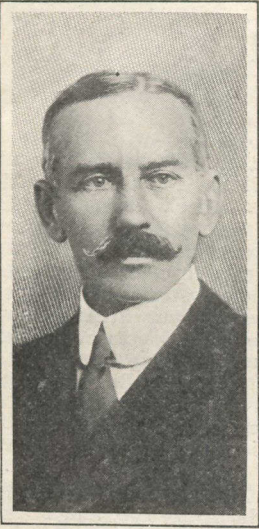


He Wants that America Cup

There are only Three Leaves in a Shamrock, but since 1899 Sir Thomas Lipton has Built Four Shamrocks to get the International Trophy now held by the New York Yacht Club. Shamrock IV. is the most remarkable Racing Yacht ever put Under Canvas



Mr. Charles Nicholson, who designed the daring lines of Shamrock the Fourth.

NONE but an Irishman ever would build a Shamrock the Fourth, in a fourth attempt to get the America's Cup for Great Britain. Nobody but an Irishman, after fifteen years of chasing that will o' the wisp would consent to do it again, and keep his everlasting good nature under the conditions imposed by the Yankees. For they have put up a job on Tommie Lipton—he prefers "Tommie" to "Sir Thomas"—and it's a right smart Yankee dodge that it is. When the conditions were first drafted for winning the America's Cup, it was made a primary condition that the boat crossing the Atlantic to lift the cup should sail across under her own canvas, three thousand miles and more of rough and tumble on the basis of an ocean liner; after which she was supposed to be in prime condition to go into a race where almost the turn of a hair in construction, equipment and management must count on the course.

NOW, what would a scientific boxer say if his trainer insisted that before he went into the ring he should practise carrying heavy weights over a portage? That condition, however, was cheerfully accepted by the challenger for the America's Cup; and for a while after 1899, when Lipton made his first effort to lift it with his Shamrock the First, there was nothing absolutely exasperating about it.



And as Sir Thomas Lipton, after the launching ceremony by Lady Shaftesbury, watched his fourth hope go down the slips he thought of the old adage, "There's many a slip 'twixt cup and the lip." He sees more poetry in the lines of Shamrock IV. than in any other Irish play.



THE FOURTH IRISH HOPE OF SIR THOMAS LIPTON TAKES TO THE WATER.

Shamrock IV., built to win the America Cup, was launched at Gosport, England, a few days ago. With 110 feet over all, 75 feet water-line, and 114 tons, this superb single-sticker, when rigged out and manned with her crew of twenty-five, will cross the Atlantic under her own canvas to Sandy Hook. In the rear may be seen Nelson's old flagship "Victory."

By JAMES JOHNSTON

But when the astute skippers in the American Yachting Association got their designers to create crafts on this side of the water that never in the world could cross the Atlantic at all, except under mill-pond conditions; and when they insisted that the challenger should cross the sea and compete against such longshore, technically refined creations, it became necessary to build a boat on the other side of the water that should be at the same time a small ocean liner and a superb racing craft.

And that is the condition under which Shamrock the Fourth will sail across the Atlantic in a fourth attempt to lift the America Cup next September.

Lipton declares that he will make no request for towing privileges. The Shamrock will come under her own canvas, storm or calm. She will put in at least two weeks on the high seas, no matter how she may have to reef her canvas and fasten down the hatches. After several days of tuning up she will enter the race on a thirty-mile triangle against boats that never get a hundred miles from shore without a tow-line.

OF course "what's sauce for the goose is sauce for the gander," says the Irishman; and if by any turn of fortune or trick of design the Shamrock lifts the coveted cup, for which Lipton would be willing to chuck all his other cups overboard, as he says, it will be an easy Irish manoeuvre to keep the cup in Great Britain without changing an iota of the conditions or doing anything more than the Americans have done to make a handicap race for the challenger. Lipton is under a handicap and he knows it; but the Irish sporting blood in his makeup prevents him from having the blues. He has more faith in Shamrock the Fourth than in any of the other Shamrocks.

And she is a much different boat. Technically, as designed by Nicholson, she is 110 feet in length, by 23 feet beam, water-



Skipper W. P. Burton, who will test Mr. Nicholson's design at Sandy Hook.

line 75 feet, draught 13 feet 9 inches, and displacement of 114 tons, which is much greater than any of the American boats. Herreshoff, designer of the Resolute, one of the boats now in the elimination trials for the America Cup race, has contrived a craft only two feet shorter than the Shamrock, but much lighter. The Shamrock will be a single-sticker like the Resolute. She appears to be modeled for tremendous speed; though on account of the "tumble-home" bulge at her bows for heavy-leaning she looks to be more the proportions of an Irish washerwoman than she really is. In this tumble-home the Shamrock approximates to the famous Sappho which as far back as 1871 was "hipped" to increase her speed.

THE famous Cup is called the America's Cup because, in 1851, it was won by the yacht America in a race around the Isle of Wight. In 1870 it was again challenged for by England, and at intervals of from two to five years ever since. In 1899 Lipton challenged for it with Shamrock I., which was beaten by the Columbia. In 1901 the Columbia held it against Shamrock II., with only 41 seconds to the good, in the final race, and a total credit balance of 5.36. In 1903 it was won by Reliance against Shamrock III., the first two races being wins respectively of 7.03 and 1.19.



Resolute, designed by Herreshoff, may be the defender of the America Cup. With Vanitie and Defiance she has been given 30-mile trial races by the New York Yacht Club, off Sandy Hook. She had to house her topmasts to go under the bridges of the East River.