

TS-The Disappearance of the USS Cyclops

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[Intro]

Joe-Hey there. Welcome to another episode of Thinking Sideways. I am Joe, joined as always by

D-Devin.

J-And...

Steve-Steve.

J-And if you are not familiar with us, every week we get together and solve another really cool mystery.

D-Hm.

J-Right?

S-Or try to.

D-Solve. No, we solve them.

J-Oh yeah, we solve them, yeah.

S-I mean, we solve them.

J-Of course.

D-Yeah. Get it on, man.

J-Yeah, we use our amazing powers of ratiocination to deduce the answers or we just...

D-That was a really big word that I don't understand, so let's just go.

J-Yeah. Or we just torture the data until it confesses, but one way or the other we get our answer. Ok, let's talk about this weeks mystery...

S-So we're an insurance company, ok. [I think this is what he said, but it was hard to understand.]

D-Oh (laughing).

J-This week we're going to talk about the Cyclops.

D-[Sings the 'Twilight Zone' Theme] Wait.

S-Yeah. And by that I don't mean the huge, hairy dude with an eyeball in his forehead.

D-Was the Cyclops hairy?

J-Um...

D-I thought he was just a dude.

S-Depends on the version.

J-Yeah, there were a lot of different versions of Cyclops.

S-You're thinking of the 'Sinbad' version, the movie, the old '60s movie.

D-Uh huh. Yeah.

S-Or '70s movie. No, not that one.

J-Yeah.

D-Mm. Sinbad.

S-That's only one of them.

D-Hm.

J-Yeah, Odysseus actually had to deal with the Cyclops.

D-That's actually the one, yeah.

S-Wait, that's the one she's talking about.

J-Yeah. And he was kind of clever about it. He just poked his eye out. After that the Cyclops was kind of at this mercy (Steve laughing).

D-It was fine, yeah (Joe laughing).

S-He kind of pulled a 'Three Stooges' on him.

J-Yeah (laughing).

S-"Yuk yuk yuk."

J-Ok, let's talk about our Cyclops. A different one. We're talking about the USS Cyclops, which some of you may have heard about. This was a huge deal way back in the day when it happened, and then it sort of went away, and then it sort of made a comeback. As mysteries go.

S-Yeah, it kind of did.

J-There's a reason for that. I'll explain that in a little bit. But the Cyclops was a coal carrying ship that was built for the US Navy in the early 19th [sic] century. I think it was actually launched in 1910, but it didn't get commissioned into the Navy until 1917. But on March 4th, 1918, the USS Cyclops left Barbados for Baltimore, Maryland with 306 crew and passengers on board, and a load of manganese ore. And it vanished.

D-What?

J-Without a trace.

D-What?

S-It disappeared.

J-Yep. Zip. It was just gone.

D-Was it near Bermuda, by any chance?

J-It did, they did go through the Bermuda Triangle, as a matter of fact.

D-Hm.

J-There were a lot of people theorizing about that. But yeah, there was no radio distress call. No wreckage at all was ever found, not even an oil slick on the water. They searched for it.

D-Ever?

J-Ever. Well, somebody did claim in 1920 to have found the wreckage of a lifeboat.

D-Hm.

J-That had 'USS Cyclo' stenciled on it, he claimed. But that's obviously a boat called The Cyclo and not The Cyclops.

D-Yeah, geez.

J-Yeah (laughing).

D-Missing some letters.

J-Yeah. But, yeah...the thing about it is it was a large ship, 542 feet long.

D-Pretty big.

S-It's big.

J-Big ship, and a ship that size doesn't just sink, you know? I mean, it takes a while.

D-Uh huh.

S-Usually.

J-I mean, the Titanic, which was even bigger, of course, but it had a catastrophic collision, catastrophic damage, and it still took hours to sink.

D-Uh huh.

J-And yet, this thing sank so quickly, or else it was beamed up to a spaceship.

S-It seems to have, if it sunk, have sunk so quickly nobody got a chance to run to the radio and hit the 'help' button.

J-Yeah. Or launch the lifeboats, or anything like that, yeah. So that's where the mystery is. Normally at this point in the story I'd stop and thank somebody for suggesting it, but actually there was no suggestion. So I had to put on my internet boots and go out and find this mystery myself (Steve laughing).

D-Oh my god. Honest work!

J-Yeah, and it was on a page with the heading "10 Mysterious Disappearances so Creepy You'll Wet Your Pants."

D-I actually think I've watched that YouTube video (S and J laughing). Yeah.

J-I got to tell you, I mean I spent more time perusing pages like this. I think I've seen every single page that has a heading like this. "10 Mysterious Murders" or "10 Mysterious..." I've seen every single one of them, I think.

S-This is pretty creative, though. To wet your pants.

D-Yeah.

J-Yeah, to wet your pants.

D-Absolutely.

J-Yeah, there's another one that's like "You will soil your drawers." (S and J laughing)

D-Yeah, some variation on. Yeah, I know, I mean it's true. We've talked about I watch, we watch those videos at my house on YouTube, and I think we've kind of hit a point where I'm like "Have we seen this one?" and he's like "Yeah, like five times." and I'm like "Well it's less than most of them so let's watch this one." (All laughing) "Ok."

J-Yeah.

D-They're good. I mean they're good fodder, but you know at this point we've covered a lot of them.

J-Yeah, we really have. Yeah, we're going to have to start making stuff up here pretty quick.

D-[Sighs]

J-The disappearance of the Cyclops was a pretty big deal at the time. I think for well over ten years it was...all kinds of articles were being written. Tons of speculation. And a lot of theories have been floated, ranging from a giant octopus...

S-Awesome.

J-Uh huh. Bermuda Triangle shenanigans. Mutiny, murder, treason, U-boat...

D-You are just handing it down right now, geez (Steve laughing).

J-Cargo shifted...yeah.

S-I stopped after the second one. I realized I didn't have anything else.

J-Yeah. All right, back to it. You guys be serious, now.

S-Sorry.

J-Yeah. So I'm going to go back to the beginning. The Cyclops was one of four ships built for the Navy, in a very limited class. It was called the Proteus Class, and they were built to haul coal for refueling US warships. Because this was before the transition to oil, and so...

S-And that's a big problem in war when you run on coal, is delivering coal.

J-Uh huh. Yeah.

S-If you don't have fuel, your warships can't fight war.

J-They can't do a whole hell of a lot.

D-What!

J-They can't do a whole lot, believe it or not.

D-What! That's not how it works.

S-It is, so you basically have to have a big...you gotta get a big tanker.

J-Yeah.

S-Of the seas, to run around and deliver coal to everybody.

J-Uh huh.

D-Tanker of the seas.

J-And that's what they did, obviously. These days we have nuclear reactors and fun stuff like that.

S-Oh yeah, cause those are so much better.

D-Or as the captain of my cruise ship used to say, they'd just have an electric cord (Steve laughing).

J-Yeah.

D-That plugs in in Miami.

J-Yeah, uh huh, and you just can't go too far.

D-And it just goes along the floor. Yeah...

S-Of the ocean?

D-The Bahamas aren't that far. Yeah, the floor of the ocean.

J-Yeah, that works.

S-You can buy those, that long of an extension cord at The Home Depot or something.

D-Yeah, you know, you just tie them together.

S-Or Lowe's. Yeah. Remember when you plug them together though, to tie a knot so they don't...

D-Well that's what I'm saying, yeah.

J-Yeah. And also...

D-Is that not true? Was he lying to me?

S-He was lying.

D-Ah man!

J-Um, I'm sure he wasn't lying to you. Oh where was I? Oh yeah, the other ships in the class were named Proteus, Jupiter and Nereus. And a fun fact, every ship in this class came to a bad end.

S-Yeah, this was not a good design.

J-Well, maybe not, I don't know. Anyway, the Cyclops displaced 19,670 tons. That's loaded, so it was a big ship. Also I'll mention the captain of the Cyclops, cause he was kind of a character. Yeah, he figures in a few of the theories about what happened...

D-Hm. Yeah.

J-...to the Cyclops. His name was George Worley. He was German by birth, and rumored to be pro-German. Did I mention this is during World War I.

S-I think you did, but...

J-Yeah, yeah.

D-I mean, you mentioned the year, but some of us don't, like...

J-1918.

S-Automatically click in.

D-Yeah.

J-Yeah, yeah. Ok, so...yeah...and Worley was not his original name, but more on that later.

D-Ooh.

J-But as far as the Navy knew he was George Worley and he had been born in San Francisco, at this point in time. They found out different later.

D-So their background checks were maybe not the best.

J-Not really, no, no. But Captain Worley was not well liked by his crew. He had some strange habits apparently, like walking around in his long underwear, wearing a bowler hat and carrying a cane.

D-Oh, is that not a thing that people like?

J-I guess people thought it was weird.

D-I guess I'll go put some clothes on. Hold on (Joe laughing). Sorry guys.

J-Yeah, I don't know if he did that all the time.

S-I have a feeling that the bowler hat, long underwear instance was at one of the times he was medicinally taking sherry.

J-Uh huh.

S-In great quantities.

J-Yeah.

D-Medicinally taking sherry (laughing). I got to get a prescription for that.

S-He did actually. He defended himself once in court by saying "The crew get upset because I take sherry for medicinal reasons."

J-Well...

S-He was known for being drunk and disorderly (laughing).

J-Yeah, that's what the crew accused him of, but actually he said in the hearing about this, he said that

he had had beriberi, apparently, previously. And he still had problems associated with that, and so he had to take a couple of different medicines to combat this problem.

D-Wait, this is spoilers. Wait, spoilers. Cause, right, the crew disappeared forever.

J-Yeah.

D-Right?

S-Everybody disappeared.

J-Everybody disappeared.

D-Everybody disappeared forever, so like why...how did they do an interview with him?

S-This is all pre- the voyage that the ship disappears on.

J-Oh, this is previous.

D-Oh, got it.

J-Yeah, this happened in August 1917.

D-I was like, excuse me, spoilers! What do you mean he came back? (laughing)

J-Yeah, yeah they all came back from the dead. But that...

D-This is like that guy recently who got caught drunk driving a truck, and said "No, I have that disease where my body metabolizes food as alcohol." (Steve laughing)

J-Uh huh.

D-Did you hear about that? Or like, that's a thing. People do have that thing.

J-There are people who have that.

D-But maybe, like, if you have that, maybe don't be a truck driver.

J-Yeah, that's it! That's not a good excuse.

D-Right? Yeah.

S-Yeah.

D-It's similar, to me.

J-In a way that'd be a really cool disease to have. But at the same time it wouldn't be, it would kind of interfere with things.

S-It would suck.

D-Yeah, it would.

S-But yeah, no, this guy, he was not liked by his crew at all.

D-At all.

J-No he was not liked. But no, anyway, back to the sherry. He didn't take the sherry for medicinal purposes, but apparently the stuff that he had to take for his symptoms was so foul that he had to mix it in with alcohol to make it more palatable.

S-Uh huh.

J-And so that's why. So that was his big excuse, and apparently that was enough to get him by.

S-But he still loved to chew people out.

J-Oh yeah, he did. He liked to chew people out. He apparently sometimes got kind of violent. At the official board of inquiry, in August 1917, forty crewmen had signed a petition accusing him of being drunk, foul-mouthed, and unfit for command. They accused him of chasing an ensign named G.G. McCain around the boat with a pistol one time (Steve laughing).

J-Yeah.

D-Really?

J-Yeah, so he was an interesting character. And this of course was sort of after the fact, after the disappearance, but the US Consul in Barbados, a guy named Charles Livingston, wrote a telegram to the State Department that there had been a quote "disturbance" unquote on the ship before it had arrived at Barbados...

S-Uh huh.

J-Perhaps a mutiny, and he said that the men had been confined to quarters and that one had been executed. Although that's...

D-On the ship?!

J-Well, he...there...it appears there might have been a little confusion about that. They took on five prisoners in Rio.

D-Oh.

J-Yeah, and three of those had been accused of committing murder on another US warship.

D-I see.

J-They were being taken back, and one of them was to be executed, he had already apparently been

convicted by a Navy Board, I think. And so he was to be executed, so that might be where the confusion set in. I don't think Worley actually executed him.

S-No, I don't know that Worley executed anybody, but you and I, Joe, were talking about this earlier. Is some stuff I had found is that this was not the first time that Worley had been in hot water. And there had been, if we're saying that this was a...would we call what was going on here...this was a complaint, not a mutiny, right?

J-Yeah.

S-Well, there evidently had been a mutiny slash complaint at sea, what ever you want to call it, and somebody had been beheaded under his command on the boat, and he was never fingered for being the one who committed the act, but it was believed that it was at his direction.

J-Uh huh.

S-Whether that was directly saying "Cut his head off," or indirectly. So like he really was kind of a tyrant. And people died under his command. He was...he was a...

J-Yeah.

S-He was a bit of a nutter.

J-Yeah, it sounds like. Though, in his defense, he was in a tough position, because he was running a big ship that had a crew of, like, 236.

D-Uh huh.

J-And almost everybody in this crew was young and inexperienced. Because there was so much recruitment going on because of the war.

S-They were all Reserve.

J-Yeah.

S-They weren't regular Navy men, so I will give you that.

J-I can understand...

S-They were Reservists who didn't...who just suddenly got called up because of the war.

J-Because of the war, yeah.

S-And shoved onto this boat.

D-Hm.

J-And so from Worley's point of view, he's an experienced captain and everybody under him is kind of inexperienced and incompetent. I mean, I can imagine his frustration.

D-Uh huh. Yeah.

J-At some of that stuff.

D-And I guess it's also, you know, plausible that the crews he would have been used to working with would have been used to taking orders.

J-Uh huh.

D-And maybe if you're just kind of a young reserve guy, you're not so used to that, and so, you know, when your captain says "Do this" and you're like "I don't know, he's kind of a jerk."

J-Yeah.

D-You know? Versus like "Yes sir. Whatever sir." I mean, you see that in jobs too, sometimes.

S-Well, and if you're hauling...you're a coal ship, all you do is run around and haul coal, that is a wet, dirty, cruddy, unforgiving job.

D-Yeah.

J-Yeah, it wouldn't be that cool.

S-Tensions are going to run high.

J-Not the most glamorous job in the Navy, although on the plus side, you're not right in the midst, in the heat of battle all the time.

D-That's true.

S-Yeah, there's a benefit right there.

J-I mean, you're still in a little bit of danger because, obviously, you're a viable target. Somebody might just decide to sink you, because obviously, if you deprive the battleships of their coal, then hey...

S-Yeah.

J-That accomplishes something right there.

D-Yeah, totally.

J-Ok, let's get back to our story. Let's talk about their final mission. Of course, it wasn't supposed to be their final mission, it just turned out that way.

S-No.

D-It just ended up being, yeah.

J-It was to leave the Chesapeake Bay, go to the south Atlantic to Rio de Janeiro, Brazil to fuel British

warships. And the plan was that they would pick up a load of manganese ore to take back to the United States.

D-Sweet.

J-Yeah. Very sweet. They left Rio apparently...I, there's a little bit of confusion about this, whether they picked it up in Rio or they picked it up in Bahia, Brazil.

D-Uh huh.

J-Most of the things that I see say they picked it up in Rio. 11,000 tons, which by the way is more than the ship was designed to carry.

S-Yeah, they're carrying a higher load than rated for.

J-Yeah.

D-What were they...how much more?

J-I heard anywhere from 8,000 and 9600.

D-So a fair amount more.

J and S-Yeah.

J-Yeah. 9600 tons, so yeah, they're well over.

S-So that's anywhere from ten to twenty percent more than they were supposed to.

D and J-Yeah.

D-We're not talking just a mere hundred tons more.

S-Yeah, not a couple shovel-fulls too much.

J-Yeah, nah. A substantial amount. Also, they took on 73 passengers who were sailors and marines from the south seas.

D-Who were also equivalent to about a hundred tons (Steve laughing).

J-When you think about all those guys...

D-No?

S-Guys and gear.

D-Yeah.

J-All the extra food and water that you're going to have to feed them with, you know, so that adds some

weight.

D-So they're pretty overburdened.

J-Yeah. Then they sailed to Bahia, Brazil. And I'm not sure why they went there. But, they went there.

D-Uh, cause why wouldn't ya?

J-Why wouldn't you? You're in Brazil. Let's go have some fun. Kick up your heels.

D-I mean, you know, you're in Brazil. You're on a boat with a lot of dudes.

J-Uh huh.

D-Fleet week is a thing (S and J laughing). I'm just saying. It's a thing.

J-Yeah, I got to find out if that Martin Mull song...you ever heard 'Men' by Martin Mull?

D-No.

J-So they departed for Baltimore February 22, 1918, oh and by the way the starboard engine was out. They had a cracked cylinder head.

S-Which meant that they...it...when you only have one screw, that's going to greatly reduce your speed.

J-Oh yeah.

S-And it was only able to do, what...

J-15 knots.

S-...230 miles a day, I think that equates. I think it was 200, 230 miles a day.

J-Yeah, so...

D-And that wasn't something that could have been fixed in Brazil?

J-Uh, apparently they looked at it there and they decided that it should go back...Cyclops should go back to the US to be repaired. So.

S-I believe it was a cracked piston, is that right?

J-I heard it was a cracked cylinder. I heard it was a cracked...

S-Or cylinder.

J-...a cracked manifold, or not a manifold, a cracked cylinder head.

D-So maybe something that they needed to be in dry dock for.

S-Yeah.

D-And you wouldn't...you'd have to offload all of the cargo.

S-You wouldn't just weld it together. You'd probably bring in a whole new piece.

J-Yeah, I don't know that it required actual engine replacement. It is possible if it's just like a cylinder head, they might have just been able to replace it without even dry docking it. But I don't know.

S-But I doubt that they had that custom part in Rio.

D-Right.

J-They probably didn't have it in, and it might well have been too that the Navy was in a hurry to get their manganese for the war effort.

D-Which is also fair.

J-So they decided rather than, you know, waiting, we'll just send them to sea with one motor, excuse me, one engine only.

S-Uh huh.

J-Which I don't think is always a great idea, personally.

S-No!

J-Yeah (laughing).

S-It's a terrible idea.

J-It didn't work out, let's see, it didn't work out for the Surcouf (Steve laughing.)

D-Uh uh.

J-Uh, it didn't work out for the Joyita (laughing).

D-I think historically it has just not worked out for anybody, really.

J-Yeah, it really doesn't always work out.

D-More often than not, it doesn't work.

J-Yeah. The Cyclops made an unscheduled stop over in Bridgetown, Barbados. Again, I mentioned Charles Livingston, the consul, before.

D-Consul-General, maybe?

J-Consul-General, yeah, in Barbados. Worsley told him that he needed 600 tons of coal, and he also

needed more supplies.

D-Wait. Sorry. Weren't they transporting things that fueled boats?

J-Yeah, they transported coal down and they offloaded onto other ships.

S-In Rio.

D-And they didn't have any, ok right. They had just war...

J-Presumably they kept a little in reserve for their own engines.

S-They should have.

J-Yeah. Because they also...but apparently...

D-Which is weird also because they were only feeding half the engines they would have normally been feeding, right?

J-Uh huh, yeah.

D-So it seems like they would have extra.

J-Yeah, I know.

D-Ok. Sure.

J-Livingston was suspicious about that because he thought that they should have had enough.

S-Well how many...do you know...I didn't look this up, Joe. How many boilers did this ship have, do you know?

J-You know, I don't know. I'm sure at least two, if not four.

S-Yeah, that's what I..I mean I never saw that in any of the stuff.

J-No, I never did either.

S-Still, they shouldn't have...you would think they would have not...Devin brings up a good point. You wouldn't burn but half of what you normally do. Even if you're running that boiler full tilt, you wouldn't be burning the normal daily amount.

J-Probably not. Although I don't know. It might be that you can run all the boilers and just direct all that energy to one engine, to get extra poop out of it.

S-Yeah. I mean it could be that that one screw can take that much torque. I don't know.

J-Yeah. But so Livingston was suspicious, and I don't know if he was suspicious at the time, or if this was just in retrospect after the disappearance.

D-But at some point he was suspicious. Yeah.

S-I would guess in retrospect.

J-Yeah. But they took on, like, a ton of meat, a ton of flour, half a ton of vegetables.

S-So they are just continually adding more and more weight.

D-Well presumably though, if the ship is taking on all that stuff that means that they're out of a lot of that stuff, right? They've used a lot of that.

J-Presumably.

D-Presumably. They're replacing.

J-Yeah.

D-Presumably.

S-Theoretically.

J-Presumably, but maybe not.

D-Ostensibly.

J-I'll talk a little bit more about Charles Livingston and his suspicions in a bit here.

D-Okey doke.

J-Yeah, ok. Ok, as I said before, the Cyclops departed Bridgetown on March 4th, with 306 crewmen, officers, and passengers. And just for you nitpickers out there, I know this number varies among different accounts. Some people have it at 309.

S-Well, you see it swing 20 people in either direction, ballpark.

J-Yeah.

S-It's all over the map.

D-It's also possible they just don't know for sure.

J-That's a good point, yeah. Well anyway, they left with all these, a whole bunch of people, over 300 people, and it was never seen again. The last contact was...the Cyclops made radio contact, according to one source that I found, with a passenger liner called the Vestris on March 5th. They reported good weather.

S-That's a day later.

J-That's a day later. And that was the last anybody heard of the Cyclops. Although it's possible it's been

seen since then, because in 1968, a Navy...

S-Well there was, no, no Joe. There was actually one other supposed sighting...

J-Oh, yeah.

S-Not too long after that.

J-Yeah, you're talking about the molasses tanker?

S-Yeah.

J-Yeah, yeah. That appears to not be true, though.

S-No, there's...

D-Molasses tanker?

J-A molasses tanker.

D-Was it...

S-It was obviously Canadian.

D-I was going to say was it slow? (Steve laughing)

J-Yeah. Slow. Very slow.

S-No, there was a ship that said that it saw it off of the northeastern US coast.

D-And it was a Canadian molasses tanker?

J-Yeah.

S-But there's no way it could have made it there in enough time.

D-I guess I didn't realize that...

S-I just want to make sure we are covering all our bases of, that's not the only report.

D-Oh, ok.

J-Yeah. A lot of...

D-I'm just going to keep making fun of molasses tanker, I'm sorry (laughing).

S-I know, that's why I didn't stop. It's slow going.

J-Yeah, it's called the Amolco...(Devin still laughing).

D-I'm sorry.

J-All right.

D-I'm sorry.

S-I knew the Canadian joke was going to come.

J-Cut it out, you guys (Devin laughing).

D-Ah. I guess I just didn't realize that there was such a demand that they had to put tankers full of molasses to float them down the river and sea.

J-I kind of like the idea.

D-I do too!

J-I think it's kind of cool.

S-It's the tanker of molasses heading to the tanker of flapjacks! (Joe laughing)

D-Oh my god! (All laughing) Noooooooo...

J-It's kind of like that, how peanut butter cups got invented.

D-...oooooooooooo... (Steve laughing)

J-I mean, so there's a guy in a car just scarfing peanut butter, and there's a guy speeding along in another car...

S-You've seen that 'Family Guy'?

D-We've seen it, yeah (All laughing).

S-We're way the hell off topic (laughing).

J-And there's a policeman standing at the bloody wreckage and he reaches in there and tastes it. "Wow, this is awesome!"

S-"Bang bang!"

J-Ok, where was I?

S-I have no idea.

J-Uh, yeah. But it may have been seen actually, in 1968. A Navy diver named Dean Hawes was diving about 40 nautical miles northeast of Cape Charles. And this was actually during the search for the Scorpion, which I've mentioned. So, Cape Charles, for those of you who don't know, if you know what the Chesapeake Bay is, you can Google that, and Baltimore is on Chesapeake Bay, way up on the north

end of the bay. And there's this long peninsula that's part Maryland, part Delaware.

S-The bay is kind of V-shaped and widens as it heads south.

J-Yeah. But anyway, this peninsula is called Delmarva, and uh...cause my brother used to live in Maryland, and so we took a little tour of Delmarva. It's kind of interesting, actually. Anyway, at the very tip of that peninsula, just northeast of Norfolk, Virginia, that is Cape Charles.

S-Ok.

J-So. And so it was 40 nautical miles northeast, so they missed their target by a little bit.

D-A little.

S-If what we're about to talk about is right.

J-Yeah. Yeah, if it was indeed the Cyclops. Back to our diver, Dean Hawes. He was diving in about 180 feet of water, and he found this wreck of a really strange ship. And he went down and he actually stood on the bow of the ship and looked at it. The bridge of the ship was raised up on steel stilts and it had this strange superstructure, which was described in a 1973 newspaper article as, quote "Upright beams running its length resembling the skeleton of a skyscraper," unquote. Which really, if any of you have looked at a picture of the Cyclops...I didn't, by the way, talk about how weird the Cyclops looked.

S-No, we...

D-We didn't.

J-We really didn't talk about it.

S-We're falling down on the job here.

J-Yeah, we kind of are. Yeah.

D-Cause it did look real weird.

J-Uh, it did. And if you got this off of our website or whatever, you've seen the pictures, so you know how weird it looks, but, or looked.

S-Well, let's give them that in a sec.

J-Ok, yeah.

S-Finish about this diver guy though.

J-Oh yeah!

S-It's interesting.

J-Well yeah, so Dean Hawes didn't know what he was looking at at the time. But, like, some years later,

like 5 years later or something like that, he read an article about it in a magazine and there was a picture of the Cyclops in there. When he saw the picture, he was like "Oh wow! That's the boat, or that's the ship, I guess, that I saw in the Atlantic." So he went to the Navy with his suspicion, and eventually in 1973 he convinced them to reopen the search, and they did do some searching, but they didn't find the wreckage. So, sorry, but...

D-Boo!

J-Yeah, I know. And he eventually teamed up with Clive Cussler, I think this was in 1983. You know who Clive Cussler is?

S-Yeah.

J-If you don't know who Clive Cussler is, he writes these sort of adventure, kind of pulpy novels.

D-Uh huh.

J-Uh, he's one of...he had a recurring character named Dirk Pitt. I love that name (Steve laughing). Dirk Pitt.

D-Ugh.

J-And, uh, I've read, actually, two of his books, and actually I thought that they were, even though they were pretty absurd, they were actually fun. You know, I see why...

D-Yeah.

S-Well, that's why he's been writing for as long as he's been writing.

J-Yeah. No, I see why he's got a, you know, best selling fan base, because his stuff is fun.

D-Yeah. There's a lot of authors out there like that. Yeah.

S and J-Yeah.

S-There are.

J-Yeah. It's totally unbelievable but still a lot of fun.

S-Oh yeah. Koontz. Primary candidate.

J-Yeah, Koontz.

S-Kind of fun.

D-Sue Grafton, also, with the ABC Murders.

S-Yeah.

D-Like, great beach reads, you know (Steve laughing).

S-Yeah.

J-Yeah. Oh yeah, back to...

S-But anyway, we...do we never explain the structure of this ship.

D-Yeah, what this ship...

J-Yeah, oh let me just finish up with Clive Cussler.

S-Oh, I didn't realize we weren't done.

J-Clive Cussler, besides writing this stuff, he is really interested...a lot of his stuff is ocean based and he's really interested in finding wrecks.

D-Oh.

J-And he actually found the Hunley. Which, you guys know what the Hunley is, right?

S-That one doesn't ring a bell.

J-The Hunley was a submarine built by the Confederacy.

S-Uh huh. Oh! Yes!

J-Yeah.

S-I do remember this one.

D-Uh huh.

J-Yeah, the Hunley. So yeah, it was most notably...the most thing it was good at killing was its own crew (Steve laughing). But the Hunley was basically the first, or at least one of the first, submarines.

S-And it really was just a ship with a structure built around the top of it that sank a couple of feet below the water, wasn't it?

J-No, you're thinking about, like, the Monitor or the Merrimac, those two.

S-That might be it.

J-Yeah, yeah. The Hunley was a little different. It was actually cylindrical with tapered ends.

S-Oh, ok.

J-And uh...

S-Oh!

D-Kind of looks like a folded piece of paper.

J-Yeah, and it's like...it had a, I can't remember how many crew. I think half a dozen. And basically they sat inside this tube, and just cranked these cranks to turn the screw. And then at the front of it...

S-Oh my god, really?

J-Yeah. And at the front of it there was the torpedo. A torpedo, it turned out, was not a great design, because it was a long pole with a big powder charge, black powder charge on the end of it. And so they would go run up to a ship and ram the ship, and the charge would go off...(Steve laughing)

D-But they'd be stuck.

J-And they would be stuck to the ship, and they would go down with the ship (D and S laughing). So it didn't really work out that well.

D-And it was, I mean there's pictures, right, where it's, like, a dude standing next to it, you know, and it's smaller than he is.

J-Yeah.

D-It's not a huge design.

S-It's a very small vessel.

D-Right? Yeah.

J-Yeah, I would, I couldn't even get into something like that. You know, I mean the claustrophobia would overwhelm me.

D-Yeah.

J-Much less go underwater (laughing). No way.

D-Yeah.

J-But anyway...

S-So he found that, though? Or helped find that?

J-Yeah, he did. He was part of the effort to find that, which is pretty cool.

S-Now do we want to talk about the ship?

J-Oh yeah, let's get back to talking about the ship. So to facilitate loading coal on other ships they had this superstructure, that was basically a lot of...it was kind of like a box, like a skeletonized box. There were, like, vertical steel posts on either side and then cross members. And then they had these cranes

that could...they could either move it by bags of coal or else they could scoop coal out and dump it into the holds of other ships with these cranes. And they had like a whole bunch of cranes on this thing.

S-So was this the...I know the Cyclops was a collier. Was this the standard design, or was this kind of a new design? I don't know enough about this line of vessels to even guess.

J-Yeah. To tell you the truth, I don't know how many colliers were built with this particular design.

S-Ok.

J-The class of four I know had...

S-Well I knew that much, but I never heard of anything that was this way, so that's why I was wondering if it was unique. If the class was unique that way.

J-Uh huh. I don't know how unique this class was, to be honest with you.

S-Ok.

J-That's something I should have checked on, actually.

S-It really...it's hard to say. But ok.

J-Yeah. Sorry, listeners.

S-It's got a whole bunch of uprights.

J-Yeah, it's got this whole big superstructure...

S-That are locked together.

J-Yeah, this whole big superstructure that's like the framework of a building almost.

D-Yeah.

J-And they've got all these cranes and stuff to move coal back and forth. And actually that's considered, well we'll take about that later, I guess.

S-Ok.

J-Yeah.

S-I don't want to get too far ahead. I just knew we needed to explain that. And we screwed up and didn't.

J-Yeah. I did mention, of course, that a guy named Donald Frasier did find what looked like the wreckage of a lifeboat from the USS Cyclo, but that has nothing to do with ours. But that's it. I mean that it's possible if this guy was telling the truth, but he also said that he spotted the sunken hull of a ship about 2000 yards away, and this was on Gun Cay...

S-This is the Bahamas.

J-In the Bahamas. Uh, yeah.

D-Hmm...

J-Uh, yeah.

D-Not exactly.

J-Yeah, and so the second hull of a ship about 2000 yards off off the cay, and I'm not sure what to make of this because this would be way far off of the Cyclops' course.

S-Well, that and I was going to ask did he spot this ship below or above water?

J-Under the water.

S-Was he above or below water when he spotted it?

J-He was above. He was in a boat.

S-Ok.

J-Yeah.

S-Hm.

J-So I'm not sure what to make of that.

S-I would imagine that it would have been spotted again since then if he...

J-Well yeah, and it's not there now.

S-Yeah.

J-It would have had to have been in pretty shallow water for him to spot it. Yeah.

S-Yeah, that's why I was asking.

J-Yeah, and...

S-If he was diving I could see where he could have made a significant depth and that's why nobody had noticed it.

J-Yeah, and apparently when they went back and looked...I don't know if the Navy went back and looked or whoever did, but it wasn't there anymore.

S-Uh huh.

J-And I'm sorry, shipwrecks don't just move, right?

D-No.

J-Not really, no.

D-They don't.

S-Nah.

J-They're kind of, they go and they plunk themselves down in the sand and they're pretty much there.

S-They, kind of, build roots.

J-It's take something pretty enormous to uproot those things and move them.

S-Like an octopus?

D-This was in the '20s, right?

J-This was in, yeah, February 1920.

D-Ok. I was going to say most of the cays, or keys, depending on what, if you're in the Bahamas or the United States, are now owned by cruise ships.

S-Uh huh.

D-By cruise liners. They're all owned. They're all private.

J-Oh, are they?

D-Yeah, most of those cays are.

J-I did not know that.

D-The ones in between, like, the main islands of the Bahamas and Miami, cause they're good stop points.

S-Oh yeah.

D-On the way back.

S-That makes sense.

J-That does make sense.

D-So yeah, in looking up Gun Cay, it looks like it's probably owned by...it looks like it'd be one of those islands. It's probably owned by something else, but in the 1920s it probably wasn't. But, you know, I was going to say if it was more recent, that seems like the sort of thing that a cruise ship

company would haul away pretty quick.

S-Yeah.

J-It would kind of get in the way.

D-But in the '20s definitely not, yeah.

J-Yeah.

D-So never mind.

J-Yeah.

D-My point is moot.

J-Ok.

S-Moot.

J-Uh, where were we? So that's about the end of the story, really.

D-Oh.

J-Now it's time for the theories.

D-Ooh!

J-Yeah. Ok, these are all theories which have been floated either at the time or since, and there's quite a few of them.

S-Oh, there's a whole bunch here.

J-Yeah, there really is. Ok, our first theory is that it was an Octopod. Um, Doctor Who (Steve laughing), who I'm sure you're familiar with.

D-Yeah, it's true.

J-Yeah. No, he discovered that the Cyclops had been attacked by an Octopod whose spacecraft had crashed in the Bermuda Triangle.

D-Was, this was the one...wasn't this the one that was the...oh no, that was the pirate ship one.

J-Yeah.

D-There have been some...

S-There's a ton of nautical ones they've done.

D-Weird nautical ones, yeah.

J-Yeah.

D-And I'm ashamed as a Whovian to admit that I actually don't know what episode Joe is taking about.

J-No, actually I don't know either. I just stumbled across this on the internet.

D-I know, but you also don't love Doctor Who like I do.

J-Oh, I love Doctor Who, I just haven't watched it nearly as comprehensively as you have.

D-Yeah.

J-I still like Doctor Who, it's awesome. But I got to get back into watching Doctor Who, actually.

D-Well, you picked the wrong time, but.

J-Yeah, really, I know. Cause of Netflix and all that.

D-Yeah.

J-Damn them.

D-[Irritated sigh]

J-I know.

D-Probably not that, though. I mean Doctor Who wouldn't lie about it.

J-Of course not.

D-It turns out, I don't know if you guys know this or not. I know this is blaspheme, but [whispering] Doctor Who is not real.

J-What?!

D-[Whispering] Shh. Don't tell anyone.

J-Oh.

S-[Whispering] Can you hear them yelling at us?

J-Oh.

D-[Whispering] Yes.

S-What's the next one, Joe?

J-We're going to be responsible for a lot of broken iPods (All laughing). Yeah. All right, well I was going to say the mystery is solved cause Doctor Who is never wrong.

D-No, can't be, sorry.

J-Ah ok, fine. Let me go to the next one. Somebody actually put out an account claiming this is true. A giant octopus.

S-[Sighing] You know, at the time that this happened, giant octopuses were responsible for everything.

J-Oh yeah.

D-On the flipside, there are such a thing as giant octopuses.

S-There are, but every ship that went down was taken down by a giant octopus.

J-Yeah.

S-It was angry for some reason.

J-And actually, by the way, although giant octopi do exist, I don't know that there's anything that could take down this ship.

D-Yeah.

S-From underneath like that.

J-Yeah.

S-Just by grabbing it and sinking.

D-I don't know. If it was severely overburdened already it probably wouldn't take a lot.

J-It's true (laughing).

S-To tip it.

D-You know?

J-That's true. The octopus just takes one...

D-Just throw one tentacle up [makes sucking noises].

J-And just pull it down.

D-And just pulls it over.

S-Everybody who's not in the studio, Devin just mimicked the sucker motion of an octopus...

D-I made the noise too.

S-...grabbing something and pulling it.

D-I made the noise too.

J-Yeah.

S-They didn't see what was happening. They don't know this.

D-They knew. They have good imaginations.

J-Yeah, well the octopus probably didn't actually even care if he sunk the ship or not. He probably just wanted to turn it upside-down and shake it so all the goodies would fall out and into his mouth (S and J laughing).

D-Yummm!

J-Yeah, num nums.

D-It's beak (Joe laughing).

S-So should we go to some more...

J-Oh yeah. But anyway this did appear in a magazine called Literary Digest. Yeah.

D-Yeah. Ok. Sure.

J-Yeah, ok. All right.

D-Why not.

J-Our next theory, it was the Bermuda Triangle.

D-No!

J-You don't like that?

D-Next.

J-Ok. Actually...

S-Can we talk about that for a sec?

D-Do you want to?

J-I was actually heavily investigating this angle until I got a threatening note from the Bermuda Triangle (S and D laughing). And uh...

S-I was just going to say that it cracks me up all of the coverage the Bermuda Triangle gets when, A-It's actually not a defined space, and B-It is just a clever use of statistics. In other words...

J-Yeah.

D-You're the one! Shut up! (Steve laughing) It's a real thing!

J-Yeah, god damn it!

D-I'm sorry. I'm sorry (laughing).

J-I have seen maps of the Bermuda Triangle, dude.

D-Ok. The Bermuda Triangle is a real thing!

S-It just cracks me up that all of the 'reported' sinkings and downings, and yet the number of things that go through that area are never talked about.

J-Well, that's it too.

S-So the math comes out to [whispering] "not that amazing."

D-Yeah. Ok. You're right.

J-No, I know, it's a high traffic area.

S-Yeah!

J-There's no doubt about it. So.

S-Think about all of the cruise ships that are running on the power cords.

J-Uh huh.

D-Yeah.

S-How do they not get those tangled up?

D-Well, listen. It's very complex. Ok.

J-Yeah.

D-It's a system of buoys. I can't...I can't explain it to you as like somebody who's...

J-It's classified?

D-It's very classified. Yeah.

S-Ok.

J-Yeah, ok.

D-My memory, I think, was wiped. Probably (S and J laughing). I'm not totally sure.

J-Yeah.

D-I don't remember that nine months of my life very well.

S-What else is up here?

J-Oh, what are we looking at for...methane gas pockets. And this theory has been floated for a while now.

D-Hah!

J-Yeah, hah hah. But apparently there are big pockets of methane gas in the sea floor sometimes.

D-We talked about this in a different episode, didn't we?

J-I think we did, but I can't remember which one.

D-I can't neither.

S-Um, it would have been...

D-Yeah. The one.

S-I think it was the Ourang Medan.

D and J-Yeah.

S-Which now, obviously, wasn't right, but.

J-Yeah.

D-Yeah. Sorry, yeah.

J-Ok. Uh, so the Ourang (laughing).

D-I thought you were going to say more things, I'm sorry.

J-Yeah, anyway. So if you just happen to be sailing over that exact patch of water, well it's kind of bad luck for you. Apparently the density of the water drops so much that your ship loses buoyancy and you just drop like a rock and down you go. And this has actually been confirmed in tests. Some researchers actually built, or acquired, a large ship model, put it in a tank, released a bunch of methane underneath it, and it did go down.

S-It changes the displacement, is what it changes.

J-Well, it changes the buoyancy, or excuse me, the density of the water becomes so much less that, essentially, you don't have enough buoyancy.

D-You don't have enough buoyancy.

S-Right.

J-To float it.

S-You'd have to be much wider to keep afloat.

D-So the theory that it could sink a ship has been proven, but has the theory that methane bubbles of this size actually exist and erupt in the sea frequently, has that been...?

J-That has never been established.

D-Ok.

J-Nobody has ever actually recorded any actual incidents of a ship going down.

D-So it is a theory, like, ok, methane gas bubbles burst in the ocean...

J-Yeah.

D-...presumably, but we don't have any records of it. Because well, guess what? If we did have a record of it, that ship wouldn't have sunk and...

J-Yeah.

S-It probably happens on a frequent basis, but they're not large enough. That's the thing here.

D-Uh huh.

J-Yeah.

S-It's all in the size.

J-Uh huh.

S-Not the matter that it's happening or when it's happening, but it's in the concentration...

D-Although I guess you, it wouldn't have to be that big. I mean really all you need is a smallish pocket, you know. Something that's a fourth of the size of your ship, if your ship is overburdened already, the front of it loses buoyancy, you're probably going to go down.

S-You start taking on water. No, you're absolutely right.

D-So it wouldn't have to be that it was as large as the ship, right?

S-But that's still a huge pocket.

D-Oh, absolutely.

J-It would be a lot of methane to be suddenly burping up from the sea floor.

S-Oh yeah.

D-I'm going back and forth on this one.

J-I kind of like the idea of it. Not only are you losing buoyancy, but somebody on the bridge is just lighting a cigarette at that exact moment (all laughing).

D-No.

J-Yeah.

S-Puts it out quite quickly.

J-So you burn and sink. Yeah (Steve laughing).

D-Yeah. Or someone's, like, smelling around, like "Who farted?"

J-Yeah.

D-"And why are we sinking?"

S-Gross.

J-That's what methane is. So.

D-So that's a good theory, but it is, it's partially proven, right? That it could happen but also we don't think that methane probably is...

J-Probably not.

D-Ok.

J-Like, it's been proven in theory that it could happen, but again, it just doesn't appear to have ever actually happened in real life.

D-Sure. Sure.

J-But who knows, I mean...

D-But we wouldn't have proof if it had, cause...

J-We wouldn't have proof, yeah. Because the ship just disappeared.

D-Yeah.

J-Although, generally speaking, when ships go down, it's usually because of bad luck, bad weather, human error. More things like that.

D-Especially when they go down that fast.

J-Yeah. All right, our next theory, I've seen this one out there. And this theory is that the manganese ore in the hold was unstable and it exploded.

S-What?

J-Yeah. Well I, according to my research manganese is actually pretty stable.

S-Yeah.

J-Yeah, and so I don't know what the...who the hell came up with this one.

S-Ok.

D-Ok.

J-So do you guys have any thoughts on that?

D-Nope.

S-No.

J-Yeah, ok. No, dumb.

D-Looking at this page of theories ahead of us, no.

J-Yeah. There's better ones out there.

D-If we needed to pad this episode I could come up with some stuff, (Steve laughing) but right now...

S-I pad episodes, Devin. Cut that out.

J-I just didn't want to cheat our listeners. I found every last possible theory.

D-You sure did. Yeah.

J-And people have put forth a lot of theories about this.

D-Uh huh.

J-They really have. Our next one, a boiler explosion took out the radio room and set the ship on fire.

D-Yeah.

J-Yeah, except the boiler would have been in the back of the ship, near the stern, and I can't imagine why the radio room would have been back in the stern of the ship and not up near the bridge, or even next to the bridge.

S-So I, in a way, I could see there being some viability to this theory.

J-Yeah?

S-Though I don't see it working on it's own. There's some stuff that we're going to talk about a little farther along, that I think could have happened in conjunction, or exasperated the problem if the boiler had gone.

J-You mean to say exacerbated?

S-Yeah, that word. If the boiler had gone...

J-Uh huh.

S-And exploded and caused structural damage that would have, you know, then just set off a chain reaction of problems. But I don't think if it was in a ship that was in perfect health, and a boiler had blown, no I don't think that that's possible.

J-Yeah, the thing about this ship is, too, is that the Cyclops apparently reportedly had some problems.

S-It did.

J-But it was still a relatively young ship, and I don't think the boilers were actually...

S-I don't think the boilers would have been the problem.

J-I think the boilers were in perfectly good shape.

D-Yeah. It's also, I mean it's also hard to tell where your satellites are...

J-You mean your antennas?

D-Your antennas, sorry. Not satellites, ha. But, you know, looking at the ship, there's so much structure there, I can't tell even if the radio room was where the bridge was, because that would make sense, right? If your antennas are maybe in the back...

J-Uh huh.

D-Or maybe part of the structures, if something in the back did explode, regardless of the health of the boiler.

J-It could take out your antenna.

D-It could, you know, without taking the radio room out. I don't know.

J-Yeah.

D-I don't think it's a good theory, but I just wanted to add that.

S-Actually, Joe just said something that got me thinking, which is the ship was young enough that the boilers...and I agreed wholeheartedly, now I'm second guessing that, is the ship was young enough and should have been in good enough condition, and yet it had an engine problem that was significant enough that that engine had to be shut down. So that could be, you know, that could show a larger issue in terms of entire propulsion system. So potentially the boiler could have not actually been in that great of condition.

D-I guess for me...

S-I'm inferring the condition of one thing based on another, which is not right.

D-Well, I'm more willing to say, like, an engine that's in the water and sucking a lot of stuff through it, is way more likely to have something, you know, accidentally get pulled through it, or...

J-Uh huh.

D-...get damaged and have that be an external damage that happened to it that was unfortunate, but that happens sometimes, versus the boiler just being crappy and exploding (laughing). You know, you're not getting external stuff, like, if you accidentally, as macabre as it is, suck a dolphin through your engine...

J-I think they have filters for that.

D-I think they do to, right. But if you suck...I mean, you know, that's obviously that's an exaggeration, I'm sorry.

S-You pull a large piece of marine life.

D-Or anything. I mean you pull anything through it, even a tin can, you can severely...

J-But not a dolphin. Please, not a dolphin.

D-Oh my goodness. Do we need to go back and re-record that, I'm sorry, I'm sorry I said a dolphin (D and J laughing).

J-That's ok.

S-You have just set PETA against us.

D-I know. I'm sorry.

J-Yeah, there's going to be a lot of upset people out there.

D-I know. But so if you, I mean if you pull anything, you know, the filter for some reason is failing or even if it's just a tiny little thing. A tiny little rock even pulled through something like that is enough to really muck it up.

J-Screw things up. Yeah. I don't think it'd cause an explosion probably.

D-No, I don't think it'd cause...but I'm saying like, through an engine that's submerged, that makes more sense to me than, you know, saying well it's a problem system wide.

S-I'm just...what I was inferring was the health of one component is, indicates the health of the entire system. And that is not a correct assumption, but that is just kind of where I went.

J-It's a possibility.

D-But it can be.

J-But yeah, the cylinder head that was cracked, if that indeed was what it was, is probably made by somebody else other than the boiler maker. Anyway, I don't like the boiler explosion theory simply because I still think the crew, even if the radio was out, still would have had time to deploy the life boats.

D-I agree with that.

J-So yeah, that's why I'm not buying this one.

S-Yeah.

D-Or at the very least, debris would have been found.

J-Yeah, that's for sure.

D-If the ship exploded.

J-Yeah, there would have been something.

D-There'd be stuff floating around.

J-Yeah, probably.

D-Yeah.

J-Uh, the next theory is that they were torpedoed by a German U-boat.

D-No.

J-Which was a very popular theory at the time, but...

S-There's no supporting evidence. They've gone back and looked.

J-Yeah, no. After the war they asked the German government. The Germans, who...Germans, by the way, are very good at keeping records.

D-Oh yeah. Very good.

J-Yeah, after the Holocaust that kind of got them into hot water, actually.

D-And this is not a joke.

J-Yeah, no, this is not a joke. But yeah, this certainly got a lot of them strung up after the war. But anyway, back to the...they had no U-boats in the area at the time of the disappearance, they said. And they had no record of sinking the Cyclops. And also, again, when you torpedo a ship, they usually don't just explode and burst into flames.

D-No.

J-Actually it takes a little while to sink.

D-Yeah. And somebody on the bridge probably sees that ship coming.

S-Even if they don't see the shot coming, let's say it's at night. It explodes and the ship takes a while to go down.

D-Uh huh.

J-Yeah, it should, it should. I mean, unless it just broke the ship in two and it just went 'whoop!'

S-The perfect shot.

D-But even then, I mean as we were just talking about...

S-But there were no U-boats in the area, so I mean, even...

J-There were no U-boats.

S-None of this makes sense, because nobody was there.

D-Next!

J-All right. Our next theory: mutiny.

S-[sighs]

D-No.

J-Yeah. I know. There was an article in Time magazine just last year, March of last year...

S-Really?

J-Yeah. Which speculated that the disappearance might have been a, quote "botched mutiny," unquote. They uncovered startling new evidence that Captain Worley was disliked by other officers.

D-Oh my goodness! What?

S-We talked about that.

D-That sounds wrong.

J-And that there had been an attempted mutiny. But actually what they're doing, they're just quoting from that same telegram from David Livingston in Barbados...

S-Yeah.

J-...that I was talking about. And then they go on to explain that the mutiny caused the disappearance by, well, actually they don't (Steve laughing). It was a pretty crappy little article. Uh yeah, it's like, they say it might have been a botched mutiny and then they don't explain exactly how. So I think we can dismiss this one.

S-Yeah.

J-The fact, yeah...

S-Although I do, for entertaining reading, I would recommend people go look up the records on Worsley [sic].

J-Uh huh.

S-Because there...it's pretty funny some of the things he says. And it's funny because of the time. The language is different, so alcohol for medicinal reasons, but then accusing people of being sex maniacs. It's really an entertaining read.

J-Yeah, actually it is. When he was accused of all this stuff, he made some counter accusations himself, yeah (laughing).

S-Yeah. And it's just...

J-And who knows who's right? Maybe Worsley [sic] has been defamed. I don't know.

S-Yeah, he could have been.

J-Yeah, I mean, yeah. All right.

S-So we got that.

J-Well that's about all. So much for mutiny. Let's move on to our next one. And this was a big one at the time.

S-Yeah, I would believe that.

J-Yeah, this is treason. Did I mention earlier that Captain Worley was suspected of having pro-German sympathies?

S-Well you had talked about that his name wasn't originally that, and that was all we gave people.

J-Yeah. Worley, as far as the Navy knew, had been born in San Francisco, but it turns out that he wasn't born in San Francisco, he jumped ship, from a German ship, in San Francisco.

D-Oh.

J-Yeah. Turns out Worley was actually born Johan Wichmann in Germany, and he jumped ship in San Francisco in 1878, and illegally entered the US. And eventually, sometime after that, changed his name, and eventually became like a ship's master or whatever you would call it. And captained a lot of ships. And doing, more or less, cargo for the Far East to the US.

S-What year did he do that?

J-Uh, jumping ship?

S-Yeah.

J-I believe it was 1878.

D-Hm.

S-Oh ok.

J-So, yeah. I think as far as...

S-He was quite a young man when he did it, then?

J-Well, he was born, I think, I heard, in 1862, so at the time of the sinking of the Cyclops he would have been in his mid-50s.

S-Yeah. Ok.

D-But he would have jumped ship 15, 16?

S-15,16. Yeah.

D-Which is about, that sounds right.

J-Yeah. That happens. Yeah. He turned out to be a German. They found this out after the boat went missing. And one of the passengers who joined at the last minute was Alfred Gottschalk, who was the US Consul-General in Brazil at that time, but he supposedly quit his job and said that he wanted to go back to the States and enlist to go fight the Germans, although other people said that he was very pro-German. And also it was suspected that there were a lot of other German sympathizers in the crew. David Livingston, again, the Consul-General in Barbados, in his telegram to the State Department, said, quote "Have names of crew but not of all the officers and passengers. Many Germanic names appear..."

S-Ah, that's our deductive reasoning.

J-There you go. "While not having any definite grounds, I fear fate worse than sinking." Unquote. I

mean, of course I talked about his suspicions about the extra stuff that he took on board in Barbados. And in fact, if they did intend to sail across the Atlantic to Germany and turn the Cyclops and its cargo over to the Germans, this would kind of explain the unscheduled stop on Barbados to pick up the extra coal and the extra goods and everything.

D-Yeah.

J-According to David Livingston's telegram, the Cyclops took on a ton of meat, a ton of flour, half a ton of vegetables, and so to him it looked like Worley was planning an extended cruise.

S-Like he was super, he was stocking up.

J-Yeah, exactly. Oh, and he also took on another 600 tons of coal. So that was Livingston's suspicion. And also, I read this in an old article in Popular Science that the Navy, at some point got, and this was before the end of the war, they got word from an agent in Germany that he had seen the Cyclops in Kiel, Germany.

D-Huh.

J-That also fueled suspicions.

D-Yeah.

J-And they followed up on that. It turned out to be a German ship that just happened to be named Cyclops.

S-Oh (laughing).

J-It wasn't our Cyclops.

D-It wasn't our Cyclops.

J-Yeah, it wasn't our Cyclops. And there was another rumor that the Navy got another letter from a POW in Germany who said that he had talked to several members of the Cyclops crew in his POW camp in Germany.

D-Hmm.

S-Eh.

J-I'm kind of discounting that one. And so this could have happened. I mean, maybe, but, the reason I don't really buy into this one, even though it was a very popular one at the time, it would seem to me to be very foolhardy to try to cross the Atlantic with only one engine functioning.

D-I would say more than foolhardy.

J-Yeah (laughing).

S-That's a very gentle term.

D-Yeah.

J-Yeah. And, uh, again there was actually no reason to suspect either Worley's loyalties or Gottschalk's loyalties. Or all the rest of those Germanic people who were in the crew. I think that the Cyclops would have been in much greater danger if they had sailed across, because they might have run into a U-boat.

S-Yeah.

J-And they would have been a juicy target.

S-They would have had no way...you just don't radio over "Are you a friendly?"

J-Yeah, no.

S-They just shoot.

D and J-Yeah.

S-That's how it works.

J-Well also, if you look at the profile of the Cyclops, you know they have these things called ship profile charts, like you know?

S-Yeah.

J-And the Germans look, and they say "is there anything in the German Navy that looks like that? Nope. Ok, kill 'em!" And that's what they did. Also, the Cyclops had a really distinctive look and it certainly would have been spotted in whatever port it wound up in, unless the crew...

S-It would have stood out like a sore thumb.

J-Oh, hell yeah. And of course the Germans would have had to kill everybody on the ship who wasn't pro-German, since nobody ever turned up again. The records don't show this, although maybe they would have covered that up, I don't know. It probably is kind of important to point out that the Germans of World War One weren't quite like the Germans of World War Two.

S-No, it's a completely different mentality and approach.

J-Uh, yeah, I don't think they would have committed mass murder, you know, of civilians.

S-No, that wasn't on the docket.

J-So I think we can discount that one. I don't think that's what happened.

S-I think we need to discount the next one too. But go ahead and tell people.

J-Oh, yeah. Well, this one has been floated also that there was a German agent or agents on the ship, and they committed sabotage. They basically planted a bomb or numerous bombs.

D-No.

J-Yeah.

D-Steve has his notebook out, but I'm not sure if it's about this one or the next one.

S-Oh, it's for the next one.

J-Oh, ok. Yeah.

D-Good. So he's...yes.

J-Ok. So anyway. So they plant time bombs, sabotage the radio, hop in a life boat, and row away and then the ship goes 'blooey' and goes down.

D-No.

J-Yeah. So, yeah, I don't think so either.

D-Also, what did they do with the life boat?

J-What did they do with the life boat?

D-Yeah.

J-Uh, they, uh, got to somewhere...

D-And sank it?

J-...and then they sank it.

D-Yeah, maybe.

S-Burned it?

D-Burned it maybe.

J-Or maybe that was that wreckage that that guy found on Gun Cay two years later.

D-'Cyclo.'

J-The Cyclo.

S-Did they take some white paint, trying to paint over the name, but they didn't have enough?

J-Yeah.

S-They left the extra can on the ship.

D-Maybe.

S-Yeah.

D-Yeah, no. What's next?

J-Our next one is actually a little more credible. This essentially is that a combination of things, bad weather, poorly loaded cargo, and just bad design, caused the boat to roll over, take on water and just sink suddenly.

S-Uh huh.

J-Yeah. And that was the US Navy's official theory pretty recently after that, but although, they have stressed that they don't really know. First of all, the Cyclops was overloaded. It's believed that the cargo was not well trimmed and that there was...

S-Explain to people what you mean by 'well trimmed.'

D-Yes please.

J-Oh, yeah, well trimmed. Yeah, well trimmed. When a ship is out of trim it means that, uh...well in this case...

S-It's tipping forward or back, left or right.

J-Exactly. The ship is not...

S-It's not sitting centered.

J-...balanced. Yeah, exactly. Balance, it's the same thing by trim. All these nautical terms, yeah.

S-One thing that people point to is, this is another thing that Worley get's a bad rap for, is he was known for being a jerk, and locking up or confining to quarters the experienced man...

J-Uh huh, yeah.

S-...as retribution for some slight, and putting the guy who wasn't very good at the job in his place.

J-Yeah.

D-Hm.

S-So there's, you'll see people say that was directly his fault, but we don't know that for sure.

J-Uh huh. Yeah, I heard it both ways. I've heard, like for example the Wikipedia page on this particular thing claims that the guy who would have been in charge of supervising this, who was much more experienced in supervising the loading of the manganese coal [sic], was confined to quarters, and a much less experienced crew member was actually supervising the loading. But then I heard from another very credible source that the Cyclops was loaded under the supervision of Captain Worley

himself, and also a guy from the Brazilian Coaling Company named Manuel Pereira, and you know...

D-Uh, I guess I'll just bring up quickly that just because you're the captain of a ship doesn't mean you know how it should be loaded.

J-Yeah, true. Although this guy...

D-I mean, I don't know that necessarily a pilot of a plane could look at a cargo hold and be like "Yeah, that's right."

S-Well, the one thing that I will point out about Worley is that he had been doing this job long enough that, you know, like we talked about before, there was the failed mutiny and all of those things that happened, and he had been brought under scrutiny. But he never got kicked out of his job for the very basic reason of nobody else could fill his shoes. Nobody else knew how to pilot, or I shouldn't say pilot, but captain this particular brand of beast.

D-Right, but just because you know how to drive the thing doesn't mean you know how to load it.

S-That's true.

D-Just as a side note.

S-I'm not going to disagree with that.

J-Possibly true.

D-I'm not going to say either way, cause I've never had to load a cargo ship (Steve laughing).

J-Yeah, I haven't either.

S-I can barely load stuff in my car.

D-I don't know, but yeah it's that same thing, right. It's like I don't know if just because you can captain a thing, if it means you know what it would look like when it's loaded right. So just, even if he did oversee the loading of it, doesn't necessarily mean it was loaded right.

J-Yeah. No, not necessarily, no. And again, most of his experience was, and this guy named Manuel Pereira [stumbles over name], uh, of the Brazilian Coaling Company, those guys were used to dealing with coal, and not with manganese.

D-Uh huh.

S-Which is a completely different critter.

D-Totally.

J-Yeah, manganese is twice as dense as coal, which means that normally, if you fill up the hold of the Cyclops, you're filling it all up, you're filling it all the way up with coal.

D-Right.

J-And so cargo shifting is not a problem. But since you're only filling it up half way, or maybe two-thirds at the most, then the cargo has room to move around.

D-This may be a silly question, but coal, I assume, is like bricks of coal, right?

J-Well, it's like rocks.

S-Chunks, yeah.

D-And manganese, how is that transported. Also chunks?

J-Yeah, chunks. Yeah.

D-Ok. Sure.

J-Yeah, chunks of ore.

S-But it's not going to fill the entire space. It's going to have the ability to shift.

D-Right, right.

J-And I should also mention something else. The ship was top heavy, because of the superstructure. All that whole framework, and the cranes and everything like that. That's a lot of weight really high up in the air.

D-Yeah, absolutely.

J-Yeah, and so...

D-In rough seas, like you might expect in the Bahamas.

J-Yeah.

D-Bermuda Triangle.

S-This makes me, if you try to understand what the problem is, have you ever seen the drinking bird?

J-Yeah.

S-That silly little thing that people have on their desks which is water on the bottom and then a tall, long tube and then a weight on the top that's the head.

D-Yeah. But nobody has those on their desks anymore, but yes.

S-Ok.

J-Yeah, that was a thing 20, 30, 40 years ago.

D-40 years, yeah.

S-Ok, I have one. Shut up. The point is that this, the way this ship is with that weight only filling part of its hold, is exactly like the drinking bird. If you tap the bottom, it's going to very easily roll because there's a ton of weight up high and a ton of weight down low, but nothing in the middle to stabilize.

J-Yeah. And uh, it's just nobody knows exactly how well they did...how well they loaded..

D and S-Yeah.

J-And I've got a quote here. This guy named Alfred P. Reck, R-E-C-K, wrote about the wreck.

S-Tell me he, does he write about undersea wrecks?

D-Shipwrecks?

J-Yeah, well he wrote about this wreck.

D-Of course.

J-Yeah, he wrote this long article in the June 1929 issue of Popular Science called "Strangest American Sea Mystery Is Solved At Last."

S-Longest article title ever in Popular Science.

J-Yeah.

D-No, not even a little.

J-So he actually got access to Navy documents from the investigation, and he quotes from one report, quote "10,835 tons of manganese stowed direct on wood dunnage on bottom of hold. Reports differ on whether cargo was trimmed level or left somewhat higher in the middle. Inclined to latter belief. Vessel also had 4,000 tons of water, mostly in double bottom. So far as ascertained no steps taken to prevent increasing of metacentric height governing top heaviness, and this must have been considerably increased." Unquote.

D-Yeah, that's not a good way to load that.

J-Yeah, I know. That is the big question. He seems, this investigator...

S-So basically he's saying the weight was put at almost the water line? So that it would make the center of the ship the pivot point? Is that what that says?

J-Well, I think what he is saying is that by piling it high in the center, because if you just dump it in there and you don't spread it around, and you've got it higher in the middle than the sides...

S-Ok, so it's a cone, almost.

J-And that raises your center of gravity.

S-Got it.

J-Yeah, and I think increases also the possibility of cargo shifting.

D-Uh huh.

J-Because if it was...

D-Well, and it's unsecured, right? We're saying, basically in my image, right, they have this big old hold that's just like a tub.

S-Big old cavity.

J-Yeah, with a pile of ore in it.

D-With a pile of ore in it, and they're like "Yeah, it's fine. Whatever. It's cool." And, you know, if it were full, and you would have your canvas over it or whatever, if it were coal.

J-Yeah.

D-Right? It's not going to shift around really that much.

J-No.

D-Fine. But if it's only half full, you say "Whatever, throw the canvas over it." You hit a wave, most of it goes flying one way or the other...

J-Yeah.

D-You're out of luck. Like, that's bad news.

S-You're out of trim, you're gonna roll.

D-It's really bad news, especially if you're top heavy, cause you're just gonna keep going.

J-It kind of depends too, I mean, there's such a thing as rogue waves.

D-Yeah, if you hit a rogue wave, you're done. Done!

J-If a rogue wave hits you broadside, and um, also again, the other thing we don't know is what kind of shape their functioning engine was in. I mean, it could have quit and if you're in a storm and heavy seas and suddenly you've got no power, you're really screwed.

D-Even if you only have half power, even if you only have power on one side.

J-Yeah, that's true. It'd be hard...

D-And a rogue wave hits you on the other side, and all your cargo goes "whoops."

J-Uh huh.

S-So let's talk about the storms, cause I've heard conjecture that there was and was not storms...

J-Yeah.

S-...during their time. So what is the official, the official prognosis? Was there storms along their route?

J-Yeah, there was a storm. There was most definitely a storm. I think that one of the guys that has put out this idea that there was, that it was all calm and sunny and nice, is this guy who's name eludes me, and besides which I don't want to give him publicity anyway.

S-Ok (laughing).

J-But, he was promoting the whole Bermuda Triangle, you know, scary stuff...

S-Oh. Ok, I'm fine with ignoring that, then.

J-Yeah. So he's all like "It was calm and sunny," but no, it was well documented that storm warnings went out late on March 9th, 1918. March 10th, the winds got up to, like, 60 miles an hour. Swells were huge. This was reported, again, by that molasses tanker that we were talking about, the Amolco. They passed through the same storm, and the captain himself said that he was certain that that storm sank the Cyclops. His boat, or I shouldn't say his boat, his ship, the Amolco, suffered \$150,000 in damage from the storm, and again, this is 1918, so that's real money.

S-Yeah.

J-I know it's chump change today, but (Steve laughing).

D-That's real money then, yeah.

J-That's real money back in those days. Yeah, so there was a storm.

S-So let's talk about the storm angle here for a second. So one of the things I wanted to talk about with the storm is for ships that are this big and larger, I started doing some research on cargo container ships, and I've heard about this, but for the life of me I couldn't find the name of the ship or the suit that was involved with it. But the common perception and understanding of how to deal, in a large ship, in a big storm, is to stay in the trough. You don't want to be, you know, running up and down the peak of the wave, you want to try to stay in the troughs as much as possible.

J-It's kind of hard to do that sometimes.

S-It is hard to do that, but to a degree it prevents, you know, cargo container ships, they're super crazy tall, and they don't want to roll around. And so there's ways to go about that, and there was this conception of the best way to do it. And this was, I think, five or ten years ago, a ship went down and the insurance company was like "No, we're not paying out your claim. Your guys obviously didn't do what they were supposed to." So they got some very smart people involved who started figuring it out, and what they determined actually happened is, if the winds are at the right speed, and the waves are actually the right duration apart, the common way to approach, of trying to stay in the trough, doesn't

work. Instead it creates this frequency of roll, which very quickly escalates, and will roll a ship over. So it's a thing that, you know, everybody on board is not aware of. It just, a little bit, a little bit, and then it just builds and accelerates, and will roll a ship.

J-I've heard about this phenomenon, yeah. I know what you're talking about, yeah.

S-And so that's why I wonder with a ship that's as top heavy as the Cyclops...

J-Yeah.

S-...in a sea where they're like "Oh no, we definitely don't want to be rolling over the top of that big wave and back down the next one. Let's try and stay in between them." They could have gotten themselves into a scenario where that frequency would have happened and would have rolled the whole thing. Which would then explain "Everything's ok, everything's ok, we're on our side, and we're under."

J-Uh huh.

D-From my time on a cruise ship (laughing).

J-Oh, going to play the cruise ship card again.

D-Yeah.

S-In Devin's nautical experience.

D-Yeah, in my nautical experience, yeah. No, one of the things they train you about is, like, if you're in rough seas, if you start taking on water, you're SOL. An inch of water, is what they always told us, and this could be totally wrong, but all it takes is an inch of water on your, like, middle deck, and as soon as that starts hitting, you're...

S-It's going to increase its roll.

D-It's going to increase it so much. So they always said to us, yeah, the most effective way to survive a storm is to drive around it.

J-Yeah, run away from it (laughing).

D-If there's a storm, you run away as fast as you can.

S-Oh yeah, no, I'm a coward, I would run away every time.

D-You absolutely do. But you just go, you try to hit as far as the edge as you can, and then you just kind of just try to ride it out.

S-But if you can't...

D-Right. But the other thing that I will say is that from where they were going, especially since they were in the Bahamas, right? It was documented they were?

J-They were in Barbados.

D-Barbados. I mean, it's not like wildly open seas out there, you know.

S-No.

D-It's one thing if you're doing an Atlantic crossing and you're like "Ok, we're screwed."

J-Yeah.

D-"There's this huge storm. We're going to ride the trough and just hope for the best." But it's another to be going up the Atlantic coast, like...

J-Well, they weren't going up the coast.

S-But they weren't going up the coast.

J-Actually, Barbados is actually...

D-They just go straight up?

S-Is almost directly south of, um, Maryland, of Baltimore. It's almost. I mean, it's not exactly.

J-Yeah.

D-But you don't necessarily, I mean there are shipping lines. Like you don't...you're not just like "There's a straight line here, so we're going to take that." You ride the currents.

J-Yeah, I'm not sure exactly what...

D-And I don't know what it was...

S-I don't know what their course was, exactly.

D-But I would guess it's not, let's go all the way out to the open sea then back in.

J-They would have been pretty much out in the open sea, but you know, they could have gone straight as an arrow, they probably sort of veered towards the coast and went up...

D-Uh huh.

J-They weren't, like, hugging the coast.

D-No, no, no. I don't mean like right up on it.

J-They were in the open ocean.

D-But they also weren't like, 70, 80, 90, 100 miles out.

J-Uh huh.

D-In the middle of the ocean where you can't go around things. You can't just drop anchor and try to ride it out. Or whatever you do. But it is, it's one of those things, just like, once you're out there you're out there, and you're done.

S-Yeah. They could have very easily run around the storm. But then again, they may not have had the power to run around a storm.

D-That's totally true too.

J-Yeah.

S-On a single engine, they may have looked at it and said "Ah hell!"

D-Yeah, but, as I'm saying, you know, if an inch of water will make a difference...

S-Oh yeah.

D-...imagine what a half full hold of really dense material will do for that. If it's swaying back and forth, you're done.

S-Uh huh.

J-Yeah, I don't know, yeah.

D-And the waves don't even have to be that big. They really don't.

J-Yeah, I know. It's been said that if you get water into the hold...

D-You're done.

J-And you get water in the hold, apparently it makes the manganese much more slippery...

D-I bet that's true.

J-And it becomes a slurry, and it'll just slide back and forth.

S-Just turns into gel, basically.

J-Yeah, not quite that, but still.

S-Well, essentially.

D-Yeah.

J-It'll be a lot more mobile that it would be if it was dry.

S-Yeah.

J-Ok, so the cargo shift, rogue wave, top heavy, all that stuff. That's that theory. Any more thoughts, you guys?

D-No.

S-No. I mean...

J-I mean, this is actually a viable theory, it's one of the more viable theories I've seen.

S-The rogue wave slash cargo shift?

J-Yeah yeah.

S-Yeah. Well, and by the way, did we...we didn't say what a rogue wave is.

J-Yeah. A rogue wave is, like, this wave that kind of had a bad upbringing (Steve laughing).

D-Ha ha. Grew up on the wrong side of the tracks.

J-Yeah, exactly. Yeah.

S-No, rogue waves are just out of the blue, abnormally large...

J-Absurdly high, yeah. And they happen.

S-They do!

J-They do. Yeah. I mean...

S-But, you know, if you're not expecting it, and it suddenly washes over the deck of your ship, it's gonna cause a lot of problems.

J-Oh yeah. And they do happen, and so, especially in things like storms, you get big waves, and you get a few that are extra big waves.

S-Yeah.

J-All right, so much for that theory. I think it's a very strong possibility. But let's look at our last theory, which is that it was a design flaw in the ship itself.

S-Which has some good legs to stand on.

J-It kind of does, yeah. There was...as I said earlier, the ships in the class, there were four of them, they all met a bad end. One of them, the Jupiter, was converted to an aircraft carrier and it became the Langley, and it was the first aircraft carrier built by the US Navy. It was damaged by a Japanese attack in World War Two, in 1942 in the Pacific. And it was scuttled by the crew. So there's no mystery there. But the other two, Proteus and Nereus, left St. Thomas, Virgin Islands in November and December 1941, respectively. They were both headed to Canada with loads of bauxite ore, and both of them vanished without a trace.

D-Also.

J-Also. Just exactly like the Cyclops. They just vanished.

D-But they're somehow not mysteries.

J-Yeah, I'm seeing a pattern there. Uh, yeah, for some reason the Cyclops is the big mystery, but the Proteus and Nereus...

D-Interesting. Is it because they had, like, a racist thing? Like it's because they had a German captain? The Cyclops?

S-That could be part of it. Now, bauxite is used to make aluminum, and it's not nearly as volatile under wet conditions as manganese, is that correct?

J-I have no idea, to be honest with you.

S-Ok. I remember reading about bauxite, just because it was weird and it related to last week's episode with Bob Marley cause it's something that comes from Jamaica.

J-Yeah.

S-But I didn't remember if there was the slurry effect with it.

J-Yeah. This I'm not really sure about.

S-Ok.

J-But it has been suggested that maybe the cargo shift isn't the deal, and maybe what it was is they all suffered catastrophic structural failure due to corrosion from coal dust.

D-Oh.

J-Uh huh. Yeah.

D-Yeah. Actually.

J-Yeah, exactly. Yeah.

D-Right. Ok.

S-Cause it's kind of bad and nasty and toxic.

D-Yeah, yeah. Ok. So you said that you found a quote?

J-Yeah yeah yeah. I found a quote from a study called 'Corrosion of Mild Steel by Coal and Iron Ore' which is this quote, "A pronounced increase in corrosion rate was observed adding moisture content between 60% and 80% of the maximum water holding capacity for all samples. The corrosion rate was also observed to increase with decreasing particle size distribution." Meaning that the finer the dust, the

nastier the corrosion. And you're going to find a lot of moisture and a lot of coal dust on the Cyclops, and also on the Proteus and Nereus.

D-Uh huh.

S-They were all called "floating rust buckets."

J-Yeah. And they weren't that old.

S-No.

D-Yeah.

J-They weren't that...but yeah, a crewman that was on the Cyclops who was, got off of it before they sank...

S-Lucky man!

J-Yeah. Said it was in terrible shape.

D-That would also explain maybe why an engine, you know, at that point...

J-Yeah.

D-If something had corroded there.

J-Yeah. And there have been other instances of not just ships in this class, but freighters snapping in two. And these three boats were, or, excuse me, ships, were very long, and...

S-Now how did they...

D-The hold was in the middle.

J-Yeah.

S-And how did they seal the hold?

J-With canvas.

S-Oh god (laughing).

J-So you know, obviously the water got in there, and mixed in with the coal dust, and rusted the hell out of everything.

S-Every time it rained.

D-Yeah.

J-Yeah. And so between the, between it being structurally compromised and going through really heavy

seas in a storm, it's not hard to imagine it snapped in two.

D-No, not at all. Yeah, absolutely.

J-Yeah. Bam!

D-Which isn't something you really want to think about if you've ever really been on any kind of ship.

J-Yeah.

D-In rough seas.

S-Any kind of vehicle I don't want to think about corrosion and snapping.

D-I don't either. That's why we don't do that with coal anymore, right? We don't power our cars with coal anymore.

S-Uh that, and it turned out...

D-Shh, shh, shh.

S-Yes, Devin. That is exactly why.

D-Thank you.

J-Ok, cool. Good reason. By the way, cruise ships these days, they're not coal powered, I know.

D-No, I told you. They're electric. We plug them in.

J-But they have a ridiculously shallow draft, and I know they do this so they can get into harbors and stuff like that. But, I mean...

D-Some of them do. Not all of them. And there are stabilizers and there's lots of technology.

J-Oh really? Cause, yeah, I was just wondering about that.

D-But no, I mean, the bigger the ship, obviously the deeper...

J-Yeah.

S-The draft.

D-The draft. And uh, the ones that make the cross Atlantic journey have, are way...but you know, most ships don't do that. Most of the cruise ships these days just kind of hug the coast and stop at a lot of places. Even the ones that, uh...it doesn't matter.

J-Yeah, ok.

D-I know our listeners like to listen to me talk about cruise ships sometimes, but I'm not going to go

too far into it.

S-No, it's not that interesting.

D-No. I agree. They seem to like it, so.

J-One of these days we're going to have one of those cruise ship junkets, where you can take a cruise with the cast of Thinking Sideways Podcast.

D-Except it will just be Joe and Steve, cause Devin is not going back on a cruise ship (Joe laughing). I'm not going back in there, man! (Steve laughing).

J-Ok, we're going to hire an actress to play Devin.

D-Yeah, as long as it's Scarlett Johansson, I'm ok with it.

J-I'm all out of theories, unfortunately. I know you'd like to go on with this for ever. Do you guys have any more thoughts on this theory about breaking in two?

S-But this actually makes a lot of sense.

J-Oh yeah.

S-I mean, because if you think about it, ok, so we've got a compromised structure.

J-Uh huh.

S-In terms, because of the coal dust, and it's eroding everything. And if you're in heavy seas, and the waves are far enough apart, and they're rising so the bow and the stern are being lifted, but the middle of the ship is no longer supported by as much water, that weight is going to make it snap.

J-Oh yeah.

S-I mean, if suddenly the superstructure, the structure is weakened...

J-It's not gotta, but probably did.

S-It's much more likely.

J-And again, given that the two sister ships both disappeared equally as suddenly.

D-Yeah. I don't know. I guess...

S-Which would explain why nobody could radio.

D-I don't know. Does it, though? Like we were just talking about the Titanic. It suffered a very catastrophic event, and still it took hours for that thing to sink.

S-Once it snapped though? It didn't take hours.

J-Yeah, if it snapped in two, it went down really fast. Here's the deal...

D-How fast though? Like a couple minutes? A couple...

S-Well, it's not as if...

D-A couple seconds?

S-It's not a cartoon. It's not where it goes "whoop bloop" and it goes straight down.

D-Right.

S-It's gonna roll over on itself and the bridge is going to go under water.

D and J-Yeah.

S-Therefore no radio contact.

D-Yeah. Although if you're hitting seas that rough, maybe you, like...the last contact with the Cyclops right, was like "Yeah, it's good weather. We're good. Thank you!"

J-Uh huh.

D-Right?

S-"I've got a bottle of sherry. We're fine!"

D-It seems like the sort of thing where if you hit rough seas you would say like "Hey everybody out there in radio world, just so you know, it's really rough out here."

J-Yeah, I'm not sure exactly what the rules were, then. I mean...

D-I don't either.

J-Because it was wartime, and so you didn't want to be just broadcasting willy-nilly...

D-No.

J-Because a U-boat might detect the transmission and zero in on you.

D-But if you're on swells that big, you probably do want to let...

J-Yeah, I don't know.

D-Even you don't really want your enemies to be caught in something like that...

S-Well, I don't know about that.

D-And if a U-ship [sic] is out there even, they're going to get screwed just as hard as you are. They're

not going to torpedo you. They're going to be like "Well, I guess we'd better survive this thing for a couple minutes."

J-Yeah, I don't know. It could have...but remember also, radios weren't as reliable back in those days.

D-Yeah, no for sure.

J-And it might have been, like in the case of Joyita, maybe they had something out, like an antenna was down and they didn't even realize it. And they're busy broadcasting and nothing is getting out.

D-Absolutely.

J-It's possible.

D-Yeah. No, there are a lot of options here, and I'm totally happy to agree with you that is probably was some horrible mixture of rough seas and rust that...

J-Yeah, I think so.

S-That would be a great band name, by the way.

D-Rough Seas and Rust?

S-Yeah.

D-No, that's already my band name. I'm just, like, trying to sneak it in there.

S-Girl band name?

D-Yeah.

S-Ok.

J-So, the Cyclops was a huge deal back in, like, the 1920s. It was one of those huge unsolved mysteries that just captivated everybody's attention. And eventually...

S-Well, cause it's kind of like the Titanic. It's too big to sink.

J-Yeah, I know. And then it sort of faded, and then along came this whole idea of the Bermuda Triangle. Back in the 1920s and 1910s, nobody knew about the Bermuda Triangle. It didn't exist.

S-Nobody had invented the story...

J-Exactly.

S-So, of course not.

J-Yeah, and so interest in the Cyclops got revived because of that. And so it's still with us today. I mean, I found articles from 2015, 2014, 2013, on the internet about it. People are still writing about it.

S-Wait, about the Cyclops or the Bermuda Triangle?

J-About the Cyclops.

S-Oh ok.

J-About the Bermuda Triangle also.

S-I was going to say, we're never going to get rid of that story, with the Bermuda Triangle.

J-Oh no. But yeah, they're still writing about it. And the thing that really revived it was all this interest in the Bermuda Triangle.

S-Got it.

J-And the Cyclops, you know, as far as we know, wasn't even in the Bermuda Triangle when it sank.

D-Yeah.

J-If indeed it sank. It might indeed have been transported to Germany or picked up by the Martians.

D-I was gonna say or...

S-Or might have been in the Bermuda Octogon.

J-Yeah, it could have been (laughing).

D-It could be in the vast oceans of Mars.

J-Yeah, it could be.

S-Curiosity.

J-Yeah.

D-Well, isn't it Neptune that turns out is totally water, under the surface? It's a thick crust of...

S-No, that's not Neptune. It is a moon. It's Io.

J-Is it Io?

S-It's Io. Io is all ice on the top and liquid underneath.

D-It's probably on Io. It's probably there.

J-It's nice to know that we've got a fresh reserve of water if we use up all the water on Earth.

S-Yeah.

D-If?

S-How the hell did I remember that? I don't know. Anyway, are we done? Did we have more here, or what's going on.

J-No, that's it for the theories. You know, I think that one of these days the wreckage of the Cyclops will be found. We have a pretty good idea where it is, although maybe...

S-I actually doubt that, Joe.

D-You don't think it's in the Marianas Trench?

S-If this thing was as much of a rust bucket as they say it was when it went down, to the point that, let's just say it snapped in half, that steel is so compromised I can't see it surviving another 50 years in salt water.

D-[singing] Near. Far. Where ever you are (Joe laughing).

S-What was that?

D-'My Heart Will Go On'' (Steve laughing)

J-Good job.

D-No?

S-No.

J-I'm glad we got that on tape.

D-I'm sure, just like the Titanic...

S-No, Celine.

D-Just like the Titanic, we will find the Cyclops.

J-We will.

S-[sighing]

D-If it's near or far. Where ever it is.

S-Ok.

D-My heart will go on.

J-I was going to just ask our listeners to just start a Kickstarter campaign to raise funds...

D-For us to go.

J-For us to go, because we have the latitude and longitude of where Dean Hawes saw his wreck.

D-Yeah. You know what, no,no. We have to go further than that. We have to go to all the different cays in the Bahamas (laughing). We gotta go to Brazil!

S-I'm actually ok with that.

J-Yeah, that's a good point.

D-I'm just saying, whatever he saw, I don't care. We have to start at the source.

J-I think you're right. So you guys raise some more funds (D and S laughing).

D-Additional to that, yeah. Send us to Brazil.

J-Yeah, and some extra for like, waxes and stuff like that. And bathing suits.

D-Oh yeah, we are a hairy bunch, that's true.

J-Yeah, for sure.

D-Except for Steve head.

S-Yeah, I was like "Oh thanks, oh damn."

D-You're welcome. We can wax your head.

J-All right. What do you want to go for? You want to go for the Doctor, you want to go for breaking in two. I think we've got a clean one on breaking in two. So after breaking in two...

D-Yeah, the Doctor.

J-The Doctor.

D-I always go with the Doctor.

J-Yeah, me too.

S-I think it rolled.

J-You think it rolled?

D-You're no fun.

J-You don't think it broke in two?

S-I think that it may have begun to break once it rolled, but I have a feeling...I just feel like it rolled over.

J-All right. Well, my second theory after the Doctor is breaking in two.

D-Mine too.

J-Yeah. Structural...

D-Or rolling over.

J-Nah, I'm going to go with a design flaw.

D-Yeah.

S-Ok. Well we've obviously settled on an exact answer.

D-Yeah, the Doctor.

J-All right. Yeah, the Doctor. Uh yeah, so you're outvoted two out of three.

S-Doctor Who?

J-Yeah. Doctor Who. Enough of this tomfoolery. So folks, if you don't know where to find us and get your episodes, we are at thinking sideways podcast dot com. Where you can download episodes, and you can also leave comments, and we'll have links out there. We'll post some links to this one, and also you can find us on iTunes. If you do, please subscribe and leave us a review and rating. Hopefully a really good review and rating. You can stream us from all over the interwebs. We are also on Facebook.

S-Of course!

J-Yeah. So like us, follow us, and join the group. We have a group out there, so that's where all the action is. And of course we are on Twitter. Who's not on the Twitter, right? That is Thinkin Sideways. Not Thinking, but Thinkin. And we're also, if you want to send us a message, we are on gmail.

S-The gmail.

J-Yeah. We are on the gmail. That's thinking sideways podcast at gmail dot com. We have a subreddit. I don't know how you find it. Good luck (S and J laughing).

D-Yeah. Good luck, everyone.

J-Good luck folks. And lastly we are on Patreon. So that's patreon dot com slash thinking sideways. That's if you want to support the show, and it's totally optional, of course. But if you want to pledge a certain amount per episode.

S-We do appreciate it.

D-We really do. Thank you.

S-Who is participating, thank you very much.

D-Thank you so much.

J-Yeah, there's a lot of people who have and we really appreciate it because we do have expenses, believe it or not. And bribes must be paid.

D-Yeah. We've got to pay off Theodore Bundy.

J-Yeah, pretty much. Theodore Bundy. Chupy has to be paid protection money.

S-Yeah, how come Chupy never made an appearance in this episode? Why is he not the culprit?

D-He doesn't want to be anymore. Did you miss that meeting? Did you miss that email thread?

S-Chupy doesn't talk to me anymore.

D-Oh.

J-Well, Chupy has an alibi. Uh yeah, Chupy was actually in Europe scaring the pants off the natives at the time.

S-Oh, ok [laughing].

D-Making them pee their pants.

J-Although, he might have farmed the work out, you never know.

D-Who knows.

J-There's no saying Chupy can't hire a subcontractor.

S-He could hire a contractor, you never know.

J-Yeah, exactly.

D-So are we done?

S-Ok, are we done?

D-We're done?

J-I guess we're done.

D-Yeah!

S-I'm glad we got to the bottom of this.

D-Ha ha.

J-Hey, this is a very solemn subject.

D-Can't be laughing about it.

J-Yeah, no [Steve laughing]. Everybody toodle-oo. Be careful what ship you get on. Like Leonardo DiCaprio. Look what it did for him.