



# Ant-scientologie

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## Freewinds: Scientologists Exposed to Blue Asbestos for 21 Years



Many of you may know that the Freewinds is the only place where Scientologists can get the super-secret OT VIII level. Other courses and auditing are also delivered on this ship, at prices much higher than anywhere else. It is a frequent holiday destination for public Scientologists anxious to limit their exposure to "entheta" in the real world.

Because the Freewinds sails in international waters and is therefore outside the reach of any country's law enforcement, there is also reportedly a highly secret RPF on the ship, where Scientology's most high-level and legally dangerous defectors are sent for re-indoctrination. Some of the people who have been there in recent years have reportedly included Marty Rathbun, Ray Mithoff, Lyman Spurlock, Norman Starkey, and Mike Rinder, to name but a few.

A licensed architect, Lawrence Woodcraft was assigned to prepare detailed plans for remodeling the interior cabins and other spaces on the Freewinds following its purchase by Scientology in 1987. Shortly after arriving on the ship, he noticed a powdery blue fibrous substance under a layer of paint. Upon closer inspection, he recognized it to be "blue" asbestos, the most dangerous form of this carcinogen. Lawrence has written a sworn Declaration concerning this discovery, his attempts to alert Sea Org officers (including David Miscavige's sister-in-law Bitty Miscavige) about the problem, and their refusal to remove it.

The Lisa McPherson Trust encourages everyone to read this Declaration, especially Scientologists who have been exposed to this potentially deadly substance on the Freewinds.

We urge those Scientologists to seek real medical advice from qualified doctors regarding the long-term impact of contact with such a deadly toxic substance as "blue" asbestos.

We would especially like to thank Lawrence Woodcraft for blowing the whistle on Scientology's utter contempt for the well-being of people who have worked on and visited the Freewinds.

Bob Minton  
Chairman, LMT  
May 1, 2008

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[La scientologie de plus en plus engluée dans ses affaires d'amiante bleue](#) (news.asbestos.com - September 3rd, 2008)

[Mesothelioma a Concern for Workers Who Completed Repairs on Scientology Cruise Ship](#) (news.asbestos.com - September 3rd, 2008)

[Scientologists Exposed to Blue Asbestos for 21 Years](#) (lawyersandsettlements.com - May 1, 2008)

[Curacao Dry dock Company: Scientology's Cruise Ship Sealed Due To Asbestos Danger](#) (insurancenewsnet.com - 01.05.2008)

[Scientology Asbestos Ship Quarantined, Thousands May Have Suffered Exposure](#) (newsblaze.com - May 01, 2008)

[Declaration of Freewinds' architect, Lawrence Woodcraft](#) (lemanet.com - January 24, 2001)

**Video & transcript:** [Lawrence's video interview on this topic](#) (LMT - January 23, 2001)

## **La scientologie de plus en plus engluée dans ses affaires d'amiante bleue**

Cet article explique que la sciento a menti à deux sociétés chargées de travailler sur le navire "Freewinds" qu'elle utilise pour délivrer la dernière étape initiatique OT8 vers la puissance et la liberté totales (sic)... Il semble également qu'elle n'ait pas encore réglé les 3.5 millions de dollars qu'elle doit à la première des sociétés engagées pour ce travail.

Pire, le scientologue responsable aurait expédié ses propres troupes de la "Sea Org" pour nettoyer le bateau de cette amiante bleue, cause de cancers toujours fatals. Ce n'est pas la première fois, le bateau avait déjà été largement traficoté par les gens de la secte, au prétexte que puisque Hubbard n'avait pas signalé de risques liés à l'amiante, c'est qu'elle n'en présentait aucun.

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## **Mesothelioma a Concern for Workers Who Completed Repairs on Scientology Cruise Ship**

Source : <http://news.asbestos.com/>

September 3rd, 2008

[Texte intégral]

New reports about Freewinds, the Scientology-owned cruise ship, suggest more people than previously recorded may have been exposed to crocidolite asbestos over the last few years. Crocidolite asbestos is one of the most toxic forms of asbestos, and is known to cause several types of asbestos cancer.

Initial reports of asbestos problems surfaced in April. However, a recent statement from the vessel's captain has indicated there may have been previous incidents where asbestos was released through the ship's onboard ventilation system.

After being quarantined on April 26 at Mathey Warf in Curacao, Netherlands Antilles, Curacao Drydock Company was hired to perform refurbishment and repairs, but quickly ceased work due to the risk of asbestos exposure.

Several officials—including head of the Department of Labor Affairs, Christiene van der Biezen, and local health department head, Tico Ras—inspected the ship and found significant amounts of asbestos in paneling. Subsequently, the Executive Council held a meeting and decided that informing the public would be the best way to avoid rumors and other problems.

According to other news reports, allegations about asbestos aboard the ship were made at least seven years ago. Lawrence Woodcraft, an architect and former Scientologist, claimed to have filed an affidavit affirming he encountered asbestos on the ship in 1987—more than twenty years ago—and informed Scientology leaders.

After the Curacao Drydock Company withdrew its workers, a team from the United States arrived to clean up the Scientology cruise ship. The arrival of the cleanup team was reported by Amigoe, the longest-running daily news publication in Aruba and the Netherlands Antilles. The team was supposedly comprised of members of Scientology's own paramilitary organization, the "Sea Org."

Evidently, the asbestos problems for the Freewinds and its Scientologist owners are not yet over. A new report indicates that even before the ship was quarantined in Curacao back in April, the organization hired the company Nordica Engineering to gut and refurbish its interior.

One news report from International.org claims Scientologist representatives lied to Nordica Engineering about the amount of asbestos on board, and that Nordica workers who occupied the ship are now in danger of developing asbestos-related diseases such as mesothelioma.

In addition, the Scientology organization has failed to pay Nordica the \$3.5 million it owes for the work that was completed.



## Scientologists Exposed to Blue Asbestos for 21 Years

<http://www.lawyersandsettlements.com/articles/10545/scientologists-exposed-to-asbestos.html> - May 1, 2008

[Texte intégral]



Curacao, Netherlands Antilles: Perhaps now that high-ranking members of the Church of Scientology including Tom Cruise may have been exposed to **asbestos**, an all-out ban on this human carcinogen in the US may come about sooner. But it can also mean that thousands more people can potentially develop **mesothelioma**.

The MV Freewinds, Scientology's cruise ship, has been sealed and docked in Caracao due to blue asbestos (crocidolite) that was released and spread through the ventilation system, affecting thousands of people.

The Church of Scientology's members were attending Scientology courses, training services and functions aboard the ship. According to the Daily Herald, a local newspaper, the blue asbestos was released from the ship's structure during refurbishing and reparatory work.

This is not the first time the MV Freewinds has been investigated for blue asbestos. In 2001, a former Scientology member, architect Lawrence Woodcraft, submitted a sworn affidavit stating that he was exposed to blue asbestos while working on the Freewinds in 1987. As well, a statement from the ship's captain claimed that there were previous incidents where blue asbestos was released into the ship's ventilation system. But the Church of Scientology denied Woodcraft's claim and in so doing, the Church knowingly exposed its passengers and members to this most deadliest form of asbestos for the past 21 years!

Since 1970, raw blue asbestos, the most hazardous of asbestos-- was banned in the UK. The fibers from blue asbestos are the narrowest of this fibrous mineral and therefore the most easily respirable. Blue asbestos was known more than three decades ago to be the major cause of mesothelioma, which is a cancer of the pleural lining of the lung or much less commonly of the peritoneum. Mesothelioma is incurable, and commonly leads to a great deal of pain and other suffering. This horrific disease often has a very long latency period (it can manifest itself 40 years or more after asbestos exposure).

The risk of asbestos-related diseases from asbestos that is well-contained in structures such as steel and cement are minimal. However, the risks are extremely high when asbestos is removed, such as the case with refurbishing of the Freewinds.

Isn't it time to ban asbestos completely? Just as importantly, more enforcement and strict policing is needed when it comes to asbestos removal, refurbishment, maintenance and demolition work.

Anyone who has been aboard MV Freewinds should see their doctor to determine their level of exposure to blue asbestos. And they may want to seek legal advice.

#### **Asbestos Linked to Mesothelioma**

**Mesothelioma is a cancer involving the mesothelium, a protective lining that encloses most of the body's internal organs.**

**The only know cause of Mesothelioma seems to be exposure to asbestos particles in the air.**

**The time between exposure and the appearance of symptoms can be as long as 20 to 50 years.**

**Click here to send your complaint to a Lawyer through a secure form**

[https://www.lawyersandsettlements.com/submit\\_form.html?label=asbestos\\_mesothelioma&forward=2558](https://www.lawyersandsettlements.com/submit_form.html?label=asbestos_mesothelioma&forward=2558)



## **Curacao Dry dock Company: Scientology's Cruise Ship Sealed Due To Asbestos Danger**

[http://insurancenet.com/article.asp?n=1&neID=200805023600.3\\_33bc000d60868fe7](http://insurancenet.com/article.asp?n=1&neID=200805023600.3_33bc000d60868fe7) - 01.05.2008

[Texte intégral]

Officials in Curacao have sealed and cordoned off the Freewinds, Scientology's flag ship, after dock workers found dangerous levels of blue asbestos during routine repairs.

Curacao Dry dock Company (CDM) workers discovered the blue asbestos during routine repair and renovation work while the ship was in dry dock in Otrobanda, Curacao. After an extraordinary meeting, alarmed Government officials ordered the ship sealed off and decided to inform the public of their actions in order to avoid rumour and panic among dock workers.

Reportedly, the 40 year old ship is extensively contaminated with blue asbestos, the most dangerous form of the carcinogenic mineral. Studies have shown that there are no safe levels of exposure to asbestos and a single microscopic particle could remain lodged in the lungs for years and in the right conditions, cause lung cancer. Decontamination, if it is even possible, is likely to cost tens of millions of dollars and would result in the ship being in dry dock for many months.

Alarm was raised amongst Government officials after it was revealed that the captain of the Freewinds took no action to alert the crew after CDM workers accidentally released the asbestos dust into the ventilation system. Despite being informed of the accident, and the danger, the captain chose to keep the incident secret.

Members of the public have noted with concern that the Church of Scientology appears to have been aware of the asbestos problem for 21 years and has chosen not to address it, despite being informed of the health risks. In a 2001 affidavit Freewinds' architect Lawrence Woodcraft states that after the purchase of the Freewinds in 1987 he went aboard to supervise the renovation and refitting of the old cruise liner. During the renovations blue asbestos was discovered in the engine room and then throughout the ship. He immediately informed senior Scientology management of the discovery and of its health risk to passengers and the ships Scientologist refit workers. Scientology chose to take no action, stating that since L Ron Hubbard, Scientology's founder, had never said that asbestos was dangerous there was no risk.

Woodcraft reported that as the renovations fell behind schedule an independent non-Scientologist company was brought in to assist, but left in fear for the safety of the refurbishment crew after a few weeks. Renovations continued regardless, this time with dozens of contracted Scientologists protected only by dust masks.

Since 1987 thousands of passengers have travelled on the Freewinds, both for Scientology's advanced courses as well as for conferences and other events. Many, if not all passengers and crew may have been exposed to asbestos dust churned up by the movement of the ship and standard maintenance work. Medical advice for dealing with asbestos recommends ongoing monitoring for lung cancer is required for anyone who believes they may have been exposed to the carcinogen.

[Woodcraft affidavit](#)

Asbestos and Mesothelioma, effect on health: <http://www.mesotheliomaresource.com/asbestos-mesothelioma-6.php>

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## **Scientology Asbestos Ship Quarantined, Thousands May Have Suffered Exposure**

<http://newsblaze.com/story/20080501044835tsop.nb/newsblaze/OPINIONS/Opinions.html> - May 01, 2008

[Texte intégral]

MV Freewinds is a cruise ship owned and operated by the Church of Scientology under the name 'Majestic Cruise Lines'.

Thousands of people have been aboard the MV Freewinds after paying to attend Scientology courses, training services and functions.

As of April 28, 2008, the MV Freewinds has been sealed and quarantined at the Mathey warf in Otrobanda, Curaçao, Netherlands Antilles, following the discovery

of significant amounts of blue asbestos in the ship's structure. A statement from the ship's captain has revealed previous incidents where blue asbestos was released into the ship's ventilation system.

The Curaçao Drydock Company (CDM) was contracted to conduct refurbishment and repairs on the MV Freewinds, but has ceased work due to the risk of exposure to the asbestos.

CDM interim director Frank Esser and deputy head of the Department of Labour Affairs Christiene van der Biezen were accompanied by two inspectors and the head of the local Health Department, Tico Ras.

Samples taken from the paneling last week by inspectors showed that they contained significant amounts of blue asbestos. After an extraordinary meeting, the Executive Council decided to inform the public in general about the incident to avoid rumors and panic.

Anyone who has been aboard MV Freewinds may wish to see their doctor to assess their level of exposure, and commence appropriate health monitoring and management.

Seven years ago, allegations were made that Scientologists aboard the Freewinds were being put at risk of asbestos exposure.

An affidavit filed in 2001 by Lawrence Woodcraft, a former Scientologist and trained architect, claims that Woodcraft encountered the blue asbestos while working on the ship in 1987, and promptly informed Scientology leaders.

It appears that for over 21 years, the Church of Scientology has knowingly exposed passengers to what is generally considered the most lethal form of asbestos.

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- [Woodcraft, Lawrence. 'Declaration of Lawrence Woodcraft'](#) (January 24, 2001)
- Radar Online. Radar Magazine. Available online at: <http://www.radaronline.com/exclusives/2008/04/scientology-freewinds-asbestos-tom-cruise.php> - (April 30, 2008)



## Declaration of Freewinds' architect, Lawrence Woodcraft

Source: <http://www.lermanet.com/scientology/LawrenceWoodcraftAsbestos.htm> - January 24, 2001.

### DECLARATION OF LAWRENCE WOODCRAFT

1. I am over the age of 18 years.
2. The statements herein are of my own personal knowledge and if called upon as a witness, I can testify competently thereto.
3. My name is Lawrence Woodcraft. I am a citizen of the United Kingdom and a legal permanent resident of the United States of America. I am a former member of the Sea Organization of the church of scientology.
4. I joined the Sea Organization at the Flag Land Base in Clearwater, Florida in September 1986. Prior to this I was an architect in London, England from 1975 onwards.
5. In February 1987 the Sea Organization asked me to work on a project for them. They had purchased a Cruise ship formerly called La Boheme and owned by Commodore Cruise Lines. They renamed this ship Freewinds and Majestic Cruise Lines operated it for the Church of Scientology.
6. I was asked to go to this cruise ship and prepare detailed plans for remodeling the interior cabins and other spaces of the ship. The church's interior designers had prepared sketches of how they wanted the new designs to be. Now they needed detailed plans for actual construction. The plans were ambitious: They wanted to convert a restaurant space into course rooms for the delivery of OT8 and to convert a lounge area into a restaurant. All of the cabins were to be upgraded and in some cases two or more cabins brought together to make suites. Some cabins were converted into offices for the IAS (International Association of Scientologists). In short, every space of the ship was to be converted or remodeled in some way.
7. I flew to the ship, which was moored in great secrecy at the island of Curacao in the Caribbean. It was explained to me that the ship was in a secret location and would never be brought into United States territory because it could be seized by the authorities against taxes the Church owed the IRS. At this time there were probably about 100 Sea Org members aboard working on upgrading the crew living accommodations, carrying



out repairs to the ship, training in seamanship, etc. I was in the company of Steve Kasaki who was called the Renos I.C. (in charge), although he didn't have any qualifications or any special knowledge of ships. I was to be the ship's architect.

8. One day Steve and I went into one of the cabins, which were in decrepit condition, and he took a hammer and removed a section of paint from the outer steel wall, as he was curious about the construction. Under the layer of paint I noticed a powdery blue fibrous substance approximately 1 ½" thick between the paint and the steel wall. I told him I thought it was asbestos, which is a hazardous substance, and the fibers must not be allowed to go airborne. Steve said that he didn't think it was asbestos and it wasn't dangerous.

9. In architecture school in the UK (University of Nottingham), I had attended lectures on the hazards of asbestos. We had been trained that prior to 1970 or thereabouts, asbestos was commonly used in buildings as insulation and fire protection. It was then declared a carcinogenic substance, to the degree that a single microscopic particle was like a little hook that would be breathed in, and hook itself into the lining of the lungs. There, a single microscopic particle could remain lodged for even 20 years, and then in the right conditions, cause lung cancer. We were taught that there was no safe exposure level; any exposure was potentially lethal. We were taught that asbestos could be present in ceiling tiles, floor covering, roof tiles, heating and pipe insulation. We were taught how to recognize it and that if discovered in an old building, a specialized abatement company would have to be brought in. Such a company wears full-body protective respirators, fully seal off the building with plastic sheets, remove the asbestos in special containers and take it to hazardous materials dumps. In short it was to be treated as seriously as if it was radioactive. To knowingly release asbestos into the atmosphere is a criminal offense in the UK as it is in the USA. I remember being taught that there are two types of asbestos, white asbestos, which might be added to ceiling tiles as a kind of "binder" or used to wrap pipes; and "blue" asbestos, the most dangerous kind. This is pure 100% asbestos commonly colored a bright blue color. Microscopically, if white asbestos is a single hook, blue asbestos is a ball of hooks so the chance of it attaching itself to the lining of the lung is much greater. I remember that they discovered blue asbestos in railway carriages in England and it was a big "flap." The carriages were taken out of service and specially disposed of.

10. Back to the Freewinds. I went into the engine room, saw a section where ceiling panels had been removed, and saw a big chunk of blue asbestos hanging down. I went to the Chief Engineer and said there is exposed asbestos in the engine room. He said that it was not asbestos. Here, I did some research. The Freewinds was built in Finland in 1968. On board were the original plans from the shipyard. I went through the plans. Even though the notations were in Finish, I saw the word asbestos over and over. The ship was divided vertically into fire compartments with steel walls that ran the full height of the ship. They were lined both sides with 2-3 inches of blue asbestos. The underside of every deck was lined in asbestos. The outside walls of the ship had been sprayed with asbestos. All the ceiling panels contained asbestos. In short, asbestos was everywhere as was typical of a ship built in the sixties. I read that the SS United States, which I remember operating between South Hampton, England and New York in the sixties, contained so much asbestos that it was impossible to scrap it even though it contained thousands of tons of valuable steel. The process of scrapping it would have released asbestos into the air, which was a criminal offense with jail time and massive fines and the prospect of civil litigation. It occurred to me that you do not see old cruise ships in service, you only see new cruise ships in service, built after the seventies when the true dangers of asbestos were realized by medical research.

11. No one on the ship knew anything about asbestos, nor did they care. I thought to myself, the Church has been tricked into buying a cruise ship for \$11 million that is a total liability, that is so full of lethal asbestos, the only option is to sink it in deep water. If asbestos remains permanently wet it is not dangerous, it is dangerous when dried out and flaking, releasing fibers in the air that are then breathed in. To me this seemed a daunting, enormous problem. How could the church possibly bring their public parishioners to this ship and expose them to such a hazardous substance. I thought that the legal liability alone would terrify them (As a new Sea Org member I didn't know at this time the scientologists cannot sue the Church). Around this time Bitty Miscaviage visited the ship. She was the Church executive with overall responsibility for the ship project. I went to her and took copies of the ships blueprints and showed her the full extent of asbestos on the ship. At first she was calm, but as I further explained the dangers, she began to realize that it was a problem. We had a meeting to discuss the problem of asbestos. Steve Kisacky stated that L. Ron Hubbard doesn't state in policy that asbestos is dangerous; he only states that fiberglass is dangerous and therefore we are only removing the fiberglass. In fact, the dock next to the Freewinds was piled high with fiberglass that had been removed by Sea Org members. It was explained to me that the ship was being remodeled only according to the written policies and "advices" of L. Ron Hubbard. Since Hubbard had been in the US Navy and had then founded the Sea Org and had run a fleet of ships, he knew everything about ships. If asbestos was dangerous, he would have written this somewhere. Also Hubbard knew everything about cancer. He had written that cancer was caused by the mind and specifically second dynamic aberration (problems with relationships). I was told that people only get sick if they go into "agreement" with being sick. As the ship was going to be filled with "operating thetans" doing the highest level in Scientology (OT 8) nothing was going to make them sick. I was being a "wog" (non-scientologist) worrying about a little thing like asbestos.

12. I forgot about the asbestos, even though this went against my education, and the renovation work got fully underway. Ceiling panels were removed; the asbestos was scraped away to make room for new electrical wiring and new air-conditioning ducts. The ship was so old that salt water from the ocean was used to flush the toilets. The salt water had corroded the pipes and so leaks were everywhere. All the pipes were replaced and as the old pipes were torn out, the steel walls coated with asbestos were drilled into and cut through by Sea Org members. Holes were cut through the steel decks, sections of the vertical fire compartmental walls were removed to make

way for relocating restaurants etc. etc. Asbestos was everywhere blowing around the ship like an insidious blue dust of death. It was piled up in the corridors, big chunks of it lie on the floor. I was freaked out and would wear a mask, but I know that a disposable facemask did nothing, because people who handle asbestos wear full body suits and actual respirators.

13. It reached a point that the renovation work was falling behind, and was beyond the scope of Sea Org members on the ship. The ship contracted with a ship refit company out of Southampton England, who commonly worked on cruise ships in Miami. The company sent about 40 carpenters and other workers to the ship from Miami. I had prepared the plans and materials were airfreighted from Miami or even obtained locally on the Island.

14. When the re-fit company arrived (they were non-Scientologists), they saw the asbestos everywhere and had a fit. They threatened to immediately pull their men off the project. There was in Scientology what is called a PR (public relations) flap. The re-fit company boss said it was dangerous and he couldn't expose his men to it. So that the re-fit company could fulfill their contract, a handling was worked out. An asbestos team was formed using Sea Org members (3 or 4). Wherever there was exposed asbestos they would rush to the location and spray it with water and or paint. The idea was that the asbestos shouldn't be dry and flaking and therefore releasing airborne contamination. This was an extremely poor handling and the ship refit contractors were very unhappy; they would even sleep in their cabins wearing masks. After a few weeks, they left the ship. I think in addition to the asbestos problem, the Church had run out of money to pay them. They left the ship in Oct. 1987 and went back to the UK with a very low opinion of Scientology.

15. Now, the church decided to employ Scientologists who were carpenters, metal workers and from allied professions. They had full room and board on the ship and were paid \$800 per week for working on the remodeling. Approximately 80 or 90 such Scientologists were brought to the ship and so employed. As they were Scientologists, they were easy to control and the asbestos problem was no longer an issue. They completed the remodeling by June 1988 for the Maiden Voyage. By the time the ship was finished, all the paneling was put back in place and the walls were painted and wallpapered, the floors were carpeted and new furniture was installed. It looked great, but behind the paneling, the asbestos was left hanging and flaking and falling apart. The ceiling panels were set in a metal grid system, which is a long way from being airtight. Every time a panel is removed for routine maintenance, asbestos dust is released into the rooms, cabins and corridors of the ship. This is continuing to this day. A ship at sea is subjected to intense vibration and so the already loosened asbestos becomes progressively looser and releases more airborne contamination.

16. I have now passed my architectural examinations and am a licensed architect in the State of California. The State takes asbestos very seriously and it is a criminal offense to release any amount of asbestos into the atmosphere. If any asbestos is suspected in an old building an abatement company has to be called and this is very expensive. I worked on a restaurant project remodel, as the architect and project manager, where ceiling tiles were removed in a shopping mall where a restaurant was located. The original steel frame had been coated with asbestos for fire protection. With the ceiling tiles removed asbestos dust filled the restaurant: earthquakes had loosened the asbestos over the years. The EPA was called in and had special monitoring equipment to measure the level of asbestos in the air. They took air samples and sent it to a special laboratory for analysis. Then, a cleaning crew arrived from a licensed asbestos abatement company, wearing "space suits." They sealed off the entire area with plastic sheets and entered through air locks. Twenty men worked through the night and cleaned the entire restaurant, every last spoon, every plate, and every surface. Their bill was in excess of \$20,000 for one night. I would say that the magnitude of the problem on the Freewinds means that it cannot be solved without spending millions.

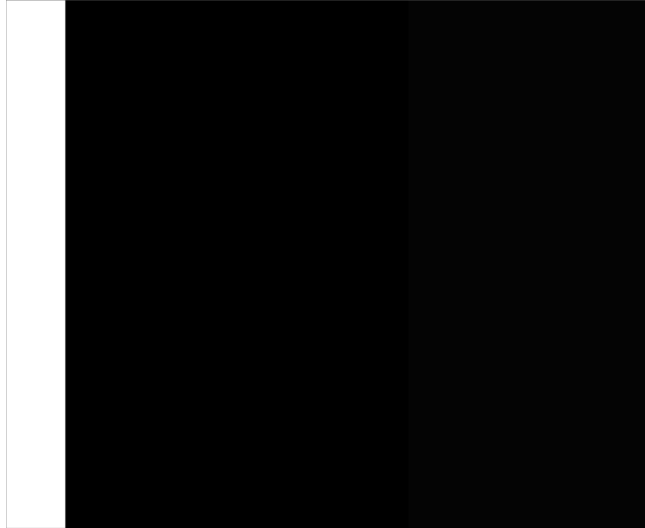
signed by Lawrence Woodcraft  
Clearwater, Florida  
January 24, 2001



## **Lawrence Woodcraft Interview**

**Video Interview - "The Freewinds" - January 23, 2001**





[Download the video / Part 1](#) (.ram - 6,6 Mo)

[Download the video / Part 2](#) (.ram - 3,7 Mo)

### **Transcript (part 1 & 2)**

**Lawrence:** Someone came to me and said, "You're an architect, aren't you?" So, I said, "Yeah." Like, and they said, "Well, congratulations! We've just bought a cruise ship and we want you to fly out there. This cruise ship is moored in the island of Curacao out in the Caribbean. We want you to fly to the ship and look at it," you know, "because we want to completely remodel. We're going to spend millions on this ship. Because this ship is going to be delivering new OT8, which is like the highest level that hasn't even been released yet."

Stacy: Now this is an Operating Thetan level?

**Lawrence:** Yeah. And they said, "This level can only be done, Hubbard has written this level is so powerful, so amazing that it can...and it's so confidential. It can't even be done on land. It can't even be done on land. Hubbard wrote it has to be done on a ship in the middle of the ocean so that nothing can upset it." You know, away from all the enturbulation of, like, society.

Stacy: Enturbulation?

**Lawrence:** Enturbulation meaning, you know, even though you might have an organization in a city, you know, this traffic, there are cops, there are things that upset, you know...

Stacy: Distractions.

**Lawrence:** Society impacts it, you know. But OT8 is so delicate. Nothing can be a distraction so it has to be done in the middle of the ocean on a ship.

Stacy: At this point, how much auditing did you have by now?

**Lawrence:** I had...pretty much all I had was what I had in London.

Stacy: So you weren't up to these OT levels?

**Lawrence:** Oh, No. Nowhere, nowhere...not even close, no.

Stacy: Did you still have the same idea that you had started with that there were these wonderful powers that people could attain?

**Lawrence:** Oh, yes. I mean, I would look at the people at the Sand Castle who were doing, like, OT6 and 7.

Stacy: That's where people, Scientologists come and stay and play.

Lawrence: Right. And I would even interview them to see if everything was okay, you know. That was my job. And I was, like, "Oh my God! These people are so cool! And if only I knew what they knew. If only I was doing what they were doing." And they seemed so, kind of calm and, you know...And they seemed, nothing would upset them, you know? They were, like, they seemed such calm. I had so much admiration for them. I thought it...and I thought I just can't wait to get to these levels, you know? And these people are so...and you know, out in the world, they were, like, chiropractors and, you know, and they had businesses. And they just seemed so...they seemed different from other people. So, I still had the whole thing up on a plateau, you know, where

this all will be worthwhile because we're making these people who are going to solve all of society's problems.

Stacy: Mm-hmm.

**Lawrence:** So I thought ... I was kind of re-invigorated. I thought, "Wow! This is such an important ship," you know. And OT8 is so important because it's going to solve all the world's problems, you know? I really thought once OT8's start being made, the problems the world has with war and communism and poverty, I thought this would all vanish, you know. I can't even begin to think...I don't even want to go now. It's difficult for me to go to where my mind was at. I kind of shut it off. I think, "Did I really think that?" I can't even go. You know, it's like walking down a long dark corridor and then you walk down it and you think, "Did I really...I really believed that stuff!" Yes, I did at the time. I believed it. But I don't...and even now, I don't want to go there. I don't want to admit to you that I believed these people could do all that.

Stacy: It's like looking at a different person.

**Lawrence:** Yeah. Exactly. And now I know what I know about the true nature of the OT levels. And I'm like, "This is what it is?" And this is where I had it. I can't even go to where I thought it was so wonderful because then I start to think, "You're an idiot. You're a moron. My God! Do you have a brain?" (laughs) I can't believe that I was so gullible. I can't...it's difficult, you know? So, anyway, I said, "Yeah. Oh, if I can help with that ship, that is the coolest thing!" So, I flew to the ship. I looked at it and then, you know, it was, like a huge cruise ship. It was, like, a 13,000 ton cruise ship. 400 foot long, 450 feet long. Moored in secret on this island in the...So, I would fly to Miami and then we would take, like, a secret flight to Curacao. We arrived in the middle of the night. And we were, like, driven kind of under cover to this cruise ship. And I can't...

Stacy: Why was it in such secrecy?

**Lawrence:** Because they told me that, you know, if ever they did bring this ship into United States waters, it would be immediately confiscated against taxes and, you know, the United States authorities would seize it as Church assets against back taxes or...

Stacy: But why were they telling you something like that?

**Lawrence:** Because I think they wanted to explain to me the shroud of secrecy, you know? I signed what's called a bond, which means I would immediately give them \$10,000 if I revealed the location of the ship. So, I'm going, "Come on guys," you know...

Stacy: Why would they feel safe about telling you that there were back taxes? Why would they tell you something like that?

**Lawrence:** I don't know. I guess they had to come up with some kind of thing for the secrecy that would satisfy me.

Stacy: But what I'm saying is why would they think you would keep that secret for them?

**Lawrence:** Well, because I had signed a bond, you know. Anything, any information that I released about the ship, I would immediately have to pay \$10,000, you know? the location, why it was there, you know, anything. If I revealed any confidential information about it.

Stacy: Did it ever occur to you that the authorities in the United States should know that this ship was sitting there?

**Lawrence:** No! I would never have dreamed of that, you know.

Stacy: Because you are now protecting Scientology at all costs?

Lawrence: Right. Right. You know, so, like, all through the immigration and leaving the United States and coming back in, we weren't to mention it, you know? We were going to Curacao as tourists, you know? We weren't to mention the Freewinds.

Stacy: Mm-hmm.

**Lawrence:** And so, anyway, the night I arrived, like, late at night and in a veil of secrecy. I mean, I thought I was James Bond. Bond, James Bond, you know? (laughs) Like on a mission. It was so cool, you know? And then you see this huge ship there and you go, "Oh my God! The Church is so powerful. They have this huge ship they just go out and buy! And like they are just unbelievable! They can do anything!" You know, "...And this is the ship that is going to save the world and here I am arriving at this ship!" You know, Oh my God! I was just...it was so cool, you know?

Stacy: Incredible?

**Lawrence:** Incredible, yeah. And so, anyway, I sleep that night in a cabin. The next day, I'm with this guy called Steve Kozaki, who is, like...he's in charge of all the renos on the ship so I meet him...

Stacy: Renovations?

**Lawrence:** Renovations. I think, actually, I flew out with him. And he says, "Well..." So they have all these sketches by interior designers, like, little sketches on bits of paper. And these are, like, sacred sketches prepared by, like, the LRH architect. They have a guy called Barry Stein, and his girlfriend, whose name I...Carol something or other. And they are the LRH architect and the LRH assistant architect. I find out they are not actually licensed architects. Therefore, it's not legal for them to call themselves architects. But, you know, whatever...

Stacy: But hey ...

**Lawrence:** Hell, it's, like, so anyway, so they show me all these sketches and say, you know, "This is the ship." Now, the ship is just, like, squalid. It's called LaBoheme or something. And it's just, like, ugly, you know? Like brown carpet, blue chairs, green curtains and it's obviously... it looks like it hasn't seen a lick of paint in fifty years! It's just, like, the cabins are just ugly, you know? It's just, like, it's like, you know, what kind of people would go cruising on a ship like this? It's, like, just horrible! You know, if you compare it to, like the QE2 or, like, you know, a cruise ship in Miami, you know, like Carnival Cruise lines, it's just a joke. Inside, it's just so squalid. But they have all these sketches of all of these beautiful rooms of you know, beautiful restaurants and they have, like, the restaurant is on, like, the lower level deck and it overlooks all the wind \_\_\_\_\_ and the anchor and it's just ugly, you know? And they say, "This is going to be the new OT8 course room but we're going to take the restaurant up three decks so it has a great view out to sea." And I go, "Well, there's a little problem, you know, the galley is down here where the old restaurant was! And the new restaurant is going to up with a view, but hey, where's the kitchen guys?" (laughs) And they go, "Yeah. Good point. (interviewer laughs) Okay! We'll put in, like an elevator to take all the food up!" So, I'm going, "Well, you know, a big restaurant..." You know, 'cause I've worked on restaurants in England, you know, I say, "Well, you know, the way you plan in architecture, you have the dining room, you have the kitchen and you have..." You know, "there's constant traffic in and out. In and out. You don't send the food up in elevators, flying up the elevator! Come on, guys! (interviewer laughs) Why don't you keep the restaurant down here." And you know, so, I'm, like, being creative with it. I'm, like, being an architect. I'm saying, "Okay. Guys. Come on, keep the restaurant down here next to the kitchen. There's no space up there for the kitchen," you know, you know, "Function!" Because I'm going back to my architecture. I'm back being an architect. "Come on guys! Let me tell you how it's done here." You know, it's a ship but hey, it's like a building.

Stacy: Yeah.

**Lawrence:** And I'm going, "The course room can be anywhere. Who cares about the course room?" You know, "Let's put the course room up there." And they go, "Hey, you don't understand. Let me explain to you the way it is. These drawings are all approved, these sketches are approved by the upper management by David Miscavige himself," you know.

Stacy: We aren't going to change them now.

**Lawrence:** "These drawings are cast in stone! You don't come on here, you know, and be an architect and start telling us how to do this. We're telling you. This is how it's going to be done. You just have to figure it out. You don't come in here being creative, like, throwing in your little ideas of, like, how it should function. And offering little hints, you know? That is not what we want. You need to work out how to get these sketches reality." So, I'm, like, "Okay. Whatever." Like, you know, I'm not used to working like this as an architect. I'm used to, like, I'm respected, you know? I go into...I would, in England, I would go into meetings with, like, I worked for Gillette and I would see the boss of Gillette. And he would say, "Okay, Lawrence," you know, "we want to do a factory. How can we make this function?" Well, I'd go, "Okay. Well, the trucks arrive here. You unload here." You know, "We'll do the injection molding here." This was with the boss of Gillette UK! I'd be, like, working with him and I would be respected! And he would say, "You're the architect. This is what we want," you know. "we'll pay you thousands for this!" You know, and it's a cool job. I loved it!

Stacy: Yeah.

**Lawrence:** Now, I'm on this ship and I'm, you know, saying, "Okay, guys. You need to rethink this. This isn't functioning." You know, and almost on every level, you know, they had, like...I'm going, you know, "You can't have a course room next to a kitchen, you know? The noise from the kitchen would disturb the course room. You can't have a restaurant not next to a kitchen! You can't get the food to the restaurant, guys!" You know, like, "You can't have offices next to cabins, you know?" I'm, like, taught all about function and planning and these people have no idea!

Stacy: Right.

**Lawrence:** But they won't listen to me, you know? I'm just, like, a, you know, I'm like not even an officer in the Sea Org. And, like, you know, these people are, like, Lieutenants and Captains in the Sea Org. So, even though they know nothing about architecture, nothing about design, I am like, nobody to them. Except, "Oh, but you do have this one use. You can draw plans. So you have this little use but you just do your little thing and don't bother us."

Stacy: Mm-hmm.

**Lawrence:** "But we need you." So, I'm, like, I've never experienced anything like this. And anyway, and then it's not...before long, the guy in renos I.C., is like a kind of a cabinet guy and we're in a cabin and...

Stacy: Now, the renos I.C. means renovations in charge?

**Lawrence:** He's in charge of the renovation project. And I'm not used to having people be in charge of me as an architect. You know, I'm the architect. I'm in charge of constructions. I tell contractors what to do.

Stacy: Right.

**Lawrence:** He's telling me what to do and I don't like it but whatever. I'm... you have to...you know... So anyway, he says, "Let's find out what these walls are made of in our cabin." So he grabs a hammer and he pounds it. He smashes into this wall. I see this blue powdery substance, particles flying. I go, "Steve! Stop!" You know, "I'm pretty damn sure that's asbestos." And I'm, like, uh-oh! 'Cause I've learned all about asbestos in architecture school. And I go, "Uh-oh, you're releasing it! Let's do something! Let's suit it up. Let's get the hell out of here!" Like, I'm freaking! A panic mode because I've been in factories in England with asbestos. If they find asbestos, they freak out! The whole thing is closed down.

Stacy: Why?

**Lawrence:** Because ... okay, one little particle of asbestos is microscopically like a little fishing hook. And it's...we were releasing probably millions of these particles. And then, one little particle, you breathe it in, it hooks into the lining of your lung and then there's no way...the lung can't flush it out. It's hooked in with a little bobbed hook! The lung can't flush it out with mucus or anything. And then it's there. And then, as I understood it, medical research showed one little particle, 20 years later, you got lung cancer. One particle! And we had just released...

Stacy: It's a carcinogen.

**Lawrence:** It's a carcinogen, yeah. Like, you know, they used to use it all the time because it's a great insulator. It's a great material. It's, you know...but then, they replaced that. They never used asbestos in England anymore since the 70's because it's one of the deadliest materials known to man. It's, like...

Stacy: So, what do you do? If you have a building or a ship with asbestos?

**Lawrence:** It's...either that building is immediately sealed off with plastic sheets with airlocks and then the...you know, they will call in a special asbestos abatement company licensed and totally specialists and they would wear spacesuits, you know, with respirators and air tanks. And they would remove every last particle of it, dispose of it in proper bags and then it would go to a special hazardous materials dump. And then, you know, then the building would be certified asbestos free and then we could, you know...then you would have to use new insulation materials-asbestos free. And unbelievably expensive! Unbelievably expensive but then, you know, no company wants to own a building that is full of asbestos that, you know, people can sue them and, you know.

Stacy: What about a ship? What do you do about a ship?

**Lawrence:** You know, I didn't know at that point what you would do. And so then, I'm walking around the ship and I go into the engine room and I see panels missing from, like, the control room, a panel missing. And I see a big chunk of blue asbestos hanging down-what I identify as blue asbestos. Now, in my lectures in England, they had told us that there's an even more-the deadliest form of asbestos is called blue asbestos. And, you know, I don't know if I'm being exactly technically correct or if the terms are the same in America. But I believe they colored it blue especially to show that it was hazardous, you know? It's not blue, it's dyed blue.

Stacy: Mm-hmm.

**Lawrence:** And they said, you know, white asbestos, microscopically is like one little fishing hook. Blue asbestos is like a barbed ball of, like, hundreds of hooks, one particle! You know, so if the one hook gets into your lungs and it doesn't hook on, the barb has hooks in all directions and it's going to hook on. So, that's, like the most deadly.

Stacy: So it's even more dangerous.

**Lawrence:** It's even more dangerous. So, I'm, like, okay...so, I said, "I will find the chief engineer on the ship," who was a guy called Wack Alcock (sp?). I think he was from New Zealand, "and he will know." So, I go to him and I say, "Sir, you have asbestos in your engine room just hanging there." And he says, "It's not asbestos. I'm the engineer. It is not asbestos."

Stacy: What did he say it was?

**Lawrence:** I said ... yeah ... he said, "It's just insulation." So, okay. I can't believe this! So, and I'm, like,

beginning to question my own education, you know? I'm pretty damn sure, you know? I've been to lectures on it. And they've shown it to us in class.

Stacy: So were there any plans for this ship?

**Lawrence:** Yeah. I then went into his office and I found a full set of blueprints. You know, the ship had been built in Finland, I think in 1968. And there were a full set of blueprints. I pulled them out and I think, "Blueprints! At last! I know what I'm doing!" And then, but it's all in Finnish, you know, whatever. I believe, Finnish. But then, asbestos is the same so then, asbestos, like, all of the...

Stacy: You're seeing this written on the plans?

**Lawrence:** I see the word "asbestos" like, you know, they've got a section through the ship showing all the walls and they are saying "asbestos" with an arrow. So, it's on every underside of every deck.

Stacy: So, it is asbestos?

**Lawrence:** It is asbestos.

Stacy: It's blue asbestos on the ship.

**Lawrence:** It's blue asbestos-everywhere! Sprayed on when the ship was in the shipyard. They built the steel. They built the hull and then they would just spray it, you know?

Stacy: Isn't asbestos so deadly that it's actually illegal to have any asbestos at all in a structure where people are going to be?

**Lawrence:** Right. Exactly so, yeah. And it's-back in England, they made it, like, a criminal offense to knowingly have asbestos particles released into the air. I mean, if you do it by accident then, you know. But as soon as you knowingly release it or don't do anything about it, it's a prison term, a huge fine.

Stacy: Well, these people knew. They had the plans.

**Lawrence:** And also in California, in the whole of the United States, there's the same - very, very serious, you know? So I had been schooled in this, you know? You see asbestos, you, like scream! And get it handled, you know?

Stacy: Yeah. And get out of there!

**Lawrence:** And get out of there, yeah. And so anyway, I was just, like, I was running around going, "Asbestos! Asbestos! Everyone run!!" And they're going, "What??"

Stacy: They can't believe it.

**Lawrence:** They wouldn't listen to me.

Stacy: So this chief engineer Wack Alcock said it's not asbestos?

**Lawrence:** He said, "It is not asbestos." He said, "I am the chief engineer" blah blah blah. I knew it was, you know. I had no question in my mind. And then I saw the blueprints. So then about this time, a lady called Bitty Miscaviage who is, like...

Stacy: Bitty Miscaviage is married to David Miscaviage's brother, Ronnie. Isn't she?

**Lawrence:** Right. And she was, like, I think Commander Bitty Miscaviage.

Stacy: She's the Commodore's Messenger in the CMO.

**Lawrence:** Yeah. She was, like, in the CMO organization. And she was, you know, with the fancy uniform, she was in overall charge of everything to do with the ship-over the captain-over everything. So she arrived at the ship. So, I go up to her and say, "Sir," you know, "I think you have a problem with this ship." You know, I mean...and, like, she's, like, looking at me like, "You're telling me I have a problem?" Because that isn't the way in the Sea Org. You don't walk up to a high ranking Sea Org officer and say, "You have a problem." (interviewer laughs) You say, "There was a problem but I have solved it." (interviewer laughs) You can't walk up to up to someone and say, "You have a problem." But that wasn't the way I was used to operating.

Stacy: Right.

**Lawrence:** I would just, hey, if the boss of Gillette UK has a problem, I'll say, call him and say, "You have a problem." (laughs) And he would say, "Hey, thanks for telling me! Because I don't want there to be a problem running out of control. I want to know." And she was like, "You're telling me I have a problem? Who are you?" And I'm going, "Well, I'm an architect from England." She didn't even know who I was. "I'm an architect from

England and I want you to look at these blueprints." And she says, "Oh," she said, you know, she said, "Doesn't asbestos cause cancer?" And I'm going, "Finally! Finally! I've got through to someone!" You know, "Finally, they're going to address this problem." Because I'm...

Stacy: Yeah. And get everybody off the ship!

**Lawrence:** Yeah, get everyone off the ship and then, you know, to me, it's over. You know, like, they've got a big problem.

Stacy: Yeah.

**Lawrence:** I'm thinking it's over. And finally, I brought it to attention of Bitty Miscaviage. And finally, this is a person sufficiently senior to, like, do something about it. And then, so, she says, "We'll have a meeting. Bring these blueprints." Steve Kozaki, the chief engineer-the captain-we're all sitting around the table, and she actually is pretty sympathetic. She's a little freaked out. She is like, "What are we going to do, guys? What are we going to do?" And so, Steve Kozaki and the chief engineer say, "Well, you know, we have studied the LRH advices and policies on the ship. He was a captain in the US Navy. LRH, you know, knew ships. He knew everything about ships and we exactly implement all of his policies and all of his advices. He hasn't said anything about asbestos being a problem." And obviously, asbestos was a problem back on those ships. And then, but he did mention fiberglass as, like, being, like, fiberglass is, like, "long needles microscopically and it can irritate you and you can breathe it in and it's nasty." "So, sir, Mr. Miscaviage, sir, we have ripped all of the fiberglass out of the ship," and sure enough, there's a big pile of fiberglass on the dock. And I'm going, "Well, excuse me," you know, "excuse me?" I mean, fiberglass isn't hazardous. You know, fiberglass is commonly used as insulation in buildings and no one says it's a problem. And I said, "If you rip it all out of the decks, you know, and you're out in the hot Caribbean sun, the sun is going to come beating straight through the steel walls and deck. Maybe you should put it all back." And they're, like, with me, like, "This guy has," like, "got a couple of screws loose." Okay, they say, you know...

Stacy: They're looking at you like you have screws loose.

**Lawrence:** I'm, like, a nutcase. They're going, you know...they say, "You just don't know Scientology. You just don't know what you're talking about." You know...

Stacy: What's Scientology got to do with it?

**Lawrence:** "Hubbard has said fiberglass is the problem. He said nothing about asbestos! So, we've taken all the fiberglass out." So, I said, "You know, you've, like..." I don't even know what I said. "You've, like, removed the few mice walking around the ship but you left the dragon, you know, running around breathing fire!" And they're going, "Oh," (draws big breath) they're just exasperated with me. And I said, "Look," I said, "Hubbard wrote his policies..." I said, "He probably wasn't even aware of medical research into asbestos!" And they're going, "Hubbard wasn't aware????!! What are you saying????!!" Like (laughs)...

Stacy: Impossible?

**Lawrence:** Impossible, you know? Like, they said, "No! Hubbard..." the chief engineer and this guy, Kozaki say, "If Hubbard didn't say asbestos was a problem, it is not a problem. Besides, Hubbard," you know, "Hubbard knew all about cancer and he said cancer was caused by sexual misconduct, not asbestos. And that's what we follow." So, Bitty Miscaviage is, like, "Whew! Gosh! What a relief! I thought we were going to have a problem but it's all cool." And she turns to me and says, "Lawrence, do you now understand the way it is?" You know, and like, my mind is reeling because on the one hand, there's, like, my education...

Stacy: And were they also feeling that because they were Scientologists, it wasn't going to harm them?

**Lawrence:** Right. There's the thought that, you know, "You don't understand. The people coming to this ship are going to be on the highest level of," you know, "they're going to be OT8. You could probably hit them on the head with a hammer and it wouldn't hurt them. You know, they are, like, so above the physical universe. And this is so theta, that, like, these people are practically invincible," you know?

Stacy: So the asbestos won't bother them anyway.

**Lawrence:** "Won't be a problem. Won't be a problem."

Stacy: But what about all the crew members of the ship?

**Lawrence:** You know, to this day, I never even thought about that. They're not...I never thought about that. Good point. Well, they were the ones with long-term exposure, too.

Stacy: So, what happened?

**Lawrence:** Okay. So, after that meeting, asbestos was no longer a problem. And then they started the renovation work. They ripped into the ship, you know? Like I said, you know, they were moving restaurants to different decks, putting in elevators, just ripped...it was just ripped apart. And then, you know, like, there was all



new electrical so every time... that was attached to the underside of decks so, you know, you can't...it would have to be supported by brackets. So, every time you did that, you would screw into the asbestos, through the asbestos into the steel. They put in all new air conditioning. So every time you put in a new duct, you know, you rip out the asbestos.

Stacy: So, this is just asbestos flying everywhere on the ship now?

**Lawrence:** Yeah. And it was all new plumbing. The old plumbing...they used, like, salt water to flush the toilets on the ship which is kind of gross. So, all the pipes are corroded. It was just dripping everywhere. This ship was squalid! And it was...so, asbestos...they would just scrape it away with no mask, no nothing. Just, it would...people would be covered in blue!

Stacy: Oh my God!

**Lawrence:** Just people would be just covered in blue asbestos! And one guy, even I said to him, you know, "Asbestos! Asbestos!" And he even picked it up, he said, "It's not a problem." He picked it up and bit it!

Stacy: No!

**Lawrence:** And I just ... anyway, I, you know, I put it out of my mind. I don't know.

Stacy: These people are all now terribly at risk for cancer.

**Lawrence:** They think they are protected by the policies of L. Ron Hubbard. And they're invincible. So then anyway ...

Stacy: Including you. You're now at risk as well.

**Lawrence:** I was never happy with it. I just shut up like I had on so many other things, you know? So then anyway, they fell behind on the work. It was falling behind schedule that they wanted to release OT8. So they hired a ship fitting company out of England, Southampton, England who worked mostly in Miami on refitting cruise ships. So, then, you know, they had a contract with these people. They all flew out to the ship. They were all non-Scientists, you know? It's a wog ship refit company. And then, you know, I had drawn up the plans by then, so they arrived on the ship. They flipped! They saw asbestos everywhere and it was, like, a major public relations problem for the ship. And they couldn't just fob off these guys and say, "Well, L. Ron Hubbard says..." (interviewer laughs) Because, you know, they're used to ships. They knew what they were talking about!

Stacy: Well, when these people came and voiced the same concerns that you had voiced, did Betty Miscavige or Wack Alcock or any of these people then come to you and say, "Maybe you're right"?

**Lawrence:** No! No, no, no. They never said that but they, at the same time, they had to address it. Because, you know, they didn't want, like, a big public relations flap with this, like, non-Scientology company possibly reporting them. Being... threatening to just immediately pull off the project, which they did, you know? They threatened to immediately pull off. And so they, you know, I mean, I think this company, by rights, they should have just pulled off because they had the health of their guys to consider. And their...I know their workmen were freaked because they knew all about asbestos. So, anyway, they finally negotiated and negotiated and they worked out a handling. They came up with, like...anytime asbestos was uncovered on the ship, they wouldn't just hack into it. They would have a little crew they made up of about four guys wearing, like, you know...

Stacy: Four guys from this company?

**Lawrence:** No, four guys who were Sea Org members. Sea Org Members.

Stacy: Oh, four Scientists.

**Lawrence:** And they would, like, wrap themselves in sheets and they would put, like, you know, disposable masks on you use for, like, so you don't get...

Stacy: But that doesn't protect you from asbestos!

**Lawrence:** No. No, no. And they would...they were armed with spray bottles of water and paint, spray paint. And so, they would run over to the asbestos problem where it had been exposed and spray it!

Stacy: But that doesn't resolve it, does it?

**Lawrence:** No. But you see, it's better because the asbestos is really dangerous when it's dry and flaking and airborne. It goes airborne ... the particles. So but now if it's wet, if it's a bucket of water, you know, it can't become airborne.

Stacy: Or if you spray the wall...

**Lawrence:** If you spray the walls...

Stacy: It will temporarily...

**Lawrence:** Temporarily is wet-you wet it down and then if you spray paint it...

Stacy: And this company was willing to subject its people to that kind of danger?

**Lawrence:** Well, you know, they had signed a contract probably worth four or five hundred thousand. They're committed to it...

Stacy: But those people are now at grave risk...

**Lawrence:** Yes.

Stacy: ...from exposure to asbestos.

**Lawrence:** Yes.

Stacy: Do you remember the name of that company?

**Lawrence:** I believe it was called-it was based in South Hampton. I believe it was called, like, CCL or something, I can find it out. CCL.

Stacy: They should be alerted.

**Lawrence:** Yes. Yeah. Well, they knew. They knew. And so I don't know...they had, like, rather secretive negotiations with them. I don't know if they offered them more money. I don't know how they...because when they came to the ship, they were outraged and then they were going to pull off. And then they agreed to work on the ship. But, you know, under the conditions that if, you know, when the asbestos was found, these guys would run over and spray it and wet it.

Stacy: So they finished the project?

**Lawrence:** No, I wouldn't say...I would say that things went bad with them. And no, you know, the ship, their workers were extremely unhappy. I mean, I remember they would sleep in the cabins wearing these dust masks, you know? And I remember talking to the workers and they're going, they were English, you know? I was English, they were English. And we were kind of friends and they were befuddled, you know? Like, they were worried about their health. They were worried about our health. They were, like...

Stacy: What are you people doing??!

**Lawrence:** "If this is Scientology, what are you people doing?" And they were, like, "We want out of here." They were so unhappy.

Stacy: Yeah.

**Lawrence:** So unhappy. And they were, like, "We've got wives and kids, you know?" So, I would say they just stayed a few weeks and then things fell apart, you know. There were arguments about the work, the materials weren't arriving on time. There were a number of factors but they left. They left in October in 1987. And the ship was so far from complete. It wasn't, you know, they did hardly any work really. It was so far from complete. So then, the people running the ship had this bright idea. "Let us recruit from Los Angeles, from Clearwater, from anywhere in the United States, Scientology carpenters, metal workers, plumbers, electricians. Let us have our own work crew of, like, not Sea Org members but public Scientologists, anyone who is to do with contracting. Let us bring these people on the ship. They'll get full room and board and stay in the cabins. And then they will be paid, like, \$800 a week tax free," you know because it's in the Caribbean. "And they will work and finish the ship." And then, they were controllable because they were Scientologists, you know? They couldn't...they had ways to control them. You know, they, like, they are not allowed to sue the Church. There is no legal recourse if you're a Scientologist unless you agree to be kicked out of the Church.

Stacy: Did any of these people ever voice an objection to being subjected to asbestos?

**Lawrence:** No, they didn't seem remotely worried about it. I mean, some of them...I don't...

Stacy: Were they told? Were they aware of it?

**Lawrence:** No one pointed it out to them, for sure. No one said, "Look! This is asbestos, guys! Time to freak out!" But some of them, as they had worked in construction, I can't imagine didn't know!

Stacy: Did you ever tell anybody?

**Lawrence:** I don't think I ever told...I don't think I discussed it with them.

Stacy: Do you remember any of the names of these people?

**Lawrence:** Yes, yes. Yeah, I do. I mean, I could reconstruct a list.

Stacy: They should be warned.

**Lawrence:** They should be warned, yeah. They should be. And there were maybe a hundred of them. So anyway, they then got to work and the ship was just finished up and then, you know, all the new furnishings arrive. New carpet, all the stuff arrived, air freighted from Miami, brought on the Island. And then all the paneling was put back. But, you know, for example, the decks would have, like, long corridors and then, you know, you would have the steel deck and then you'd have the lair of asbestos and all the pints running in that. And then you would have, like, a full ceiling with more asbestos tiles in, like, a metal...because you can put it in a metal \_\_\_\_\_. That would be the finish that you would see. But this wasn't airtight, you know, there would be, like, channels and the ceiling would sit in it. It's not airtight so, all the asbestos flaking and falling apart was out of sight. But you know, it would be leaking through these panels and then a ship at sea, you know? I mean, I went to sea in that ship and it shuddered, it shook. It vibrated, you know? A ship...it's like an aircraft...it shakes, it rattles. So, all of that asbestos that has been tampered with is loose, shaking...to this day! You know, and then, of course, on a ship, they're always doing repair work so they take the panels down, you know, fix the pipe and put the panel back.

Stacy: This is just horrible!

**Lawrence:** It's horrible. It's a nightmare.

Stacy: So everybody who goes on to the Freewinds to do OT8 is at deadly risk...

**Lawrence:** Mm-hmm.

Stacy: ...of cancer from asbestos?

**Lawrence:** Yes.

Stacy: How is it that no health inspectors have discovered this? Has the ship never come back into U.S. waters?

**Lawrence:** No. The ship never, ever comes into U.S. waters. It sails to a few Islands in the Caribbean. I believe it's been up to Ensenada, Mexico.

Stacy: David Miscavige and senior management...someone in management or one of their attorneys must be aware of this asbestos danger.

**Lawrence:** Well, yes. They would, I mean, I was on the ship when Miscavige and all those people would come to it. You know, they would come to it before the renovations were complete. And they would come in the company of Bitty Miscavige. And so, you know, they couldn't see the whole thing ripped apart. So, whether Bitty chose to tell them or...

Stacy: She must have reported this.

**Lawrence:** Yes. I would say so.

Stacy: So, they all know?

**Lawrence:** I would say they definitely do know, yes. And it horrifies me to think of hundreds of public who go on vacation and go to do courses who are being subjected to this risk without their permission. You know, without, like, if I said to you, "Stacy, let's go visit Chernobyl." (interviewer laughs) You would say, "Wait a minute. That's a nuclear power station that exploded and is contaminated for the next thousand years. I choose not to go there."

Stacy: Right.

**Lawrence:** But people...and as far as I'm concerned, asbestos is as dangerous as radioactive contamination, maybe even worse. But, like, and if they said to someone, "Hey, come and cruise on this ship," you know. "You are going to be exposed to contamination that can cause you cancer, do you still want to come?" (laughs) It's a no brainer! But, of course, people don't know, you know?

Stacy: This is horrible.

**Lawrence:** Would you come with your asbestos testing equipment, meters and laboratories? No.

Stacy: How would a person know if they've been endangered-if this asbestos is in their lungs?

**Lawrence:** Well, I believe that-I'm not sure medically, you know. I'm not trained in medicine. But I believe you

can have a particular type of x-ray on which these particles would show up. And so, I would suggest, you know, I am still worried about it to this day because I was on the ship for a year in the worst periods. And I still, you know, go on the internet and read about the hazards of asbestos. And I think, well, should I go for an x-ray? And then I have nightmares of dying. How horrible it must be to die of lung cancer. And I know, for example, that if you smoke, I've read that, you know, if you're exposed to asbestos, don't smoke. Because that can make it even worse. So, I never smoke and I avoid any other kind of lung contamination. But of course, I live in LA with smog, you know? But now, I'm thinking, you know, I should-part of me doesn't want to know. I don't want to know how much asbestos do I have in my lungs? You know, because I have two daughters and a granddaughter. I don't want to die in ten years of lung cancer. I don't. Part of me, I don't even want to know. But part of me says, I should go and have it checked, you know? Because maybe they can be removed or flushed out or maybe...You know, I do...I take antioxidants and I take Vitamin E and I take, you know. But I mean, I know, like, antioxidants help you free radicals in food. Can they do anything about little microscopic hooks in your lungs? You know, and if I feel short of breath or something, I think, "Uh-oh. Is it my time?" You know, it's like, I live with it. And then all those other people there live with it. You know, they don't even know! You know, so I'm thinking now when I go back to LA, I will get tested, you know? Maybe they have advanced technology body testing. I don't know.

Stacy: I think you should.

**Lawrence:** I would like to know.

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### References:

Lawrence's video interview on this topic:

<http://lisatrust.bogie.nl/stories/freewinds-1.htm>

Lawrence Woodcraft:

<http://lisatrust.bogie.nl/stories/lawrence.htm>



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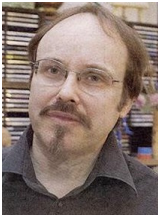
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