

Lipton and His Yacht Will Try Again

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LONDON, October 18.

"I've had many a try and many a defeat," said Sir Thomas Lipton in an interview to-day with The Tribune correspondent, "but this time I think I have got them."

Sir Thomas thus indicated the optimism with which he regards the chances of Shamrock IV in the coming America's Cup races off Sandy Hook.

"I don't think there is any doubt that the challenge will be accepted," he said, "nor that this will be my time. Of course, the best boat is going to win, but I can say my boat is going to turn the trick. I have every confidence in Captain Burton, who will sail Shamrock. He is an amateur, but has sailed more than a thousand races and has established a famous record."

"Shamrock, as you know, was on her way to America when the war began, and has been laid up ever since. But Mr. Nicholson cabled me before he sailed from America that she has had the best of care and is in the best possible condition. That is all I want to know."

"The American cup defender was built before the war, about the same time as the Shamrock, so there won't be any advantage in point of age for either boat."

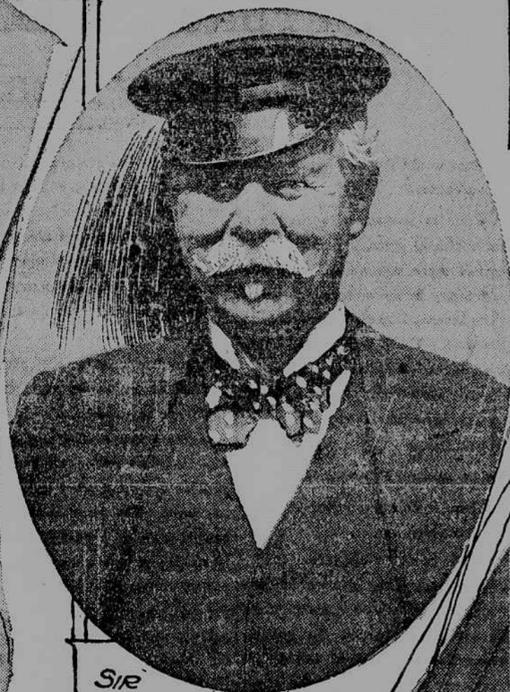
"I have sailed Shamrock IV up and down the coast of England and am convinced she is the best boat afloat. I've another Shamrock which I will send across some time before the date set for the races and which will act as a trial horse."

Sir Thomas is anxious to know as early as possible what date will be set for the races next year. "There is one thing I want to say as emphatically as possible," he continued. "That is the magnificent treatment I have always received at the hands of the New York Yacht Club. I have always been given the best of everything. Perhaps in the past there have been a few mistakes, but they have generally been in my favor. I have sailed yachts in a great many places, but nowhere have I been better treated and there is nowhere I would rather sail than under the auspices of the New York Yacht Club."

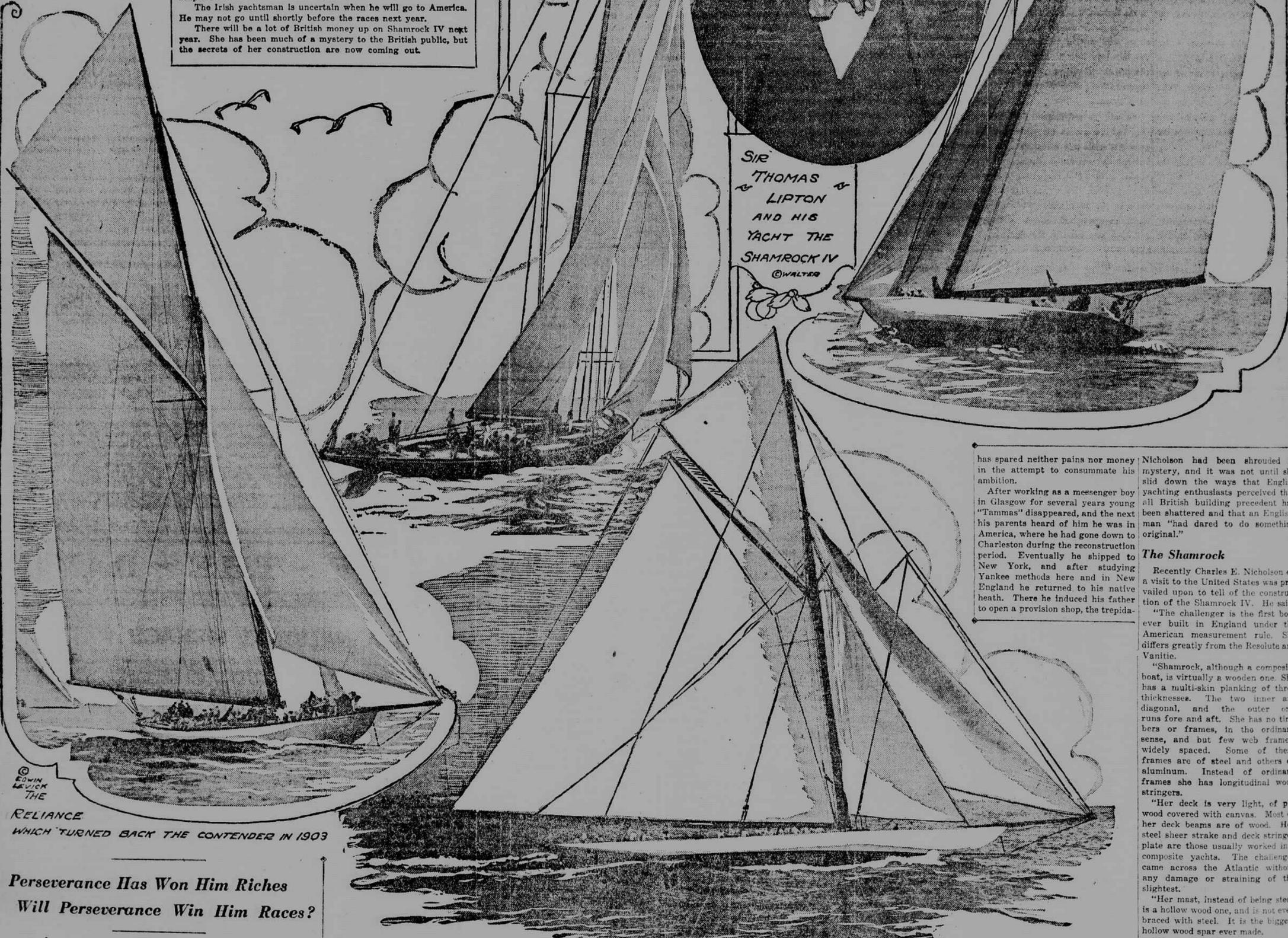
The Irish yachtsman is uncertain when he will go to America. He may not go until shortly before the races next year.

There will be a lot of British money up on Shamrock IV next year. She has been much of a mystery to the British public, but the secrets of her construction are now coming out.

THE
RESOLUTE
WHICH WON
NINE OF
THE TWELVE
RACES IN
1915



SIR
THOMAS
&
LIPTON
AND HIS
YACHT THE
SHAMROCK IV
©WALTER



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EDWIN
LEVICK
THE

RELIANCE
WHICH TURNED BACK THE CONTENDER IN 1903

Perseverance Has Won Him Riches Will Perseverance Win Him Races?

"I'D GIVE my last shilling to win the America's Cup."

These words were spoken in 1914 by that host of geniality, the saltiest of gay sea dogs, Sir Thomas Johnstone Lipton.

Picture a rather tall gentleman, whose skin has been whipped brown by the winds, whose flowing mustache, tinged with gray, cannot dim the lustre of an Irish smile, who walks with just the hint of a sailor's roll and whose eyes carry the half-roguish twinkle of eternal youth, and that is Sir Thomas.

At the time he spoke of his last shilling the Shamrock IV was in mid-Atlantic, being convoyed hither by the Lipton steam yacht Erla, where in September it was to have competed against the Resolute, a little

bundle of nautical invincibility, off Sandy Hook.

It was to have been the fourth Liptonian attempt to take back to the tight little island the most celebrated international yachting trophy. In 1899, again in 1901 and in 1903 Sir Thomas and his especially constructed Shamrocks, with their natty skippers, had failed to "bring home the bacon."

War came. Like a peal of thunder it rumbled across Europe and echoed to England. The Briton dropped his sports and tea to don khaki and shoulder a gun. Yacht racing and other affable diversions were sent into limbo to await that day when a nation that had never learned to love sports or to play them as England and America did

should have been taught an indispensable lesson.

After the armistice the Irish baronet again challenged. But it was too soon, the New York Yacht Club thought, and the challenge was temporarily rejected, with the promise that in 1920 a similar overture would no doubt be given not unfavorable consideration.

That time has arrived. The New York Yacht Club is in receipt of Sir Thomas Lipton's latest challenge, and in due course arrangements will have been completed again to defend the cup which the America won off Cowes, England, in the historic race against the English in 1855. There will be no deviation from the usual provisions for the race, which means that the two yachts will race under the rules laid down in the deed of

gift rather than the universal rules which have been rather assiduously espoused by Sir Thomas.

With nothing to interfere, Sir Thomas Lipton's fourth attempt to lift the America's Cup should be sailed next summer, probably in June, with Shamrock IV—which the Irish sportsman already has designated as his yacht—competing against the Resolute, which was completed in 1914 to defend the cup.

The Man

Sir Thomas Lipton is in his sixty-eighth year. Born in 1851 of poor Irish parents, pursuing a nomadic career in his youth which brought him over the seas and into America, where, as he said, he learned the value of "shrewd enterprise," before reaching the age of fifty he had

amassed a tremendous fortune, estimated at \$50,000,000, in the tea, coffee, candy and packing business, and his charities had caused him to be known as an international figure.

It is an epic task he has chosen, that of building a yacht in England, bringing it to America under its own sail, creating it swift, yet seaworthy, and competing against the leanest and fastest creations brought out of the drafting rooms of American designers. Three times a Shamrock has come over the seas, and three times a Columbia or a Reliance has turned her back—the last time in 1903—but these repetitive disappointments have served only as a stimulus to Sir Thomas's ambition.

This dominating impulse has become so much a part of Sir Thomas's

interesting career that once in 1901, when business troubles pyramided and stockholders of the tea companies complained, one of them after a stormy meeting shouted:

"Never mind the company. Bring back the cup!"

A love of the sea is always inborn. It is man's harkback to the atavistic or the amphibious. Early in life, when he was a messenger boy for a stationer in Glasgow, Tommy Lipton exhibited this surpassing love of the sea and spent such time as he could conveniently spare among the piers and wharves where boats that sailed the seven seas came to port.

He said then and he declared often thereafter that some day he would own "the finest, fastest sailing yacht afloat," and certainly since his finances have warranted an effort he

has spared neither pains nor money in the attempt to consummate his ambition.

After working as a messenger boy in Glasgow for several years young "Tammis" disappeared, and the next his parents heard of him he was in America, where he had gone down to Charleston during the reconstruction period. Eventually he shipped to New York, and after studying Yankee methods here and in New England he returned to his native heath. There he induced his father to open a provision shop, the trepidation

Nicholson had been shrouded in mystery, and it was not until she slid down the ways that English yachting enthusiasts perceived that all British building precedent had been shattered and that an Englishman "had dared to do something original."

The Shamrock

Recently Charles E. Nicholson on a visit to the United States was prevailed upon to tell of the construction of the Shamrock IV. He said: "The challenger is the first boat ever built in England under the American measurement rule. She differs greatly from the Resolute and Vanitie."

"Shamrock, although a composite boat, is virtually a wooden one. She has a multi-skin planking of three thicknesses. The two inner are diagonal, and the outer one runs fore and aft. She has no timbers or frames, in the ordinary sense, and but few web frames, widely spaced. Some of these frames are of steel and others of aluminum. Instead of ordinary frames she has longitudinal wood stringers."

"Her deck is very light, of ply wood covered with canvas. Most of her deck beams are of wood. Her steel sheer strake and deck stringer plate are those usually worked into composite yachts. The challenger came across the Atlantic without any damage or straining of the slightest."

"Her mast, instead of being steel, is a hollow wood one, and is not even braced with steel. It is the biggest hollow wood spar ever made."

"She has a much fuller bow than the defender and is longer keeled than she is."

"Her aluminum frames are in perfect condition. Some of the aluminum deck fastenings will have to be renewed, but that is all. Her giant wooden mast was examined just in time to save it; her sails are in good condition and will be used again."

The America's Cup committee, which includes L. C. Ledyard, chairman; E. D. Morgan, C. Oliver Iselin, W. B. Duncan, C. Ledyard Blair, Dallas B. Pratt and Grenville Kane, have intimated that the cup in all probability will be defended by the Resolute or the Vanitie. In view of the fact that in 1915 the Resolute won nine and the Vanitie three of twelve races in which they were entered, the defence is obviously in good hands.

But whichever way the race goes, the return of Sir Thomas Johnstone Lipton in the rôle of challenger, will be welcomed.

THE COLUMBIA, THE DEFENDER OF 1899 AND 1901. ©HEMMENT FROM LEVICK