

Summary

February 18, 2023 5:33 PM

- Occurred October 4th, 1967 @19:15
- Shag Harbour, Nova Scotia
- Seen by:
 - Air Canada Flight 305 (saw 2 explosions)
 - 1 big lit object, 3 smaller ones
 - Darrel and Annette flying over water
 - Cpt. Leo on his boat & radar (4 blips)
 - many in harbour
 - RCMP officers (Pound, Werbieki, O'Brien)
- Landed/crashed on water, then sank
- No aircraft reported missing
- Navy divers found nothing
- 1993, thought it was a Russian spacecraft
 - Apparently Russian sub was in area
- Known as Case #34 in Cordon Report



The Incident

February 19, 2023 8:24 AM

Initial events[edit]



Aerial view of the location of the Shag Harbour Incident

En route to Toronto while flying over Sherbrooke and Saint-Jean, Quebec at 3,658 metres (12,001 ft), from the Halifax International airport, Air Canada First Officer Robert Ralph pointed out to Captain Pierre Charbonneau on Flight 305 that there was something strange out the left side of the aircraft at 7:15 pm. In his report, the captain reported an object tracking along on a parallel course a few miles away. He describes it as a brilliantly lit, rectangular object with a string of smaller lights trailing it. At 7:19 pm, the pilots noticed a sizeable silent explosion near the large object. Two minutes later, a second explosion occurred which faded to a blue cloud around the object.[1][2]

On the night of 4 October 1967, at about 11:20 pm Atlantic Daylight Time, it was reported that something had crashed into the waters of Shag Harbour. At least eleven people saw a low-flying lit object head towards the harbour. Multiple witnesses reported hearing a whistling sound "like a bomb," then a "whoosh," and finally a loud bang. The object was never officially identified, and was therefore referred to as an *unidentified flying object* (UFO) in *Government of Canada* documents. The Canadian military became involved in a subsequent rescue/recovery effort. The initial report was made by local resident Laurie Wickens and four of his friends. Driving through Shag Harbour, on Highway 3, they spotted a large object descending into the waters off the harbour. Attaining a better vantage point, Wickens and his friends saw an object floating 250 to 300 m (820 to 980 ft) offshore in the waters of Shag Harbour. Wickens contacted the RCMP detachment in Barrington Passage and reported he had seen a large airplane or small airliner crash into the waters off Shag Harbour.

From <https://en.wikipedia.org/wiki/Shag_Harbour_UFO_incident>

Shag Harbour UFO Incident
An Extraordinary Event



An extraordinary event in 1967 would practically put the small fishing village of Shag Harbor on the map. Located at the south end of Nova Scotia, this rural community would be host to one of the best-documented UFO events of the past 40 years.

Named after the "shag," a bird of the cormorant family, the harbour was literally left off most maps of the time, but that would change once and for all.

The tiny fishing community has always had its stories... stories of giant sea serpents, man-eating squid, and ghost ships. The list of local colours would see one more addition to its list: a story of a visit of a mysterious flying craft of unknown origin. This craft would visit the waters of Shag Harbor, permanently stamping the village's name in the public eye.

Orange Lights in the Sky

The first indication of this mysterious occurrence would come from local residents who noticed strange orange lights in the sky on the night of October 4, 1967. Most witnesses agreed that there were four orange lights that evening. Five teenagers watched these lights flash in sequence, and then suddenly dive at a 45-degree angle toward the water's surface. The witnesses were surprised that the lights did not dive into the water, but seemed to float on the water, approximately one-half mile from the shore.

Witnesses at first thought they were watching a tragic airplane crash, and quickly reported as much to the Royal Canadian Mounted Police, which was located at Barrington Passage. Coincidentally, RCMP Constable Ron Pound had already witnessed the strange lights himself as he drove down Highway 3 in route to Shag Harbor. Pound felt that he was seeing 4 lights, all attached to one flying craft. He estimated the craft to be about 60 feet long.

From <<https://www.barringtonmunicipality.com/Visiting-Us/shag-harbour-ufo-incident>>

Shag Harbour



On the night of October 4, 1967, at about 11:20 p.m. Atlantic Daylight Time, it was reported that something had crashed into the waters near Shag Harbour, on Nova Scotia's South Shore. At least eleven people saw a low-flying lit object head down towards the harbor. Multiple witnesses reported hearing a whistling sound "like a bomb," then a "whoosh," and finally a loud bang. Some reported a flash of light as the object entered the water. Thinking that an airliner or smaller aircraft had crashed into the Sound next to Shag Harbour, some witnesses reported the event to the local Royal Canadian Mounted Police (RCMP) detachment.

The unknown object was never officially identified, and was therefore referred to as an unidentified flying object (UFO) in official Canadian government documents. A Canadian Naval recovery effort immediately followed.

Assuming an aircraft had crashed, within about 15 minutes, three Mounties were at the scene along with multiple other witnesses, and observed a pale yellow or white light bobbing on the surface of the water. Concerned for survivors, the RCMP contacted the Rescue Coordination Centre in Halifax to advise them of the situation, and ask if any aircraft were missing. Before any local effort at rescue could be made, the object started to sink and disappeared from view.

From <<https://conspiracypage.wordpress.com/2007/10/25/shag-harbour/>>

ROYAL CANADIAN MOUNTED POLICE - GENDARMERIE ROYALE DU CANADA

OTHER FILE REFERENCES
REF. AUTRES DOSSIERS

DATE
7 OCT 67

SUB DIVISION - SOUS-DIVISION
HALIFAX

DETACHMENT - DETACHEMENT
LUNenburg

Unidentified Flying Object.
Sighting of -
Sambro Light, N.S.
(4 OCT 67)

1. On this date a request was received from the Halifax Sub-Division Section N.C.O., via IJD 84, to contact Capt. Leo Howard MERSEY, of the M/V "J.B. NICKERSON", relative to his sighting of a flying object off Sambro Light on 4 OCT 67. It was further requested that the results of enquiries be forwarded to Barrington Passage Detachment in view of a similar sighting in that area.

2. Capt. MERSEY was interviewed and the following statement obtained:

STATEMENT OF CAPT. LEO HOWARD MERSEY (B: 12 JUNE 22), Centre, N.S.
Centre, Lun. Co., N.S. 7 OCT 67.

At about 9 P.M., on the 4 OCT 67, I noticed an object with three flashing red lights. Radar indicated this object to be sixteen (16) miles away. It was very clear that night and we could see the lights of Halifax. At the time our boat was 32 miles south of the Sambro Light and the object was approximately 16 miles north east of us. I would say the object was 16 miles south east of Sambro. At times the Navy do a lot of practicing in the area. At the same time there were three other objects on the radar and about 6 miles from the first object. I would say it disappeared about 11:00 P.M., when it went up in the air. I could not see any shape or form to it because of the distance. When it went into the air it only had one flashing light. While the object was on the water, or close to the water, it had three real bright flashing red lights. All the lights on it were red. I could not see any lights on the other three objects as they were only appearing on the radar. It is not unusual to see the Navy, or aircraft, dropping things into the water there. I had never seen anything like that before but it sounds like the thing they are looking for down off Shelburne or Barrington Passage. When the object left it went straight up in the air with only one red light.

Witnessed: D.J. RAHN, 2/Cst. Signed: Capt. Leo H. MERSEY.

3. Capt. MERSEY is considered to be a reliable type individual and bears a good reputation in his community.

4. Barrington Passage Detachment were advised of the foregoing via telephone. A copy of this report is being forwarded direct to that point for their information.

CONCLUDED HERE.

On the night of October 4, 1967, shortly after 11:00 PM, a UFO some 60 feet in diameter was seen to hover over the water near the tiny fishing village of Shag Harbour, Nova Scotia. The Shag Harbour UFO, which displayed four bright lights that flashed in sequence, tilted to a 45-degree angle and descended rapidly towards the water's surface. Upon impact, there was a bright flash and an explosive roar. Concerned witnesses began calling the nearby Barrington Passage RCMP detachment. None of those witnesses mentioned anything about a UFO. Most believed that a large aircraft had ditched into the harbour and that there might be survivors.



From <<https://mysteriosofcanada.com/nova-scotia/shag-harbour-ufo/>>

Response

February 19, 2023 8:28 AM

Search and rescue efforts

Assuming an aircraft had crashed, within about 15 minutes, two RCMP officers arrived at the scene. Concerned for survivors, the RCMP detachment contacted the [Rescue Coordination Centre](#) (RCC) in [Halifax](#) to advise them of the situation and ask if any aircraft were missing. Before any attempt at rescue could be made, the flying object, with lights still showing, started to sink and disappeared from view.

A rescue mission was quickly assembled. Within half an hour of the crash, local [fishing boats](#) went out to the crash site in the waters of the Gulf of Maine off Shag Harbour to look for survivors. No survivors, bodies or debris were taken, either by the fishermen or by a [Canadian Coast Guard](#) search and rescue cutter, which arrived about an hour later from nearby [Clark's Harbour](#).

By the next morning, RCC Halifax had determined that no aircraft were missing. While still tasked with the search, the [captain](#) of the Canadian Coast Guard cutter received a radio message from RCC Halifax that all commercial, private and military aircraft were accounted for along the eastern seaboard, in both [Atlantic provinces](#) and [New England](#). The same morning, RCC Halifax also sent a priority [telex](#) to the "Air Desk" at air force headquarters in [Ottawa](#), which handled all civilian and military UFO sightings, informing them of the crash and that all conventional explanations such as aircraft, flares, etc. had been dismissed. Therefore, this was labelled a "UFO Report." The head of the Air Desk then sent another priority telex to the navy headquarters concerning the "UFO Report" and recommended an underwater search be mounted. The navy, in turn, sent another priority telex tasking Fleet Diving Unit Atlantic with carrying out the search.

Two days after the incident had been observed, a detachment of navy divers from Fleet Diving Unit Atlantic was assembled and for the next three days, they combed the seafloor of the Gulf of Maine off Shag Harbor looking for an object. The final report said no trace of an object was found.

From <https://en.wikipedia.org/wiki/Shag_Harbour_UFO_incident>

A rescue mission was quickly assembled. Within half an hour of the crash, local fishing boats went out into the Sound to look for survivors. At the location at which the object had sunk, a yellow foam was observed on the surface, about 80 feet wide and half a mile long. No survivors, bodies or debris were located, either by the fishermen or by the Coast Guard vessel, which arrived about an hour later.

By the next afternoon, it had been determined that no planes were missing. Still searching, the captain of the Coast Guard vessel received a message from the Rescue Coordination Center that all commercial, private and military aircraft were accounted for along the eastern seaboard from Atlantic Canada down into New England.

On October 5th (the following day), the Rescue Coordination Center filed a report with the Canadian Forces Headquarters in Ottawa. This report stated that something had crashed into the water in Shag Harbor, but the object was of "unknown origin." The Canadian Forces Headquarters dispatched the HMCS Granby to Shag Harbor crash site, and using advanced detection equipment and specially trained divers from the Navy and the RCMP, the Canadian military systematically searched the sea floor for several days, and found nothing.

From <<https://conspiracypage.wordpress.com/2007/10/25/shag-harbour/>>

The Response



Constable Pound made his way to the shore to get a closer look at the phenomenal sight. He was accompanied by Police Corporal Victor Werbieki, Constable Ron O'Brien, and other local residents. Pound clearly saw a yellow light slowly moving on the water, leaving a yellowish foam in its wake. All eyes were glued on the light, as it slowly either moved too distant to be seen, or dipped into the icy waters.

Coast Guard Cutter #101 and other local boats rushed to the spot of the sighting, but by the time they arrived, the light itself was gone. However, the crewmen could still see the yellow foam, indicating that something had possibly submerged. Nothing else could be found that night, and the search was called off at 3:00 AM.

The RCMP ran a traffic check with the Rescue Coordination Centre in Halifax, and NORAD radar at Baccaro, Nova Scotia. They were told that there were no missing aircraft reported that evening, either civilian or military.

The Report



The following day, the Rescue Coordination Center filed a report with Canadian Forces Headquarters in Ottawa. This report stated that something had hit the water in Shag Harbor, but the object was of "unknown origin."

The HMCS Granby was ordered to the location, where divers searched the bottom of the ocean for several days, but without positive results.

Soon, the story of the mysterious crash at Shag Harbor died as quickly as it had begun. That is, until 1993. As the original story faded from papers and newscasts, several theories were put forward. One explanation was that a Russian spacecraft had crashed, which would explain the presence of a Russian submarine in the area. There was also the rumor of American involvement in the follow-up investigation, but there was no official statement from the United States.

From <<https://www.barringtonmunicipality.com/Visiting-Us/shag-harbour-ufo-incident>>

Eventually, three RCMP officers arrived at the shore near the impact site. Corporal V. Werbieki and Constable Ron O'Brien, dispatched from the Barrington Passage Detachment, were approaching from east of the site. Constable Ron Pond, who was on highway patrol on Highway #3, was heading towards Shag Harbour from a position west of the impact site, and his position allowed him to view the UFO while it was still in flight. The unusual lighting configuration and flight characteristics tipped Cst. Pond off to the unusual nature of the object long before he heard from Cpl. Werbieki, who received his information through the initial complaints to the detachment.

When all three officers met at the impact site they found that the [UFO](#) was still floating on the water about a half-mile from shore. It was glowing a pale yellow and was leaving a trail of dense yellow foam as it drifted in the ebb tide. Neither the Rescue Co-ordination Center in Halifax nor the nearby NORAD radar facility at Baccaro, Nova Scotia, had any knowledge of missing aircraft, either civilian or military. Cst. Pond reported that the object had "changed" during its descent to the water's surface, i.e., it changed shape, and that it appeared to be "no known object." Later, other local witnesses described much the same details as those of Cst. Pond. Also, a coast guard lifeboat from nearby Clark's Harbour and several local fishing boats were summoned to investigate, but the UFO had submerged before they reached the site. The [sulfurous-smelling yellow foam continued to well to the surface from the point where the UFO went down, and a 120 by 300 foot slick developed](#). Search efforts continued until 3:00 AM and then resumed at first light the next day. Everybody involved was convinced that "something" — that is, something real and unidentified — had gone into the water.

The next morning a preliminary report was sent to Canadian Forces Headquarters in Ottawa. After communicating with NORAD, Maritime Command was asked to conduct an underwater search ASAP for the object responsible for the concern in Shag Harbor. Seven navy divers from the HMCS Granby searched throughout the daylight hours until sundown of 08 October 1967. On Monday, 09 October 1967, Maritime Command canceled the search effort claiming "nil results." Outside of the local area, media attention quickly faded.

The Shag Harbour UFO crash/retrieval became Case #34 in the infamous Condon Committee Report which would serve as Project Blue Book's swan song. The case was brought to Dr. Condon's limited attention by the late Jim Lorenzen of the Aerial Phenomena Research Organization (APRO). Dr. Levine, the investigator assigned to the case, allocated the grand total of two long distance phone calls to this investigation. One call was to the Watch Officer at Maritime Command and the other was to an RCMP spokesperson. Dr. Levine was assured that there was nothing to the case and that further investigation was futile. Thus, interest in the Shag Harbour case withered away... until 1993.

From <<https://mysteriesofcanada.com/nova-scotia/shag-harbour-ufo/>>

1993 update

February 19, 2023 8:47 AM

The Shag Harbor incident would have new life breathed into it through the efforts of MUFON investigator Chris Styles. The case intrigued him so much that he decided to search for more details. Styles found the names of many of the original witnesses through newspaper clippings and was able to interview many of them.

Styles was assisted by MUFON investigator Doug Ledger. These two men would uncover some extremely compelling evidence through their interviews. They discovered that when the divers of the Granby finished their work, the case was not over, after all.



The divers, along with other witnesses related these events: The object that dove into the waters of the harbour had soon left the Shag area, traveling underwater for about 25 miles to a place called Government Point, which was near a submarine detection base. The object was spotted on sonar there, and Naval vessels were positioned over it. After a couple of days, the military was planning a salvage operation, when a second UFO joined the first. The common belief at the time was that the second craft had arrived to render aid to the first.

The Navy

At this time, the Navy decided to wait and watch. After about a week of monitoring the two UFOs, some of the vessels were called to investigate a Russian submarine that had entered Canadian waters. At this point, the two underwater craft made their move. They made their way to the Gulf of Maine and putting distance between themselves and the chasing Navy boats, they broke the surface and shot away into the skies.



These extraordinary events were corroborated by many witnesses, both civilian and military. Unfortunately, the reports were given "off the record." Ex-military personnel feared the loss of their pensions, and civilian witnesses feared ridicule, and their privacy being invaded. The unusual events of Shag Harbor command an important place in the study of UFOs. There is little doubt that something "unknown" crashed into the waters of Shag Harbor on October 4, 1967.

From <<https://www.barringtonmunicipality.com/Visiting-Us/shag-harbour-ufo-incident>>

In 1993 the Shag Harbor incident was once again was brought to the attention of the public.

This was due to the dedicated investigative efforts of two men who are MUFON investigators. Chris Styles, assisted by Doug Ledger, using public records such as newspaper clippings, and police reports were able to track down and interview many of the eyewitnesses and individuals involved in the Shag Harbor sighting, the rescue attempt, and in the subsequent investigation. Through their work, some extremely compelling clues and amazing new insights were uncovered.

In interviews with divers, and crew members from the HMCS Granby they discovered some startling information.

The object that dove into the waters off of Shag Harbor had been tracked, and it had actually traveled underwater for a distance of about 25 miles to a place called Government Point. In the 1960's the U.S. had maintained a small but technically advanced military base at Government Point, managing a Magnetic Anomaly Detection system (MAD grid) for the purpose of detecting and tracking submarines in the North Atlantic using sonar equipment.

The U.S. military had most definitely detected the object on its sensitive tracking equipment. Naval vessels were dispatched and positioned over the unidentified object, where it had stopped. After 3 days of no movement, and not knowing exactly what it was, the military was planning to initiate an investigative salvage operation. As the Navy waited and planned, the detection equipment picked up another object moving in, and to the amazement of all those involved, joined the first object on the ocean floor. The speculation at the time, was that the second UFO was there to render aid to the first object.

Not fully comprehending what they were dealing with the Navy decided it was best to standby and observe.

For nearly a week the Navy vessels held their position over the UFOs. The detection base however, located a Russian submarine that had entered Canadian waters to the north, so several of the vessels had to be pulled off target to sail north to investigate. Under the cover of this new activity on the surface, both UFOs made their move, accelerating underwater toward the Gulf of Maine. The remaining Navy vessels pursued them toward the United States, but the objects continued to distance themselves from their trackers. To the astonishment of the pursuers, both of the objects broke to the surface and shot skyward to vanish within seconds.

According to the researchers, while these observations were well corroborated by many credible eye witnesses, these accounts were given "Off the Record" by military, ex-military, and civilian personnel who fear harassment, ridicule, or loss of pension.

Clearly, a series of very extraordinary, and still unexplained UFO encounters, involving the navies of two countries and NORAD, occurred at Shag Harbor on October 4th 1967, and in the following week in the deep waters off of the coast of Maine.

From <<https://conspiracypage.wordpress.com/2007/10/25/shag-harbour/>>

<https://myufophotos.com/ufo-archives/canada-ufo-files-disclosure-documents/>
<http://www.noufors.com/index.html>

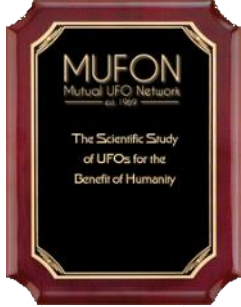
MUFON

February 19, 2023 8:32 AM

WHO WE ARE

In this section you will find everything you need to know about the whos, whats, whens, wheres, whys and hows of **MUFON**.

MISSION STATEMENT AND GOALS



THESE ARE THE WORDS THAT INSPIRE US EACH AND EVERY DAY.

Our Goals...

- I. Investigate UFO sightings and collect the data in the MUFON Database for use by researchers worldwide.
- II. Promote research on UFOs to discover the true nature of the phenomenon, with an eye towards scientific breakthroughs, and improving life on our planet.
- III. Educate the public on the UFO phenomenon and its potential impact on society.

OUR CORE VALUES

MUFON does not and shall not discriminate on the basis of race, color, religion (creed), gender, gender expression, age, national origin (ancestry), disability, marital status, sexual orientation, or military status, in any of its activities or operations; We believe in a totally inclusive environment.

OUR IDEAS

- [WHAT IS UFOLOGY?](#)
- [BRIEF HISTORY OF MUFON](#)
- [THE SCIENTIFIC METHOD](#)

OUR PEOPLE

- [BOARD OF DIRECTORS](#)
- [FUNCTIONAL DIRECTORS](#)
- [SCIENCE REVIEW BOARD](#)
- [EXPERIENCER RESEARCH TEAM](#)

OUR SUPPORTERS

- [MEET OUR MUFON BENEFACTORS](#)
- [BRIEF HISTORY OF MUFON](#)
- [THE SCIENTIFIC METHOD](#)

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From <<https://mufon.com/about/>>

Chris Styles

February 19, 2023 11:03 AM

Chris Styles

Chris Styles is a Canadian UFO researcher who has been seen on such national programs as CTV's **The Dini Petty Show**, **CBC News**, and several episodes of Paramount Television's program **Sightings**. Chris has been an active UFO investigator of both classic and current UFO incidents that have occurred in Atlantic Canada. He is best known for his work on the **Shag Harbour Incident** of October 4, 1967. His work on the **Shag Harbour Incident** has already had an impact on the way that UFO crash/retrieval scenarios are viewed. In 1994, Chris received a modest research grant from the Washington-based group, the **Fund for UFO Research**, which helped underwrite the cost of an extensive document search that involved non-transferable Canadian military documents held at Canada's **National Archives** in Ottawa.

In Spetember of 1995, Styles directed an underwater search for physical evidence that may have remained on the seabed of Shag Harbour. That effort was funded by Paramount Television and resulted in several segments for their syndicated show **Sightings**. He has appeared in several US documentaries such as the 120-minute A&E production **UFOs II: Have We Been Visited?**

Chris planned for a further expedition in an area known as *"The Rip"* which is situated down current from the last known surface position of the UFO. It lies beyond the limits of previous search efforts. *"The Rip"* contains a unique sonar target detection whose acoustic signature has defied interpretation by leading geophysical scientists.

Chris did much of the on screen work and served as a technical advisor in several Canadian UFO feature documentaries such as Ocean Entertainment's **The Shag Harbour Incident** and **Northern Lights - The Canadian UFO Experience**, a 2-hour feature production of Roadhouse Films. His most recent on-camera appearance was in the U.S. History Channel's 60-minute feature documentary **UFO Files - Canada's Roswell**, which was first broadcast in March, 2006.

Chris Styles **has a background in music, special education** and was once heavily involved with armory work as it pertains to the sport of fencing. He is currently employed as **a special aid for a disabled individual who is severely affected by cerebral palsy**. Chris serves as **MUFON's** Assistant Provincial Director for Nova Scotia.

In 2001, Chris co-authored **Dark Object** with fellow UFO researcher **Don Ledger**. He has published several speculative papers on different aspects of UFO research and has presented at **various UFO symposia**.

Sources:

<http://binnalofamerica.com/BoAclassic/boaa6.9.7.html>

MUFON 1996 International UFO Symposium Proceedings

From http://noufors.com/Chris_Styles.htm

PANEL ANNOUNCEMENT



**SHAG HARBOUR
UFO INCIDENT & XPO 2022
CHRIS STYLES**

Sunday, June 5th - Noon to 1pm

yarmouthcon.com | June 3rd - 5th, 2022