Alba, Emeraude, Marigold, and Moonbeam III Amorita proclaimed winners of this year

The world elite of classic boats says goodbye to the VIII Barcelona Puig Vela Clàssica

· The regatta course has offered its best day giving away a perfect South wind

· More than 500 ship owners and sailors from seven countries in Europe and America have competed with Barcelona's coastline as a backdrop, to the delight of visitors

· The awards ceremony will take place this same afternoon at the Real Club Náutico of Barcelona, where the awards will be presented to the winners of the different categories

Barcelona, 18th of July, 2015. This evening has ended the last day of the eighth edition of the Barcelona Puig Vela Clàssica regatta, which has been going on since last Thursday in Barcelona's waters. Sailboats and sailors from 7 countries have competed for one of the most prestigious trophies in the Mediterranean sea.

The winners of this eighth edition have been Moonbeam III (Big Boats), Marigold (Cangreja Époque), Amorita (Marconi Époque), Emeraude (Classics 1) and Alba (Classics 2).

Finale to a regatta steeped in history

Today the regatta course has offered its best version of the VIII Barcelona Puig Vela Clàssica, giving away a timely and stable thermal South wind that has blown with an intensity of between 9 and 12 knots.

Punctual as a sundial, the Regatta Committee has begun the process of five starts at 13 am, after determining a triangle and five sections for the Classics, and three sections for Vintage and Big Boats.

New duel paced as a match-race between the two Moonbeam, which again has been won by **Moonbeam III** after recovering the initial disadvantage of the first beat. Its good work on the run and through stern has allowed it to navigate within the margin to overcome its older brother after time compensation. The first three partial positions reveal its superiority over Moonbeam IV, which has not been able to renew the title won in the last edition.

The equality with which the **Cangreja Époque** boats, Kelpie of Falmouth and Marigold, have started, tied this morning at 3 points, has opted in favor of Marigold after winning the third and final round of the Puig Vela Clàssica, with a margin of 4:45 minutes on its direct rival after time compensation. Behind them, the tie was again identical in the third position, which has cleared Morwenna by signing today a third partial position for a fourth of its opponent.

There has also been no change in the final classification of **Marconi Époque** after today's regatta, which has been rather easily won by Manitou. Behind it, at 2:08 and 2:18 minutes, Enterprise and Amorita, have been classified; for Amorita, this third partial position was enough, compared to the fourth required by Halloween to sign its leadership. Sonata, now fifth, has been able to maintain the third step of the podium.

Regarding **Classics 1,** today there has been a real touch of drama in this category, when a collision has cost the title to Argos. Less than four minutes before the tee shot, in a crossing, and looking to position itself for the start, Argos could not avoid crashing with Yanira, sailing starboard, and has been disqualified by the International Jury. The fifth partial position of the day was enough for Argos to prevail in the overall rankings, tied on points with Emeraude but asserting its best partials. Apart from the decision of the jury, the race of the day was won by Yanira, followed by Emeraude and Guia. Computing the three days of the Barcelona Puig Vela Clàssica Regatta, the victory went to the French Emeraude with 7 points compared to the 9 from Yanira and Guia, classified by this order, thanks to the best partial results of Yanira.

Finally, **Alba** has signed its partial rankings with another first place in today's regatta, taking the crown of the **Classics 2** category. The duel for second final position, fought by Kanavel and Diana, which this morning came out tied in the regatta course, has been won by Kanavel, signing a second position for a third of Diana. Behind them again Melibea, with three fourth partial positions has also finished the series

HISTORY OF WINNERS

BIG BOAT

Moonbeam III, a great among the greats

William Fife was responsible for the construction of what would be the first of the ships known as Moonbeam, a series whose design and performance was improved respect to the former one. In 1903, Moonbeam III, which travelled to Cannes in 1920 to settle in this port, was built. After passing through several owners, in 1989 it was sold at the Sotheby's auctions in 2000 and acquired by its current owner, Didier Waetcher, who celebrated in style the centenary of the ship in 2003.

Erwan Noblet, Moonbeam III's ship owner, welcomed with satisfaction the triumph of the last edition of this regatta, which meant the boat "increased its reputation and its real value, since they had shown that it was still alive and it could win a competition"; something that in the fourth edition has been more evident than ever, with the confirmation of its victory in the Big Boats category.

CANGREJA ÉPOQUE

Marigold, pure elegance

Marigold is a vintage gaff cutter beautifully restored and maintained. It was one of the first designs of Charles Nicholson, and it was launched in 1892 at Camper & Nicholson shipyard, in Gosport. The sailboat has finishes of authentic Victorian style, such as its mahogany paneled lounge and its central table with leather seats.

Built primarily as a regatta sailboat, Marigold can also accommodate about 12 guests on board and three crew members. This boat catches everybody's attention wherever it goes and has been awarded the "Concours d'Elegance", the most precious prize to elegance.

CLASSICS 1

Emeraude, a Corinthian classy

The spectacular Emeraude is an oceanic corridor of IOR first class. It was built by a French owner, joined the French team in the 1977 Admiral Cup and participated in the Sardinia Cup in

1980. Since 1997 it has been held by its current owner and captain, and its crew is completely Corinthian.

MARCONI ÉPOQUE

Amorita, a winner of 32 feet

Amorita, built in Oregon pine, oak and teak, belongs to the One Design ClassCalifornia 32. The name of this class is derived from the waterline length, 32 feet (9.75 meters). Like the other ships of this class, Amorita was built on an inverted mold (the first time this technique was used in California). These structures obtained very respectable positions in the Pacific ocean regattas. In 1959 and 1960 Amorita won the California Lipton Cup. Acquired in good conditions in 2005 by Claudio Mealli, former head of Latium, in San Francisco, it was restored in the shipyards of Porto Santo Stefano Argentario, Tuscany, keeping the mast Spruce (type of fir) original from 1937.

CLASSICS 2

Alba, a single piece

Alba is a pure sailing boat to enjoy the sweet days of wind, which probably encouraged its first owner, an American, to baptize it with the name of Honey. Despite being so special, Alba has not belonged neither to magnates, nor politicians or Hollywood stars.

Launched in 1956, Alba is a yawl designed by Phillip Rhodes in his studio in New York. There, the work began, and it was transferred to Germany by a cargo, to continue its construction in Abeking & Rasmussen, a prestigious shipyard during the postwar years that was frequented by Americans, when the fashion for midsize boats regattas emerged.

Alba is one of the few classic boats that still keep its original parts. Iron fittings, fetters, winches... all in bronze, have been preserved and if they get broken, they are replaced with original pieces.