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BAREBOAT CHARTER

This Charter is made the 8th day of May, 1988, between SAN DONATO PROPERTIES, INC., a company duly incorporated under the laws of Panama and having its registered office in Panama City (hereinafter called "Owner") and MAJESTIC CRUISE LINES, INC., a company duly incorporated under the laws of Panama with its registered office in Panama City (hereinafter called "Charterer").

WHEREAS, the Owner is the owner of the FREEWINDS of 2848.00 net registered tons presently berthed in Curacao, Netherland Antilles;

WHEREAS, the Owner is desirous of chartering said vessel to Charterer and Charterer is desirous of chartering the same subject to and upon the terms and conditions as are hereinafter set forth;

NOW, THEREFORE, this agreement WITNESSETH and the parties hereto agree as follows:

1. PERIOD:

(a) The Owner lets and the Charterer hires the vessel for the period of ten (10) years (hereinafter referred to as the charter period) commencing from the time the vessel is delivered and placed at the disposal of the Charterer.

(b) Charterer has an option to renew this lease for an additional two (2) years. Charterer shall exercise such option by giving written notice to Owner no later than 120 days prior to the expiration of the tenth year.

(c) Either Charterer or Owner may terminate this Charter on any anniversary of the delivery of the vessel by giving written notice of termination of not less than 90 days before such anniversary.

2. DELIVERY:

(a) The vessel shall be delivered and taken over by the Charterer at the port of Curacao, Netherland Antilles.

(b) The Owner shall before and at the time of delivery exercise due diligence to take the vessel seaworthy and in every respect ready in hull, machinery and equipment for service hereunder.

(c) The Owner shall ensure that at the time of delivery the

vessel shall be certified by the appropriate governmental agencies for the purposes of the charter.

(d) Owner specifically accepts and approves all renovation and refurbishments effected by Charterer on the vessel;

(e) The delivery to the Charterer of the vessel and the taking over of the vessel by the Charterer shall constitute a full performance by the Owner of all the Owner's obligation hereunder, and thereafter the Charterer shall not be entitled to make or assert any claim against the Owner on account of any representations or warranties expressed or implied with respect to the vessel but the Owner shall be responsible for repairs or renewals occasioned by latent defects in the vessel or machinery or appurtenances existing at the time of delivery under the Charter, provided such defects have manifested themselves within six (6) months after delivery unless otherwise agreed by the parties.

3. DELIVERY DATE:

(a) The vessel shall be delivered on or before the 1st day of May, 1988, unless otherwise agreed in writing by the parties hereto.

4. CANCELLATION

(a) It is hereby agreed to by the parties that this Charter can be cancelled by mutual agreement at any time. Furthermore, in the event of a breach of any of the conditions of this Charter by either party, the party in breach shall be given written notice of its breach and shall be provided with 14 days within which to remedy the breach. If the party in breach fails to remedy the breach within 14 days after written notice, then this agreement shall be terminated at the conclusion of that 14 day period.

5. TRADING LIMITS:

(a) The vessel shall be employed in lawful trade for the carriage of 438 passengers and suitable lawful merchandise within the trading limits agreed upon between the parties.

(b) Notwithstanding any other provisions contained in this charter it is agreed that nuclear fuel or radioactive products or waste are specifically excluded from the cargo permitted to be loaded or carried under this charter. The exclusion does not apply to radio isotopes used or intended to be used for any industrial, commercial, agricultural, medical

on scientific purpose provided that the Owner's prior approval has been obtained to loading thereof.

6. SURVEYS ON DELIVERY AND RE-DELIVERY:

(a) The Owner and the Charterer shall each appoint surveyors for the purpose of determining and agreeing in writing the condition of the vessel at the time of delivery and re-delivery hereunder. The Owner shall bear all expenses of the On-Survey including loss of time, if any, and the Charterer shall bear all expenses of the Off-Survey including loss of time, if any, at the rate of nine per day or pro rata, also including in each case the cost of any docking and undocking, if required, in connection herewith.

7. INSPECTION:

(a) The Owner shall have the right at any time to inspect or survey the vessel or instruct a duly authorized surveyor to carry out such survey on its behalf to ascertain the condition of the vessel and satisfy itself that the vessel is being properly repaired and maintained. Inspection or survey shall be made only when the vessel shall be in dry dock for the Charterer's purpose. However, the Owner shall have the right to require the vessel to be dry docked for inspection if the Charterer is not docking her at normal classification intervals. The fees for such inspection or survey shall in the event of the vessel being found to be in the condition provided in Clause 9 of this charter be payable by the Owner and shall be paid by the Charterer only in the event of the vessel being found to require repairs or maintenance in order to adhere to the conditions so provided. All time taken in respect of inspection, survey or repairs shall count as time on hire and shall form part of the charter period.

(b) The Charterer shall also permit the Owner to inspect the vessel's log books whenever requested and shall whenever required by the Owner furnish it with full information regarding any casualties or other accident or damage to the vessel. If required, the Charterer shall from time to time keep the Owner advised of the intended employment of the vessel.

8. INVENTORIES AND CONSUMABLE OIL AND STORES:

(a) Complete inventory of the vessel's engine equipment.

outfit and appliances and of all consumable stores on board the vessel shall be made by the Charterer in conjunction with the Owner on re-delivery of the vessel. The Owner shall at the time of re-delivery take over and pay for all bunkers, lubricating oil, water and unbreached provisions in the said vessel at the then current market prices at the ports of delivery and re-delivery, respectively. It is agreed by the parties that all bunkers, lubricating oil, water and unbreached provisions on board at the time of delivery to Charterer have been paid for by Charterer.

9. MAINTENANCE AND OPERATION:

(a) The vessel shall during the charter period be in the full possession and at the absolute disposal for all purposes of the Charterer and under its complete control in every respect. The Charterer shall maintain the vessel, her machinery, boilers, appurtenances and spare parts in a good state of repair, in efficient operating condition and in accordance with good commercial maintenance practice and, shall keep the vessel with unexpired classification of the ship particulars which are attached hereto and with other required certificates in force at all times. All spare parts shall be provided as required by the Classification Society. Charterer shall keep the vessel properly manned at all times and shall maintain the vessel in accordance with all requirements of Det Norske Veritas.

(b) The Charterer shall take immediate steps to have the necessary repairs done within a reasonable time failing which the Owner shall have the right of withdrawing the vessel from the service of the Charterer without noting any protest and without prejudice to any claim the Owner may otherwise have on the Charterer under this charter.


(c) Unless otherwise agreed, in the event of any improvement, structural changes or expensive new equipment becoming necessary for the continued operation of the vessel by reason of new class requirements or by compulsory legislation costing more than five percent (5%) of the vessel's marine insurance value then the Arbitrators appointed pursuant to Clause ²⁰ shall have power to re-negotiate this contract in a reasonable way having regard, inter alia, to the length of the period remaining under the charter and may decide the ratio in which the cost of

compliance shall be shared between the parties concerned.

(d) That Charterer shall not materially change the construction of the vessel without first obtaining written authorization and approval from Owner.

(e) The Charterer is required to establish and maintain financial security or responsibility in respect of oil or other pollution damage as required by any government, including Federal, State or municipal or other division or authority thereof, to enable the vessel without penalty or charge, lawfully to enter, remain at, or have any part, place, territorial or contiguous waters of any country, state or municipality in performance of the charter without any delay. This obligation shall apply whether or not such requirements have been lawfully imposed by such government or division or authority thereof. The Charterer shall make and maintain all arrangements by bond or otherwise as may be necessary to satisfy such requirements at the Charterer's sole expense and the Charterer shall indemnify the Owner against all consequences whatsoever (including loss of time) for any failure or inability to do so.

10. HIRE:

(a) The Charterer shall pay to Owner for the hire of the vessel the sum of US ~~12,500,000.00~~ ^{12,500,000.00} per year commencing on and from the date and hour of her delivery to the Charterer. Hire to continue until date and hour when vessel is re-delivered by Charterer to her Owner. 

(b) The hire payments shall be paid by the Charterer to the Owner in advance on the date of delivery of the vessel and on each anniversary thereof in the currency of the United States of America.

(c) Should the vessel be lost or missing all hire payments shall cease to be payable from the date and time when the vessel was lost or last heard of. Any hire paid in advance shall be adjusted accordingly.

(d) In default of payment beyond a period of fourteen (14) running days the Owner shall have the right of withdrawing the vessel from the service of the Charterer, without noting any protest and without interference by any court or any other formality whatsoever and without prejudice to any claim the Owner may otherwise have against the Charterer under the charter.

(e) Any delay in payment of hire shall entitle the Owner to

an interest of ten percent (10%) per annum on the unpaid hire.

11. INSURANCE, REPAIRS AND CLASSIFICATION:

(a) During the charter period the vessel shall be kept insured by the Owner at the expense of the Charterer against the following risks:

(i) Marine and war risks under the form of policy or policies attached hereto. The Owner and/or the insurers shall not have any right of recovery or subrogation against the Charterer on account of loss of or damage to the vessel or her machinery or appurtenances covered by such insurance or on account of payments made to discharge claims against or liabilities of the vessel or Owner covered by such insurance;

(ii) Protection and Indemnity risks including coverage for the protection of the Charterer against pollution damage as mentioned in Clause 9(d) and the coverage in respect to the obligations of the Charterer contained in Clause 15;

(iii) Business interruption risks.

(b) All insurance policies shall be in the joint names of the Owner, Charterer and any mortgagee, as their interests may appear and shall be jointly approved of by the Owner, Charterer and any Mortgagee. The premiums of such insurances shall be paid by the Charterer.

(c) If the Charterer fails to pay for the costs of and keep any of the insurance provided for under the provisions of sub-clause(a) the Owner shall notify the Charterer whereupon the Charterer shall rectify the position within seven running days, failing which the Owner shall have the right to withdraw the vessel from the service of the Charterer without prejudice to any claim the Owner may otherwise have against the Charterer, and shall be fully classed.

(d) In the event that any act or negligence of the Charterer shall vitiate any of the insurances herein provided, the Charterer shall pay to the Owner all losses and indemnify the Owner against all claims and demands which would otherwise have been covered by such insurance.

(e) The Charterer shall subject to the approval of the owner or the Owner's Underwriters effect all insured repairs, and the Charterer shall undertake settlement of all miscellaneous expenses in connection with

such repairs as well as all insured charges, expenses and liabilities to the extent of coverage under the insurance provided for under the provisions of sub-clause (a) and (b) of this clause. The Charterer will be assured reimbursement through the Owner's underwriters for such expenditure upon presentation of accounts.

(f) The Charterer shall be responsible for carrying out all other necessary repairs not covered by the aforementioned insurances and shall pay the costs and expenses incurred in connection with the same.

(g) All time used for repairs under the provisions of sub-clauses (e) and (f) of this clause and for repairs of latent defects according to clause 1(c) and (e) above including any deviation shall count as time on hire and shall form part of the charter period.

The Owner shall not be responsible for any expenses as are incident to the use and operation of the vessel for such time as may be required to make such repairs.

(h) Should the vessel become an actual or constructive total loss under the insurances required under sub-clause (a) of this clause all insurance payments for such loss shall be paid to the Owner who shall distribute the moneys between itself and the Charterer according to their respective interests.

(i) If the vessel becomes an actual total loss or constructive total loss under the insurance arranged by the Owner in accordance with sub-clause (a) of this clause, this charter shall terminate as of the date of the casualty giving rise to such loss.

(j) The Charterer shall upon the request of the Owner promptly execute such documents as may be required to enable the Owner to abandon the vessel to the insurers and claim a constructive total loss.

(k) For the purpose of insurance coverage against marine and war risks under the provisions of sub-clause (a) of this clause the value of the vessel is the sum of \$12,500,000.00.

12. RE-DELIVERY:

(a) The Charterer shall at the expiration of the charter period re-deliver the vessel at the port of Curacao aforesaid. The Charterer shall give the Owner not less than thirty (30) days' preliminary and not less than fourteen (14) days' definite notice of the expected date

of re-delivery. Any changes thereafter in the vessel's position shall be notified immediately to the Owner.

(b) Should the vessel be ordered on a voyage by which the charter period may be exceeded the Charterer shall have the use of the vessel to enable it to complete the voyage provided it could be reasonably calculated that the voyage would allow re-delivery about the time fixed for the termination of the charter.

(c) The vessel shall be re-delivered to the Owner in the same or as good structure, state, condition and class as that in which she was delivered, fair wear and tear not affecting class excepted.

(d) The vessel upon re-delivery shall have her survey cycles up to date and class certification valid for at least thirty (30) days.

13. NON LIEN:

(a) The Charterer will not suffer, nor permit to be continued any lien or encumbrance incurred by it or its agents, which might have priority over the title and interest of the vessel's mortgagee and the Owner.

(b) The Owner warrants that the only lien against the vessel is the mortgage, particulars of which have been disclosed to the Charterer. In the event the Owner shall cause any other lien to arise over the vessel the Owner shall forthwith notify the Charterer of the same and shall pay a bond in respect of the same.

(c) The Charterer further agrees to fasten to the vessel in a conspicuous place and to keep fastened during the charter period a notice reading as follows:

"This vessel is the property of San Donato Properties, Inc. It is under charter to Majestic Cruise Lines, Inc. made by the terms of the Charter Party neither the Charterer nor the Master has any right, power or authority to create, incur or permit to be imposed on the vessel any lien whatsoever."

(d) The Charterer shall indemnify and hold the Owner harmless against any lien of whatsoever nature arising upon the vessel during the charter period while she is under the control of the Charterer and against any claims against the Owner arising out of the operation of

the vessel by the Charterer or out of any neglect of the Charterer in relation to the vessel or the operation thereof. Should the vessel be arrested by reasons of claims or liens arising out of her operation hereunder by the Charterer, the Charterer shall at its own expense take all reasonable steps to ensure that within a reasonable time the vessel is released and at its own expense put up bail to ensure release of the vessel.

14. SALVAGE:

All salvage and towage shall be for the Charterer's benefit and the expense of repairing damage occasioned thereby shall be borne by the Charterer.

15. WRECK REMOVAL:

In the event of the vessel becoming a wreck or obstruction to navigation the Charterer shall indemnify the Owner against any sums whatsoever which the Owner shall become liable to pay and shall pay in consequence of the vessel becoming a wreck or obstruction to navigation.

16. GENERAL AVERAGE:

General average, if any, shall be adjusted according to the York-Antwerp Rules, 1974, or any subsequent modifications thereof current at the time of the casualty. The Charter Hire shall not contribute to General Average.

17. ASSIGNMENT AND SUB-DEMISE:

The Charterer shall not assign this Charter Party nor sub-demise the vessel except with the prior consent in writing of the Owner which consent shall not be unreasonably withheld and shall be subject to such terms and conditions as the Owner shall approve.

18. REGULATIONS/ACQUISITION:

(a) In the event of the Requisition for Hire of the vessel by any governmental or other competent authority (hereinafter referred to as "Requisition for Hire") irrespective of the date during the charter period when "Requisition for Hire" may occur and irrespective of the length thereof and whether or not it is for an indefinite or a limited period of time and irrespective of whether it may or will remain in force for the remainder of the charter period, this charter shall not be deemed thereby or thereupon to be frustrated or otherwise terminated and the charterer

shall continue to pay the stipulated hire in the manner provided by this charter until the time when the party would have terminated pursuant to any of the provisions hereof always provided however that in the event of "Requisition for Hire" any Requisition Hire or compensation received or receivable by the Owner shall be payable to the Charterer during the remainder of the charter period or the period of "Requisition for Hire" whichever be the shorter.

The Hire under this charter shall be payable to the Owner from the same time as the Requisition is payable to the Charterer.

(b) In the event of the Owner being deprived of its ownership in the vessel by any compulsory acquisition of the vessel or requisition for title by any government or other competent authority (hereinafter referred to as "Compulsory Acquisition") then, irrespective of the date during the charter period when Compulsory Acquisition may occur, this charter shall be deemed terminated as of the date of such Compulsory Acquisition. In such event charter Hire shall be considered as earned and shall be paid up to the date and time of such Compulsory Acquisition.

19. WAR:

(a) The vessel unless the consent of the Owner is first obtained is not to be ordered nor shall she continue to any place or on any voyage nor be used on any service which will bring her within a zone which is dangerous as the result of any actual or threatened act of war, hostilities, warlike operations, acts of piracy or of hostility or malicious damage against this or any other vessel or its cargo by any person, body or state whatsoever, revolution, civil war, civil commotion, or the operation of international law, nor be exposed in any way to any risks or penalties whatsoever consequent upon the impositions of sanctions nor carry any goods that may in any way expose her to any risks of seizure, capture, penalties or any other interference of any kind whatsoever by the belligerent or fight powers or parties or by any government or ruler.

(b) The vessel is to have liberty to comply with any orders or directions as to departure, arrival, routes, ports of call, stoppages, destinations, delivery or in any otherwise whatsoever given by the government of the nation under whose flag the vessel sails or any other government or any person (or body) acting or purporting to act with the

authority of such government or by any committee or person having under the terms of the war risks insurance on the vessel the right to give any such orders or directions.

(c) In the event of the outbreak of war (whether there be a declaration of war or not) between any two or more of the following countries, the United Kingdom, the United States of America, France, the Union of Soviet Socialist Republic, the People's Republic of China or in the event of the nation under whose flag the vessel sails becoming involved in war (whether there be declarations of war or not) hostilities, warlike operations, revolution, or civil commotion preventing the vessel's normal trading either, the Owner or the Charterer shall re-deliver the vessel to the Owner in accordance with Clause 12 if she has cargo on board after discharge thereof at destination or if debarred under this clause from reaching or entering it at a near open and safe port as directed by the Owner or if she has no cargo on board, at the port at which she then is or if at sea at a near open and safe port as directed by the Owner. In all cases hire shall continue to be paid in accordance with Clause 10 and except as aforesaid, all other provisions of this charter shall apply until re-delivery.

(d) If in compliance with the provisions of this Clause anything is done or is not done, such shall not be deemed a deviation.

20. ARBITRATION:

Any dispute arising out of this charter shall be referred to arbitration in London. The dispute shall be settled by a single Arbitrator to be appointed by the parties hereto. If the parties cannot agree upon the appointment of the single Arbitrator the dispute shall be settled by three Arbitrators, each party appointing one Arbitrator, the third being appointed by the Arbitrators of the parties. If the Arbitrators fail to agree on the appointment of the third Arbitrator, such appointment shall be made by The Baltic and International Maritime Conference in Copenhagen. If either of the appointed Arbitrators refuses or is incapable of acting, the party who appointed him shall appoint a new Arbitrator in his place.

If one party fails to appoint an Arbitrator, either originally or by way of substitution, for two weeks after the other party having appointed his Arbitrator has sent the party making default notice by

mail, cable or telex to make the appointment, The Baltic and International Maritime Conference shall, after application from the party having appointed his Arbitrator, also appoint an Arbitrator on behalf of the party making default. The award rendered by the Arbitration Court shall be final and binding upon the parties and may if necessary be enforced by the court or any other competent authority in the same manner as a judgment in the court of justice.

21. APPLICABLE LAW:

This charter shall be governed by the common law of England.

22. ENTIRE AGREEMENT

The parties agree that this constitutes the entire agreement between the parties and supercedes all prior agreements relating to the subject matter hereof and shall be binding upon the respective parties and their respective representatives, successors or assigns. This agreement may not be amended or altered in any manner unless such amendment or alteration is in writing and signed by the respective corporate officers of the parties hereto.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the date and year last above.

SAN DONATO PROPERTIES, INC.

By 

MAJESTIC CRUISE LINES, INC.

By 

SUPPLEMENTAL AGREEMENT DATED NOVEMBER 27, 1989 AMENDING BAREBOAT CHARTER AGREEMENT DATED MAY 8, 1988 BETWEEN SAN DONATO PROPERTIES CORPORATION AS OWNER AND MAJESTIC CRUISE LINES INC. AS CHARTERER

WHEREAS Charterer's revenue from exploitation of the vessel is less than anticipated; and

WHEREAS owner seeks to vary the schedule of repayment of the principal amount of the loan.

NOW THEREFORE in consideration of the premises set forth above, the receipt and sufficiency of which are hereby acknowledged, Charterer and Owner agree as follows:

1. Provision 10 (a) is hereby amended to read as follows:

"The Charterer shall pay to the Owner for the hire of the vessel the sum of US\$2,500,000 per year commencing on and from the date and hour of her delivery to the Charterer and as of May 1, 1990, the Charterer shall pay to the Owner for the hire of the vessel the sum of US\$1,250,000 per year from that date onwards until the Agreement is terminated. Hire to continue until date and hour when vessel is re-delivered by Charterer to her Owner."

2. Provision 10 (b) is hereby amended to read as follows:

"The hire payments shall be paid by the Charterer to the Owner in periodic instalments. As of May 1, 1990 such payments shall be made no less than once a month for a minimum of US\$ 104,166.67 per month until the entire hire sum for that year has been discharged."

IN WITNESS whereof the parties hereto have caused this Agreement to be duly executed the day and year first above written

Maurice S. ...

For and on behalf of:

SAN DONATO PROPERTIES CORPORATION

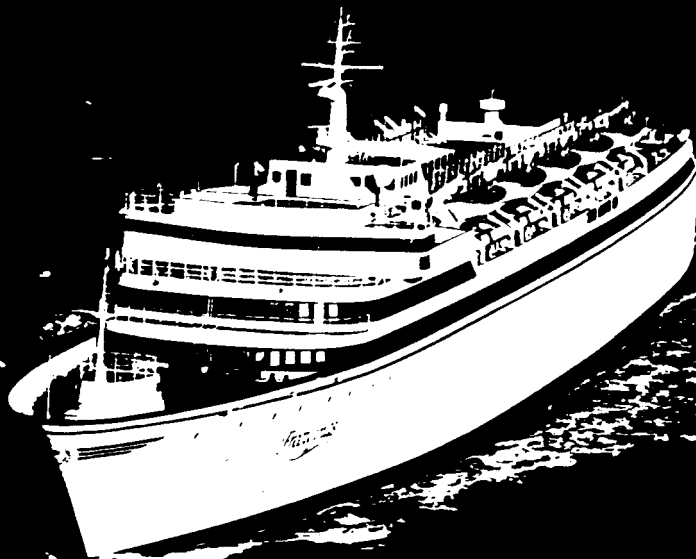
JCL

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For and on behalf of:

MAJESTIC CRUISE LINES, INC.

JCL via Staden
ATTORNEY IN FACT.



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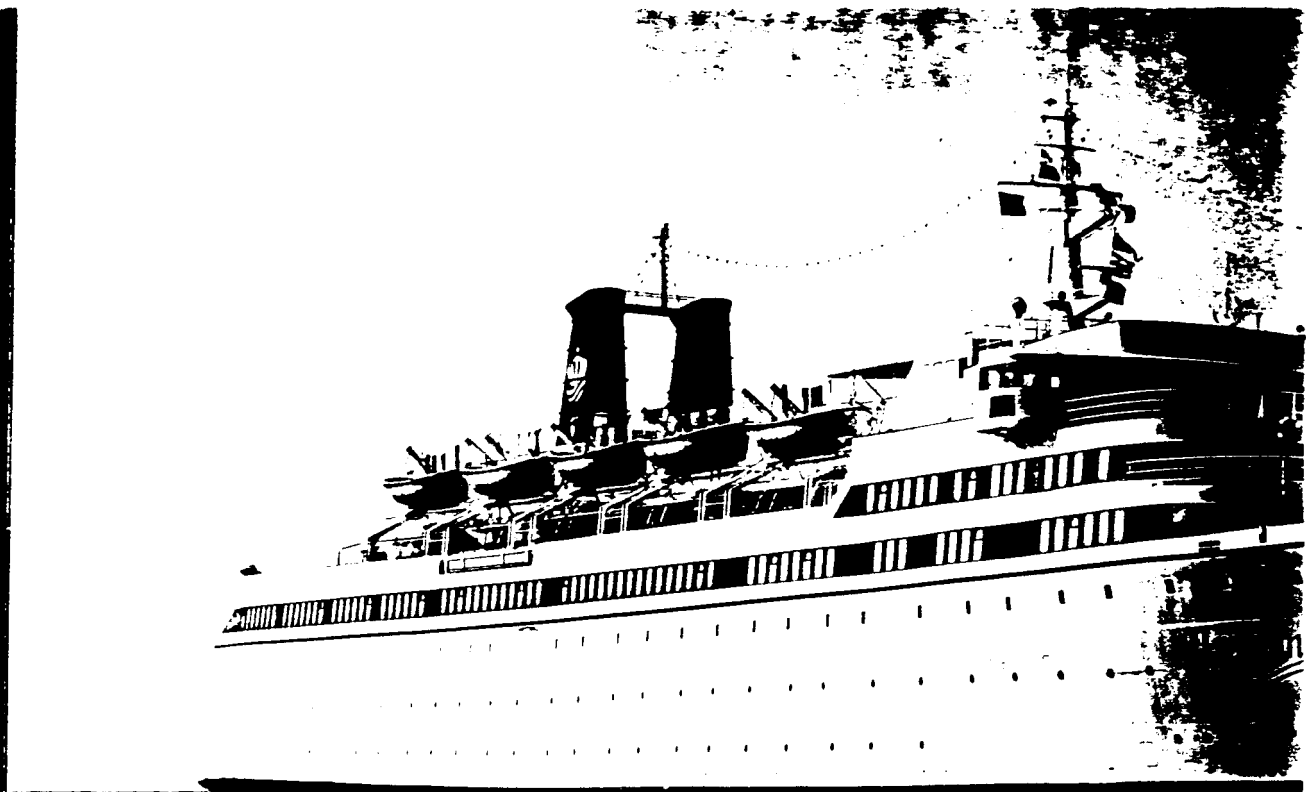
In this magazine be very, very certain you do not go past any word until you fully understand it. If material becomes confusing or you do not grasp it, there will be a word. Just earlier that you have not grasped it, immediately go back, find the word and get it defined. Definitions are to be found in the *Dianetics and Scientology* Glossary and *Modern Management Technology Defined*, both by L. Ron Hubbard.

CONTRIBUTORS

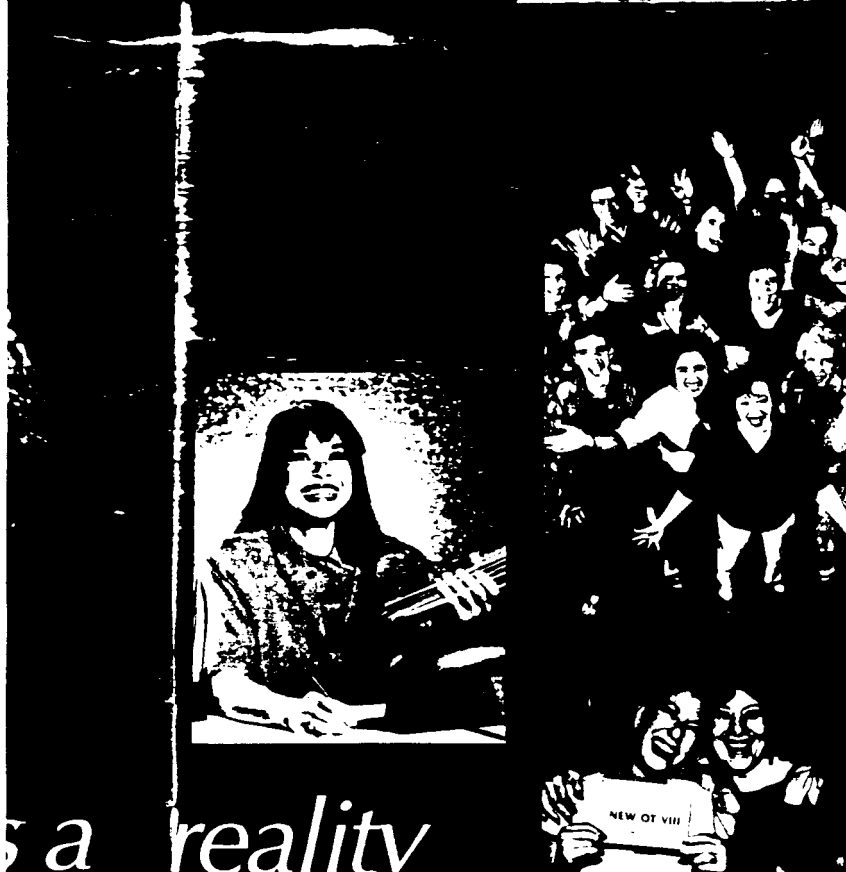
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An OT civilization becomes a
INTRODUCING



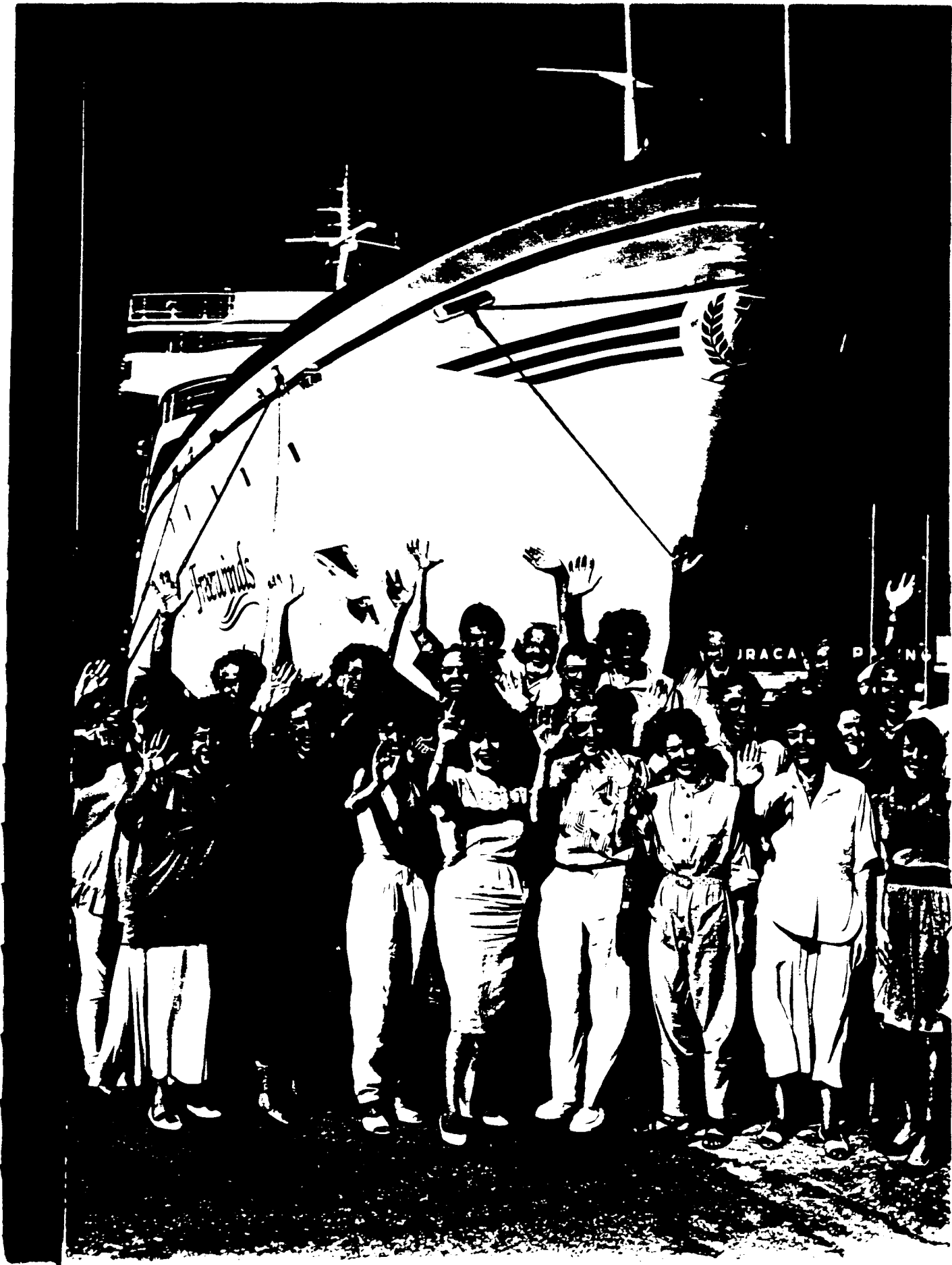
is a reality

THE FREEWINDS

"The ideal org would be an activity where people came to achieve freedom and where they had confidence they would attain it.

"One could look at this ideal org and know that this was the place a new civilization was being established for this planet.

"The ideal org is the image one builds toward. It is the product of the causative actions of many. The end product is not just an ideal org but a new civilization already on its way."



Freewinds

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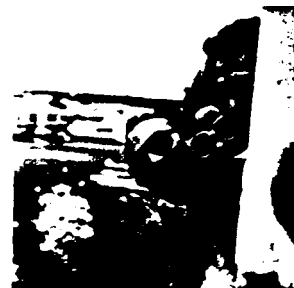
New OT VIII can only be delivered in an OT environment, away from the distractions and enturbulation of the world. It could only occur aboard the S.M.V. (Sea Org Motor Vessel) **FREEWINDS**, an island of safety and sanity on a mad planet.

It is here, on this OT ship, that a new OT civilization is being made.

But **Scientologists do not have to be OTs to come to the **FREEWINDS**.**

The **FREEWINDS** has a series of very special courses available to all **SCIENTOLOGISTS** - OT Hatting Courses. These powerful courses are available *only* on the **FREEWINDS**. These courses, described in detail beginning on page 14, are vital to your progress up **THE BRIDGE** as they contain data every **SCIENTOLOGIST** *must* have to make it to full OT.

Further, both the **HUBBARD KEY TO LIFE** Course and **HUBBARD LIFE ORIENTATION** Course are available aboard the **FREEWINDS** to any **SCIENTOLOGIST**.



*"Welcome to the **FREEWINDS**!" When you arrive at the **FREEWINDS**, you will be welcomed personally by the Captain of the ship, Mike Napier (left). The gangway of the **FREEWINDS** is open to any **Scientologist**, the only requirement being that you have a valid membership in the International Association of **Scientologists**.*

NOVEMBER 1993

With the Freewinds, an OT civilization has become a reality



The FREEWINDS is a unique and very special SCIENTOLOGY org.

As the home of the first OT level, the FREEWINDS must maintain a safe and secure environment.

LRH said in *Ron's Jour*: 67, "it is necessary for an extremely advanced level to be relatively out of the common area and not planted on the crossroads of the world. So, therefore, the Organization is simply organizing bases which are off the main track of man and in these bases we will push people through..."



FREEWINDS 6 ISSUE 10



is a special

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Everything aboard the FREEWINDS is set up to provide passengers with their every need. A full Sea Org crew is on hand to give prompt and friendly service. Any possible distraction or inconvenience has been eliminated, so passengers can have their full attention on study and auditing.

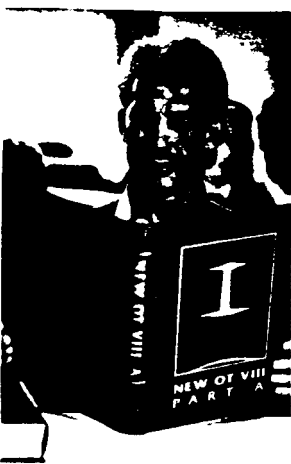
The OT Hatting course-room and HUBBARD KEY TO LIFE and LIFE ORIENTATION courserooms are designed for comfort and study speed. The whole environment is distraction-free.

The supervision is 100% standard. It is no wonder that the FREEWINDS has the fastest rate of KEY TO LIFE and LIFE ORIENTATION Course completions.

The FREEWINDS, in its beautiful Caribbean setting, is a pleasure in its own right.

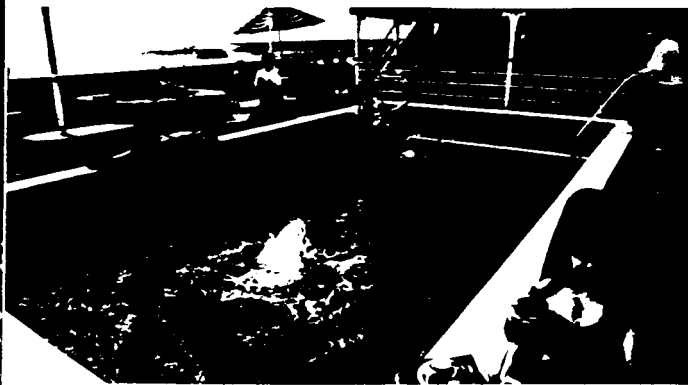
The Ship has become a favorite location among SCIENTOLOGISTS at which to hold seminars, conventions or events and you will find something going on nearly every week. One week it might be a convention of health care specialists, the next week may be Clear Switzerland week.

Once a year in June, a very special event is held: the Maiden Voyage Anni-



(facing page, top left) Passengers can relax in their well-appointed cabins and enjoy personal service from their cabin steward. The public areas of the FREEWINDS are well-appointed and comfortable, including the Main Lobby and Division 2 space; (this page, top and middle) OT Hatting Courses have their own courseroom and highly trained supervisors; (above and right) On New OT VIII Truth Revealed one steps into the OT band for the first time. The materials of this level are studied in the New OT VIII Courseroom. Numerous OTs have stated they had major wins just studying the materials. After that Solo auditing and the wins go on and on.

*On the Freewinds, highly qualified
Sea Org members ensure the voyage
to OT is safe and distraction-free –
and a real pleasure*



versary celebration cruise. It includes several days of festivities, events and seminars.

No matter what they are on the ship for, SCIENTOLOGISTS aboard the FREEWINDS enjoy the many attractions and amenities of the ship.

Come along for a tour of the ship, starting from the top decks. The highest deck, the **Sun Deck**, is the perfect place to relax or enjoy the panoramic view. Next is the **Promenade Deck** which features the swimming pool, two Jacuzzi whirlpool baths and a tropical juice bar. This deck is a popular spot to gather during the day. On this deck you'll find the Sky Lounge where you can enjoy snacks and talk to SCIENTOLOGISTS from around the world.

Also on the Promenade Deck is the Horizon Dining Room, a member of the prestigious "Chaîne des Rôtisseurs," the world's oldest and most famous gourmet society. Passengers enjoy not only fine dining in a beautiful space, but also have a spectacular view across the bow of the FREEWINDS to the seas and islands beyond.

On the **Main Deck** is the Heritage Dining Room, also member of the "Chaîne des Rôtisseurs." On this deck is the breathtaking Starlight Cabaret, a favorite spot for on-board entertainment, SCIENTOLOGY seminars, conventions and events, and for after-event parties.

The well stocked FREEWINDS Bookstore and Gift Shop are also on the Main Deck, as is the Business Communications Center,

which provides FREEWINDS passengers with office facilities – telephones, computer, printer, typewriter, photocopier, and so on. The Business Center takes advantage of the ship's sophisticated overseas communications capabilities.

The course rooms are also conveniently located on the Main Deck.

On **B Deck** are the administrative lines and areas such as Reception, Registration, Cashier, FSM, In-Charge, LRH Host and Cruise Director. On this deck are many passenger cabins and suites.

On **C Deck** is the HUBBARD Guidance Center and Qualifications Division. **D Deck** is the location of the Ship's Library. And **E Deck** has a movie theater and exercise room.

In the OT environment of the beautiful FREEWINDS, a SCIENTOLOGIST can concentrate fully on the goals of increasing OT abilities and attaining the unlimited horizons of full OT.

Provided especially for the voyage to higher spiritual awareness, the FREEWINDS is the model for a new era in the history of this universe.

Highly qualified and trained Sea Org members ensure the voyage to OT is safe and distraction-free.

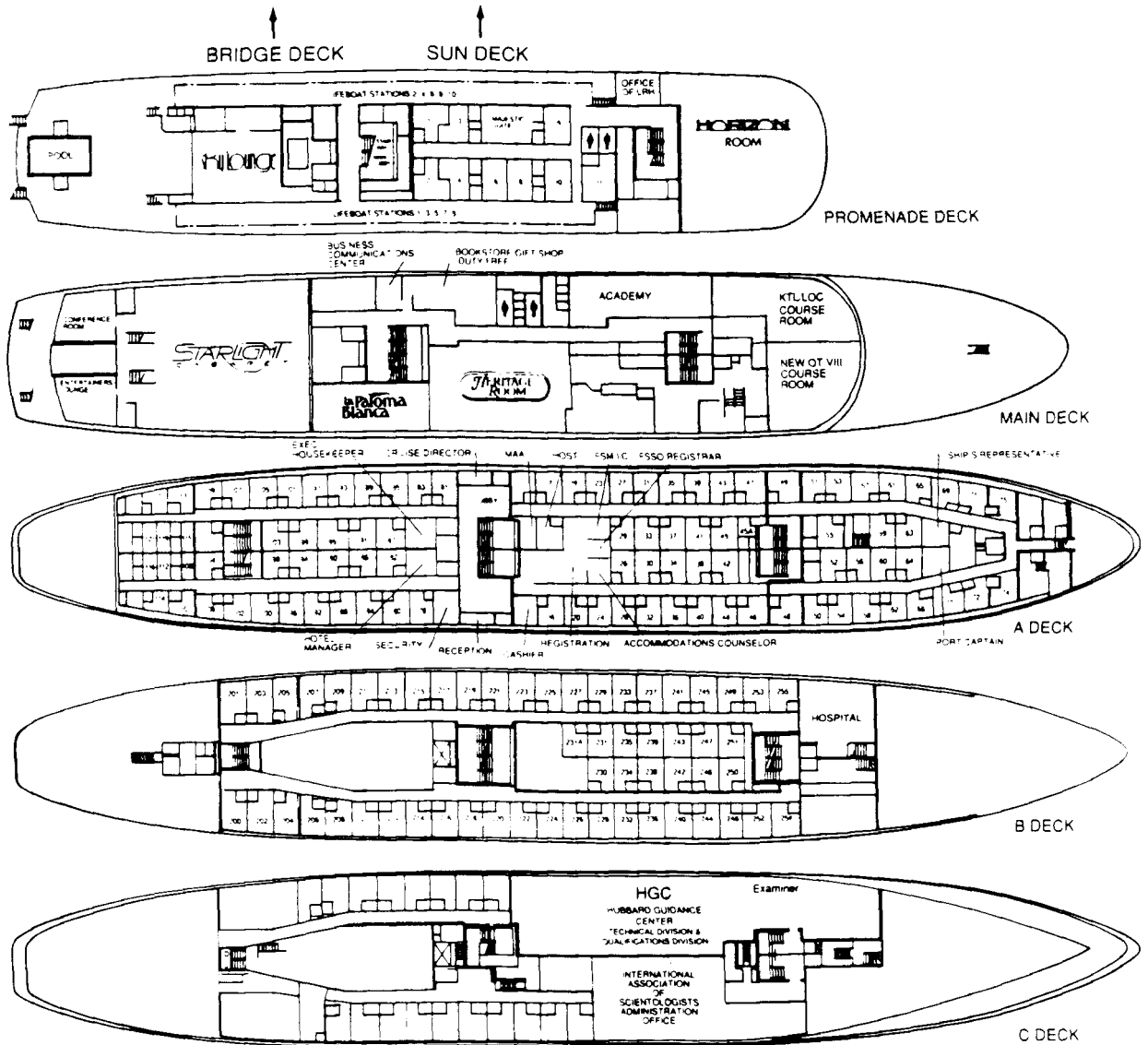
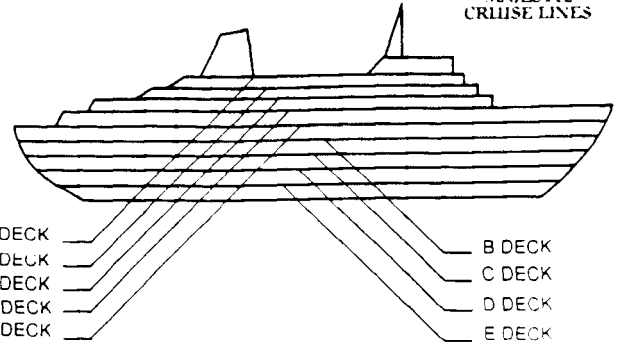
Every SCIENTOLOGIST can come to the FREEWINDS. Every SCIENTOLOGIST *should* come to the FREEWINDS to speed their progress to OT. With the FREEWINDS an OT civilization has become a reality.

A GUIDE TO THE Freewinds



MAJESTIC
CRUISE LINES

The beautiful Freewinds is the perfect environment for New OT VIII and OT Hatting Courses, and is ideal for seminars, group events and conventions.



E DECK and D DECK not shown here.

E Deck has exercise room and theater. D Deck has the Ship's Library, and the Beauty Shop.

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THE BASICS OF UNIVERSES

by L. Ron Hubbard

The Axioms were basically written on a summary of information which began in November of 1938. And the basic Axioms of Dianetics were written at that time. It's interesting that the material at that time was called *Scientology*. It appeared in an unpublished manuscript called "Excalibur."

The truth of the matter is that the raw, naked material of "Excalibur" has the effect upon *Homo sapiens* of uninhibiting him. And he suddenly realizes that all those things which have held him in a cage are shadows. And they're shadows of such flimsy character that about four cases out of fifteen, in reviewing the material, find themselves suddenly – *they think* – capable of doing anything they wish to do, and they promptly proceed to do it.

Well, that is not the case. One is not free in this MEST universe and in this society to do everything he pleases to do. There are some small regulations.

There is an organization known as the police, an organization which is addicted to making you do everything you don't want to do and preventing you from doing everything you want to do. And that is their motto. Their motto is "stop motion." A society – *Homo sapiens* – in this age could not exist without a very, very adequate police force – tremendously adequate. As a matter of fact, there have been much better police forces. The present police forces of Earth are a little bit in apathy.

They stop motion in many circuitous and devious and covert methods. Police merely symbolize the desire of a society, each one, to protect himself from all. Just why this is conceived to be necessary is inherent in the structure of the MEST universe.

The MEST universe is an extremely

degraded universe. It is a universe which runs on force. If it were the only universe, this would be a pity and I would be in apathy. Because to discover what the MEST universe is, of what it is composed and that its basic law is nothing *but force*, that it has no truck with an ethic, that it cares nothing about sanity, that the crude force of a crashing cliff is about as high as it thinks – to discover that this would be the basic, that this is all we have to work with – would be heartbreaking. There would be nothing beyond that. And we could all go into apathy and just quit right there, because there's no future in it.

There's no future in simply collecting more and more facsimiles and erasing more and more facsimiles. There's no future in arduous and continuous work, work, work. There would be no future in one lifetime; one lifetime would be a very pointless thing. One would get born, he would become educated, he would have some children and then he would pass away by violence, by bugs or by just general decay and deterioration. That would be a wonderful thing, wouldn't it?

People have tried to patch that up in the past with guesses and hopes rather than facts. And they've said, "Well, you have a soul. And if you're real good in life, we give your soul a little ticket, and it presents it at a gate and then you get to sit still." Well, that was an answer. It was a little bit of hope.

They said, "There are seven hells – seven of them – and one is hot and one is cold and one is this way and one is that way. And you stay there forever, too."

This was accepted mostly because man is incapable of conceiving of

forever. But it was also, as well as a hope, a police method. Of course! You couldn't possibly have a wonderful method like that without turning it into a police method. So they said, "Boy, you better be good, because we can not only hang you here, we can hang you for an eternity. And boy, are you under control!"

Now, you all of a sudden tell people this isn't true. You tell them so convincingly, they get uninhibited suddenly. In many cases they get completely uninhibited, and they simply go "up the pole." That is going up the pole: It is the achievement of ecstasy without knowledge.

Now, in the field of mysticism, we occasionally have beheld this phenomenon. Someone suddenly says, "Why, it's only shadows." Boom! He's on his way, he goes up the pole and there he

and of course there can be nothing there because it's two-dimensional. And he's run into a third dimension, and that can't be there. That's obvious. So he sort of backs off and shakes his head a little bit and goes off and ponders it and maybe he tells another worm about it and maybe he doesn't.

But one day there's some other worm crawling along there and he goes boom! And he says, "There can't be anything here. But by golly, maybe there is." And he speculates on this, and he tells some other worm about it and some other worm comes over and runs into this pole - wham! He says, "Gee, there is something here."

And maybe this third worm, by this time, has seen enough of it - there's enough agreement that there's a third dimension there, a pole there - that he goes up the thing like this. Very quiet-

*"The most you will know
about God for probably a long
time to come is you."*

is. Maybe he stayed there for quite a while but he seldom stayed there longer than six months, because the lack of information could not help but result in his being booby-trapped by the MEST universe. As long as he stayed in a body, as long as he was still susceptible to the laws of economics in any way, as long as cliffs could fall on him, as long as he associated and went into ARC with other human beings, he was done!

The mystic's answer to this is "Let's see if we can possibly, by some strain of the brain, get up a pole. And if we can get up this pole, let's make awfully sure after that that we just deny the MEST universe, we deny eating, sleeping, we deny motion, we just stay off and we hold the whole thing off and live on a mountaintop or something, because otherwise we're going to come down the pole." And so they do all these things and come down the pole. There's really nothing more heartbreaking than coming down the pole once one has gone up.

The reason we call this the pole is the mathematician's analogy of the two-dimensional worm. He sees man as a two-dimensional worm. And this two-dimensional worm lives in a two-dimensional plane. And one day he's crawling along this two-dimensional plane and what do you know, he runs into a pole. He runs into something,

ly, he gets up a little higher and a little higher - and then he holds on like mad and he looks down and he sees the plane down below him. And he says, "My God! My God! What am I doing up here?" It was all right when he was going a little higher, a little higher, a little higher. He was fairly happy then. But when he found out he was up there and there wasn't any other worm there! Was this bad!

Maybe it takes generations and generations of worms before somebody goes up the pole and comes down again and makes a remark on it solidly enough that somebody else will believe there's a pole there. And if enough people go up this pole and fall down this pole, somebody sooner or later is going to get a communication line about this pole.

That's practically what I did. But if you suddenly were to present this pole and everything there was about this pole to somebody, and they all of a sudden jumped to the conclusion you were right but they didn't know why you were right - kaboom! They're up the pole, too.

You've got to have two maps for a pole. You've got to have a map which says "This is the way to get up a pole," and you've got to have another map and it says "This is the way to get down a pole." And if you don't have both of those maps, the subject's no good.

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Now the mathematician uses this analogy to explain fourth dimension. You know, I can tell you with a considerable sigh of relief that there is no fourth dimension. It's a wonderful mathematical symbol. You can run four simultaneous equations together and you can find that there's a w , x , y , z , but fortunately they're only theoretical. There is no w . It's not a fourth dimension. It's an infinity of universes. There is no fourth dimension, but there's your dimensions. And people go around straining to understand the fourth dimension. That's wonderful - there is none. If they had strained as hard to find out what is a universe, they would have known what the fourth dimension is.

We have a study of universes. And if I told you all these universes were the same? Nah. That's one of the primary points: Two universes are never the same universe. We're talking about universes. We're talking about the MEST universe as a specialized case, degenerate universe. It's a sort of a trap universe to end all traps. It could be called the inevitable average, probably. The inevitable average of illusion would wind up as a MEST universe. You could always create a MEST universe. But the laws of creating universes, whether they apply to the MEST or another universe, are remarkably the same. But the universes could be remarkably different. Now, how do you get away with all this? How do you square this around? If you were just studying the MEST universe, you might as well give up, because it's not worth studying and it will reward you study by kicking you flat. It's not worth studying - that's the truth - unless you had a better idea or a better goal in mind. Every man there is, is a universe. You talk about God: The most you will know about God for probably a long time to come is you. If you want to know what God is all about, or if you want to know what you're all about, you want to know what the fourth dynamic is all about, you consult the essential elements of "you-ness." Not buried, unconscious, submotivated, libidinated, bypassed symbolization of the left hind ruddy rod, which we therefore graph and say, "It's all mysterious and you can't understand you, so therefore we can own you." We're not running that operation.

So, it takes public education and a lot of other things. You're not going to go out here, though, and teach these people Theta Clearing. They're not going to believe you, in the first place. You're going to have to teach them how to raise better babies and how to keep their husband happy or how to

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make him unhappy, or you've got to do something with these techniques to make them immediately, instantaneously applicable to the everyday business of living. You can do that. But that's the solution if there's any such solution. It's along in that band.

Now, we're not handling the governments of the world, or even vaguely interested in the governments of the world, in this course. We're interested in the anatomy of universes. What's a universe? How does it get that way? How does it go off the rails? What are the basic laws behind them? What do you have to do as an individual with a universe? Are you capable of the manufacture of a universe? Can you regulate and modulate a universe? Those are questions which you will have to answer for yourself. The data is all here. I mean, we've got the information.

All we've been doing for just ages now in Dianetics and Scientology - all I've been doing is simply shuffling the deck again and dealing it, taking the factors involved and dealing them a different way. And that way you can get thousands and thousands of techniques.

But you only get one set of Axioms. It should be quite important to you, because it tells you there's a finite number of data for you to learn and know well.

This data on the Axioms falls into three categories. The first is what we're going to call the Q list. Q means the top level from which we are now working; the highest echelon from which all other things are derived. Knowledge is a pyramid and gets itself a common denominator which evaluates all other data below it. At this point of this pyramid, this top point, we have what could be called a Q, and it could be also called a common denominator. It is in common to every other datum in this pyramid full of data.

The Q we're operating from now evaluates all the data in any universe.

We're dealing with something which can be found in every scrap of knowledge or action or material or space or time or beingness of any universe.

Q simply means the most common datum that sums all other data and the point from which we are operating.

Do you know that every essential datum - every essential datum - of evolution, of anything and everything you want to think of, is contained in mysticism and in the basic Hindu writings and in the Vedic writings? Do you know evolution is in there? Do you know the Darwinian theory is in there? I don't know anything that's left out.

They're all there.
There isn't any reason, really, why you shouldn't be studying mysticism right across the boards - no real reason at all - except for one thing: they booby-trapped it or they didn't know. And for every correct datum in mysticism, there are a dozen incorrect data. For every correct datum in mysticism, there's a misvaluation. For every correct datum in mysticism, there's a reversal of fact, so that if you enter in and use that data, you will be smacked flat. If you want to finish yourself com-

would be a vicious character. Nobody could have coped with you.
And how do you do that? You keep saying harder and harder how hard he works, how much responsibility he has to carry. You sympathize with him and you gradually get him to turn over more and more, and you get him to rest oftener. And as you walk in on that track ... What do you want to do to this guy? Kill him? Because he'll quit after a while. He'll give you all of his business, he'll be so happy, he'll be so grateful that you did it. And he'll go off

"...the laws of creating universes, whether they apply to the MEST or another universe, are remarkably the same."

pletely and utterly, get standard works on mysticism and practice them just exactly the way it says and you'll be a dead duck one day. And the reason for this is very simple: (1) nobody wanted to integrate the information completely, because it was much more fun some other way; and (2) boys along the line had *no slightest desire* for anybody coming after them to really know. They had no desire for that, and so they booby-trapped it just as though they'd laid land mines across the line.

Now we get into the Logics. The Logics are the forms of thought behavior which can, but do not necessarily have to, be used in creating universes. These Logics have been used in creating the MEST universe; that's obvious.

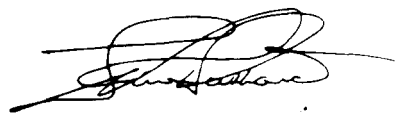
You will be expected to know, as professional auditors, the Qs and the Logics by just rote. These data should be that ordinary to you. Make them ordinary and used and stirred up and misused and abused and kicked around and evaluated any way you want them until finally, by golly, they're your data. Because if you know these data, you can actually list thousands of projects.

But if at any time you find that your knowledge of this has not made you more powerful or has not made your beingness more hardly felt by others, or if you find out that you're having a little bit of a difficult time trying to convince somebody of things, you just haven't learned one of the Logics, that's all. Because these all alone on an educational basis - if your education was oriented around these, you

someplace and sit down, and then gradually, because times are hard, the next thing you know...

How do you use these things, then? You look for, in the real universe, problems, or you find problems in the real universe, or you find problems in the universe which you have created, which is your own universe. How do you solve them? These Logics will help you out, to understand and to resolve problems. When I say your own universe ... You know, you've really never lived in any other universe than your own? You are trying to put your own universe in contest with the MEST universe. And you're trying to make the MEST universe gilded by your own universe or straightened up by your own universe or otherwise. And the MEST universe keeps saving to you, "I am real and you aren't. And the reason I can do this is because I can hurt you. I am the MEST universe and I can hurt you, I can crush you. You have to agree with me; I do not have to agree with you."

And so a fellow breaks down eventually and has no universe. The MEST universe has demonstrated it's so powerful and it's so strong and it's so unreasonable that it can do anything.



L. Ron Hubbard, Founder
Edited from a lecture by L. Ron Hubbard

AN INTERVIEW WITH NEW OT VIII COMPLETIONS

FRANCO AND ANNA USERI

Franco and Anna are New OT VIII completions from Milano, Italy.

Freewinds: How long have you been in SCIENTOLOGY?

Franco: We've been in SCIENTOLOGY now for sixteen years. A friend told us about it and we went down and did the tests and the Basic Study Manual. That was all that was translated then but we knew it was something both of us wanted to continue doing. We've been active ever since.

Freewinds: What was it like doing New OT VIII on the FREEWINDS?

Franco: It was like nothing you could possibly imagine. There is nothing to compare it to. It was like finding something I had been looking for over millions of years. And that something was myself!

Anna: Being here on the FREEWINDS is like being home as a being. The FREEWINDS is not part of the material universe. It is like no place anywhere else in the universe. Then doing New OT VIII just opened up life to me. It was simply incredible!

Freewinds: How would you describe the results of New OT VIII?

Anna: As a being, I totally knew myself. It was a level addressed directly to me. It was very beautiful. I gained a certainty that I had never had before. It was a certainty that stretched across all the dynamics. I became very stable as a being.

Franco: Certainty of self is the best way to describe it. The level is called "Truth Revealed" and when you



"WHEN YOU UNDERSTAND THE TRUTH OF THIS LEVEL, YOU OBTAIN AN UNSHAKABLE CERTAINTY AS A BEING."

understand the truth of this level, you obtain an unshakable certainty as a being.

Freewinds: What difference did being New OT VIII make in your life when you returned home?

Franco: It was remarkable. It really changed my dynamics. I found myself expanding across the dynamics. It was not just a first dynamic win, it was a win for everyone. I found that after New OT VIII, it wasn't just a matter of living life. I was life! It is not just

an individual win. New OT VIII is a win for all the dynamics.

Anna: Everything became much simpler and much less complicated. After New OT VIII, I found that all I had to do was think about a problem and really look at it, and it would handle. I didn't have to do anything to solve it. The people around me noticed this ability and they also realized that they benefited from it as well. I found that my communication and affinity

and reality with Franco went up dramatically. Both of us became much more aware of our responsibility on the second dynamic. For example, my mother lives some distance away from me but I always have a little attention on her. When she is doing badly, I call her and in a matter of moments change her life. Her problems dissolve and she insists a "miracle" has occurred. Of course one has occurred and it is the miracle of New OT VIII!

Freewinds: You both work in a real estate business. How did doing New OT VIII affect that part of your life?

Franco: It was dramatic. There are four of us working in the business who are New OT VIII. In the year after we finished the level the stats for the business doubled and they have been upstated ever since.

Anna: Being New OT VIII gives one a certain confidence about handling life. We use ethics techniques within the company with our staff and externally with our clients. And we apply the fourth condition of exchange - exchange in abundance - in whatever we do. As a result, people come back to us and refer more people to us, and we just keep on expanding.

Freewinds: I know you are both active in your OT Committee. What else have you been doing in SCIENTOLOGY since you finished New OT VIII?

Franco: Both Anna and I feel that the most important thing in our lives is SCIENTOLOGY. We are

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SCIENTOLOGISTS first and any other beingness is a distant second. This feeling intensified even more after New OT VIII. We work during the day to earn a living but we work at night to free beings. We work closely with the Sea Org and the Milano Org to get more people into SCIENTOLOGY and get those already in SCIENTOLOGY progressing faster up THE BRIDGE. We go to people's houses and I deliver the Anatomy of the Human Mind course and Anna works with them on ethics until they cognite that there is something there that works. Then we take them down to the org.

Anna: We recently went on a tour of all the orgs in Italy to help rekindle people who had failed purposes on THE BRIDGE. It is amazing what a tremendous effect a simple comm cycle can have with someone who has become stuck or sidetracked. We tell them there is hope. We tell them they can do it and get them to postulate moving on THE BRIDGE. People continually call us up and thank us afterwards for simply pointing out to them that THE BRIDGE is still there and that they can go up that Bridge to total freedom. They had simply lost sight of it for a moment.

Franco: For me after doing New OT VIII the natural thing was to start helping others on THE BRIDGE. I feel one's power is based on how much you can affect the dynamics and help others and if you don't use this power, you will lose it. It can only be fully realized across the dynamics.

Freewinds: If someone lower on THE BRIDGE asked you why he should do New OT VIII, what would you tell them?

Anna: I would tell them that New OT VIII is truly the first OT level. It is not just a state - "being New OT VIII" - it is a responsibility level. I would tell him that we need his help because he can become New OT VIII if he makes the decision to do it and when he does, the

job we need to do on this planet becomes a little easier.

Franco: If someone asked me why he should do New OT VIII, I would ask him, "Would you walk if you could get on a rocket and ride? New OT VIII is that rocket. It will take you to a level never dreamed of before. Quit trudging along and get on the ride of this life and any other life you have ever lived!"

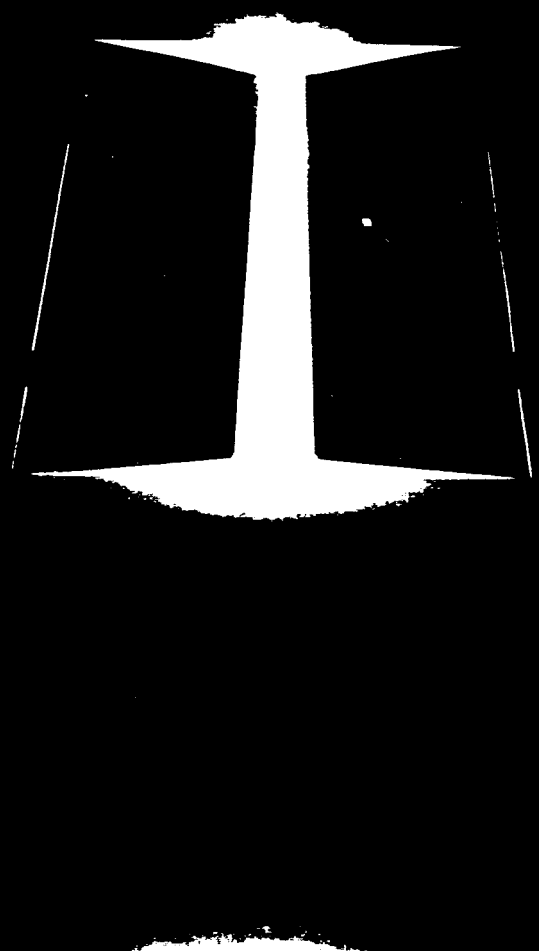
The truth is that we need all SCIENTOLOGISTS to become New OT VIII as quickly as possible. When someone becomes New OT VIII, all Mankind becomes a little more clear, a little more free! It truly is a win across all the dynamics.

Freewinds: You are almost done with the HUBBARD KEY TO LIFE Course. As New OT VIII, why did you choose to do this course on the FREEWINDS and what kind of wins have you had on it?

Anna: Well, we chose to do the KEY TO LIFE Course on the FREEWINDS because the FREEWINDS is our org. It is also our home as New OT VIII.

As far as wins on the KEY TO LIFE Course, it is simply incredible! I have never, never done such a course as this. As an OT you have potential abilities in many areas. KEY TO LIFE strips off barriers you did not even realize existed with the result that you can now operate much closer to your full potential. The KEY TO LIFE Course truly opens life to you as a being.

Franco: As an OT, you are a ray gun and you can dis-integrate problems and other things and it's great. However, after doing the KEY TO LIFE Course, you suddenly find that you have been trying to use this ray gun at its lowest power setting. With this course you find that you really understand how the gun works and can open it to its full power and effectiveness. It truly is an incredible action.



Move up to New OT VIII Truth Revealed

"You will enjoy New OT VIII when you do it. It is uniquely addressed to YOU. I don't want to mention too much at this time, but I will tell you that it addresses a vital necessity for a thetan's total freedom: I have discovered the primary reason for amnesia on the whole track, and believe me, this you need to handle." - L. RON HUBBARD, Ron's Journal 39

At the point you complete New OT VII you are ready for your first OT level - New OT VIII. This is what your whole Bridge has been leading up to.

New OT VIII TRUTH REVEALED is like *nothing* that has come before. Suddenly your concept of time, the future, the past, bodies just shift. Suddenly there is no other game but the game you're playing.

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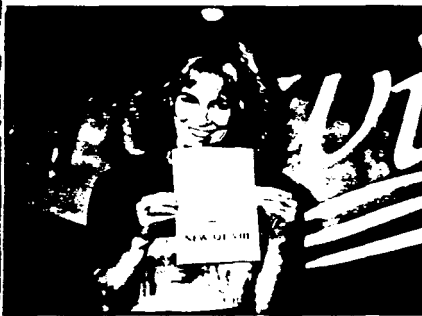
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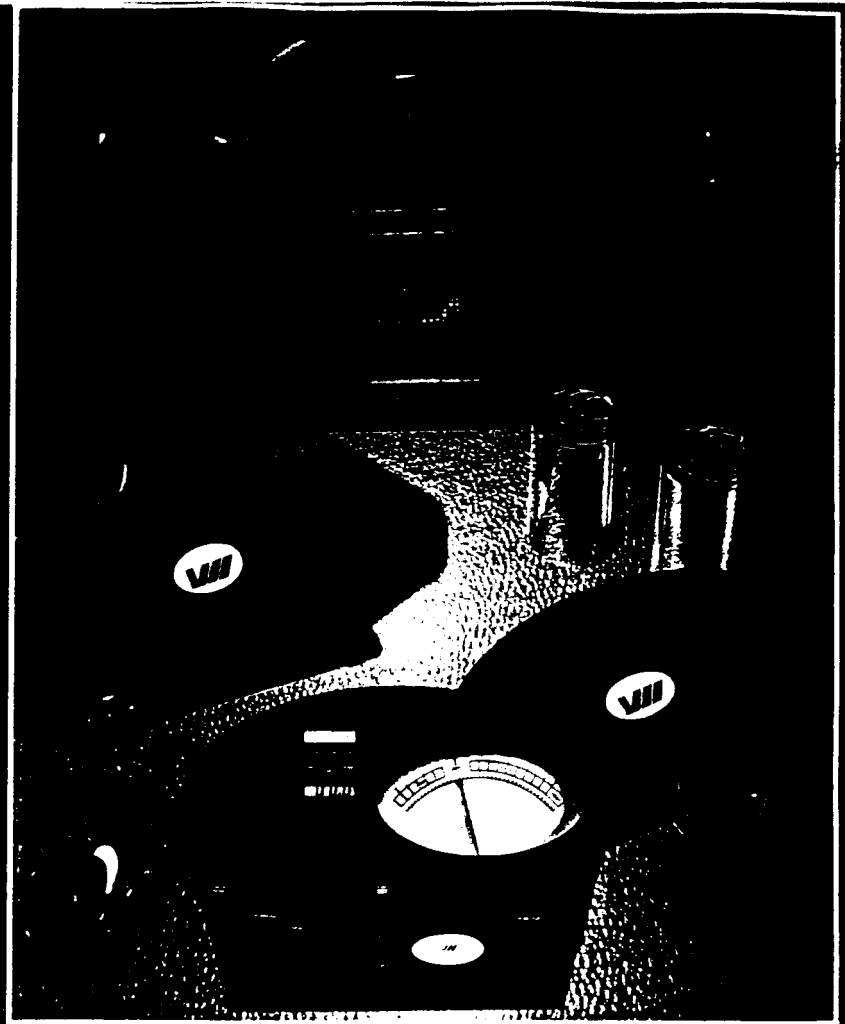


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- Phoenix Lectures Course, Creation of Human Ability Course,
- Secrets of the MEST Universe Course, Conquest of Chaos Course,
- Doctorate for OTs Course, Solution to Entrapment Course,
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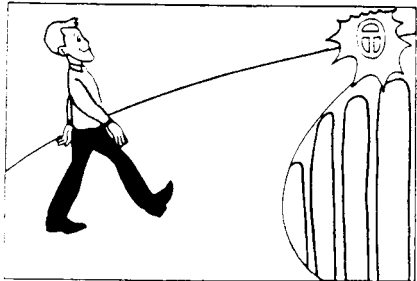
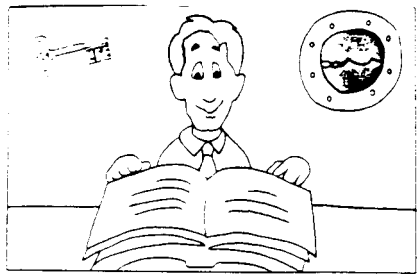
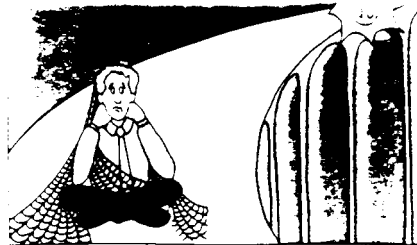
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- L. RON HUBBARD
HCO Policy Letter # November 1988
Admin Know How Series # 1
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The Executive Director International follows LRH's long-standing tradition of maintaining wide-open communication lines of SCIENTOLOGY. He operates on LRH datum that "no command is to be given unless one has the right to see HCO PL 12 Sept 67 Post Handling up The BRIDGE.

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Write to:
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INTERNATIONAL ASSOCIATION

OF SCIENTOLOGY

Scientologist blows all stops to going OT with trip to Freewinds and OT Hatting Courses



When I was first contacted to go to the ship I was enlightened on the Route to Infinity Course. What really got my attention was a point where LRH talks about how not to go the effect of your own postulates. As my wife and I had been stalled Clears for ten years (talk about being effect of ones own postulates) I was immediately

sold on the course. My wife and I planned to go to the FREEWINDS for a much needed honeymoon and to do OT Hatting. I must confess, though, that at the time I could not see how postulates had anything to do with infinity; my definition of infinity was "something that had to do with numbers."

I arrived at the FREEWINDS. The

most striking feature was the OT environment, where postulates and considerations are obviously the very chemistry of the place. The space was so calm and stable that one immediately recognizes that it is an oasis and instantly envisions what it would be like if the whole planet were like this OT environment.

Then I started the Route to

Infinity Course. It was magnificent! In short order I found the correct definition of "infinity" and I was rapidly moving through my check-hin. It was almost too much fun for one day. In the evenings not were we entertained by top professionals, but we were to announcements of New OT VIII successes. The space of New OT VIII's was so clear and invigorating, one could easily assume their viewpoints and life as the game it really is.

As the course came to an end I enjoyed one of the biggest wins I've had in SCIENTOLOGY. While lying in bed one morning I was startled by a very distinct view of a dark green and cold sea murmuring under a blanket of wispy fog. It took me a little while to realize that I went exterior but hey - I was new at this level of infinity and its accompany exteriorization!

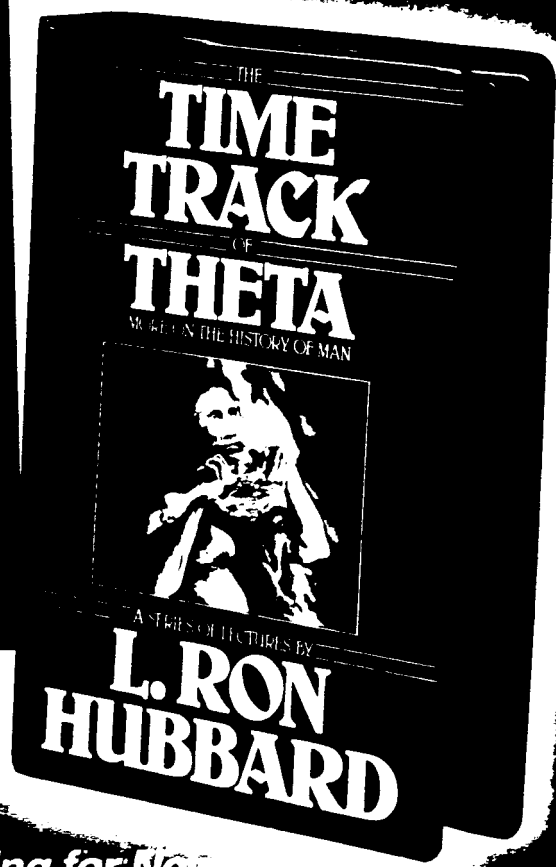
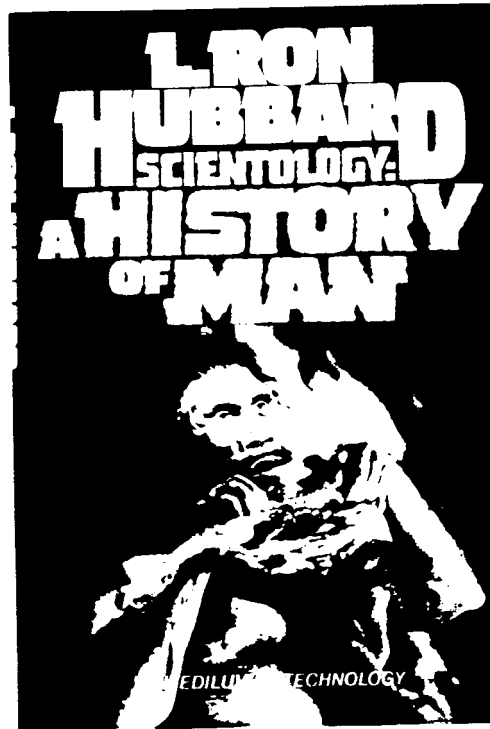
I then went home to exercise my newly learned tech. To see my wife and I determined how long it would take for us to return to Clearwater and get up THE BRIDGE. We set a target, and arrived by that targeted date - months later! Since we went the ship my wife has reached New OT VII and I am prepared to start New OT VII as well.

And by the way, if you want to know how not to go effect of ones own postulates - well, go to the ship! Do the Route to Infinity Course and get the data straight from LRH himself!

Robin Adair

Do you have any interesting experiences, successes or anecdotes about coming to the FREEWINDS? Readers want to know about it! Send your letter in and it may be edited for clarity or length. Send it to: FREEWINDS Magazine Editor, c/o FREEWINDS-Relax Office, 118 N. Fort Harrison Avenue, Clearwater, Florida 34615, U.S.A.

Increase your reality and confront on the whole track



**Required reading for Newcomers
is available to you now!**

Ron's extensive Whole Track research of late 1951 in Wichita, Kansas, and early 1952 in Phoenix, Arizona, contains the true history of beings in this universe - from the first encounter with the physical universe to compulsively inhabiting MEST bodies to becoming so embroiled with the physical universe that they became trapped. This history is covered in the book *A History of Man and the Time Track of Theta* Cassette Series.

A HISTORY OF MAN
Ron describes, in precise detail, each of the principal aberrative incidents held in common with every thetan. The major breakthroughs related on these pages ultimately led to the development of the OT levels. With the application of this data, beings can become free of the past and can regain their full ability and potential.

scripts and contains materials not published since the first edition in 1952, as well as refinements directed by the author as a result of his later researches. It contains extensive footnotes, a complete glossary and a subject index.

Within these pages you will discover: A full description of the capabilities of a thetan; the relationship between a being and his body; how electronics can affect a being; how beings are trapped and how they can be aberrated; a full description of each of the principal aberrative incidents on the track. The data contained in this book are vital to any OT and the study of this book is therefore required study on the OT VIII Course.

THE TIME TRACK OF THETA
Detailing results of his extensive research into the whole track and the history of the theta line, the four talks.

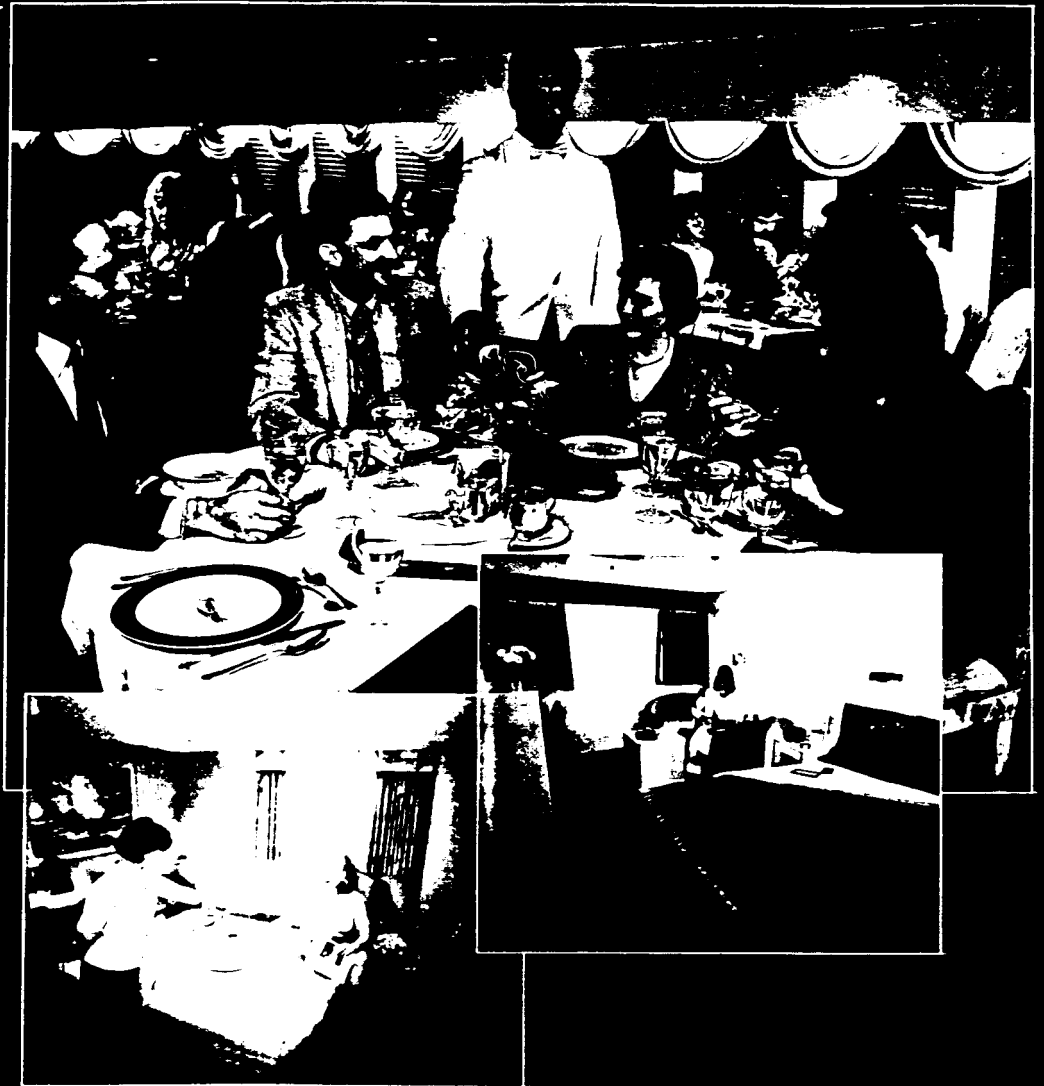
human race and types of incidents one encounters as he advances up the BRIDGE TO OT.

The tape lectures cover: The nature and history of the theta line; the "main body of theta" and the individual thetan's relationship to it; a being's entry into the physical universe and how the thetan goes downtone as he accumulates more and more mental image pictures; the theta body and how a person can be in more than one place at one time; the race of thetans now inhabiting earth and how and why they came to be on this planet; the principal whole track incidents common to the thetans on earth.

Contact the Bookstore Officer, FREE WINDS, Relay Office, 118 North Fort Harrison Ave., Clearwater, FL 34615, or call your nearest FLAG Ship Service Consultant (address page 26).

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