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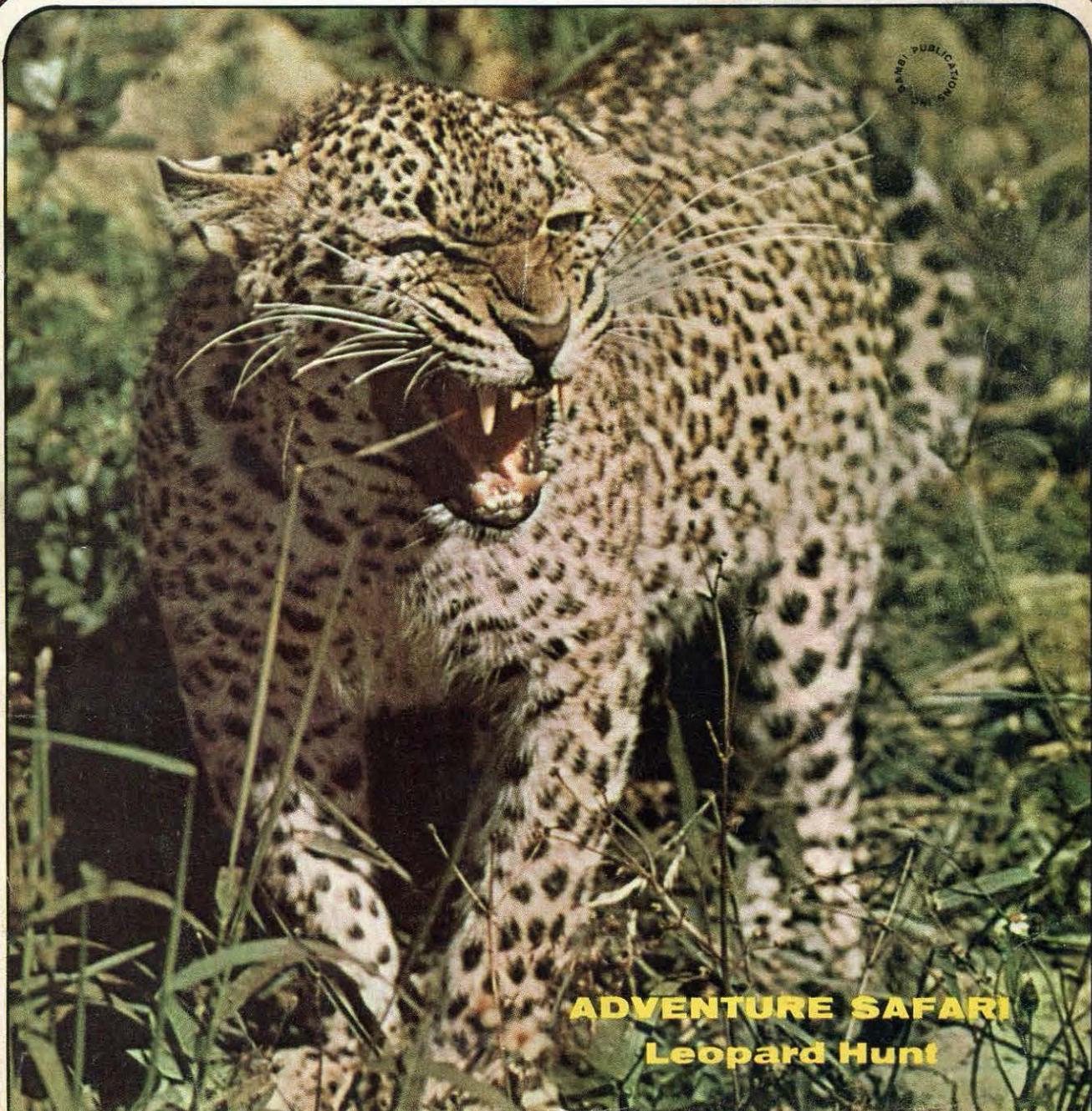
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# UNIDENTIFIED UNDERWATER SAUCERS

For years, UFO's have been seen hovering over oceans, lakes and rivers. Dozens of eyewitnesses swear they've watched them slice into the water—and disappear! Now we have evidence that these mysterious craft may be using this last unexplored frontier on Earth as their private preserve. The question that haunts everyone is—for what?

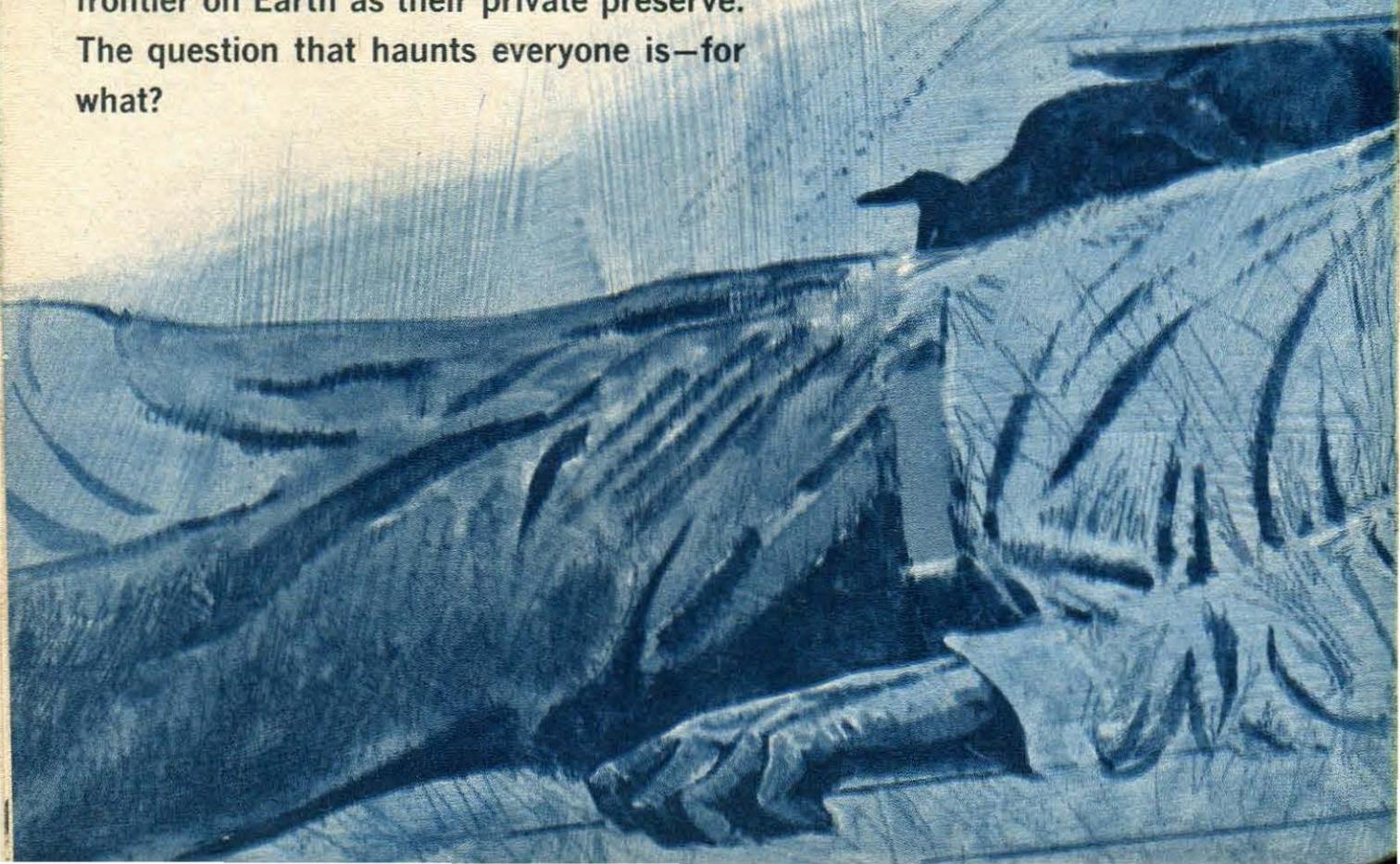
On October 24, 1965, the auxiliary sloop *Vision 4* was cruising off Milford, Conn., skippered by Alfred Stanford, a retired U.S. Navy captain. Aboard as Stanford's guest was the noted Labrador explorer Dr. Paul Sheldon, holder of the Cruising Club's Blue Water Medal.

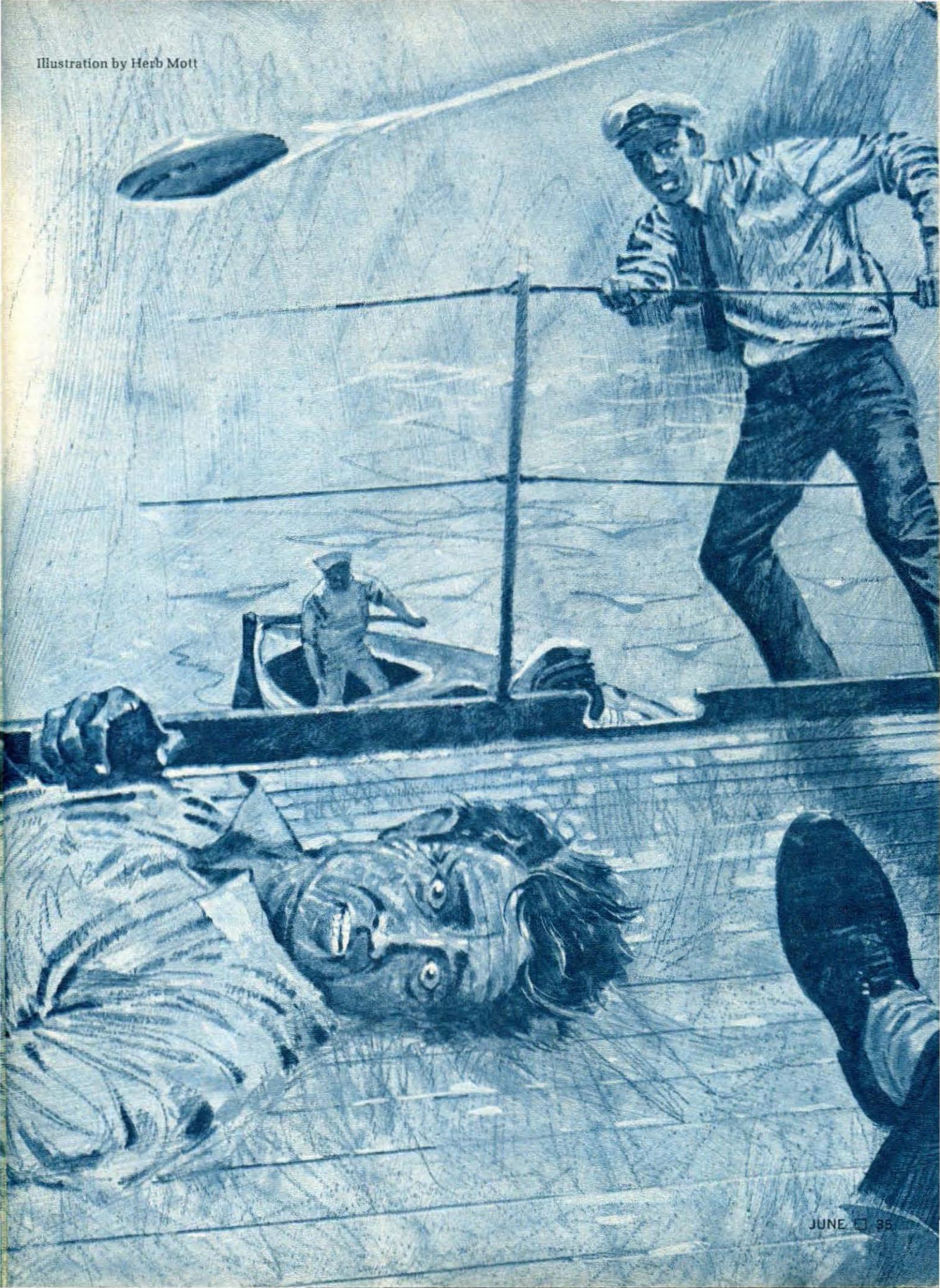
The sloop was about four miles off Charles Island, steering for the harbor entrance from out in Long Island Sound, when the compass suddenly began a strange, clockwise circling. The engine was running at a slow rate of speed, about 1,000 r.p.m., and there was no excessive amount of vibration; yet the compass continued its clockwise circling for about 10 minutes, or three-quarters of a mile, before it steadied.

Captain Stanford later noted that he had the compass on the *Vision 4* adjusted for zero error by Capt. Walter Hubbard, an experienced navigator, and he commented that the compass had been free of error during a full intensive season of cruising.

Such erratic behavior on the part of the sloop's compass suggests a very powerful electromagnetic field beneath the surface of the coastal waters over which *Vision 4* was cruising. Captain Stanford told newsmen that

By BRAD STEIGER and  
JOAN WHRITENOUR





the peculiar rotation of his compass could not have come from the sloop's engine, because he had a disconnect switch on the generator field coil which he had pulled without effect. In his opinion, there had to be some kind of "... sea monster out there or a submerged nuclear submarine."

These two skilled seamen are by no means the first to have witnessed activity on the part of unexplained subsurface electromagnetic phenomena or unidentified underwater craft. Indeed, the reports of strange undersea objects have been increasing at a rapid rate within the last three years. Although ufologists have long noted the peculiar affinity which UFOs seem to have for large bodies of water, the attraction has now seemed to have developed to the point where flying saucers have been reported gliding onto the surface of rivers, lakes, and coastal waters; and numerous witnesses claim to have seen mysterious craft diving and navigating underwater.

Marine scientist Dr. Dmitri Rebikoff detected and attempted to photograph a fast-moving pear-shaped UFO in the Gulf Stream on July 5, 1965. Dr. Rebikoff at first thought the object to be a large shark, but its direction and speed (3½ knots, the same as the stream), were too constant. It was the marine scientists conjecture that the object may have been running on robot pilot.

The American ship *Eltanin* managed to get a picture of something that did not belong under the sea, but marine experts are not cer-

tain exactly what that weird photograph might be able to tell our science.

The *Eltanin*, owned by the Military Sea Transportation Service, was designed for use in the United States National Science Foundation Antarctic research program. Among its many properties is a specially designed camera, housed in a metal cylinder, that can be lowered by cable to photograph the ocean floor. On August 29, 1964, 1000 miles west of Cape Horn and at a depth of 13,500 feet, the camera photographed an astonishing piece of machinery with a complicated series of projecting rods that made the object look very much like the cross between a TV antenna and a telemetry antenna. The device, whatever it was, looked as out of place on the ocean floor as a giant squid would look nestled amongst the computers at IBM.

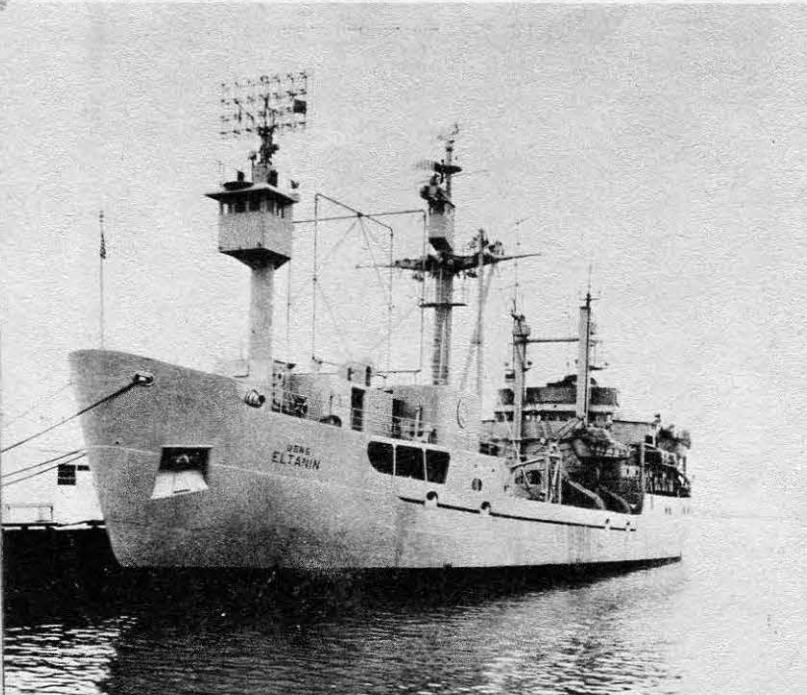
Dr. Thomas Hopkins, senior marine biologist aboard the *Eltanin*, said that the object can hardly be a plant, for at such a great depth there is no light so that photosynthesis can take place and permit plants to live. The undersea camera that was being trolled by the *Eltanin* was programmed to snap pictures at regular intervals, so it is due to only the rarest kind of good luck that the object's existence was ever discovered.

Dr. Hopkins also ruled out the possibility that the "machine" might be some rare kind of coral formation. When pressured to admit

that the object was apparently a product of technology, the scientist evaded the issue by stating: "I wouldn't like to say that the thing is man-made, because this brings up the problem of how one would get it there!"

There are other problems which the placement of the unknown device leave eerily unresolved. The most immediate one is that our science does not yet possess underwater vehicles capable of descending to such depths; therefore, no one on Earth, that we are aware of, could have placed the device off Cape Horn. A crucial aspect of this enigma concerns the area in which the object was placed. Dr. Hopkins clarified the object's location as being on the 45,000-mile faultline rift that encircles our planet. It would seem, then, that if this mysterious object is indeed some kind of mechanical apparatus, as it appears to be, it would most certainly seem to be a seismic

**The *Eltanin*'s undersea photo equipment took picture of still unexplained machine-like object.**



activity measuring device. It would also follow that some agency, of no known Earth bureau, is gathering vital geodetic and seismic information. One cannot help becoming a bit uneasy knowing that someone—whether they be space visitors or representatives from some undeclared terrestrial organization—knows quite a bit more about the measurements and crucial rumblings of our planet than our top scientists do.

The sea has always provided man with a steady supply of fearsome mysteries. The tale of the ill-fated *Mary Celeste* has become the prototype for all accounts of ships whose crews have mysteriously disappeared. Some authorities have speculated that the crews of such "ghost ships" have come upon small uncharted islands that have promptly sunk when the seamen disembarked to explore the new land. The fact that rising and sinking islands are recognizable phenomena in scientific orthodoxy makes such a theory a great deal more palatable to the safe-thinker than some hypotheses that have been advanced. The theory of the sinking island that sucks down entire crews does, however, ignore the basic maritime law which demands that a captain never leave his ship unmanned and unguarded. It would seem highly unlikely and without precedent for a captain to order every last seaman to form a landing party.

One thing the various theorists do agree upon in regard to the eerie mystery of disappearing crews is that wherever the seamen went, they went there in a great hurry. The accounts of those who have boarded such crewless vessels read uniformly of everything being in its place, and they emphasize the puzzling fact that the hapless ships bear absolutely no sign of a struggle.

The weird and unexplainable becomes a bit grisly when the ghost ships involved have bodies on board.

In February of 1948 an "SOS" was picked up from the Dutch vessel *S. S. Ourang Medan*. "All officers including captain dead . . . probably whole crew. . . ." the radioman tapped out on the key. There was a last jumbled series of dots and dashes, then: "I die . . ."

Rescue ships from Dutch Sumatra and British Malaya rushed to the location of the ship

**On August 29, 1964, a U.S. oceanographic expedition photographed an astonishing piece of machinery at a depth of 13,500 feet, 1,000 miles west of Cape Horn—and to this day scientists have no idea what it is!**

in distress. They found her only a few miles from the position last given by the dying radioman. Boats were launched to investigate.

The boarding parties were confronted by a grotesque and grisly sight when they clambered over the rail of the *Ourang Medan*. There wasn't a living creature aboard the vessel. The hapless crew lay on their bunks, in the passageways, on the decks. The officers were sprawled in the wheelhouse, chartroom, and wardroom. The radioman was at his post, his lifeless hand still on the sending key.

On each of the dead men's faces was a grimace of convulsive horror. Their frozen features stared sightlessly upward, and their rigid mouths were stretched open in silent screams of terror.

After the stunned boarding parties had recovered from their shock, they began to examine the corpses more closely in an attempt to determine the cause of the crew's sudden mass death. They could find no sign of injury or symptoms of disease on any of the bodies. Yet even the ship's dog was lifeless, its teeth bared in rage and pain.

Another unfathomable secret of the sea? Or could the crew of the *S. S. Ourang Medan* have seen something so terrifying, so alien to their way of life that they were stupefied with horror and frozen into immobility before they were destroyed in a manner beyond our present knowledge?

On January 11, 1967, a four-year-old tugboat, the *Gulf Master*, and her five crewmen disappeared off Sechart, British Columbia. There was no more reason for this 66-foot tugboat to vanish than there had been for the tug that had disappeared in the same area less than a month before. The only clue which investigators had to go on was the report of extensive UFO activity above the water in that area, both

(Continued on page 54)

# UNIDENTIFIED UNDERWATER SAUCERS

[continued from page 37]

before and after the disappearance of the two tugboats. The Marine Services Division of the Department of Transport chose not to attempt a correlation between the sightings of the UFOs and the vanishing tugboats. After all, men have been disappearing along with their ships since the first primitive seaman set out from shore astride a log. The fact that such things have been occurring since the dawn of civilization, however, offers little consolation to the families of those whose loved ones have disappeared under mysterious circumstances in the days of radio, radar, and instant aerial search parties.

The U.S. Coast Guard called off a search for four missing men in the Gulf of Mexico on May 19, 1967; and no official pronouncement has indicated whether or not they attempted a correlation between this tragedy and the wide range of UFO activity which has been reported in these same waters by shrimp fishermen. In this particular case, the 16-foot boat was discovered drifting northwest of Clearwater, Fla., but the three Chicago men and the owner of the boat had disappeared without a trace.

At 9:00 p.m. on December 24, 1967, the 23-foot inboard-outboard *Witchcraft* radioed a distress signal from a position about one mile east of Miami, Fla. The Coast Guard said that it was on the scene within 20 minutes but that they were unable to find any trace of the luxury boat. Both the Coast Guard and the Civil Air Patrol spent a full day searching for the craft without success.

Must we accept such modern day mysteries of the sea as stoically as our ancestors accepted similar unexplained disappearances of vessels and their crews? It does become a bit difficult to visualize a gigantic sea monster rising out of the brine to swallow a 23-foot inboard-outboard before an efficient and conscientious Coast Guard can arrive on the scene only 20 minutes after receiving the distress signal. On the other hand, there are sea monsters, and there may be mechanical monsters capable of "swallowing" 23-foot craft without the least case of indigestion.

Two New Zealand commercial fishermen, R. D. Hanning, skipper of the *Eleoneai*, and W. J. Johnson, were confronted with such a mysterious mechanical "sea monster" and were left both frightened and shaken by the experience.

The strange undersea craft emerged when the *Eleoneai* was just off New Zealand's Rugged Islands. The fishermen described it as having had a tapered

structure which rose about 15 feet above the surface. They estimated that it measured about five feet high at the top and 12 feet at the water line. They could remember seeing no sign of a periscope or a railing, but they did observe another box-shaped object about 10 feet long and five feet high that had emerged about 30 feet away from the other craft.

Within moments after reporting their experience to Awarua Radio, the fishermen received a message from the Navy requesting their presence at an interview. Skipper Hanning told naval officers that he was thoroughly familiar with submarines and was highly insulted by the suggestion that two experienced seamen could mistake whales, logs, or floating debris for a mechanical craft.

Issue No. 43 of New Zealand's *Spaceview* reported the sighting of an unidentified submarine vessel which had been made by a Captain K. on January 12, 1965, in Kaipara Harbor.

Captain K. at first believed the object to be a stranded grey-white whale in an estuary. When he piloted the DC-3 in for a closer look at the object, Captain K. was able to see clearly that he had sighted a metallic vessel of some sort.

According to *Spaceview*:

"1. It was perfectly streamlined and symmetrical in shape.

"2. It had no external control surfaces or protrusions.

"3. It appeared metallic and there was a suggestion of a hatch on top, streamlined in shape, not quite half way along the body as measured from the nose.

"4. It was resting on the bottom of the estuary and headed towards the south as suggested by the streamlined shape.

"5. The shape was not that of a normal submarine.

"6. Captain K. estimated its length at 100 feet with a diameter of 15 feet at the widest part.

"7. The object rested in no more than 30 feet of water as the bottom of the harbor was visible and the craft was clearly defined."

The particular area in Kaipara Harbor in which Captain K. reported seeing his mysterious object is inaccessible to conventional submarine craft because of surrounding mudflats and mangrove swamps. The New Zealand Navy confirmed that it would have been impossible for any known model of submarine to have been in that area due to this unfavorable configuration of harbor and

coastline.

If such undersea "unidentifieds" have the same characteristics as their aerial counterparts, then perhaps they may be producing the same kind of intense electromagnetic field. There is a great deal of evidence to indicate that magnetic fields can effect the brain and produce hallucinations, speech changes, and general confusion and disorientation. Not only might such an electromagnetic field make a compass needle go berserk, as on the previously mentioned *Vision 4*, but such a field might very well befuddle hapless fishermen and sailors into jumping overboard in their mental distress. Might the mysterious disappearances of the fishermen and seamen which we have discussed thus far have been caused by exposure to a powerful electromagnetic field produced by an unidentified submarine object?

Our ocean-dwelling cousin, the whale, is a mammal possessed of a highly complex and sophisticated brain. The effects of an electromagnetic field on a whale or a porpoise would undoubtedly be similar to that of such waves on a human brain. On February 1, 1968, 36 whales were washed on the beach at St. Simons Island, Ga. Marine scientists could only speculate that the whales, averaging 1500 pounds, had either been the victims of a leader whale bent on suicide or a leader whale that had suffered a fatal navigational error. Could it have been the same type of "navigational error" that resulted in the disappearances of the seamen in our case studies and could both whales and men have been the intentional or accidental victims of an electromagnetic field?

The water-loving UFOs are interested in freshwater bodies as well as the salty brine of the sea. In September of 1967, more than 17 witnesses reported UFO activity over Lake Huron in Bruce County, Ontario.

Several saucer-sighters testified that they had seen an unidentified aerial object hover over the lake, then drop something into the water.

A number of employees of the Point Douglas nuclear generating station of Ontario Hydro said that they had witnessed a similarly shaped UFO return two nights later and on the next five consecutive nights. It was their opinion that the craft was searching the lake for the object which the first UFO had dropped.

On September 11th, about a dozen employees of the plant saw a saucer-shaped object, and the sighting was recorded in the official log of the nuclear generating station.

It would seem quite obvious that the nuclear generating station provided an

added lure to the UFOs, but one cannot help speculating about the "thing" which several witnesses saw one of the saucers drop into the lake. Was the second UFO searching for the object—or watching over it? Could the UFO have dropped some environmental testing device into the lake which would relay valuable information about the composition of our planet to a hovering aerial vehicle?

Seventeen-year-old Gerard Brosso, his father, and several friends reported a saucer-shaped UFO which hovered over the Kingston, Ontario, Mill Locks on August 25, 1967 at 10:30 p.m. The teen-aged Brosso told newsmen that the witnesses had noted antenna and red and white flashing lights on the circular object.

The Mississippi River seems to have played host to UFO activity from Bemidji, Minn., to New Orleans. Employees on the many power and lock stations along the Father of Waters have told of numerous late night and pre-dawn observations of UFO activity both above and below the surface of the river. Those fishermen who enjoy camping overnight on the many small islands offshore at Lansing, Iowa, have, on occasion, had second thoughts about their choice of a tenting area after sighting UFOs hovering above Mt. Hosmer, then moving above the river to swoop low over the surface.

On their distribution map for 1967, the Aerial Phenomena Research Group of Seattle, Wash., has noted a heavy concentration of UFO activity on or near the Ohio River. According to the *APRG Reporter*, area researchers found a great many Cadiz, Ohio, residents who had seen unidentified aerial craft and were not afraid to talk openly about their sightings.

Mrs. Roy Snyder told the investigators that she saw her first UFO near the Ohio River more than 11 years ago and that she had seen more than 20 flying saucers since that initial sighting.

The Ohio housewife said that her first sighting occurred in 1956 when she was driving with two passengers near Freeport. Upon the appearance of a "fiery red" object overhead, Mrs. Snyder's car motor suddenly stopped and the lights went out. She noticed that the engine and lights on two other automobiles were similarly affected. As the astounded motorists watched, the alien craft settled into a hollow below the ridge where the cars were stalled. Three or four legs protruded from the base of the UFO as it prepared to touch down, then it went dark and the automobile engines and lights once again became functional.

Mrs. Snyder told APRG that, in

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August 1966, she and her younger daughter, Nila Sue, had watched a "mother ship" and six smaller UFOs for several hours from a bedroom window. In the fall of 1967, Mrs. Snyder said that she and her daughters became frightened when the low overflight of a UFO panicked their farm animals in their stalls and pens.

Lynn Workley was driving west of Cadiz at dusk when a low overflight of a UFO stopped his engine and killed his lights. As the object passed overhead, the lights at a drive-in restaurant were also blacked-out. Workley and a truck driver, whose vehicle had suffered the same electromagnetic affliction, watched the UFO pass over the highway and disappear toward the northwest. As the glowing unidentified aerial object moved away from the area, the lights of Workley's car, the truck, and the restaurant once again flared into illumination.

Two witnesses, who chose to remain anonymous, testified that they had seen a UFO in a pit near one of the strip mines in this Ohio River area. It was their belief that the object was drawing electricity from the high power lines which are needed to operate the shovels at the strip mines. Such speculation cannot help making one wonder if the much-noted flying saucer affinity for

water might not be prompted by the knowledge that power plants and generators are certain to be found somewhere in the area.

Brian Skinner, an editor of Canada's fine publication, *Saucers, Space & Science*, interviewed one of two miners who had witnessed a pair of UFOs taking great interest in a pond near a mine outside of Caledonia, Ontario, on June 13, 1967.

Carmen Cuneo spotted the objects hovering in the vicinity of the lower part of the mine dump by the pond about 2:30 a.m. The mine worker told Skinner that one craft was about 36 feet long and cigar-shaped with four evenly spaced windows along the side which faced him. He also noted a boom-like aerial which stuck out at one end. The other object was saucer-shaped and was about 15 feet in diameter.

As his senses were trying to adjust to the shock of seeing alien craft hovering over the mine pond, Cuneo received an even greater jolt when he distinguished the shapes of three small men walking about on the ground beneath the boom of the larger UFO. The three men, whom Cuneo estimated to be all about four feet tall, seemed to be picking something up from the ground, examining it, then putting it back. The mine worker

told Skinner that the three "aliens" did not move with jerking or halting motions, but went about their tasks with smooth and "human motions."

Cunco watched the tableau for about 10 minutes before it occurred to him that it might be a good thing to get corroborating witnesses for such activity. When he returned with Merv Hannigan around 2:45 a.m., the three diminutive humanoids had re-entered the craft, but the two men were able to observe the hovering UFOs until 3:05 a.m., when the strange vehicles took off noiselessly toward the southwest.

On October 3, 1967, officers of the Royal Canadian Mounted Police were called to Shag Harbor, Nova Scotia, by local residents of Shelburne who had seen a 60-foot-long UFO glide onto the surface of the Atlantic Ocean. RCMP officers arrived on the scene in time to see the object floating before it disappeared beneath the water. Shelburne residents told investigators that the illuminated object had first been sighted at 11:30 p.m. and that it had glided to the surface of Shag Harbor about a half-mile from shore.

A number of area residents went out in boats to investigate, and those men who were in fireboats on the scene seconds after the UFO sunk reported a thick, yellowish foam on the water. Witnesses said that the 60-foot-long object had four lights or "portholes" on each side.

The Air-Sea Rescue Center in Halifax refused to comment concerning the extent of military involvement in the search for the object. Several teams of Navy and civilian divers found "absolutely no clues, nor trace of anything."

To most area residents it was no mystery that search crews could find no trace of the UFO that had come down in Shag Harbor. To their practiced eyes, the craft had not crashed into the ocean, but, rather, had glided onto the surface, floated a few moments, then submerged to practice submarine rather than atmospheric navigation.

If UFOs submerge into our lakes, rivers, and oceans, they must some time emerge.

A professional man of Gulfport, Fla., who insists upon anonymity, reported to the offices of *Saucer Scoop* that a flying saucer had come up from under the water near his fishing boat and "... zipped straight up!"

A shrimp fisherman telephoned Mrs. Joan Whritenour, editor of *Saucer Scoop*, while she was appearing on a radio talk-show to tell her and the listening audience of a huge, disc-shaped craft that had shot up from underneath his boat, rose to an altitude of about 250 feet,



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then proceeded to follow his vessel toward port.

No sooner had that particular fisherman finished telling about his experience than the radio station was flooded with reports from other shrimpers who had witnessed undersea craft emerging and soaring off into the atmosphere in the area where a great deal of off-shore oil drilling was taking place.

In December of 1967, *Saucer Scoop* received numerous reports from commercial fishermen who were complaining of "holes" in the Gulf of Mexico and places "where the water boils in circles" in addition to UFOs both diving and emerging from the Gulf waters.

We are conditioned to consider that water can only boil when something is producing a requisite amount of heat. We cannot, therefore, help wondering what someone is "cooking up" for us in those areas of boiling, turbulent waters. And one cannot avoid tying together the *Eltanin's* photograph of a strange "machine" on our planet's 45,000-mile faultline rift with such reports of 60-foot UFOs gliding into the ocean and unidentified submarine craft emerging alongside startled fishermen.

Could such craft and underwater machines be responsible for such "unusual" weather and seismic disturbances as:

The University of California seismic instruments recording two earthquakes for Vancouver Island on December 26, 1967, only to have authorities at Victoria deny any quakes in their area? (Where were the quakes? In the sea? In an isolated area?)

The sudden underwater volcanic eruptions in the Tonga Trench, 2,900 miles south-southwest of Hawaii on December 12, 1967?

Or consider January 15, 1968, when nature went berserk, and in the period of a few hours, unleashed the hurricane winds that smashed Scotland.

The sudden thaw in Austria that caused flash floods on the continent?

The foot of snow that fell on Jerusalem while sandstorms whipped the desert areas outside the city?

The sudden rise in temperature from record lows that plunged winter-conditioned Scandinavia into chaos?

The violent gales that broke all wind records in England and claimed lives throughout the British Isles?

"Everyone talks about the weather, but no one does anything about it." Perhaps someone *has* done something about our weather with manipulation of seismic faultlines and trenches and violent winds and waves "boiled" up from the sea-beds to cripple and confuse *Homo*

*sapiens.*

What of our own research in the vast underwater areas of our planet? On December 18, 1967, an early morning fire at the University of Miami Marine Science Institute completely destroyed *one-of-a-kind papers* that were the product of 17 years of marine research and which had involved \$5 to \$10 million in scientific work. The fire struck the Institute shortly before 2:00 a.m. and was out of control in an hour as it fed upon the accumulated scientific paperwork.

Although we are not suggesting that any "men in black" put a match to the Institute, we cannot resist speculating that there may have been some clue to underwater bases or some bit of research that may have given us a better picture of what is happening under the sea that has now been transformed to ashes. As the situation stands now, official denials of undersea unidentified objects will remain as constant as official denials of atmospheric UFO activity. Unless a bathysphere has a head-on collision with one of these secretive submarines, we shall be asked to believe that commercial fishermen, coastal and freshwater area residents, and power station employees are seeing nothing but "seaweed gas." ★ THE END