

LETTER OF MARQUE

Rogues In Space

Volume I

by J. Andrew Keith



CARGONAUT PRESS

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Vol. I

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Dedication: To Sir Henry Morgan, who gave pirates a good name, and Edward Teach, who didn't...

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Published by:

CARGONAUT PRESS
1316 West 2nd Avenue
Apache Junction, AZ
85220 USA

CARGONAUT PRESS

Table of Contents

SECTION I: RULES

Introduction	06
The <i>Traveller</i> Supplement	
Basic Facts	
Referee's Notes	
Privateers and Pirates	09
Letters of Marque and Reprisal	
Piracy	
Tradewars	
Organizing the Expedition	14
The Ship	
The Crew	
Supplies and Provisions	
Backers	
The Shipowner	
Bonds	
Stalking the Star Lanes	17
Star Systems and Space Lanes	
Creating Star Systems	
The System Search Display	
Resolving Encounters	
Interstellar Operations	
Plotting Communications	
Referee's Notes	
The Fruits of Victory	23
After the Battle	
Cargoes	
Prizes and Prize Crews	
Repairs	
Bases	
The Complete Pirate	27
Pirate Characters	
Acquiring Skills and Expertise	
Recruiting	
Starships	
Deck Plan Key	
High Guard Statistics	
Raider Deck Plans	
Equipment	
Ship's Papers	
Transponders	

SECTION II: ADVENTURES

Marque and Reprisal	40
Referees Only	
General Background	
Campaign Set-Up	
Agent of Rebellion	
Outfitting and Preparation	
Recruiting	
Scenario Ideas and Information	
The Assembly Navy	
Arms Shipment	
Once A Pirate...	
Ship Encounters	

Dakaar Class Freighter	47
Background	
Deck Plan Key	
High Guard Statistics	
Dakaar Deck Plans	
Scenario and Encounter Ideas	
Prize Crew	
Other Scenario Possibilities	
Avenger Class Patrol Frigate	52
Deck Plan Key	
High Guard Statistics	
Avenger Deck Plans	
Scenario and Encounter Ideas	
Corsair at Bay	
The Mutineers	
Referee's Notes	
Providence Class Bulk Cargo Carrier	58
Deck Plan Key	
High Guard Statistics	
Special Rule	
Providence Deck Plans	
Scenario and Encounter Ideas	
Troopship	
Destruct Sequence	
Referee's Notes	
Nymph Class Provincial Merchant	64
Deck Plan Key	
The Launch	
High Guard Statistics	
Nymph Deck Plans	
Scenarios and Encounter Ideas	
The Q-Ship	
Bore from Within	

SECTION III: APPENDICES

A: Stellar Data and Star Map	72
B: Charts and Tables	75
C: System Search Display	90

SECTION I: RULES

Introduction

The depths of space are vast and impossible to police effectively, even in the immediate vicinities of inhabited worlds and star systems. There is simply too much volume and too few ships to watch every corner of every sky in a star-spanning Imperium. But merchant shipping plies the space between worlds, laden with cargo and filled with passengers. And where trade and commerce flourishes in regions which cannot be effectively patrolled, so, too, flourish those who make their living off of the capture and plunder of unsuspecting shipping.

Piracy has been called "the third oldest profession" as soon as there were ships to prey upon, there were pirates to act as predators. On Earth, piracy flourished for thousands of years, eventually being stamped out as the complexities of seafaring made the carefree days of a self-contained private ship of war a thing of the past, and as the markets for plundered goods dried up in a growing tide of international legal agreements and moral standards. The dawning of the first Industrial Revolution made piracy an anachronism.

But after the second (electronic) and third (space) Industrial Revolutions came the fourth, the age of interstellar travel... and it again became

conceivable for independent pirates to exist. Where individuals could own starships, and the limitless reaches of space were available in which to hide, the conditions were again right for pirates to flourish. Add to that the existence of worlds willing to deal with cargo without being particularly

concerned about its origins, and pirates were again free to roam the trade lanes.

Letter of Marque discusses various aspects of commerce raiding in the universe of *Traveller*. In addition to out-and-out piracy, there are other fields of endeavor closely related to it, which may involve characters in the course of *Traveller* games or campaigns. One is the practice of tradewar - all-out economic competition between star-spanning companies - that often reaches the point of actual warfare between rival corporations. The other, from which this supplement takes its name, is privateering, the practice of fitting out privately-owned vessels to raid shipping on behalf of, and with the sanction and support of a government at war.

The line between pirates and privateers (whether working for governments or corporations engaged in tradewars) can be a thin one. By and large out-and-out piracy, with a band of renegades operating a ship with all men's hands raised against them, is not as common as the other forms. Even though there are worlds where pirated goods can be sold and needed repair parts and supplies obtained, piracy simply isn't as effective without the support of large, wealthy backers like companies or governments.

Still, many a privateer crew slips over the line into piracy, raiding vessels other than those they are legally entitled to attack. And, to the victims, the scrap of paper that differentiates a "legitimate" privateer from an outlaw pirate is small comfort indeed. It is a dangerous, harsh, but often rewarding profession.

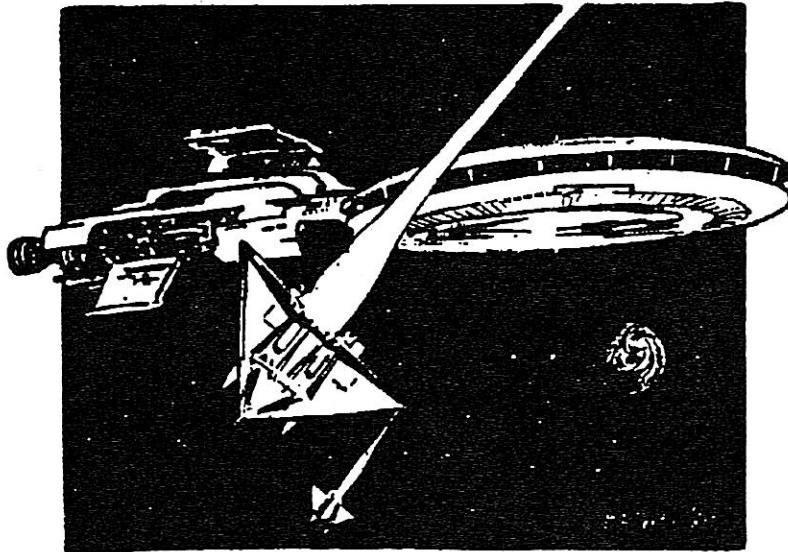
THE TRAVELLER SUPPLEMENT

The adventures that are possible in *Traveller* are practically limitless; this supplement is but one of them. This supplement, in addition to the rules, includes several adventure scenarios, starship deck plans, charts and maps, and other aids that make it easier to administer and play the game.

More than ever, the supplement presents a basic thesis that should

provide value far beyond the campaign scenarios that are included herein. In a role-playing game that covers the entire spectrum of possible activities, careers, and situations of a star-spanning future culture, such as *Traveller*, it is sometimes easy to lose sight of the details of how specific tasks, and jobs can be accomplished. The "Rogues in Space" series of supplements is created to carefully define the problems, situations, and procedures inherent in various activities of an illegal nature.

Once the campaign presented in this supplement has been resolved, there remains the basic material which describes the creation and resolution of pirate and privateering campaigns, the starship descriptions, and other information of a



general nature which permits the referee and players to create further adventure situations set against the backdrop of commerce raiding in deep space.

Usability: *Letter of Marque* assumes that the referee and players are already familiar with the rules to *Traveller*. A *Traveller* rules set *Starter Traveller*, *Basic Traveller*, *Deluxe Traveller*, or *The Traveller Book* is required to make use of this supplement effectively.

Compatibility: The adventure situations provided in *Letter of Marque* are set in a region of space known as Reavers' Deep, a sector located beyond the frontiers of the Imperium in the universe developed in various official *Traveller* supplements and other products. Any *Traveller* materials dealing with Reavers' Deep are compatible with this supplement.

If this supplement is to be used with an existing *Traveller* campaign that is not set in Reavers' Deep, it is possible to use it with only slight modification. The adventures call for a single planet with comparatively meager resources to be pitted against a larger coalition or empire; as long as these general conditions are met, location or exact size of the participants involved does not really matter a great deal. Also, the bulk of the material in this supplement can be applied to any situation, not just that presented in the included campaign.

Contents: This supplement contains the following sections.

Rules Section: Materials concerning the organization, execution, and results of commerce raiding expeditions, along with supplementary information of general use in connection with such operations, are presented as basic data for the referee and the players. This section includes all the material necessary to conduct privateering or piratical campaigns in *Traveller*. While usable as player reference material, it is normally held by the referee except as the situation calls for players to look up specific information or procedures.

Adventures Section: Five folio-sized scenarios present information allowing a series of interconnected adventure scenarios to be run, making use of the rules and procedures presented on these pages. The first scenario contains guidelines on setting up and running a campaign, with emphasis on special background material and rules relating exclusively to the campaign itself. The remaining four scenarios create specific encounter situations which may occur during the course of the campaign.

The Adventure section also contains a large set of starship deck plans, which show the layout of a typical Corsair vessel used for piracy or privateering operations, as well as several other starships likely to be encountered in similar situations. They may be used in conjunction with personal combat rules to show the progress of boarding actions or other conflicts that may occur on board. These plans should generally be available to player-characters that would have reason to be familiar with such corsair starships.

Appendix Section: This last section contains three appendices. The first is a Star Map of the Carrillian Assembly. This map shows portions of four different subsectors in

Reavers' Deep, and is used to regulate the flow of the privateering campaign in the adventure section. Any player may see this map at any time.

The second appendix contains a complete set of the Charts and Tables discussed in the text, set up for easy reference by the referee.

The last appendix comprises the System Search Display. This display is used to regulate the flow of raiding operations within a star system; its use is explained in the chapter on "Stalking the Star Lanes." It should be photocopied for use in the game.



BASIC FACTS

The following basic facts are assumed to be in force in this module.

The Imperium: The Third Imperium, established over 1100 years ago, is a human-dominated interstellar empire over 700 parsecs across. The empire is a major force for stability within and along its borders, although sheer size makes communications slow and any sort of coordination between the capital and the fringes nebulous.

The Imperial Calendar: Because of the differences between day lengths and year lengths on various worlds, a standard calendar has been adopted by the Imperium. It is in common use on many human worlds along and beyond the Imperial frontiers. The starting point for the calendar is the year zero – the year in which the Imperium was founded. The current year is 1111 (one thousand, one hundred and eleven years after the Imperium began).

The Imperial year consists of 365 standard 24-hour days. Days within the year are numbered consecutively from 1. The first day of the current year is 001-1111; the last day of the year will be 365-1111. The calendar divides the year into 524 seven-day weeks beginning with day 2 (day 1 is a holiday not contained within any week).

The standard day is composed of 24 standard hours. Clocks and watches count times using standard hours, minutes, and seconds. On individual worlds, timepieces and calendars making use of local conventions for timekeeping are available.

REFEREE'S NOTES

This supplement is intended to be as complete as possible. The materials in this supplement, the basic *Traveller* rules, and no other rules or published material are required in order for the scenario to be played.

Other Necessary Materials: In addition to *Traveller* and this supplement, players and referee will require ordinary accessories such as paper, pens, pencils, dice, graph paper, and, perhaps, a calculator.

Other Desirable Materials: The entire gamut of *Traveller* products, whether from GDW, Gamelords Ltd., or other *Traveller* licensees, elaborates and expands upon the universe of the future. Many of these products may be particularly useful when taken in conjunction with this supplement. Especially useful items include:

- GDW Game 1, *Mayday*: Provides an alternate ship-to-ship combat resolution system for *Traveller* using counters and boards rather than miniatures.
- GDW Game 2, *Snapshot*: Provides personal combat rules especially tailored for close combat aboard starships, again using counters and deck plans.
- GDW Supplement 1, *1001 Characters*: Provides an assemblage of typical characters for quick reference during play.
- GDW Supplement 4, *Citizens of the Imperium*: Character creation systems and lists of typical characters for a variety of career types, including pirates.
- GDW Supplement 7, *Traders and Gunboats*: A collection of descriptions, deck plans, and encounter tables for a number of small starships 'Commonly found in the *Traveller* universe.
- GDW Book 5, *High Guard*: Advanced rules for the creation and combat conduct of *Traveller* warships.
- GDW Book 6, *Scouts*: Advanced rules for star system generation, compatible with the System Search rules in this supplement.
- Gamelords *A Pilot's Guide to the Drexilthar Subsector*: Contains a star map and planetary descriptions of worlds in the Drexilthar subsector of Reavers' Deep, part of which is shown in this supplement.
- Gamelords: *The Drønslaar Quest*: An adventure dealing with the Ildrissarian Rebellion.

Administering This Supplement: Ultimately it falls on the *Traveller* referee to ensure that an adventure is exciting and enjoyable for the players. This requires the referee to work with the players without actually making their decision for them. Where possible, let them make these decisions on their own, no matter how wrong their judgement may be in the face of

accurate knowledge of the situation. They should be given the *chance* to correct their own errors, but no action should be forced upon or denied to them. Because of this, the referee may also sometimes find it necessary to extemporize some situations or courses of action not allowed for in the rules. This is *why Traveller* is a refereed game – to permit flexibility in handling unforeseen or unpredictable circumstances.

The Supplement Rules Section: The background, rules, and other information that follows may be examined by player and referee alike. This information should be regarded as supplementing the basic rules to *Traveller*, and, unless the referee rules otherwise, should be considered to be equally binding in the conduct of the game. As always, though, the referee may make whatever changes he or she deems necessary to extend overall enjoyment of the game.

Privateers and Pirates

Commerce raiding by non-military groups takes on many forms and happens under a variety of circumstances. In this chapter, both general background and some specific guidelines are presented governing a few of the most important aspects of such operations.

LETTERS OF MARQUE AND REPRISAL

The issuance of "letters of marque and reprisal" by governments to private ship owners is a practice that dates back to the early days of combat on the high seas of planets such as Terra and Vland. In any situation where a government's naval forces have been insufficient to meet the full needs of a war at sea, governments have generally turned to private ship owners to supplement the shortages.

A *Letter of Marque and Reprisal* is issued by a government to the owner of a ship, granting the ship owner government sanction to "take, burn, cripple, or destroy" shipping belonging to an enemy government. In general, such privately owned ships ("privateers") concentrate on harassing the merchant shipping of the enemy. Merchant vessels are less well armed, as a rule, than military ships; captured vessels and cargoes of a mercantile nature are generally worth more money, too.

For privateering is an economic venture, as much as it is a military one. The owners and backers of private commerce raiders expect to turn a profit while they harass an opponent; money, not patriotism, tends to be their chief motive in the majority of cases. Thus, privateers concentrate on merchant shipping, and try to leave the naval engagements to the navy. This held true on the high seas (though privateers also formed the backbone of England's defense against the Armada in the sixteenth century), and it holds true for spacegoing privateers as well.

Gaining a Letter of Marque: A Letter of Marque is much like a Mercenary Ticket; governments in need of commerce raiders will make this fact known through a variety of channels. To be granted the Letter of Marque and Reprisal, the ship owner must agree to provide the vessel, supplies, equipment, and crew. In exchange, the government provides the legality of the Letter of Marque, which spells out the

legalities of the situation (including the government granting the letter, and the enemy or enemies against which the ship owner may strike). Governments may also agree to provide a ready market for cargoes or prize ships, to grant basing facilities, or otherwise support certain aspects of the operation. They may also require that the privateer be on call for a certain period of time for active service with the government's naval forces, though such service generally involves a great deal of reimbursement to the ship owner (more than most governments are willing to grant).

Privateers and the Law: The legality of a Letter of Marque and Reprisal is frequently a matter of some dispute. Many governments do not recognize the right of any body to issue what are, in effect licenses to plunder shipping almost at will. In other cases, a government will refuse to recognize the existence of the government issuing the letter of marque, and thus regards the ship(s) involved as nothing more or less than pirates. The exact willingness of any government to accept the principle of privateering varies widely from world to world; as a general guideline, roll greater than the local law level to recognize the legality of letters of marque in general. For specific instances, the referee should decide if special circumstances would be

implemented.

The Imperium tolerates privateers much as it does mercenaries; if no complaints regarding violation of a vast, largely unwritten body of "Rules of War" occur, privateers may function as the need arises. The Imperial Rules of War prohibit the use of nuclear weapons in combat, limit the use of some other particularly devastating weapon systems, and discourage actions that may lead to long-term social or economic disruption (such as indiscriminate, destruction of vital, non-military merchant shipping, for example). Unnecessary barbarism or atrocity is also strong grounds for Imperial disapproval. Violation of these rather broad guidelines may (if local authority deems it advisable) be grounds for intervention by Imperial naval and marine forces.

Outside the Imperium, of course, no "big brother" exists to wield the stick of intervention, and privateers are correspondingly freer to act as they please.

Government support for a letter of marque ship is more or less tied to the conduct of the ship. As long as a



privateer adheres to acceptable standards (not giving cause for Imperial intervention, limiting depredations to ships of the enemy – not neutrals or friendly merchantmen – and so forth), government support will be strong. Those who step outside the bounds of legality will be disowned, and will find themselves treated as pirates, not semi-legal privateers.

Privateering and the Ship Owner: The owner of a privateer has certain responsibilities – to himself, to his ship and crew, to his backers, and to the government. To the government, he owes adherence to the proper legal forms, as noted above. It does a government no good to employ brutal and ruthless privateers, for this can only weaken the moral position of that government. Privateering is dubious enough, without going out of one's way to earn a bad name.

The privateer owner will generally have one or more backers - few men are wealthy enough to fit out a private military expedition out of their own private resources. To these people, the owner must return a profit. Failure to do so will make it less likely that the owner will be able to organize backers for subsequent expeditions.

To the crew, the owner has an obligation to do what he can to ensure their safety. Privateer crews are volunteers, usually cut in for a share of the profits (sometimes salaries are paid instead, but salaries for hazardous privateering duty run considerably higher than for ordinary crew positions). A privateer owner who has a reputation for unsafe ships, cheating on agreements or other poor habits finds it hard to attract a crew.

Finally, the owner has responsibilities to himself. He, too, is an investor - sometimes of money, always of his ship. Owners must do everything they can to protect their own investments and maximize returns.

A privateer ship is in many ways a curious hybrid; though engaged in military operations, it must return a profit, and though often on the 'thin edge of legality' in terms of actions and activities, there are many legal forms which must be observed to keep from a descent into the depths of piracy.

PIRACY

Pirates are, in effect, privateers who show no regard for the legal requirements of "ethical" commerce raiding. They sail under no government's flag, and are enemies to all they meet.

The days of the self-sufficient pirate ship are now long past; a secluded island cove and a supply of timber aren't sufficient to repair battle damage. Starship operation requires technical support, adequate basing facilities, and know-how. For these reasons pirates are considerably less common in space than they ever were in the heydays of pirates in seafaring days.

A few determined or talented individuals may still manage to overcome these limitations. Generally, though, piracy will only flourish where a safe haven exists for the pirates - a world which isn't too fussy about who visits its starport, where a pirate crew can unload plundered cargoes and

captured ships, seek out needed supplies, recruit crew members, and so forth. In *Traveller* terms, the only planets willing to condone such activities are those where legal standards are nonexistent - i.e. worlds with a 0 law level. Not all of those will be interested in harboring pirates, either; a roll of 8+ should be made for a specific world to be willing to tolerate or support a pirate presence.

Known pirate nests are not commonly tolerated within the Imperium or other organized states of interstellar scope; roll 11+ for such a world to be flourishing, rather than the usual 8+. Only outside the bounds of civilized states will havens for pirates be found. Such worlds may be inhabited by pirate groups exclusively (generally the case with low population, loosely governed worlds), or they may merely find it expedient to support piracy because of economic advantages their presence brings. Pirates need to sell cargoes somewhere, and whole planets have been known to do much better buying plunder from pirates than they could ever do in arranging peaceful trade with neighbors, particularly where such neighbors are hostile or suspicious of the world in question (this tends to give rise to a vicious circle, for worlds catering to pirates become even less popular, and rely *more* on their pirate connections...).



Sanctions against captured pirates depend upon the enlightenment of the world involved, if caught by locals. Within the Imperium and other interstellar communities, the laws against piracy are enforceable at an Imperial level, not a local one, for the chief responsibility of most interstellar government is to keep open the space lanes. On any level, a throw of less than the law level (the Imperial law level for this purpose is generally a 4, with other states varying according to conditions) results in a death penalty to captured pirates; if the death penalty is not invoked, prison terms are virtually certain, along with confiscation of the pirate's ship, and possibly heavy fines to pay restitution to damaged parties. Where the pirate is known to have acted with particular brutality, severe DMs on

the death penalty throw A may be applied (at the referee's discretion). Still, brutality is frequently the stock-in-trade of the successful pirate. Terror is often a valuable ally, and some pirates go out of their way to leave no survivors who can identify them accidentally in some starport months or years later ("Dead men tell no tales," is the familiar phrase).

Like privateers, pirates generally give crewmembers shares in the booty; since there are rarely backers to be paid, a pirate crew usually divides all the proceeds of an expedition among themselves. Operating costs for the ship are, of course, taken out prior to such a split.

Piracy is an uncertain life. Most pirates begin as privateers who find themselves unemployed at the end of a war, and know no better way to earn a living than to continue their commerce-raiding ways. A few pirates even consider themselves legitimate privateers throughout, justifying their position with legal loopholes, lost causes, and the like. Unfortunately, once a pirate starts his trade, fear of the law makes it difficult to give it up, unless a fabulous payoff makes it possible to put quite a bit of distance between the present and the past.

TRADEWARS

The last major form of open, non-military commerce raiding is that which is classified under the general name of "tradewar" - a term coined for the ultimate in corporate competition possible only where the scope and distance of space makes no-holds-barred commercial rivalry possible.

Competition between companies has existed since the first time two merchants tried to sell to the same customer. Through much of history, companies have been subordinate to the rule of law and have kept their competition within certain bounds of propriety - usually limited strictly to the marketplace, and waged through advantages in price, service, and quality, with weapons such as advertising, location, reputation, and the real or supposed advantages of one product over another.

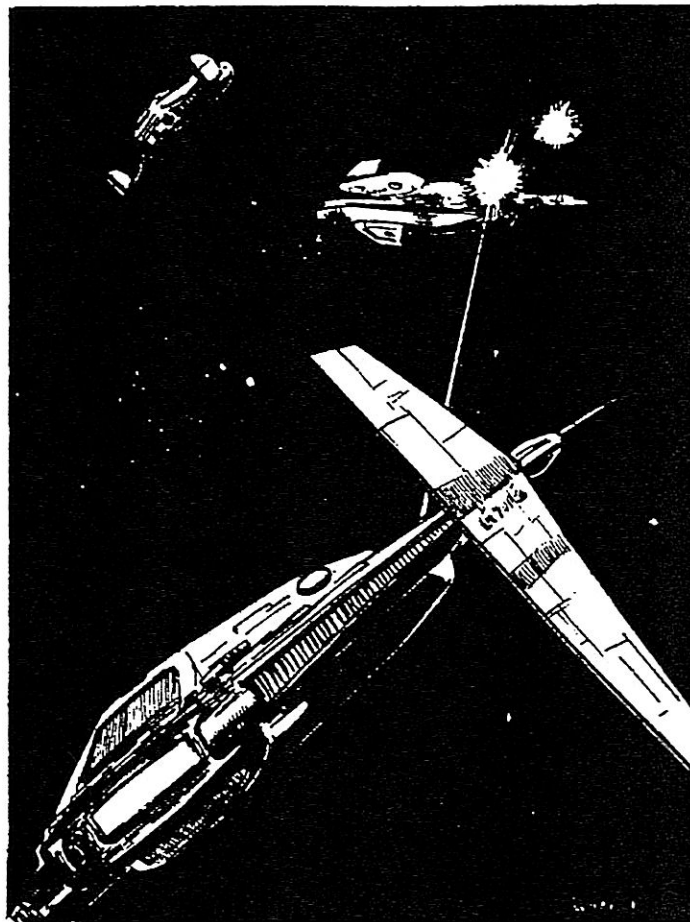
In the Imperium, the rule of law is sometimes tenuous. With vast distances between worlds, the long arm of the law still cannot always reach far enough, and it becomes

possible for companies to go beyond ordinary competition - into tradewar.

Tradewar: Economic war between business entities, especially megacorporations, extending beyond the customary peaceful means of commercial rivalry is termed tradewar. Tradewar is a practice that brings companies into direct physical conflict, involving destructive raids, industrial espionage and sabotage, and other destructive acts.

The History of Tradewar: The tradewar concept is an old one, tracing its beginnings to the struggles of the Long Night. On old Earth prior to the advent of spaceflight, giant corporations competed with each other in the marketplaces of Earth's industrial society. Since that society was highly regulated, the competition was civilized, restricted to price wars, industrial spying, and advertising.

Space travel allowed corporations to penetrate a new frontier, infinitely more difficult to police and regulate than a world's surface. Companies began to resort to occasional violence in order to gain commercial advantage. The decline and ultimate collapse of the Second Imperium removed all restrictions; tradewar began to resemble ordinary war, and these corporate conflicts contributed to the collapse of civilization into the darkness of the Long Night. The experience of the Long Night established the principle that tradewar escalated to the point of violence needed some controls; the result has been a fairly well-established set of unwritten restrictions, generally adhered to by all parties, which both control tradewar's excesses and



lend the practice an air of legitimacy.

Violence being generally illegal, tradewar is practical only in situations where the perpetrators can assume there will be no reprisals from the law. Sometimes, a company with great resources can bribe or coerce government into looking the other way. More often, tradewar's violence finds a setting on the frontiers of the Imperium or beyond its borders. Since the Imperial Navy and other law enforcement arms cannot be everywhere at once, tradewar cannot be eliminated as an outlet for corporate rivalry.

Imperial megacorporations and other large companies are known to resort to tradewar when it is practical, but always with certain assumed limitations in force.

First of all, any company's customers (as well as all innocent bystanders) are considered exempt from the effects of tradewar. Violence cannot extend to them, they may not be injured or killed, and their property may not be damaged as an incidental effect of any tradewar action.

Employees of either company are considered soldiers in the war, and are thus fair game. Equipment and installations of either company are fair and legitimate targets.

Second, since the object of tradewar is to disrupt the operations of the opposition, there are no restrictions to actions directed against the enemy's mercantile operations. As a specific exception to the previous rule, the resultant effects of tradewar on customers (lost shipments, delayed deliveries, etc.) are accepted, even intended, in the effort to discomfit the rival. In many cases, insurance will cover some or all of the loss.

Third, the conduct of tradewar must not become such a cause that the original aims are forgotten. Once a company begins to win a tradewar campaign, the other side must be allowed to withdraw and continue its operations elsewhere. Expenses must be watched, and the cost of totally destroying a rival is usually too high to be justified by the resulting gains.

Current Usage: Tradewar is frequently a major part of commercial rivalry. Where it is possible to engage in tradewar practices with little chance of detection or punishment, it remains in the range of options available to the ambitious manager.

However, tradewar is expensive and the rewards must be equal to the possible expenditures. As a result, the decision to begin tradewar with a rival company usually rests with the head of the company (or the subsector manager of a large megacorporation). In most cases, the board of directors or other higher authorities within the organization must approve as well.

Usual goals for a tradewar are to completely control specific markets or trade routes, or to drive the rival company from a specific field (such as electronics and pharmaceuticals).

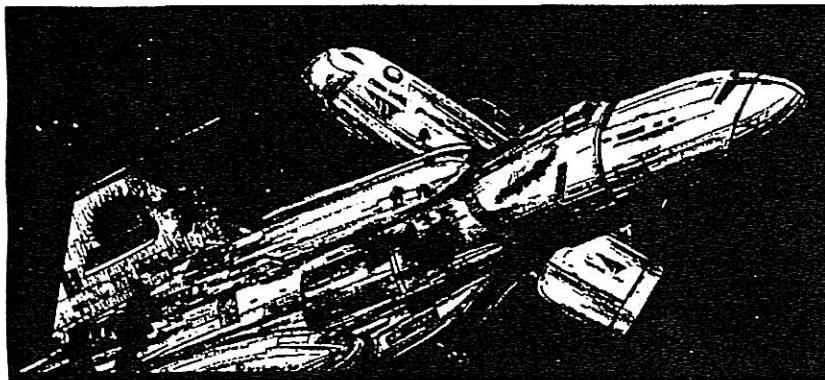
Tradewar action usually consists of a series of covert raids against the enemy company. Open assault is virtually never advisable, if only because it provides bad press and it is difficult to conceal responsibility for the action. Instead, the enemy company is frequently hit at distant locations with a view towards crippling their activities by means of raids. Raids can achieve a number of results. The primary use is to destroy enemy company property, increasing their costs in both time and money as they attempt to continue normal business activity. Destruction of such property also drives away customers if ordinary services are interrupted for even a short time. Raids are also used to obtain information; a strike can

have as its goal the gathering of trade secrets, plans or useful information, even customer lists, which can later be used in more mundane competition. Finally, raids can be intimidating, especially when successful. They force the opponent to arm and fortify in anticipation of future strikes, and, since it is impossible to predict where the next raid will occur, the company must pay a high cost in an attempt to protect all their installations and personnel from attack.

Private Enterprise: It is hard to keep secret the fact that a tradewar is brewing. Authorities may not be able to prevent it, but a tradewar cannot be totally concealed. Unconnected elements (unemployed mercenary units, corsairs, criminal bands, etc.) often take advantage of tradewar situations for their own profit by faking tradewar raids on involved corporations. For example, a jobless mercenary unit could undertake a raid on a transport company. By taking care not to injure civilians and otherwise observing the restrictions of tradewar, they can make it appear that this is just one more tradewar raid against that company. In the course of destroying the facility, they could cart off equipment, cash, and goods for resale later. Carefully done, such fake strikes can be lucrative and almost free of risk. The retaliation will be directed against the corporate opposition, not the actual raiders. To guard against betrayal if a member of the raiding party is captured, leaders often claim that the unit has actually been hired by the rival company, keeping the true nature of the raid a secret even from their followers.

False Colors: Companies involved in tradewar have

come to realize that these faked raids do occur, and have learned to take advantage of them. Analysis of each strike can usually determine whether a raid fits into the general pattern of the tradewar, or is a false raid. Hence strategists have



evolved the "false false raid;" that is, one where the company performing a tradewar action while giving the appearance of a false raid. For example, a criminal band could be persuaded to undertake a raid against a chemical company research facility, and given a free hand in destroying and looting the place. At the same time, a few picked individuals planted among the raiders concentrate on copying secret documents in the main vault. If the group can make the main vault look untouched, then the victim may never know that certain secrets or formulae have been compromised, or who was actually responsible for the attack.

Tradewar and Commerce Raiding: Commerce raids are one obvious way of waging tradewar against shipping lines, and so come under the same rules as privateering and piracy. The general restrictions on tradewar govern commerce raiding of this type; civilians must not be injured (and hence

passenger-carrying ships are attacked only by particularly unscrupulous tradewar raiders), but ships, crews, and cargoes are fair game. Tradewar is one of the few instances of commerce raiding where it is as valid to destroy property as it is to capture it with a minimum of damage. Some tradewar raiders prefer to capture ships and cargoes as if they were privateers, but a company won't be too upset at out-and-out destruction of property instead.

Many companies hire on ships and crews as commerce raiders. Unlike governments issuing a letter of marque, the company waging a tradewar hires on raiders as employees for the duration, paying salaries and expenses as needed (and, in such cases, usually becoming more interested in making the raids pay off in terms of plundered goods and captured ships, to defray these expenses). Commerce raiders and mercenary units often find worthwhile employment from companies involved in tradewar.



Of course, pirates and other unscrupulous elements are perfectly capable of participating in false tradewar commerce raids, and frequently make their fortunes under such circumstances.

Referee's Notes: For more details on tradewars, including a complete adventure involving such a conflict, see GDW's *The Traveller Adventure*, from which much of the background information on the history and practice of tradewars has been drawn.

Organizing the Expedition

In order to begin a career as commerce raiders, player-characters must first or put together such an expedition. They are always free to hire on as crewmembers for a privateering voyage; in this case, the referee must determine the information discussed in this section. Characters who own starships of their own may go through the procedures here to set up as privateers on their own. For the most part, considerations are alike whether the expedition is a legal privateer or tradewar operation, or piracy. Specific variations will be discussed as needed.

THE SHIP

Any starship can become a commerce raider, but, obviously, some ships are better than others are.

The first requirement is that private individuals (the owner or owners) wholly own the starship. Risk of a ship by involvement in privateering operations is grounds for bank repossession or cancellation of a subsidy contract. (A subsidy contract held by a company involved in a tradewar will obviously not be void if the ship engages in tradewar raids at the company's behest). Only when the ship is completely paid off can it function effectively as a raider. Backers often buy out bank contracts to enable a ship to be outfitted for this purpose; in addition, prize ships taken by privateers are often refitted and given to crews to expand a privateering fleet. Individuals able to pay cash up front can, of course, acquire any sort of starship desired. Also, of course, hijacked, skipped, or stolen vessels frequently are used for such operations, but a government won't issue a letter of marque to a vessel that is obviously stolen.

For obvious reasons, the ship should be armed. It is possible to conduct privateering or piracy without having ship's weaponry (through boarding party ambushes), but hardly advisable.

The nature of privateering actions makes it wise to carry additional personnel, to act as boarding parties, prize crews, or replacements at need. A cheap way to do this is to use low berths to provide a "frozen watch," but it isn't always possible to persuade crewmen to submit themselves to voluntary, extended hibernation during a long cruise. It is more usual to increase a crew by other means. Double occupancy is allowable on privateers and such vessels (including merchant ships involved in a tradewar raid, if all involved agree). A merchant ship with a large cargo bay may even go so far as to fit additional quarters for extra personnel.

In general, a ship can have almost any sort of refitting done that doesn't damage the basic structural integrity of the hull, and doesn't violate any basic limits placed on starship design. Thus, it is impossible to add new hardpoints or upgrade drives once these have been fitted, but it is possible to add new fuel tanks, quarters, low berths, or other fittings, upgrade the

ship's computer, or otherwise alter details of the vessel, so long as available tonnage is not exceeded.

Work of this type requires a stay at a class B starport. Time can be established at a general rate of 1 day per ton of alterations. Thus, upgrading a computer from Model/1 to Model/2 takes 3 days (one to remove the old computer, two to install the new one). But installation of staterooms that doesn't require anything to be taken out (as when they are built in hold space) counts only once.

It is wasteful to convert an existing ship. All costs and tonnage of newly installed fittings, except where provision was originally made for them, as with adding turrets to available hardpoints) are increased by 50%. A stateroom costs Cr 750,000 and displaces 6 tons when installed during refit. A naval architect can be hired, but his services double the time. Naval architects bring tonnage and price back down to standard levels, but an additional 1% must be paid to him as soon as estimates are turned in.

THE CREW

Once the ship is ready, a crew must be acquired. Standard crew positions are as given in the basic *Traveller* rules for ships of a particular size (obviously stewards are not required on privateers!). However, as mentioned previously, extra crewmen may be carried as desired. Such crewmembers should be competent in shipboard duties, so they may serve in prize crews, as well as being skilled fighters.



Privateers and pirates generally (not always) take on crewmembers on a profit-sharing basis, to reduce up-front operating expenses. Crewmembers of a ship are paid out of the money received for captured ships and cargoes. This is accomplished through shareholding, generally 'set up on the following schedule:

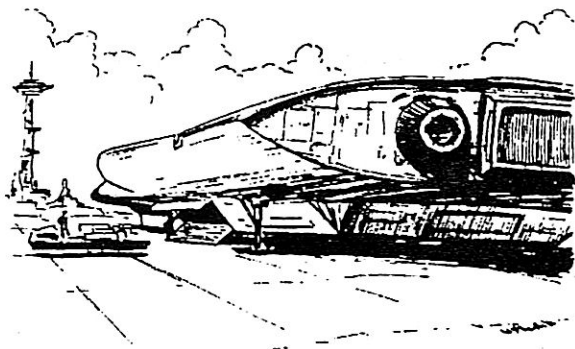
- 8 Captain
- 6 Bridge Officers, Prizemasters
- 4 Gunners, Engineers
- 2 Medic, Prize Officers
- 1 Other Crewmen or personnel

The total amount of money available for distribution to the crew is divided according to these shares; the value of each share is computed by dividing the total number of shares assigned into the money available. Bridge Officers include the pilot and navigator; Prizemasters and Officers are those personnel who were actually assigned to duty aboard a prize during the cruise. Other positions are self-explanatory.

Salaries may be paid instead of prize money, but rarely *both*. Usually, corporate commerce raiders in a tradewar are the only personnel kept on salary. Still, special arrangements can be made.

SUPPLIES AND PROVISIONS

Unlike merchant vessels, which can expect to call at ports on a regular basis, commerce raiders must lay in supplies for extended operations. This calls for more planning and advanced investment than is necessary in routine starship operations.



Provisions: Food and other essentials must be supplied for each person on board. One ton of supplies will support 2000 person/days at a cost of Cr 50,000. This translates as 285 person/weeks at a cost of Cr 175 per person/week. A person/day or person/week of supplies supports one individual for the specific period of time; that same ton of supplies will maintain 5 people for 200 days (M2- weeks), and so forth.

Life Support: The Life Support costs indicated in the basic rules must be paid for each person for each week projected for the expedition. Life support supplies take up 10 kg per person per week; 100 person/weeks of life support equal one ton of space, and cost Cr 200,000. Once the number of weeks provided for has elapsed, the ship must put into a locale where recharge of atmosphere, water, and other essential consumables can be obtained. Failure to do so will cause death

of all aboard within a matter of days (calculate by rolling 24, multiplying times .1M (1/10 of the ship's tonnage), and subtracting the number of people on board. If less than 1, the ship has only 1d x 4 hours to reach atmosphere, due to wasteful use of stores.

Equipment: Purchase of equipment and other material is at the behest of the outfitter, and governed by usual rules for such purchases.

BACKERS

As can be seen, outfitting expeditions of this sort can be expensive. This is the reason commerce raiding is so often impossible on an individual level; most people simply cannot put together enough money by themselves to outfit a ship, lay in supplies and equipment, and then hope for a lucky raid to pay off.

A Corporation can support commerce raiders for tradewar purposes; they have the capital to do so. Private shipowners must generally turn to another source of support – private investors. Investors must be sought out as any other patron, using the Patron Encounter Process and the Reaction Process. When a potential investor is encountered, determine the individual's Social Level and roll 1d. The social level number followed by the number of zeros equal to the die roll is the amount of money that the individual may be able to sink into a privateering venture. Thus, a character of Social Level 6 and a die roll of 4 would be willing to spend Cr 60,000 on the expedition.

Actual investment depends upon the Reaction process. Once the reaction is determined, the patron will grant 20% of the available money per reaction level above 7. Thus, the character above would grant Cr 12,000 on a roll of 8, or the whole Cr 60,000 on a roll of 12 on the reaction table.



Any number of backers may be acquired for a privateering expedition. Investors receive shares in the

operation, at the rate of 1 share per 1000 credits invested. A portion of the money gained from expedition proceeds (generally 50% of the prize money gathered) is set aside to pay off the investors; this money is divided in terms of shares held. Thus, a privateer with backers will split 50% of proceeds among crew (by shares) and the other 50% among backers (by shares). Crewmembers are free to invest money in the expedition, in hopes of earning money both ways.

Investors' rarely back pirate ships (although exceptions have been known to occur). Often, a pirate ship will have a Ship's Operating Fund, which pays expenses incurred; 50% of all proceeds are paid into the operating fund to keep it solvent. This requires the consent of a majority of the crew; the crew can also vote to liquidate part or the entire fund at any time, splitting the cash by shares among themselves. Shipmates who muster out may be paid their share of the Ship's Fund, if the separation is friendly. Many details of financial administration vary from ship to ship.

THE SHIPOWER

Ship owners of privateers are generally accorded status as backers, their investment being rated at one share per 10 megacredits of ship value (round down). (Calculate as if the ship were being built new.) An owner may also choose to serve as the ship's captain, thus obtaining additional cash, and may invest additional money in the venture as desired. Where several people jointly own a ship, shares are split evenly between them, or some other equitable and mutually agreeable arrangement is arrived at.

BONDS

A last expense, which is sometimes accrued by legitimate privateers (including those hired out to companies in a tradewar), is that relating to bonds.

Governments and corporations normally require a privateer to post a Cr 25,000 bond before granting a letter of marque or other privateering arrangement. This bond is forfeit if the privateer should violate the accepted practices of the profession – turning pirate, breaking the Imperial Rules of War, exceeding established limitations on operations, or whatever.

In addition, the shipowner may post repatriation bonds for each member of the ship's crew, at a cost of Cr 20,000 per person. Repatriation bonds are generally carried by large financial institutions, and constitute a guarantee that individuals who hire on to the ship will be returned to their home world in the event of capture by hostile forces. These bonds are characteristic of mercenary units, and generally honored for such; privateers often fail to earn the same treatment, due to the generally poor reputation they enjoy, and repatriation bonds are often ignored for captured privateers (on a negative reaction by capturing authorities).

Stalking the Star Lanes

With the assembly of an expedition, the actual process of commerce raiding begins.

Players serving as crewmembers aboard a raider captained by an NPC will have little control over their own destiny, and encounters can be inflicted, as the referee desires. A detailed system for creating the opportunities - and the hazards - of commerce raiding operations is provided here, primarily for use when player-characters are in command (though the referee may use the same system to regulate encounters under any and all circumstances, even with an NPC captain).

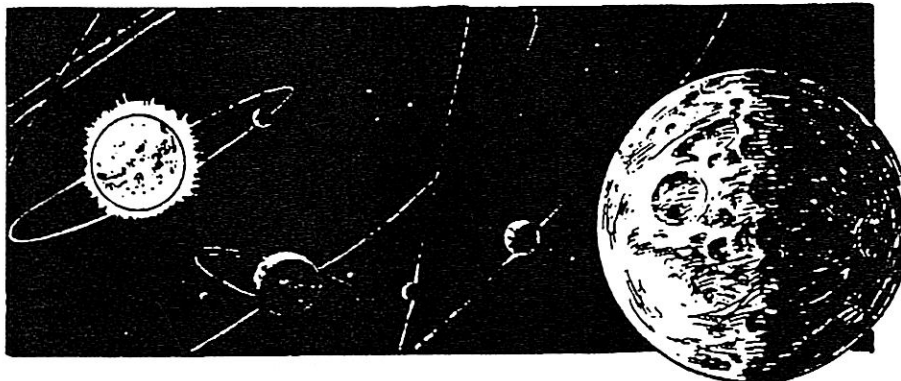
When a commerce raider reaches a star-system in which raids are intended, these rules controlling encounters should come into play; they are considered to supersede the random ship encounters of the basic *Traveller* rules, but only in situations where commerce raiding or other military operations are undertaken - not for ordinary commercial flights or other situations which strictly involve chance encounters.

STAR SYSTEMS AND SPACE LANES

The basic *Traveller* world creation rules reflect the concept that every star system has a single major world that is most important to that system. This works quite well for the ordinary situations involving space flight between

stars... but, when any detailed campaign of commerce raiding is undertaken, the composition and overall astography of the individual star system becomes important. Which worlds in the system offer the best hunting grounds for the raider's prey? Which are dangerous because of local military might? And which offer a safe haven on which to conduct emergency repairs or other landing operations? These questions are of great importance, and cannot be answered from the basic *Traveller* rules. Recourse to a system offering greater detail is necessary.

Scouts: The information on star system generation that follows are a much-abridged version of the complete rules found in *Traveller* Book 6, *Scouts*. Where that system permits an extraordinary amount of detail, this system is designed to allow the referee to incorporate the complete *Scouts* rules if he



or she has access to the book and wishes to do so, but also permits a much shorter and simpler set of rules to be used which will generate those items of specific use to the referee running a commerce raiding campaign. Thus, complexity can be set to suit the referee; the shorter system may not be as detailed or exact as the full version, and may require referee judgement rather than specific rules or die rolls for some situations, but either approach can allow the development of a satisfying game background.

CREATING STAR SYSTEMS

The *Charts and Tables* appendix is used with this section.

This short system makes no attempt to address stellar type and similar information. The information necessary to this system covers the following areas: number of planets, planetary type, placement of worlds, satellites, and local port facilities, conditions, bases, and similar data. The process is not particularly complicated, and most material is merely drawn, without alteration, from specific portions of Book 6.

Number of Planets: The number of orbits that contain planetary bodies is established by rolling 2d. This yields the specific number of standard orbits there are around the star. Rolls on the Empty Orbits and Captured Planets tables will determine how many of

those standard orbits are actually occupied; empty orbit results mean no planet is present; captured worlds are in addition to the regularly available filled orbits.

Planetary Type: If gas giants are indicated as being present in the system, roll on the Gas Giant table. Roll on the planetoid table twice, first to determine if planetoid belts are present, then to determine the number of filled orbits which are planetoid belts, for each system.

All other planets are normal worlds.

Planetary Description: Planets may be described by normal rolls for size, atmosphere, hydrosphere, as per the usual procedures, except for modifiers presented in the tables appendix. Such expansion is not required, but may lend extra flavor and interest to the situation. One change from standard procedures: under the 2d-2 size roll, a result of 0 is treated as a

"small" (type X in the UPP size code) world – one measuring less than 1600 km in diameter – rather than as a planetoid belt (since these are determined separately, above).

Population rolls should have a DM-5 applied to worlds which are to be placed in "inner" orbits (those to sunward of the "habitable zone" – see world placement, below), and a DM-3 to those to be placed outside the habitable zone orbit. In this simplified system, the habitable zone placement is arbitrary and largely up to the referee; using Book 6, exact placement is possible based on stellar type.

The table appendix includes step-by-step procedures for establishing data on each world in the system.

Government, law level, technology and facilities on the worlds in question are somewhat different from basic *Traveller* procedures, and discussed in more depth in the tables appendix.

Gas giants need only have a general size determined. Roll 1d. On a 3-, it is a large gas giant. On a 4+, it is a small gas giant.

World Placement: The number of orbits available indicates the maximum number of planets to be placed. A star system begins with one world – that given for the "world" found in the *Traveller* creation process – plus at least one gas giant, if this is indicated as being present by the basic *Traveller* world generation system. Additional available orbits are filled first by gas giants, then by planetoids, and finally by other planets, until the limit is reached for the system.

Actual placement is left largely up to the referee. If possible, gas giants should be in the outer reaches of a solar system. Without specific rules for stellar type and the location of a star's "habitable zone," there is no way to do this scientifically in this streamlined system. Placement is at the discretion of the referee.

Planetoid belts should be placed in orbits adjacent to gas giant orbits, where possible. Other planets can go anywhere; however, planets with a breathable atmosphere and a hydrosphere should generally be placed in orbits 2, 3, or 4, since these are the most common locations for habitable zones (where Earthlike planets can exist) for suns similar to Sol. Variations are in order at the discretion of the referee. One possibility is to roll 1d-1, and designate that orbit as the habitable zone orbit.

The Orbits: The orbits available around a star are numbered, by convention, starting with Orbit 0 and working outward from the star. (Orbit 1 is vacant in our own solar system, but may not be elsewhere.)

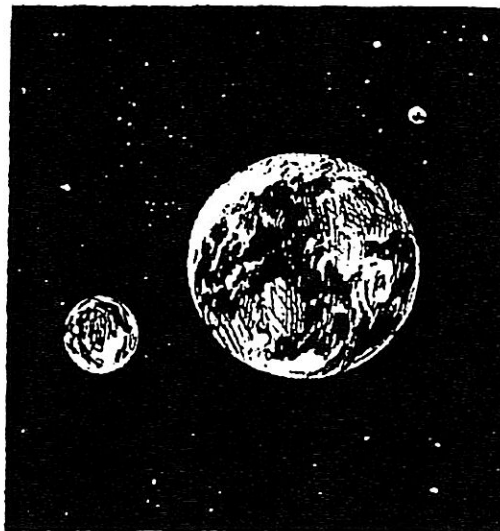
Orbits are given with a standard distance from the star. In practice, these numbers vary somewhat, but they are a convenient way of determining average distances and travel times. The System Search Display represents nine orbits (Orbits 0 through 8); standard distances are given as well. These should be used unless the referee wishes to introduce specific variations, probably as a result of using Book 6 rules on planetary temperature and the like.

Other Information: Tables are provided for various features of planetary generation for worlds other than the "main

world." Not all of the information is required, but can lend some detail to the situation of a specific solar system.

Such information as is developed should be recorded as for normal UPP stats. Names or planet numbers may be assigned as desired.

The Main World/Best World: All systems designed according to this approach are extended from information already available about specific worlds in a subsector. The "main world" is that which is described in a system's subsector statistics. As the tables indicate, the main world may influence the nature of various subordinate facilities or settlements by limiting population, law level, and so forth.



The Main World is also considered to be the "best" world in the system the one where most of the people are. The referee should consider modifying results if a world far more attractive to human settlement than the main world is created through this system, or an explanation should be considered to reconcile the fact of the inferior world being considered the "best" one for colonization. This is optional, but reasonably important.

Conversion to Book 6: For space and simplicity purposes, much has been left out of this material which has been covered in Book 6, but, aside from a few minor simplifications, this system is fully compatible with *Scouts*. Some steps have been omitted as being unnecessary to the process of creating a star system for these purposes.

The referee is encouraged to make use of Book 6, with its additional detail and more complete and accurate presentation. This set of guidelines, however, is perfectly usable if Book 6 is not available.

THE SYSTEM SEARCH DISPLAY

The Charts and Tables appendix is used with this section.

Once material on the star system has been developed, it may be put to use by way of the System Search Display, an abstract representation of the system used to regulate the flow of a commerce raiding campaign.

Creating the Display: Duplicates of the display should be made (and permission to photocopy the display is hereby extended) to permit specific information on individual star systems to be entered. Both the referee and the players will have individual displays.

The Display shows a series of boxes extending in rows across the page. Each row is a representation of contents of a single planetary orbit.

The first box, labeled *Planet*, represents the world in that orbit. Information on the planet, particularly spaceport/starport type and presence of bases should be noted on all displays.

Planetary Orbit represents the immediate vicinity of the planet. This is where the greatest number of ships, both victims and patrol vessels, are likely to be encountered.

Satellite Orbit represents the immediate vicinity of the satellite or satellites of the world, if such satellites are present.

Satellite represents the actual surface of any satellites present. The number of satellites, and the presence of bases, should be marked. Cross out this box and the one previous if no satellites are present.

Near Solar Orbit represents the area of the planet's orbit between the world and its trailing and leading Trojan positions, 600 ahead and behind the world proper. This volume of space, though much broader and far less likely to receive traffic, is still something of a crossroads – ships will be found delivering goods to and from colonies of Trojan point mining operations; and vessels from distant points of the system will be found entering this area as well.

Far Solar Orbit represents that portion of the orbit outside the Trojan points. It is virtually as free of traffic as deep space.

Transit Boxes are used to regulate movement from one orbit to another.

Deep Space represents the area beyond the limits of the outermost planetary orbit, where ships may conduct repairs, make rendezvous and so forth with little fear of detection. Few if any victims will be found out here.

Expanding the Display: Additional orbits may be added as necessary with other displays, but the nine orbits shown will generally be sufficient.

Filling Out the Display: The player copy of the display will contain bare essentials – astrographical data only. The name, UPP, and features of interest for individual worlds can be noted on the display (or on a separate piece of paper keyed to the display for the sake of clarity). The players can use this information to determine roughly the best places to raid, the places to stay away from, and other matters that will govern planning and execution.

The referee copy receives additional information used to regulate the actual resolution of these operations. Two specific items must be determined for each box: the chance of

encountering merchant shipping, and the chance of being detected and attacked by warships.

Encounters: Encounter chances are based upon the planetary starport or spaceport, special considerations of local resources, and a large and variable random factor.

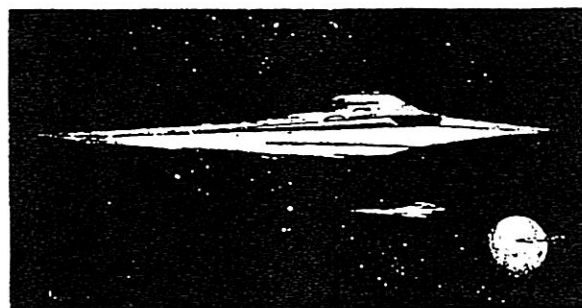
The basic encounter chance is given on the Encounter/Detection Table, which lists a basic number adjacent to each type of starport or spaceport. Certain other conditions give modifiers that increase this figure. The referee secretly rolls 2d and adds the result to the basic chance. This is the basic encounter number for that planet (representing, if you will, the chance of encountering merchant shipping on the port tarmac on the world's surface).

Encounter chances drop off as one gets away from this starting point. The Encounter/Detection Modifier Table shows the specific alterations that occur within the star system, for each combination of circumstances. Each set of detection figures is calculated for each filled orbit, and for Deep Space (figure for deep space also apply to empty orbits in the system, and to the In Transit Boxes).

Detection: Chances of being detected are created in much the same way, though specific numbers will be different due to different components being of importance in the creation process.

The basic chance of detection is always equal to the planet's tech level, with other modifiers as indicated on the table. Again, this would represent detection possibilities at the planet, say in the atmosphere proper. Actual detection drops off as one moves further away from the world.

Local Naval Forces: Another important fact concerning a star system is its ability to protect shipping through the presence of local naval forces. The number of ships in the local fleet is determined from the Naval Strength Table, based on population and tech level. Many worlds will be unable to patrol for themselves, making them easy pickings for corsairs. However, the better the available commerce to raid, the better local forces are likely to be, so that some risk is necessary to obtain the best gains.



Local Naval Forces may be deployed -- and re-deployed -- as the referee desires. Each ship of the local fleet increases the chances of detection in a specific box while on patrol there. Ships can also be used to respond to threats (being maintained in reserve at various points), or they may be

assigned to convoy duty, providing defense for merchant shipping. These activities are each covered in more detail later.

Transit Distances: The distances between worlds should be calculated and shown on all copies of the display. Transit distance governs the time spent moving from one world to another, using the rules for interplanetary travel found in the basic *Traveller* rules.

To discover transit distances, roll 1d, and see the appropriate result below.

TRANSIT DISTANCES TABLE	
Die	Result
1	Planets in conjunction: Transit distance is the difference between orbital distances (B-A) between the two worlds - A is the inner of the two, B the outer.
2-5	Planets in quadrature. Transit distance is the average of the two orbital distances (B+A 2).
6	Planets in opposition. Transit distance is the sum of the orbital distances (B+A).

When setting up the display, begin by determining the distances between each pair of worlds beginning with Planet I and II, II and III, and so forth. Enter these distances in the transit boxes between world pairs. Distances between more distant worlds can be calculated and written down separately as the need arises. Some common sense is in order; if planets I and II are in conjunction, and planet III is in opposition to planet II, then it is surely in opposition to planet I as well! The purpose of these calculations is to permit realistic shifting of naval forces between worlds in a system, and to show corsair movements at the same time.

It should be noted that the System Search Display produces a static, rather than an active, solar system. With inner planets, relationships would in reality shift fairly quickly. However, even a prolonged privateering expedition won't take so long as to distort the system beyond all recognition. If referees prefer greater complexity, feel free to determine planetary movements (using the data on Period obtainable in Book 6), and work from there. This is, however, not advised for the group uninterested in complex calculation.

USING THE DISPLAY

Once the display has been created, it remains to make use of it.

Set-Up: The referee should deploy local naval forces secretly prior to the arrival of the commerce raiders. Only 10% of the available ships (round fractions up) are available for use at the start - others are on standby, garrison, or other duties that keep them from active participation. The 90% inactive group is present at the Main World, and does modify local detection chances accordingly.

The Raiders Arrive: Navigation is sufficiently accurate to allow the raiders to enter at any chosen point in the system, but they may *not* come out at a planet or satellite

surface, or planet or satellite orbit box. Once the raiders deploy, a routine of play begins, and continues until they choose to leave the system.

Sequence of Play: This sequence occurs on a weekly basis, though there are no "turns" as such.

1. **Communications Segment:** The referee and players alike determine their plans for the next week's time. Each writes their intentions down on paper. The referee will be determining disposition of local naval forces, while the players will be deciding where they will be travelling, and how they will be searching as they go.

Communications between two or more vessels or locations may be intercepted; roll 8+ for each distinct order issued (i.e. each ship or group of ships that is being told to do something new). When intercepted, orders are shown to the intercepting side. The referee may institute rules for codes, ciphers, code-breaking, and so forth at his own discretion; anything from saving throws using intelligence and skills to actually devising a code and giving the group the chance to crack it is perfectly permissible.

2. **Movement Segment:** Players and referee alike determine movement. Ships in transit from one orbit to another note elapsed time; if they reach their destination orbit before the end of the week, they can be placed in the Near Solar Orbit or Far Solar Orbit boxes, and continue activities as outlined below.

Ships in various orbit boxes may move from one to another freely, as often as desired. Note how many days are to be spent in each box.

During this time, rolls are made by the raiders once per box entered for encounters and for detection by local forces. These are explained further below.

When the week is over, revert to the communications segment.

Encounters with Shipping: The Encounter probability for a particular box is established in advance. While passing through a box, the ship rolls 3d and the referee compares the result with the number given for that box. A DM-1 is made per day spent cruising in that box. The raider may also designate "active" sensors (DM-2) or "passive" sensors (no DM).

A result less than the number given means encounters take place - the number of ships spotted equaling the difference between the probability and the actual roll. If the result was higher, no encounter occurs. The referee should merely note the results down at this point, and should neither implement nor reveal them at present.

Detection: Detection works on the same principles. A roll is made on 3d; if less than the detection number occurs. A DM-2 is applied if the raider is using "active" sensors, and a DM - the number of days spent by the raider in that box is also applied.

The difference between the detection number and the roll is the number of ships, out of those available in that box, which

may respond. The number is also subtracted from the raider's Surprise roll for specific shipping encounters (see below).

The Encounter Process: Once the referee has determined the overall pattern of encounters with victims and naval forces, the *actual process* of encounter resolution begins. The Sequence of Play works only as a basic guideline, no more; resolution is on a day by day basis, inspired by but by no means limited to what has been determined through die rolling.

Day by day, then, the referee leads the players through the events that are transpiring. Each encounter mandated by the encounter rolls will occur, under circumstances dictated by the referee. As it is resolved, the players may wish to change their plans, aborting the current flow of events.

Should this happen, cycle *immediately* to a new Communications Segment, and start again. (The weekly framework provides the means to periodically alter the situation even when the players are not changing their own courses of action, but there is no reason to be bound to this). If actions are aborted, all additional encounters that would have taken place in the week are wiped clean.

The referee may handle the exact timing and flow of individual encounters, both with prey and with the navy, entirely at his own discretion; this is what a referee is for, after all.

Special Considerations: The referee begins with only some forces available. As time goes on, more ships may be committed to anti-piracy operations.

Squadrons: Each time a ship is taken by the raiders, roll the main world law level or less to release an additional 10% of the total naval force's in the system to patrol duties. Commitment may never reach over 50%.

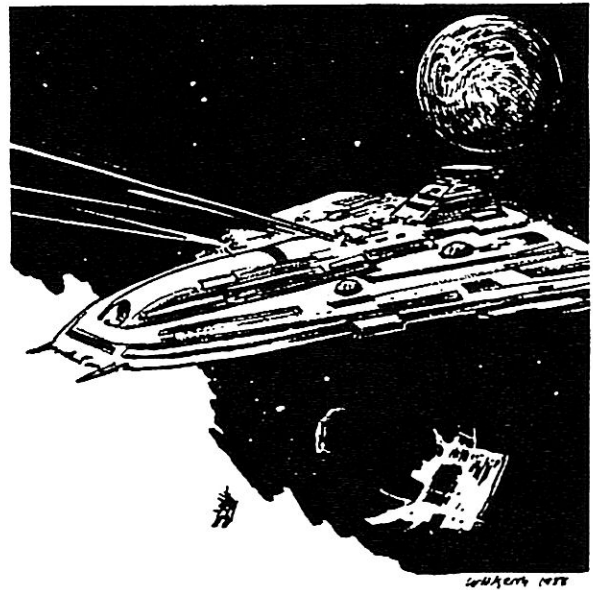
Convoys: Each time a ship is taken, roll less than or equal to main world government type to institute convoys. Convoys cause a +5 to all encounter rolls made; an encounter that does result will be with a full convoy on a roll of 6+ (2d). If a convoy is encountered it will have both merchant ships and escorts. When convoys are instituted, 10% of available ships (over and above those allowed for patrols) can be deployed with convoys; each convoy may use up to 10% of those ships for escort duties.

Bookkeeping: In large or populous star systems, the referee may find it difficult to keep track of everything effectively. It is suggested that numbered counters (such as the ship counters from *Mayday*) be used to track squadrons as the need arises. Other counters can also be used very effectively to represent various things of interest in the game.

RESOLVING ENCOUNTERS

When encounters occur, the referee is responsible for regulating them. It is suggested that specific encounter tables be drawn up for specific star systems or situations (as in the adventure section of this supplement). These tables can be as simple or as complex as desired, and can be tailored to suit the ship types available to the referee through deck plans or other materials. Remember that variety is important, as not every

ship will be a standard-format-100-ton Scout. The more variety that is injected the better.



Encounters should be resolved using the *Traveller* space combat rules. Boarding actions are resolved with personal combat rules. *Mayday* and/or *Snapshot* may be substituted for greater detail, if the referee wishes.

INTERSTELLAR OPERATIONS

Commerce raiding need not be confined to a single star system; indeed, it is wise for raiders to keep on the move, staying ahead of the opposition.

The referee should designate, prior to the start of the campaign, the size of any regional naval forces (the Imperial Navy or other non-local organizations). A simple way to do this is to deduct 10% from each local Navy's strength, forming this force into a state navy. Several squadrons may be deployed, but only at naval bases on the star map. These forces may supplement local forces, and can provide protection where no local forces are present. They move via jump; generally, there will be few squadrons capable of greater than jump-2 or jump-3, although a few longer-range ships may be employed in special mobile squadrons. (If the referee wants to get really technical, determine the tech levels of each planet contributing ships; allow ships from tech 9 worlds jump-1, tech 11 = jump-2, tech 12 = jump-3, tech 13 = jump-4, and so on up. Then form squadrons to suit).

Mobile forces remain in place unless ordered otherwise, and that requires that a message requesting help be received. Transmission of messages is discussed in detail below. Once the message arrives at a world where mobile ships are stationed, they may jump to the trouble spot by the fastest route possible. They may not alter destination until new orders catch up to them via the message transmission rules.

The referee should handle all aspects of interstellar operations secretly and impartially.

PLOTTING COMMUNICATIONS

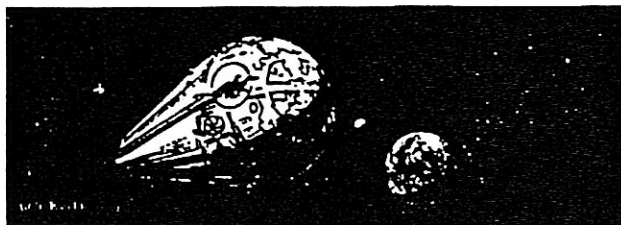
Every message originates somewhere. Once it begins, it progresses to nearly every location that wants to hear it, though at a relatively slow pace.

Messages travel on whatever ships are available at the jump rate of the carrying ship. A message is likely to travel further in a week from an A starport than from an E starport. Each week, consult the message transmission table for each message. A message will move from the world it is on to all worlds up to the distance specified on the table for that combination of origin and destination starport types.

MESSAGE TRANSMISSION TABLE							
Origin World	Receiving World						Chance of Transmission
	A	B	C	D	E	X	
A	4	3	2	1	1	-	4+
B	3	2	1	1	1	-	5+
C	2	1	1	1	1	-	6+
D	1	1	1	1	1	-	7+
E	1	1	1	1	1	-	8+
X	1	1	1	1	1	-	9+

If a message has no way to leave a world by normal means (no world exists in range to receive it automatically), the referee should roll to see if it is carried somewhere anyway, using the chance of transmission roll given for that type of world. Possible destinations are all worlds at up to twice the distance given on the table (but no more than 4 parsecs maximum). Roll once for each world (in any order), stopping at the first successful transmission or when all worlds have been rolled for.

Xboat Transmissions: The Imperium is linked by Xboat routes; messages which reach a world on the Xboat route move at jump-4 to all other worlds on the route, and are retransmitted elsewhere according to the table.



Other Communications: The referee may choose to introduce various other methods of transmission, such as fast military or mercantile couriers. It is suggested that these be introduced sparingly and with logic; military couriers might operate at longer range, but only between naval bases, for instance.

For the sake of continuity and consistency, the referee is urged to formulate specific orders to be transmitted (which might even be captured by the raiders); these messages

might continue to bounce around for some time, until all possible recipients have received them or they are superseded by a new, received message instead.

REFEREE'S NOTES

These rules on raiding are fairly extensive, and can become complex. This is intended. Commerce raiding is difficult, with many factors involved, and to enjoy it fully in a *Traveller* game many of these factors must be simulated.

The rules are less cohesive than they would be for a competitive game. This is *not* such a game; the referee is not trying to use these rules to "win" a campaign against the players. Rather, the referee, using the rules, sets the stage for whatever encounters and events make the *Traveller* game most exciting for all involved. This should be kept in mind at all times.

The Fruits of Victory

The work of the commerce raider has not ended when the guns fall silent and the overwhelmed merchant has yielded. After all, the object is rarely just to destroy enemy shipping... to turn a profit, the raider must carry plundered cargo to a marketplace, sell it, and pay off expenses before dividing the remainder among those who have earned it!

AFTER THE BATTLE

When a ship is taken the raiders must make an immediate decision. If the captured ship is spaceworthy and in reasonably good condition, it may be worth keeping - either for sale at the raiders' base, or to use as a second raider right away. The damage should be assessed, and the decision made; if the ship is to be kept, minor repairs should be put in hand at once. If not, items of value from the cargo should be transferred immediately. Separate sections, below, deal in more detail with these matters.

At the same time, of course, the raiding ship's damage must be seen to, and repairs made if needed. This, again, is dealt with separately.

The fate of captured crewmembers or passengers must be seen to. Reasonably honorable raiders will find a way to set them free; perhaps a ship's boat from the captured ship can be set adrift, with drives and communications inoperative, but a distress beacon set to activate after the raiders are clear. Or the captives can be kept in low berth until a later opportunity presents itself (some raiders save up captives, and free them all simultaneously aboard the last captured ship after worthwhile cargo has been removed). Unscrupulous pirates may kill their captives, but, unless the player-characters want all hands raised against them for their brutality, they would be wise to refrain from such actions.

Commerce raiders are generally disliked; murdering pirates are despised, hated, and hunted down without mercy.

CARGOES

The Charts and Tables appendix is used with this section.

The first interest of the commerce raider is the cargo of the captured ship, for the sale of captured cargo is the mainstay of raiding income. When a ship is captured, the contents of the hold must be determined. This done using a system similar in some ways to basic *Traveller* rules for commerce and trade. Once the quantity and type of cargo has been determined, it must be transported to some market and sold.

Cargo Size: A ship's cargo hold will contain various lots of cargo. The number of lots, and the size of each, must be determined.

To do this, the referee should designate what system the cargo originated in (including the one in which it was captured) and the system of destination (again including the one in which it was captured), and use this information to determine available cargoes according to the Cargo Table in the basic *Traveller* rules (which is repeated with other tables in this section for the sake of convenience). Cargoes are then worked out for

tonnage according to the usual procedures. A ship will hold as much cargo as it has cargo space, but may hold less if insufficient cargo was present.

The origin and destination of a ship can be determined fairly easily; see the tables for details. A ship may both originate in and be destined for the system in which it was captured (if there are other planets in the system where it might reasonably be calling). If it originated outside the system, it will



be headed for some planet or planets within the system. If the ship is known to be a non-starship, it must obviously have come from within the system, and be bound to another world in the system.

Cargo Type: The Cargo Type tables are used to determine the nature of each specific lot of cargo on board the ship. Two tables are provided, one for those that are inward bound (towards a particular world), the other for outward bound cargoes. If the ship originated outsystem, use the inward bound table and determine cargo for the destination world according to trade classification; if the ship began in this system, use the outward-bound cargoes *from* the world of *origin*, instead. The referee may introduce specific variations.

Cargo types are given according to the various available cargoes in the trade and speculation rules, and are encountered according to the nature of the local system. However, on occasion unusual cargoes will be encountered, and the type result "Random" indicates that the referee should determine the cargo as if making it available for speculative trade.

Transporting Cargo: Cargo is useless until it is taken somewhere and sold.

If the cargo vessel is relatively undamaged and the raiders wish to send it in as a prize, cargo can be left on board (and even transported in that fashion. If the captured ship isn't spaceworthy, or manpower is insufficient to send it back, valuable cargo must be shifted from one ship to the other.

On a world surface, each person working at cargo transfer can move ton of cargo per hour on the average. This can be augmented considerably if cargo handling equipment is available (as it is on most cargo ships); up to 5 tons per hour can be moved by each man, on the average. Damage to the ship's hold may render handling gear inoperative.

In space, *safe* working rates are halved. The full work rate can be attempted, but each person must roll dexterity or less each hour to avoid a fatal accident. The referee may wish to secretly set time limits between a capture and the arrival of patrolling warships (depending on the results of the encounter process); a raider caught still transferring cargo may be at a great disadvantage. Even ships which will not ultimately be sent back to base are sometimes given prize crews and ordered to rendezvous in deep space, where transfers are less likely to be interrupted.

Sale of-Cargo: Cargo is sold according to the rules for trade and speculation. All factors normally in play for commerce rules hold true when selling off captured cargo as well.

Other Possibilities: In theory, all captured cargo should be sold, and the proceeds used to pay off the crew and the backers. Sometimes, however, cargo proves useful to the raiders directly; firearms, vacc suits, and other equipment may be just what the group needed to supplement damaged or unavailable gear. The captain of a ship has discretion to make use of cargo, rather than selling it, but the value of any cargo so used is deducted from his share of the profits, unless he can convince the other shareholders (crew and backers alike) of the

necessity – a process governed by reaction rolls and the referee's play of any NPCs involved.

PRIZES AND PRIZE CREWS

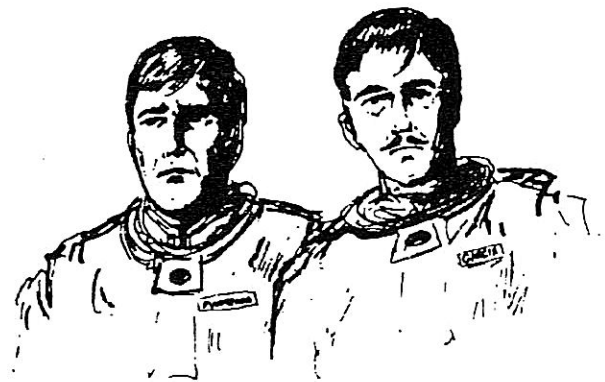
The Charts and Tables appendix is used with this section.

The capture of vessels offers commerce raiders an opportunity to gain potentially large amounts of money, or to expand their operation from a single vessel to an entire squadron through conversions of merchantmen into new raiders. However, not all captured ships will be usable or valuable.

Captured Ships: The referee will already have determined the nature of the ship in resolving the original encounter. This means the vessel's basic capabilities are already known.

Damage will be known from the results of the encounter. In determining the suitability of a prize ship for retention, the basic capabilities of the ship and the extent of damage incurred must be taken into account. Repairs are discussed in a later section.

Prize Crews: A ship that is to be kept as a prize must be given a crew. If the vessel is to operate at full efficiency, standard crew must be assigned according to normal crew requirements. However, if a ship is only going to be dispatched back to a safe port, a minimal crew may be assigned. The general rule is one crewmember per 500 tons of ship; however, crewmembers *must* have, between them, pilot, navigation, and engineering skills, and more than the minimum number may be required to have these skills represented. Navigation skill is not essential if navigation programs can be generated prior to the prize's departure, but, in the event of a mishap, the prize may be in trouble without a navigator. One crewman should be designated as the vessel's prizemaster, drawing more shares of profit than his crewmates and acting as temporary captain of the ship.



Prize Ship Voyages: If player-characters make up a prize crew, the voyage may be made the subject of specific adventures, with the outcome dependent upon their actions.

If NPCs make up a prize crew, the referee should secretly determine whether or not they reach port. Roll 10+ for the ship to be lost in transit, DM+2 per hit suffered in the original combat, DM-1 per level of pilot, navigation, and engineering skill on board. If the referee is coordinating large-scale interstellar operations, he may impose additional DMs to account for the presence of hostile naval squadrons or other hazards, as desired.

Assessment and Valuation: When a ship is delivered to the group's base, it will be surveyed and assigned a value. This valuation is set by the following procedures. First, determine the basic value of the ship from the price that a new vessel of that type would command. Roll on the Prize Assessment Table; this gives the value assigned to that ship based on age, condition, and other considerations, expressed as a percentage of the base price. The credit value is then determined.

The cost to repair all damaged systems up to their original levels is then determined. This amount is deducted from the assessed value. Finally, the ship is sold on the open market, using a roll on the Actual Value Table to set the percentage of the modified assessed value that will be paid. Various modifiers are given on the Prize Ship Sale Table that will influence this final sale price. The money is treated like other proceeds of the raiding expedition.

REPAIRS

Both the commerce raider and the prize ships it captures may suffer damage; repairs are important to the overall course of the raiding campaign.

Battle Damage: The starship combat rules in *Traveller* discuss the effects of various hits on ship systems, and the ability of crew members to perform damage control functions in combat. These rules remain in full force during combat resolution.

Following the end of the battle, damage control rolls can continue in attempts to repair any damaged system that was not completely destroyed (on either ship involved). Again, one throw is permitted per space combat turn (or about 15 minutes, if the referee prefers to give time in this fashion). Only

one person can attempt to repair any on specific damaged system. Because there is less pressure after combat is over, allow damage control repairs on a roll of 8+ (DM + skills deemed applicable). One hit against the system is repaired on each successful roll. These repairs, however, are *temporary*; it is never certain how well they will work out.

Reliability: All shipboard systems should be assigned a basic reliability rating, which is generally a 12 for ships in reasonably good repair. Higher values might represent ongoing attention by a crewmember with high skill levels; lower numbers would be assigned for old, neglected, or shoddy components.

The reliability rating of a system is the number that governs the chance of a breakdown. For each shipboard system (specifically: Maneuver Drive, Jump Drive, Power Plant, Fuel, Computer, each Turret, Hull, and Life Support); a second throw should be made once each week. On the reliability rating number or higher, a breakdown occurs. When excessive strains

are placed on a system (a referee call, but certainly under battle conditions), the reliability must be checked again.

Hits, which have been repaired through damage control alone, reduce the reliability of the system. For each hit scored, reduce reliability by one. Hull hits reduce both the hull and the life support ratings. Other hits affect that specific

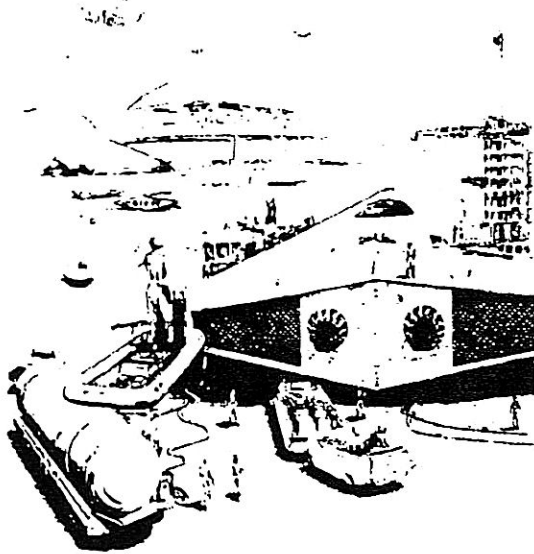
system. Reliability remains reduced until an overhaul is performed at a starport capable of routine repair functions (type C or higher).

Breakdowns: When a breakdown occurs, the effect is comparable to receiving 1-3 hits (1d/2) worth of battle damage to that system, all at once. The new hits are subtracted from the system's reliability rating, making it even more prone to breakdown. Damage control repairs can be conducted to render the system operable once more. Naturally, if any system is rendered totally inoperative, it cannot be repaired, as per normal battle damage.

Life support systems are not covered in the basic battle damage definitions. Hits against life support reduce the efficiency of various aspects of the environmental control systems. Damage means there is a certain degree of discomfort, but no immediate danger. Complete failure of Life Support is equivalent to running out of pre-purchased life support, as discussed in a previous chapter.



Port Maintenance: The only way to restore the reliability of a system is to repair it in port, where proper facilities and parts can be obtained. Repair work of this type is covered in the basic *Traveller* starship combat rules. These rules give information on the cost of repairs, based on the price of the original system. Life support price is based on the cost of all staterooms installed on the ship; hull, hold, and fuel repairs on the cost of the hull itself. Turret hits are figured at the price of the hardpoint, the turret, and the installed weaponry. Other costs are fairly self-explanatory.



Once port repairs are made, reliability of the system returns to its original level. It is not *essential* to make repairs at a port, but this is the only way to be certain of restoring the reliability. Only one payment needs to be made regardless of the number of hits suffered to a particular system, but each system must be repaired separately.

Repair costs are deducted from the assessed value of prize vessels before sales are made. This doesn't necessarily mean that the repairs are actually implemented, but only that the value is that much lower.

BASES

It should be stressed again that commerce raiders' need a base of operations, a starport where raided goods can be unloaded, repairs made, and prizes sold. Without such a base, the raider is not likely to have a very successful career.

Privateers generally unload their cargoes and conduct other business through the government that hired them, though not necessarily in that government's territory. A planet friendly to the government in question might serve as the base, particularly in cases such as that described in the campaign booklet in this module where the hiring government is beset by overwhelming naval forces and hence blockaded. Government

representatives, however, will generally be on hand to conduct liaison with privateers, at whatever port is selected.

Ships engaged in tradewar operations are supported from corporate bases; placement of these depends upon the company and on the decisions of the referee.

Pirates must find worlds willing to tolerate them - a law level of 0 and a roll of 8+ are the usual prerequisites, though the referee may make exceptions as needed.

The Complete Pirate

Beyond the background and procedural information discussed already, certain other specific points may be of use or of interest in the creation of an ongoing commerce raiding campaign.

PIRATE CHARACTERS

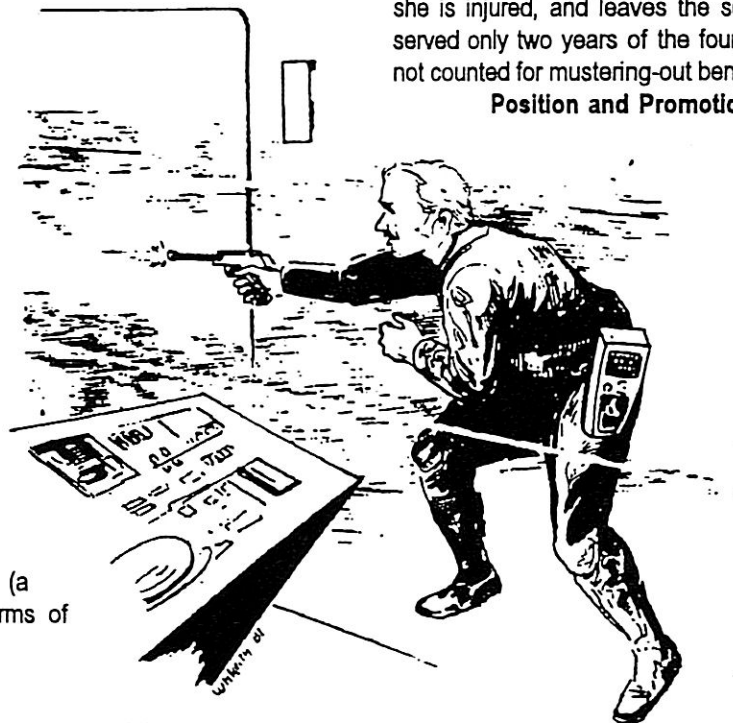
The Charts and Tables appendix is used with this section.

Characters skilled in the various facets of commerce raiding can be generated using a system derived from the basic *Traveller* character creation rules.

Initial

Character Generation:

The six basic characteristics are rolled up according to the usual procedures. Upon being rolled up, the characters are considered to be at age 18, without experience or expertise. Those who wish to do so may become "pirates" (a category that includes all forms of commerce raiders).



ACQUIRING SKILLS AND EXPERTISE

A newly generated character is singularly unable to deal with the adventuring universe, having neither the expertise nor the experience necessary to cope with the hazards of this life. In order to acquire some experience, the character may attempt a career.

Enlistment: A character may select the pirate career instead of any of the usual career types. The prior service table gives the throw required to enlist; successfully rolling the number or higher on two dice allows enlistment in the career. DMs are allowed on the throw if the individual has certain stated characteristics. The die roll modification is cumulative if both stated characteristics are at the required level.

Enlistment is for a term of service lasting four years. This adds four years to the character's age. If the individual should re-enlist, it is for another term of four years' length.

Rejection: Should the character fail to make the enlistment throw, the normal process of submitting to the draft is required. See the basic *Traveller* character generation rules.

Survival: Each term of service requires some degree of danger; during the term, the survival throw must be achieved to avoid the death of the character. A DM is listed which may apply.

Optional Rule: If the referee or player chooses prior to character generation, then a failed survival roll can be converted to injury. The character is not dead; instead, he or she is injured, and leaves the service (after recovery) having served only two years of the four-year term. The short term is not counted for mustering-out benefits.

Position and Promotions: An individual may gain a position of responsibility among the pirate crew, and may later be promoted to ever-higher positions. The position number or higher must be thrown to achieve position; this permits the character to advance to rank 1 (Henchman). DMs may apply. One attempt to achieve position is permitted per term of service, until position is achieved.

Skills and

Training: During each term of service, a character has the opportunity to acquire

personal skills and expertise. Provision is made for the acquisition of new skills based on time served, position, promotion, and duty.

Skills are acquired by rolling on the acquired skills table once for each skill allowed, using one die. There are four tables, each containing different type of skills. One of the tables is chosen before the die is rolled, and the single die roll determines which specific skill is received.

Of the four tables, any character may always use the first three. The fourth is available only to characters having an education characteristic of 8+.

During the character's initial term of service, he or she is eligible for two skills; during subsequent terms, one skill is received. Upon achieving position, the individual becomes eligible for one skill, and one skill is received each time the character is promoted.

Some skills automatically accrue to a character (without using eligibility) by virtue of rank or service. These are listed under Automatic Skills on the tables.

Reenlistment: Generally, a character is free to leave the career, or to remain for another term, depending on personal desires and goals. There is some chance that other considerations may force a character out, or keep the individual in the career for an additional term. The reenlistment throw must be achieved at the end of each term in order to undertake a subsequent term of service. If the throw is not made, the individual must leave the career, and the mustering-out process begins. If a throw of 12 (exactly) is made, the character *must* remain for one more term of service.

Retirement: A character may serve up to seven terms voluntarily, and may retire any time after the end of the fifth term. Retirement grants the individual annual retirement pay (in addition to mustering out benefits): rates of pay are established in the Retirement Pay Table. Service beyond the seventh term is normally impossible and retirement is mandatory. However, persons who throw 12 (exactly) on the re-enlistment roll must serve an additional term, and so may avoid retirement for a period.

Mustering Out: When a character leaves the career (for any reason), mustering out benefits become available. The two mustering out tables indicate the nature of these benefits: table 1 provide travel, education, and material benefits, while table 2 provides cash. A single die roll establishes the specific benefit received. When mustering out, the character is allowed to consult these tables based on total terms served and final rank held.

One benefit roll is allowed for each full four-year term of service completed. Additionally, a character that has received rank 1 or 2 receives one extra roll. A character that has received rank 3 or 4 receives two extra rolls. A character that has achieved rank 5 receives three extra rolls, and may add 1 to the die roll when consulting table 1. Any character that has received gambling skill may add 1 to the die roll when consulting table 2.

A character is free to consult either table as desired, but in no case may more than three rolls be taken on table 2. The character must designate the table to be consulted before the die is rolled.

Aging: The aging rules remain unchanged from the basic character generation rules. The aging table appropriate to a character's race may be consulted to determine the effects of aging.

Skills and Benefits: With certain specific exceptions, the skills and benefits received by pirate characters are treated exactly as the basic *Traveller* skills and benefits. The exceptions include two skills -- Zero-G Combat and Ship Tactics -- and one benefit, the pirate's corsair type starship, which were not covered in the basic *Traveller* rules. These are explained below.

New Skills: These skills are drawn from Book 5, *High Guard*.

Ship Tactics: The individual has been trained in the operation of a starship or space ship in battle.

Ship tactics is a Skill used by individuals in command of individual ships in combat. It basically serves as a DM in space combat in individual engagement, applied as the referee feels the situation warrants it, or as directed in the space combat rules in Book 5.

Zero-G Combat: The individual has been trained to fight in a Zero-G environment.



Virtually all weapons involve some recoil, and, in a Zero-G environment, the recoil can disorient or disable individuals not trained to compensate for it. When fighting in a Zero-G environment, any individual has the chance of losing control of his movement or position during each combat round.

Referee: Throw 10+ (on two dice) to avoid losing control. Allow the following DMs:

- Firing a weapon, -4. Firing a low recoil weapon (snub pistol or laser weapon), -2.
- Using a handhold, +5.
- Striking with a blade weapon, fist, polearm, or similar, -6.
- Wearing a vacc suit, +2 per level of vacc suit skill.
- For each level of Zero-G Combat expertise, +4.
- If dexterity 9+, +2.
- If dexterity +11, +4.
- Using a handhold reduces dexterity (for the purposes of weapon accuracy, but not wounding), by -4.

Individuals who lose control on the above throw may not fire weapons or attack with blades until they have re-oriented themselves and gained control. Roll 10+ on each subsequent combat round to regain control. All above DMs apply, except that handholds may not be used, and weapons may not be fired.

The Corsair: Characters who gain the Corsair starship benefit receive one of several different types of armed raiding ship. The referee can designate the type of ship from among those discussed in this chapter, or may substitute virtually any other type of starship that has been converted to service as a commerce raider. The referee must also designate whether or not the Corsair already includes a crew.

RECRUITING

Commerce raiders must acquire crews somewhere; indeed, the problems of obtaining a trustworthy crew for a disreputable occupation such as raiding will loom large in the minds of most raider captains. Player-characters who are to command an expedition must be directly concerned with these problems; those who wish to hire on must go through the recruitment process from the other side.

Hiring On: If player-characters are looking for employment with an NPC raider, they must first establish the nature of ships currently hiring on. The standard patron encounter system can be used to influence this (a corporate or merchant encounter would lead to a tradewar mission, a pirate or other illegal contact to a pirate vessel, and government or other encounters to privateering groups).

As an alternative, roll 1d on the mission table in place of a normal patron encounter, with a DM+1 on worlds of law level 3 or less.

MISSION TABLE	
Die	Result
1	Tradewar
2	Tradewar
3	Privateer
4	Privateer
5	Privateer
6	Privateer
7	Pirate

The referee next rolls the reaction of the ship's captain to the character. On a roll of 2 through 4, the offer of service is immediately rejected, sometimes accompanied by threats of dire punishment if the captain ever encounters this individual again. (Pirate characters that are approached for jobs have an automatic DM-3, in addition to other Reaction modifiers, to represent their general distrust of most strangers). On a roll of 11 or 12, employment is immediately offered. All other results will give modifiers, as shown on the Employment DMs table, to a roll made to determine the chance of employment. Other DMs are also possible, for prior service, rank, and skills, as indicated below. The basic roll to gain employment is 9+.

EMPLOYMENT DMs	
Die	Result
5	-2
6	-1
7	0
8	+1
9	+2
10	+3

Prior Service DMs: The following results of prior service further modify the hiring on-roll. Characters with Navy or Pirate backgrounds gain a DM+1; in addition, the rank number held is also added to the die roll. Finally, skilled characters (skill level 3+ in Pilot, Navigation, Engineering, Gunnery, Medical, or Ship Tactics) gain a DM+1. No other DMs are applied.

Obtaining Recruits: When recruits are being sought, player-characters must attempt to find potential hirelings by placing ads, spreading word of the job, and so forth. Every two weeks spent permits the group to interview one batch of potential hirelings.



Four categories of hirelings may be obtained: raw recruits, spacemen, skilled spacemen, and pirates or thugs.

Recruiting is carried out by rolling separately for each category of recruits to determine the number of each, which apply for employment. This number is found by rolling dice for each category and applying DMs to each roll.

The Basic Recruit Roll: For each category, a roll of 2d is subtracted from the population digit for the world. Specific DMs are then applied.

Category DMs: Apply DMs to each category of hiring, as follows:

- Raw Recruits: +3
- Spacemen: +1
- Skilled Spacemen: -4
- Pirates and Thugs: 0

Planetary DMs: Additional DMs are applied according to various factors relating to the planetary stats of the world on which the recruitment is performed. See the Recruiting Matrix, below; find the value corresponding to each listed UPP stat, and locate the modifier applied on that world. A "no" result indicates that recruiting cannot be performed on that world.

Other DMs: If the referee has access to Book 4, Mercenary (on which this recruitment system is based), rules for the use of recruiting skill should be applied. No cumulative modifiers for extended periods of recruitment need be applied; there is always a turnover of qualified individuals available.

RECRUITING MATRIX				
Value	Starport Type	Tech Level	Law Level	Gov't Type
0	-	No	+6	+0
1	-	No	+4	+0
2	-	No	+4	+0
3	-	No	+2	+0
4	-	No	+1	+0
5	-	No	+0	+0
6	-	No	+0	+0
7	-	-1	-1	+2
8	-	-1	-2	+0
9	-	-	-4	+0
A	+6	+2	-4	+0
B	+4	+2	-4	+0
C	+2	+2	No	+0
D	+2	+2	No	+0
E	-2	+1	No	+0
F	No	+1	No	+0
X	No	*	*	*

Note: An asterisk indicates no such code exists.

Creating Recruits: As recruits apply, the referee may wish to create their characteristics. Characters may be generated from scratch, or selected from a supplement such as *GDW's 1001 Characters* or *Citizens of the Imperium*.

Raw Recruits will include all characters with no space-faring experience. This would include Army, Marine, and other characters from the basic generation system, plus almost any type of character out of *Citizens* except for pirates and beltlers.

Spacemen are Navy, Merchant, Scout, or Belter characters. Skilled spacemen are those with a skill level of 3+ in Pilot, Navigator, Engineer, Medic, Gunnery, or Ship Tactics skill, regardless of background.

Pirates and thugs can be drawn from Pirate and Rogue character types.

Reactions: It is advisable for the referee to determine the reactions of individual hirelings to the player-characters, where numbers make this practical. If the referee does not wish to do it for all, then key NPCs important crew personnel or troop leaders - should at least have this information determined.

In addition, the reaction of the players to the NPCs might be noted. The relative trust and goodwill inspired by an NPC can be generated; just roll and use the reaction table as a guideline. Pirates and thugs will have a DM-3 applied to this roll. This should not force any particular behavior on the part of the players, but will be important in determining the degree of trust they feel they can repose in a character. (Appearances can be deceiving, though; the player-character reaction has nothing to do with the reactions determined for the NPCs themselves, so that a shady-looking individual might turn out to be the group's best friend... and vice versa.)

STARSHIPS

Commerce raiders ply their trade in a variety of starships and interplanetary vessels. Any ship which can mount weaponry, from a 20-ton launch to a large warship, is potentially capable of being found engaged in privateering, piracy, or tradewar raids.

Several ship types are described below which might be found operating as corsairs in various situations. Any of these may be chosen by the referee for assignment to player-characters who receive the "corsair" mustering out benefit as pirates.

Basic Traveller Starships: Standard starship designs from the basic rules which are most often encountered operating as corsairs include the 100-ton Scout/Courier, the 400-ton Patrol Cruiser, the 800-ton Mercenary Cruiser, and heavily gunned Free Traders or Subsidized Merchants. Descriptions of these ships are found in the basic *Traveller* rules on starship design.

Express Boat Tender: Designed to support the network of Imperial express boats (fast courier ships which connect the far-flung reaches of the Imperium), express boat tenders are large ships which many pirates prize for their large ship bay, which can hold two Scout/Couriers with little difficulty,

permitting small ships to be engulfed and looted at leisure. They are also useful at throwing others off guard, especially if captured express boats or Scout/Couriers are available to lend verisimilitude to the appearance of the tender in a shipping lane.

Express Boat Tender (Type XT): Using a 1000-ton hull, the express boat tender is a maintenance and repair vessel used by the Scout Service for Xboat support. It mounts jump drive-H, maneuver drive-H, and power plant-H, giving a performance of jump-1 and 1G acceleration. Fuel tankage for 150 tons supports the power plant and one jump-1; it also is used to refuel Xboats as needed. Adjacent to the bridge is a Model/3 computer. There are ten staterooms and twenty low berths. The ship has three hardpoints and three tons allocated to fire control. Installed on the hardpoints are three triple turrets; no weapons are installed initially. There are no ship's vehicles. Cargo capacity is 60 tons, plus a 600-ton ship bay. The hull is not streamlined.

The express boat tender requires a crew of six: captain/pilot, navigator/medic, communications specialist, and three engineers. Three gunners may be added as necessary. Replacement pilots or repair technicians may fill additional berths. The ship costs MCr 274.77 to construct (with a 10% discount for volume production), and takes 27 months to build.

When encountered as a corsair, the triple turrets have weapons installed, and the crew may number 20 (with double occupancy) or more (with additional quarters installed). The ship bay permits cargo storage, concealment of smaller raiding craft, or an unloading area for small captured vessels. Deck plans for the Xboat tender are provided in GDW Supplement 7, *Traders and Gunboats*.

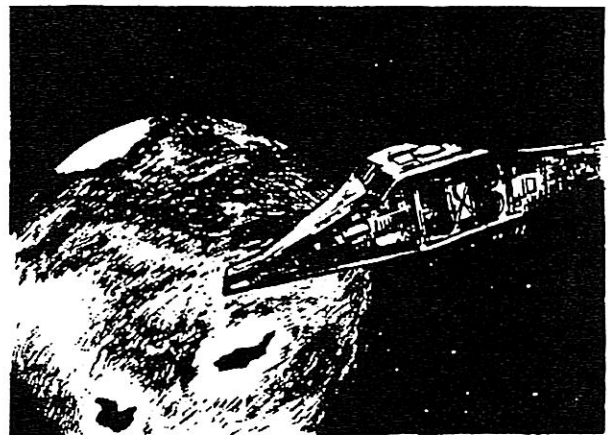
Corsairs: Some vessels are designed specifically to function as commerce raiders. Two examples of such craft are discussed below.

Corsair (Type P): Using a 400-ton hull, the corsair is a deep-space raider designed primarily for use in conjunction with bases in asteroid belts or on vacuum worlds. It mounts jump drive-D, maneuver drive-F, and power plant-F, giving it performance of jump-2 and 3G acceleration fuel tankage for 120 tons supports the power plant and one jump-2. Adjacent to the bridge is a computer Model/2. There are ten staterooms and twenty low berths. The ship has three hardpoints and three tons allocated to fire control. Installed on the hardpoints are three triple turrets, each initially mounting a single beam laser. There are no ship's vehicles. Cargo capacity is 160 tons. The hull is not streamlined. A number of variable identification features permit alteration of the ship's appearance and registry at will.

The corsair requires a crew of four: pilot, navigator, and two engineers. Up to six others (sixteen with double occupancy) can be added as gunners, thugs, boarders, etc., as needed. The corsair is not the sort of ship that is readily available on the open market or from a commercial shipyard,

but has an approximate value of MCr 180, and takes 16 months to build.

Raider (Type NP): Using a 400-ton hull, the Raider is a variant of the Corsair designed for greater flexibility in operations and use. It mounts jump drive-D, maneuver drive-F, and power plant-F, giving a performance of jump-2 and 3G acceleration. Fuel tankage for 110 tons supports the power plant and one jump-2. Adjacent to the bridge is a computer Model/2. There are 10 staterooms and 18 low berths. The ship has 4 hardpoints and 4 tons allocated to fire control. Installed on the hardpoints are four triple turrets. Two carry triple beam lasers, the other two carry a mix of two missile racks and a sandcaster each. There is one ship's vehicle: a 20 ton armed launch. Cargo capacity is 130 tons. The hull is streamlined. Waste space of 20 tons accommodates a variety of variable identification features, described below.



The Raider requires a minimum crew of four (pilot, navigator, and two engineers); four gunners, a medic, and up to eleven (with double occupancy) troops and prize crewmen may also be carried. Personnel with appropriate skills operate the launch. The ship does not normally carry passengers. Low berths may accommodate replacement crew or captives, as needed. Like the corsair, the Raider is not normally obtainable, but is worth about MCr 200 and takes 16 months to build. Deck plans for the Raider are included in this module; a key to the plans is provided below.

Variable Identification Features: Because of a need for periodic disguise, the Raider is designed so that various aspects of ship configuration can be altered (fins and wings retract or extend, modules appear or disappear, ID plates rotate with alternate names or registry numbers, and so forth). A total of 20 tons on the raider is devoted to these features and the mechanisms that control them. Variable transponders and similar special equipment (as presented in the section on equipment later in this chapter) are also frequently installed.

DECK PLAN KEY

Externally very similar in appearance to any of several variants of the *Nymph* class of 400-ton subsidized merchants, the Raider is very different within, with several important extra features incorporated within the hull.

Bridge Deck: The uppermost level of the ship holds the bridge, a teardrop-shaped superstructure located towards the rear of the vessel's dorsal surface.

- 1. **Computer.** The ship's model/2 computer is located here.
- 2. **Bridge.** Positions for pilot and navigator are standard. Backup gunners or engineers may man other positions, in case such additional personnel prove necessary.
- 3. **Triple Turret.** This triple laser turret is concealed; a pop-turret mechanism allows it to be extended suddenly (see elevation views) to provide a 3600 arc of fire above the ship.

Crew Deck: The second deck contains quarters and the ship's launch, used for scouting and other excursions.

- 4. **Launch Hanger.** Clamshell doors open to release or retrieve the launch.
- 5. **Crew Lounge.** The crew lounge is a central relaxation area.
- 6 – 15. **Quarters.** Each is capable of double occupancy, and features standard bunk beds, 'fresher and other sanitary facilities, and various furnishings which can be folded out as needed.

Main Deck: This deck holds the cargo bays and drives of the raider.

- 16. **Clamshell Doors.** These doors can be opened to expose the entire cargo bay at need.
- 17. **Disguise Modules.** Machinery here allows the ship to extend its wings (indicated by the dotted lines) or expand the apparent width of the cargo deck to match several common variants of the *Nymph* class merchant. The upper and lower surfaces of the wing retract between the main deck and those above and below it.
- 18. **Cargo Bay.** Storage for up to 140 tons of cargo.
- 19. **Low Berths.** Compartments each hold 9 low berths.
- 20. **Main Engineering Room.**
- 21. **Jump Drives.**
- 22. **After Airlock.** Access to the outer hull, astern.
- 23. **Port Drive Room.** Located 1/2 deck down.
- 24. **Starboard Drive Room.** Located 1/2 deck down.
- 25. **Maneuver Drives.**
- 26. **Power Plants.**
- 27. **EVA Rooms.** Boarding parties may be sent through port or starboard airlocks, which may be linked by extendable, pressurized boarding-tubes to target vessels.

- 28. **Port Turret.** Triple turret mounting two missile racks and a sandcaster.
- 29. **Starboard Turret.** Triple turret mounting two missile racks and a sandcaster.

Fuel Deck: Ship's fuel is stored on this lowest deck. To prevent a complete loss of fuel in case of damage, two separate compartments are provided.

- 30. **Fuel Scoops.** Allow wilderness refueling by skimming gas giant atmospheres.
- 31. **Forward Fuel Compartment.** Stores 50 tons of fuel.
- 32. **After Fuel Compartment.** Stores 60 tons of fuel.
- 33. **Triple Laser Turret.** A triple laser turret concealed in the fuel deck. Deploying as a pop-turret, it is normally visible only in combat (as shown by dotted lines).

The Launch: The 20-ton launch is capable of 6G acceleration, and is armed with a single laser. It carries six acceleration couches, 3 emergency low berths (capacity 12 people total), and two tons of cargo.

HIGH GUARD STATISTICS

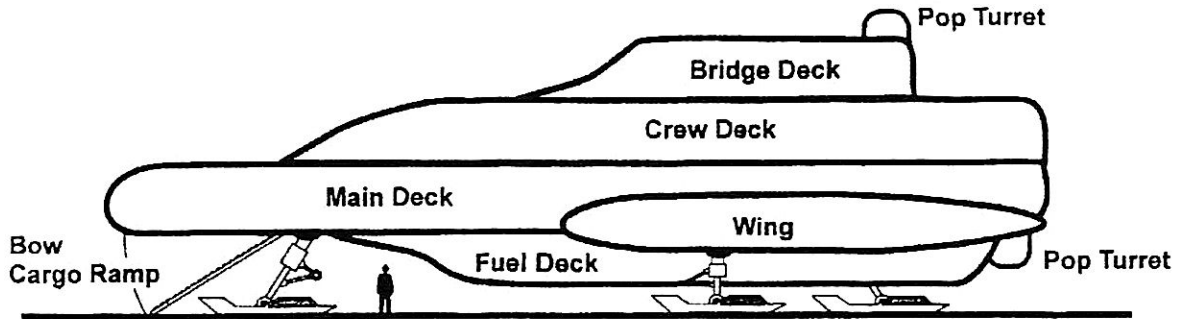
Referees wishing to resolve combat according to Book 5, *High Guard*, may use the statistics provided below for various types of commerce raiders.

TYPE XT EXPRESS BOAT TENDER		
XT-A411132-000000-30000-0	MCr 283.87	1000 tons
batteries bearing 3	Crew=6	TL=10
batteries 3	Book 2 Design	
Passengers = 4 (10 if double occupancy). Low=20.		
Cargo=60. Fuel=150. EP=10.		

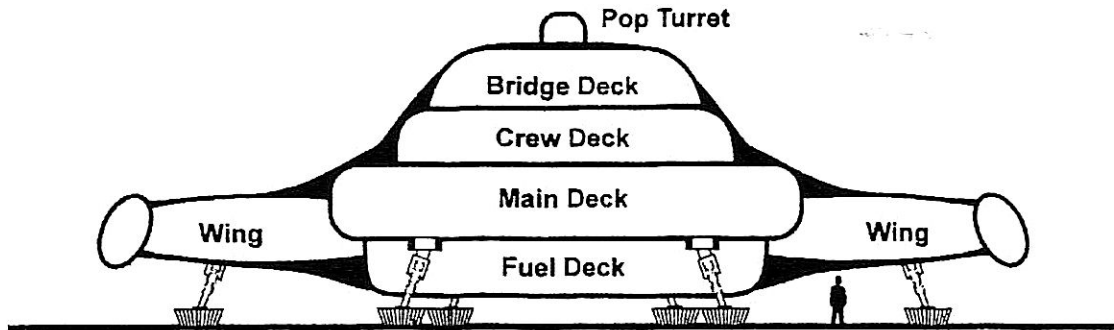
TYPE P CORSAIR		
P-41233321-000000-10000-0	MCr 180 (est.)	400 tons
batteries bearing 3	Crew=8	TL=9
batteries 3	Book 2 Design	
Passengers=2 (12 if double occupancy). Low=20.		
Cargo=160. Fuel=120. EP=12.		

TYPE NP RAIDER		
NP-4123321-010000-30001-0	MCr 200 (est.)	400 tons
batteries bearing 2 2 2	Crew=9	TL=9
batteries 2 2 2	Book 2 Design	
Troops=11. Low=18. Fuel=110. Cargo=130. EP=12.		
Agility=6.		
Launch GG-0106B21-000000-20000	MCr 14	20 tons
Agility=6. one battery Crew=1/ T=14.		
Passengers=7. Emergency Low Berths=3 (for total of 12).		
Cargo=2. Fuel=2/2/EP=7.2.		

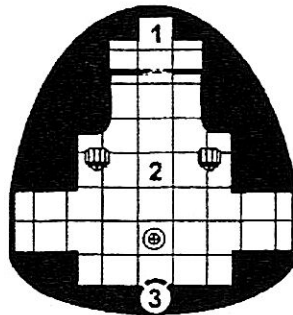
400-ton Raider



PROFILE CUT-AWAY



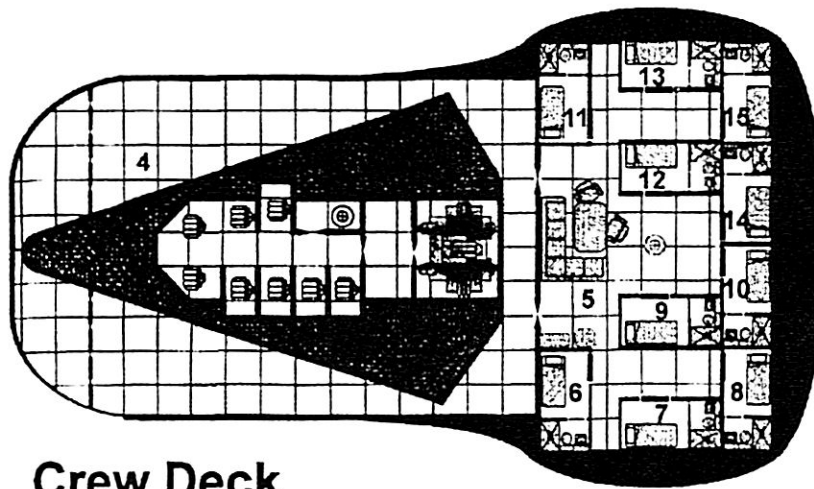
BOW CUT-AWAY



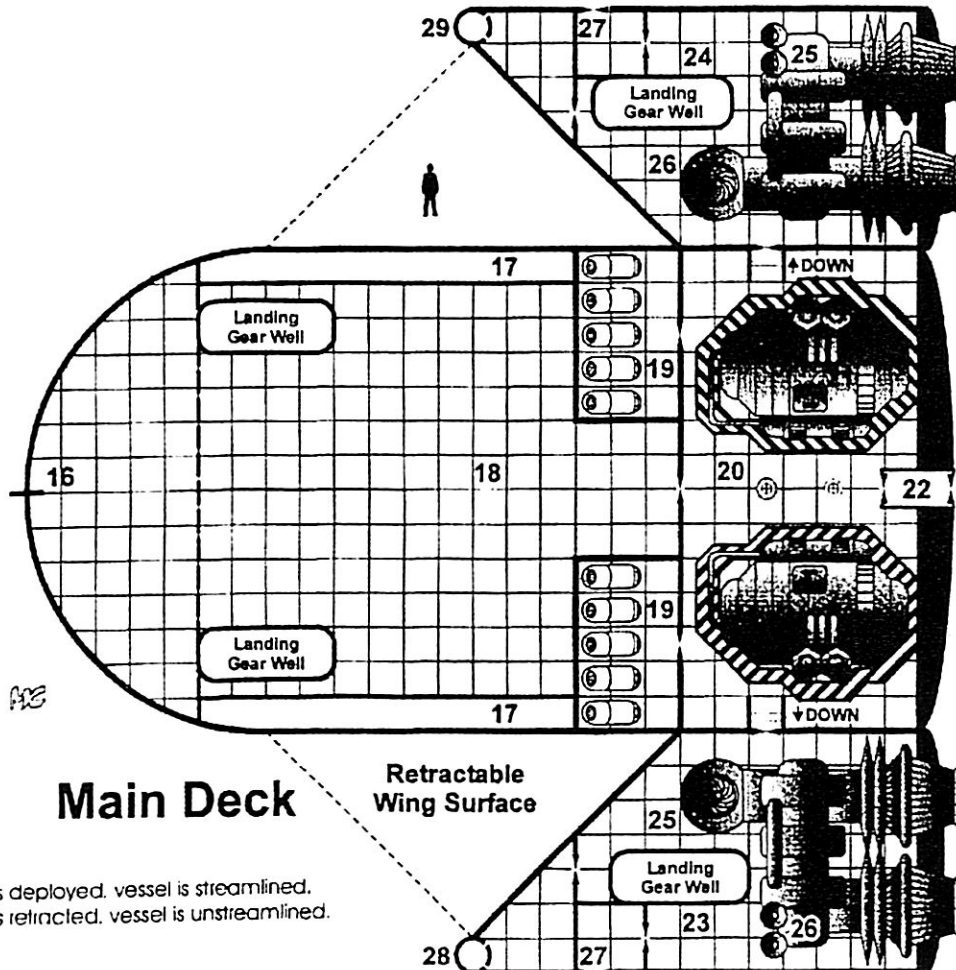
□ = 1.5 meters

Bridge Deck

MS



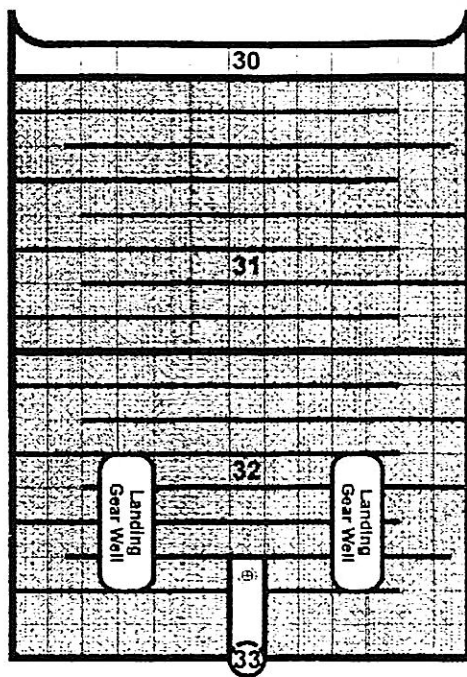
Crew Deck



Main Deck

With wings deployed, vessel is streamlined.
 With wings retracted, vessel is unstreamlined.

□ = 1.5 meters



Fuel Deck □ = 1.5 meters

MS

EQUIPMENT

For the most part, commerce raiders will carry much the same types of equipment as any other spacemen. Raiders commonly employ a few other items not discussed in the basic *Traveller* rules set as well.

Weapons: Boarding actions in deep space frequently call for combat in zero-gravity conditions. Ships which have suffered damage to power plants or life support systems may lose gravity while in other cases defenders will shut down gravity deliberately in the hopes of taking the boarders by surprise. Weaponry used by boarding parties is thus frequently selected for minimal recoil, to avoid the difficulties of using weapons in Zero-G (see the description of zero-G combat skill). Laser carbines and laser rifles are low recoil weapons; in addition, three new weapons are discussed below.

Laser Pistol (3750 grams, including power pack; Cr 3000; TL 9): The smallest standard laser weapon (though nonstandard versions with smaller power packs – and hence fewer shots – are sometimes found), the laser pistol fires high energy bolts using current from a backpack battery/power pack. The laser pistol is identical to the laser carbine in basic performance, but less accurate at longer ranges. The laser pistol may use laser carbine power packs, which are connected to the pistol by a heavy-duty cable.

Length: 350 mm. Weight of pistol: 750 grams weight of power pack: 3000 grams. Base price: Cr 2000 (extra power pack; Cr 1000). Cost of recharge, at commercial rates: Cr 200.

Snub Pistol (280 grams loaded, Cr 160, TL8): The snub pistol is a low velocity revolver designed for use on shipboard and in a zero-gravity environment. It fires 10mm, 7 gram bullets at velocities of 100 to 150 meters per second. No magazine is used, six individual cartridges being inserted into the revolver separately. Reloading takes one combat round, two combat rounds if the one firing is evading. Standard rounds include a tranquilizer round, gas round, high explosive round, and a high explosive shaped charge round to defeat personal armor. The snub pistol is a standard shipboard security weapon generally loaded with five tranquilizers and one gas round.

Tranquilizer and gas rounds come in a variety of strengths, generally rated by numbers in multiples of 5. A strength-10 tranq round will deliver 10 points of damage to the target's endurance automatically, with hits over that amount applied randomly to other stats. The strength of tranq rounds must be specified on purchase, and, unless specifically stated otherwise, all tranq rounds carried in a particular load are of the same strength. Gas rounds are much the same, but affect several targets in the same fashion as Group Hits by Shotgun fire. Targets with protective gear (including filter masks) are unaffected by gas rounds.

Length: 100 mm. Weight, unloaded: 250 grams. Weight of six cartridges, regardless of type, is 30 grams). Base price for revolver: Cr 150 (six cartridges, regardless of type, cost Cr 10).

Combat Snub Pistol (375 grams, Cr 190, TL8): Similar in basic performance to the standard snub pistol. The combat snub pistol bears the same relationship to the standard

weapon as an auto pistol bears to a revolver. Magazines are inserted into the weapon, holding up to 20 rounds (generally all of one type of ammunition). Reloading takes only one round, during which the shooter is treated as evading.

Length: 100 mm. Weight, unloaded: 250 grams (loaded 20 round magazine, regardless of ammo type, weighs 125 grams). Base price for pistol: Cr 150 (loaded magazines, regardless of ammo type, cost Cr 40).

Accelerator Rifle (3000 grams loaded, Cr 925, TL9): Designed specifically for zero-G combat, the accelerator rifle fires a 6 mm, 5-gram bullet at an initial muzzle velocity of 100 to 150 meters per second which, upon leaving the barrel, is accelerated by a secondary propelling charge to velocities of 700 to 800 meters per second. Normally the rifle fires bursts of three rounds per pull of the trigger, but may be adjusted to fire single rounds at the end of any combat round. (Note that, on the weapons charts, two numbers express hit modifiers: the number to the left of the slash being the single round modifier, to the right, the autofire mod). A fifteen-round magazine is inserted in the bottom of the weapon in front of the trigger guard, and reloading takes one combat round during which the one firing is treated as evading.



Length: 800 mm. Weight, unloaded: 2500 grams (loaded magazine weighs 500 grams). Base price: Cr 900 (loaded magazine costs Cr 25).

Gear: A few items of potential interest are listed below.

Portable Airlock. An inflatable, portable chamber which can be attached to the vacuum side of a bulkhead, entered, and pressurized, allowing a hole to be cut into a pressurized area without decompressing the interior. Size: 500 cm by 20 cm by 200 cm (deflated); 1.5 meters by 1.5 meters by 2 meters (inflated). Size includes a pressurized air cylinder and an automatic pump. Weight: 6kg. Price: Cr 1000.

Note: Exterior bulkheads and other pressure-tight barriers (including decks) require 1000 damage points from an energy weapon to breach. Iris valves and other hatches have the same strength as the surrounding bulkhead, but valves can be forced open with a roll of 9+ (DM+1 if strength 10+, DM+2 if dexterity 10+, DM-3 if person is in a vacc suit, DM+2 if ship power is off, DM-8 if valve has been locked).

Wall Patches: Steel-backed plastic patches faced with a strong adhesive. The patches generally come in standard sizes measuring one meter by one meter, and are activated by peeling off a paper backing and affixing the patch, adhesive side out, against the inside of a bulkhead hole or leak. They are good only if applied on the high-pressure side of the leak, and

are used for hull repairs. They are required to accomplish hull, fuel, or hold-hit damage control. Price: Cr 150 each.

SHIP'S PAPERS

Registration papers are, of course, required for starships of all types. Vessels in the service of a corporation and privateers registered to specific owners (even those acquired as a result of raiding) present no problems, because the legal formalities of registration can be undertaken without difficulty.

With true pirates, ship registration is another matter. Living outside the law, pirates often have problems with the legal formalities of ship ownership, since even a legitimately owned vessel becomes a liability once it is identified as a pirate vessel. Changes in registry are periodically required, and this generally forces the pirate captain to seek out forgeries or other illicit solutions to the problem.

False registrations can be forged, in accordance with usual forgery rules. A complete set of papers obtained on the black market generally runs in the neighborhood of Cr 2500; for some variation, the trade and commerce Actual Value Table may be used to compute exact values for any specific instance. A DM+2 should be applied per level of forgery skill purchased; a DM-1 is applied per level of streetwise skill of the purchaser. Of course, if a character in the crew has forgery skill, there is no need to seek such outside help.

Registrations can also be obtained from worlds that support pirate operations, but a known pirate nest's registry will be subject to suspicion and close scrutiny even when the ship is not engaged in any illegalities.

Finally, crooked starport or government officials may be persuaded to grant registration through recourse to bribery (or blackmail, or as payment for services rendered). Such matters must be left to the referee to resolve.

A ship's registration form contains a great deal of information concerning the ship, and specifically specifies the ship's name and code numbers which describe the ship's general specifications and a unique registry number, plus home world (where the registry is filed), purpose, and other details. Forged documents must carry all the same data, but points may be falsified. If discovered, the ship will be subjected to a

thorough inspection which will uncover all irregularities, and which can result in legal action proportionate to the world's law level and the nature of the infraction (largely up to the referee).

Registry information is backed up electronically aboard ship with a very important piece of ship's gear – the ship's transponder. External markings must also conform to the registry data – hence certain aspects of the variable ID features of some commerce raiders.

TRANSPONDERS

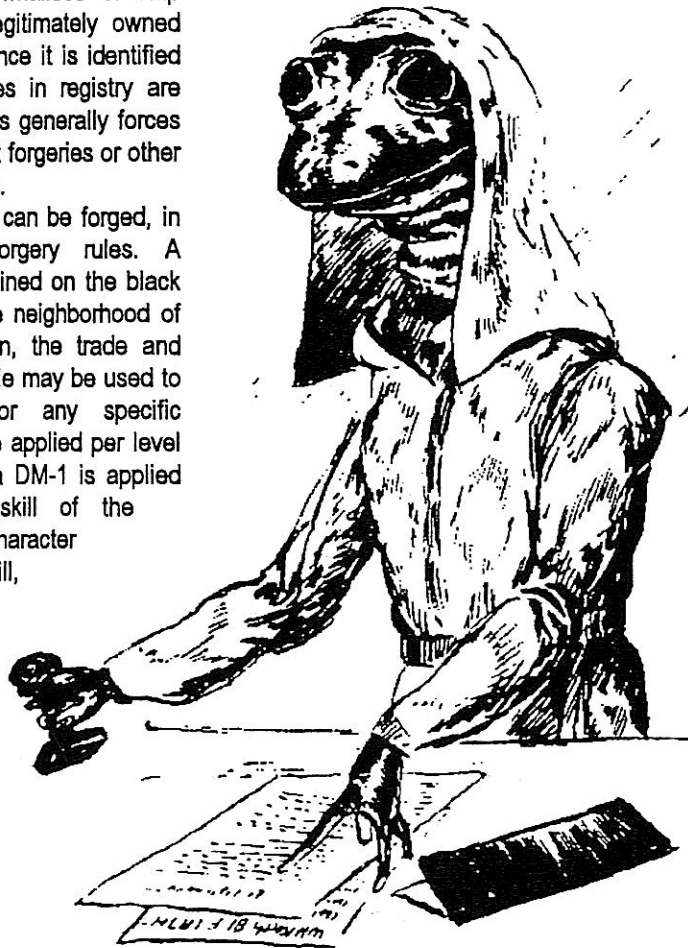
Transponders are the key to electronic identification of any starship, and are required of ships in most civilized portions of space. A transponder consists of a radio receiver, a transmitter, and a small computer chip on which ship's registry data is encoded. When a ship is detected, the transponder automatically sends out a signal pulse which, when received by the other vessel's transponder, triggers a broadcast of the other vessel's registry data. The same thing is going on in reverse, as well; the other vessel will query the first ship's transponder, and receive registry data in reply. Specific data includes the ship's type and ID numbers, port of registry, and name.

The transponder is a sealed unit, theoretically tamper-proof, which is installed by dockyard crewmen when registry is first granted.

Special tools and knowledge are required in order to set and install a transponder, and they are supposedly sure and certain means of ship identification.

However, it is possible to alter transponder data, though difficult. Yard crews can be bribed to change a transponder code (which they would have to do anyway if the ship made a major change in any of the aspects recorded in the transponder chip). Only class A, B, and C starports generally have such services available.

Of course, it isn't always a good idea to entrust a ship to a bribed technician; they are fully capable of programming a seemingly normal code which will suddenly begin broadcasting



the fact of the alteration to the entire star system shortly after the ship lifts from the starport. Other expedients may prove more worthwhile. For instance, worlds designated, as supporting pirate operations will make transponder changes a common (if expensive) service. Or a crewman might be able to carryout the operation.

An individual or individuals who can bring to bear skills of Electronics-4, Computer-3, and Mechanical-1 can alter a transponder even without tools; the reliability of the system equals the sum of these skill levels (and is higher if higher skill levels were applied). With the tools (which must be stolen or obtained from dishonest yard workers), skills of Electronics-2 and Computer-1 will suffice, and the reliability of the transponder will be a 12, automatically. In either case, a die roll of 8+ must be made to avoid completely ruining the transponder while tampering with it. DMs could be reflections of an individual's past service with a dockyard and consequent familiarity with transponder systems, and are assigned at the referee's discretion.

Standard transponders are included in the price of the ship; reprogramming costs are normally absorbed into the cost of sale or maintenance. Illegal alterations may cost almost anything, depending on the situation, and should be set at a reasonable level by the referee.

A special type of transponder is sometimes obtainable in less-than-legal circles: the variable transponder. This is a unit that is constructed to allow shifts between several different transponder microchips, giving any of several different registration readings. Generally units contain 2-7 (roll 1d+1) different chips, each programmable by anyone with Computer-2 and Admin-1. A simple selector allows the setting to be changed between them freely. Variable transponders are "standard" equipment on Type P and Type NP raiding ships; to

obtain them for other vessels (or to upgrade available systems), they must be available (throw 10+, DM-law level, DM+ streetwise skill), and will cost, on an average, Cr 75,000 per chip plus Cr 50,000 for the basic hardware. The total price can be modified on the actual value table by throwing 2d, DM+ the number of channels, DM-streetwise skill. Installation requires the same sort of procedures and skills as changes to a standard transponder, but no die roll is made to see if it works, and reliability is always 12.



Transponders are affected by computer hits, automatically. Loss of a transponder can mean treatment with suspicion by local authorities.

SECTION II: ADVENTURES

Marque and Reprisal

This section contains background information which will allow the referee to set up and run a complete *Traveller* commerce raiding campaign, using the basic *Traveller* rules and the material presented in this "Rogues in Space" supplement. Unlike most published adventures, which are fairly rigid in sequence and actions, this campaign is intended to allow players to make decisions and conduct activities on their own initiative, with a minimum of direction from the referee. This section establishes the basic situation, the campaign background, and provides some guidelines and suggestions that may be implemented (in almost any order or way desired) to highlight various phases of the ongoing campaign.

REFEREES ONLY

Material in this section is for the referee only. Some information (characters, for instance) will be given directly to the players as the need arises. Other data will be revealed or discovered during the course of the campaign. But the folio should not be ready by any player who wishes to participate in the campaign.

GENERAL BACKGROUND

The following information is general background data, which is assumed to be basic to the entire campaign. Referees may, of course, change individual background elements to fit a local situation or condition.

Location: This campaign is set in *Reavers' Deep*, a frontier sector that lies between (and partially within) the boundaries of the *Third Imperium* and the *Aslan Hierate*, a region dominated by the non-human *Aslan* Race.

Central to the campaign is the *Carrillian Assembly*, a small, independent state beyond the Imperial border. Once a loose hegemony of federated worlds, the Assembly has

recently been dominated by a charismatic but ruthless leader, *High Justice Daldreem*, who under various constitutional pretexts has imposed a state of martial law and embarked upon a widespread effort to centralize Assembly authority in his own hands alone.

The Assembly spans parts of four different subsectors within the deep - Drexilthar, Drinsaar, Fahlhar, and Urtaggash - as shown on the star map, which is included in this supplement. Other Gamelords products (such as *A Pilot's Guide to the Drexilthar Subsector*) elaborate on the information contained on this map.

Ildrissar: Located just off the map of the Assembly (at Drexilthar 0706) lies *Ildrissar*, a small, lightly populated planet rich in radioactive and heavy elements. Claimed by the Assembly, the world has nonetheless been largely independent... but Daldreem saw the resource wealth of the planet as a key to expanding his power and control ever more firmly. The people of *Ildrissar*, however, refused to abandon their traditions of freedom and self-determination, and, rather than giving in to Daldreem's demands of complete political and economic submission, raised the standard of rebellion. Assembly forces are currently fighting for control of the planet, but various problems elsewhere in the Assembly have caused the war effort to lose momentum and degenerate into a stalemate. The *Ildrissarians*, though outnumbered, have been able to use their resources to bring in sophisticated weaponry and crack

mercenaries, and thus have held their own.

Drellesarr: The campaign begins on *Drellesarr* (Drexilthar 0409), shown on the map. *Drellesarr* is a harsh and desolate world, its original settlers were pirates and their families seeking refuge from pursuers. With few resources, the colonists have continued to support the ways of their ancestors. The world is a Freeport, where law and law enforcement is nonexistent and actions - including piracy - normally considered



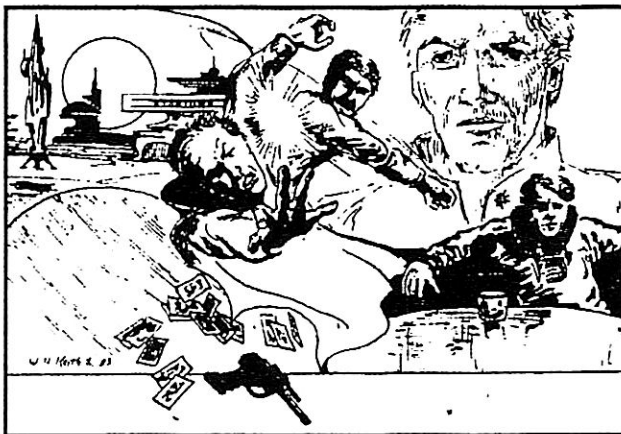
illicit are not merely tolerated by encouraged, as a source for badly needed economic support. Drellesarr is base to many part-time corsairs and raiders, offering a source for crews, supplies, and equipment and a marketplace for captured ships and plundered cargo.

CAMPAIGN SET-UP

Prior to beginning this campaign, the referee should assign characters to each player, and then acquaint them with all necessary campaign background information. Following this, the campaign proper opens with the section entitled "Agent of Rebellion" later in this chapter.

Once the group's patron has explained his needs to them, both the players and the referee should take time to make preparations - the referee establishing such things as the location of Camillian naval squadrons, the players outfitting, manning, and equipping their expedition. Finally, once this is all completed, a regular adventuring routine begins in which players decide on a course of action, conduct such raids as they desire (using the rules in this supplement), and then move on. The campaign can extend over several individual gaming sessions, spanning a number of star systems and involving many encounters, scenarios, and adventure situations.

Characters: Each player should control a character (or even more than one, if desired). Characters may be generated specifically for this campaign, or may be drawn from a previously established one. Finally, the pre-generated characters provided in this chapter might be used.



Eight characters are listed below, and are specifically recommended for use as player-characters. The referee may also wish to assign NPCs to the control of specific players once the group has recruited them, giving each player more than one character. Properly done, this won't increase the workload of the players significantly, but *will* permit them to be involved in every phase of the group's activity even when the group has been forced to split up for one reason or another.

Pre-generated Characters: Each of these characters has been generated in accordance with the basic *Traveller* rules. They should be selected in the order given.



1. Ex-Navy Captain, 4 terms, Age 34
UPP: 6A7ACA
Skills: Pilot-2, Engineering-2, Jack-o-Trades-2, Computer-1, Vacc Suit-1, Gunnery-1, Auto Pistol-1
Money: Cr 16,000
Possessions: Travellers'



2. Ex-Merchant Second Officer, 5 terms Age 38
UPP: A87864
Skills: Navigation-3, Gunnery-1, Mechanical-1, Vacc Suit-1 Jack-of-Trades-1, Steward-1, Rifle-2
Money: Cr 50,000
Possessions: Rifle



3. Ex-Scout, 5 terms, Age 38
UPP: 587A86
Skills: Engineering-3, Mechanical-2, Pilot-1, Electronics-1, Computer-1, Air/Raft-1, Rifle-1, Gunnery-1, Jack-o-Trades-1
Money: Cr 50,000
Possessions: Rifle



4. Ex-Navy Lieutenant, 3 terms, Age 30
 UPP: 8C6756
 Skills: Engineering-2, Forward Observer-1,
 Electronic-1, Vacc Suit-1, Ship's Boat-1,
 Laser Rifle-1
 Money: Cr 20,000
 Possessions: Sword



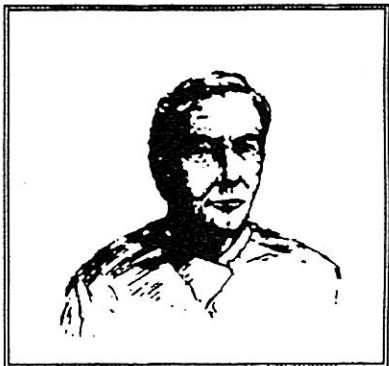
7. Ex-Marine Lt. Colonel, 5 terms, Age 38
 UPP:BC9887
 Skills: Tactics-3, Electronics-2, Leader-2,
 Admin-1, Revolver-2, Vacc Suit-1, Cutlass-2
 Money: Cr 40,000
 Possessions: Cutlass, Travellers'



5. Ex-Army Major, 3 terms, Age 30
 UPP: 7779AA
 Skills: Medical-3, Electronic-2, Mechanical-1,
 Air/Raft-1 Computer-1, Blade-1, Rifle-1, SMG-2
 Money: Cr 30,000
 Possessions: SMG



8. Ex-Navy Ensign, 2 terms, Age 26
 UPP: 878895
 Skills: Gunnery-2, Ship's Boat-1,
 Laser Carbine-1
 Money: Cr 5,000
 Possessions: -



6. Ex-Other, 6 terms, Age 42
 UPP: 5B8897
 Skills: Bribery-2, Forgery-2, Grav Vehicle-1,
 Electronic-1, Body Pistol-3
 Money: Cr 12,000
 Possessions: Body Pistol

Equipment: The group begins with access to some, but not much, equipment. This includes 10 vacc suits, Cr 5000 worth of weapons and ammunition, and Cr 15,000 worth of additional gear. The referee is responsible for choosing exact equipment available (not the players). This gear represents the items left on board a pirate ship captured by the player-characters; they have no control over the equipment's nature or usability.

The Ship: As mentioned above, the adventurers have (quite by accident) acquired a pirate ship. As passengers aboard a small merchant vessel, they were among the prisoners taken by pirate raiders, but managed to escape and take the ship. Their own was totally destroyed, and the pirates all killed in the fighting. That leaves the adventurers in ownership.

The ship is the type NP Raider described in the module reference book and mapped in the accompanying set of deck plans. If the referee so desires, some other starship could be

substituted, but the campaign has been written with the performance and characteristics of the Type NP Raider in mind.

Equipment Purchase: The players may purchase any equipment they feel a need for prior to the start of the adventure, using the funds available to their characters. They should be aware of the events relating to the acquisition of their ship and other general background, but should have no idea of the nature of their upcoming mission. (It is generally safer to wait until the patron has made his appearance, but the group should be allowed to acquire anything they so desire.

Virtually anything, legal or illegal, is obtainable on Drellesarr. A roll on the Actual Value Table with 3 dice and no modifiers, however, should modify the cost of any item. This represents the highly variable marketplace on Drellesarr. Identical items can be priced differently if bought at two different places or at two different times. This should hold true any time any equipment (but not supplies or services) is purchased there.

AGENT OF REBELLION

The memory was still fresh - the panic as the innocent-looking merchant starship suddenly revealed itself to be a disguised pirate raider... and the stench of shortening insulation and the strange sensations accompanying decompression from laser hits on the hull. The pirates had been efficient and ruthless, and it was pure luck that a handful of captives had been able to turn the tables on them and take their corsair after the party's ship had been set adrift, no longer spaceworthy no matter how much work went into repairs.

So here they were, sitting on a starport tarmac on the Freeport world of Drellesarr, proud owners of a slightly used pirate raider, but without enough money to pay the standard starport fees and the maintenance costs the engineers said were absolutely necessary if the ship were to function. And even if they *could* raise the money... what could they do with a pirate ship?



That was the situation when Jeston Halick first arrived.

The story of the sheep that overcame the pirate wolves had enjoyed quite a bit of popularity in the bars and nightclubs of Drellport, so it wasn't surprising that Halik knew their story. What was surprising is the suggestion he came to make, and the offer that went with it.

Halik is a native of Ildrissar, and a member of one of the most radical political factions that helped organize and trigger the world's resistance to the Carrillian Assembly. As a representative of the Ildrissarian Corporation Aariskin, Halik was able to do quite a bit to further the rebel cause prior to the outbreak of the rebellion. Since active hostilities broke out last year, the Provisional Government has used Halik and his contacts for purposes of recruitment, equipment and supply purchase, and even espionage. Recently, he was assigned to set up shop on Drellesarr, with top priority attention to be given to creating distractions that can keep the full attention of the Assembly away from Ildrissar, to give the world a fighting chance. One of Halik's prime interests is the recruitment of privateers; another is to promote trouble on dissatisfied Assembly worlds.

The government agent has a proposition. A commerce raider such as the one the adventurers have acquired would make a perfect privateer, and the raiding it could carry out in Assembly space would create more havoc and hamper the Carrillian war effort more severely than three regiments of infantry on the battle front. Sooner or later, the Assembly is bound to win on Ildrissar, unless economic and political considerations outweigh the strictly military factors that currently threaten the world.

Halik suggests that the group accept a letter of marque and reprisal, issued by him as an agent of the government of Ildrissar. Working out of Drellesarr, the raider could wreak havoc on the exposed flank of the Assembly.

In addition, Halik can propose a solution to the group's financial plight. The Ildrissarian has been coordinating activities with a disaffected party on the trouble-plagued Assembly planet of Lanixohn (Drinsaar 0403). This world, already split apart by rival national factions, is a powderkeg that could drop out of the Assembly at any time, with the right pressure. A rebel group in the most powerful of the planet's nations is ready to apply that pressure - if Halik will supply them with weapons and supplies to stage a coup.

If the adventurers agree to carry a cargo - 100 tons of military supplies - to the rebels on Lanixohn, Halik will not only grant the letter of marque, but will pay them Cr 400,000 - half now, and half when delivery is confirmed. This money will be more than sufficient to outfit the raider for a prolonged expedition... without the need to acquire backers with whom profits must be shared, unless the group feels a need for even more money up front.

Halik also assures the group that they will have no trouble turning a profit from the venture. Most cargoes sell fast in Drellport, and captured ships... well, the government of Ildrissar might just be interested in fitting out some other raiders, and the ships have to come from somewhere.

But Halik issues a warning, too. Although the rebels of Ildrissar have been characterized as "extremists," "radicals,"

even "terrorists," the Provisional Government is seeking to earn a reputation for justice and moderation. Support of the privateering venture depends upon the group's observance of the usual conventions: attacks on non-Assembly ships, unnecessary brutality, and other violations will result in revocation of the letter of marque, and the group will lose all support, becoming no better than the pirates they themselves bested but a few days ago.

With the caution, Halik makes his final inquiry. Are they interested?

OUTFITTING AND PREPARATION

Once the adventurers decide to accept Halik's offer, he will pay them the promised Cr 200,000; the remainder of the money will be deposited in an escrow account at the starport, to be picked up upon delivery of a code message obtainable only from the rebel contacts on Lanixohn.

Actually, Cr 200,000 isn't all that much. Before they can leave, the group must pay normal port fees (fuel, berthing), life support and provision purchases for as long as they feel will be necessary, and annual maintenance on their ship (which evidently hasn't had it in quite a long time. Annual maintenance by itself costs Cr 200,000, so the group must still dip into personal savings for some things. In addition, they may feel the need for equipment purchases and the like.

Ship's registry presents a small but expensive problem; the port fees for registry of the ship amount to Cr 5000. The transponder code can be changed to match. Since the raider has a variable transponder with 5 separate ID chips, the group may wish to obtain (or themselves implement) programming on some of the other chips for other identities. Cost on these will run Cr 7500 apiece; it may not be precisely illegal, but shady dealings cost more even on Drellesar.

RECRUITING

The last major concern facing the adventurers is that of finding a crew. Use the recruitment rules to determine the number of applications made. The referee may wish to actually generate various candidates and go through the process of interviewing and selecting a crew, or shortcuts can be taken and a collection of NPCs just assigned. The longer approach should be encouraged, if the referee and players can each bring themselves to face it. Even the interviewing and hiring process can have some important consequences in later portions of the campaign, giving the group a chance to assess the quality of the crew, and, possibly, giving rise to specific scenario situations (vows of vengeance by a rejected pirate type, for instance).

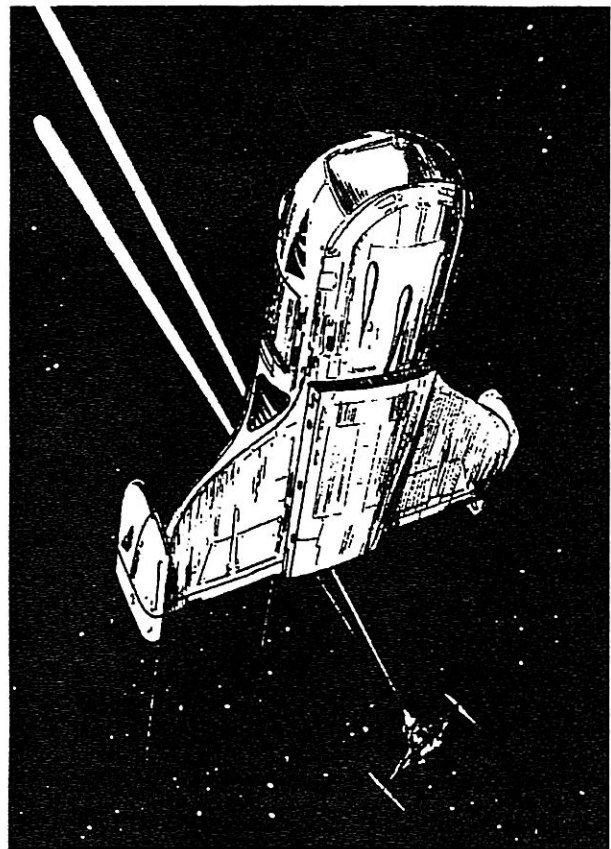
SCENARIO IDEAS AND INFORMATION

As the adventurers are preparing their expedition, so too the referee should begin making preparations for the

campaign. Although player decisions or the random process of raiding encounters will bring on the vast majority of the adventures that arise from the campaign, there are a few specific guidelines the referee should keep in mind, and be prepared to implement.

THE ASSEMBLY NAVY

The Assembly has, in addition to the local naval forces of various worlds, a regular navy of just over 50 ships. Of these, fully half are deployed at Ildrissar and Yarfahl (which is the staging area for the Ildrissarian campaign). The remaining 25 ships of the Assembly fleet continue to serve in rear-lines areas, and will become available for anti-piracy operations.



In deploying the ships, the referee has certain minimum requirements to meet. Five ships must be deployed at each Carrillian naval base (Carrill, Taraan, and Lanixohn). One ship must be deployed at each Carrillian scout base (Kuhadd, Lanixohn, Taraan, Santol, Iskara, and Syreon). Four ships are left, to be deployed anywhere in Assembly space as the referee desires. For simplicity's sake, assume all ships to have the performance characteristics of the *Avenger* class Patrol Frigate described in a following chapter. However, the referee who wants to really get involved won't find it difficult to develop a Navy List of 25 ships - possibly even including specific variations not just in ship types, but in armaments, reliability, and the personalities of individual commanders.

Warships in service with the Assembly Navy are mostly small vessels (the two largest ships, each over 1000 tons, are deployed off Ildrissar). Type T Patrol Cruisers, Patrol Frigates, Scout/Couriers, and similar vessels will make up the bulk of the opposition to the privateer. (If Supplement 7, *Traders and Gunboats*, is available, both the Close Escort and the System Defense Boat - for local flotillas - are usable as well).

Once naval forces are deployed, the referee should use the system of message transmission covered in the module rules to handle the movement of Carrillian Forces to combat the raiders. However, realism demands that the assembly keep some forces committed to garrison duty (especially considering the fact that most Assembly Worlds lack local forces); each base must retain at least one ship at all times unless the vessel is destroyed by the privateer (whereupon it should be replaced as quickly as a message can be sent).

The Trade Route: The red line on the star map represents the major assembly trade route. Messages are transmitted automatically to the next worlds down the line each week.

Armed Merchantmen: If the referee feels that there is insufficient danger facing the adventurers, up to 10 Carrillian ships can be added to the available fleet. These are armed merchant ships pressed into service as auxiliaries in response to the Ildrissarian crisis. Any and all merchant ships (except possibly the 5000-ton cargo carrier) can be used as armed auxiliaries. Some specific scenario situations call for such encounters, in fact.

ARMS SHIPMENT

The first adventure situation is mandated by the terms of the group's agreement with Halik; they must transport 100 tons of military supplies to Lanixohn and deliver them to rebel forces there. As the adventurers prepare to lift ship, Halik will give them a final briefing.

Lanixohn is dangerous for the group because the system possesses no gas giants from which fuel can be skimmed. Once they have entered the system, the only sources of fuel available are the planet's surface, or, possibly, other starships. Halik has arranged for the cargo to be tagged as agricultural produce (non-perishable); it is possible that the raider could land openly at the Lanixohn starport, offload the cargo to a warehouse, and depart, alerting the rebels to the shipment's location and receiving the code word for completing the delivery before they lift. Halik gives them the location of a bar, The Close Binary, where the rebels can be contacted through a reference to Aariskin.

What the adventurers don't know, however, is that the situation on Lanixohn is much more tense even than Halik's information says - so tense that incoming ships must undergo an orbital inspection by waiting patrol craft before receiving landing clearance. Even if the cargo passed muster (doubtful) an inspection would reveal the raiders true nature and it would

be hard to explain a pirate vessel carrying on normal mercantile operations.



The fact of the inspections will become apparent only if the adventurers spend some time checking things out before proceeding to orbit; a run straight in will surely lead to a stop and search situation. Resolution is left largely up to the referee. Perhaps the best solution to the problem would be to capture an ordinary merchant vessel, transfer the cargo of arms on board, and smuggle it in past the inspection vessels. However, the flow of events should be shaped by player ideas and interaction with the referee.

Of course, the group is free to give up on making the delivery, thus forfeiting the remaining Cr 200,000 on Drellesarr.

ONCE A PIRATE...

Another situation that may be implemented can occur at any time. Among the recruits the adventurers are likely to have a few untrustworthy individuals, pirates or criminals who don't care about Ildrissar or the customary niceties of privateering. Allowed to work unhampered, these rotten apples will prove a considerable embarrassment, and could pose a serious danger to the group.

Exact details are up to the referee. Some possibilities could include individual violations of the usual code (harsh treatment of captured non-Carrillians on a passenger ship, for instance), lack of cooperation with the adventurers, arguments over loot, and so forth. Or it could be more serious - opening fire without orders, or attempting to sell out to the Assembly. Finally, if things are really bad, a group of less savory individuals might get together to foment a mutiny and turn the ship back into the pirate raider she once was.

Implementation and resolution are left to the referee. A little disaffection in the crew is a good way to cut short a winning streak - if the group seems to be doing too well, this is the sort of thing to snap them back to reality.

Other Scenarios: Each of the Ship Encounter folio style pages contains additional situation ideas for use with the ship type in question. Like the items covered here, these scenario ideas are suggestions and guidelines only, and can be

used, expanded upon, or ignored entirely, as the referee desires.

SHIP ENCOUNTERS

When encounters with merchants or warships occur, the referee may specifically choose the ship type desired, or may randomly roll to determine this on the appropriate table below.

MERCHANT SHIPS	
Die Roll (2d)	Ship Type
1	Type A2 Far Trader (Supplement 7)
2	Type A Free Trader (Basic Traveller)
3	Type M Subsidized Merchant (Basic Traveller)
4	Type TF Freighter (Dakaar Class)
5	Type M Subsidized Merchant (Basic Traveller)
6	Type RP Provincial Merchant (Nymph Class)
7	Type M Subsidized Merchant (Basic Traveller)
8	Type RP Provincial Merchant (Nymph Class)
9	Type TF Freighter (Dakaar Class)
10	Type R Liner (Basic Traveller)
11	Type RP Provincial Merchant (Nymph Class)
12	Type RT Bulk Cargo Carrier (Providence Class)
13	Type TF Freighter (Dakaar Class)
14	Type RT Bulk cargo carrier (Providence Class)
DM-1 outside the Assembly. DM+1 if starport class A; DM+1 if on trade route.	

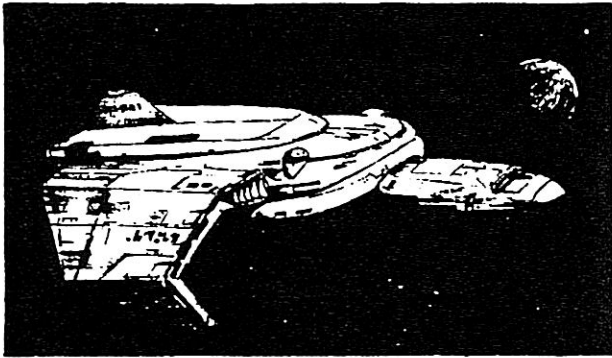
WARSHIPS	
Die Roll	Ship Type
2	System Defense Boat (Supplement 7)
3	Auxiliary Merchant (roll type on table above)
4	Scout/Courier (Basic Traveller)
5	Patrol Frigate (Avenger Class)
6	Type T Patrol Cruiser (Basic Traveller)
7	Patrol Frigate (Avenger Class)
8	Scout/Courier (Basic Traveller)
9	Type T Patrol Cruiser (Basic Traveller)
10	Patrol Frigate (Avenger Class)
11	Scout/Courier (Basic Traveller)
12	Close Escort (Supplement 7)
No DMs.	

Deck Plans: If additional deck plans are desired, see the following:

- Supplement 7, *Traders and Gunboats*: Subsidized Merchant, Scout/Courier, Close Escort, System Defense Boat, and Far Trader.
- This Supplement: Provincial Merchant, Freighter, Patrol Frigate, and Cargo Carrier.
- Snapshot: Free Trader, Scout.

Dakaar Class Freighter

Freighter (Type TF): Using a custom designed 1800-ton hull, the Dakaar class of freighters are streamlined cargo vessels designed primarily for use in less civilized frontier regions. It mounts jump drive-X, maneuver drive-J, and power plant-X, giving performance of jump-3. Adjacent to the bridge is a computer Model/3. There are 13 staterooms and no low berths. The ship has two hardpoints and two tons allocated to fire control. Installed on the hardpoints are two double turrets, each mounting two pulse lasers. There are no ship's vehicles. Cargo capacity is 938 tons. The ship is streamlined.



The Dakaar class freighter is intended for a crew of 13: Captain, First Officer, Pilot, Navigator, six engineers, two gunners, and a medic. When gunners are omitted, the ship can carry middle passengers, but this is not frequently done. The ship costs MCr 673.367 (including architect's fees, but no discounts of any kind) and takes 32 months to build.

BACKGROUND

Dakaar class freighters are based upon a design first developed by Starstream Enterprises on Caledon/Caledon in Reavers' Deep. They are a popular merchant vessel for long-range exploratory trade in Reavers' Deep. The starships have excellent range and sufficient cargo capacity for profitable operations among the various independent worlds of the Deep. Scorned as undergunned by some safety conscious merchants, they are nonetheless sturdy workhorses of the Caledonian merchant marine.

Various groups outside the Principality of Caledon purchased a number of the freighters. The Aariskin Corporation of Ildrissar owned eight (one, the *Drenslaar*, was recently lost), the Carrillian Assembly government shipping line Carrillines owns a handful, and several independent corporations also own ships of the class.

For more details, readers are referred to the Gamelords adventure *The Drenslaar Quest*.

DECK PLAN KEY

Deck plans of the ship are provided on the following pages. The key below describes the layout and interior details of the freighter.

Crew Deck: The lowest deck of the freighter is devoted to living quarters and other facilities designed for occupation by crewmembers on a constant basis.

- **1. Bridge.** The bridge area includes crew positions for the pilot and navigator forward, with a raised central platform for the ship's captain and executive officer.
- **2. Forward Airlock.** The forward airlock is located below the bridge, and is accessed through a hatch in the bridge deck. A ship's locker contains vacc suits and tools are present.
- **3. Computer.** The ship's Model/3 computer is located just abaft the bridge.
- **4. Office.** Ship's records, manifests, and other business-related items are stored here, and the captain uses it as a private area for conducting ship's business.
- **5. Sick Bay.** Medical supplies, an examination room, and the ship's doctor's office are located here. The doctor generally uses the aft cabin, and a connecting door is sometimes installed.
- **6. Staterooms.** Single occupancy staterooms with a bunk bed (which folds into the bulkhead when not in use), a wardrobe locker, desk and chair, and another locker for personal effects.
- **7. Head Facilities and Showers.** Communal facilities for the entire crew are located here.
- **8. Galley.** Food preparation space and pantry storage are provided in this compartment.
- **9. Common Area.** This area is used as a mess area for meals, a recreation room for off-duty personnel, and similar functions.
- **10. Storage Space.** The main ship's locker, accessible only to the captain and first officer through voiceprint identification (with a manual key backup in case of power failure).

Main Cargo Deck: the next deck up contains both engineering and cargo spaces.

- **11. Cargo Area.** This area stores 275 tons of cargo. To port and starboard, deck hatches permit cargo to be loaded from below. A central cargo elevator connects this cargo section to those on decks above.
- **12. Fuel Storage.** Fuel tankage is connected to fuel scoops forward, and to fuel compartments in the deck above.

- **13. Maneuver Drive Room.** In addition to the drives, engineering consoles and instrumentation are located here. A ladder leads through the overhead hatch to the jump drive room above.
- **14. Main Power Plant.**

Second Cargo Deck: The widest deck, this portion of the ship again contains both engineering and cargo spaces.

- **15. Jump Drive Room.** This space is taken up for the most part by drive machinery, but there is a small monitor and control console, and access areas from which the drives can be maintained or repaired.
- **16. Cargo Compartment.** This large area holds 450 tons of cargo. The central elevator leads up to the third cargo deck, or down to the main cargo deck, for loading and cargo transfer.
- **17. Turrets.** Port and starboard double pulse lasers are mounted in these turrets, which are actually located just overhead of these access shafts.
- **18. Fuel Scoops.** Scoops, pumps, and equipment for skimming hydrogen fuel from the atmospheres of gas giants or from planetary oceans are located here (and actually continue down to the deck below).
- **19. Fuel Storage.**

Third Cargo Deck: This uppermost deck is almost entirely devoted to cargo stowage.

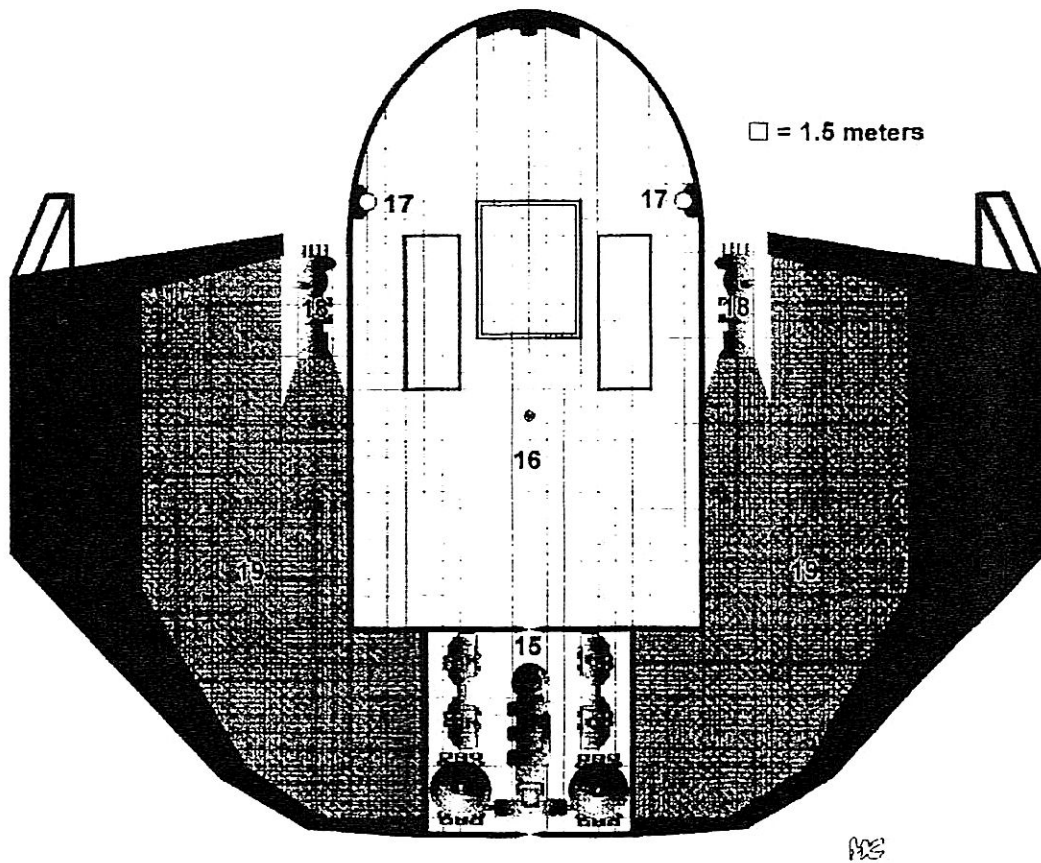
- **20. Cargo Compartment.** Holds roughly 210 tons of cargo. The large central elevator connects to the two decks below.
- **21. Airlock.** The aft airlock is a large cargo lock, used in emergencies, or to unload the third cargo deck directly while in orbit or free-fall conditions.

HIGH GUARD STATISTICS

If used with the Book 5 combat system, these stats apply:

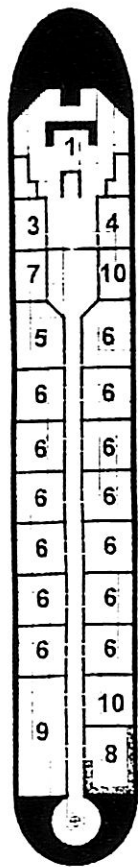
Freighter		
FT-B131332400000-20000-0	MCr 673.376	1800 tons.
batteries bearing	2	Crew=13
batteries	2	Book 2 design
Passengers=0. Low=0. Cargo=938. Fuel=570. EP=54.		
Agility=2.		

Dakaar Class Freighter

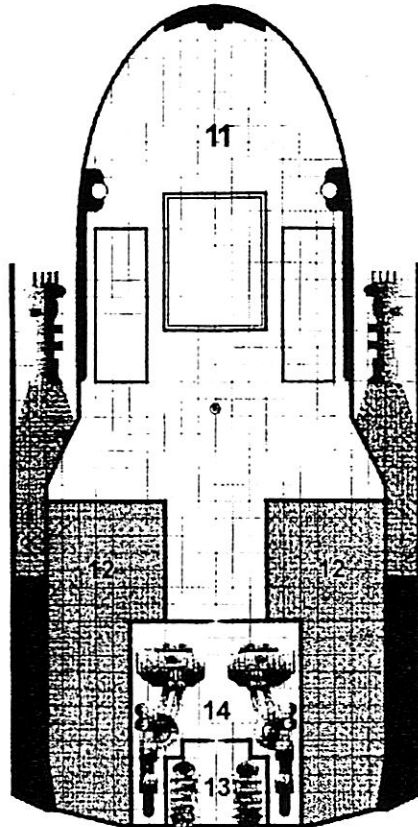


Second Cargo Deck

Crew Deck



Main Cargo Deck



Third Cargo Deck

□ = 1.5 meters

SCENARIO AND ENCOUNTER IDEAS

An entire adventure revolving around the *Dakaar* class Freighter (albeit a damaged one, incapable of flight) is presented in the Gamelords adventure *The Drenslaar Quest*. That adventure also involves the Ildrissarian rebellion, the Carrillian Assembly, and Jeston Halik, and could easily serve as a prelude to this campaign. The deck plans used in this supplement can be substituted for those found in *The Drenslaar Quest* which, due to lack of space, were drawn to a different scale (1 square equals 3 meters), with a consequent loss of detail.

In addition, a few scenario ideas are presented below to enliven specific encounters involving this interesting type of ship.

PRIZE CREW

Dakaar class merchants are particularly good cargo ships, with long range (jump-3) and an excellent cargo capacity (nearly 1000 tons). As a result, capture of such a ship makes for a very worthwhile prize - one that will be worth a fair amount of money to the privateers when it is delivered to Drellesarr.

Under ordinary circumstances, adventures should follow the main action - the depredations of the privateer. But, as an interesting break from routine, it might be interesting to let the hunters become the hunted for a change. Assignment to prize crew duty could be just the way to make it work.

Key player-characters would not, of course, leave the privateer, though one or two might be assigned to the prize if the cargo were important enough or the group wanted to make sure their interests back on Drellesarr were still being looked after. However, players *could* be assigned the personae of various NPC crewmen who are to make up the prize crew.



The voyage back to Drellesarr can be made especially interesting by such things as breakdowns (a good chance to give the rules on reliability and repairs a workout), enemy action, and the ever-present chance that some dissatisfied NPC might decide on mutiny so that he or she can

get a crack at the wealth represented by the ship and cargo without having to share a cent.

Not every prize ship taken should be followed back to Drellesarr in detail... but prize ship voyages are a useful way to call a halt to the main action, allow the participants to catch their collective breaths and contemplate new situations, and yet maintain a certain degree of campaign continuity at the same time.

Referee's Notes: The privateer will not be able to operate too long away from Drellesarr if prizes are taken regularly, since prize crews will quickly use up needed personnel. Recruiting need not be done at Drellesarr - any port outside of the Assembly can be used openly, and it is even conceivable that rebel groups (such as those on Lanixohn) could provide recruits *within* the Assembly. (The old pirate practice of forcing skilled captives to work for their captors won't work where the push of a single button at the wrong time spells doom, and it is highly unlikely that "pressed men" will join the privateers in the course of their voyages. Still, the group can prolong their activities - stuffing their own cargo hold, retaining captured ships until a full cargo can be obtained, even caching cargoes or entire captured vessels for later recovery. It should be impressed upon the players that privateering is a *business*, and the more time the group spends shuttling back and forth to and from Drellesarr, the less profit they'll be making.

OTHER SCENARIO POSSIBILITIES

Several of the ideas presented in the other adventures apply equally well to *Dakaar* class freighters. They might be encountered as Q-ships (see the *Nymph* class chapter for details), or as troop transports (as per the *Providence* class chapter). There are others.

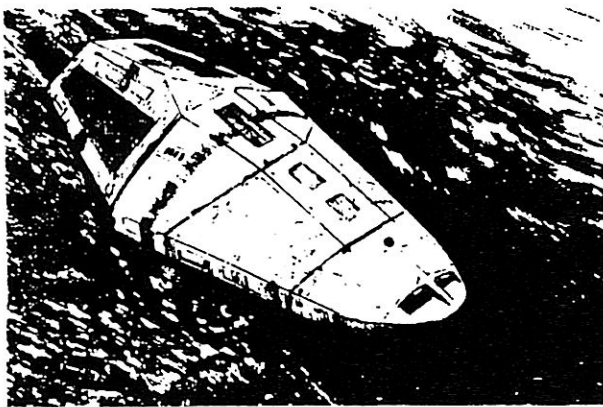
A freighter might be carrying, in lieu of a deck hand, a passenger - possibly a merchant line owner in a hurry to reach some destination. Such a passenger could complicate things for the adventurers, but could also pay off to some extent (he could want to pay a ransom for his immediate freedom, or he might prove to be full of information on shipping schedules and trade routes that the group can exploit.

Another thing to keep in mind is the fact that many of these freighters are in the service of Aariskin and the Ildrissarian rebellion. One scenario might involve the discovery (through news reports or rumors) that the Assembly has captured an Aariskin freighter carrying arms and supplies (either towards Ildrissar or toward the new trouble spot at Lanixohn). The ship, its crew still confined on board, could make an interesting target for a quick raid. What a feather in the group's collective cap if they could free some of Halik's men! Rewards of some kind would be reasonably sure to follow.

In all things, it is up to the referee to create the opportunities - and to the players to exploit them. With each of these situations, players should not be forced into anything, but rather given the chance, which they can accept, or turn away from, as they please.

Avenger Class Patrol Frigate

Patrol Frigate (Type F): Using an 800-ton hull, the patrol frigate is a military vessel used for interplanetary patrol and escort duties. It mounts jump drive-M, maneuver drive-V, and power plant V, giving it performance of jump-3 and 5G acceleration. Fuel tankage for 290 tons supports the power plant and allows one jump-3. Adjacent to the bridge is a Model/3 computer. There are 34 staterooms and no low berths. The ship has eight hardpoints and eight tons allocated for fire control. Installed on the hardpoints are eight double turrets. Four turrets mount double beam lasers, three turrets mount double missile racks, and one turret mounts double sandcasters. The ship carries three armed pinnaces for scouting duties. Cargo capacity is 58 tons. The ship is not streamlined.



The Patrol Frigate requires a crew of 16: pilot, navigator, medic, five engineers, and eight gunners. It generally carries, in addition, three pinnace pilots, three pinnace gunners, a troop commander, troop NCO, and 20 troops to serve in boarding or landing party duties (the troops are carried in double occupancy). The ship costs MCr 518.8572, (including architect's fee and discount for standard designs) and takes 25 months to build.

Employment: The Avenger class of patrol frigates employed in the navy of the Carrillian Assembly is generally assigned to independent patrol duties. They function as mobile enforcement vessels, and are popular in anti-smuggling and anti-piracy roles. The pinnaces and troop contingents enable each ship to set up effective spot checks of shipping in potential trouble spots, land recon parties, or maintain a wide surveillance net over a given volume of space by sending out scouting pinnaces. The frigates are also considered useful for convoy duties.

Most Avenger class frigates are in the service of the Assembly Navy in Reavers' Deep, but surplus vessels have been sold elsewhere, and the design is basically similar to several other ships of the same size found in various parts of the Imperium.

DECK PLAN KEY

Deck plans for the frigate are provided on the following pages. The key below describes the layout and interior features of the ship.

Bridge Deck: The uppermost deck consists of the twin-domed bridge and connecting structures.

- **1. Bridge.** Each area of the bridge contains pilot and navigation positions; though only one needs to be manned, the second is frequently crewed in action by pinnace pilots (if aboard).
- **2. Connecting Corridor.** Connects various portions of the bridge deck with one another.
- **3. Computer Room.** The ship's Model/3 computer is located here.
- **4. Access Hatch.** Leads to the crew deck below. Also provides access to a double sandcaster turret mounted above.
- **5. Port Bridge Turret.** Mounts a double beam laser.
- **6. Starboard Bridge Turret.** Mounts a double beam laser.

Crew Deck: The second deck contains quarters and living facilities for the crew.

- **7. Forward Turret.** Mounts a double missile rack.
- **8. Port Turret.** Mounts a double beam laser.
- **9. Starboard Turret.** Mounts a double beam laser.
- **10. Troop Quarters.** Barracks-style quarters for 20 shipboard troops or Assembly Marines, including bunk beds, shower and head facilities, lockers, and equipment storage areas.
- **11. Wardroom.** Recreation and mess area used by ship's officers.
- **12. Crew Lounge.** Recreation and mess area for enlisted personnel, including both crewmen and troops.
- **13. Staterooms.** Single occupancy staterooms for ship's crewmembers, plus troop commander and NCO. On some ships, double occupancy is imposed to add 24 additional troops.
- **14. Aft Turret.** Mounts a double missile rack.

Main Deck: The main deck is a wedge-shaped level holding fuel, engineering, and cargo compartments.

- **15. Fuel Tankage.** Fuel scoops forward permit wilderness refueling from the atmospheres of gas giants.
- **16. Cargo Compartment.** Stores 58 tons of cargo. Hatch leads to pinnace docks.
- **17. Cargo Ramp.** Deck hatch-permitting cargo to be transferred to and from orbital shuttles or ship's pinnaces.

- 18. **Engineering Section.**
- 19. **Power Plant.**
- 20. **Jump Drives.**
- 21. **Maneuver Drive.**

Docking Level: The lowermost level of the ship provides docking facilities for the ship's three pinnaces.

- 22. **Lower Turret.** Mounts a double missile rack.
- 23. **Port Pinnacle Dock.** Airlock connects to pinnacle airlock.
- 24. **Starboard Pinnacle Dock.** Airlock connects to pinnacle airlock.
- 25. **Aft Pinnacle Dock.** Airlock connects to pinnacle airlock.

The Pinnaces: the plan shows a typical pinnacle.

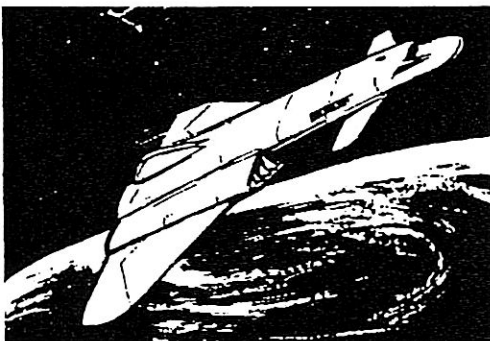
- 26. **Pinnacle Bridge.** Positions for pilot and gunner.
- 27. **Pinnacle Airlock.** Some models locate this lock on the opposite side.
- 28. **Passenger Compartment.** Seating for 8 passengers.
- 29. **Cargo Compartment.** Holds 12 tons of cargo.
- 30. **Drives.**
- 31. **Fuel.**
- 32. **Rear Cargo Loading Ramp.**

HIGH GUARD STATISTICS

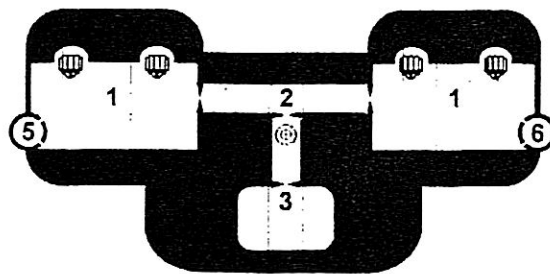
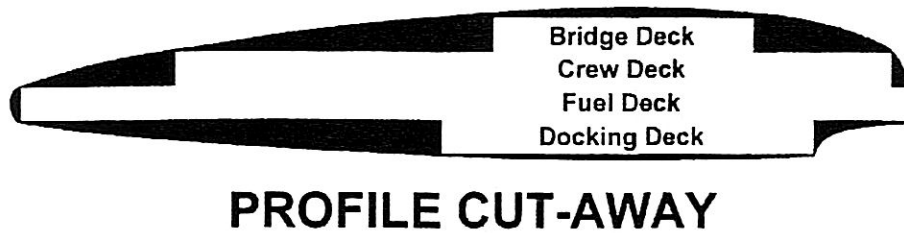
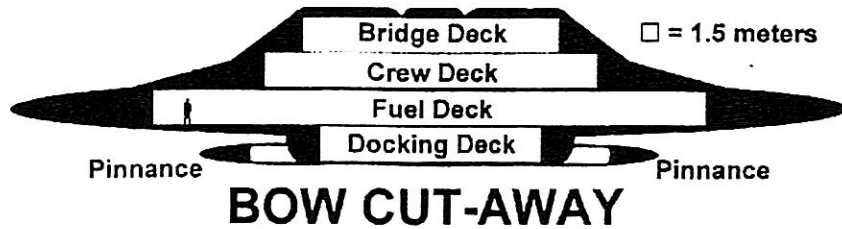
If combat is to be carried out in accordance with the space combat rules presented in *Traveller Book 5, High Guard*, the statistics listed below should be used for the Patrol Frigate.

Patrol Frigate		
F-8435532-020000-3.0002-0	MCr 518.8572	800 tons
batteries bearing 1 4 3	Crew=16.	T L-14
batteries 1 4 3	Book 2 design	
Troops=20. Low=0. Cargo=58. Fuel=240. EP=40. Agility=3.		
3 pinnaces.		

Pinnacle		
KK-0105501-000000-300000-0	MCr 20	40 tons
Crew=2. Passengers=8. Cargo=12. Fuel=8.4. Agility=4. TL9		



Avenger-class Patrol Frigate



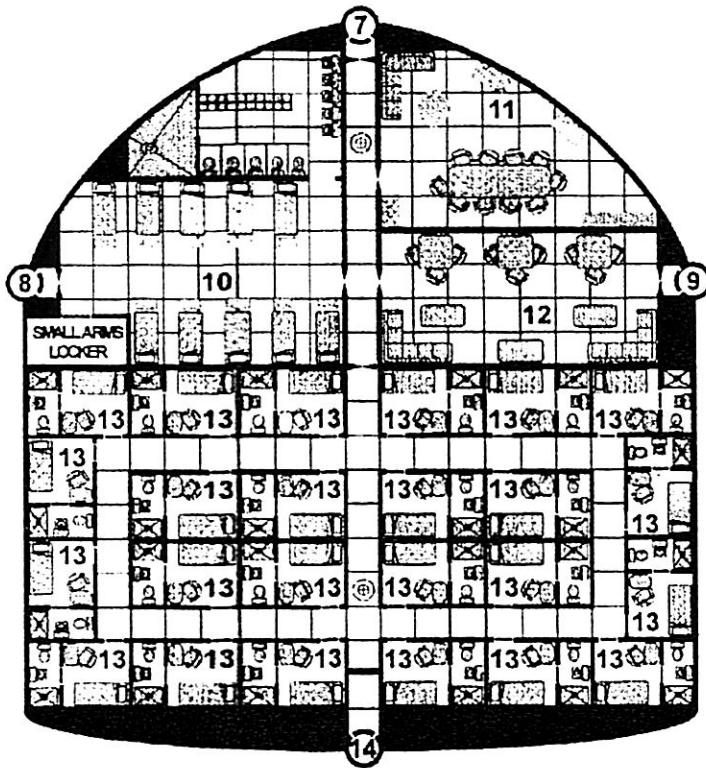
Bridge Deck

□ = 1.5 meters

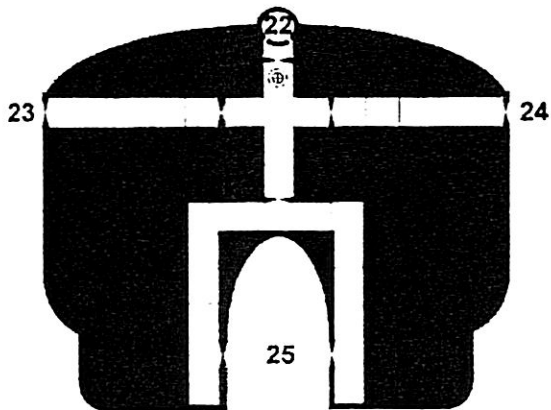


AKZ

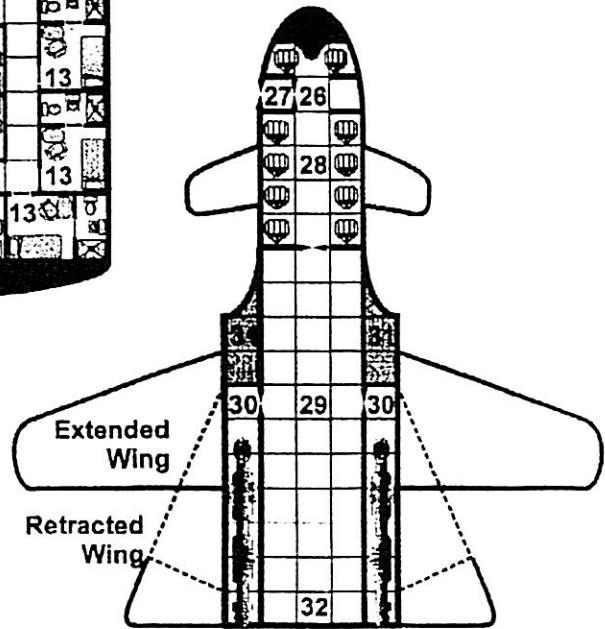
Crew Deck



□ = 1.5 meters



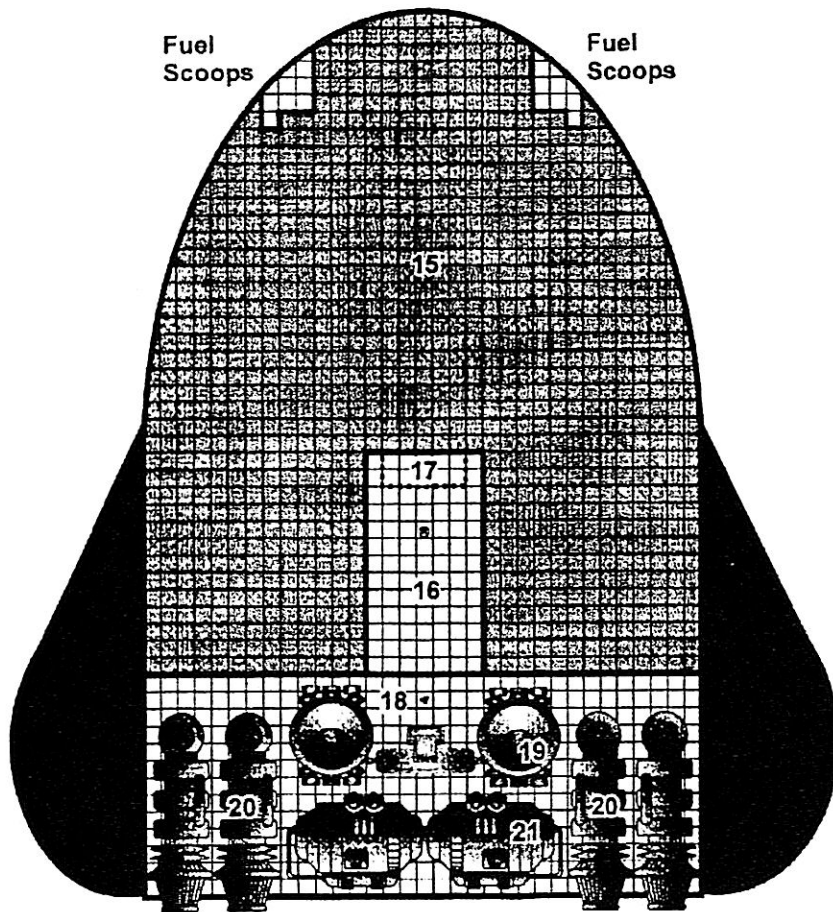
Docking Deck



Ramp Door

40-ton Pinnace
(3 aboard)

MS



□ = 1.5 meters

Fuel Deck

ACS

SCENARIO AND ENCOUNTER IDEAS

Not every encounter with hostile warships need be a slugfest in which combat is the be-all and end-all of the adventure. There will certainly be cases where encounters will lead to combat (just as most merchant ship encounters will involve some degree of conflict as well), but variety can be interjected through the application of various unusual ideas and approaches to resolution of each.

Some ideas are discussed below. The creative referee may easily add others.

CORSAIR AT BAY

There comes a time in any commerce raiding operation where things get too hot for the expedition to continue in a specific area. Constant raiding will quickly catch someone's attention, and anti-piracy efforts mounted to shut down the raider's business.

Normally, the raider knows this and can avoid the blow, simply by making a jump to some new star system and starting over again. Now and again, however, this doesn't work.

This scenario should be implemented following some particularly hard-fought raid, in which the corsair suffered jump drive or computer damages (regardless of any other outcome of the encounter). A patrol frigate would be operating in the system, of course, for the scenario to work at all.

The damage suffered in the raid can prove to be troublesome - a series of breakdowns are suffered, and the privateer cannot make a jump out-system to escape the closing nets being drawn by the authorities. The only chance the group has is to make repairs... but that requires two things - time, and some repair parts that simply are not available on board.

The former can be easily gained by slipping off into deep space, where the chances against being found are astronomical. But the parts are another matter. They might be cannibalized from another ship, but remember that the planet is alerted and raids carry a greater danger than usual of bringing about a response. The alternative is a raid of a different sort - a covert one, directed primarily at gaining the needed parts. They might be fairly close by, on a colony world or an asteroid mining station. There is only one problem - a single patrol frigate is in the vicinity of the target, and that frigate must be outwitted or overcome if the parts are to be obtained.

This gives rise to many possibilities, depending on the exact nature of the situation the referee has created. Perhaps the raider can slip past the frigate and take refuge on the planet's surface, where the frigate cannot follow. In this case, ground actions against troops from the warship and the vessel's three pinnacles might follow. It would be a race against time to get in, get the parts, and then get out before reinforcements arrived to blockade the planet. If, on the other hand, an asteroid belt is the site of the action, the stage is set for a skillful pilot to dodge among the asteroids with the enemy in hot pursuit.

Other solutions will no doubt present themselves to players. As always, the main thing is to present the group with a situation, and allow *them* to come up with the responses. The referee is there to create the basic events, and to administer the flow of the campaign, but (in this material, at least) should not attempt to influence the ways in which players choose to carry out their end of the campaign.

THE MUTINEERS

With conditions being what they are in the Assembly, the military is bound to have a certain degree of difficulty. The Assembly armed forces were once simply federated units contributed by individual member worlds, serving under their own officers and primarily interested in the safety of their own world.

Under Daldreem, the situation is different. Assembly units have been subjected to extensive reorganization to break up local groups and encourage a transfer of loyalties to the central government, discipline has been tightened, and the emphasis has been shifted from local to State defense. By and large this process, which has gone on for nearly a decade, has been a smooth one. But there are chinks in any armor. Sometimes, under pressures of divided loyalties, military personnel don't follow orders... and have even been known to lash out at the authority that they are supposed to obey. The result: mutiny.

Such a situation could arise in the course of this campaign. A frigate in one of the pursuing naval squadrons, with several natives of Lanixohn aboard, might suffer a mutiny in the midst of the pursuit. The timing might even be such as to occur in the midst of battle, with the mutineers seizing the ship and then surrendering.

This opens up various possibilities. Information on board might reveal planned Assembly moves or strategies. The ship itself might yield useful equipment. More importantly, it is possible that the ship could be used as a highly effective Trojan Horse to further some venture being mounted by the group.

There will be 2d mutineers on board. Most of them will just want to go home, but a few (roll 10+ for each individual) might want to join the privateers. If the group wants the frigate, they might find it expedient to give up a prize ship to get the mutineers who want to leave home to Lanixohn.

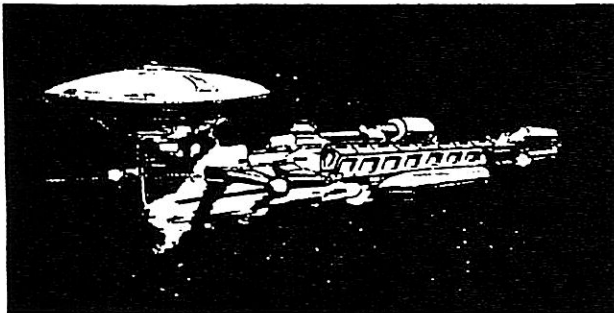
Capture of a patrol frigate will give the adventurers a potentially powerful second ship, one which, with a little refit, could be made to pay some excellent dividends later.

REFEREE'S NOTES

These ideas could easily be applied to any type of warship - not just the frigate. And, of course, other scenarios can easily be introduced for the frigate, as well.

Providence Class Bulk Cargo Carrier

Cargo Carrier (Type RT): Using a 5000-ton hull, the bulk cargo carrier is designed to carry large amounts of cargo between major trade centers. It mounts jump drive-Z, maneuver drive-Z, and power plant-Z, giving performance of jump-2 and 2G acceleration. Fuel tankage for 1020 tons supports the power plant and one jump-2. Adjacent to the bridge is a computer Model/3. There are 25 staterooms and no low berths. The ship has five hardpoints and five tons allocated to fire control. Installed on the hardpoints are five triple turrets. Two turrets mount triple lasers, two mount triple sandcasters, and one mounts triple missile racks. There are two ship's vehicles: two 95-ton shuttles. Cargo capacity is 3337 tons. The hull is not streamlined.



The *Providence* Class of bulk cargo carriers requires crews of 18 (captain, pilot, navigator, seven engineers, five gunners, a medic and two shuttle pilots), and are fitted to carry up to seven deckhands. They usually do not carry commercial passengers, but, in the absence of some deck hands, middle passengers are sometimes carried instead. The ship costs MCr 1058.7578 (including architect's fees and 10% standard design discount) and takes 36 months to build.

DECK PLAN KEY

The deck plans that follow do not show the entire ship. (It is too large to be easily shown without devoting much more space to it.) Instead, only those areas of importance to possible boarding actions are shown.

An additional deck, set below and around the main deck, holds the 1020 tons of fuel required by the ship. The cargo modules on the upper deck are not fully shown; only an indication of location is given for each.

Whatever remains are those parts of the ship where the crew lives and works. The deck plan key below contains information on these portions of the ship.

Upper Deck: The upper deck of the bulk cargo carrier is the main cargo access area. On either side of a relatively narrow access shaft, 6 large modular cargo containers (each

holding 550 tons of cargo) are attached. Also present are docking areas for two shuttles.

- **1. Forward Turret.** Mounts a triple missile rack.
- **2. Access Corridor.** Built wide enough to accommodate large objects being moved from one part of the deck to another.
- **3. Cargo Modules.** Each measures 16.5 meters (11 squares) by 77 meters (52 squares) by 6 meters (two standard decks), holding 550 tons of cargo. Modules can be detached intact when all cargo contents are destined for one location; large double sliding doors permit cargo to be removed to shuttles when necessary.
- **4. Loading Compartment.** Transfers to and from the shuttles are conducted here.
- **5. Cargo Elevators.** These elevators lead to the small shipboard cargo bay for transfer of special consignments or ship's gear.
- **6. Cargo Locks.** Connect the Loading Compartment to the shuttle cargo bays.
- **7. Shuttle Cargo Bay.** Holds 65 tons of cargo.
- **8. Shuttle Passenger Compartment.** Holds 12 crewmen.
- **9. Shuttle Bridge.** Positions for pilot and copilot.
- **10. Airlock.** Ship's Lockers in this section store vacc suits and tools. EVA is necessary to detach cargo modules, a process that takes 4 man-hours.

Main Deck: The Cargo Carrier's main deck contains all other essential shipboard sections.

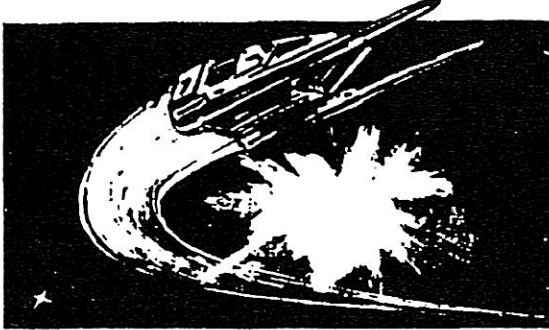
- **11. Bridge.** The large bridge area contains positions for the pilot, navigator, captain, and chief engineer.
- **12. Bridge Turrets.** Each mounts triple beam lasers.
- **13. Staterooms.** Single occupancy staterooms for all crewmembers.
- **14. Computer.** The computer room, containing a Model/3 computer, opens to the bridge.
- **15. Common Areas.** Two large rec. room/mess halls are provided.
- **16. Cargo Bays.** Special cargoes or shipboard gear is stored in these two sections.
- **17. Fuel.** Actually, these fuel compartments connect to the much larger fuel tankage area on either side of, and below, the main deck. Total fuel capacity is 1020 tons.
- **18. Drive Room.** All engineering functions are located here.
- **19. Power Plants.**
- **20. Jump Drives.**
- **21. Maneuver Drives.**
- **22. Rear Turrets.** Each mounts a triple sandcaster.

HIGH GUARD STATISTICS

Any time conflicts are to be resolved in accordance with the space combat rules presented in *Traveller* Book 5, *High Guard*, the stats presented below should be used.

Cargo Carrier	
RT-E422232-050000-50004-0	MCr 1058.7578 5000 tons
batteries bearing 2 2 1	Crew = 18, TL = 15.
batteries 2 2 1	Book 2 Design
Passengers=0. Low=0. Extra Crew=7.,	Cargo=3337.
Fuel=1020. EP=100. Agility=1.	2 shuttles.

Shuttle	
YM-0103301-000000-00000-0	MCr33. 95 tons.
Passengers=12. Cargo=65. Fuel=2.85.	Agility=3. TL9.
Crew=2.	



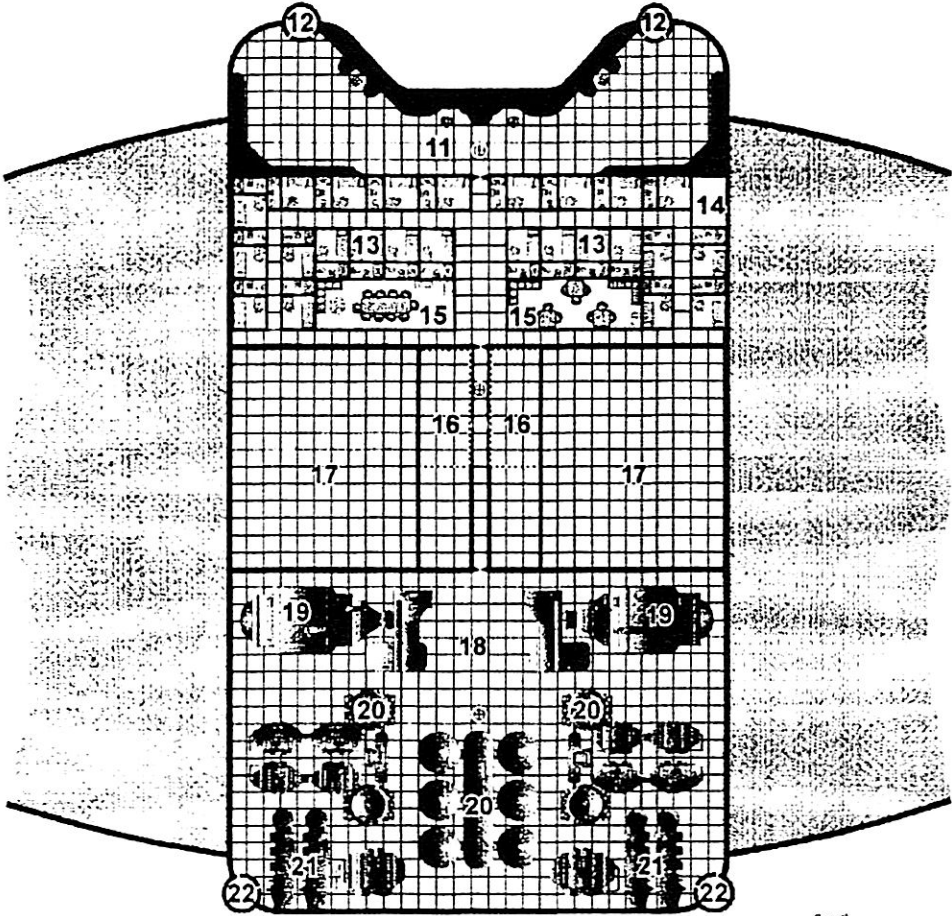
SPECIAL RULE

When determining cargo carried on a bulk carrier, multiply the number of lots available by a factor of 10.

Providence-class Bulk Carrier

□ = 1.5 meters

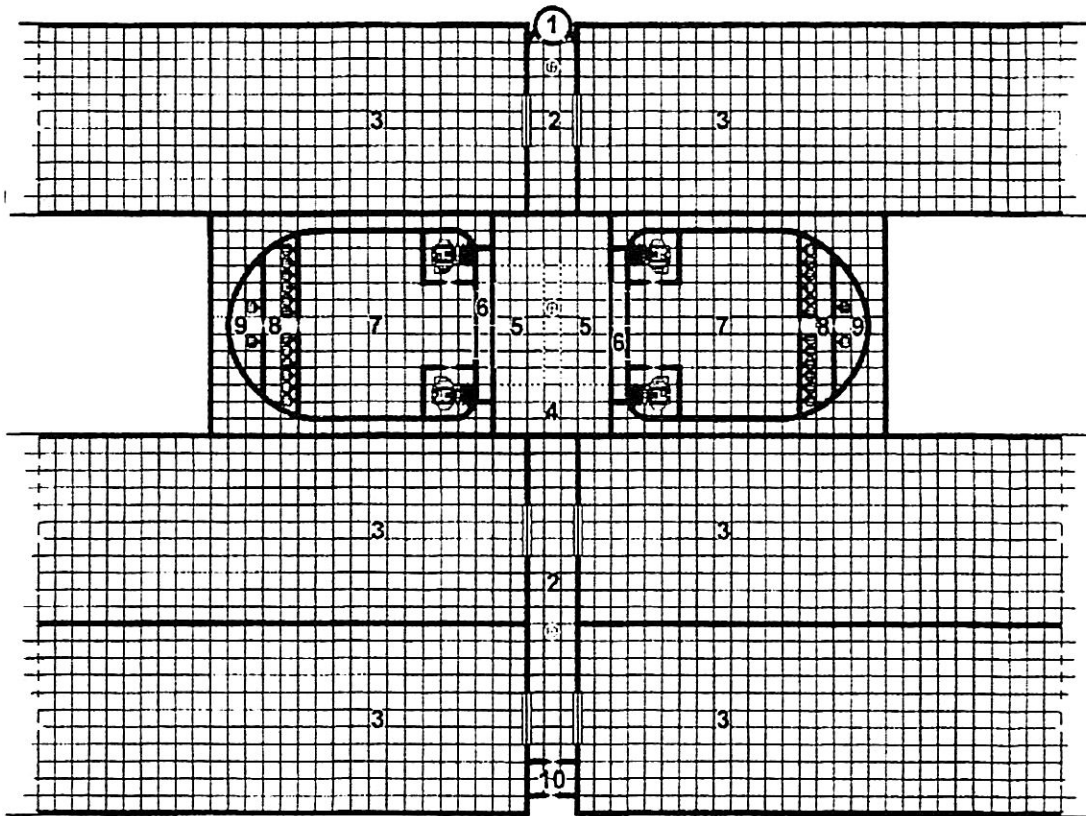
Main Deck



MS

Upper (Cargo) Deck

□ = 1.5 meters



ACS

SCENARIO AND ENCOUNTER IDEAS

Encounters with big bulk carriers will be infrequent, as can be seen from the Ship Encounter Table in the *Marque and Reprisal* campaign chapter. The opportunity for landing such a huge amount of cargo should always be a small one, for too many such encounters will make the group rich beyond their wildest imaginings very, very quickly (unless the ship fails to make it back, of course). So encounters with this type of ship will tend to be rare, perhaps the highlight to a particularly successful series of raids. If the referee so desires, ordinary encounter situations can be further spiced up by the ideas suggested below.

TROOPSHIP

The cargo carrier, with its 3300-ton capacity, possesses unique possibilities for conversion in time of war to a military transport. For about MCr 70 each, cargo modules can be converted into large barracks-type living quarters, capable of transporting 275 men apiece. Thus, a ship might be converted to carry 1300 troops, plus 550 tons worth of military supplies. In a time of crisis such as the current Ildrissar/Lanixohn situations, the Assembly is perfectly capable of doing something like this.

(Some transports could be converted to carry 5500 troops or more in low berth, but this would cost MCr 275).

At any rate, an encounter with a Cargo Carrier need not mean that it is currently employed as such. And it would be a very unfortunate situation indeed if a swarm of pirate raiders stormed on board a captured ship only to be met by 1300 very angry military troops.

Rumors (see the scenario section for the Provincial Merchant) would probably give forewarning of troopship conversion - but not necessarily. Players should be given *some* warnings (outward signs of the conversion, such as view-ports in the cargo modules, or perhaps a subtle tip-off like the presence of an escort or the identification of the ship as being in the service of the Carillian Navy... it isn't fair play to spring a surprise of that magnitude on them (unless the referee *wants* them to fail - but that tends to lead to bad feelings and occasional referee lynching, and is not generally recommended).



Dealing with a troopship isn't particularly easy. It would be theoretically legal as well as possible to destroy the ship - or the individual quarter's modules - to eliminate the problem, since as soldiers their deaths are just part of the war... but the Carillians are not likely to forget such a calculatedly brutal action easily. (Should it take place, anti-piracy actions will step up; the referee should call in ten extra ships - recalled from the blockade of Ildrissar - and should consider implementing several Carillian search-and-destroy type missions).

Another alternative, but one by no means easy to pull off, is to use subterfuge. If a boarding party can be placed aboard the bridge of the cargo carrier, individual modules can be sealed off and jettisoned through the use of emergency explosive charges (normally used to dispose of a container with toxic or radioactive contamination or unstable explosives in a hurry). Sealed, the barracks containers can support their occupants for quite a few hours, making rescue possible.

Of course, the trick is to get to those controls. A fake distress situation might get a party on board, or vacc-suited troops could break directly into the bridge with a little luck. Implementation of any such plan is up to the players; resolution should depend on the soundness of the plan and the skills of the characters involved.

DESTRUCT SEQUENCE

A fanatic is the most dangerous foe a commerce raider can

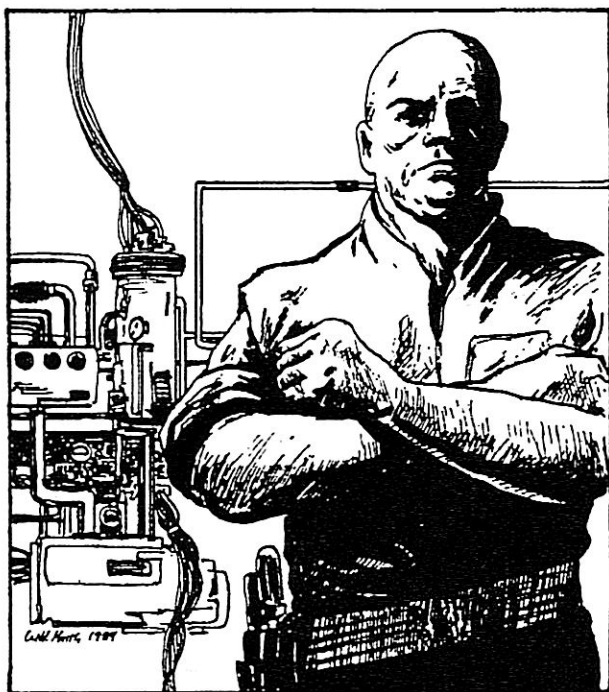
face, for fanatics will rarely quietly give up their cause in the light of defeat... and continued resistance can be bad for business.

This scenario can actually take place on almost any ship, but it will be particularly troublesome aboard a *Providence* class bulk cargo carrier. This is because of the size of the ship, and because of the setback to the group's profits that will ensue if it takes place on board such a vessel.

Shortly after the capture of a bulk carrier, various members of the raider crew might discover that some of the cargo is particularly valuable. In such an instance, several of them - particularly the "bad apple" NPCs among them (see "Once a pirate..." in the campaign chapter) - could run amuck, starting some serious pillaging that will fully occupy their attention.

Should it then be revealed that a fanatic crewman has rigged a bomb among a cargo of munitions and explosives, the adventurers have a definite problem.

Their options are to find and disarm the bomb - no simple task - or to abandon the cargo carrier and let the bomb do its worst. Common sense encourages the latter, but common sense won't necessarily prevail among the NPC crewmen who sense that this ship could make their fortunes. The crew could easily become convinced that the adventurers are trying to pull off some kind of swindle; if the extent of strained relations with certain members of the crew has been properly established and manipulated, a full-blown mutiny could result.



If the adventurers attempt reason, they will be argued with. Attempt force, and a fight could break out... or sullen crewmen might obey, but be driven into even greater withdrawal and disrespect. And, if they are left to die in the explosion, they may have friends aboard who think it was arranged deliberately. No matter what, the situation can cause trouble.

Any way it is handled, it is up to the referee to create and control the flow of events in a suitable fashion.

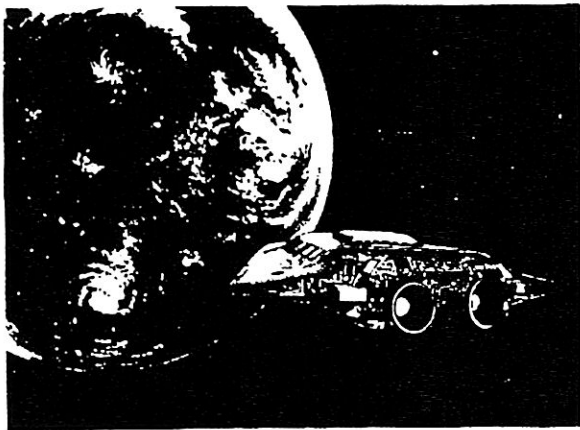
REFEREE'S NOTES

Either of these situations might actually be applied to almost any type of ship, and various other scenario suggestions might be tried with the cargo carrier. This is up to the referee to decide.

Nymph Class Provincial Merchant

Provincial Merchant (Type /RP): Using a 400-ton hull, the Nymph Class Provincial Merchant is an interstellar trade vessel commonly encountered in the Reavers' Deep region. It mounts jump drive-D, maneuver drive-B, and power plant-D, giving a performance of jump-2 and IG acceleration. Fuel tankage for 100 tons supports the power plant and allows one jump-2 and IG acceleration. Fuel tankage for 100 tons supports the power plant and allows one jump-1. Adjacent to the bridge is a computer Model/Ibis. There are 7 staterooms, and 26 low berths. The ship has two hardpoints and two tons allocated to fire control. Installed on the hardpoints are two triple turrets, each mounting two pulse lasers and one sandcaster. There is one ship's vehicle: a 20-ton launch. Cargo capacity is 175 tons. The hull is not streamlined.

The *Nymph* classes of provincial merchants require a crew of seven: pilot, navigator, medic, two engineers, and two gunners. The pilot operates the launch. No high or middle passengers are carried, but 26 low passengers may be. The ship costs MCr 114.0795 (including architect's fee and 10% standard design discount), and takes 14 months to build.



Variant: Actually, two distinct versions of the *Nymph* class merchant exist. In addition to the non-streamlined type above, there is a streamlined variety, identical except for the price, which is MCr 117.7155, and the ability to enter planetary atmospheres.

By long tradition, the non-streamlined vessels are designated the "*Nymph*" class, and named for demigoddesses associated with the sea and air, while those which are streamlined fall into the "*Wood Nymph*" class, and are named for minor deities of the forest.

DECK PLAN KEY

Deck plans of the ship are provided on the following pages. As can be seen, the *Nymph* class ships are similar in external appearance to the Raider, which is, indeed, modeled

on their design. The raider's variable ID features permit either variant's appearance to be assumed at will. The key below describes the layout of the merchant deck plans, which vary considerably from those of the raider found elsewhere.

Bridge Deck: The uppermost deck contains the vessel's controls and other important systems.

- **1. Computer.** The ship mounts a Model/Ibis.
- **2. Bridge.** Positions for pilot and navigator are provided.

Crew Deck: The second deck contains crew quarters, some cargo, and hangar-space for the ship's launch.

- **3. Launch Hangar.** Clamshell doors forward and above open to release the 20-ton launch, which is designed to carry cargo, but no passengers.
- **4. Staterooms.** Seven staterooms accommodate the ship's crew with standard living quarters, including foldout bunks, sanitary facilities, lockers, desk, and chairs.
- **5. Crew Lounge.** A large common area for meals, recreation, and the like.
- **6. Low Berths.** There are 26 low berths aboard for passengers, located in this compartment.
- **7. Upper Cargo Bay.** This cargo compartment holds roughly 30 tons of cargo. Large sliding doors allow access to the launch bay to load and unload cargo, though for the most part, cargo is taken on from orbital ports or commercial shuttles through the main doors below.
- **8. Cargo Elevator.** Connects upper and main cargo bays.

Main Deck: The bulk of cargo and engineering facilities are located on this deck.

Clamshell Doors. Large bay doors can be opened to load or unload cargo in the forward portion of the hold.

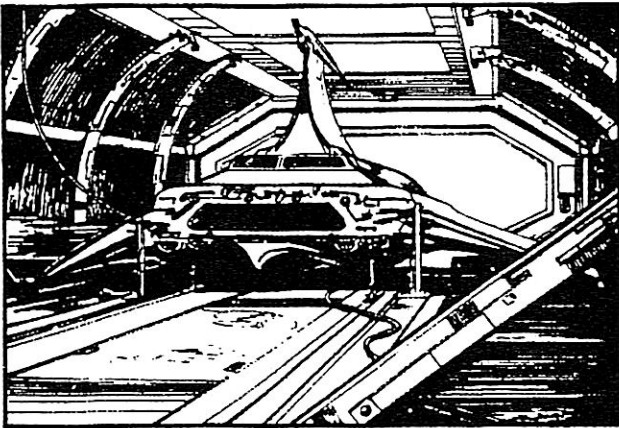
- **10. Forward Hold.** The main position of the cargo capacity (85 tons) is concentrated in this section.
- **11. Cargo Elevator.** Connects this section to the Upper Cargo Bay.
- **12. Rear Cargo Hold.** A separate cargo compartment connected forward through large sliding doors and with separate access through rear cargo doors possible as well.
- **13. Port Drive Room.**
- **14. Starboard Drive Room.**
- **15. Jump Drives.**
- **16. Maneuver Drives.**
- **17. Airlocks.** Each airlock contains a small ship's locker for storage of vacc suits, tools, etc.
- **18. Port Turret.** Mounts two pulse lasers and one sandcaster.

- **19. Starboard Turret.** Mounts two pulse lasers and one sandcaster.
- **20. Fuel Scoops.** Scoops, pumps, and other equipment for skimming hydrogen fuel from the atmospheres of gas giants or from planetary oceans is mounted here.
- **21. Fuel Storage.**
- **22. Lower Drive Room.**
- **23. Power Plant.**

Wood Nymph			
RP-4121231-020000-10000-0	MCr 117.7155	400 tons	
batteries bearing 2 2	Crew=7.	TL=9.	
batteries 2 2			
Passengers=0. Low=26. Cargo=175. Fuel=100. EP=8.			
Agility=1. 1Launch.			

THE LAUNCH

The 20-ton launch carried aboard the *Nymph* Class merchant is a fairly standard design. It is not armed, and devotes the entire 13 tons of excess space left after basic design to a cargo bay. It is used primarily for runs requiring cargo transfers to worlds where no local shuttles are available.



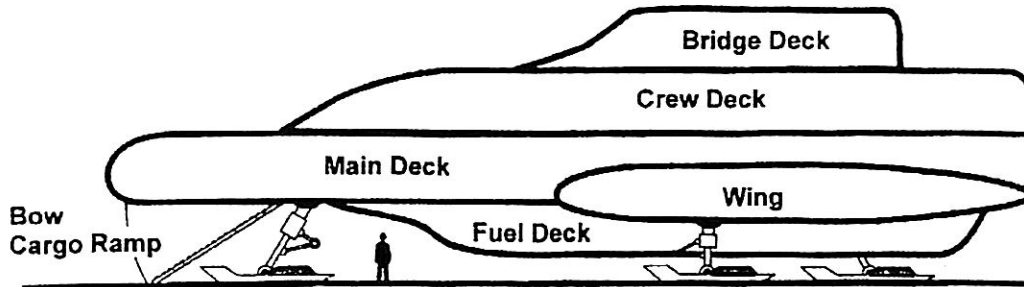
On some *Wood Nymph* class vessels, which do not require a ship's vehicle to maintain contact with the world's surface, the launch is eliminated, and the hangar bay used for 20 tons of additional cargo storage space. No ships are built like this; it is a conversion made on an individual basis by some owners or captains to increase cargo capacity.

HIGH GUARD STATISTICS

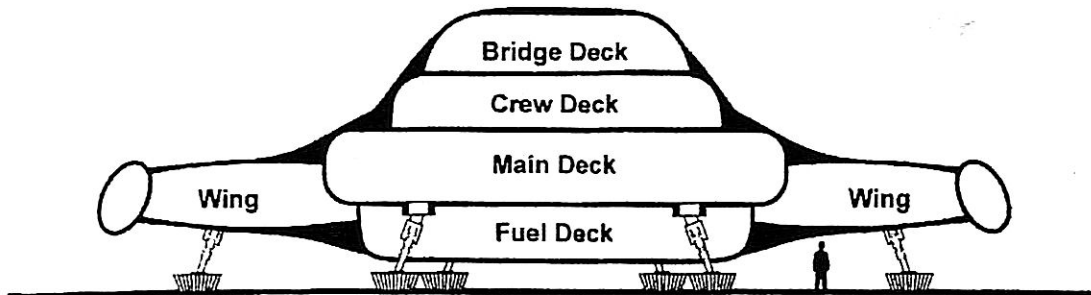
If combat is to be conducted in accordance to the rules in *Traveller* book 5, *High Guard*, the stats given below describe both versions of the merchant.

Nymph			
RP-44212RI-020000-10000-0	MCr 114.0795	400 tons	
batteries bearing. 2 2	Crew=7.	TL=9.	
batteries 2 2	Book 2 Design		
Passengers=0. Low=26. Cargo=175. Fuel=100. EP=8.			
Agility=1. 1 Launch			

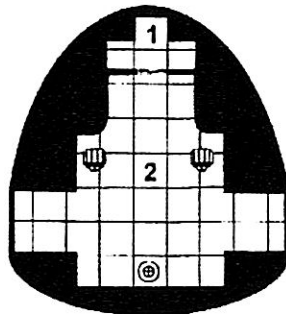
Nymph-class Merchant



PROFILE CUT-AWAY



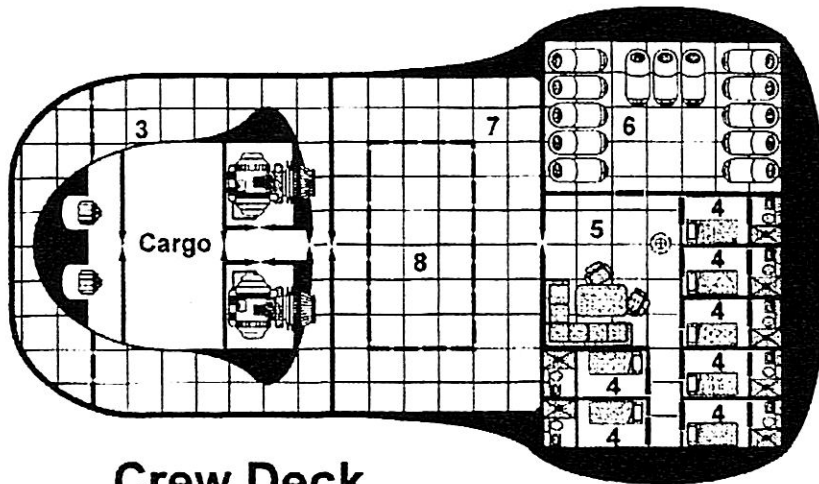
BOW CUT-AWAY



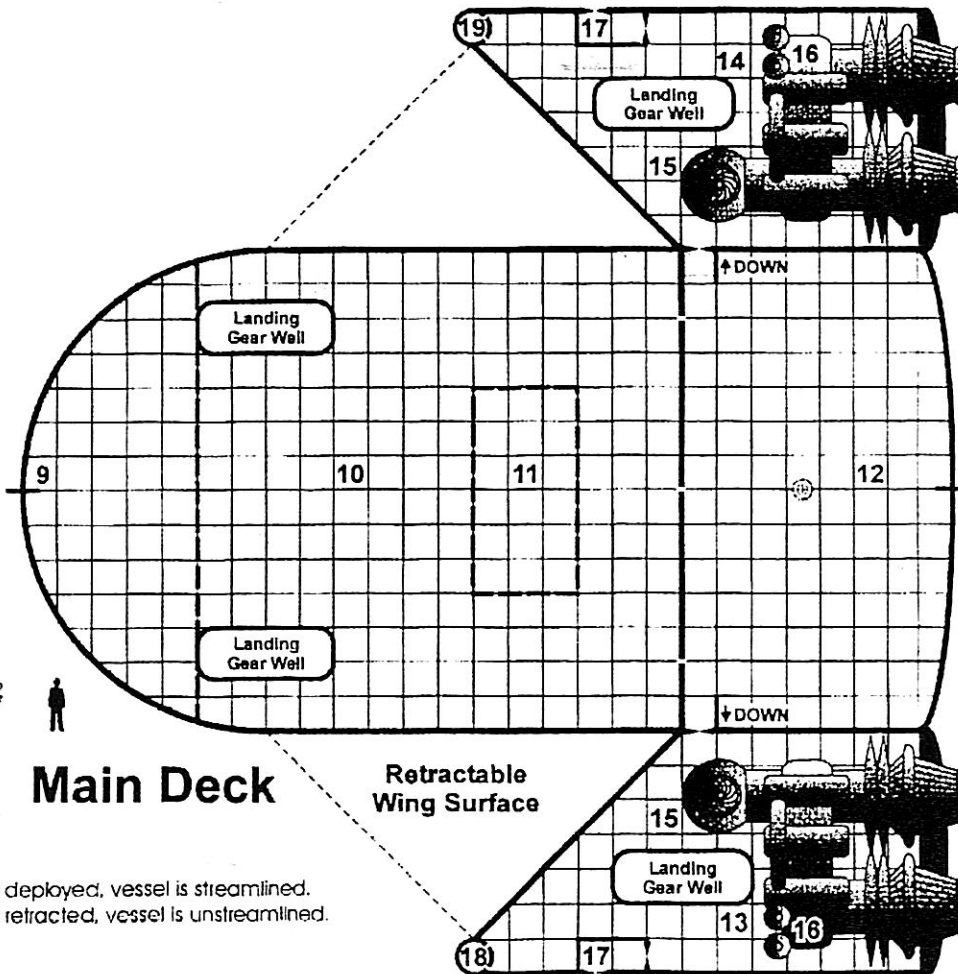
□ = 1.5 meters

ME

Bridge Deck



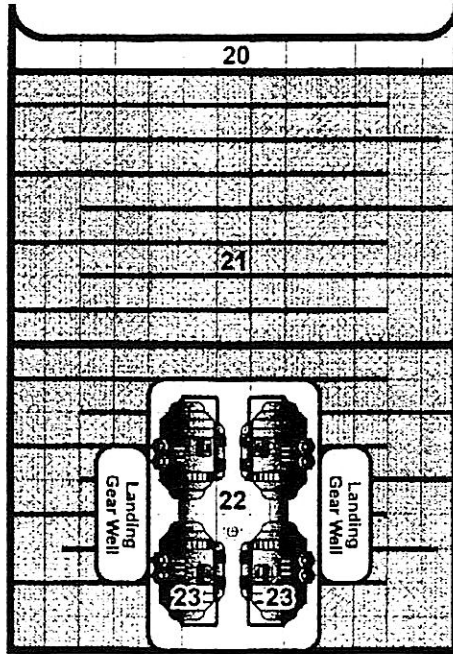
Crew Deck



Main Deck

With wings deployed, vessel is streamlined.
 With wings retracted, vessel is unstreamlined.

□ = 1.5 meters



Fuel Deck

□ = 1.5 meters

MS

SCENARIO AND ENCOUNTER IDEAS

Encounters with Provincial Merchants, which are so close in appearance to the Raider the player-characters command, give several interesting opportunities for adventure.

THE Q-SHIP

The Type NP Raider, modeled on the Provincial Merchant, is a reasonably common ship type for pirates and privateers in the Reavers' Deep region. Ships vary in exact internal alterations, but overall are similar enough to make the raider design far from unique.

As reports of privateering and/or piracy filter in, the Carrillian Navy might well consider one of the oldest anti-raider tactics ever developed - the Q-ship. In this particular instance, the Assembly will press into service a type NP raider of their own, with orders to begin operations in the area where the privateers have been operating.

Q-ship operations will probably involve a certain amount of bait. Reports of a Provincial Merchant carrying an extremely valuable cargo might begin to circulate, to be encountered as rumors on various ships the adventurers capture and ransack. If their greed outweighs their caution, the group might use these rumors to construct an ambush along the Q-ship's announced route of travel. As far as the adventurers know, it's just one more victim, albeit a particularly lucrative one.

In reality, of course, the Q-ship carries no cargo. It is armed and equipped much as the adventurers' ship is, and, if ambushed, can quickly turn the tables. An interesting situation could then arise as the group attempts to extricate themselves from the jaws of the trap.

Of course, if they are successful in overcoming this dangerous foe and making a capture, the party will have a new raider available that might be outfitted as a second privateer. Operating together, they would make a formidable squadron, and could expand the scope of player operations and participation considerably.

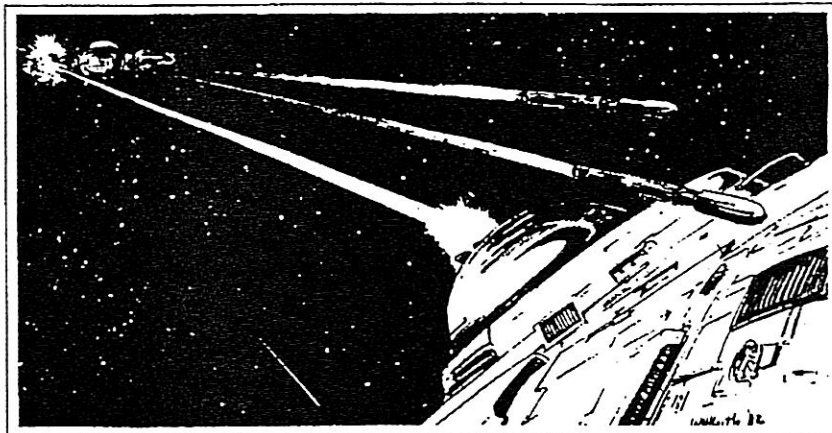
Referee's Note: The concept of gathering rumors during the privateering voyage should not be limited to this one situation. The best way to gather news and information is through captured ships. If the referee so desires, a throw on the Rumor Table can be made each time a ship is taken. It is up to the referee, as always to determine specific rumors and information (though the table provides guidelines on the depth

and accuracy of the information -7 see the basic *Traveller* rules for the table and the results possible); possible types of information might include news on the movements of naval vessels, rumors of specific ships or cargoes said to be at various locations or planning specific voyages, war news, even reports of the group's own privateering activities (often distorted).

Use of rumors is important to foreshadow many scenarios (including this one); certainly, if this situation is to be used other rumors should be common as well, to keep the players from having an immediate suspicion of something wrong.

BORE FROM WITHIN

The similarity of outward appearances and the group's possession of a programmable variable transponder give them the obvious ability to masquerade as a harmless merchantman at any time. The referee may wish to set up a situation that, if properly exploited, could make use of such a masquerade to strike a major blow.



The Merchantman: The scenario begins as an offshoot of a normal encounter with a provincial merchant. If captured, this vessel yields an intriguing bit of data which could be ably exploited... it is scheduled to join a convoy assembling within the next week.

This convoy would form in a reasonably populous system, one with at least two major inhabited worlds (the referee may set this up without waiting for random die rolling to make it possible, of course). It would journey from the main world to the colony, then to a safe jump distance. The merchant ships would travel on to the next system, leaving their escorts behind, to be met by new escorts at the receiving end. Such a convoy system will probably be instituted along the trade routes once the privateer has created a major stir through several attacks in the same general area of space.

False Colors: With some work, the proper transponder and external ID can be made ready in plenty of time to allow the adventurers to take their ship into the convoy. As long as electronic identification checks out, inspections are unlikely, and the group will be in possession of all the correct codes and signals to join the convoy freely.

The convoy will consist of 3d merchant vessels of various types, and 1d escorting warships (these can be over and above usual limits - vessels freed from duties elsewhere in Assembly). The system configuration should, if possible,

involve a trip of two or more days at 1G (the convoy will move at the speed of its slowest members).



The privateers would be extremely foolish, of course, to mount an open, attack while surrounded by all these ships... but there are still ways to profit from these arrangements. A carefully staged "breakdown" could lure one or two victims to their doom, for instance. It's also common for ships travelling in company to send small craft across to one another for entertainment during the trip. Such a craft could be seized while calling at the privateer, and returned with a large boarding party. Depending on luck and skill, several other ships might be taken in the course of the convoy voyage. Best of all, if undetected, the group need never have a confrontation. All they need to do is jump to a different destination than other ships of the convoy, and no one need be the wiser.

REFEREE'S NOTES

These are only two possible ideas involving this specific ship type. Others are possible as well. They can be borrowed from other folios in this module, or created by the referee to suit the needs of the campaign as a whole. Either way, the possibilities are nearly endless.

SECTION III: APPENDICES

A: Stellar Data and Star Map

Subsector Contents

Drexilthar Subsector

Name		Statistics		Remarks		
Drellesarr	0409	B310550-A		Ni	A	G
Drenslaar	0410	D453694-7		Ri		G
Sarrad	0509	D88A300-8		Ni, Wa, Lo		G
Yarfahl	0608	C658796-6		Ag		
Datinar	0610	B431685-A		Ni, Po		G
CARRILL	0710	A0009AE-E	N	As, In, Na, Iii, Va	A	G
Lindntar	0809	C5796A7-8		Ni		

Drinsaar Subsector

Name		Statistics		Remarks		
Drinsaar	0402	C799435-A		Ni		G
LANIXOHN	0403	A789573-D	SN	Hi	A	
Kaihædd	0404	C885665-7	S	Ag, Ni, Ri		G
Lysiches	0407	B446562-8	N	Ag, Ni		G
Taraan	0503	B877687-A	SN	Ag, Ni		G
Dran	0506	B323523-5		Ni, Po		
Sian	0604	D87A466-8		Ni, Wa		G
Bakuur	0707	D567585-5	S	Ag, Ni		G
Iskara	0801	B551759-9	S	Ag		G
Santol	0803	C999563-7	S	Ni		G

Urlaggush Subsector

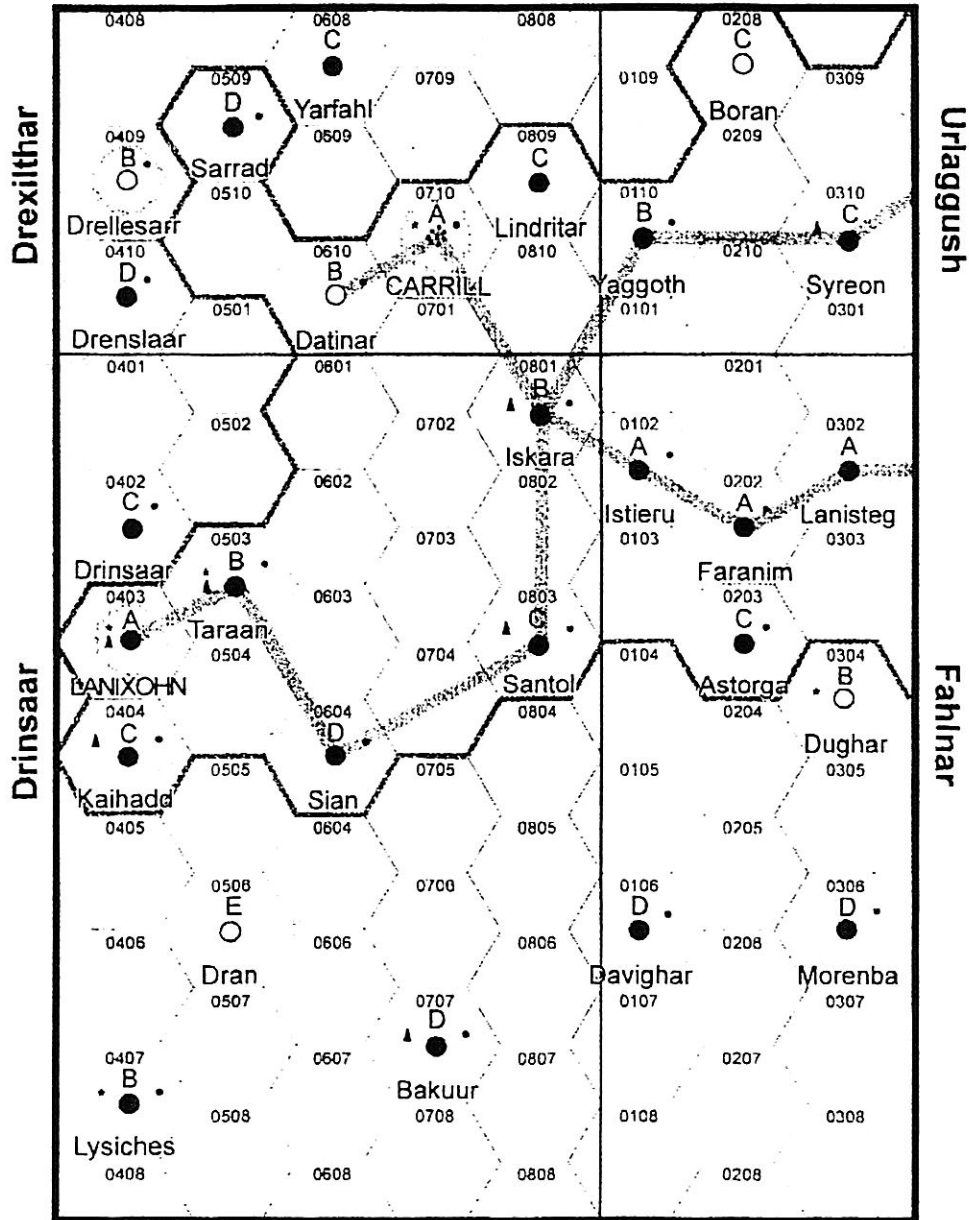
Name		Statistics		Remarks		
Yaggoth	0110	B864756-B		Ag, Ri		G
Boran	0208	C3135AB-A		Ni, Po, Ic		A
Syreon	0310	C44688C-8	S			A

Fahlnar Subsector

Name		Statistics		Remarks		
Isteru	0102	A887786-B		Ag, Ri		G
Davighar	0106	D999330-4		Ni, Lo		
Faranim	0202	A868742-A		Ag, Ri		G
Astorga	0203	C6B5521-8		Ni		G
Lanisteg	0302	A568569-D		Ag, Ni		
Dughar	0304	B531100-7	N	Ni, Po, Lo		
Morenba	0306	D445678-6		Ag, Ni		G

SUBSECTOR MAP GRID

The Carrillian Assembly



422

B: Charts and Tables

This booklet contains various the charts and tables discussed in all sections of this supplement, provided separately here for easier reference and referee use.

SYSTEM CREATION TABLES

(For use with "Creating Star Systems," in the "Stalking the Starlanes" chapter.)

SYSTEM CONTENTS TABLE											
Die Roll	Gas Giants		Die Roll	Planetoids		Die Roll	Empty Orbits		Die Roll	Captured Planets	
	Present	Qty		Present	Qty		Present	Qty		Present	Qty
2	YES	1	2	YES	2	1	NO	1	1	NO	1
3	YES	1	3	YES	2	2	NO	1	2	NO	1
4	YES	2	4	YES	2	3	NO	2	3	NO	2
5	YES	2	5	YES	2	4	NO	3	4	NO	2
6	YES	3	6	YES	2	5	YES	3	5	YES	3
7	YES	3	7	NO	1	6	YES	3	6	YES	3
8	YES	4	8	NO	1	<i>Note:</i> Empty orbits can be randomly located by rolling 2d-2 for number of orbits left vacant. Captured planets add to maximum orbits available.					
9	YES	4	9	NO	1						
10	NO	4	10	NO	1						
11	NO	5	11	NO	1	Gas Giant Size					
12	NO	5	12	NO	1	1-3 Large Gas Giant				4-6 Small Gas Giant	

SATELLITES

The presence of satellites is of importance; considerations of size and similar data need not be worked out unless the referee wishes to do so. The number of satellites is established as follows:

For Planets (Size 1+): roll 1d-3 (less than 0 = 0)

For Small Gas Giants: roll 2d-4 (less than 0 = 0)

For large Gas Giants: (Size 5): No satellites

For Planetoids: No satellites

PLANET CREATION INFORMATION TABLE

Other Than Main World

SIZE	ATMOSPHERE	HYDROSPHERE	
<i>Basic:</i> 2d-2 <i>For Orbit 0:</i> 2d-7 <i>For Orbit 1:</i> 2d-6 If size is 0, use code "S"	<i>Basic:</i> 2d-7+size <i>"Inner Zone":</i> DM-2 <i>"Outer Zone":</i> DM-2	<i>Basic:</i> 2d-7+size <i>"Inner Zone":</i> automatic 0 <i>"Outer Zone":</i> DM-4 Size 1- or 5: automatic 0 Atmosphere 0, 1, A+: DM-4	
POPULATION	SUBORDINATE GOVERNMENT		
<i>Basic:</i> 2d-2 <i>"Inner Zone":</i> 2d-7 <i>"Outer Zone":</i> DM-5 Atmosphere NOT 0, 5, 6, 8: DM-2	Die	Code	Description
	1	0	No Government
	2	1	Company/Corporation
	3	2	Participating Democracy
	4	3	Self-perpetuating Oligarchy
	5+	6	Captive Government
Roll 1d. If main world government 6, DM+ population. If main world government 7+, DM+1. If local population 0, then government 0.			

SUBORDINATE LAW LEVEL

Subordinate law level is based on main world law level. Throw 1d-3 + main world law level. Results of less than 0 are 0. If no local population, law level 0.

SUBORDINATE TECH LEVEL

Subordinate tech level equals Main World tech level minus 1. If research lab or military base present (see Subordinate Facilities, below), subordinate tech level equals Main World tech level. Planets with any atmosphere type other than 5, 6, or 8 have subordinate tech level set at a minimum of 7 automatically.

SPACEPORTS

SPACEPORT TABLE

Die	Code	Description
1	Y	No spaceport.
2	Y	No spaceport.
3	H	Primitive Spaceport Facilities (equivalent to Type E Starport).
4	G	Poor Quality Installation (equivalent to Type D spaceport).
5	G	Poor Quality Installation (equivalent to Type D starport).
6	F	Good Quality Installation (equivalent to Type C Starport).

If population 6+, DM+2 If population 1, DM-2 If population 0, DM-3

Spaceports are assigned to planets other than the Main World. They are equivalent to various Starport types, but are intended only to service various interplanetary (not interstellar) vessels. Fuel and repair services are equivalent, but jump drives cannot be serviced at a spaceport.

SUBORDINATE FACILITIES

These facilities furnish reasons for settlements on worlds other than the main world, and have an effect on some cargo types in raiding situations.

Farming: World in habitable zone, atmosphere 4-9, hydrosphere 4-8, population 2+.

Mining: Main world classified industrial, local population 2+.

Colony: Government type 6, population 5+.

Research Laboratory: Throw 11+. DM+2 if main world tech level 10+. If main world's tech level 8-, or has no population, then there is no lab.

Military Base: Throw 12+. DM+2 if atmosphere equals Main World Atmosphere. DM+1 if main world population 8+. If scout or naval base in system, DM+1. If no population, or if main world is poor, then no base.

Notes: For satellite systems, throw once per group of satellites for presence of labs and military installations. No other data need be established unless the referee desires more detail.

COMMERCE RAIDING TABLES

The charts shown below are intended for use with the section on "Cargoes and Prize Ships" that is contained in the chapter "The Fruits of Victory."

SHIP ORIGIN AND DESTINATION TABLES

STARSHIP ORIGIN WORLD	
Encounter Location	In-System Origin
Main World Boxes	8+
Inward System Boxes	7+
Outward System Boxes	9+
Gas Giant Boxes	10+
<p>Starships encountered come from this star system if the throw is made; otherwise they are from a neighboring system (one should be picked by the referee in conjunction with ship performance characteristics).</p> <p>"Inward System" orbits are those that are closer to the star than the main world; "Outward System" boxes are those further away. Do not confuse this with Inner and Outer Zones, which refers to relationships with the star's habitable zone, but not necessarily to the location of the main world. The gas giant number has precedence over other numbers when determining ship origins. Origin worlds other than the main world are possible.</p>	

STARSHIP DESTINATIONS	
Encounter Location	Out-System Destination
Main World Boxes	5+
Inner System Boxes	9+
Outer System Boxes	8+
Gas Giant Boxes	7+
<p>This table is used as described for the previous table. Destinations other than the main world are possible.</p>	

NON-STARSHIPS
<p>Obviously, non-starships will both originate and end up within the same system. Determine origins and destinations within the system proper. Non-starships won't be encountered unless there is more than one settled world in the starsystem, or there is a planetoid belt or other exploitable resource site present for the ship to travel to.</p>

CARGO TABLES

CARGO AVAILABILITY			
World Population Digit	Available at World of Origin		
	<i>Major</i>	<i>Minor</i>	<i>Incidental</i>
0	-	-	-
1	1d-4	1d-4	-
2	1d-2	1d-1	-
3	1d-1	1d	-
4	1d	1d+1	-
5	1d+1	1d+2	-
6	1d+2	1d+3	1d-3
7	1d+3	1d+4	1d-3
8	1d+4	1d+5	1d-2
9	1d+5	1d+6	1d-2
10	1d+6	1d+7	1d

DMs for destination world: If population 4-, DM-4 If population 8+, DM+1 If class X Port, no cargo If hostile (amber zone or at war), no major cargo

Tech Level: add (or subtract) the difference between origin-destination.

CARGO LOTS	
Cargo Type	Lot Amount
Major Cargo	1dx10 tons per lot
Minor Cargo	1d x 5 tons per lot
Incidental Cargo	1d tons per lot
Mail	1d-1 tons will be mail (worthless) on an 8+

CARGO TYPE TABLES

INWARD BOUND CARGOS					
Trade Classification of Destination					
Die Roll	<i>Agricultural Farming Non-Industrial</i>	<i>Industrial Non-agricultural Poor</i>	<i>Rich</i>	<i>Mining Colony</i>	<i>Research Lab Any Base</i>
2	Armored Vehicles	Radioactives	Armored Vehicles	Armored Vehicles	Vacc Suits
3	Machine Tools	Gems	Body Armor	Air/Raft	Special Alloys
4	Computer Parts	Textiles	Spices	Blades	Armored Vehicle
5	Cybernetic Parts	Spices	Liquor	Ammunition	ATV's
6	Aluminum	Grain	Polymers	Firearms	Body Armor
7	Farm Machinery	Meat	Textiles	Electronic Parts	Computer Parts
8	Special Alloys	Fruit	Crystals	Body Armor	Firearms
9	ATV	Liquor	Wood	Computers	Ammunition
10	Aircraft	Crystals	Pharmaceuticals	ATV's	Electronic Parts
11	Air/raft	Pharmaceuticals	Referee's Choice	Farm Machinery	Mechanical Parts
12	Referee's Choice	Referee's Choice	Referee's Choice	Referee's Choice	Referee's Choice

Roll once per cargo on any appropriate column matching a trade classification of the destination world.

OUTWARD BOUND CARGOS				
Trade Classification of Origin World				
Die Roll	Agricultural Farming Colony	Industrial Rich	Non-industrial Mining	Non-agricultural Poor
2	Referee's Choice	Vacc Suits	Radioactives	Wood
3	Wood	Special Alloys	Silver	Liquor
4	Wood	Electronics Parts	Copper	Vacc Suits
5	Meat	Computer Parts	Textiles	Pharmaceuticals
6	Grain	Armored Vehicles	Petrochemicals	Crystals
7	Textiles	Mechanical Parts	Gems	Textiles
8	Fruit Farm	Machinery	Aluminum	Petrochemicals
9	Spices	Machine Tools	Crystals	Vacc Suits
10	Liquor	Cybernetic Parts	Copper	Gems
11	Liquor	Tin	Radioactives	Referee's Choice
12	Referee's Choice	Referee's Choice	Referee's Choice	Referee's Choice
Roll once per cargo under any column matching a trade classification of the origin world.				

Inward Bound Table: For ships originating out-system.

Outward Bound Table: For ships originating in-system.

Non-starships use either table freely.

The referee may vary table use or specific table results as desired.

RESALE TABLE			
Die Roll	Goods	Base Price	Resale DMs
11	Textiles	3,000	A-6, NA+1, R+3
12	Polymers	7,000	I-2, R+3
13	Liquor	10,000	A-3, I+1, R+2
14	Wood	11,000	A-6, I+1, R+2
15	Crystals	20,000	NA-3, I+3, R+3
16	Radioactives	100,000	I+6, NI-3, R-4
21	Steel	500	I-2, R-1, P+3
22	Copper	2,000	I-3, R-1
23	Aluminum	1,000	I-3, NI+4, R-1
24	Tin	9,000	I-3, R-1
25	Silver	70,000	I+5, R-1
26	Special Alloys	200,000	I-3, NI+4, R-1
31	Petrochemicals	10,000	NA-4, I+3, NI-5
32	Grain	300	A-2
33	Meat	1,500	A-2, I+2, P+1
34	Spices	6,000	A-2, R+2, P+3
35	Fruits	1,000	A-2, I+3, P+2
36	Pharmaceuticals	100,000	NA-3, I+5, R+4
41	Gems	1,000,000	I+4, NI-2, R+8
42	Firearms	30,000	I-2, R-1, P+3
43	Ammunition	30,000	I-2, R-1, P+3
44	Blades	10,000	I-2, R-1, P+3
45	Tools	10,000	I-2, R-1, P+3
46	Body Armor	50,000	I-2, R+1, P+4
51	Aircraft	1,000,000 each	NI+2, P+1
52	Air/raft	600,000 each	NI+2, P+1
53	Computers	10,000,000 each	NI+2, P+1, A-3
54	All Terrain Vehicles	30,000 each	NI+2, P+1, A+1
55	Armored Vehicles	70,000 each	NA-2, A+2, R+1
56	Farm Machinery	150,000 each	A+5, KA-8, P+1
61	Electronics Parts	100,000	NI+2, P+1
62	Mechanical Parts	70,000	NI+3, A+2
63	Cybernetic Parts	250,000	NI+4, A-1, NA+2
64	Computer Parts	150,000	NI+3, A+1, NA+2
65	Machine Tools	750,00	NI+3, A-1, NA+2
66	Vacc Suits	400,000	NA-1, NI+2, P+1

This table is repeated in part from basic *Traveller*. Die roll is expressed as 2 consecutive 1d throws; it is used if the referee wishes a totally random result. Base price is the basic value of the goods; items 51 - 56 are given per single item, all others as price per ton. Resale DMs are modifiers applied to the actual value table. See the basic *Traveller* Trade and Commerce rules for more information.

ACTUAL VALUE TABLE			
Dice Roll	Percentage Value	Modifiers	
2	40%	Brokers	
3	50%	DM+1	5% commission
4	70%	DM+2	10% commission
5	80%	DM+3	15% commission
6	90%	DM+4	20% commission
7	100%	Character Skills	
8	110%	DM + bribery or admin skill level applied.	
9	120%	Resale DMs from Resale Table apply.	
10	130%	Table DMs used for cargo only. Prize ships use the Actual Value Table, but with a separate set of DMs from the Prize Ship Sale Table.	
11	150%		
12	170%		
13	200%		
14	300%		
15	400%		
Results less than 2 = 2.			
Results greater than 15 + 15.			

PRIZE ASSESSMENT TABLE	
Dice Roll	Assessed Percentage Value
2	25%
3	30%
4	40%
5	50%
6	60%
7	65%
8	70%
9	75%
10	80%
11	90%
12	100%
DM-1 per hit inflicted on ship. Results greater than 12 are treated as 12. Results less than 2 are treated as 2.	
Use this table to obtain the Assessed Value of the prize ship; i.e. the Base Price derived from the purchase price, from which the Actual Value of the ship is then calculated. Subtract the cost of all needed repairs from the Base Price after the Assessment but prior to the Actual Value die rolls.	

PRIZE SHIP SALE TABLE				
Conditions	Sale is to...			
	1 Private Owner	2-3 Corporation	4-5 Government	6 Privateer
Type A Port	-3	-6	-4	-2
Type B Port	-1	-3	-4	-2
Type C Port	+1	-1	0	+1
Type D Port	+2	0	+2	+2
Type E Port	+3	+2	+3	+4
Type X Port	NO	NO	NO	NO
Rich	+2	-3	-6	-2
Agricultural	-1	-3	-3	-1
Non Agricultural	-1	-3	-3	-1
Industrial	-3	-6	-6	-4
Non Industrial	+3	+3	+1	+2
Poor	0	-3	-3	+1
Per Gun Turret	0	+1	+1	+1
Per 50 tons Cargo	0	+1	0	0
Per stateroom	+1	+1	0	+1
Per Level Admin Skill	+1	+1	+1	+1

Roll 1d to determine whom the buyer is. Then cross-index the buyer with each applicable condition of starport, trade classification, and ship features. Determine a cumulative die modifier to be applied to the roll on the Actual Value Table.

SHIPBOARD SYSTEMS	
System	Repair DMs in damage control for...
Maneuver Drive	Engineering Skill Level
Jump Drive	Engineering Skill Level
Power Plant	Engineering Skill Level
Computer	Computer Skill Level, 1/2 Electronics Skill Level
Gun Turret	Electronics Skill Level, 1/2 Gunnery Skill Level
Hull	Mechanical Skill Level, 1/2 Vacc Suit Skill Level
Hold	Mechanical Skill Level, 1/2 Vacc Suit Skill Level
Fuel Tanks	Mechanical Skill Level, 1/2 Vacc Suit Skill Level
Life Support	Mechanical Level, 1/2 Steward Skill Level

Damage Control Throw: 9+ per space combat round. Repairs one hit to system.

ENCOUNTER AND DETECTION TABLES
(For use with "The System Search Display," beginning on page _)

ENCOUNTER/DETECTION TABLE		
Condition	Basic Encounter Chance	Basic Detection Modifier
Class A Port	12	+4
Class B Port	10	+3
Class C or F Port	8	+2
Class G or D Port	6	+1
Class E or H Port	4	+0
Class Y Port	2	-1
Class X Port	0	-2
Large gas giant	7	+6
Small gas giant	5	+8
Rich world	+5	+1
Industrial World	+3	+1
Agricultural World	+1	+0
Non-industrial World	+0	+0
Non-agricultural World	+0	+0
Poor World	-2	-1
Farming Planet	+1	+0
Mining Planet	+2	+0
Colony Planet	+3	+1
Military Base	+1	+1
Scout Base	+1	+2
Naval Base	+1	+3

ENCOUNTER CHANCE

Take Basic Chance from the planet's port type (or appropriate gas giant size). Add modifiers as appropriate. Add 2d roll for actual figure. This is determined for each world in the system separately, and represents the encounter chance at the planetary surface box.

Modifiers from the Encounter/Detection Modifiers Table show changes applied to encounter numbers as distance from the world increases.

DETECTION CHANCE

Take local planetary tech level and add all applicable modifiers. This represents the detection chance for vessels entering the world's atmosphere. As above, detection chances are developed for each planet separately. Modifiers from the Encounter/Detection Modifiers Table show changes applied to detection numbers as the distance from the world in question increases.

ENCOUNTER/DECTION MODIFIERS TABLE		
Location/Condition	Encounter Modifiers	Detection Modifiers
Planet Surface Box	Unmodified	Unmodified
Planet Orbit Box	-2	-4
Satellite Orbit Box	-4	-8
Satellite Surface Box	-8	-16
Near Solar Orbit Box	-12	-24
Far Solar Orbit Box	-18	-36
Major World is "A" Port	(+5)	(+15)
Major World is "B" Port	(+4)	(+12)
Major World is "C" Port	(+3)	(+6)
Major World is "D" Port	(-1)	(0)
Major World is "E" Port	(-3)	(-6)
Major World is "X" Port	(-5)	(+5)
Satellite w/F spaceport*	+2	+3
Satellite w/G Spaceport*	+1	+2
Satellite w/H Spaceport*	+0	+1
Satellite w/Y Spaceport*	-4	+0
Naval Vessels Deployed in Box	-	+1 per ship
Deep Space/Empty Orbit Box	-50	-50
Transit Boxes	-40	-40

Notes: * In satellite surface and orbit boxes only.
 Parenthetical numbers are applied to all boxes except the planetary surface box.
 Deep Space, Empty Orbit, and In Transit box values are based on the Main World numbers.

PLANETOID BELTS
Asteroid/planetoid belt orbits are, of course, relatively evenly spread around a star. Use normal rules, with the "planet" box representing the location of port facilities or populated asteroids. Eliminate Planetary Orbit, Satellite Orbit, and Satellite Surface boxes entirely. Numbers are filled in normally.

LOCAL NAVAL STRENGTH					
Tech Level	Main World Population				
	6	7	8	9	A
7	(1)	1	5	50	500
8	(1)	1	5	50	500
9	(1)	1	10	100	1000
10	(1)	1	10	100	1000
11	(1)	1	12	120	1200
12	(1)	1	12	120	1200
13	(1)	1	15	150	1500
14	(1)	1	15	150	1500
15	(2)	2	20	200	2000
16	(2)	2	20	200	2000

NAVAL FORCE NOTES

The numbers represent the number of "ships" in the planetary navy, based on an average tonnage of 500 tons per ship. Actual tonnage may vary, of course. At the referee's discretion, small navies (those with one or two ships) may prove to have several 100-ton craft instead - each treated as a "ship" for detection purposes. Large navies might have some very large ships of tens of thousands of tons, in the same fashion. Parenthetical values indicate the presence of small craft (less than 100 tons each). A (1) gives the navy in question up to 100 tons worth of cutters, pinnaces, and launches, etc. to work with, a (2) up to 200 tons. These count as 1/2 a "ship" per vessel for search purposes.

The referee should feel free to create the details of a naval force, as he desires. A small navy (20 ships or less) could be worked out in detail with individual ship types, and even have individual officers commanding certain vessels. Large fleets can safely be left vague, since they probably will have a little of just about everything.

Actual naval vessels that may be encountered will generally include certain specific small starships.

From Basic *Taveller*: Scout/Couriers, Patrol Cruisers, Mercenary Cruisers.

From Supplement 7: Close Escorts.

From other products: *Kinunir* class Colonial Cruisers (Adventure 1).

Various vessels from Supplement 9.

A typical small "frigate" is described elsewhere in this module. Corsairs or merchant vessels of various kinds might also be employed in an anti-piracy role, as well.

CHARACTER CREATION TABLES

PIRATE CHARACTER GENERATION TABLES			
Prior Service Table		Table of Ranks	
Enlistment	7+	Rank 1	Henchman
DM+1 if	Soc 7-	Rank 2	Corporal
DM+2 if	Endur 9+	Rank 3	Sergeant
Survival	6+	Rank 4	Lieutenant
DM+2 if	Intel 8+	Rank 5	Leader
Position	9+	Rank 6	-
DM+1 if	Str 10+		
Promotion	8+	Automatic Skills	
DM+1 if	Intel 9+	Pirate	Brawling-1
Reenlist	7+	Pirate Lt.	Pilot-1

ACQUIRED SKILLS TABLE				
Die	Personal Development	Service Skills	Advanced Education	Advanced Education (8+)
1	+1 Strength	Blade Cbt	Streetwise	Navigation
2	+1 Dexterity	Vacc Suit	Gunnery	Pilot
3	+1 Endurance	Gun Cbt	Engineering	Forgery
4	Gambling	Gunnery	Ship Tactics	Computer
5	Brawling	Zero-G Cbt	Tactics	Leader
6	Blade Cbt	Gun Cbt	Mechanical	Electronic
Characters consult this set of tables during each term of service. A character must have an education of 8+ before using the fourth table.				

BASIC SKILL ELIGIBILITY	
For initial term of service	2
Per subsequent term of service	1
Upon receiving position	1
Upon receiving promotion	1

MUSTER-OUT BENEFITS	
Per term of service	1
If rank 1 or 2	1
If rank 3 or 4	2
If rank 5	3

MUSTERING OUT TABLES		
Benefits Table	Die	Cash Table (in credits)
Low Passage	1	-
+1 Intelligence	2	-
Weapon	3	11000
-	4	10,000
-1 Social	5	50,000
Middle Passage	6	50,000
Corsair	7	50,000
Allowable DMs		
Benefits Table: DM+1 if rank 5		
Cash Table: DM+1 if gambling skill		
<p>Benefits: The first occurrence of a weapon benefit is taken as one physical example of any personal weapon (blade, polearm, or gun) available. It must be taken immediately. Additional weapon benefits may be declared as skill in weapon taken previously, or as different physical examples of weapons. Characters with rank 5 may add +1 to rolls on the benefits table. Corsair allows possession of a pirate ship from the section on starships. Second and subsequent occurrences of corsair are treated as no benefit.</p>		
<p>Cash: A maximum of three rolls on the cash table is allowed per character; all remaining rolls must be taken as Benefits. Individuals with gambling skill or who have retired are allowed a CM+1 on the cash table (the DM is not cumulative).</p>		

RETIREMENT PAY	
Terms of Service	Amount of Pay
5 terms	Cr 2,000
6 terms	Cr 3,000
7 terms	Cr 4,000
8 terms	Cr 5,000
9 terms	Cr 6,000
Per each additional term.	+Cr 1,000
Characters who have served at least five terms receive an annual pension.	

BLADES AND POLEARMS			
Weapons	+DM	-DM	Wounds
Dagger	8+	3-	2d
Blade	9+	4-	2d
Foil	10+	4-	1d
Sword	10+	5-	2d
Cutlass	11+	6-	3d
Broadsword	12+	7-	4d
Bayonet	9+	4-	3d
Spear	9+	4-	2d
Halberd	10+	5-	3d
Pike	10+	6-	3d
Cudgel	8+	4-	2d

GUNS			
Weapon	+DM	.-DM	Wounds
Body Pistol	11+	7-	2d
Auto Pistol	10+	6-	3d
Revolver	9+	6-	3d
Carbine	9+	4-	3d
Rifle	8+	5-	3d
Auto Rifle	10+	6-	3d
Shotgun	9+	3-	4d
SMG	9+	5-	3d
Laser Carbine	10+	5-	4d
Laser Rifle	11+	6-	5d
Laser Pistol	11+	8-	4d
Snub Pistol	10+	7-	4d
Accelerator Rifle	9+	6-	3d

CASCADE SKILLS
Blade Combat: Character must immediately select a blade or polearm from the blades and polearms list above.
Gun Combat: Character must immediately select a gun from the guns list above.

WEAPONS TABLES

RANGE MATRIX						
Attacker's Weapon	Defender's Range					Wound Inflicted
	<i>Close</i>	<i>Short</i>	<i>Medium</i>	<i>Long</i>	<i>Very Long</i>	
Laser Pistol	-2	+1	0	0	0	4d
Accelerator Rifle	-8/-8	-6/-6	+2/+4	+1/+2	no	3d
Snub Pistol(either)						
High Explosive	no	+2	-8	no	no	4d
HEAP	+1	+2	-8	no	no	4d
Tranq	+1	+2	-8	no	no	variable

WEAPONS MATRIX							
Attacker's Weapon	Defender's Armor						
	<i>Nothing</i>	<i>Jack</i>	<i>Mesh</i>	<i>Cloth</i>	<i>Reflec</i>	<i>Ablat</i>	<i>Combat</i>
Laser Pistol	+2	+2	+1	+1	-8	-7	-6
Accelerator Rifle	+3/+4	+3/+4	0/+1	-2/-1	+3/+4	+1/+2	-5/-4
Snub Pistol (either)							
High Explosive	+2	+2	-1	-3	+2	0	-8
HEAP	+2	+2	+1	-1	+3	+2	-3
Tranq	-1	-1	-4	-6	-1	-4	no

DEXTERITY REQUIREMENTS				
Weapon	Required Dexterity		Advantageous Dexterity	
	<i>Level</i>	<i>DM</i>	<i>Level</i>	<i>DM</i>
Laser Pistol	8	-3	11	+1
Accelerator Rifle	6	-1	9	+1
Snub Pistol (either)	7	-2	10	+1

WEAPONS AND EQUIPMENT							
Item	Base Weight	Ammo Weight	Rds/Clip	Length Overall	Base Price	Ammo Price	TL
Laser Pistol	750	3000	50	350	2000	1000	9
Snub Pistol	250	30	6	100	150	10	8
Accelerator Rifle	2500	500	15	800	900	25	9
Combat Snub Pistol	250	125	20	100	150	40	8

C: System Search Display

SYSTEM SEARCH DISPLAY							
Orbit 0 (29.9)	Planet	Planet Orbit	Satellite Orbit	Satellite	New Solar Orbit	Far Orbit	In Transit
Orbit 1 (59.8)	Planet	Planet Orbit	Satellite Orbit	Satellite	New Solar Orbit	Far Orbit	
Orbit 2 (104.7)	Planet	Planet Orbit	Satellite Orbit	Satellite	New Solar Orbit	Far Orbit	In Transit
Orbit 3 (149.6)	Planet	Planet Orbit	Satellite Orbit	Satellite	New Solar Orbit	Far Orbit	
Orbit 4 (239.3)	Planet	Planet Orbit	Satellite Orbit	Satellite	New Solar Orbit	Far Orbit	In Transit
Orbit 5 (418.9)	Planet	Planet Orbit	Satellite Orbit	Satellite	New Solar Orbit	Far Orbit	
Orbit 6 (777.9)	Planet	Planet Orbit	Satellite Orbit	Satellite	New Solar Orbit	Far Orbit	In Transit
Orbit 7 (1495.9)	Planet	Planet Orbit	Satellite Orbit	Satellite	New Solar Orbit	Far Orbit	
Orbit 8 (2932.0)	Planet	Planet Orbit	Satellite Orbit	Satellite	New Solar Orbit	Far Orbit	In Transit
Deep Space							

LETTER OF MARQUE

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