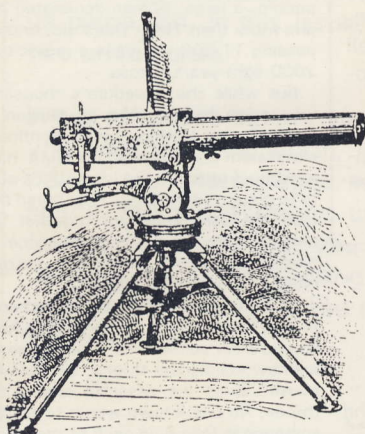


VOYAGES

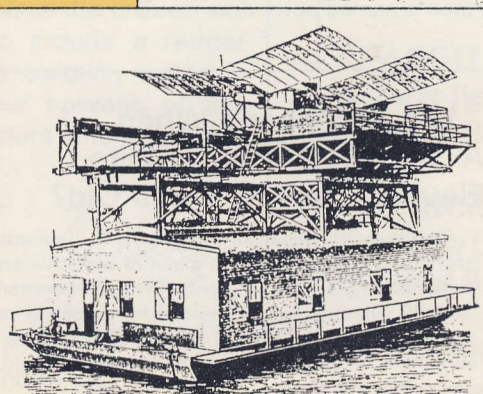
TO THE WORLDS OF SCIENCE FICTION GAMING

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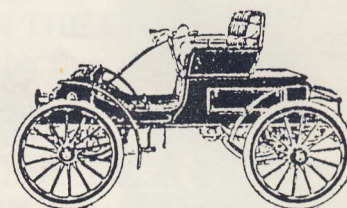
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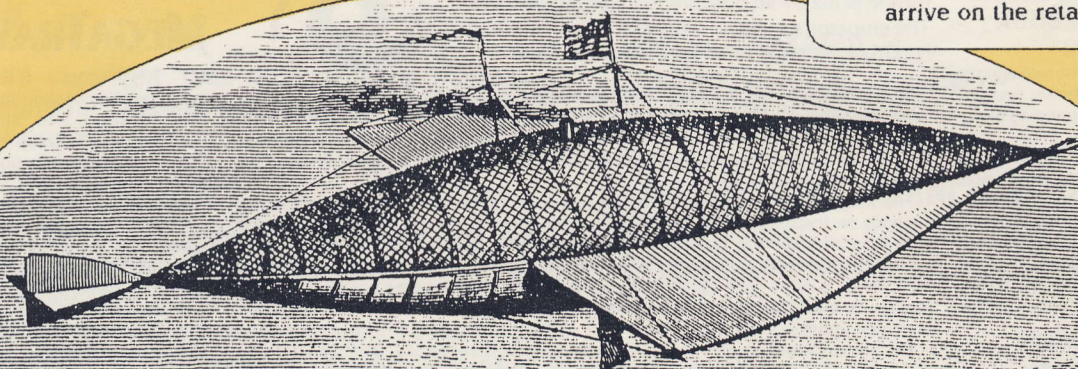
Rapid-fire machine guns have changed the doctrines of war.



Inventors abound in an age of technological achievement.



Standard model petrol motor cars arrive on the retail market.



Steam-powered hydrogen airships roam the skies above the planets.

THE WORLD OF 1889

AMERICANS IN THE ETHER

ESMARELDA CLASS ETHER FLYER FOR SPACE: 1889™

by James B. King



hen Thomas Edison and Jack Armstrong, accompanied by their curious martian companion, returned to Earth after that first great interplanetary voyage, it created a worldwide fervor unlike any that had ever been experienced. It also created a whole new industry--almost overnight--as the sudden demand for Edison flyers was proclaimed by every major world power as well as by the adventurous and the rich of every great nation who simply had to own this new symbol of wealth and prestige. Within a matter of weeks several companies had been formed to construct Edison's ether flyers.

VODNEY FLYER MANUFACTURING COMPANY

One of the first such companies to be formed was "Vodney Flyer Manufacturing Company", founded by semi-successful investor and industrialist Winston Vodney, of Boston. Vodney, a long time admirer of the inventor, Thomas Edison, had become a frequent correspondent of Edison's. As such, he was one of the first to obtain contracts securing the use of Edison's ether propeller and Edison himself as a design and construction consultant.

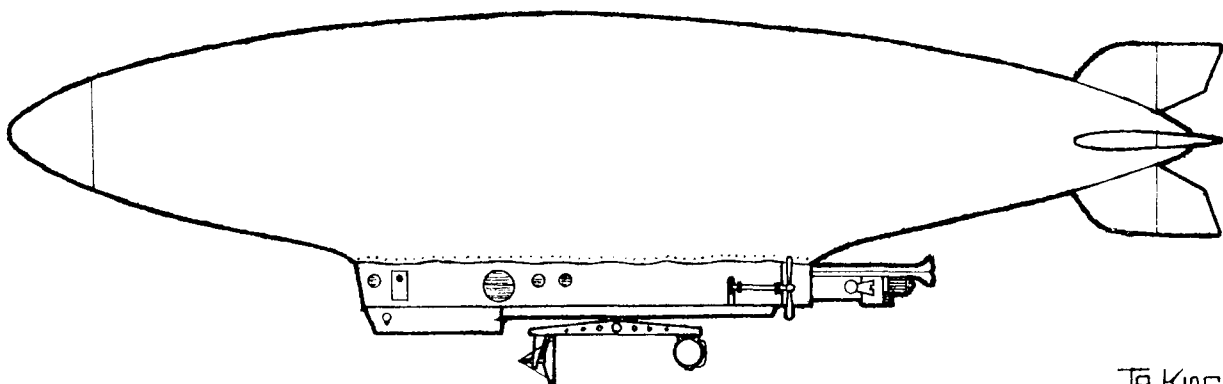
Having a great entrepreneurial spirit, Vodney set the lofty goal of being the first company to fly a newly constructed flyer from its shipyard. As it later turned out, Vodney Flyer was the sixth to launch a craft. This first Vodney craft was, like most first prototype flyers, a small, awkward looking affair of which only two were built. It

weighed ten tons and quartered only two persons.

For the first several years and through five more flyer classes Vodney's success was moderate at best, sometimes tottering on the brink of bankruptcy, sometimes not. Vodney had sunk a great deal of his assets into his flyer company. At the same time, other investments were turning sour. And, after paying his design staff salaries while they perfected their own hydrogen flyer and tackled the unique problems of space flight, funds were simply drying up. That being the case, Vodney lacked the money to conduct the extravagant promotions that other companies were showering on their own craft. He also lacked the political connections and influence to acquire the government and military contracts that were netting great American industrialists entirely new fortunes. On top of all this, Vodney and his people had to face the facts: Vodney flyers were simply not selling well against competitor vessels.

As Vodney himself stated, "Something has simply got to be done." So he sat down with his design team to create a craft finer than any they had yet built, later to be named the *Esmarelda*.

Vodney required that the *Esmarelda* be a comfortable craft of good multi-purpose use, be light enough to be affordable by the marginally wealthy, and have at least a moderate interplanetary speed. In short, it had to be a craft that would enjoy great popularity with the average buyer so as to compete well in the private purchase market.



On the morning of one early autumn day in 1884, with all the fanfare Vodney was capable of mustering, the *Esmarelda* was launched. The flyer was well received, and has been a complete success. Vodney Flyer had finally made its mark on the industry.

ESMARELDA CLASSETH FLYER

The *Esmarelda* is a hydrogen-lift flyer of 40 tons, employing the latest design developments in construction. Rather than having a cabin slung below the gas envelope and fastened by cables, the *Esmarelda's* cabin is attached directly to the underside of the 400,000 cubic feet envelope. Less obvious is the fact that the wire reinforced envelope contains six separate hydrogen balloons, which have been proven necessary due to the damage meteors are capable of doing to the gas envelope, sometimes with tragic consequences.

The *Esmarelda* requires a crew of three, a pilot and two engineers, and can accommodate an additional five passengers in relative comfort. The craft has a moderate cargo capacity of five tons.

Directly under the bridge is a small gunnery compartment reached via a sealed floor hatch near the air lock. Though no weaponry is mounted, a weapon of up to 200 lbs. may be mounted at this location (the weapon's weight would count against cargo tonnage).

The *Esmarelda* is fitted with a four ton Edison patent propeller and is powered by a solar boiler capable of generating 500 horsepower. The ether prop propels the craft at an interstellar speed of 2.5 million miles per day. Two air propellers provide atmospheric maneuver. No

separate power plant is installed for these air props. Instead, they rely on the emergency power batteries. Though the batteries can power the ether prop for only two days, they are sufficient to provide power to the air props for six days, generating an air speed of 15 knots.

An *Esmarelda* class flyer is constructed at a cost of \$40,400 (8080 British pounds). It can be purchased from Vodney Flyer for \$80,800. (The cost to build has simply been doubled to come up with a reasonable retail price.)●

ESMARELDA STATISTICS

Interplanetary Speed = 2.5

Atmospheric Speed = 3

Hull Hits = 0

Ether Prop PPV = 4

Solar Boiler PPV = 4

Emergency Batteries PPV = 4, END = 2

Air Prop PPV = 2

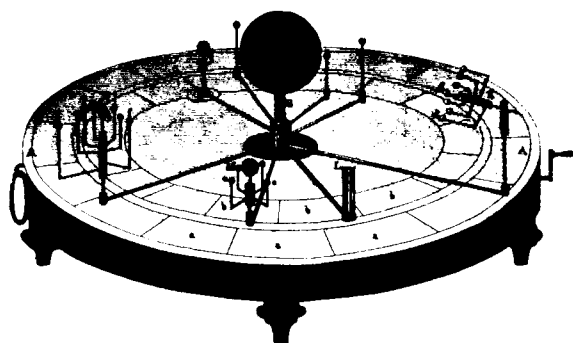
Crew = 3 (pilot, 2 engineers)

Passengers = 5

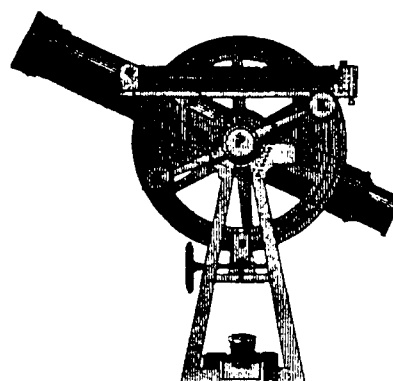
Cargo = 5 tons

Total Mass = 40 tons

Lift = Hydrogen

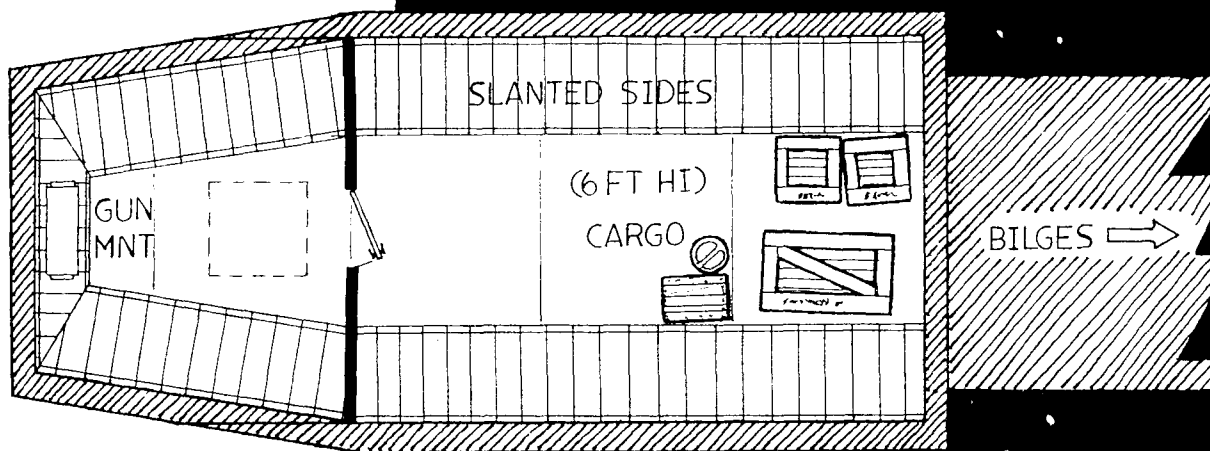
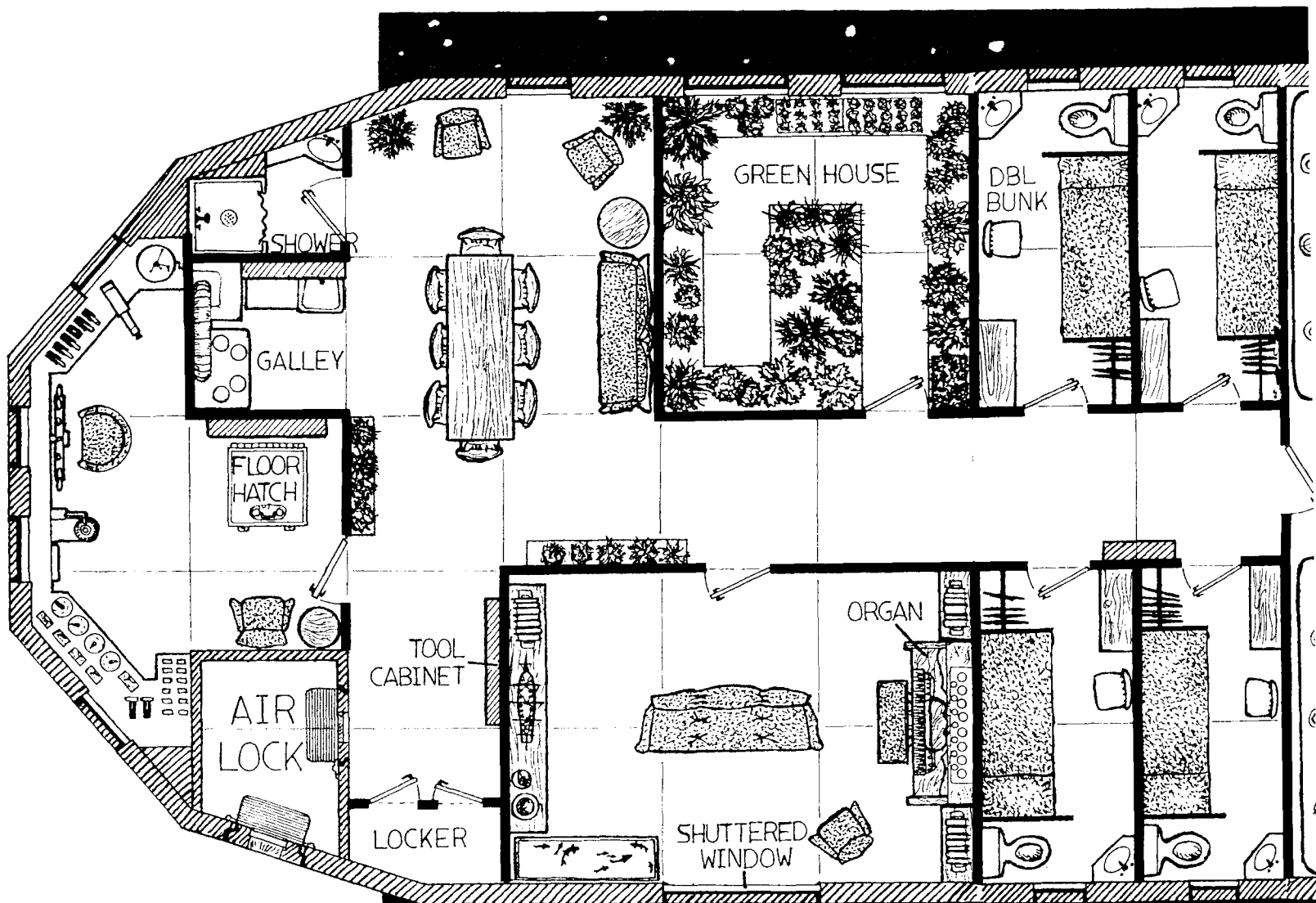


ORRERY



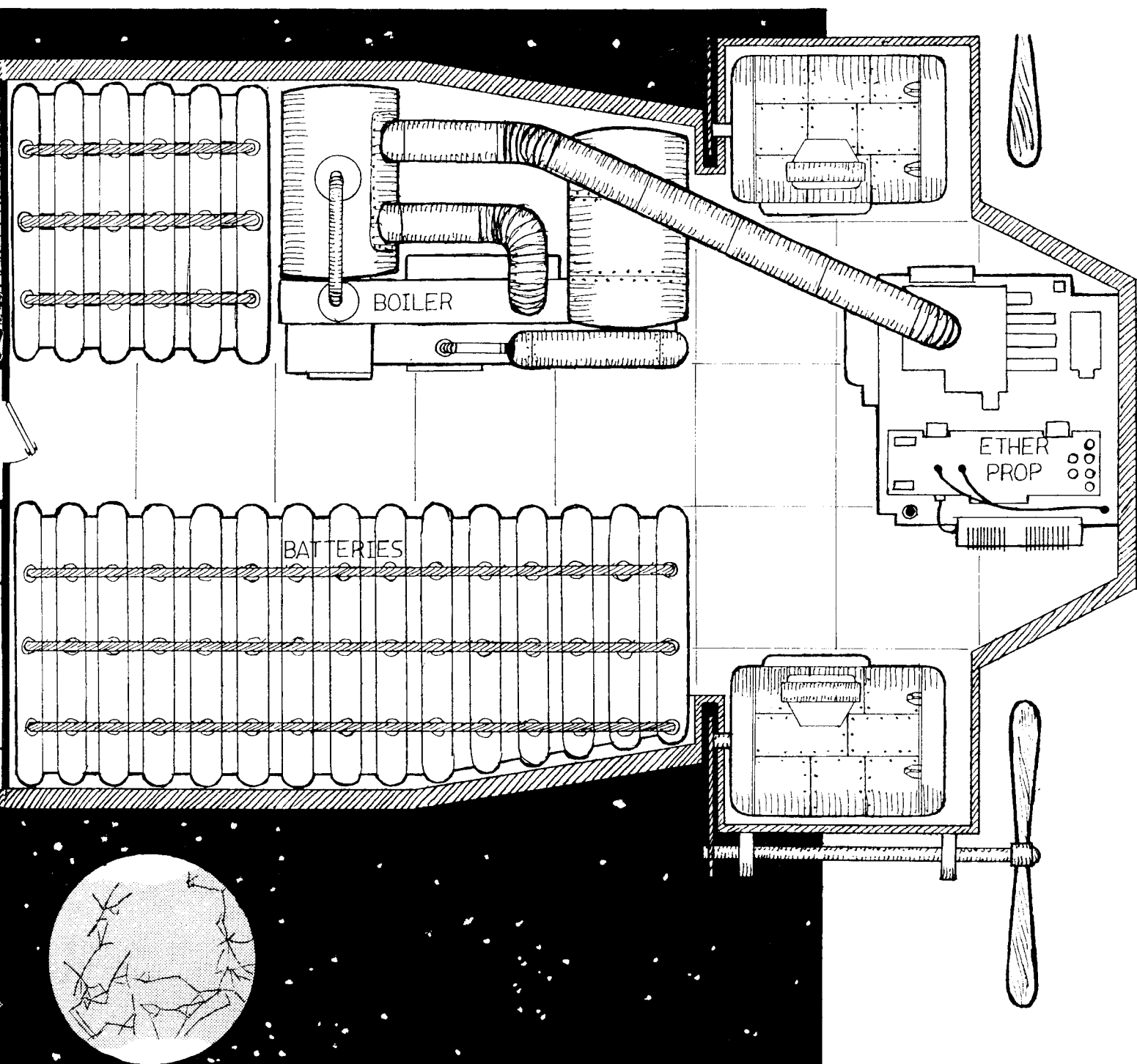
TELESCOPE

Esmarelda class flyers are sold with an orrery (or planetarium) and an improved telescope as standard bridge equipment.



JB KING

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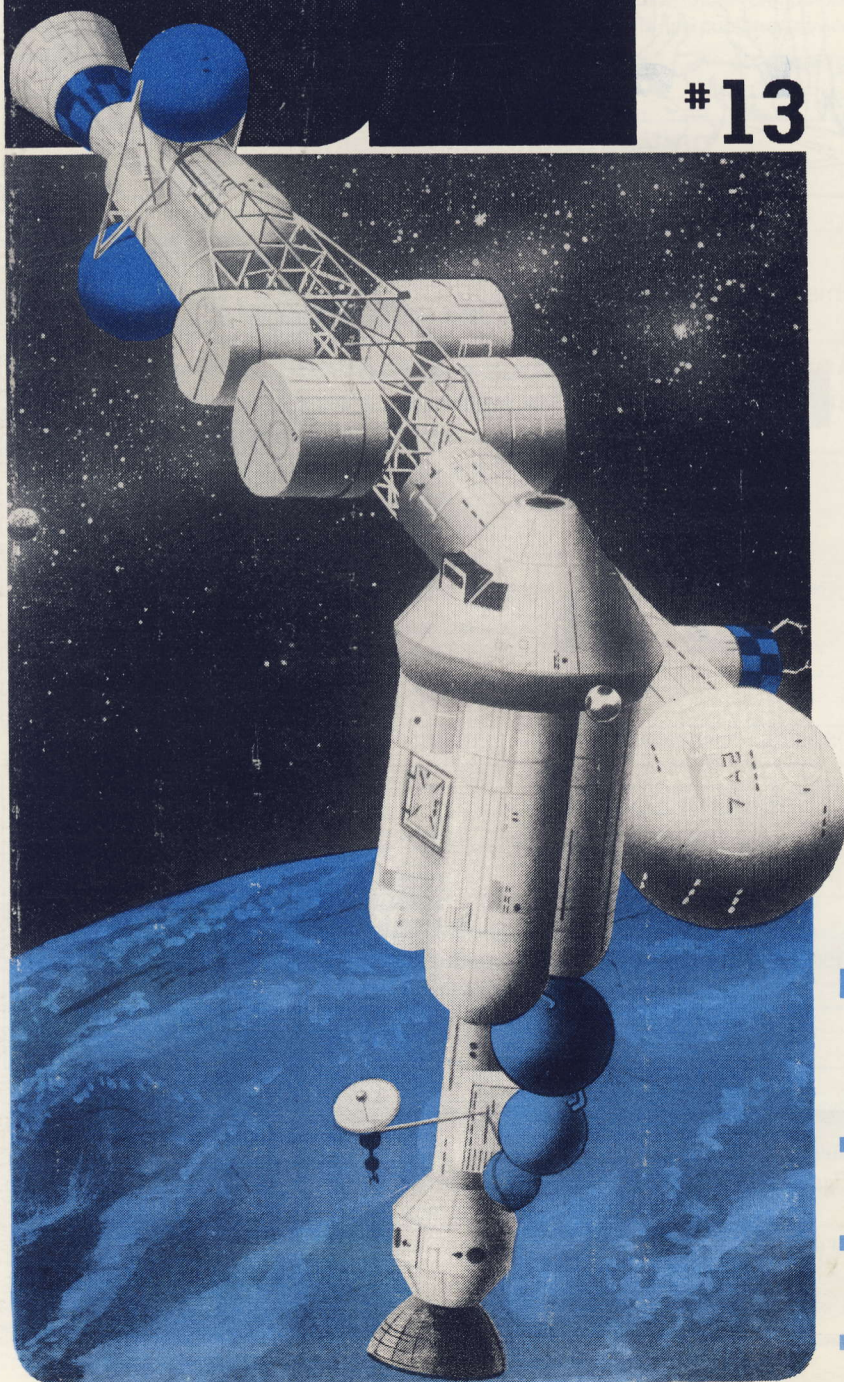


ESMARELDA

VOYAGES

STF

#13



\$2.75
(\$3.25 outside U.S.)

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A Referee's Guide

PLUS

SPACE 1889

Rails In The Astusapes

STAR WARS

Twinkle, Twinkle Little Star

2300 AD

Fort Bliss Class Destroyer

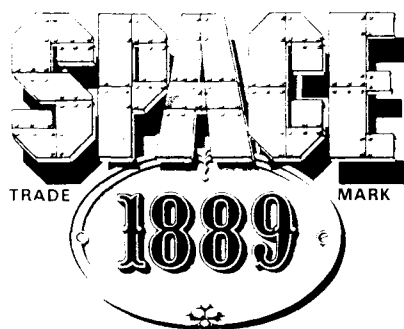
REVIEWS

Torg, Buck Rogers XXVc

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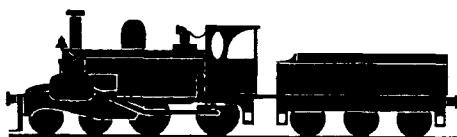
Espionage, Horror & more!



Rails In The Astusapes

An adventure
by Glen Allison

Typical British Rail Equipment



Steam Engine & Coal Car



Passenger Coach



Goods Wagon

The Syrtis Major-Martian Times

Monday, May 12, 1890

Boreo Syrtis to be linked by rail!

Our reporter in Meroe, center of commercial activity in the Boreo Syrtis League, has just sent word that Sir Geoffrey Brixham-Smythe has only just completed the final arrangements for laying rail from Parhoon to Meroe. This news is most welcome since our friends in the north are unable to transfer goods any faster than a canal barge can float it.

Bhutan spice will soon be arriving in Syrtis Major on a regular basis on rails that are soon to be laid, starting from Parhoon and driving north until our illustrious engineers reach a depot soon to be built in Meroe. One thousand miles separate us from our colleagues in the north. But engineers state that the line can

state categorically that rails can be laid at the rate of eight miles per day. This means that a complete line from Parhoon to Meroe may be operational within 130 days from the start of track-laying.

When interviewed, Jack Greenwall, Head Engineer for the new Great Martian Northern Railway, admitted that the chief problem to be faced is supplies for the rail line. "Steel and wood are the two most crucial elements and we have very little of either. Fortunately, British and American scientists have been working on a solution to the problem for the last few years. I don't have the details, but from what I can find out, they have found a way to

Lancaster Expedition returns

Sir Nigel Lancaster, Earl of Southwest-Northwycke, and his party have returned from an exploration of the wilds to the west and north of Syrtis Major carrying Moabite Fire Gems, trophies, and some hair-raising tales to tell about their experiences. Lady Catherine will be receiving guests at a party to be held next week.

When asked about his most interesting experience on the expedition, Sir Nigel was reported as saying, "We had a ripping good time during a three-day sand storm. We held a marvelous three-day Whist party."

Great Kommota trophy

Sir Jonathan Quimby-Smythe, noted explorer and big game hunter, managed to find and kill a legendary Great

A Railroad In The Making

EARLY IN 1887, the British Colonial Office on Mars was approached by a group of Martians and British, representing the newly formed Great Martian Northern railway. They asked the Colonial Office to help expedite a treaty to allow the building of a railway connecting the two colonies. Sir Geoffrey Brixham-Smythe realized immediately that a railway would help the British control the region and allow rapid connections with the northern colony as well as aid in the transportation of Bhutan spice, so he agreed to help. Eventually, he came to the conclusion that transporting engines to Mars from Earth was not impossible, and coal was already being shipped so that was not a problem. But Mars was short on two other sorely needed materials, wood and iron.

Percival Shedwell, the Chairman of the Board of Directors, immediately explained that scientists from Britain and America, after years of experimentation, had managed to invent a machine that would, using ores drawn from Mars itself, create an alloy nearly as strong as iron that could be used for rails. The sleepers (or ties as the Yanks call them) could be made from cement and could also be made on Mars. Once these drawbacks were overcome, Brixham-Smythe immediately began speeding the process of negotiating a treaty between the Martian city-states of Boreo Syrtis and the British colony of Syrtis Major for the purpose of building a rail line between the two.

The first rail was placed on ties and fastened down on June 20th, 1889. On the first day, only three miles of track were laid. But by the eighth day, track layers were managing at least seven

miles per day and occasionally ten to eleven mile days. Everything went well for a month before things began to go sour. Workers began falling ill. Two of the work engines were temporarily put out of commission because the wrong grease was used for cylinder packing. The safety valve on the boiler of the rail making machine failed and three operators were injured and one killed by the boiler explosion.

By the end of September when the rails should have been entering Meroe, the line was practically stalled in the Astusapes Highlands, 500 miles or more behind schedule. And just yesterday, the rail line's entire survey crew disappeared. Unless they can be found, more surveyors must be brought from Earth and the railroad will be stalled for at least five more months before work can continue.

The management of the railway had not taken several things into consideration before starting the line. The mad King Hattabranx of the High Martians quickly took a disliking to the British intrusion into his territory. When the survey parties entered the highlands, they found themselves ferociously attacked by High Martians at every opportunity. Also, Canal Martians soon gathered in Syrtis Major protesting the evil thing that was about to threaten their business of hauling people and goods up and down the canals. Rumors also abounded involving the Germans who were not happy with the increased power a railroad would give the British on Mars.

The player-characters are being sent to the end of the rail line by the Colonial Office to try and find the people responsible for all the problems that plague the Great Martian Northern Railway. Also, they are to find and rescue the missing

survey crew, if they're still alive. The characters could have taken the job for one of several reasons. First, they might have a part ownership in the railway. Second, they might be related to one of the missing survey crew members. Third, they might have been approached by Sir Geoffrey Brixham-Smythe, of the British Colonial Office, who asked them to do it for the Crown. Fourth, they might have responded to an advertising flyer for the job.

Referee's Synopsis

THIS ADVENTURE is set up much like a "western" adventure on Earth. The High Martians are the Indians who feel that the White Man has no business in "his" territory. The German saboteurs are like the men who work for a rival railway, etc., etc. The adventure should flow something like this:

1. The PCs go to the end-of-the-line camp to, a) find out who the saboteurs are and, b) find and rescue the survey party.

2. While on the way to the camp, the PCs are attacked in their railway coach by High Martians who are attempting to stop the train. The attack should be beaten off without too much trouble, although at least one NPC will be seriously injured.

3. While the PCs are in camp investigating the sabotage and trying to figure out where to look for the survey party there is another boiler explosion on the rail making machine.

4. Before the PCs head out to find and rescue the survey party, the High Martians stage a raid on the camp.

5. After surviving the raid, the PCs go out into the Astusapes Highlands to try and find the survey crew.

Event: Train Raid

Read aloud: "The days have been hot and dry. Ten hours on the train have drained you of energy. The rocking and swaying of the coach at speed lulls even the most adventurous into complacency. Two coaches to the front, the engine's whistle screams a challenge to the desert afternoon. Looking out the window you see a small station ahead. A man stands on the platform with his arm outstretched, holding a message hoop. The engine driver slows the train slightly, leans out and takes the message on the fly. The whistle screams again and the train picks up speed.

"Soon, you see the Highlands looming closer. The train slows slightly, and you can feel the engine working harder as you hear a blast of exhaust from the stack and see the black, sooty smoke broiling into the sky as the train tackles the impressive grade in front of you.

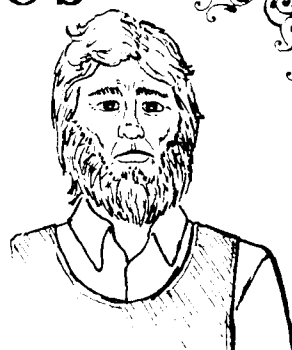
"The conductor steps into the coach and loudly tells everyone to close their windows. Soon, everything goes black and a blast of the engine's exhaust echoes loudly in your ears. The coal smoke is suffocating, and everyone is coughing and choking on the fumes. After what seems an eternity, the train blasts out of the tunnel into the glaring sunlight and everyone quickly opens their windows to help rid the coach of the roiling smoke still inside.

"Now the rock walls are so close you can reach

IMPORTANT NPC'S

William Cargill (Trained NPC):

BILL CARGILL (a.k.a. Wilhelm Kreuger) is one of the four blacksmiths working at the "end-of-the-line" workers' camp. Wilhelm is a saboteur working for the German government. He is responsible for the missing tools, incorrect packing grease, and the boiler accident on the rail making machine. Wilhelm feels badly about that. He had not planned for anyone to be injured, but George Cawley, the Construction Supervisor, insisted upon a second shift one day when the rail supply was getting low, which is when the boiler blew--at a time when no one would normally have been around it. Wilhelm is reluctant to attempt more sabotage of a similar nature, though he is still rerouting supplies and substituting improper tools and other gear.



Attributes:

STR: 6
AGL: 4
END: 4
INT: 4
CHR: 3
SOC: 1

Skills:

Fisticuffs 5, Throwing 3, Close Combat (Edged) 2
Stealth 3, Marksmanship (Rifle) 2, Mechanics (Steam) 6
Wilderness Travel (Foraging) 3
Observation 3, Engineering (Structural) 3
Eloquence 2, Bargaining 3

Motives: Steady, Stubborn, Loyalty (Germany)

Appearance: Bill is short (5'6") and heavy (180 lbs), has longish blonde hair and long bushy beard. He usually wears dungarees, a brown workshirt and heavy black workboots. His hands are calloused and dirt and oil are ingrained into the wrinkles of the skin.

Michael "Mick" Conelley (Trained NPC):

MICK (a.k.a. Hans Weis) is one of several cooks working at the workers' camp. Hans is also working for the Germans and is responsible for most of the illness of the workers.



Attributes:

STR: 3
AGL: 6
END: 2
INT: 5
CHR: 2
SOC: 2

Skills:

Fisticuffs 2, Throwing 1, Close Combat (Edged) 2
Stealth 5, Crime (Lockpick) 6, Marksmanship (Pistol) 4
Wilderness Travel (Foraging) 1
Observation 4, Science (Chemistry) 7
Eloquence 1, Theatrics 4
Riding 1, Piloting (Aerial Flyer) 2

Motives: Cautious, Hatred (British), Ruthless

Appearance: Hans is 5'8" tall with mousey brown hair and a pencil-thin moustache. He keeps to himself and has little to say to anyone. He can be very surly with people who make demands of him and will try to get even if it will not endanger his primary task at the camp.

George Cawley (Experienced NPC):

CAWLEY is the Supervisor overseeing the construction of the Great Martian Northern Railway.

Attributes:

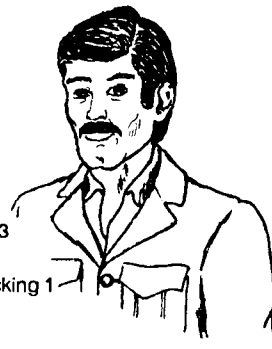
STR: 5
AGL: 4
END: 3
INT: 4
CHR: 3
SOC: 2

Skills:

Fisticuffs 4, Throwing 2, Close Combat (Edged) 3
Stealth 3, Pistol 3, Mechanics (Steam) 4
Wilderness Travel (Mapping) 2, Fieldcraft 2, Tracking 1
Observation 3, Engineering (Explosives) 3
Eloquence 2, Bargaining 3
Riding 1 (Horse), Leadership 5

Motives: Adventurous, Ambitious, Leader

Appearance: George is roughly 35 years of age, stands 5'11" tall and weighs 13 stone (180 lbs). He has neatly combed black hair and a well-groomed moustache. While on the job, he wears rugged, khaki clothing and brown, high-top laced workboots.



MARTIAN NPC'S

Scout/Food Suppliers (Green NPCs):

HILL MARTIANS have hired on as suppliers of meat for workers at the end-of-the-line workers' camp. They are not happy with the High Martian raids, and many Hill Martians have gone out to hunt and not returned, deciding it was safer to go home. The remaining hunters are determined to tough it out.



Attributes:

STR: 3
AGL: 6
END: 5
INT: 3
CHR: 2
SOC: 1

Skills:

Fisticuffs 1, Throwing 1, Close Combat (Edged or Pole) 3
Stealth 5, Marksmanship (Bow) 4, Marksmanship (Pistol) 1
Wilderness Travel (Foraging) 4, Tracking 3
Observation 3
Eloquence 1
Riding (Gashant) 2

Motives: Stubborn, Hatred (High Martians)

Appearance: These hunters look like the typical Hill Martian with red or brown hair and a golden brown skin. For a fuller description, see page 178 of the rule book.

High Martian Raiders:

HIGH MARTIANS are shorter than other Martians and have wing membranes and lift glands that allow them to fly. They wear a loincloth and a leather harness to carry equipment and extra weapons. Most of the High Martians carry spears and swords, and some also carry a mace.

High Martian combat tactics vary depending upon who or what they are attacking. Usually they will leave the krag in their screw galleys and when a foe is sighted, they will go over the side and fly in small groups toward available targets. They do not fly too close to one another because of the required space for aerial maneuvers.

When the High Martians attack one of the railway trains, they wait on the cliffs and, when a train approaches, they silently fly down to the roofs of the train coaches. Then the noise begins, as they begin striking the coach roofs, whooping and yelling as they attack, and waving their weapons and making threatening gestures at their opponents.

If High Martian raiders have an opportunity, they will attempt to collect trophies of personal victories. This usually means collecting the heads of their foes. If time does not permit this, they will try for gaudy clothing, jewelry and weapons. Pennants flying from tent rooftops and bright hat ribbons also make good trophies.



Event: A Monkeywrench In The Woodpile

Read aloud: "One of the tasks that was put to you was to find out who is responsible for slowing the advance of the railroad. Perhaps the reason for the missing survey party could be found here as well. So far, the entire morning's investigation has been unsuccessful. Lunch was not extremely pleasant either. There was something about the soup that didn't seem quite right and your stomach is slightly queasy. Now, the heat of the afternoon is oppressive, and the glare of the sun at this altitude is bright and uncomfortable.

"In the distance, you can hear the panting of a steam engine laboring under a heavy load. George Cawley is saying, '...just about completes the report. One other thing, several crates of rail joiners seem to be missing and we have discovered that the barrels containing our remaining lubricating oil have developed leaks, roughly seventy-five percent of our oil has soaked into the ground....'

"You hear the hiss and scream of a steam safety valve under full release. Suddenly, you are thrown to the ground by the force of a large explosion."

Referee's Information: Wilhelm Krueger finally found another opportunity to foul up the rail making machine. The machine was due to receive periodic maintenance and an overhaul that was to last a day. Wilhelm arranged to have the boiler fired up and tied the safety valve down. After a certain time with no reduction of steam pressure, the boiler would explode. But because of the scheduled maintenance, Wilhelm knew that there would be no workers near the machinery.

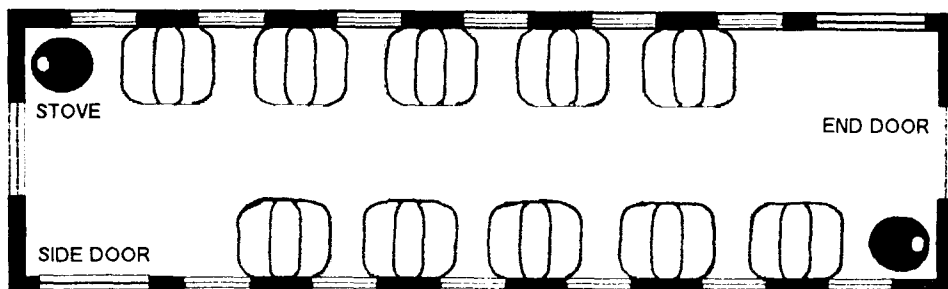
Wilhelm Krueger is no longer in camp. He has been recalled by the German government and, after rigging the boiler, left the camp on the supply train headed back to Parhoon.

If the adventurers investigate the scene of the explosion, they find a twisted wrench lying about fifteen yards from what used to be a shed covering the remains of a steam boiler for the rail making machine. The wrench belongs in the blacksmith/machine shop. A closer look (and a good Observation roll) reveals fresh bootprints near the ruined shed made by boots with heavily worn soles. It shouldn't take long to discover that William Cargill (Krueger) is missing. A check of his tent reveals a pair of boots under his cot that match the prints exactly. Also in the tent, under the mattress on the cot, are several papers that indicate that Cargill was perhaps being paid by the German government. One partially destroyed document reveals that maybe, just maybe, there is another saboteur in the camp.

If the players think to investigate the cooks and the soups, eventually they discover (through shrewd investigation and at least one average Observation roll) that Mick Conelley had offered to serve the soup when he was supposedly not on duty for the lunch shift. If Conelley is traced to his tent, the adventurers catch him in the act of packing his valise. When cornered, Conelley pulls a revolver from his valise and attempts to use it on the PCs. If captured alive, he will eventually break down and confess that he is working for the German government and is, in fact, a German

out and touch them. They rear upward, reaching several hundred feet into the sky. Suddenly, you are startled by loud thumping on the coach roof and a wailing scream that pierces the sound of the engine exhaust. Others in the coach are drawing

revolvers. With no other warning, a spear smashes through a window, scattering glass on the seat and floor in front of you. A black-maned Martian thrusts the wicked looking spear inside, looking for a likely victim."



Great Martian Northern Railway Coach

citizen himself by the name of Hans Weis. If Hans doesn't survive the encounter, two documents can be found in his valise giving instructions (in German) for Hans to attempt sabotage. The second paper states arrangements for final payment of 100 Marks upon completion of the assignment.

The disappearance of the survey party is not a German plot; neither Wilhelm nor Hans are responsible for their disappearance. What happened is much more prosaic. The survey crew got lost, and one of the crew fell off a cliff and the survivors were attacked by a small band of High Martians.

Event: Dawn's Early Light

Read aloud: "Grey light seeps under the tent flap, but the chill of the Astusapes morning has not yet been overcome by the sun. You know that the wash basins are probably iced over again and the idea of perhaps staying in bed a little longer seems almost overwhelming, though, outside, you can hear people stirring--probably the cooks, getting ready for breakfast. The crackle of wood on a fire and the tang of woodsmoke remind you that the day is already underway and you might as well get going yourself..

"Your thoughts are interrupted by the thunder of hundreds of hooves--the draft animals are stampeding and it sounds like they're coming right through the middle of the camp! In the distance, the crackle of rifle fire punctuates the lower rumble of the stampede. In front and to the left, you hear the bellow of a Webley revolver, followed by the high pitched yells of the attackers. As you stumble under the tent flap and out into the open, several black-maned Martians come around the tent to your left. One of them hefts his spear in preparation for a stabbing attack."

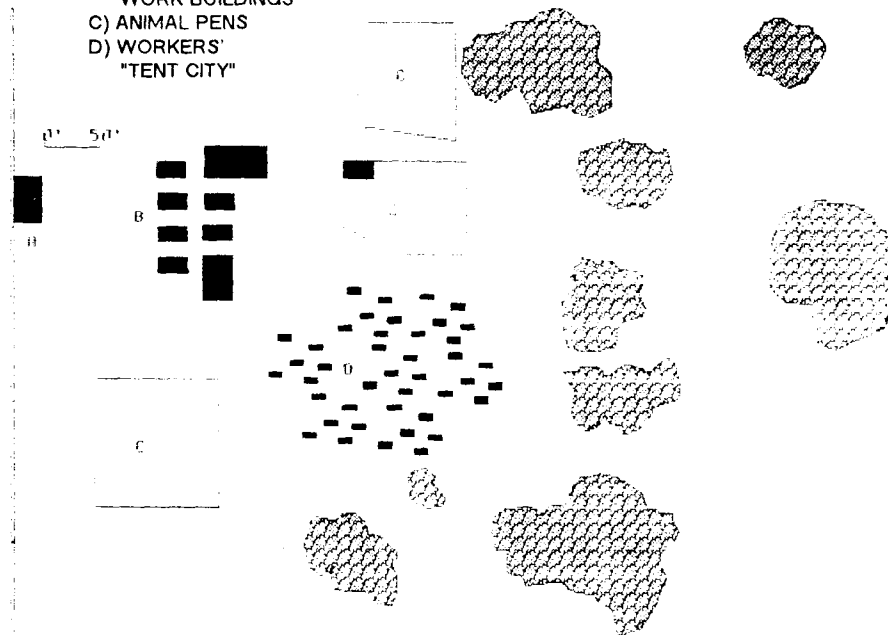
Event: Survey Party

Read aloud: "The Martian sun seems to get hotter every second you remain standing at the edge of the cliff. Behind you is the survey camp, although no one had been there when you finally found it. You did find a fresh grave and marker, that of one of the survey crew, and a journal with the last entry telling of a rockslide and the poor fellow's fall to the canyon floor.

"After a drink of warm water from your canteen, you decide to explore further. The wind has erased all tracks from the area, but an entry in the journal suggests that the survey crew went north. A warm breeze springs up, drying the perspiration on your body and giving you a slight chill. As you climb the slope ahead, you can hear small rocks clattering down the canyon wall. Across the way, a flying animal screeches, it's echo bouncing back and forth between the walls of the canyon. Your boots slip and slide a little as, gasping for breath, you climb higher. After stopping to rest on a flat area just big enough for your party, something catches your attention down on the canyon floor; a glint of reflected light and some movement.

Looking closer, you realize that some large flying creatures are circling near a crack in the wall near the canyon floor. As you watch, several flashes of light followed by grey smoke appear. And, a second later, the crack of rifle fire in the

- A) STATION
B) OFFICES AND
WORK BUILDINGS
C) ANIMAL PENS
D) WORKERS'
"TENT CITY"



Astusapes Station and Work Camp

TERRAIN, CLIMATE, FLORA AND FAUNA

THE TERRAIN in the Astusapes Highlands is very rugged. Box canyons are intermixed with high cliffs and steep talus slopes. The ground is very uneven and most slopes are no less than ten percent in grade.

Vegetation is rather sparse here and, of course, there is no water available beyond the camp. The trees are usually no taller than fifteen feet and are spread out so that no tree is closer than ten feet or so to another tree. All of the water is hauled in by rail and there is a water master in camp whose sole job is to see that no one gets more than their fair share of the precious liquid. The climate and altitude are such that during the day, the temperatures soar as high as 100 to 110 degrees. At night, on the other hand, the temperatures plunge to below freezing.

Because of the drastic temperature changes and the high winds that blow periodically, the rock is untrustworthy in the Highlands. If the players are not careful, the rock can crumble underneath their feet. Occasionally, boulders ranging in size from baseballs and cannon balls to rocks the size of a railway car break loose from the crumbling cliff tops and clatter to the canyon floor.

Most animals in the Astusapes Highlands are not dangerous. There are a few, however, that should be mentioned. The mountain cat, a smaller relative of the steppe tiger, preys on all sorts of plant eaters in the Highlands. The mountain cat likes to leap on it's prey from above and then break it's neck with a blow from it's powerful paws. The other animal of note is the roogie. Individually a roogie is no match for a human but they travel in packs ranging in size from 5-20 (3D6+2) and, while one roogie can be dispatched quite easily, fifteen roogies are quite another matter.

TYPE	#	SIZE	MOVE	WNDS	SAVE	WT	WEAPONS
Mtn Cat	1	1x2	L40	8	1	900	Teeth(1,4,0,2) Claws(2,3,1,1)
Roogies	1Dx3	1x1	L40	1	-1	100	Teeth(2,2,0,1)

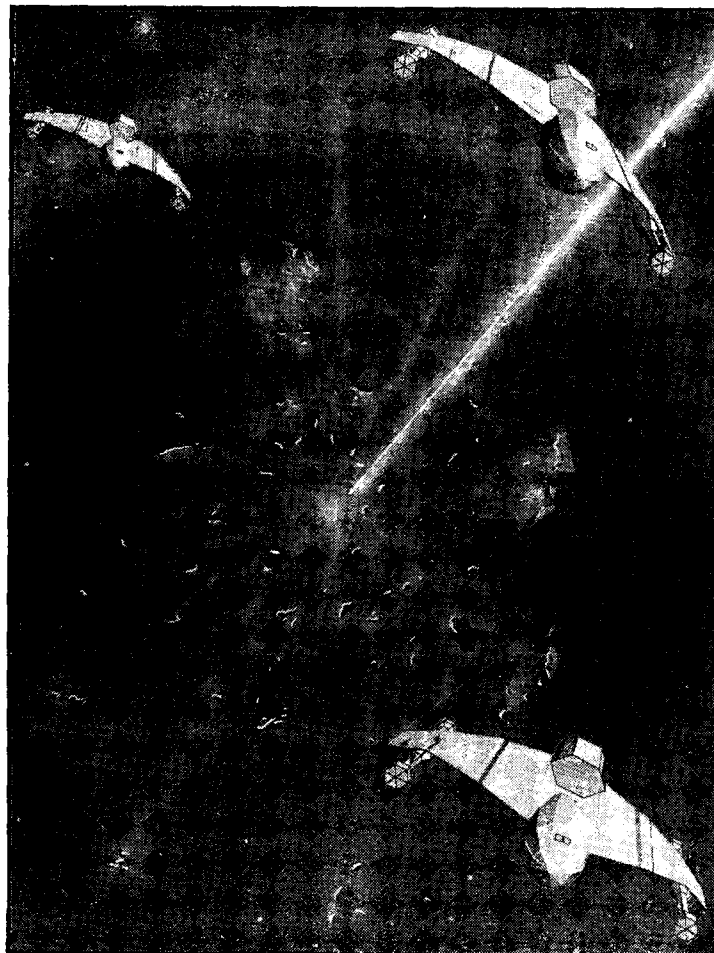
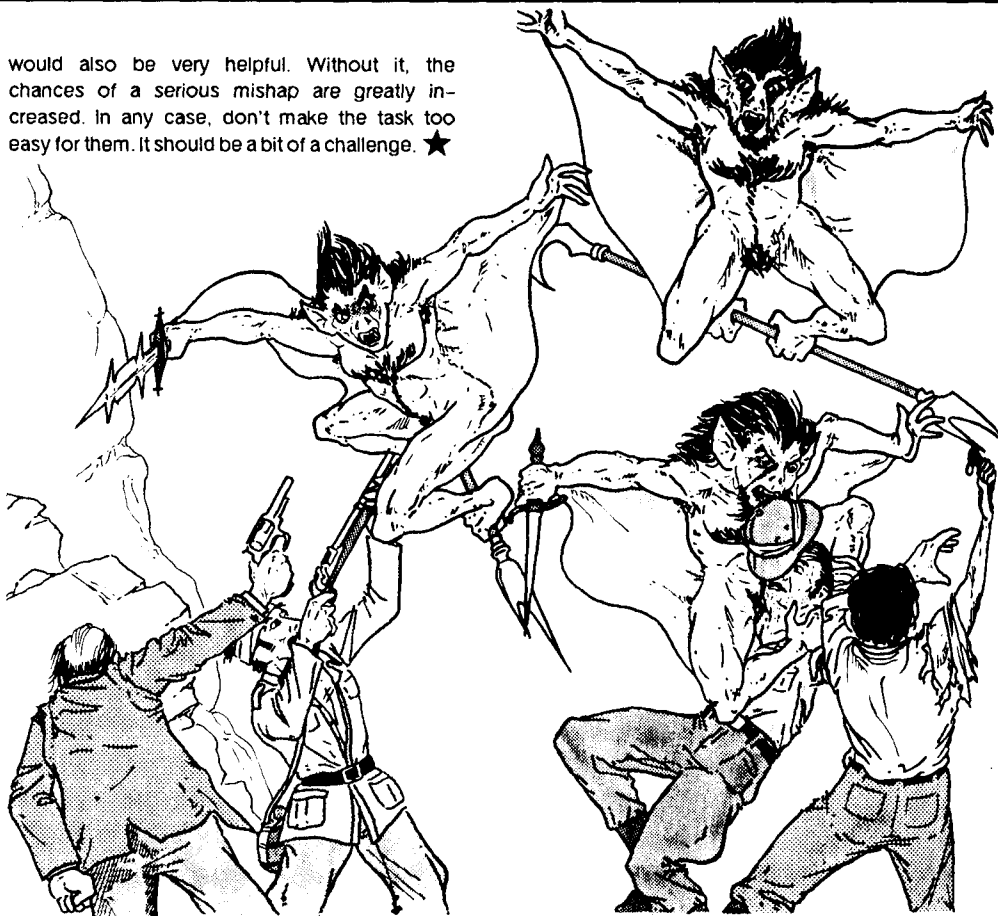
distance echoes faintly in the canyon. One the flying creatures veers and flutters to the ground. Putting your binoculars to your eyes, you realize that the flying creatures are High Martians. It seems that you have found the missing survey party and they are in serious trouble. Now, how do you get down there? And how do you get there in time to save the men from the High Martians? All you know is, you will have to do it fast."

Referee's Information: The survey crew has been pinned down in the canyon for two days and are low on water and ammunition. The players should be made to realize that the survey crew seems to be reluctant to shoot very often, indicating that they are trying to conserve ammunition.

The canyon runs north to south. There are three reasonably possible ways to get down to where the stranded survey crew is. First, the adventurers could go back to the survey camp and a little further south to a small side canyon and climb down there. Second, they can go north, climbing the ridge until they come to a box canyon there they can climb down into. Third, if they brought an aerial flyer they can use it, but, though this would get them to the scene quicker, they would likely be noticed and surprise would be gone.

As the referee, don't forget that the rock around this area is treacherous. If the players choose to try climbing down into the canyon, they should have plenty of rope. Mountain gear

would also be very helpful. Without it, the chances of a serious mishap are greatly increased. In any case, don't make the task too easy for them. It should be a bit of a challenge. ★



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Don't miss our next issue, available in January!

Operating A Starship

In last issue's "Long Term Star Wars," I discussed the need for certain additional rules to make Star Wars more realistic and more enjoyable in the long run. The article above was to provide rules for operating a starship and also for trade. Guess what? Shipping in December is **Galaxy Guide 6: Tramp Freighters**, a book which covers the very topics the article was to cover. Well, let's wait and see what it has to offer. -Ed.