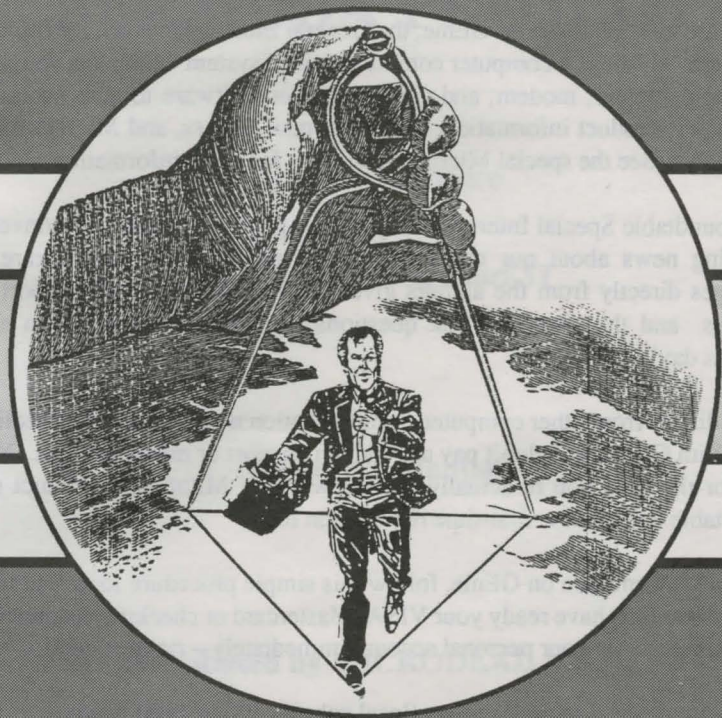


Bermuda Project



by Mirrorsoft

A Graphic Action Adventure for the
Commodore Amiga & Atari ST

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BERMUDA PROJECT

Arcade Adventure

for the Amiga and Atari ST

Reference Manual

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BERMUDA PROJECT

A MYSTERIOUS AND EXCITING RESCUE CHALLENGE AWAITS YOU!

Don't tell me - you were expecting a beautiful, hassle-free, relaxing vacation on a sun-drenched resort in Bermuda?! That is wishful thinking! Unfortunately, you are a passenger on a private charter flight from Newark, New Jersey to the island of Barbados in the West Indies when in-flight mechanical difficulties force your plane down onto an unknown isle in the Caribbean. Fortunately, you've survived the crash! But, once your consciousness has been restored and you realize that you are abandoned and alone, only then does your struggle for survival become paramount!

In your eyes, you are the sole survivor! However, as you will soon find out, you are not alone (This is both good and bad)! Therefore, it becomes your PROJECT to sustain your own life while attempting to find and rescue the remaining crew members. Somehow, you must discover a way to escape the evils of the isle and return safely home! But **WATCH YOUR STEP!** This PROJECT is extremely difficult to accomplish. Your task will require the mastery of skills that far surpass any "RAMBO-style warrior"! Your responsibility entails creativity, intelligence, determination and "guts"!

In this mysterious region, time is a forgotten dimension. Its inhabitants are quite isolated from the rest of the world; their civilizations have developed along unfamiliar lines. Their tools, machinery and way of life are utterly different to any we know.

If you are to avoid falling victim to the forces of the Triangle, you must escape this ultimate time trap! You will need help from its strange communities - but beware of their motives in assisting you.

The price of failure is a lifetime - and beyond - in limbo.

User Information

System Requirements

Bermuda Project runs on any Amiga computer with at least 512k of RAM as well as on the Atari ST computer with at least 512k of RAM. Also, in order for the arcade adventure to function, it can only be used with computers that support a color monitor, a mouse is also required to play Bermuda Project.

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LOADING INSTRUCTIONS

Atari ST:

Turn your computer on. Place the Bermuda Project disk A in the default drive of your computer and press the reset button. When the computer asks for Bermuda Project disk B, simply replace disk A with disk B and the game will then finish loading. The B disk will then remain in the drive throughout the entire play period.

Commodore Amiga:

Simply place the Bermuda Project master disk in drive DF0:, and then turn your computer on. The program will then autoloading.

WHAT TO EXPECT

After you have properly installed Bermuda Project into your system, all you do is follow the instructions that are presented to you. The program is menu driven, and all of your maneuvering capabilities are easily controlled by the mouse. Furthermore, convenient dialog boxes keep you informed of your situation and your available options throughout the adventure.

USING THE MOUSE

In order to properly play this exciting adventure game, you must be familiar with how the mouse functions. By depressing the right mouse button, all the available options for that particular situation will appear in the form of a drop box on the screen. Then, by maneuvering the mouse vertically while the right mouse button is still depressed, you can easily scroll through the choices on the menu. To initiate action, such as picking up the shovel or the hang-glider, follow the preceding instructions first and then, when your desired selection is highlighted, merely click the left mouse button. Knowing how the mouse operates is crucial for the Project ahead!

The Bermuda Triangle

A Legend Revisited

The mystery of the disappearing ships and aircraft from the area known as the Bermuda Triangle is one of the most well-publicized mysteries of modern times. The Triangle is generally considered to stretch from Bermuda in the north, southwest to the tip of Florida, and east to the Virgin Islands in the Caribbean, even though its boundaries are fairly flexible.

Reported disappearances without trace of air and sea traffic have occurred regularly since 1945, when five U.S. Navy planes vanished off the coast of Florida. Things then took a sinister turn when one of the search planes sent out after the five also failed to return.

What has incited special interest in the disappearances is that frequently no wreckage and/or bodies have ever been recovered from the sea. Second, the disappearances have several times occurred either shortly after the pilot or captain has apparently radioed land to say that electronic apparatus is malfunctioning; that they are in a strange fog or haze; or that they have lost all sense of direction. In the famous case of the Naval planes in 1945, the lead pilot radioed Fort Lauderdale to say that they were completely lost and could not tell which direction they were heading in. This might not be surprising in a novice or inexperienced pilot, but the leader of the five pilots, Lieutenant Charles Taylor, reportedly had over 2,500 flying hours behind him.

While much has been made of strange lights, mists, or apparitions apparently seen by pilots and ship captains shortly before vanishing, conversely, emphasis has also been placed on final radio calls saying all is well, skies are clear, arriving in a few minutes, in a number of the missing without trace incidents.

In all, since the 1945 disappearance, there are up to 20 incidences of missing aircraft, and 10 or so of missing ships, which have been chronicled and are generally considered by supporters of the unnatural mystery camp to be directly attributable to the inexplicable Bermuda

Triangle effect. Six ships which vanished prior to 1945 have also been included, retrospectively, in the roll call.

Aside from the five TMB Navy Avenger Bombers and the PBM Martin bomber sent to search for them, two of the most well-known aircraft disappearances are that of the Star Tiger and its sister plane the Star Ariel.

The Star Tiger was a converted Lancaster bomber, carrying six crew and 25 passengers, flying from the Azores to Bermuda on January 29, 1948. Shortly before it was due to land, the pilot radioed Kindley Field's control tower to say that all was well, they were about 380 degrees northwest of Bermuda and would arrive on schedule. That was the last that was heard of them. A search and rescue party went out the next day and found not a trace, bar some boxes and empty oil drums northeast of Bermuda. A subsequent court of inquiry in London reported that "no more baffling problem has ever been presented for investigation...What happened in this case will never be known."

Almost exactly one year later, the Star Ariel set out on the Bermuda to Jamaica leg of a London to Santiago, Chile flight. The captain sent a radio message to Bermuda shortly after take-off to the effect that everything was fine. No further messages were ever sent. The Star Ariel had vanished! A search party of 72 planes covered the area for four days, but no wreckage or trace of the aircraft was found.

The disappearance of the Star Ariel was particularly worrying, since it took place only three weeks after a chartered DC-3 had also been reported missing (another well-documented incident). This time, from apparently only 50 miles outside Miami, according to a message sent by the captain to Miami Control Tower, he is reported to have said he could see the lights of the city as he spoke. The crew and 36 passengers all disappeared without trace, and again, no wreckage was found.

The discovery, in 1840, of the sailing ship Rosalie, drifting off Nassau in the Bahamas with only a cat and canaries (only a canary in some reports) on board, has invited many comparisons with the Mair Celeste. Of the crew and passengers, there was no sign whatsoever.

Regular reports of deserted ships, often with animals still on board, have been made since, culminating a century later in 1944 when the Rubicon, a Cuban freighter was found off Key Largo, Florida. Crew and lifeboats were missing, only a dog being found on board.

In 1973, the 20,000 ton cargo ship Anita vanished between Newport News and Germany - a rather wide area, but it is thought to have sunk northwest of Bermuda. However, the Anita had a sister ship, the Norse Variant, which followed the ship two hours behind. It also sank, but a survivor reported that a sudden and very severe storm with exceptionally heavy winds and high waves had blown up about 100 miles east of Cape May on the U.S. coast.

Storms, of course, are a natural phenomenon. It is the apparent breakdown of controls, especially compasses, and the lack in a number of cases of any wreckage being found, which has given rise to inventive folklore. Some who survive strange happenings in the Triangle have added considerably to its reputation with tales of time warps - a National Airlines 727 flying to Miami apparently disappeared from radar screens for around ten minutes; when it landed, the crew checked their watches and discovered they were each running ten minutes slow.

Other reported experiences include compasses spinning wildly, tow boats disappearing, enveloped in fog while everywhere else is clear, shining lights on the sea, "white-out" - where sea and sky merge into one - and blue-green hazes or a glow on water or in the air. Add accounts like this to the lack of wreckage and sudden disappearances and it is hardly surprising that many explanations rely on supernatural or science fictional scenarios.

Theories have been considered and published worldwide that people on these ships and planes have been kidnapped by the crews of UFOs. Alternately, that they have been kidnapped by the citizens of an advanced underwater civilization living in the depths of the Caribbean. Other explanations include the "hole in the sky" (in the sea for the ships) which craft can enter but not leave; that under the sea there is a vast but hitherto undiscovered electronic installation, a remnant of an extinct civilization, which sucks the vessels in; even that concentrated magnetic fields in the area have rendered the craft invisible.

The appeal of the legend of the Bermuda Triangle, or Graveyard of the Sea, or HooDoo Sea, as it is sometimes called, has much to do with the fact that it is a modern-day mystery. Technologically advanced electronic equipment and scientific knowledge appear powerless against unknown forces. In days gone by, those forces would be attributed to witchcraft; today, people prefer to believe in visitors from other planets. It is no coincidence that reported sightings of UFOs are higher proportionally in the Triangle area than anywhere else in the world.

There is no doubt that the area covered by the Bermuda Triangle lends itself to science fiction. The Caribbean, Florida and Bermuda are popularly thought of as holiday paradises with weather to match, but in fact the weather can be extremely unpredictable, with storms, high waves, mists and thick clouds blowing up out of nowhere.

The sea, as well as the powerful warm Gulf Stream current, which flows at about 4 knots per hour and which can therefore carry wreckage right out into the mid-Atlantic, also contains many counter currents and sub-currents. The area around the Bahamas is known for its whirlpools, created by strong currents around the "blue holes", a series of cave and tunnel mazes in the limestone rock of the sea floor created millions of years ago when the area was still dry land. Tornadoes over the sea and sudden tidal waves are well-known at certain seasons, caused not only by currents and wind, but also seismic disturbances.

Clear Air Turbulence (CAT) is often found at the edge of the Jet Stream, an air current flowing from southwest to northeast off the east coast of the U.S.A. This can throw small planes all over the sky and possibly, at its worst, break them up.

The Bermuda Triangle is also one of the only two places on earth where the compass points to true north rather than to magnetic north, which has certainly confused navigators and pilots in both the past and the present. The other place is the "Devil's Sea", off the eastern coast of Japan, which is just as notorious as the Bermuda Triangle for mystery losses of ships and planes - so much so that the Japanese Government ordered an inquiry in 1955, and has subsequently declared it a danger zone.

Add to this closeness of the Sargasso Sea, on the eastern borders of the Triangle, which has a folklore all its own, and you can see how easily the area fits its air of mystery. The Sargasso is a large area in mid-Atlantic, notable for its lack of currents, between the Gulf Stream which flows past to the north, and the North Equatorial Current. The Sargasso gets its name from the abundance of Sargassum seaweed which smothers the area. With no current to take it anywhere, the sea appears stagnant, and in the days before motorized engines, mariners used to dread being becalmed on the Sargasso, with its attendant legends of monsters, especially sea serpents (it's a main spawning ground for European and American eels), and rotting hulks of ancient ships.

The Bermuda Triangle theory grew in notoriety from that one incident in 1945, but there was an explosion of publicity in 1974, when Charles Berlitz's book *The Bermuda Triangle*, was published. It became a best seller, selling around 10 million copies worldwide.

Berlitz's book promotes the unnatural and mysterious forces viewpoint. The first half chronicles the disappear-ances, both before and after the 1945 incident. In the second half of the book, he details a number of the theories which have been put forward, devoting one chapter to the dull, "no mystery" advocates, and four chapters to the supernatural argument. Luminaries such as J. Manson Valentine, an oceanographer, and the late Ivan Sanderson, a writer, are quoted at length, particularly Valentine, who is credited as a collaborator in the book's authorship.

Sanderson was a supporter of the advanced underwater civilization theory. He also devised a word map showing twelve areas where most "magnetic space time anomalies" have occurred including the Bermuda Triangle. All are stored at around 36 degrees north or south of the equator (except two which cover the north and south poles). Sanderson reckoned that the Bermuda Triangle was the most well-known because it is the most heavily used by air and sea traffic.

Sanderson also noted in the case of the Rubicon that, if the crew had abandoned ship, it would be unusual not to have rescued the ship's mascot, the dog. He suggests that the crew was forcibly removed by

"entities who wanted only specimens capable of oral communication". Sanderson claims that while dogs, cats and canaries have been found on abandoned ships, parrots, which mimic oral communication, have frequently been missing as well.

Valentine suggests the "visitors from space" idea, but does not discount visitors from the depths of the ocean either. He hopes that they are either distantly related to the human race or at least advanced enough to be friendly and altruistic rather than aggressive.

Berlitz also quoted John Spencer, a student of UFO phenomena and U.S. Air Force veteran, as saying "since the disappearance of vessels or commercial airliners going in for a landing *cannot* happen according to earthly standards and yet *are* happening, I am forced to conclude that they are being taken away from our planet". Spencer's theory is that the disappearance can be attributed to space kidnappers, possibly interested in monitoring the development of our civilization, or wishing to preserve human specimens before a world nuclear war.

Berlitz's own preferred theory is that a vast solar crystal exists at the bottom of the sea, and once was the main power supply for the lost city of Atlantis. The crystal is activated when planes and ships pass over, sending their instruments haywire and pulling them into their doom.

The book, despite its newspaper serialization and the fact that it popularized the Triangle legend, was heavily criticized in press reviews, largely for stressing supernatural explanations at the expense of some of the more rational arguments, which are given only lip service in its pages.

Berlitz also wrote a second Bermuda Triangle book, *Without a Trace*, which goes into greater details but in fact covers much the same ground as the first.

Perhaps unsurprisingly, the U.S. Coast Guard in Miami is not too impressed with talk of space kidnapping and undersea civilizations, preferring to point to the extraordinary weather conditions which can blow up with-out warning. The Coast Guard attributes the losses to

environmental factors and human error, including inexperience and disorientation caused by the true north reading on magnetic compasses.

The science fiction explanations put forward in Berlitz's book were "debunked" at length by Lawrence Kusche in his book *The Bermuda Triangle Mystery - Solved*, which appeared a year later. Kusche's work was received much more favorably, although it is an indication of the relative popularity of other worldly versus dull explanations that Kusche is now out of print whereas Berlitz's original *Bermuda Triangle* is still available.

Kusche, like the Coast Guard, feels the disappearances are generally due to abnormal weather conditions and the inability of inexperienced pilots to cope. The lack of any wreckage he attributes to the prevailing currents, particularly the Gulf Stream which will carry remains far out to sea.

Kusche gives detailed counter-explanations for many of the incidents described by Berlitz, dealing at length with the case of the five U.S. Navy pilots, the disappearance of which largely began the tradition of the Bermuda Triangle.

Kusche refers to the U.S. Navy's 500-page report on the disappearance, and says that many of the final radio messages quoted by Berlitz (particularly a last one from the flight leader apparently saying "Don't come after me-they look like they're from outer space") were an invention.

Kusche's explanation is that the patrol got lost because the leader's compass failed and he couldn't tell if he were east or west of the Florida peninsula. Kusche goes on to point out that the other four pilots were students, and that the leader himself was new to the area. The patrol repeatedly searched east and west for land, but since they were actually over the Bahamas rather than Florida, they didn't find it. When they ran out of fuel, it was dark and the sea choppy; there was little chance they could survive for long or be rescued.

Kusche also produces an eye witness who saw the rescue plane, which failed to return, explode in mid-air.

A postscript to the Five Avenger Bombers case is a newspaper article from 1987 which reports the discovery of wreckage thought to be one of the U.S. Navy planes. It was discovered 20 miles west of Key West, Florida (note, *not* the Bahamas), sunk into mud at the bottom of 33 feet of water.

As for the DC-3 which vanished within 50 miles of Miami, Kusche says that although the captain did radio Miami Control Tower to say that he was only 50 miles away, he did not say that he could see the city lights. Kusche goes on to say that pilots tend to underestimate distance when at the end of a long flight, that he could have been double the distance away and off course. He further points out that the plane only had one and a half hour's worth of fuel left in the tanks - not necessarily enough to reach Miami and land, if he were off course. It was three hours before search planes went out, and the fast Gulf Stream could have moved the wreckage some considerable distance by then.

The Bermuda Triangle Mystery - Solved also pours cold water on many of the "retrospective" ship losses which have become part of the legend. The Rosalie, he says, was in fact called the Rossini, and ran aground two weeks before being discovered off Nassau. The crew was all rescued - apparently the cat and canaries were not deemed worth saving.

As for the Rubicon, found drifting off Florida in October 1944, the New York Times reported at the time that the ship had been in port at Havana when a hurricane blew up and broke her mooring. The crew was on shore when the ship drifted out.

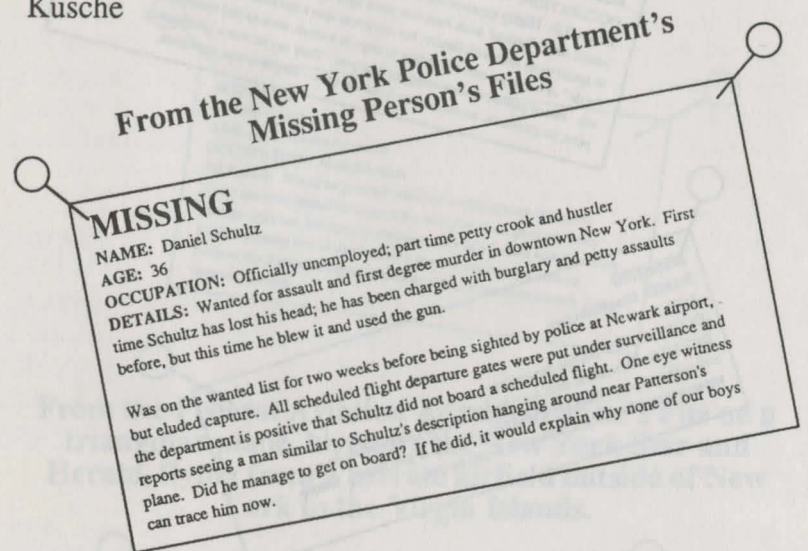
Whether you prefer to believe in science fiction style explanations or more unimaginative reasons for the Triangle's mystery, it is certainly not true to say that the area is "dangerous". Air and sea traffic off the coast of Florida and the Caribbean islands is heavy - one of the busiest air and shipping routes in the world - and made more busy by the large number of pleasure boats and private planes flying in the area. It is worth noting that the Chalk Airline, which operates a taxi service between Miami and a number of islands and has done so daily since 1919, has suffered no disappearances at all.

Further Reading:

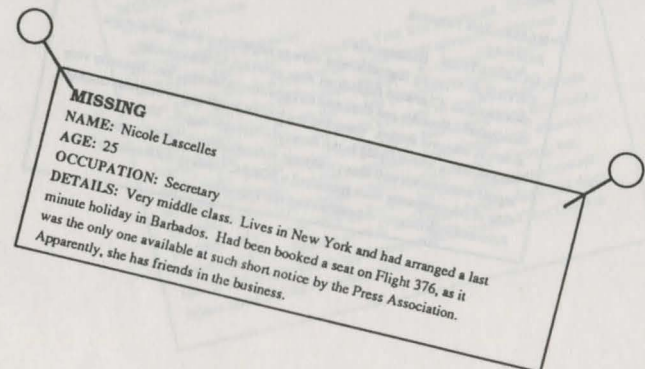
The Bermuda Triangle, by Charles Berlitz

Without a Trace, by Charles Berlitz

The Bermuda Triangle Mystery - Solved, by Lawrence Kusche



From the Federal Aviation Administration's File on the disappearance of private charter Flight 376 from Newark to Barbados.



MISSING

NAME: Don Quayle
AGE: 44
OCCUPATION: Airline pilot with Acme Chartered Enterprises
DETAILS: Highly experienced civil aviation pilot. Qualified 18 years ago, joined Asis. 'Retired' from Asis two years ago; apparently he wanted to spend more time with family, but there was also a question of his being "stale" or burnt out over his ability to cope in a crisis, such as bad weather, etc. Joined private charter company last year. They say he was a good steady pilot, no problems, no complaints from the crew - maybe it was just rumor.

MISSING

NAME: Gina Rodriguez
AGE: 24
OCCUPATION: Airline Stewardess
DETAILS: Stewardess with Asis; had flown with Quayle while he was still with company. Going to Barbados on holiday to join fiance'. Quayle apparently took her on as a stewardess to pay her fare.

MISSING

NAME: Jack Patterson
AGE: 44
OCCUPATION: Businessman
DETAILS: Visiting Barbados with view to negotiating takeover of sugar manufacturer. Founder and chairman of Patterson Industries, Inc. Recently very active in takeover market. Patterson is a known tough guy in business dealings, but also had a fear of flying in the Bermuda Triangle region. He knew the legend and theories well about magnetic aberrations and "holes in the sky". One of his companies once sponsored a SORAC (Society for Research into Ancient Civilizations) expedition into the Triangle.

MISSING

NAME: Matt Hickey
AGE: 25
OCCUPATION: Marine Biologist
DETAILS: Newly qualified, very keen. Research lab where he works is sponsored by Patterson Industries. Went out on a working holiday, with brief to bring back some coral specimens for his lab. Single, but his parents have been on the phone to us day and night.

MISSING

NAME: Lisa Ricelli
AGE: 29 (has been for years)
OCCUPATION: Model/Actress
DETAILS: Would be jetsetter with few visible means of support. Name has been linked for some time with pop star a good ten years younger than her, but there is also some talk of a liaison with Patterson. Visits Barbados two to three times a year for undisclosed reasons (believe the Narcotics Squad may have a file on her somewhere). Long divorced (twice).

From the Federal Aviation Administration's File on a triangular plane, hired by the New York Star and Herald, flying from a private airfield outside of New York to the Virgin Islands.

MISSING

NAME: Bill Benson
AGE: 26
OCCUPATION: Journalist
DETAILS: Senior reporter on the New York Star and Herald. Given three months sabbatical leave to investigate recent stories of mysterious disappearances within the Bermuda Triangle. A resourceful man, he was forced to book every seat on the one and only plane belonging to Triangular Airlines (on the Newspaper's expense of course) and set off into the Triangle. The Newspaper had planned a serialization using eye witness accounts from people who had experienced strange happenings within the Triangle. Benson was rumored to have his own reasons for going, but officially had a view of writing a book on his own impressions afterward. Apparently, he had an appointment with the Seventh Coast Guard in Miami scheduled for two weeks time.

*Letter accompanying report from the
Chief Investigator to the Federal
Aviation Administration*

Dear John,

I'm afraid it's bad news. We've combed the area by air and sea and came up with nothing, not so much as a piece of wing-tip, never mind black boxes. It's as though both planes had vanished into thin air. Mind you, the coast guards and the aerial reconnaissance boys have had all sorts of weather thrown at them. Sure, the Triangle's known for its cyclones, but recently, we've had some of the most changeable climatic conditions we've seen in some 50 years. One minute it's clear for 30-40 miles, and the next it's swirling mist and hurricane force winds.

Two more disappearances in so short a time aren't doing much for our PR. The whole of the main island and most of Florida is full of tales about UFOs, lost civilizations of Atlantis, inter-planetary kidnapers, you know, all that nonsense they were spouting back in the seventies. I don't mind telling you, John, I don't hold with spooks and all that stuff, but there is something creepy about that Triangle area. The compasses don't read right, the radio static is dreadful, and the wind and sea come right up at you from nowhere.

Air traffic control in all the relevant areas positively state that there were no distress signals of any kind from either plane. The pilot knew the area well enough and I'm surprised Quayle didn't radio in at all. He has been flying for a 15 years and should have been able to spot any trouble coming up. Anyway, we've seen the records and no one in the whole of the Caribbean heard sight nor sound of them.

Frankly, John, they could have gone down anywhere in an area of 720,000 square miles. It's full of islands and reefs, half of which don't seem to be on our maps - a real needle in a haystack job. With that sort of distance, it could be optimistic looking for wreckage, since the Gulf Stream will shift it right out into the Atlantic anyway. Still, it's all in the report, though I'm afraid it won't make happy reading.

Best Wishes & Good Luck

Kerri

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