

Once Proud Yacht Now Lies At Anchor In Seattle, Victim Of Wartime Laws

SEATTLE, Dec. 8 (AP)—A proud yacht, where once the flower of Great Britain's aristocracy and wealth had their pleasure, is the reluctant landmark of Seattle's Portage bay.

The luxurious quarters are all closed and bolted; the seal of the U. S. customs has been placed on her store of fine liquors.

The huge black and white craft, with her golden eagle figurehead, her four masts pointing skyward, her painted ports and her towering blunt stern, has been at the Seattle Yacht club for more than eight years.

It was in September 1939 that the thunderclap of war shook into place the bars that first imprisoned the Fantome of Southampton. And now a tax levied by King county (Seattle), lack of dollars and the shortage of labor in Britain have combined to hold her fast.

The Fantome once had a crew of 34. Now there are only three—Chief Engineer Gilbert Long; his wife Mary; and Albert Hoskin, the bosun.

The yacht's owner, A. E. Guinness, waits in Britain, his planned voyage to the South seas in the spring of 1949 still unfulfilled.

20 Years Service
Long came to the Fantome 20 years ago when she was the Flying Cloud, built for the Duke of Westminster at Livorno, Italy. It was "in the duke's time" that Long received a prized memento from one of the Fantome's most famous guests—Winston Churchill. It was the statesman's own T-square.

Long signed on as fourth engineer and electrician. His career with the schooner has encompassed four owners and voyages through the Mediterranean, around Scotland and Ireland, in the Baltic, across the Atlantic and through the Panama canal, up the West coast of the United States to British Columbia and Alaska and finally to Seattle.

Then in mid-July, 1939, Guinness left for England after taking a life membership in the Seattle Yacht club. The Fantome dropped anchor in Portage bay, to be moved only once since, to be drydocked for repairs.

After war broke out, the crew started home in small groups to do their bit. There was a standby crew of 13, then eight, then four—Long, his wife, Hoskin, and Henry Haines, an older, who died last year.

Then, six thousand miles from home, the Fantome was offered to the United States navy, but her 11-knot speed was too low.

The war years passed. Meantime,

Mary Long worked in the British American relief offices, and the Longs sent home all the packages of food and clothing British regulations would permit.

The mail brought pictures of growing grandsons, of weddings, of a baby granddaughter.

Taxes Assessed
The Fantome's long stay started citizens asking if she paid taxes. So a year ago the assessor set a valuation on the half-block-long yacht and billed the owner for \$17,500 in taxes.

Guinness filed suit to restrain the county from taxing the vessel and obtained an injunction to prevent her sale for taxes until his suit was argued.

The owner's action argued that the vessel should be exempt from taxation on the grounds that she is a pleasure craft of British registry and that he was forced to leave her in Seattle because British wartime regulations, still effective, make it impossible to move her.

The case goes to trial Wednesday, December 10. G. H. Bucey, defense attorney, has indicated he will plead that under maritime law the home of a vessel's owner is the only site where it may be taxed.

When the suit has been decided, the Longs are scheduled to go home for a vacation. The Fantome is expected to leave soon, but when and where is undecided.

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LEGAL NOTICE

NOTICE
There will be a general meeting of the public Wednesday, December 10, at 1:30 p. m. in the council chamber of the city hall of Klamath Falls. All property holders in a two-mile radius of the airport are invited to hear information on the area to be zoned surrounding the municipal airport. For additional information contact W. B. Whitcomb, airport manager, 327 1/2. Signed, W. T. McINTYRE, chairman, zoning board. N. 28 D. 1-449 No. 913.

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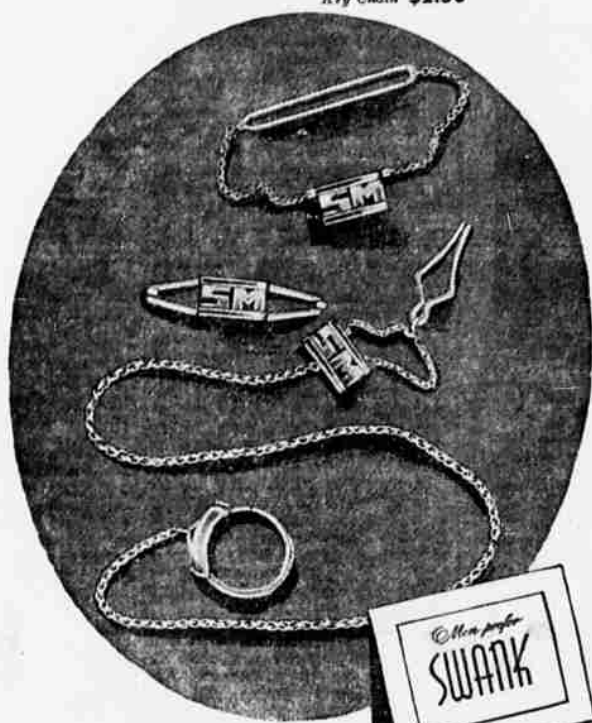


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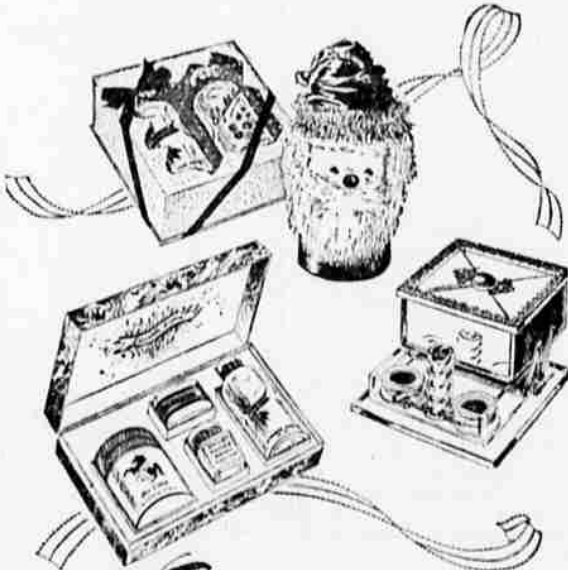
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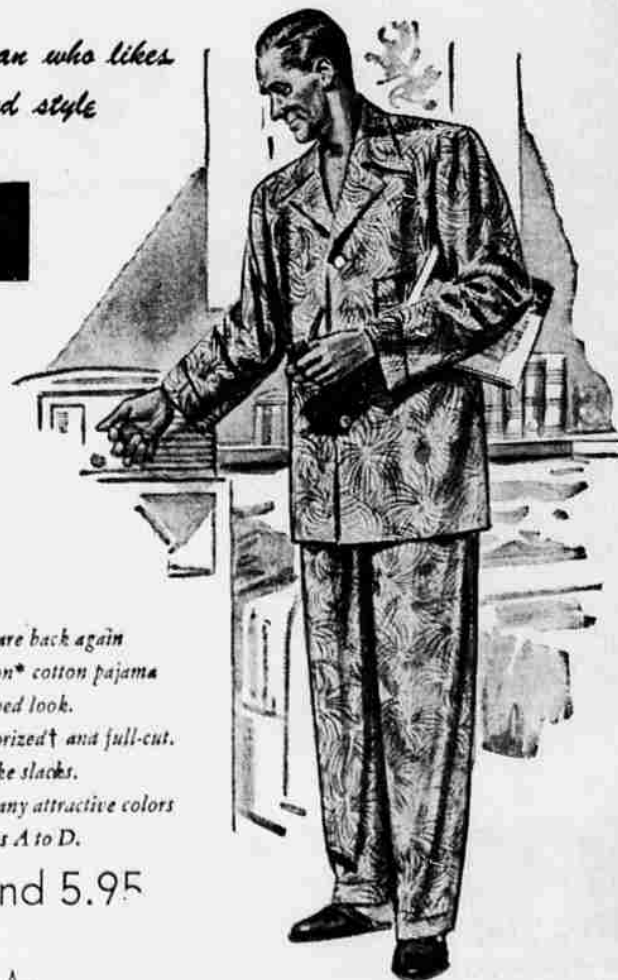


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