

1-19-83

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Dear Mr. Barker,

As you stated in Issue 16, Goerman's booklet doesn't disprove the "Philadelphia Experiment," but it absolutely demolishes Moore's scenario that it occurred in August! Allende's seaman's papers reproduced by Goerman prove that he first went to sea aboard the Andrew Furuseth on October 14, 1943. Moore admits (p. 100, pbk.) that Allende enlisted in the Merchant Marine in July and began training at Hoffman Island, New York. Since twelve weeks is normal for basic training of any kind, Allende couldn't have been on the August 16 sailing of the Andrew Furuseth as indicated by Moore, and his official service record bears this out. Why Moore assumed this is uncertain, but it has as much credibility as his statement that the Eldridge sailed from Newark to Brooklyn via Delaware Bay! (p. 171, pbk.)

Moore apparently based his "August scenario" on the alleged June 25, 1943 launch date for DE-173 Eldridge. Actually, the "Greek records" cited for this date are nothing more than a typographical error repeated annually in the Greek section of Jane's Fighting Ships ever since that vessel was transferred to Greece in 1951. This is verified by the fact that DE's built by the Federal Shipyard at Newark/Kearny Point were launched in pairs for some reason having to do with that yard's production scheduling. Hence, DE-172 and 173 were launched July 25; DE-170 and 171 on June 21; DE-168 and 169 on May 27, etc. Keel layings were also usually in pairs, but commissioning dates varied widely with no discernable pattern. For a long time this threw me off, as I thought maybe one of the vessels launched earlier was the actual "experiment" ship. It doesn't matter now, as we know Allende first went to sea in October and fitting the "experiment" ship launching to the "August scenario" is both erroneous and redundant.

Identification of DE-173 Eldridge as the "experiment" ship apparently originates with a letter from a man named Griffin to Riley Crabb (Moore p. 238 pbk.). He told how an unidentified stranger on Cyprus pointed out the Greek Leon (ex DE-173) as the vessel the U.S. had tried to make "invisible" during WWII. While Allende did not identify

The DE involved in his letters to Jessup, he apparently picked this up somewhere along the line and subsequently "admitted" DE-173 was in fact the ship he saw "disappear." Actually, he couldn't have identified the specific DE involved, since in wartime such vessels carried no clearly visible identification numbers or markings of any kind. As a result, it is virtually impossible to identify the specific ship involved.

In his original letter to Jessup, Allende claimed to have witnessed the "experiment" from the Andrew Furuseth in October, 1943. Now he claims it occurred in March, 1944, by which time he was on a different ship, the Newton D. Baker. Yet, the Army "super-cargo" who was "silenced" was from the Andrew Furuseth! He now further claims two disappearing ships, "DE-173 AND DE-168 (or some such I.D. number)" and even that "There were two & presently ARE TWO DE-173's. TWO ships ALSO capable of becoming invisible." Suffice to say, if this was a court case whose outcome depended on Allende's testimony, it would be thrown out because he is an "unreliable witness" in the classic sense.

As a result, I tend to think Allende "saw" what he did in a hallucinatory trance state similar to UFO "contactees" and religious phenomena, such as Fatima. While most such "experiences" are totally unrelated to the person's "real" life, Allende's was closely related to his actual career as a merchant seaman. Hence, it became fused in his mind with his "real" experiences and he is unable to distinguish between them. Since he first went to sea on the Andrew Furuseth in October, 1943, that is the ship and date he mentioned in his first letter to Jessup in 1956. The fact that he has recently changed his story indicates he is unsure of it himself and is also groping for the real truth. In a sense, he and Moore are both trying to do the same thing - relate what he "saw" to the records of actual ships in 1943-44. I don't think it will work, since his "experience" may well have occurred as late as 1955-56 while in an altered state of consciousness in a Texas hotel room!

While Allende now claims to have done all the annotations, there is an intriguing one on p. 99 referring to an incident on a ship named "Hatteras" in 1943.

While there was no "Hatteras," this undoubtedly refers to the Cape Hatteras, as Maritime Commission C-1 class vessels were assigned "Cape" names. This is not a vessel Allende ever served on according to his seaman's papers! I don't know who operated it for the War Shipping Administration during WWII, but in 1947 it became the Del Rio of the Mississippi Shipping Co. (Delta Line) of New Orleans. It is significant as the only vessel other than the Andrew Furuseth mentioned by name in the annotations or Allende letters.

As for Moore, his major contributions <sup>are</sup> in calling attention to the obscure research of Townsend Brown; the revelations of "Rinehart" that the Navy was actually engaged in such research; and the mysterious disappearance of James R. Wolfe. Wolfe certainly struck a raw nerve somewhere—a raw nerve totally unrelated to Allende. Serious research into the "Philadelphia Experiment" must begin with Wolfe and what he discovered and continue from there. He apparently came closer to the truth than anyone or he likely wouldn't have ended up as he did. He holds the key, if anyone. Other than that, we're basically back at ground zero!

As for Jessup, I think it unlikely that he was silenced because of his views on "free energy" for the simple reason that energy was not a major issue at the time. At best, he was a "lone voice crying in the wilderness," at worst, a down-and-out, largely discredited scientist-turned-UFOlogist with "psychic BO." I find the suicide of someone like Forrestal, with access to information at the highest level, much more significant. Donald Quarles, Secretary of the Air Force at the time procurement of the AVRO saucer was announced <sup>in 1955</sup> also committed suicide a year or two later, but I lack details. The fact that highly sophisticated people of this calibre may have been so adversely affected by discoveries that were contrary to generally accepted "reality" could be a significant factor in withholding all the facts from the general public.

Jessup's death reminds me of a form of drama in which the central figures on stage are not the ones to concentrate on—the key events occur in the background. When looked at closely, the mystery is not so much his suicide, but its aftermath. Not only the mysterious Dr. Harry Reed and Leon Seoul, but the actions of medical.

examiner Dr. Joseph H. Davis. On one hand, it appears he literally broke the law in not performing a complete autopsy on Jessup. Yet, he kept the files open beyond the required ten year limit and allows outside researchers such as Anna Genzlinger access to them, so he apparently has nothing to hide. Still, he refuses direct personal interviews on the matter. Strange. It's as though "something" WANTS Jessup's death to be treated as an ongoing mystery. Why? To divert attention from something more important? Does this tie in with the systematic "controlled leaks" of the Allende letters and Annotated Varo Edition?

Goerman quotes Moore: "since it is Jessup and the mystifying Allende letters ... rather than the (Annotated Varo Edition) that constitute our main thread of interest ... we must not digress further." This is a serious error in judgment since, regardless of what actually happened in 1943, the "Philadelphia Experiment" would not exist in the public awareness had the Annotated Varo Edition (and Allende letters) not been published at the instigation of ONR and subsequently leaked.

When the annotated book was received by ONR, why did they send for Jessup? What made them think the author of the original text would know anything about the strange annotations or be of any assistance in interpreting them? If they did in fact allude to still secret experiments conducted in 1943, why reveal this to an outsider? Or did they already know Jessup had the Allende letters? If so, it smacks of a "setup" of some sort, with Jessup as the "heavy."

B.R. Strong's otherwise debunking article in the April, 1976 Official UFO mentions the significant fact that Sidney Sherby, who was with ONR at the time the annotated book was received and was involved in having it reproduced by Varo, was by then on the Varo payroll! If it was a hoax or subsequent source of embarrassment to Varo, why did they hire him when he left the Navy? Suffice to say, neither arm of the "military-industrial complex" is noted for having a sense of humor!

Regardless of what actually happened in 1943, the one indisputable fact is that it was a perfectly kept secret for thirteen years, until publication of the

Annotated Varo Edition and Allende letters in 1956. Whatever the ultimate truth in the matter, it is without doubt the most bizarre episode in the entire history of the United States Navy!

Issue 17 was your best in a long time - keep it up! Hoping the above is of interest...

Regards,  
JW  
"Philadelphia"

P.S. Thanks for the extra Issue 17's! I'll distribute them to others with whom I've discussed these "matters," or who I feel may be potentially seriously interested.

(I might also comment that I didn't understand your reply to Betty Rhodes concerning the present whereabouts of Joan Whitehour. I am not familiar with her other writings, but Moore's bibliography lists her as Joan W. O'Connell, "W." apparently being the middle initial of a married name since the book was published. Couldn't you have just said she's married and apparently stopped writing? Your "explanation" just plain lost me!)

(In regard to Bob Frank's inquiry in Issue 16, I might again point out that the elder Morris K. Desup (one 's') was President of the Chamber of Commerce of the State of New York and a member of the Board of Rapid Transit Railroad Commissioners, which supervised construction of the first New York subway in 1900-1904.) - More specific than Moore's xeroxed "answer"!