

Yacht Club Boats of the 1920s

Some of the other boats belonging to Yacht Club members which could be found in the channel during those years were:

Haida 218'

Max Fleishmann

Invader 135'

John Jefferson; Don Lee

Faith 106' (later called *Araner*)

John Harper

Malibu 100' Diesel cruiser

Mrs. M. K. Rindge &

Mrs. M.H. Adamson

Mollilou 54'

Milton Hesselberger

Patolita 81'

Charles Deere Wiman &

John J. Mitchell

Radio 110' power schooner

Silsby "Sly" Spaulding

Westward 68'

Silsby "Sly" Spaulding

Aafje or *Hafje* 58'

Robert E. Millsap

Navigator 78'

Clayton de Mott, Jr.

Zingara 65'

William Yule

Caprice 65'

Yacht Club syndicate

Wimitch 50'

Charles Wiman & J.J. Mitchell

Bayadere 50'

Talbot Walker

Four 8-meters and seven Star boats. There were also about 12 large powerboats of various sizes.

1923 – The Revival Of The Trans-Pacific Races

The Trans-Pacific (Trans-Pac) races from California to Honolulu had taken place every other year from 1906 to 1912, with the Hawaii Yacht Club holding the majority of the races.

It was the Santa Barbara Yacht Club that revived the Honolulu race after a decade, when Commodore A. R. "Jack" Pedder challenged the yachtsmen of the Pacific Coast to race him to the Pacific Islands, in the fifth Trans-Pacific Yacht Race.

In January 1923, newly elected Commodore Pedder announced that he would challenge any boat to race him to Hawaii from Santa Barbara at the close of the 1923 SCYA Regatta held in Santa Barbara in July. The prize was a \$1 broom (for a "sweeping victory") in a silver case, which would have the name of the winning boat and the race entries inscribed.

Pedder sold his 44-foot yawl *Viva*, and purchased a 60-foot schooner *Haswell* in Toronto. It was shipped through the canals to New York, dismantled, cradled and shipped from New York to San Pedro. *Haswell* was built by Herreshoff, who designed and built some of the fastest yachts (including a series of undefeated sailboats in the America's Cup Race). Pedder renamed his new boat *Diablo* and with it won the fifth Trans-Pac Race, along with his skipper Neil Sheridan, and crewmembers John Grey, Carl Miller, Charles Wheeler, Charles Stevens, and Alex Funke. Commodore Pedder sailed with his wife on the race; she was one of only two women on the Trans-Pac, which included eleven boats competing.

Lipton Trophy

As early as 1919, the Santa Barbara Yacht Club had invited Sir Thomas Lipton to visit their club and join in the regattas. On June 25, 1923, Santa Barbara Yacht Club Commodore Jack Pedder wrote to yachting enthusiast, Sir Thomas Lipton, inviting him to participate in the regatta and start the Trans-Pacific race to Honolulu on July 16.

Sir Lipton wrote back a month later, thanking the commodore for his invitation:

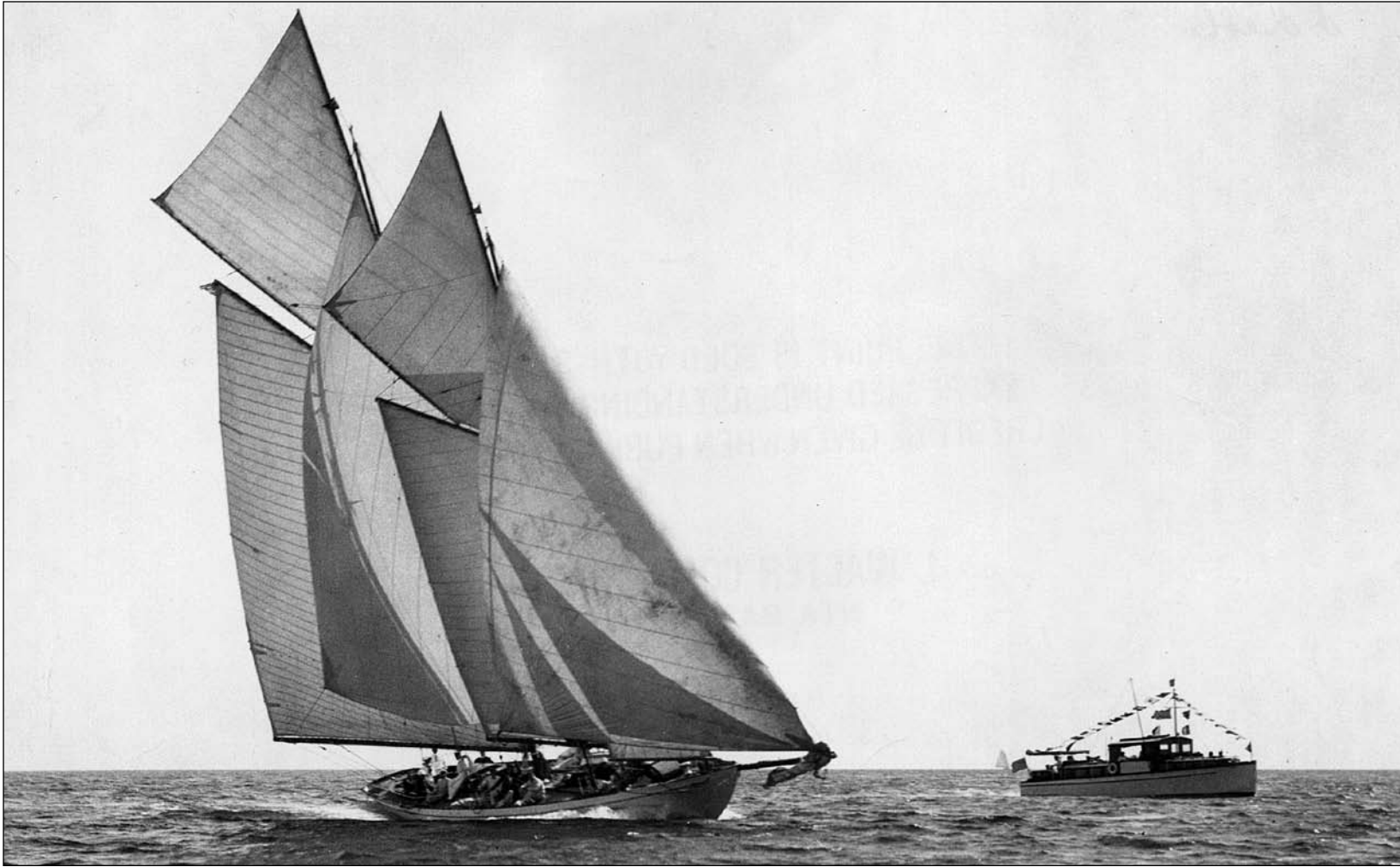
I am very grateful to you for your courtesy in extending to me this invitation on behalf of your club. I can assure you nothing would give me greater pleasure than to be with you on such an interesting occasion, but unfortunately my engagements on this side are such that I cannot see my way meantime to arrange this. ...I very much appreciate the kind thought which prompted this invitation and I hope at some future date that I may be fortunate enough to visit Santa Barbara and to thank you personally and your officers for the courtesy and kindness extended me.

With best wishes for a most successful regatta and renewed thanks,

*Yours faithfully,
Thomas Lipton*

Then a month and half later, Sir Thomas Lipton cabled the Santa Barbara Yacht Club with an amazing offer – he wanted to give them a perpetual challenge cup of solid silver for the winner of the annual Santa Barbara-Honolulu yacht race.

The news was considered staggering. The *Morning Press* claimed that "yachting



The Diablo was built by Herreshoff, who built some of the fastest yachts, including undefeated finalists in the America's Cup. With Diablo, the Yacht Club Commodore Jack Pedder sailed to victory in the 1923 Trans-Pac. Photo courtesy: Jean Gourley

on the Pacific Coast possibly was given the greatest stimulus in its history." It assured an annual event, and the race had the potential to become one of the leading races of the nation - equaling the Atlantic Coast Lipton Cup race.

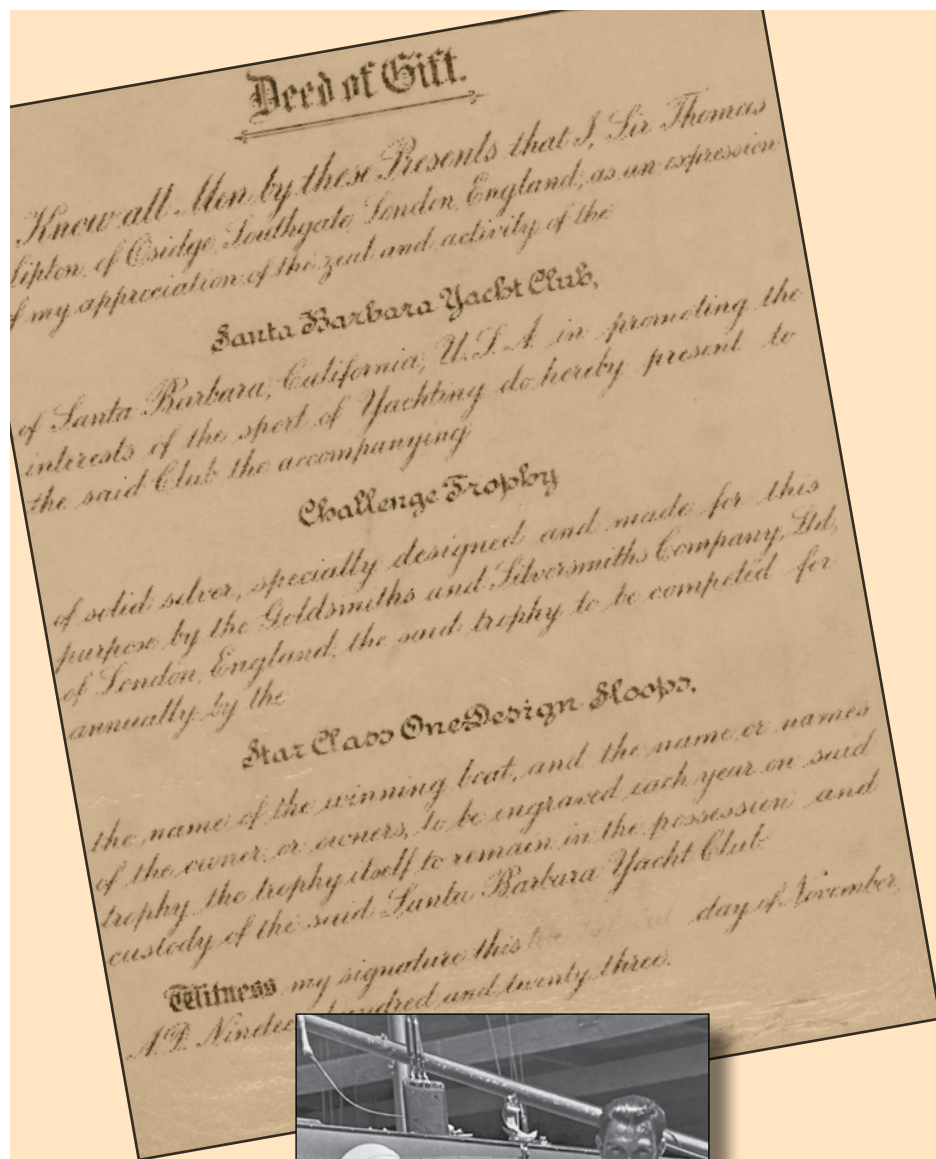
As it turned out, the cup could not be crafted in time for the summer race. However, the beautiful Lipton Cup arrived just in time for Christmas of 1923. Sir Thomas Lipton said he wanted to give the cup to the club as an expression

of his appreciation of the "zeal and activities of the Santa Barbara Yacht Club... in promoting the interests of the sport of yachting." It was specially designed for the Santa Barbara Yacht Club by the Goldsmiths and Silversmiths Company of London, England.

It was determined that Santa Barbara's Lipton Cup would be competed for by the Star class one-design sloops. The winner of each year was to be engraved on the trophy that was to remain in the

possession and custody of the Santa Barbara Yacht Club.

July 16 was the opening date of the 1923 SCYA Regatta in Santa Barbara. In conjunction with the regatta, races from both San Francisco and Los Angeles were organized; both races scheduled to finish the day before the regatta. The yachts were to sail past the end of Stearns Wharf and come about where the Harbor Restaurant is now located.



Top: The Deed of Gift from Sir Thomas Lipton to the Santa Barbara Yacht Club: the beautiful calligraphy on parchment specifies that the trophy was to remain in the possession of the Santa Barbara Yacht Club.

Bottom: Dr. and Mrs. Niels Martin with the Star Lipton Cup.
Photo courtesy: Niels Martin

THE SANTA BARBARA LIPTON CUP

In 1927, the Santa Barbara Yacht Club members voted to restrict the competition for their Lipton Cup Star boat trophy to just Star boats which compete in local waters, as provided in the deed of gift. From the 1930s to the 1940s, the Thomas Lipton Star boat race was held during Semana Nautica.

The International Star Class Yacht Racing Association, a world-wide organization, categorizes the Santa Barbara race as a class C event. Their yearly log publishes the results of the event and has listed trophy winners since the first regatta in 1924.

Dr. Niels Martin of Santa Barbara won the Star Lipton in 1934 and 1936 (with his wife as crew). The young sailor beat out international Star boat champion Glen Waterhouse. It would be 34 years before another SBYC member was so honored. Bill Gerard took the Star Lipton in 1970, 1980, and 1997 (also with his wife, Sheridah, as crew). Bob Kieding took the Star Lipton in 1974, and Fred Hayward, a 4th generation sailor, won in 1976.

Given the caliber of competition, it is amazing the Santa Barbara Yacht Club members have done so well. These races have drawn some of the greatest names in yachting: Blackaller, Cayard, Conner, Driscoll, and Lowell North – a nine-time winner.

No less a celebrated sailor than Paul Cayard, said in 2006:

“This weekend I am sailing my new Star for the first time, in Santa Barbara for the Lipton Cup. There is a Lipton Cup in every club, it seems, but this is the real Lipton Cup.” (Emphasis was all his!)

SOME WINNING SKIPPERS OF SBYC SIR TOMAS LIPTON TROPHY

LOCAL SKIPPERS

Bill Gerard 1970, 1980 & 1997

Fred Hayward 1996

Bob Kieding 1974

Neils Martin 1934 & 1936

NATIONAL SKIPPERS

Tom Blackaller 1964

Paul Cayard 2006

Owen Churchill 1923

Dennis Conner 1972, 1973 & 1977

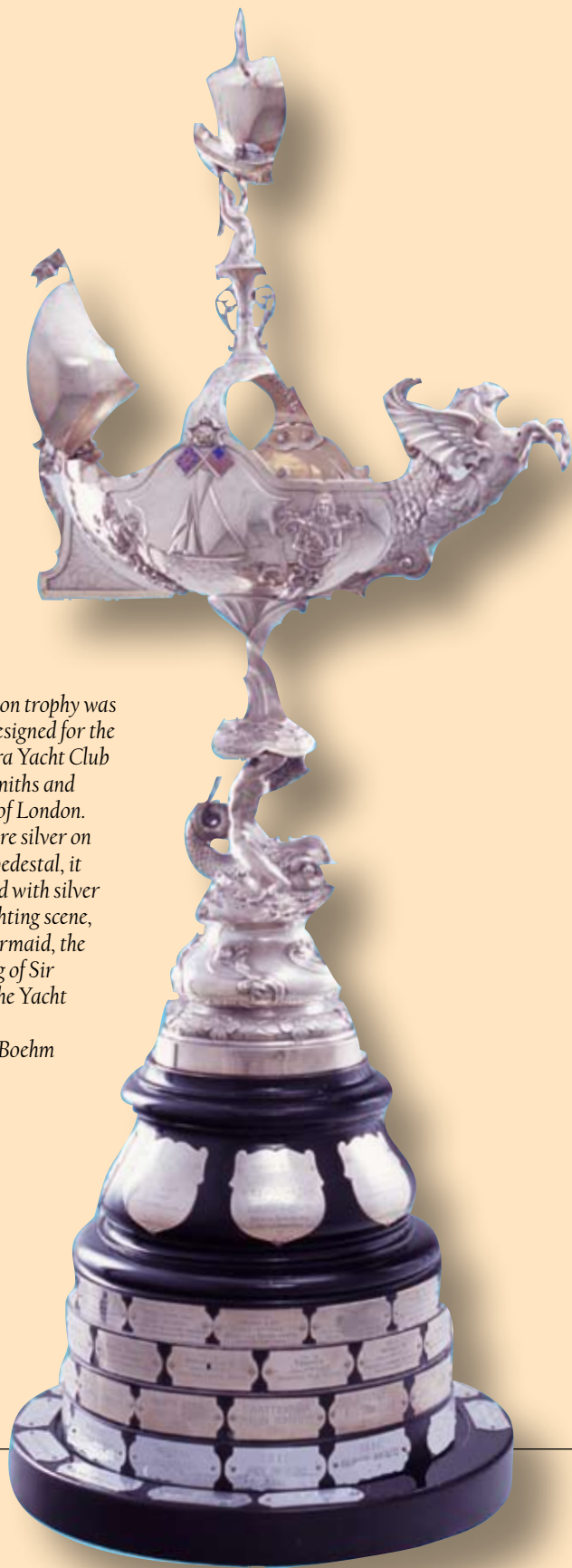
Charles Driscoll 1975

John Driscoll 1982, 1984, 1985 & 1986

William Ficker 1965

Robbie Haines 1978

Lowell North 1947, 1948, 1950, 1951, 1955, 1956, 1963, 1966 & 1967



*The Star Lipton trophy was specifically designed for the Santa Barbara Yacht Club by the Goldsmiths and Silversmiths of London. Created of pure silver on an ebonized pedestal, it is ornamented with silver shields, a yachting scene, a dolphin, mermaid, the shamrock flag of Sir Lipton, and the Yacht Club burgee.
Photo: Hank Boehm*

**MORNING PRESS
APRIL 18, 1922:**

YACHTSMEN TALK WHITE PANTS AND GUM-SOLED SHOES

To wear white pants or not to wear 'em was a question that precipitated endless discussion at the meeting of the members of the Santa Barbara Yacht Club at the chamber of commerce last night.

The debate was started when a motion was made that members on Sundays and other festive occasions appear in a regulation costume, consisting of white duck trousers, white shirt, rubber-soled shoes and yachting cap.

No sooner was this motion made than six of the hardy salts jumped up and interposed objections.

It was somewhat difficult to follow the arguments, with a half dozen speaking at once, but the burden of the objection seemed to be that requiring the mariners to appear in costume was an infringement on their personal liberty. It was pointed out that some members might be constitutionally adverse to the garb suggested and it was even hinted that a few might find it a financial hardship in these high-priced times to equip themselves with rubber soled shoes and everything.

A motion was finally carried, however, making the white-suit, rubber-soled outfit the regulation costume of the club – for such members as cared to wear the apparel, with the proviso that those whose tastes ran to knickerbockers, overalls, khaki or tuxedos might wear these things without incurring a penalty for doing so.

SIR THOMAS LIPTON MAY 10, 1850 – OCT. 2, 1931

Thomas Lipton, born to Irish parents in Glasgow, became a successful merchant, self-made millionaire, philanthropist, and tremendous yachting enthusiast.

At the age of 15 he went to America and worked at a variety of enterprises. Returning to Glasgow five years later, he established a chain of groceries throughout Britain.

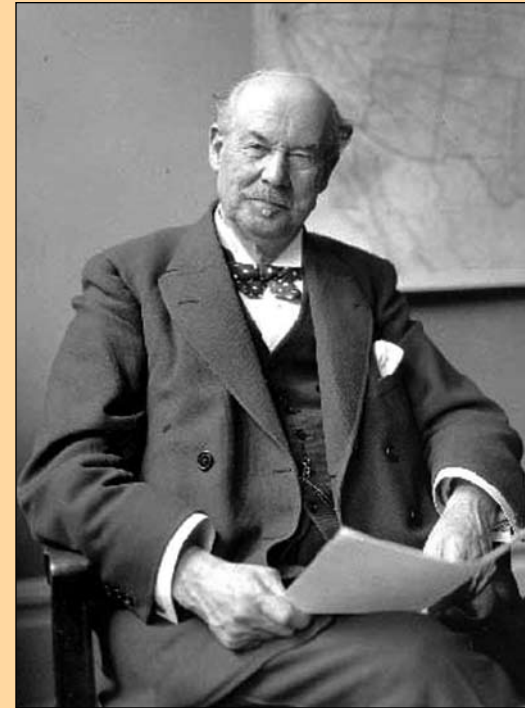
Lipton then made a fortune in the United States as a tea merchant. He created the famous Lipton tea brand and eventually bought tea plantations, bypassing traditional wholesale distribution channels and selling tea affordably to the working class. He revolutionized the tea business by selling the leaves in small packages – thereby introducing the teabag.

He was a millionaire by the time he was thirty. Queen Victoria knighted Lipton in 1898 for his commercial success and philanthropy, and he was created a baronet in 1902. Sir Lipton was generous with his earnings – during both the Spanish-American War and WWI, he gave tremendous support to the wounded soldiers.

Lipton also loved sports and particularly yachting. In 1899, he began the first of five attempts to challenge the America's Cup yachting trophy. Since Lipton was of Irish descent, he named all of six yachts with which he competed Shamrock (Shamrock II – Shamrock V) participating through the Royal Ulster Yacht Club. He was unsuccessful at every challenge, but nonetheless endeared himself to the American public, which gave him a specially designed gold cup for “the best of all losers” after his last defeat in 1930.

He enjoyed the sport of yachting so much that he presented a series of trophies, commonly referred to as “Lipton Cups” to a variety of clubs between 1905 and 1930, including the Santa Barbara Yacht Club. All of this was done to promote the sport of yachting and his tea brand around the world. (He also provided a Lipton Cup for soccer in Europe).

Sir Lipton left much of his fortune to the city of Glasgow to aid the poor and to build hospitals. He died in 1931.



Sir Thomas Lipton, himself a five-time contender for the America Cup, gave his celebrated silver trophy to the Santa Barbara Yacht Club as an expression of his personal appreciation for their “zeal and activities in promoting the interests of the sport of yachting.”



Receiving the Sir Thomas Lipton Cup in 1924 at the Old Carrillo Hotel: George W. Gourley, A. Berg, Robert Cornwall, Dr. George K. Freeman, Preston Butcher, Ed Gourley, George Potter, Homer Shirrell

LIPTON CUPS

AMONG THE LIPTON CUPS THAT SIR THOMAS GAVE AROUND THE WORLD:

- San Diego 1904
- Bermuda 1906
- Boston (Quincy) 1907 Boston to Gloucester race
- Brooklyn New York Yacht Club 1908
- Capetown, South Africa 1909
- Denver CO (Grand Lake) 1912
- Royal Singapore Yacht Club 1923
- Santa Barbara 1925
- Pacific Inter-Club Yacht Association of Northern California, 1934
- Hawaii 1930 – Two cups personally presented to this U.S. territory for Star fleet
- New Zealand 1906
- Victoria, British Columbia 1909
- Pacific Inter-Club Yacht Association of Northern California 1934