

1

00:00:00,000 --> 00:00:04,000

Tonight, it is really strange.

2

00:00:04,000 --> 00:00:10,000

The conclusion of my epic journey into the heart of the Bermuda Triangle,

3

00:00:10,000 --> 00:00:17,000

where our experiment at the edge of space could reveal the shocking truth behind the mystery.

4

00:00:17,000 --> 00:00:20,000

Frankly, it's really unexplainable from a scientific point of view.

5

00:00:20,000 --> 00:00:27,000

Next, I make waves to solve the infamous case of the USS Cyclops.

6

00:00:27,000 --> 00:00:30,000

Big wave!

7

00:00:30,000 --> 00:00:38,000

Then tackle the Bermuda Triangle's most notorious incident, the disappearance of Flight 19.

8

00:00:38,000 --> 00:00:40,000

What the hell happened to these guys?

9

00:00:40,000 --> 00:00:45,000

It's a race to finally unravel one of the greatest legends on Earth.

10

00:00:45,000 --> 00:00:48,000

Holy s***! Is that a propeller?

11

00:00:52,000 --> 00:00:54,000

My name is Josh Gates.

12

00:00:54,000 --> 00:00:56,000

I got it!

13

00:00:56,000 --> 00:00:57,000

Explorer.

14

00:00:57,000 --> 00:00:59,000

Adventurer.

15

00:00:59,000 --> 00:01:00,000

Woo!

16

00:01:00,000 --> 00:01:04,000

And a guy who ends up in some very strange situations.

17

00:01:04,000 --> 00:01:05,000

Ha ha! Woo!

18

00:01:05,000 --> 00:01:06,000

That was exciting.

19

00:01:06,000 --> 00:01:10,000

With a degree in archaeology and a passion for the unexplained,

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00:01:10,000 --> 00:01:16,000

I travel to the ends of the Earth, investigating the greatest legends in history.

21

00:01:16,000 --> 00:01:20,000

This is Expedition Unknown.

22

00:01:21,000 --> 00:01:24,000

The Bermuda Triangle.

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00:01:24,000 --> 00:01:29,000

The very name can conjure terror for those forced to travel through its waters.

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00:01:29,000 --> 00:01:36,000

For centuries, this vast stretch of the Atlantic Ocean between Miami, Bermuda and Puerto Rico

25

00:01:36,000 --> 00:01:44,000

has been a legendary graveyard for thousands of ships and planes that have sank, crashed, or simply vanished.

26

00:01:44,000 --> 00:01:48,000

It seems like the only things to escape the Triangle are stories.

27

00:01:48,000 --> 00:01:54,000

Accounts of strange lights in the sky and malfunctioning navigational equipment are common.

28

00:01:54,000 --> 00:02:02,000

To find the truth about the Triangle, I've spoken to researchers attempting to catalog 500 years of incidents.

29

00:02:02,000 --> 00:02:05,000

Do you think we will ever fully understand the mystery of the Bermuda Triangle?

30

00:02:05,000 --> 00:02:08,000

Being honest with you, I don't think so, no.

31

00:02:08,000 --> 00:02:13,000

I discovered that most theories about the Triangle fall into four main categories.

32

00:02:14,000 --> 00:02:21,000

Wild weather, electromagnetic disturbances, fringe theories like Atlantean interference,

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00:02:21,000 --> 00:02:25,000

or just human error turned into the stuff of legend.

34

00:02:25,000 --> 00:02:31,000

To determine the facts, I scanned a long forgotten wreck among hundreds strewn off the coast of Bermuda

35

00:02:31,000 --> 00:02:41,000

and helped to employ new technology that explained how natural forces earned it the name The Devil's Isle.

36

00:02:41,000 --> 00:02:48,000

This particular ship was taken down by a coral reef, a truly stunning environment, but also a very scary one for mariners.

37

00:02:48,000 --> 00:02:54,000

There's no question that the Triangle's natural hazards have helped earn it a sinister reputation.

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00:02:54,000 --> 00:02:59,000

But what about the countless reports of magnetic and navigational anomalies?

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00:02:59,000 --> 00:03:06,000

I met with a pilot who famously claimed that the Triangle sent him through an electromagnetic wormhole.

40

00:03:06,000 --> 00:03:11,000

We saw these strange lines on the edge of the tunnel walls.

41

00:03:11,000 --> 00:03:13,000

So now you're fully in the twilight zone.

42

00:03:13,000 --> 00:03:20,000

To investigate the popular theory of this kind of interference, I sailed with engineers Brian Chan and Tyler Reed,

43

00:03:20,000 --> 00:03:26,000

who devised an experiment to measure electromagnetic anomalies by creating a custom built balloon

44

00:03:26,000 --> 00:03:32,000

armed with a payload of sensors to gauge magnetic fields and radiation in the upper atmosphere.

45

00:03:33,000 --> 00:03:34,000

Woohoo!

46

00:03:34,000 --> 00:03:39,000

Our balloon soared into the air and reached the edges of space.

47

00:03:39,000 --> 00:03:41,000

It's flying at 70 miles an hour.

48

00:03:41,000 --> 00:03:44,000

That's right. It's going to pop any minute now.

49

00:03:46,000 --> 00:03:48,000

Before plummeting to Earth.

50

00:03:48,000 --> 00:03:50,000

Here we go.

51

00:03:52,000 --> 00:03:54,000

Okay, we're in the Gulf!

52

00:03:54,000 --> 00:03:58,000

Now, in a race against time, we're speeding toward the payload

53

00:03:58,000 --> 00:04:03,000

before our electronics become just one more waterlogged victim of the Bermuda Triangle.

54

00:04:03,000 --> 00:04:05,000

It's flying far away.

55

00:04:05,000 --> 00:04:06,000

Where is it?

56

00:04:06,000 --> 00:04:07,000

Look up.

57

00:04:07,000 --> 00:04:09,000

We're only half a mile from it now.

58

00:04:09,000 --> 00:04:11,000

Here, let me get a good view up here.

59

00:04:11,000 --> 00:04:13,000

Behind us or ahead of us?

60

00:04:13,000 --> 00:04:15,000

It should be right here.

61

00:04:18,000 --> 00:04:20,000

There it is!

62

00:04:20,000 --> 00:04:21,000

There it is!

63

00:04:21,000 --> 00:04:22,000

What the?

64

00:04:22,000 --> 00:04:24,000

Oh, it's going to be a blast!

65

00:04:24,000 --> 00:04:26,000

There it is!

66

00:04:26,000 --> 00:04:28,000

Woohoo!

67

00:04:28,000 --> 00:04:30,000

Let's go!

68

00:04:30,000 --> 00:04:32,000

Yes!

69

00:04:32,000 --> 00:04:34,000

Oh, we're catching it, Frank!

70

00:04:34,000 --> 00:04:36,000

There, yeah, there it is!

71

00:04:36,000 --> 00:04:37,000

There it is!

72

00:04:37,000 --> 00:04:39,000

Yeah, go, go, go, go, go!

73

00:04:39,000 --> 00:04:41,000

It's 12 o'clock.

74

00:04:41,000 --> 00:04:43,000

12 o'clock?

75

00:04:43,000 --> 00:04:45,000

We're catching it!

76

00:04:47,000 --> 00:04:48,000

Come on!

77

00:04:48,000 --> 00:04:50,000

Put it right there!

78

00:04:50,000 --> 00:04:52,000

Oh, God, it made it!

79

00:04:52,000 --> 00:04:54,000

Are you kidding me?

80

00:04:54,000 --> 00:04:56,000

I can't believe it!

81

00:04:56,000 --> 00:04:58,000

Oh, man.

82

00:04:58,000 --> 00:05:00,000

Here we go!

83

00:05:00,000 --> 00:05:02,000

Woohoo!

84

00:05:02,000 --> 00:05:03,000

Woohoo!

85

00:05:03,000 --> 00:05:05,000

Oh, God, she's down!

86

00:05:05,000 --> 00:05:07,000

Unbelievable!

87

00:05:07,000 --> 00:05:09,000

Let's grab this thing for a six!

88

00:05:09,000 --> 00:05:11,000

We got to get it out quick!

89

00:05:11,000 --> 00:05:13,000

Hold on, I'm diving in.

90

00:05:20,000 --> 00:05:22,000

There it is!

91

00:05:25,000 --> 00:05:27,000

That's the way you go!

92

00:05:27,000 --> 00:05:29,000

Woohoo!

93

00:05:29,000 --> 00:05:31,000

Ha ha ha ha!

94

00:05:34,000 --> 00:05:36,000

Hey, here you go!

95

00:05:36,000 --> 00:05:37,000

Got it!

96

00:05:37,000 --> 00:05:39,000

Yep.

97

00:05:39,000 --> 00:05:41,000

Alright!

98

00:05:42,000 --> 00:05:43,000

Alright.

99

00:05:43,000 --> 00:05:45,000

Anybody bring a towel?

100

00:05:45,000 --> 00:05:47,000

You need some fresh water?

101

00:05:47,000 --> 00:05:48,000

Hey!

102

00:05:48,000 --> 00:05:49,000

Unbelievable!

103

00:05:49,000 --> 00:05:50,000

Nice job!

104

00:05:50,000 --> 00:05:51,000

Great job, man.

105

00:05:51,000 --> 00:05:52,000

I can't believe it!

106

00:05:52,000 --> 00:05:53,000

Great job!

107

00:05:53,000 --> 00:05:55,000

Let's crack this open!

108

00:05:55,000 --> 00:05:56,000

Yeah, see if it's dry.

109

00:05:56,000 --> 00:05:57,000

Come on!

110

00:05:57,000 --> 00:05:58,000

Please.

111

00:06:02,000 --> 00:06:05,000

It's a little wet, but electronics still working.

112

00:06:05,000 --> 00:06:06,000

Okay, good.

113

00:06:06,000 --> 00:06:08,000

Let's get this stuff dried off, we'll get to the dock,

114

00:06:08,000 --> 00:06:10,000

and, you know, solve the mystery of the Bermuda Triangle.

115

00:06:10,000 --> 00:06:12,000

Sounds good to me.

116

00:06:13,000 --> 00:06:16,000

With the sun setting, we return to the dock,

117

00:06:16,000 --> 00:06:20,000

and remove the sensors to see what we've got.

118

00:06:20,000 --> 00:06:23,000

Alright, the big question, did we recover data?

119

00:06:23,000 --> 00:06:24,000

We did recover data.

120

00:06:24,000 --> 00:06:25,000

Alright, great.

121

00:06:25,000 --> 00:06:26,000

So let's talk through it.

122

00:06:26,000 --> 00:06:27,000

What did we get?

123

00:06:27,000 --> 00:06:28,000

Well, we got data from the magnetic sensor,

124

00:06:28,000 --> 00:06:29,000

from the radiation sensor,

125

00:06:29,000 --> 00:06:31,000

and also from the GPS to give us our flight profile.

126

00:06:31,000 --> 00:06:32,000

Awesome.

127

00:06:32,000 --> 00:06:35,000

And one really interesting thing is that we did hit 100,000 feet.

128

00:06:35,000 --> 00:06:36,000

So we did hit 100,000?

129

00:06:36,000 --> 00:06:39,000

Yeah, we hit 100,000, 100 feet.

130

00:06:39,000 --> 00:06:41,000

Almost 20 miles up.

131

00:06:41,000 --> 00:06:42,000

Pretty much, yeah.

132

00:06:42,000 --> 00:06:43,000

Wow!

133

00:06:43,000 --> 00:06:45,000

Okay, so we have a good profile of the flight.

134

00:06:45,000 --> 00:06:46,000

We do.

135

00:06:46,000 --> 00:06:47,000

Now what about the data we collected?

136

00:06:47,000 --> 00:06:48,000

I'm going to start with the magnetic data.

137

00:06:48,000 --> 00:06:49,000

What we have here is these blue dots,

138

00:06:49,000 --> 00:06:51,000

which represent our flight data.

139

00:06:51,000 --> 00:06:53,000

So as we got higher and higher and higher,

140

00:06:53,000 --> 00:06:55,000

it looks like the total intensity

141

00:06:55,000 --> 00:06:57,000

of the electromagnetic field lessened.

142

00:06:57,000 --> 00:06:58,000

That's what we would expect

143

00:06:58,000 --> 00:06:59,000

based on the models that are out there.

144

00:06:59,000 --> 00:07:02,000

I will say there was one anomalous data point, though.

145

00:07:02,000 --> 00:07:04,000

So these two dots weigh up here?

146

00:07:04,000 --> 00:07:05,000

That's right.

147

00:07:05,000 --> 00:07:07,000

So that's way above our average line.

148

00:07:07,000 --> 00:07:08,000

Yeah, it's very interesting.

149

00:07:08,000 --> 00:07:10,000

So what caused this bike?

150

00:07:10,000 --> 00:07:11,000

That's a good question.

151

00:07:11,000 --> 00:07:13,000

We don't have a perfect answer.

152

00:07:14,000 --> 00:07:16,000

Why would the Earth's magnetic field

153

00:07:16,000 --> 00:07:18,000

abruptly increase in intensity?

154

00:07:18,000 --> 00:07:20,000

And what impact would this spike have

155

00:07:20,000 --> 00:07:22,000

on the unusual compass bearings

156

00:07:22,000 --> 00:07:26,000

and navigation issues reported in the Bermuda Triangle?

157

00:07:26,000 --> 00:07:29,000

Dr. Tyler Reed simply isn't sure.

158

00:07:29,000 --> 00:07:31,000

Perhaps the readings from the radiation sensor

159

00:07:31,000 --> 00:07:33,000

will shine a light on this anomaly.

160

00:07:33,000 --> 00:07:34,000

So when we look at radiation,

161

00:07:34,000 --> 00:07:37,000

at first glance there's not a whole lot that stands out.

162

00:07:37,000 --> 00:07:39,000

One of the data points that was collected

163

00:07:39,000 --> 00:07:41,000

shows that we had a huge spike.

164

00:07:41,000 --> 00:07:43,000

It wasn't even just one data point.

165

00:07:43,000 --> 00:07:45,000

There was actually several minutes of this

166

00:07:45,000 --> 00:07:47,000

that were reported on the device.

167

00:07:47,000 --> 00:07:49,000

So this isn't just a momentary glitch.

168

00:07:49,000 --> 00:07:51,000

This is something that went on for several minutes.

169

00:07:51,000 --> 00:07:52,000

That's right.

170

00:07:52,000 --> 00:07:53,000

Okay.

171

00:07:53,000 --> 00:07:55,000

That has to bother you.

172

00:07:55,000 --> 00:07:56,000

It does bother me.

173

00:07:56,000 --> 00:07:57,000

You're a scientist.

174

00:07:57,000 --> 00:07:59,000

I know you don't like things like this.

175

00:07:59,000 --> 00:08:01,000

What happened here?

176

00:08:01,000 --> 00:08:03,000

Shockingly, the radiation spike

177

00:08:03,000 --> 00:08:06,000

is nearly a thousand times higher

178

00:08:06,000 --> 00:08:08,000

than normal background levels.

179

00:08:08,000 --> 00:08:10,000

Now, did it happen around the same time

180

00:08:10,000 --> 00:08:12,000

as the electromagnetic reading?

181

00:08:12,000 --> 00:08:13,000

It did.

182

00:08:13,000 --> 00:08:14,000

So what's causing that?

183

00:08:14,000 --> 00:08:15,000

Frankly, it's really unexplainable

184

00:08:15,000 --> 00:08:17,000

from a scientific point of view.

185

00:08:17,000 --> 00:08:18,000

Well, I have a perfect answer.

186

00:08:18,000 --> 00:08:20,000

It's the power of the Bermuda Triangle.

187

00:08:20,000 --> 00:08:21,000

Everything's normal.

188

00:08:21,000 --> 00:08:22,000

Everything's fine.

189

00:08:22,000 --> 00:08:24,000

And then suddenly you have this anomalous event

190

00:08:24,000 --> 00:08:25,000

where everything goes haywire.

191

00:08:25,000 --> 00:08:27,000

I mean, I can't refute that.

192

00:08:27,000 --> 00:08:29,000

It's one thing to stump me,

193

00:08:29,000 --> 00:08:30,000

but these guys are smart

194

00:08:30,000 --> 00:08:33,000

and they have the paper from Stanford to prove it.

195

00:08:33,000 --> 00:08:35,000

So is something going on here or is this a glitch?

196

00:08:35,000 --> 00:08:37,000

I think what it shows us is that we need more data.

197

00:08:37,000 --> 00:08:39,000

So for now, the Bermuda Triangle

198

00:08:39,000 --> 00:08:40,000

lives to fight another day.

199

00:08:40,000 --> 00:08:41,000

It looks like it does.

200

00:08:41,000 --> 00:08:43,000

Does the Bermuda Triangle

201

00:08:43,000 --> 00:08:46,000

possess properties not found elsewhere in the world?

202

00:08:46,000 --> 00:08:48,000

The experiment we conducted

203

00:08:48,000 --> 00:08:51,000

doesn't offer enough data to say for sure,

204

00:08:51,000 --> 00:08:54,000

but it also doesn't refute those who claim

205

00:08:54,000 --> 00:08:56,000

to have battled with the disorienting power

206

00:08:56,000 --> 00:08:57,000

of the Triangle.

207

00:08:57,000 --> 00:08:59,000

While we can't deny that many planes

208

00:08:59,000 --> 00:09:01,000

and ships have gone missing here,

209

00:09:01,000 --> 00:09:04,000

that's also true for remote stretches of ocean

210

00:09:04,000 --> 00:09:06,000

all over the world.

211

00:09:06,000 --> 00:09:09,000

The fact is, the Triangle owes much of its reputation

212

00:09:09,000 --> 00:09:13,000

to just a handful of ultra-mysterious events.

213

00:09:13,000 --> 00:09:15,000

Flights like Bruce Gernon's,

214

00:09:15,000 --> 00:09:18,000

but also two other landmark cases.

215

00:09:18,000 --> 00:09:22,000

The vanishing of an entire squadron of planes in 1945

216

00:09:22,000 --> 00:09:24,000

known as Flight 19,

217

00:09:24,000 --> 00:09:28,000

and the loss of ships like the USS Cyclops.

218

00:09:28,000 --> 00:09:30,000

On March 4th, 1918,

219

00:09:30,000 --> 00:09:32,000

the Cyclops departed Barbados

220

00:09:32,000 --> 00:09:35,000

carrying a crew of over 300

221

00:09:35,000 --> 00:09:37,000

who were never seen again.

222

00:09:37,000 --> 00:09:39,000

The weather that day was said to be clear

223

00:09:39,000 --> 00:09:42,000

and the ship never sent it a stress signal.

224

00:09:42,000 --> 00:09:46,000

It was the single largest non-combat loss of life

225

00:09:46,000 --> 00:09:48,000

in the history of the U.S. Navy,

226

00:09:48,000 --> 00:09:50,000

but one researcher has a new plan

227

00:09:50,000 --> 00:09:53,000

to figure out why the Cyclops disappeared.

228

00:09:55,000 --> 00:09:58,000

In Miami, I meet author Marvin Barisch.

229

00:09:58,000 --> 00:10:01,000

Marvin, nice to meet you.

230

00:10:01,000 --> 00:10:02,000

Pleasure.

231

00:10:02,000 --> 00:10:03,000

May I?

232

00:10:03,000 --> 00:10:04,000

Please.

233

00:10:04,000 --> 00:10:05,000

This is your book.

234

00:10:05,000 --> 00:10:07,000

That is correct.

235

00:10:07,000 --> 00:10:10,000

Marvin is the foremost expert on the Cyclops' disappearance,

236

00:10:10,000 --> 00:10:13,000

and he's published a hefty book to prove it.

237

00:10:13,000 --> 00:10:17,000

So, the disappearance of the Cyclops really is

238

00:10:17,000 --> 00:10:20,000

one of the most emblematic stories of the Bermuda Triangle.

239

00:10:20,000 --> 00:10:21,000

Yes.

240

00:10:21,000 --> 00:10:25,000

To believers, this is like one of their big pieces of evidence, right?

241

00:10:25,000 --> 00:10:26,000

Yes.

242

00:10:26,000 --> 00:10:28,000

If it wasn't for the Cyclops or Flight 19...

243

00:10:28,000 --> 00:10:30,000

There would be no triangle.

244

00:10:31,000 --> 00:10:34,000

Let's talk about the ship itself.

245

00:10:34,000 --> 00:10:36,000

What was the Cyclops and what was her mission?

246

00:10:36,000 --> 00:10:40,000

The Cyclops was a fuel carrying ship, coal and liquid fuel.

247

00:10:40,000 --> 00:10:43,000

She traveled with the U.S. Navy fleet.

248

00:10:43,000 --> 00:10:46,000

And on her last voyage, she was sailing from where to where?

249

00:10:46,000 --> 00:10:51,000

On her final voyage, the Cyclops was traveling from Brazil

250

00:10:51,000 --> 00:10:53,000

to Baltimore, Maryland,

251

00:10:53,000 --> 00:10:56,000

and route she made a stop at Bridgetown Barbados.

252

00:10:56,000 --> 00:10:58,000

And so after she leaves Barbados, though,

253

00:10:58,000 --> 00:11:00,000

she vanishes presumably in the Bermuda Triangle.

254

00:11:00,000 --> 00:11:01,000

Right, never seen again.

255

00:11:01,000 --> 00:11:02,000

Did they find any debris?

256

00:11:02,000 --> 00:11:05,000

Nothing ever found. No trace was ever found from the Cyclops.

257

00:11:05,000 --> 00:11:06,000

Wow.

258

00:11:06,000 --> 00:11:10,000

Okay, so that part of the story we have to concede is mysterious.

259

00:11:10,000 --> 00:11:11,000

Yes.

260

00:11:11,000 --> 00:11:12,000

Right?

261

00:11:12,000 --> 00:11:13,000

Yes.

262

00:11:13,000 --> 00:11:18,000

Okay, the ship itself is, with no disrespect, kind of weird looking.

263

00:11:18,000 --> 00:11:21,000

Probably one of the most unique ships that the Navy had.

264

00:11:21,000 --> 00:11:25,000

This unfamiliar, unique design was actually pretty novel in her day.

265

00:11:25,000 --> 00:11:29,000

Basically what you see is a lot of open steelwork above her deck.

266

00:11:29,000 --> 00:11:30,000

Right.

267

00:11:30,000 --> 00:11:35,000

That was how the coal moved from the Cyclops to the other vessels.

268

00:11:35,000 --> 00:11:39,000

There were also several other unusual features in the ship's design,

269

00:11:39,000 --> 00:11:42,000

including a bridge supported on steel shafts

270

00:11:42,000 --> 00:11:46,000

and a bow that rose much higher than the ship's stern.

271

00:11:46,000 --> 00:11:51,000

Anything else about this particular voyage that is different or noteworthy?

272

00:11:51,000 --> 00:11:57,000

Her final voyage was very significant because she wasn't carrying her usual cargo of coal.

273

00:11:57,000 --> 00:11:58,000

She wasn't?

274

00:11:58,000 --> 00:12:00,000

No, she was carrying Manganese ore.

275

00:12:00,000 --> 00:12:02,000

I actually brought you a couple samples.

276

00:12:02,000 --> 00:12:03,000

So this is coal.

277

00:12:03,000 --> 00:12:05,000

This is her normal cargo.

278

00:12:05,000 --> 00:12:07,000

And this is Manganese ore.

279

00:12:07,000 --> 00:12:08,000

Okay.

280

00:12:08,000 --> 00:12:09,000

A lot heavier.

281

00:12:09,000 --> 00:12:10,000

Wow, a lot heavier.

282

00:12:10,000 --> 00:12:13,000

So I might understand from this that the Cyclops is pretty weighted down?

283

00:12:13,000 --> 00:12:17,000

She was weighted down, but the difference is the density of Manganese

284

00:12:17,000 --> 00:12:22,000

may have required it to be loaded differently in the cargo holds,

285

00:12:22,000 --> 00:12:25,000

and that could affect the stability of the ship.

286

00:12:25,000 --> 00:12:30,000

Along with the heavy cargo, there's another reason the Cyclops may have gone down.

287

00:12:30,000 --> 00:12:34,000

There's a relatively new theory that the Cyclops may have encountered a weather vet

288

00:12:34,000 --> 00:12:37,000

that only now we have some understanding of.

289

00:12:37,000 --> 00:12:38,000

Okay.

290

00:12:38,000 --> 00:12:39,000

And that's why I asked you to meet me here.

291

00:12:39,000 --> 00:12:43,000

There's someone here at the university who I think could demonstrate that for you.

292

00:12:43,000 --> 00:12:44,000

Great.

293

00:12:44,000 --> 00:12:50,000

Marvin and I head into the University of Miami's nearby state-of-the-art atmospheric laboratory,

294

00:12:50,000 --> 00:12:52,000

led by Dr. Brian House.

295

00:12:52,000 --> 00:12:53,000

Brian House.

296

00:12:53,000 --> 00:12:54,000

Pleasure to meet you.

297

00:12:54,000 --> 00:12:56,000

I'm a little distracted by the view behind us here.

298

00:12:56,000 --> 00:12:57,000

What am I looking at?

299

00:12:57,000 --> 00:13:00,000

This is the sustained facility of the University of Miami.

300

00:13:00,000 --> 00:13:02,000

It's the world's artist wind wave tank.

301

00:13:02,000 --> 00:13:05,000

In this facility, we can generate really intense storm conditions

302

00:13:05,000 --> 00:13:07,000

and study them in a laboratory setting.

303

00:13:07,000 --> 00:13:08,000

Unbelievable.

304

00:13:08,000 --> 00:13:10,000

A huge wave tank.

305

00:13:10,000 --> 00:13:16,000

One of the theories is that the USS Cyclops may have encountered what we now call a rogue wave.

306

00:13:19,000 --> 00:13:23,000

For thousands of years, sailors across the globe described these killer waves

307

00:13:23,000 --> 00:13:26,000

that often left destruction in their wake,

308

00:13:26,000 --> 00:13:30,000

but only recently has science confirmed their existence.

309

00:13:31,000 --> 00:13:35,000

And so what's the largest rogue wave that's been scientifically observed?

310

00:13:35,000 --> 00:13:40,000

There was a wave recorded in the NRC off an oil platform that was over 84 feet tall.

311

00:13:40,000 --> 00:13:41,000

That's unbelievable.

312

00:13:41,000 --> 00:13:42,000

That's pretty high.

313

00:13:42,000 --> 00:13:43,000

That's insane.

314

00:13:43,000 --> 00:13:47,000

Is it possible that a wave like this could form in the Bermuda Triangle?

315

00:13:47,000 --> 00:13:50,000

Is that a place we would be apt to find a rogue wave?

316

00:13:50,000 --> 00:13:52,000

That's definitely one of the places you could find rogue waves,

317

00:13:52,000 --> 00:13:55,000

because the Bermuda Triangle includes a lot of complicated topography

318

00:13:55,000 --> 00:13:58,000

that are places that rogue waves are known to form.

319

00:13:58,000 --> 00:13:59,000

Wow.

320

00:13:59,000 --> 00:14:01,000

You want to come inside and get a closer look?

321

00:14:01,000 --> 00:14:02,000

Yes, absolutely. Please.

322

00:14:06,000 --> 00:14:13,000

Inside this tank, we may be able to turn back the hands of time

323

00:14:13,000 --> 00:14:17,000

and reveal the true fate of the USS Cyclops.

324

00:14:18,000 --> 00:14:20,000

Josh, this is the main tank.

325

00:14:20,000 --> 00:14:22,000

It can hold up to 30,000 gallons of water.

326

00:14:22,000 --> 00:14:23,000

That is insane.

327

00:14:24,000 --> 00:14:30,000

In 1918, the USS Cyclops became one of the Bermuda Triangle's most famous victims,

328

00:14:30,000 --> 00:14:36,000

disappearing without a trace off the coast of Barbados with over 300 men on board.

329

00:14:36,000 --> 00:14:41,000

Now, author Marvin Barisch has brought me to the University of Miami's Sustained Lab,

330

00:14:41,000 --> 00:14:45,000

where we're about to test a theory that it wasn't the power of the triangle,

331

00:14:45,000 --> 00:14:50,000

but a naturally-made, highly-fledged, and highly-fledged Bermuda Triangle.

332

00:14:50,000 --> 00:14:55,000

That it wasn't the power of the triangle, but a naturally-occurring rogue wave

333

00:14:55,000 --> 00:14:57,000

that may have sank the Cyclops.

334

00:14:58,000 --> 00:15:03,000

Lab Director Dr. Brian House brings us down to the control room for the wind wave tank,

335

00:15:03,000 --> 00:15:07,000

with oceanographer Cedric Gwiegand on the ones and twos.

336

00:15:07,000 --> 00:15:09,000

And so this is where the magic happens?

337

00:15:09,000 --> 00:15:11,000

Yeah, this is where we create simulations.

338

00:15:11,000 --> 00:15:14,000

One false button push here, and it's a Category 5 hurricane?

339

00:15:14,000 --> 00:15:16,000

Yeah, look at it. It's all over.

340

00:15:16,000 --> 00:15:17,000

Wow, amazing.

341

00:15:17,000 --> 00:15:21,000

The wave tank holds over 30,000 gallons of water,

342

00:15:21,000 --> 00:15:27,000

and the turbo fans are capable of generating winds of up to 155 miles an hour.

343

00:15:27,000 --> 00:15:30,000

And Josh, we've got a little surprise for you today.

344

00:15:30,000 --> 00:15:33,000

This is the scale model of the Cyclops that we'll be testing.

345

00:15:33,000 --> 00:15:35,000

Oh, my word. This is incredible.

346

00:15:35,000 --> 00:15:39,000

This is custom-built based on the design schematics of the Cyclops.

347

00:15:39,000 --> 00:15:40,000

Wow.

348

00:15:40,000 --> 00:15:44,000

This is an exact replica, built to one 267th scale.

349

00:15:44,000 --> 00:15:49,000

It has a functioning cargo hold and matches the original in every eccentric way.

350

00:15:49,000 --> 00:15:51,000

The detail on this is amazing.

351

00:15:51,000 --> 00:15:53,000

We even have tiny crew members here.

352

00:15:53,000 --> 00:15:55,000

This is unbelievable.

353

00:15:55,000 --> 00:15:58,000

And look, right out of the gate, even before we put this in the water,

354

00:15:58,000 --> 00:16:02,000

you know, getting back to its unique look, it is really peculiar.

355

00:16:02,000 --> 00:16:05,000

I mean, it has this extremely flat bottom.

356

00:16:05,000 --> 00:16:09,000

It also just has the appearance of something that is naturally kind of top-heavy.

357

00:16:09,000 --> 00:16:11,000

Yeah, it's very tall and narrow.

358

00:16:11,000 --> 00:16:13,000

So this is going in the tank?

359

00:16:13,000 --> 00:16:16,000

She's not the only thing going in. We got to get in there with it.

360

00:16:16,000 --> 00:16:17,000

We're going in.

361

00:16:17,000 --> 00:16:18,000

We're going in.

362

00:16:18,000 --> 00:16:20,000

Oh, I did not pack a bathing suit.

363

00:16:20,000 --> 00:16:22,000

That's unfortunate.

364

00:16:24,000 --> 00:16:27,000

Marvin will stay with Cedric to monitor the testing,

365

00:16:27,000 --> 00:16:31,000

while I roll up my pants and climb into the wave tank with Dr. House.

366

00:16:33,000 --> 00:16:35,000

You could have warmed this up a little bit, Doc.

367

00:16:35,000 --> 00:16:37,000

Good Lord.

368

00:16:37,000 --> 00:16:39,000

Okay, so model's going in.

369

00:16:39,000 --> 00:16:41,000

All right, so she floats. That's a good sign.

370

00:16:41,000 --> 00:16:44,000

Our model Cyclops is remote controlled.

371

00:16:44,000 --> 00:16:47,000

I start her up and send her off into our simulated ocean.

372

00:16:51,000 --> 00:16:54,000

Hey, Josh, let's try to keep it steered into the waves.

373

00:16:54,000 --> 00:16:59,000

You got it. My first time piloting an early 1900s coal steamer.

374

00:16:59,000 --> 00:17:01,000

Looks pretty good, actually, yeah?

375

00:17:01,000 --> 00:17:03,000

Yeah, it looks pretty good. It's riding all right.

376

00:17:03,000 --> 00:17:06,000

Marvin, can you see the boat in here?

377

00:17:06,000 --> 00:17:08,000

Yeah, she looks pretty good.

378

00:17:08,000 --> 00:17:10,000

Yeah, she's taking the waves pretty well.

379

00:17:10,000 --> 00:17:13,000

I used to have a toy boat in my bathtub when I was a kid.

380

00:17:13,000 --> 00:17:15,000

This is better.

381

00:17:15,000 --> 00:17:20,000

Now you have to take into consideration she was carrying the dense manganese ore.

382

00:17:20,000 --> 00:17:24,000

Right, okay, let's see how she does when she's more weighted down.

383

00:17:24,000 --> 00:17:27,000

Since Marvin's chunk of manganese won't fit,

384

00:17:27,000 --> 00:17:32,000

we have lead weights to simulate the load the Cyclops carried on her final voyage.

385

00:17:32,000 --> 00:17:35,000

Okay, Josh, you can take the whole top of the deck off.

386

00:17:35,000 --> 00:17:39,000

And we can put this ore evenly distributed in here.

387

00:17:39,000 --> 00:17:41,000

Okay, so that's our manganese ore.

388

00:17:41,000 --> 00:17:43,000

We have our heavier payload in there.

389

00:17:43,000 --> 00:17:46,000

So we can see that she's sitting much lower in the water now.

390

00:17:46,000 --> 00:17:49,000

Not surprising, she's more weighted down.

391

00:17:49,000 --> 00:17:51,000

Cedric, let's go ahead and start the waves.

392

00:17:51,000 --> 00:17:53,000

Okay, starting.

393

00:17:57,000 --> 00:18:01,000

The floor beneath us vibrates, and I feel the water begin to churn.

394

00:18:03,000 --> 00:18:06,000

Soon, the wave tank earns its name.

395

00:18:07,000 --> 00:18:09,000

Here they come.

396

00:18:09,000 --> 00:18:11,000

Okay, here we go, waves are coming.

397

00:18:12,000 --> 00:18:16,000

With the ship's cargo hold loaded with substituted manganese,

398

00:18:16,000 --> 00:18:21,000

she again speeds off into the waves, but it's no longer smooth sailing.

399

00:18:21,000 --> 00:18:23,000

Oh, she does not look happy.

400

00:18:23,000 --> 00:18:27,000

Still up, but I feel like if I don't keep her pointed into the waves, it's going to be over.

401

00:18:27,000 --> 00:18:30,000

Yeah, you definitely have to be more careful with the steering.

402

00:18:30,000 --> 00:18:34,000

Even with just the manganese ore on board, she's so much harder to control.

403

00:18:34,000 --> 00:18:42,000

Now, this is a 1 to 267 scale boat, so your waves that are a few inches high here,

404

00:18:42,000 --> 00:18:46,000

I really like about something on the order of a 30 foot ocean wave.

405

00:18:46,000 --> 00:18:47,000

Wow.

406

00:18:47,000 --> 00:18:49,000

Pretty rough seas, it certainly wouldn't be any fun to be out on.

407

00:18:49,000 --> 00:18:51,000

So, serious seas, and she's doing okay?

408

00:18:51,000 --> 00:18:53,000

Yeah, still doing okay.

409

00:18:53,000 --> 00:18:59,000

Fully laden, the ship is sluggish, but the mini cyclops has proven capable of handling some rough seas.

410

00:18:59,000 --> 00:19:07,000

I pull our model out of the water so the team can prep the wave tank for the ultimate test, a simulated rogue wave.

411

00:19:07,000 --> 00:19:10,000

Now, let's talk about a rogue wave.

412

00:19:10,000 --> 00:19:12,000

How do we figure out the general size of a rogue wave?

413

00:19:12,000 --> 00:19:17,000

Well, kind of a general rule of thumb is the rogue wave is twice the significant wave height.

414

00:19:17,000 --> 00:19:20,000

So, for those 30 footers, it might be something over 60 foot.

415

00:19:20,000 --> 00:19:24,000

Okay, so can we generate a single rogue wave of that height?

416

00:19:24,000 --> 00:19:30,000

So, what we can do is kind of like the way rogue waves can form actually on the open ocean, which is we'll generate a group of waves,

417

00:19:30,000 --> 00:19:40,000

some that are moving at different speeds, and the faster ones will catch up with the slower ones and create one suddenly large wave that kind of comes out of nowhere.

418

00:19:40,000 --> 00:19:44,000

And so, they'll build up as they come down the tank and form into a large wave here?

419

00:19:44,000 --> 00:19:47,000

Right, and to make it more realistic, we're going to need some wind on it.

420

00:19:47,000 --> 00:19:49,000

Okay, let's get some wind.

421

00:19:49,000 --> 00:19:52,000

Okay, Cedric, let's get some wind in here about 30 miles an hour.

422

00:19:52,000 --> 00:19:53,000

Stand by.

423

00:19:53,000 --> 00:19:56,000

All right, hold on to something.

424

00:19:56,000 --> 00:20:03,000

With the flip of a switch, conditions in the tank go from a lovely day on the ocean to better call in the Coast Guard.

425

00:20:03,000 --> 00:20:05,000

All right, well, we got wind.

426

00:20:05,000 --> 00:20:07,000

Now, we need a wave.

427

00:20:07,000 --> 00:20:09,000

Cedric, let's turn on the rogue wave.

428

00:20:09,000 --> 00:20:12,000

Okay, ready for the rogue wave.

429

00:20:15,000 --> 00:20:17,000

Here they come.

430

00:20:17,000 --> 00:20:18,000

Oh, boy.

431

00:20:18,000 --> 00:20:20,000

Okay, here we go.

432

00:20:20,000 --> 00:20:22,000

Little waves building up.

433

00:20:23,000 --> 00:20:25,000

Oh, they're merging.

434

00:20:25,000 --> 00:20:26,000

Here we go.

435

00:20:26,000 --> 00:20:27,000

Big wave.

436

00:20:27,000 --> 00:20:29,000

Okay, go straight ahead, straight ahead, straight ahead.

437

00:20:29,000 --> 00:20:30,000

Here we go.

438

00:20:31,000 --> 00:20:33,000

The wave rushes toward the ship.

439

00:20:33,000 --> 00:20:38,000

We're about to find out if the USS Cyclops could have survived a rogue wave.

440

00:20:49,000 --> 00:20:51,000

Here they come.

441

00:20:51,000 --> 00:20:52,000

Oh, boy.

442

00:20:52,000 --> 00:20:54,000

Okay, here we go.

443

00:20:54,000 --> 00:21:08,000

In the wind wave tank at the University of Miami, researcher Dr. Brian House and I are attempting to test the theory that a rogue wave in the Bermuda Triangle was responsible for the disappearance of the USS Cyclops.

444

00:21:08,000 --> 00:21:16,000

Our model ship has held up to the waves thus far, but now it's about to meet a rogue wave for the first time.

445

00:21:16,000 --> 00:21:18,000

Hey, hey, hey, hey, hey, hey, hey, hey.

446

00:21:21,000 --> 00:21:23,000

No.

447

00:21:39,000 --> 00:21:41,000

Ah, no.

448

00:21:41,000 --> 00:21:42,000

No.

449

00:21:42,000 --> 00:21:43,000

She's down.

450

00:21:44,000 --> 00:21:47,000

Our model Cyclops is lost to the depths.

451

00:21:47,000 --> 00:21:54,000

The heavy cargo combined with the narrow, ungainly design of the ship is no match for the realities of a rogue wave.

452

00:21:54,000 --> 00:22:01,000

And there are historic clues that our experiment demonstrates the true fate of the Cyclops.

453

00:22:01,000 --> 00:22:13,000

Of her three sister ships, two of them, the Proteus and the Narius, were also lost at sea without a trace, suggesting that the design of this class of ship was likely fatally flawed.

454

00:22:13,000 --> 00:22:18,000

Look, I don't think you need a supernatural Bermuda Triangle to take this ship down.

455

00:22:18,000 --> 00:22:23,000

I think there's every chance that she sank, just as she did here, because she was unstable.

456

00:22:25,000 --> 00:22:30,000

Yes, it all adds up and it makes a lot of sense.

457

00:22:30,000 --> 00:22:34,000

All right, well, thank you very much. I really appreciate it. Let's get out of here and get dry.

458

00:22:36,000 --> 00:22:48,000

It turns out that the disappearance of the Cyclops, a ship which has long served as an emblem for the power of the Bermuda Triangle, may be owed to entirely explainable, albeit tragic, circumstances.

459

00:22:48,000 --> 00:22:58,000

Having said that, it must be conceded that no trace of the Cyclops has ever been found, and until that happens, there are those who will always question its fate.

460

00:22:59,000 --> 00:23:10,000

But while I'm now satisfied that the Cyclops was done in by her own design, Triangle believers have one other card up their sleeve, and it's an ace, the disappearance of Flight 19.

461

00:23:12,000 --> 00:23:18,000

In December of 1945, five Navy planes took off from the eastern coast of Florida on a training mission.

462

00:23:18,000 --> 00:23:23,000

Only a few hours later, all five had vanished without a trace.

463

00:23:24,000 --> 00:23:32,000

And the resulting media frenzy made the Triangle a household name. The planes even made a cameo in close encounters of the third kind.

464

00:23:32,000 --> 00:23:38,000

To believers, the planes didn't crash, they simply vanished into the vortex of the Triangle.

465

00:23:39,000 --> 00:23:45,000

Now, 75 years later, we may be on the verge of learning what happened to the so-called Lost Squadron.

466

00:23:46,000 --> 00:23:51,000

To start my investigation, I go to where Flight 19 left the ground for the final time.

467

00:23:51,000 --> 00:24:00,000

The weather turns appropriately ominous as I reach the Naval Air Station at Fort Lauderdale, Florida to meet historian John Bloom.

468

00:24:01,000 --> 00:24:04,000

Josh Welkman at the Naval Air Station for Lauderdale Museum.

469

00:24:04,000 --> 00:24:06,000

This place is awesome.

470

00:24:08,000 --> 00:24:10,000

In World War II, this is an operational training base.

471

00:24:10,000 --> 00:24:15,000

And this is where the infamous Flight 19 Squadron left from.

472

00:24:15,000 --> 00:24:16,000

That's correct.

473

00:24:16,000 --> 00:24:18,000

And what sort of aircraft was in this squadron?

474

00:24:18,000 --> 00:24:22,000

The Avenger Torpedo Bomber, which we have some examples right here.

475

00:24:23,000 --> 00:24:26,000

So tell me about this plane. What do we need to know about the Avenger?

476

00:24:26,000 --> 00:24:28,000

The Avenger was a main torpedo bomber for World War II.

477

00:24:28,000 --> 00:24:31,000

It was the largest single-engine plane, had a three-man crew.

478

00:24:31,000 --> 00:24:35,000

Pilots loved flying it. It was very sturdy. It could take a lot of damage.

479

00:24:35,000 --> 00:24:36,000

Incredible.

480

00:24:37,000 --> 00:24:42,000

December of 1945 was only two months removed from the end of the war.

481

00:24:42,000 --> 00:24:48,000

But America remained on high alert, and Fort Lauderdale was where thousands of airmen learned to fly.

482

00:24:49,000 --> 00:24:53,000

So during Flight 19, how many total crew were on these five planes that went out?

483

00:24:53,000 --> 00:24:54,000

Fourteen.

484

00:24:54,000 --> 00:24:55,000

Who's leading this training mission?

485

00:24:55,000 --> 00:24:57,000

Lieutenant Charles Taylor.

486

00:24:58,000 --> 00:25:04,000

Lieutenant Taylor had been flying the Avenger since 1942 and had thousands of hours in the cockpit.

487

00:25:04,000 --> 00:25:10,000

As for the rest of the crews, Flight 19 was supposed to be their last training mission.

488

00:25:11,000 --> 00:25:18,000

So, December 5th, 1945, five of these planes take off from right here. Where do they go?

489

00:25:18,000 --> 00:25:21,000

They went east, out of the Bahamas. I can show you right here.

490

00:25:21,000 --> 00:25:22,000

Okay.

491

00:25:22,000 --> 00:25:27,000

John walks me over to a navigation chart marked with Flight 19's intended mission.

492

00:25:29,000 --> 00:25:33,000

The crew took off from Fort Lauderdale at 2.10 p.m.

493

00:25:33,000 --> 00:25:42,000

The plan was to fly almost due east for about 60 miles, where they would practice bombing a small ocean reef called Hen and Chicken Shoals.

494

00:25:43,000 --> 00:25:53,000

From there, they would continue another 77 miles to Great Sturup Key and turn north, flying 84 miles over Grand Bahama Island to Great Sail Key,

495

00:25:53,000 --> 00:26:00,000

before turning west and returning to Fort Lauderdale. Needless to say, this is not what happened.

496

00:26:00,000 --> 00:26:07,000

If you take any one aviation incident like this by itself, it seems cut and dry, probably just an accident.

497

00:26:07,000 --> 00:26:12,000

But the fact that you've got five planes disappearing, that's what makes this really odd.

498

00:26:12,000 --> 00:26:15,000

And any wreckage or debris or bodies found?

499

00:26:15,000 --> 00:26:16,000

Nothing. No debris.

500

00:26:16,000 --> 00:26:17,000

Not a seat cushion?

501

00:26:17,000 --> 00:26:18,000

Not a raft?

502

00:26:18,000 --> 00:26:19,000

Nothing.

503

00:26:19,000 --> 00:26:20,000

Nope.

504

00:26:20,000 --> 00:26:21,000

Wow.

505

00:26:21,000 --> 00:26:29,000

Well, now I see why this is the poster story from you to Triangle. I mean, it is really strange.

506

00:26:29,000 --> 00:26:33,000

Well, it's even stranger because it's not just a story about five missing planes.

507

00:26:34,000 --> 00:26:36,000

It's about six missing planes.

508

00:26:38,000 --> 00:26:48,000

When Flight 19 went silent at about 7 p.m., the Navy sent out a Martin Mariner rescue plane to find the squadron, and they hoped, lead them home.

509

00:26:48,000 --> 00:26:51,000

Soon after, it vanished from radar as well.

510

00:26:53,000 --> 00:26:54,000

How many aboard?

511

00:26:54,000 --> 00:26:55,000

13.

512

00:26:55,000 --> 00:27:02,000

So 13 men here, 14 on Flight 19. This is really the story of 27 people who go missing on one day.

513

00:27:02,000 --> 00:27:04,000

Yep. Nobody thought they weren't coming back.

514

00:27:04,000 --> 00:27:10,000

And that probably is why this has become so famous, because it's like they vanish off the face of the Earth.

515

00:27:10,000 --> 00:27:11,000

Yeah.

516

00:27:12,000 --> 00:27:19,000

The question of what happened to Flight 19 has fueled the legend of the Triangle's power for three quarters of a century.

517

00:27:19,000 --> 00:27:23,000

Now, it's time to finally separate fact from fiction.

518

00:27:23,000 --> 00:27:29,000

To do that, I'm meeting the preeminent expert on the lost squadron, author Andy Morocco.

519

00:27:29,000 --> 00:27:30,000

Would you like to go for a flight?

520

00:27:30,000 --> 00:27:31,000

I would love to.

521

00:27:31,000 --> 00:27:32,000

Let's do it.

522

00:27:32,000 --> 00:27:33,000

Come on.

523

00:27:33,000 --> 00:27:40,000

Having learned about Flight 19's intended route, I'm about to retrace their actual, fateful mission into the Triangle.

524

00:27:41,000 --> 00:27:48,000

At the stick today is longtime commercial pilot Doug Matthews, who's been flying out of Fort Lauderdale for decades.

525

00:27:49,000 --> 00:27:53,000

Doug taxis onto the runway, and soon, we're airborne.

526

00:27:55,000 --> 00:27:58,000

Off the ground, and on the trail of Flight 19.

527

00:27:58,000 --> 00:28:03,000

These guys left from the naval air station of Fort Lauderdale. I understand it was a training mission.

528

00:28:03,000 --> 00:28:06,000

They're also out there dropping some ordinances. Is that right?

529

00:28:06,000 --> 00:28:15,000

Right. They were supposed to drop a dummy bomb each of the planes onto Hen and Chicken Shoals, which is approximately 56 nautical miles from the base.

530

00:28:15,000 --> 00:28:17,000

Okay, we're seeing something down here.

531

00:28:17,000 --> 00:28:21,000

Yeah, I think we're coming at actually on Hen and Chicken Shoals.

532

00:28:21,000 --> 00:28:24,000

So this is the spot. This is where this bombing run happened.

533

00:28:24,000 --> 00:28:25,000

That's the spot.

534

00:28:25,000 --> 00:28:30,000

So as far as we know, they get out there, they do their target practice, and everything's okay.

535

00:28:30,000 --> 00:28:31,000

Correct.

536

00:28:32,000 --> 00:28:37,000

Next, the squadron was to continue on to the Bahamian Island of Great Sturip, Key.

537

00:28:37,000 --> 00:28:40,000

And it's here that things begin to go off course.

538

00:28:40,000 --> 00:28:41,000

Literally.

539

00:28:42,000 --> 00:28:46,000

Josh, I have the radio logs from Flight 19 to look at.

540

00:28:46,000 --> 00:28:49,000

So these are the transcripts of the actual radio transmissions.

541

00:28:49,000 --> 00:28:53,000

And so where does our first sign of trouble come in the radio transmission?

542

00:28:53,000 --> 00:28:56,000

Well, the first sign of trouble really comes at 3.45.

543

00:28:56,000 --> 00:29:01,000

So 3.45 p.m. Taylor, who's the commander of the squadron here, he calls out to Powers.

544

00:29:01,000 --> 00:29:04,000

Now Powers is one of the other guys flying these planes, right?

545

00:29:04,000 --> 00:29:05,000

Yeah.

546

00:29:05,000 --> 00:29:07,000

So he says to Powers, Powers, what is your compass read?

547

00:29:07,000 --> 00:29:09,000

Both of my compasses are out.

548

00:29:09,000 --> 00:29:12,000

So wait a second. Both of his compasses are out?

549

00:29:12,000 --> 00:29:14,000

But you got ten compasses.

550

00:29:15,000 --> 00:29:18,000

Right, there's five planes. Each one with two compasses.

551

00:29:18,000 --> 00:29:19,000

Right.

552

00:29:19,000 --> 00:29:21,000

So this is where it starts to get real weird for me.

553

00:29:23,000 --> 00:29:28,000

Taylor misses Great Sturip, Key, and likely makes his turn north later than he should have.

554

00:29:30,000 --> 00:29:36,000

Taylor comes back and says, I don't know where we are, must have got lost after the last turn.

555

00:29:36,000 --> 00:29:40,000

So Taylor is in trouble. I mean, he's confused as to where he is.

556

00:29:40,000 --> 00:29:47,000

Right. I think this is where he realizes that he hasn't hit the tip of land like he thought he should have seen.

557

00:29:47,000 --> 00:29:50,000

He's just seeing the empty ocean.

558

00:29:51,000 --> 00:30:00,000

And what he, along with the rest of his squadron, could not know is that bad weather was ahead and they were now lost in the Bermuda Triangle.

559

00:30:01,000 --> 00:30:19,000

In 1945, one wrong turn led a squadron of five planes with 14 airmen toward a disaster that would come to define the power of the Bermuda Triangle.

560

00:30:19,000 --> 00:30:26,000

Now, researcher Andy Morocco is filling me in on the details of the doomed Flight 19.

561

00:30:26,000 --> 00:30:33,000

I think this is where Taylor realizes that he hasn't hit the tip of land like he thought he should have seen.

562

00:30:33,000 --> 00:30:36,000

He's just seeing the empty ocean.

563

00:30:38,000 --> 00:30:47,000

With all of their experience and training, the pilots couldn't orient themselves, but Flight 19 was given one more chance to regain its bearings.

564

00:30:47,000 --> 00:30:55,000

Another flight instructor in the air nearby, a lieutenant named Robert Cox, has been listening to their confusion over the radio.

565

00:30:55,000 --> 00:31:01,000

And Taylor says to him, I'm trying to get to Fort Lauderdale. He's trying to head back in. I'm over land, but it's broken.

566

00:31:01,000 --> 00:31:08,000

I'm sure I'm in the Keys, but I don't know how far down. So let's take the second part of this. He thinks he's over the Florida Keys.

567

00:31:08,000 --> 00:31:10,000

In reality, he's probably where?

568

00:31:10,000 --> 00:31:13,000

He's over the northern part of the Bahamas.

569

00:31:13,000 --> 00:31:14,000

Right here?

570

00:31:14,000 --> 00:31:15,000

Yeah.

571

00:31:15,000 --> 00:31:16,000

Right in front of us, this area here.

572

00:31:16,000 --> 00:31:18,000

What is going on at this point?

573

00:31:18,000 --> 00:31:24,000

I really think at a certain point, he's had some type of a middle break.

574

00:31:26,000 --> 00:31:35,000

I think it really starts with the fact that he got spooked when he didn't see the tip of land he was hoping to see.

575

00:31:35,000 --> 00:31:43,000

And then Taylor comes back, says we've just passed over a small island. We have no other land in sight. This is at 425.

576

00:31:43,000 --> 00:31:50,000

That island is Walker Cave. This is the last piece of land that Flight 19 would ever see.

577

00:31:50,000 --> 00:31:51,000

Scary.

578

00:31:52,000 --> 00:32:01,000

Now, as much as 15 miles off course, Flight 19 has missed its second turn, the one that could have brought them home.

579

00:32:01,000 --> 00:32:10,000

Hours pass and the sun begins to set. To make their situation even worse, a winter storm blows in, diminishing visibility.

580

00:32:10,000 --> 00:32:18,000

As their fuel runs low, the pilots become increasingly desperate to figure out their position, frantically arguing which direction to turn.

581

00:32:18,000 --> 00:32:26,000

But now at 516, they say we will fly 270 degrees until we hit the beach or run out of gas. So 270 degrees is west.

582

00:32:26,000 --> 00:32:27,000

That's correct.

583

00:32:27,000 --> 00:32:34,000

So now they're saying, let's go west because they're realizing their mistake. They're out over the open water. They need to go west to come back into land.

584

00:32:34,000 --> 00:32:41,000

And then according to this, at 602, they say we may have to ditch at any minute. We may have to ditch. Do you read?

585

00:32:41,000 --> 00:32:48,000

When a pilot says we may have to ditch any minute, that means it is imminent. That means now.

586

00:32:49,000 --> 00:32:57,000

No one knows exactly where their last radio calls originated. Flight 19 would never be heard from, nor seen again.

587

00:33:00,000 --> 00:33:10,000

Ultimately, there's no question that these guys became disoriented. I think the Bermuda Triangle believers would say, you can't have two compasses fail like this.

588

00:33:10,000 --> 00:33:16,000

Something about this doesn't make sense. How could five planes with experienced pilots just vanish like this?

589

00:33:17,000 --> 00:33:19,000

So what the hell happened to these guys, Andy?

590

00:33:20,000 --> 00:33:29,000

I think the answer is really simple. Flight 19 was a simple mistake by a pilot who was the instructor.

591

00:33:30,000 --> 00:33:34,000

You think that Taylor got them off course and it was a cascade they couldn't recover from?

592

00:33:34,000 --> 00:33:35,000

Absolutely.

593

00:33:35,000 --> 00:33:38,000

So one man's mistake becomes everybody's death?

594

00:33:38,000 --> 00:33:39,000

That's correct.

595

00:33:41,000 --> 00:33:53,000

The loss of the 14 brave young men would be tragic in any context, but the mystery and infamy of what happened was only deepened by the events that followed.

596

00:33:55,000 --> 00:34:03,000

And not only did flight 19 vanish, but the rescue plane, the PBM-5 Martin Mariner, it disappeared also on the same day.

597

00:34:04,000 --> 00:34:15,000

An amphibious plane known as a Martin Mariner crewed with 13 rescuers was sent to find the squadron, but flew into rough weather with equally disastrous results.

598

00:34:17,000 --> 00:34:19,000

Same thing. Vanish it to thin air.

599

00:34:19,000 --> 00:34:20,000

Same thing.

600

00:34:21,000 --> 00:34:27,000

We land back in Fort Lauderdale, completing the journey that flight 19 could not.

601

00:34:27,000 --> 00:34:35,000

And it is now clear to me why the five pilots got irretrievably lost, ran out of fuel and spun into the Atlantic Ocean.

602

00:34:36,000 --> 00:34:38,000

No close encounters, no wormhole.

603

00:34:39,000 --> 00:34:46,000

Somewhere on the bottom of the sea are five Avengers and one Martin Mariner that have been sitting there since 1945.

604

00:34:47,000 --> 00:34:54,000

And now, Andy has teamed up with an expert diver to test a new theory that may finally locate the Rex.

605

00:34:55,000 --> 00:34:57,000

At a nearby marina, we meet Mike Barnett.

606

00:34:59,000 --> 00:35:00,000

Hey guys, how are ya?

607

00:35:00,000 --> 00:35:01,000

Hey, how are ya?

608

00:35:01,000 --> 00:35:02,000

How ya doing?

609

00:35:02,000 --> 00:35:03,000

I'm Josh.

610

00:35:03,000 --> 00:35:04,000

Nice to meet you.

611

00:35:04,000 --> 00:35:05,000

Mike, nice to meet you. Ready to go?

612

00:35:05,000 --> 00:35:06,000

Yeah, let's hit it.

613

00:35:06,000 --> 00:35:07,000

Okay, come on.

614

00:35:07,000 --> 00:35:08,000

There we go.

615

00:35:09,000 --> 00:35:18,000

Mike has 30 years experience locating Rex, including having just recently identified one of the Triangle's other notable missing ships, the Codepaxi.

616

00:35:19,000 --> 00:35:23,000

If you ever lose anything in the ocean, he's the guy you want to find it.

617

00:35:24,000 --> 00:35:36,000

Andy and Mike think that the key to finding the five planes may be in locating the sixth plane to go missing that night, the Martin Mariner, sent to Flight 19's final radio position.

618

00:35:39,000 --> 00:35:47,000

Now when it comes to Flight 19, we have testimony, we have transmissions, we don't have any eyewitnesses, but that might not be the case for the Mariner, right?

619

00:35:47,000 --> 00:35:50,000

So the Martin Mariner was dispatched to go look for Flight 19.

620

00:35:50,000 --> 00:35:51,000

Right.

621

00:35:51,000 --> 00:35:54,000

And about a half hour after taking off, it disappeared from radar.

622

00:35:54,000 --> 00:35:58,000

About the same time, there were reports coming in from a tanker called the Gaines Mill.

623

00:35:58,000 --> 00:36:04,000

They reported seeing an explosion that the flames reached up to about 100 feet in the air and it burned for about 20 minutes or so.

624

00:36:05,000 --> 00:36:17,000

According to the Navy report of the incident, the crew of the Gaines Mill sped over to the site of the explosion and saw debris in the water, but it slipped under the waves before they could identify or retrieve it.

625

00:36:18,000 --> 00:36:24,000

So logic would dictate then, if we can figure out where the Gaines Mill was, we should be able to figure out where the Mariner crashed.

626

00:36:24,000 --> 00:36:28,000

How confident are we that we know where that tanker was?

627

00:36:28,000 --> 00:36:33,000

Based on the evidence from the report, we should historically be able to find it.

628

00:36:33,000 --> 00:36:39,000

We know that there's time, distance and speed and those three points come together and create a radius.

629

00:36:43,000 --> 00:36:48,000

With Andy's exhaustive research in hand, we speed out to his newly identified search zone.

630

00:36:48,000 --> 00:36:53,000

Now, it's up to another member of the team, Kyle Defoe, to find the Mariner.

631

00:36:53,000 --> 00:36:58,000

He's a sonar specialist who's brought along a high-tech device to aid our investigation.

632

00:37:00,000 --> 00:37:02,000

Okay, Kyle, you're up. What do you got for us?

633

00:37:02,000 --> 00:37:05,000

Alright, I have the Marine Sonic Technology Arc Explorer Mark II.

634

00:37:05,000 --> 00:37:13,000

And there's a side scan sonar unit and what it does, it gets towed behind the boat and it uses sound waves to give you an almost photographic image of what's on the bottom.

635

00:37:13,000 --> 00:37:19,000

Okay, so we've got places that could be associated with the Mariner. Hopefully we find some targets that maybe we can dive.

636

00:37:19,000 --> 00:37:20,000

Let's find a plane.

637

00:37:20,000 --> 00:37:24,000

Let's find a plane. That'd be nice, wouldn't it? I like your optimism. Let's go.

638

00:37:26,000 --> 00:37:29,000

I grab a pair of gloves and drop the scanner into the water.

639

00:37:29,000 --> 00:37:36,000

Now, Kyle will monitor the data coming into the computer as we attempt to cover as much of the search zone as possible.

640

00:37:38,000 --> 00:37:39,000

So now we just find a plane?

641

00:37:39,000 --> 00:37:41,000

It's just that simple.

642

00:37:42,000 --> 00:37:47,000

The scanner moves over the ocean floor, but initially, things don't look too promising.

643

00:37:47,000 --> 00:37:51,000

A whole lot of nothing down there. It is pretty much a desert.

644

00:37:56,000 --> 00:37:57,000

A couple of shadows over there.

645

00:37:58,000 --> 00:38:04,000

We continue combing the desert until, at last, an oasis.

646

00:38:04,000 --> 00:38:07,000

What is that? Something down there for sure.

647

00:38:07,000 --> 00:38:11,000

Round. There's a shadow on one side of it. It's almost like something's sitting in a pit.

648

00:38:11,000 --> 00:38:15,000

That looks like it could be part of a plane. And another target right after it.

649

00:38:15,000 --> 00:38:16,000

Definitely a debris field.

650

00:38:16,000 --> 00:38:18,000

Can you measure that? How long is that?

651

00:38:18,000 --> 00:38:20,000

It looks like it's about 12 and a half feet long.

652

00:38:20,000 --> 00:38:21,000

What's the width of that?

653

00:38:21,000 --> 00:38:22,000

About three feet.

654

00:38:22,000 --> 00:38:24,000

Could be an engine. Could be the nose cone.

655

00:38:24,000 --> 00:38:27,000

Could very well be. And it's straight lines. You don't find straight lines on an engine.

656

00:38:27,000 --> 00:38:29,000

That's definitely a man-made. We gotta check that out.

657

00:38:29,000 --> 00:38:30,000

Big time.

658

00:38:30,000 --> 00:38:35,000

There's not just one hit down there. The debris field stretches out over a quarter mile,

659

00:38:35,000 --> 00:38:39,000

and some of what we're picking up is almost certainly man-made.

660

00:38:39,000 --> 00:38:40,000

Mike, what do you think?

661

00:38:40,000 --> 00:38:42,000

It's a sexy target. I think we need to suit up and get wet.

662

00:38:42,000 --> 00:38:44,000

Cap, can you get us back over that target?

663

00:38:44,000 --> 00:38:46,000

Turn around now. I'll be right on it.

664

00:38:46,000 --> 00:38:49,000

Our boat captain brings us over the sonar hit.

665

00:38:49,000 --> 00:38:51,000

Okay. Toss it.

666

00:38:51,000 --> 00:38:55,000

To mark the center of the debris field, we toss out a shot line,

667

00:38:55,000 --> 00:38:59,000

a floating buoy attached to an anchor weight deployed on top of the target.

668

00:38:59,000 --> 00:39:03,000

Here we go. Shot lines out.

669

00:39:03,000 --> 00:39:05,000

Okay, buoy's in.

670

00:39:05,000 --> 00:39:08,000

Next, we suit up to dive.

671

00:39:08,000 --> 00:39:10,000

You ready?

672

00:39:10,000 --> 00:39:11,000

Yeah, let's do it.

673

00:39:11,000 --> 00:39:12,000

Let's do it, man.

674

00:39:12,000 --> 00:39:14,000

Dive, dive, dive.

675

00:39:17,000 --> 00:39:19,000

The water is crystal clear.

676

00:39:19,000 --> 00:39:23,000

We're able to follow our line 70 feet down to the debris field.

677

00:39:23,000 --> 00:39:26,000

Never been in water like this.

678

00:39:26,000 --> 00:39:29,000

I can almost see to the bottom.

679

00:39:30,000 --> 00:39:34,000

The deeper we get, the more we can see on the ocean floor.

680

00:39:34,000 --> 00:39:35,000

Until...

681

00:39:35,000 --> 00:39:39,000

Oh, my lord. Look at that.

682

00:39:40,000 --> 00:39:43,000

We've dropped down right on top of our target.

683

00:39:43,000 --> 00:39:46,000

Look at that. It's right under our marker.

684

00:39:46,000 --> 00:39:47,000

What do you think it is?

685

00:39:47,000 --> 00:39:48,000

It's an engine.

686

00:39:48,000 --> 00:39:50,000

It looks like an aircraft engine.

687

00:39:50,000 --> 00:39:53,000

Josh, the top side. Come in, Andy.

688

00:39:53,000 --> 00:39:56,000

We've got an aircraft engine down here.

689

00:39:56,000 --> 00:39:57,000

Are you serious?

690

00:39:57,000 --> 00:40:01,000

I don't want to get ahead of ourselves, but this looks pretty good.

691

00:40:01,000 --> 00:40:05,000

Mike, how do we identify what kind of engine it is?

692

00:40:05,000 --> 00:40:09,000

We're pretty sure it's a fat witty, but I don't know the exact model.

693

00:40:09,000 --> 00:40:12,000

We're going to need to look up what was on the mirror.

694

00:40:13,000 --> 00:40:15,000

It's an incredible find.

695

00:40:15,000 --> 00:40:18,000

The debris field, though, stretches out across the seabed.

696

00:40:18,000 --> 00:40:22,000

Only a short swim away lies another piece of wreckage.

697

00:40:22,000 --> 00:40:26,000

And this one could be the key to identifying the missing mariner.

698

00:40:26,000 --> 00:40:29,000

Holy s***, is that a propeller?

699

00:40:36,000 --> 00:40:40,000

The Bermuda Triangle has been luring sailors for centuries,

700

00:40:40,000 --> 00:40:45,000

but since 1971, they've also been drawn to victory tattoo.

701

00:40:45,000 --> 00:40:48,000

All nautical tattoos have meaning, and a sailor traveling through the Bermuda Triangle,

702

00:40:48,000 --> 00:40:53,000

or indeed anywhere, would have tattoos that all had specific naval meanings.

703

00:40:53,000 --> 00:40:54,000

Okay, like what?

704

00:40:54,000 --> 00:40:57,000

Like a fully rigged ship would mean that you would sail around the rough waters of Cape Horn.

705

00:40:57,000 --> 00:40:58,000

Got it, okay.

706

00:40:58,000 --> 00:41:00,000

An anchor would mean that you had sailed the Atlantic.

707

00:41:00,000 --> 00:41:04,000

A sparrow you would get for each 5,000 nautical miles you first traveled.

708

00:41:04,000 --> 00:41:06,000

That's like the original frequent flyer program.

709

00:41:06,000 --> 00:41:07,000

Yeah, it was like a stamp.

710

00:41:07,000 --> 00:41:09,000

Yeah, I would be covered in sparrows.

711

00:41:10,000 --> 00:41:14,000

And as luck would have it, Bobby has a chair open right at this moment.

712

00:41:16,000 --> 00:41:17,000

Oof.

713

00:41:20,000 --> 00:41:25,000

Don't worry, my pain is only temporary, unlike this guy's new ink.

714

00:41:25,000 --> 00:41:28,000

Oof. Looks like it hurts. Does it hurt?

715

00:41:28,000 --> 00:41:29,000

Yeah, John, it hurts.

716

00:41:29,000 --> 00:41:31,000

It looks like it hurts.

717

00:41:31,000 --> 00:41:32,000

Mmm.

718

00:41:35,000 --> 00:41:46,000

I'm deep under the waves of the Bermuda Triangle, searching for a Martin Mariner plane that disappeared 75 years ago.

719

00:41:46,000 --> 00:41:50,000

Now, with wreck diver Mike Barnett, we may just have found it.

720

00:41:50,000 --> 00:41:53,000

Holy s***, is that a propeller?

721

00:41:54,000 --> 00:41:57,000

It sure is. That's amazing.

722

00:41:57,000 --> 00:41:59,000

Gonna be from the Mariner.

723

00:41:59,000 --> 00:42:00,000

I hope so.

724

00:42:00,000 --> 00:42:03,000

We have all the big mariner back on the surface.

725

00:42:03,000 --> 00:42:05,000

Let's head on and see what this is.

726

00:42:06,000 --> 00:42:11,000

To figure out what it is we've located, we need a better idea of what to look for.

727

00:42:11,000 --> 00:42:14,000

We go back to the boat to gather critical intel.

728

00:42:18,000 --> 00:42:19,000

Woo-hoo-hoo!

729

00:42:19,000 --> 00:42:20,000

Wow.

730

00:42:20,000 --> 00:42:21,000

There's an engine down there.

731

00:42:21,000 --> 00:42:22,000

Oh, man, we're kind.

732

00:42:22,000 --> 00:42:25,000

I mean, it's a big radial engine. It's from a plane for sure.

733

00:42:25,000 --> 00:42:26,000

Don't tell me that.

734

00:42:26,000 --> 00:42:27,000

It is.

735

00:42:27,000 --> 00:42:28,000

Do it.

736

00:42:28,000 --> 00:42:29,000

Are you serious?

737

00:42:29,000 --> 00:42:30,000

Yeah.

738

00:42:30,000 --> 00:42:31,000

It is for sure.

739

00:42:31,000 --> 00:42:32,000

It's a lost engine.

740

00:42:32,000 --> 00:42:34,000

I mean, it's old. It looks like World War II vintage.

741

00:42:34,000 --> 00:42:35,000

Man, this could be it.

742

00:42:35,000 --> 00:42:36,000

I mean, it really could be.

743

00:42:36,000 --> 00:42:37,000

Let's take a look at the manual.

744

00:42:37,000 --> 00:42:39,000

I'll show you exactly what that engine looks like.

745

00:42:39,000 --> 00:42:41,000

Great. Yeah, let's go look at it. Come on.

746

00:42:41,000 --> 00:42:45,000

Andy has the full manuals and repair guides for the Martin Mariner.

747

00:42:45,000 --> 00:42:50,000

He calls them up on his computer so we can attempt to identify what we've found.

748

00:42:52,000 --> 00:42:54,000

Okay, so now what type of engine is this?

749

00:42:54,000 --> 00:42:56,000

This is a Pratt Whitney R2800.

750

00:42:56,000 --> 00:42:57,000

How many cylinders?

751

00:42:57,000 --> 00:42:58,000

18.

752

00:42:58,000 --> 00:42:59,000

18. That's the magic number?

753

00:42:59,000 --> 00:43:00,000

Yes.

754

00:43:00,000 --> 00:43:02,000

There's a lot of what's down there is buried.

755

00:43:02,000 --> 00:43:05,000

I mean, I don't know that we're going to be able to dig out and see all the cylinder counts.

756

00:43:05,000 --> 00:43:09,000

Right, but I think the R2800 had two rows of nine cylinders each, correct?

757

00:43:09,000 --> 00:43:10,000

Correct.

758

00:43:10,000 --> 00:43:13,000

What else should we know about this engine in terms of what we're looking for down there?

759

00:43:13,000 --> 00:43:17,000

Well, if we're looking for this to be the Mariner, the distinct feature that we're looking

760

00:43:17,000 --> 00:43:22,000

for is a three blade aluminum propeller.

761

00:43:22,000 --> 00:43:23,000

That propeller is aluminum.

762

00:43:23,000 --> 00:43:24,000

It's definitely aluminum.

763

00:43:24,000 --> 00:43:25,000

Really?

764

00:43:25,000 --> 00:43:27,000

It is. I mean, it's shining like the day it came off the assembly line.

765

00:43:27,000 --> 00:43:28,000

Yeah, definitely.

766

00:43:28,000 --> 00:43:30,000

And these propellers are how long?

767

00:43:30,000 --> 00:43:34,000

Full diameter that the propeller makes is 14.8 feet.

768

00:43:34,000 --> 00:43:38,000

So I don't know that we're going to be able to dig those blades out, but maybe we can get down to the hub?

769

00:43:38,000 --> 00:43:40,000

I mean, we can tell the angle between the two blades.

770

00:43:40,000 --> 00:43:46,000

Obviously, if it's, you know, 90 degrees, that's four blades, but if it's more like 66, then that's three blades.

771

00:43:46,000 --> 00:43:47,000

So let's go back down.

772

00:43:47,000 --> 00:43:51,000

We're going to try to count the props and count those cylinders.

773

00:43:51,000 --> 00:43:54,000

Two rows of nine cylinders, 18 total.

774

00:43:54,000 --> 00:43:55,000

All right, well, we've got our mission.

775

00:43:55,000 --> 00:43:56,000

We'll talk to you on comms.

776

00:43:56,000 --> 00:43:57,000

We'll let you know what we find.

777

00:43:57,000 --> 00:43:58,000

Let's get back in the water.

778

00:43:58,000 --> 00:43:59,000

Definitely.

779

00:43:59,000 --> 00:44:00,000

Okay, let's cool off.

780

00:44:00,000 --> 00:44:01,000

Here we go.

781

00:44:01,000 --> 00:44:06,000

Now that we know what we're looking for, we prepare to dive back in.

782

00:44:06,000 --> 00:44:17,000

This time we grab an aquatic scooter to help clear sand from around the wreckage.

783

00:44:17,000 --> 00:44:24,000

First, we revisit the engine and attempt to count the cylinders, hoping for 18 of them.

784

00:44:24,000 --> 00:44:28,000

Okay, one, two, three, four, five.

785

00:44:28,000 --> 00:44:30,000

This is really well-buried.

786

00:44:30,000 --> 00:44:37,000

Can't see how many there are, but definitely in two rows it has the right configuration.

787

00:44:37,000 --> 00:44:48,000

Since we can't determine the accurate count of the engine cylinders, our next step is to check the propeller to see if we can determine how many blades it has and how long the blades are.

788

00:44:48,000 --> 00:44:56,000

Quick reminder, three is the magic number for the Martin Mariner, and they should be about seven feet long.

789

00:44:56,000 --> 00:45:01,000

Okay, Mike, the propeller seems to be buried above the huff.

790

00:45:01,000 --> 00:45:04,000

Let's clear out some sand so we can count the blades.

791

00:45:04,000 --> 00:45:08,000

Yep, here we go.

792

00:45:08,000 --> 00:45:14,000

Using the scooter, he directs the blower downward, sending up a cloud of silt into the water.

793

00:45:14,000 --> 00:45:17,000

When it clears...

794

00:45:17,000 --> 00:45:19,000

I can see the huff!

795

00:45:19,000 --> 00:45:25,000

There are three propeller blades! Three just like the Mariner! Yes!

796

00:45:25,000 --> 00:45:29,000

That's amazing! Let's see if we can get a measurement.

797

00:45:29,000 --> 00:45:33,000

We take a string and measure out the length of the blade.

798

00:45:33,000 --> 00:45:38,000

It has a bit broken off at the top, but it looks to be about the right length.

799

00:45:38,000 --> 00:45:41,000

I don't know. You think this is the Mariner?

800

00:45:41,000 --> 00:45:43,000

I think it might just be.

801

00:45:43,000 --> 00:45:45,000

It's incredible!

802

00:45:47,000 --> 00:45:51,000

We rush back to the boat to give Andy the details.

803

00:45:56,000 --> 00:45:58,000

We're doing some good news for you.

804

00:45:58,000 --> 00:45:59,000

Why?

805

00:45:59,000 --> 00:46:00,000

Three props. Aluminum.

806

00:46:00,000 --> 00:46:01,000

Yes!

807

00:46:01,000 --> 00:46:02,000

Big time!

808

00:46:02,000 --> 00:46:05,000

Yeah! Big time! I mean, that could be the Mariner!

809

00:46:05,000 --> 00:46:06,000

Could be.

810

00:46:06,000 --> 00:46:13,000

Cylinders was a little bit harder to tell. There's two rows of them, there's certainly a lot of cylinders, but without a lot more work down there, that one I don't think we can answer.

811

00:46:13,000 --> 00:46:17,000

In terms of where that leaves us, I'm feeling pretty hopeful.

812

00:46:17,000 --> 00:46:20,000

Let's take the information we have and see what it adds up to.

813

00:46:20,000 --> 00:46:22,000

Very good day at the office.

814

00:46:22,000 --> 00:46:27,000

In all the ways we can measure, the wreck below us seems to align to the Martin Mariner.

815

00:46:27,000 --> 00:46:35,000

But to confirm the find, the engine and propeller will have to be raised, a massive undertaking that will require time and manpower.

816

00:46:36,000 --> 00:46:47,000

I'll be waiting anxiously for the results, but for today, we sail for home, optimistic that what we've uncovered could put to bed one of the Triangle's most persistent mysteries.

817

00:46:49,000 --> 00:46:55,000

I've spent two weeks traveling through the Bermuda Triangle and have arrived safely on the other side.

818

00:46:55,000 --> 00:47:02,000

My trip exposed me to tales of wormholes, electronic fog and advanced civilizations.

819

00:47:02,000 --> 00:47:10,000

But helping intrepid scientists and researchers attempt to explain these stories has given me a glimpse beyond the folklore.

820

00:47:12,000 --> 00:47:14,000

At the truth.

821

00:47:15,000 --> 00:47:27,000

I learned that the infamous USS Cyclops likely was sunk by poor engineering and a rogue wave, while Flight 19 simply lost its bearings and ran out of fuel.

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00:47:27,000 --> 00:47:37,000

When seen through the lens of scientific inquiry, many of the Triangle's signature stories can be chalked up to the indiscriminate forces of nature.

823

00:47:38,000 --> 00:47:47,000

Others still manage to defy reason, but while the seas may toss ships around and storms may wash planes from the skies,

824

00:47:50,000 --> 00:47:59,000

the true danger of the Triangle may be our own imaginations, the most powerful force of all.