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*Firstly, you might expect an apology for the intrusion of such a crude and simple contraption into a world used to thinking only of 'high-tech' solutions to everything. But apologise to any who so wilfully accept such a crude and simple political-commercial tyranny masquerading as democracy world-wide today? Perhaps not.*

*And high technology? This mechanism should have been invented twenty thousand years ago by our distant forefathers, but the Patent Office recognises it as 'novel', so 'novel' it is. The apparatus is not nano-anything, but very much the contrary. Rather than merely agricultural in scale, as you will see it is marine in dimension and global in scope. So, if it seems brutish and crude, well, that is just what it is. However, the more brutish and vast it is, the more beneficial it is to us and to all life on the planet. So, rather than looking for any technological elegance, look at it and appreciate it for what it is and will mean for us all.*

*The invention provides a cheap and novel way a) to propel ships and b) to produce rotary power for electrical generation in vast quantities, in both cases totally without combustion, without chemical reaction and without pollution. So who needs oil or nuclear power? Certainly not the planet.*

*Patent Office recognition of it as 'novel' and of its 'industrial applicability', and it also being Copyright, all mean that, with the inventor's permission, anyone can implement it without fear of infringing any 'patent law' or anybody's 'rights'. There are a few stipulations at the end of the following description, which set out how it should be done for its benefits to go where they belong - to the planet and its inhabitants, rather than into a few already grossly over-swollen pockets.*

## **GRAVITY-INERTIA MOTOR**

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Keywords: mass , gimbals , ratchets , gravity , inertia , free energy , electrical generation

A heavy passive mass, supported on gimbals, or in a tank or container or on a platform so supported, is thus stable relative to a rolling and pitching vehicle such as a ship. By the use of looped chains and cross-looped chains and pairs of ratchets, push rods, or a single gear-wheel, the energy latent between the static mass and the moving mass of the vehicle can be converted and transferred to augment the power of the main engines and thus save fuel, and provide alternative propulsion and power both in the case of conventional main-engine failure and when fossil fuels no longer exist.

It can thus also provide electrical power ad infinitum without the need of combustion, so alleviating the present pollution and heating of the planet.

### **Gravity-Inertia Motor**

A ship, rolling and pitching in response to the waves it meets, or to waves which affect it, or a vehicle moving irregularly along a road, will experience changes in force. Until now this energy of inevitable movement has served no useful purpose, but now it may be converted to the use of propelling the vessel or vehicle, and for other purposes.

The relative movement of two contra-posed masses acting in opposition to each other can be made to produce energy in quantity relative to the quantity of their opposed masses.

This patent application proposes the use of a few methods by which this energy, with particular reference to ships and floating vessels, may be harnessed and adapted to augment the power of ship's main engines and thus

save fuel. Where the ship's conventional main engines are not producing power, this method provides power to enable steering and propulsion.

The same simple mechanism may be used to produce clean energy in vast quantities as an alternative to using fossil or nuclear fuels.

### **Preamble**

The prime intention of this invention, for which patent application is sought, is the propulsion of ships and the consequent saving of fuel, with further benefits in conserving the planet's resources and alleviating the deleterious effects of their profligate wastage for mere financial profit.

A previous patent of seventy seven years ago, GB297720 - 20/09/1928, was for a device similar in some general respects but for the generation of electrical energy to light a buoy, and it was to be mounted within a buoy. By contrast, the present independent invention is primarily for the propulsion of ships and the transportation of the cargoes they carry, and the apparatus is mounted not in a buoy but in a sea-going hull especially designed to roll and thus to propel itself in response to the wave-motion of the seas around it. The rotary power it produces can also be used for the generation of electrical or other energy.

The 1928 patent and others since then envisaged the use of a hanging pendulum, the present application is for a mass supported on gimbals. The previous patent proposed gears and ratchets, the present application uses looped and cross-looped chains or alternatively uses a single auxiliary gear-wheel and a toothed wheel on the drive-shaft. So the basic purpose of propulsion and rotation rather than merely electricity is different and the apparatus suggested here in this present application is both more simple and orders of magnitude more massive both in structure and in intention.

Whatever happened to the potential of the previous application is not known, but it is obvious that it is not in use today for the purpose intended by this present application, which has been conceived primarily for the transporting of large cargo about the world by sea. Its incidental secondary ability to generate electricity would be achieved more flexibly by simpler and different mechanisms, it would be mobile and much more comprehensive. In general the energy produced would also be fed to land-based electrical generators in the form of rotary motion by various means.

### **Description**

An appropriately shaped block, weight or loaded container, supported through its upper part on gimbals, stands vertically. If a ship, in which said block, weight or container is supported, is caused to tilt relative to the axis of support, the block, weight or container will still tend to remain more or less vertically, due to the effect of gravity.

Constant variations in the tilting attitude of the vessel, as in a ship rolling laterally and pitching fore and aft, will result in the block, mass or container still continuing to remain vertical, considerable usable momentum thus being produced between the static mass and the moving hull or vehicle. Up to the point of equality between a) the mass of the hull and b) that of its static contents, the heavier the weight of the mass, then the higher the potential energy derived between hull and mass.

This force can be extracted as rotation of considerable strength by means of capturing and converting the partial rotation of the mass in each direction (figs. 6 - 9), or alternatively in both horizontal axes of fore and aft as in the configuration of figs. 2 and 3, and of port and starboard as in the configuration of figs. 4 and 5.

From the gimbal-mounted mass the energy can be extracted via an arm fixed vertically or otherwise through the mass (fig. 12), or via pairs of

toothed wheels, fixed or otherwise, set on the axles of the gimbals at A and/or B (figs. 6 - 8 and 9) or centrally in each section of the mass. From each extremity of the arm, or from each wheel, a looped (fig. 6) and cross-looped (fig. 7) chain with cable and length-adjustable rod interconnection, transfers the energy of the momentum to appropriately ratchet-mounted wheels mounted on a drive shaft (8 and 9), each wheel extracting the rotation by a ratchet set in the appropriate direction. Push- and pull-rods may alternatively be used between arm and shaft, or wheel and shaft, but chains are more flexible, as simple and as convenient.

Alternatively, single fixed toothed wheels set at intervals along the length of the mass each transfer energy to pairs of ratchet-mounted wheels, each via a) one looped chain (fig. 6) and b) one cross-looped chain (fig. 7). The drive-shaft rotates uni-directionally by receiving the energy via the separately ratchet-mounted wheels, each receiving the single-direction rotation via the appropriate looped or cross-looped chain (as in figs. 6 - 9 and 19).

In the case of the use of gears, individual toothed wheels set at intervals along the length of the mass, or at the gimbals' axes, would each impart energy to a ratchet-mounted toothed wheel mounted on a drive-shaft above the oscillating mass, and on the reverse swing also to a single gear-wheel situated beside the drive-shaft, the gear-wheel bearing a ratchet to provide the drive-shaft with the appropriate direction so that, once again, usable uni-directional rotation is provided.

To simplify and summarise, the vessel rotates back and forth relative to the static mass. The energy implicit in the actively rolling vessel (or moving vehicle) is communicated via the gimbal-supported passive block, mass or container to receptive points fixed relative to the ship's hull. There, by means of ratchets operating in conjunction with a looped chain and a cross-looped chain, push- and pull-rods, or a gear (figs. 6 - 14 and 19), the powerful forces generated by the constantly changing relative positions can

be extracted and transferred for the purpose of propulsion or propulsive rotation for further use.

A governor system may be inserted to regulate the output to be in synchrony with the roll of the ship, so that the maximum energy is derived. Automatic gearing may be inserted to modify and regulate the rotary power received, and a flywheel or similar item to store and smooth delivery of the energy, which may be utilised either by direct physical application or via the intervention of electrical generation. The mass of such flywheel also aids the counter-mass of the hull.

Energy is ideally collected via rotation but can also be received by pressure of direct contact with the relatively moving masses.

The weight or mass may be of any suitable material, such as metal or steel-reinforced aggregate concrete, the higher its density the smaller the size of the mass and the space it will occupy.

A container with an integral structure of rigid supports, mounted in this way, may be filled with liquid or cargo material to provide such a mass. The fuel, water or ballast tanks of the vessel may also be thus mounted to provide this incidental function.

Alternatively, a platform or platforms, mounted either on gimbals (fig. 15), a fulcrum (17) or pivot (16), may be used, on which the above structures and part of the cargo may also be carried, so that the mass of the cargo itself also provides motive power to the ship.

Ideally the ship's ballast tanks will be designed to be supported on gimbals (fig. 18) or above platforms (16) so that they can rock from side to side and incline fore and aft. This movement is easily captured and converted to rotation, either beneath the structure of the container directly into a propulsion shaft, or overhead or aside (10 and 14), to be passed to the propulsion shaft aft or other use. In either case, if the ballast tanks are in

separate compartments, the propulsion shaft can also be in sections, such sections uniting or separating in their rotation as necessary, again by means of ratchets.

Alternatively, a mass, in one piece or in sections, supported by gimbals fore and aft and abeam can receive the energy from the two principal axes of the ship or vehicle, or be freely supported by gimbals to accept the energy from change of motion in any direction (fig. 12).

The size, strength and structure of any ship or vehicle may well prescribe whether gimbal-supported weight, platform, tank or any such variation should be more appropriate, and in what form the structure should be.

This has particular application in augmenting the power of ships' main engines, resulting in reduced fuel usage, or, particularly in conditions of vigorous movement, to enable manoeuvring, steerage-way and control when the main engines themselves are not in action.

The motor may be fitted with a brake and lock to restrict or prevent its movement when such action is not required. Also a damping system can be provided to inhibit or to exploit any tendency of the weight to oscillate uncontrollably. Automatic fine-tuning of the governor system can also have a multiplier effect when the roll is otherwise too slight to be used, so that such auxiliary power can be used intermittently. The mechanism will also tend to stabilise the ship.

Although the percentage of power derived - depending on the size of the mass employed - in calm sea conditions may apparently be minor in comparison with that of the main engines, even then, on a small scale over a period of time, the fuel saving will be considerable. Even a comparatively small ship uses ten tons of fuel per day, so a saving of even of only ten or twenty-percent would signify a notable annual saving. At other times, as in the case of engine failure, the gravity motor may be the only source of

power available. And indeed, in normal sea conditions, sufficient mass will provide as much or more power than the conventional motors now used.

This passive motor uses no fuel, but is motivated by changes in the physical attitude of the vessel, vehicle or article containing such a device, thus converting solar energy via wind, waves and movement into usable power. This will therefore also provide an acceptable alternative method of propulsion when fossil fuels no longer exist, being clean power, of endless free supply and without pollution, and the same simple mechanism will still be producing power in a million years, requiring only basic maintenance, such as lubrication, chain adjustment or occasional ratchet or chain renewal.

The ability of the mechanism of the present invention to produce electrical power cannot be ignored or denied, as touched on in the initial application. However, though this is incidental to its purpose to transport, it is of massive importance. In this role it is envisaged that for maximum potential the total moving hull and total static mass would be more or less equal in weight. Such a hull, with the identical mechanism for propulsion, and with a generator aboard, could transport itself to areas devastated by war or other more natural disasters. A line put ashore could then immediately restore electrical power and its benefits to a ravaged land. Such generator could even be included as part of the passive mass, but it is simpler if integrated to form part the contra-opposed mass of the hull.

It is foreseen that this power incidental to propulsion could be otherwise used, but in vast quantities, to obviate the present profligate wastage of fossil lubricants and fuels. One hundred square kilometres of sea area of these Hippos, especially designed to roll and containing masses of sufficient weight, wallowing in lines along the incoming swells and waves of average sea conditions, can produce indefinitely enough clean electricity for the whole of Europe, thus eliminating much of the source of environmental pollution and planetary heating. Any excess power produced by windy weather can pump fresh river water back above dams for both irrigation

purposes and clean hydro-electric power for times when sea conditions are unusually calm.

For the production of power other than propulsion, the hull would be much more massive, and be especially designed to pitch and roll, and the mass would be altogether more massive, but the mechanism is the same as that used for propulsion. 100,000 tons of difference in reaction between each hull and mass in average sea conditions theoretically has the potential to produce 300 megawatts of electricity, and while an onboard generator may supply mobile or emergency power to an area onshore, it is thought better to transfer the motive power ashore from each hull as rotation, via rotating cables, rods or tubes to generators constructed on solid land. With the prospect of rising sea-levels from planetary heating due to the excessive senseless use of fossil fuels, these power stations would well be sited on higher land. In any case, ideally these hulls would wallow in lines along the incoming swells and waves, each unit feeding its component of rotating energy via a geared tap into major rotating cables or rods to any of several principal fixed nodes. Alternatively, to convey the force ashore, each-way flows of liquid medium may be pumped by means of two-way impellers via concentric tubes, with a two-way impeller to introduce the force at the near end, and a two-way impeller to extract the force at the far end.

On the basis of potential, theoretically one hundred square kilometres of average sea condition will produce 1,500,000 megawatts of pollution-free electricity indefinitely at the cost only of construction - most probably of massed and rock-filled concrete - and thereafter maintenance of the simple apparatus.

It is repeated that this passive motor uses no fuel, but is motivated by changes in the physical attitude of the vessel or vehicle containing such a device, thus converting solar energy via wind and waves and movement into usable power. It will therefore be clean power, of endless free supply and without pollution or heat wastage due to unnecessary combustion.

In this way, so far as power generation is concerned, clean, free solar energy, derived via the wind, is harvested from the waves for the benefit of the planet. In view of this, surely the function of political application must be to seek reasons to ensure and protect the practical use of such innovation for the good of all rather than to prohibit its benefits in the interest of those few who seek only to profit financially from its restriction.

On a much more limited basis, such a gravity-inertia motor can provide power to refrigeration units etc. in transport vehicles, or even in cooling packs for walkers or travellers in hot climates.

### **CLAIMS**

1. A heavy mass supported on gimbals (as in figs. 2 - 5, 8 - 14 and 18) within a sea-going ship's hull, with its use to provide both propulsion to the ship and rotary power for further use such as electrical generation, by capturing the motion relative between the stable mass and the hull rolling and pitching around it and converting it to rotation. It is characterised by the use of looped chain (fig. 6) and cross-looped chain (fig. 7), with cable and length-adjustable rod insertions between the sections of chain over the toothed wheels, to transfer the multi-directional momentum of the mass from toothed wheels, fixed relative to the moving mass, to toothed wheels on the drive shafts fixed relative to the hull, to impart uni-directional propulsive rotation to them and so propel the ship.

2. A structure as in Claim 1, but characterised by the use of an arm through the mass (fig. 12) to transfer the each-way or multi-directional momentum of the mass, via chains as in Claim 1, to impart uni-directional propulsive rotation to drive-shafts in fixed position relative to the hull.

3. A structure as in Claims 1 and 2, but characterised by the use of one or more rigid push- and pull-rods in place of the chain to transfer the

each-way momentum of the mass to impart uni-directional propulsive rotation to drive-shafts in fixed position relative to the hull.

4. A structure as in Claim 1, but characterised by the use of a gear-wheel to transfer one component of the each-way momentum of the mass to impart uni-directional propulsive rotation to drive-shafts in fixed position relative to the hull.

5. A structure as in Claim 1, characterised by the use of a loaded tank or container as the gimbal-supported mass.

6. A structure as in Claim 1, characterised by the use of a loaded platform as the mass, supported on gimbals (15) or on an axle or pivot (figs. 16 and 17).

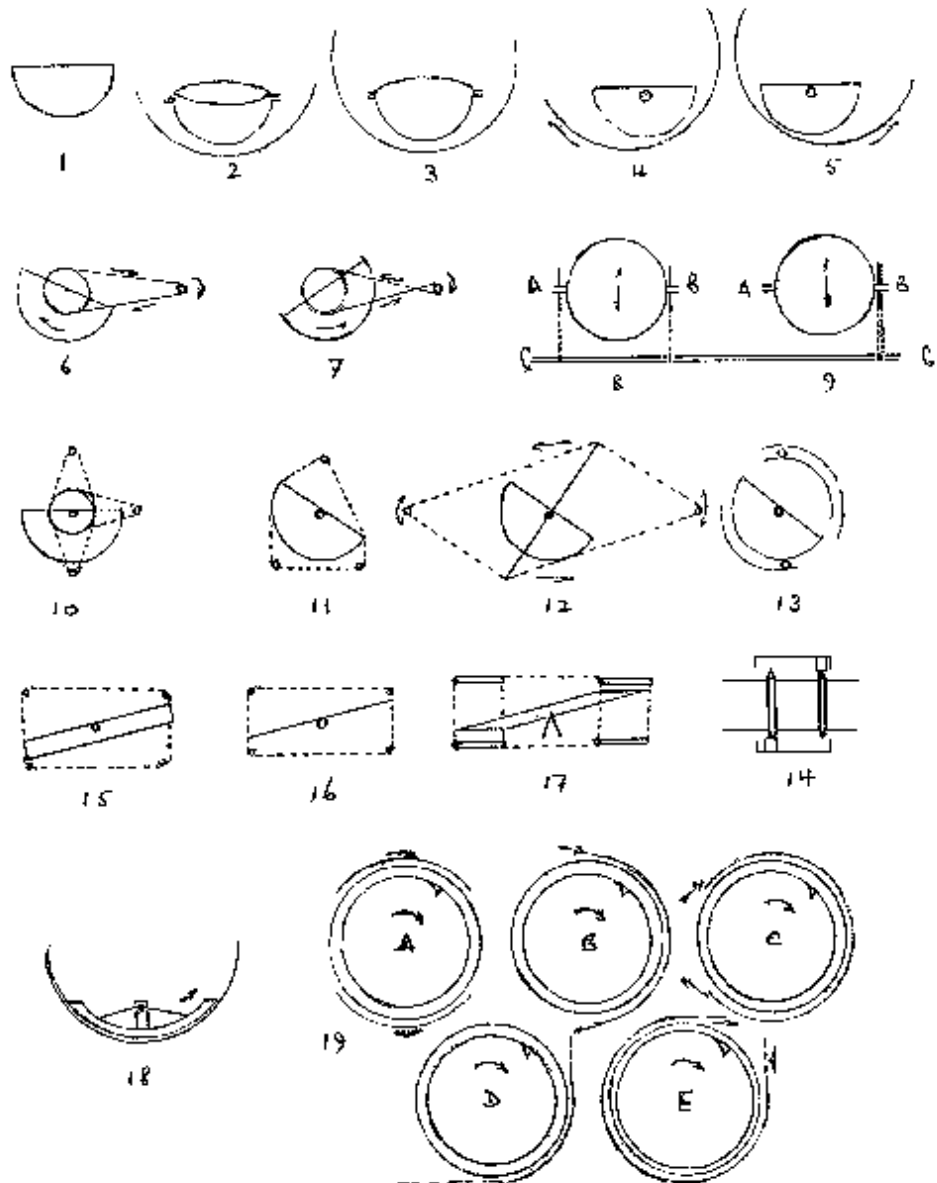
7. A structure as in Claim 1, characterised by the use of the means described in any of the previous Claims 1 - 6 and the use of a revolving cable to convey the propulsive revolving power for use ashore or elsewhere.

8. A structure as in Claim 1, characterised by the use of the means described in any of the previous Claims 1 to 6 and the use of a flexible revolving rod to convey the propulsive revolving power for use ashore or elsewhere.

9. A structure as in Claim 1, characterised by the use of the means described in the previous Claims 1 to 6 and the use of two way impellers and two-way flows via concentric tubes to convey the propulsive revolving power for use ashore or elsewhere.

10. A structure as in Claim 1, characterised by the use of the means described in the previous Claims 1 to 6 and the use of an onboard generator as part of the moving mass, its own momentum thus supplying rotation to itself for the production of electrical power.

## Drawings



## List of drawings

1. A mass, of any appropriate shape, up to a point the heavier the better.
2. Mass in gimbal configuration, bows/prow down.
3. Ditto, bows up.
4. Mass in gimbal configuration, port-side down.
5. Ditto, starboard-side down.
6. Mass in tilt relative to hull, with power take-off to shaft.
7. Ditto, in counter-swing.
8. Mass shown from above, with pto\* to shaft from a wheel on each gimbal.
9. Ditto, with pto - with two wheels on each gimbal - giving power in each direction.
10. Shows power take-off to various points - See in conjunction with fig. 19.
11. Shows alternative power take-off points - See also fig. 19.
12. Shows mass freely hung on gimbals, with alternative pto configuration.
13. Shows pto to propulsion shaft above or below to toothed ratchets, as in 14.
14. Detail - end view - of propulsion shaft with its ratchet wheels accepting pto.
15. Platform, gimbal supported, to carry cargo as mass, fore-and-aft and/or abeam.
16. Ditto, on axle or roller to give either fore-and-aft or abeam pto.
17. Ditto, on point, to give pto fore-and-aft and/or abeam.
18. Showing how ballast tanks could ideally provide energy to hull.
19. Configurations, showing how pto fed in from all directions results in uni-rotation.

\* pto = power take-off

## Abstract

A passive mass supported on gimbals, or in a container or on a platform so supported, is thus stable relative to a rolling or pitching vehicle such as a ship. The use of chains and ratchets, push and push-rods, or a gear-wheel, can convert and transform to propulsive rotation the energy latent between the static weight and moving vehicle, to augment the power of the main engines and thus save fuel, and provide both propulsion in the case of main-engine failure and a clean alternative means of propulsion and of generating electrical power when fossil fuels are no longer available.

This patent application is for simple and appropriate method by which to convert this energy of inevitable movement to force of propulsive use to the vessel or vehicle, to provide clean means of propulsion and as an alternative to nuclear fuels or excessive combustion of polluting fossil fuels.

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*Power to the people!*

*There are dozens of ways of capturing the rocking motion of waves, and dozens of ways of converting this partial two-way rotation to one-way rotation. A few are described herein. And there are dozens of combinations and permutations of the various aspects of each method. For instance -*

*You could also impart the partial rotation in each direction each to a separate axle, to each axle via a gear, chain or similar to transfer its component via an appropriate ratchet to a one-way-turning main shaft.*

*Or cause the mass to impart energy from the down-stroke via its ratchet-mounted axle, and from the up-stroke from a point on the mass itself to an appropriately ratchet-fitted drive-shaft - result, one-way rotation again . . .*

*There are dozens of ways, but the fact that these are stated and published here means that they cannot now be patented by others, and so are freely available for our use.*

*Now, to produce them -*

*Middlemen are opportunistic commercial individuals who interpose themselves between producers and us in order to reap what cash they can from the situation. For instance, farmers are paid five cents or so per kilo for potatoes, and we consumers pay a dollar, or two if the spuds are 'processed' to produce yet more profit. The difference goes unnecessarily to the parasitic middlemen, who take merely for being there. That simply*

*raises the price and is wasteful. In these dog-eat-dog days of such devoutly fostered rapacity, following the example of 'our foremost leaders' even most local politicians play the same role. They sell the financiers access to 'their' public whom they are supposed to represent, sell the constructors permits to build and the contractors exclusive concessions and the necessary planning.*

*- To protest otherwise is to be naïve or implicated; some of us have much experience. Recently the author has known only one honest local politician, and he was soon ousted by the others, who ganged up to get rid of him.*

*You can safely accept that on national and international levels it is the same tawdry story or worse. 'Today unfortunately corruption is endemic' - U.N. - and they should know. For example, that 'foreign investment' we are told all our countries need so desperately, that is exactly what we don't need. It is only lent for us public to pay it all back, plus the 10% extra p.a. to compensate for the lenders' 'up-front retentions', plus its 'interest', plus the commissions that our leaders and rulers have been paid to accept the trash on our behalf. And we are obliged to pay it back on any pretext from taxes of all kinds including VAT to ever-soaring cost of living and inflation and unemployment. It is just what we don't need. Who needs such leaders or rulers, either? We have to take a long hard look at the motives of those who 'represent' us and administer our society world-wide, and we have to adjust the situation accordingly. So, in applying the benefit of this invention on a basis of national patrimony, this is one pitfall we have to avoid -*

*The vessels relevant to this PCT can be of any size, and from circular or square to ship-shaped, but the bigger and longer the better. The cost of such 'ships' to produce all the energy we need can be much less than that of conventional ships of comparative size. So let's keep it that way. And the benefits are specifically to produce more units; and when the project is complete the advantages are for the planet and all its inhabitants, not solely for the financiers and those of ours whom they corrupt to their interests.*

*For this reason, if you want to make and use this apparatus, the inventor stipulates the following points to keep the benefit of his invention out of the predatory hands of the financiers, middlemen and profiteers:*

*To finance your first apparatus, demand the money you have paid for just such as this from the politicians whom you elect specifically to represent your interests. For once do not let them protest the existence only of 'venture-' and 'start-up capital' from banks, thus to line their pockets and those of the financiers who bribe them in order to lend you money - less their retentions, commissions and interest, 'of course'. You pay taxes for just such needs as this invention. And prevent your manufacturers suborning any politicians for the right to make a fortune from their construction. There must be none of the customary bribes involved here, offered or invited, no kick-backs or usual 'commissions for permissions', no split agency fees or costly professional opinions or approvals, but just honest value for an honest need. So demand from your politicians the money you pay for such as this. If they refuse, then you will know enough about them to depose them in favour of others, who will work in your interest rather than that of those who will bribe them.*

*As an alternative you can apply to your future consumers for subscriptions enough just for the first unit, and the rest will follow -*

*Even in average-low sea conditions the apparatus will supply power sufficient that, even at rates reduced from current electrical charges, each machine will produce enough funds annually to build five or ten more units. When, by such arithmetical progression, sufficient units have been produced, then the charges for energy can be reduced to the minimum required for the units' simple maintenance. In this way we of humanity can be relieved of the present vast burden of paying the unscrupulous financiers and their 'institutions' whatever they care to demand for our energy and all our other needs into which they have bought and 'invested' their way. Without the aid of our crooked leaders they would never have been involved as they have been for the last century or two - or millennia or two.*

*Within five years or so, with our domestic and industrial energy needs provided for, it should then be possible to consider driving lightweight electric cars by cable connection, with battery power simply for autonomous*

*local driving - or flying or sailing. The use of petrol can then be phased out, and oil can resume its rightful place as a lubricant. And with all the clean free energy we can use, who needs nuclear energy with its pollution and risk and its enormous hidden cost and 100 years of 'decommissioning'?*

*But also to avoid the middlemen 'traders' and 'merchants' and their margins of 'take' simply for being there, the materials have to be bought in bulk directly from the manufacturers: i.e. cement by the shipload from its producers, waste rock directly from the quarries, sand . . . etc.*

*The work? - If necessary, co-operate with others, form your own manufacturing groups, act for yourselves, it is easy; call for volunteers, here is truly productive activity for the unemployed . . .*

*It is appreciated and must be emphasised that this innovation is at the same stage as the first cart with a motor installed in place of the traditional horse. Even so, it is sufficient in itself now to pay for its establishment and its future development, and it will be improved as refinements eventuate.*

*So now just get off your butts and do it. You no longer have any excuse to be the victims of those brigands and criminal gangsters who have grabbed off the oil resource and the rest of our needs for their private aggrandisement and our impoverishment or extinction. - And we all know who those are, don't we. But we are 'led' to this - by these?*

*Just remember that the world belongs to all its inhabitants, not to just a few who pay for the rest of us to be organised as their market for them to prey on. We have to take a longer harder look at those who exercise money, and at the weapon against us they make of it. With it they shackle us. Then by their infliction of 'interest', cost and debt, we are obliged to slave and die for them. As they take 15%+ per year, they double their untaxed 'holdings' each five years. As they already have 90% of the 'money' in the world, with only 10% in production and circulation, they are thus now dragging from the planet all that we have to produce at an ever-increasing rate to satisfy their demands for the return on their 'investment'. The work and energy-use*

*necessary to produce this are over-heating the planet, also at an ever-increasing rate . . . This is how the warped racket of 'international finance' is designed to operate - to our intended inevitable destruction. And the who, how and why of planetary warming.*

*But we can do better than this. And we can start here.*

*For such reason, use of this invention within these terms is free, as everything should be.*

*Power to the planet!*

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