

Saga Of Man's Love For Old Sailing Ship

By Margaret Koch

One thousand miles off the coast of South Africa the tropical seas foam and surge over the tattered bones of an old sailing ship.

She went down November 13, 1942, the victim of a Nazi U-boat. She started her career as a trim four-masted schooner in 1887. Later she was defaced with the tacked-on domed roof of a gambling ship. In 1941 she was given a new lease on life as a novel, six-masted schooner.

She was the Star of Scotland—ex Kenilworth—ex Rex gambling ship of Santa Monica fame. She was last owned by Frank A. Hellenthal of Bonny Doon and all that he has left of her today is a scrapbook and a few pieces of teak salvaged when he had the

ship re-fitted for World War II merchant service.

Hellenthal, who has since retired to raising Christmas trees in Bonny Doon, made a gavel from the teak and Friday it was presented to his friend and neighbor, Howard Nielsen, president of California Christmas Tree Growers association.

The rest of the teak, the six huge masts that had to be specially cut, and the good-luck gold pieces (one under each mast) all lie at the bottom of the sea.

The proud, old lady was quite a gal in her day. Her day began in 1887 when as a speedy schooner she first took to the water at Port Glasgow; it ended 55 years later with a barrage of flaming shells from a surfaced submarine. She was carrying a much-needed cargo at the time and Hellenthal had planned to be aboard but business kept him home.

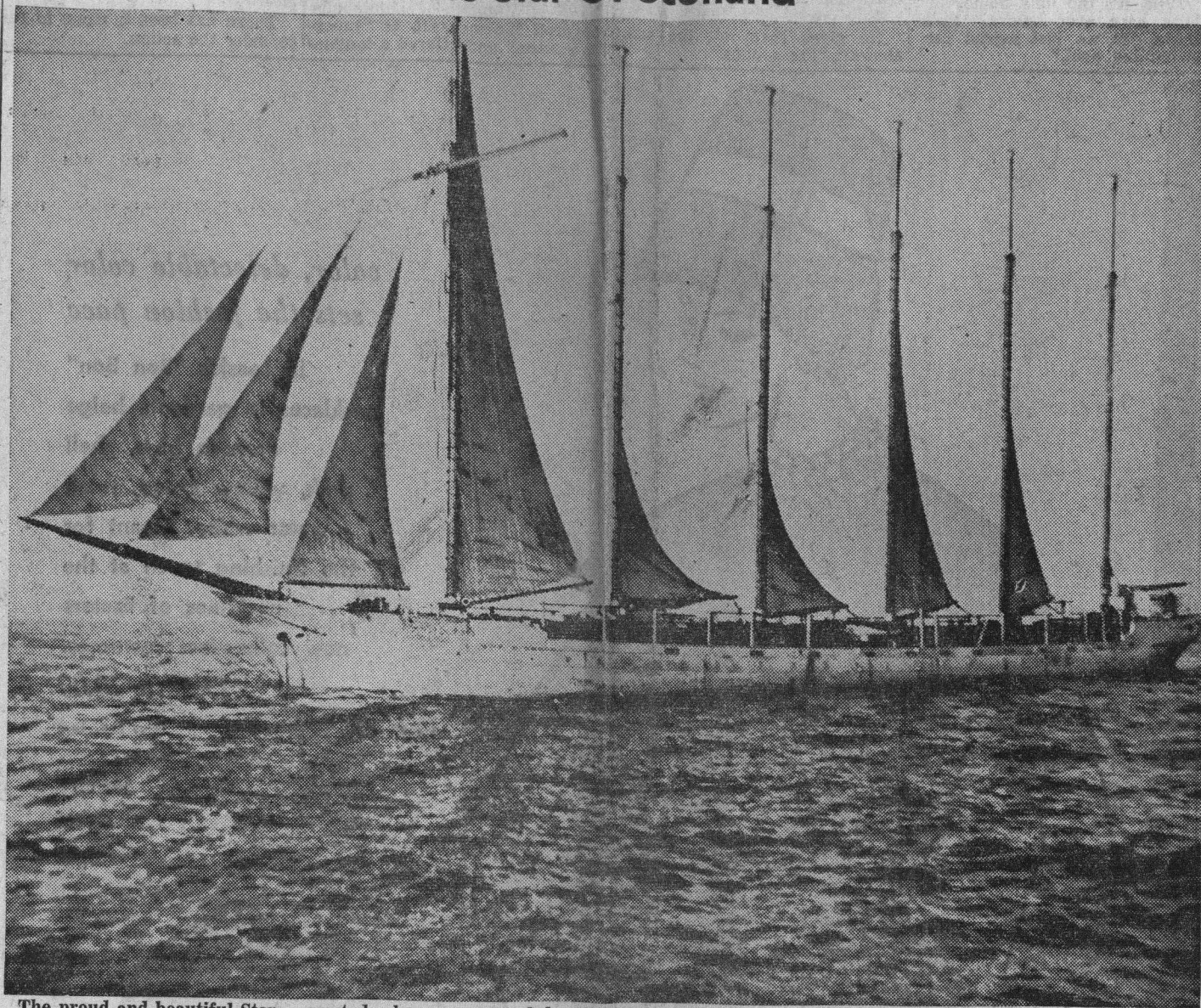
"The loss of the Star of Scotland was one of the greatest disappointments of my life," he said.

Not sea-faring man himself, he had fallen in love with the fine, old ship in a way that even landlubbers might understand.

"I let my building contracting business go during the months we were re-fitting the 'Star,'" he said. "I practically ate, lived and breathed that ship."

Hellenthal, whose contracting business was located in Santa Monica, fell heir to the Star after the law had closed her down as a gambling ship. This

The Star Of Scotland



The proud and beautiful Star of Scotland after her re-fitting in 1941 by owner Frank A. Hellenthal of Bonny Doon. The six-

was done in 1940 during the famous nine-day "Battle of the Rex," waged with guns, fire hoses, unprintable epithets and nation-wide publicity.

Prior to the clink of silver and the rustle of greenbacks on the felt-covered gambling tables, the schooner had been owned by Alaska Packers of San Francisco. For many years she had sped cargoes of silver salmon from Karluk, Alaska, to San Francisco under sail, and her run of seven days and 23 hours, was never equaled.

Before her Alaskan adventures the old lady was known by her original name, the Kenilworth. Her four-masted steel hull weighed in at 2146 tons and her towering canvas sails often carried her 325 miles in a day's run—good

masted schooner was sunk by a German submarine off South Africa in 1942 after a gaudy career as a Santa Monica gam-

bling ship, an Alaskan salmon vessel and an anchored fishing barge. A nine-foot model of the ship, which was originally

known as the Kenilworth, may be seen at the U.S. Maritime museum in San Francisco.

known as the Kenilworth, may be seen at the U.S. Maritime museum in San Francisco.

◆ ◆ ◆

have to go aloft to control the sails. She had a lucky \$5 gold piece under each of the masts (fore, main, mizzen, jigger, spank-

er and driver). She carried a crew of 17 headed by Capt. Constantine Flink—and she sailed for Africa.

One thousand miles off the African coast the U-boat surfaced and began its deadly shelling. Capt. Flink rushed to destroy code books and to get the ship's papers while the crew boarded a life boat. (They lost one man.) Alone, Flink got away in another small boat. The submarine picked them all up and its skipper, Kapitän Helmut Witte, looked them over. Then—in a move unprecedented during war time—he gave them food and water and put them back in the life boat. The German skipper's only condition was to make Flink promise that he would never again

Kennedy School Plan Could Cost County \$3954

Sacramento (CNS)—Santa Cruz county school districts could lose \$3954 in federal aid under President John F. Kennedy's aid-to-education plan.

The county received \$7908 during 1960 in federal aid for compensation for children of federal workers in the district.

Ray E. Simpson, superintendent

TONY ZIRO

3326 Portola Drive

**LOWEST
PRICES**

ON ALL MERCHANDISE

Open Friday Saturday

9:00 a.m. to 5:30 p.m.

**"Yes, Christ Gave Us
The CATHOLIC MASS"**



Perhaps you don't think so, or perhaps you never gave it a thought. And possibly you regard this age-old Catholic worship as mere pomp and ceremony.

But if Our Lord *did* institute the Mass, is it not vitally important to you to find out? If He *did* intend it to be a continuing sacrifice... expressing Christian adoration, praise, contrition and petition... is it not too great a truth to be ignored?

"Bosh!" some will say. "Christ offered Himself on the cross once and for all. Nothing more is necessary." But wait! Jesus clearly indi-

successors to the Apostles, the bishops and priests at the Mass recite the very words Christ used at the Last Supper. And when this is done, Christ is present on the altar—offering Himself as He had promised, "for the remission of sins." If this were not true, "Do this in remembrance of me" would be empty and meaningless words, which is inconceivable.

In 1889 San Francisco newspapers called attention to her unusual design which even included a bathroom for the sailors. On August 26, 1889, disaster first struck the ship in San Pablo bay. It and two others, waiting for grain cargoes, caught fire and were badly burned before a fire-boat from Mare island could arrive.

The Kenilworth was sold to Arthur Sewall of Maine, who had her re-built and registered as an American ship, the "Star of Scotland."

Under Capt. J. G. Baker she carried cargoes in record time, including runs from New York to San Francisco in 103 days;

ally he located K. M. Walker of San Diego who had first learned his ships in "square rig" around Cape Horn.

Walker's plans for re-fitting the Star as a six-masted schooner were approved; work began and so did Hellenthal's short-lived love affair with the Star of Scotland.

Completed in 1942, the Star was considered one of the finest sailing ships afloat and was perfect in every detail. She was given a rating of 100-A1 by Lloyd's of London to show that she was as good as new. She had her original bronze bell, instruments and wheel. Her six 150-foot masts were rigged so that men did not

of public instruction, said Kennedy's program calls for less money for school districts with federal workers' children in their schools.

The state would lose a total of \$13,274,293 under the plan but would receive \$52.7 million under other provisions of the aid-to-education plan.

Simpson said he has urged California Congressmen and Senators to seek immediate passage of a bill insuring continued federal assistance to districts with federal workers' children in their districts. The bulk of such aid would end June 30 under present law or would be continued at a lower rate by the Kennedy plan.

California received a total of \$31.7 million last year under the program.

command a ship against Germany. Eighteen days later Flink and his crew safely reached Portuguese Angola in their life boat.

That was the end of the saga of the Star of Scotland—except for a couple of things.

In 1948 the submarine skipper wrote to Capt Flink and told him that he and his wife and two children were starving in Germany. Flink sent them food.

Friday night a gavel made of teak wood taken from the Star of Scotland was presented by one old friend to another.

See Our Fine Line of