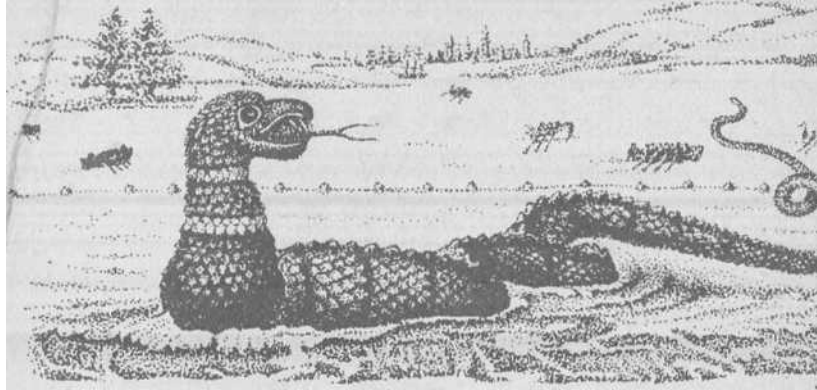


## Maps and Images



Copy of a contemporaneous drawing of the Gloucester sea serpent, one of the best corroborated among the many "sea serpent" sightings recorded through the centuries. It was reported as being seen by so many people off Cape Ann, Massachusetts, in August 1917, that it evoked an investigation from the Boston Society of Naturalists. Representatives of the society reportedly came within 139 yards of the monster, estimated it at ninety feet long, and clocked its swimming speed at thirty miles per hour. Shortly after the visit of the naturalists it vanished from the area.



The world's main ocean currents. Note that currents in the Northern Hemisphere turn clockwise, while those in the Southern Hemisphere turn counterclockwise, a feature connected with the rotation of the earth.

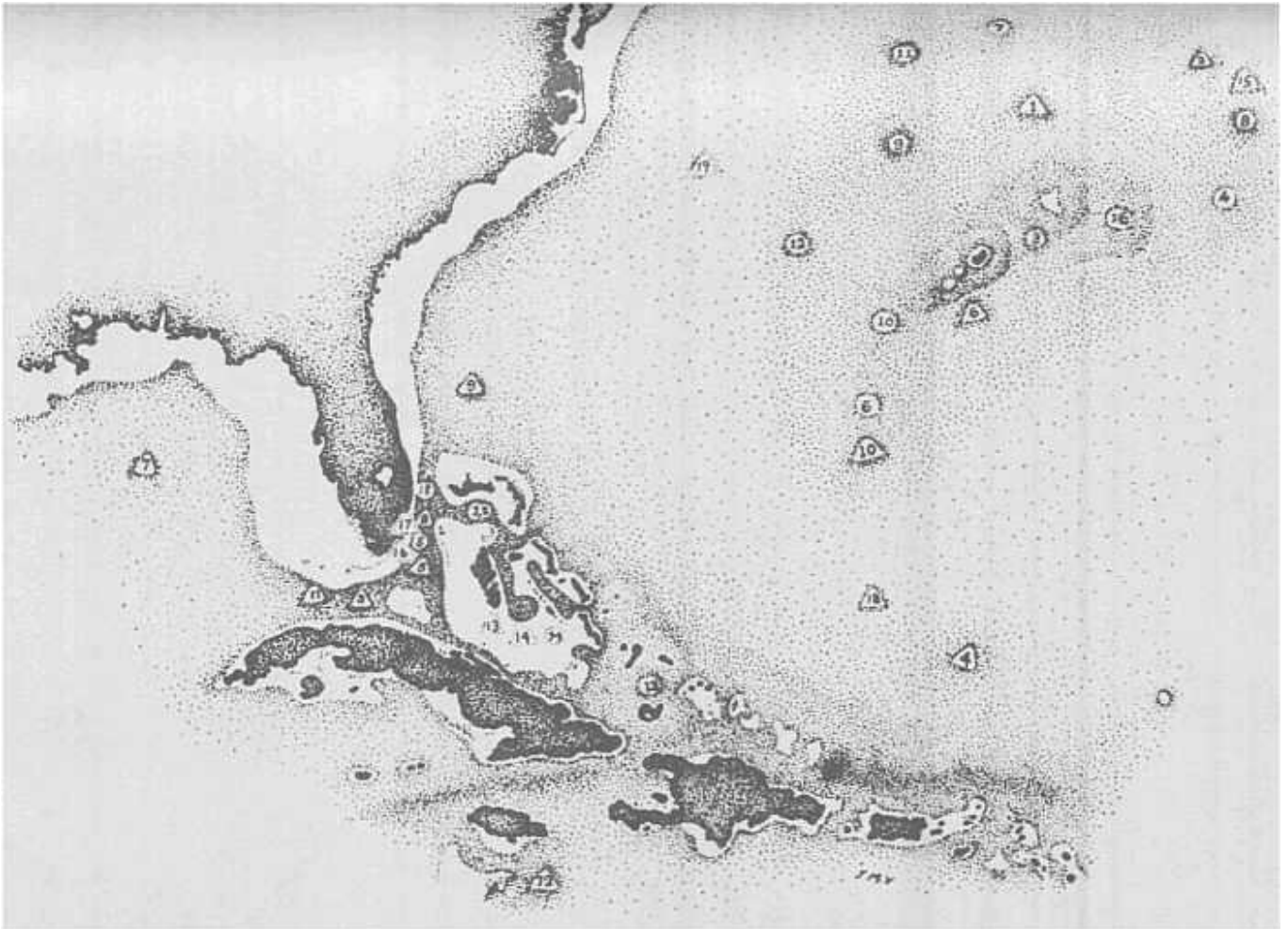


Chart of major disappearances of planes and ships in the Bermuda Triangle with indication of approximate location at time of disappearances. Plane disappearances are indicated by numbers within circles, and ship disappearances by numbers within triangles. Refer to page above and following pages for key to numbers.

### **Major aircraft disappearances in Bermuda Triangle area**

*(numbers in circles)*

1. December 5, 1945: five TBM Navy Avenger bombers on training flight from Fort Lauderdale, Florida; total crew of fourteen; two-hour normal flight; lost approximately 225 miles northeast of base.

2. December 5, 1945: PBM Martin bomber; dispatched with crew of thirteen to assist the TBM patrol; twenty minutes later radio contact lost and plane disappeared.

3. 1947: Superfort (U. S. Army C-54) disappeared 100 miles off Bermuda.

4. January 29, 1948: *Star Tiger*, four-engine Tudor IV; lost radio contact after last contact 380 miles northeast of Bermuda; plane lost with thirty-one passengers and crew.

5. December 28, 1948: DC-3, private charter. San Juan, P.R., to Miami; thirty-two passengers plus crew.

6. January 17, 1949: *Star Ariel*, sister ship of *Star Tiger*; London to Santiago,

Chile, via Bermuda and Jamaica; radio communication lost 380 miles south-southwest of Bermuda on course to Kingston.

7. March 1950: Globemaster (American); disappeared on northern edge of Triangle en route to Ireland.

8. February 2, 1952: York Transport (British); disappeared north of Triangle en route to Jamaica; thirty-three aboard.

9. October 30, 1954: Super Constellation (Navy); vanished north of the Triangle with forty-two aboard.

10. November 9, 1956: Navy Martin patrol seaplane P5M; disappeared with crew of ten near Bermuda.

11. January 8, 1962: Air Force tanker KB-50; Langley Field, Virginia, to Azores.

12. August 28, 1963: two new Air Force KC-135 four-engine Stratotankers; Homestead Air Force Base, Florida, to classified refueling range in Atlantic; disappeared 300 miles southwest of Bermuda.

13. June 5, 1965: C-119 Flying Boxcar; ten aboard; lost in the southeast Bahamas.

14. April 5, 1956: B-25 converted to civilian cargo plane; lost southeast of Tongue of the Ocean; three aboard.

15. January 11, 1967: Chase YC-122, converted to cargo; four aboard; lost in the Gulf Stream between Palm Beach and Grand Bahama.

16. September 22, 1963: C-132 Cargomaster vanished en route to Azores.

### **Major ships disappeared or found derelict in Triangle area**

*(numbers in triangles)*

1. 1840: ROSALIE, a large French vessel; found on course to Havana from Europe, in Triangle area, with sails set, cargo intact, all hands missing.

2. January 1880: British frigate ATALANTA; left Bermuda for England with 290 aboard; vanished presumably not far from Bermuda.

3. October 1902: German bark FREYA; found soon after leaving Manzanillo, Cuba, listing badly, partly dismasted, anchor dangling; calendar in captain's cabin read October 4—day after sailing.

4. March 4, 1918: U.S. Navy supply ship U.S.S. CYLCOPS, 500 feet, 19,000 tons displacement; sailed March 4 from Barbados to Norfolk with 309 aboard; no bad weather; no radio messages; no wreckage ever found.

5. 1925: S.S. COTOPAXI; vanished en route from Charleston to Havana.

6. April 1932: two masted JOHN AND MARY; New York registry; found floating but abandoned fifty miles south of Bermuda; sails furled, hull freshly painted.

7. February 1940: Yacht GLORIA COLITE from St. Vincent, B.W.I.; found abandoned; everything in order; 200 miles south of Mobile, Alabama.

8. October 22, 1944: Cuban freighter RUBICON; found by Coast Guard in Gulf Stream off Florida coast; deserted, except for a dog.

9. June 1950: S.S. SANDRA, 350-foot freighter; sailed from Savannah, Georgia, bound for Puerto Cabello, Venezuela; cargo 300 tons of insecticide; passed St. Augustine, Florida, then disappeared without leaving a trace.

10. September 1955: Yacht CONNEMARA IV; mysteriously abandoned 400 miles southwest of Bermuda.

11. February 2, 1963: MARINE SULPHUR QUEEN, 425-foot freighter; vanished without message, clues, or debris; en route to Norfolk, Virginia, from Beaumont, Texas, with all hands; last heard from near Dry Tortugas.

12. July 1, 1963: SNO' BOY, sixty-three-foot fishing boat; forty aboard; sailed

from Kingston, Jamaica, to Northeast Cay, eighty miles south; disappeared with all hands.

13. 1924: RAIFUKU MARU, Japanese freighter; radioed for help between Bahamas and Cuba, then disappeared.

14. 1931: STAVENGER, freighter with crew of forty-three; last heard from near Cat Island, Bahamas.

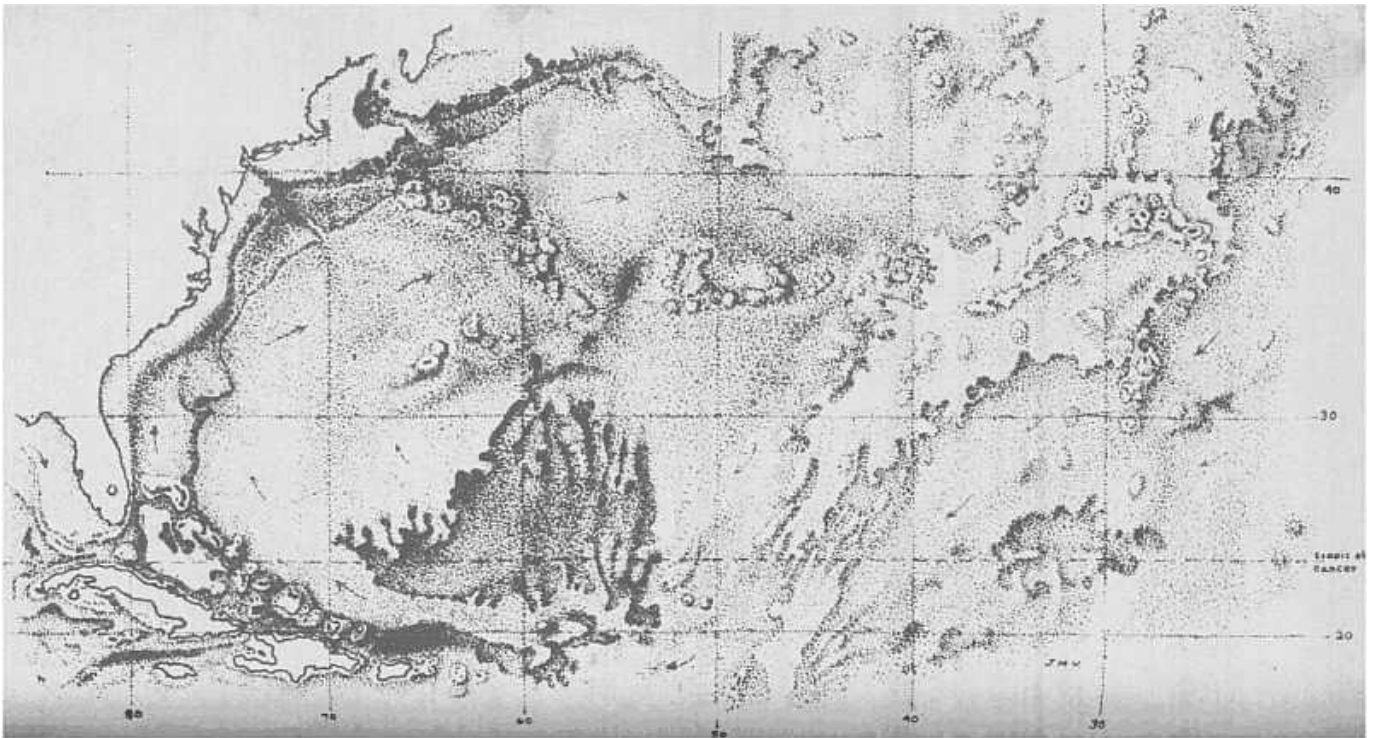
15. March 1938: ANGLO-AUSTRALIAN, freighter with crew of thirty-nine; last message received west of Azores: "All well."

16. December 1967: REVONOC, all-weather forty-six-foot racing yacht; disappeared within sight of land.

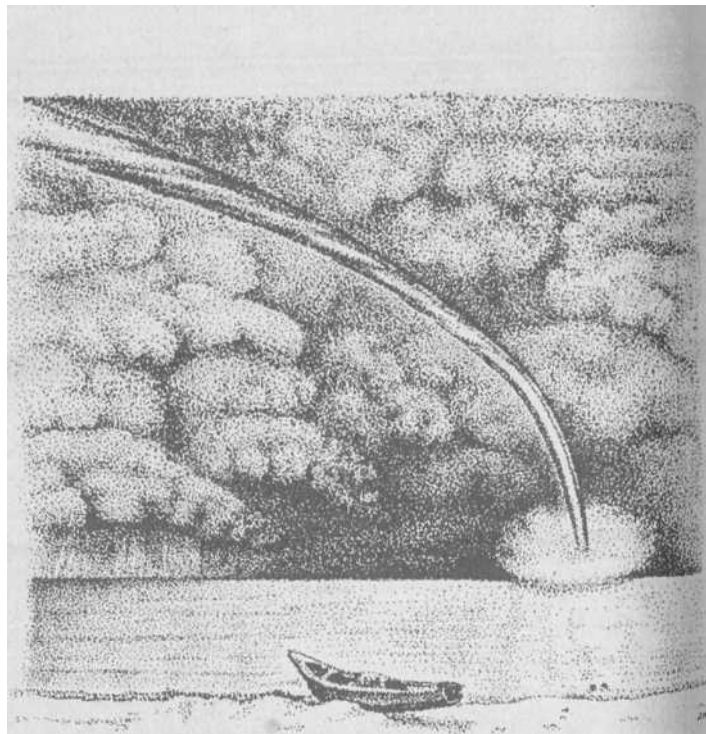
17. December 24, 1967: WITCHCRAFT, cabin cruiser; passenger and owner disappeared while craft was at harbor buoy one mile from Miami.

18. April 1970: MILTON I at rides, freighter en route from New Orleans to Capetown.

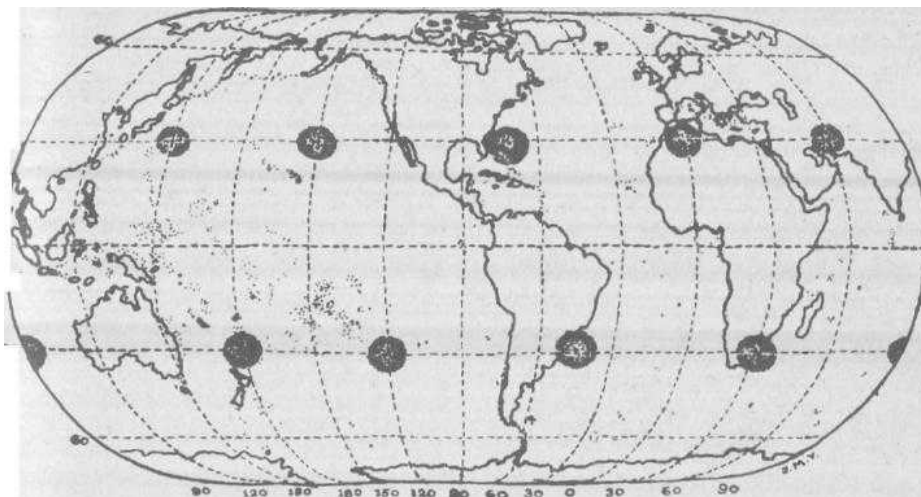
19. March 1973: ANITA, 20,000-ton freighter with crew of thirty-two, sailing from Newport News to Germany.



Area occupied by the Sargasso Sea in the western North Atlantic. Arrows indicate direction of the Gulf Stream and the North Equatorial Current, which form the approximate boundaries of this seaweed-bearing and seemingly stagnant sea within the ocean, characterized by deadly calm. Depth on the chart is shown by the progressively darker areas except for small islands, such as Bermuda and the Azores, shown in solid black. Raised areas, especially between 30° and 40° north latitude, show the mysterious seamounts, underwater mountains with flat tops, suggesting that they were once Islands. The shallow areas around the Azores and the Bahamas are also an indication of these islands having been of much greater size before the melting of the last glaciation raised the water level of the oceans.



Sketch of 200-foot-high waterspout as observed from shoreline. Waterspouts are sea tornadoes and are as dangerous at sea as a tornado is on land. The turbulence of a tornado can pull apart and scatter a small ship or plane coming into its direct path.



Twelve sections of the world, vortices of electromagnetic aberrations, as suggested by the theory of Ivan Sanderson. The two areas not shown on this projection are at the poles. The area to the east of Japan corresponds to the Devil's Sea, the Japanese equivalent of the Bermuda Triangle.



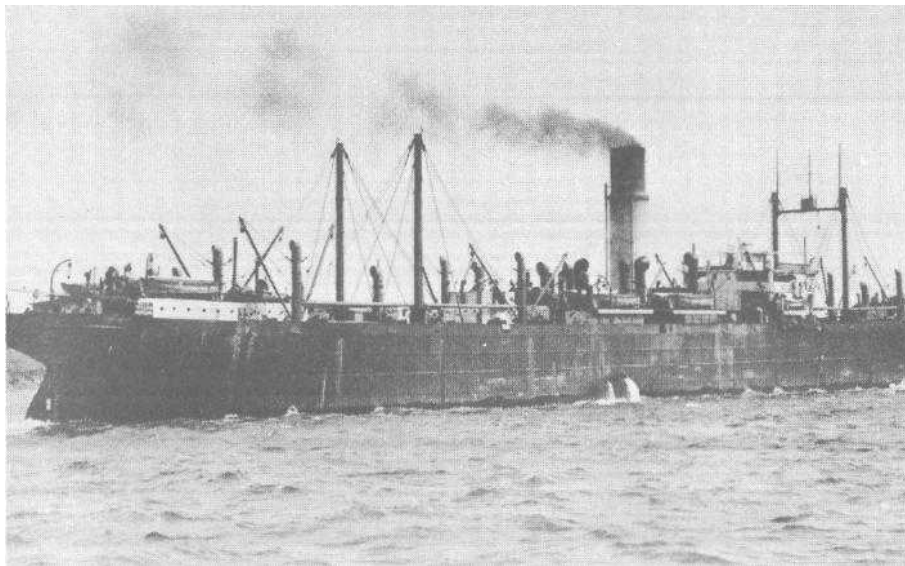
Flight of TBM Avengers similar to the five planes of Flight 19 which vanished with a total of five officer pilots and nine crew members on December 5, 1945, while on a short routine training mission from Fort Lauderdale Naval Air Station after a series of radio messages indicating that their compasses and gyros were "going crazy," that everything looked wrong and strange and that the ocean did not "look as it should." No trace of the planes or crew was found despite an intensive air and sea search of 380,000 square miles of land and sea.



Closer view of Grumman Avenger bomber of the type that figured in the loss of Flight 19. The bombers were equipped with life rafts and were capable of a minute and a half flotation in case of crash landing in water. Crews were trained to abandon ship in sixty seconds. These factors, as well as the relative closeness of the incident to the base, make the complete disappearance of all five planes and crews all the more mysterious.

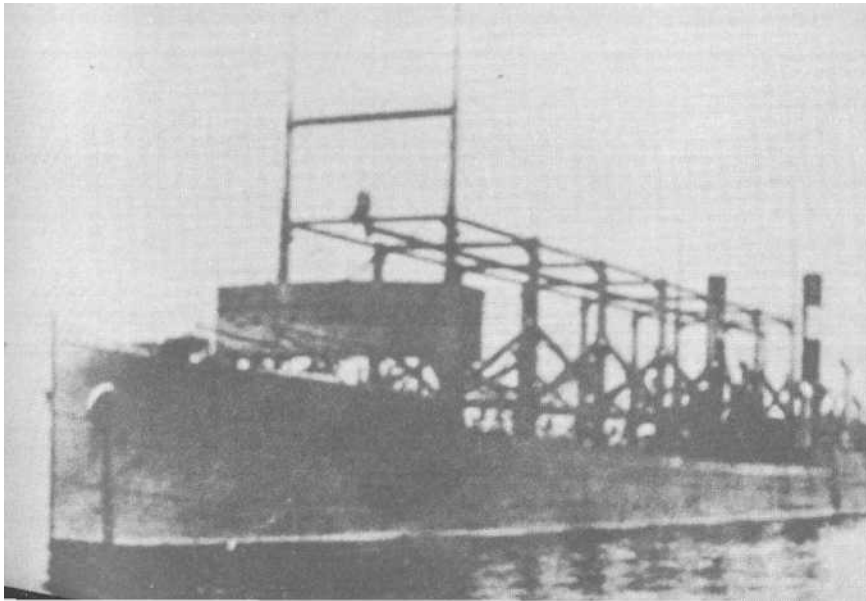


Crash of a TBM Avenger torpedo bomber similar to the five planes lost in Flight 19. While planes that crash into the sea usually leave an oil slick or some wreckage, the complete disappearance of Flight 19 elicited observations from the Naval Board of Inquiry such as: "They vanished completely as if they had flown to Mars."

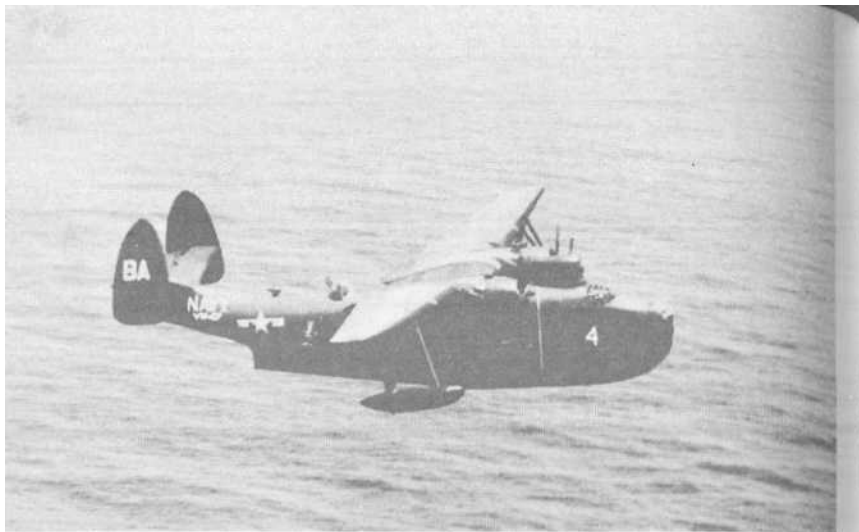


A British vessel, also named the CYCLOPS, was lost in the North Atlantic during World War II. Again, a later examination of German submarine records

showed no German subs to have been in the vicinity.

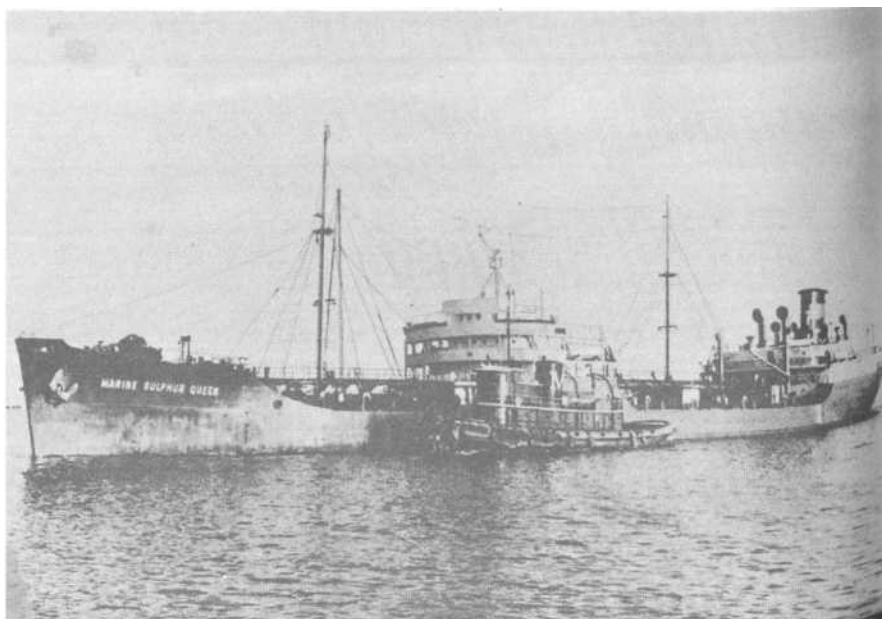


The U.S.S. CYCLOPS, lost on March 4, 1918. The unexplained disappearance of the CYCLOPS with 309 persons aboard has been classified as "one of the most baffling mysteries in the annals of the Navy." Following the theory that it may have been sunk by a German submarine, a postwar check of German sub operations revealed no German subs to have been in the area at the time.

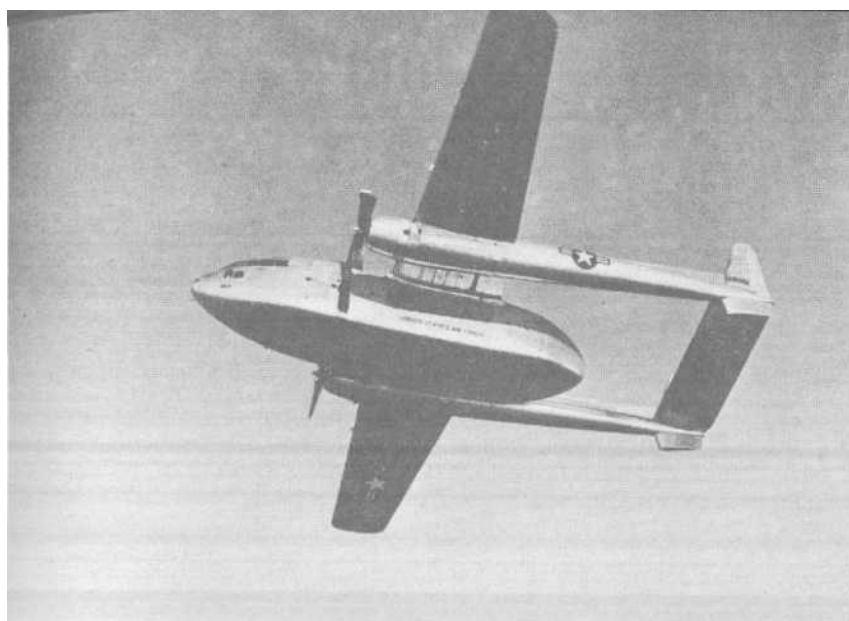


Martin Mariner flying boat of the type similar to the plane sent to aid Flight 19. Shortly after takeoff on its search and rescue mission the Martin Mariner sent one message and then also disappeared with its crew of thirteen.





The M.S. MARINE SULPHUR QUEEN, a 425-foot freighter with a crew of thirty-nine. This large vessel disappeared in good weather on February 2, 1963, somewhere near the Dry Tortugas. No trace of the freighter or crew was ever found with the exception of a solitary life jacket found at sea fifteen miles south of Key West.



C-119 of type which disappeared with crew of ten in June 1965 within 100 miles of Grand Turk Island, Bahamas. At time of disappearance weather was clear and visibility good.



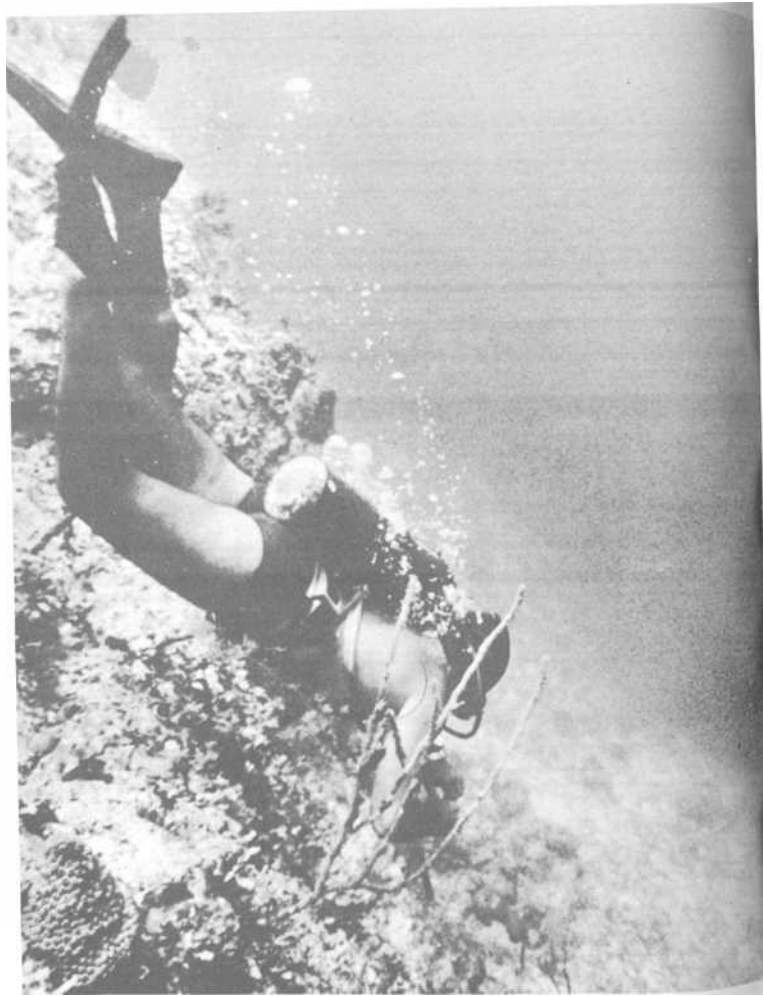
KC-135 Stratotanker, used for refueling. Two planes of this type were lost in August 1963, approximately 300 miles southwest of Bermuda. Since debris from the planes was found after an extensive search, it was presumed they had collided. But wreckage of the two planes was found at spots 160 miles distant one from the other.



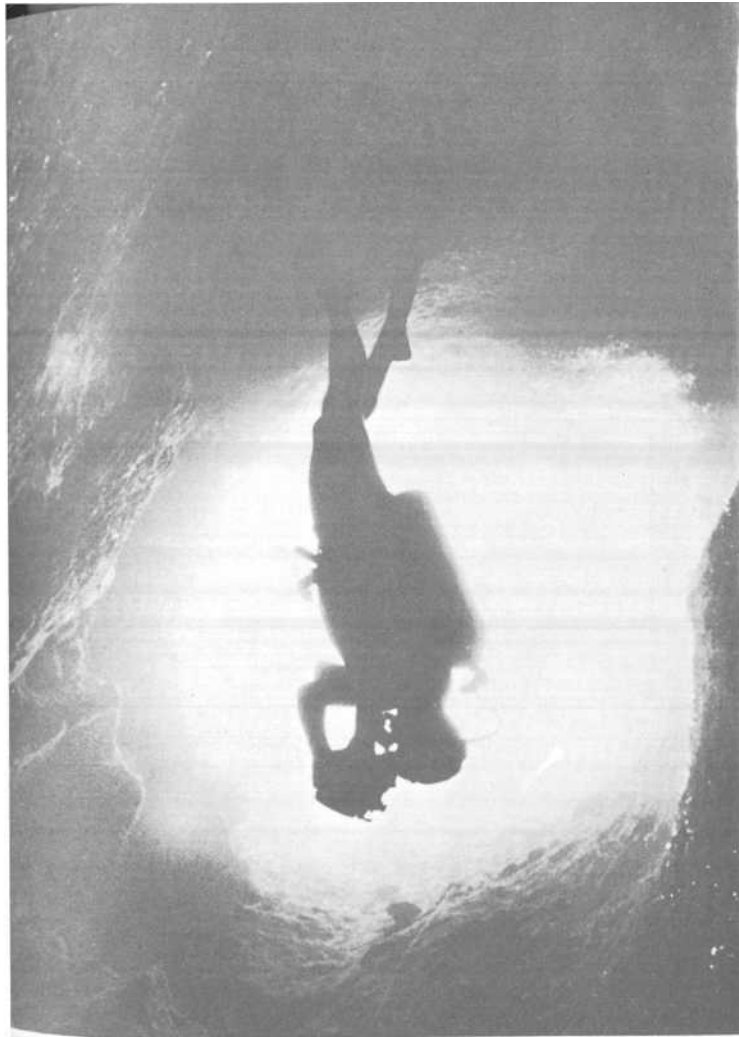
Photograph taken from earth orbit looking south showing southern half of Florida, the Bahama Islands (Andros, Grand Bahama and Bimini), and part of Cuba. Dark area of sea shows the deep water between Florida and the Bahamas where many of the unexplained disappearances of planes and ships have taken place. Submerged Bahama Banks are shown as lighter ocean areas near islands.



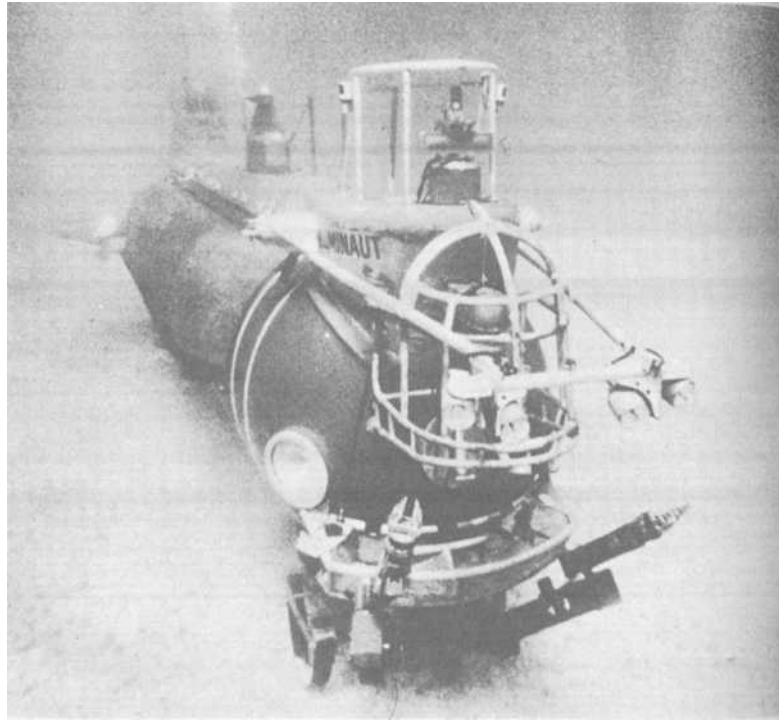
Diver on edge of the Bahama Banks, an enormous submerged Plateau of which the Bahama Islands are the crests. This huge underwater plateau is frequently honeycombed by limestone caves which sometimes connect with lakes in the interior of the present islands.



Scuba diver diving over edge of continental shelf in the Bahamas. While the sea bottom in large areas in the vicinity of the Bahamas is relatively shallow, the edge of the Bahama Banks drops sharply off to tremendous depths.



Interior view of a "blue hole," one of the underwater caves in the Bahama Banks. Strong currents sweep through these passageways and some small boats have been found wedged inside them. Stalactites and stalagmites within the "blue holes" indicate that they once existed above sea level for a considerable period of time.



The deep submersible *Aluminaut*, resting on the ocean bottom near Bimini in the Bahamas, has a design depth capacity of 15,000 feet. The fifty-one-foot aluminum-hulled vessel has taken part in research and salvage operations in many parts of the world. The *Aluminaut* can carry seven men, more than three tons of scientific equipment, stay submerged for up to three days, and has frequently worked more than a mile below sea level.



The *Aluminaut* at work underwater. Its multiple uses include measurements of seismic and gravitational forces, speed and direction of subsurface currents, location of mineral deposits, salvage, and exploration and mapping of the ocean floor.





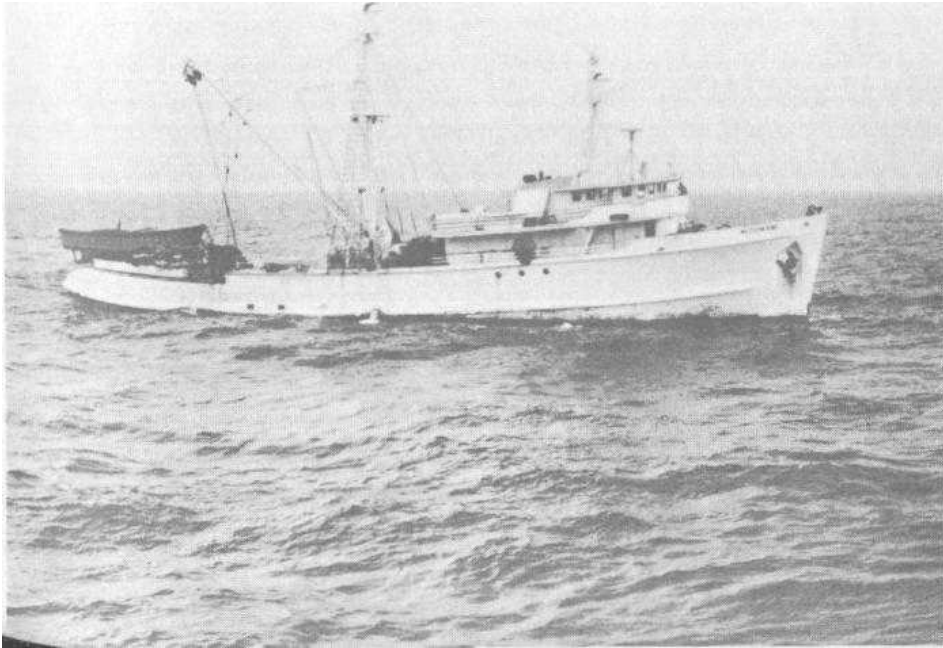
Waterspout photographed on a clear day off North Bimini. Occasionally several spouts occur at the same time and while they are noticeable in daylight, they might not be seen by night-flying planes



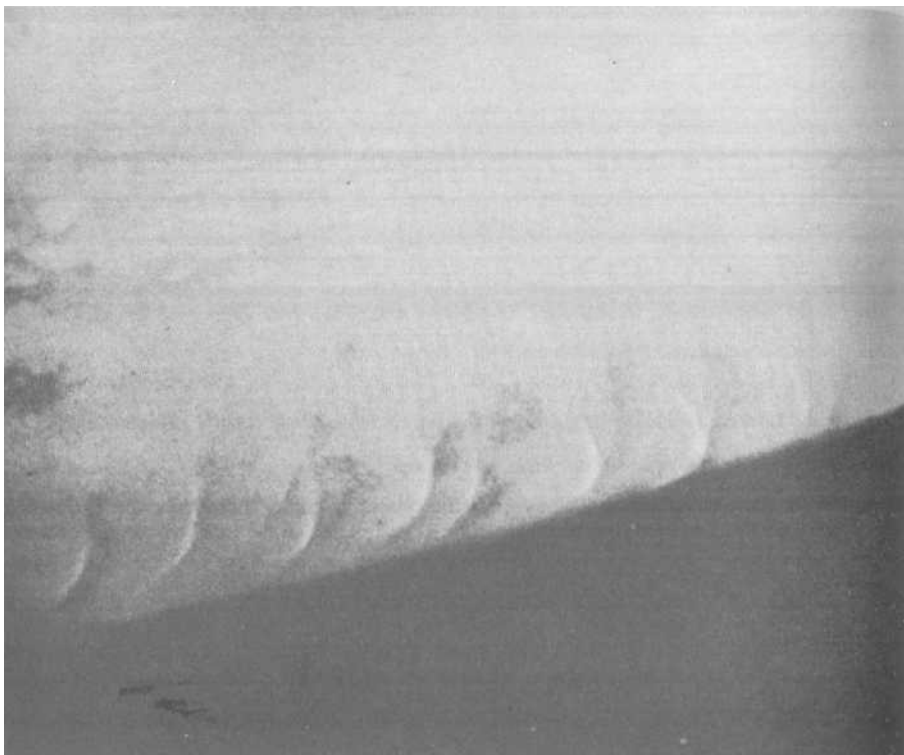
Moselle Reef, a location where many unidentified lights at night, visits by UFOs, and malfunction of equipment have been reported. The dark area at the top of the photograph is the drop-off to the abyssal deep. In this vicinity a sharp pinnacle rises a sheer 3,000 feet from the bottom but does not quite break the surface.



Aerial view of white waters as seen off Orange Key. The luminous white waters of the Bahamas and the Sargasso Sea have been a mystery ever since Columbus first observed them the night before his first landfall. The astronauts of Apollo 12 also observed them, as the last lights visible from the earth.



Sister ship of the GOOD NEWS, Captain Don Henry's 160-foot diesel-powered oceangoing tug reported to have engaged in a "tug of war" with unknown forces while pulling a barge in the Tongue of the Ocean. The GOOD NEWS encountered unusual magnetic aberrations and electronic drain at the time of the incident, during which the barge temporarily disappeared within a thick haze.



Drop-off at the edge of southwest section of the Bahama Banks. The area

covered by this aerial photograph is all underwater. The landlike formations in the upper part of the picture are merely bottom features in shallow water towards the edge of the bank. The bank not only drops perpendicularly into the abyss but seems to curl slightly beneath itself as is evidenced by this photograph taken when conditions were unusually clear.

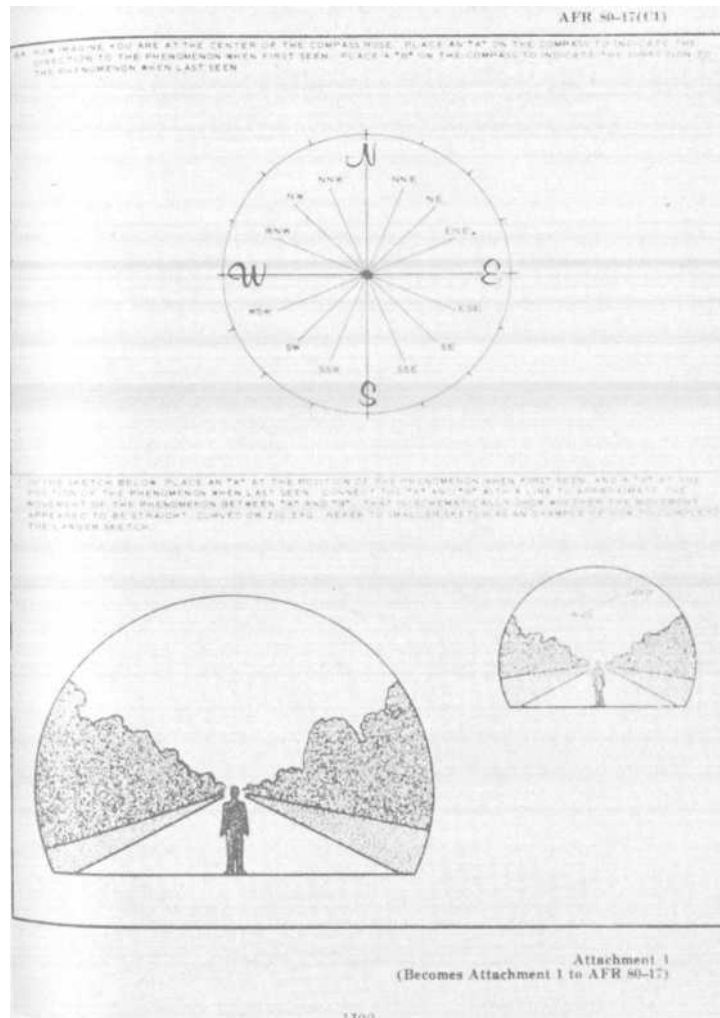
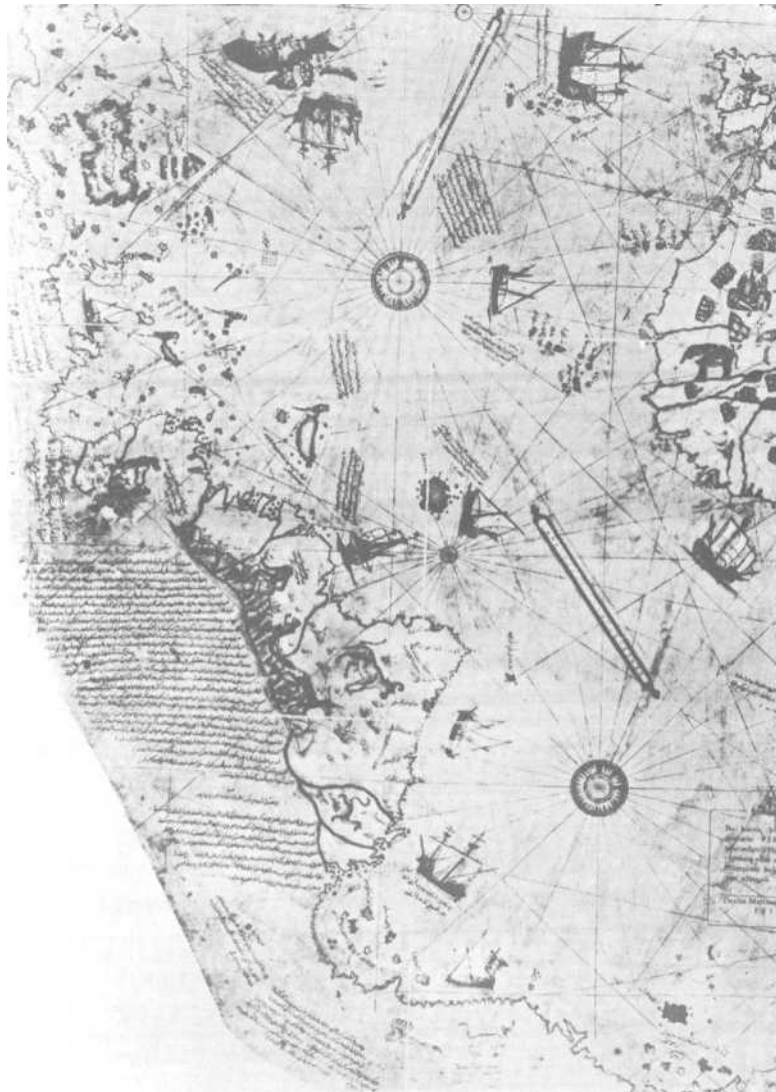


Illustration contained within (former) Air Force Regulation 80-17 with space indicated for viewer to fill in location and path of UFO has allegedly seen.



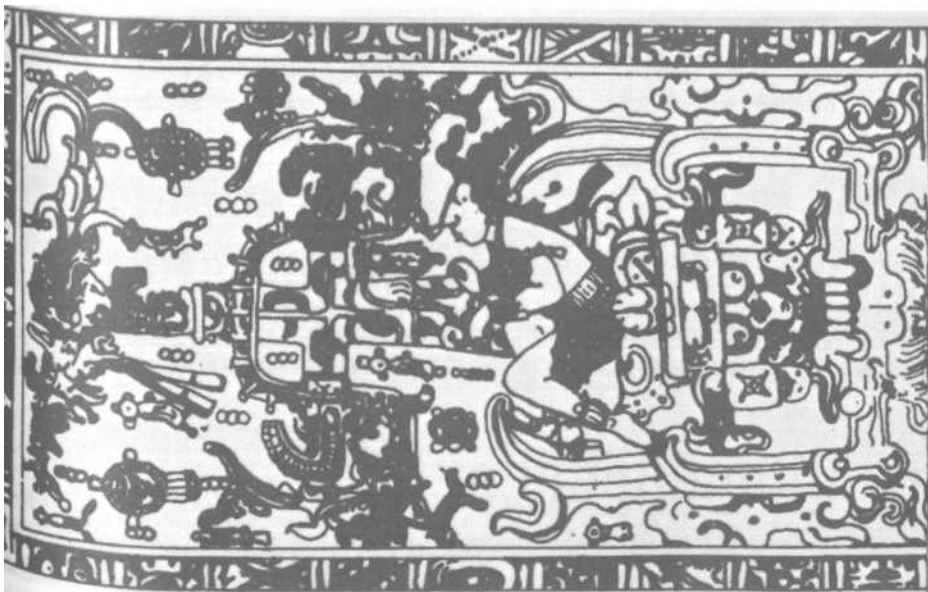
The Buache Map of 1737, copied from ancient Greek maps, showing Antarctica without the ice. If the ice did not presently cover Antarctica, the Ross and Weddell seas would unite in a gigantic strait separating Antarctica into two land masses, a fact which was not established in modern times until the Geophysical Year of 1968. This map is another indication of surprising technological capabilities of some ancient cultures.



The Piri Reis map found in Istanbul in 1929, part of a world map said to have been recopied from a Greek original in the library of ancient Alexandria. Among other features, the Piri Reis map shows detailed features of Antarctica evidently drawn several thousand years before Antarctica was "discovered," as well as the true shape of Antarctica without the covering ice. Other features indicate an advanced knowledge of astronomy, trigonometry, and the ability to determine longitude, not known to our culture until the reign of George III of England.

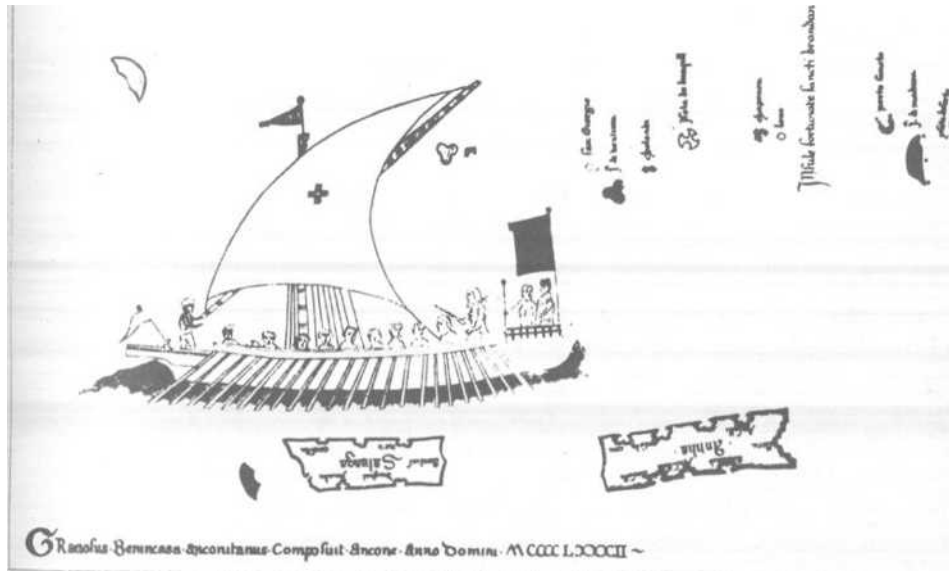


Air view of Nasca Lines, Peru. These lines of unknown antiquity depict animals, birds, geometrical shapes, and, as considered by | many, landing strips. Difficult to notice from the ground, they were not identified until the middle of the twentieth century—and then only from aerial surveys. The black line cutting diagonally through the landing strip is the Pan-American Highway. Astronauts of Sky-lab 2 were instructed to take pictures of the Nasca Lines with a view to determining whether they had some special significance when seen from space but space-photographing them has so far proved unsuccessful.



Maya stone carving from Palenque, Chiapas, Mexico, frequently cited by

believers in prehistoric visits by ancient astronauts as a proof of such visits and their picturization by ancient Maya who observed them or were told about them. The Russian science writer Kazantsev considers the plaque to be the representation of a space vehicle complete with recognizable though stylized antenna, flight direction system, turbo compressor, control panel, tanks, combustion chamber, turbine, and exhaust.



The Benincasa Map of 1482, which Columbus may have had with him on his first voyage. The top of the map points east to the coasts of Spain and Portugal and some of the Atlantic islands shown were known to European seamen while others were legendary. Antilia, the island at the bottom right of the map, was reputed from Carthaginian times to be a large island in the western Atlantic.

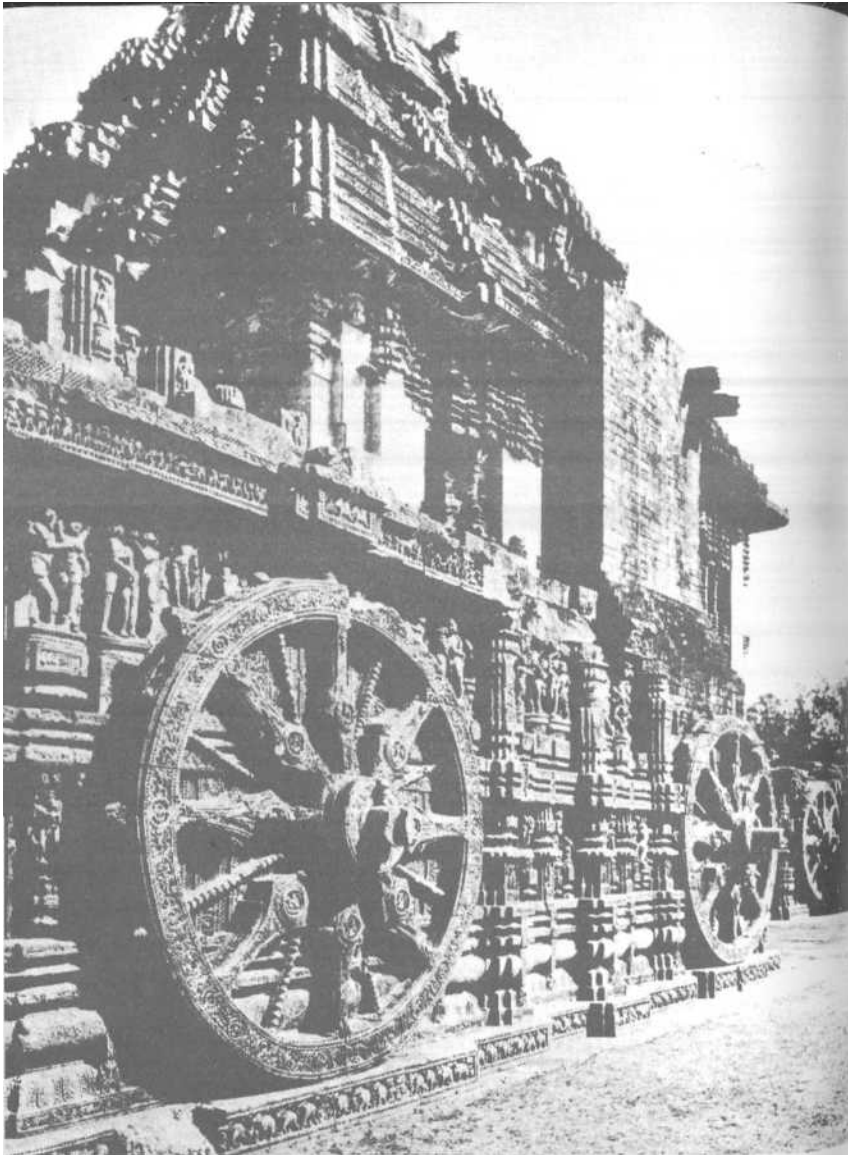


The Great Pyramid of Giza, Egypt, perhaps a surviving artifact of a previous world culture which existed at a time prior to dynastic Egypt. Measurements of different aspects of the Great Pyramid suggest that it served as a gigantic marker, an astronomical clock, and a mathematical and astronomical conservatory, preserving in stone the previously unsuspected knowledge held by "predawn" cultures.

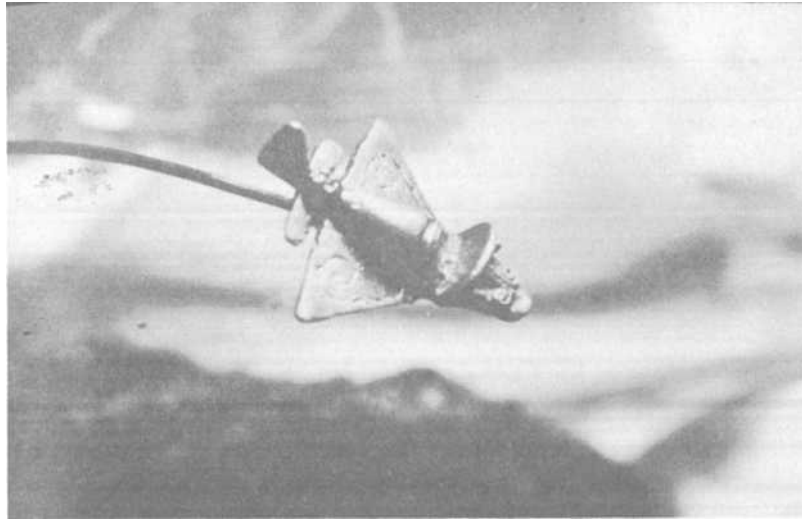




Cyclopean walls of fortress of Sacsahuaman, Peru, somewhat resemble the underwater constructions at Bimini. The walls at Sacsahuaman and other pre-Inca remains in Peru (seen here as Partially filled in by subsequent Inca work with smaller stones) are themselves an archaeological mystery since they are of extreme age with the stones set so closely they seem fused. There is no explanation of how huge stones with odd exterior and interior angles could be transported, cut, measured, and set to exact but also random specifications by prehistoric people of whom even the Incas have records.



The Black Pagoda at Konarak, India, a surviving example of the surprising architectural capabilities of ancient times, especially the transportation of the enormous piece of stone covering the top of the tower. Technological advances of extremely ancient cultures in India suggest a link with even earlier cultures where science had progressed to awareness of heavier-than-air flight, rocketry, atomic structure, and a concept of the Earth and its place in the universe similar to that of today.



A golden artifact from a pre-Columbian tomb which, despite its estimated age (1,800 years), is considered by many researchers to be a model of a prehistoric plane, complete with delta wings, engine housing, cockpit, windshield, a flanged tail, and elevators. A copy of this controversial object is on display in the permanent World of Man exhibit in Montreal. Similar golden objects, resembling planes, have been found in different locations in South America.



Diver investigating channel running between sections of Bimini Wall. Shape and placement of these monoliths, right-angle corners, and pillars underneath some of the stones are a conclusive, although not yet universally accepted, proof that they are man-made.



View of Bimini Wall showing passage or trench running down the middle of the construction, the regularity of this trench being still another indication that the structure is man-made.



Close-up of large monoliths comprising Bimini Wall. Other similar formations may be under the bottom sand, indicated only by unnaturally straight lines of bottom growth patterns.

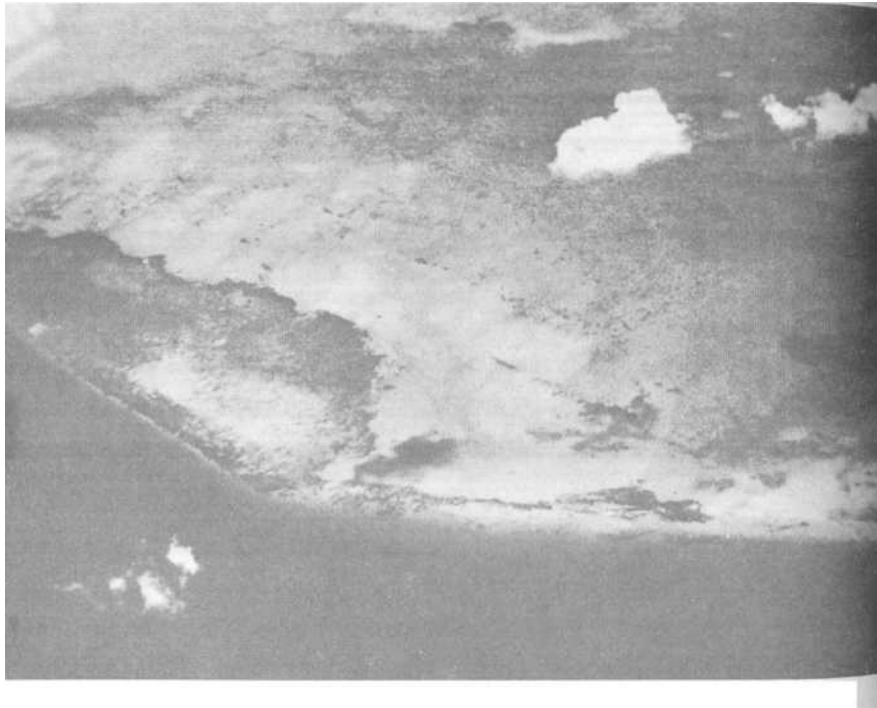


Aerial photograph through water of sea bottom south of Bimini. The great square shape in the right-hand corner is thought to be the remains of a prehistoric dock or temple platform now underneath the bottom but affecting bottom vegetation which reflects its rectilinear lines.



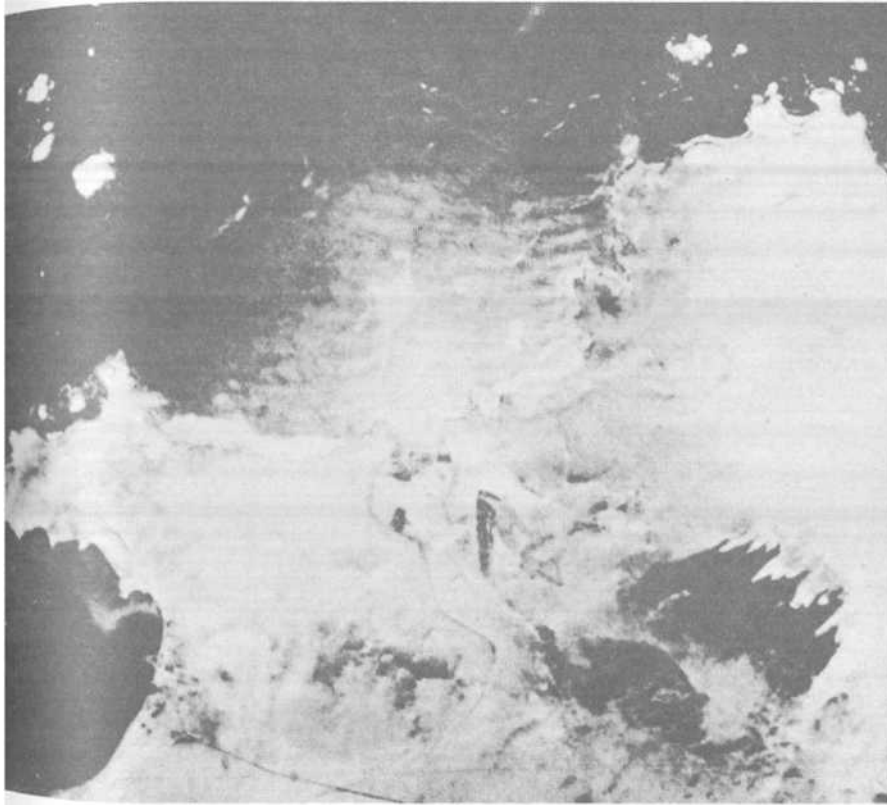


Stone frieze from Maya ruins at Coba, showing stylized escape from a cataclysm marked by exploding volcanoes and, in the upper left corner, collapsing temple pyramids. Maya legends recount that the ancestors of the Mayas originally came from a great land in the "Eastern Sea" which was overcome by a cataclysm and sank beneath the waves. Amerindian traditions refer to this land as Aztlan or Allan and other similar names reminiscent of the sound of "Atlantis."

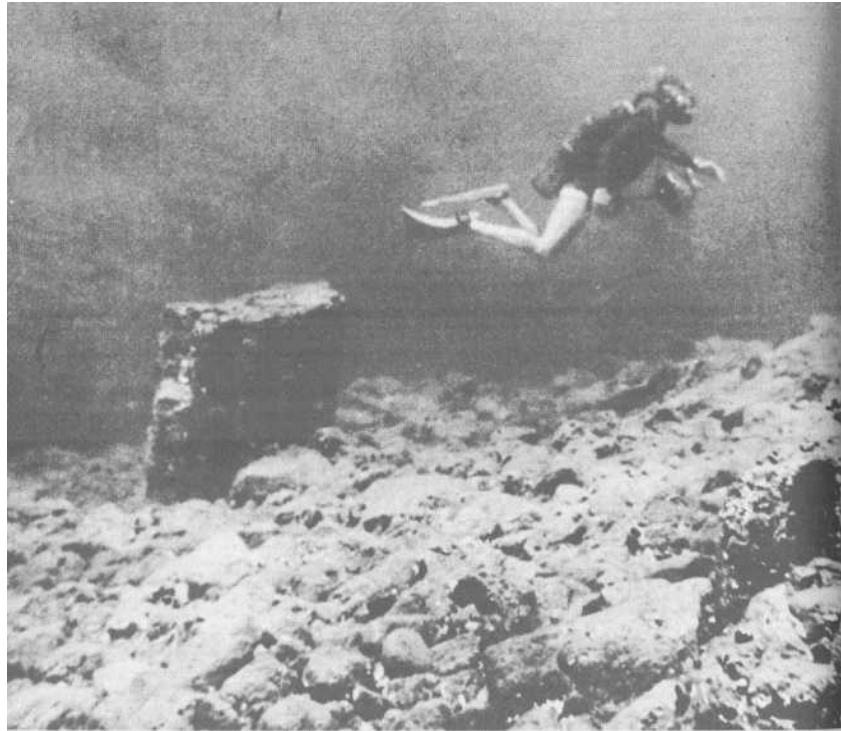


Air view of drop-off east of Cay Lobos, Bahamas. The dark water is the Old Bahama Channel, north of Cuba. The light-colored area in the right side of the photograph is also underwater but part of the Bahama Banks. The lines in the lower right-hand section indicate underwater remains which may have been part of a wall or road overlooking the sea millennia ago when the Bahama Banks were above water.

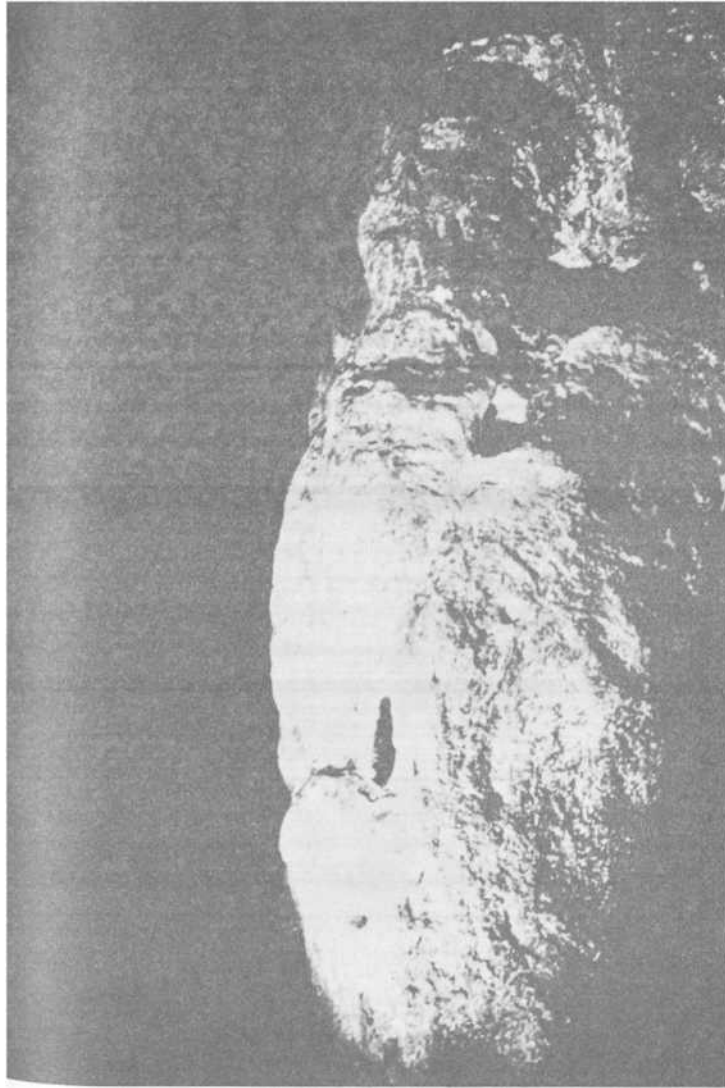




View of oceanic action on mountains near Ancon, Peru. This view, taken at an altitude of six miles, shows evidences of wave action on sides of mountain in lower right of the photograph. The fingerlike Projections still contain fossils of mollusks and other sea fauna. Along the coast of Peru, in this area, geological cross-bedding indicates that the former sea bottom, layers of which contain extremely ancient cultural vestiges, has been forced up out of the ocean.



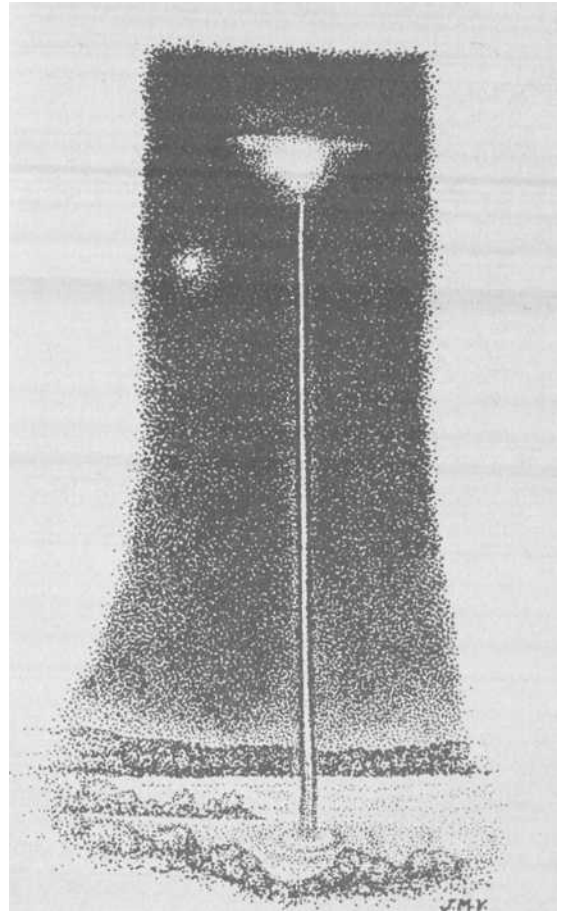
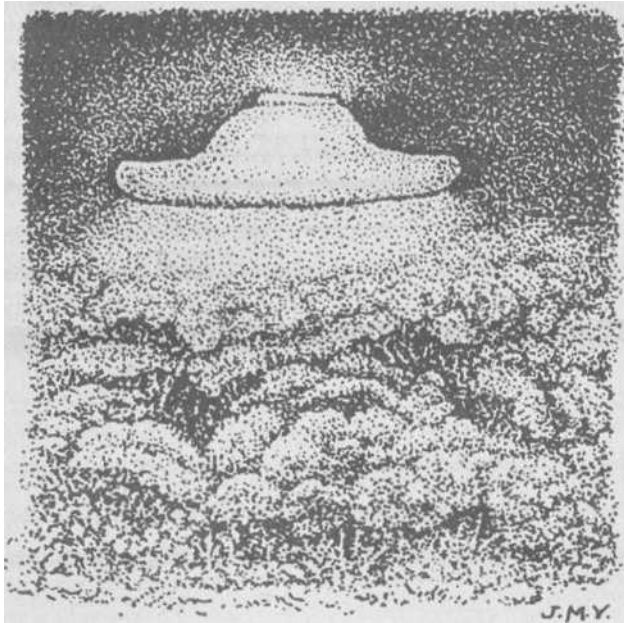
Indications of deep land submergence in the Mediterranean. The diver is on the summit of a submerged acropolis 100 feet below the surface of the Aegean Sea near the island of Melos. While parts of the Mediterranean and other coastlines have sunk gradually over the centuries, some sections have evidently been precipitated suddenly to considerable depths. From the place where this photograph was taken, roads lead downward to constructions at even greater depths.



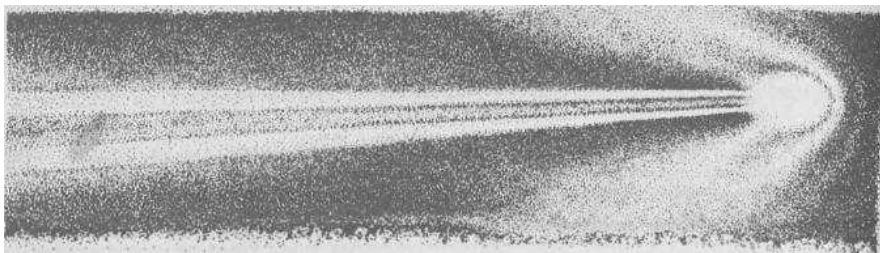
Colossal water-worn limestone statue within the Loltun Caverns, Yucatan, Mexico, now several hundred feet above sea level. These enormous caverns, still incompletely explored, contain titanic statues of immense age, totally unrelated to other Amerindian culture Patterns. Oceanic fauna embedded within the folds of these statues indicate that the statues, made above water, were submerged for a considerable period of time and perhaps resurfaced at the time that the Bahama Banks and other Atlantic islands sank below sea level.



The first photograph of the Bimini Wall taken from several feet above sea level, the clarity of the water permitting a clear view of the artifact at a depth of several fathoms. It is considered probable that this structure was not noticed previously since it was covered by the sea bottom but that storms or tectonic stresses may have occasioned its recent discovery in 1968.

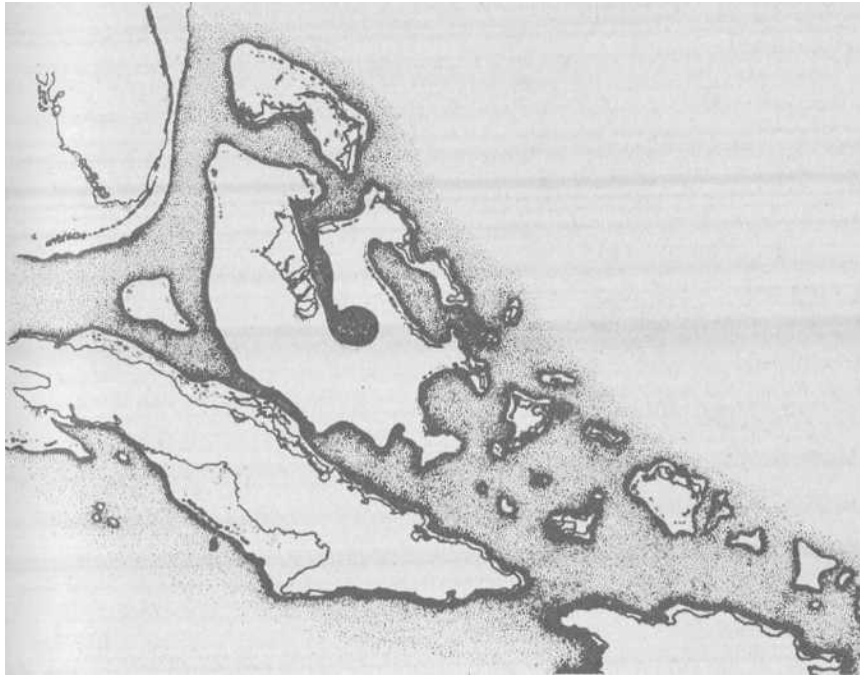


Sketches of two of the fourteen UFOs sighted by Dr. Valentine. The sighting on the left was made at midnight, August 21, 1963, near Ashton, south of Orlando, Florida. The object was apparently taking on water from a lake. The distance from the observer was estimated at about seventy-five yards. The UFO on the right was sighted above trees at the roadside on U.S. Route 441, a few miles south of Pearson, Georgia, at the edge of the Okefenokee Swamp, at 3 a.m. It appeared to be luminescent and was pulsating with a bluish light. Distance from observer, approximately 100 feet.

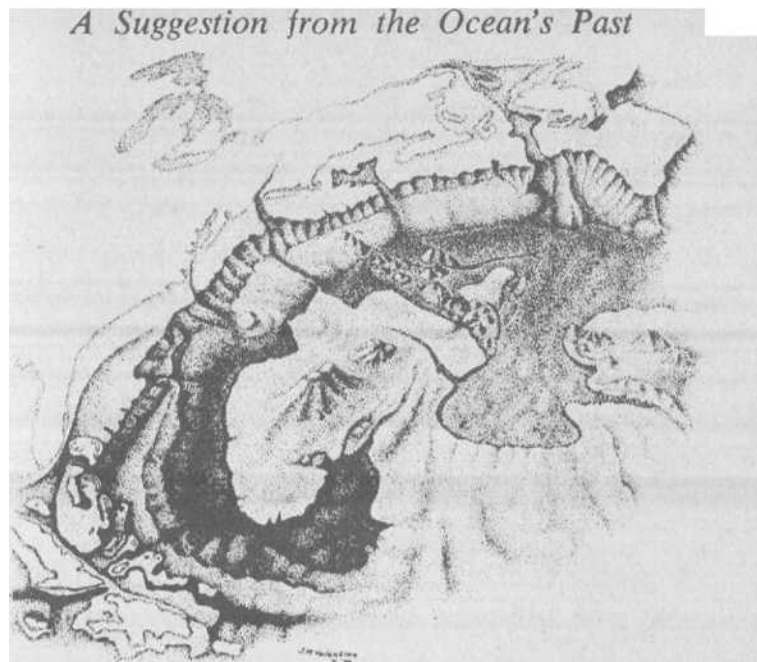


UFO observed by Dr. Valentine at 2 a.m. on December 6, 1952, between Douglas and Fargo, Georgia. In Dr. Valentine's opinion the dark-core tunnel-like vortex shows what may be a stream of neutron emission indicating atomic fusion rather than a fission reaction, a possible non-polluting method of converting atoms into power. Such fusion would build up a magnetic field which would power the UFO at incredible speeds and possibly bring into the

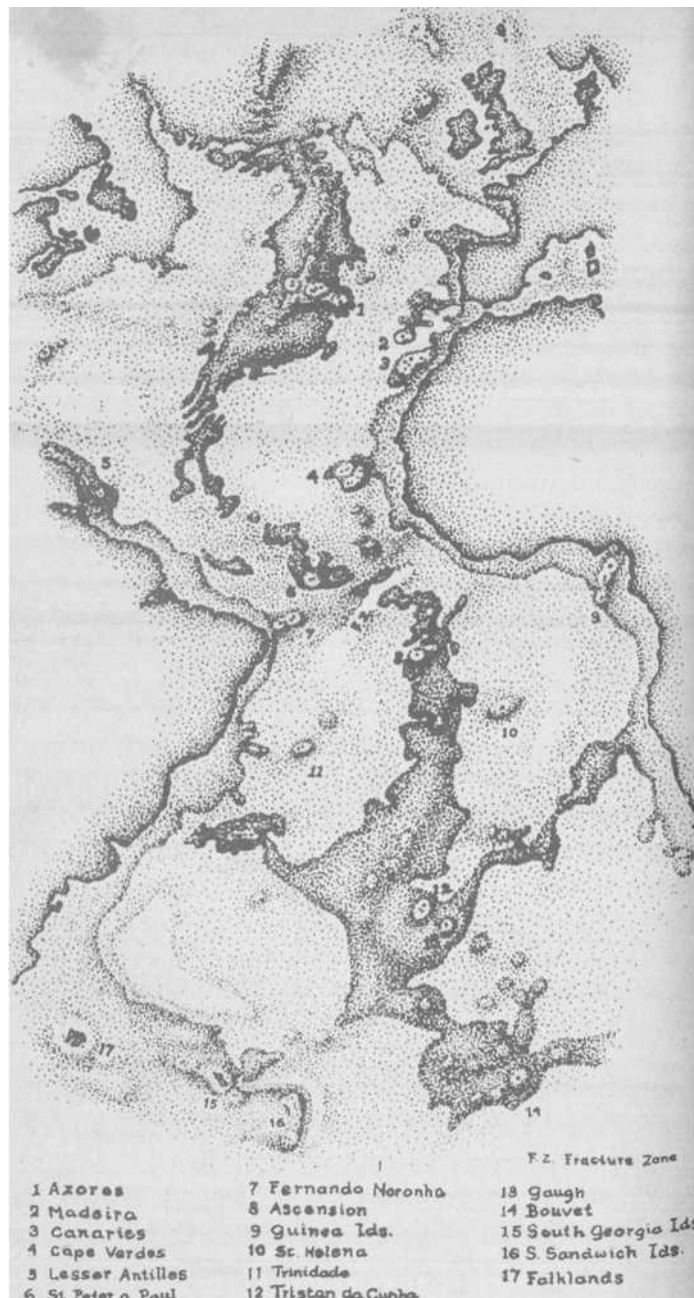
same field other moving objects in the immediate vicinity.



Estimated land masses formed by the present Bahama islands, Cuba, and Florida prior to the ending of the last glaciation, when waters from the melting icecap caused the oceans to rise. The present islands are shown within their former shapes. Florida, it will be noted, extended far west into the Gulf of Mexico. The dark area in the middle of the land mass formed by the Present Andros, Exuma, Eleuthera, and New Providence islands is the deep ocean canyon called the Tongue of the Ocean. The sea at that time formed great island bays in the Bahamas including the present Exuma Sound and the Tongue of the Ocean.

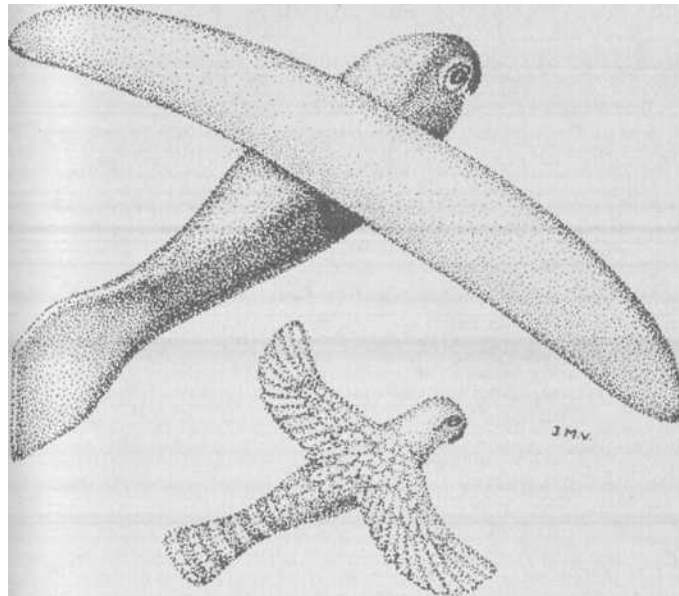


Undersea elevation of the western Atlantic Ocean bottom showing deepest areas as the darkest. Mountains in the center show Bermuda on the great plateau called the Bermuda Rise. The deep area to the west is the Hatteras Abyssal Plain and to the south the Nares Abyssal Plain. The boundaries of the Sargasso Sea may be followed starting from the Nares Deep, up through the Hatteras Deep, turning east at the northern part of the Bermuda Rise, and south as it approaches the Mid-Atlantic Ridge and then west again back to the Nares Plain. Off the coast of the United States two great river canyons, now under water, may be seen continuing from the Hudson and Delaware rivers out under the sea through canyons made in the continental shelf. The continental shelf of the American continent and the shelves of the Antilles and the Bahama islands, the plateau around Bermuda, and the high mountains and plateaus beginning at the extreme right of the map were all presumably above water before the end of the last glaciation, and would have given the western Atlantic a totally different shape about 12,000 years ago.

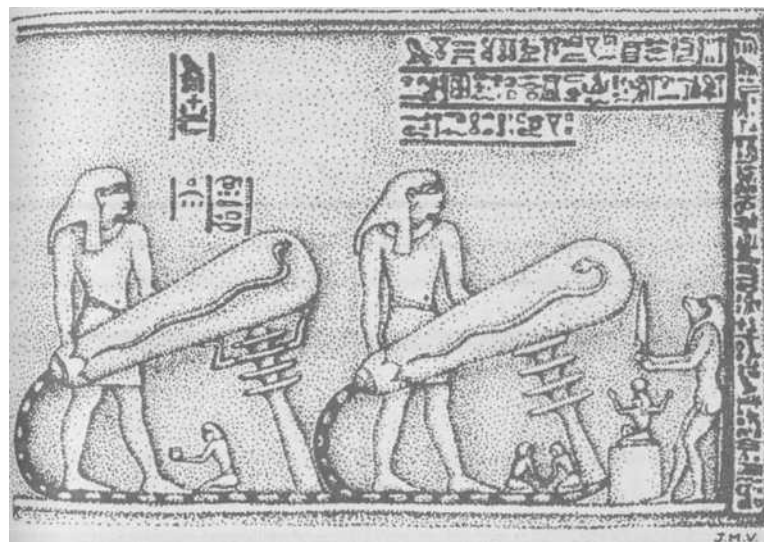


The Atlantic Ridge, showing connections with South America and Africa, interrupted only by the equatorial "fracture zone" (f.z.). Oceanic islands associated with the ridge are shown numbered on the legend on the lower right. Some of these islands may have formed considerable land areas when the ocean level was lower, about 12,000 years before the present era, forming at that time the extensive Atlantic islands described by Plato, including "Atlantis." Oceanic deeps are shown as white areas on either side of the range. (The 2,000-fathom contour line issued here for the continental shelves and intercontinental ridges.)





Ancient Egyptian glider plane found in a tomb, originally thought to be a model of a bird, as compared with an ancient model of a hawk. The plane (left) suggests a knowledge on the part of the makers of the principles of aerodynamics, demonstrating camber, the angle of wing sweep back from the fuselage, and the dihedral angle, the angle of lift or depression in regard to the fuselage. The tail of the plane is vertical—a feature never seen in birds. The wings of the glider are formed to create a vacuum for lift above the wing. Although they have principles of flight in common, birds, with movable feathered wings and tails, are built differently from planes, and the construction of the glider is ample Proof that it is not a model of a bird, but a model of a heavier-than-air machine. In addition it flies a considerable distance when thrown from one's hand.



Wall carving from the Temple of Hathor at Dendera, Egypt, thousands of years old, showing what were formerly described as "ritual objects" but to a modern eye strongly resemble powerful light bulbs with braided cables attached to what

may be a switch or generator. Evidence of knowledge of electricity has been found in different areas of Egypt and the ancient Middle East, together with indications of its use in electroplating and possibly also for illumination.

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