

## PRF Case Study Review: "The Grey Ghost" (*R.M.S. Queen Mary*)

Bryan J. Williams  
*Psychical Research Foundation*



Quite often, ghosts and apparitions tend to be thought of in visual terms. Whenever people conceptualize a stereotypical encounter of the spectral sort (or even describe one that they may have had themselves), they most often speak about "having *seen* a ghost." But what about the other human senses? Can one simply "hear" or "smell" a ghost, for example?

The idea that an apparition can be heard may initially seem plausible in light of the fact that in some haunt cases, witnesses have reported hearing phantom noises which are suggestive of human activity, and which seem to have no overtly traceable source at the time. Such noises can include footsteps, voices, doors opening/closing, and the sound of objects being moved or disturbed in other rooms where no one is known to be. It seems quite possible that in a number of cases, these sounds may have had purely physical or psychological explanations to them. For instance, some sharp and heavy noises (which can include popping, thuds, and slams) can suddenly be produced whenever wood- or metal-based materials thermally expand or contract due to natural swings in the surrounding atmospheric temperature.<sup>1</sup> Other seemingly mysterious sounds may be the result of low-frequency vibrations and background acoustic noise being produced by such things as turbulent airflow through buildings.<sup>2</sup> At times, the listener's mind may trick the ear into perceiving these noises as being voice-like or as mimicking human action through the influence of auditory pareidolia.

Yet, there have been at least a few haunting cases in which the noises seemed to be more difficult to account for in purely conventional terms, due to their apparent complexity. These are cases in which the sounds seemed to reflect certain events that have previously taken place at the reputedly haunted site, as though they were psychic "echoes" of the past. Assuming for the moment that they are paranormal to some degree, could the sounds in these cases be considered a purely *auditory* apparition?

One case which seems to raise this question was investigated by the PRF's first research director, the late parapsychologist William Roll, in 1988, when he was asked (along with British

psychical researchers Tony Cornell and Howard Wilkinson) to look into the haunting phenomena that were allegedly occurring aboard the R.M.S. *Queen Mary*, the old British transatlantic ocean liner that is now permanently docked in Long Beach, California, to live out the rest of its days as a hotel, museum, and local tourist attraction.<sup>3-5</sup>

### The Witness Reports

Much of the phenomena reportedly experienced by various members of the staff and crew on the *Queen Mary's* upper decks seems to reflect its bygone seafaring days as an operating passenger ship; an experience reported by Carol Leyden in the ship's Promenade Café offers an illustrative example: She'd been working as a waitress early one morning in December of 1986 when she saw a woman stride in through the café door and sit down at one of the tables. Upon bringing a cup of coffee out to the table, Leyden noticed that the woman was simply sitting silent and motionless in the chair, her eyes steadily cast downward. By Leyden's account, the woman appeared to be adorned in the fashion of a lady from the 1940s, donning a pink cocktail dress and having her dark hair rolled off to the sides. Leyden then left the table and began walking back toward her serving station. When she'd gotten about ten feet away, Leyden turned back to look again at the woman's outfit, but she found that the woman was gone. Later on, when asked to examine a collection of old photos from the ship's archive, Leyden noted that there was particular portrait she came across which she thought resembled the woman she saw in the café. This portrait was said to be of a female third-class passenger who'd sailed aboard the ship in 1937.

Some staff members have also told of hearing the echoing sounds of people laughing and glasses clinking together in the ship's first-class indoor pool – sounds seemingly reminiscent of the pool parties that passengers were known to have held on board. Members of a cleaning crew have also said they've witnessed the suddenly splashing of water (as though someone was swimming or wading in the pool), followed by the sighting of a trail of wet footprints that seemed to materialize around the tiled edge of the pool. And on certain occasions, ghostly figures have been seen, as well: While standing at the top of the stairs leading down to the pool, a former tour guide named Nancy said she'd once unexpectedly caught a glimpse of such a figure in her peripheral vision. The figure – which apparently resembled that of a 60 to 70-year-old woman standing at the edge of the pool in an old-fashioned bathing suit – appeared to her to be shaded in black and white. Quickly heading down to the lower level, Nancy immediately went in search of the figure. But as she came around the corner seconds later, she found no signs of anyone there.

Further below, within the deep reaches of the *Queen Mary's* lower compartments, phenomena which seem to reflect other periods in the ship's history have been reported. In one lower area known as "Shaft Alley," some tourists, staff, and crew say they've had spontaneous encounters with a ghostly figure that's thought to be tied in some way to an incident that happened in 1966, in which a British sailor had been accidentally crushed to death by a closing watertight door during a routine emergency drill. One such encounter was described by Nancy, the same tour guide mentioned above. While in the process of shutting down the lower part of the tour route through the ship one evening, she was riding up alone on the escalator when she casually looked over her shoulder. She suddenly noticed a dark-bearded man dressed in dirty

blue coveralls standing right behind her on the next lower step, looking straight ahead as if she wasn't there. Thinking it was one of the maintenance crew, she stepped aside to let the man go past her once the escalator reached the top. But as she turned around a few seconds later, she found that he'd vanished without a trace.

Another person who has had unusual experiences in Shaft Alley is John Smith, the ship's chief engineer. While making his nightly inspections, he would occasionally hear mysterious sounds coming from the lower forward compartments near the ship's bow. He described what he heard in the following manner:

It was my job to keep an eye out for leaks in the hull...One night when I was checking the bow compartments from the top deck, I heard water running down below. I thought that a pipe must have burst or that the hull had sprung a leak, so I hurried below to inspect the damage. As I approached the bow, the sounds of water faded and were replaced by tapping sounds and then a sensation of shuddering and vibration, which was followed by human voices shrieking and moaning and a gravelly voice that seemed to be talking in the distance.<sup>4, pp.66-67</sup>

According to Smith, this experience occurred again on seven or eight separate occasions, and each time he checked the compartments immediately after hearing the sounds, he never found any signs of damage or a leak, nor did he ever find anybody in the area.

On the surface, the phantom sounds heard by chief engineer Smith seem strikingly reminiscent of a tragic event that occurred during World War II, when the *Queen Mary* had been put into military service as a transport ship. (In order to better camouflage it during this period, the outer hull of the *Queen Mary* was painted over in a pale grey color. Ironically, due to its pale exterior and its rapid sailing speed, the ship became known as "The Grey Ghost" at the time.) In October of 1942, the *Queen Mary* was approaching the coast of Scotland with 10,000 American soldiers on board. Sailing beside it was the much smaller British battle cruiser *Curaçoa* (pronounced "cure-a-sss-ow-a"), which had the duty of protecting the larger transport ship from aerial attacks. To avoid the torpedoes being fired at it by German submarines, the *Queen Mary* made an evasion maneuver by zigzagging along its course. Unfortunately, a series of miscalculations made by the navigators of the *Queen Mary* and the *Curaçoa* led to tragic consequences when the two ships suddenly collided during the maneuver. In their 1971 book *The Queen Mary: Her Inception and History*, authors Neil Potter and Jack Frost described the collision:

Before anyone on either ship could do any more, the *Queen* caught the cruiser a glancing blow 11 feet from her stern, at an acute angle, spun her around at an angle of 90° and ploughed straight through and over her, cutting her in two like a knife through cheese as she lay pinned beneath the great, strong bows...338 experienced officers and men of the Royal Navy had lost their lives – drowned, trapped...as the *Queen Mary's* bow carved the cruiser in two.<sup>6</sup>

Although the *Queen Mary's* bow had been smashed about six to eight feet inward, it suffered no other damage from the collision. However, as indicated, the damage and loss of life aboard the *Curaçoa* was great, and the sounds heard by chief engineer Smith in the lower bow area of the *Queen Mary* seem to closely resemble the kind of sounds one might expect to have heard when that area struck the smaller cruiser. Smith stated that at the time that he'd first heard them, he was not aware of the *Queen Mary's* tragic collision with the *Curaçoa*, and only after he'd read

about it in a book did he note the resemblance. He stated, "You hear the thump, you hear the vibration, you hear water gurgling, you hear crying and shrieking. If I had heard about that (the collision), I'd say, well, it ties in, but I didn't know about it till years later."<sup>3,p.58</sup>

These experiences represent only a small fraction of the phenomena that have reportedly taken place aboard the ship. Broader summaries of some of the other occurrences – which include odd smells, cold spots, and the anomalous movement of objects – can be found in books such as *Haunted America*.<sup>7</sup>

### The Investigation

At the request of the producers of the popular TV show *Unsolved Mysteries* (who were interested in filming a segment on the *Queen Mary* and its reputed haunting for a special Halloween episode of the show), William Roll, Tony Cornell, and Howard Wilkinson spent ten days conducting an investigation aboard the ship in August of 1988. Two general approaches were taken as part of their inquiry: one involving physical instrumentation, and one involving a test of psychic sensitivity.

#### *Psychic Sensitivity Approach*

Can certain mediums and psychics who claim to have the ability to see (or otherwise sense the presence of) ghosts accurately identify the specific areas within the ship where tourists, staff, and crew members have had a ghostly experience? To find out, Roll had a group of six mediums and psychics brought aboard the *Queen Mary* to conduct a "psi scan" of the ship. One by one, the mediums and psychics were asked to tour the ship on their own and try to receive any psychic impressions relating to the ghosts that were supposedly inhabiting its corridors (without being told anything about the ship, its history, or the details of its reputed haunt beforehand). Whenever they came across a certain area where they psychically experienced a ghost or any other kind of unusual occurrence, they were asked to note it down on a map and record the details of any impressions they'd received during the experience.

After they'd all made their tours of the ship, the mediums and psychics sat down with Roll, Cornell, and Wilkinson to share their psychic impressions with them and compare notes. It was generally found that while the mediums and psychics did not accurately pick up more often on the specific areas where tourists, staff, and crew had reported ghostly experiences (as compared to relative "control" areas, where nothing unusual had been reported), some of them did manage to receive impressions that seemed to be in line with certain reports. For instance, one psychic reported hearing the sound of a wrench falling to the floor in Shaft Alley, an impression which appeared to be consistent with reports of similar sounds being heard by a number of tourists in the same area. Yet, as Cornell noted, there was a catch to this:

None of the six mediums was supposed to have been on the *Queen Mary* before, or to have previous knowledge of the nature of the hauntings. It soon became obvious that this was not true. We subsequently found that two of them had been on the ship before and, from statements they made about particular areas of the ship, that they probably knew beforehand what the specific haunting they reported was supposed to be.<sup>5,p.97</sup>

Unfortunately, this left the results of the psychic sensitivity test in serious question.

### *Instrumentation Approach*

To see whether any observable changes in the surrounding physical environment of the ship could be detected in possible conjunction with the haunt reports, Cornell and Wilkinson brought the Spontaneous Psychophysical Incident Data Electronic Recorder (SPIDER) along with them. SPIDER consisted of a mobile, TV-sized storage trunk fitted with an array of cameras and electronic sensors that were designed (among other things) to register and record any movements, sounds, and changes in temperature that might occur in the vicinity of the device. Guided by the witness reports, Cornell and Wilkinson initially decided to deploy SPIDER in the first-class swimming pool area, but it did not register anything unusual. However, during their regular checks on the device, Cornell and Wilkinson noticed that a possible malfunction in the pump that was supplying water to the pool would sometimes produce a build-up of water and suctioned air through the pool's inlet grill when the pump turned on, causing the pool water to surge (like it would when someone is swimming) and splash upward, leaving moist traces right along the tiled edges of the pool where the mysterious wet footprints would supposedly materialize. This seemed to offer a possible conventional explanation for the splashes and footprints that were often being attributed to a spectral swimmer.

Later on, Cornell and Wilkinson relocated SPIDER down to Shaft Alley, but again, nothing unusual was recorded during the time it was down there.

In addition, Roll made an attempt to measure the background magnetic fields within the ship using a Deno magnetometer.<sup>8</sup> But rather than finding the high-intensity fields that he had detected in a number of other allegedly haunted locations he'd investigated<sup>9</sup>, he found that the fields deep within the ship were quite low (being only about 1 milliGauss or less) and well within the average range of 0.2 – 4 milliGauss that one tends to find in most homes and businesses.<sup>10,p.975</sup> By comparison, the fields were even lower than those measured on the upper decks and in the parking lot area outside of the ship, which had a range of 2 to 4 milliGauss. As Roll initially observed, this hints at the possibility that the ship's steel hull may have been acting as a shield against electromagnetic fields in the surrounding physical environment outside of the ship, perhaps akin to the shielding effects of a Faraday cage.

### *Other Findings*

Despite the mostly unremarkable outcomes that resulted from the two approaches described above, there was another aspect of the investigation that seemed to produce interesting results, at least on the surface. One afternoon during an early part of the investigation, Roll was taken down into the lower compartments by a security guard who regularly worked the graveyard shift aboard the ship. (Like chief engineer Smith, this guard would sometimes hear voices coming from the ship's bow while on his rounds, when no one was in the area). Upon lifting the safety cover over the hatch leading down into the lower compartments, Roll and the guard could hear the sound of two men talking somewhere below, even though no one was supposed to be down there. To the guard, they sounded like crew members, but neither he nor Roll could tell exactly what they were saying to each other. Roll

then called down, "Hello, is somebody there?" and "What are you doing?" But no reply came, and when he'd climbed down the ladder to check the area, Roll found no one in the three compartments below. No one could have exited from them without being seen, because the compartments were designed to be watertight (which means no other exit doors were present) and the only available exit was through that one ladder. After Roll climbed back up, nothing more was heard from below.<sup>3,pp.55-56</sup>

Later in the investigation, Roll was joined aboard the ship by his wife Lydia Tirado Roll, and in the hope of hearing the phantom sounds, they decided to spend the night in the bow area. Some time after midnight, they both heard faint voices off in the distance. Then in the early morning hours, Lydia heard a distant conversation being carried out in what sounded to her like a foreign language, perhaps being an Eastern European dialect. Since he was asleep at the time, the conversation wasn't heard by Roll. To them, the voices seemed as though they were coming from outside the ship, or as if someone was playing a radio somewhere.<sup>3,p.60</sup>

To see if the sounds heard by Roll, his wife, the guard, and chief engineer Smith might represent something objective (as opposed to being purely subjective; i.e., being "all in one's mind"), Roll decided early on to try and record them by leaving a voice-activated tape recorder overnight in the bow area. When he retrieved it in the morning and played it back, he found that "...the tape recorder picked up a strange sequence of noises. You could hear heavy blows of metal, sounds of rushing water and voices, one of which, low pitched and gravelly, was almost intelligible."<sup>3,p.58</sup> When he played the tape back to chief engineer Smith (without telling him what it contained beforehand), the engineer became visibly emotional and acknowledged that those were the sounds he'd often heard himself while in the bow.

### **What Might Be Said About the Case?**

On the surface, the *Queen Mary* case seems rather intriguing in light of the variety of haunt-related phenomena that have allegedly taken place aboard the ship since it was permanently moored in 1967. But are the phenomena genuinely paranormal, or could they be accounted for by more conventional means? Some of the findings resulting from the investigation conducted by Roll, Cornell, and Wilkinson would seem to raise the possibility of the latter, in certain instances.

One such instance would be the apparitional experience reported by Carol Leyden in the Promenade Café. While it remains possible that the woman Leyden saw at the table could've been a spectral figure (largely based on its rapid disappearance), it is also equally possible that the woman could've been a live person that Leyden simply mistook for a ghost. This is based on two factors pointed out by Cornell<sup>5</sup>: First, for purposes of filming or maintaining its historical ambiance, actors have been known to occasionally walk around the *Queen Mary's* decks in costumes from periods appropriate to its main seafaring days. Perhaps the woman encountered by Leyden could've been one such actor that Leyden had never previously met or seen herself. Second, timing tests conducted during basic reenactment scenarios of Leyden's experience suggest that immediately after Leyden moved away from the table, the woman could've nimbly risen from her seat and quickly dashed out a nearby service exit before Leyden turned back around, offering a possible way to account for the woman's sudden disappearance. Reasonable

motives for the woman taking such action include that she may have been in a hurry, or even that she wanted to play a simple practical joke on the café waiting staff.

Of course, this still leaves the question of whether such simple explanations can account for other apparitions that have been witnessed aboard the ship – the sudden disappearance of male figure in blue coveralls witnessed by Nancy on the Shaft Alley escalator seems rather notable in this regard, in that it doesn't seem that it can be as easily chalked up to a simple slip or prank as Leyden's experience, so perhaps the possibility of a spectral encounter would carry a bit more weight here on the surface (assuming, of course, that Nancy is indeed being entirely forthright and honest about her experience, based on her own personal admittance of having had some prior skepticism about the haunt occurrences aboard the ship).

In some instances, one might also wonder whether any ordinary psychological factors might've influenced the experiences of the witnesses. Having served as staff and crew, it seems reasonable that at least some of the main witnesses were likely aware that they were working aboard a ship that has a reputation for being haunted, and that they'd heard about the ghost stories associated with the ship from other fellow employees. With such background knowledge about the ship being present in the back of their minds, one might wonder whether it may have subtly shaped their perceptions, leading them to view and interpret certain ordinary events in a paranormal way. An example may come from the phenomena witnessed by the cleaning crew in the first-class pool: As mentioned, observations made by Cornell and Wilkinson suggest that traces of water left from pump-induced pool surges and splashes may have been the ordinary process behind the footprint trails seen by the crew. But it's possible that the crew may have been inclined to view and interpret the watery traces left behind by this process as ghostly footprints, in light of the ship's haunted reputation (as well as the pool being an area where ghostly phenomena are said to take place). In line with this idea, several studies suggest that people's views about a particular place can be subtly shaped (such that they can develop certain paranormal-related expectations about it, and have a greater tendency to interpret ordinary and ambiguous events happening there in a paranormal fashion) when they are given certain implied hints and suggestions that ghostly phenomena have occurred there.<sup>11-13</sup> This may be especially effective when people already hold some level of belief in ghosts, and/or think that a certain place may indeed be haunted, based on its history.<sup>13-14</sup> Perhaps the one witness to whom this psychological factor may not fully apply is John Smith, the chief engineer (assuming that he is being honest about not having any prior knowledge about the collision between the *Queen Mary* and the *Curaçoa* prior to his first experience of hearing the phantom sounds in the bow section).

As Cornell pointed out<sup>5</sup>, having prior background knowledge about the *Queen Mary's* history and its associated ghost stories is also a way in which one might account for the results obtained with the mediums and psychics who'd toured the ship. While this doesn't necessarily rule out the possibility that at least some of the impressions they received were psychically obtained, it doesn't offer much confidence in that possibility, either. Perhaps the value in this finding is that it offers investigators a lesson on why it may not be advisable for them to rely too heavily on the impressions obtained by mediums and psychics who are brought to a site that has a high-profile reputation for being haunted: In such situations, one cannot be sure that the mediums and psychics have not previously heard about the history and ghost stories associated with the site (or even read up on them in advance). This becomes especially relevant in the

present time, with the broad public sharing of information on allegedly haunted sites via the Internet.

Another psychological factor which might've influenced the witnesses' experiences is the perceived atmosphere of the ship's interior.<sup>15</sup> Arguably, part of the *Queen Mary's* allure is that the décor of its rooms and corridors harkens back to another time – a period when sea travel was predominant and elegant. One might still get a certain sense of that time long past while aboard the ship, and this may stir the imagination with a sense of history. There are also certain areas of the ship (such as the first-class pool) which are silent, dark, dank, and highly worn, which can evoke a sense of "spookiness," as well. Both of these senses may work in tandem to give one a general impression of the ship being a place where one is likely to find ghosts from the past (partly playing upon popular stereotypical notions about haunted locations, which are often depicted as being old, dark, rundown places). This may encourage (and even bias) some people to readily view any experiences they have aboard the ship in a paranormal light. In line with this, some studies suggest that personal perceptions of the surrounding atmosphere can influence haunt-related reports, as well.<sup>16</sup>

As for possible physical factors, Roll's finding of relatively low magnetic field strengths deep within the ship is quite intriguing, considering that other allegedly haunted sites he'd investigated were found to have much stronger fields.<sup>9</sup> As mentioned, this finding offers a hint that the *Queen Mary's* steel hull may help effectively shield its interior from electromagnetic fields outside of the ship. There are additional possibilities to consider in accounting for this finding, as well:

1. Any high-intensity fields which may have a role in producing some of the phenomena aboard the *Queen Mary* might fluctuate over time, such that they are short-lived and occur intermittently. Thus, they may only be detectable at certain specific moments (namely when phenomena take place).
2. The magnetometer used by Roll may not have been particularly sensitive to any other magnetic fields which may be present aboard the ship (especially if those fields are at a wave frequency outside of the range detectable by the device).
3. High magnetic fields might not play any significant role in producing the phenomena aboard the ship. Somewhat in line with this, there are at least a few other haunt investigations<sup>17-18</sup> (and at least one relevant experimental study<sup>12</sup>) where no high magnetic fields seemed to be involved, raising the possibility that high magnetic fields may not be a necessary physical characteristic of all allegedly haunted locations (the same alternate possibilities mentioned above should also be considered in the case of these other investigations, however).

Without additional clarifying data, it's difficult at the present time to tell which of these possibilities may be the more likely one in the case of the *Queen Mary*.

Perhaps the most intriguing finding to emerge from the investigation was the audio recording captured by Roll in the bow of the ship, which seemed to corroborate the testimony given by chief engineer Smith of his hearing mysterious sounds in that particular area. If the sounds can be considered objective (on the basis of their having been successfully recorded), then what might be causing them? To see if the loud metal impacts heard on the tape could be duplicated by human effort (offering a way in which they might've been hoaxed), Roll, Cornell, and Wilkinson performed some basic tests in the ship's main boiler room, in which they struck

the hull and other metal structures with pieces of steel pipe; the aim was to see if the loud echoes which resulted (which were amplified by the open and empty expanse of the huge boiler room) could be heard or recorded in the bow area. They could not, in either case.

Another possibility to consider is the one mentioned at the beginning of this review: The metal impacts heard on the recording may be due to large-scale thermal expansion/contraction of the ship's steel hull in response to swings in the outside air temperature at night (which may be further affected by the lowering temperature of the sea water surrounding the ship). The noise produced could then be amplified by the hollow and echoing interior of the ship. In order to examine the plausibility of such an idea, long-term temperature data would have to be collected and examined for any notable changes that occur in conjunction with the approximate occurrence of the loud impacts. However, such an idea would only seem to offer an explanation for the loud impacts, and probably wouldn't account as adequately for the other sounds on the recording that seem to resemble rushing water and voices.

Since other ordinary physical explanations have not yet been ruled out, it currently remains uncertain whether the sounds heard in the bow of the *Queen Mary* might represent psychic "echoes" from the past. But if one momentarily assumes (for the sake of discussion) that at least some of them do (based on the apparent correspondence between the nature of the sounds and the tragic accident that occurred during World War II), then how might we account for them? One possibility suggested by Roll is to consider the concept of "place memory" proposed by H. H. Price, a philosophy professor and psychical researcher who had once been Roll's teacher at Oxford University.<sup>19</sup> To account for haunting phenomena, Price suggested that memories may not be limited solely to the living brain; perhaps physical space may also be capable of retaining something akin to "memories" which relate to particular events, and which can be re-experienced later by people who happen to be sensitive to them (namely psychics and mediums).<sup>20</sup>

But if physical space can retain "memories," how would it do that? Physician and parapsychologist Pamela Heath hypothesized that a psychokinetic (PK, or "mind over matter") process may be involved in the formation of place memory, based in part on indications of a link between emotion and PK (as seen in poltergeist cases, for example).<sup>21</sup> On the surface, such a process might seem sensible in the case of *Queen Mary*, where one might conceptualize a scenario in which auditory "memories" of the accident become retained within the physical space of the ship's bow, via a PK influence upon the physical matter within that space from the emotional expressed by the victims as a result of the trauma of the accident. However, to be valid as a possible explanation, such a process would require supporting evidence. Some preliminary support for Heath's hypothesis seems to come from studies of applied PK efforts by psychics, in which the PK effect either seems to "linger" around for a short time before dissipating, or seems to extend to the surrounding environment.<sup>22-23</sup> Additional evidence may further support or disprove the hypothesis.

Whether purely physical or not, the phantom sounds heard aboard the *Queen Mary* seem, on the surface, to be a reflection of one possible way to conceptualize the issue of survival after death. Rather than representing survival of an individual personality or consciousness, haunting cases similar to the *Queen Mary* would seem to reflect the concept of survival in the form of a persistent "memory" of the past. Much still needs to be learned before we can know for sure whether or not such a form of survival is indeed possible.

## References & Notes

- <sup>1</sup>For some of the details on the dynamics of thermal expansion, see e.g., Section 19-5 of Halliday D., Resnick, R., & Walker, J. (1997). *Fundamentals of Physics (Extended)*. New York: John Wiley & Sons, Inc.
- <sup>2</sup>Vinokur, R. (2006, April). Things that go bump in the night: The physics of "false" poltergeists. *Sound & Vibration*, pp. 2 – 6.
- <sup>3</sup>Roll, W. G. (1991, May). Journey to the Grey Ghost. *Fate*, pp. 55 – 61.
- <sup>4</sup>Duncan, L., & Roll, W. (1995). *Psychic Connections: A Journey into the Mysterious World of Psi*. New York: Delacorte Press. (Contains a condensed account of the case and its investigation on pp. 66 – 69)
- <sup>5</sup>Cornell, T. (2002). *Investigating the Paranormal*. New York: Helix Press. (See Chapter 8)
- <sup>6</sup>Text cited in Roll (1991; Reference 3 above).
- <sup>7</sup>Norman, M., & Scott, B. (1994). *Haunted America*. New York: Tor Books/Tom Doherty Associates. (See pp. 26 – 41)
- <sup>8</sup>Roll, W. G. (1994). Are ghosts really poltergeists? *Proceedings of Presented Papers: The Parapsychological Association 37th Annual Convention* (pp. 347 – 351). Durham, NC: Parapsychological Association, Inc.
- <sup>9</sup>Roll, W. G., & Persinger, M. A. (2001). Investigations of poltergeists and haunts: A review and interpretation. In J. Houran & R. Lange (Eds.) *Hauntings and Poltergeists: Multidisciplinary Perspectives* (pp. 123 – 163). Jefferson, NC: McFarland & Company, Inc.
- <sup>10</sup>Hafmeister, D. (1996). Resource Letter BELFEF-1: Biological effects of low-frequency electromagnetic fields. *American Journal of Physics*, 64, 974 – 981.
- <sup>11</sup>Lange, R., Houran, J., Harte, T. M., & Havens, R. A. (1996). Contextual mediation of perceptions in hauntings and poltergeist-like experiences. *Perceptual and Motor Skills*, 82, 755 – 762.
- <sup>12</sup>French, C. C., Haque, U., Bunton-Stasyshyn, R., & Davis, R. (2009). The "haunt" project: An attempt to build a "haunted" room by manipulating complex electromagnetic fields and infrasound. *Cortex*, 45, 619 – 629.
- <sup>13</sup>Wiseman, R., Watt, C., Greening, E., Stevens, P., & O'Keeffe, C. (2002). An investigation into the alleged haunting of Hampton Court Palace: Psychological variables and magnetic fields. *Journal of Parapsychology*, 66, 387 – 408.
- <sup>14</sup>Dagnall, N., Drinkwater, K., Denovan, A., & Parker, A. (2015). Suggestion, belief in the paranormal, proneness to reality testing deficits, and perception of an allegedly haunted building. *Journal of Parapsychology*, 79, 87 – 104.
- <sup>15</sup>Champion, J. (2013, July/August). The *Queen Mary* is not haunted (but I understand why you think she is). *Skeptical Inquirer*, pp. 42 – 44.
- <sup>16</sup>Wiseman, R., Watt, C., Stevens, P., Greening, E., & O'Keeffe, C. (2003). An investigation into alleged "hauntings." *British Journal of Psychology*, 94, 195 – 211.
- <sup>17</sup>Maher, M. C. (2000). Quantitative investigation of the General Wayne Inn. *Journal of Parapsychology*, 64, 365 – 390.
- <sup>18</sup>Maher, M. C., & Hansen, G. P. (1997). Quantitative investigation of a legally disputed "haunted house." *Proceedings of Presented Papers: The Parapsychological Association 40th Annual Convention* (pp. 184 – 201). Durham, NC: Parapsychological Association, Inc.
- <sup>19</sup>Price, H. H. (1939). Haunting and the "psychic ether" hypothesis: With some preliminary reflections on the present condition and possible future of psychical research. *Proceedings of the Society for Psychical Research*, 45, 324 – 343
- <sup>20</sup>Price, H. H. (1940). Some philosophical questions about telepathy and clairvoyance. *Philosophy*, 15, 363 – 385.
- <sup>21</sup>Heath, P. R. (2004). The possible role of psychokinesis in place memory. *Australian Journal of Parapsychology*, 4, 63 – 80.
- <sup>22</sup>Williams, B. J., & Roll, W. G. (2006). Psi, place memory, & laboratory space. *Proceedings of Presented Papers: The Parapsychological Association 49th Annual Convention* (pp. 248 – 258). Petaluma, CA: Parapsychological Association, Inc.
- <sup>23</sup>For a readable overview of these studies and the implications they might have for place memory and hauntings, see the article available through the blog post on this topic on the PRF website: <https://www.psychicalresearchfoundation.com/single-post/2015/12/12/Place-Memory-Residual-Haunting>