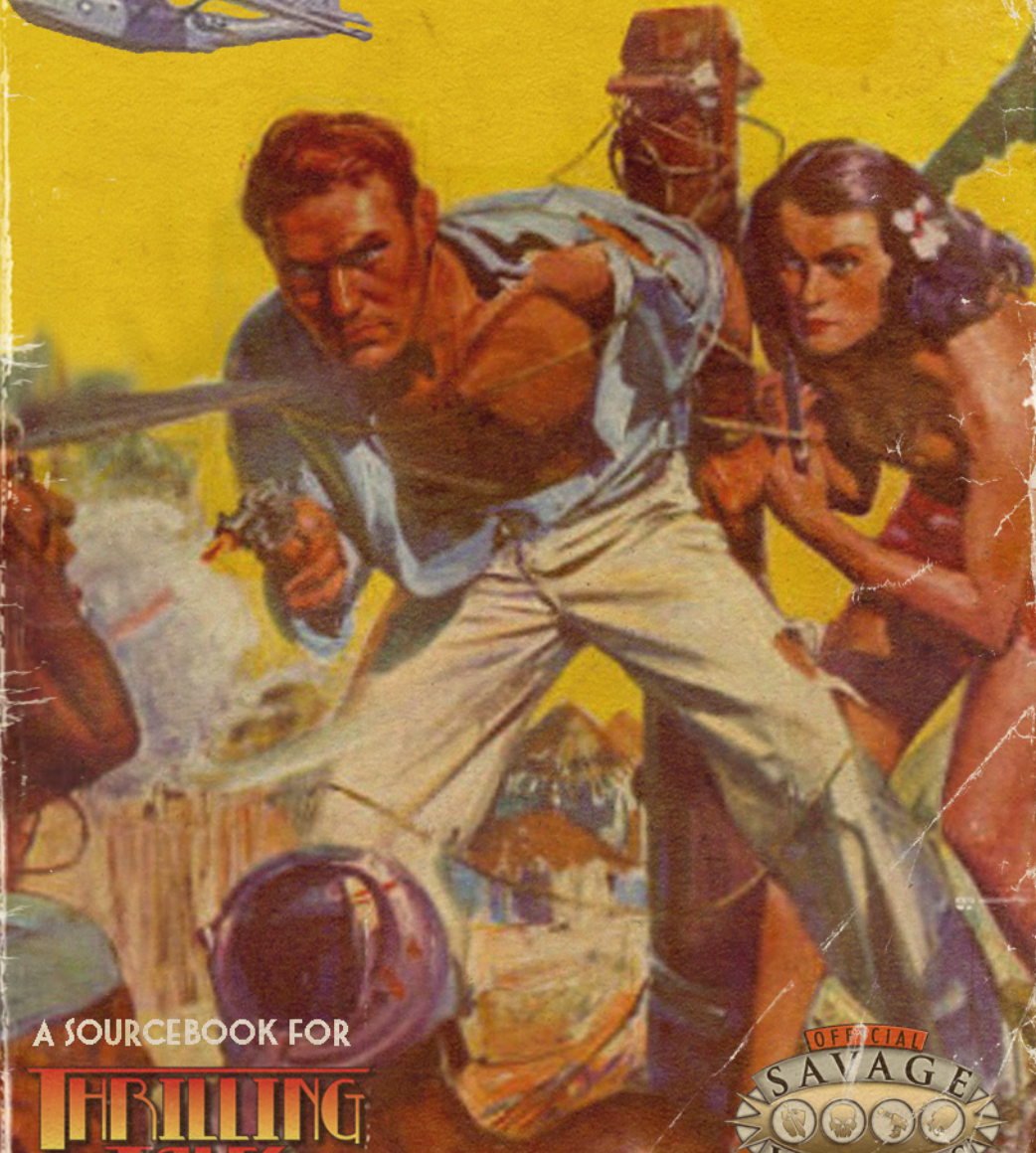




THRILLING TALES OF THE SEVEN SEAS



A SOURCEBOOK FOR

THRILLING TALES



THRILLING TALES OF THE SEVEN SEAS

By Jeb Boyt

With Additional Material Gathered By

Delbert Paul Jackson III

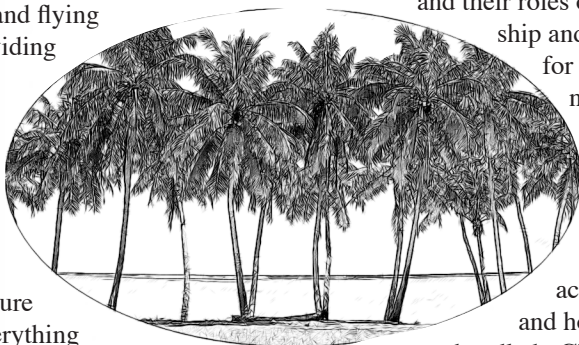
INTRODUCTION

Thrilling Tales of the Seven Seas (TT7S) is a supplement for Pulp adventures in distant ports, blue waters, and foreign shores. TT7S supports adventures on merchant freighters and flying boats, providing a GM with back-ground information, vehicle statistics, and adventure seeds. Everything that you need for globetrotting maritime adventures.

TT7S is inspired by characters such as Robert E. Howard's Sailor Steve Costigan and Dennis Dorgan, Louis L'Amour's Pongo Jim Mayo & Turk Madden, Captain Haddock from *The Adventures of Tintin*, William Hope Hodgson's Captain Gault, Hugo Pratt's Corto Maltese, and Simon Katanga, captain of the Bantu Wind in *Raiders of the Lost Ark*, Jake Cutter from *Tales of the Gold*

Monkey, and Jock Lindsey from *Raiders of the Lost Ark*.

Chapter I deals with shipping and some of the basics of shipboard life. **Chapter II** discusses crews and their roles on board ship and offers tips for generating nautical characters. **Chapter III** deals with cargo, how it is acquired, and how it is handled. **Chapter IV** discusses steamships, particularly the three-island freighters that were the mainstay of merchant fleets during the Pulp era. **Chapter V** describes the twilight of sailing ships. **Chapter VII** showcases the golden age of flying boats. **Chapter VIII** offers game stats for ships, planes, and equipment. Interspersed throughout these chapters are seeds for adventures on each of the seven seas.



I: SHIPPING

"There is, one knows not what sweet mystery about this sea, whose gentle awful stirrings seem to speak of some hidden soul beneath."

--Herman Melville, *Moby Dick*

This section offers a general discussion of the operation of ships, including ownership, daily life, and brief descriptions of some of the equipment commonly found aboard ships.

SHIPS AT SEA

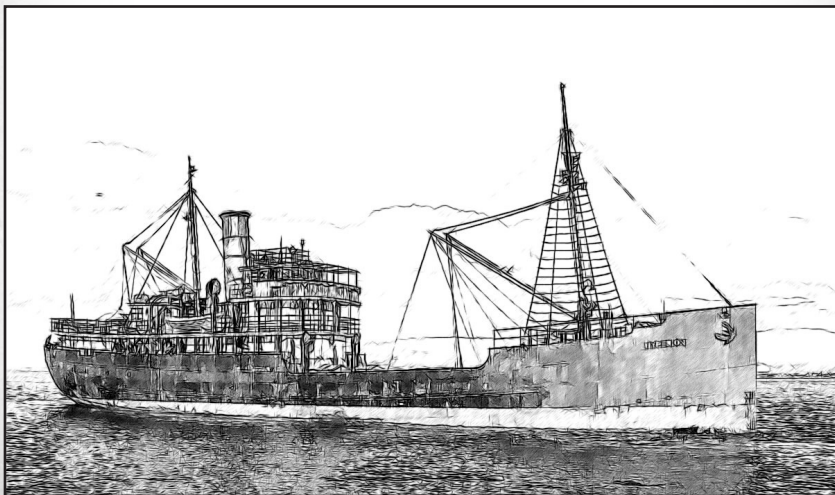
In 1921, the United States had the largest merchant fleet in the world, for the first time surpassing that of Great Britain. Most of the ships were owned by established lines and sailed regular routes as part of a packet service, delivering mail and regular freight. These included the Cunard Line's transatlantic service and the United Fruit Company's Great White Fleet, which regularly

sailed to the Caribbean from several ports in the U.S. Tramp steamers, by contrast, had no regular routes or cargo. They went where the work took them and where they could find the work. By necessity, this usually meant that they served smaller ports and took on cargo with less dependable prices.

Ships at sea had several means of communicating with each other and with stations onshore. Radio was the primary means, with much of the traffic being conducted in Morse code. A message sent by Morse Code could have a range of up to 100 miles. Signal lights or even a strong flashlight could also be used to send messages using Morse code. Signal flags could be used either singularly to communicate a standard, set message or in groups to spell out letters.

LIFE ABOARD

On board ship, each day is divided into four-hour watches to manage



the crew's time and to provide for round the clock operation of the ship. The first watch runs from eight at night to midnight, the middle watch from midnight to four in the morning, the morning watch from four to eight, the forenoon watch from eight to noon, the afternoon watch from noon to four, and the dog watch from four to eight. The changing of the watch is signaled by a ringing of the ship's bell. On

some ships, the dog watch is split into two shorter watches to allow for supper. Most crew members work on watch for four hours and then rest for eight hours.

NAUTICAL TERMS

First a few basics, the bow of a ship is forward, the stern is aft. Port is to the left, and starboard is to the right. Following are a few additional terms for locations and equipment that can be found on most ships.

- **Binnacle.** A waist-high stand near the helmsman with a brass housing that contains the ship's compass and other navigation instruments.
- **Block.** A set of two or more pulleys used to assist in raising cargo or sails.



- **Bulkhead.** An interior wall. May or may not be watertight.
- **Cable.** A large, heavy rope, typically used for hoisting the anchor or tying off to a wharf.
- **Deckhead.** The underpart of a deck that serves as the ceiling for the deck below.
- **Deck Prisms.** A glass prism that is set flush into a deck to allow light to the space below.
- **Line.** A rope used to tie down a piece of equipment, cargo, or a sail.

SEVEN ADVENTURES IN THE ATLANTIC

The Atlantic Ocean is bounded by Europe and Africa to the east and by the Americas to the west. It connects to the Mediterranean through the Strait of Gibraltar and to the Gulf of Mexico through the Straits of Florida. To the north, it connects to the Arctic Sea. To the south, it connects to the Southern Ocean, the Indian Ocean, and through the Drake Passage to the Pacific Ocean. To the west, it is adjacent to the Caribbean Sea. Other adjacent seas include the North Sea, Baltic Sea, and Irish Sea.

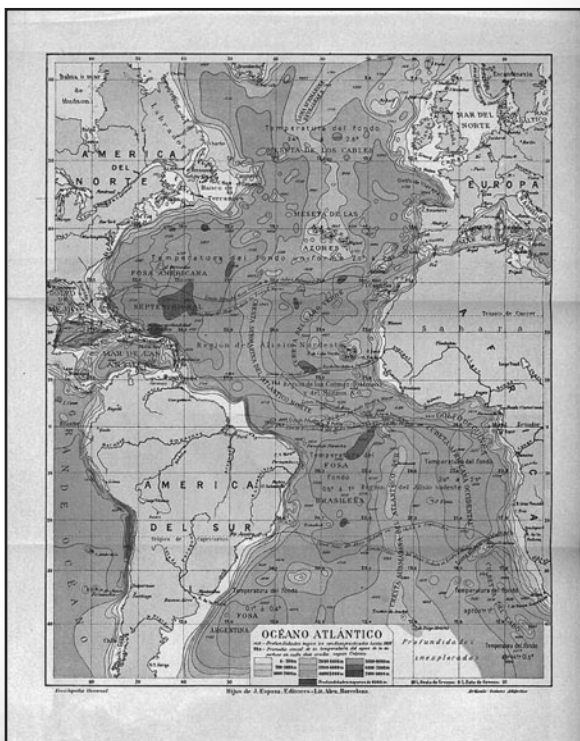
• Sargasso Sea

The Sargasso Sea is an area in the Atlantic generally northeast of Bermuda. The Sargasso Sea is bounded by the Gulf Stream, the North Atlantic Current, the Canary Current, and the North Atlantic Equatorial Current and is some 700 miles wide and 2,000 miles long. The area is known for the sargasso, a type of seaweed, that grows on the surface of the waters there and for the other flotsam that is deposited there by the various currents. There are rumors of ancient ships

bound within the sargasso, of strange creatures, and of a society of pirates and refugees that have made a home on the sargasso.

• Atlantis

The adventurers have discovered a clue or hired onto an expedition in search of the fabled continent that supposedly lay somewhere in the Atlantic beyond the Pillars of Hercules (Strait of Gibraltar). If Atlantis does exist, the Ahnenerbe would definitely be interested in securing its secrets for Hitler's Reich.





- **Megaliths of Mann**

The adventurers are hired to transport an archeology expedition to the Isle of Mann for a survey of the megalithic monuments on the island. Shortly after arriving, members of the expedition begin to suffer accidents and then disappear. There is also an odd group of German tourists on the island. Are they working for the Ahnenerbe?

- **Free City of Danzig.**

While in the Baltic, the adventurers visit Danzig and, amid a mix of German, Soviet, and Polish intrigue, uncover a Nazi plot to overthrow and take control of the government of Poland.

- **Wolfpack**

While traveling in a convoy carrying a Lend-Lease cargo to Europe, an adventurer sees someone signaling

with a light from the back of the ship. Submarines are hunting them, and there is a spy onboard!

- **Robbery**

A transatlantic crossing aboard a luxury liner is interrupted by the theft of valuables from the ship's safe on the last night before arriving in New York.

- **U-Boat Tender**

The adventurers encounter a German freighter in a South Atlantic port that raises their suspicions. The crew is a little too professional, their schedule too vague, their cargo not profitable enough. The ship is actually serving as a covert submarine tender, supporting U-boat operations and occasionally aiding in the transfer of spies and clandestine information.

II: CREW

*"They that go down to the sea in ships,
That do business in great waters."*

--Psalm 107

This section discusses the crew positions and some tips for generating characters. A ship's crew could be drawn from any of the ports along its route or even further. In most ports, sailors can be found who are looking for work. Crews could be very diverse, with more than a dozen nationalities on board. Non-Europeans were often paid significantly lower wages.

CREW POSITIONS

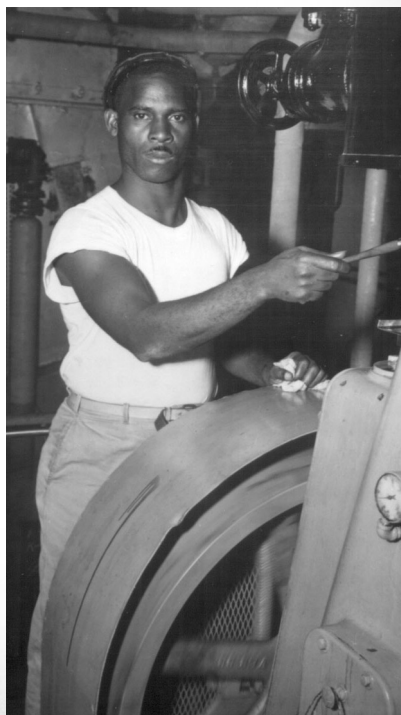
A ship's crew is typically divided into several departments according to their functions and responsibilities. Often, there were social and cultural divisions between the various departments of the ship. While the officers might be European, the deckhands might be of one nationality, the firemen from another, and the cook from a third.

The **Captain** is the person in charge of the vessel, and ultimately, everyone answers to him. The captain may or may not be the owner. Generally, only smaller ships on coastal routes will still be owned by the captain. The master is the owner of the ship, and often, the master is a corporation or partnership. The master, or the representative of the master, is only rarely on board. The captain is accountable to the master for the

success and safety of the ship. A Captain usually is entitled to 10 shares of the ship's profits.

The Deck Department is charged with standing watch and maintenance of the hull, anchor, cargo gear, and other fixtures. The Chief Mate or First Mate is in charge of the Deck Department and the stowing of cargo. Some ships may have a bosun or boatswain who is responsible for the ship's boats, rigging, and sails and for supervising the deck crew. The radio operator is also part of the deck department. Deck officers usually are entitled to 5 shares of the ship's profits.

The Chief Engineer is in charge of the Engineering Department and the



ship's engines, including fuel and spare parts. The Engineer is entitled to 5 shares of the ship's profits.

On a steamship, Engineering will include the stokers who are charged with feeding coal or other fuel into the boiler. An oiler is a worker responsible for oiling machinery. The most junior member of Engineering is the Wiper who is responsible for cleaning engine spaces and machinery.

A ship's steward is responsible for overseeing meals, maintaining the quarters of the officers and any passengers, and managing the ship's stores.

A pilot isn't part of a ship's crew, but the pilot is trusted with taking a ship in and out of port. Most major ports, and all ports in the United States, require that a ship take on a local pilot who knows the currents and obstructions in a harbor.

Among the crew, experienced sailors are designated as Able Seamen, with less experienced sailors categorized as Ordinary Seamen. Below the Ordinary Seamen are Apprentices, who often start as Cabin Boys at age 12-15.

Aboard a merchant ship, the chain of command runs from the Captain to the First Mate to the Chief Engineer, and then downward through the Deck and Engine departments.

When not on duty, sleeping, or at meals, crews would pursue

various amusements. Drinking and gambling were popular. Many ships had covert stills. Other activities could include music, boxing, carving, sketching, and other crafts.

Standard union pay for a seaman is \$110/month or \$3.65 per day.

CHARACTER CREATION:

Skills

Useful skills include Boating, of course, Knowledge(navigation), area knowledges and languages, Repair, and Swimming. Persuasion is always useful for merchants. Alternatively, common knowledge could be used for many tests, particularly when a character has an established background of working on ships. Morse code can be treated as either a language or a Common Knowledge test. If treated as a language, a GM may wish to allow two die steps per increase (i.e. d6, d10, d12+1, etc.).

Edges

Command or Natural Leader for a captain. Ace is always useful, particularly for a pilot. McGyver would be useful for improvising repairs at sea. Steady Hands is always useful on a pitching deck.

Hindrances

All Thumbs, could be a dangerous proposition. Bad Luck, could lead to a reputation as a Jonah. Outsider, as sailors are often treated as outsiders by others.

SEVEN ADVENTURES IN THE INDIAN OCEAN

The Indian Ocean is bounded on the north by Asia, on the west by Africa, on the south by the Southern Ocean, and to the east by Indochina, Indonesia, and Australia. Its adjacent seas include the Persian Gulf and Red Sea. Historically, maritime trade on the Indian Ocean has followed the monsoons with ships sailing from India to Africa and Egypt from October to April when the winds blow from the northeast. From May to October, the prevailing winds are from the south and west, allowing merchants to sail from Africa to India. The Indian Ocean is the warmest of the world's oceans.

• Pirate Strait

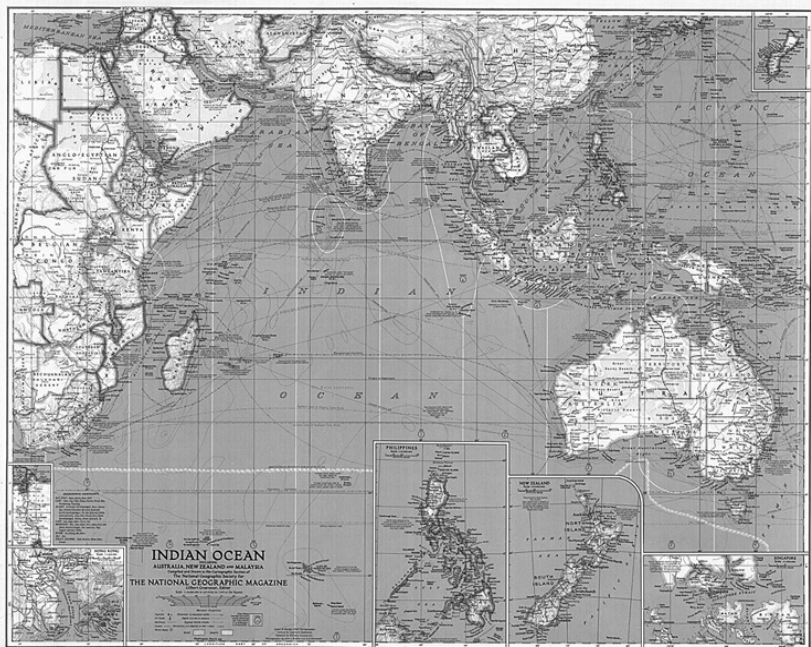
The adventurers' ship is attacked by pirates while passing through the Strait of Malacca. If stranded, there is a legend of one who walks the forest, one who protects the innocent from pirates, who might help them.

• Great Eggs

The adventurers are hired to transport a university biological survey to a remote island with steep cliffs that is said to be home to fierce, giant sea eagles.

• Stranglers Of Bombay

While in port, the adventurers learn of a plot by militant nationalists to kidnap a prominent British official. During the investigation, the nationalists are revealed to be members of the Thuggee Cult, bent not on abduction, but assassination!



• **Suez**

While transiting the Suez Canal, the adventurers' ship picks up a group of mysterious passengers who keep to themselves and mostly stay in their room. Then, one of the crew goes missing, and a door to the hold is found to have been tampered with.

• **Horn of Africa**

The adventurers uncover a secret alliance between Germany and the Sultan of a port on the Horn of Africa that will allow for the establishment of a base for commerce raiders and other operations.

• **Irem**

The adventurers are hired to transport an eccentric archeologist

and his companions to Yemen.

The archeologist claims to have discovered an ancient manuscript that he believes will lead him to the fabled City of Pillars. A group of mysterious eastern gentlemen also appear to have taken an interest in the professor.

• **Black Gold**

The adventurers are hired to transport a Standard Oil exploration crew along the western shore of the Persian Gulf, avoiding entanglements with the Anglo-Iranian Oil Company, German spies and/or saboteurs, and/or local militants.



III: CARGO

*"And now am I come to shore, as
thou seest,
with ship and crew sailing over the
wine-dark sea,
unto men of strange speech."*

--Homer, The Odyssey

Cargos can include anything that needs to be moved from one point to another. This can include raw materials such as timber, food stuffs, or ores or manufactured goods such as equipment, cloth, or pharmaceuticals. It can also include passengers and livestock. Often, a ship will carry a mix of cargos. Large shipments bound for a specific place as well as smaller cargos that might be carried on spec with the captain and crew seeing

what price the cargo might bring in one port or the next. Particularly on smaller routes, a vessel might seek to assemble a number of separate shipments in order to make a voyage profitable.

Upon arriving in port, a captain might seek out a charterer, a warehouse operator, or another person who might either have a cargo to be shipped or know of someone who is looking for a ship to transport goods. A captain may also seek out a ship's chandler to fulfill any needs for food, equipment, or other supplies. While most commercial ships typically desire to spend a minimal time in port, adventurers may have their departure delayed by maintenance needs, disputes over docking fees, weather, or other reasons.



Cargos can be packaged in bags, crates, bales, or barrels. Equipment may be on a pallet. Bulk cargos might be carried loose in the hold.

During the Pulp era, most ships had cranes so that they could load their own cargos without having to depend on whatever facilities a port may have. Cargo nets might be used to transfer some cargos. The loading may also be handled by stevedores or other regular dockworkers or by itinerant labors hired for the day.

The loading would be supervised by the First Mate to ensure that the cargo was efficiently stowed so that the goods wouldn't shift during transport, so that items might be easily unloaded at each port along the route, and to maximize what might be carried. Some cargos may be lashed down on deck. Many ships also had a tween deck in their hold. This was a loft-like space just below the main deck that could be used for stowing small, valuable, and/or fragile cargo.

During Prohibition, from January 1920 through December 1933, the production and sale of alcoholic liquors was illegal inside the United States. This created a lucrative opportunity for people that were willing to smuggle liquor into the U.S., bringing rum up from Cuba or the Bahamas and running whiskey from Canada. Large boats were often used to carry cargos of contraband liquor to arranged points just outside of the three-mile limit of U.S. territorial waters. Local

fishermen or others using small, fast boats would come out from shore to meet the larger tenders. Some flying boats were also used to bring liquor in from the tenders. At times, lines of ships would gather outside of the territorial limit, forming a "rum row." These gatherings could be raucous scenes with advertising banners, parties, and prostitutes. These tenders also became targets for hijacking, murder, and other crimes. After April 1924, the rum line was extended to twelve miles from shore.

Other illicit cargos could include cigarettes, guns, or anything else that might be prohibited or so prohibitively taxed that a smuggler could turn a profit. Sometimes, the cargo can be legal, but the route itself is illegal -- requiring a ship to run a blockage, defy trade embargoes, and the like.

CARGO & MAINTENANCE: AN ABSTRACT SYSTEM

What follows is an abstract system for quickly handling a ship's maintenance and the cargo it carries. It keeps things fast, furious and fun -- Gamemasters who are looking for more detail are encouraged to read up on merchant seamanship of the mid-twentieth century.

MAINTENANCE (MNT):

The amount needed to run the ship and pay its bills for the duration of a job is referred to as the ship's Maintenance. Once per month, a repair roll is made, modified by the



average MNT the ship has been running under for that month. A failure means that the ship suffers a wound (which counts towards total wounds), a success means that everything is “shipshape”, and a raise gives a +1 bonus to next’s month’s roll (regardless of the number of raises).

Maintenance Roll Modifiers:

Ship at less than .5 MNT: -2

Ship at less than 1 MNT: -1

Ship at 1 to 2 MNT: no effect.

Ship at 2 to 3 MNT: +1

Ship at more than 3 MNT: +2

Any time a wound is taken from lack of maintenance, the Gamemaster chooses something that can go wrong. If the failed roll is snake eyes, a critical ship’s function is lost.

Things That Can Go Wrong:

Hull:

- leaks
- barnacles
- rust
- warpage

Engines:

- vibration
- oil leakage
- steam leakage
- loss of power

Boilers:

- pressure loss
- water loss
- condenser inefficiency
- scale buildup

Superstructure:

- leaks
- port hole / window breakage
- anchor jam
- crane jam

Electrical:

- internal lighting

- navigation lights
- fresh water pumps
- ventilation fan

Fuel:

- leakage
- storage
- pumps

Controls:

- damaged sextant
- jammed rudder
- broken speed signaler
- broken wheel

Miscellaneous:

- radio
- toilet
- stove
- refrigerator
- burst gasket
- seized bearing
- worn insulation,
- fused contact
- metal fatigue
- blown seal
- etc.

DETERMINING CARGO:

The ship's Captain (or Master, or other crewmember, if someone else is in charge of booking cargo) makes a Streetwise roll (+2 for the Connections Edge).

Basic success allows for the draw of a single card. A raise allows for the draw of an additional card (regardless of the number of raises).

A failure means no job is available. Another roll can be attempted in two days at a -4 penalty, in four days at a -2 penalty, or in a week

at no penalty. Snake eyes means that the wrong people were asked the wrong questions and something bad happens -- arrest, a gang thinks you're trying to muscle in on their turf, etc.

The Gamemaster draws the card (or cards) in secret, and presents the job offer (or offers) to the Captain. In the event of two job offers, both jobs can be accepted, unless they're somehow mutually exclusive. The cards are drawn in secret, because cargos can be misrepresented (for example, a job presented as a shipment of Material Goods might be Contraband in disguise).

Card Results:

Hearts: Passengers or Livestock

Diamonds: Material Goods

Clubs: Foodstuffs

Spades: Contraband

| | |
|----------------|-----------|
| Ace: 4 MNT | 7: .7 MNT |
| King: 2 MNT | 6: .6 MNT |
| Queen: 1.5 MNT | 5: .5 MNT |
| Jack: 1.25 MNT | 4: .4 MNT |
| 10: 1 MNT | 3: .3 MNT |
| 9: .9 MNT | 2: .2 MNT |
| 8: .8 MNT | |

If a Black Joker is drawn, the job is a trap of some kind. If a Red Joker is drawn, the job features some kind of unique payoff.

For crew paid in shares, multiply the base seaman pay by the MNT result above, for each share they are entitled to.

SEVEN ADVENTURES IN THE MEDITERRANEAN

The Mediterranean Sea divides Europe from Africa and on the east is bounded by the Caucasus, Asia Minor, and the Levant. The Mediterranean is connected to the Atlantic Ocean through the Strait of Gibraltar and to the Black Sea by the Bosphorus.

• Gun-Running

The adventurers are hired to smuggle a group of volunteers and military supplies to the Republican forces in Spain, rebels in the Balkans, or Jewish guerillas in the British Mandate in Palestine.

• Alexandria

While in port, the adventurers are drawn into a circle of libertine men and women, European ex-patriots, or even an American. One of the group seeks passage with them as they prepare to leave, and another seeks to stop the first from leaving.

Is it a lover's quarrel, or something perhaps more sinister?

• Blackest Night

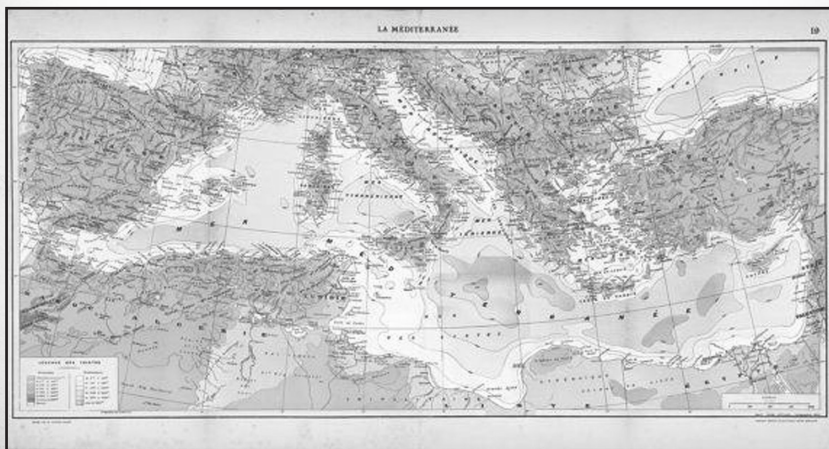
In the Black Sea, the adventurers are hired to smuggle a Soviet official and his family out of Odessa during Stalin's purge. Agents of the People's Commissariat for Internal Affairs (the NKVD) are close behind.

• Venice

Amid the canals of this ancient port, the adventurers are drawn into an intrigue between competing purchasers for a rare Arab book of occult mysticism. Whatever the old Mad Arab wrote about, it certainly seems as though there are many people who wish to acquire it... and those who are willing to kill to prevent it from falling into those hands.

• Out of the Frying Pan

In 1936, the adventurers are hired to transport Jewish refugees from Europe to the British mandate in





Palestine, arriving there on the eve of the Arab Revolt.

• **Night in Tangiers**

Part of the adventurers' cargo is hijacked from the dock by a criminal gang, drawing them into an intrigue between German and British agents in the city.

• **King Zog**

While in the Adriatic, the adventurers stop in an Albanian port to drop off passengers and cargo. While cleaning a cabin, the adventurers discover a partially burned document describing a plot to assassinate King Zog of Albania. Are the mysterious passengers working for Italy, Yugoslavia, or someone else?

IV: STEAMSHIPS

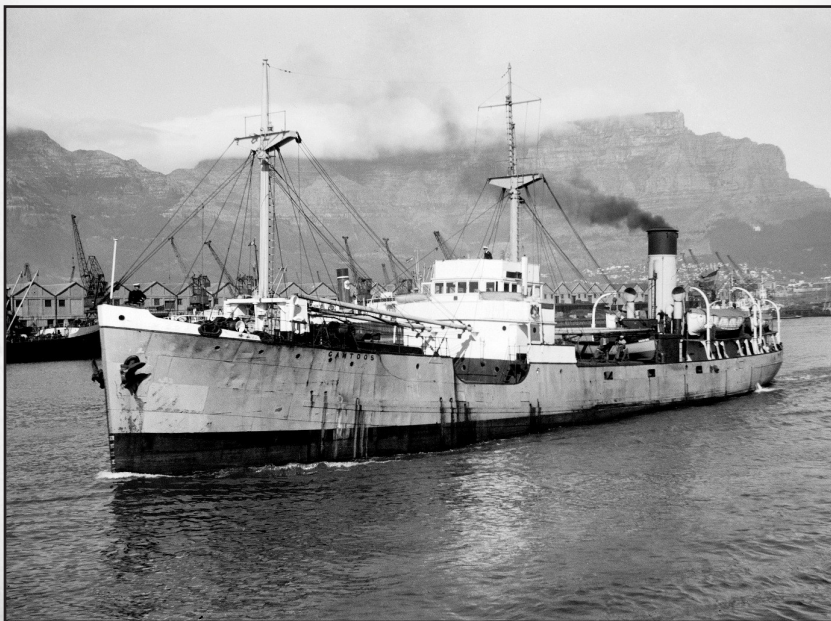
"The sea never changes and its works, for all the talk of men, are wrapped in mystery."

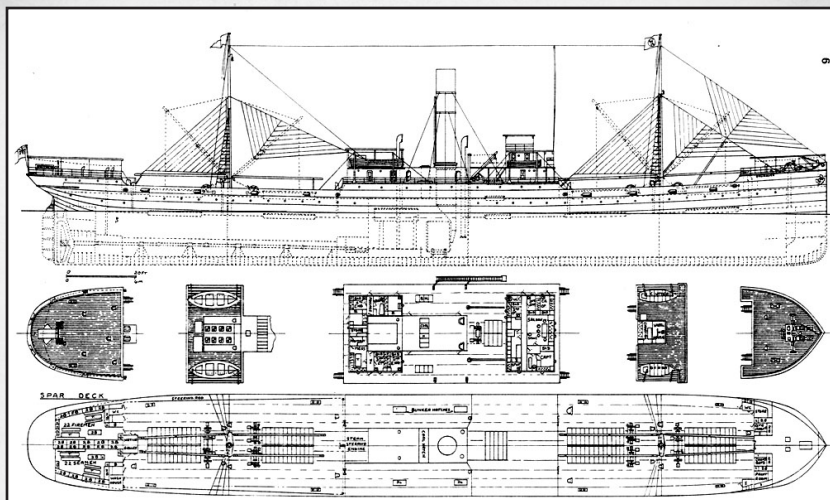
--Joseph Conrad, *Typhoon*

Steamships are the backbone of the global economy in the Pulp era. Most ships are coal powered, though newer vessels may have oil burners. Coal-powered ships have their engine room and stack amidship. The "three-island" design popular for the first half of the 20th Century featured a bridge and superstructure amidship, two fore holds, two aft holds, and crew quarters at the bow and stern. The bow structure is known as the forecastle with the sterncastle aft. The holds usually have an intermediate, or "tweendeck," for small packages. The ships had their own cranes for

cargo handling so that they were not dependent on port facilities. The ships were generally 300 feet long and 40 feet across. Initially designed and ordered during the Great War by the U.S. Shipping Board, the three island freighters were also known as Hog Islanders for the Philadelphia shipyard where many were built.

Two dry stores spaces are located forward and aft. Upper deck layout include bo'sun/carpenter stores forward and a deck house aft that serves as a crew's quarters. The wheelhouse, chart room, captain's quarters, officers' rooms and a radio room are on the Bridge deck. Decks are made of wood above the bridge deck and on the after deck house. Forecastle house and bridge house bulkheads are likewise wood. Collision bulkheads divide the ship and give strength. Oil fuel is stored





in tanks like the sea water ballast tanks. Coal is stored in coal bunkers. Lateral stability is maintained by ballast tanks and longitudinal trim by the fore and the aft peak tanks. White navigation lights are mounted on the main masts with green lights on the starboard (right) side and red lights on the port (left) side of the ship.

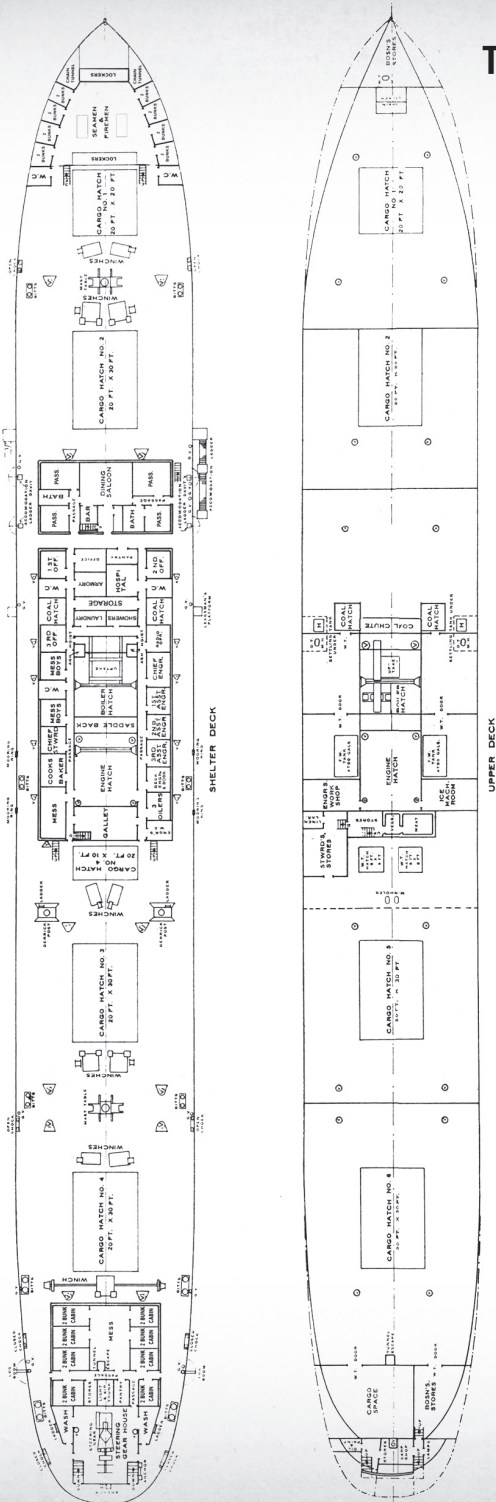
Large ships are divided by a number of decks. The Main Deck is the principle deck of a ship. It includes the hatches over the ship's holds, the winches for operating the booms, and various cabins and other enclosed spaces. Equipment mounted on the deck such as the ship's wheel, binnacle, and capstan is often collectively referred to as "deck furniture." The portions of the Main Deck that are exposed to the sun and other elements can also be referred to as the Weather Deck. A retractable accommodation ladder hangs outside the Main Deck's starboard rail near mid ship.

A Wraparound Deck is the exterior portion of a deck surrounding a superstructure. A Shelter Deck is a partially enclosed deck. The deck above the Main Deck is usually known as the Boat Deck as this is where the ship's lifeboats are stowed. The deck beneath the Main Deck is the Below Deck. On larger ships, the decks may also be numbered or lettered.

On the pages that follow, you will find a sample set of deckplans for a typical three-island steamship of the pulp era. Each deck is drawn in scale and placed in relative location to the same spaces on the adjoining decks, above and below.

TRAMP STEAMER DECKPLANS

TOP DOWN DECKS 4 & 5



SEVEN ADVENTURES IN THE PACIFIC

The Pacific is the largest of the world's oceans and is bordered on the east by the Americas, on the west by Asia, Indonesia, and Australia, and to the south by the Southern Ocean. It connects to the Indian Ocean through the Strait of Malacca and to the Arctic Ocean through the Bering Strait. To the west, the Pacific is bordered by a number of adjacent seas: Celebes Sea, Coral Sea, East China Sea, Philippine Sea, Sea of Japan, South China Sea, Sulu Sea, Tasman Sea, and Yellow Sea.

• Japanese Base

The adventurers learn of a secret Japanese island base that is designed to support attacks toward Australia, Hawai'i, Panama, or another distant target. The adventurers are captured when their plane is forced down or their ship is seized by the Japanese. The adventurers must escape from the island with news of the Japanese threat.

• Island of the Lost

While mapping a new flying boat route, the adventurers are stranded on a remote island, which is home to creatures which have been thought extinct for millions of years! Can they survive the dinosaurs and find their way back to civilization?

• Submerged structures

On a survey flight, the adventurers fly over a lagoon and observe what appear to be ruined buildings beneath the clear, blue waters. And,

were those sharks swimming among the structures?

• Plantation of the Damned

In French Polynesia, the adventurers are invited to dinner by the owner of a remote plantation. There, they meet Dr. Hata, who says that he is there as part of a research survey on tropical diseases. But, the servants at the plantation appear to be unusually shy, and several appear to have suspicious deformities.

• Chance Meeting

In Honolulu, the adventurers cross paths with a Japanese businessman who is shortly thereafter arrested by the police. Later, one of the adventurers discovers a roll of film in their pocket. If developed, the film will show pictures of the navy base at Pearl Harbor. The Japanese businessman and his associates will be wanting the film back.

• Headhunting

An anthropologist hires the adventurers to transport them to a remote location in New Guinea or Samoa. Shortly after arriving, though, they find themselves in the middle of a tribal war.

• The Pirate Queen

In the South China Sea, the player's ship is attacked by a group of pirate junks, under the command of Lai Choi San, the notorious Pirate Queen!

V: SAILING SHIPS

"All I ask is a tall ship, and a star to steer her by."

--John Masefield, *Sea Fever*

Though they had lost their preeminent role in shipping, many sailing ships were still active during the pulp era, particularly in the coastal trade. The ships could have iron or wood hulls and would also have an oil burning auxiliary engine. While there could be a great range in their sizes, they were generally 150 feet long and 28 feet across and could be as small as 90 feet long and 15 feet across. The number of masts and the style of rigging affect how fast a ship can sail, with a three-masted square-rigged ship being faster than a two-masted schooner-rigged vessel.

The direction and strength of the

wind is crucial when operating a sailing ship. The direction of the wind is described in compass directions relative to the ship.

Upwind of the ship is referred to as windward, and downwind is the leeward side of the ship. A ship is said to have the weathergauge when it is in a favorable position relative to the wind, generally when it is upwind of another ship.

It is generally easiest for a ship to sail downwind, running before the wind. When a ship is sailing perpendicular to the wind, it is said to be on a reach or reaching. It is difficult for a ship to sail directly upwind. In order to sail upwind, a ship must tack which is done by beating or working through a series of tacks to port and starboard.

On a sailing ship, the main deck would include the lines for operating the sails and any ladders for





accessing the rigging. The main deck would also include the hatches to the holds. Some ships may have a raised deck aft of the main mast. This area is known as the quarterdeck and usually includes the ship's wheel and binnacle. Often it will also include sky lights to a cabin below.

A ship's main sail is the lowest and largest sail on the main mast. Square sails are carried on spars that are perpendicular to the keel, also known as yards, and each mast usually carries several sets of sails. Fore and aft sails are set along the line of a ship's keel with a boom along their bottom edge that can be swung from port to starboard, controlling the base of the sail when the ship changes tacks. The boom is generally placed on the leeward side.

Sails forward of the foremast would include a jib and fore staysail. A rope that supports a mast is referred to as a shroud. Some ships have a lateen rig with a triangular sail set on a long yard hung from the mast at an angle.

One of the last great routes for the sailing trade was the Australian grain race. What began as an informal race to see who could be the first each year to carry grain from South Australia around Cape Horn to England - and get the best price - turned into a formal competition. Anything under 100 days was considered a fast trip, with the record being 83 days.

Cut down sailing ships can also be found in use in many ports as barges and storage hulks.

SEVEN ADVENTURES IN THE ARCTIC OCEAN

The most northerly of the world's oceans, the Arctic Ocean is partially covered by sea ice year round. The southerly extent of the Arctic Ocean is loosely defined by the Arctic Circle, which marks the southern limit of the midnight sun and polar night. The Arctic Ocean is bounded by Eurasia, North America, and Greenland. Bodies of water adjacent to the Arctic Ocean include Baffin Bay, Barents Sea, Beaufort Sea, Chukchi Sea, East Siberian Sea, Greenland Sea, Hudson Bay, Hudson Strait, Kara Sea, Laptev Sea, and White Sea. The Arctic Ocean is connected to the Pacific Ocean through the Bering Strait and to the Atlantic through the Greenland Sea and Labrador Sea.

• Icebound

The adventurers come across a 19th Century ship locked in the ice. What mysteries might be on board? What happened to the crew?

• Lost Vikings

Along the west coast of Greenland, the adventurers meet an isolated tribe of fair-haired Inuit with customs that resemble those of the Vikings. How did they survive? How may they react to being "discovered"?

• On Ice

The adventurers find a man frozen in the ice of a remote glacier or an iceberg. How long might he have been frozen? Is he an European explorer? A viking? A caveman? Is he human at all?



• **Hollow Earth**

While well north of the Arctic Circle, the adventurers unexpectedly uncover evidence of warmer lands: a spot of green amidst the ice, floating tropical vegetation, a cave on a northerly island that leads to tunnels beneath the Earth, or similar passage. The adventurers have found the polar gateway to the hollow earth - a land inside the Earth that may be populated by all manner of historic or prehistoric creatures and peoples.

• **Arctic Crash**

The adventurers are hired to fly supplies to a remote mining camp. When their plane crashes en route, they must survive the elements and find their way back to civilization.

• **Land of the Great Bear**

The adventurers are hired to transport a mining survey crew to a remote outpost in Alaska, Canada, or the Soviet Far East. The surveyors and then their camp come under attack by a number of large, fierce bears.

• **Whale's Graveyard**

The adventurers meet an odd man who claims he has a log book with directions to an island, far to the north of Canada or Norway, a land where whales go to die. If true, there are fortunes that could be made.



VI: FLYING BOATS

*"Down in the Banana Republic,
Down in the tropical sun,
Go the expatriated Americans,
Hoping to find some fun."*

--Jimmy Buffett, *Banana Republic*

During the pulp era, flying boats provided access to many parts of the world at a time when airfields were scarce. All a flying boat needed was a relatively calm body of water. As the flying boats become more reliable and able to fly further distances, pilots were needed to survey and open up new routes across the Pacific and from Europe across Africa and the Atlantic to Brazil. In New York City, the flying boats landed in Flushing Bay off of Glenn Curtiss Airport (now LaGuardia). During bad weather, flying boats would land at sea and taxi into a harbor.

Technically, flying boats have hulls that ride in the water and floatplanes ride above the water on floats or pontoons. Amphibians have retractable wheels that allow them to take off and land on either land or water. But, for our purposes, they will all be referred to as flying boats.

The flight crews for flying boats were highly skilled, with many hours of long-distance flight hours and training in celestial and radio navigation, dead-reckoning, timed turns, and sea currents. Pilots had years of experience and varied skills from having worked up the ranks from radio operators or even mechanics. During a rest stop, it wouldn't be unusual to see a pilot working on one of the engines.

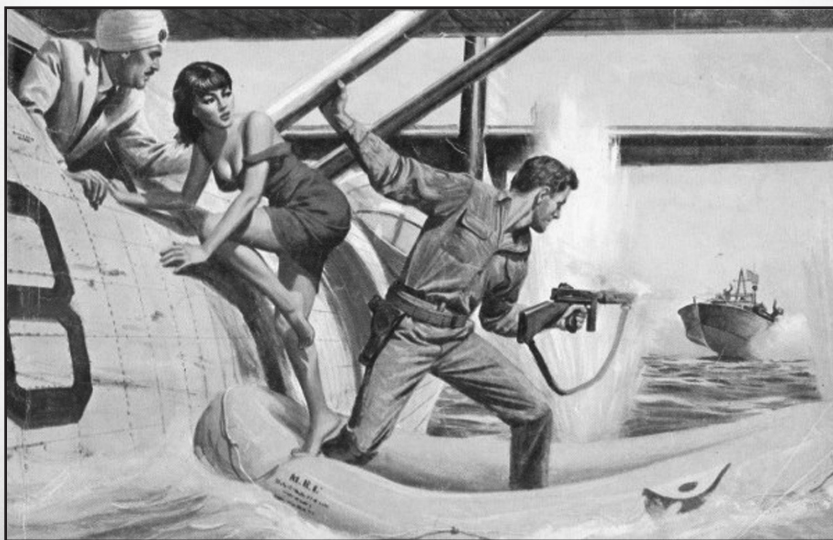
Two of the prominent flying boat airlines were Pan American Airways and Imperial Airways. Pan American Airways. Founded





1927 with mail and passenger service between Key West, Florida, and Havana, Cuba. Its clippers were the only American passenger aircraft capable of intercontinental travel. Beginning in 1938, Imperial Airways ran thrice weekly Sidney to Southampton. Nine-day trip with passengers staying overnight in hotels along the route. Many planes could be configured with extra seats for short haul flights or

with sleeping berths for longer haul flights, with the seats converting into bunks for overnight travel, and the white-coated stewards serve first class meals. A trip from New York to Southampton or Marseilles would cost \$675. A trip from San Francisco to Hong Kong \$760, island hopping across the Pacific on a six-day journey.



SEVEN ADVENTURES IN THE CARIBBEAN

The Caribbean Sea is a body of tropical waters bounded by Central America to the west, South America to the south, Cuba and the Greater Antilles to the north, and the Lesser Antilles to the east. The Caribbean is connected to the Gulf of Mexico to the northwest via the Yucatan Channel.

• Old Man and the Sea

Ernest Hemingway spent winters at his house in Key West. Beginning in the mid 1930s, he could be found anywhere in the Caribbean aboard his yacht Pilar. During the war, he uses the Pilar to hunt for German submarines.

• Hurricane

The adventurers are caught in the path of a hurricane and seek shelter. Is their cargo tied down so that it won't shift and put the ship at risk before they make it to port? What other folks may be looking to get out of the storm?

• Panama

The adventurers discover that a supposed diving expedition to salvage sunken pirate gold is actually a plot to seize the Panama Canal by a shadowy organization, ready to make their presence known upon the world stage, by placing global trade in a stranglehold.

• Banana Republic

While in port, the adventurers are caught in an uprising between





oppressed workers and peasants seeking to gain some control over their lives and a government supported with money and guns by overseas fruit, timber, and mining companies.

• **Mercenaries**

Throughout the 19th and 20th centuries, groups of mercenaries attempted to carve out fortunes and empires for themselves in the jungles of Central America. The adventurers discover that the “businessmen” that they’re transporting are plotting to overthrow the government of a friendly country and that the hold

of their ship is loaded with weapons and other military supplies.

• **Rum-running**

The adventurers are hired to smuggle liquor into the United States and, at an offshore rum row, find themselves in the middle of a hijacking or brawl between competing rumrunners.

• **Voodoo**

In the Antilles, the adventurers inadvertently offend a Houngan, a voodoo priest who curses them, thwarting their plans, inflicting bad luck on them, and/or turning their crew into zombies.

VII: VEHICLES AND EQUIPMENT

*"Haul away you rolling king,
Heave away! Haul away!
All the way you'll hear me sing,
And we're bound for South
Australia."*

--Traditional shanty

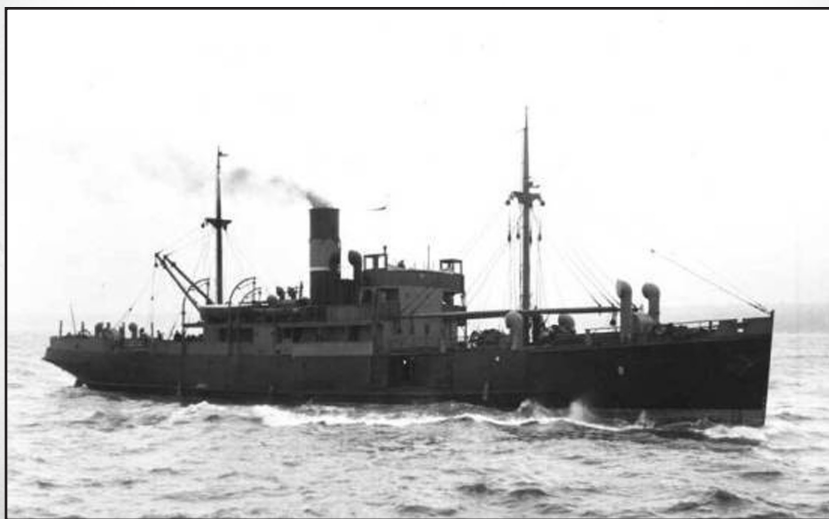
SHIPS

Barque: A three-masted ship, usually with an iron hull. Two masts carry square sails with a fore-and-aft sail on the aft mast. A barque is easier to handle and better at going to windward than a schooner or a fully rigged ship. **Acc/TS** 2/10; **Toughness** 12(2)(iron); **Crew** 20+40; **Cost** \$2,500(new)

Cargo Steamship: A commercial freighter, usually with some accommodations for a limited number of passengers. The three

island steamer is a widely used design during the Pulp era. These coal-powered ships typically have a superstructure in the center of the ship with cranes and holds fore and aft and additional superstructures in the bow and stern. Coal-powered ships will have larger crews due to the number of firemen that are required to stoke the boilers. **Acc/TS** 3/10; **Toughness** 15(1); **Crew** 20+; **Cost** \$125,000

Coastal Trader: A small ship designed for transporting passengers, cargo, and mail between coastal ports. Such ships were generally 200 feet long and 28 feet across with an aft superstructure and two forward holds and a cargo crane. Most are coal powered, though newer vessels may be oil driven. These statistics may also be used for a trader on a large river. **Acc/TS** 3/10; **Toughness** 12(1); **Crew** 12+; **Cost** \$3,500





Dhow: A lateen-rigged sailing ship with one to two masts used in the Indian Ocean. **Acc/TS** 1/5; **Toughness** 15(1); **Crew** 12+; **Cost:** \$6,000

Joong: An efficient and sturdy Chinese sailing ship with a high stern deck, flat bottom, and a hull divided into multiple compartments accessed by separate hatches and ladders. **Acc/TS** 1/5; **Toughness** 15(1); **Crew** 4+20; **Cost:** \$8,000

Launch: A small wooden motor boat, usually without a cabin. **Acc/TS** 5/10; **Toughness** 10(2); **Crew** 1+6; **Cost:** \$250

Luxury Yacht: A small steamship with richly appointed cabins and covered decks. Can range in size from 40 to 100 feet in length and 10 to 20 feet across. For larger yachts, use the statistics for a coastal trader. For smaller yachts, use the statistics for a motor launch. **Acc/TS** 4/10;

Toughness 11(1); **Crew** 6+, **Cost** \$2,500+

Passenger Liner: A ship dedicated to passenger service with a superstructure consisting of two-three decks of cabins and accommodations running from the center of the ship to the stern and with a crane and two holds forward of the superstructure. A ship's fittings could be spartan, dated, or luxurious with several public salons for dining, drinking, reading, and playing cards. **Acc/TS** 3/10; **Toughness** 15(1); **Crew** 35+; **Cost** \$160,000

Rowboat: A simple, small wooden boat that can be used as a ship's boat or as a lifeboat. Larger versions can carry up to 20 passengers and require a crew of four or more rowers and a boatswain for the tiller. **Acc/TS** 1/2; **Toughness** 8(2); **Crew** 1+3; **Cost** \$500

Rubber Raft: A small inflatable boat that is usually rowed or paddled, though some may be equipped with a mount for a small motor. Often used as a life raft on planes and larger ships. **Acc/TS 1/1; Toughness 8; Cost \$750;**

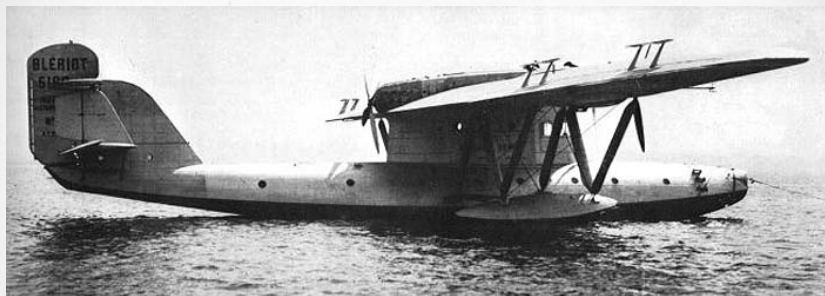
Sailing Yacht: A single-masted ship that is a rich man's play thing. It may sail around the world or never leave its home bay. A yacht can be a simple, functional ship or richly appointed with tropical woods and luxuries. For a larger yacht, the stats for a schooner or a barque, may be used. **Acc/TS 2/7; Toughness 11(1)(wood); Crew 1+10; Cost \$75,000(new)**

Schooner: A sailing ship with fore-and-aft sails on two or more masts with the main sail on the aft mast. Widely used for coastal

trade and in fishing fleets, such as the Gloucestermen. Some are older iron ships that have been re-rigged so that they can be manned by smaller crews. **Acc/TS 2/8; Toughness 11(1)(wood), 12(2)(iron); Crew 6+20; Cost \$80,000(new)**



PLANES



Aeromarine 75: A twin-engine biplane flying boat based on the Felixstowe F5L. Operated by Aeromarine Airways on regular routes from Florida, the Northeast seaboard, and Great Lakes. The plane had an open cockpit in the nose, and an enclosed cabin for the passengers. Introduced 1919. **Acc/TS 15/40; Climb 20; Toughness 15(2); Crew 2+12; Cost \$55,000; Range 830 miles**

Bleriot 5190 A French plane used for transatlantic mail. It featured three engines mounted along the forward edge of the wing and one along the back. Introduced 1935. Photo above. **Acc/TS 18/48; Climb 20; Toughness 15(2); Crew 4; Cost \$145,000; Range 3,100 miles**

Blohm & Voss Ha 139: An inverted gull wing floatplane used for transatlantic mail. Introduced 1937. **Acc/TS 15/58; Climb 22; Toughness 15(2); Crew 4; Cost \$220,000; Range 3100 miles**

Boeing 314 : A long-range flying boat used for transatlantic and transpacific flights. Used by Pan American World Airways and British Overseas Airways Corporation. Introduced 1939. A photo can be seen on page 27. **Acc/TS 15/68; Climb 18; Toughness 15(2); Crew 11+74 short haul/36 long haul; Cost \$620,000 Range 3500 miles**

Breguet 530 Saigon: A long-range, biplane flying boat with three engines developed by France. Military models had a crew of eight and carried five Darne machine guns and 660 pounds of bombs. Introduced 1935. **Acc/TS 18/55; Climb 20; Toughness 15(2); Crew 2+20; Cost \$165,000; Range 1,305 miles**

Canadian Vickers Vancouver: A twin-engine biplane with tandem open cockpits. Military models used for coastal patrols were equipped with three Lewis guns and 1,000 pound bombs. Introduced 1929. **Acc/TS 18/40; Climb 20; Toughness 13(2); Crew 2+7; Cost \$30,000; Range 400 miles**

Consolidated Commodore: A twin-engine flying boat operated by Pan American Airways in the Caribbean and by Brazil. Introduced 1931. **Acc/TS** 15/42; **Climb** 20; **Toughness** 15(2); **Crew** 3+32 short haul/14 long haul; **Cost** \$125,000; **Range** 1,180 miles

Dornier Do J: One of the most successful and widely used sea planes. Also used for German polar expeditions. Military models had an open cockpit forward of the wing. Civilian models had a cabin in the nose with an open cockpit further aft. The Do J was primarily used by Germany, Italy, Brazil, and Colombia. Deutsche Lufthansa used Do Js for the South Atlantic Airmail service between Stuttgart and Natal, Brazil. Two Do J were used for Roald Amundsen's 1925 Arctic expedition, and two were taken on the Third German Antarctic Expedition in 1938. Military models replaced the cabin with an open cockpit and included machine guns on spindle mounts mounted in the nose and amidship. Introduced

1923. Photo below. **Acc/TS** 18/72; **Climb** 20; **Toughness** 15(2); **Crew** 3+10; **Cost** \$150,000; **Range** 500 miles

Dornier Do X: A massive plane distinguished by six pairs of over-the-wing engines. The main deck included a wet bar and dining salon. Used by Germany and Italy. Introduced 1929. **Acc/TS** 18/42; **Climb** 18; **Toughness** 15(2); **Crew** 10+100 short haul/66 long haul; **Cost** \$250,000; **Range** 1,056 miles

Grumman G-21 Goose: A twin-engine amphibian used as a civilian transport and by the militaries of the United States, England, and Canada. Came in a number of variations. Introduced 1937. Photo can be seen on page 26. **Acc/TS** 18/72(201 mph); **Climb** 20; **Toughness** 15(2); **Crew** 2+8; **Cost** \$25,000; **Range** 640 miles

Latham 47: A French twin-engine biplane flying boat with three open cockpits. Military models carried twin Vickers machine guns on



spindle mounts in the nose and midship cockpits and 1300lb bomb load. Introduced 1929. **Acc/TS** 15/42; **Climb** 20; **Toughness** 15(2); **Crew** 2+2; **Cost** \$125,000; **Range** 560 miles

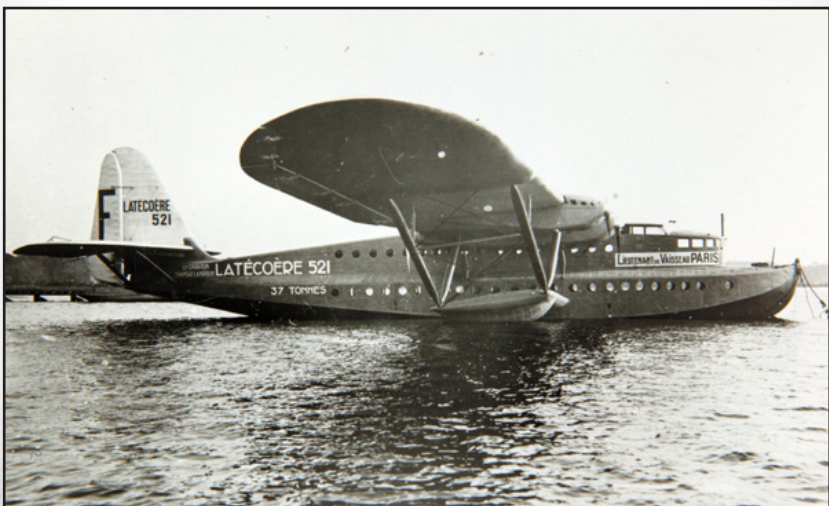
Latecoere 300: An open cockpit transatlantic mail plane with four engines mounted in pairs facing fore and aft. Military models featured 3 Darne machine guns (bow and 2 beam windows) and four 165 pound bombs. Introduced 1932. **Acc/TS** 18/42; **Climb** 20; **Toughness** 15(2); **Crew** 4+4; **Cost**: \$170,000; **Range** 2,050 miles

Latecoere 521: A large transatlantic passenger plane with six engines mounted in the wing, two facing aft. The lower level included a salon and six first class cabins. Introduced 1935. Photo below. **Acc/TS** 18/60; **Climb** 18; **Toughness** 15(2); **Crew** 12+72; **Cost**: \$400,000; **Range** 2406 miles

Macchi M.C.94: A twin-engine Italian flying boat. Introduced 1936. **Acc/TS** 18/48; **Climb** 20; **Toughness** 15(2); **Crew** 3+12; **Cost** \$120,000; **Range** 857 miles

Martin 130: The first of Pan American Airways' "China Clippers." A four-engine flying boat. Introduced 1935. **Acc/TS** 15/65; **Climb** 20; **Toughness** 15(2); **Crew** 7+36 short haul/18 long haul; **Cost** \$430,000; **Range** 3200 miles

Savoia-Marchetti S.55: A double-hulled Italian flying boat with two inline engines mounted above the wing and with a cockpit mounted in the wing between the hulls. Widely used by Italy, Brazil, Spain, and the Soviet Union. Military models used by Italy carried four MG 30 machine guns and either one torpedo or a 4,409 pound load of bombs. Introduced 1926. **Acc/TS** 15/50; **Climb** 18; **Toughness** 13(2); **Crew** 4+12; **Cost** \$60,000; **Range** 2,175 miles





Savoia-Marchetti S.66: A double-hulled Italian flying boat with three engines mounted above the wing. Introduced 1932. Photo above. **Acc/TS** 15/60; **Climb** 18; **Toughness** 15(2); **Crew** 2+22 short haul/18 long haul; **Cost** \$75,000; **Range** 746 miles

Shavrov Sh-2: An open cockpit, single engine Soviet amphibian plane that could be equipped with skis for use in the winter. Introduced 1934. **Acc/TS** 15/40; **Climb** 20; **Toughness** 13(2); **Crew** 2+1; **Cost** \$20,000; **Range** 250 miles

Short S.8 Calcutta: An English biplane flying boat with an open cockpit and three engines. The radio operator and passengers were enclosed in the main cabin. Used by Imperial Airways in the Mediterranean. A military version was known as a Short Rangoon and carried three Lewis guns and a

bomb load of up to 1,000 pounds. Introduced 1928. **Acc/TS** 18/42; **Climb** 20; **Toughness** 12(2); **Crew** 4+15; **Cost** \$50,000; **Range** 650 miles

Short S.17 Kent: An English biplane flying boat with four engines used by Imperial Airways in the Mediterranean. Introduced 1931. **Acc/TS** 18/50; **Climb** 20; **Toughness** 12(2); **Crew** 4+15; **Cost** \$55,000; **Range** 450 miles

Short S.23 Empire: A four-engine English flying boat that was used by Imperial Airways for service to Africa, Asia, Australia. A transatlantic flight ran from Foynes, Ireland to Newfoundland. 320 km/h. Less range than a Sikorsky flying boats. 1936. Beginning 1938, thrice weekly Sidney to Southampton. Nine-day trip with passengers staying overnight in hotels along the route. Introduced 1936. **Acc/TS**

18/70; **Climb** 20; **Toughness** 15(2); **Crew** 5+24 short haul/16 long haul; **Cost** \$338,000; **Range** 760 miles

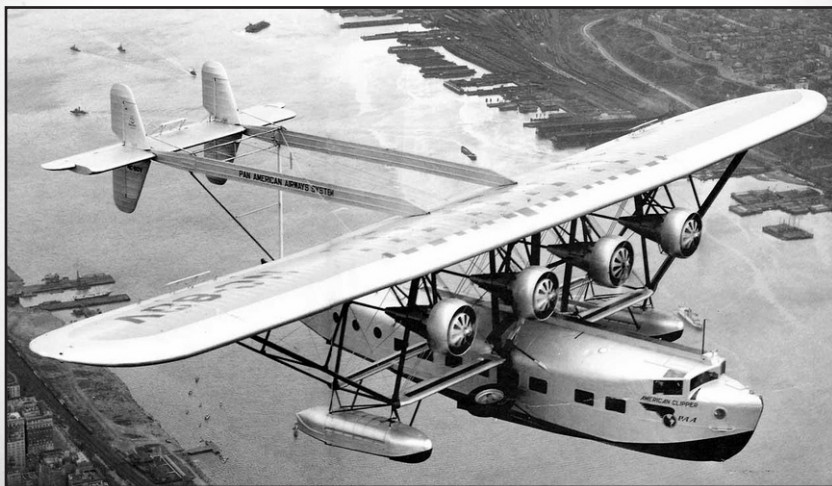
Sikorsky S-38: A popular twin-engine amphibian that was known as the "Explorer's Air Yacht." Introduced 1928. **Acc/TS** 18/70; **Climb** 20; **Toughness** 12(2); **Crew** 2+10; **Cost** \$30,000; **Range** 750 miles

Sikorsky S-40: A four-engine amphibian that was the largest passenger aircraft of its time. Introduced 1931. Photo below. **Acc/TS** 15/50; **Climb** 18; **Toughness** ; **Crew** 4+40; **Cost** \$190,000; **Range** 875 miles

Sikorsky S-42 A four-engine amphibian used by Pan American Airways on many of its routes. Introduced 1934. **Acc/TS** 18/68; **Climb** 20; **Toughness** 15(2); **Crew** 4+37 short haul/14 long haul; **Cost** \$198,000; **Range** 1930 miles

Sikorsky S-43 : A twin-engine amphibian used by Pan American Airways on its routes to Cuba and in South and Central America. Introduced 1935. **Acc/TS** 15/68; **Climb** 20; **Toughness** 15(2); **Crew** 2+19; **Cost** \$95,000; **Range** 775 miles

Supermarine Sea Eagle: A single-engine British amphibious flying boat used for service across the English Channel. Introduced 1923. **Acc/TS** 12/40; **Climb** 18; **Toughness** 12(2); **Crew** 2+6; **Cost** \$33,000; **Range** 230 miles



WEAPONS & EQUIPMENT

Bombs: Explosive devices dropped from airplanes.

- 100 lb Bomb: **Damage** 1d6+1,

RoF 1, **Notes:** AP 2, Small burst template (2'')

- 250 lb Bomb: **Damage** 1d8+3,

RoF 1, **Notes:** AP 2, Medium burst template (4'')

- 500 lb Bomb: **Damage** 3d8, **RoF** 1,

Notes: AP 2, Medium burst template (4'')

- 1000 lb Bomb: **Damage** 5d8+3,

RoF 1, **Notes:** AP 2, Large burst template (6'')

Darne Machine Gun: A French spindle mounted, belt-fed machine gun. Introduced 1922. Photo below.

Range 12/24/48, **Damage** 2d8, **RoF** 3, \$500, **Weight** n/a, **Shots** 100 belt, **Notes:** AP 2

Dogsled: A wooden sled pulled over snow by a team of dogs in harness.

May travel up to 80 miles per day.

Acc/TS 1/6, **Toughness** *, **Crew** 1, **Cost** variable, **Notes:** See dog statistics

Hard Hat Diving Suit: A cloth and rubber suit with a brass diving helmet and a weighted belt and shoes used for working underwater. The diver is connected to the surface by a hose attached to an air pump. Usable up to 600 feet, but subject to the bends and other restrictions of diving at depth. \$500, Weight 280

Lewis Gun: A light machine-gun originally developed during the First World War and used extensively throughout the British Empire. The Lewis Gun had a distinctive design with a wide, tubular shroud around the barrel and a top-mounted drum magazine that came in sizes holding 47 or 97 rounds. It is usually fired from a bipod or a spindle mount.





Introduced 1914. Photo above.

Range 24/48/95, **Damage** 2d8,
RoF 3, **\$500**, **Weight** 28, **Shots** 47,
Notes: AP 2, Snapfire.

MG 30: A German light machine gun with a drum magazine that was usually fired from a bipod or spindle mount. Introduced 1930.

Range 24/48/95, **Damage** 2d8,
RoF 3, **\$500**, **Weight** 27, **Shots** 30/75(aircraft), **Notes:** AP 2, Snapfire.

Snowshoes: A hardwood frame with rawhide lacing that allows for easier movement across deep snow. Snow no longer counts as Difficult Ground and travel at -1" Pace. \$25, Weight 6

Vickers Machine Gun: A water-cooled, belt fed machine gun used by the British Army from the Great War through the mid 1960s. Also used in aircraft. Introduced 1912. Photo below. **Range** 30/60/120, **Damage** 2d8+1, **\$750**, **Weight** 35, **Shots** 250, **Notes:** AP 2, May not move



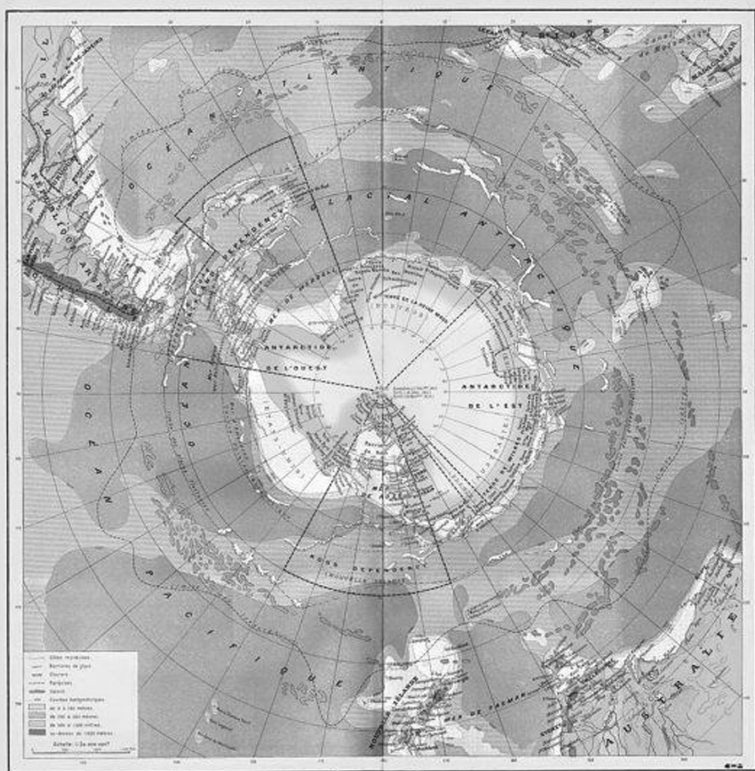
SEVEN ADVENTURES IN THE SOUTHERN OCEAN

The Southern Ocean is the body of cold water that generally circulates west to east around Antarctica. The Southern Ocean connects to the Atlantic, Pacific, and Indian oceans and includes the Drake Passage between Antarctica and Cape Horn. The latitudes south of 40 degrees south are known as the Roaring Forties due to the strong westerly winds and large waves that circle the globe there. Floating ice in the area, particularly from May to October, adds to the danger of this remote ocean. The only permanent

outpost in the Southern Ocean during the Pulp era is an Argentine weather station in the South Orkney Islands. There are a few huts that have been built along the shore of Antarctica that are occasionally used by explorers and that, in addition to shelter, may offer supplies preserved by the frigid environment.

• Whaling

On an expedition in Antarctic waters, the adventurers encounter a strange creature that they first mistake for a whale. Could the German whaling ship in the area also be looking for the beast?





- **Icebound**

The adventurers' ship is locked in the ice, and they must either survive the long, dark winter or brave a trek across the ice to a distant outpost or village.

- **Mountains of Madness**

The adventurers are hired to transport an expedition into the interior of Antarctica in search of ruins that are reported to be entombed within the ice. Are they the relics of some unknown ancient race, a secret Nazi base, or something else?

- **Grain Race**

The adventurers are pursuing a foe in South Australia when he boards a sailing ship bound for England. The captain of a rival ship offers them passage.

- **Ghost Ship**

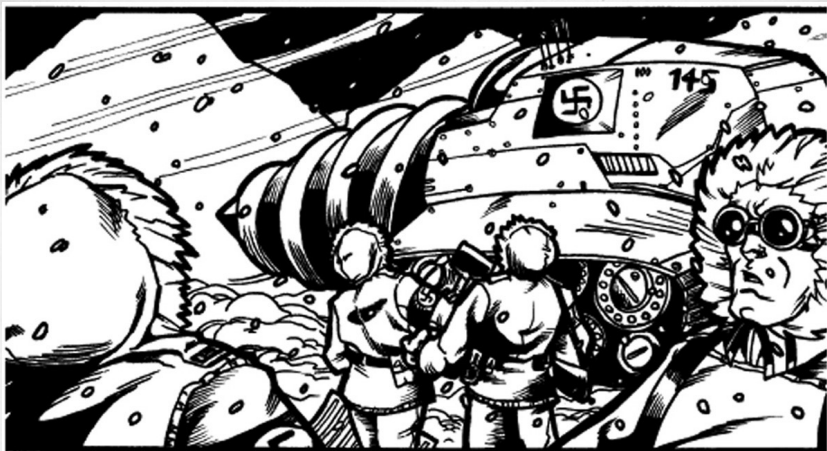
The adventurers encounter a ship adrift with the crew missing. They appear to have abandoned their work stations, bunks, and mess table as if they planned to come back at any moment.

- **Stowaway**

The adventurers discover a stowaway on board who is evasive about his past and his reasons for being on board. Is he interested in something among the cargo? Is he following one of the passengers? Is he a she?

- **Mutiny**

The crew has become disgruntled over working conditions, pay, and other slights, real and/or imagined. Do they seek to recruit the adventurers into their gang or do they simply strike suddenly to seize the ship?



- **Hollow Earth**

In 1938, the Nazis send an expedition to Antarctica -- purportedly a scientific expedition. The adventurers discover, however, that the Third Reich has discovered an entrance into the Hollow Earth, and the expedition is a diplomatic mission to ally themselves with the Subterranean Empire!

- **Lifeboat**

The adventurers' ship goes down, and they have to take to the frigid waters of the Southern Ocean in a small lifeboat.

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