, well-designed, and professionally built bluewater cruiser. She is safe, comfortable, and efficient in all conditions—ready for tropical cruising or high-latitude exploration. Over the years, she has been thoughtfully upgraded by each of her three owners, and she now awaits her next adventure in one of the best cruising regions on the planet. Offered at a reduced price and ready to sail—just bring your personal gear and a spirit of adventure.

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Designer info about the model <https://dixdesign.com/dix43pil.htm>

Designer info about the radius chine construction method <https://www.dixdesign.com/radmetal.htm>

Article by Justin Philips on SA Yacht Blog about Dix 43 <https://sayachts.blogspot.com/2011/07/dix-43.html>

