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## **Quest for Truth: The Philadelphia Experiment**

*The Quest for Truth: To discern the facts from the fiction, to find information instead of disinformation, to investigate the sources instead of believing everything, and to distinguish reality from New Age fantasies.*

by **Mack W. Shelton, Jr.**

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For over 50 years, rumors and stories have circulated throughout the population of sci-fi buffs, legend seekers, researchers and publicity seekers regarding an incident so heinous and horrible that the U.S. Navy and the Office of Naval Research have been said to conspire to cover it up. The alleged incident is said to have involved a destroyer escort in an experiment gone awry. Is it true? Or is it a hoax?

In this feature, we will examine the legend, incidents leading to the Experiment, and facts "substantiating" the validity of the Experiment. After presenting the information with our stated opinions, we will leave it to you-the-reader to make up your own mind.

## CONTENTS

- (1) [The Legend](#)
  - (2) [Great Britain vs. Nazi Germany -- Mine Warfare](#)
  - (3) [The Philadelphia Experiment](#)
  - (4) [The Genesis of the Legend](#)
  - (5) [The Man Behind the Myth](#)
  - (6) [Did the US Navy conduct a complex experiment in late October 1943?](#)  
Some names in the know ...
  - (7) [Solution?](#)
  - (8) [Possible Conclusions](#)
  - (9) [End Note](#)
  - 10) [After the Note: "Abandon all hope \(for the truth\) all ye who enter here, in New Age World"](#)
- 
- (A) [References](#)
  - (B) [About The Author -- Mack Shelton, Jr.](#)
  - (C) ["Not So Professional" -- where I live](#)
  - (D) [A Word To The U.S. Navy](#)
  - (E) [Photography Book Plans](#)
  - (F) [Words About My First "Quest For Truth"](#)

## "The Making of the Great American Novel" -- Dissecting the Story ...

### (1) The Legend:

Philadelphia Naval Shipyards, Philadelphia, Pa., October 22, 1943 - 0900

The order was given to engage the **Time-Zero Generator**. The 4 electromagnetic generators hummed and pulsated with an increasing pitch. A hazy greenish cloud began to enshroud the Cannon-class *USS Eldridge* (DE-173) -- a fully-manned destroyer escort -- in a circular motion, eventually obliterating her from the sight of her on-lookers.

The *Eldridge* -- under the eyes of still and motion picture cameras, scientists, project supervisors, as well as some of the Navy's top brass -- was only seconds away from becoming a controversial legend that was to change or claim the lives of her crew. As the hyper-field intensified, the *Eldridge* vanished, leaving nothing behind except the cloud and her concave impression in the water.

20 minutes later, the *Eldridge* reappeared. Her crew -- some of them staggering and speaking gibberish -- was debriefed. They said that they could see each other but the ship was "gone". Some of the men said others were falling to the deck and laughing hysterically "as if drunk". Others said that for a brief while after the cloud "flashed off" they could see their second port (the Norfolk Naval Shipyards). And when the cloud reappeared and "flashed off" again, they were back in Philadelphia.

21 days later, the experiment was tried again at sea with a fresh crew. The *Eldridge* -- in sight of the command ship and merchant vessel *S.S. Andrew Furuseth* -- under went the experiment again. The cloud appeared making the *Eldridge* invisible. She returned and all the equipment was taken off-line. But the ship vanished again for no apparent reason. When she returned again, the ship seemed fine but the crew suffered horrific results. Only the lucky ones went insane. Others were badly burned, some fell victim to spontaneous combustion, others were embedded in the super-structure, at least two walked through their compartment walls, and one was never seen again.

This is the basic legend of the WWII naval experiment which came to be known as the **Philadelphia Experiment**. The legend itself sounds creative and fantastic, to say the least. But if the Experiment did take place:

- How did the Experiment work?
- What were the ideas behind the Experiment?
- What were the principles involved?
- Who was responsible for the Experiment?

If the Experiment did not take place:

- How did the legends, myths, and rumors get started?
- Why has so much controversy over the matter gone on continuously for over 40 years?
- Why were members of the ship who survived discharge as "mentally unfit"?
- Why did one man investigating the story "commit suicide"?

In this article, we will look at these questions and try to piece together what happened on that day during WWII. Starting with a slight review of the history of the time, we will explore the need and the evolution of how the Experiment came to be.

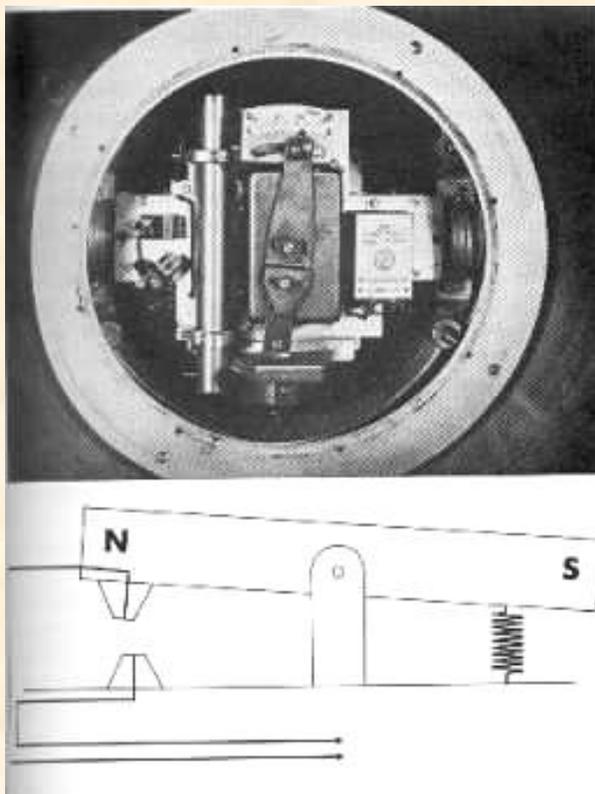
## (2) Great Britain vs. Nazis Germany -- Mine Warfare

Great Britain became a focal point for Hitler during the early years of WWII. In an effort to stop supply shipping to and from Britain, Hitler utilized one of his first "secret weapons". Now what does this have to do with the Philadelphia Experiment? Well if the Experiment did take place, this is the main reason why.

On a chilly morning in 1939, the *HMS Blanche* was suddenly struck by an unknown force that ripped her hull, sinking her within minutes. Her operating area was too shallow for any torpedo to be successfully launched, and no mines were reported in the area. At this time, the mine was the common floating "contact mine" -- one that would detonate when a passing ship hit and broke off the protruding contacts, thus triggering the detonating process. Though speculated, no one knew for sure of the idea of the **magnetic mine** until the cold night of November 21, 1939.

On that night at 2330 (11:30 pm), a soldier was making his rounds when he heard the distinct sound of the desynchronized engines of a Luftwaffe bomber -- the infamous Hienkel 111. As the soldier looked up, he saw what appeared to be a "soldier kit-bag being tossed from the plane". He notified his superiors who immediately dispatched mine experts from the *HMS Vernon*.

At 0315 (3:15 am) on the morning of November 22, the tide receded and an object was seen resting in the mud of the Thames estuary near Shoeburyness, England. At first light, the crew of technicians disarmed the mine and dragged the mine back to the *Vernon* for careful analysis. Once the cover plate and rubber dome were removed, the actuator was exposed and a single word was printed on the actuator. "GAUSS" (a word for the measurement of a unit of electromagnetic force in 1/1000ths) revealed that the Germans had sent a "gift" in the form of a magnetic mine -- a mine similar to that of the 1917 British 'M' mine that was attracted to a passing ship and detonate on contact.



**The Shoeburyness mine with cover plate off.**

After careful study, the basic principles for the magnetic mine are quite simple: Likes repel, opposites attract.

The actuator consisted of a bar magnet set for a northward polarity. The 'South pole' of the magnet was connected to a light gauge spring. The center of the magnet was set on a free moving pivot. The 'North pole' of the magnet had a contact on one side. Another contact was situated below the magnet. The 'gauss-o-meter' was set to 0.002 milligausses. When a ship with a northward polarity passed by the magnetic mine, the 'South pole' of the magnet was "attracted" to the ship, thereby rising upward and causing the 'North pole' to go down to the contact and complete the circuit.

While Hitler felt confident the War was won, the British struggled for ways to counter the mine as their casualties mounted.

The conventional minesweepers of the time were metallic and geared for the collection and destruction of contact mines. Once it was learned from the "Shoeburyness mine" (as it was referred to) how the German mine detonated, ideas poured in for the deterring of the mine. One idea was to detonate the mines from a relatively safe distance from a ship. This idea involved taking a ship and increasing its electromagnetic field by utilizing its own generators to supply energy to power lines that were to lay on the deck. Instead of a mine detonating a few feet away from the ship, it would detonate from one to several hundred yards away. Thus the *HMS Borde* became the World's first magnetic minesweeper.

But a problem existed. Though the crew stood on thick, rubber mats to protect their ankles from the shocks of the explosions, the ship itself was not so equipped. Every mine that exploded violently rattled the ship until she eventually shook apart. And the *Borde* method ended in a nautical failure. However, the idea was not totally laid to rest.



The DWI Wellington before take-off. Despite the coil, the plane was reported to handle extremely well in flight.

The British decided to utilize a specially fitted, twin-engine DWI Wellington transport plane to fly from 10-100 feet above the English channel to "sweep" the mines. The plane was equipped with a copper coil encased in balsa wood and attached to a generator powered by a Ford V-8 truck engine to produce 300 volts of power to be emitted from the coil. The first day of testing proved to be very successful when a mine exploded shortly after the plane was over water. Surprisingly, the plane was reported to handle quite well. With this success, the plane was fitted with a much stronger Gypsy-Two generator to produce a stronger and larger field. The only drawback to this method was the crew could not accurately chart where they had "swept".

Meanwhile, other suggestions were brought up. Barges could be towed by non-magnetic ship to sweep the areas; divers could search and de-activate the mines; and fish could have small bar-magnets tied to them in hopes they would swim by and detonate a mine. Of all these suggestions, surprisingly, the "fish" method was taken into consideration. But these ideas were viewed as "impractical" for more than obvious reasons:

- Barges: too much demand for metal.
- Divers: too many mines, high danger level.
- Fish: hit or miss.

The *Borde* method was brought up again, this time using refitted Yarmouth trawlers. Since the trawlers were made of wood and thus non-conductive, they could travel virtually anywhere without the threat of encountering the lethal effects of the magnetic mines. 2 methods were used.

The first method was the "Bar Magnet Process", which was to take railroad bars and wrap them with coil and powered by a generator producing a large magnet. This worked, but the idea proved costly and the trawler met the same fate as the *Borde*.

The second method consisted of generators that fed power to 2 buoyant lines which were streamed at the stern of the trawlers. At the ends of the lines were electrodes that emitted a 5-second pulse at 15-minute intervals. The practice included 2 trawlers which operated side-by-side, streaming the buoyant cables (one with positive bursts and the second with negative bursts) and sweeping an area of 10 acres with every pulse. This practice was known as the "Double L Sweep" ('L' for longitude).

Another lesson learned from the *HMS Borde* and the Shoeburyness mine was that while it was known that ships had their own magnetic fields, their frequencies could be determined. To do this, the British Navy set electromagnetic sensing devices at the entrances of every major port. As a ship passed by the sensors, their impulses were measured and recorded on a paper graph recorder. After analyzing this information, one could determine which and what kind of ship and in which hemisphere (and port and slipway) the ship was made that entered and exited the port -- sort of "electromagnetic fingerprinting". It was found that those ships made in the northern hemisphere had a Northern polarity ; those made in the southern hemisphere had a Southern polarity. Merchant vessels had a unique reading on the graph. Their hulls were made in prefabricated sections and had varying polarities. This brought about the discovery that those ships with southern polarities could pass by the mines unscathed, leading to the complete "degaussing" of the fleet.

Like the *HMS Borde*, the *HMS Repulse* had cables hooked up to her generators which were placed upon her deck. Instead of increasing or producing a stronger field, a field opposite that of the ship was produced and changed its polarity (in this case from the "North" to the "South").



**The *HMS Repulse* sweeping the waterways using streamed cables.**

But the cable placement became a concern, so other methods were tried. The cables were wrapped around the hull and were attached magnetically-or-by lines. But they were lost in high seas. Holding on to the cables was simply out of the question. Finally, it was found that the cable could be fitted inside a tube and run within the ship's hull.

This method worked very well. One testimony to the claim was noticed when a merchant captain felt his journey was complete and ordered the degaussing equipment to be taken off-line. At that instant, the ship blew-up.

Though other mines (such as the acoustic and pressure mines) became threatening factors towards Allied shipping, these mines were not as effective in deterring the Allied cause. The **acoustic mines** operated by sound. Any loud noise -- such as a ship passing by -- would trigger the detonation process. These were deterred by simply adding a sound in the water louder than that of the ship. The **pressure mine** operated by the pressure increase from a passing ship. But it seemed the heavy swells from the North Atlantic solved that problem.

We have seen in WWII certain elements of the British Navy that were utilized in the deterrent against mine warfare of Nazi Germany. These developments were to aid the "invisibility" of the British and eventually the American fleets from the magnetic mine. But the magnetic mine wasn't the only question concerning the U.S. Navy. Rather, the question of becoming "**radar- and sonar-invisible**" was the central issue in some realms of the War Department.

### **(3) The Philadelphia Experiment**

While researching this subject, I took (and still take) a neutral position. If the truth is to ever come out on this or any subject, all points and leads are to be carefully considered and weighed for accuracy and validity and are not to reflect the personal views of the researcher.

After reading the book [The Philadelphia Experiment: Project Invisibility](#) by William Moore and Charles Berlitz, I wrote the Office of Naval Research (ONR) and addressed 7 questions. None were answered, but I received a copy of a form letter. According to the U.S. Navy, this experiment did not take place nor is there anything resembling this experiment in the works. In the form letter known as "OI-511", the Office of Naval Research states that such events are in the realms of science-fiction and have no bearings to reality, and that the ONR was not established until 1946.

This may be true, so I felt that a study of the *USS Eldridge* was in order.

Named after the late Commander John Eldridge, Jr. (commander of Scouting Squadron 71, *USS Wasp (CV-7)*, killed-in-action over the Solomons in 1942), the keel of the *USS Eldridge (DE-173)* was laid on February 22, 1943 and built by the Federal Shipbuilding and Drydocks, Newark, NJ taking 6 months and 1 day to complete. The official commissioning ceremony took place on August 27, 1943 as Lieutenant Charles R. Hamilton, USNR became her first commanding officer. She was one of 58 Cannon-class destroyer escorts with a length of 306 feet and a displacement of 1,240 tons standard and 1,520 tons full load.

Though her service was somewhat uneventful, her record shows that she worked as an ocean escort for tankers and merchant vessels, operating in the North African, Mediterranean, and South European regions and making 9 voyages to Casablanca, Bizerte, and Oran, and in the Caribbean Sea area as well as Bermuda. She aided in the rescue operation of several merchant vessels blown off course by a hurricane in the last days of October 1943. An action report filed by then Cdr. Hamilton states that on November 22, 1943 at 1330 local time, the *Eldridge* dropped 7 depth charges against a suspected enemy submarine.

After completing her service in the Atlantic, the *Eldridge* was transferred to the Pacific and remained there until the end of the War, operating off the coast of Japan. She was placed out-of-commission on

June 17, 1946 and transferred to the reserve fleet where she remained as a reserve ship. She was sold to Greece on January 15, 1951 under the Mutual Defense Assistance program and was renamed *Leon (D-54)*; (Lion).

As one can see, no mention of any "experiment" is evident here. If we are to take the U.S. Navy solely at its word, we can write off the whole legend right now.

But there is more that seems to contradict the official version. The keel for the *Eldridge* was indeed laid on February 22, 1943. But her actual launching date is one of the controversial issues of her service. Some researchers say she was launched on August 27, 1943 while others say it was July 25, 1943. ([Jane's](#) lists her simply as: *USS Eldridge (DE-173)* - 1943.)

Another curious note is that **the deck logs for the first 3 months of her service (from August 27, 1943 to December 1, 1943) are rendered "missing and therefore unavailable"**.

#### **(4) The Genesis of the Legend**

Following publication of his book [The Case for the UFO](#), Dr. Morris K. Jessup embarked on a promotional lecturing tour. His book told many stories of unexplainable events ranging from "The Flying Dutchman" to disappearing people, to things falling from the sky (i.e., ice in the summer heat, fish, frogs, rotting meat, animal parts ...) and attributed them to the UFOs (Unidentified Flying Objects).



He also explained possible ways in which the UFOs traveled in our atmosphere and from planet-to-planet (citing the rapid and timed changing of the craft's electro-magnetic field at a designated navigational point to "throw" the craft to predetermined directions) and adding a plea for researching the possibilities of anti-gravity and propulsion by using the principles of electromagnetic energy.

After the tour, a member of the audience who attended 3 lectures, wrote a series of letters to Jessup, the first being a regular "fan" letter. The second and third letters focused on denouncing Jessup's pleas for electromagnetic propulsion, explaining that a similar experiment had taken place utilizing the basic principles of Einstein's Unified Field Theory and conducted by the Navy on a destroyer.

#### **Dr. Morris K. Jessup**

The letters were written very poorly in regards to punctuation and spellings of words. Frequent underlining of ineffective wordings, stray commas, and capitalizations of whole sentences were evident throughout each letter. From the second letter (retyped here in the same fashion):

"The "result" was complete invisibility of a ship, Destroyer type, and all of its crew, While at Sea (Oct. 1943) The Field Was effective in an oblate spheroidal shape, extending one hundred yards (More or Less, due to Lunar position & Latitude) out from each beam of the ship. Any Person Within that sphere became vague in form BUT He too observed those Persons aboard that ship as though they too were of the same state, yet were walking upon nothing. Any person without that sphere could see Nothing save the clearly Defined shape of the Ships Hull in the Water, PROVIDING of course, that the person was just barely outside of that field. Why tell you now? Very simple: if you chose to go mad, then

you would reveal this information. Half of the officers & crew of that Ship are at Present, Mad as Hatters".

The author of these letters signed the second letter as "Carl M. Allen" with his merchant mariners certificate number Z416175. The certificate has his name as "Carl Meredith Allen" -- a crew member certified for service on: "Any Waters".

## (5) The Man Behind The Myth



Carl M. Allen,  
(Carlos Miguel Allende),  
circa: late 1980s, early 1990s.

Shortly after leaving the merchant mariners after a union dispute, Allen reportedly went to San Altos, Mexico where he lived with a band of gypsies and acquired the name "Carlos Miguel Allende". From here on out, he shall be referred to as "Allende". He is said to be a drifter who likens himself as a man knowledgeable of many things. Some researchers referred to Allende as a man of genius stature but misplaced or misdirected in society. Others call him a great storyteller. At the time of the alleged Experiment, Allende was a crewman aboard the liberty ship *S.S. Andrew Furuseth*.

The bulk of the second letter describes the effects the Experiment on the crew such as "**Going Blank**" and "**Getting Stuck**". According to Allende, to "Go Blank" was a result of a sailor staying in the field for an extended period of time, causing him to fade into invisibility. To "Get Stuck" was the effect in which a sailor could not move by his own free will and was referred to as "HELL INCORPORATED". If the sailor was not helped, he would suddenly "freeze". As Allende states, to rectify this, "His position Must be Marked out carefully and then the Field is cutoff ..." followed by a sort of life transference by the other sailors -- known as the "**Laying-on of Hands**" -- where the other sailors would touch the exposed skin of the stricken sailor, countering the effect:

"Sometimes, it takes only an hour or so. Sometimes all Night & all Day Long & Worse. It once took 6 months to get the man 'Unfrozen'. This "**Deep Freeze**" was not psychological. It is the Result of a Hyper-Field that is set up within the field of the Body, While The Scorch Field is turned on & this at Length or upon a Old Hand."

Another result of the Experiment was when a sailor went "**into the flame**". One incident that Allende claims to have occurred was when a sailor carrying a small-boat compass started to "freeze". A nearby sailor went over to begin the "Laying-on of Hands" technique when they suddenly "burst into flames ... and burned for 18 days." Thus the faith in "hand laying" died and "... men's minds went by the scores."

Allende also makes reference to an incident where a sailor was never seen again when he walked through the walls of his quarters in sight of his wife and child. "The experiment was a complete success," according to Allende. "The men were complete failures."

As Allende closes his second letter, he gives several references of personnel from his ship the S.S. *Andrew Furuseth* (a Matson Ship Lines out of Norfolk, VA) and from a 1944 Philadelphia newspaper that has a paragraph of an incident that occurred in a bar when 2 sailors got into a brawl and then "disappeared" in sight of the waitresses. He expressed deep dissatisfaction in Jessup's attempts to promote increased studies in electromagnetic principles as a propellant in space exploration by hoping Jessup may "choke on [his] own words. Very Disrespectfully Yours ..."

While Jessup continued his work on his second book **The Expanding Case for the UFO**, the Office of Naval Research received an annotated copy of Jessup's original book addressed to an Admiral Furth with the greeting of "Happy Easter" written across the front of the envelope. The annotated book contained what appeared to be the writings of 3 individuals -- "Mr. A", "Mr. B", and "Jemi".

The names given to the authors by ONR were based on the 3 different colors of ink used: blue, blue-violet, and green and by the name referred to one of the authors by the others: "Jemi". The ONR in cooperation with the Varo Mfg. Co. of Garland, Texas made a limited number of copies of the book. An introduction of the annotations that accompanied the book, outlining the 3 authors' explanations of the unexplainable events that appeared in **The Case for the UFO**.

The ONR invited Dr. Jessup to their office to review his book and to possibly shed some light on the mystery of the annotations. Jessup accepted the invitation.

After careful review, Dr. Jessup recognized one of the handwritings belonging to "Mr. A" as being that of Carlos Miguel Allende. Shortly afterward, Jessup was said to have been told of the Experiment by the Navy officers and Navy-employed scientists.

Following this incident, Jessup called upon the assistance of two of his friends -- Ivan T. Sanderson, and Dr. J. Manson Valentine. He is said to have given Sanderson his notes on the Allende mystery and the Philadelphia Experiment. In a conversation with Dr. Valentine, Jessup stated:

"The Experiment is very interesting but awfully dangerous. It is too hard on the people involved. This use of magnet resonance is tantamount to temporary obliteration in our dimension but it tends to get out-of-control. Actually, it is equivalent to transference of matter into another level or dimension and could represent a dimensional breakthrough if it were possible to control it."

Dr. Valentine is said to have had many lengthy conversations with Jessup regarding the Philadelphia Experiment. According to Valentine, Jessup was on the verge of discovering the basic principles of the Experiment, attributing them to Einstein's Unified Field Theory.

He said that the Navy used degaussers "which were pulsed at resonant frequencies so as to create a tremendous magnetic field on-and-around a docked vessel."

As Valentine states:

"In practice, it concerns electric and magnetic fields as follows: An electric field created in a coil induces a magnetic field at right angles to the first. Each of these fields represent one plane of space. But since there are 3 planes of space, there must be a third field -- perhaps a gravitational one. By hooking up electromagnetic generators so as to produce a magnetic pulse, it might be possible to produce this third field through the principle of **resonance**. Jessup told me that the Navy had inadvertently stumbled on this."

But things took a turn for the worse.

On the night of April 20, 1959, Dr. M.K. Jessup -- on his way to Valentine's house to attend a dinner party -- was found slumped over the steering wheel of his stationwagon at Dade County Park, not far from his Coral Gables home. According to the police, he was still barely breathing when he was found. But he was pronounced dead shortly after arriving at the hospital. The cause of death was "acute carbon monoxide poisoning". Apparently, he had driven his car to the park; attached a "perfectly fitted hose" to his tail pipe; fed the hose through the rear passenger window; sealed the window with wet rags; and started the motor.

Seems pretty cut-and-dry. However, no autopsy was performed on his body (a common practice in suicide cases). A medical report was said to have shown that his blood was saturated with alcohol beyond lethal doses and mixed with his prescribed anti-depressants. However, no beverage containers were found in the vicinity of the scene. As most drinkers know, a body can only withstand so much alcohol before it "passes out". Therefore, accomplishing this elaborate suicide under the amount described would be out of the question.

According to Charles Berlitz in his book [Without a Trace](#) (Doubleday 1977) in regards to Jessup's untimely death, "No notes or manuscripts were mentioned in the police report nor -- according to a statement by a witness later given to Dr. Valentine -- were any found inside the car."

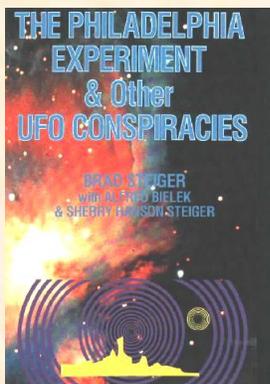
## **(6) Did the US Navy conduct a complex experiment in late October of 1943? Some names in the know ...**

In the course of investigating the experiment, several names have come to light. As with the rest of the material offered here in this report, each bit of "evidence" has been carefully weighed and thoroughly researched to the best of my ability for accuracy.

One name that has been offered as a "player" in the Experiment is the Serbian-born Croat Dr. Nicola Tesla (1856-1943).

Dr. Tesla is said to have been working for the U.S. Navy during WWII on a project that would render ships electronically "invisible" to enemy radar according to one witness who claims to be a survivor of the Experiment -- **Alfred Bielek**.

In Brad Steiger's (whose real name is Brad Olson) book [The Philadelphia Experiment & Other UFO Conspiracies](#), Bielek claims that the initial phase of the Experiment began in Chicago, 1931. "The team," says Bielek, "included **John Hutchison** (Dean of the University of Chicago) and the brilliant **Nicola Tesla**."



Bielek goes on to say:

"Although it was a private research operation, it was apparently funded by the Navy from the very beginning. It was soon moved to the East Coast and wound up at the Institution for Advanced Studies at Princeton University, which had been formed in 1933.

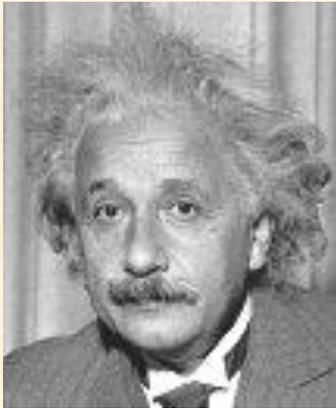
"Tesla had rejoined them in perhaps the late 1930s. Because of his close connections with Franklin D. Roosevelt who became President in 1933, Tesla was called back to Washington to do work for the Government.

"One of Tesla's projects was the so-called "Death-Ray". Most people don't know this, but the machine was actually built by the U.S. Army in 1938-39 and was tested in New Mexico.

[StealthSkater note: much more on Tesla is archived at [doc](#) [pdf](#) [URL](#) ]



"He was [the Philadelphia Experiment's] first director when it arrived to the point where the project required complete organization. But perhaps the single greatest contributor to the project, however, was **Dr. John von Neumann**.



"Einstein did not take part in any physical way in the project which, by the way, was called '**Project Rainbow**'. "Einstein was strictly a mathematician and a theorist. He was not at all a 'nuts-and-bolts man'. The Experiment in part was being run as an application of his Unified Field Theory. But Einstein -- though aware of Project Rainbow -- was involved in many other project at the Institute."

Bielek continues with the advent of a successful experiment that utilized an unmanned minesweeper just before the attack on Pearl Harbor.

After the attack:

"...it was now imperative that Project Rainbow produce successful results as soon as possible. Tesla had designed special generators and coils and an elaborate radio-frequency generating system. Everything was built to endure powerful electromagnetic and radio frequency fields.

"But Tesla became very concerned when he learned that the experiment would now include a live crew. He protested that the scientists had no true idea of what would happen to the personnel aboard the ship.

"He insisted that the Navy give Project Rainbow more time before the experiments would be conducted. They told him to 'forget it'. There was a war going on. He was told to make the experiment work.

"On a cold day in March, 1942, all the levers were pulled to place the test ship (a battleship) into invisibility and nothing happened.

"The apparent failure of the experiment permitted Tesla to say, 'Well, it is obvious the experiment was unsuccessful. Now I have to get back to work on other projects. Goodbye.'

"He left the Project. And 10 months later on January 7, 1943, he was found dead in his hotel room in New York."

The rest of Bielek's testimony consists of much of the same in regards to the effects of the Experiment and effects sustained by the crew.

Now it is true that Nicola Tesla was way ahead of his time. Several books have been written on the projects that he had accomplished in his lifetime. Some of these accomplishments include the Tesla coil, AC current motors, the principles of electromechanical resonance, the radio, the principles of television, the speedometer, the ELF submersible communication system, battery-operated radio-controlled vessels (in 1898), guided torpedoes, and the "Death Ray" (the forerunner of the particle beam rail gun the military is currently developing).

This may be enough to convince some that the Experiment actually took place and Tesla had an active role in the Project. After all, the technology was available in the early 1900s.

But Bielek's story is damaged to some degree.

Though the U.S. Navy employed Tesla (along with rival Thomas A. Edison) as a consultant for the National Defense Research Committee (NDRC), the time frame was from the First World War to about the mid-1930s. After which, Tesla was involved in an automobile accident and continued on a long decline of health and mind. Not believing in doctors, Tesla persisted to relieve his "chest discomforts" by "mind-over-matter". He insisted on sending money to the financially-distraught Mark Twain though Twain had been dead for several years. And he became fearful of germs. Friends had to stand a certain distance while visiting because he feared contamination.

On the stormy night of January 6, 1943, a friend visiting Tesla was instructed to pick up an order of birdseed and feed the pigeons in the park. It was a hobby that Tesla enjoyed virtually every day for over 30 years. The next day, a maid disregarded Tesla's request for privacy and walked into the room for routine cleaning. She found Tesla on his bed -- dead -- and clutching his chest. He was 86.

Another witness of the Experiment is Victor Silverman. Again from William Moore's book, Mr. Silverman was present during the dockside experiment. Up to the time of Moore's book, Silverman suffered 3 heart attacks from what he feels was a direct result of the Experiment.

Silverman (an Engineer First Class) was one of 3 who were to pull the switches commencing the operation, states:

"I was on that ship at the time of the Experiment. There was enough radar equipment to fill a battleship including an extra mast, rigged out like a Christmas tree.

"When the switches were thrown, the resulting whine was almost unbearable. Indistinct figures and other objects were present that seemed to not belong on the dock -- if that was where I was.

"The green fog 'flashed off' and I wondered what-in-the-World am I'm doing in Norfolk because I had been there before to the ship's other dock there. Then suddenly the green fog returned and lifted, and I found myself back in Philadelphia.

"I passed the radar shack when I heard a party of 3 civilians commenting on the Experiment and saying that 'It was a great success.' When these 3 men left the ship, they were carrying a leather box about the size of a footlocker.

"For a long time afterwards, I was left wondering whether-or-not I hadn't lost my mind for those brief moments. I still don't know exactly what happened to me or to the other men who were there."

Another piece of information which substantiates Silverman's testimony comes from researcher Tony Wells (an Englishman now residing in Southampton, England) who wrote a letter describing a strange incident that occurred in Norfolk, VA in sight of 5 fellow Englishmen during 1943. The Englishmen were occupied as merchant seamen and were waiting for berths on Liberty Ships bound for England. They reportedly saw a strange sea-level cloud suddenly forming in the harbor then dissipate, leaving a destroyer escort. The ship stayed for a few minutes, then disappeared under the same type of greenish fog. Within minutes, the whole area was cleared by Naval Security and the Shore Patrol. To expedite their trip to England, the five decided to say nothing of the incident.

Frederick Tracy (another WWII veteran) served aboard the *USS Antietam (CV-36)*. Tracy heard about the Experiment from a shipmate (D.J. Myers) when their ship was in drydock in Philadelphia.

"See that dock over there? That's where a ship once disappeared." Myers proceeded to tell Tracy of the Experiment, to which Tracy responded, "I don't believe you." Myers rebutted, "I didn't think you would."

The next year, the *Antietam* went to the Philadelphia Navy Yard for degaussing when a rumor started about **another** Philadelphia Experiment. The Commanding Officer of the *Antietam* (Captain Teague) called the crew to quarters and read a memo from the Secretary of the Navy.

According to Tracy's recollection, the memo cited an event that happened on October 28, 1943 but concerned a patrol craft that vanished during a degaussing experiment. The patrol craft (PC) appeared in Norfolk, then disappeared only to reappear in Philadelphia. Despite the fact that the whole crew joked and half-heartedly believed the memo, the CO stressed that "to mention or talk about this incident outside the confines of the vessel would constitute an act of treason."

But an interesting twist occurred with the names of the ships. The Navy ship became the Coast Guard ship *Eldridge*, while the Coast Guard ship became the Navy ship *Yarmawa* (The Coast Guard vessel *Yarmawa* is another ship that starred in yet another tale dealing with the legendary Bermuda Triangle). As far as the crew is concerned, Tracy states, "The only thing I ever heard about the crew of the *Eldridge* was that they were kept at Bethesda Naval Hospital out of communication with everybody for the remainder of the War."

An electronic construction specialist and researcher by the name of Patrick Macey remembered a strange story from a co-worker by the name of "Jim". While working in Los Angeles in 1977, Macey and Jim were talking about how much information the Government was covering up about UFOs when Jim told of a strange experiment he had seen on a film:

"I had an unusual experience during WWII while I was in the Navy," says Jim. "Not with UFOs but something pretty mysterious. I was a guard for classified audio-visual material. In late-1945, I was in a position while on duty in Washington to see part of a film viewed by a lot of Navy brass, pertaining to an experiment done at sea. I remember only part of the film as my security duties did not permit me to sit and look at it like the others. I didn't know what was going on since it was without commentary. I do remember that it concerned 3 ships. When they rolled the film, it showed 2 other ships feeding some sort of 'energy' into the central ship. I thought it was sound waves but I didn't know since I, naturally, wasn't in on the briefing.

"After a time the central ship -- a destroyer -- disappeared slowly into a transparent fog until all that could be seen was an imprint of that ship in the water. Then when the field -- or whatever it was -- was turned 'off', the ship reappeared slowly out of thin fog.

"Apparently that was the end of the film, and I overheard some of the men in the room discussing it. Some thought that the field had been left on too long and that had caused the problems that some of the crewmembers were having.

"Somebody mentioned an incident where one of the crewmen apparently disappeared while drinking in a bar. Somebody else commented that the crew were 'still not in their right minds and may never be'. There were also references to some of the crew having vanished permanently. At that point, the conversation was carried on outside of my hearing."

This testimony seems to fit accurately with other evidence presented by Moore and other researchers with the mere mention of a Philadelphia newspaper clipping. The clipping reports a bar brawl that happened between 2 sailors who -- according to the waitress -- did a "disappearing act". The Shore Patrol was called in. When this bit of the disappearing sailors was mentioned, the Patrol immediately cleared the bar.

Part of the article appears here from Moore's book:

### **Strange Circumstances Surround Tavern Brawl**

Several city police officers responding to a call to aid members of the Navy Shore Patrol in breaking up a tavern brawl near the U.S. Navy docks here last night got something of a surprise when they arrived on the scene to find the place empty of customers.

According to a pair of very nervous waitresses, the Shore Patrol had arrived first and had cleared the place out but not before two of the sailors involved allegedly did a disappearing act. "They just sort of vanished into thin air... right there," reported one of the frightened hostesses. "And I ain't been drinking either!" At that point according to her account, the Shore Patrol proceeded to hustle everybody out of the place in short order.

Not much can be said about the article except that the reporter more than likely half believed the waitresses. As for the article itself, the actual newspaper from which it derived cannot be totally determined.

Several witnesses have come to light. But what of the actual scientists and those directly involved? Again from Moore's book, this man has stepped forward under the condition of privacy and so shall be referred to as "**Dr. Rinehart**".

Dr. Rinehart's testimony adds some technical insight in regards to making the project "testable" and offering names of those directly involved with the planning stage. Those named for the actual initiation of the project are **Dr. Albert Einstein** -- who applied various parts of his Unified Field Theory -- and **Dr. Rudolph Landenberg**, noted for his expertise in the area of mines, torpedoes, and the countermeasures against them.

Einstein and Landenberg had worked with fission experiments and had discussed a proposal in which Einstein himself wrote on a pre-ship project associated with the use of electromagnetic fields to counter mines and torpedoes. Dr. John von Neumann suggested to Rinehart's superior (Dr. W.W. Albrecht) to obtain cooperation from the Naval Research Laboratory. Dr. Robert Harrington Kent had been working with a design of the solenoid chronograph.

As Rinehart stated, "If you think about the principle of the solenoid chronograph, you will see why work with it would suggest all kinds of ideas about detection and defense against missiles by the use of electromagnetic fields."

The project was then suggested by von Neumann to the National Defense Research Committee (NDRC), between early 1939 and late 1940.

Dr. Rinehart explains:

"From its beginnings, this was strictly a defensive-measures type project rather than any attempt at creating offensive capabilities. The initial idea seems to have been aimed at using strong electromagnetic fields to deflect incoming projectiles -- especially torpedoes -- away from a ship by means of creating an intense electromagnetic field around that ship. This was later extended to include a study of the idea of producing optical invisibility by means of a similar field in the air rather than in water.

"One day -- probably in early 1940 -- at about 8 o'clock in the morning, Dr. Albrecht, my superior, arrived in his office to find 2 -- possibly 3 -- visitors from NDRC already waiting for him."

Dr. Rinehart was called to a meeting in which the visitors of NDRC along with Albrecht and a Captain Gibbons were discussing military possibilities in the use of Einstein's and Landenberg's proposals. Rinehart was given notes from Einstein and a sheet with a radiation-wave equation.

"With these, he pushed over a rather detailed report on naval degaussing equipment ... Then Albrecht said could I see what would be needed to get a **bending of light** by ... oh, I think 10 percent? And would I try to complete this enough to make a small table or two concerning it.

"I think that the conversation at this point had turned to the principles of resonance and how the intense fields which would be required for such an experiment might be achieved using this principle.

"I said to him [Captain Gibbons] that I wanted to make a memo out of it and a typed copy, and I could have it ready by 3 o'clock ... Gibbons said that wouldn't do and that there was to be absolutely no typed copy.

"Somehow, I managed to finish a couple of small tables and a few sentences of explanation and brought it all back as a memo. We went in to Albrecht, who looked it all over and said, 'You did all this regarding intensities [of the field] at differing distances from the [ship's] beam. But you don't seem to pick up anything fore and aft.' All I had was the points of greatest curvatures right off the ship's beam opposite this equipment.

"What Albrecht wanted to do was to find out enough to verify the strength of the field and the practical problem of bending light sufficiently to get the desired "bending" effect. God-only-knows they had no idea what the final results would be. If they had, it would have ended there. But of course, they didn't."

Later in Moore's interview, Rinehart remembered that the name of the project was either '**Rainbow**' or '**Mirage**' -- both dealing with the bending of light. As the studies increased, some of the side effects that may be created by the experiment were discussed. Some of these included the ionization of the surrounding air, a 'boiling' of the water, and a "Zeemanizing" of the atoms. "No one at this point," continues Rinehart, "ever considered the possibility of **interdimensional** effect or **mass displacement**."

"One of the problems involved was that the ionization created by the field tended to cause an uneven refraction of the light ... And I warned that according to our calculations that the results would not be a steady mirage effect but rather a 'moving back-and-forth' displacement caused by certain inherent tendencies of the AC field which would tend to create a confused area rather than a complete absence of color ... Immediately out beyond this confused area ought to be a shimmering. And far outside ought to be a static field ... We also felt that with proper effort that some of these problems could be overcome and that a resonant frequency could probably be found that would possibly control the visual apparent internal oscillation so that the shimmering would be at a much slower rate."

Toward the end of the interview, Rinehart told Moore that Captain Parsons [William S. Parsons - the same one who armed the atomic bomb aboard the *Enola Gay* before the drop over Hiroshima] aided in seeing that the Experiment was a "ship experiment" instead of a model experiment. It was Parsons who persuaded the Bureau of Ships to try the system on a ship. Rinehart also mentioned that Admiral Jerry Land (head of the Maritime Commission) gave a ship [DE-173] and a full crew for the "trials". The crew had been hand-picked, some of who were veterans of the Murmansk run. This basically ends Dr.Rinehart's testimony.

## (7) Solution?

Still more information regarding the *Eldridge* seems to contradict the "official" history of her service. According to the Greek records, the *Eldridge* was launched in June of 1943 -- not in July nor August. Her displacement was 1,240 ton standard and 1900 full load -- a discrepancy of 660 tons. How can a ship gain 660 tons of buoyancy? Electronic equipment perhaps?

And what of the observing ship, the *S.S. Andrew Furuseth*? For some strange reason, her **deck logs for the period in question "have been destroyed by Executive Order."**

But what would be the initial force to accomplish such a bizarre experiment? As mentioned above, Project Rainbow -- or the Philadelphia Experiment -- was based on the principles set forth in Einstein's Unified Field Theory.

The following idea comes from a fictional piece entitled [Thin Air](#) by R. Burger and Neil Simpson. Einstein's theory bridges the gap between microcosm and Macrocosm.

First, looking at a few basic quantities, energy, matter, time, space, and gravitation all have something in common: they are effects found in both the atom and in space. These quantities are unifying forces but are scientifically observed as 2 separate groups (or 2 separate elements of the Universe): electromagnetic and gravitational. **[StealthSkater note: a more in-depth look at the 4 known forces in the Universe and attempts to create a unifying theory between General Relativity (gravitation) and Quantum Mechanics (interatomic forces) can be read at [doc](#) [pdf](#) [URL](#) ]**

The genesis of unifying the two began with Einstein's Special Theory of Relativity. This theory states that for all systems moving in a uniform manner relative to each other, the natural laws governing them are the same. A gravitational field in space exists from the Sun which causes the planets to revolve. The nucleus of an atom exerts an electromagnetic field which causes the charge particles to spin around it. However, the Sun also has an electromagnetic field as recognized by its poles. And the atom also has a gravitational field. So these are equivalent and are interchangeable concepts.

The famous equation from the Special Theory of Relativity ( $E = MC^2$ ), energy is equivalent to mass multiplied by the speed-of-light squared. Matter converts into energy and back again depending on what is done with the velocity at which it moves.

In General Relativity, gravitation is a field exerting a geometrical force on the bodies within its influence. When light -- an electromagnetic force -- enters a gravitational field, it bends. The angle at which it bends is relative to the mass and velocity of the gravitating body.

In simple language, what the scientists of the NDRC saw in unifying these forces was the opportunity of altering the state of a single body by manipulating the way it was perceived. **If they could set up a gravitational field oscillating on an electromagnetic frequency, it should contain everything within that field yet permit one to alter its state of being -- possibly making it invisible.**

It is an old concept but it could work if the right approach is used. Since all relativistic effects depend on the presence of an observer separate from the uniform bodies in motion, the effect could only be measured by someone outside the field. In other words, one man standing outside this field could see those inside this field. Those inside this field would be set vibrating at an incredible speed, appearing to be invisible.

**What would be needed is a way to project an electromagnetic field at the proper resonating frequency to vibrate a solid mass near the speed-of-light, yet induce a gravitational field to contain and prevent loss of mass within the field and from turning it into pure energy.**

**In short, matter could be restrained from total conversion into energy by the controlled application of a radiation field of sufficient gravitational intensity to contain a body or bodies moving uniformly near the velocity of light, thereby rendering them invisible to outside observers.**

Sounds as if this was taken from a Buck Rogers or Flash Gordon episode. But rocket travel, space stations, space shuttles, and laser beams all are results of reality mimicking art.

## **(8) Possible Conclusions**

After 7 years of researching the Philadelphia Experiment and with all the information presented here, it is interesting that though the Navy denies any such experiment ever took place. To date, dozens of books, manuscripts, magazine and newspaper articles, and 2 major motion pictures have all been made about the Experiment.

Many of the investigators of the Experiment along with some of the participants have all died by now. As the trail of events quickly cools, most of the leads now cannot be traced to their original sources. The Allende letter makes a reference to "the Boss of the Navy - Burke". The only 'Burke' that I have ran across is the late Ret. Adm. Arliegh Burke. His alleged association may have a very strong factual basis. If such an Experiment did take place with all the terrible after-effects sustained by the crew -- and since Burke was the "strong-willed" and "iron-cladded" officer such as Adm. Hyman Rickover (the "Father of the nuclear submarine") -- then it would stand to reason that his reputation was on the line and that is why the massive and persistent cover-up, if he were involved.

After careful consideration of all the data gathered and analyzed thus far for this report, I have come to 4 possible conclusions:

- 1) the Experiment happened as described in the Allende letters.
- 2) the Experiment happen but the legend is greatly exaggerated.
- 3) the Experiment happened but failed. Cover stories were planted to make the results unbelievable by the survivors.
- 4) the Experiment never happened and this is all a cruel hoax .

Taking each into account:

- 1) ... **IF** the Experiment happened, then we need official confirmation.
- 2) ... something happened that October day, but the rumors and stories greatly overpowered the actual report. Due to the secrecy involved, the official reports deny any knowledge of the Experiment ever taking place. But this leaves the subject open to speculation with the re-occurring form letter, OI-511.
- 3) ... the Experiment happened but failed in the crew. Since no one understood nor had any idea of the hazardous effects of the electromagnetic fields (EMFs), cover stories were planted to shed the credibility of the survivors.
- 4) ... never happened, why the mysterious death of Dr. M.K. Jessup and the deaths of -or- disappearances of some of the investigators? If this is all just a hoax as Carlos M. Allende said in the 1960s, then it was perpetrated by noted authors such as Brad Steiger and Charles Berlitz. And probably with good reason.

As Steiger told me in a [letter](#) sent in August of 1992, he ran across someone who claimed to have first-hand knowledge of the Experiment. Others became interested and stories spread.

According the Charles Berlitz in one of his latest collections of unsolved legends, the Philadelphia Experiment happened and the crew were greatly affected by the intense EMFs from the degaussers and

radio equipment. Taking this into account, at the time of the Experiment, the Navy did not know or fully understand the intensities and must have felt the crew would be unaffected.

The analogy here is the atom bomb. When the U.S. dropped the atom bombs on Japan in 1945, the stories and reports from the Japanese doctors that followed described the effects sustained by the citizens of Hiroshima and Nagasaki were stunning and to the point of disbelief. We did not fully understand the capabilities of atomic power. The same can be said in regards to the electromagnetic fields.

Today, studies are being conducted to fully understand the extent of these fields, what they are capable of, and the extent of their harmful side effects. To date, the on-going debate still continues as to whether-or-not the common power line causes brain tumors and leukemia in small children. **[StealthSkater note: some of these biological effects are archived at [doc](#) [pdf](#) [URL](#) ]**

When the Experiment took place, the crew was radiated by very high intensities to the electromagnetic fields. As a result of these intensities, some men went insane while others died of cardiac arrest due to the fact that the human body operates electrochemically, causing altered states in the electrochemical process. (Perhaps the cases of insanity can explain by the hallucinations of "seeing" or "talking" to strange beings.) Some men were burnt or died as a result of electrocution. Others became victims of spontaneous combustion, exploding as a result of the tremendous power surges. The stories of "bodies being embedded in the steel" could have started when body parts were burned into the paint and steel of the ship. Those below deck were somewhat protected from the severe effects of the fields, but may have experienced light-headedness or altered heart rhythms and breathing rates -- both considered minor compared to those on deck.

This is probably what happened in 1943. However, one cannot say for sure since no official documentations exist for public view. And no official has come forward with his identity or story. According to William L. Moore, the ONR is spending up to \$2,000,000 per year to keep a lid on any information.

## **(9) End note:**

It has always been the nature of man to find the answers to the questions of Life mysteries. Earth and space have many secrets that man is endeavoring to discover. Eventually, everything will be answered. Such is the case with the Mary Celeste, Jack-the-Ripper, the Kennedy Assassination, explanations of sea-monsters, the mystery of the disappearance of Flight 19, trips to the Moon, the power of the atom, etc. have all given in to persistent research and work by dedicated researchers to uncover the answers.

The Philadelphia Experiment should be no exception. And no matter the final answer, perhaps the question of invisibility and mass displacement can be solved.

## **(10) After the note: "Abandon all hope (for the truth) all ye who enter here, in New Age World"**

While it is true that we all love a good mystery, drama, SF thriller, love story, war story and so forth, we do have a tendency to take on the very actions and ideas provided us in these stories. We have an urge or yearning to believe that some day a man named "James T. Kirk" (Star Trek) will go trekking

across the Galaxy in search of green women. And that someday we will be living in a colony run by a computer. Those these ideas are nice and full of joy and hope. We must not give up on the truths that are happening all around us in science, medicine, and other fields of interest. We must give up the quests we take to find the meaning or the truth of whatever we desire. But we mustn't let our own feelings and beliefs hamper nor hinder our quest for truth. To do so -- to let our feelings stand in the way of our research -- is to let our conclusions stagnate in the realms of confusions.

History will testify to this. I'm sure that we all remember that when the Solar System was studied with in-depth curiosity, the final conclusion had to be changed time-and-time again to allow for epicycles of the planets to support one school of thought. This held for several centuries until it was finally realized that the early astronomers were wrong and that the Earth actually revolved around the Sun. This seems pretty ludicrous to go on supporting bad ideas because "it feels right". The New Age genre of Science is no exception. Instead of taking the facts (testing them for validity), test the conclusions for validity that it plays on the market of the SF and F fandom. Granted most of us like a good story. But we must make the distinction between reality and fiction.

On my computer screen, I receive e-mails from all over regarding UFOs and the "spin-off" stories. I tend to wonder if we will ever find out the truth based on some of the letters. People are eager to disprove what they read, while others are eager to get noticed by using a story. When I read new information regarding UFOs and other subjects, I am constantly reminded that we live in a "National Enquirer" world and will believe everything in print. Sadly, as we search for the truth, we are bombarded with wild and weird stories, distracting us from the truth. Instead, we learn that what is told or written is in itself a testimony of falsehood.

The story of the Philadelphia Experiment is no exception. It still persists to mystify and causes eager young researchers of the weird to dig through vast quantities of books and articles to find the truth. Many such researchers have given up, taking what they have read as true. Others stopped reading about it long ago and wrote it off as a hoax or a gimmick to sell a book. Still, others continue to seek out their findings.

Some of the findings have appeared in the popular press, claiming that the Philadelphia Experiment lead to the making of a hideous monster at a secret facility in the **Montauk Army Base**. This monster known as the Montauk Monster is a true story, and I mean that. To find out the origins of this story, one has to go to their nearest video store and ask for the 50s' sci-fi thriller "Forbidden Planet" and see the monster come alive. **[SS: "monsters of the ID" So, it is a "true" story. And nothing but a story. The so-called Montauk Project allegedly used the PX's "Project Rainbow" in combination with Wilhelm Reich's weather-control radiosondes that accidentally opened up stargate-like time-travel portals. Tinkering with such technology supposedly left us in "what would appear to be an irreversible time-loop". More at => [doc](#) [pdf](#) [URL](#) ]**

Still others claim to have lived through the Experiment only to find their lives portrayed in the John Carpenter movie "The Philadelphia Experiment".

The name "The Philadelphia Experiment" -- derived from Dr. Benjamin Franklin's book of notes dealing with experiments in lightning -- the construction of a political system in the New England states, and the building of a new community. Though the ship *USS Eldridge (DE-173)* was indeed an actual ship, no name of any ship other than the *S.S. Andrew Furuseth* was ever actually mentioned by anyone. The history of the *Eldridge* reported here in this feature is true. How it got mixed up in this experiment legend, no one can say. Perhaps it was the only ship listed in Jane's destroyer section without a full date (only a year). But whether-or-not the ship got its name from a convenient list in a book the fact that it is mentioned at all is a lead. But did the Philadelphia Experiment actually happen?

Actually, yes ... and no. As many of the researchers will attest, the Experiment did take place ... and it did not take place. Confused? Well, many of us are. And we should be given the amount reports and accounts that we may find on the Internet. Again, this is a research report dealing specifically with what is out there and countering -- to some degree -- the conclusions.

According to one research that Jacques Vallee during his interview with Edward Dudgeon, the U.S. Navy did conduct such an experiment. Instead of making one ship disappear into thin air, 4 ships were used. Three were Evarts-class destroyer escorts: *USS Dobler (DE-48)*, *USS Doneff (DE-49)*, and *USS Engstrom (DE-50)*, and the Cannon class destroyer escort *USS Eldridge (DE-173)*. Here is his account based on the Dudgeon testimony: One of the ships -- the *USS Engstrom (DE-50)* -- was fitted with a new type of high-torque screw.



**The *USS Engstrom (DE-50)*, circa: early 1940s.**

This screw (or propeller) produced a different frequency to make detection from enemy submarines more difficult. Also a new depth-charge launching system -- a hedgehog -- was added to the forward of the gun mount on the bow. This new system launched 24-30 depth-charges in a 180-degree pattern. A new radar system was added that used a low frequency. This micro-radar enabled the ship to locate enemy submarines as soon as they broke the surface.

Degaussing, as mentioned earlier, was also used to change the frequency of a ship to hide from magnetic mines. When the ships were degaussed, the crew along with civilian contractors wrapped cables around the ship and sent high voltage through the cables to scramble the ships' magnetic signatures. During this time, several people may have heard the sailors saying that the Navy was to "make us invisible" -- hence starting the rumor of "invisibility". The strong smell of ozone appeared when the ship underwent the degaussing. Degaussing is still in use today.

The "green fog" as described by many that was to have taken place during the eExperiment actually happened. Before a storm out at sea, the ships on their shake-down cruise experienced a sort of green fire. When the rain came, this fire disappeared. This was an effect of the common phenomenon St. Elmo's Fire -- an atmospheric condition common throughout the World's oceans.

Though Einstein was said to have a hand in the Experiment, it is rumored that during his time with the National Defense Research Committee, NDRC, and the War Department, he was involved with

radar research. This footlocker as explained earlier was from the National Bureau of Standards. The footlocker contained a large compass used to calibrate the ships' compasses.

The extra electric generators were for the motors. Each ship was diesel-electric except the *Eldridge* which was steam-electric.

Another new system which is still in use was the "foxer" system. This was a streamed noise-maker towed from behind the ship. This noise-maker produced a loud noise away from the ship. When acoustical mines and torpedoes were in the area, they "went after" these foxers exploding away from the ship, thus wasting the ammunitions of the enemy. Today, this system is the NIXIE system which does the same job only with variable frequencies.

Now for the nitty-gritty -- the disappearance of the *Eldridge* and reappearance in Norfolk and the disappearance of the 2 sailors. The *Eldridge* was in port for a last night before shoving off to Norfolk for reloading of ammunitions. While in-port, some of the sailors went to a local bar and had their fun. During the course of the fun, some sailors started bragging about the secret equipment they had aboard their ship. When told to keep quiet for security reasons, a fight broke out. Two of the sailors were minors and were taken out the back door before the Shore Patrol arrived. When they did arrive, they asked the barmaids of the whereabouts of the 2 sailors. They replied that they just "disappeared" -- one minute they were there, the next they were gone.

The *Eldridge* left Philadelphia at 11 pm. that night. They reappeared in Norfolk and then reappeared in Philadelphia that next morning -- a period that would take 2 days and a pilot to navigate thought the sub-netted and mined waters. However, the Navy used a **special inlet channel** called the Chesapeake-Delaware Canal that bypassed all this. The trip took 6 hours instead of 2 days. So the process was this: out of drydock, down the canal, load ammunition in Norfolk, up the canal to Philadelphia, then out for sea-trials to set compasses and set radar and sonar gear.

Most of the Vallee version can be believable with respect to the improvements to the naval ships. Much of the improvements made to the ships did happen during the Second World War. However, the accounts of the disappearing sailors in the bar that was published by an untraceable newspaper seems to be the disqualifying factor in the whole account. Also, I have been advised that the whole Vallee version of the Philadelphia Experiment has been rendered false.

But did the *Eldridge* actually disappear? No -- not like popular legend claims. One can argue that the whole incident took life when yard workers either stated or overheard others talking about "making the ship invisible" when describing the degaussing process of the ship.

This would seem to support conclusion statement Number 2 that something happened and this is all an exaggerated account.

So, there you have it. A great story, the makings of a movie, and a legend that produces millions in sales from people claiming to know exactly what went on in Philadelphia, PA on the October morning in 1943.

One more final note: Would you believe someone who suddenly realized that a movie playing on TV was actually made about his-or-her life and that this movie suddenly rewoke their "past life" to rushed memories of CIA and UFO tactics? This is a claim that Alfred Bielek made when he suddenly "became enlightened" about the Philadelphia Experiment.

*Here's my challenge:*

*I challenge Alfred Bielek, Duncan Cameron, Preston Nichols, and the rest of them [at SkyBooks] to provide actual proof that the Philadelphia Experiment took place. And I challenge them to reproduce the experiment exactly as it happened in 1943 -- with the "time-portal" and the electrical monster like in the "Montauk Project"-- and display it for the World to see. Or else cease in their role -- not in the Quest for Truth, but in their "Quest for the Almighty Dollar."*

*I make no money from this site or from the original first edition of this research project.*

## **References**

This is a growing list of books I have read and studied for my report "Quest for Truth: The Philadelphia Experiment".

These books deal with practical accounts of experimentation during WWII, eyewitness accounts of said experiments, and with earlier versions of the Philadelphia Experiment. Along with scans of these books, I also have the publishing information of each book, critical summaries, and some extracts from the chapters and section of each book.

### **(1) The Philadelphia Experiment: Project Invisibility**

by William L. Moore and Charles Berlitz

The first book I ever read on the Philadelphia. This book tells about the experiment from different sources, including witnesses and a doctor who claims to be part of the staff designing the experiment. The last chapter tells about a UFO landing in Canada and the U.S. and Canadian authorities telling the witnesses (a farming couple) that the landing was real and had something to do with the experiment of 1943. Numerous references to Einstein, John Von Neuman, and Townsend Brown are in this book. But nothing of Tesla. And certainly not Alfred Bielek.

### **(2) The Case for the UFO**

by M. K. Jessup; Secaucas, N.J., Citadel Press, 1955

This is the book that actually started it all. Dr. M. K. Jessup unknowingly started the ball rolling when he pushed for a more in depth study of Einstein's Unified Field Theory as a possible means for space travel, instead of rocket propulsion by presenting a viable argument which downplays rocketry propulsion for space exploration while calling for anti-gravity and electromagnetivity as a much better means. This is the point that Carl M. Allen supposedly cited when he wrote his controversial correspondence to Jessup (known as the "Allende/Jessup Letters" in some circles).

If you can find this book, please read it. Contrary to the title, the book doesn't present anything definite about UFOs. Instead, Jessup cites many unexplained occurrences and blames the UFOs for them. Some of the weird and wild occurrences include the Mothman, the Devil's Hoofprints, disappearing people, the saga of the Mary Celeste, occurrences in the "Bermuda Triangle", and other areas of concern. This book was annotated by at least 3 people (based on the 3 different colors of ink used in the notations) and was later passed through the hands in the Office of Naval Research (ONR). Afterwards, the ONR sent the copy to the Varo Publishing outfit in Texas. A copy of the Varo edition is a rarity but not impossible to acquire. I will try to get a copy of the Varo edition of this book. If you can find it, read it. Try borrowing it from Wright-Patterson Air Force Base library in Dayton, Ohio.

### **(3) The Secret War**

by Brian Johnson; 1978, BBC, England; Methuen, New York, New York;

ISBN 0-458-93340-6

Over all, this book offers a keen account of the secret weapons developed and used by both the Allied and Nazi sides. The section about the ships degaussing is fantastically portrayed. Pictures of the first magnetic mine, early magnetic-mine sweepers, and degaussing practices of ships are all well written and organized in this must read book.

(4) **The Philadelphia Experiment, and Other UFO Conspiracies**

by Brad Steiger, with Alfred Bielek and Sherry-Hanson Steiger; New Brunswick, N.J., Inner Light Publishing, 1990

Throughout the book, there exists a creative way of shedding light of the Experiment, chock full of CIA plots, secret UFO dealings, Mars trips, Men in Black, and a whole array of a bunch of other nonsense. Don't waste your money on this book of lies.

(5) **This is the letter** (l.) from author Brad Steiger (r.) in response to my letter on his book **The Philadelphia Experiment: and Other UFO Conspiracies**.

The letter is written on stationary with the heading TIMEWALKER PRODUCTION and says:

"Dear Mack,

The Philadelphia Experiment continues to baffle, intrigue, and confuse. Every time Sherry [his wife] and I are ready to write it all off as "Sound and Fury", we encounter another who claims personal knowledge of the event.

Thanks for you thoughtful letter!  
Brad"

As a result of this, I am now on a mailing list ... \*sigh\*

(6) **Magnets: The Education of a Physicist**

by Dr. Francis Bitter

A light-hearted book of magnets and physics in general. The section entitle "Degaussing the Fleet" is a very interesting piece about early attempts of degaussing ships from magnetic mines.

(7) **Tesla: Man Out of Time**

by Margret Cheney; 1983, A Laurel Book by Dell Publishing, New York, New York, ISBN: 0-440-39077-X

The most controversial scientist and the real father of the radio (not Marconi, according to a patents hearing in 1955), Nicola Tesla spent his life perfecting ways to tap into the electromagnetic fields of the Earth and to harness the power for free energy. Thought to be part of the Philadelphia Experiment by some, Tesla led a life of mystery and intrigue although no mention of the experiment appears in either edition of this book. Certainly the best book on the life of this man.

(8) **The Bermuda Triangle**

by Charles Berlitz; 1974, Avon Books, New York, New York, ISBN: 0-380-00465-8

The first and most popular book ever written about the strange and mysterious disappearances in the area known as the "Bermuda Triangle". The book has a section about the experiment during an interview with J. Manson Valentine in chapter 6, pages 148-152.

(9) **Without a Trace**

by Charles Berlitz; 1977, Doubleday and Company, Garden City, New York,  
ISBN: 0-385-11139-8

Adds more insight of the Philadelphia Experiment, denoting a whole chapter to it. In his typical format, Berlitz provides the questions and has some eyewitness accounts (though no one ever seems to come forward), and leaves the reader wanting to know more about the subject of the Experiment as well as the Bermuda Triangle. Interesting book for those who like to read about fringe topics of Science.

(10) **Uninvited Visitors: A Biologist Look at UFO's**

by Ivan T. Sanderson, Copyright by Cowles Education Corporation, New York, New York,  
1967, Library of Congress Catalog Number: 67-27192

The same style as most of the 60s and 70s books about strange and bizarre stuff. Has a copy of the Allende letters to Jessup and some transcribed works of the Case for the UFO annotations from "Mr. A", "Mr. B", and "Jemi".

(11) **Einstein: The Life and Times**

by Ronald W. Clark; 1984, Avon Books, New York, New York, ISBN: 0-380-01159-X;

Like the title says, this book offers a comprehensive look into the life of the man who changed the way we think of Science, Life, and the Universe.

(12) **Invisible Residents**

by Ivan T. Sanderson, 1970, Published by The World Publishing Company, Cleveland, Ohio,  
Library of Congress Catalog Number: 70-124287

Mainly speaks of UFOs, Aliens and strange disappearances, attributing some explanation to the theories of Dr. Albert Einstein. Nothing to do with the Philadelphia Experiment. But for conspiracy theorists, it is a nice book to use when trying to come up with a possible story or explanation.

(13) **Invisible Horizons**

by Vincent Gaddis, 1965, Philadelphia: Chilton Book Co,  
Library of Congress Number: 65-14893

This book has a lot of the main legend pertaining to the Experiment. The Allende Letters are reprinted in part as well as a big section on Jessup and Allen in the last chapter. Throughout the book, Gaddis talks about disappearing ships, islands, and aircraft along with reappearances of the Celeste and others. Pretty interesting read.

(14) **Thin Air**

by R. Burger and Neil Simpson

This is a work of FICTION as the book cover says. Remarkably written, it is a book about a Navy officer on an investigative search to find out why a veteran sailor is having nightmares. This investigation leads to a bizarre cover-up that started on board the *USS Eldridge* in 1943 and is still going on today! This is a great work of fiction and a must read. Apparently so since most of the testimony found in **Thin Air** from one of the characters appears almost word-for-word in Moore's book (listed above).

**(15) Janes American Fighting Warships of WWII**

A good book as a reference to ships of certain eras. Like an encyclopedia, this book renews itself about once-a-year.

**(16) Mysterious Disappearances**

by Daniel Cohen, New York, New York, Dodd, Mead and Co., 1976

**(17) Peter Elliott's: Allied Escort Ships of WWII**

Much like the **Janes** book of ships, Elliot covers all the escort ships of WWII, their capabilities, changes made to the different classes, the fates of many destroyer escorts (DE), and their usefulness in combat situations.

**(18) Relativity: The Special and the General Theory**

by Albert Einstein, Three Rivers Press, New York, Copyright 1961 by the Estate of Albert Einstein, Translated by Robert W. Lawson, ISBN 0-517-88441-0

This is one of the theories said to have been the driving force behind the Philadelphia Experiment. After several readings of this book ... well, being a history major, I find this book still a little hard to comprehend. Anyone interested in the PX should read this book.

**(19) Tesla: A Biographical Novel of the World's Greatest Inventor**

by Tad Wise, Turner Publishing, Atlanta, copyright 1994, ISBN 1-878685-36-8

Based on the life of Nicola Tesla, Wise tells the story of the inventor's life-long struggle to realize his dreams of free energy and the ultimate weapon to stop all war aggressions. The book is full of factual events but tends to sensationalize by using remarks of poetry and almost mystical qualities of Tesla's understanding of electricity. Wise also calls for the release of the "Tesla Papers" that were taken by the U.S. Army and the Department of Alien Immigration upon Tesla's death. Though he makes reference to Tesla's understanding invisibility by the use of 2 radar stations, nothing is mentioned about -- nor the off-shoot of -- the Philadelphia Experiment. This book would make an outstanding basis for a screenplay. Perhaps someday, we can see a movie made of this inventor.

**(20) A Brief History of Time**

by Dr. Stephen Hawking...

**About The Author (Mack Shelton, Jr.)**

First of all, I would like to tell you why I chose the Philadelphia Experiment as a course of interest and research. I had just received my Honorable Discharge from the U.S. Navy and was at home watching TV. After my 4-year absence away from the boob-tube and despite my quiet hopes for better television programming, I returned to find that television still offered nothing but garbage wrapped under the facade of "quality family television programming".

Then I found that TBS was showing the movie Charles Berlitz's "The Bermuda Triangle" hosted by Brad Crandle. In the movie, there was a 5 minutes section depicting the Philadelphia Experiment. Intrigued by this, I went to the library ... and have been researching the PX every since.

**CURRENTLY:** I work free-lance in the field of photography and as a Photo-Technician for a major store chain. I'm also working on a script that is to be sent to some people at Wright State University in Ohio and then to Hollywood. This fall, I will have my BA in History.

**HOBBIES:** photography, writing, music, playing the guitar and bass, researching, reading, playing chess, golf, and having fun.

**GOALS:** to leave this area I live and move to another place to work for a major airline in their communications department. **[StealthSkater note: In 2004, I received an e-mail from Mack with a California mailing address.]**

**NAVY:** Despite what people may think, the United States Navy has NEVER told me anything, made me sign anything, or threaten me with anything on my research of the Philadelphia Experiment. The views I offer are my views and not influence by the "MIB" or "Spooks" in the Navy. Only when Tom Clancey came out with "Hunt for Red October" did the Navy tell us to sign into secrecy everything we have done. If we wanted to write a book about what we had done, we needed to go through the Naval War College (or some other area of the Navy) before we could get it published.

While I was in the U.S. Navy, I went to boot camp and school in San Diego, CA before they closed it. Then I went to Charleston, SC onboard the *USS Semmes* (DDG-18) -- a Charles F. Adams class guided-missile destroyer -- before they sold it and closed the base. While on the ship, I was a Bo's'un's Mate (Boatswains Mate), then a Sonar Tech playing "Hunt for Red October" all day. I went to the Caribbean, Persian Gulf twice, the North Atlantic above the Arctic Circle, and Cuba. I had fun helping the U.S. Coast Guard stop drug runners from entering the Country and chipped a lot of paint. I held a SECRET clearance and was part of the Personnel Reliability Program for the handling of nuclear weapons. (Frankly, if you want a good remedy to insomnia, read a SECRET document... BORING!)

After the Navy, I enlisted in the Naval Reserves. I was assigned to the Construction Battalion DET-505 in Portsmouth, OH before they closed it. I went to Rodman, Panama and Norfolk, VA. Then I transferred to the Naval Marine Corp Reserve Center on Columbus, OH. I was assigned to the *USS Farris* (FFT-1094, a reserve fleet trainer) before they sold it. From there, I was assigned to the Fleet Support Training unit and trained reservists in classroom instruction and computer simulations. I was a helicopter trainer, and we engaged in battle problems on computers. It was called TASWIT. It was a nice system. It used one big computer and 10 PCs as battle stations until they sold it. Then I was the center photographer until I got out.

**"PAST LIFE":** Uh, I don't know. I think I was doing something, but then I died. Ask Shirley MacLayne. She might know.

Check out this link for my "NOT-SO-PROFESSIONAL" webpage. I do take a somewhat cynical view of where I live: "[NOT-SO-PROFESSIONAL](#)"

Or, you can go straight to my "A-LITTLE-MORE-PROFESSIONAL" web links...

[\*\*A word to the USN\*\*](#)

[\*\*Photography Book Plans\*\*](#)

[\*\*What's on deck, some photos in the book\*\*](#)

[\*\*Disaster shots\*\*](#)

[\*\*Words about my first "Quest For Truth"\*\*](#)

## **NOT-SO-PROFESSIONAL**

### ***Where do I live?***

I live in a small town called Portsmouth, Ohio. This is a unique town for it is not pronounced 'Portsmouth' but 'Porchmuth' or 'Porchmith'. It's actually really annoying trying to tell someone where you live, and they look and can't find 'Porchmith' or any other variation of the name on the map.

### ***What's there to do in Portsmouth?***

Actually, nothing! In fact, you can come to Portsmouth and see the cars drive by! Apply for jobs that don't come to the area! Try to buy a car from one of the Lemon Auto Dealers! Fight for a parking space at one of the local Carry-Outs! Drink a lot of beer until you puke! Fight with your neighbors! And most of all, WAIT FOR YOUR WELFARE CHECK!

Yes, the WELFARE CHECK! Portsmouth's own Third Generation Source of Income! Once you get your WELFARE CHECK, you too can go on your monthly Haj to the Mecca of Scioto County: WalMart!

### ***Progress of Portsmouth?***

NO! In fact, we lead the state in the MOST BUSINESSES LEAVING A SINGLE AREA! Isn't that neat? We have seen a steel mill leave the area! Yes, Empire-Detroit packed up and locked the doors several years ago, leaving Portsmouth UNEMPLOYED! So what did the Old Money people do? They commissioned a guy to make a BLUE CLOUD commemorating the CLOSING of the STEEL MILL and the CLEANLINESS of the AIR!

**HOW ABOUT THAT?!?  
A TOWN actually celebrating UNEMPLOYMENT!**

### ***The Motto: "Where Southern hospitality begins!"***

NOT! The so-called hospitality goes as far as the beer and pot allows! Heck! Even Roy Rogers had a hard time coming to Portsmouth. AND HE WAS BORN NEAR HERE!

### ***The Heart of it all?***

NO! Unless you count the OLD MONEY who strive and endeavor so hard to KEEP the county DEPRESSED! YES, they sponsor potential businesses that seek a location to carry out their business and GIVE US ALL JOBS. Then they VOTE THEM OUT!

**REMARKABLE?  
Well, no, not really.  
In fact THAT'S THE WAY THINGS ARE!**

**However you pronounce it, Portsmouth, Ohio,  
The Land of Restuarants and Craft Malls...  
The Land of Welfare and Beer...  
The Place Where the Enema Should Be.**

## **A Word To The U.S. Navy**

### **Hello US Navy**

Been getting a lot of hits from the U.S. Navy, so I decided to make their visit more worthwhile. I have added a link to the DECK page which is a page showing the ship I was on -- the *USS Semmes* (DDG-18). Also, I have added some of my own personal photos of my time onboard the "luxury liner" or what I refer to as my "Governmental Waterbed".

Seriously, I had a lot of fun serving in the U.S. Navy and I strongly recommend every high school or college student to consider enlisting. The experience and training are priceless!

**GO NAVY !!!**

## **Photography Book Plans**

### **ART BOOK**

Currently, I am working on a book of people 18-30 who are doing whatever it is they do. The book will show males and females having fun in sporting activities (such as swimming, football, running, soccer, and the like), relaxing (whatever they do to relax), working (whatever they do as "work" like on their cars, in their yards, whatever...), candid shots, outside shots, indoor shots, artistic shots with lighting effects and shadows (yeah, some tasteful nudes), and other stuff.

The book will take about one year to compile and test shots of models have already begun. When I get their permission, I will display some of them. However, none of them are nude in nature. Just shirtless and casual wear.

I'm not looking to get professional models in this book. I'm not going for the "GQ" look nor the "Playboy" look. Instead I am interested in the "real" look -- that is, "as they are". *Uh, smelly dirtbags needn't apply.*

As soon as I can get the photos collected and compiled, I will submit it for publication.

### **"OTHER" BOOK**

This second book can be called an "awakening" book. I am highlighting the area in which I live and showing the public what being "proud" of where they live really means to the visitor. Not only that but the way in which the county is progressing. I am sure that this book will generate a huge interest in my community.

Though I have plans that will consist of photography, I would rather not say until I receive word from a major opportunity. Upon getting that word, I'll let you know what the big plan is.

-- Mack W. Shelton, Jr.

## Words About My First Quest For Truth

### **PLANES OF REALITY, MAGAZINE** **THE MAGAZINE FOR THE FIRST TIME WRITER**

Planes of Reality, Magazine is the flagship publication of Chimaeras Publishing Co. Debuting on May 16, 1995, the magazine featured first-run stories from never-before-published authors in the genre of science-fiction and fantasy. The distribution area consisted of southern Ohio, northern Kentucky, western West Virginia, and Seattle, Washington. Though original stories and inquiries for publication poured in, the advertisement sales just weren't there, thus driving the overhead beyond acceptable levels.

This led to the creation of *Planes of Reality* -- E-Zine, Chimaeras Publishing Co.'s on-line magazine. To get the company on-line, we used a server that belonged to the Shawnee State Computer Society (SSCS, a student group of Shawnee State University (SSU)). This server was known as "dilbert" -- loosely named after the Scott Adams cartoon character. We felt that using the school server would be the best way to get the word out about us. We listed no prices and offered nothing except e-mail addresses for those wishing to know more about us, which was in accordance to the rules and regulation of the SSCS and SSU.

The company started 2 other magazines: *Lifesongs*, which catered to mystery, suspense, romance, and humor, and *Aunt Kiki's Refridgerator* which was for children submissions. Another offshoot was the Quest for Truth series. This was originally a section in the *POR* magazine and it dealt with the "Philadelphia Experiment."

The company lasted until the administrators of the school thought it best to cancel the T1 connection to the server, causing another setback for Chimaeras Publishing Co.

Now that "Quest for Truth: The Philadelphia Experiment" is listed with GEOCITIES, plans are in the works to resurrect Chimaeras Publishing Co. The current plan calls for the original SF/F magazine.

[StealthSkater note: in his 2004 e-mail, Mack announced his new site was at <http://madwriter004.bravehost.com/> ]

**if on the Internet, Press <BACK> on your browser to return to the previous page (or go to [www.stealthskater.com](http://www.stealthskater.com))**

**else if accessing these files from the CD in a MS-Word session, simply <CLOSE> this file's window-session; the previous window-session should still remain 'active'**