

**S.I.S.R.C. HEADQUARTERS. MORTIMER. BERKSHIRE. UK.
MANNED FLIGHT DIVISION.**

INVENTORS – PART 10.

**Location : Mortimer – Berkshire.
Division : Manned Flight.
Project : Star ship Ezekiel MK. V.
Subject : Materials – Measurements.
Date : 1ST January 1968.
Author : John Roy Robert Searl.**

Last date of release : 1st January 1974.

**Released by the authority of:
John Roy Robert Searl. M.I.ins.P.I.
Chairman UK.
Manned Flight Division.
Director of Contracts. UK.**



Star Ship Ezekiel is a new concept in flight technology for both air and space transportation. The power drive uses the Searl Effect Generator of advance nature which is clean none pollution technology. Uses within its structure all the best of everyday technology combined with a new concept of magnetising. Its full scientific term is Gyro-Flywheel-High Energy Density- Mechanical-Magnetic Device.

Due to the fact that the 11m 3 manned craft which was due to be model by the end of 2003, was halted due to the robbery of all my equipment on Monday August 25th 2003. All of which had been purchased from my own money plus advance pension money payment.

Request for measurements of re-creating such a vehicle from a number of top rank people overseas, I am releasing this data again for their benefits – it will be a difficult task as its small print to copy from.

"You can't leave it up to one man to fix the world"

John Scarl

1: *MATERIALS RECOMMENDED FOR STAR SHIP EZEKIEL MK.V.*

*Flame barrier – Flight Cells – Struts – forming the main skeleton of the craft:
Flooring – Walling – Stairways with in the craft – Generator housing – centre column.*

2: Struts shall be constructed of material called Extren series 525 – Fire Retardant Grade.

Material Manufacturer at present recommended – Molded Fiber Glass Company of the U.S.A.

These struts shall have at the shell edge main beams square tubes 3 or 4 square inches for cables and fluid to pass along.

Material data will be released later in another document.

The above data applies to all crafts in this mode of operation.

3: Other wall structures such as Shell skin top and bottom honeycombe core laminated panels of which will contain hot and cold sides.

This new approach is much desired in my planning.

4: Heating by electric heating element.

Cooking areas shall be insulated by this technology as the logic approach to fire control within the cooking area for mass use.

Manufacturer: at present recommended - Safeway Products Inc, of the U.S.A.

5: Due to the mass ranged of materials selected to date from so many firms will be discussed within another document/s to be released later.

6: Protection against heat on re-entry / or high velocity travel within an atmosphere is achieved by the very high velocity of electron bombardment from the flame barrier and flight cells sections which freeze the heat front to the craft surface area.

As this heat front is mainly lack of electrons that have accelerated away from the fiction area are replaced by implantation through bombardment of electrons from the craft thus to the crew the massive fireball seen from an observer on the ground appears just a dull red to the crew.

- 7: **Generator task: -** Produce power for the rim of the craft.
Provide power for the flight cells.
Provide Secondary power for the equipment.
Provide power for the landing legs.
Provide power for control of the craft.
- 8: **Generator to:** Provide oxygen main supply.
Re-cycle waste water.
Break down molecular structure to its basic atoms.
Filter cleaning at high voltage.
Re-cycling all body waste for reuse.
Heating and cooling of the craft.
- 9: **Lighting:** Primary from the generator.
Mainly leaf-lite.
Shall be discussed in another document later.
- Manufacturer: Thorn Lighting Limited – Isora Division – England.
- 10: Secondary and emergency lighting
Instrument Lighting shall be Beta-light (R&D now)
Manufacturer: Saunder-Rose Development Ltd – England.
- 11: **Number of struts:** 128
- Strut Structure:** Acute Triangle
- Strut angle:** 7 degrees plus 30 minutes and zero seconds.
- Strut separation:** At the periphery are as follows:

Strut	Deg	Min	Sec	Strut	Deg	Min	Sec
1	360	0	0	17	90	0	0
2	5	37	30	18	95	37	30
3	11	15	0	19	101	15	0
4	16	52	30	20	106	52	30
5	22	30	0	21	112	30	0
6	28	7	30	22	118	7	30
7	33	45	0	23	123	45	0
8	39	22	30	24	129	22	30
9	45	0	0	25	135	0	0
10	50	37	30	26	140	37	30
11	56	15	0	27	146	15	0
12	61	52	30	28	151	52	30
13	67	30	0	29	157	30	0
14	73	7	30	30	163	7	30
15	78	45	0	31	168	45	0
16	84	22	30	32	174	22	30

These measurements are taken from centre line of one strut to the centre line of the next strut. This covers only one half of the skeleton. Which cover all diameters I.G.V. using 64 strut split beam system

Strut	Deg	Min	Sec	Strut	Deg	Min	Sec
33	180	0	0	49	270	0	0
34	185	37	30	50	275	37	30
35	191	15	0	51	281	15	0
36	196	52	30	52	286	52	30
37	202	30	0	53	292	30	0
38	208	7	30	54	298	7	30
39	213	45	0	55	303	45	0
40	219	22	30	56	309	22	30
41	225	0	0	57	315	0	0
42	230	37	39	58	320	37	30
43	236	15	0	59	326	15	0
44	241	52	30	60	331	52	30
45	247	30	0	61	337	30	0
46	253	7	30	62	343	7	30
47	258	45	0	63	348	45	0
48	264	22	30	64	354	22	30

This completes the strut separation angles of the skeleton

12: Struts: 64

Generated from 128 struts by joining two struts together at their base line.

13: Landing legs 8

14: Corridors 7

15: Walls 22

16: Dormitory sections: 8

17: Strut separation angle: 5° 37' 30"

18: Total diameter: 16940 cms: 6669.29 inches: 555.77 feet.

19: There is an old saying that is:

Nothing of worth may be achieved without a proportionate level of commitment.

All these figures you are reading here were worked out by paper and pen during 1968 and a cut out to scale was then done by me and that work is still held by John Thomas in the States.

I think by now you all will agree that I have made a massive commitment to this project, not only in finance, time but suffering too.

20: As the inventor of this project, I like to say in passing that the scientific world; often referred to Star Ship Ezekiel MV V as a city on legs – may be they were right!

21: To my mind Star Ship Ezekiel MK V falls into the digital domain; and clearly most of my effort upon this project will be digital as far as possible. So I will show other measurements In other format where time allows me too.

SUMMIT & TO THE PERIPHERY.

LINE NO.	SECTION	X-AXIS. φ	NO	LENGTH M	LENGTH TOTAL M	1/2 HEIGHTS REMARKS.	Y-AXIS.
01	1/2 φ COLUMN			20	020	061 · 81 084875	
02	WALL		54	04	024	060 · 49432375	
03	CORRIDOR		19	02	026	060 · 23101875	
04	WALL		53	04	030	060 · 09936625	
05	CABIN			12	042	059 · 83606125	
06	WALL		52	02	044	059 · 04614625	
07	CORRIDOR		18	02	046	058 · 91449375	
08	WALL		51	02	048	058 · 78284125	
09	COOKHOUSE, ETC.			12	060	058 · 65118875	
10	WALL	7/2 STARTS AT 1/2 WALL THICKNESS	50	02	062	057 · 86127375	
11	CORRIDOR		17	03	065	057 · 6637950	
12	WALL		49	02	067	057 · 2688375	
13	DORMITORY		10	06	073	057 · 0055325	
14	WALL		48	01	074	056 · 2156175	
15	DORMITORY		09	06	080	056 · 0839650	
16	WALL		47	02	082	055 · 2940500	
17	CORRIDOR		16	02	084	055 · 0307450	
18	WALL		46	02	086	054 · 7674400	
19	DORMITORY		08	06	092	054 · 5041350	
20	WALL		45	01	093	053 · 7142200	
21	DORMITORY		07	06	099	053 · 5825675	
22	WALL		44	02	101	052 · 7926525	
23	CORRIDOR		15	02	103	052 · 5293475	
24	WALL		43	02	105	052 · 2660425	
25	DORMITORY		06	06	111	052 · 0027375	
26	WALL		42	01	112	051 · 2128225	
27	DORMITORY		05	06	118	051 · 0811700	
28	WALL		41	02	120	050 · 2912550	
29	CORRIDOR		14	02	122	050 · 0279500	
30	WALL		40	02	124	049 · 7646450	
31	DORMITORY		04	06	130	049 · 5013400	
32	WALL		39	01	131	048 · 7114250	
33	DORMITORY		03	06	137	048 · 5797725	
34	WALL		38	02	139	047 · 7898575	
35	CORRIDOR		13	02	141	047 · 5265525	
36	WALL		37	02	143	047 · 2632475	
37	DORMITORY		02	06	149	046 · 9999425	
38	WALL		36	01	150	046 · 2100275	
39	DORMITORY		01	06	156	046 · 0783750	
40	WALL		35	02	158	045 · 2884600	
41	CORRIDOR		12	02	160	045 · 0251550	
42	WALL		34	01	161	044 · 7618500	
43	STORES		14	15	176	044 · 6301975	
44	WALL		33	01	177	042 · 6554100	
45	STORES		13	15	192	042 · 5237575	
46	WALL		32	01	193	040 · 5489700	
47	CORRIDOR		11	02	195	040 · 4173175	
48	WALL		21	01	196	040 · 1540125	
49	STORES		12	10	206	040 · 0223600	
50	WALL		30	01	207	038 · 7058350	
51	STORES		11	10	211	038 · 5741825	
52	WALL		29	01	218	037 · 2576575	
53	CORRIDOR		10	02	220	037 · 1960050	

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A page sample from my 1968 work out by hand I had no computer then to help me – it had to be brain power only.

Here we see the mass of that workout printed out by printers in Reading-

Shell Apex Deflection Angle	LENGTH							
	METRIC		IMPERIAL				BINARY	
	Sections	Total	Sections	Total	Sections	Total	Sections	Total
	cms		inches		feet		cms	
Flame-Barrier	450	450	177.17	177.17	14.76	14.76	11100010	11100010
Flight Cells	700	1150	275.59	452.76	22.97	37.73	1010111100	1000111110
Wall No. 1	30	1180	11.81	464.57	0.98	38.71	11110	10010011100
F/Cell Control	200	1380	78.74	543.31	06.56	45.28	11001000	10101100100
Wall No. 2	30	1410	11.81	555.12	0.98	46.26	11110	10110000010
Generator	400	1810	157.48	712.60	13.12	59.38	110010000	11100010010
Wall No. 3	30	1840	11.81	724.41	0.98	60.37	11110	11100110000
Corridor No. 1	200	2040	78.74	803.15	06.56	66.93	11001000	11111111000
Wall No. 4	30	2070	11.81	814.96	0.98	67.91	11110	100000010110
Laboratory No. 1	500	2570	196.85	1011.81	16.40	84.32	111110100	101000001010
Wall No. 5	30	2600	11.81	1023.62	0.98	85.30	11110	101000101000
Laboratory No. 2	500	3100	196.85	1220.47	16.40	101.71	111110100	110000011100
Wall No. 6	30	3130	11.81	1232.28	0.98	102.69	11110	110000111010
Corridor No. 2	200	3330	78.74	1311.02	06.56	109.25	11001000	110100000010
Wall No. 7	30	3360	11.81	1322.83	0.98	110.24	11110	110100100000
Dormitory No. 1	320	3680	125.98	1448.82	10.50	120.73	101000000	111001100000
Wall No. 8	30	3710	11.81	1460.63	0.98	121.72	11110	111001111110
Dormitory No. 2	320	4030	125.98	1586.61	10.50	132.22	101000000	111110111110
Wall No. 9	30	4060	11.81	1598.43	0.98	133.20	11110	111111011100
Corridor No. 3	200	4260	78.74	1677.17	06.56	139.76	11001000	1000010100100
Wall No. 10	30	4290	11.81	1688.98	0.98	140.75	11110	1000011000010
Dormitory No. 3	320	4610	125.98	1814.26	10.50	151.25	101000000	1001000000010
Wall No. 11	30	4640	11.81	1826.77	0.98	152.23	11110	1001000100000
Dormitory No. 4	320	4960	125.98	1952.76	10.50	162.73	101000000	1001101100000
Wall No. 12	30	4990	11.81	1964.57	0.98	163.71	11110	1001101111110
Corridor No. 4	200	5190	78.74	2043.31	06.56	170.28	11001000	1010001000110
Wall No. 13	30	5220	11.81	2055.12	0.98	171.26	11110	1010001100100
Dormitory No. 5	320	5540	125.98	2181.10	10.50	181.76	101000000	1010110100100
Wall No. 14	30	5570	11.81	2192.91	0.98	182.74	11110	1010111000010
Dormitory No. 6	320	5890	125.90	2318.90	10.50	193.24	101000000	1011100000010
Wall No. 15	30	5920	11.81	2330.71	0.98	194.23	11110	1011100100000
Corridor No. 5	200	6120	78.74	2409.45	06.56	200.79	11001000	1011111101000
Wall No. 16	30	6150	11.81	2421.26	0.98	201.77	11110	1100000000110
Dormitory No. 7	320	6470	125.98	2547.24	10.50	212.27	101000000	1100101000110
Wall No. 17	30	6500	11.81	2559.06	0.98	213.25	11110	1100101100100
Dormitory No. 8	320	6820	125.98	2685.04	10.50	223.75	101000000	1101010100100
Wall No. 18	30	6850	11.81	2696.85	0.98	224.74	11110	1101011000010
Corridor No. 6	200	7050	78.74	2775.59	06.56	231.30	11001000	1101110001010
Wall No. 19	30	7080	11.81	2787.40	0.98	232.28	11110	1101110101000
Cookhouse Ect.	500	7580	196.85	2984.25	16.40	248.69	111110100	1110110011100
Wall No. 20	30	7610	11.81	2996.06	0.98	249.67	11110	1110110111010
Corridor No. 7	200	7810	78.74	3074.80	06.56	256.23	11001000	1111010000010
Wall No. 21	30	7840	11.81	3086.61	0.98	257.22	11110	1111010100000
Cabin	500	8340	196.85	3283.46	16.40	273.62	111110100	10000010010100
Wall No. 22	30	8370	11.81	3295.28	0.98	274.61	11110	10000010110010
½ Centre Column	100	8470	39.37	3334.65	03.28	277.89	1100100	10000100010110

Berkshire – naturally it appears much better to that of my handwriting.

$$\text{TAN } 07^{\circ}.00'.00'' = 0.1227846 \times \text{BASE MINIMUM} /$$

Outer	Inner	Outer	Inner	Outer	Inner
cms		inches		feet	
Acute Absolute	110.51	Acute Absolute	43.51	Acute Absolute	03.63
110.51	282.40	43.51	111.18	03.63	09.27
282.40	289.77	111.18	114.08	09.27	09.51
289.77	338.89	114.08	133.42	09.51	11.12
338.89	346.25	133.42	136.32	11.12	11.36
346.25	444.48	136.32	174.99	11.36	14.58
444.48	451.85	174.99	177.89	14.58	14.82
451.85	500.96	177.89	197.23	14.82	16.44
500.96	508.33	197.23	200.13	16.44	16.68
508.33	631.11	200.13	248.47	16.68	20.71
631.11	638.48	248.47	251.37	20.71	20.95
638.48	761.26	251.37	299.71	20.95	24.98
761.26	768.63	299.71	302.61	24.98	25.22
768.63	817.75	302.61	321.95	25.22	26.83
817.75	825.11	321.95	324.85	26.83	27.07
825.11	903.69	324.85	355.79	27.07	29.65
903.69	911.06	355.79	358.69	29.65	29.89
911.06	989.64	358.69	389.62	29.89	32.47
989.64	997.01	389.62	392.52	32.47	32.71
997.01	1046.12	392.52	411.86	32.71	34.32
1046.12	1053.49	411.86	414.76	34.32	34.56
1053.49	1132.07	414.76	445.70	34.56	37.14
1132.07	1139.44	445.70	448.60	37.14	37.38
1139.44	1218.02	448.60	479.54	37.38	39.96
1218.02	1225.39	479.54	482.44	39.96	40.20
1225.39	1274.50	482.44	501.77	40.20	41.81
1274.50	1281.87	501.77	504.67	41.81	42.06
1281.87	1360.45	504.67	535.61	42.06	44.63
1360.45	1367.82	535.61	538.51	44.63	44.88
1367.82	1446.40	538.51	569.45	44.88	47.45
1446.40	1453.77	569.45	572.35	47.45	47.70
1453.77	1502.88	572.35	591.69	47.70	49.31
1502.88	1510.25	591.69	594.59	49.31	49.55
1510.25	1588.83	594.59	625.52	49.55	52.13
1588.83	1596.20	625.52	628.43	52.13	52.37
1596.20	1674.78	628.43	659.36	52.37	54.95
1674.78	1682.15	659.36	662.26	54.95	55.19
1682.15	1731.26	662.26	681.60	55.19	56.80
1731.26	1738.63	681.60	684.50	56.80	57.04
1738.63	1861.41	684.50	732.84	57.04	61.07
1861.41	1868.78	732.84	735.74	61.07	61.31
1868.78	1917.90	735.74	755.08	61.31	62.92
1917.90	1925.26	755.08	757.98	62.92	63.16
1925.26	2048.05	757.98	806.32	63.16	67.19
2048.05	2055.41	806.32	809.22	67.19	67.43
2055.41	2079.97	809.22	818.89	67.43	68.24

$$\text{HEIGHT} = \text{BASE} \times \text{TAN}$$

$$\text{TAN } 07^{\circ}. 30'. 00'' = 0.1316525 \times \text{BASE. TARGET.}$$

Outer		Inner		Outer		Inner		Outer		Inner	
cms				inches				feet			
Acute	Absolute	Acute	Absolute	Acute	Absolute	Acute	Absolute	Acute	Absolute	Acute	Absolute
118.49	302.80	46.65	119.21	03.89	09.93						
302.80	310.70	119.21	122.32	09.93	10.19						
310.70	363.36	122.32	143.06	10.19	11.92						
363.36	371.26	143.06	146.17	11.92	12.18						
371.26	476.58	146.17	187.63	12.18	15.64						
476.58	484.48	187.63	190.74	15.64	15.90						
484.48	537.14	190.74	211.47	15.90	17.62						
537.14	545.04	211.47	214.58	17.62	17.88						
545.04	676.69	214.58	266.41	17.88	22.20						
676.69	684.59	266.41	269.52	22.20	22.46						
684.59	816.25	269.52	321.36	22.46	26.78						
816.25	824.14	321.36	324.47	26.78	27.04						
824.14	876.81	324.47	345.20	27.04	28.77						
876.81	884.70	345.20	348.31	28.77	29.03						
884.70	968.96	348.31	381.48	29.03	31.79						
968.96	976.86	381.48	384.59	31.79	32.05						
976.86	1061.12	384.59	417.76	32.05	34.81						
1061.12	1069.02	417.76	420.87	34.81	35.07						
1069.02	1121.68	420.87	441.61	35.07	36.80						
1121.68	1129.58	441.61	444.72	36.80	37.06						
1129.58	1213.84	444.72	477.89	37.06	39.82						
1213.84	1221.74	477.89	481.00	39.82	40.08						
1221.74	1305.99	481.00	514.17	40.08	42.85						
1305.99	1313.89	514.17	517.28	42.85	43.11						
1313.89	1366.55	517.28	538.01	43.11	44.83						
1366.55	1374.45	538.01	541.12	44.83	45.09						
1374.45	1458.71	541.12	574.30	45.09	47.86						
1458.71	1466.61	574.30	577.41	47.86	48.12						
1466.61	1550.87	577.41	610.58	48.12	50.88						
1550.87	1558.77	610.58	613.69	50.88	51.14						
1558.77	1611.43	613.69	634.42	51.14	52.87						
1611.43	1619.33	634.42	637.53	52.87	53.13						
1619.33	1703.58	637.53	670.70	53.13	55.89						
1703.58	1711.48	670.70	673.81	55.89	56.15						
1711.48	1795.74	673.81	706.98	56.15	58.92						
1795.74	1803.64	706.98	710.09	58.92	59.17						
1803.64	1856.30	710.09	730.83	59.17	60.90						
1856.30	1864.20	730.83	733.94	60.90	61.16						
1864.20	1995.85	733.94	785.77	61.16	65.48						
1995.85	2003.75	785.77	788.88	65.48	65.74						
2003.75	2056.41	788.88	809.61	65.74	67.47						
2056.41	2064.31	809.61	812.72	67.47	67.73						
2064.31	2195.96	812.72	864.55	67.73	72.05						
2195.96	2203.86	864.55	867.66	72.05	72.31						
2203.86	2230.19	867.66	878.03	72.31	73.17						

TAN 08°. 00'. 00'' = 0.1405408 x BASE MAX.

Outer	Inner	Outer	Inner	Outer	Inner
cms		inches		feet	
Acute Absolute		Acute Absolute		Acute Absolute	
126.49	323.24	49.80	127.26	04.15	10.61
323.24	331.68	127.26	130.58	10.61	10.88
331.68	387.89	130.58	152.71	10.88	12.73
387.89	396.33	152.71	156.03	12.73	13.00
396.33	508.76	156.03	200.30	13.00	16.69
508.76	517.19	200.30	203.62	16.69	16.97
517.19	573.41	203.62	225.75	16.97	18.81
573.41	581.84	225.75	229.07	18.81	19.09
581.84	722.38	229.07	284.40	19.09	23.70
722.38	730.81	284.40	287.72	23.70	23.98
730.81	871.35	287.72	343.05	23.98	28.59
871.35	879.79	343.05	346.37	28.59	28.86
879.79	936.00	346.37	368.50	28.86	30.71
936.00	944.43	368.50	371.82	30.71	30.99
944.43	1034.38	371.82	407.24	30.99	33.94
1034.38	1042.81	407.24	410.56	33.94	34.21
1042.81	1132.76	410.56	445.97	34.21	37.16
1132.76	1141.19	445.97	449.29	37.16	37.44
1141.19	1197.41	449.29	471.42	37.44	39.29
1197.41	1205.84	471.42	474.74	39.29	39.56
1205.84	1295.79	474.74	510.15	39.56	42.51
1295.79	1304.22	510.15	513.47	42.51	42.79
1304.22	1394.16	513.47	548.88	42.79	45.74
1394.16	1402.60	548.88	552.20	45.74	46.02
1402.60	1458.81	552.20	574.34	46.02	47.86
1458.81	1467.25	574.34	577.66	47.86	48.14
1467.25	1557.19	577.66	613.07	48.14	51.09
1557.19	1565.62	613.07	616.39	51.09	51.37
1565.62	1655.57	616.39	651.80	51.37	54.32
1655.57	1664.00	651.80	655.12	54.32	54.59
1664.00	1720.22	655.12	677.25	54.59	56.44
1720.22	1728.65	677.25	680.57	56.44	56.71
1728.65	1818.60	680.57	715.98	56.71	59.67
1818.60	1827.03	715.98	719.30	59.67	59.94
1827.03	1916.98	719.30	754.72	59.94	62.89
1916.98	1925.41	754.72	758.04	62.89	63.17
1925.41	1981.63	758.04	780.17	63.17	65.01
1981.63	1990.06	780.17	783.49	65.01	65.29
1990.06	2130.60	783.49	838.82	65.29	69.90
2130.60	2139.03	838.82	842.14	69.90	70.18
2139.03	2195.25	842.14	864.27	70.18	72.02
2195.25	2203.68	864.27	867.59	72.02	72.30
2203.68	2344.22	867.59	922.92	72.30	76.91
2344.22	2352.65	922.92	926.24	76.91	77.19
2352.65	2380.76	926.24	937.31	77.19	78.11

CIRCUMFERENCE (DIAMETER = 16,940 cms)					
DIAMETER X π = DIA X 3.14159					
Outer	Inner	Outer	Inner	Outer	Inner
cms	cms	inches	inches	feet	feet
53,218.58	50,391.15	20,952.20	19,839.03	1,746.02	1,653.25
50,391.15	45,992.92	19,839.03	18,107.45	1,653.25	1,508.95
45,992.92	45,804.42	18,107.45	18,033.24	1,508.95	1,502.77
45,804.42	44,547.78	18,033.24	17,538.50	1,502.77	1,461.54
44,547.78	44,359.29	17,538.50	17,464.29	1,461.54	1,455.36
44,359.29	41,846.01	17,464.29	16,474.81	1,455.36	1,372.90
41,846.01	41,657.52	16,474.81	16,400.60	1,372.90	1,366.72
41,657.52	40,400.88	16,400.60	15,905.86	1,366.72	1,325.49
40,400.88	40,212.39	15,905.86	15,831.65	1,325.49	1,319.30
40,212.39	37,070.79	15,831.65	14,594.80	1,319.30	1,216.23
37,070.79	36,882.30	14,594.80	14,520.59	1,216.23	1,210.05
36,882.30	33,740.71	14,520.59	13,283.74	1,210.05	1,106.98
33,740.71	33,552.21	13,283.74	13,209.53	1,106.98	1,100.79
33,552.21	32,295.57	13,209.53	12,714.79	1,100.79	1,059.57
32,295.57	32,107.08	12,714.79	12,640.58	1,059.57	1,053.38
32,107.08	30,096.46	12,640.58	11,849.00	1,053.38	987.42
30,096.46	29,907.96	11,849.00	11,774.79	987.42	981.23
29,907.96	27,897.34	11,774.79	10,983.21	981.23	915.27
27,897.34	27,708.85	10,983.21	10,908.99	915.27	909.08
27,708.85	26,452.21	10,908.99	10,414.26	909.08	867.85
26,452.21	26,263.71	10,414.26	10,340.05	867.85	861.67
26,263.71	24,253.10	10,340.05	9,548.46	861.67	795.71
24,253.10	24,064.60	9,548.46	9,474.25	795.71	789.52
24,064.60	22,053.98	9,474.25	8,682.67	789.52	723.56
22,053.98	21,865.48	8,682.67	8,608.46	723.56	717.37
21,865.48	20,608.85	8,608.46	8,113.72	717.37	676.14
20,608.85	20,420.35	8,113.72	8,039.51	676.14	669.96
20,420.35	18,409.73	8,039.51	7,247.93	669.96	603.99
18,409.73	18,221.24	7,247.93	7,173.72	603.99	597.81
18,221.24	16,210.62	7,173.72	6,382.13	597.81	531.84
16,210.62	16,022.12	6,382.13	6,307.92	531.84	525.66
16,022.12	14,765.49	6,307.92	5,813.18	525.66	484.43
14,765.49	14,576.99	5,813.18	5,738.97	484.43	478.25
14,576.99	12,566.37	5,738.97	4,947.39	478.25	412.28
12,566.37	12,377.88	4,947.39	4,873.18	412.28	406.10
12,377.88	10,367.26	4,873.18	4,081.60	406.10	340.13
10,367.26	10,178.76	4,081.60	4,007.39	340.13	333.95
10,178.76	8,922.12	4,007.39	3,512.65	333.95	292.72
8,922.12	8,733.63	3,512.65	3,438.44	292.72	286.54
8,733.63	5,592.03	3,438.44	2,201.59	286.54	183.47
5,592.03	5,403.54	2,201.59	2,127.38	183.47	177.28
5,403.54	4,146.90	2,127.38	1,632.64	177.28	136.05
4,146.90	3,958.41	1,632.64	1,558.43	136.05	129.87
3,958.41	816.81	1,558.43	321.58	129.87	26.80
816.81	628.32	321.58	247.37	26.80	20.61
628.32	Centre	247.37	Centre	20.61	Centre

WIDTHS. UNIT CHORDS = Sine of $\frac{1}{2}$ the angle.
 \therefore DIAMETER X 0.0490676 = (Sine $\frac{1}{2}$ angle 02° 48' 45")

Outer cms	Inner cms	Outer inches	Inner inches	Outer feet	Inner feet
831.21	787.04	327.25	309.86	27.27	25.82
787.04	718.35	309.86	282.81	25.82	23.57
718.35	715.41	282.81	281.66	23.57	23.47
715.41	695.78	281.66	273.93	23.47	22.83
695.78	692.83	273.93	272.77	22.83	22.73
692.83	653.58	272.77	257.32	22.73	21.44
653.58	650.64	257.32	256.16	21.44	21.35
650.64	631.01	256.16	248.43	21.35	20.70
631.01	628.07	248.43	247.27	20.70	20.61
628.07	579.00	247.27	227.95	20.61	19.00
579.00	576.05	227.95	226.79	19.00	18.90
576.05	526.99	226.79	207.47	18.90	17.29
526.99	524.04	207.47	206.32	17.29	17.19
524.04	504.41	206.32	198.59	17.19	16.55
504.41	501.47	198.59	197.43	16.55	16.45
501.47	470.07	197.43	185.07	16.45	15.42
470.07	467.12	185.07	183.91	15.42	15.33
467.12	435.72	183.91	171.54	15.33	14.30
435.72	432.78	171.54	170.38	14.30	14.20
432.78	413.15	170.38	162.66	14.20	13.55
413.15	410.21	162.66	161.50	13.55	13.46
410.21	378.80	161.50	149.13	13.46	12.43
378.80	375.86	149.13	147.98	12.43	12.33
375.86	344.45	147.98	135.61	12.33	11.30
344.45	341.51	135.61	134.45	11.30	11.20
341.51	321.88	134.45	126.73	11.20	10.56
321.88	318.94	126.73	125.57	10.56	10.46
318.94	287.54	125.57	113.20	10.46	09.43
287.54	284.59	113.20	112.04	09.43	09.34
284.59	253.19	112.04	99.68	09.34	08.31
253.19	250.24	99.68	98.52	08.31	08.21
250.24	230.62	98.52	90.79	08.21	07.57
230.62	227.67	90.79	89.64	07.57	07.47
227.67	196.27	89.64	77.27	07.47	06.44
196.27	193.33	77.27	76.11	06.44	06.34
193.33	161.92	76.11	63.75	06.34	05.31
161.92	158.98	63.75	62.59	05.31	05.22
158.98	139.35	62.59	54.86	05.22	04.57
139.35	136.41	54.86	53.70	04.57	04.48
136.41	87.34	53.70	34.39	04.48	02.87
87.34	84.40	34.39	33.23	02.87	02.77
84.40	64.77	33.23	25.50	02.77	02.12
64.77	61.83	25.50	24.34	02.12	02.03
61.83	12.76	24.34	05.02	02.03	00.42
12.76	09.81	05.02	03.86	00.42	00.32
09.81	Centre	03.86	Centre	00.32	Centre

- 23: I shall close at this point just to show what was going on in 1968 and I shall add another advert that went out in that newsletter of 1968.



By Courtesy of Julians of Reading
SEARL NATIONAL SPACE RESEARCH CONSORTIUM UK

- 24: This was 1968 already firms were offering to help me. I need a photo of the latest's model car to use in my advert to indicate that the S.E.G. could be used to power cars instead of petrol.

Thus the idea of the S.E.G. to power cars is not new. In fact powering trains was shown through 1968 as a possible solution in reducing the green house effect, by model trains functioning on the S.E.G. at public shows given by me were of great interest as a day out of entertainment for the masses which included police and doctors with their wives.

Unfortunate I never had the means to put in a good picture of the S.E.G. on that car but the red colouring was the best that I could do in those years.

- 25: What do surprise me are all these different shows and lectures which I have undertaken hardly no one has honoured their statement made at these events. Why do they make such promises if they have no intentions to back it up with positive action?
- 26: Strange how many have died from natural events yet no one does anything of worth to reduce this massive lost, but are first to cry WHY when they are hit – if they have not been hit yet – sure are going to be hit sooner then you are expecting it. That is almost certain now then ever been before
- 27: Every lip should be saying **STOP – THINK – ACT** – for tomorrow may be our last day – if we do not pull together to change and reverse the present situation which we have and are doing today!



Is this really the vision pollution we need in 2007?

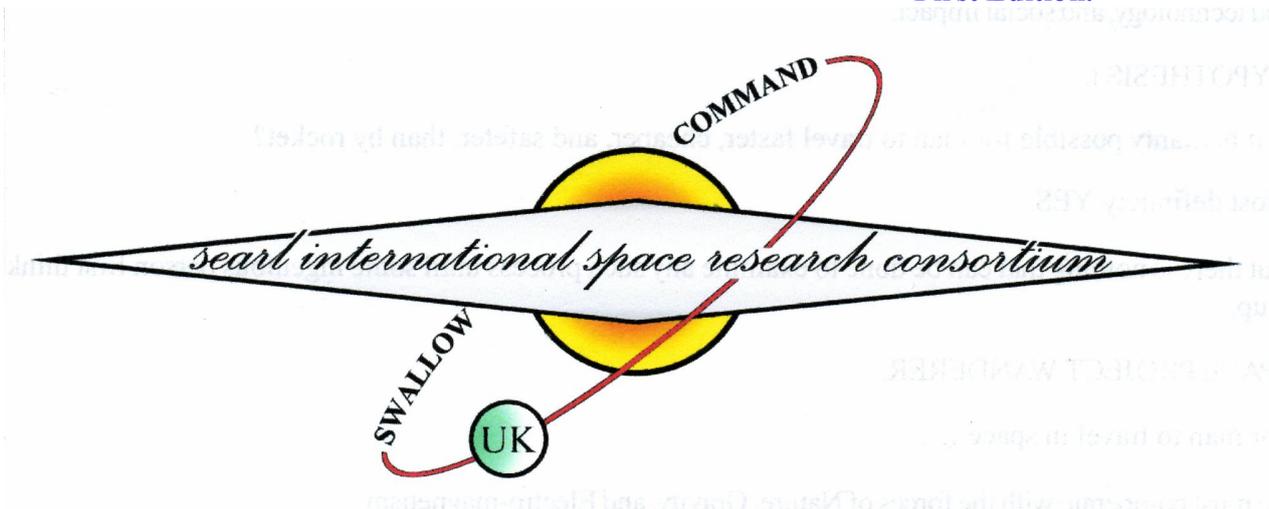
- 28: We are always going on about noise pollution, but never about vision pollution – even though I cannot fail to admit that it was a great invention on how to supply power to the masses at that time as there was really no other real option available.
- 29: And I have to be honest and say that they did a great job in those days, but like all technology we must move forward in time with better concepts that will not generate vision pollution. And to this point a number of people now agree with me and are working towards finding solutions to this problem.



These are but a few who are working and seeking solutions

Just a few added to a few more will generate a few more thus the chain will grow to a useful impact on this environment issue, to change the course of history to a far better world than we now have on offer.

- 30: I shall follow this with the tenth part of my discussion on the laws of physics as to prove or disprove the experts right that the S.E.G. breaks all the laws of physics – so far seen no proof that it does break the laws of physics – I hope you all agree with me upon that issue that so far no proof has been found in support of the experts.



SEARL INTERNATIONAL SPACE CONSORTIUM – UK-HQ.
CLEAN ENERGY RESEARCH & DEVELOPMENT.

PROJECT : SEARL EFFECT GENERATOR (S.E.G.)
DATE : JUNE 20TH 1968.
SUBJECT : SIR ISAAC NEWTONS LAWS.
STUDY : MOMENTUM AND ENERGY.
SECTION : TEN.
AUTHOR : PROF. J. R. R. SEARL.



1: ***MOMENTUM AND ENERGY.***

All the foregoing parts of these book examples are *simple cases* where the *bodies collide and stick together*, or were *initially stuck together* and later *separated by an explosion*.

- 2: However, there are situations in which the *bodies do not cohere*, as, for example, *two bodies of equal mass which collide with equal speeds and then rebound*.
- 3: For a *brief moment* they are in *contact* and *both are compressed*.
- 4: At the *instant* of *maximum compression* they both have *zero velocity* and *energy* is stored in the *elastic bodies*, as in a *compressed spring*.
- 5: To my understanding; that this *energy* is derived from the *kinetic energy* the *bodies* had before the *collision*, which becomes *zero* at the instant their *velocity is zero*.
- 6: The loss of *kinetic energy* is only momentary, however.
- 7: The compressed condition to my mind is too analogous to the cap that releases energy in an explosion.
- 8: The bodies are *immediately decompressed* in a kind of *explosion*, and *fly apart again*; but I already know that case – the *bodies fly apart* with *equal speeds*.
- 9: However, to my mind this speed of rebound is less, in general, than the initial speed, because not

All the energy is available for the explosion, depending on the material; is that correct Sir Flower bower, after all you should know from the fact that you are still suffering from acute diarrhoea on you tube – I feel deeply sorry for your mental state and for your family too you have to endure the smell from it.



10:

Now Flower bower for your information; if the material is putty no kinetic energy is recovered rather like your brain state is, but if it is something more rigid some kinetic energy is usually regained. This of cause can count for Flower bower lack of intelligence.

- 11: To my understanding that in the *collision* the rest of the *kinetic energy* is *transformed into heat* and *vibrational energy* – the bodies are *hot and vibrating*. Well I guess that Flower bower has a lot of experience of his anus getting hot and vibrating from all that diarrhoea he placed on you tube?
- 12: And Flower bower let me inform you that the *vibrational energy* around your anus will also be soon *transformed* into *heat* as it does in all *materials which collide together* and then *rebound* so please have a bucket of ice water handle as it could be needed in a hurry!
- 13: It is possible to make the *colliding bodies elastic materials*, such as *steel*, with carefully designed spring bumpers, so that the *collision generates* very little *heat* and *vibration* – Flower bower wake up and take note or receive 12 strokes of my cane to wake you up.
- 14: In these circumstances Flower bower, the *velocities* of *rebound* are practically *equal to the initial velocities*; such a *collision* Flower bower is called *elastic*.
- Yes Flowerbower, this would be proven correct on filming you getting 12 strokes of the cane upon your bare buttocks. That might had been the way *Sir Isaac Newton* discovered his law.
- 15: To my understanding Flower bower; that the *velocities before* and *after an elastic collision* are *equal* is not a *matter of conservation of momentum*, Flower bower, but a *matter of conservation of kinetic energy*. That is correct Flower bower your arse will sure prove *Sir Isaac Newton* to be correct: That I have no doubt upon.
- 16: I do accept that the speeds of the bodies rebounding after a *symmetrical collision* are *equal to each other*, however Flower bower, and is a matter of *conservation of momentum*.
- 17: I might similarly Flower bower *analyze collisions* between *bodies of different masses, different initial velocities*, and *various degrees of elasticity*, and determine the *final velocities* and the loss of *kinetic energy*, but I shall not go into details of these processes dear brother Flower bower.
- 18: To my mind, *elastic collisions* are especially interesting for systems that have no internal “gears, wheels, or parts.”



19:

Then when there is a **collision** there is nowhere for the **energy** to be impounded, because the objects that move apart are in the same **condition** as when they **collided**; is that correct Flowerbower – after all you are the world’s greatest scientists of bullshit.

20: Therefore to my understanding, between very **elementary objects**, the **collisions** are always **elastic** or very nearly **elastic**; is that also true dear brother Flowerbower?

21: Let’s take for instance, the **collisions** between **atoms or molecules** in a **gas** are said to be perfectly **elastic**; please kindly take note Flowerbower I am trying to educate you so you don’t appear ignorant on you tube.

22: Although I have to admit that this is an **excellent approximation** dear Flowerbower; even such **collisions** are not **perfectly elastic**; otherwise one could not understand how **energy** in the form of **light or heat radiation** could come out of a **gas**.

23: As I understand it, that once in a while, in a **gas collision**, a **low-energy infrared ray** is **emitted**, but to my knowledge this occurrence is very rare and the **energy emitted** is very small.

24: So, Flowerbower you see for most purposes, **collisions of molecules in gasses** are considered to be **perfectly elastic**, I guess that is why you are doing so much farting on you tube to test what level of energy you can release; which I can **certify is extremely low emission**.

25: Let I see if I can find another interesting example Flowerbower – everybody know that you can – but I want an **intelligent example** – certainly not **crap**. So let me consider an **elastic collision** between **two objects of equal mass**.

26: Now take note Flowerbower, if they come together with the **same speed**, they would **come apart** at the **same speed**, by **symmetry**.

27: Now let me look at this in another circumstance, in which one of them is **moving with velocity v** and the other **one is at rest**.

28: What does our expert Flowerbower think will happen?

29: I do sincerely wonder if he has a brain at all – his display on you tube rather suggests that he don’t have one – just a load of crap formed like a brain structure without that special ingredient called intelligence.

30: I know that you know that I have been through this before.

31: I watch the **symmetrical collision** from a car moving along with one of the **objects**, and I find that

If a *stationary body* is struck *elastically* by *another body of exactly the same mass*, the *moving body stops*, and the *one that was standing still* now *moves away* with the *same speed* that the *other one had*, the *bodies simply exchange velocities*. O mighty Flowerbower with all that knowledge you have or make out that you have do you agree with that statement or is it out side of your brain capabilities?

- 32: Yes this behaviour Flowerbower can easily be *demonstrated* with a *suitable impact apparatus*; which there are many about on the market place.
- 33: More generally, if *both bodies* are moving, with *different velocities*, they simply exchange *velocity at impact*.
- 34: Let me take another example of an almost *elastic interaction* is *magnetism*.
- 35: If I arrange a pair of *U-shape magnets* in my *glide blocks*, so that they *repel each other*, when one drifts quietly up to the other, it pushes it away and stands perfectly still and now the other goes along, frictionlessly.
- 36: I accept that the *principle of conservation of momentum* is very useful, because it enables me to solve many problems without knowing the details.
- 37: Note that I did not know the details of the *gas motions* in the *cap explosion*, yet I could predict the *velocities* with which the *bodies* came apart, for example.
- 38: Another interesting example to my mind is *rocket propulsion*; guess you were wondering if I would make any reference to that issue.
- 39: Well I shall in passing; a *rocket of large mass, M* ejects a *small piece of mass m*, with a *terrific velocity, V* relative to the rocket.
- 40: After this the rocket, if it were originally standing still, will be moving with a small velocity, *v*.
- 41: Using the principle of conservation of momentum, I can calculate this velocity to be:

$$v = \frac{m}{M} \cdot V.$$

- 42: As I know that as long as *material* is being *ejected*, the *rocket* continues to pick up *speed*.
- 43: *Rocket propulsion* is essentially the same as the *recoil of a gun*: therefore is no need for any air to push against.
- 44: I will end this discussion at this point; so far no laws have been broken neither with the mock-up or the Searl Effect Generator (S.E.G.).
- 45: In this book I have came a long way in the investigation upon the laws of Sir Isaac Newton and have found nothing that supports these experts claims that it breaks all the laws of physics – instead so far it supports the laws of physics.

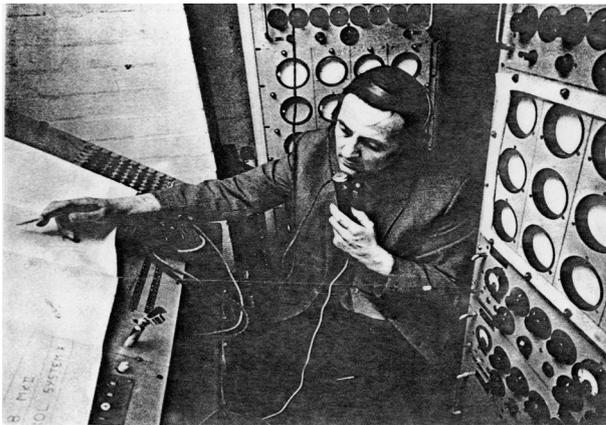
This report was released by the authority of:



*Prof. John Roy Robert Searl. Lecturer / author// head of R&D.
Manned Flight Division. UK.*

Released Date: 20th June 1968.

SEARL INTERNATIONAL SPACE RESEARCH CONSORTIUM UK.



46:

1968 Mortimer Berkshire Demo 1 project – the future Thailand Explorer project.

To be or not to be is a question that only time can answer – but that time is coming – Thailand is gearing up today for the future to be.



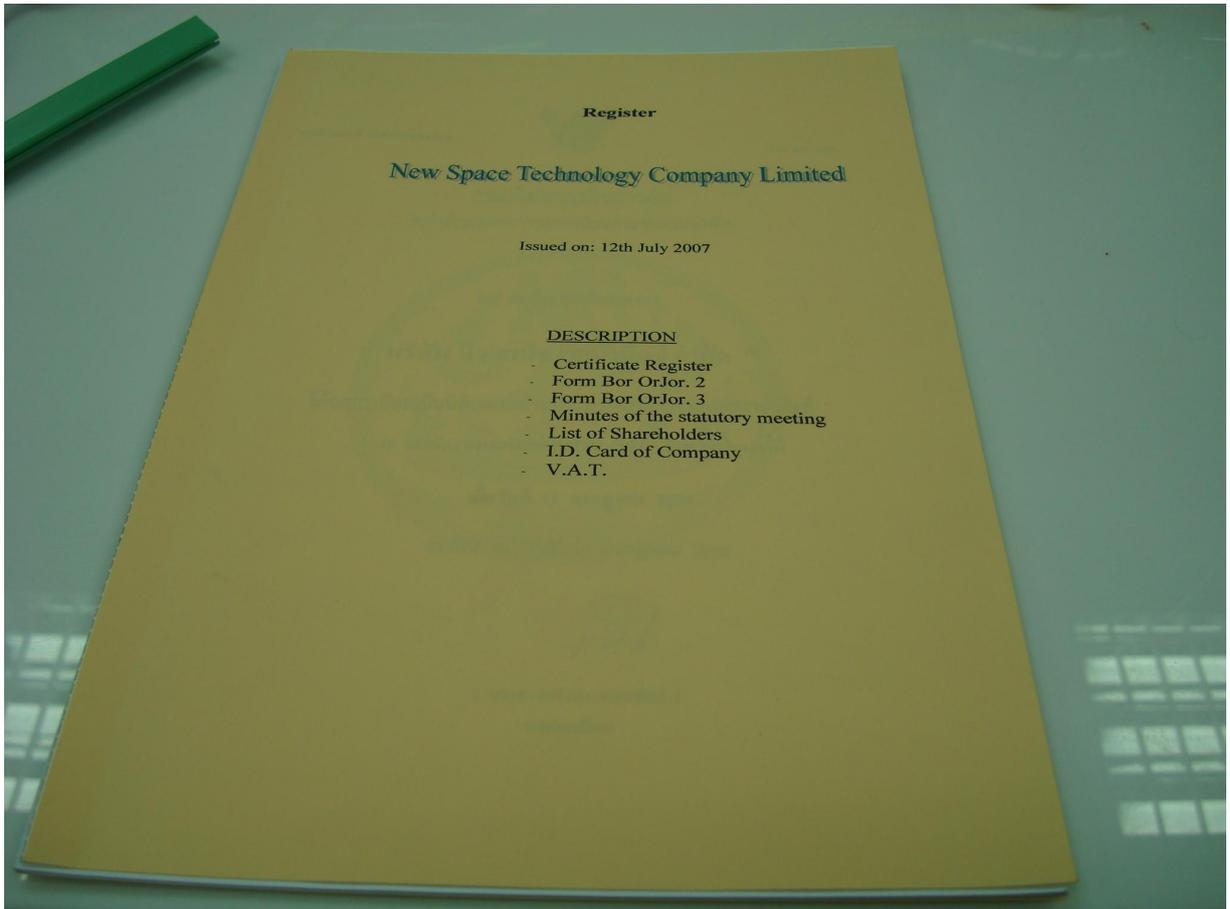
Whether you believe these photos are real or not do not matter because the tomorrow people are here now and preparations are proceeding fast towards our goals to create the tomorrows with cleaner energy and transport systems.

47: Progress may appear slow to you but already thousands of dollars have been already spent in Thailand for equipment and materials for the work to go ahead and much more will be needed to be spent before we can start the development work.



2007 The beginning of a new age that will create a paradise shift between today's pollution making technology to the clean technology herein termed THE SEARL EFFECT GENERATOR (S.E.G.)

- 48: It is time that we stopped and think about our children and there children hopefully will be; but they need a future termed the tomorrows that at this time we are killing off for them. We claimed to be intelligent – caring – loving – educated – really that shocks me for the impress images that my brain observes says opposite there is little care to the future generation – smoking over the top of babies, killing for fun – wars – terrorists – these are not human acts – they are evil acts to my mind. Even throwing your rubbish on the ground or into ditches – rivers or the sea is evil, cutting down trees and not replanting them is also evil acts. For these acts affects us all in the long run. Many now think that there is no hope to save this planet it's far too late to try – it will be worth it if we can extend its present life expectancy if only by 100 years – that gives us more time to act.



49:

Our new registered company in Thailand for the purpose of developing the Searl Effect Technology (S.E.T.) by which the world of tomorrows will be born.

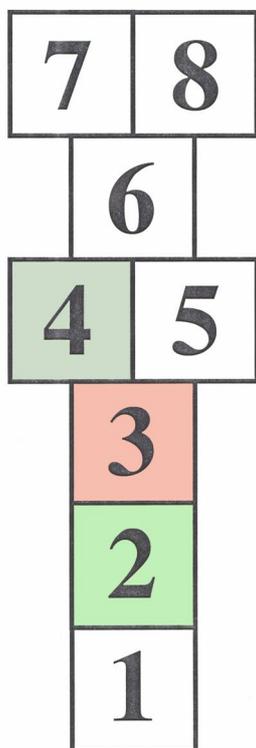
My task finds the answers to our problems so we can create that paradise shift!



The helpers attending my lecture in Scotland – Hollywood film it for the records!



- 50: The dreams that Searl experience were catalogue as nightmares by his foster mother.
- 51: Over six years he experience these dreams which when analyzed make interesting points to bear in mind.
- 52: Dream one holds mostly all mathematics for the technology and what this technology is about.
- 53: This is the centre of that information:



Prof. Searl knew this game as hopscotch.

In this version there are only 8 squares.

Number 3 are coloured reddish because it is a key marker to everything in our universe. This contains the stone.

Number 2 is coloured bright green that is also a key marker where Prof. Searl is standing.

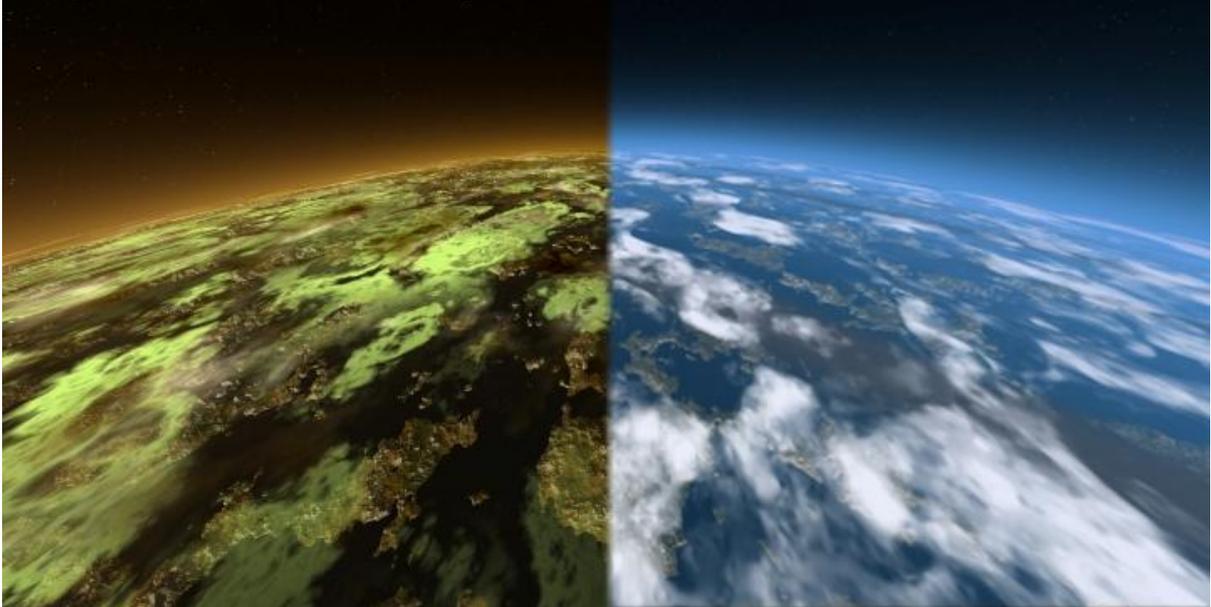
You have 2 sets of 2 squares in horizontal format.

Square 4 is coloured by a duller green.

- 54: We need to understand the rest of this dream content which most people would had never taken any notice of it; as it would be something most people would prefer to forget about, and if you live in a world of fantasy you would instant forget it.
- 55: But Prof. Searl lives in a world of reality he want forget about it; in fact this dream is going to be certain that he will not forget about it.
- 56: Because it appeared again that year and twice again for the next 5 years.
- 57: Just this part of dream one tells a massive amount of information relating to the world of reality.
- 58: But unfortunate Homo sapiens have eyes but they cannot see the world of reality unless they actually live it; they are completely blind to the domain of reality.
- 59: But that old saying that things come in pairs held also true in the case of Searl's dreams.
- 60: This was an important trigger which actually played a major role in part; in this development and related to going to school. The second dream related to my return home and the duties I was expected to perform each day. The second dream relates to the **I-G-V** while the first dream relates to the **S.E.G**.

The man who saved tomorrow....

John R.R. Searl



61:

***WILL THE S.E.T. SAVE THE WORLD?
OR WILL NATURE DECIDE THAT HOMO SPAIENS NOT WORTH SAVING?***

62: ***SPACE IS MAN'S FRONTIER – FOR HIS FUTURE SURVIVAL:***

During 1968 the study work on the slender disc research and development had reached the point where space became interesting as a possible employment base which could change our living base line to a better standard for all.

63: Therefore, I commenced the study work as to what shape such a space vehicle should be constructed from.

64: The space race was on; and the formative years were 1957 to 1960.

Clearly space data was being achieved from that work which had started, therefore everything they knew was less cost to me to research.

65: Now let me explain that according to the law of the squares there must be two systems available to use; and they are such technology.

America and Russia place their efforts on a vertical concept requiring costly launch and landing sites. Used dangerous fuel as energy, and required special windows for all missions.

66: Having study their operations including the mass of failures, I decided that the vertical concept was unsuited for commercial operation in space, and therefore concentrated on a horizontal concept which became to be known as the ***SENDER DISC***, such a concept was out side the big boys capability, this will be discussed later and for now let me make it clear that the energy needed to lift a horizontal vehicle is many times greater then the vertical system. Agreed that both Russia and America failures assisted my effort, and the press and media played upon it.

67: ***SPACE FLIGHT HIGHLIGHTS OF 1957 AS I REMEMBER THEM:***

	Launch date	Launch vehicle	Launch weight.
Sputnik 1 (USSR)	4TH Oct 1957	A	184 LB
Sputnik 2 (USSR)	3RD Nov 1957	A	1118 Lb

- 68: All of you who are around my age remember this year when the Russians proved to the world that man could put things into space.
- 69: In the United States, meanwhile, efforts to place an artificial satellite into orbit failed during 1957.
- 70: The American space program was the victim of a parochial inter-service rivalry that saw the US Navy's Vanguard launch rocker pitted against the US Army's Redstone and the US Air Force's Atlas.
- 71: The latter was side tracked toward development as an ICBM and the Vanguard was chosen as first priority over the Redstone.
- 72: Despite promising early results, the Vanguard was plagued by a series of disastrous failures through the falloff 1957 and the United States ended the year without placing a space craft into orbit.
- 73: That was the reality in which the Americans were convinced they would be first – but the world of reality did not turn out as predicted. That was one point.

Their problem was the domain of reality – where different groups were trying to beat each other. From this kind of reality; I cannot let this happen within the S.I.S.R.C.W.W.

No country can try to push out another to beat them – at this time Thailand is clearly in the running – but Italy may catch up in some ways, and Israel has the same option.

There is no race involved here its all working together to achieve success at the end of the road.



- 74: ***Here are time frames frozen of my life from a boy at a navy school to building the I.G.V. today time has removed the evidence for good. The navy school now Higher Education College and the Demo 1 have been destroyed because people were damaging the property who visited it. Thus time removes all things in the end. That also includes us.***

75: Today Wednesday September 5th 2007 Time 1038 hours to 1327 hours, meeting held here at my home with Dr. Robert Lipman present and Andrew Higgs from Japan.

We discuss the position of Japan joining this development, as you may recall they meet me in Thailand for the initial meeting.

I have now agreed that I would travel to Japan to check out the site to certify that they are in a position to work with me upon this technology. The meeting was indeed interesting and all enjoy the situation all saw the funny side of the future to be.

76: I feel certain that Japan will speed up to development stage as Thailand has done – once I have been there; after all Japan is only six and a half hours away from Thailand

77: On Friday 7th September I shall be in hospital for my second heart operation; at this time it's hard to say whether I shall be released that night or not, what ever happens I do have busy program set up to commence three days of my operation at this time.

78: More books are waiting to be transferred to swallow command; I am sorry that around 17 pages were missing from book 16A – I shall redo them as soon as I can find the original pages.

79: These books show you my interest which is vital for the person in charge of developing a perfect space craft for deep space penetration.

80: Everything invented by man must be evaluated for such project as Star Ship Explorer or any other project of the future.

81: Just a fancy drawing of your idea of a space ship has no value unless its structure and functions are feasible relating to the mission plan or objective.

82: That requires time to define the functions then the structures that can contain such functions.

Such are the demands of the Homan Sapiens structure and mass of functions which must be accounted for, and it is the use of the Homo sapiens which complicate the problem; with out the Homo sapiens the cost drops immensely.

83: Over the years I have been shocked that so many people think that one man could do the work in less time and less cost and expected me to achieve the same as the Americans who had all the firms and skill personnel of the world to do it, not forgetting an unbelievable funding from the government.

That was the insanity of the masses over those years so long ago.

84: Today Wednesday 5th September 2007 I still do not have the workforce of NASA or the hard cash either; but there is one major thing which I do have - which is hope - faith can work wonders and time can swing things around for the right men power and cash to become available.

85: Yes, I agree that man power is slowly coming on line and the hard cash.

Thailand has just confirmed the hard cash available to build the 3 man craft which I wanted to do in 2003.

86: They said that I better believe it – so what can I do, but to believe it – if not I will get spanked.

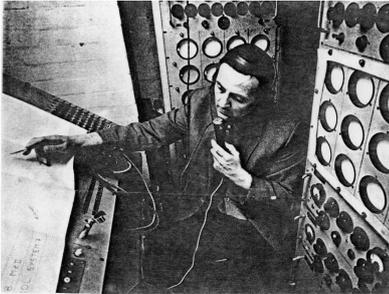
87: Talking about believing – I see so many idiots on the net demanding that I show all my papers – that is how insane there are because I am not applying for a job with them – they apply for a job with me and show their papers – these idiots will not be given any employment by me that is for certain.

My legal people make it clear to me that I need not show idiots my status.

88: To them I say that things are moving fast and I have no need of idiots now or ever.

I will end this part at this point; again I wish all my brothers and sisters good health to 2007, and may the world be nice to you. The future looks bright so turn on that light and be seen by all

Prof. John Roy Robert Searl.



***SEARL INTERNATIONAL SPACE RESEARCH CONSORTIUM UK
FUTURE ENERGY AND TRANSPORTATION SYSTEMS.***

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