

and several inches deep, with a wedge-shaped cross-section. Two other depressions—smaller, shallower and rounded—were found near what was the far side of the object, as seen by Zamora.

The officers also saw bushes (snakewood and greasewood) and clumps of grass which appeared to have been seared by a flame. The ground, too, looked as if it had been scorched. Much of the marking, unfortunately, was obliterated by the hundreds of curiosity seekers who flocked to the scene.

The first official investigators arrived: Capt. Richard Holder, White Sands Missile Range, that evening; Maj. William Connor, of Kirtland AFB, Albuquerque, N. Mex., and T/Sgt. David Moody of Project Bluebook, Wright-Patterson AFB, Ohio on April 26. They took soil samples and checked the area for radiation with a Geiger Counter. On April 29th, Dr. Hynek arrived and spent a day-and-a-half interviewing witnesses, photographing the landing site and checking possible explanations.

Extensive reports

Not until June 8th did the Air Force have an official statement. A two-page summary of the case covered the main points and concluded by saying it was unexplained but still open.

NICAP-Member Stanford was in Socorro while Dr. Hynek was investigating and was with him at the landing scene. There, Stanford took detailed measurements of the reconstructed markings, photographed the area and took the metal scrapings, supposedly from the UFO's landing gear. He sent extensive written and taped reports to NICAP Headquarters, which have been incorporated in this article.

The seriousness with which the Air Force took the Socorro sighting is indicated by some of the remarks attributed to Dr. Hynek by local newspapers and the wire services. ". . . it is one of the soundest, best substantiated reports as far as it goes. Usually one finds many contradictions or omissions in these reports, but Mr. Zamora's story is simply told, certainly without any intent to perpetrate a hoax. The story, of course, was told by a man who obviously was frightened badly by what he did see. He certainly must have seen something."

While the June 8 statement of the Air Force did not specifically rule out any possible explanations, Maj. Maston Jacks, Project Bluebook Pentagon spokesman, said the facts eliminated any chance of it having been a fixed-wing aircraft. When asked if the Air Force was, therefore, still considering that it might have been a rotary-wing craft (e.g., a helicopter), he said this was still being investigated, but was unable to explain how any known machine could have taken off so silently. At last report, the

case was still "being investigated".

About 36 hours later, at 12.30 a.m., April 26, there was a reported UFO landing near La Madera, N. Mex., about 100 miles north of Socorro. Orlando Gallegos saw an object resembling a "butane tank", about as long as a telephone pole, about as big around as an automobile and about 14 feet high. The case was investigated by the New Mexico State Police, who confirmed the details to NICAP.

Gallegos told the State Police that the object, estimated to be some 300 feet from his home, seemed to be spewing bluish-white flames from its sides. He thought it was stationary, and said he had watched it for about one minute. Gallegos said the flames suddenly went out, he heard no noise and he saw nothing more of it.

Police Capt. Martin E. Vigil arrived on the scene at 7.30 p.m. that day and talked with Officer Albert Vega, whom he had detailed to stand by until his arrival. "At that time (7.30), the ground was still smouldering and badly scorched," he wrote NICAP. "Officer Vega advised that he had observed four depressions on the ground, one of which was quite clear, the others having been obliterated due to windy weather conditions. Officer Vega stated that this depression was approximately eight-by-twelve inches in size, about three or four inches deep, and sort of 'V' shaped at the bottom." (Note similarity to markings at Socorro.)

"There were also numerous oval shaped, or 'cat-paw-like' markings around the scorched area. These were approximately three and one-half inches in diameter," he added. (Again, note similarity.)

"Upon arrival at the scene, I personally interviewed Mr. Gallegos about his story. He insisted that he had observed this object, and that the reason he had not reported it sooner, was that when he had told his family, they had laughed about it, and that he had figured everyone else would do the same. Mr. Gallegos . . . is obviously not the type of person that would make up such a story."

Dr. Hynek, upon his arrival in Socorro, indicated an interest in the La Madera sighting, but returned to Northwestern University without having looked into it. The Air Force later explained the report as a rubbish fire. The only Air Force representative known to have investigated the report was Maj. Connors, of Kirtland AFB.

Postscript

Copies of NICAP's documentary, *The UFO Evidence*, are available to the general public at \$5.00 each. Address: 1536 Connecticut Avenue, N.W., Washington, D.C., U.S.A.

UFO's and the Sea

By Antonio Ribera

FOR some considerable time I have wondered whether the sea could be a hiding place for UFOs. About three quarters of the surface of Earth is covered by the ocean; the right name for our planet could be Sea instead of Earth. An interplanetary visitor, coming upon our world from outer space, would name it so if he happened to arrive over the hemisphere covered by the vast Pacific Ocean.

Many sightings of UFOs have been reported at sea. Several of them were of objects rising from the sea or falling into it. The story about the Deadly Bermuda Triangle¹ made me think again about this possible relationship between UFOs and the sea, and I went through my files where I unearthed several cards relating strange happenings at sea. This article is an account of my findings in this field.

The Bermuda Triangle Revisited

Let us return to the Deadly Bermuda Triangle. The strange happenings here reported took place in 1947 and 1948, and again in 1949; with them and those reported in the *Argosy* article, the dossier on strange happenings in this area seems complete².

In 1947, an American Superfortress bomber mysteriously vanished when 100 miles off Bermuda. Searches by many planes and ships did not solve the mystery, which U.S. Air Force officers blamed onto a tremendous current of rising air in a cumulonimbus cloud, which, they theorised, "disintegrated the great bomber". A similar explanation has been offered for the unsolved disappearance, in March 1950, of the U.S. "Globemaster" flying across the Atlantic to Ireland.

On January 30, 1948, a Tudor airliner, the "Star Tiger" of the British South American Airways, mysteriously vanished while flying some 400 miles off Bermuda. That mystery was never solved, nor was any wreckage found. The "Star Tiger" carried 25 passengers and a crew of six. The court of investigation was baffled and could hint only at "some external cause". Again, on January 18, 1949, a second Tudor airliner of the same company—according to Mr. H. T. Wilkins—the "Star Ariel" with 13 passengers and a crew of seven, vanished 200 miles from Bermuda, on a thousand-mile flight to Kingston, Jamaica. Many

planes, naval vessels and merchant ships fanned all over the area, but failed to solve the mystery. No wreckage was ever found; but a singular thing happened. On the first night of the search for the missing British Tudor IV, "Star Ariel" liner, two planes—one of them a U.S. bomber, and the other a British airliner of the BOAC line—independently reported seeing a strange light on the ocean in the area where the "Star Ariel" vanished. No raft was found, nor float with any light attached which might have been launched from the lost airliner. No wreckage of any sort has ever been reported.

What is the hoodoo in the Bermuda skies and waters? On the night of February 9, 1913, a procession of strange lights was seen in the skies in Canada (Saskatchewan and Ontario), the U.S.A. (New York), at sea, and over Bermuda. . . . One witness said that "it looked like an express train lighted at night . . ." And with this, no more about Bermuda . . . for the time being.

Forteana

And now I would like to examine under this heading some of the "damned events" gathered by the amazing Charles Fort³.

On June 18, 1845, according to the *Malta Times*, from the brig *Victoria*, about 900 miles east of Adalia, Near East, three luminous bodies were seen to issue from the sea, at about half a mile from the vessel. They were visible for about ten minutes. Other witnesses in Adalia and in Syria and Malta also saw the "phenomenon". The luminous bodies were apparently five times the size of the moon: each had appendages which connected them (similar sightings were reported by Aimé Michel during the 1954 wave in France).

On March 22, 1870, in the Atlantic Ocean near the Equator, the sailors of the British barque *Lady of the Lake* saw a remarkable object, or "cloud", in the sky. It was a saucer-like cloud, with a long appendage at the rear, and it travelled against the wind. This form was visible for an hour, says the log of the ship, written by Capt. F. W. Banner.

On December 5, 1872, the British ship *Dei Gratia* found a vessel, between the Azores and Lisbon, which turned out to be the American brigantine *Mary Celeste*. The story of the *Mary*

Celeste, first reported by the London *Times* of February 14, 1873, is so well-known, that I am not going to recount it in full. This abandoned but intact vessel, alone in the middle of the ocean, with her lifeboats in their places, everything on board in order, is still an unexplained mystery.

Equally a mystery is the abandoned *Rosalie*, a large French ship, bound from Hamburg to Havana . . . most of the sails set . . . no leak . . . a valuable cargo on board. There was a half-starved canary in a cage.

At midnight, on February 24, 1885, somewhere between Yokohama and Victoria, the captain of the barque *Innerwich*, Fort says, was aroused by his mate, who had seen something unusual in the sky. The captain went on deck and saw the sky turning fiery red. "All at once, a large mass of fire appeared over the vessel, completely blinding the spectators". The fiery mass fell into the sea. Its size may be judged by the volume of water cast up by it. It is said to have rushed toward the vessel with a noise that was "deafening". The master, an old, experienced mariner, declared that "the awfulness of the sight was beyond description".

But the contrary is also true: unknown objects not falling into the sea, but rising from it. On November 12, 1887, the British steamer *Siberian* saw an object, described as "a large ball of fire", rising from the sea, near Cape Race. It rose to a height of 50 feet, and then advanced close to the ship, then moved away, remaining visible for about five minutes (for details see the American *Meteorological Journal*, 6-443). Captain Moore, skipper of the *Siberian*, said that at about the same place he had seen such appearances before. An underwater base for UFOs? We shall discuss this possibility later.

Commander Pringle's experience

On May 15, 1879, Commander J. E. Pringle, of H.M.S. *Vulture*, in the Persian Gulf, had noticed luminous waves or pulsations in the water, moving at great speed, and passing under the *Vulture*. On looking toward the east, the appearance was that of a revolving wheel with a centre on that bearing. The spokes were illuminated, and, looking towards the west, a similar wheel appeared to be revolving, but in the opposite direction. He adds: "These waves of light extended from the surface well under the water". Before and after this display the ship had passed through patches of floating substance described as "oily-looking fish spawn". (There was a similar happening on January 8, 1960, when the British ship *Corinthio*, bound from London to Wellington, went through a mysterious floating substance. It was honey-coloured and silky.

Did the "solitary navigator", Mr. Adrian

Hayter⁴, know about the amazing experience of Commander J. E. Pringle, when he wrote the following account in his book?: ". . . We noticed a light far out to the south-east—they were between Assab and Djibuti, Red Sea. As we watched it grew more vivid and was seen to be sweeping towards us; it seemed like the beams of a very powerful lighthouse, pivoted in the south, and sweeping from one horizon to the other—but under the water. It rapidly came closer, relentless and inexplicable, until it lit up the sails with a greenish light quite bright enough to read by. I watched the defined beam as it passed under the *Sheila*, throwing the dark shadow of her hull momentarily over the sails, and then it fled to the western horizon. It left us speechless, but another great beam appeared in the east, swung towards us, underneath us, and silently fled into the western darkness. This happened about five times, always the same, at the same regular intervals, in complete silence and with no change in the wind or sea . . ."

Underwater Bases

What is lurking in the depths of the Red Sea-Persian Gulf, which can send these powerful beams across the ocean expanses? An honest, straightforward writer, Hayter was not "imagining things" when he wrote this. This eerie sighting seems to belong to some fantastic tale, to some strange Science-Fiction story. But it is factual; these things actually happen in our world.

I suggest these probable places: the Persian Gulf, the Red Sea, somewhere in the Bermuda Triangle and somewhere in the Atlantic Ocean, probably off Cape Race. In all these places strange happenings and sightings have been recorded. But probably there are many more underwater bases, undetected so far. The vast extent of our oceans provide ideal hiding places for interplanetary visitors, assuming that their ships can navigate as easily through the hydrosphere as they can the atmosphere. It is only a question of different densities.

Lack of space prevents mention of all the Persian Gulf sightings recorded by Charles Fort. But I cannot resist quoting this one: In May, 1880, on a dark night, there suddenly appeared on each side of the British steamer *Patna*, while on a voyage up the Persian Gulf, an enormous luminous wheel, whirling around, the spokes of which seemed to brush the ship along. The spokes would be 200 or 300 yards long (a sighting similar to the phenomenon seen by Hayter).

On July 26, 1964, shortly before midnight, the Santa Cruz de Tenerife wireless station received a mysterious SOS from a ship. No name or position

was specified in the message. Another Mayday had been received half an hour before. At 10.45 a.m. of the following day, the trawler *Santa Genoveva*, some miles north of Cape Bojador, Africa, found the bodies of seven men, all with their life-jackets on and with no apparent injuries. They were identified. They belonged to the crew of the Spanish lobster ship *Maena*. Floating near the corpses were seen an empty gasoil drum and half a dozen watermelons. Nothing else; no traces of shipwreck. Nothing. Four men of the *Maena* were missing, and they were never found.

It is impossible that the seven men should have died from cold or hunger, since they remained only nine hours afloat, more or less, and through survival tests we know that a man can be afloat and alive for much longer than that, specially in July in warm waters. Can seven men with lifejackets drown? In this connection it should be remembered that in the Canary Islands, three out of the crew of four belonging to a small fishing boat, which sunk in La Graciosa, were still alive when found 18 hours later. They had no lifejackets. The seven men of the *Maena* were all strong, young seamen.

Thor Heyerdahl's Strange Sightings

We also find strange underwater and marine sightings in Thor Heyerdahl's account of the Kon-Tiki raft expedition⁵. The voyage took many weeks, and put Heyerdahl and his friends in close contact with the sea and its mysteries. I quote him:

"On several occasions we glided past a large dark mass, the size of the floor of a room, that lay motionless under the surface of the water like a hidden reef (which it couldn't be, since the raft was in the middle of the Pacific, between the Peruvian harbour of El Callao and the island of Raroua, with many hundreds of fathoms under her'. It was presumably the giant ray of evil repute but it never moved, and we never went close enough to make out its shape clearly". (Page 120.)

But before this, Heyerdahl says: "On other nights balls of light three feet and more in diameter would be visible down in the water, flashing at irregular intervals like electric lights turned on for a moment". (*Ibid.*, page 90). What on earth—or under the sea—could these strange underwater foo-fighters be?

But this is not all: "About two o'clock on a cloudy night, when the man at the helm had difficulty in distinguishing black water from black sky, he caught sight of a faint illumination down in the water which slowly took the shape of a large animal. It was impossible to say whether it was plankton shining on its body, or whether the animal itself had a phosphorescent surface, but the glimmer down in the black water gave the ghostly creature obscure, wavering outlines. Sometimes it was roundish, sometimes oval, or triangular, and suddenly it split into two parts which swam to and fro under the raft independently of each other. Finally there were three of these large shining phantoms wandering round in slow circles under us."

"They were real monsters, for the visible parts alone were some five fathoms long. . . . Mysterious and noiseless, our shining companions kept a good way beneath the surface. . . . the glimmer of light on their backs revealed that the beasts were bigger than elephants but they were not whales, for they never came up to breathe. . . . And, like all proper goblins and ghosts, they had sunk into the depths when the dawn began to break". (*Ibid.* pages 90-91.)

On another time, Heyerdahl says, ". . . we saw the sea boil and bubble while something like a big wheel came up and rotated in the air. . . ." (*Ibid.* page 118).

Notes

¹ FLYING SAUCER REVIEW, July-August 1964, page 14.

² See *Flying Saucers on the Moon*, by Harold T. Wilkins, 1954 (Published in the U.S.A. as *Flying Saucers on the Attack*).

³ *The Books of Charles Fort*, Foreman Society. Henry Holt & Co., New York, 1959.

⁴ *Sheila in the Wind*, by Adrian Hayter, Hodder & Stoughton, London, 1953.

⁵ *Kon-Tiki*, by Thor Heyerdahl. Translated by F. H. Lyon, New York, 1953.

The Mysterious Templeton Photograph

By Gordon W. Creighton

THE land^{ing} of a large UFO on 26th April 1964 at Socorro in New Mexico, at a spot only a few miles from the scene of the first A-Bomb Test, was proof enough that our visitors are still interested in our dabbings in realms that would no doubt be better left alone. During the following month (May) we had the strange episode of Mr. Jim Templeton's photograph. Perhaps the two episodes are not unrelated?

The published facts of the Templeton case seem to be as follows (see *Daily Express* and *Daily Mirror* of 13th June last): Mr. James P. Templeton, a Carlisle fireman, living at 201 Newtown Road, Carlisle, was, on a day in May, with his wife and two daughters on Burgh Marsh, on the lonely banks of the Solway Firth. He was taking a series of colour photographs of his five-year old daughter Elizabeth. His wife and his other daughter were behind him. There was not a tree and not another person in sight. In the distance, on the other side of the Solway Firth, lay the Chapel Cross Atomic Station and a NATO radar-tracking base.

The weather was excellent. There was nothing strange or unusual to be seen, although Mr. Templeton has since said that it did strike him as rather odd at the time that all the cattle and sheep that usually graze on the Burgh Marsh were "huddled together some distance away, as though a storm was brewing".

The series of pictures taken of the little girl were sent off to Kodak Ltd. for processing, and when they came back there was a note with them remarking that it was a pity that the best of the lot was "spoiled by a man in the background".

And a man there is, without doubt, despite Jim Templeton's emphatic statement that except for his little girl in front of him there was not a soul in sight.

The Kodak Company assured him that there could not possibly be any question of a flaw in the film or the camera. He took the picture to the Carlisle police, and their experts studied it. At first, said Detective Chief Superintendent Tom Oldcorn, they thought it was a double exposure. But soon they decided it was not.

The photograph, which is reproduced on page 12, shows a man in a white garb which looks extraordinarily like a padded space-suit. And on his head is a helmet, apparently transparent. The figure is standing with its back to Mr. Templeton

and a few feet behind the little girl and in fact seems to be looking across the Solway Firth towards the Chapel Cross Atomic Plant. The figure appears to be that of a big man. "At least seven feet in height", so the Carlisle fireman and policeman felt, as they studied the picture.

"Very puzzling", concluded Chief Superintendent Tom Oldcorn, "but we're not taking it seriously. It must be some sort of freak picture."

The next report was a ten-line piece in the *Daily Express* of 27th July, from which we learnt that Mr. Templeton was sending his camera and film to the Ministry of Defence to assist the Security men in an investigation which they were making of the affair.

In the meantime, the *Yorkshire Post* (24th July) was reporting that there was a local eccentric who often ran about naked on Burgh Marsh, and had been seen by numerous residents of the nearby village of Burgh-by-Sands. The police, it seemed, were now quite satisfied that he was the man in the picture. But not Mr. Templeton, who said: "I have seen this man running about. When I saw him he was wearing a pair of shorts. I refuse to believe he is the figure in the photo. I am firmly convinced that he wasn't in sight when I took it. I haven't an explanation of my own but I refuse to accept this one".

The next item to come our way was even more interesting. The *Yorkshire Post* of 3rd September carried a report, from its Carlisle correspondent, to the effect that Mr. Templeton had now revealed that he had been closely questioned by two mystery men who arrived in a Jaguar, flashed Security cards, and referred to each other only by number. (No. 9 and No. 11). The rendezvous was arranged by telephone, and took place out on Burgh Marsh. The two very well-dressed and well-spoken gentlemen, questioned him closely about the weather at the time when the photograph was taken, whether there were any birds about, and where the cattle were on the Marsh. "Then one tried to trap me," said Mr. Templeton. "He said: 'This would be where the man was at the time'. I told him there was no man."

A young friend of mine, Mr. Gavin Warburton, now in South Africa, recently had a chat with Mrs. Elizabeth Klarer, who, as readers will know, claims to have ridden in a saucer and to have taken a number of photographs of the craft, in July 1956 (See FLYING SAUCER REVIEW, November/Decem-