



Unidentified Submersible Objects

Something very unusual is lurking beneath the surface of our oceans. USOs (unidentified submersible objects) have been encountered all across our planet. Reports stretch back hundreds of years and continue today. In my years of research into the phenomenon of USOs, I have been contacted by several military insiders who were eager to reveal their own experiences with USOs. What follows are five dramatic USO encounters reported by military witnesses.

New military whistleblowers reveal the truth about USOs

by Preston Dennett © 2020

The USS *Clamagore* Incident

Ray Sacks is sixty-seven years old and recently retired. In 1969, at age eighteen, he joined the US Navy and was assigned aboard the USS *Dogfish* as an electrician's mate. It was a conventional diesel sub. Sacks reports that while he was aboard the *Dogfish*, he experienced no unusual encounters.

However, he wasn't on the *Dogfish* very long. The Navy decided to sell the submarine to the Brazilian Navy, and Sacks then found himself assigned to the USS *Clamagore*, which carried two Mark 45 antisubmarine torpedoes in the after tubes. Mark 45s are nuclear torpedoes designed by the Navy to be used against high speed, deep-diving enemy submarines. Each one weighs 2,400 pounds and contains a nuclear warhead that can hit a target up to eight miles distant. The submarine itself had been modernised and newly outfitted with the most advanced ranging sonar.



The USS *Clamagore*, which attracted a large USO that paced it for several miles.

It was aboard this Guppy-type submarine that Sacks experienced an incredible USO encounter. It was in early 1971 and the USS *Clamagore* was heading north in the Atlantic, travelling on the surface of the ocean. On this particular evening, Sacks was on watch duty. He estimates that the *Clamagore* was about thirty miles offshore near the Halifax area, moving at about twelve knots.

Without warning, Sacks and the other officers on deck saw "a bright light underwater" moving at high speed toward the *Clamagore* from astern. Says Sacks, "This object closed from dead astern and slightly to our right—it closed in at extremely high speed in excess of eighty knots. And it closed until it got right next to us. Then it went from eighty knots, to matching us at twelve knots."

Sacks, the other lookout, the Captain (Commander Peter B. Boyne), and the deck officer looked at the object in shock. The deck officer turned to Sacks. "What is the contact?" he asked.

Sacks shook his head. He told the deck officer that the sonar guys had nothing and jokingly said, "Maybe it's the *Nautilus* and Captain Nemo."

The officer was not amused. Meanwhile, all the other officers and the entire sonar crew rushed onto the deck to look at the object. Nobody spoke, but just observed the USO in wonder as it paced alongside the ship about 200 feet off. Says Sacks, "It sat there for fifteen minutes while our sonar crew, all of the officers and the captain included, were staring into the water at this fifty-foot-diameter light, and trying to figure out what the heck it was."

Below decks, word spread fast among the petty officers that a USO was pacing the *Clamagore*. Unfortunately, none of them were allowed on deck. At some point, the junior officers and sonar crew returned below deck to their stations, leaving just Sacks, the other lookout, the deck officer and Commander Boyne.

The object continued to pace the boat for only a few more moments, then darted away underwater at high speed. Says Sacks, "The object just left, and it left just like you see a UFO in the air, going from a dead stop to high speed, and just gone. About two miles out, it did a forty-five-degree right-hand turn, and it continued about eighteen miles out until you couldn't see it anymore. And it was moving fast."

Sacks estimates that the object departed at a speed of about fifty knots. As he says, "It just boogied out of sight."

He and the other witnesses were stunned. Sacks and the other lookout started talking about it excitedly. What had they just seen? It was clearly a submerged UFO.

They discussed its enormous size, its intense brightness, the lack of sound, its invisibility to sonar, the way it had targeted their sub and paced it so closely.

Finally, the deck officer turned to them. "Do you guys mind shutting up?"

"Why?"

"Just stop talking about it! How am I supposed to write this damn thing up in the log book?"

Sacks and the other lookout stopped talking. The deck officer turned to the captain. "How do I write this up in the log, sir?"

The captain replied, "Officers who write up contacts like this do not get to advance in rank."

The deck officer turned to Sacks and the other lookout and said, "I don't want you guys spreading this around the crew."

Sacks and the other lookout nodded. But as Sacks says, "Of course, we did. We told people what we saw."

Following the incident, life returned to normal aboard the USS *Clamagore*. The incident was apparently never officially recorded.

Sacks left the Navy in 1973 and returned to civilian life. In 2016 he contacted me after hearing about my research into USOs. He felt that the USO sighting which occurred to the USS *Clamagore* deserved to be revealed. He never signed any confidentiality agreements and says that nobody ever told him that he wasn't allowed to talk about what he had seen.¹

Testimony of a Coast Guard Captain

Another gentleman who contacted me after hearing about my research was very reluctant to share his story, but finally felt compelled to do so, only on the condition of complete anonymity. "I am loathe [sic] to contact you," he writes, "...but I have been waiting for more information on USOs, and you seem to fill the gap a bit. There is not a lot out there."

Rick Baker [pseudonym] is a certified research diver, nitrox certified with basic scuba and advanced open water. He is also a licensed US Coast Guard captain.

In 2004, Baker and two other men were on a decommissioned 65-foot navy boat equipped with military-grade sonar equipment, though the sonar was no longer functional. The boat had formerly been used by the Navy for submarine warfare testing. The men had just survived a terrible storm during which they very nearly lost the boat and possibly their lives. Immediately following the storm, they were coming into the Dominican Republic–Haiti area. It was nighttime, and they were heading close to the shore to find shelter.

Baker was on watch. Suddenly his eye was drawn towards a "small luminescent ring" under the water, approaching his boat. It glowed bright green-blue and was moving directly toward him.

Suddenly, there was another one, and then another. The other witnesses rushed to look as more rings of light appeared. Baker saw now that they were larger than he thought. Some were closer and brighter, others were deeper and appeared smaller and dimmer. They were each perfectly formed, thick donuts of bright green-blue light with a dark centre. He estimated that they were anywhere between twenty to fifty feet in size. Some were only ten feet deep, others appeared to be as deep as 100 feet. There may have been more, but were not visible in deeper waters. They approached directly beneath the boat and pulsed on and off in seemingly random patterns.

Most alarming was the way the objects seemed to target only their boat and the area around it. The men were shocked and puzzled. At first none of them thought these were craft or USOs.

Baker and the other men were shocked. They wondered what kind of strange sea creatures these could be. They didn't appear to be jellyfish. On the contrary, they appeared to be "artificial."

All the donuts of light seemed to be identical, though at different depths. It was hard to tell if they were moving, or were just blinking on and off. They were only visible near the vessel. As they moved toward the bay, it was like

being in a minefield as the strange objects flashed on and off.

Most alarming was the way the objects seemed to target only their boat and the area around it. The men were shocked and puzzled. At first none of them thought these were craft or USOs. None have a history of UFO encounters. At this point, they were trying to figure out what kind of animals they might be, or perhaps some sort of natural bioluminescent phenomenon. They were still disoriented and exhausted from having very nearly lost their vessel and were not prepared for what they were seeing.



As they moved in to anchor, the objects continued to light up around them. Baker had the distinct feeling that the objects were aware of them "since they followed us and surrounded us."

He kept trying to think of some sort of explanation, but it became clear that "this was way out of the norm."

One of the other men described the objects as "like a light switch being turned on and off underwater." Like Baker, he also searched for a natural explanation, including phosphorescent schools of fish, jelly fish, or even a reflection from the boat itself.

The seas were still fairly heavy and the boat rocked back and forth making viewing difficult. "I was very excited about seeing something unusual and knew this at the time," says Baker. "I knew that I never ever saw anything like it."

After they anchored and settled down, the lights stopped—almost. Says Baker, "One of the strangest events took place after we sheltered and anchored in about forty feet of water after the storm. I was on watch when a small luminescent ring came towards the boat. I was so alarmed that I jumped up and aimed my flashlight at what I thought must be a diver approaching our boat."

Years later, Baker was unable to forget about the incident. He contacted me hoping that I could provide a

natural or biological explanation. I tried, but was unable to locate any sort of twenty-foot-wide, ring-shaped, luminescent sea-creature!

I offered the possibility of secret navy experiments, but Baker feels this is unlikely as the location was nowhere near any military base, and the objects appeared randomly, and seemed to serve no purpose. Baker mentioned that the unusual nature of his boat may have been a factor, but again, he was unable to pinpoint any link. One of the witnesses was sceptical of UFOs, and later offered the theory that the boat's running lights were responsible. Baker immediately discarded this theory as untenable.

Baker finally concluded that he had seen something artificially constructed. Beyond that, what it was remains a mystery.²

Navy Encounters USOs

In February 1983 (date approximate) Dr Gary Wagoner was aboard the *USS Long Beach*, a nuclear-powered, guided missile cruiser.

Writes Wagoner, "While in the US Navy, we patrolled on the outward side of Catalina [Island] one evening after a thunderstorm. I was a lookout at the time and had direct communication to the ship's radar operators and the ship's bridge. I, and approximately fifteen to twenty of my shipmates witnessed a UFO approximately three miles away, outbound from Catalina. It was a light, shaped like a half-moon, with a notch cut out of the bottom middle part. It changed in size from large to very small while maintaining the same relative shape. It also changed in visual intensity. It would blink rapidly, then remain lit, and then it would change size and blinking frequency. This occurred for about fifteen minutes. I

asked the radar operators what they saw on the scope. They had no surface contact on radar. When I asked the bridge what it was, the sailor at the other side of the headset said the bridge officers are too busy looking at the object themselves."

Wagoner was not able to obtain any information about the lights from the bridge.

While this was the first time he had seen UFOs while onboard ship, it was not the last. "While on patrol in the Indian Ocean, I and four to six other sailors witnessed two very fast-moving lights streaking across the sky from one end on the level horizon to the other. The objects crossed that distance in about eight seconds. There was no sound... These two objects moved much faster than any fighter plane I have seen. Again, I asked the radar operator what the air contact was, and instead of the usual operator responding, an officer responded, saying that, 'You did not see anything.' I never asked again."

Wagoner feels certain that both sightings were of unconventional aircraft, meaning UFOs. As he says, "We were trained observers and very familiar with all types of aircraft and their appearance at sea." Incidentally, this area has a long history of USO reports.³

"Not Anything Normal"

A scary and dramatic encounter of an ocean-going UFO occurred to Paul Castardo and his friend, who were part of a convoy of two boats which they were taking up the California coast. Castardo and his friend were both navy ex-submariners and experienced sailors who knew the area well. They had travelled more than 300 miles starting from Dana Point and moving north, stopping at various ports to avoid several active storms. They were in a hurry, so they sailed at night if possible.

They had just traversed the entire Santa Catalina Channel area and were off the coast of San Simeon following the first boat. Suddenly the first boat lost power right in front of them. They were unable to reach the boat on the radio, and soon lost all contact with it.

As they were trying to get in contact with it, they saw a massive "yellowish-orange light" ahead of them and to the right, right off shore. Both men were immediately puzzled.

They knew their exact location, and also knew that there were no beacons, navigational aids or light buoys in this area. And yet, this light was close to shore, in an area known to have rock hazards.

Says Castardo, "So we shot it on the radar. We were looking at the radar, and it appeared to be about the size of a tanker. And it was dead on shore; I mean, it looked by the radar to be fifty feet, maybe



The *USS Long Beach*, which encountered a USO near Catalina Island in 1983.

a hundred feet off shore. It didn't make any sense to us. We looked at the charts in that area. It was just all rocks. You can't even go anywhere near there. So we were baffled."

Events were about to go from strange to bizarre. Says Castardo, "While we were paying attention to that, our attention was drawn to our depth gage [gauge]. We started showing fifteen feet! Mind you, we were a few miles off shore. We were supposed to be in a really deep area. And we had GPS [satellite global positioning system]. We knew exactly where we were. And all of a sudden we started to get really erroneous readings on our depth gage. It started reading fifteen feet, and we got really nervous and scared. So our attention was diverted from the object that we saw on the radar, and on the shore. And we just turned left hard, and we just booked it out of there."

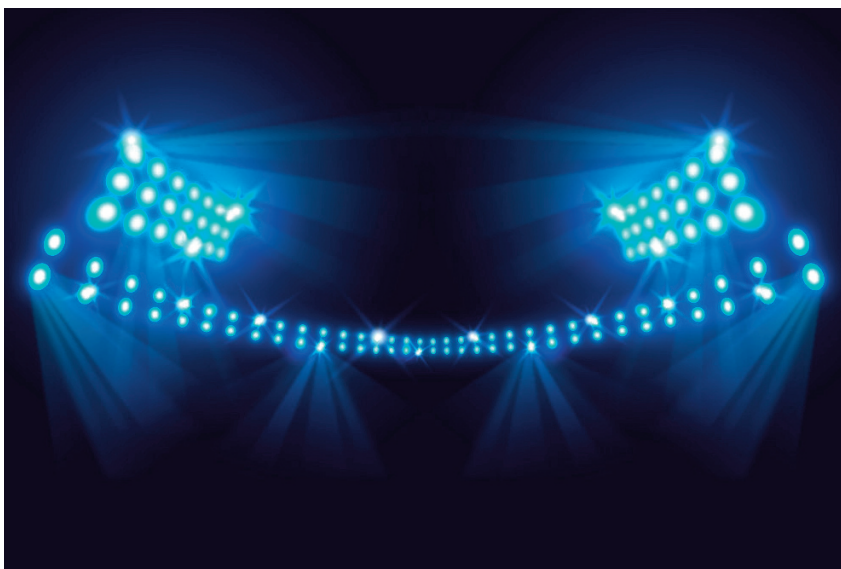
At this point, something strange and inexplicable happened. Says Castardo, "We cruised for a small period of time. We stopped and decided to take another set of bearings using our radar."

The boat was sitting still in the water. As they were reading the radar, Castardo's attention was drawn back to the object. He couldn't believe his eyes. "I noticed that thing was one mile ahead, right dead ahead of us. And it had only been a minute or two. How it got ahead of us that quick, we don't know. And it was dead ahead, right on our radar line."

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The object had them in a face off. They had tried to skirt around it and failed. Then events went from bad to worse: the object began to move towards them. Says Castardo, "We just stayed stopped. We didn't go left or right. We didn't know what to do, and it was bearing right at us. And it turned towards our port, it turned right. Our running lights at night on the bow are really bright. They're shielded, but every time a wave would hit the bow, it would really affect our night vision. Plus, the waves are coming in that direction, north to south, so anything ahead of you is going to be pretty much obscured."

Castardo and his friend stared at the approaching craft as it passed along their left side. "I didn't get a really



(Image: pikisuperstar)

good look at it until it started off," says Castardo. "It was about forty-five degrees off our port bow. Now I used to be a submariner. I was in the submarine service. I've driven a submarine 8,000 miles. I'm a qualified lookout. I have been on the surface on a submarine in the South Pacific for many, many days, and I have seen many vessels at night. This vessel did not look like anything I have ever seen before. First of all, it had no port and starboard running lights. And bear in mind, it crossed our path at about three-fourths miles from us. At sea, that's close. We had a very expensive pair of binoculars. It was fairly close. It was tanker size, but it didn't look like a ship. What I saw, what we saw, was what looked like stadium lights. It looked like banks and banks and banks of stadium lights. They were pointed at us. They were really bright. If you can picture lights in a football stadium, squared off with a bunch of lights in them—there were two banks of those."

The lights were too bright for the witnesses to discern what sort of shape the craft actually was. "To this day," says Castardo, "I can't understand why I couldn't see a hull shape. These lights were above the water. No port and starboard running lights, which you know is international law. This was a big vessel, anywhere from 400 to 600 feet, I'm guessing. Everything was very difficult to understand what you were looking at. It passed us real fast. It went by us. It started heading almost due west two or three miles from us, and all of a sudden, the lights dimmed down, and it just sat there."

Castardo and his friend continued to watch the object in disbelief. "These lights were orange, pulsating," he said. "They didn't stay consistently one intensity. They went from light, dark, light—they fluctuated. It was the strangest thing. I don't know what I saw. It's difficult to describe." Castardo estimated that there were about thirty or forty lights in total. There was no sign of any

conventional lights from portholes, masthead lights, or running lights.

The object was in view for only about five minutes. As it passed, they spoke excitedly to each other about what it might be. Neither had any idea. "It didn't fit the description of anything I've ever seen before."

The waves were heavy, and stormy conditions loomed ahead. Also, it was late at night and they were still in a dangerous area. The men decided it was time to go. As they left the area, the lights were still there.

They continued their journey. They were unable to reconnect with the other boat until three days later. Castardo didn't mention anything about the encounter, which he now believes was a UFO.

"There's absolutely no question in my mind that it was not anything normal. Not anything normal, that's the only thing I can tell you..."⁴

UFO Saga at Redondo Beach

A classic case of an underwater UFO that deserves a second look took place on February 9, 1956 in Redondo Beach, California. It turned out to be a particularly well-verified and dramatic case involving dozens of witnesses, including many local residents, a nightwatchman, Redondo Beach lifeguards and neighbouring Hermosa Beach police officers. It all began around 1:30 am, when patrolmen Marvin Poer and John Freeland and several others reported seeing a large "ball of fire" glide down out of the sky and float on the surface of the ocean about 200–300 feet offshore of Redondo Beach. Resident Martin Dumbrel saw it arrive, as did Redondo Beach police officer, Jack Hopkins, and lifeguards Frank Rodecker and Ted Davis. As the crowd of witnesses gathered and watched, the water seemed to "froth", at which point the UFO sank beneath the surface. The glow of the object was so intense that it could still be seen.

Redondo Beach officer, Jack Hopkins contacted the Redondo Beach police station and requested a Geiger counter. After the Geiger counter arrived, lifeguard



Lieutenant Don Hill (Left), Bob Meistrell (right), both lifeguards, examine a light buoy, which the Coast Guard said was what witnesses had seen on February 9, 1956.

Lieutenant Frank Rodecker obtained a small rowboat and rowed out to the object with another lifeguard. "It was a big thing," he said. "It was maybe fifteen feet across, and it was still glowing down there under the water, almost until we got there."

Shortly after they were over the object, it winked out. They tested the area for radiation, but found none. As the object was now no longer visible, they returned to the shore.

"Maybe the Martians saw you and turned out the lights," said Dumbrel, when Rodecker returned and explained what happened.

Lifeguard Davis joked, "Or maybe they already waded ashore."

After the excitement died down, the lifeguards said that when dawn arrived they would dive into the area. After the sun rose, lifeguards donned their scuba-diving gear and went to investigate. About forty minutes later, they returned claiming they had found the culprit.

The UFO, they said, was not a UFO at all. It was a US Signal Corps sea-search flashlight with a special water battery. The flashlight has a sensor which turns the flashlight on automatically after three minutes of being exposed to water, and burns for about an hour.

The explanation given was ludicrous and did not match at all what the witnesses had seen. Writes pioneering

UFO researcher, Idabelle Epperson, "As usual, there are discrepancies and the reader is left with unanswered questions. The police officers reported that the object was aglow before it hit the water. There was also no explanation as to what kept the solid object afloat for twenty minutes, or longer, and then automatically caused it to sink. If something kept it afloat—why did it finally sink?"

UFO researcher Leonard Stringfield agreed with Epperson. "I concur," he said regarding Epperson's comments, "and might add—nobody heard or saw the aircraft which may have dropped the searchlight. And according to the picture of the searchlight, supposedly found, the half-inch



bulb certainly would not appear as a "ball of fire" as reported by several observers."

Also, it was in direct contradiction to further details, including the gliding motion of the object, and the large size as described by several observers, including Lt Rodecker.

One year following the incident, in 1957, Stringfield obtained an official report of the incident which said only: "Fireball Hits Water. Submerges."⁵

Conclusions

The above five cases barely skim the surface of USO research. Many hundreds of cases are now on record. The events are remarkably similar. In each incident, what the witnesses report their observations of appears to be a structured submarine craft of unknown origin. And as we have seen, these types of cases are being covered up. Likely most cases never reach the public, which means that the number of cases is likely much larger than any estimates based on known reports.

It's difficult to draw any solid conclusions. One thing all the witnesses do agree upon is that the objects they saw were not of military origin. But is this true? Could the witnesses be reporting secret military projects?

Officially, the Navy has no submarines or aircraft that can perform these types of manoeuvres. Unofficially, however, there might be a different story. There is evidence that the Navy is interested in, and perhaps has even invented, a flying submarine. On March 11, 1965, the *Wilmington Delaware Morning News* (page 42) printed the story, "Navy Weighs Subplane". The article says, in part: "The Navy wants to develop a flying submarine. The idea is for a smallish craft capable of flying to and submerging for operations in relatively closed waters. In the event of a war with Russia, for instance, it would be highly difficult if not impossible for a conventional surface vessel or submarine to penetrate the Baltic or the Black Sea. A flying sub might do it... The thought of a flying submarine is one which has been kicked around in the Navy off and on for a good many years. But this time it has gone further than talk. A contract for analytical and design studies has been given to the Convair Electric Boat Divisions of General Dynamics Corp. The \$36,000 contract sets no time limit. But the Navy says the study should be completed by next June. Any actual construction—if it ever comes off—might well be many years in the future."

Eugene H. Handler, an aircraft hydrodynamics engineer with the Bureau of Navy Weapons discussed the feasibility of this project in the US Naval Institute Proceedings. He wrote, "The development of a practical flying submarine prototype will be both complex and laborious, but the potential returns are substantial and valuable... It could fly from a favorable location to its destination at minimum altitude to avoid detection by radar. At the completion of its underwater mission, it



(SDASM archives, Flickr.com)

could travel as a submersible to a location best suited for takeoff, become airborne and return to base."

The plans for the flying sub showed that it could travel to a depth of 75 feet, could reach an underwater speed of ten knots, and an airspeed of 225 knots. According to Handler, "The Bureau of Naval Weapons has recently awarded a contract to the Convair and Electric Boat Divisions of General Dynamics for analytical and design studies of essential components and operational aspects of such a vehicle. When an operating vehicle has been developed capable of achieving these moderate goals, it will then be time to consider a more versatile version."⁶

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Remember, this was 1965, more than fifty years ago. At that time, \$36,000 equates to more than \$250,000, adjusting for inflation. It seems safe to say that, after fifty years, the development of a flying submarine may have moved beyond the purely theoretical stage.

Still, none of the witnesses believe they observed a "flying submarine". The incident involving the USS *Clamagore* baffled all the top officers onboard. Coast Guard Captain, Rick Baker discounts this possibility as the objects he saw were in a location not likely for military

testing. The other witnesses feel the same. Each incident involves military officers who are themselves mystified by what they are seeing.

Ultimately, the only real conclusions we can draw from cases like these is that there is something else besides the military moving around in our oceans.

Endnotes

1. Dennett, Preston. *Undersea UFO Base: An In-depth Investigation of USOs in the Santa Catalina Channel*. Blue Giant Books, 2018, pp182-185. (Interview with author)
2. Ibid, pp 185-187. (Interview with author)
3. Ibid, pp 72-73. (Interview with author)
4. Ibid, pp 80-82. (Interview with author)
5. Lorenzen, Coral and Jim Lorenzen. "UFOs: The Whole Story". p 70; Stringfield, Leonard. *Situation Red: The UFO Siege*. New York: Fawcett Crest Books, 1977, p 58; Stringfield, Leonard (editor.) "Case Study." *Orbit*. Civilian Research, Interplanetary Flying Objects Organization (CRIFO). Cincinnati, Ohio. Vol. 2, No. 12.
6. Handler, Eugene H. "The Flying Submarine", US Naval Institute Proceedings, September 1964, pp 144-146

About the Author:

Preston Dennett began investigating UFOs and the

paranormal in 1986 when he discovered that his family, friends and co-workers were having dramatic unexplained encounters. Since then, he has interviewed hundreds of witnesses and investigated a wide variety of paranormal phenomena. He is a field investigator for the Mutual UFO Network (MUFON), a ghost hunter, a paranormal researcher, and the author of 26 books (several Amazon UFO bestsellers) and more than 100 articles on UFOs and the paranormal.

Dennett's articles have appeared in magazines including *Fate*, *Atlantis Rising*, *MUFON UFO Journal*; just to name a few. "Alien Healings: The Medical Evidence", appeared in *NEXUS*, volume 5, number 6 (October–November 1998).

Dennett's writing has been translated into several different languages and he has appeared on numerous radio and television programs, including *Midnight in the Desert* with Art Bell, *Coast-to-Coast* and also the History Channel's *Deep Sea UFOs* and *UFO Hunters*. His research has been presented in the *LA Times*, the *LA Daily News*, the *Dallas Morning News* and other newspapers.

Dennett has taught classes on various paranormal subjects and lectures across the United States and currently resides in southern California. He can be contacted at prestonufo@gmail.com or visit his website, www.prestondennett.weebly.com.