

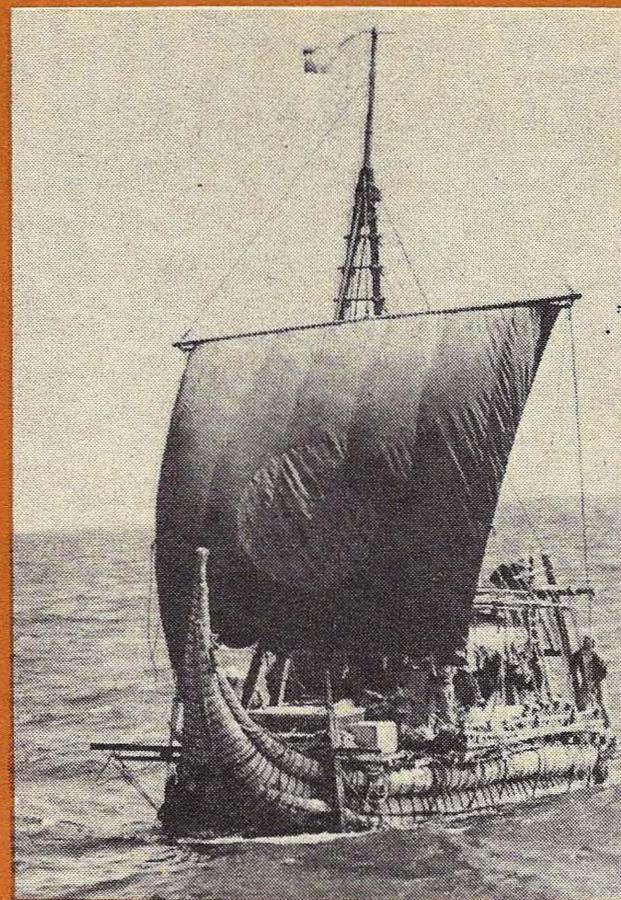
**NEW PROOF—  
INDISPUTABLE SIGHTINGS**

***OCEAN-  
BASED  
UFO'S  
RING  
THE U.S.***

By JOHN A. KEEL



EXPLORER Thor Heyerdahl's papyrus reed ship (right) was tracked by UFO. Navigator Norman Baker (circled above) spotted luminous sphere, reported sighting by radio. Heyerdahl (white shirt) has sighted many UFOs during ocean voyages . . .



Until now, UFO-watchers have warned us only of a mysterious threat from the skies. Now there is another threat—a very real one—from the oceans' depths...

## Thor's Crew Spots a UFO In Sky Over the Atlantic

Clearwater, Fla., June 12 (UPI)—A radio message today from explorer Thor Heyerdahl's papyrus boat Ra 2 said crewmen sighted an unidentified flying object on their voyage across the Atlantic Ocean toward Mexico.

The message, by shortwave radio from navigator Norman Baker, said the UFO moved across the horizon for several minutes and disappeared in "a bright orange flash."

The North American Air Defense Command, headquartered at Colorado Springs, Colo., doubted that the UFO could have been connected with any space . . .

made yesterday morning as the Ra 2 made good headway in a voyage that started last month from the Moroccan port of Safi. Heyerdahl is trying to prove that ancient Egyptians could have used papyrus boats to cross the Atlantic.

**E**ARLY on the morning of June 11, 1970, an eerie luminous sphere appeared in the skies over the Atlantic and cruised silently past the tiny papyrus reed boat *Ra 2*, manned by explorer Thor Heyerdahl and a small crew. "It was in sight for several minutes," navigator Norman Baker reported by radio, "and then it vanished in a bright orange flash."

The *Ra 2* was attempting to cross the Atlantic to prove Heyerdahl's theory that ancient Egyptians could have visited the New World centuries before Columbus. An earlier expedition in a similar craft, the *Ra 1*, had been aborted in 1969 when the ship had been engulfed in a storm and sprang a leak.

When Baker's message reached the North American Air Defense Command (NORAD) at Colorado Springs, Colorado, a spokesman said that the object could not have been connected with a space shot but that "it might have been a meteor." However, it is highly unlikely that the seasoned sailors aboard the *Ra 2* would have mistaken a meteor or other natural object for an unidentified flying something. Besides, Thor Heyerdahl had seen and reported UFOs before, during the historic voyage of his raft *Kon Tiki* across the Pacific several years ago.

Unidentified flying objects have been sighted consistently by the crews of hundreds of ships all over the Atlantic (Continued on page 46)

# UFOS

(Continued from page 27)

Ocean. In many well-documented cases witnesses have claimed that strange metallic saucer-shaped and cigar-shaped objects have suddenly surfaced from beneath the waters, risen into the air, circled their ships and flown off into the stars. In other cases, flying objects have descended to the surface of the ocean and disappeared underneath. There are still other baffling cases of gigantic "mystery submarines" which apparently do not belong to any known nation. They have successfully eluded massive searches by sea and air launched by the navies of half-a-dozen nations. All of these reports have generated one of the most popular and persistent legends in the "flying saucer" mystery—that UFOs are actually based underwater in the Atlantic, Pacific and Arctic Oceans. An extension of these legends is the claim that "Lost Atlantis" still survives and that there are huge, technically advanced cities existing in the oceans.

While the existence of Atlantis will always remain a subject for scholarly debate, the innumerable sighting reports of reputable captains and crews indicates that mysterious aircraft and ships seem to have some intangible relationship with the world's major sea-lanes.

The first known Atlantic sighting is found in the log of Christopher Columbus, himself. On the night of October 11, 1492, a few hours before land was finally sighted, Columbus and other members of his crew reportedly watched a strange light bobbing up and down in the distance, following the now-traditional "falling leaf" motion of UFOs. Columbus' crew was uneasy and in a state of rebellion after their long and seemingly futile voyage. They regarded the mysterious light as a hopeful omen and, sure enough, land appeared on the horizon the next day in the same vicinity as the unknown and never-explained light.

When traffic between Europe and North America increased in the 19th century, sightings of unidentified flying objects multiplied dramatically. In some of these cases the now-familiar UFO effects of sudden rises in temperature, blinding headaches and conjunctivitis (eyes burned by ultra-violet rays from the objects) were noted. The Captain of the British steamer *Flamborough* was temporarily blinded and suffered "a considerable pain in his head" after viewing a brilliant flying object off the coast of Maine on November 18, 1887. Others were reporting weird globes of fire flying in formation and luminous circular "clouds." Sometimes the pungent smell of rotten eggs (hydrogen sulfide) was mentioned in these early reports. Dark spheres and seemingly metallic objects plummeted into the waters near ships, or rose suddenly out of the water to fly away.

"It looked like two balls, one very black and the other brightly illuminated," Captain Swart of the Dutch ship "J.P.A."

wrote of his sighting of March 19, 1887. "The latter fell, and as it seemed that it would strike the vessel, she was hove-to under storm sails . . . Immediately afterwards solid lumps of ice fell on the decks, and the decks and rigging became coated with an icy crust . . . on the side of the vessel where 'the meteor' fell into the water the ship appeared all black and some of the copper sheathing was blistered."

**C**APTAIN Swart's experience, and a large percentage of all the known Atlantic sightings, occurred in a section west of Bermuda. Although this particular area has become known as "the Bermuda Triangle" it is actually oval-shaped and encompasses thousands of square miles from Bermuda to Florida. Thor Heyerdahl's *Ra 2* was passing into this mysterious region when they sighted their UFO.

A British sailor named John Fairfax is another visitor to the Bermuda Triangle who had a strange, almost mystical experience in the spring of 1969. Fairfax was sailing across the Atlantic alone when he reportedly observed two brilliant lights on the horizon. They separated and flew higher into the sky and as he watched he claims he entered a motionless trance-like state. He had the uncomfortable feeling, he said, that someone or something was asking him if he wanted to join them. The lights finally rose upwards and disappeared among the stars. Such "trances" are commonly reported in land-based cases, also. The witnesses are often in automobiles when "flying saucers" approach them and somehow induce a state of paralysis.

Perhaps Fairfax is one of the lucky few who got away, for the Bermuda Triangle has acquired a sinister reputation. Since 1840 no less than 70 ships and 40 airplanes have vanished without a trace there, along with passengers and crewmen totaling more than 1,100. Massive searches have failed to detect any debris, oil-slicks, life rafts or sign of the missing craft. But, in several instances, the missing ships were later found in perfect condition without any sign of their crews or any indication of what happened to them. In June and July of 1969 five abandoned ships were found adrift in the "Triangle." One of these was John Crowhurst's small sailboat, and therein lies another strange saga of the sea.

Crowhurst was purportedly participating in a round-the-world yachting race from England but the diaries found aboard his craft told a bizarre story of deliberate fraud. He did not even attempt to circle the globe but merely circled the Atlantic instead. His diary described strange "hallucinations," sightings of sea monsters and things in the sky. When his boat was found it was in perfect order. A dismantled radio was found carefully laid out on the deck where he had apparently been repairing it, so theories of his having been washed overboard during a storm were discounted. The only thing missing among his effects was a movie camera. A board of inquiry concluded that he had suffered pangs of conscience and could not go

through with his scheme for winning fame and a substantial prize by claiming to be the winner in the round-the-world race. So, on the last lap of his trip he decided to drown himself. This would not explain why he decided to take his movie camera with him.

Students of the para-normal are speculating that, like Fairfax, Crowhurst may have received an invitation from a light in the sky. The last entry in his diary indicates that he was drowned or disappeared on June 24th, 1969. June 24th has special significance to mystery-watchers. Private pilot Kenneth Arnold made his historic sighting of nine "flying saucers" on June 24, 1947, and there has been a long chain of important UFO and occult events on that date ever since.

Ufologists are now becoming aware of specific "flying saucer" routes spread around the world. The objects seem to follow these routes year after year, century after century. One of the most active of these routes originates in the Arctic circle, looping down over Spitsbergen, Greenland and into the Bermuda Triangle. Sightings along these routes have become so commonplace that you need full-time use of a computer to keep track of them. Dozens of nations are involved. But the historical records show that scholars were aware of these routes thousands of years ago. In ancient China, the mysterious lights in the sky were often regarded as dragons, and Chinese historians noted that they followed regular paths across China. In fact, real estate along these "dragon routes" was especially valuable since the early Chinese considered them to be lucky areas. Modern-day researchers have traced these dragon paths across Asia into northern Europe and England, and have found that they coincide exactly with the routes followed by 20th Century UFOs.

**T**HE Scandinavian countries have been besieged by UFOs for years and the chilly waters around Norway, Finland, Sweden and Denmark have produced a fascinating stream of reports describing gigantic submarines of unknown origin, huge unmarked airplanes (in 1934!), and a wide variety of puzzling lights. One such report came from the crew of the Russian ship *Izhevsk* as it was crossing the Norwegian Sea on August 2, 1967.

"There were three of us in the cabin—Captain Markov, Senior Engineer Ivanov and myself," First Mate Bazhzhin told Dr. Felix Zigel, Assistant Professor of Moscow Aviation Institute. "Sysoyev, navigator on duty, reported a strange phenomenon in the sky. We ran to the bridge and saw a sphere-like whitish spot moving southward. It was 11:30 p.m. Moscow time.

"A few minutes later a bright spot flared up high in the sky. For a couple of seconds it rushed headlong from west to east at an angle of 45 degrees to the Earth, getting much larger. Suddenly it came to a stop and with a play of bright rainbow colors (yellow predominating) began throwing off sparks and became enveloped in a white shroud.

"Once again the sphere-like white nebula began moving south. The

procedure was repeated four times. On the fifth and last time the spot's behavior changed. It stopped midway, turned over and assumed the shape of an egg with the thicker end up. Then a powerful white jet squirted from the lower end, after which the 'egg' grew pale, became enveloped in white mist and, with its white tail, began to head southward. All of this was visible for an hour and then vanished into thin air."

"... vanished into thin air." This phrase appears again and again in the UFO reports of the past 100 years. The crew of the fishing boat *Fram* described the sudden disappearance of a strange giant airplane off the coast of Norway on February 11, 1937. The *Fram* was circling a cape near Kvalsvik, Norway at 9 p.m. when they sighted the plane resting on the water. Thinking the craft might be in trouble, the captain changed his course and headed for it. Red and green lights were visible on the machine but as the boat approached, the lights suddenly went out and the object was enveloped in a cloud of smoke and disappeared almost magically.

In more recent years there has been an epidemic of disappearing submarines all over the world. They do not seem to belong to the Soviet Union or the United States. Reliable, trained observers such as pilots and sea captains have described these objects in shallow waters where no sensible submarine would dare venture, and the navies of New Zealand, Australia, Argentina and Venezuela have turned out in force, thinking they had trapped the mystery subs within their territorial waters. But the objects always manage to elude their pursuers.

One such submarine turned up north of Stockholm on September 13, 1969. It was first sighted by a Finnish ferryboat near Norrtälje. Then a boatman on the island of Hamtan spotted it. Swedish authorities became upset because the unidentified submarine was obviously headed into "the prohibited military sector of Bjorko-Arholma." Planes, ships and troops were rushed to the area and an extensive search was held. No trace of the object was ever

found.

Two months later, the trawler *Silvero* collided with an unknown underwater object near Halsingland, shortly after the helmsman observed a mysterious light on the water. Again a search failed to discover the source of the collision. The trawler went into dry dock for repairs and was found to be badly damaged below the waterline. Another ship, the *Insulanur*, collided with an underwater object near Sydosbrotten on November 19, 1969, the day before the *Silvero* incident. That collision was equally mysterious.

In the past two years six submarines belonging to Israel, France, England and the United States have all disappeared without a trace. Three of these vanished in the Mediterranean Sea and very thorough searches by air and sea have failed to reveal their fate. No oil slicks or debris have been found. The French submarine *Eurydice* and its crew of 57 was the latest to vanish on March 4, 1970. A Tunisian tanker *Tabarka* collided with an underwater object around the same time but authorities discounted that it could have been the *Eurydice*. In February, 1970, the *Angelino Lauro*, an Italian liner, was damaged when it ran into something in the Mediterranean. Again, the metallic objects involved in these collisions have never been identified. Modern submarines are well-equipped with Sonar and other detection devices and are not too likely to crash into surface ships so frequently without suffering extensive damage themselves, spewing out quantities of oil and debris, and trying to surface.

**A**S with UFOs, our mysterious submarines have a history going back more than forty years. A group of fishermen in Morecambe Bay, England reported one such oddity in March, 1938. "I saw a sudden scurry of seabirds rise off the water," witness William Baxter told the Liverpool *Echo* (March 29, 1938), "and I looked at a spot nearly a mile away. Out of the water there rose something large and black, like a big post. It was at least eight or nine feet high, and

it rose and fell three times, then disappeared. I've been all over the world but I have never seen anything like this!"

There were more than 40 reports of non-existent airplanes crashing into the sea in 1938, mostly in the northern latitudes around England and Scandinavia. As usual, searches failed to locate debris or survivors and no planes were reported missing. First Mate Robert Wake of the collier *Birtley* described one such "airplane crash" in April, 1938.

"When it struck the water, there was a sudden burst of flame which lit up the whole sky. The mass of flames rapidly dwindled to three small patches of light, and in another minute there was complete darkness. We steamed ahead with all possible speed, but there was no sign of wreckage," Wake said. (*Daily Telegraph*, April 7, 1938.)

Meteors do not explode into flames when they hit the water. What was it? We'll never know.

These "crashing airplane" reports continue to come in at a steady rate. Many are now accompanied by mysterious radio signals which clearly indicate that an intelligent technology is involved in these incidents. Radio signals also accompanied the "ghost fliers" over Scandinavia in 1934. Many people picked the signals up on their home receivers.

In the past year divers operating off the coast of England have been puzzled by the strange sounds they have been hearing underwater (water is an excellent conductor of sound). They have reported hearing voices and even music and have been unable to determine the source. Fish in the same areas have been meeting untimely ends, some appearing to have been burned!

The evidence is mounting, and it becomes more and more perplexing. Our world is not only haunted by all kinds of bizarre aerial objects, many of which have demonstrated their ability to dive into the water and apparently turn into submarines, but we are also plagued by a wide variety of ocean-based mysteries. Somebody or something seems to be collecting people in the Bermuda Triangle. Now it looks as if they—or it—may be collecting conventional submarines as well. All of these incredible events refute the popular belief that flying saucers represent friendly visitors from outer space. Instead, the history of the phenomenon and its multifarious activities point to an even more illogical conclusion. The phenomenon seems to be environmental and it seems based, in large part, under our oceans and seas. Are we dealing with some phantom navy from some secret underwater world? Is this why the United States Navy has spent more money on UFO research than the U.S. Air Force? In 1967, the Navy reportedly spent \$5-million dollars on a project to search the Bermuda Triangle with planes and special research submarines. In 1969, we quietly launched the NR-1, a nuclear submarine that carries a seven-man crew and cost \$100-million. This sub is cloaked in secrecy but the Navy says it is designed "to explore commercial and military possibilities of the ocean floor."

Have all the UFO enthusiasts been looking in the wrong direction? \* \* \*