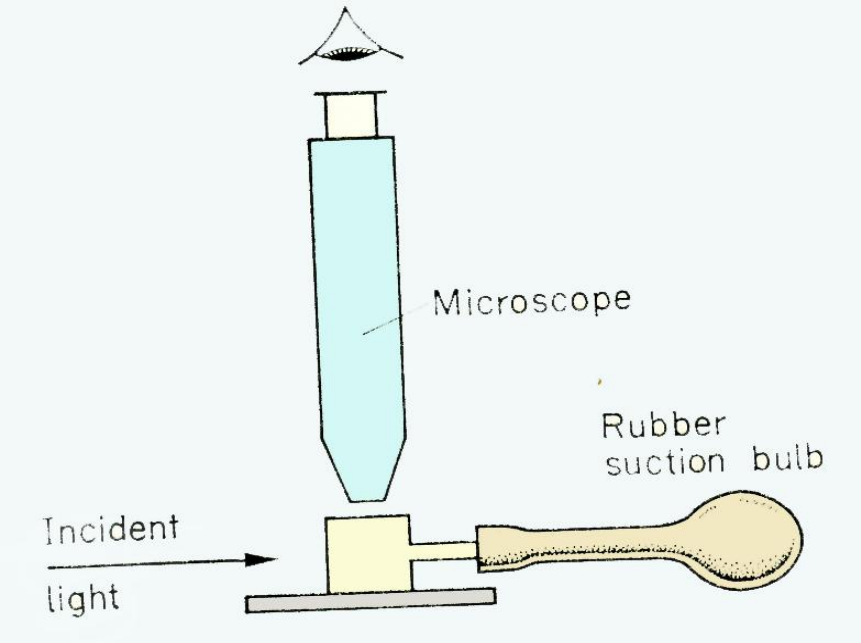
SUBJECT : Atomic understanding
AUTHOR : John Roy Robert Searl
AITHORITY : Superintendent of Documents – UK

141: ***BROWNIAN MOTION:***

Evidence in support of the existence of molecules comes from observations of Brownian motion, named after Brown who first observed it in1827.



Apparatus to show Brownian motion of smoke particles.

142: This may be demonstrated by introducing cigarette smoke into a small hollow glass cube of about ten millimetre side, as shown in figure above placed on the stage of a microscope and illuminated by a strong horizontal beam of light from one side.

When viewed under high magnification, small bright specks of the smoke particles may be seen.

These are observed to be continuously agitated in a random fashion.

The explanation as I understand it is that with a heavy body the impacts of individual gas molecules on the surface are relatively too small to displace the body appreciably.

Moreover the surface area is so large that the impulses delivered by the numerous molecules balance out.

When, however, the size of the body is reduced, the impacts of the molecules all around it are less likely to be balanced and the lighter particle responds more readily to the resultant forces acting upon it.

143: Brownian motion in a liquid can be shown by mixing very dilute solutions of lead acetate and potassium carbonate in a rectangular tank of glass or Perspex.

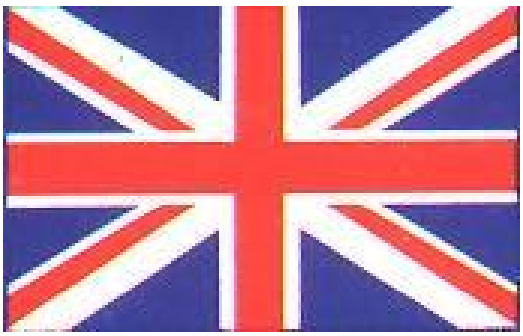
When the tank is illuminated by light from an arc lantern and viewed at right angles to the

Direction of illumination, each crystal platelet shows up as a bright speck when it comes into the position of reflection.

The twinkling of these bright specks indicates that the crystals are being continuously agitated in much the same way as the smoke particles.

144: As I have always stated that when you teach physics, science, technology or electrical / electronics it is wiser to present that subject in small doses so the student can easy digest it. Therefore upon that statement I shall end this bite of reality, and proceed upon the next issue related to my knowledge.

145: This document has been released to the general public by the authority of:



Prof. John Roy Robert Searl head of research and development.
Author / Lecturer.
Tomorrow's energy and transportation systems.

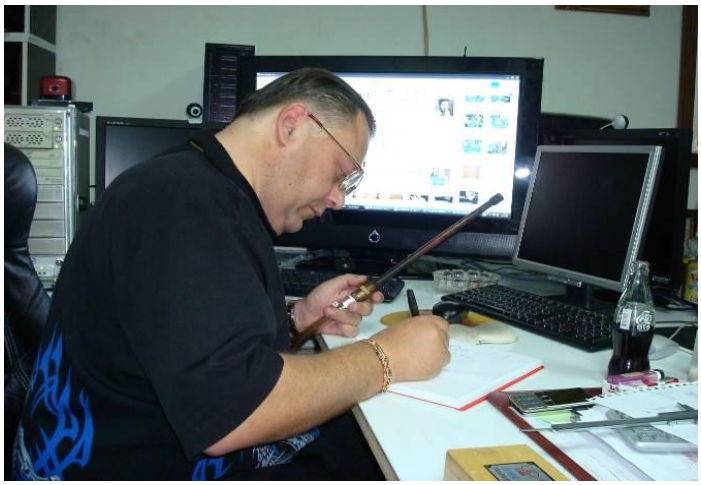
146: I can appreciate the fact that reading this book you might think that I am a miserable old bugger, with no humour; if that is the case I have to inform you that I am actually opposite in function, can give a joke and take a joke – love cartoons that deals with facts of reality like this one:

Who ever sent this to me please accept my sincere thanks.

147: Today Sunday January 27th 2008 at 1000 GMT received this update from Thailand.

The SEG Project venture in Thailand

Fernando Morris, Project Eng.



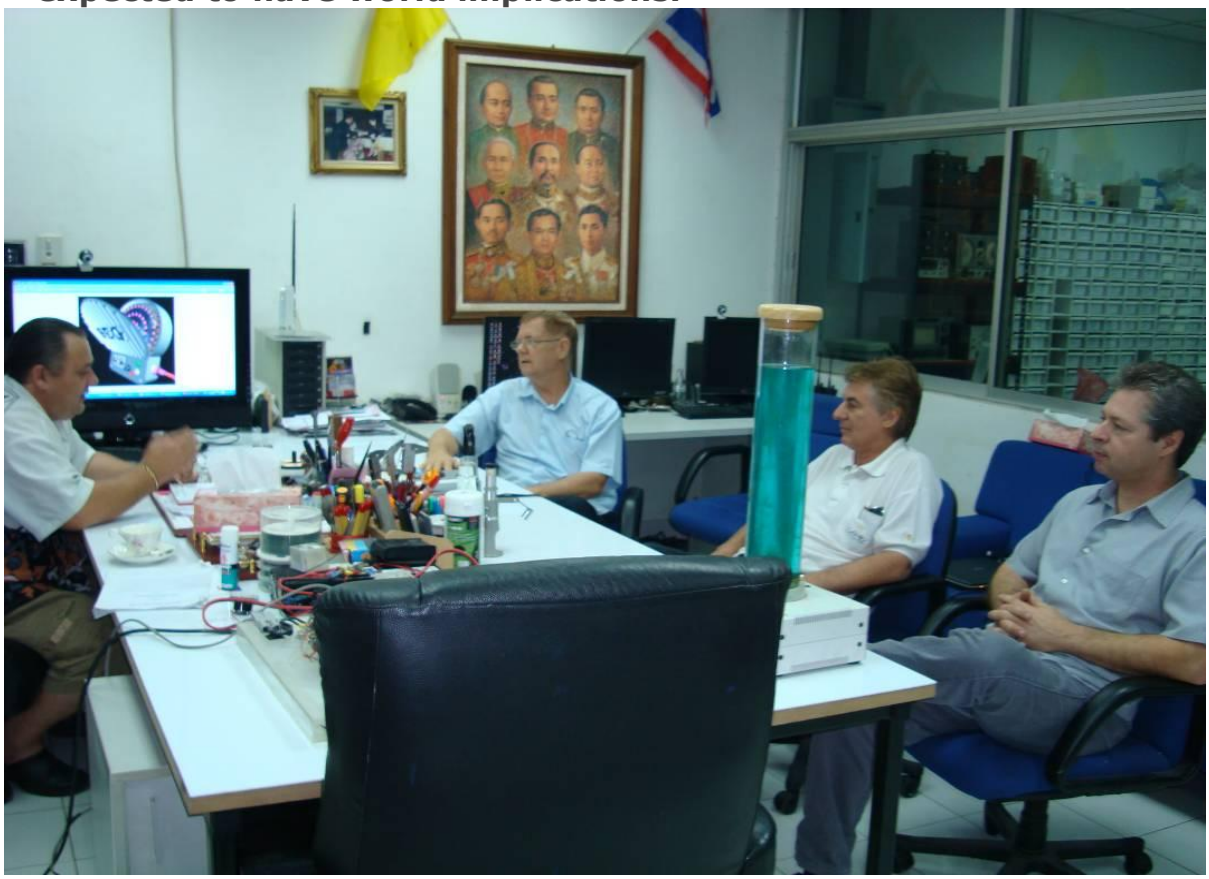
Freddie Vukson, Project manager and investor.

John Searl, inventor of the SEG, now at the age of 75.

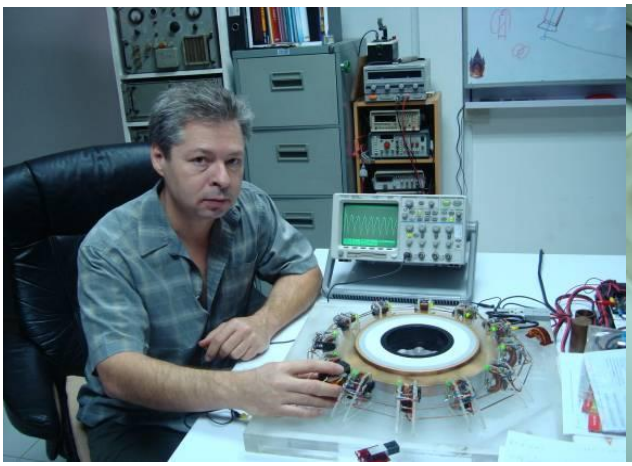
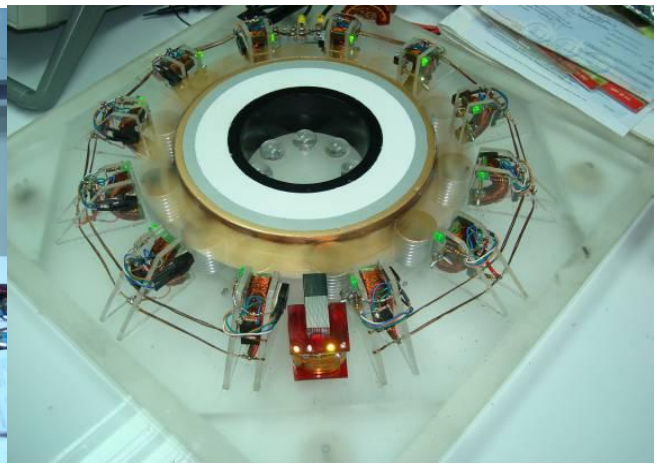
I have over the course of the last 3 years, gained John Searl's personal trust and confidence with the agreement to proceed with this project. His experience and consultations will be a contributing factor that is not available to any other party, company or group.

Freddie Vukson is now our main contributor by providing a base of operation in Thailand. This involves the heavy machinery, building space and funds for the materials that has amounted to over $800,000 invested over the last six months.

We enjoy privileges and security with contacts to the government of Thailand, even to the King's palace and ministers. This country has now an ideal condition for us to startup with a company that expected to have world implications.

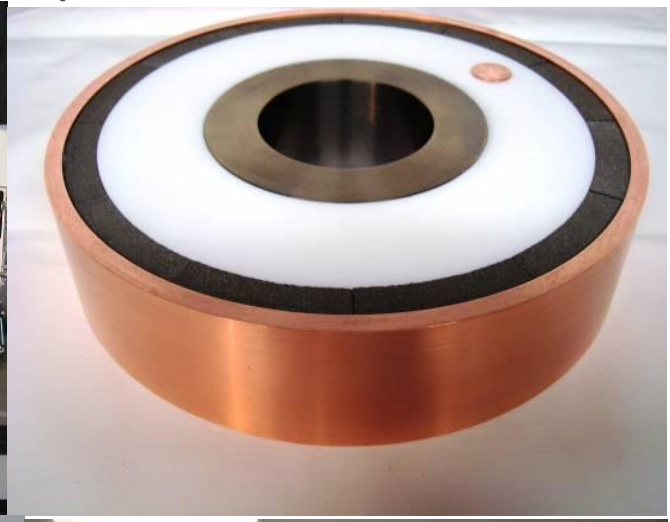


The meeting we had with Fred and Joe, this January of 2008.

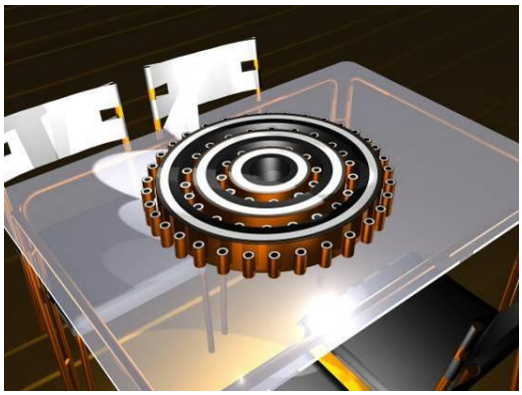
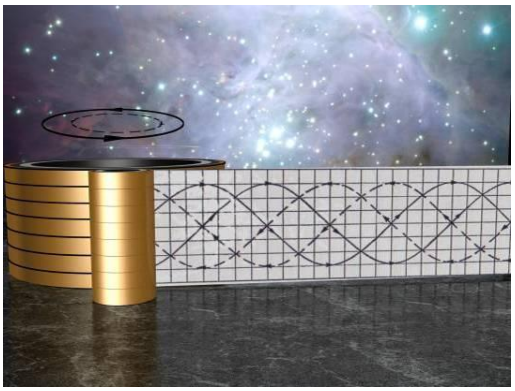



The running SEG mockup built to demonstrate some of the core principles of the SEG technology for visitors and conference lectures.

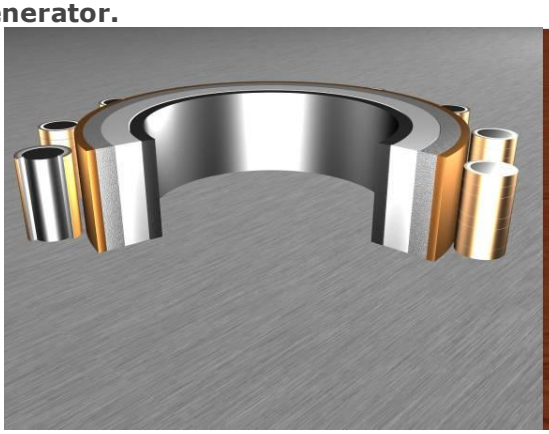
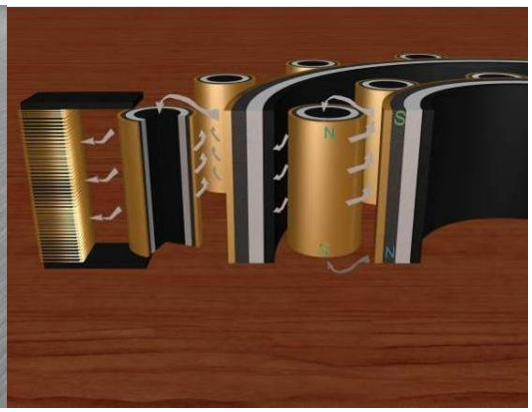
My personal cost over the last 10 years amounts to about $80,000, results most notably in the development of the magnetizer, the unique magnetization process and the machining techniques of the SEG precision hardware.



Here we see that first hand-made manufacturing model, completed is the first large magnetic ring and 8 segment roller components of which there must be two other sets to complete the SEG. This level of progress results could only be so after 10 years of experience and continual efforts

The SEG expected to produce about 90 Watts per pound of its own generator weight. The current hand-made manufacturing model will be 72286 grams, amounting to about 15 Kilowatt of electrical power. This technology presents itself as a global solution for the world's energy requirements of environmentally safe source of energy. The source of energy is the most abundant, but not recognized by industry yet. This, the SEG effectively converts in to useful energy and this source is ambient temperatures of the environment which results only in the reduction of local temperatures as electrical power is drawn out of the generator.

The SEG is composed of four distinct materials in the same order sequence layering from the inside to outside for both stator rings and rotors or rollers.
Neodymium – rare-earth metal used as a Collector of free electrons on an open system and functions as a base or reservoir of free elections. Teflon or Nylon 66 – said to function as a Gate or regulator of electron pairs migration to the next layer. Permanent Magnetic material – functions as an accelerator of the electrons due to the changing or undulation magnetic fields of the revolving and orbiting rollers around the stator ring. Copper – functions as an Emitter of high velocity electrons sourced from the Neodymium layer and it develops the eddy currents that set up a magnetic bearing between stator and rollers.
The magnet layer will require a magnetizing process unique to SEG only and not available with any other group or company. Construction of the 500Kw SEG magnetizer expected completion is a month or two. We should make it clear here, there are no experts on the SEG; only those with years of experience working on this technology can claim to be so. At the root of the technology is the SEG ability to take the electrons quantum kinetics of Brownian motion in to coherent motion, thus the formation of cooper paired electron currents. The SEG high level of electromagnetic sophistication routinely leaves academic types in fear, doubt or uncertainties. This is a problem, but that matter expected to be resolved by way of this business venture.

New Space Technology, a Thailand company formed to research and develop an SEG suitable of manufacturing. The cost of this venture has always been estimated at 3 million and about a third of it been spent already. One million more needed to continue for the duration of 2008 and the estimated 20 million later for a manufacturing plant; we are open for partnership or investments at this time.

The plant proposal will relies on the automations of several CNC lathes machines working in tandem with highly precise measuring equipment. We can estimate the production of 5000 SEGs annually retailed at $15000 with the materials cost at about $6000 dependant how well materials can be sourced.

The units are ideally suite as a decentralized energy needs of homes, electrical cars, and rural areas outside the grid or within supplying surplus energy to the grid. It also has health benefits that makes useful for hospitals as it negatively ionizes the air effectively, removing airborne dust, killing Bactria and virus as well.

We do have a customer base ready to buy, distribute and install these units, not only for Thailand, but also to buy the rights to manufacture them in Israel, Australia, UK, Italy and the USA.

This of course is just a brief outline, so we welcome questions and can invite to visit our location.

Best Regards,

Fernando Morris,
Freddie Vukson

Fernando Morris – S.I.S.R.C. – MAGNETIC DIVISION.

148:

DOC-SISRC-TBP-1
DATE: 20TH March 1952.
EDITION: First.

Princess End, TIPTON, GREAT BRITIAN.

LOCATION : Midlands Electricity Broad, Tipton. Great Britain.
SUBJECT : Physics.
AUTHOR : John Roy Robert Searl.
STATIS : Electrical /Electronic wiremen.

149: ***INTRODUCTION:***

Underlying the whole science of physics and chemistry where my growing interest lies; where my excitement upon the laws of the squares are racing ahead of me, to witness that there appears to be three fundamental conceptions – note I stated conceptions and not FACT. There is a difference between the statement conception and that of Fact.

(a): Mass.
(b): Length.
(c): Time.

150: As I see it that in the domain of reality these cannot be defined, and you the reader must depend on his / her own intuition and education for these conceptions.

From them may be derived other notions, such as ***area*** and ***volume***; the size of an area may be obtained by multiplying together the lengths of its sides, hence area = length x length or being a toffee nose person you could just write $(\text{length})^2$; so also volume = $(\text{length})^3$.

Velocity is another simple derived notion and is distance travelled per ***unit time*** or ***length*** divided by ***time***.

$$\text{Area} = L^2.$$
$$\text{Volume} = L^3.$$
$$\text{Velocity} = \frac{L}{T} = LT^{-1}.$$

151: ***Force*** and ***work*** are other derive notions; of their exact connection with ***mass, length*** and ***time*** which I shall treat later: but for the present I may state to my mind that force can move matter and is measured by the motion produced and the amount of matter set in motion

Obviously such derived notions can only be measured in terms of the conceptions from which they are derived, and it is therefore necessary before going further to consider the methods used for measuring ***length, time*** and ***mass***.

152: ***Measurement of length:***

The legal unit of ***length*** in Great Britain and Ireland is the yard.

This is defined as the distance between certain marks on a bronze bar kept at the Office of the Board of Trade in London.

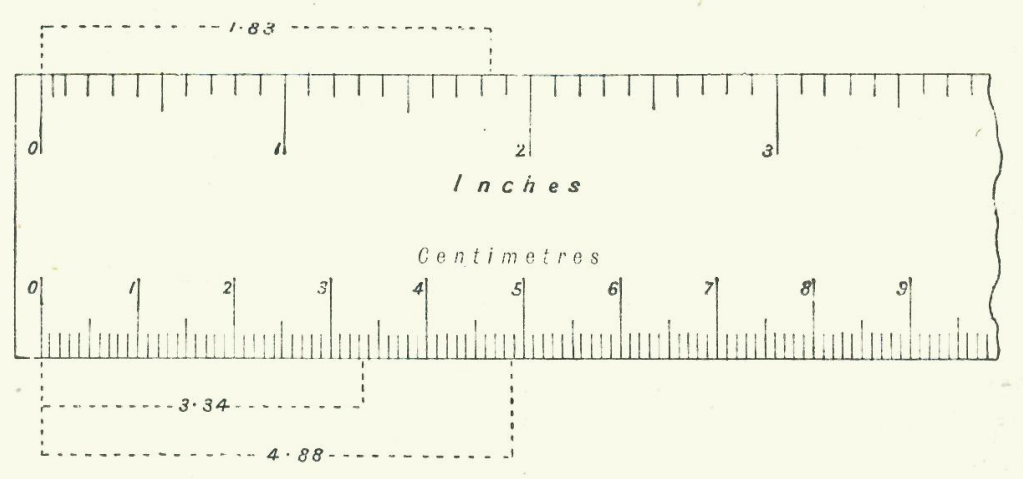
Update note: I strangely had my first digs in London at 30 Crawley Road, at Turnpike Lane in 1946. Including my first job – they were my good days – but kept clear of girls; a bad mistake.

It is subdivided thus:-

$$\text{Velocity} = \frac{L}{T} = LT^{-1}.$$

The unit of ***length*** chiefly employed in ***scientific work*** is the centimetre; this is the ***one-hundredth of a metre*** which was originally defined as the ***one-ten-millionth part of the minimum earth quadrant (Long. 105^0 34' E)***.

Practically the metre is the length at ***0^{0}C a platinum Pt 78 bar*** kept at ***Paris, France*** and known as the "***Metre des Archives***." Yes you have guessed correctly there is a duplicate standard metre in London.



The tenth part of a centimetre is called a millimetre and the above figure shows a portion of a scale giving centimetres and millimetres on one edge and inches and tenths of an inch on the other.

To be able to manufacture the S.E.G. or the I-G-V you need to understand how to measure things, without that ability you never make them. Without question, measurements have frequently to be made with much greater accuracy than to the nearest millimetre or tenth of an inch, and instruments for this purpose will be described presently; but it is frequently useful to be able to estimate tenths of the smallest divisions on a scale by eye, and the reader should practice doing this.

Some examples of this kind of estimation are shown in the figure above for guidance.

It is helpful to remember that in estimating decimals there are five imaginary spaces on each side of the middle point of the division in which the estimation is being made.

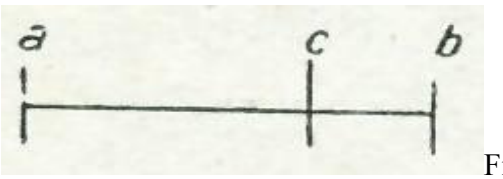


Figure 16-2.

Thus if ac (figure 2) were to be estimated as a fraction of ab, I might first guess at the middle point of ab and then estimate that c was two of the five spaces beyond it, so that ac is seven-tenths of ab.

153: ***PRINCIPLE OF THE VERNIER:***

This process of estimation is performed mechanically by a contrivance called the vernier, which consists of a second scale whose edge slides along the graduated edge of the main scale on which a reading is to be made.

I just spent time searching for my vernier of 1950; unfortunate the place is like a car scrape yard cannot afford any more time searching for it, will have to include it in a later report, in the mean time I shall continue with this report.

Suppose that the edge of the vernier is divided into ten equal divisions and is equal in length to nine of the divisions on the scale as is shown in the dotted position of the vernier in figure 16-3 below, then each division on the vernier = 9/10 of a division on the scale.

For convenience, suppose the divisions on the scale are millimetres, then each vernier division = 9/10 mm.

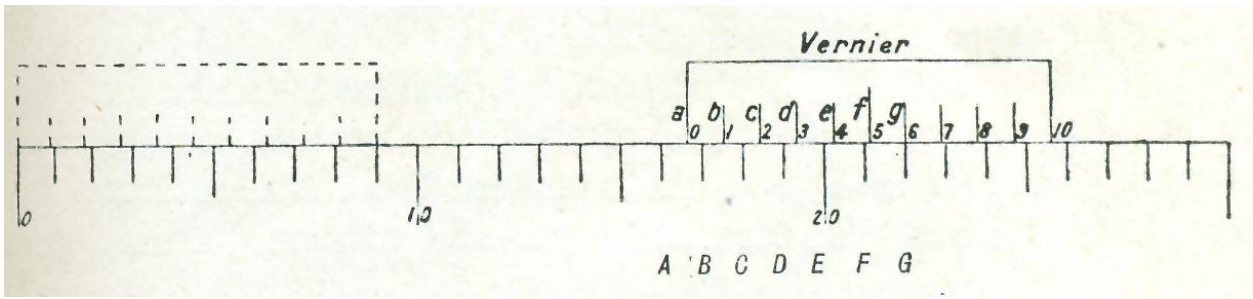


FIGURE 16-3.

Now suppose the vernier moved to the position shown, and let it be required to read the distance from zero of the scale to the zero division (marked a) on the vernier.

From the scale we see that a lies between 16 and 17 mm.

Find the division on the vernier which most nearly coincides with a division on the scale – this is the sixth division, marked g.

Then since gf = 9/10 GF, ∴ f is one-tenth of a millimetre to the right of F.

Similarly e is two-tenths of a millimetre to the right of E, and so on.

Thus a is six-tenths of a millimetre to the right of A, and the required distance is 16.6 mm.

In the same way it will be seen that if the division marked 3 on the vernier had coincided with a division on the main scale the distance Aa would had been three-tenths of a millimetre, and similarly for other coincidences, so that the method of reading between the divisions of a scale by a vernier is obvious.

It is clear that the vernier may be divided into any number of equal parts so long as the number of parts on vernier scale is one more (or less) than the number of parts which it covers on the scale.

Thus figure 16.4 shows a vernier for reading angles.

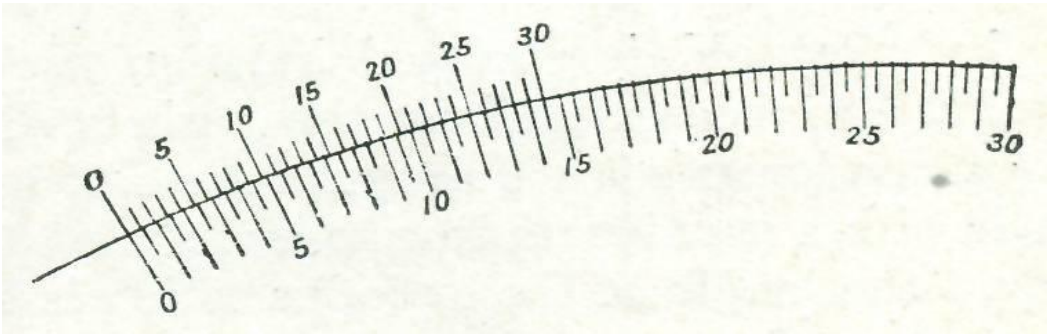


Figure 16.4

The scale is divided into half degrees, and the thirty divisions on the vernier cover twenty-nine half-degrees.

Hence the difference between a division on the vernier and a division on the scale is 1/30 of half a degree that is 1 minute of angle.

154: ***THE VERNIER CALLIIPERS:***

Shown in figure 16.5; enable measurements of length to be made to one-hundredth of a centimetre.

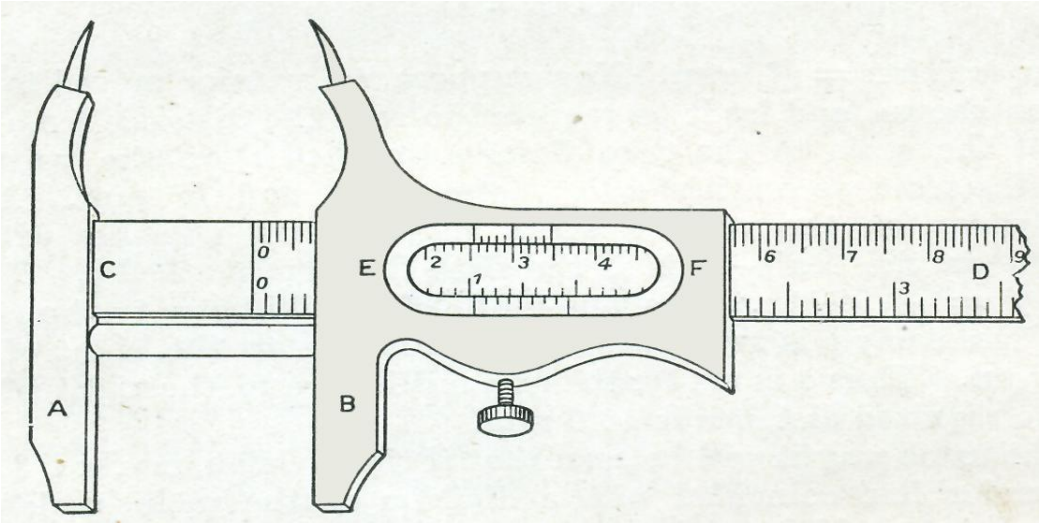


Figure 16.5.

ACD is a steel rule on which is engraved a scale of centimetres and millimetres, BEF carries a vernier scale on the bevelled edge of the opening EF, and can slide along CD.

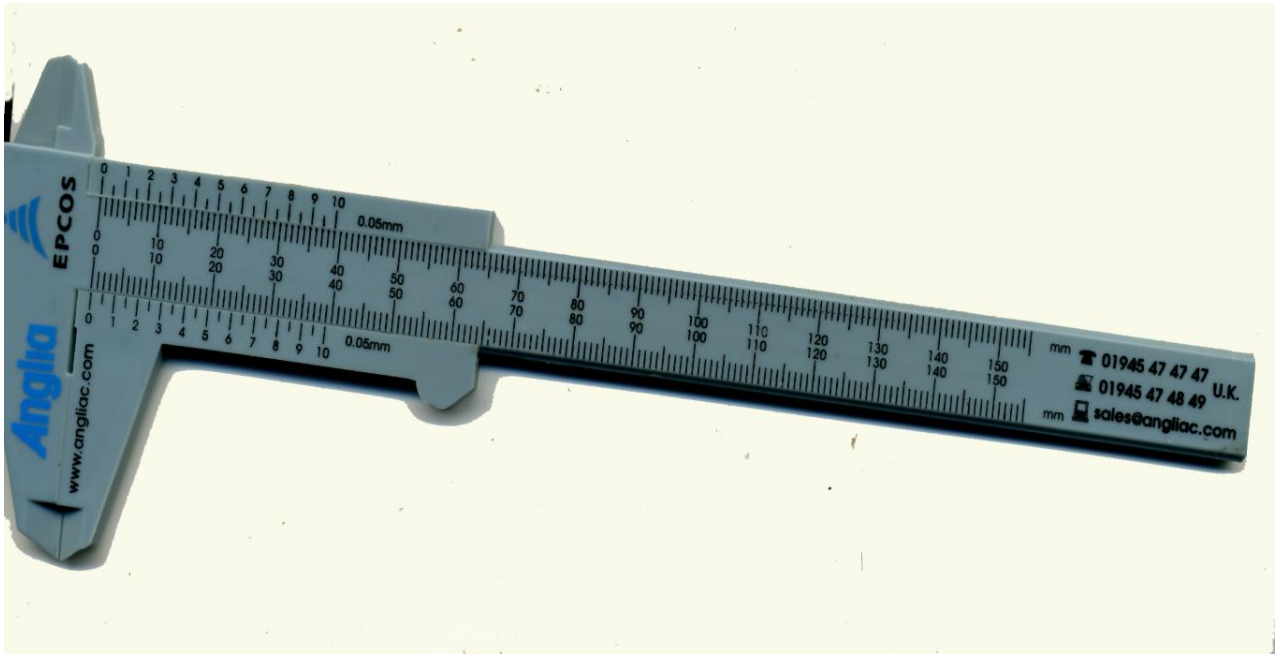
When the jaws AB are in contact, the zero mark on the vernier coincides with the zero of the scale, so that the distance between A and B is always the same as the distance from the zero of the scale to the zero mark on the vernier.

The object to be measured is clamped between the jaws A and B, and its length can be read off by the scale and vernier.

On the lower edge is shown a scale of inches and sixteenths of an inch with a vernier reading to

eighths of the smaller divisions.

In Figure 16.5 the length of the cylinder which is being measured is seen to be 2 cms. 5 mm. and five-tenths of a millimetre or 2.55 cms, or 1 in. 0 sixteenths of an inch and three-eighths of one-sixteenth of an inch, or 1 3/128 ins.

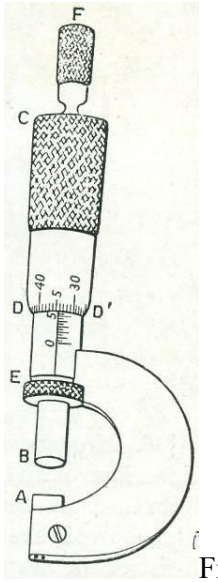


This is another version which been used as a rough measurement of length, and is suitable for raw work or rough cut.

So the inventors of these measuring tools have also played a part in the Searl Technology regardless if they are dead or alive.

155: ***THE MICROMETER SCREW GAUGE:***

Shown in figure 16.6; enables me to measure accurately to one-hundredth of a millimetre, or approximately by estimation to one-thousandth of a millimetre.



The movable jaw B attached to a screw, whose threads are exactly ½ mm apart; the screw passes through the fixed cylinder DE and in turned by the head CD.

On DE is engraved a scale showing millimetres and half-millimetres which is uncovered as the jaws open, and the edge DD', of the movable head CD is divided in fifty equal parts.

Unfortunate I cannot get at my unit which I have used and still will be using when I can find it here, that is why a photo of it is not shown here, just that old drawing done so long ago for this document.

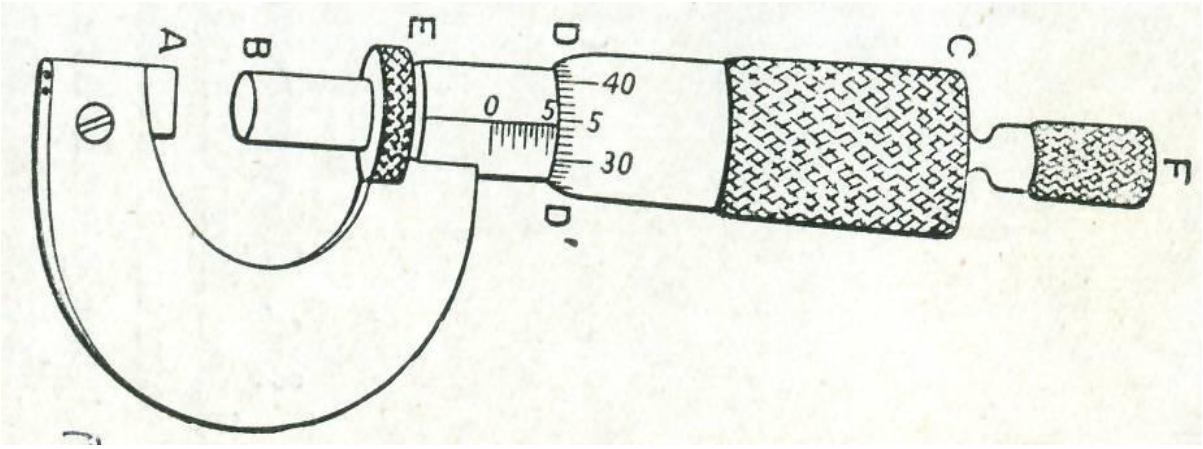
Figure 16.6.

When the jaws are closed the zero mark on DD' should be on the scale on DE.

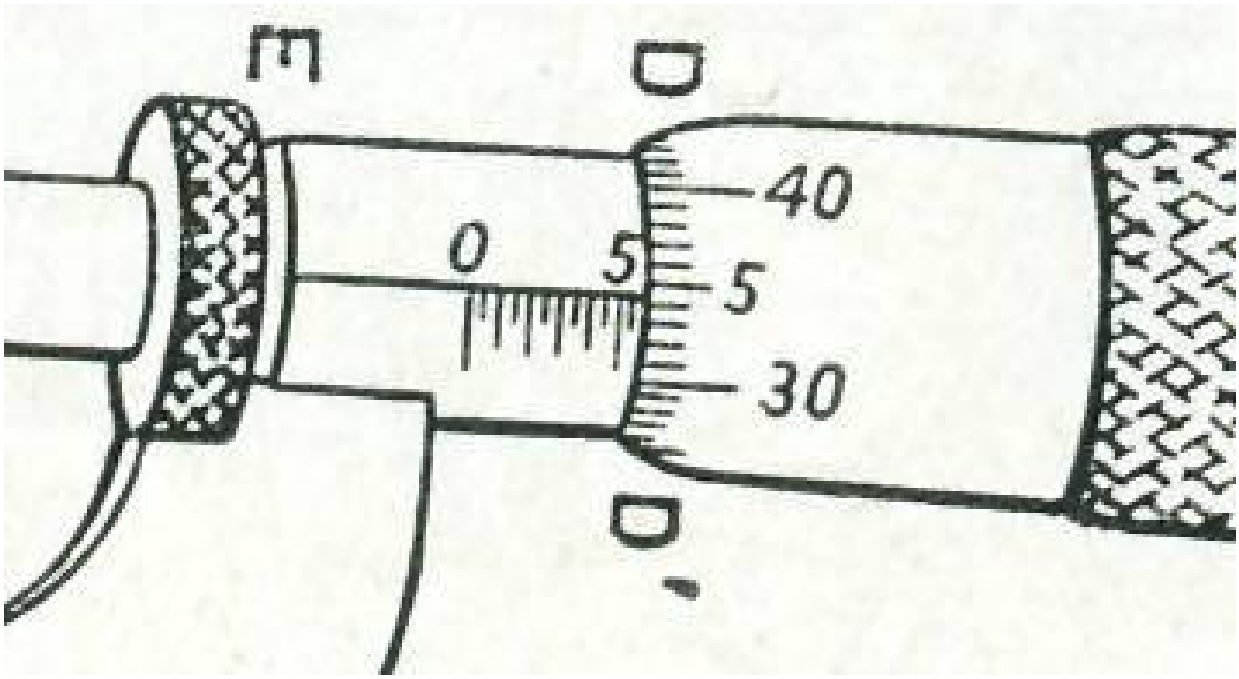
Every complete revolution of the screw head then causes a separation of half a millimetre between the jaws, and a turn through one of the divisions of DD' causes a separation of one fiftieth of ½ mm. or .001 of a millimetre.

Hence the distance between the jaws in any position is found by first reading to the nearest half millimetre on the scale DE and then adding so many hundredths of a millimetre from scale on DD'.

Thus in the position shown in figure 16.6 I read first 5.5 mm. on DE, and then observe that the thirty-fourth division on DD' is on the scale line, so that the distance between the jaws is 5.5 + ˚34 mm. **i.e., 5˚84 mm.**



I hope this enlarged version of that old, very old drawing is much easier to read the value.



For those who have sent e mails to me asking if I could make text larger so they can read it as they want to learn about this subject. Bear in mind that these drawings are extremely old now and could not be photographed then as I did not have the means to do so. Sometime I will find that devise and take a photo of it and add it in a document being redone for this book.

To measure the length of a small object the jaws must first be open wide enough to admit the object, and then screwed together by the friction clutch F until they touch the object on both sides.

This is shown by the friction clutch slipping round without turning CD.

The distance between the jaws is then read off as explained.

Now someone had to invent that measuring device before the Searl Effect Technology could become a reality, and since that date it must have had improvements done upon it. To who ever it was that invented it thanks for your part that you have played in the Searl Effect technology.

In making such measurements as the diameter of a wire; which of cause is where I got my hands on experience at the British Electrical Rewinds Ltd, Grays Inn Road, London; care must be taken to make readings at a number of places at equal distances along its length, and to use the mean value of these readings; **i.e., their sum divided by the number of readings – for the average diameter**, for the wire is not likely to be perfectly uniform or cylindrical.

In both these instruments they may be a zero error –***i.e., the reading may not be exactly zero when the jaws are shut.***

If a zero error is found; it should be added to (or subtracted from as the case may be) the main reading.

Example:

Find the volume of copper Cu 29 in the wire provided, the length of which is 1 metre.

READINGS: of the diameter at intervals of about 5 centimetres along the length.

5	centimetres	1.856*
10	centimetres	1.855
15	centimetres	1.858
20	centimetres	1.857
25	centimetres	1.859
30	centimetres	1.857
35	centimetres	1.860
40	centimetres	1.860
45	centimetres	1.857
50	centimetres	1.860
55	centimetres	1.858
60	centimetres	1.858
65	centimetres	1.861
70	centimetres	1.860
75	centimetres	1.862
80	centimetres	1.859
85	centimetres	1.860
90	centimetres	1.861
95	centimetres	1.863
100	centimetres	1.861

Back there in 1946 that was indeed what you could expect as readings as the Searl Effect technology is a precision device; those readings are important issues to account for.

Now the mean diameter = 1·8 + 1·182 / 20 (readings)

= 1·859 mm.

Correction for zero error = + 0·01 mm.

True mean diameter = 1·869 mm.

= 0·1869 cm.

∴ Volume = $\pi(0 \cdot 1869/2)^2$ x 100 c.c.

= 2·743 c.c.

* The third figure after the decimal is approximate, having been obtained by estimation.

156: ***MEASUREMENT OF AREA AND VOLUMES:***

The area of regular plane figures and volumes of regular solids can be calculated from measurements of their linear dimensions by the aid of formula whose proofs are given in text books on geometry and measurements.

And for those boys and girls or should I say gentleman and ladies who have requested help to understand how I created this technology; this is the information that I had available to me back there in 1946 to 1952, and from that I had to research for answers.

A list of the more ordinary formula is given for reference:

TRIANGLE	***Area***	***= ½ base x altitude***
PARALLELOGRAM	***Area***	***= base x altitude***
CIRCLE	***Circumference***	***= $2\pi r$***
	Area	***= πr^2***
PRISM	***Volume***	***= area of base x altitude***
PYRAMID	***Volume***	***= ½ area of base x altitude***
CYLINDER	***Volume***	***= $\pi r^2 h$***
	Area of curved surface	***= $2 \pi rh$***
CONE	***Volume***	***= ⅓ $\pi r^2 h$***
	Area of curved surface	***= πrl where l is the length of the slant side***
SPHERE	***Volume***	***= 1⅓ πr^3***
	Area of surface	***= 4 πr^2***

157: In the above list:

r = radius
h = altitude

π Is a number which frequently occurs in mathematics and represents the ratio of the circumference of a circle to its diameter; so you can see that I was quite aware of basic facts back there in time; in fact as from 1949 I had that knowledge available to me.

For most purposes π may be taken as 3 1/7 or 3.142, which I found from my research to be acceptable until we arrive at the projected Ezekiel MK V plans then error turned up; well that is another story, not related to my status in up to 1952. In which this document relates to.

Its value correct to 5 places of decimals is 3.14159.

When the figures are not regular their volumes may be determined experimentally; which I had to do with the early Levity Discs by weighing, as will be explained later.

The areas of irregular figures may be found by cutting them out in cardboard and weighing; that is correct Finbarr, Kay and Luis, is precisely what I do far too often.

By cutting out figures of known area from the same card the weight corresponding to unit area can be found.

158: ***MEASUREMENT OF ANGLES:***

A right angle is chosen as the unit for angular measurement and is subdivided according to the following scale:-

1 right angle = 90 degrees written 90^0
1 degree = 60 minutes written 60'
1 minute = 60 seconds written 60"

Clearly I knew and understood that data which had been agreed upon through arbitration by a panel of experts in the domain of mathematics; that long ago in time now.

Yes, angles can be drawn or measured roughly with a protractor; unfortunate my large ones which were used in my early development stage have been damage; mainly due to moving from place to place; the resultant damage done was due to rough handling by those doing the moving of my goods resulted in having to dump them.

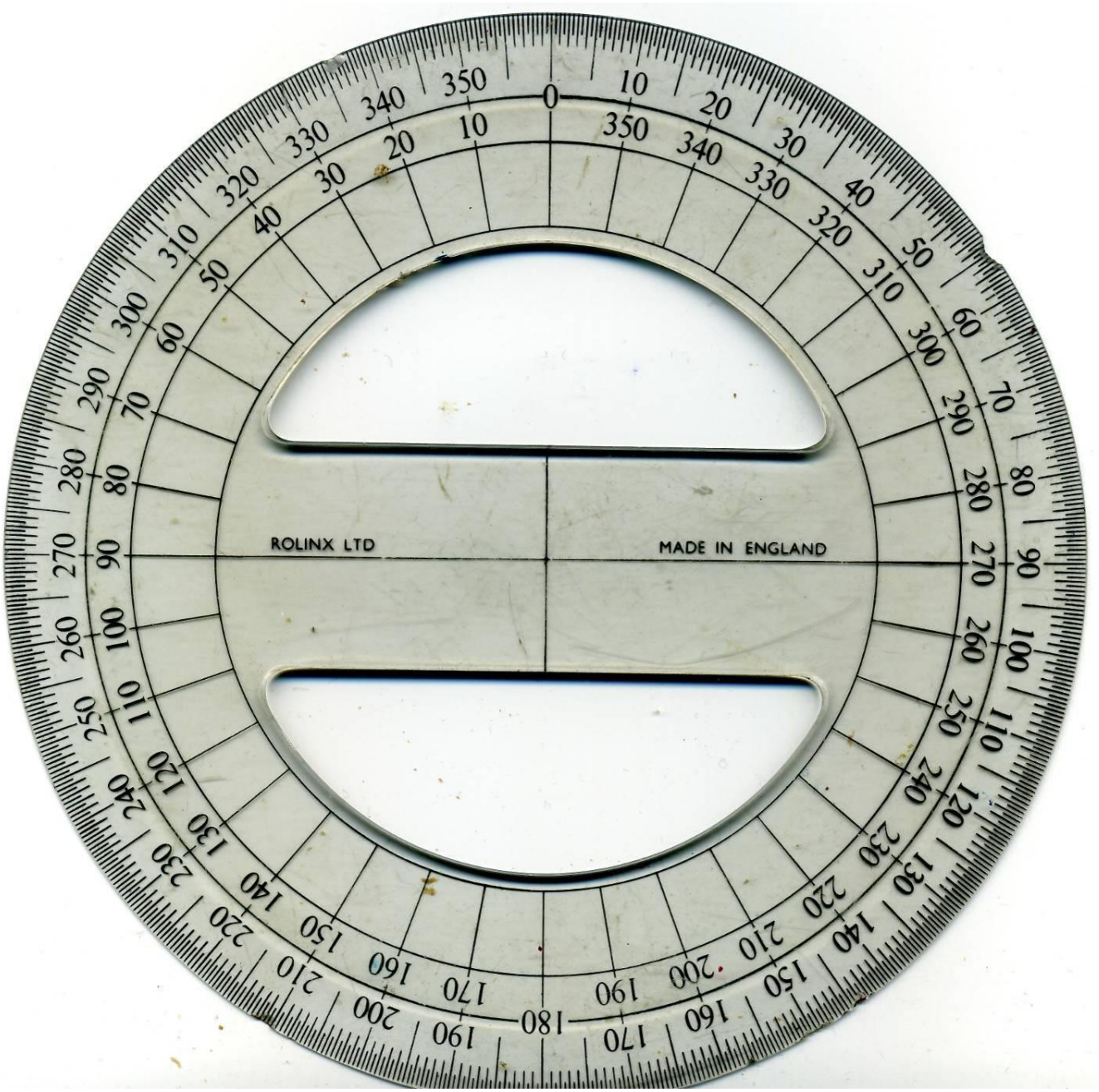
They were a convenient form for my laboratory use consists of a transparent disc of celluloid whose circumference is divided into 360 equal parts; in fact I still have a couple of smaller ones from 1947, the one shown here played a major role in the design work of Demo 1 which was the model of Star Ship Ezekiel MK V. from which the cut out of Star Ship Ezekiel MK V is held in John Thomas home in Rochester, New York, USA.

That sure was a major task to undertake, the much larger version of this one shown; sadly it died on me by those who had no respects for other people's property. Something one sees far too often now in the present time factor.

One protractor of 1947 that still remains with me here is shown on the next page as near to its actual size possible.

Clearly I had the means to design such products back there so long ago in time, please take note Dr. Edwards. As this document is again being release for the benefits of people like you who are ignorant, yes flowerbower you too.

As you can witness that some unfortunate damage; over such long time interview that shows; but regardless of that damage it has served me well in my work; even today it can still support my work.



Here you see one of the actual protractors of 1947, not the largest that was employed in my work at neither that time, nor the smallest either. It was not the actual drawing in this document, I have just added it for you to see the truth; but that actual one which was released in this report will appear upon the next page as it was in that original report.

Radii to these points would divide the four right angles at the centre into 360^0.

OK you know that, but it is not you who are in question, it is I that you have been stating that I could not had invented this technology, because I never had the means or hard cash to do so – I am just proving what idiots you are, by releasing those old reports again.

Only this time: to add photos where possible to upgrade those reports; of what I have been able to recover of that past, not very much has been recovered, and even some of that is now missing.

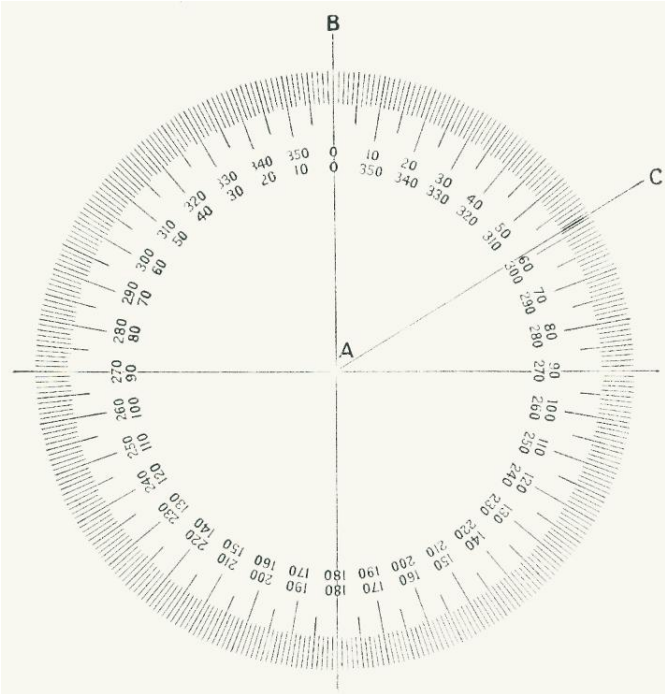


Figure 16.7.

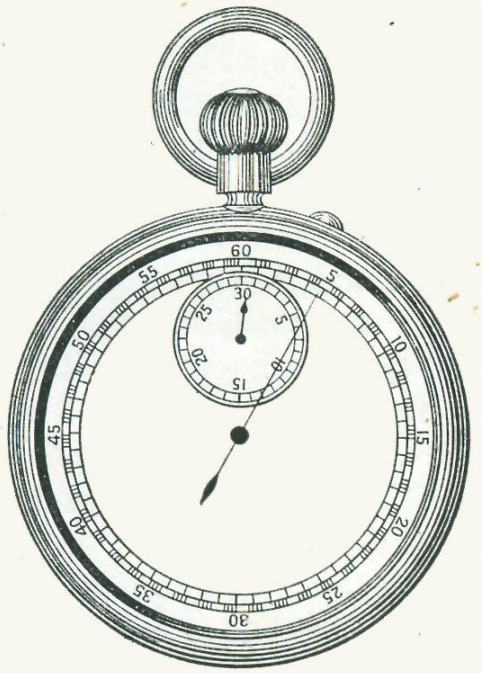


Figure 16.8.

Figure 16.7 shows such a protractor.

To measure an angle BAC I should place the protractor over it with its centre on A and the line to the mark 0 coinciding with AB.

Then the angle BAC can be read off at the point where AC cuts the circumference.

In Figure 16.7 the angle BAC = 58^0 30'.

159: ***MEASUREMENT OF TIME:***

The unit of time most used in scientific work, as in the Searl Effect Technology is the second.

The other units are familiar:-

1 year = 365 ·24224 days = 31,556,929 seconds – note that was true then, but time changes.
1 day = 24 hours = 1,440 minutes = 86,400 seconds.
1 hour = 60 minutes = 3,600 seconds.

For the measurement of long periods of time a good clock or chronometer should be used, again unfortunate mine has done a walk, so at this time I do not have one and they are not cheap to buy to a man living on a pension only; but if it is desired to measure short interviews of time with accuracy a stop watch such as is used in timing races and in motor traps may be used.

The general appearance of this instrument is shown in figure 16.8 above.

When the watch is running, the long hand makes a complete rotation in one minute passing over a scale divided into fifths of a second.

The short hand near the wider marks minutes.

When the milled winding head is passed a click is heard and the hands begin moving.

A second pressure on the milled head will stop the hands and the time between the starting and stopping of the watch is thus registered and may be read to the nearest 1/5 second.

Pressure the milled head will now cause the hands to return to zero.

If the second hand is watched while it is moving it will be seen to jump forward 1/5 division for every tick of the escapement.

The hand cannot therefore stop between marks on the face; it may however appear to do so for two reasons:

1: either the watch is not being held square in front of the observer.
2: or the hand is not quite rightly set.

If the fault lies in the watch it may be detected when the hands are at zero and the observer must decide whether the mark beyond or the mark short of the pointer in the starting position.

The hand moves in jumps of 0.2 second, and therefore the watch can only give readings to the nearest 0.2 second.

Suppose, for instance, that a certain event takes place in 10.12 seconds.; when measured with a stop watch this will appear to be either 10.0 or 10.2 seconds.; if the event occurs frequently and always takes the same time; that is 10.12 seconds, then it may be observed several times and an average taken – ***i.e., times read by stop watch, 10.0, 10.2, 10.0, 10.0, 10.2 average 10.08 seconds.***

The error in this case is 0.04 second, or ˚4 per cent., whereas the error of a single observation would be either -˚12 second, or + ˚08 second,. ***i.e. - 1 ˚1 per cent, or + ˚8 per cent.***

In some cases it is possible to obtain an accurate value for the time of a very rapid operation if the operation can be repeated with out an interval: a swinging pendulum affords an example of this kind, every oscillation takes the same time and it is easy to time 20, 30 or any convenient number of oscillations and divide the result by the number of oscillations.

In deciding on the number of oscillations to be timed regard must be had to the maximum error allowable.

Suppose an accuracy of 1 per cent. Is desired, then, if sufficient oscillations are taken to last 20 seconds, the error will be less than ˚2 in 20, that is, less than 1 in 100.

160: ***MATTER:***

To my mind that it is impossible to give a satisfactory definition of matter, here in 1952, it appears that everyone has probably a sufficient conception of it for practical purposes.

It exists in space, and is revealed to my senses by its properties, such as ***impenetrability***, in virtue of which I have stated so often in relation to the law of the squares which states: no two portions of matter: cannot occupy the same space at the same time; that is the world of reality.

Magnitude: in virtue of which every ***body*** occupies a limited portion of space.

Divisibility: in virtue of which a portion of matter can be divided into distinct parts.

Inertia: in virtue of which matter cannot of itself change its present state of rest or of uniform motion in a straight line.

A portion of matter occupying a limited space is called a ***body***, and the quantity of matter contained in the ***body*** is called ***mass***.

A ***particle*** is an ***ideal conception*** of a quantity of matter concentrated into a point, and for practical purposes may be conceived as a very small ***body***.

The ***mass*** of a ***body*** depends on its material as well as on its ***magnitude***.

Thus, if I take a piece of ***lead Pb 82*** and a piece of ***cork*** of the same size the ***mass*** of the ***lead Pb 82*** is some forty-five times that of the ***cork***.

The unit of ***mass*** chiefly used in scientific work is the ***gram***; which was defined by arbitration as the ***mass of a cubic centimetre of pure water*** at a certain temperature, 4^0C.

The mass of a piece of metal kept in Paris is the actual standard gram.

It is a metric unit, so that a kilogram = 1,000 grams, a centigram = 1/100 of a gram, a milligram = 1/1000 of a gram, and so on.

Another unit of ***mass*** used commercially in England is the ***pound avoirdupois***.

It is defined as the ***mass*** of a piece of ***platinum Pt 78*** kept as a standard at the Office of the Board of Trade in London.

Mater may stay in three forms according to the law of the squares:

1: ***solid.***
2: ***liquid.***
3: ***gaseous.***

Ice, water and steam are good examples of the same kind of matter in its three possible forms.

At first it might appear that a gas does not possess impenetrability, but this is not really so.

I speak of a bullet penetrating the air or a block of wood, but in reality the air or wood is displaced and not penetrated, which is no different to that of the roller sets in the S.E.G.; the air being elastic returns after the bullet or roller sets has passed, while a hole remains in the wood.

The facts of physics and chemistry have led to the view that matter consists of aggregations of small particles called ***molecules***, and that the differences between ***solid, liquid and gas*** depend simply on the relative closeness of packing of these ***molecules***.

In a solid the molecules are closely packed and have but little movement, in a liquid they are less closely packed and are in fairly rapid motion, while in a gas the molecules are quite far apart and have considerable velocity.

The conditions under which the packing and velocity of the molecules change, ***i.e., the conditions***

Under which matter changes its state will be dealt with later.

In the study of dynamics I am only concerned with matter as such and not with its form or change of form.

Force: The inertia property of matter mentioned above is familiar to everyone.

Bodies at rest do not move unless compelled to do so; bodies in motion tend to remain in a state of uniform motion in a straight line unless compelled to change that state.

A man standing up in a carriage is jerked on to the seat if the carriage starts moving suddenly.

He tends to remain at rest when the carriage moves and, his feet being carried forward with the carriage, he falls backwards.

A man alighting from a moving tramcar will fall on his face if he does not take a step forward.

He tends to remain in the state of ***motion*** which he had on the car, and therefore falls forward when his feet are prevented from moving by the ground.

Any action which changes, or tends to change, a ***body's*** state of ***rest*** or of ***uniform motion*** in a straight line is called ***force***.

Thus ***force*** is revealed to me by its effect on ***matter***.

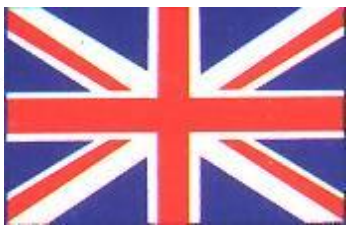
Unless a ***particle*** is not at ***rest***, or is moving ***uniformly*** in a straight line, it is acted on by some ***force***.

The science which treats of ***forces*** producing ***motion in matter*** is called ***kinetics***.

If the ***particle*** is at ***rest*** or moving ***uniformly*** in a straight line, then it is either acted on by no ***force*** or the ***forces*** which act upon it exactly balance one another's tendency to produce motion, and the ***particle*** is said to be in ***equilibrium***.

The science which treats of ***forces*** producing equilibrium in ***matter*** is called ***static's***.

161: This document has been release to the general public by the authority of:

Prof. John Roy Robert Searl head of research and development.
Tomorrow's energy and transportation systems.

The state of planet Earth is your responsibility and you are killing it – all living things need this planet to survive – which includes you – and yet you refuse to help it to survive – do you really want to kill your family off from having a future – from this seat that is how it appears to be.
No one man can now save this planet from dying, it will take all of us together to save it.

THE LAVATORY ENLIGHTENMENT SONG

We are having revelations on the loo
We are getting enlightenment
While we are having a poo

You can hear it fall in the deep deep well
And you can certainly smell the smell
Though it is a stink it makes you think

Its out with the old and it's in with the new
But while I am empty I am full
It is allot of bull we don't need no guru

It is highly dangerous
When you are having a poo
To light a match it is not what you do

Like rocket Fuel we are finding
Newton's law is true
With all the foul smelling gases
Organic Gigantic Masses
We are exploding into the sky
Just the Loo and I
Faster than NASA Rockets can fly

But wait I see an I.G.V go by
It was professor Searl
I know him well he waved bye bye

And I heard him singing as whizzed on by
I am traveling on Einstein's curving track
And where I 'm going you'll never know because I won't be coming back

You do not need this external light
While you are having a hit
You are closing your eyes and that it is

So while we are flying in this revolutionary fuel cell
We are remembering Maxwell and his lines of flux
Not impossible to believe that this revelation while he
Was delivered to him when he dropped his teed that is what we heard

And you know what they say
Doing the right thing is easy when your bellies full
But threes more to it when we are having a hit
All is well that well that ends well
When we realize the lavatory library of enlightenment

Yes, I can accept any funny songs or lyrics to music and the Glastonbury Site is set up just for that purpose, why are you waiting for get cracking and think up some good laughs, let us all enjoy life with great fun with words and music, and let music be the route to love.

162:

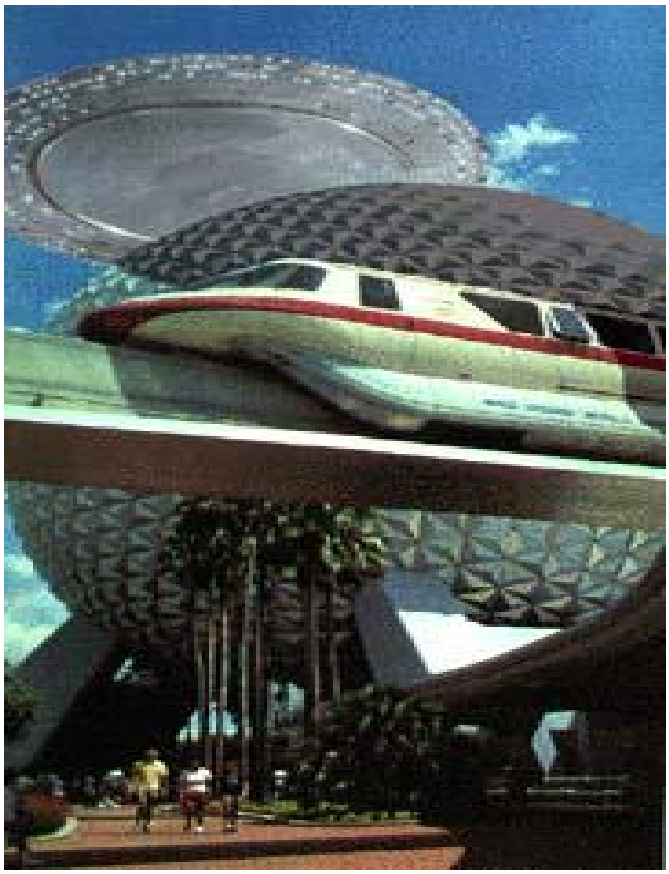
DOC-SISRC-MT-2
Date: 15th March 1968.
Edition: First.

MORTIMER-BERKSHIRE-ENGLAND.

LOCATION	=	*Headquarters.*
DIVISION	=	*Research and Development.*
SECTOR	=	*Transportation.*
SUBJECT	=	*Maglev systems.*
AUTHOR:	=	*John Roy Robert Searl.*
STATUS	=	*Superintendent of Documents – UK.*

163: ***MAGLEV SYSTEMS:***

Through my life time interview, I have seen the changes in our concept of transportation, and the tomorrow's transport systems will also change in our attitude in design and function.



This is my world of tomorrow which I have been talking about since 1946.

Agree tomorrow is still a long way away, cost has been rapidly increasing since that time; and will continue to do so each year we wait to create it.

IMPOSSIBLE; No, it is possible, only man makes things impossible.

Impossible just takes a litter more time to achieve success but in the end man will succeed.

164: At this time the wide variety of competing engineering designs involving levitation, guidance and linear motor propulsion, together with various combinations of these, tend to belong to one of three basic types of maglev technology:

1) Permanent magnet suspensions in either the attractive or the repulsive mode.
2) The electrodynamics system (EDS) which relies on the relative motion between high-field (usually superconducting) magnets on the vehicle and a normal conducting metal on the guide way to generate the repulsion levitation forces.
3) The electromagnetic attraction system (EMS) which relies on feedback control to maintain the small magnet rail clearance (approximate 10mm).

Although propeller driven or ducted air propulsion systems are possible the emphasis to my knowledge appears to be almost entirely on the linear motor to provide the required propulsion and braking forces through the electromagnetic coupling between the vehicle and the guide way.

The merits of these various competing systems and their possible disadvantages can only be realistically assessed from the commercial operating point of view when full scale testing can be undertaken.

In view of the scale of the developments of high speed systems in Japan and Germany especially, and the low speed Birmingham project now completed in the UK, which I have actually used, firm decisions on the future of maglev as a viable transport mode, based on sound, proven technology, will soon be available.

The world of reality has to take into account all issues, unlike the mechanical, wheel / rail friction drive, the only speed limitation as I see it for a non contact suspension is the available power for the linear motor, that is, apart from the economic limitations of overcoming the magnetic drag and the aerodynamic drag forces which equally affect all ground based systems and which become dominant at the higher speeds.

165: ***PERMANENT MAGNETS:***

The application of permanent magnets in either repulsive or the attractive mode for the suspension of vehicles is an intriguing one by reason of the fact that no power source is required.

However, according to the Earnshaw theorem, a completely levitated vehicle would be unstable in at least one degree of freedom, which I can very well appreciate and agree with that statement; therefore as far as I can see the problem lateral guidance would require some form of mechanical constraint such as wheels.

I do know that a number of maglev vehicle designs have been proposed but, for a variety of reasons, both technical and economic, as well as the heavy weight penalty of the permanent magnet materials, very few developments on any significant scale have been undertaken to my knowledge; however, with the more recent advent of new, rare earth, permanent magnet materials having field strengths and coercive fields many times those of previously known materials, there has been a revival of interest in permanent magnet suspension systems, the only restriction for this application being their volume production at competitive prices.

Nevertheless, in West Germany a large scale demonstration of the so called M-Bahn system has been constructed for urban transit assessment, whereby rare earth magnets on the vehicle are attracted to the underside of iron Fe 26 tracks, the air gap being controlled, according to the loading of the car, by small guide wheels.

The same magnets also provide the D.C. field of a long stator, linear synchronous motor active winding along the tract for propulsion.

Based on theory I know it is possible from what I have seen experimentally that stable levitation is possible in a permanent magnet system if, included somewhere in the field system, a diamagnetic material having a permeability less than that of free space ($\mu<\mu_0$) is included, e.g. a superconductor.

To my accepted knowledge base this concept is being investigated in the so called mixed-mu principle, whereby a superconducting screen is interposed between a superconducting magnetic coil on the vehicle attracted to an iron Fe 26 track.

To my mind the advantage of such a system for transport purposes would be a stable suspension at all speeds from standstill.

One of the more serious drawbacks of this method as I see it, however, it appears to be that of obtaining sufficient clearance between the stabilising screen and the iron Fe 26 track under operational conditions.

166: ***ELECTRODYNAMIC SYSTEM (EDS):***

The development of the superconducting magnet has made available a lightweight source of magnet field of a strength and volume hitherto unobtainable to conventional copper-iron CuFe electro magnets.

Superconductivity or the state of zero electrical resistance which certain metals and alloys exhibit when cooled to very low temperatures, e,g liquid helium, (B.P. 4.2^0k, has effectively revolutionised magnet design by enabling current densities to be increased by orders of magnitude over that possible in a normal electromagnetic coil.

For example:

The possibility of nuclear fusion is entirely dependent on the availability of these high field super magnets.

Apart from the relatively small amount of refrigeration power required to maintain the low temperature environment, being resistance less, they consume no power during their operation and, not requiring a heavy iron Fe 26 core, they can be designed with a relatively light weight.

The idea of supporting a train by the repulsive forces generated by superconducting magnets on a vehicle, moving above normal conducting, passive coils or metal strips (typically aluminium Al 13) along the guide way, was to my knowledge originally suggested by Powell & Danby in America and it has since led to several significant research and development programmes in a number of countries.

The underlying principle of EDS levitation is the generation of eddy currents in the track conductors produced by the moving vehicle magnets, thus giving rise to a repulsion or lift force, strange that agrees with my claims over the years I use eddy currents for lift of roller sets when in motion to prevent noise and wear, the most significant advantage being that the levitation is inherently stable, not requiring any active control to maintain the relatively large vehicle clearances, e.g. 100 to 200 mm. see figure 16.1, on next page. Unfortunate they are old drawings now, but still can give the idea of what you have been reading.

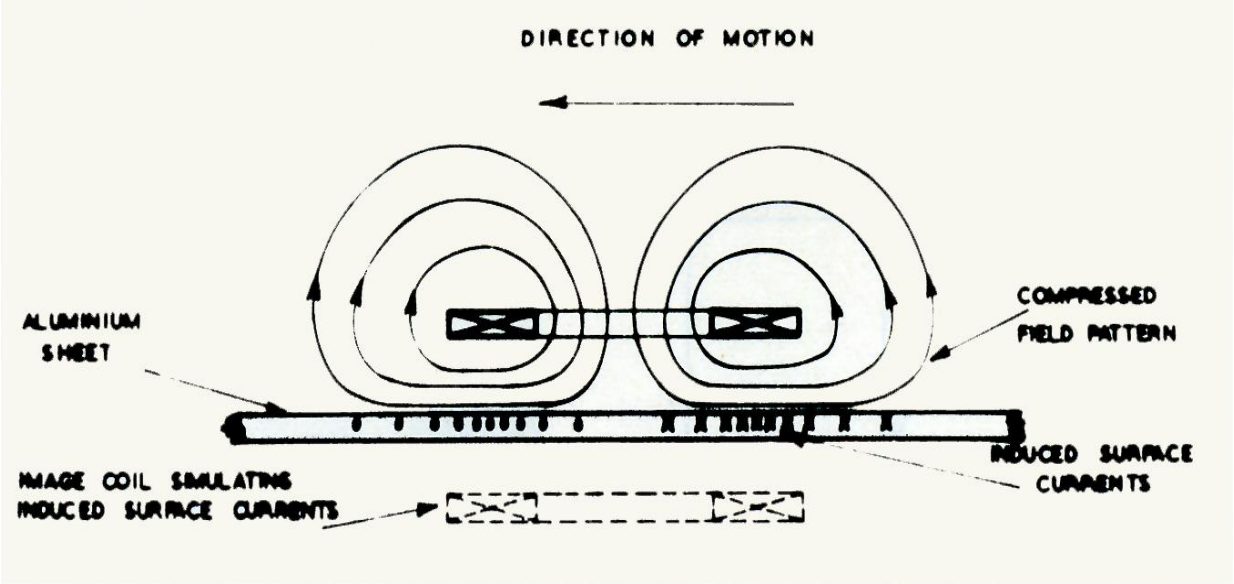


Figure 16.1.: The magnetic field and induced current distribution produced by a D.C. coil moving over a conducting sheet.

In other words, a resilient suspension analogous to a magnetic spring is produced without expenditure of energy.

A further advantage of a large gap suspension is that small guide way irregularities and misalignments, as well as minor debris, such as snow or ice, on the track, would present no serious problems as far as I can see it; in service operation.

For the lateral guidance of the vehicle by magnetic forces several schemes have been proposed.

For example:

In the null flux designs, proposed by the Canadians and the Germans, individual, closed, figure-of-eight loops would be laid along the central section of the guide way between the levitation strips, so that lateral restoring forces would be induced when the vehicle magnets become offset from their central position.

In the Japanese design on the other hand, a null flux guide way system has been ingeniously incorporated directly into the armature windings of the linear synchronous motor, e.g. the powered windings along each side of the U-shaped guide way are cross connected, so that with any lateral displacement of the vehicle a circulating current is produced which interacts with the vehicle magnets to produce a restoring force.

In a more recent Canadian design of a maglev scheme a similar null flux guidance system has been proposed.

Since relative motion between the vehicle with its array of superconducting magnets and the conducting guide way is essential for the generation of levitation and guidance forces in the EDS system, an auxiliary suspension, e.g. landing wheels, must also be provided for the vehicle at rest and up to take-off speeds of around 50 km/h.

Yes, as far as I am aware of at this present time nothing much is taking place in this field of development, but then, I cannot afford to keep up to date on world progress.

167: ***ELECTROMAGNETIC SYSTEMS (EMS):***

This is essentially an attraction magnetic system, the basic principle being illustrated in Figure 16.2a, showing an iron Fe 26 body in the field of an electromagnetic of fixed field strengths.

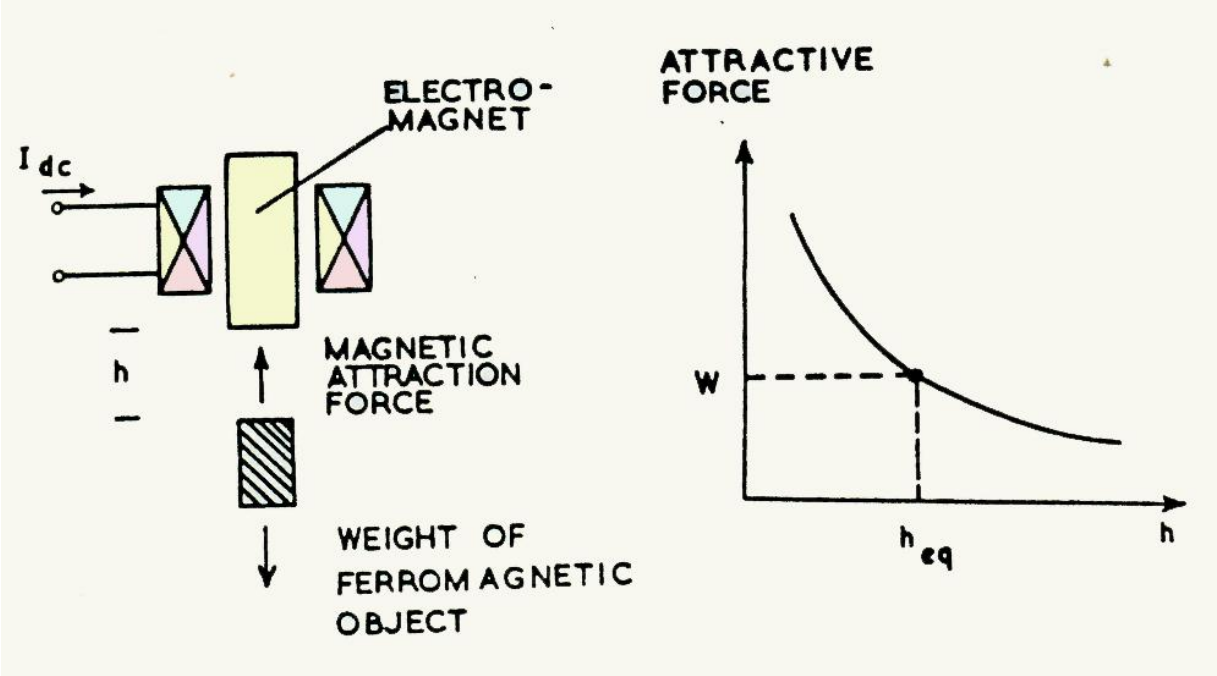


Figure 16.2a. The instability of the D.C. electromagnetic attractive suspension.

As in the case of permanent magnets the system is inherently unstable but, by actively controlling the current and hence, the field of the electromagnet, a stable position of the suspension body is possible.

In practice, a stable suspension for a vehicle can be achieved by controlling the air gap between electromagnets on the vehicle and the underside of iron Fe 26 rails along the guide way as, for example, by means of a closed loop system as shown in Figure 16.2b.

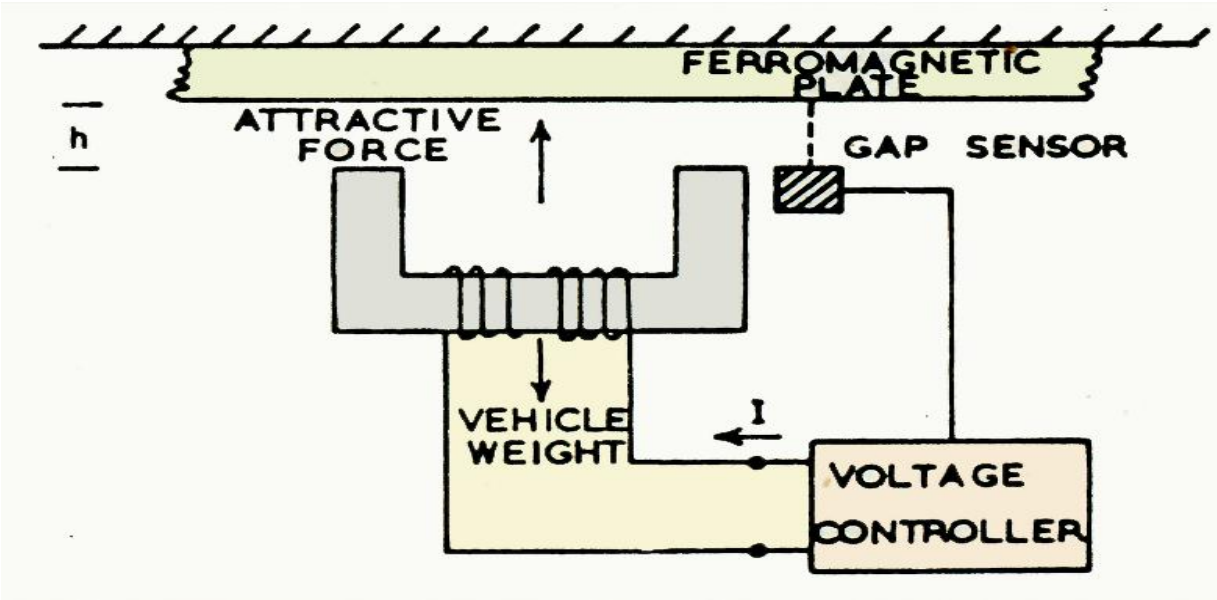


Figure 16.2b: The controlled electromagnetic suspension.

With sophisticated control technology and precision track construction, clearance gaps of the order of 10 mm can be readily maintained up to high speeds in excess of 300 km/h.

Lateral guidance forces are likewise produced by a similar series of vehicle magnets position horizontally to the track rails.

However, for high speed operation, laminations will be required for the guide way rails in order to minimise the repulsion and magnetic drag effects of the eddy current generation.

Apart from the fact that conventional engineering technology is used, the EMS system has the added advantage of providing levitation at all speeds from standstill, thus obviating the need for auxiliary wheel suspension.

The technology fits in logically with conventional iron cored, linear motors and the power consumption for levitation is relatively low.

I had suggested the Searl effect generator (S.E.G) could have supplied all the needed power for operational requirements, but they were not interested in such an idea.

A further reduction in the power requirements is possible by the use of permanent magnets having control coils wound on them to achieve the necessary stabilisation.

Although, at low speeds of less than 100 km/h, it is confidently expected that the desired ride quality can be obtained by control of the primary suspension magnets mounted directly on the vehicle, dynamic studies have shown that this is not the case for high speed operation.

The two control requirements of the levitation and guidance magnets, namely their ability to follow the curves and gradients in the guide way while, at the same time, isolating the vehicle from the high frequency irregularities of the track, are basically, mutually incompatible.

One possible solution to this problem is by the introduction of a secondary, mechanical, spring damper suspension.

In the German design for high speed operation to my knowledge, the magnet control system is decentralised with autonomous control of every individual magnet, each one with its controller being electrically suspended and forming one unit in an overall hierarchical control system.

Since these units are capable of following the curves, grades and surface irregularities of the guide way they have been termed ‘magnetic wheels’.

Tests have shown that, not only is the ride quality significantly improved, but that the dynamic requirements on the magnets are also reduced.

168: Once the Searl Effect generators are available I suggest that research into using them in maglev high speed intercity trains should be given a high priority order for research and development.

Both intercity and urban maglev systems could play an important role in mass transit operation, more so, if they are unmanned units, computer controlled operations.

But I guess that will be some time in the future, as long as electric power is still available from our present day systems; it will be continually used regardless of the harm created by it. The Homo will never change any system for another for fear of lost of work; which I appreciate the concern.

This document has been release to the general public by the authority of:

Prof. John Roy Robert Searl head of research and development.
Tomorrow's energy and transportation systems.
Superintendent of documents – UK.

The day shall come when the I-G-V will become a standard transport system which will be green in its operational functions and will some day go where no man has ever been.

I believe that Jason Thomas, son of John Thomas was responsible for the above illustration of the future that is meant to be. Our sincere thanks for his open mind what the future may present – and maybe sooner then you think.

169: We have a long way to go before we are ready to go to planet Mars on real commercial market business, forget what NASA experts claim, that man will be moving on to Mars as the first step to find a new home, within a few years.

In fact, who can tell, it could be some one else and, not NASA who reach Mars first and set up business of research and study the past history of Mars and to evaluate what properties Mars has to offer planet Earth.

I would not place a bet on any group at this time of being the first to achieve that honour.

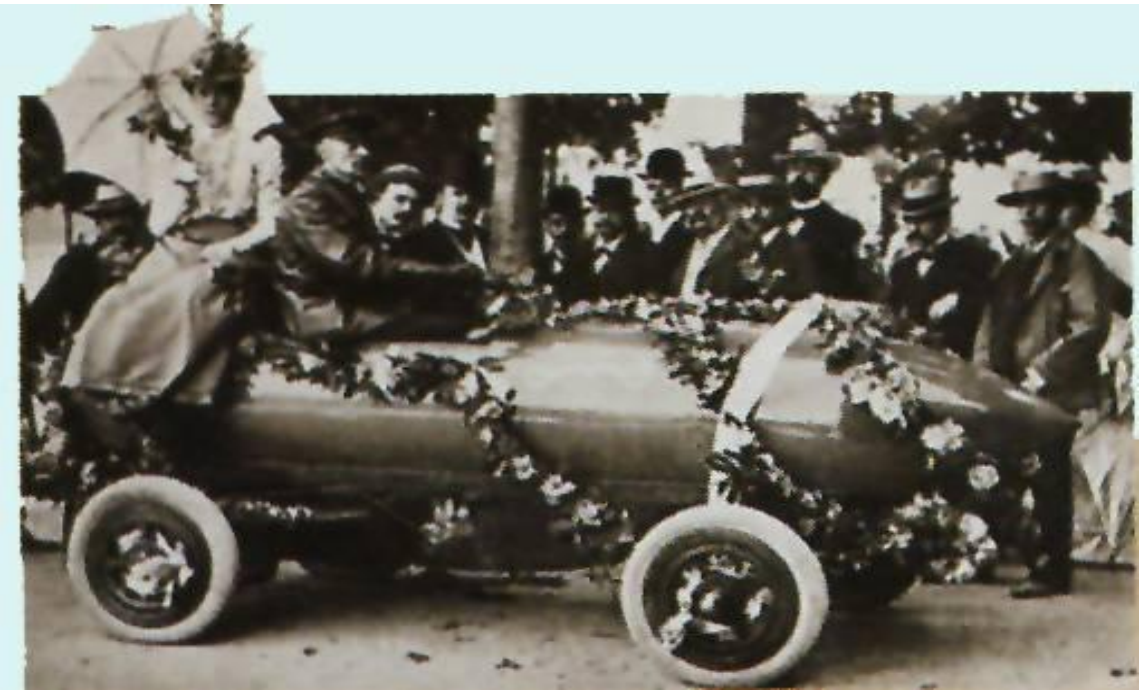
170: ***LET US NOT FORGET MANS SUCCESS:***

It is these successes which generate tomorrow's dreams that create the tomorrow's that is meant to be.

HUMAN ENDEAVOUR:

1898: Count Gaston de Chasseloup-Laubat (France) sets the first official record at 39.24 mph (63.15 km/h) in a Jentaud electric car.

1899: Camille Jenatzy (Belgium) becomes the first person to travel faster than 100 km/h (62 mph) and the first person to travel faster than I mile per minute.



At this time regrettable, this is the only photo I have of that first land speed record which was electric car.

Man has came a long way since then, man will continue to endeavour to beat his on achievements, some will die in that effort, as progress always contains risks, without risks there are no rewards.

Unfortunate the Homo sapiens are divided into two groups those who create a future and those who destroy the future. I have presented just 2 success steps in mans progress to better himself; thus I shall present now 2 steps of destruction by man.

1681: Last reported sighting of a Mauritius dodo.

1746: The last white dodo dies on board a ship bound for France.

To my understanding; that the dodo, flightless bird about the size of turkey, has become an archetypal symbol of extinction, a fact encapsulated in the phase '***as dead as a dodo'***. This is not because the species was any more significant than others, but because of the speed and nature of the demise.

Of cause much technology dies as newer concepts arrive to replace them, that is indeed the world of reality, nothing remains the same.

My problem is; why did it became extinct, are the Homo sapiens really insane with greed or show offs to their mates how cleaver they are at killing?

171: Today, Wednesday January 30th 2008. I departed from home at 0930 and using the London underground system made my way to Earls Court, in fact to Earls 2 to attend the Broadcast Live 2008 held there, which I have a habit to visit each year, but this time it may be the last time due to age and health, I took a gamble which was very painful trip.

And this was my entry pass.

Within 12 months HD has made great progress, but notice some big names of the past that I brought equipment from were not there, but new comers had taken their place.

Guess it's a case of here to day but gone tomorrow, due cost of this equipment I could only admire and dream, but I did come across a unit that would help me so the Rep stated with this task of converting my old videos on to DVDs including the new HD data, being inside the price band which the bank I hope will pay I ordered it which was the V3HD as shown here:

If the bank clears this cost for me, then I expect it to arrive here on Friday, as this was a discount price being sold at the show. If I had the funds available much equipment could have been obtained at reduce cost there at the show.

Unfortunate due to health problems I could not stay for the 1400 hour demonstration and instruction upon how to use it, but technology is changing, Sony was demonstrating their new release camera which does not use the same methods of their older version, instead it uses from what I understood a compact flash card system is used; in action, a small model layout of a town with railway operating through it was amazing that the buildings look like a real town and the model trains running look like real full size trains; not only that you could zoom in and out of any part of that model set. Unfortunate that HD camera was outside of my range just short of £5,000. But setting up this company AV Department, the technology is there to obtain and recording everything that we do, is a must from which great documents can be produce upon our endeavour to create a better world for all mankind regardless.

172: Today, Wednesday January 30th 2008, at 2013 GMT, I received an MSN call from Brazil, from a chap working in the field of research with in the large research science complex there. He is interested to have an contract to work on the Searl Effect Technology (SET); my reply was that we should wait for the magnetiser to be completed and fully tested before planning any form of contract; also that I would be please if a Brazil section was establish and take on an active part of the whole world plan of operations.

But my feeling is that he wants it all to himself; which is clearly opposite to my plan, that is what has happen since 1968 and I am trying hard to block it happening again. The years have shown such action fails to achieve the goal which is required at this time.

My world of reality which is the future that is meant to be – is now under study.

Our thinking upon energy and transportation systems has to change only by research can we win.

173:

DOC-SISRC-DB-1
DATE: 23RD March 1953.
EDITION: First.

Princess End, Tipton, England.

Location	***:***	***Tipton. England.***
Section	***:***	***Human Studies.***
Subject	***:***	***Developmental Biology.***
Author	***:***	***John Roy Robert Searl.***

As I have stated many times; throughout my life that my interest is not sport / games; but in reality of life itself.

Therefore, I have no time for the domain of fantasy, for the domain of reality calls for much attention to the problems, most of which are create by Homo sapiens.

If space is ever to become a frontier for the Homo sapiens to conqueror then its time to accept the domain of reality, unless you do, you will never win over nature.

174: In the reality of space travel, Homo sapiens are the main problem, because of:

1: Need of oxygen
2: Need for Liquid
3: Need for solids
4: Need to urinate
5: Need to excrement waste.
6: Medication due to illness
7: Operations due to accident
8: Temperature.

This is only a starter to the problems that could be and longer the mission the greater the risk of problems.

The conveyor of life – often termed a Transportation system, which in your domain is a rocket technology, unfortunate that in my world that is not the case; it is an interstellar ram jet – a slender Disc shape vehicle that can fly both air and space without modification required.

But that structure is not the problem as such, if unmanned there are no problem; it's when we add the content of Homo sapiens; that problems hit us, only because they are a living thing.

So I shall attempt to explain this living thing, and its development process as it applies to all of us regardless whether we are good or evil product.

This report is based upon my accepted knowledge in 1953 when I made up my mind to do some

experimenting in production of my kind, and the program was down by the medical world as impossible because neither my wife nor I came from parents who had produced twins.

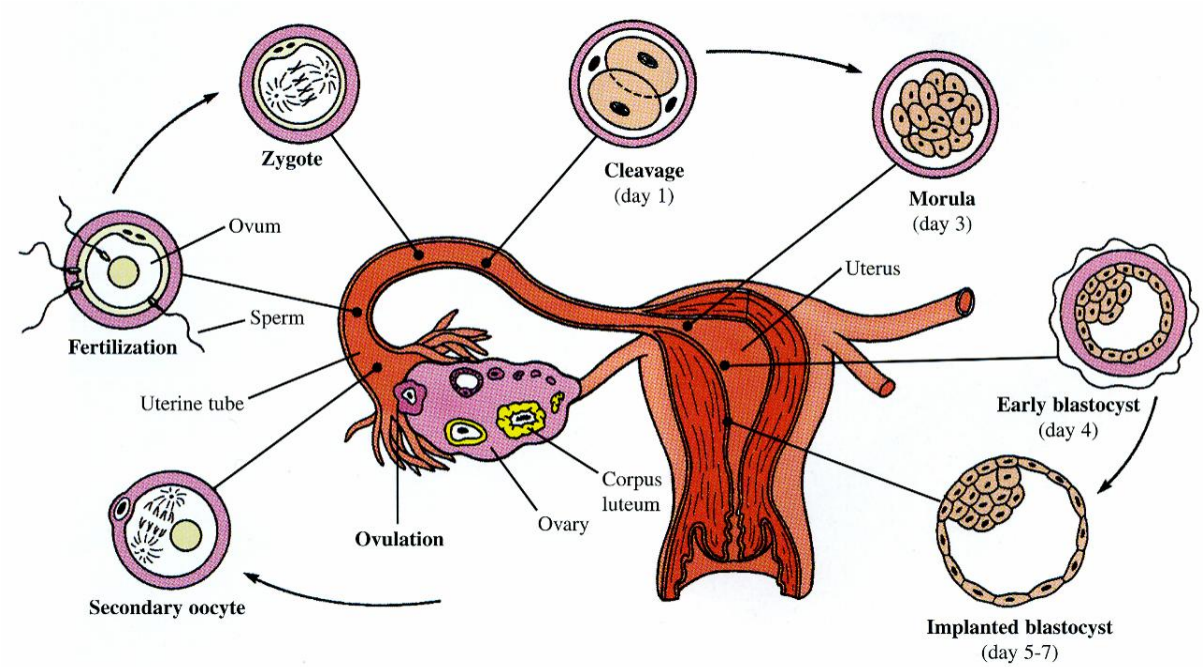
.

But alas they were proven wrong – the plan was fulfilled to perfection. But that is another bit of history now long past under the bridge.

First of all, no one knows everything about the Homo sapiens, our knowledge base is just above basics, and there back in 1953 it was rather basic; but I had an advantage point over many of you that are reading this report, Not only have I seen all the outer parts of the Homo sapiens but also all the inner parts right down to bacteria and viruses.

It is this knowledge gained through hands on experience that forces me to stay put in the domain of reality, and will not allow others to brainwash me, so what you read here is from my own experiences, and may therefore differ in some relationship to your knowledge.

175: This document don't start right at the beginning, but jumps in to what happens following the success of your one night stand, sit or lay down for the action.



Events of ovulation, fertilization, and implantation, just to show that I am posh.

The period of Homo sapiens pregnancy, which generally requires 38 weeks here on planet Earth, and is known as gestation; might change in deep space long term programs; to say impossible would be insane at this stage as no one as yet; has travelled deep into space on a long term program of research.

My argument upon this issue is the fact that birds of the same species change their structure to meet their new conditions of survival, yet I understand that it is not unusual for birds and some creatures to delay the birth of their young until the food chain is available for them.

Surely, flight crews of the I-G-V: could change their functions in a likewise manner, as other animals actually do - due to lower pressure and higher temperature o board the craft being involved over long periods of time.

176: At four weeks a Homo sapiens embryo is unrecognisable, yet strange that in another four weeks later all its organs and tissues are formed. It is a month of absolute incredible change.

My mind shouts to me HOW can that be?

What food does the mother eat which contains sufficient atoms of the needed requirements for that construction to be achieved.

Ok you experts on baby production, it gets the calcium Ca 20 from the mother's bones, which in the end leaves the mother buggered up with backbone problems.

No, babies are not just made of Calcium alone; let's say that I do agree that over time the mother lays up so much material for a possible baby manufacturing plant to become active, and in most cases sooner or later it does become active

I think we need to know much more about how and what the baby needs to takes on board per hour.

I have to admit that a new born Homo sapiens is a wonderfully intricate machine, to that issue I cannot disagree.

It is no different to that of the Inverse-gravity-Vehicle – which is indeed a wonderfully intricate machine whether you are prepared to accept that or not. It is no skin off my nose.

Its 2,000 million individual cells are grouped in tissues and organs, all with their own tasks to perform and all working together for the survival of the whole.

To build such a machine in just nine months; starting with one a single sperm and egg is indeed a fantastic achievement.

From this stage of 8 weeks to this within 9 months is fantastic achievement.

It is one that is certainly far beyond Man's most advanced technologies.

Yet the feat is even greater than it seems at first sight.

For the greater part of the nine months a baby spends in its mother's womb it is growing.

Only eight weeks after conception, how strange that my dream one uses just 8 squares to present a mass of data to my mind, all the organs in the body of the embryo have been formed.

Agree that some of them are too small and too underdeveloped to be functioning fully, but they are there.

All this has happened almost before the woman has had final confirmation from her doctor that she is pregnant; for it is only two weeks after her second missed menstrual period.

177: Why have I brought this matter up in this document?

Upon long space missions of year's duration, babies will be manufactured regardless, by this action one can certify if long durations mission in the Inverse-Gravity-Vehicle in deep space; would in any way create changes to the structure of the baby or its functions.

Morphogenesis is the sequence of changes that occur in the formation of the baby's body structures.

Although gestation is frequently discussed chronologically as trimesters, prenatal development is more accurately divided morphogenically into three periods based on structural changes. Strange how that dream one has turned up again.

On this basis:

1) The pre-embryonic period includes the first two weeks following fertilization.
2) The embryonic period includes the following six weeks that dream one back again.
3) The fetal period includes the last 30 weeks.

178: The events of the two week pre-embryonic period include transportation of the fertilized egg, or zygote, through the uterine tube, mitotic divisions, implantation, and the formation of primordial embryonic tissue as shown on page 84 above.

Implantation begins between the fifth and seventh day; amazing dream one has again appeared; and is made possible by the secretion of enzymes that digest a portion of the endometrium of the uterus.

During implantation, the trophoblast cells secrete human chorionic gonadotrophin (hCG), which prevents the breakdown of the endometrium and menstruation.

The trophoblast cells also participate in the formation of the placenta.

179: The events of the six week embryonic period include the differentiation of the germ layers into specific body organs and formation of the extraembryonic membranes, including the :

1) Placenta.
2) Umbilical cord.
3) Amnion.
4) Yolk sac.
5) Allantois.
6) Chorion.

Thus in 1952; I understood from the picture on page 84 that at eight weeks old embryo, still on the threshold of life, has all its organs and tissues already formed.

I also understood that it will remain in its mother's womb for another seven months, but as I understand it; its main task in that time is simply to grow big and healthy. Agreeing with the law of the squares.

In her womb over the past few weeks there has been an incredible scene of feverish activity.

In reality not much different to that: which has been going on in Thailand upon the construction of the magnetiser.

From the cluster of cells that implanted itself in the wall of her womb a few days after a sperm fertilized her egg, there developed three layers of cells;

1) The ectoderm.
2) The endoderm.
3) The Mesoderm.

From these layers all the various parts of the embryo's body were formed, under the control of the genetic instructions inherited from both parents.

180: Both the Searl Effect generator (S-E-G) and the Inverse-Gravity-Vehicle (I-G-V); is similar concept in nature:

1) Atoms.
2) Molecules.
3) Genetic instructions from its inventor.

What did I hear you say – rubbish – no you are incorrect – its reality; cells and organs are created by molecules which in themselves consist of atoms, no different to that which I am discussing about your construction and functions; only we use different terms to insolate what section of reality we are studying or debating.

In the Homo sapiens construction; a small amount of tissue differentiation and organ development occurs during the fetal period, but for the most part fetal development is primarily limited in body growth.

Similar in nature to the work being done in Thailand on the magnetiser, a small amount of materials are used as primarily limited to body growth of that structure, that is to say that time is consumes to machine the parts required for the organs of that magnetiser, then spent on buying parts.

And of course, labour and parturition (childbirth) are the culmination of gestation and require the action of oxytocin from the mother's pituitary gland, and prostaglandins, produced in her uterus.

That are the basic facts here on planet Earth, at this time of my understanding, how space and time will affect these construction functions; I have to admit that I have no idea whatsoever what the outcome will be, but I do appreciate that changes may occur over extremely long space missions.

It is upon evaluating our knowledge base and all possible malfunctions, no matter how small the risks, can I feel confident that the mission will result in success.

In my world of reality; I look at this development in the same light as that of an unborn child process of development, both have similar steps of construction functions, as both uses the same category of raw materials.

So let me continue with this process, which is called differentiation, is a hideously complicated one that also applies to the Searl effect technology (SET) but this book describes how some of the most important body parts are formed from the three primitive layers of cells, thanks to the law of the squares, which instructed me how this occurs.

181: The ectoderm is the outer covering of the embryo, so it forms the baby's skin.

But it also produces the brain and spinal cord.

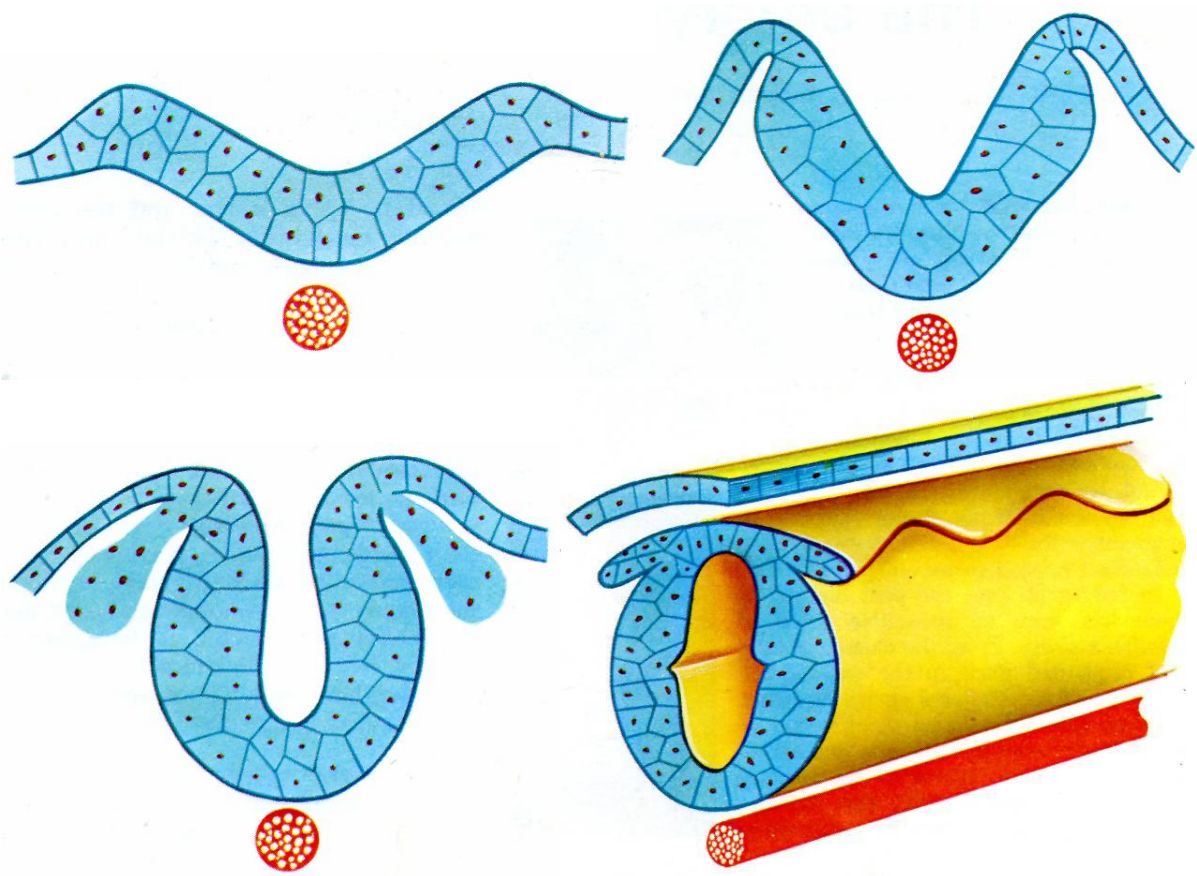
What puzzled me most of all was how does this come about?

Early in the embryo's life, a tiny furrow called the neural groove develops down what will eventually be the middle of its back.

This depression in the ectoderm rapidly becomes a deep trench running the length of the back.

Then the roof of this trench closes over, so that a slim tube of ectoderm is cut off from the outer layer of the body.

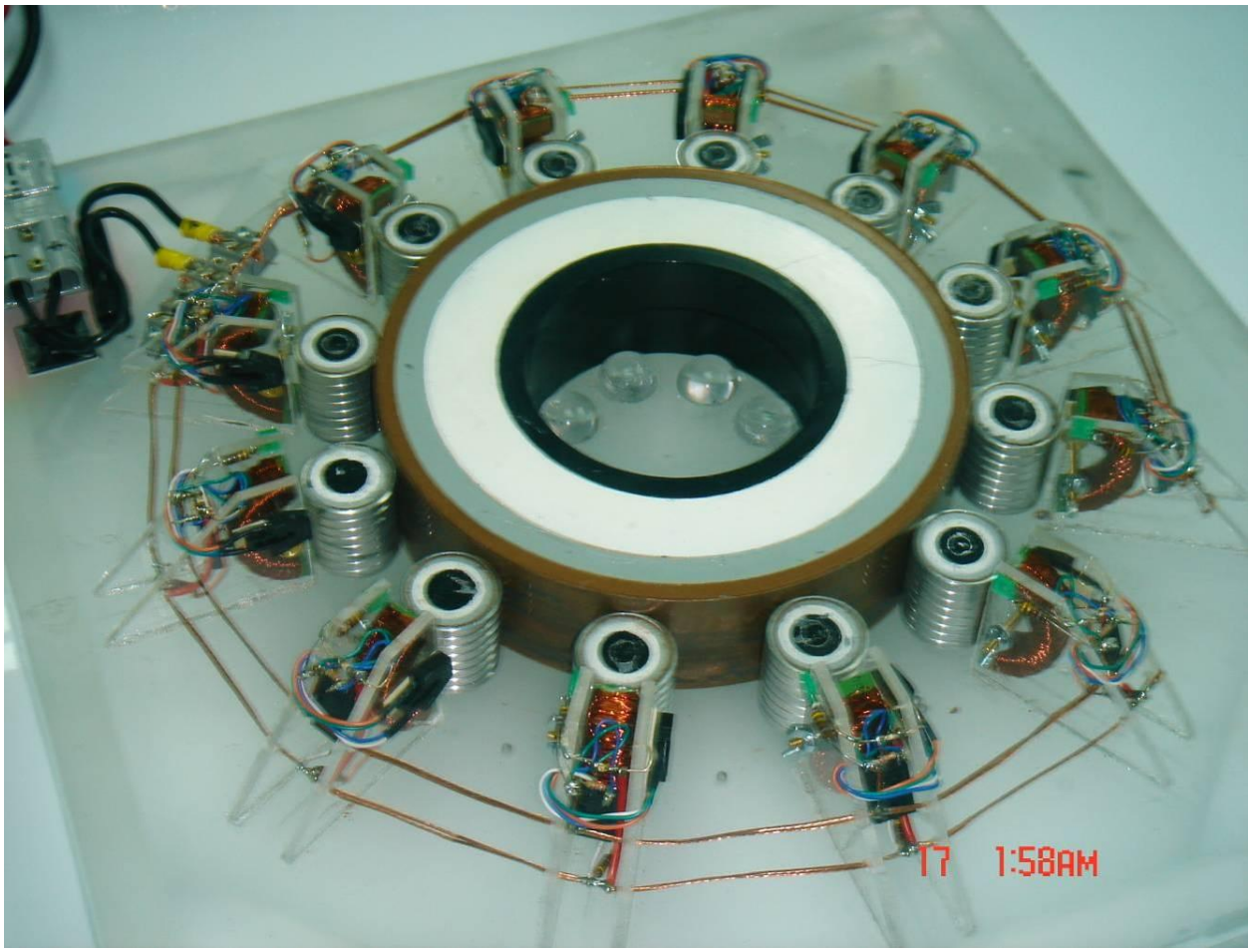
This event is pictured as follows:

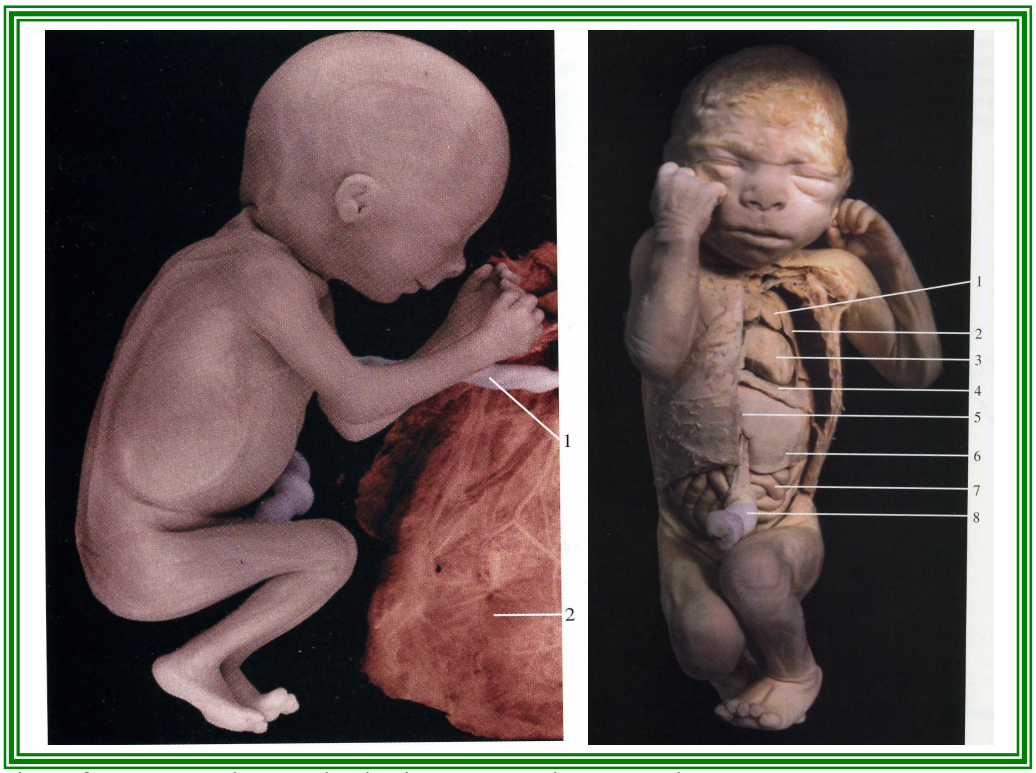


I trust that this illustration will help you to appreciate what I have stated above.

Amazing but true – nature is extremely strange in its construction technology.

Agree that you can say the same about my construction technology.





The reference numbers to both pictures are shown on the next page.

Reference to the numeral values of photo one on your left:

1) Umbilical cord. ***2) Placenta.***

Reference to the numeral values of photo on your right:

1) Thymus.
2) Lung.
3) Heart.
4) Diaphragm.
5) Falciform Ligament.
6) Liver.
7) Small intestine.
8) Umbilical cord.

182: I may not know my onions; but I sure know about you, from the cradle to the grave, even before the cradle issue comes into the equation.

As good as I know about the Searl Effect Technology, which in principle is related to one and the same thing – ATOMS!

This neural tube, as it is now called, runs just below the surface – exactly where the future spinal card will be.

Although it is at this stage nothing more than a simple tube, rapid changes take place in it.

This is also true about the S-E-G the plate basically does nothing on its own, but in fact, a lot of action is going on within it, which the eye cannot see. But once a roller set is offered to it, then and only then do your eyes witness the reaction that is taking place between it and that plate.

Its front end, which will form the brain, develops certain characteristic kinks, so that some parts are divided off from each other.

That is rather like the roller sets used in the S-E-G technology which actually in reality representing a solid ring in motion. Each roller set divided into parts again, yet still remain as a whole unit, all roller sets remain as if they are just one unit of solid mass.

These regions then start to swell, and become the primitive fore-brain, mid-brain and hind-brain.

Cells send out projections which connect the brain and the spinal cord to the rest of the body.

Which are similar in nature in the S.E.G where the plate sends out lines of flux to a roller set and likewise to all such body parts.

Where in human body parts these projections are not term flux lines but instead they are termed nerves. Yet in reality they both are undertaking the same task that of communication.

But in the developing brain, as in other parts of the embryo, things can go wrong, leading to what doctors call congenital abnormalities.

Whereas in the S.E.G technology; if things go wrong scientists states that it's a load of crap, they would unlikely state that it's a functional abnormality.

The first thing that may happen is that the trench of the neural groove may fail to close over properly. That is just one problem which might occur on a long deep space mission operation, I cannot rule out that possibility, as that has happen here on planet Earth.

I agree that all congenital abnormalities are, fortunately, rare, but this one is among the more common.

It usually occurs in the lower spinal region and my mind asks WHY?

This condition is called spina bifida.

It is immediately recognizable at birth, because there is a gap in the skin in the small of the baby's back.

The area is covered only by a membrane, and fluid from the central nervous system – the cerebro-spinal fluid – may be leaking from it.

Sometimes, nerves are visible in the gap.

The outlook for babies with spina bifida used to be very bad indeed.

Infection could readily spread through the opening in the skin.

The result was frequently meningitis and death.

In fact, this can still happen, although the introduction of the antibiotics and the development of surgical techniques for closing over the gap have greatly improved the outlook for these babies.

Unfortunately, however, the nerves which supply the legs and bladder spring from the area of the spinal cord most often affected by spina bifida, and this quite frequently means that the child may have difficulty in walking and in controlling his bladder.

Other 'mistakes' occurring as the central nervous system develops from the ectoderm may lead to a condition known as hydrocephalus.

This condition, which is quite often associated with spina bifida, occurs when there is a blockage I the complicated system that circulates fluid round the brain and spinal cord.

The result is that the baby's head grows steadily larger and larger.

If the enlargement occurs while the child is still in the womb, delivery may be very difficult.

But to my understanding, this process is delayed until the baby is some weeks old. But I can not certify that would be the case in long duration space missions.

As with spina bifida, doctors have made big strides in treating hydrocephalus.

183: Perhaps the most significant aid is a valve invented by an American engineer whose baby had hydrocephalus.

Having been told there was little hope for the child, he simply went home, got out his drawing board and designed a valve which could be connected into the baby's brain and allow the excess fluid to flow away.

This invention has undoubtedly saved the lives of many babies. Well at least I would like to think so, as I have no actually records of how many babies have shown this problem and how many

have failed to survive.

It is facts that are important to one; so that the project he / she working upon will meet all requirements should the need ever arrive.

To my knowledge base there are two further ‘errors’ of brain development are microcephaly and anencephaly.

In the former condition, the segments of the embryo’s brain fail to swell as they should, so that there is only a tiny brain.

Such children unfortunately have severely sub-normal intelligence.

In anencephaly, the brain and head fail to develop at all, and the child cannot live beyond birth.

Fortunately, such tragedies are very rare.

184: Because there is a risk; due to unknown factors in extra long deep space missions that I must consider what would be needed onboard any mission that will be of long term durations.

Mars is not a bus ride away, and everything that could go wrong with Homo sapiens life: needs to be considered, going to the international space station is just a bus ride away not a problem for the Inverse-Gravity-Vehicle, or even to the Moon, but Mars is a different kettle of fish; its not the carrier that’s the problem; its you the living thing!

So how does the innermost layer of embryonic cells – the endoderm – develop?

This is the tissue which gives rise to the gullet, stomach and intestines.

In addition, it forms certain organs situated close to the alimentary tract – including the liver and the windpipe.

At first, the alimentary tract (or gut) is simply a more or less straight tube from the area which will eventually become the mouth to that which will become the anus.

These two areas are marked by small pits in the skin.

Before very long, however, a bulge develops in one part of this tube; this bulge is the primitive stomach.

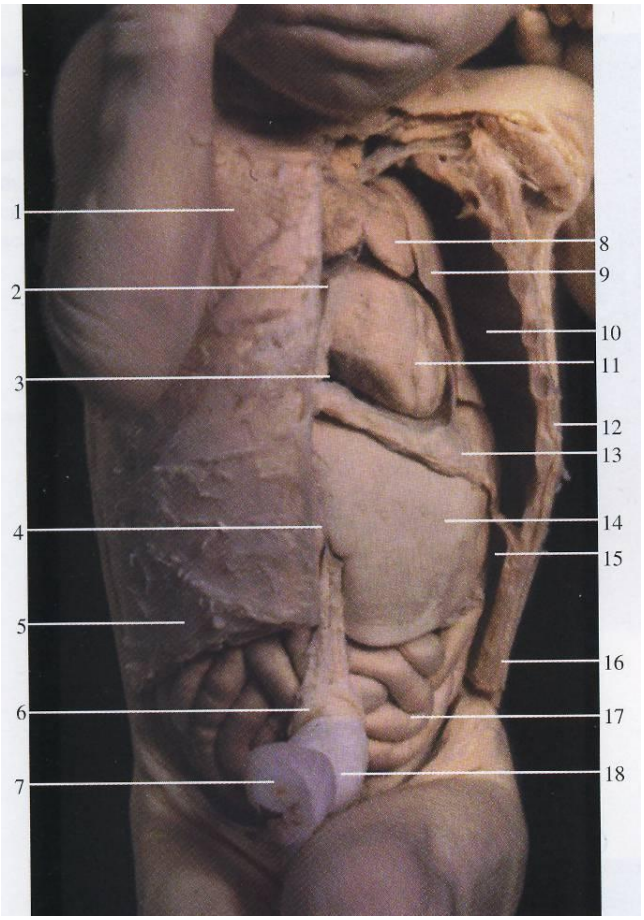
Shortly afterwards, the part of the tube that lies opposite the future umbilical area becomes looped over, so that it takes up the appearance of the coiled intestine of a mature Homo sapiens.

All this should be relatively straight forward, note that I say straight forward. But, as with so much else in the body, many things can go wrong.

For a start, all kinds of abnormal pouches, called diverticula, may develop at any level of the gut.

And the gut may become constricted, or even completely obstructed, at various places.

What is the problem, to my mind: is why this does happen, how we can prevent such events becoming a reality in a birth of a child?



1 =Pectoralis major m.
2 = Pericardium (cut)
3 =Pericardial cavity.
4 = Falciform ligament.
5 = External abdominal oblique m.
6 = Umbilicus.
7 = Umbilical vein.
8 = Thymus.
9 = lung.
10 = Pleural cavity
11 = Heart.
12 = Thoracic wall.
13 = Diaphragm.
14 = Liver.
15 = Peritoneal cavity.
16 = Abdominal wall.
17 = Small intestine.
18 = Umbilical cord.

Thoracic and abdominal viscera of a Homo sapiens fetus at approximately 28 weeks.

A 8.1 week intrauterine pregnancy.

Marks are indicated on the image to denote the crown and rump.

The crown-rump length of this embryo is 18 mm.

Ultrasonography, produces a safe, high resolution of fetal structure.

Most ultrasound scans are obtained on fetuses older than 12 weeks.

Among the most common of these conditions is one called duodenal atresia.

In this condition (and in the related one of duodenal stenosis), it is impossible for any nourishment to get through the duodenum – the short stretch of intestine which leads out of the stomach.

The baby who has such a condition will therefore start vomiting within a few hours of birth, and all attempts to feed it will be futile. The matter vomited may be bile-stained, and since the bile passage open into the duodenum.

Treatment is by immediate surgical operation to bypass the obstruction.

185: Here is the best point to terminate this document, note that all parts entered in red are updates to the original.

It might come as a surprised that such information had anything to do with my work, unfortunate everything has something to do with my work, even what is contain in your urine and solid waste is vital information for success of any real deep long space duration missions. What you eat, what you drink and breath are very much important issues, I cannot take anything for granted from hear say.

This document has been released to the general public, by the authority of:

Prof. John Roy Robert Searl head of human studies.
Manned Flight Division.
Superintendent of documents – UK.

My World – the domain of reality that has yet to come to past – that may be sooner then you thinks.

Studies on the S.S. Explorer (I.G.V) are under investigation, both in the U.S.A. and Thailand.

186: Today, Friday February 1st, 2008 at 0814 GMT, received parcel from Planet Audio Systems:

Rec 1-2-08

INVOICE

No: 0801288

31 January 2008

Page No: 1

Invoice to:
John Searl
5, Guilfoyle,
Broadhead Stard,
NW9 5PN

T:
M:
F:
E: ukpolice999@hotmail.com

Deliver to:
John Searl
5, Guilfoyle,
Broadhead Stard,
NW9 5PN

1	MOTU D3HD	1649.00
	Shipping Cost	9.99
	Total incl. Shipping	1658.99
	VAT	290.32
	Invoice Total	**£ 1949.31**

Solution Expert

Planet Audio Systems
33 Bournehall Avenue,
Bushey, Hertfordshire, WD23 3AU
Tel: 0208 950 1485 Fax: 0208 950 1294
Email: apple@planetaudiosystems.com
Registered in UK No:4625823 VAT No:806 0258 55

Another bit of equipment arrived to day as invoice shown above part of the replacement equip which was stolen from here. Just the task now to fit into rack and wire up.

The task now is to get all the connector cables to wire up for action, there is much cabling to do here.

187:

The technology is available, only the hard cash is not unfortunate, the unit above this window will take me 12 months to save up to obtain, if my pension don't have to feed 2 people or more, which it does at times.

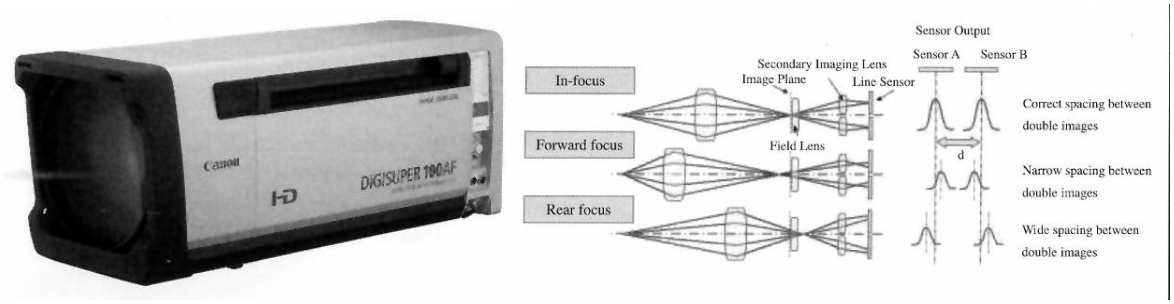
My work must be recorded visual wise and audio wise including text, that part of the text is being done at this time, and proven on the web.

I am aware that recently there has been a greater demand for broadcast HDTV production and that means the requirement for accuracy in focusing has risen in response to this demand.

My question is: Canon who has been and to my knowledge still continues to be a pioneer in the design of broadcast lenses and states that they can meet the demand with the introduction of a

Revolutionary HDTV Auto Focus System.

They claim that this technology assists professional camera operators in concentrating on the action / beauty shots while maintaining the images in focus – good heavens that is what I need, but I guess I would need to win the National Lottery to pay for it, and I am not a lucky type of a man, they should had name me Mr unlucky, which would had been telling the truth.



From the show that I attended Canon's advanced Auto Focusing for the DIGISUPER HDTV Zoom lens employs the TTL Secondary Image Registration Phase-detection system, originally developed for single lens reflex still cameras, in order to pursue both high accuracy and high tracking capability for broadcast HDTV.

I REQUIRE TO BE ABLE TO CREATE Video films upon this present day work that is suitable to be broadcast live – I appreciate that I am expecting to achieve far too much quality in my work load, not being a professional cameraman – but at least I am trying to better everything which I do so you the people can enjoy that which you are watching on my website.

THE SECOND IMAGE SHOWS THE TTL Secondary Image Registration Phase Detection System. The light transmitting through a pair of the secondary imaging lenses focuses on separate sensors.

That figure above illustrates the state of focusing.

The TTL Secondary Image Registration Phase Detection System determines the positional relationship between the two images. So again we witness that the impossible is in fact possible amazing what these Homo sapiens can achieve.

188: The reason I am writing this book is to show proof of what happen, how and by whom, past, present and what I trust will happen in the future. Thereby killing off that expert crap that I could not had invented this technology because I never had the money or the knowledge to do so.

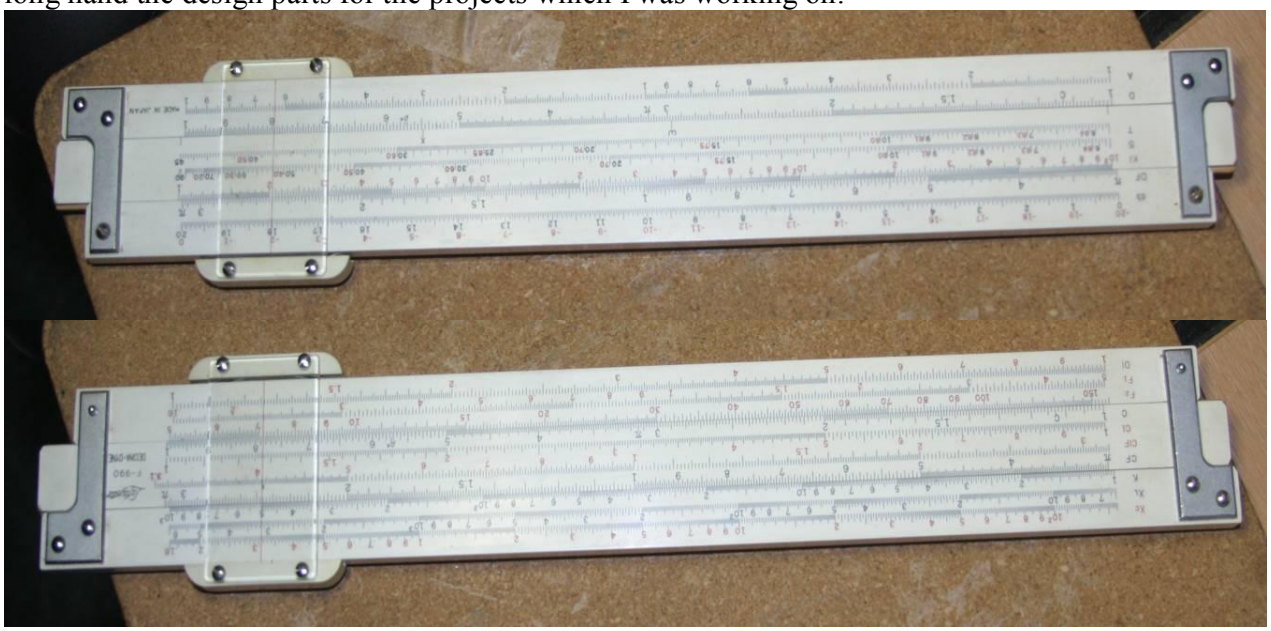
That is up to you to decide if they are telling the truth or just bull shit to impress you.

Earlier in this report I stated that I used a slide rule back there in time, and that as far as I know I still have it, well I can confirm that is precisely true moving a ton of paper material I found it and to prove it I will show it here.

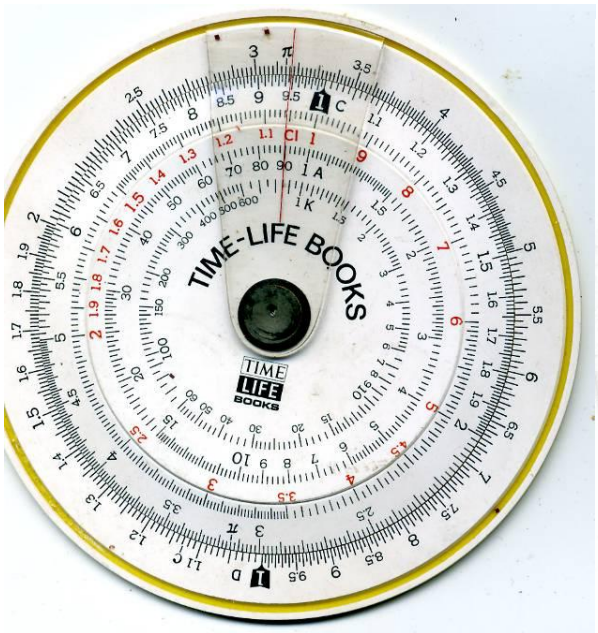
Unfortunate the space on this sheet is not enough to show it in its leather case, in those days it was leather, not plastic.

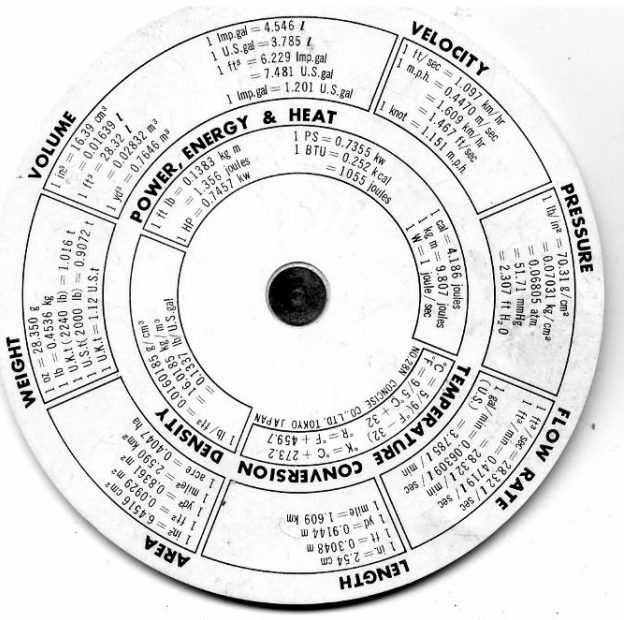
Thus I will show three pictures, the case, one side of that slide rule then the other side, don't forget it may be older then you are. To know that I still have at least one bit of the past, which of cause there are more than one bit here is good to remember how I did this work all long hand.

The 1946 slide rule in its leather case as used throughout 1946 – 1968 by me in the work out by long hand the design parts for the projects which I was working on.

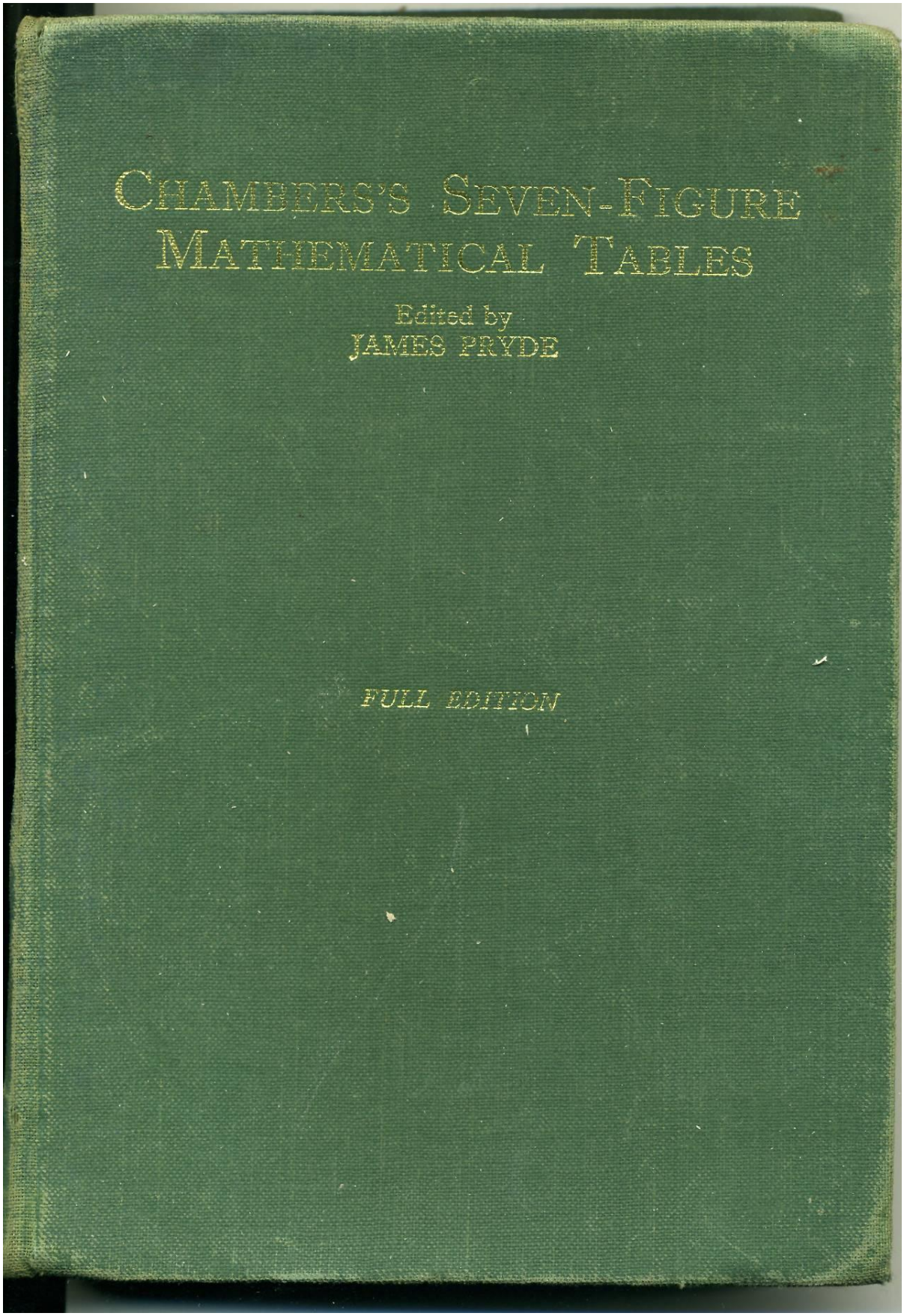


They are old now just about 14 years younger then me. But like me it is still kicking, if only just!





Here is another tool that helped me with some of the research studies that I carried out from 1946 right up to 1968 when those I trusted failed me, by failing to support me when a company wanted to back the flying side which they had watched on the news. Peter Barrett was the key problem.



!946 this was my key to success in this development, everything done by long hand from this book, in fact today Saturday 2nd February 2008 it still will have to be used for the work going ahead as I do not have the software on a computer to use.

No.	0	1	2	3	4	5	6	7	8	9	Diff.
7800	892 0946	1002	1057	1113	1169	1224	1280	1336	1391	1447	
01	1503	1558	1614	1670	1725	1781	1837	1892	1948	2004	
02	2059	2115	2171	2226	2282	2338	2393	2449	2505	2560	
03	2616	2672	2727	2783	2839	2894	2950	3006	3061	3117	
04	3173	3228	3284	3340	3395	3451	3506	3562	3618	3673	
05	3729	3785	3840	3896	3952	4007	4063	4119	4174	4230	
06	4285	4341	4397	4452	4508	4564	4619	4675	4731	4786	
07	4842	4897	4953	5009	5064	5120	5176	5231	5287	5342	
08	5398	5454	5509	5565	5621	5676	5732	5787	5843	5899	
09	5954	6010	6065	6121	6177	6232	6288	6344	6399	6455	
10	6510	6566	6622	6677	6733	6788	6844	6900	6955	7011	
7811	7066	7122	7178	7233	7289	7344	7400	7456	7511	7567	
12	7622	7678	7734	7789	7845	7900	7956	8011	8067	8123	
13	8178	8234	8289	8345	8401	8456	8512	8567	8623	8678	
14	8734	8790	8845	8901	8956	9012	9068	9123	9179	9234	
15	9290	9345	9401	9457	9512	9568	9623	9679	9734	9790	
16	9846	9901	9957	0012	0068	0123	0179	0234	0290	0346	
17	893 0401	0457	0512	0568	0623	0679	0734	0790	0846	0901	
18	0957	1012	1068	1123	1179	1234	1290	1345	1401	1457	
19	1512	1568	1623	1679	1734	1790	1845	1901	1956	2012	
20	2068	2123	2179	2234	2290	2345	2401	2456	2512	2567	
7821	2623	2678	2734	2789	2845	2900	2956	3012	3067	3123	56 1 6 2 11 3 17 4 22 5 28 6 34 7 39 8 45 9 50
22	3178	3234	3289	3345	3400	3456	3511	3567	3622	3678	
23	3733	3789	3844	3900	3955	4011	4066	4122	4177	4233	
24	4288	4344	4399	4455	4510	4566	4621	4677	4732	4788	
25	4843	4899	4954	5010	5065	5121	5176	5232	5287	5343	
26	5398	5454	5509	5565	5620	5676	5731	5787	5842	5898	
27	5953	6009	6064	6120	6175	6231	6286	6342	6397	6453	
28	6508	6564	6619	6675	6730	6786	6841	6897	6952	7007	
29	7063	7118	7174	7229	7285	7340	7396	7451	7507	7562	
30	7618	7673	7729	7784	7839	7895	7950	8006	8061	8117	
7831	8172	8228	8283	8339	8394	8450	8505	8560	8616	8671	
32	8727	8782	8838	8893	8949	9004	9059	9115	9170	9226	
33	9281	9337	9392	9448	9503	9558	9614	9669	9725	9780	
34	9836	9891	9947	0002	0057	0113	0168	0224	0279	0335	
35	894 0390	0445	0501	0556	0612	0667	0723	0778	0833	0889	
36	0944	1000	1055	1111	1166	1221	1277	1332	1388	1443	
37	1498	1554	1609	1665	1720	1776	1831	1886	1942	1997	
38	2053	2108	2163	2219	2274	2330	2385	2440	2496	2551	
39	2607	2662	2717	2773	2828	2884	2939	2994	3050	3105	
40	3161	3216	3271	3327	3382	3438	3493	3548	3604	3659	
7841	3715	3770	3825	3881	3936	3991	4047	4102	4158	4213	
42	4268	4324	4379	4435	4490	4545	4601	4656	4711	4767	
43	4822	4878	4933	4988	5044	5099	5154	5210	5265	5320	
44	5376	5431	5487	5542	5597	5653	5708	5763	5819	5874	
45	5929	5985	6040	6096	6151	6206	6262	6317	6372	6428	
46	6483	6538	6594	6649	6704	6760	6815	6870	6926	6981	
47	7037	7092	7147	7203	7258	7313	7369	7424	7479	7535	
48	7590	7645	7701	7756	7811	7867	7922	7977	8033	8088	
49	8143	8199	8254	8309	8365	8420	8475	8531	8586	8641	
7850	8697	8752	8807	8863	8918	8973	9028	9084	9139	9194	

Just one of the pages as a sample what I am talking about, before you experts start giving out your expert crap; that the day may come when your mates will find that you are great at producing shit, and what is worst they fell in it.