

details as this. And the Air Technical Intelligence Centre (ATIC) in the U.S.A. in due course sent a lengthy questionnaire which "Barros" and "Tagle" completed and returned.

NOTE

\* Translated from bulletin *UFO Chile*, No. 2 (October 1967), Santiago de Chile.

## CREW OF ARGENTINE SHIP SEE SUBMARINE UFO by Oscar A. Galíndez

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A TOPIC which seems to be connected with the UFO problem is that of the mysterious submarine bodies which have been observed in the seas of our world. Many of these cases appear in fact to be part of the astonishing enigma of the Unidentified Flying Objects.

Not long ago consideration was being given by *FLYING SAUCER REVIEW* to these marine aspects of the phenomenon,\* and some authors have suggested the possibility of underwater UFO bases in areas where these strange happenings have been recorded.

I would like to relate a recent occurrence which is quite sensational in comparison with most of those reported so far. My sources are press reports which appeared in the Argentine newspapers *La Razón*, *Córdoba* and *Los Principios*.

On July 30, 1967, the Argentine steamer *Naviero*, belonging to the Argentine Shipping Lines Company, was some 120 miles off the coast of Brazil, opposite Cape Santa Marta Grande (Lat. 28 48 S., Long. 46 43 W.) in the State of Santa Catarina, when an elongated submarine craft was sighted. The time was about 6.15 p.m. Argentine time (10.15 p.m. G.M.T.), and the *Naviero* was running at 17 knots.

The officers and crew were at their evening meal at the time. The Master, Captain Julián Lucas Ardanza, received a call on the intercom system from one of his officers, Jorge Montoya, to the effect that there was something strange near the ship.

Arriving at once on deck, Captain Ardanza beheld a shining object in the sea no more than about 50ft. away on the starboard side. It was cigar-shaped and he estimated its length at about 105 to 110ft. It had a powerful blue and white glow, made no noise whatsoever and left no wake in the water. There was no sign of any periscope or railing or tower or superstructure, in other words no external control surfaces or protruding parts.

The mystery craft paced the *Naviero* for 15 minutes. Captain Ardanza estimated its speed at 25 knots, as against the 17 of his own vessel (an old Liberty-type ship built in the U.S.A.).

The next development however was disconcerting to say the least. The mystery craft suddenly dived and passed right under the *Naviero* and vanished rapidly in the depths at great speed. As it went it glowed brightly beneath the water.

The *Naviero* was carrying explosives and gunpowder, and in order to stave off any panic among the crew should they get the idea into their heads that they

were being "pursued" because of this type of cargo, Captain Ardanza and his officers judged it prudent to assemble the crew and tell them what had been seen.

In the subsequent interviews with reporters from the Argentine press, the Captain said that during his twenty years at sea he had never seen anything like that before. Chief Officer Carlos Lasca described the object as "a submergible UFO with its own illumination".

The possibility that the object seen was a whale or a conventional type of submarine is ruled out. The witnesses were firm in their insistence that the "luminous cigar" looked totally different from a submarine or a whale and could not possibly have been either of these things.

The case has been classified by the Argentine maritime authorities as an "Unidentified submarine object".

NOTES

- \* Gordon Creighton, *Argentina 1962* (Pedro Atilli's experience) and item about Soviet submarines, *FSR*, July/August 1964, pp. 11 and 13.
- Antonio Ribera, *UFOs and the Sea*, *FSR*, November/December 1964, p. 8.
- W. S. Robertson, *UFOs and the Scottish Seas*, *FSR*, May/June 1965, p. 36.
- Antonio Ribera, *More About UFOs and the Sea*, *FSR*, November/December 1965, p. 17.
- H. J. Hinfelaar, *Submarine Craft in Australasian Waters*, *FSR*, July/August 1966, p. 28.

(continued from page 19)

However, there are unconfirmed rumours that he called again soon afterwards and is reported to have said: "It's still above me, making my speed or better. I'm going up to 20,000ft. If I'm no closer, I'll abandon chase."

About an hour later the wreckage of his plane was found scattered over a very wide area. What happened? And what was he chasing?

That year the U.S. Navy had been sending up giant Skyhook balloons to obtain high altitude information about the earth's upper atmosphere and the U.S. Air Force's view is that Mantell was chasing one of those huge balloons and lost consciousness due to lack of oxygen. They consider that his plane continued to climb for a while, then went into a steep dive and disintegrated.

On the other hand if Mantell was actually pursuing a UFO then it is possible that he came too close to the powerful force field of such a huge craft. This might have caused his plane to break apart.

Whatever the real answer—Skyhook balloon or giant saucer—it is interesting to note that the U.S. Air Force official report definitely clears whatever object it was of any hostile intent. The report states:

"The UFO was in no way directly\* responsible for this accident. However, it is probable that the excitement caused by the object was responsible for this experienced pilot conducting a high altitude flight without the necessary oxygen equipment. . . ."

It is strange that very soon after Mantell's tragic death the U.S. Air Force formed Project Sign, the first official investigating body into UFOs, the earliest predecessor of Project Blue Book.

NOTE

\* Underlining by U.S. Air Force.

SOURCES

*Flying Saucers from Outer Space*, by Major Donald E. Keyhoe.  
*Flying Saucers have Landed*, by D. Leslie and G. Adamski.  
*The Riddle of the Flying Saucers*, by Gerald Heard.  
*Flying Saucers*. A special issue of *LOOK* magazine, 1967.