



The Sir Thomas Lipton Room



The Sir Thomas Lipton Memorial Cup

SOUTH WALL (fireplace):

1896 Portrait of Lipton

This was painted by Sir Hubert von Herkomer, R.A. two years before Lipton was Knighted.

Ship's Wheel from *Shamrock III*

This wheel looks as if it belongs on a bicycle rather than for steering a 139-ton racing yacht!

Shamrock III

Launched 17th March 1903. Designer Wm Fife Jnr., Built in Dumbarton by Wm Denny & Bros., Skipper Robert Wringe, 139 tons, LOA 109ft 4ins., Sail Area 14,337 sq ft.. Lost 3-0 to *Reliance*.

Shamrock 23 metre

Launched 17th April 1908. Designer Wm Fife Jnr., Built in Fairlie by William Fife & Sons, Skipper Edward Sycamore, 94 tons, LOA 113 ft., Sail Area 9,843 sq ft.. She was very successful, winning twenty out of thirty-five starts. Built to an above-racing specification, she was a trial horse for *Shamrock IV* prior to the 1920 *America's Cup*. A Challenge in 1907 was rejected by NYYC which failed to accept Lipton's suggestion for uniformity of dimensions. This boat was then built to a new International Rule, but was never intended to be a Challenger.

Painting of *Shamrock IV* & *Erin* at Spithead Review Portsmouth 1914

This very attractive painting described as 'Oil on canvas' is one of several 'Lipton' related paintings by Charles Dixon held in the Glasgow Museums & Art Galleries.

Photograph of Lipton on board *Erin*

According to his autobiography, Sir Thomas adored his *Erin*. He records that her guest-books contain the names of practically every Royal personage in Europe as well as illustrious men and women from both sides of the Atlantic. Note the binoculars in his right hand.

Sketch of Lipton on board *Erin*

This attractive coloured sketch by Gordon Ross is interesting to compare with the photograph to its left. It is dated 1931. As well as the Racing Flag of *Shamrock* and the burgee of the Royal Ulster Yacht Club, it also shows the burgee of the Royal Yacht Squadron to which, after many years of reported resistance, Lipton had been elected on his eighty-third birthday. The yacht in the background is clearly intended to be the 1930 Challenger J-Class *Shamrock V*.

Notably, as in the photograph, it shows the breast-pocket handkerchief and spotted bow-tie which he always wore. The twinkle in his eyes is also very evident. As in so many images, he always endeavoured to have an *Erin* lifebelt on show. See copy on the inside front cover.

Shamrock IV

Launched 26th May 1914. Designer Charles Nicholson, Built in Gosport by Camper & Nicholson, Skipper William Burton, 97 tons, LOA 110ft. 4 ins., Sail Area 10,459 sq ft.

Note the Royal Ulster Rear-Commodore's burgee. War was declared as she crossed the Atlantic, so the Challenge was deferred. She was laid up in the US until 1920 when war ended. Nick-named "The Ugly Duckling", she raised Lipton's hopes greatly when she won the first two races and had a near dead-heat in the third before losing 2-3 to *Resolute*. After she was broken up in 1925, Lipton presented her 110 ft mast to the New York University to be used as a flagpole at the University Heights Campus as a World War I commemoration to the services of New York University men and their British Allies. The cost of erection was \$3,000.

In a storm on 8th November 1972, it cracked and having become dangerous, it was removed a week later, but a portion three feet in length is still held in the New York University archives.

Mantelpiece: Bust of Lipton

Shamrock V

Launched 14th April 1930. Designer Charles Nicholson, built in Gosport by Camper & Nicholson, Skipper Ned Heard, 94 tons, LOA 120ft. Sail Area 7,529 sq ft.

Lost 3-0 to *Enterprise*. She is still afloat after several comprehensive restorations and is mostly based in the Mediterranean where she can be chartered for €45,000 - €50,000 per week.

Crew of *Shamrock V*

This collage of letters and photographs relates to the gift of shaving sticks for the crew of *Shamrock V*. The letters are expressions of appreciation for the useful gifts and were issued by Lipton and by Captain Heard the skipper of *Shamrock V*. The top photograph is of some of the crew members who all seem to have hailed from the South and East coasts of England. The obviously posed bottom photograph shows the clean-shaven crew wearing RUYC sweaters reading various Sunday newspapers of the time.

***Shamrock V's* mainsail at Ratsey & Laphorn's sail loft.**

The number of sailmakers working simultaneously on the sail gives a good indication of the sheer size of the sail!

WEST WALL:

Portrait of Lipton

Full colour oil painting of Sir Thomas Lipton

Shamrock II

Shamrock II sailing on the Clyde. Signed by Lipton.

Marie Studholme – 30th September 1899

Signed photograph of Marie Studholme – She was a well-known actress of the time and a good friend of Lipton. It is believed that she often appeared in promotions for his tea and grocery shops. Although it makes a good and oft-told story, it is probably a myth that they had a closer relationship.

S. Y. *Erin* - 1899

At 1,057 tons and 265 ft., *Erin* was Lipton's personal yacht and his pride and joy. Formerly the *Aegusa*, she was originally built and designed in Greenock by Scott & Co in 1896 for Italian Count Ignazio Florio. Lipton paid \$375,000 to purchase her. She went into service as a hospital ship during the War and to avoid any confusion with the warship HMS *Erin*, she reverted to *Aegusa*. In April 1916 she was sunk by a torpedo with the loss of six of her crew. In 1930 Lipton bought and substantially rebuilt the 1,116-ton, 270 ft. *Albion* renaming her *Erin*. Designed by Sir William H White who had also designed *Victoria & Albert III*, the *Albion* had been built in Newcastle-on-Tyne in 1905 by Swan, Hunter & Wigham Richardson.

In photographs, she is easily distinguishable from the first *Erin* as she had three masts.

Drawing Room of S. Y. *Erin* 1899

Lipton made *Erin* into a travelling version of his much-loved home Osidge in Southgate in London and filled her with antiques and ornaments. Although the *Erin* was 252 feet long, she still had to endure the motions of being at sea, so a close examination of this photograph will reveal the huge amount of work that her crew must have undertaken time after time on putting to sea just to ensure that there would be no breakages of the multitude of artefacts.

Amazing Letter in a Bottle

On 28th December 1931 at Derrynane Bay in County Kerry, a local fisherman named O'Shea from Coomatloukane and Scariff Island found a bottle which contained a handwritten letter. The intended address for its return was partly illegible but in the first instance on behalf of the fisherman, a Frank Casey sent a copy to Royal Ulster which proved to be the correct address to which it had been hoped that the letter would be returned.

The find was reported in the press on 2nd January 1932. Richard (Dickie) Barbour as the Club's Honorary Secretary told the *Belfast Newsletter* reporter that the bottle was one of three that had been thrown overboard when he was sailing on Lipton's steam yacht *Erin* as she crossed the Atlantic escorting *Shamrock V* on her voyage to New London for the last contest for the *America's Cup*. He said: "The bottles were only dispatched as a matter of interest. Sir Thomas had no part in it. I should have expected this bottle to have reached a more northerly spot than Derrynane Bay, though it is very rare for these messages to be found at all".

The *Newsletter* representative reported that the letter had been passed to Mr Donegan a solicitor from Cork and that it was expected that it would be returned to Mr Barbour shortly.

On a journey lasting over sixteen months, the letter on the right travelled at least 2,400 miles across the Atlantic Ocean. On careful magnified examination of the original, it can be seen that as soon as it was back in his hands, Dickie Barbour very carefully wrote over the faded wording so that the entirety of his original message could still be easily read.

The letter is written on *Erin's* notepaper. The location in relation to Nantucket Light at the time has been altered by Dickie Barbour from originally indicating West to instead say East. 700 miles west of Nantucket Light would have placed the *Erin* perhaps still afloat but well inland in the region of the Lake Erie!

Conjecture might readily suggest that perhaps Dickie Barbour and the Honorary Treasurer Donald Ross, who countersigned the letter, had consumed the contents of the bottle before penning the letter to be cast over the side of the *Erin*! At least, the evidence records that they realised and corrected their navigational error before sending their bottle on what was no doubt a meandering journey that over sixteen months probably covered well over 2,400 miles.

The originals are archived in the Club Library. It is amazing to realise that the bottle found its way back to Ireland without being swallowed by a whale or smashed by a passing ship or on the rocks of County Kerry.

Half models of *Shamrock V* & *Enterprise*

Attractive half-models of the 1930 contestants with basic specifications. Note that these large yachts had centreplates.

Three Cartoons of Lipton

Cartoons by Puck and Judge from 1900, 1901 & 1903. They depict Lipton's frustration in trying to win the *America's Cup*.

Photograph of a model of *Erin*

This is a photograph of a 1:96 scale model of the first *Erin* that is held in the Glasgow Museums & Art Galleries. Believed to have been made in 1898 by her builders Scott & Co.

Cartoon of the dismasting of *Shamrock II*

The front cover of *Le Petit Parisien* from 9th June 1901 - found and presented to the Club by Michael Frennd. It depicts the dismasting of *Shamrock II*. King Edward VII who was a close friend of Lipton was on board but found safety in the companionway. Remarkably, neither the King nor anyone else was injured. The King was much calmer than others and lit a cigar whilst waiting to be conveyed back to *Erin*, returning later to view the damage.

NORTH-WEST CORNER:

To left of. window

Presentations of the Sir Thomas Lipton Memorial Cup 1970 to date

Details of venues and participants for each Presentation Ceremony are displayed below each photograph. See pages six and seven for a brief description and a photograph of the Cup.

The Cup is currently held by the Royal Yacht Squadron Cowes, Isle of Wight. Copies of a brief History of the Cup are available on request through the Club Office, or by email request to the Club Archivist: info@ruyc.uk

To right of window:

Presentation of 1930 Gold Loving Cup

Photograph of the Presentation in 1930. The Book of Donor's tributes can be seen below the Cup. Left to Right: John Fitzgerald who was a close friend of Lipton, Mayor James Walker of New York holding the lid, Sir Thomas Lipton, and Barron Collier (an American advertising entrepreneur and another close friend of Lipton).

1899 Gold Loving Cup

Presented to Lipton by the American Ambassador at a Banquet in London in 1900, and described as a token of goodwill from the American people. It is 18-carat gold and cost \$5,000 – an enormous sum in today's values! Inscribed '*Amicus Amico*' – meaning '*Friendly to a friend*'. Lipton bequeathed this Cup to the New York Yacht Club. It is displayed in their Library and can be seen by visiting the NYCC web site. Visit www.nycc.org, go to 'About NYCC', then 'Clubhouses', then '44th Street New York', and then 'Library panorama' and look for the Cup on a stand to the left of the fireplace. You can click on the image to pause rotation, and you can zoom in slightly.

1930 Gold Loving Cup

Presented to Lipton by the Mayor of New York at an emotional Luncheon in 1930. It is 18-carat gold. Note the Club Flag, *Shamrock's* Flag and the American Flag. Within ten days, over \$16,000 was received in one-dollar bills sent in by the American public in response to the publication of a letter in the *New York Times* suggesting creation of a Mayor's Fund whose purpose would be: "*to buy a Loving Cup for Sir Thomas contributed to by everybody that really admires a fine sportsman*". At the time of a major depression, this was an unimaginable public reaction. The Donors' letters were bound into a Donors' Book which can be seen in the adjacent photo.

NORTH WALL (Left of window):

Australia II & Liberty - 26th September 1983

Photograph of the contenders for the *America's Cup* in 1983. Signed by the crew of *Australia II* who beat *Liberty* to win the Cup and take it away from America for the first time in 132 years. Signatures obtained and picture presented by George & Lynne Ralston. George was the Hon Secretary at the time and took part in the Presentation of the *Lipton Memorial Cup*.

Picture of the *America's Cup* signed by Dennis Connor.

Presented to Royal Ulster by Kenneth Ryan – International Juror 1983. Over the entire history of the *America's Cup*, and after Sir Thomas Lipton in his era, Denis Connor from the San Diego Yacht Club is perhaps the most famous name in the modern era.

1899 Brooch – *Shamrock & Columbia*.

A brooch from 1899 with racing flags of the two yachts. Note the *America's Cup* in the centre.

1920 Silver Box

Possibly a cigar box? Inscribed *Shamrock IV* and *Resolute* 1920. Interestingly, the engraving above *Shamrock* indicates that she was associated with the Royal Yacht Squadron. However, Lipton did not join the Squadron until May 1931, so this was probably an engraver's error because of the provision of misinformation?

Half Models of *Australia II & Liberty* 1983

Half-models of the yachts above. Note the winged keel of *Australia II* which was believed to be a major factor in her victory.

Picture of *Lionheart*

The British entrant for the 1980 Challenger Series. Presented by Club Members Maitland Eves, Jack Gault and Derek Eves.

America's Cup Jubilee at Cowes August 2001

On a token basis, Michael McKee as Vice-Commodore presented Dennis Kozlowski of *Endeavour* with the *Sir Thomas Lipton Memorial Shamrock V Cup* which is in our Trophy Room and is fully described in a display item to the right of the window.

NORTH WALL (Right of window):

The *America's Cup* visit to Royal Ulster Yacht Club in 1994

As part of a world tour that was arranged by the San Diego Yacht Club, the *America's Cup* visited Royal Ulster in July 1994. Left to Right: Oliver Lynas (Hon Treasurer), San Diego Staff Commodore Richard Virgilio, George Ralston (Vice-Commodore), San Diego Staff Commodore John Driscoll, Noel Brookes (Hon Secretary), San Diego Member Thomas Wilson (Caretaker of the Cup at San Diego), and Tommy Ross (RUYC Librarian).

EAST WALL:

Signed photograph of Lipton – 9th March 1926

This photograph was signed in favour of Samuel Cunningham – believed likely to be Northern Ireland Senator Cunningham whose older brother James was a Life Member of Royal Ulster, having joined in 1898.

Lipton drinking tea

A Photograph of Sir Thomas with a cup of tea. This was very probably used as a promotional photograph for his world-famous Lipton tea.

1931 Austin 7 Van – Registration CG 1775 - finished in Lipton Livery

This 747cc vehicle was based at Lipton's shop in Winchester. It had three gears and could travel at 45 mph and achieve 45 mpg. Note the Royal Warrant Crest on the side.

Lipton's Tea Factory in Dambattenne in Ceylon (now Sri Lanka)

This village has the longest (345ft.) tea factory in Ceylon. It was from 2,500 acres here that Lipton's famous Yellow Label Tea originated. It still produces tea today from a modernised factory. It was built in 1890 by Lipton who had a colonial bungalow with a botanical garden nearby. At 6,450 feet it enjoys breathtaking 360° views.

Signed Menu from Luncheon after Launch of *Shamrock V* – 14th April 1930

The signatories are believed to be Lady Constance Shaftesbury who performed the launch (she was the wife of the 9th Earl of Shaftesbury - Commodore of Royal Ulster Yacht Club from 1903 to 1920), Arthur W Nicholson (from the builder Camper & Nicholson. He was the younger brother of the designer Charles Nicholson), Sir Philip Hunloke (Representative of the King and Sailing Master on *Britannia*), Sir Thomas Lipton, Col. R G Sharman-Crawford (Vice-Commodore RUYC), Duncan F Neill (Yachting Advisor to Lipton who sailed the *Shamrocks* for many years), Major Robert Workman (Deputy Rear-Commodore RUYC), and Richard Barbour (Hon Secretary RUYC). It was Lord Shaftesbury who along with Sir Philip Hunloke persuaded the Members of the Royal Yacht Squadron to elect Sir Thomas to membership of that august Club on his birthday in May 1931.

***Shamrock* (Nowadays usually described as *Shamrock I*)**

Launched 24th June 1899. Designer Wm Fife Jnr., Built in Chiswick by Thornycroft & Co., Skipper Archie Hogarth, 135 tons, LOA 105 ft.0ins., Sail Area 13,492 sq ft.. Lost 3-0 to *Columbia*. Take a close look at her boom and imagine the trauma when executing a gybe! The mainsail on these 'big boats' is reputed to have weighed in excess of one ton – when dry!

This craft was really just plain *Shamrock*. Had Lipton won the *America's Cup* with her at his first attempt in 1899, she might well have been kept in racing trim to respond to an almost certain early Challenge from the Americans seeking to regain the Cup. If not too many years had passed by, it would be a moot point as to whether he would have cast aside a winning boat. However, in 1901, as he was still a Challenger, he sought to increase his chances and built a new boat which logically was named *Shamrock II*. Even though the 1899 boat is just *Shamrock* in Lloyds' Register, the launching of *Shamrock II* effectively led to the original *Shamrock* almost always being retrospectively described as *Shamrock I*.

Chart of the Race Area at Newport – August 1930

This is a Limited-Edition print by Ernest Clegg – No. 11 from 250. It was presented by Col. Sharman-Crawford, Vice-Commodore of Royal Ulster.

RUYC Challenge Committee for the *America's Cup* 1898

Left to Right: Hugh C Kelly (Hon Secretary & Hon Treasurer), William Fife, Jnr. (Designer of *Shamrock I*), Major Robert G Sharman-Crawford (Vice-Commodore), The Hon. Charles Russell (He was a London Solicitor & Advisor to Lipton), and Hugh McC McGildowney (RUYC Member – a former Rear-Commodore in 1889 and destined to be holder of that Office again in 1903).

Motto (above door) “There’s No Fun Like Work” signed by Lipton

This same motto handwritten and signed by Sir Thomas on 11th August 1928 on *Shamrock’s* notepaper realised \$575 at auction in December 2001.

Shamrock II

Launched 20th April 1901. Designer George L Watson, Built in Dumbarton by William Denny & Bros, Skipper Edward Sycamore, 129 tons, LOA 108ft 0ins., Sail Area 14,027 sq ft.. Lost 3-0 to *Columbia*.

Cartoon of Lipton by ‘Spy’

Caricature of Lipton entitled ‘*Shamrock*’ as published by *Vanity Fair* on 19th September 1901.

Crew of Shamrock II

Try to count them! There are over 130 as well as the ship’s dog! Presumably this group photograph includes what probably were separate crews for racing, training and deliveries etc.?

Signed Photograph of Lipton on board Erin 19th June 1909.

This is probably his most published photograph. It will be seen in many books about his life.

First Floor Landing**Racing Flags**

On the first-floor landing can be seen the racing flags of *Shamrock IV* and *Shamrock V* as well as those of *Resolute* and *Enterprise* who were the America’s Cup Defenders in 1920 and 1930 respectively.

N.B. The information details cited in this leaflet are mainly compiled from in-house records researched by the late Club Archivist, Gordon Finlay. They are only as accurate as the sources from which they were drawn. Reference to Lloyds’ Registers did not fully resolve apparent anomalies in some boat specifications.

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