

# UFO Sightings At Sea Baffle Expert Observers

## Many Present But Few Are Accounted For

### By Frank M. Roberts

For the men on five different ships flying the flags of France, Holland, Liberia, Finland and the United States, June 24 or 25, 1960, will always be remembered among the strangest days of their lives.

The ships were in the North Atlantic on those slightly cloudy days when the normal routine was broken by an unusual phenomenon in the sky.

It was first sighted on June 24 by the French ship *Fructidor*. According to Capt. Paul Jagon, "It was observed about 5° above the horizon and appeared as a bright sphere without distinct outlines, the center of which was brighter. The gleam rose vertically and at a 45° angle. It moved rapidly, then disappeared in an illuminated cloud." Capt. Jagon added that, "When the cloud moved on, it was not seen again."

A similar sighting in the sky was reported by the third and fourth officers aboard the Dutch ship *S.S. Catamares*. Their notations were dated June 25, a day later, but the sighting was the same: "A shining cloud with a very bright center, moving southward, becoming fainter until it disappeared."

The officers also noted, "that a shining band was observed extending from the horizon above the clouds, at a 45° angle. It disappeared at the same time as the

near Cape Race, Nfld.; another object was observed by an unknown ship, as reported in the magazine "L'Astronomie", that didn't go into the ocean — but came out of it.

"It emerged to an altitude of 17 meters. It started moving against the wind and stopped close to the ship observing it," according to the log, "then rushed away in the sky and disappeared." It had been viewed for a period of five minutes.

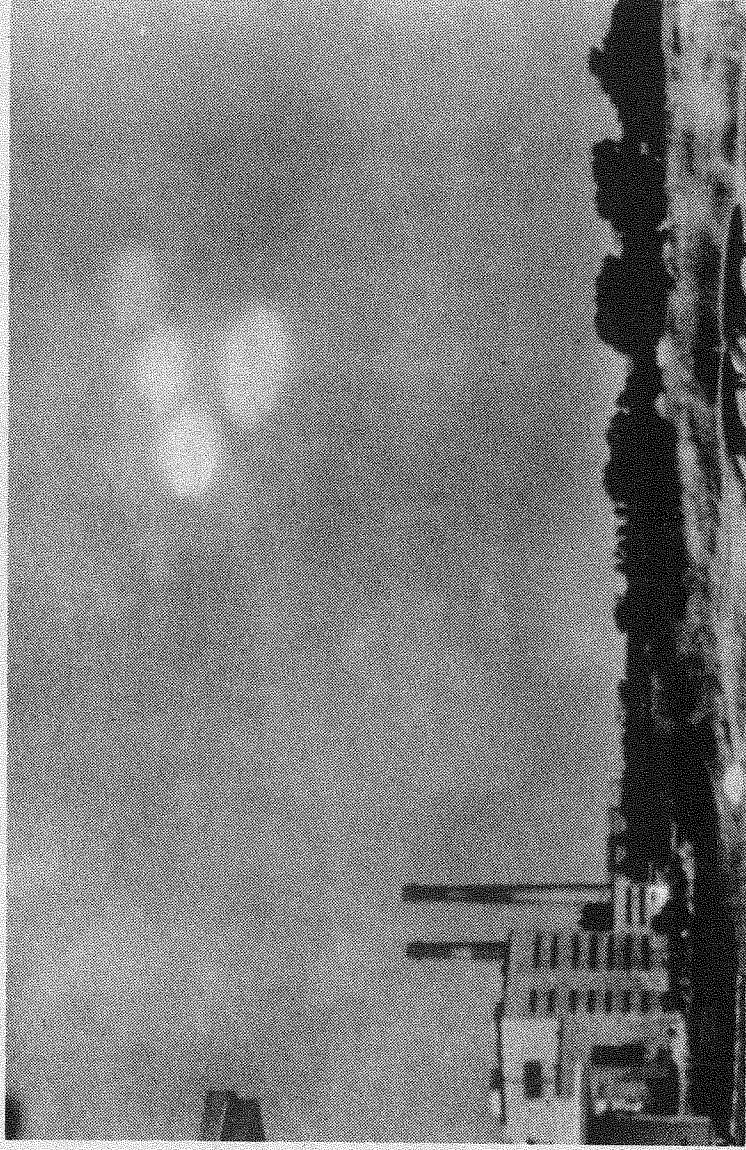
Viewed and duly noted, but what conclusion could be reached? Even today there is none, although the Air Force has finally seen fit to investigate the situation.

### MAJOR STUDY ON

More than \$300,000 is being allotted to the University of Colorado. Then a team will study reports, evaluate and eventually make a decision as to what unidentified flying objects really are. While such a thorough investigation is being welcomed by believers and non-believers, it's a fairly safe guess that no matter what the conclusion, no one will be entirely satisfied until the "pilots" of the strange craft do more than just observe.

One of the things the University of Colorado will check and re-check will be the many photographs made of UFO's, which lately have become clearer and correspondingly more puzzling.

The first known photograph of an unidentified flying object was taken at sea by Yeoman Frank Ryman of the U. S. Coast Guard. The picture was made on Independence Day 1947 outside of Seattle, Wash. The photo shows a round dot of light and bears a



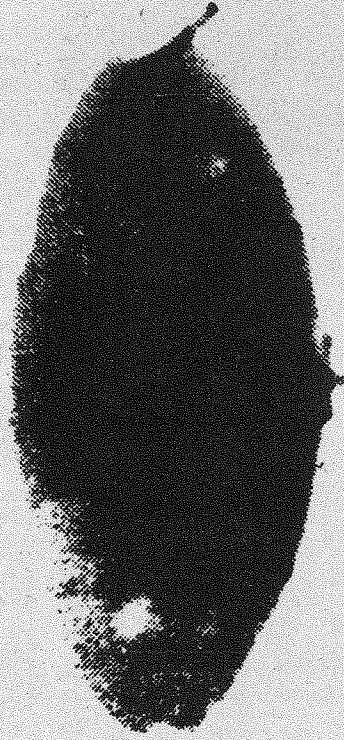
**OK, THEN WHAT ARE THEY?** This photo was taken by U.S. Coast Guardsman Shell Alpert of the Salem (Mass.) Coast Guard Station on July 16, 1952. The four images apparently flying in formation are unexplained. Many "saucer" sightings were made that summer.

view" in the early part of the 20th century, providing some of the strangest sightings on record.

### SUBSURFACE SIGHTING

On June 3, 1909, men of the Danish steamer *Bintang*, cruising in the Malacca Strait, saw a brilliantly lighted wheel, but this one was under the surface of the sea. It came to the surface and was seen spinning. A few days later, on June 16, a report came from Don Hoi, China. A UFO had flown over that city on a west-east course, "casting great luminosity."

Four fishermen, Hoang Nic of Dong Hoi, Tran Ninh of Sa-Dong,



## STRIKING SIMILARITY

The master of the Liberian M/V Tres Ore, in a report logged only six minutes later, wrote of his observation of a "flying body" which rose at a high speed before disappearing from view. Once again, a striking similarity is noted: "The body was surrounded by a circular white cloud." The ship's master added that, "Through the binoculars it looked like a planet, about the size of Neptune."

Four minutes after that entry was made, one was written in the logbook of a Finnish ship, the M/V Korshadam, by Third Officer Rolf Malsten. He, too, saw an "unidentified celestial object. It was moving slowly toward the south and east. It was clearly visible and surrounded by a sharp halo. At intervals a very bright ray of light was directed from the strange phenomena, straight downward. The object was visible about five minutes before it faded out of sight."

That report was the first indication that the unidentified flying object the men on those ships were observing was possibly observing them in return.

Ten minutes after the sighting reported by the Finnish ship, came one by the American, the S.S. Santa Sofia. According to Capt. G. Hartley, it was a "fast moving, bright object, similar to a star, surrounded by bright white smoke and glare. It was observed for two minutes."

Strange sightings, of which the above are typical, have been headline-makers since 1947, when an American businessman named Kenneth Arnold, plotting his own plane, spotted a group of unidentified objects flying in formation. They were pacing but outmaneuvering him and going at speeds that no conventional aircraft could match.

**FAIR DETAIL** is retained in this photo taken from the British ship S.S. Ramsey in December 1957 by Radio Officer T. Fogl off the coast of California. This UFO had a flat dome and a pulsating red light on the bottom.

Since that time, the U. S. Air Force has continually denied the existence of what are referred to as UFO's. Nevertheless, thousands and thousands of people every year, ignoring official denials, continue to see them. No longer is it a question of: "What are they?" Now it's a question of "Where do they come from?"

It is doubtful that they originate from any country on earth, since they are seen the world over. Too, it is obvious that no nation would be foolhardy enough to test craft over other lands.

While some sightings are natural phenomena or illusions, all too many have been reported by reliable observers and cannot be so easily dismissed. Most people who are engaged in a study of the subject, including Maj. Donald Keyhoe (USMC, Ret.), believe they are craft from another planetary system, far more advanced than earth. Maj. Keyhoe is founder and director of the National

Investigations Committee on Aerial Phenomena, better known as NICAP.

Since our own particular planet is three-fourths water, it is not surprising that many of these mysterious objects have been reported by ships at sea.

One of the earliest on record is dated May 15, 1879, when a ship called the Vultur, sailing in the Persian Gulf, sighted two giant, luminous wheels, "spinning and slowly descending. They were seen for 35 minutes, had an estimated diameter of 40 meters and were about four meters apart."

The same, or similar, wheels in the air were seen a year later, in the same month and in the same area, but by a different ship, the Fatna.

In 1893, several other observations of "wheels-in-the-air" were reported, mainly above the waters between China and Japan.

Those wheels were still "on

of Dong Duong-Hoi, also reported seeing the phenomena. Their sighting lasted about 10 minutes, between the time it was first observed and the time it fell into the sea, about six kilometers from shore.

A little over a year later, about midnight Aug. 12, 1910, in the south part of the China Sea, another bright wheel, this one spinning close to the surface, was seen from the Dutch ship Valentijn.

Were the wheels similar to those reported in the Bible, as seen by Ezekiel?

Of course, these were not the only type of phenomena viewed in the 19th century. In March 1887 two strange objects fell into the sea near a Dutch barkentine. The Shipmaster, Capt. C. D. Sweet said that one was dark and the other luminous. He also said, "I as positive they were not meteors." (A similar report of an unknown object going into the sea was made in 1902 by three witnesses aboard the Ft. Sailsbury.)

Also in 1887, but in November,

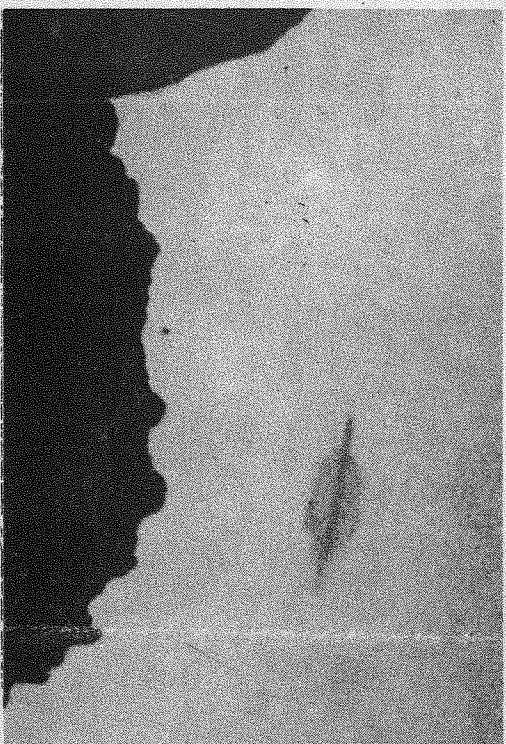
of this article, as made in 1960 by five different ships.

One of the most famous UFO photographs was made by another member of the Coast Guard. It was taken in the summer of 1952 at a time when many strange sightings were reported. The photographer was Shell Alpert and his picture shows four objects flying in formation. Alpert took the pictures just outside of Salem, Mass.

Still another UFO photograph was made by T. Fogl, a radio officer aboard the S.S. Ramsey, a British ship which, at the time, was sailing off the coast of California. Fogl managed to get a shot of a thick, circular object, with a flat dome and pulsating red light on the bottom.

Some of the UFO's are described as dome-like, some as wheels, some are oblong, some look like saucers, some resemble moons. Like automobiles and, for that matter, ships, they seem to come in a variety of shapes and sizes.

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**STRANGE OBSERVER** or mass hallucination? The odd aircraft shown faintly in this photo was hovering over Trinidad Island off Brazil when caught on film by Almirante Baravna from the deck of the International Geophysical Year research vessel Almirante Salanh.



**ENLARGED VIEW** of photo at left shows a saucer-shaped image over the twin huddles of Trinidad Island. The UFO was seen by several others aboard the research vessel, and this and other photos were later authenticated by the Brazilian Naval Photo Reconnaissance Lab. —All photos courtesy of NICAP

## UFO

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Several objects resembling small moons paced the Hawaiian Fisherman on June 18, 1957, about 150 miles from San Francisco. The sighting was reported by Capt. C. O. Wertz, electrician Roy Melton and other crew members. "We watched the UFO's pace our freighter. First there were two and 15 minutes later a third joined up."

### ANGEL'S HAIR

Those UFO's seemed to be making no bones about observing life on earth. A common occurrence, observed by some who have seen unidentified flying objects and also by many who have not, is the descent from the sky of a soft, silk-like substance known as Angel's Hair.

In November 1958 many northern California residents reported

showers of the cobweb-like material. Two fishermen at sea, George Kortan and Jack Curry, said the substance settled on their boat in such quantity that it made the boat appear to be, "a million years old."

A year before that, Angel's Hair had fallen on the Miami Seaquarium's vessel Sea Horse. It was put into a Mason jar for later analysis, but by the time the vessel docked, the still closed jar was empty, the substance having disintegrated, a common occurrence with Angel's Hair.

Such unusual and unforgettable sightings are obviously not confined to any one era or place. Actually, as time goes on, reliable reports of the unusual become more numerous.

For instance, on Dec. 16, 1965, the following logging was made by Second officer P. J. C. Riethoven and Capt. J. L. Baldus of

the British ship, the S.S. Carl Schmedeman, while in the North Pacific:

"An object was observed that at first was thought to be a star. It appeared to increase in brilliance and changed in altitude and azimuth. It was radiating a very powerful and directional light in a spreading beam, resembling a huge searchlight. About two minutes later, the object had a brilliance about three times that of Venus and was believed to be about four miles off. At its brightest point, it seemed gradually to disintegrate and become a small, light radiating cloud, which rapidly increased in size and reversed its azimuthal direction. The remainder of the cloud grew rapidly until it appeared to reach the size of a well-developed cumulus cloud, which radiated or glowed softly, as if built up of fluorescent particles. Then this cloud drifted westward (for approximately eight minutes) when it was faintly visible. In the meantime, the small almond-shaped cloud had not changed in size or form, but continued its

course in a northerly direction for 10 more minutes. It was then visible only as a speck on the horizon and disappeared shortly thereafter."

What was it — besides odd? That's anybody's guess and the UFO mystery will always find a variety of people with a variety of explanations.

### ANSWER NEAR?

The real explanation might be forthcoming in our lifetime. Author Frank Edwards, who has made a study of the subject for the past 25 years, believes "they" will make themselves known before another decade passes.

If that should happen, it will give the answer to the most mystifying question of the century: "What are the UFO's?"

Meantime, the reports of sightings will continue thick and fast from those on land, in the air and on the sea.

NICAP Director, Maj. Keyhoe, says that "Reports from ship's officers are of unusual interest,

because those men are experienced sky observers, familiar with stars, planets and other astronomical and atmospheric phenomena."

One thing they are not familiar with is the strange objects many of them have been sighting in the air and sometimes under the sea. What are they? Where do they come from?

And the most fascinating question of all: "What do they want?"

## Pictou

(Continued from Page 10-D)  
struction in maintenance and repairs.

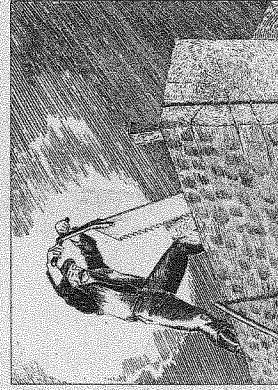
The outports navigation course is designed specifically for inshore fishermen and consists of compass work, use of parallel rules, charts, plotting courses and other pertaining to inshore navigation.

In the outports program, allowances are paid to the fishermen for each day class attended, on the basis of single, married, boat-owners or otherwise.

from the pen of Sam Manning...

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