

“ The Bucket this year looks set to overflow with especially rare pleasures ”

# ONE FOR THE BUCKET LIST

The big news at the St Barths Bucket this year is that five J Class yachts will race together in the 40-strong fleet, although with their own separate start. Mike Owen previews the Caribbean superyacht regatta, which just keeps on growing





“ The mix is magical for spectators, but complicated in terms of race management ”

No less than five J Class yachts are set to attend the 2013 St Barths Bucket, one of the coolest of superyacht gatherings. This many Js have never sailed together before, so the Bucket this year looks set to overflow with especially rare pleasures.

The French island of St Barths offers informal elegance and laidback socialising with an added twist. And it's this vibe that has made the Bucket one of the biggest of all the superyacht racing events, with 39 entries.

The giant clipper *Maltese Falcon* (290ft/88m) is back after a year's absence, and with more than half the fleet larger than 130ft/40m, yachts range from classic to contemporary. Among them are the five Js, *Hanuman*, *Lionheart*, *Rainbow*, *Ranger* and *Velsheda*, as well as the up-to-date carbon crowd from the maxi circuit, *Leopard*, *Visione* and *Indio*.

This mix is magical for spectators, but complicated in terms of race management. As event director Peter Craig says: "The focus has to be on safety as well as fun, and this year we've gone a step further to keep this big fleet sailing safely."

Last year's approval by ISAF of the Superyacht Racing Association's (SYRA) proposed addenda to the Racing Rules of Sailing, which include a 40m minimum distance between boats, increased zones around marks and readiness to run engines to avoid collision, have now been formalised in a new Appendix SY. So what started as Jim Teeters's

B BLACK



quaintly named Bucket Rule is now a global standard, the International Superyacht Racing Rules.

But the biggest change this year is in the starts. Historically the Bucket, and most other superyacht regattas, have run along pursuit racing lines with individual staggered-time starts, slowest boat first.

"It's a wonderful thing," says Craig, who runs many high-profile international regattas, "but for race officers it creates some real difficulties, compounded at St Barths, with 38 boats."

So this year sees a new protocol. First, the Js will have their own fleet start. And after ideally three and a half hours' racing round either the short or long course depending on rating, all classes – Js, Gazelles, Mademoiselles and Grandes Dames – will have their own finish, ten to 15 minutes apart to avoid mass convergence on the line.

[www.bucketregattas.com](http://www.bucketregattas.com) [www.st-barths.com](http://www.st-barths.com)

## BUCKET AWARDS

### Overall

Best performance overall for combined results, all classes, all races, 1st to 3rd

### Les Gazelles, Les Mademoiselles, Les Grandes Dames

Each division has trophies presented for best performance overall, 1st to 3rd

### J Class trophies

Corinthian Kings Cup – owner/driver best aggregate over four races

Hundred Guineas Cup – Perpetual Trophy to overall winner

### Alloy Cup

Best performance by an Alloy Yacht

### All Star Crew Award

Yacht crew best demonstrating the most professional service in all tasks while maintaining the best camaraderie, teamwork and respect

### Spirit of the Bucket Trophy – Wolter Huisman Memorial Trophy

Presented each year by Alice Huisman to the yacht best exemplifying the spirit of the Bucket regattas. The selection is subjective, but considers sportsmanship, safe seamanship, best hospitality and overall contribution to the event

### Perini Navi Cup

Awarded to the Perini-Navi yacht with the best combined result

### Vitters Seamanship Trophy

Awarded to the yacht demonstrating the best seamanship and sportsmanship in the interest of promoting safety on the racecourse

### Skulduggery Cravat

This is a perfectly tied Admiralty Noose, framed and presented to the yacht and crew best displaying non-adult behaviour in time-honoured Bucket fashion

### Escargot Cup

Awarded to the last boat overall

St Barths Bucket



## SCHEDULE OF EVENTS

THURSDAY, 28 March	FRIDAY, 29 March	SATURDAY, 31 March	SUNDAY, 25 March
<b>0900-1700</b> Registration	<b>0800-1800</b> Race Office Open	<b>0800-1800</b> Race Office Open	<b>0800-1800</b> Race Office Open
<b>1200</b> J Class Exhibition Race	<b>0830-0900</b> Daily Pre-Race Briefing	<b>0830-0900</b> Daily Pre-Race Briefing	<b>0830-0900</b> Daily Pre-Race Briefing
<b>1700-1800</b> Captains' Briefing	<b>1100</b> First Signal Race 1 – scheduled start time for first yacht in fleet	<b>1100</b> First Signal Race 2 – scheduled start time for first yacht in fleet	<b>1100</b> First Signal Race 3 – scheduled start time for first yacht in fleet
<b>1830</b> Bucket Bar Open	<b>1900-1910</b> Daily Awards Presentation	<b>1900-1910</b> Daily Awards Presentation	<b>1900-1910</b> Daily Awards Presentation
<b>1900-2100</b> Fleet Welcoming Party at the Marquee	<b>1900-2130</b> Dock Party and Fleet Open House	<b>1900-2330</b> Bucket Bash at the Marquee	<b>1800-2030</b> Final Awards Ceremony and Cocktail Party
<b>1900-2100</b> Owners' Reception (Invitation Only)			



O VAN DER WAL



## A fleet of Js

This story just gets better and better. There were four J Class yachts last year at St Barths, followed by an extraordinary summer of racing on Britain's south coast. If all goes to plan, the St Barths Bucket will see something the world has never seen before, five Js out racing together: *Hanuman*, *Lionheart*, *Rainbow*, *Ranger* and *Velshedda*.

With their fine hulls, long overhangs, statuesque rigs and sail plans larger than any loft can lay flat, they are simply extraordinary, but such high-thrill graces undertaking pursuit racing among more cumbersome superyachts did raise concerns on the course last year. So this time they'll have their own dedicated fleet start.

As the resurgence in the J Class continues, a timely reminder of how this revival began wouldn't go amiss. Talk usually reverts to Elizabeth Meyer and *Endeavour*, but look back instead to Terry Brabant, the first resuscitator of *Velshedda*. It's a tale not of multi-millions, but quite literally a single owner's hard graft.

YouTube Terry Brabant and *Velshedda* and you'll find an eye-opening 33-minute view of true Corinthian spirit, which links neatly back to the J Class Association special trophies to be awarded here in St Barths. Both the Corinthian Kings Cup for best owner/driver and the Hundred Guineas Cup, a perpetual trophy to the overall winner, will be awarded here.



# ST BARTHS BUCKET 2013 ENTRY LIST

List correct at time of going to press.  
See [www.bucketregattas.com/stbarths](http://www.bucketregattas.com/stbarths) for updates

### Adela



**LOA** 181ft/55.5m • **Beam** 26ft/8m • **Draught** 15.8ft/4.8m. Schooner • **Designed by** Gerard Dykstra • **Built by** Pendennis. On form with a new fathead fore

### Andromeda la dea



**LOA** 154ft/47m • **Beam** 30.2ft/9.2m • **Draught** 11-23ft/3.4-7m. Ketch • **Designed by** Perini Navi • **Built by** Perini Navi. Evergreen Perini will need breeze

### Athos



**LOA** 203ft/62m • **Beam** 36ft/10.9m • **Draught** 11ft/3.5m. Schooner • **Designed by** Hoek Design • **Built by** Holland Jachtbouw. Is this giant now up to speed?



T WRIGHT/PHOTOACTION.COM



The Perini Navis

Perini Navis regularly rank among the highest fleet attendees at Bucket events and this year there will be nine boats, ranging from the unmistakable *Maltese Falcon* (290ft/88m) to the performance-oriented *P2* (125ft/38m), and in between six

variants of the more characteristic, elegant two-deckers spanning 154-184ft/47-56m. A long standing backer of the event, Bruce Brakenhoff, president of Perini Navi USA, says: “It’s just such a great place to sail, network and hang out. It’s not all commercial like some regattas. This is an event, not a regatta, it’s subtle, it’s different, and with the other big builders who

support the Bucket, we just provide a cushion.” *Maltese Falcon* missed last year, but she’s back to impress as flagship again, dwarfing yachts that otherwise would seem enormous: the three 184ft/56m Perinis, *Zenji*, *Salute* and *Panthalassa*, the 177ft/54m *Parsifal III*, 171ft/52m *Luna* (ex *Galaxia*), 164ft/50m *Silencio* (ex *Perseus*), 154ft/47m *Andromeda la dea* and the sleek

one-off greyhound *P2*. They’ll sail for their own Perini Navi Cup as well as the Bucket trophies. Last year *Parsifal III* and *Panthalassa* took 1st and 2nd in Les Grandes Dames, with *Zenji* 4th. *P2* took 3rd in Les Gazelles.They’ll be looking for more. Meanwhile, Former regular *Perseus* has changed hands and is now renamed *Silencio*. Don’t they say you have to watch the quiet ones?

Axia



LOA 124ft/38m • Beam 27.8ft/8.2m • Draught 12ft/3.7m. Ketch • Designed by Sparkman & Stephens • Built by Palmer Johnson. Stalwart party-goer

Baiurdo VI



LOA 113ft/34.6m • Beam 25ft/7.6m • Draught 18ft/5.5m. Sloop • Designed by Giles Vaton • Built by Abeking Rasmussen. Speed machine from the past

Blue Too



LOA 111ft/33.8m • Beam 25ft/7.6m • Draught 11ft/3.4m. Ketch • Designed by Ron Holland • Built by Alloy Yachts. Powerful and dependable

Cape Arrow



LOA 99ft/30.2m • Beam 22ft/6.7m • Draught 13ft/3.9m. Sloop • Designed by Farr/Nauta • Built by Southern Wind. One to watch from Cape Town

Chrisco



LOA 98ft/30m • Beam 22.4ft/6.8m • Draught 11.5ft/3.5m. Sloop • Designed by Luca Brenta • Built by CNB. Good-looker may surprise on racecourse





## Sarafin

It's good to see the first of Oyster's 100ft/30m Dubois designs here. Built for an Australian owner in Oyster's collaboration with RMK Marine in Turkey, *Sarafin* is a cracking fast bluewater cruiser. Although she's the same length as *Cape Arrow*, she's a very different proposition.

The owner normally sails with family, friends and minimal crew, but he is keen to give the racing here a good shot, so *Sarafin*'s young skipper is bringing aboard semi-pro crew for

the key positions. But the emphasis is still on fun and everyone getting involved. New to these superyacht events, the owner is however no stranger to racing, enjoying Hamilton Island Race Week on his earlier Oyster 70.

Before the Bucket, *Sarafin* will be taking part in the BVI regatta, so should arrive well-honed for class contention. She will be heading back across the Atlantic for the summer season and then, as originally planned, out to Australia and home at the end of 2014.

## Georgia



**LOA** 159ft/48.5m • **Beam** 33ft/10.1m • **Draught** 12-24ft/3.7-7.3m. Sloop • **Designed by** Dubois • **Built by** Alloy Yachts. Big blast from the past

## Hanuman



**LOA** 138ft/42m • **Beam** 21.6ft/6.6m • **Draught** 15ft/4.7m. J Class Sloop • **Designed by** Nicholson/Dykstra • **Built by** Royal Huisman. Jim Clark's 'new' *Endeavour*

## Indio



**LOA** 100ft/30.5m • **Beam** 21.2ft/6.8m • **Draught** 19.8ft/4.9m. Sloop • **Designed by** Frers/Wally • **Built by** Wally Europe. Potential yet to show

## Koo



**LOA** 142ft/42.9m • **Beam** 29ft/8.8m • **Draught** 14ft/4.1m. Sloop • **Designed by** Dubois • **Built by** Vitters. High-speed heavyweight

## Lady B



**LOA** 147ft/45m • **Beam** 30ft/9m • **Draught** 14-20ft/4.1-6.1m. Sloop • **Designed by** Dubois • **Built by** Vitters. Fast. Could be on podium in right hands



Leopard 3



LOA 100ft/30m • Beam 22ft/6.8m • Draught 18ft/5.5m. Sloop • **Designed by** Farr/Freivokh • **Built by** McConaghy Boats. Will be coming from behind

Lionheart



LOA 143ft/43.4m • Beam 21.8ft/6.6m • Draught 15ft/4.6m. J Class Sloop • **Designed by** Hoek Design • **Built by** Claassen Jachtbouw. Quickest J?

Luna (formerly Galaxia)



LOA 171ft/52m • Beam 37.5ft/11.4m • Draught 12.5-27ft/3.8-8.2m. Ketch • **Designed by** Perini • **Built by** Perini Yachts. Perini with a forward cockpit

Maltese Falcon



LOA 289ft/88m • Beam 41ft/12.6m • Draught 20-36ft/6-11m. Clipper • **Designed by** Dykstra & Partners/Perini Navi • **Built by** Perini Navi. In a class of her own

Moonbird



LOA 122ft/37m • Beam 28ft/8.4m • Draught 13ft/4m. Sloop • **Designed by** Dubois • **Built by** Fitzroy. Competitive performer

P2



LOA 125ft/38m • Beam 27ft/8.4m • Draught 11-18ft/3.5-5.5m. Sloop • **Designed by** Philippe Briand • **Built by** Perini Navi. Well-sailed, podium potential

Panthalassa



LOA 184ft/56m • Beam 38ft/11.5m • Draught 13-32ft/3.9-9.7m. Ketch • **Designed by** Ron Holland • **Built by** Perini Navi. Keen to better good 2012 performance

Parsifal III



LOA 178ft/54m • Beam 35ft/10.7m • Draught 15ft/4.5m. Ketch • **Designed by** Perini Navi/Ron Holland • **Built by** Perini Navi. Stalwart – could surprise

Prana (formerly Konkordia)



LOA 170ft/51.7m • Beam 33.5ft/10.2m • Draught 16.1ft/4.9m. Sloop • **Designed by** Dubois • **Built by** Alloy Yachts. Always in contention

Rainbow



LOA 132ft/40m • Beam 21ft/6.4m • Draught 15.8ft/4.8m. J Class Sloop • **Designed by** Dykstra & Partners • **Built by** Holland Jachtbouw. ‘Small’, dangerous

Ranger



LOA 136ft/41m • Beam 21ft/6.4m • Draught 16ft/4.9m. J Class Sloop • **Designed by** Burgess/Stephens • **Built by** Danish Yachts. Can she hold off young guns?

Rebecca



LOA 139ft/42m • Beam 28.5ft/8.7m • Draught 14.8ft/4.5m. Ketch • **Designed by** German Frers • **Built by** Pendennis. Beautiful, fast, podium potential

Salperton IV



LOA 148ft/45m • Beam 31ft/9.3m • Draught 16ft/4.8m. Sloop • **Designed by** Dubois • **Built by** Fitzroy Yachts. Time to prove a point

Salute



LOA 184ft/56m • Beam 38ft/11.5m • Draught 13-32ft/4-9.8m. Sloop • **Designed by** Ron Holland/Perini Navi • **Built by** Perini Navi. Essence of the Bucket

Sarafin



LOA 101ft/30.8m • Beam 24.8ft/7.6m • Draught 12.8ft/3.9m. Sloop • **Designed by** Dubois • **Built by** Oyster Marine. Newcomer with a whizz-bang crew



Cape Arrow

A lightweight 98ft/30m carbon flyer from South Africa’s Southern Wind Shipyard, *Cape Arrow* is the third in the SW100 raised saloon series, the result of a design collaboration between Farr and Nauta. Launched in 2011, until now she has sailed mostly in the Med. In last year’s Loro Piana Superyacht Regatta at the Yacht Club Costa Smeralda she notched 1st in the

SWS Maxi Yacht Trophy and a very creditable 4th overall in the Cruising division. She crossed over with the Transatlantic Superyacht Regatta in December, but after holding 5th on a southerly route with charter guests on board, she sadly failed to finish. With a professional crew aboard she’ll be sailing the BVI event the week before the Bucket and should be on good form. As an unfamiliar outsider, she’s likely to keep regulars on their toes.

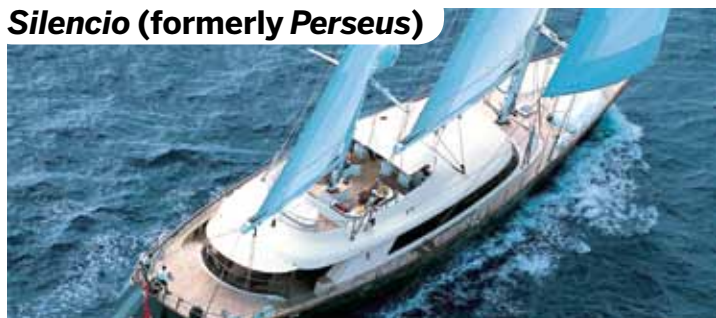


Visione

There’s no doubt many eyes will be on *Visione*, the 147ft/45m pre-preg carbon rocketship from Reichel/Pugh and Baltic Yachts. Launched in 2002 amid claims of a design years ahead of her time, she was back in Baltic’s Jacobstad yard in 2012 for a second refit, this time looking for performance gains. Alterations were also made to her high-spec lightweight R&J Design/Design Unlimited interior, shifting the galley forward and enlarging the owner’s cabin. She took part in January’s Antigua Superyacht Challenge (see page 04), but was not fully on form. She has history in the St Barths Bucket, again a little mixed. She was 10th in Les Gazelles in 2010, but 4th in 2008 ahead of *Leopard 3*. So it’s a waiting game to see if her confidential reconfiguration brings the expected improvement in performance. Whatever, *Visione* will always, as her makers say, demonstrate visionary thinking.



## Silencio (formerly Perseus)



LOA 164ft/50m • Beam 33.7ft/10.3m • Draught 11.1-27.5ft/3.4-8.4m. Ketch • Designed by Perini Navi • Built by Perini Navi. Solid, middle of the road

## Sojana



LOA 115ft/35m • Beam 25.2ft/7.7m • Draught 14.8ft/4.5m. Ketch • Designed by Bruce Farr • Built by Green Marine. Wouldn't be the same without her!

## Symmetry



LOA 96ft/29m • Beam 22.5ft/6.9m • Draught 11.5ft/3.5m. Sloop • Designed by German Frers • Built by Yachting Development. Smallish, but quick

## Tenacious



LOA 114.6ft/34.7m • Beam 27.6ft/8.4m • Draught 7.6-19.9ft/2.3-6m. Sloop • Designed by Hood/Winch • Built by Trident Shipworks. Lives up to her name

## Unfurled



LOA 112ft/34m • Beam 25.6ft/7.8m • Draught 12.8ft/3.9m. Sloop • Designed by German Frers • Built by Royal Huisman. Feisty, loyal campaigner

## Velsheda



LOA 129ft/39.4m • Beam 21.7ft/6.6m • Draught 15.8ft/4.8m. J Class Sloop • Designed by Nicholson/Dykstra • Built by C&N. Godfather of the modern fleet

## Visione



LOA 147ft/45m • Beam 27.2ft/8.3m • Draught 13.5-22.3ft/4.1-6.8m. Sloop • Designed by Judel/Vrolijk • Built by Baltic Yachts. Rejuvenated speedster

## Wild Horses



LOA 76ft/23m • Beam 16ft/4.8m • Draught 11ft/3.3m. Sloop • Designed by Joel White • Built by Brooklin Boat Yard. Wild horses wouldn't keep her away!

## Zefira



LOA 163ft/49.7m • Beam 33ft/9.95m • Draught 16ft/4.9m. Sloop • Designed by Dubois • Built by Fitzroy Yachts. Is this Ed's best-looking boat?

## Zenji



LOA 184ft/56m • Beam 38ft/11.5m • Draught 13-32ft/3.9-9.7m. Ketch • Designed by Ron Holland • Built by Perini Navi. Could rise to the top

PHOTO CREDITS: C SILKEN; O VAN DER WAL; R TOMLINSON; B BLACK; C BORLENGHI/ROLEX; T WRIGHT; J GLYNN-SMITH; KOS PICTURES; E HOLD; R PAGE

SW