

HUBBARD COMMUNICATIONS OFFICE
Saint Hill Manor, East Grinstead, Sussex

HCO POLICY LETTER OF 12 JANUARY 1969

Remimeo

(Reissued 13 January 1991. Only
change is to correct the date of the
issue. Correction not in script.)

HIGH ETHICS FOR HIGH CONDITIONS

(Originally issued as Flag Order 1726
of 12 January 1969. Issued as an HCO PL
on 25 March 1974.)

(In effect until suspended by HCO PL)

As a lot of us see it, the reason a ship or org can't hold an
Affluence or high condition is that while in those high conditions
downstats claim ethics protection, foul up and goof off and crash
goes the general condition.

These downstats are going the other way and probably can't
stand to see the ship or org in a high condition and evidently
actively work the other direction.

This means a few of us work our heads off to get somewhere and
others can't pile enough debris on the track to stop it.

Instead of a general high condition protecting a downstat,
real ethics protection should be given only upstats.

Therefore:

During the high condition period of an org or ship, THE
PENALTIES ARE QUADRUPLE FOR BREAKING POWER, TRIPLE FOR BREAKING
AN AFFLUENCE AND DOUBLE FOR BREAKING A NORMAL.

As ethics is heavy in Emergency on down for all, these require
no reinforcing.

If it can be shown that a crew member or staff member, by
neglect, noncompliance or false report contributed in ANY way to
the breaking of a high condition, then any usual ethics action goes
by the quadruple, triple, double formula.

Such a member assigned Liability for noncompliance or Doubt
for a false report while the ship or org was in Power would have to
come up to Normal on post FOUR times.

Each time he got to Normal he would start in again low.

A one week's pay fine becomes FOUR weeks.

Due regard must be taken for the usual stats of the person so
that upstats are not hit.

While this might seem to restrain reaching a high condition
for the whole activity, only a few of us are pushing it up anyway.

So a usual downstat goofing up during Affluence and getting an
overboard goes overboard THREE TIMES.

L. RON HUBBARD
Founder

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