

TRADER CAPTAINS AND MERCHANT PRINCES

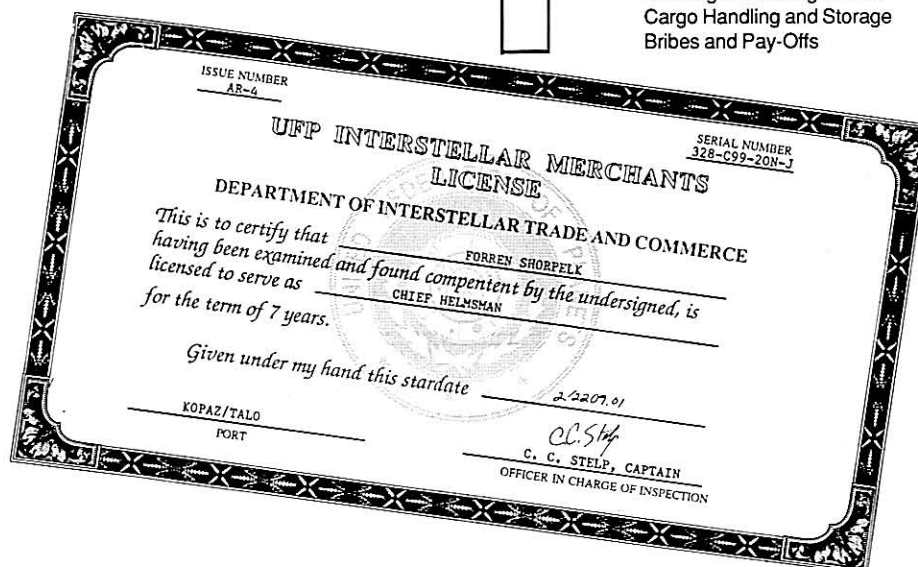


David Sotnick '86

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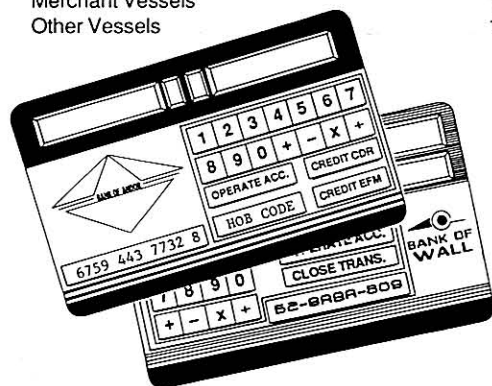
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TRADER CAPTAINS AND MERCHANT PRINCES

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INTRODUCTION

THE TRADER AS PLAYER CHARACTER

The Trader!

Just saying the name might create a number of images in the mind's eye. The Merchant Prince surrounded by wealth, for example, with a dozen beautiful women (or the Princess with handsome men, of course) hanging on every phrase, or the dashing Trader Captain, plying the trade routes with his noble crew. Perhaps the roguish Pirate, plundering giant freighters for the good of the common man (perhaps himself!). Or even the mousy accountant who finds himself thrust into a situation that brings out his hidden heroic nature. Creating these, and many more characters is possible with **Trader Captains And Merchant Princes**.

Designed for use with **STAR TREK: The Role Playing Game**, this supplement allows gamemasters to add a whole new dimension to their campaigns. With it, players may enter the worlds of high finance in the **STAR TREK** universe, and may replace the Star Fleet ethic with the freewheeling life of the independent trader.

Included are rules for judging the player characters' actions as they buy private ships, obtain cargos, and turn a profit. The economic system of the UFP is defined for player and gamemaster alike, including details on the UFP Stock Exchange, price lists for useful goods and equipment, and much more.

Trader Captains And Merchant Princes allows the gamemaster to insert trader characters into his Star Fleet campaign, give his Star Fleet characters pay, and let them buy things or speculate on the stock market. The character creation process is expanded here to permit the creation of traders and rogues. There are now three paths for the prospective trader to follow in building his character, from the prestigious Merchant Academies to climbing the ladder the hard way—one rung at a time! Trade and shipping has been expanded to include trade companies, selling cargos at many different levels, and even hauling passengers from one part of the galaxy to another. There is a new system for aging ships and telling when they will break down, and a method for fixing the price of anything that can be purchased on the black market.

The gamemaster should note, however, that this material must be used in tandem with the second edition of FASA's **STAR TREK: The Role Playing Game** rules. With these two rule sets, the Galaxy is the limit!



CREATING TRADER CHARACTERS

In many ways, trader or merchant characters are a more varied lot than the usual Star Fleet characters. Though Star Fleet officers come from all backgrounds, cultures, and physical types, Star Fleet maintains uniform standards for officers to assure that they will be an elite group. Also, Star Fleet provides certain types of training to all officers. This creates some uniformity.

The loose category of traders and merchants is another matter. Within this group is a wide variety of character types, from third assistant deckhands on a bulk freighter to wealthy NPCs who own huge passenger/freight fleets. Sometimes, these characters have little in common except their involvement, in one manner or another, with interstellar trade. Even so, most games and campaigns using these rules will likely be composed of characters that form either the independent crew of a small cargo ship, the crew of a larger merchant vessel, or a group of independent merchants planetside. The character creation and training procedure is thus designed to allow for the most variety and detail in creating such characters.

CHARACTER TYPES

Before characters can be created, however, it is necessary to understand some of the character types that can be developed and used in merchant-centered games and campaigns. This section of the rules will look at trader and merchant character types, their backgrounds, new skills for these characters, and ways in which this information relates to the selection of a character type.

At the top of the merchant pyramid are the merchant princes. These characters can be men, women, or alien beings, but the term is a common way to refer to rich merchant-fleet owners in space-opera fiction. The merchant prince is a wealthy individual whose enterprises mostly center around trading operations on a grand scale. The aristocratic owners of huge trading space fleets are not usually used as player characters. Instead, they are best played by the gamemaster as NPC patrons who finance the player's adventuring, or as rivals/foes who use their wealth to compete with the player characters and provide an element of danger. Some merchant princes work their way to the top, and it is these who are best created with this system, but even those who inherit their wealth will usually gain experience and skill in trade-related areas.

One type of merchant prince can make a viable player character, however. Even the richest and most powerful sometimes lose their fortunes and positions through a series of bad breaks or the machinations of enemies. Such characters would have to start over, perhaps with one small space yacht that could be converted to cargo-carrying. Such a character would be older than most player characters usually are, and he would have the skills and experience of a lifetime of financial wheeling and dealing.

Crews of larger ships, particularly those that are corporate-owned, most resemble Star Fleet characters in their tendency to have skill specialties and their limited freedom of assignment. Because being the crew of a ship on a simple, repetitive milk run would be little fun for the

players, such player characters would be aboard a ship assigned by its parent company to seek out and develop new trade routes and to open up new markets in less-civilized areas of space.

Smaller independent trade vessels are often owned by a single person or jointly by the crew. These groups have more freedom of action and are ideal for independent game or campaign groups. Some such ships, with crews of from 15 to 30 crewmembers, would still require some specialization of skills and assignments among the player characters. Player characters on these ships would likely be officers, with routine personnel openings filled out by non-player characters.

The smallest independent trade vessels, with 1 to 15 crewmembers, may have most, if not all, crew slots filled by player characters. These characters would likely be more of a mixed bag, with multi-skilled individuals especially important because there must be at least the minimum skills necessary to run the ship. Some duplication is desirable, even on the smallest ships, in case of disaster. If the only small vessel pilot aboard is incapacitated while with the landing party, the ship's crew will be in a mess if it becomes necessary to take off quickly. Sometimes, characters who have a broad background, knowing a little about many things, are preferable in these campaigns to a character who is an expert at one job only, and useless outside his/her specialty.

There are many one- or two-man trading vessels operating, especially in such frontier areas as the Triangle. These campaigns can be fun when there are only a few people available to play. A player character in these circumstances must be something of a jack-of-all-trades.

Not all operators in space are legitimate, and players may find running on the ragged edge of the 'law' to be an interesting diversion. Space rogues such as Cyrano Jones and Harry Mudd can make interesting player characters. These rogues may engage in minor smuggling and other semi-illegal operations, but they likely would prove dangerous and undesirable over the long haul.

Rather than outright pirates, player characters could be privateers, conducting operations that are subsidized (but not supported publicly) by a sponsoring government against an enemy power. Such operations between Romulan and Klingon merchants are common, and Orion interests are famous for privateering. Some privateering goes on between independent worlds in frontier areas such as the Triangle.

Of course, not all trader/merchant characters have to own and operate ships of their own, or even serve aboard a ship as a crewperson. There's plenty of excitement in the average tradeworld spaceport town. Characters with trade backgrounds can operate brokerages, run spaceport bars or general stores, act as local agents or go-betweens for trade associations, and so on. It is even possible to develop characters who are spies, freelance detectives, mercenary bodyguards or troubleshooters, starport police or security guards—even members of an underground organization opposing a local government regime. Many such characters may have some trader background.

CREATING THE TRADER CHARACTER

Unlike an alien race supplement, this one deals with the same Federation races as the ST:RPG2 rules set, and so the training and early life of many traders are very similar to that of Star Fleet Officers. Much of the information needed for trader character creation may be found in the section entitled **Creating A Character** in the ST:RPG2 rules, which should be kept handy during the process. At the end of this book, the gamemaster will find a summary of the character generation system. Material in this section supplements the ST:RPG system.

As with a character planning to enter Star Fleet, the player of a prospective trader should know what the character's role will be in the game or campaign, so that logical choices may be made and an appropriate background and personality can be created.

In this and the following sections, a sample character will be created, a male Human. His name is Lawrence Jordaine, the captain of a small independent merchant vessel who has never served in Star Fleet. Three other player characters will be members of his crew who have hired on for shares in the operation's profits. Their ship is a used, surplus *Mission Class* scout-courier modified for cargo, which the group is purchasing from Star Fleet.



CHOOSING A RACE

When selecting the character's race, the player may choose from any of the major UFP races. As an additional option, he may create an Orion character.

Orions are Human parallels from the Rigel system. They look Human in every way, although their skin color may range from the light cream color of Terran Caucasians to a ruddy, golden orange.

The infamous Green Orion slave-women are never used as player characters and would never be allowed to become merchants. This does not mean that Orion women in general are not allowed to become traders. Indeed, the vast majority of Orion females have the same skin colors as their male counterparts, and many of the finest traders from Rigel have been women.

Because of several treaties between the Orion Colonies and the Federation, most merchant academies accept Orions as students. Work visas are granted regularly, allowing Orions to work in a non-classified capacity within Federation borders. And, of course, Orions trade freely within the region known as the Triangle. Thus, it is not uncommon to find Orions working alongside members of the various Federation races on board a trading vessel.

CREATING ATTRIBUTE AND ENDURANCE SCORES

Characters planning to enter a trading campaign are not necessarily as strong, dexterous, or smart as characters entering Star Fleet. This reflects the fact that Star Fleet characters are the best of their races. To create the trader character attributes of STR, END, INT, DEX, and CHA, roll 4D10 + 30, rather than 3D10 + 40. The maximum score here is the same as for a Star Fleet character, but the average is slightly lower. LUC and PSI are rolled as usual, with the proper racial modifiers added. The MAX OP END and CURR OP END statistics are the same as in the ST:RPG2 rules. Refer to that rules set to calculate those values.

To create an Orion, note that they tend to be slightly stronger, less charismatic, less lucky, and as psi-deficient as Humans. Orions are also slightly longer lived than Humans; with a critical age of 60. Following are their racial modifiers.

RACIAL MODIFIERS TO ORION ATTRIBUTE SCORES

STR	END	INT	DEX	CHA	LUC	PSI
+10	none	none	none	-10	-25	-30



As in the character creation section in ST:RPG2, the attributes are rolled first. Rolling 4D10 + 30, we find that Lawrence Jordaine's STR rolls are 7, 8, 6, and 4. Thus, his initial STR score is 55 (7 + 8 + 6 + 4 + 30 = 55). His LUC and PSI scores are rolled using percentile dice. The rest of his rolls are:

END = 47 INT = 58 DEX = 56
CHA = 44 LUC = 83 PSI = 60

Using the Racial Modifier Table from ST:RPG2, we find that only Jordaine's PSI score will be modified. His adjusted PSI is 30 (60 - 30 = 30). His other scores stay the same.

To find the number of bonus points to his character's attributes, Jordaine's player rolls a 28, and ends up with 14 bonus points (28/2 = 14). He decides to add 5 points to

Jordaine's END (bringing it to 52), and the remaining 9 points to the character's CHA (raising that score to 53). The final scores are:

STR = 55 END = 52 INT = 58
DEX = 56 CHA = 53 LUC = 83
PSI = 30

Jordaine's player then calculates the endurance statistics (see ST:RPG2 for the procedures) for his character. His original MAX OP END is 52, and the original CURR OP END also is 52. Jordaine has a Wound Healing Rate of 2 points per day (52/20 = 2.6, rounded down to 2), and a Fatigue Healing Rate of 5 points per half-hour (52/10 = 5.2, rounded down to 5).

All these scores are recorded on the Trader Character Data Record shown in the accompanying illustration.



TRADER CHARACTER DATA SHEET

Name: LAWRENCE "LUCKY" JORDAINE
Background Type: DISADVANTAGED
Specialty: HELM/NAVIGATION
Ship: FOUR LEAF CLOVER Position: CAPTAIN
(MISSION CLASS COURIER)

Age: 41
Sex: MALE
Race: HUMAN
Credits On Account: 40,630

STR 55	END 52	INT 58	DEX 56	CHA 53	LUC 83	PSI 30
INACT SAVE 20	UNC THRESH 5	MAX OP END 52	CURR OP END 52	TO-HIT, MOD 38	TO-HIT, HTH 41	TO-HIT, ____
WOUND HEAL RATE 2/DAY	FATIGUE HEAL RATE 5/30 min				BARE-HAND DAMAGE 100+5	DAMAGE ____

Service Experience Chart

	UNSPECIALIZED LABOR	SPECIALIZED LABOR	BASIC TRAINING	SPECIALTY TRAINING	COMMAND TRAINING	YEARS SPENT TRAINING
Age of Entry	18					
Base-Level Labor	✓	✓				
Apprentice Program						
Merchant Academy						
Tour Length (years)	2	7			1	13

Interstellar
Merchant's
Ticket ☒

Master's
Ticket ☒

SKILL LIST

Administration 7
*Artistic Expression _____
Bribery _____
Carousing _____
Communication Systems Operation _____
Commun. Systems Technology _____
Computer Operation 18
Computer Technology _____
Damage Control Procedures 10
Deflector Shield Operation 6
Deflector Shield Technology _____
Electronics Technology 4
Environmental Suit Operation 18
Forgery _____
*Gaming CHESS 10
Instruction _____
*Language ORION 30

Leadership 20
*Life Sciences _____

Life Support Systems Technology _____

*Marksmanship, Archaic _____
Marksmanship, Modern 44
Mechanical Engineering 6
*Medical Sciences _____
General Medicine HUMAN 7
Negotiation/Diplomacy 44
*Personal Combat, Armed _____
Personal Combat, Unarmed 33
Personal Weapons Technology _____
*Physical Sciences _____

*Planetary Sciences _____

*Planetary Survival _____

Security Procedures 3
Shuttlecraft Pilot 25
Shuttlecraft Systems Technology 7
Small Equip. Systems Operation 10
Small Equip. Systems Technology _____
Small Unit Tactics _____

*Social Sciences _____
Federation Culture/History 5
Federation Law 28
*Space Sciences ASTRODYNAMICS 26
Astronomy 7
*ASTRONAUTICS 7
*Sports _____
Starship Combat Strategy/Tactics 10
Starship Helm Operation 18
Starship Sensors _____
Starship Weaponry Operation _____
Starship Weaponry Technology _____
Streetwise 35
Trade and Commerce 46
Transporter Operation Procedures 4
Transporter Systems Technology _____
*Trivia _____

Value Estimation 43
*Vehicle Operation _____
Warp Drive Technology 6
Zero-G Operations _____

AP
18
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TRAINING TRADER CHARACTERS

Determining the background and skills of a character is a rather involved and time-consuming process, but it does serve to give an idea of what the character lived through before the game actually begins. There is much less uniformity to trader characters than to Star Fleet characters. Their backgrounds are quite diverse, and their paths through the training process are more varied. The positions in life that they fill have far more variety. For these reasons, the following training system will seem more complex than the ST:RPG2 process. The principles are the same, however, and those who have experience creating Star Fleet characters should have little trouble adapting to this system.

CHARACTER BACKGROUNDS

Because both come from the same culture, the early life of trader characters is very similar to that of Star Fleet characters. This section expands on the ideas presented in ST:RPG2, and these backgrounds and tables may be used rather than the ones given in ST:RPG2, at the gamemaster's option. In addition to the optional background types presented here, several new skills are added to the background tables. These new skills are explained in the section entitled **New Skills And How To Use Them**, p. 25.

BACKGROUND TYPES

For game purposes, the possible socioeconomic backgrounds of characters are divided into three categories. *Privileged* characters came from upper economic backgrounds, more advanced planets, or cultural circumstances that were richer than the norm. Such characters may have more early opportunities in the areas of education, financial support, and personal development. *Normal* characters are the standard against which others are judged. They have a median number of opportunities and access to a standard level of cultural and educational development. *Disadvantaged* characters are limited by economic or cultural circumstances of birth and early life. They have fewer opportunities to gain a formal education, and may begin with an economic handicap.



CHOOSING A BACKGROUND

As in the ST:RPG2 character creation, gamemasters and players work together to decide how a character will start a campaign (current job, position, or circumstances as the game begins) before the character is created. Gamemasters should allow players some leeway, however, in how they get to that point in their careers. It may be necessary for a particular player character to be the captain of a five-man independent merchant vessel. Even so, that captain could be the son of a rich merchant (who was given the ship for his birthday), an old, grizzled spacefarer who scratched his way up from second assistant cabin boy over a period of 40 years, or a veteran of Star Fleet who grew tired of the restrictions of military life and decided to put his training to use in the more freewheeling style of an interstellar trader.

If non-random determination of background is used, the gamemaster should discourage players from starting with characters from privileged backgrounds, just to take advantage of the bonuses such a background provides. When imagination is used, normal and even disadvantaged backgrounds make for interesting characters, and if the party of characters comes from a motley mix of heritages, so much the better. Imagine the fun of an up-through-the-ranks trader captain raised on the back streets of some minor Tellarite tradeworld ending up with a spit-and-polish young first officer, an Academy graduate who is a member of a prestigious and powerful Vulcan family. Choosing an initial background category is important. Snap judgments should be avoided.

There are a wide variety of possibilities within each general background category that should also be considered and elaborated upon when describing a character's early life. Not all disadvantaged characters were poor. A youth who grew up on a small agricultural world may have a rich family, but if his world offered few chances to learn skills of value to an interstellar trader, he can be considered disadvantaged. Likewise, even an economically-restricted resident of a major Earth city may have showed enough early promise to obtain financial and educational support beyond that given to the rest of his peers, and could be considered privileged for that reason. Do not necessarily stick to the obvious connotations of each category. Be creative.

Use the following table to determine the background category for each character. The die roll shown is optional, and gamemasters may either require it or allow a player to choose their background freely. The background, once chosen, should be recorded on the Character Data Record.

OPTIONAL CHARACTER BACKGROUND TABLE

Die Roll	Background Category
1-2	Privileged
3-8	Normal
9-0	Disadvantaged

BACKGROUND SKILLS

Characters will obtain some skills before the age of 18 (when the character training process formally begins), and these are determined now. Players and gamemasters should work to choose skills that reflect the character's background story. For instance, an Orion street urchin would certainly gain points in *Streetwise* and perhaps *Personal Combat, Unarmed*. The daughter of a rich merchant would probably gain points in *Value Estimation* from being surrounded by wealth during her early life.

Skills are chosen from the Background Skills List. The first nine are those skills that provide the formal educational background of the character, detailing what the character learned in grade school and high school classes and through his own investigations. The second group are those skills that provide the character with hobbies, outside interests, and that might have been learned as part of day-to-day survival.

To find out how many background skills a character will have, divide the character's INT Score by 10 and round down. Add 1 if the character comes from a *privileged* background, and subtract 1 if from a *disadvantaged* background. Half these skills will be chosen from the Educational Background Skills list and the other half from the Personal Development Skills list. For odd numbers of skills, the unpaired skill may be chosen from either table. Characters with *disadvantaged* backgrounds may choose no more than two skills from the Educational Background Skills Table. All others *must* be chosen from the Personal Development Skills Table.

For skills like languages or the sciences, which include more than one science or language, choose the specific category as well. These are indicated by the asterisk (*) symbol. A skill may be chosen twice to reflect a deep interest and advanced training.

After the skills have been chosen, develop a skill rating for each by rolling 1D10, with the result being the skill rating. If a skill is chosen twice, the skill rating is the sum of two rolls.

BACKGROUND SKILLS TABLE

Educational Background Skills

Computer Operation

*Language

*Life Sciences

*General Medicine

*Physical Sciences

*Planetary Sciences

*Social Sciences

*Space Sciences

*Trivia

Personal Development Skills

*Artistic Expression

Bribery †

Carousing

Communication Systems Operation

Communication Systems Technology

Computer Technology

Electronics Technology

Forgery †

*Gaming

*Language

Leadership

*Marksmanship, Archaic Weapons

Mechanical Engineering

Negotiation/Diplomacy

*Personal Combat, Armed

Personal Combat, Unarmed

*Planetary Survival

*Sports

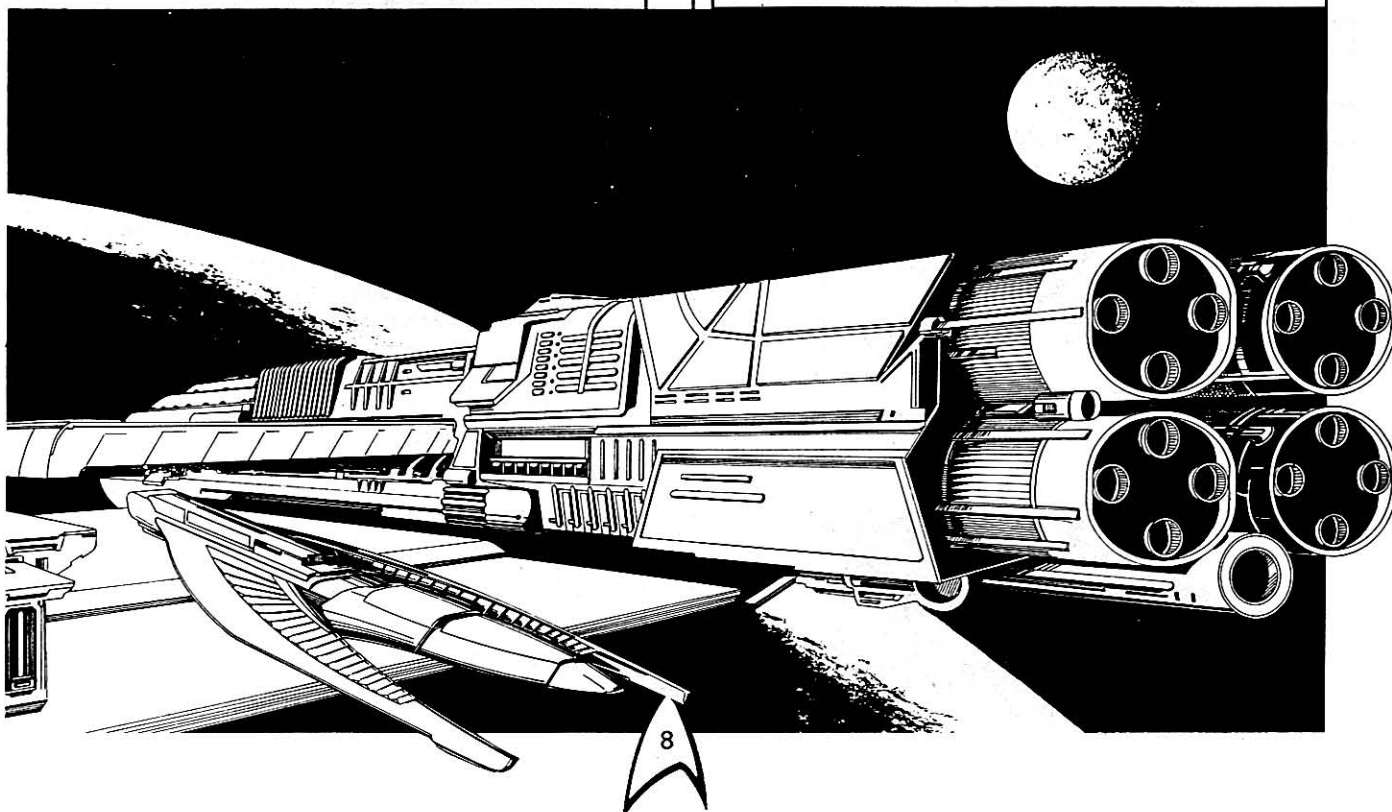
Streetwise

*Trivia

Value Estimation †

*Vehicle Operation

Skills marked with a cross (†) are new skills added to the background tables. These are described in the section titled **New Skills And How To Use Them**.



The example character, Lawrence Jordaine, has a disadvantaged background. His player decides that Jordaine is from a small non-Federation tradeworld near the Triangle, where the local planetary corporation went bankrupt. The leaders fled with the remaining assets, leaving the populace to fend for themselves. Jordaine's parents, once minor stockholders but now virtually penniless, died in the subsequent panic. Their twelve-year-old son took to the streets to survive by doing odd jobs in the spaceport salvage effort.

By the time he was 18, Jordaine had learned to survive in an urban environment, and had also begun to dream of space and of accumulating the wealth denied his parents. (The gamemaster makes a mental note that the character might enjoy running across one of the fugitive company leaders at some time in his career...)

Jordaine has an INT score of 58, so he gets five ($58/10 = 5.8$, rounded down to 5) skill rolls, minus 1 (for a total of four) because he has a disadvantaged background. It so happens that this divides evenly, giving him two skills from the Educational Background list and two from the Personal Development list. (Even if Jordaine's INT score had been higher, he could not have selected any more than two skills from the Educational Background list because of his disadvantaged background.) All others would have had to be chosen from the Personal Development list.

These skills are supposed to reflect the character's background. Jordaine would have learned a lot about the underside of urban life (*Streetwise* = 9) and a little about how to talk himself out of trouble (*Negotiation/Diplomacy* = 5). Hanging around the now-closed starport, Jordaine also picked up some knowledge of how spaceships are put together (*Space Sciences, Astronautics* = 7), and a few words in the Orion language from a retired space captain (*Languages, Orion* = 3).



CHOOSING A LANE OF ADVANCEMENT

Characters who become part of the mainstream trade and commerce experience will enter this life in a number of different ways. Unlike the ST:RPG2 Star Fleet Academy system used for training player characters, there are three lanes of advancement in the trader character training system. Each lane provides needed skill advancement, but offers different advantages. All three lanes are interrelated, with the possibility that a character can move from one lane to another at certain times. This three-lane advancement system is more complex than the linear system of ST:RPG2, but it provides for a more varied background for trader characters.

Some traders start their careers intending to become interstellar traders, entering the various merchant service academies operated by the UFP Independent Traders Association (UFP/ITA) and other such groups. Some who apply to the Star Fleet Academy and are not accepted (or wash out, unable to make the grade in the rigorous Star Fleet school), end up in a merchant academy. Others are able to sign on as apprentices with an established and recognized trading firm, again under the guidance of a group like the UFP/ITA, receiving on-the-job training instead of engaging in classroom study. It is very possible that a retiring Star Fleet officer may wish to invest his pay and become an independent trader.

A character who does not receive such opportunities, however, may still hope to get a position aboard a merchant ship at the lowest levels. Most merchant vessels are not the elite, ultra-modern vessels that Star Fleet uses. Many menial and semi-skilled jobs are still done by hired personnel. A person who starts with such a job can, if he shows promise, rise through the ranks to any level of merchant service.

All these possible starts, known as lanes of advancement, are dealt with in these rules. Each will produce unique characters, building the character's skills in different ways.

LANE DESCRIPTION

Generally speaking, characters who attend the merchant academies will learn more varied skills than those in apprentice programs, because all their time is taken up in study. Apprentices must split their time between study and work, but they complete their training ahead of academy students because they concentrate on essential skills only. Those who work their way up from below-decks must get what study they can as opportunity presents. This means that, on the average, characters who are trained in the academies will be the best-trained, those who become apprentices will get out of training programs slightly earlier, and those who work their way up from below-decks will be older when they enter the game than the others.

Each lane of advancement is described below.

Merchant Academies

This lane of advancement represents not one specific school but a number of similar schools run by trade associations and private corporations. These schools exist within the UFP, the Orion sphere of influence, and even in some more out-of-the-way areas such as the Triangle, where interstellar trade is important. Many receive government support of one type or another and offer scholarship or long-term loan programs to encourage promising students. Most academies offer four-year programs that feature both classroom

study and practical experience. The first two years are normally devoted to general studies, after which time students are evaluated to determine their fitness to continue the program. The second two years are devoted to training in specialty areas.

Apprenticeship Programs

Most trade associations, as well as a number of larger shipping lines, offer apprenticeship programs where promising young individuals who cannot get into the merchant academies can become trained merchant crewmen by working under the supervision of experienced personnel. Apprentices earn very little beyond room and board, but they are given a great deal of on-the-job instruction in exchange for their labor. Apprentice programs usually last three years, with the first 18-month period devoted to general skills and the second to specialty training. In between, trainees are evaluated for possible transfer to special academy training available for especially promising apprentices.

Base-Level Labor

Not every prospective trader has the opportunity to attend an academy or even become an apprentice. The frontier is constantly being pushed outward, and the need for trained merchant crewmen grows far more rapidly than the apprentice programs and academy classes can prepare them. To close the gap, many untrained individuals sign on with larger merchant ships to fill positions not requiring special training. Such positions pay little, but they provide a way for a young person to get into space and wait for an opportunity to learn useful skills. Trained personnel are at a premium, and often such junior crewmen are allowed to learn enough advanced skills to qualify for merchant association testing programs that can lead to receiving an Interstellar Merchant's Ticket.

SELECTING ADVANCEMENT LANE

The gamemaster is free to allow players to choose freely the lane of advancement for their characters. In such a case, the gamemaster and player choose the directions the character takes at decision points that match the character's background story.

If the gamemaster and player desire to subject the character to the whims of fate, optional dice rolls may be used to determine the character's path. In the character training process, when a choice of advancement lane is available, an optional random determination table is provided. Such tables are clearly indicated in the text and on the shortened character creation forms. The random tables are useful for creating important NPCs, for sparking the imagination of the player and gamemaster by providing some variation in character development, and for challenging a player by placing him in a set of perhaps less-than-ideal circumstances for the development of his chosen character.

The very first step in the training process is to choose or randomly determine the initial advancement lane of the character. The table for randomly determining this first lane is given below. To use it, roll 1D10 and consult the appropriate Background Column at the left. The initial Advancement Lane is given at the right.

INITIAL ADVANCEMENT LANE

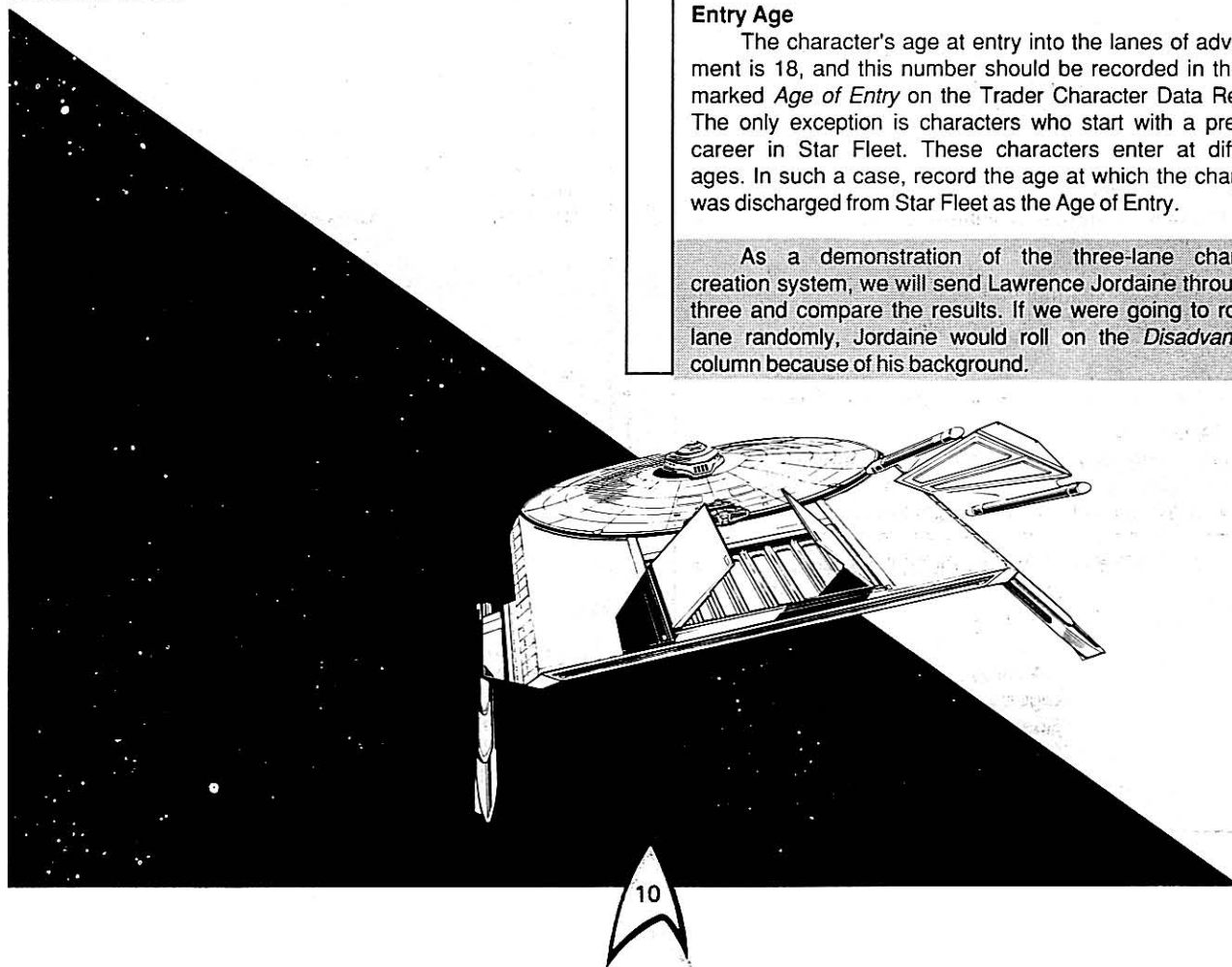
Background

<i>Privileged</i>	<i>Normal</i>	<i>Disadvantaged</i>	<i>Advancement Lane</i>
1 - 5	1 - 4	1	Merchant Academy
6 - 9	5 - 8	2 - 6	Apprentice Program
10	9 - 10	7 - 10	Base-Level Labor

Entry Age

The character's age at entry into the lanes of advancement is 18, and this number should be recorded in the box marked *Age of Entry* on the Trader Character Data Record. The only exception is characters who start with a previous career in Star Fleet. These characters enter at differing ages. In such a case, record the age at which the character was discharged from Star Fleet as the Age of Entry.

As a demonstration of the three-lane character creation system, we will send Lawrence Jordaine through all three and compare the results. If we were going to roll the lane randomly, Jordaine would roll on the *Disadvantaged* column because of his background.



MERCHANT ACADEMIES

BASIC TRAINING

The first two years of the average merchant academy education are spent accumulating the important skills used daily by all merchant spacemen. Later, after an evaluation, the student will be guided into a specialty area and given more specific training.

The academic curriculum is tough, though perhaps not so intense as that in Star Fleet Academy. Students will be given a core curriculum of general skills, a series of space training courses including practical applications, and a merchant training curriculum teaching skills of special interest to merchants in space.

Besides these central curriculum requirements, students may elect other courses that give an introduction to certain special interest areas. Also, students have access to experienced interstellar traders among the faculty, who can give practical instruction in the realities of the trade business.

Academic Curriculum

The following skill ratings are added to any existing skills the character possesses at the end of the first two years of merchant academy study.

ACADEMIC CURRICULUM

For Core Curriculum:

Computer Operation	15
*Language (any one)	10
*Life, Physical, or Planetary Science (Choose 1 skill)	10
Social Science	
Law, Federation	15
(Orion characters MAY substitute Law, Orion)	

For Space Training Curriculum:

Damage Control Procedures	10
Environmental Suit Operation	10
Shuttlecraft Piloting	10
Zero-G Operations	10

For Merchant Training Curriculum:

Leadership	10
Marksmanship, Modern Weapons	10
Personal Combat, Unarmed	10
Small Equipment Systems Operation	10
Trade and Commerce	10
Value Estimation	10

Outside Electives

Select any two skills from the Academy Outside Electives Table below and add 10 points to the rating for each. No skill may be chosen twice from this list.

ACADEMY OUTSIDE ELECTIVES TABLE

Bribery
Carousing
Gaming
Instruction
Negotiation/Diplomacy
*Space Sciences
*Sports
Streetwise
*Trivia

At the end of the first two years of merchant academy training, check the *Merchant Academy* box in the first open column of the Service Experience Chart on the Character Data Record. At the bottom of that column in the box marked *Tour Length* (years), record a 2, indicating that the character has completed two years of merchant academy training.

Assume for this section that Lawrence Jordaine was fortunate enough to overcome the handicaps of his disadvantaged background and get into a merchant academy. He gains the basic skills listed above, choosing to continue his study of the Orion language (adding 10 more points for a total of 13) and adding *Computer Science* (at 10 points) as his science requirement. For electives, he adds a score of 10 in *Instruction*, and adds 10 to his *Negotiation/Diplomacy* rating, raising it to 15.

TESTING AND EVALUATION

After the first two years of merchant academy training, all students are evaluated to determine their progress and fitness for specialty training. Those who are obviously not benefiting from training are dropped, or moved into apprentice programs where they can learn at a more relaxed pace on-the-job.

Gamemasters may allow players to choose their direction at this time, or use the optional table below to determine the results of the character's evaluation. If the character is approved for specialty training, he continues in the academy for the next two years of specialty training. If sent into an apprentice program, he enters the specialty training of that program, as if the evaluation at the end of the first 18 months had been completed. If further training is disallowed, the character must enter a low-level labor position and work to build skills and obtain an Interstellar Merchant's Ticket.

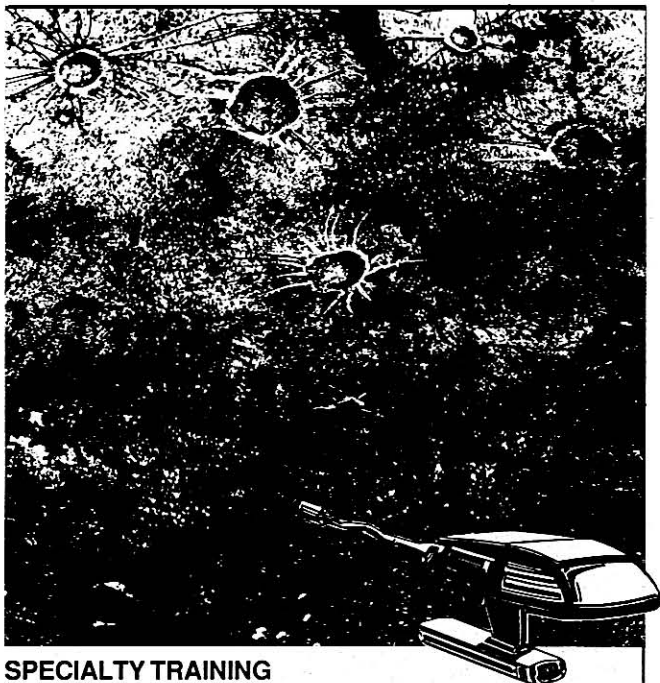
ACADEMY MID-PROGRAM EVALUATION

Die Roll	Result
15 or less	Further training disallowed; enter base-level labor
16 - 40	Recommended for apprenticeship; enter apprenticeship specialty
41+	Approved for specialty training; continue merchant academy

Modifiers for Evaluation

LUC 70+	+20
LUC 60-69	+10
LUC 50-59	+5
LUC 40 or less	-10
CHA 70+	+10
INT 70+	+20
INT 60-69	+10

Jordaine's player rolls a 47, and receives a +20 LUC modifier (for a total die roll of 67). This qualifies him to continue his training at the academy. Alternately, his player and the gamemaster could have simply allowed him to continue his education. This roll is, again, strictly optional.



SPECIALTY TRAINING

After evaluation, the student will spend two years studying in his chosen field of special interest. There are many possible jobs relating to the merchant field, but they fall into five broad categories. The Engineering specialty is for spacemen whose jobs are mostly technical, including all maintenance and engineering personnel. The Helm/Navigation specialty covers most piloting and astrogation professions, and is the specialty of choice for future merchant captains. The Financial/Clerical area covers those who are involved more with the trading aspect of the profession than the space travel itself, and is usually the path followed by ground-based traders and merchants, clerks and cargo acquisition officers, and the so-called merchant princes who manage entire fleets. The Security lane is preferred for those entering support and peripheral professions such as bodyguards, security specialists, private investigators, and freelance trouble-shooters. Finally, the Communications/Technical lane teaches the principles of subspace radio repair and operation, as well as the techniques for coordination of damage control.

Players should be allowed to choose freely the area of specialty for their characters. They are advised, however, to base their choice on the job that characters will fill in the campaign situation when the game begins.

Academic Curriculum

The skills listed under the chosen specialty areas in the Specialty Training Table are gained automatically, with the noted skill ratings added to any that already exist. Skill points for skills marked "0" are created from the available "specialties" skill points total.

Outside Electives

The intense training program in the second half of the academy stay does not leave a lot of time for training outside the specialty area, but characters may gain 10 points of skill in each of two areas chosen from the entire trader list, regardless of specialty. Two different skills must be chosen, however.

All characters will also receive six skills at 1D10 points, to be added to any skills they already have. More than one of these rolls may be in any given skill.

SPECIALTY TRAINING TABLE

Engineering:

Computer Technology	10
Damage Control Procedures	0
Deflector Shield Technology	0
Electronics Technology	10
Life Support Systems Technology	10
Mechanical Engineering	10
Personal Weapons Technology	0
Physical Sciences, Physics	10
Shuttlecraft Systems Technology	0
Space Sciences, Astronautics	20
Starship Sensors	0
Starship Weaponry Technology	0
Transporter Operational Procedures	10
Transporter Systems Technology	0
Warp Drive Technology	10
Specialties	60 total

Choose from above skills; no more than 20 points in any one skill.

Helm/Navigation:

Computer Operation	10
Deflector Shield Operation	10
Shuttlecraft Piloting	10
Space Sciences	
Astrogation	20
Any other	20
Starship Combat Strategy/Tactics	0
Starship Helm Operation	20
Starship Sensors	10
Starship Weaponry Operation	0
Warp Drive Technology	10
Specialties	30 total

Choose from above skills; no more than 20 points in any one skill.

Financial/Clerical:

Administration	20
Instruction	10
*Language (any one)	20
Leadership	0
Negotiation/Diplomacy	10
Social Sciences	
Any Racial Culture/History	0
Law, Federation	20
(Law, Orion may be substituted for Orion characters)	
Political Science	0
Trade and Commerce	10
Value Estimation	10
Specialties	40 total

Choose from above skills; no more than 20 points in any one skill.

Security:

Environmental Suit Operation	10
Marksmanship, Modern Weapon	20
Medical Sciences	
General Medicine, Native	0
Psychology, Native	0
Personal Combat, Unarmed	20
Personal Weapons Technology	10
Planetary Survival, Any Climate	0
Security Procedures	20
Social Sciences, Federation Law	10
(Law, Orion may be substituted for Orion characters)	
Shuttlecraft Pilot	10
Small Unit Tactics	0
Specialties	40 total

Choose from above skills; no more than 20 points in any one skill.

Communications/Technical:

Communications Systems Operation	20
Communications Systems Technology	20
Computer Operation	10
Damage Control Procedures	20
Electronics Technology	20
Language, Any	20
Specialties	30 total

Choose from above skills; no more than 20 points in any one skill.

Jordaine goes into the Helm/Navigation specialty area. He gains the skills listed above, choosing to increase his *Astronautics* Skill to fulfill the *Space Sciences* requirement. He decides to spend his 30 points on his *Astrogation* rating (10 points, for a total of 30), *Starship Combat Strategy/Tactics* (10 points), and *Shuttlecraft Piloting* (10 points, for a total of 20).

For outside electives, Jordaine chooses another increase of 10 points in his *Trade and Commerce* score and 10 points in *Transporter Operational Procedures*. These are not part of his specialty area, but he reasons that they will be useful.

He may use his six rolls to improve any of the skills he already has, so he chooses to roll for his *Streetwise* skill twice (10 and 6), *Trade and Commerce* once (8), *Marksmanship*, *Modern* twice (4 and 7), and once for his *Language*, *Orion* skill (10).

He has now completed four years of training. His skills and ratings are as follows:

Computer Operation	25
Damage Control Procedures	10
Deflector Shield Operation	10
Environmental Suit Operations	10
Instruction	10
Language, Orion	23
Marksmanship, Modern Weapons	21
Negotiation/Diplomacy	15
Personal Combat, Unarmed	10
Physical Sciences, Computer Science	10
Shuttlecraft Piloting	20
Small Equipment Systems Operation	10
Social Sciences, Federation Law	15
Space Sciences	
Astrogation	30
Astronautics	27
Starship Combat Strategy/Tactics	10
Starship Helm Operation	20
Starship Sensors	10
Streetwise	25
Trade and Commerce	28
Value Estimation	10
Warp Drive Technology	10
Zero-G Operations	10

Because he started at age 18, Jordaine is 22 years old when he is granted his Interstellar Merchant's Ticket.

COMPLETION OF ACADEMY PROGRAM

In the next open column of the Service Experience Chart, check the box for Merchant Academy. At the bottom of the same column in the box marked *Tour Length* (years), record a 2 to indicate the completion of two more years of merchant academy training. The academy program having been completed in four years, the student is now granted an Interstellar Merchant's Ticket, allowing him/her to serve aboard merchant ships in jobs of responsibility. Check the box marked *Interstellar Merchant's Ticket* on the Character Data Record, then proceed to the *Interstellar Merchant's Ticket* section to continue development of the character.

APPRENTICESHIP PROGRAMS

Apprentices serve with merchant crews and experienced merchant spacemen to learn their skills. In return for their labor, they are given instruction in their chosen profession, but on a less formal basis than the merchant academies. This leads to the granting of an Interstellar Merchant's Ticket after the completion of the three-year apprenticeship.

BASIC TRAINING

Supervised Training

The first 18 months of an apprenticeship program impart basic skills to the prospective merchant spaceman. This training takes place under the supervision of a variety of active members of the merchant spaceman community. The apprentice is then evaluated by those in charge of his training, and guided into 18 months of specialty training with one or two selected specialists in that field.

Apprentices gain a bit less skill per year than academy attendees because they spend more time working at common tasks that offer little useful training. Their work is, however, directed by their supervisors to allow them to obtain useful skills in the course of their job.

Apprentices may be exposed to almost any phase of merchant life during their training. Though they do not receive more than very basic formal training, they may gain a small amount of skill in almost any area, and this is reflected in the availability of four blocks of elective skill points.

APPRENTICESHIP BASIC TRAINING

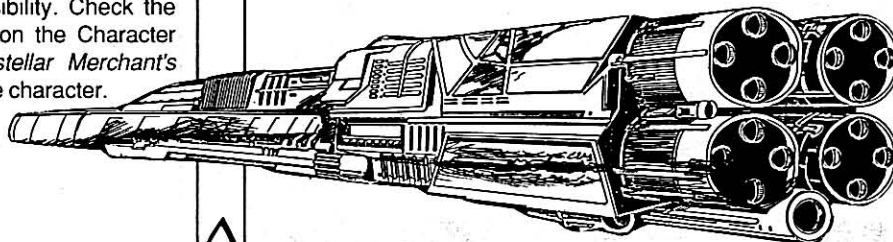
Computer Operation	10
Damage Control Procedures	10
Environmental Suit Operation	10
Social Sciences, Federation Law	10
(Law, Orion may be substituted for Orion characters)	
Trade and Commerce	10
Value Estimation	10
Zero-G Operations	10

Outside Electives

Four *different* Electives at 10 points each may be chosen from any skills from the above Apprenticeship Basic Training Table, the Apprenticeship Specialty Training Tables below, and the Background Skill Tables.

Recording Tour Length

When the first 18-month portion of the apprenticeship is complete, go to the first open column of the Service Experience Chart on the Character Data Record and put a check in the box for *Apprentice Program*. At the bottom of the same column, record the tour length of 1.5 years.



For the purposes of this example, Jordaine has been accepted as an apprentice by the UFP Independent Traders Association and placed aboard a large ship in the Rantura Shipping Lines fleet. He also picks up some elective skills. During his training, he spends some time assisting the ship's Orion-born assistant cargomaster, who takes a liking to Jordaine because he speaks a small amount of the Orion language. (Jordaine adds 10 points each to his *Languages*, *Orion* and *Trade and Commerce* skill ratings.) He also is along when a shuttlecraft from his ship is sent to rendezvous with a courier vessel to pick up an important package, and talks the bored pilot into giving him some informal instruction. (Jordaine gets 10 points of skill in *Space Sciences*, *Astrogation* and in *Shuttlecraft Piloting*.)

TESTING AND EVALUATION

After the first 18 months, the apprentice is evaluated by his supervisors. Some apprentices who show special promise may be transferred to a merchant academy for advanced training, entering as if they had completed the first two years of the academy. Most are approved for further specialty training in their apprenticeship, and are assigned to a specialist who will be their supervisor for the remaining 18 months of their training. Some apprentices have problems during their first 18 months, however, and are not approved for further training. These failed apprentices do not receive the Interstellar Merchant's Ticket. They must enter an unskilled labor job and try to work their way up to a level of skill that will allow them to test for the ticket.

APPRENTICESHIP MID-PROGRAM EVALUATION

Die Roll	Result
15 or less	Further training disallowed; enter base-level labor
16 – 95	Continue apprenticeship; enter apprenticeship specialty
96+	Recommended for academy specialty training

Modifiers for Evaluation

LUC 70+	+15
LUC 50 – 69	+10
LUC 40 or less	-10
CHA 70+	+10
INT 70+	+15
INT 60 – 69	+10

Jordaine rolls only a 03, but his bonus for high luc (+15) gives him a final score of 18, getting him just barely approved for continued apprenticeship.

SPECIALTY TRAINING

The second half of the apprentice's training period is spent in intensive work alongside a specialist in his field. Once again, the amount of skill gained is perhaps not as great as in the academy. However, circumstances may allow an apprentice to gain experience outside his narrow field. The specialty areas are the same as in the merchant academies: Engineering, Helm/Navigation, Financial/Clerical, Communications/Technical, and Security. One area should be chosen and the skills and skill ratings added to the character's list. Where a skill rating is not listed, there is no automatic gain for that skill, but it may be chosen as a specialty.

APPRENTICESHIP SPECIALTY TRAINING TABLE

Engineering:

Computer Technology	10
Damage Control Procedures	0
Deflector Shield Technology	0
Electronics Technology	10
Life Support Systems Technology	0
Mechanical Engineering	10
Personal Weapons Technology	0
Shuttlecraft Systems Technology	0
Space Sciences, Astronautics	10
Starship Sensors	0
Starship Weaponry Technology	0
Transporter Operation Procedures	10
Transporter Systems Technology	0
Warp Drive Technology	0
Specialties	30 total

Choose from above skills; no more than 15 points in any one skill.

Helm/Navigation:

Computer Operation	0
Deflector Shield Operation	10
Shuttlecraft Piloting	10
Space Sciences, Astrogation	10
Starship Combat Strategy/Tactics	0
Starship Helm Operation	10
Starship Sensors	10
Starship Weaponry Operation	0
Warp Drive Technology	0
Specialties	30 total

Choose from above skills; no more than 15 points in any one skill.

Financial/Clerical:

Administration	10
*Language	0
Leadership	0
Negotiation/Diplomacy	10
Social Sciences	
Any Racial Culture/History	0
Law, Federation	10
(Law, Orion may be substituted for Orion characters)	
Political Science	0
Trade and Commerce	10
Value Estimation	10
Specialties	30 total

Choose from above skills; no more than 15 points in any one skill.

Security:

Environmental Suit Operation	10
Marksmanship, Modern Weapon	10
Personal Combat, Unarmed	10
Personal Weapons Technology	0
*Planetary Survival	0
Security Procedures	10
Social Sciences, Federation Law	10
(Law Orion may be substituted for Orion characters)	
Shuttlecraft Piloting	0
Small Unit Tactics	0
Specialties	30 total

Choose from above skills; no more than 15 points in any one skill.

Communications/Technical:

Communications Systems Operation	10
Communications Systems Technology	10
Computer Operations	10
Damage Control Procedures	10
Electronics Technology	10
Language, Any	0
Specialties	30 total

Choose from above skills; no more than 15 points in any one skill.

Additional Experience

In addition to the specialty training that an apprentice receives, the character may choose any two *separate* skills at 10 points each from any of the Apprenticeship Specialty Training lists.

Outside Electives

The character also receives four rolls for outside electives. Skills may be chosen from any of those on the Apprenticeship Basic Training lists, the Apprenticeship Specialty Training lists, and the Background Skills tables. To find the number of rating points acquired in the skill, roll 1D10. If desired, a skill may be chosen more than once.

Jordaine completes the 18-month program of specialty work in the Helm/Navigation area. He takes his Specialty bonus of 30 points in *Astrogation* (10 points, which brings the Skill Rating to 30), in *Starship Combat Strategy/Tactics* (10 points), and in *Starship Helm Operation* (10 points, for a total of 20).

Jordaine decides to take his additional experience in *Marksmanship*, *Modern*, and *Transporter Operation Procedures* (10 points in each). He decides to take one of his four skill rolls in *Trade and Commerce* (4), two in *Streetwise* (10 and 1), and one in *Negotiation/Diplomacy* (10).

Jordaine's skills are now as follows:

Computer Operation	10
Damage Control Procedures	10
Deflector Shield Operation	10
Environmental Suit Operation	10
Language, Orion	13
Marksmanship, Modern	10
Negotiation/Diplomacy	15
Shuttlecraft Piloting	20
Social Sciences, Federation Law	10
Space Sciences	
Astrogation	30
Astronautics	7
Starship Combat Strategy/Tactics	10
Starship Helm Operation	20
Starship Sensors	10
Streetwise	20
Trade and Commerce	14
Transporter Operation Procedure	10
Value Estimation	10
Zero-G Operations	10

The result is a character that is not as skilled as an academy graduate, but still is viable, being a year younger and having a slight advantage over an academy student in beginning salary.

COMPLETION OF APPRENTICESHIP PROGRAM

Go to the next open column of the Service Experience Chart and check the box for *Apprentice Program*. At the bottom of the same column, record the tour length of 1.5 years. The apprenticeship having been completed, the student is granted an Interstellar Merchant's Ticket, allowing him to serve aboard merchant ships in jobs of responsibility. Check the box marked *Interstellar Merchant's Ticket* on the Character Data Record, then proceed to the *Pre-Campaign Experience* section to continue development of the character.

CLIMBING THE LADDER

Taking a base-level job aboard a merchant ship, in a starport, or in another related area is a last resort for characters determined to become merchant spacemen despite the lack of formal education or on-the-job training. By taking whatever jobs become available and being on the lookout for opportunities to better one's self, there is still room for the unskilled or disadvantaged to carve out a niche for themselves in the world of interstellar trade.

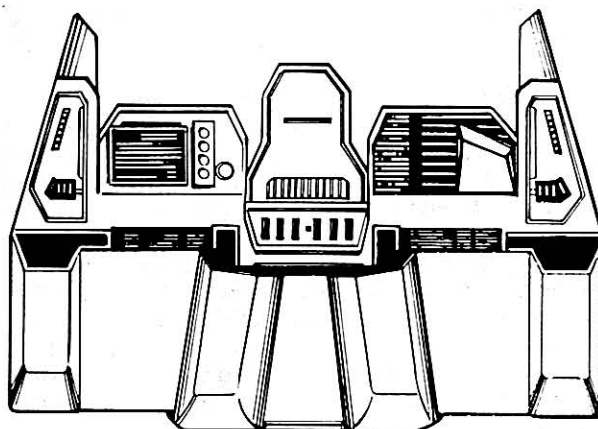
Characters who pursue this route may spend many years in jobs that bring them few of the more important skills, but perseverance will build up important peripheral skills while the character waits for opportunity to knock. When opportunity comes is largely a matter of luck, but being smart enough to spot and seize an opportunity or clever enough to create one is also important. Once a chance for more important work comes, a character may be able to parlay it into a lifelong career.

This lane for character training is much more free-form than the merchant academies or apprenticeship programs. It is largely up to the player to choose skills wisely and make the most of opportunities. Unlike the other two lanes, the Interstellar Merchant's Ticket is not given here after a fixed number of years. Only by earning a group of qualifying skills can one obtain the Interstellar Merchant's Ticket in this lane.

WAITING FOR OPPORTUNITIES

Characters will start out by working one year at a time in base-level, unspecialized labor, waiting for an opportunity for advancement. During the year, they will gain a few unspecialized skills.

Every year, however, a character may get the opportunity to spend the next year at a specialty job. In the specialty jobs, important skills may be learned. This process continues for a period of ten years (to the age of 28), at which time the character enters the *Pre-Campaign* section of character generation. The number of skills granted each year will generally be fewer than the previous year, because the character gets closer to the amount of knowledge that he can absorb without formal education. The number of skills is given in the table below for Unspecialized Labor. If the character rolls successfully for the opportunity to perform specialized labor, skills gained will not be on this table, but will be from the Specialized Labor Skills Table instead.



SKILL ROLLS GAINED FROM UNSPECIALIZED LABOR

Year	Number of Skills	
	Unspecialized	Specialized
1	10	1
2	9	2
3	8	2
4	7	3
5	6	3
6	5	3
7	4	2
8	3	2
9	2	1
10	1	1

Each year, the appropriate number of skills are selected from the tables below and skill ratings rolled on 1D10. Multiple rolls are allowed in any given skill.

Players must acquire the skills they need most. It is usually best to get the necessary skills and obtain the ticket as early as possible. Extra skills not related to the ticket can (and will) be picked up in this lane, but remember also that the character may be developed further during pre-campaign experience.

UNSPECIALIZED LABOR SKILLS TABLE

Bribery
 Carousing
 Computer Operation
 Damage Control Procedures
 Environmental Suit Operation
 Forgery
 *Gaming
 *Language
 Marksmanship, Modern Weapon
 Personal Combat, Unarmed
 *Planetary Survival
 Small Equipment Systems Operation
 *Sports
 Streetwise
 Trade and Commerce
 *Trivia
 Value Estimation
 *Vehicle Operation
 Zero-G Operations

SPECIALIZED LABOR SKILLS

Engineering Specialty

Computer Technology
 Deflector Shield Technology
 Electronics Technology
 Life Support Systems Technology
 Mechanical Engineering
 Personal Weapons Technology
 Physical Science, Physics
 Shuttlecraft Technology
 Space Science, Astronautics
 Starship Sensors
 Starship Weaponry Technology
 Transporter Operation Procedure
 Transporter Systems Technology
 Warp Drive Technology

Helm/Navigation Specialty

Deflector Shield Operation
 Shuttlecraft Piloting
 Space Science, Any
 Starship Combat Strategy/Tactics
 Starship Helm Operation
 Starship Sensors
 Starship Weaponry Operation

Financial/Clerical Specialty

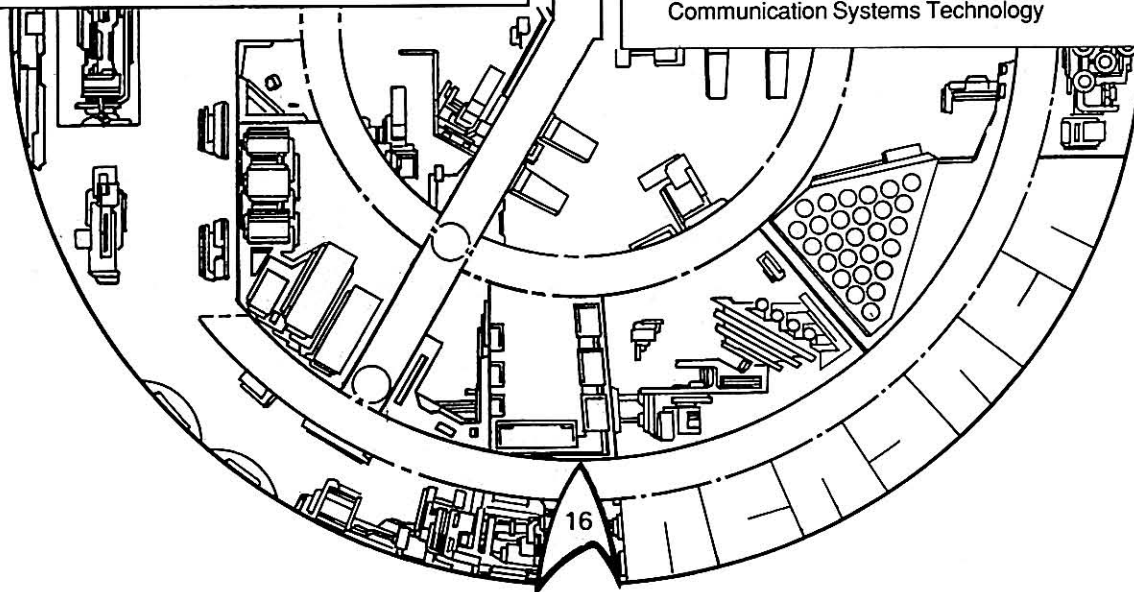
Administration
 Instruction
 Leadership
 Negotiation/Diplomacy
 Social Science
 Culture/History, Native
 Law, Federation
 (Law, Orion may be substituted for Orion characters)
 Political Science

Security Specialty

Medical Science
 General Medicine, Native
 Psychology, Native
 Security Procedures
 Small Unit Tactics

Communication/Technical Specialty

Communication Systems Operation
 Communication Systems Technology



OPPORTUNITY KNOCKS

For every year of base-level labor, there is a chance that a character may land a job that will give real specialized training. It is through such jobs that the character can really advance himself, but slowly, building toward the time when he has enough skill points in one specialty or another to earn an Interstellar Merchant's Ticket. It is also possible that a promising young laborer may be asked to join an apprenticeship program.

Determining Opportunities Available

At the end of each year of base-level labor, roll percentile dice to determine if such opportunities exist. For the most part, no special opportunities will present themselves, though the lucky, charismatic, and intelligent character will have a better chance, as will characters with previous specialized training. Roll percentile dice, apply any pertinent modifiers, and consult the Opportunity Availability Table below.

OPPORTUNITY AVAILABILITY TABLE

Die Roll	Opportunity
60 or less	No opportunity; Unspecialized Labor next year
61 – 95	Specialized Labor available next year
96+	Opportunity to enter Apprenticeship Program

MODIFIERS TO AVAILABILITY ROLL

For Character Attributes:

LUC 70+	+10
LUC 50 – 69	+ 5
LUC 40 or less	–10
CHA 70+	+ 5
INT 70+	+10
INT 50 – 69	+ 5

For Previous Experience:

Per year spent in Unspecialized Labor	+ 2
Per year spent in Specialized Labor	+ 5
Last year spent in Specialized Labor	+ 5

Specialized Labor Opportunity

Should a Specialized Labor opportunity present itself, determine the number of Specialized and Unspecialized skills gained from the following table. Once again, the number of skills decreases as the character ages. Then, choose the Skill Table, as with a year spent at Unspecialized Labor.

SKILLS GAINED FROM SPECIALIZED LABOR

Year	Unspecialized Skills	Specialized Skills
2	5	6
3	5	5
4	5	5
5	4	5
6	4	4
7	3	3
8	2	3
9	1	2
10	1	1

Apprenticeship Program Opportunity

In some cases, a very lucky character may be able to qualify to enter the apprenticeship program. If the character is less than 25 years of age, he may enter into the beginning of that program. If he is older than 25, he will enter into the Specialty Training portion of the Apprenticeship Program.

TESTING FOR THE MERCHANT SPACEMAN'S TICKET

The character must remain in base-level labor for a minimum of two years. After this time, the character's skill ratings may be compared to the lists below. If the character's ratings equal or exceed the requirements, that character will test for and gain the Interstellar Merchant's Ticket.

SKILL REQUIREMENTS FOR MERCHANT SPACEMAN'S TICKET

Specialty	Requirement
Engineering	Average of Skill Ratings in <i>Astronautics</i> and any Engineering Specialty Skill must equal 10.
Helm/Navigation	Average of Skill Ratings in <i>Starship Helm Operation</i> and <i>Astrogation</i> must equal 10.
Financial/Clerical	Average of Skill Ratings in <i>Administration</i> and <i>Trade and Commerce</i> must equal 10.
Security	Skill Rating in <i>Security Procedures</i> must equal 10.
Comm/Tech	Average of Skill Ratings in <i>Communication Systems Operation</i> and <i>Damage Control Procedures</i> must equal 10.

BASE-LEVEL LABOR TRAINING

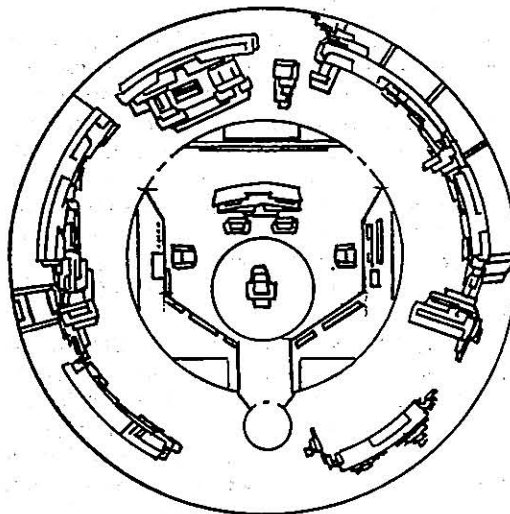
The Interstellar Merchant's Ticket will allow the character to serve aboard merchant ships in jobs of responsibility. Proceed to the section describing the Interstellar Merchant's Ticket to continue development of the character.

For purposes of example, Lawrence Jordaine, unable to secure entrance to a merchant academy or apprenticeship program, must take a base-level position and hope to work his way up to positions where he can learn the skills of an interstellar trader. This form of character development is slower to execute than the other two presented in this section, but it allows a player to be quite detailed in the background developed for the character.

In his first year of base-level labor, Jordaine must take an unspecialized job. His player decides that he will use his street connections to secure a position as a night watchman at a rather disreputable warehouse. He gains 10 skill rolls from the Unspecialized Labor Skill Table and one from the Specialized Labor Skill Table (hereafter abbreviated Unspec Skills and Spec Skills, respectively). He decides to roll twice in *Streetwise* skill (1 and 9), twice in *Marksmanship, Modern* (3 and 5) by practicing with his borrowed phaser. By talking to some of the warehouse people, he increases his knowledge of *Trade and Commerce* (5 and 9). Between some of the neighborhood kids and a couple of books he borrowed, Jordaine also learns some *Personal Combat, Unarmed* (1, 3, and 7). His last Unspec skill is *Computer Operation* (6). From job experience as a watchman, he also learns a bit about *Security Procedures* (3). Jordaine rolls no special opportunity at the end of this year of work and must continue in an unspecialized job for another year.

During the second year, Jordaine receives 9 Unspec skills and 2 Spec skills. He stays in the night watchman's job, but is moved to another post. He is now working with a more experienced Orion guard, giving him the chance to learn a bit more of the Orion language (2 and 8 points additional to the *Languages, Orion* Skill Rating). He also learns a little more about *Personal Combat, Unarmed* (2) when he forgets his phaser on the night he has to subdue a burglar. Other skills learned during that year include *Gaming, Chess* (10), *Value Estimation* (1, 8, and 7), and a little more of the *Marksmanship, Modern* (2 and 10). For his two Spec skills, he chooses *Negotiation/Diplomacy* (9 and 3).

This time, Jordaine's player rolls an opportunity for specialized training. The player decides that the opportunity takes the form of a trader Jordaine meets as a result of the burglary incident. Some of the stored cargo at the warehouse (that Jordaine saved from theft) belonged to the captain of a small merchant vessel, who offers Jordaine a job as a cargo handler aboard his ship. Jordaine readily accepts. While aboard, he makes the acquaintance of the ship's Helmsman/Navigator, and gets several chances to observe how the ship is piloted. The Navigator recognizes Jordaine's potential, and, because the cargo handler is not busy during the flight itself, he offers to let Jordaine double as a go-fer on the bridge to learn piloting. This opportunity gives him five skill rolls from the Unspec Table and five from the Spec Table. He continues to polish his *Language, Orion* (4 and 3), and learns *Environmental Suit Operation* (2, 7, and 4). From the Helmsman/Navigator, he learns *Space Sciences, Astrogation* (7), *Starship Helm Operation* (8), *Deflector Shield Operation* (4 and 2), and *Shuttlecraft Piloting* (8). At the end of this third year, Jordaine once again gains an opportunity for specialty work.



Jordaine continues his work as a bridge crew go-fer and trainee. For this year's work, he will have five more rolls from each skill table. For the Unspec skills, he chooses *Computer Operation* (1, 1 and 5) and *Small Equipment Systems Operation* (3 and 4). He gains more skill in *Space Sciences, Astrogation* (1 and 6), and has a chance to sit second-seat on a number of short shuttlecraft hops with his helmsman benefactor (rolling 1 and 7 points of skill in *Shuttlecraft Piloting*). He also has a chance to learn *Warp Drive Technology* (6). At year's end, Jordaine once again gets the opportunity to continue specialty work.

It is soon decided that Jordaine is too intelligent and useful to waste as a cargo handler when the ship is in port (based on a new assignment to administrative/clerical work). He gets the chance to assist the cargomaster with trade negotiations in port instead, gaining 6 points (rolls of 4 and 2) of *Trade and Commerce* skill and adding 11 points (rolls of 3 and 8) to his *Value Estimation* Skill Rating. He also adds 7 points to his *Negotiation/Diplomacy* Skill Rating, 8 points (rolls of 3 and 5) of *Social Science, Federation Law* and 7 points (rolls of 5 and 2) of *Administration* skill. Jordaine misses the opportunity roll, and decides that Jordaine's boss offended a supplier and lost a big deal. To protect his own job, the cargomaster blames the error on Jordaine, and Jordaine loses his position.

In his sixth year of base-level work, Jordaine is back planetside, and runs into his Orion friend with whom he worked as a watchman. Both are now out of work, and spend most of the year in various odd jobs. Jordaine adds 3 points (rolls of 1 and 2) to his *Streetwise* Skill Rating and 10 points (rolls of 1, 5, and 4) to his *Languages, Orion* Skill Rating. He also learns some *Electronics Technology* (roll of 4), *General Medicine, Human* (roll of 7) and *Social Science, Federation Culture/History* (roll of 5). He then rolls a specialty work opportunity.

To add a little diversity, Jordaine's player decides that Jordaine and his Orion friend find work at the starport with a small ship repair facility. While working in this new job, Jordaine gains skill (roll of 3) in *Small Equipment Systems Operation*, while also earning a *Damage Control Procedures* Skill Rating of 10 (rolls of 4 and 6). He also gains 7 points in *Shuttlecraft Systems Technology*, 6 in *Mechanical Engineering* and 4 in *Transporter Operation Procedure*. He rolls another opportunity at the end of the year.

Both Jordaine and his Orion companion have applied for shipboard jobs, but only Jordaine finds one. Based on his limited experience with piloting small ships, he gets the chance to work as assistant to the Helmsman and Navigator of a small private yacht. He manages to get in some more practice with hand weapons, and adds 7 points to his *Marksmanship*, *Modern Skill Rating*, and receives more practice using a spacesuit (6 points added to his *Environmental Suit Operation Skill Rating*). He gains more skill in *Shuttlecraft Piloting* (2 and 7 points) and in *Space Sciences, Astrogation* (3 points). His opportunity roll brings him another year of specialty training.

Jordaine is retained as a helm and navigation assistant. Seeing that Jordaine is close to being a fully-trained small-vessel pilot, the captain of the ship privately tells his crew to give Jordaine all the help and training they can, intending to sponsor him in an application for his Interstellar Merchant's Ticket as soon as Jordaine is ready. Jordaine responds to this help, adding 10 points (rolls of 2 and 8) to his *Starship Helm Operation Skill Rating*, and 5 points to his *Computer Operation* rating.

Thus, at the end of this ninth year, Jordaine has a *Starship Helm Operation Skill Rating* of 18, and a rating of 17 in *Astrogation*, which averaged together give 17.5. This is comfortably above the 10 points required, thus qualifying him for his Interstellar Merchant's Ticket. He could have continued one more year, but he decides to go ahead and enter active merchant life.

Jordaine's skill ratings are now as follows:

Administration	7
Computer Operation	18
Damage Control Procedures	10
Deflector Shield Operation	6
Electronics Technology	4
Environmental Suit Operation	19
Gaming, Chess	10
Languages, Orion	30
Marksmanship, Modern Weapons	27
Mechanical Engineering	6
Medical Sciences,	
General Medicine, Human	6
Negotiation/Diplomacy	24
Personal Combat, Unarmed	13
Security Procedures	3
Shuttlecraft Piloting	25
Shuttlecraft Systems Technology	7
Small Equipment Systems Operation	10
Social Sciences	
Federation Culture/History	5
Federation Law	8
Space Sciences	
Astrogation	17
Astronautics	7
Starship Helm Operation	18
Streetwise	22
Trade and Commerce	9
Transporter Operation Procedure	4
Value Estimation	27
Warp Drive Technology	6

Jordaine began this procedure at age 18 and spent nine years in base-level labor. He is now 27 years old as he enters the pre-campaign experience procedure.

PRE-CAMPAIGN EXPERIENCE

Once the formal portion of a character's training is completed, he may still need further experience before entering the campaign, especially if he enters the game in an important position. Thus, most characters will now begin determining how much job experience they achieved before the game or campaign actually begins. The amount of this experience and the time it takes to obtain it may vary greatly, providing for a wider variety of character experiences and ages as the game begins.

This section of the character training process deals with the on-the-job training a character receives in his early years as a merchant. The system is similar to the **Post-Academy Experience** section in the ST:RPG2 character training rules.



CERTIFICATION

The first step is to provide the character with the proper certification. Most trader characters will enter merchant life with an Interstellar Merchant's Ticket. Characters who will begin the game as ship captains or first officers, however, have one further period of training to complete before starting pre-campaign experience, this one leading to a Master's Ticket.

If the character will not be a captain or first officer, skip ahead to the section titled **Years Of Trading Experience**, p. 20. If the character will be a captain or first officer, first complete the section on **Obtaining The Master's Ticket**, p. 20.

Interstellar Merchant's Ticket

The Interstellar Merchant's Ticket is the official certification issued by recognized trade organizations to space-qualified merchant personnel. Members of these associations will not hire a person into a position of responsibility if the applicant does not have this certification. The Interstellar Merchant's Ticket marks the character's entry into merchant life itself, though not yet into the campaign.

As can be seen from the three lanes of advancement, the character of Jordaine will be different, depending on the lane chosen. Even so, all three versions of the character can grow to fit the stated requirements for a merchant captain. Jordaine's player is attracted to the idea of a rougher, more streetwise character, so we'll use the character from the **Climbing The Ladder** section for the rest of the examples. Jordaine's character skill ratings are as stated at the end of that section, and the sample Character Data Record for him reflects that lane of advancement. He is now awarded his Interstellar Merchant's Ticket.

Master's Ticket

The Master's Ticket is a higher level of certification offered by the same organizations that administer the Interstellar Merchant's Ticket. A character must possess a Master's Ticket to command a merchant vessel in space. Within the Federation, this includes most private yachts and other passenger vessels.

OBTAINING THE MASTER'S TICKET

All characters who will begin as ship captains or first officers (who are most often called on to assume command) must have a Master's Ticket before entering the game. Certification for all characters (except Star Fleet officers serving as ship captains or first officers for two years or more) involves a one-year stint at Command Training School; for such former Star Fleet personnel the requirement is waived. Even though this requirement could be fulfilled at any time in the character's pre-campaign career, for the sake of simplicity it will be taken care of at this time.

Command Training School Skills

Command Training School provides the skills in the following table below at the given skill points.

COMMAND TRAINING SCHOOL SKILLS

Leadership	20
Negotiation/Diplomacy	20
Social Sciences, Federation Law	20
Starship Combat Strategy/Tactics	10
Trade and Commerce	10

Completing Command Training School

With command training completed, find the next open column on the Service Experience Chart and make a check in the box for *Command Training*. At the bottom of the same column, in the box marked *Tour Length* (years), write a 1 to indicate one year of command training. Next, check the box marked *Master's Ticket* on the Character Data Record, then continue with the *Pre-Campaign Experience* section of these rules.

Jordaine must attend command training school if he is ever to fit into a game campaign as a merchant captain. He gains the skills and skill ratings listed above, spending a year in the process.

YEARS OF TRADING EXPERIENCE

Unlike a character in Star Fleet, the trader character does not have to serve a given number of Terms of Service. Instead, he will simply make a die roll for the number of years spent trading, with a few modifiers, depending upon the character's abilities and his intended position in the campaign. Given this system, any type of character—from a rich merchant prince to the lowliest deckhand—can be generated.

Determining Years Served

The basic number of years served is determined by rolling 2D10. Apply to this number the modifiers from the following table. If the number of years is modified to fewer than 1, the character is assumed to be entering the campaign just after being granted his Interstellar Merchant's Ticket.

If the players wish, they may determine how many different jobs their characters have held, and what those jobs were. This is not particularly important to the character creation process, but can help the player make his character seem more real.



MODIFIERS TO NUMBER OF YEARS SERVED

For Attributes

LUC 80+	- 4 years
LUC 60-79	- 2 years
LUC 40 or less	+ 2 years
INT 80+	- 4 years
INT 60-79	- 2 years
INT 40 or less	+ 2 years

FOR DESTINED POSITION/STATION

Fleet owner/merchant prince

Owning 2 ships	+15 years
Per additional 2 ships	+ 2 years
Running major corporation planetside	+12 years minimum

Self-Employed Character

Merchant captain with own ship	+12 years
No payments yet made on ship	- 5 years
Some payments made, but less than 1/2	- 4 years
More than 1/2 payments made, but not all	- 2 years
Small ship requiring less than 5 crew	- 2 years

Planetside Merchant/Trader

With large established business	+10 years minimum
With small established business	+ 5 years minimum
Freelance (no establishment)	No modifier

Independent Service Professions (Investigator, Bodyguard)

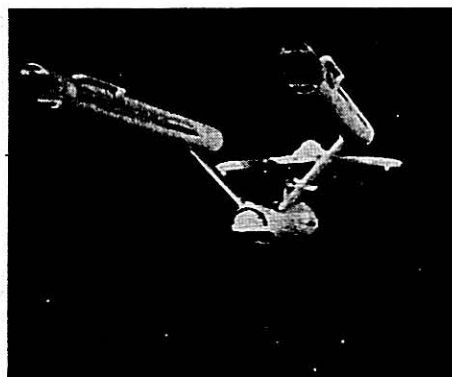
Based aboard own ship	Treat as merchant captain above
Based aboard ship of another	+ 2 years
Based planetside	No modifier

Character Employed By Others

Merchant captain	+ 7 years
Merchant 1st officer	+ 4 years
Merchant ship department head	+ 4 years
Merchant ship secondary officer	+ 2 years
Minor merchant crewman	No modifier
Planetside top management position	+ 5 years minimum
Planetside middle management	+ 2 years minimum
Planetside functionary	no modifier
Service profession under contract	no modifier

FOR TIME SPENT ELSEWHERE

Per 4 full years in Star Fleet	- 2 years
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Recording Years Served

The figure for the number of years served is written into the box on the Trader Character Data Record labeled *Years Spent Trading* and is added to the character's age.

MERCHANT LIFE SKILLS

During his pre-campaign life as a merchant trader, the character will gain some new skills, will have further developed some of his technical skills, and will have gained skill in some other areas typical of the rather rowdy, life of many merchant spacemen.

In the sections below, Technical Skills are those that directly pertain to running a spaceship or conducting legitimate trade and commerce. These would be any of the skills gained in a merchant academy, apprenticeship, or specialty training, as given in the lists above, as well as including the two new skills of *Trade and Commerce* and *Value Estimation*. On the other hand, Street Skills would include such things as *Streetwise*, *Gaming*, *Unarmed Personal Combat*, or *Carousing*, as well as any of the more shady skills of *Bribery* or *Forgery*.

Technical Skill Advancement

For each two full years (round down) of service as a ticketed merchant, one skill rating may be improved by 1D10 points. (The year spent in Command Training School does not count.) A skill not already acquired during the character creation process *may* be chosen at this time, and a single skill may be chosen any number of times. Additional skill improvements may be earned due to high attribute scores. This is summarized in the table below.

TECHNICAL SKILL ADVANCEMENT

For Service:

Per 2 full years of ticketed service	1 roll
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For Attribute Scores:

LUC 70+	2 rolls
LUC 60-69	1 roll
INT 70+	2 rolls
INT 60-69	1 roll

Street Skill Advancement

A character receives 1D10 skill points in a street skill for every 3 full years served (round down). Any of these skills, including skills not already known, may be chosen several times if desired, and the choice of which skills are gained is left to the discretion of the player. This represents a merchant/trader character's uncanny knack for getting into trouble—and surviving to learn from the experience.

Lawrence Jordaine's player rolls 12 on 2D10 (3 and 9) for the basic number of years spent trading. The character is supposed to begin the campaign as an independent (self-employed) merchant captain (+12 years) who has just obtained his small *Mission* class ship (-2 years) on a long-term loan and has made no payments (-5 years). He has had quite a few breaks in his career (-4 years for luc over 80), which helped him advance faster. The final result for years spent trading is $12 + 12 - 2 - 5 - 4 = 13$ years.

Jordaine came out of the base-level labor advancement lane at the age of 27. Adding 1 year for command training and 13 years of pre-campaign experience, Jordaine will start the campaign at the age of 41, his attributes as yet unaffected by his age.

Lawrence Jordaine earns six rolls in any technical skill for his 13 years of service, one for every two full years. He also gets a bonus of two additional rolls because of his very high Luc Attribute Score, giving him a total of eight rolls on 1D10. He spends these rolls to increase his skills as follows:

Marksmanship, Modern Weapons, three rolls of 4, 8, and 5

Astrogation, one roll of 9

Trade and Commerce, two rolls of 6 and 10

Value Estimation, two rolls of 7 and 9



This increases Jordaine's *Marksmanship, Modern Weapon* rating to 44, his *Space Sciences, Astrogation* rating to 26, his *Trade and Commerce* rating to 46, and his *Value Estimation* rating to 43. The player and gamemaster decide that Jordaine has been practicing his marksmanship in his spare time, and worked to improve his stellar navigation and bargaining abilities, learning from other traders who were employers and co-workers.

Jordaine also receives four rolls in any street skill, one for every three full years of service. He decides to spend these rolls as follows:

Streetwise, two rolls of 4 and 9

Personal Combat, Unarmed, two rolls of 10 and 10

This increases his *Streetwise* Skill Rating to 35 and his *Personal Combat, Unarmed* Skill Rating to 33. The player ignores *Gaming* and *Carousing*, deciding that Jordaine is not a drinker. He did not care for gambling when he tried that, and he has not yet had any opportunity to gain experience in the borderline-illegal skills.

Jordaine has now decided to buy his own ship, and to take on partners from among his friends and acquaintances who also desire self-employment. These partners will serve as his crew, and together they will seek their fortunes as independent traders. Jordaine's final skill ratings are shown on his sample Character Data Record.

TRADER CHARACTER COMBAT STATISTICS

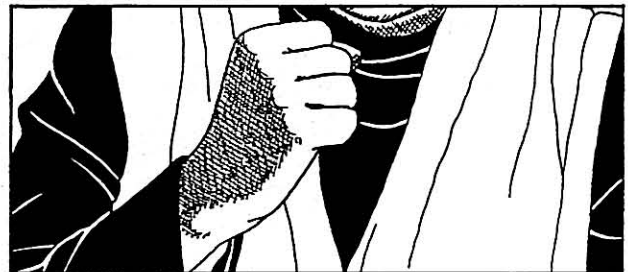
The combat statistics for trader characters are the same as those given for Star Fleet characters in the ST:RPG2 ruleset. The elaborations on these numbers from the ST:RPG2 text will not be duplicated here. Instead, a reminder of the procedures for generating these numbers will be provided as the combat statistics are created for the sample character. Enter these numbers at the appropriate places on the Merchant Character Data Record.

Jordaine has a *DEX* Attribute Score of 56. Divided by 10, it is 5.6, which rounds down to 5. Adding 4 gives Jordaine a final AP of 9 points.

His *DEX* Score is 56, and his *Marksmanship, Modern Weapon* Skill Rating is 20. By averaging these two numbers, his *To-Hit, Modern* is then 38.

To find his *To-Hit, HTH*, Jordaine's *DEX* Score of 56 and his *Personal Combat, Unarmed* Rating of 26 are averaged to give 41.

Jordaine's *STR* Score of 55 yields a basic damage of $1D10 + 3$, modified by 2 for his Skill Rating of 26 in *Personal Combat, Unarmed*. This makes his Bare-Hand Damage number $1D10 + 5$.



ADDING BACKGROUND DETAIL

The character's statistics are fully generated, and he is now ready to enter the campaign. Details of the character's background may have been worked out as the creation process continued, and more detail may be added now, particularly about the character's personality, likes and dislikes, personal history, friends and relatives, and so forth. Background details can be recorded on the back of the Character Data Record for future reference. The example below will demonstrate how filling in the details can make it easier to roleplay the character once the game or campaign begins.

Jordaine's player decides that "Lawrence" is not a name that would suit a streetwise captain of a small merchant ship. Looking at the character's *luc* attribute score, the player decides that, though Jordaine's given name is Lawrence, he is known to friends and enemies alike as "Lucky" Jordaine.

The player had already decided that Lucky does not gamble well (which can be an amusing idea for such a lucky character) or drink (no *Carousing* skill).

Because Lucky has spent so much time around Orions, it is further agreed by gamemaster and player that Lucky has a few contacts among Orion traders and in Orion ports. He gets along well with Orions, mostly because he knows never to expect an easy deal from them.

Lucky will purchase a ship with his savings, as detailed in the section on **Equipping Trader Characters**. The ship needs a name, too. After consultation with his crew, who are also his partners in the venture, Lucky christens the ship the *Four Leaf Clover*. The gamemaster and player decide that Lucky carries a real four leaf clover as a souvenir and good luck charm. Supposedly brought all the way from Terra at some time, it is embedded in a small block of clear, unbreakable duraplastic. Lucky claims he is not superstitious, but he would move heaven and earth to regain that charm if it were lost or stolen, as he subconsciously thinks of it as a symbol of his good fortune. The gamemaster decides not to charge Lucky anything for the charm. It is an interesting prop and has campaign possibilities, and it is well to encourage this sort of character development. The character's personality will flesh out as he is played, with more and more about Lawrence "Lucky" Jordaine being revealed in the course of a campaign.



OTHER CHARACTER GENERATION METHODS

There will be times when a character created from the Trader Character Generation system will not suit a game-master's campaign or a player's personal preferences. For example, The Trader Character Generation system cannot create characters with medical or scientific backgrounds, yet these are valid characters aboard a starship. Also, a player may have a character that he or she particularly liked to play in a Star Fleet campaign, who would like to muster out of Star Fleet and go into business for him or herself.

The following systems will allow characters from long-established ST:RPG2 campaigns to be inserted into a merchant campaign, as well as allow new ones to be created in similar fashion. A quick method of generating non-commissioned Star Fleet characters is also given. To create medical and science specialists, the player has two options. Those characters can be Star Fleet transfers as detailed below, or they may be created by using the Medical School/Science College rules from the FASA publication *Civilians*.

USING PREVIOUSLY CREATED CHARACTERS

If the character is part of an ongoing Star Fleet campaign, much of his previous experience will be known to both gamemaster and players. All that will be necessary to detail will be the character's mustering out and the period of time before he starts active trading. The character's rank and position will be known, and his starting money can be calculated using the rules given in the section on **Equipping The Trader Character**.

Characters entering merchant campaigns from previous Star Fleet careers will either enter the campaign directly with no merchant experience, begin building up merchant experience before entering the game, or test for placement in an apprentice program. The choice depends on the character's skill ratings and the desires of the gamemaster and the player.

Obtaining The Independent Merchant's Ticket

Check the service skills of the character against the requirements for the Independent Merchant's Ticket. The requirement for two years base-level experience is waived if the character spent an equivalent time in Star Fleet. If the character qualifies, he will gain the ticket automatically. Based on the decision of the player and the gamemaster, this may occur immediately after separation from Star Fleet or after some period of time that they determine.

If the character does not immediately qualify for the Independent Merchant's Ticket, he should enter the Base-Level Labor advancement lane as if he had just begun training there, and continue until he can meet minimum requirements and pass the test. The character can then continue his development as a merchant character just as other trader characters do.

Obtaining A Master's Ticket

Characters who served as Star Fleet captains or first officers will be granted a Master's Ticket upon presentation of their credentials. Other characters who will eventually become trader captains or first officers must attend Command Training School before the Master's Ticket is granted.

Entering The Campaign

Characters with an Interstellar Merchant's Ticket or Master's Ticket may enter the campaign immediately after being granted their ticket. There is no need for further experience or training unless the player and gamemaster desire it.

Gaining Merchant Experience

Once granted the appropriate ticket, the character may begin gaining pre-campaign experience as a merchant crewman. The rules given in the section on **Pre-Campaign Experience** should be followed to determine the number of skills gained in such experience.

CREATING OTHER STAR FLEET OFFICERS

If a new character was once a Star Fleet officer, create the character using the ST:RPG2 character generation system. The player and gamemaster should decide on what job and rank the character held at the time he left Star Fleet, and use the Star Fleet character creation procedure until the character reaches that level. The new Background Skills Table and procedures from these rules may be used rather than the equivalent tables and procedures found in ST:RPG2.

Once the character has reached his final rank and position, use the procedures given above for characters that were transferred from Star Fleet campaigns. Make sure the character obtains the appropriate certification, and decide on what merchant experience he will have, if any.

CREATING NON-COMMISSIONED STAR FLEET CHARACTERS

If the new character was to have been in Star Fleet but not as an officer, the character generation system in ST:RPG2 does not apply. Use the rules for creating trader characters to determine the attribute scores and endurance statistics just as for a trader character. Generate background skills for the character using the system given in these rules.

Star Fleet Basic Training

Every non-commissioned Star Fleet character serves a one-year Basic Training with Star Fleet, and receives certain skills automatically added to whatever background skill scores are generated. These are shown in the table below.

NON-COMMISSIONED STAR FLEET BASIC TRAINING SKILLS

Computer Operation	5
Damage Control Procedures	5
Environmental Suit Operation	10
Marksmanship, Modern Weapons	20
Personal Combat, Unarmed	20
Personal Weapons Technology	10
Zero-G Operations	10
Any five skills	1D10 each

Add these skills to the character's skill list, and one year to the character's age. Decide whether a character left Star Fleet as an enlisted rank or as a non-commissioned officer (Petty Officer, Second Class or above). If the character was to be an enlisted rank but not an NCO, skip over the NCO skills given below and proceed with the character creation process.

Star Fleet NCO Training

Star Fleet trains its non-commissioned officers well, sending them to various training sessions to learn a core of skills deemed useful in administering and supervising the orders given by Star Fleet officers. If the character was to have been an NCO, add the following skills to the skill list and one more year to the character's age.

NON-COMMISSIONED OFFICERS SKILLS

Administration	10
Damage Control Procedures	10
Leadership	10
Marksmanship, Modern	10
Personal Combat, Unarmed	10
Planetary Survival, Any	10
Security Procedures	10
Small Unit Tactics	10
Any five skills	1D10 each

Star Fleet Experience

Roll 1D10, divide by 2 and round down to determine how many tours of duty a character will serve as a Star Fleet enlisted man or non-commissioned officer. Modify the result using the following table to find the total number of postings. If the result is 0, the character will serve one term.

MODIFIERS TO NUMBER OF TOURS SERVED

For Attributes:

INT 60+	-1 tour
LUC 60+	-1 tour
LUC 40 or less	+1 tour

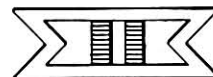
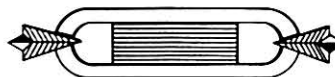
For Destined Rank:

Enlisted	-1 tour
Non-commissioned officer	+3 tours

Each tour is three years in length and gives the character three rolls to increase skills 1D10 - 2 points (minimum of 1). One roll from each tour must be applied to one of the automatically-gained skill areas listed above. A second may be applied there or to a skill in any specialty area as listed in the Branch School section of the ST:RPG2 character generation rules. The third roll may be applied to any skill on the Trader Character Data Record except *Bribery*, *Forgery*, *Trade And Commerce*, or *Value Estimation*. Make the rolls and record the skill points gained. Add three years to the character's age.

Continue this procedure for each tour of duty served in Star Fleet. Then, continue just as with a character transferring from an ongoing Star Fleet campaign, as detailed above.

This procedure may be used to create player-character enlisted personnel and NCOs that will play in Star Fleet games and campaigns alongside player-character officers created with the ST:RPG2 rules set. Remember that non-commissioned personnel are not likely to be as highly skilled as officers who graduate from Star Fleet Academy.



NEW SKILLS AND HOW TO USE THEM

The following skills are added to those listed in the basic ST:RPG2 rules, for use by trader/merchant characters. Certain new skills may sometimes require special die rolls or game systems when used in the game. The detailed instructions given here should give the gamemaster some ideas on when these skills can be used.

BRIBERY

This skill is important for subtle negotiation of bribes, kickbacks, and other quasi-legal and illegal payoffs. Expertise is most often gained by experience only, but the basics of who to pay and when can be learned informally in most merchant training programs. Finesse, however, can be learned only by experience and by observing those who are more experienced.

In situations where bribery is not the usual practice, make a skill roll to determine the success of attempts to locate a corruptible official, negotiate a payment, and conceal the effort from the authorities. Failed efforts will raise the price, with particularly clumsy efforts perhaps revealing the attempt to the authorities or even causing the official approached to turn in the one offering the bribe.

No attempt need be made to locate corruptible officials or to conceal routine bribes and kickbacks at some starports, particularly on Orion-controlled worlds or in freeports. There, such payments as might be required to grease the wheels of commerce are expected and handled mostly in the open, under such transparent pretenses as "donations to the Spaceman's Benevolent Fund". Thus, paying routine kickbacks or squeeze only requires a skill roll when the skill is used to get by with less than the usual payment.

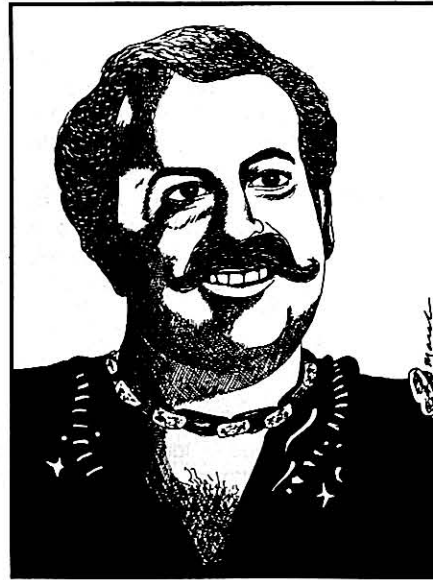
Judging Skill Use

Generally speaking, a character who tries to bribe his way through every encounter should be discouraged. A well-placed bribe or two, however, can be useful in oiling the wheels of bureaucracy.

Squeeze payments are commonly expected by cargo-handlers, customs officials, or port inspectors, with there being a greater likelihood at independent or Orion ports than main UFP ports. Generally, the lower-level official dealing with the player characters directly will make some offhand suggestion about a "donation" or a "minor service fee". This will usually amount to about 1 credit for every 100 SCUs of cargo being moved or inspected, with a usual minimum of 15 credits. If the characters are particularly unfriendly to the squeezers, or take a bad attitude toward the "donation", that figure may go up as much as 100 percent.

If such squeeze payments are not made when asked for, the characters may find cargohandlers are especially slow and careless (perhaps resulting in damage or loss of cargo), or the characters may discover that they fail an inspection on a technicality requiring the payment of a substantial fine.

It is common for players to attempt a Skill Roll against *Bribery* to *reduce* the amount of such payments. A successful attempt cuts the expected payment in half. The character is assumed to have used his bribery expertise to determine exactly how much squeeze is absolutely necessary, or perhaps found a *higher* level official to put the squeeze on the one expecting the payoff. Failure of the



attempt, however, means the attempt to reduce the payment has offended someone. This requires the character to pay *twice* the normal amount of squeeze or face the possibility of uncooperative behavior or even outright sabotage.

The use of *Bribery* may be useful in *unexpected* situations. A character might wish to use this skill to get information from closed official files by bribing a secretary, to get a message to an imprisoned person by bribing a guard, or to influence a public official on a crucial vote. In such cases, the person being bribed is not actively *soliciting* a payment. The subject may refuse the payment, or even turn in the person offering the bribe, if things are not handled very carefully.

The gamemaster is quite justified to modify the skill roll necessary for a successful bribe when the subject is either extremely corruptible or extremely resistant to corruption. The gamemaster may even decide that a certain NPC is morally strong enough to resist even the most skillful bribe attempt. If an official is deemed incorruptible by the gamemaster, it is not fair to have a character thrown in jail for offering a bribe unless the character has had some warning. Thus, in this situation, a nearly successful skill roll would tell the character that the bribe is not advisable and to refrain from making the offer. A successful roll would allow the character to find another official on the same or lower level who is more flexible.

The penalties for a failed attempt at bribery should be adjusted according to how far the skill roll was from being successful. If the Roll failed by only a few points, the player may get a negative response, with the implication that if more money were involved, things might change. A second attempt, with a larger bribe, would then receive a favorable target modifier. A skill roll that misses by 20 points or more should result in some trouble for the person offering the bribe. The subject may make accusations or contact authorities. If this happens, the character may need to talk his way out of the situation using his *Negotiation/Diplomacy* skill, claiming that he was misunderstood and that no bribery was intended. If this does not work, the character may want to try to bribe his way out of the trouble. There should be some unfavorable target modifications to such attempts, however, as officials are already on their guard about the character.

FORGERY

Forgery is the ability to prepare phony documents and signatures without detection. This skill also includes the knowledge of how to create bogus electronic ID cards (such as those used by Star Fleet and as credit transfer cards on most advanced worlds) when proper equipment is available. This skill is not officially taught in any formal classes, but the basics (up to a skill rating of 10) can be learned secretly during apprenticeship or on the job if a trained forger is available to teach the techniques. Expertise is increased by practice and through experience.

This skill would be used by characters who were attempting to alter cargo manifests or create totally false documents to conceal the origin of smuggled or hijacked cargoes. It would also be used to forge someone's signature, duplicate official badges or identification, or duplicate any official written material that is protected from such duplication in some manner.

This skill, like *Bribery*, involves acts that are, in the strict sense of the term, criminal. Not all uses of the skill are necessarily morally objectionable, however, and their moral interpretation largely depends on the circumstance. For example, forging someone's a signature to obtain their savings for the forger's personal gain is not only criminal, but morally objectionable. On the other hand, forging the signature of an official to get a friend out of a prison camp is criminal, but a blameless act if the friend was wrongly imprisoned and is about to be executed by a totalitarian government.

possess Skill Ratings of at least 10 in *Forgery*. Against such characters, skill roll attempts should be made with an unfavorable modifier of 10 points subtracted from the normal target. Victims with *Forgery* skill might be given a skill roll to detect the forgery, but this sort of roll should not be made unless the victim actually states that he is closely examining the document in question. There would also be a chance that a skilled forger could spot the work of a less skilled forger, even without close examination. To find this chance, subtract the skill rating of the forger from the skill rating of the victim to give the percent chance, and make the roll secretly. Success would let the victim know that he spots the forgery at once, simply because he knows what to look for in a forged document.

With proper equipment, which is very expensive and difficult to come by, a skilled forger can alter or create electronic ID cards similar to those used by Star Fleet or banks. The card created or altered will have a chance of working equal to the *Forgery* Skill Rating of the forger, until the card is put through an electronic scanner, when the chance will be the *Forgery* Skill Rating less 20 points because of the precision of electronic scanners. Every time the card is used, a skill roll against one or the other of these targets must be attempted, with failure meaning the forgery or alteration is detected. If the forgery is detected by a bank machine or other automatic transaction device, it will not return the card, and the nearest civil or Star Fleet authorities will be alerted automatically.



Judging Skill Use

Forgery skills include not only the duplication of signatures but the preparation of any type of bogus document. Smugglers must sometimes create fake cargo manifests to conceal their activities. Con men may prepare phony stock certificates or deeds to valuable land.

When *Forgery* is used to duplicate a signature or other writing by hand, the skill rating is averaged with the DEX score as the target for any skill rolls. Otherwise, it is used alone.

Forgery attempts involving unimportant non-player characters as victims require only a basic skill roll. When a forgery is inspected by an important NPC or a player character, however, the target must be modified to account for the victim's intelligence, luck, and expertise in forgery. Characters with INT and/or LUC scores of 70 or more are more likely to spot a forgery, as will characters who themselves

Even so, some players may decide that forgery of the electronic record of their own personal bank accounts is an easy way to make money. This may work occasionally, especially if a funds transfer is made on a personal transactor that would not be connected directly to the datanet. Directly connected terminals will be able to spot a balance discrepancy, however, and if this sort of thing is attempted too often, the character will be caught eventually.

Forgery is not the same as counterfeiting money. Paper money is used very little in the UFP, but what exists is well-protected against imitation. A character would need special expertise (like a *Trivia* skill for counterfeiting techniques), special equipment, and probably help on the inside (to obtain authentic paper or plates) to prepare counterfeit currency of any spacefaring culture. Considering the rarity of paper-money transactions of any size in such cultures, the return would probably not be worth the effort.

TRADE AND COMMERCE

This skill applies to buying and selling commodities on the open market, especially including interstellar commerce. The basic techniques and facts behind this trade may be taught in academies, apprenticeship programs, and on the job. Advanced skill, however, is best learned by experience.

Skill in this area will affect success in attempts to sell a cargo (and the price obtained), to complete a trade agreement with a new culture, or to negotiate a favorable transport contract. It also will influence the ability to locate a cargo-for-hire that is available for contract transport, or to move more goods in an area of limited demand.

Judging Skill Use

Game systems for using this skill are explained within the appropriate rules sections. Consult the **Judging Trade** chapter, p. 45.

VALUE ESTIMATION

This skill gives the ability to determine, by examination, the relative value of trade items. Specific knowledge about value can be taught, but general expertise in the area must be gained through experience.

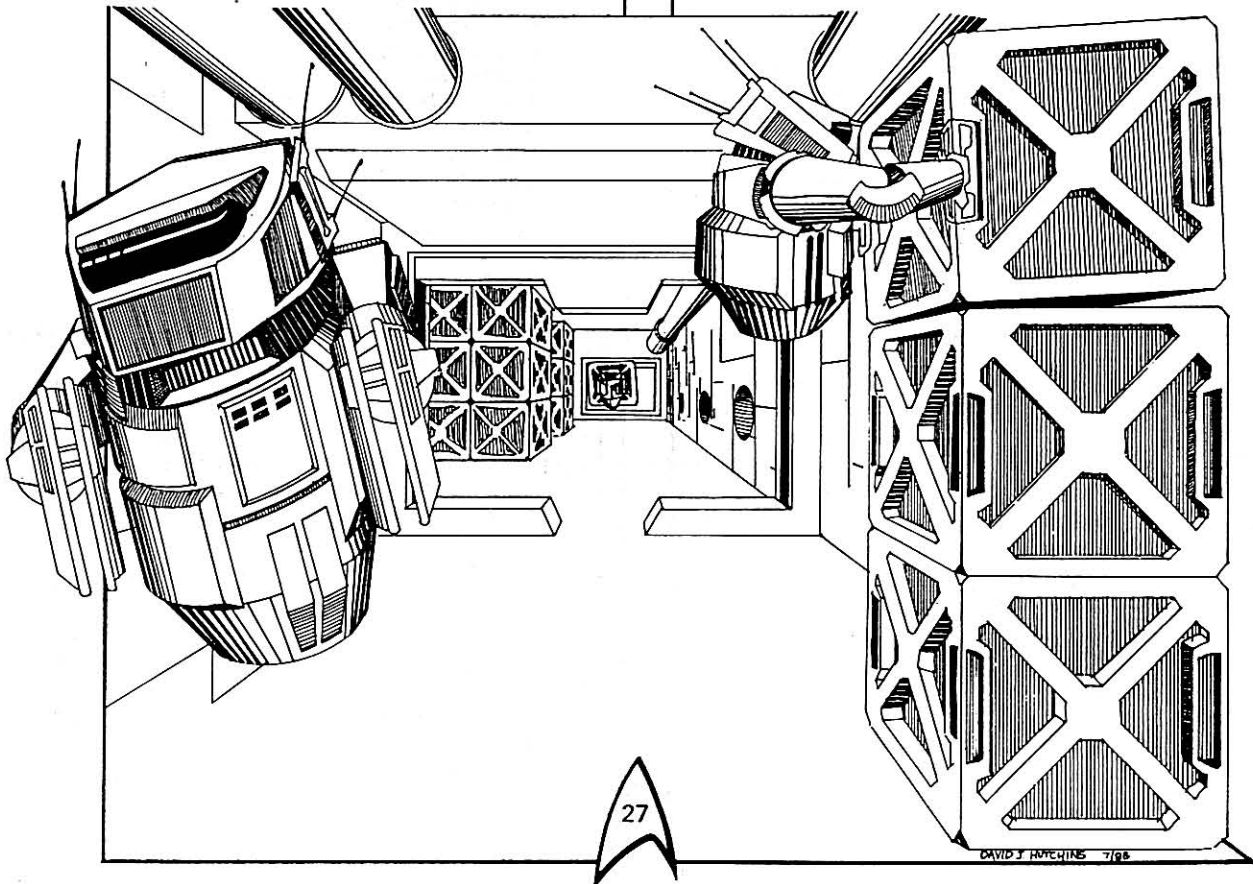
This skill does not provide more than very general knowledge of the value of specialty items like unusual jewels or fine wines, nor does it give the exact monetary value of any specific item. Such knowledge would be covered by a specialty skill. The exercise of this skill instead provides a general idea of the relative value of a type of item, allowing one to tell valuable collectibles from worthless junk, good wine from bad, real diamonds from paste replicas, etc. It also allows a character to get a general idea of how much of a given item is a fair trade for a given amount of another item—a useful ability in barter. Also, this skill enables a trader to estimate the worth of a cargo when carried to a planet with which he is familiar.

Judging Skill Use

Gamemasters must not allow characters to misuse this skill to obtain specific values of specialty items like gems and rare artworks. The result of a successful skill roll against *Value Estimation* should reveal only a relative idea of worth, or detect the fact that the item in question is a less-valuable commodity that only resembles a valuable item. Specific value determination would be determined by averaging this Skill Rating with that of the appropriate *Trivia* skill, such as *Gems* or *Wines And Liquors*.

For example, a successful *Value Estimation* roll applied to a ring might reveal that the 'diamond' set in the ring was glass and the 'gold' band was actually only gold-plated. If the diamond were real (and large) and the gold 24-carat, however, the character would only be told that the ring "appears to be very valuable". If the ring were an antique, worth more than the stone's quality and gold content might indicate, the character making a successful roll against the *Value Estimation* skill would be told by the gamemaster that the ring "looks like it might be a valuable antique". He would *not* be told that the ring is a part of the ancient Terran Crown Jewels of England unless he had an appropriate *Trivia* skill and made a skill roll against the average of *that* Skill Rating with the Rating in *Value Estimation*.

When a character is demonstrably familiar with the relative costs of items, such as a cargo he has just purchased on one planet and is taking to another planet with which he is also familiar, *Value Estimation* may reveal more specific information. In such a case, the character would be told that "a cargo like that would have netted you close to 2000 credits per SCU last time you were on Leifsbane" (or whatever figure is appropriate). Of course, the situation on Leifsbane may have *changed* while the character has been elsewhere. Generally speaking, however, the information given to characters about known cargoes in known ports should be within 25 percent of the real figures.



EQUIPPING THE TRADER CHARACTER

Each trader character will start the game with a sum of money, representing the amount he was able to save over the years. From this savings, the character will need to purchase any major equipment he desires. The remainder will determine how much cargo he may buy and what type of work he may have to seek as the game begins.

STARTING SAVINGS

The starting savings a character has are based on his position in the game. If, as may well be likely, he is an employee of someone else, his savings will be based primarily upon his UFP/ITA Merchant Pay Grade classification. This will be modified by the character's background. If his position is not as an employee, his starting savings will be modified by his education and his position in the campaign. Characters who have purchased a ship are likely to have less money than those who have not, and characters in higher-paying jobs are likely to have saved more than those who are still low-paid crewmen.

FINDING THE PAY GRADE

Pay Grade Classifications

The UFP/ITA Pay Grades are based upon the skill ratings in one or more pertinent skills. The table below lists the skills used for each job specialty.

UFP/ITA MERCHANT PAY GRADE CLASSIFICATIONS		
Specialty	Job Title	Controlling Skills
Engineering	Engineer	<i>Astronautics and one Engineering Specialty</i>
Helm/Navigation	Pilot/Navigator	<i>Helm Operations and Astrogation</i>
Financial/Clerical	Clerk/Steward	<i>Administration and Trade/Commerce</i>
Security	Security	<i>Security Procedures</i>
Comm/Tech	Comm/Tech	<i>Communication Systems Operation and Damage Control Procedures</i>
Sciences	Scientist/Researcher	<i>Any two Science Specialties</i>
Medical	Medic	<i>General Medicine</i>

The following are general examples of several common positions in various job classifications at each pay grade. Remember that these are minimum requirements, as recommended by the UFP/ITA, and are general guidelines only.

ENGINEERING

Job Description	Pay Grade
Maintenance Assistant	0
Maintenance Technician	3
Engineer's Mate	4
Ship's Engineer (ship with less than 10 crew)	4
Assistant Chief Engineer	5
Chief Engineer	6
Fleet Engineer	7
Star Vessel Design Specialist	7

HELM/NAVIGATION

Job Description	Pay Grade
Chart Clerk	2
Chartsman	3
Assistant Navigator/Helmsman (standing watches)	4
Ship's Navigator/Pilot (ship with less than 10 crew)	4
Assistant Chief Navigator/Helmsman	5
Chief Navigator/Helmsman	6

FINANCIAL/CLERICAL

Job Description	Pay Grade
Steward's Mate	2
Clerical Assistant/Yeoman	3
Assistant Chief Steward	3
Chief Steward/Senior Yeoman	4
Assistant Finance Officer	
Assistant Cargomaster	5
Finance Officer/Cargomaster	6
Chief of Corporate Finance (mid-sized corporation)	7

SECURITY

Job Description	Pay Grade
Assistant Watchman/Jailer (supervised)	1
Night Watchman/Jailer	3
Ship's Security Mate	4
Ship's Securityman (ship of less than 10 crew)	4
Assistant Security Chief	5
Security Chief (shipboard)	6
Corporate Security Chief (mid-sized corporation)	7

COMMUNICATIONS/TECHNICAL

Job Description	Pay Grade
Dispatcher (ground vehicles)	2
Communications Tech	3
Communications Specialist (watch officer in space)	4
Assistant Chief Communications Officer	5
Chief Communications Officer	6

SCIENCES

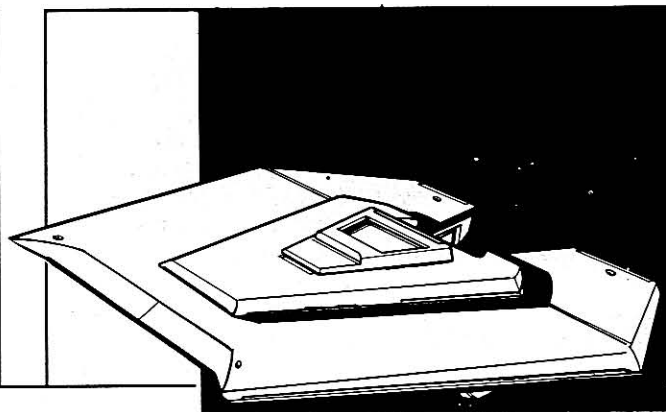
Job Description	Pay Grade
Lab Assistant	1
Lab Technician	3
Assistant Lab Manager	4
Lab Manager	5
Sciences Specialist/Research Assistant	5
Sub-department Chief (one branch of science)	6
Science Officer/Researcher	6
Chief of Research (mid-sized corporation)	7

MEDICAL

Job Description	Pay Grade
Lab Assistant	1
Lab Technician	3
Paramedic	3
Nurse	4
Chief Nurse/Surgical Nurse	5
Doctor (M.D.)	6
Chief Surgeon/Medical Researcher	7

Determining Pay Grade

To find the character's pay grade, average the controlling skill ratings listed in the table above for his specialty. Thus, a Comm/Tech character would average his Skill Ratings in *Communication Systems Operation* and *Damage Control Procedures*. Then, using the definitions given in the Pay Grades Table, determine the character's pay grade. In Pay Grades 1 through 5, the skill or skills of the character's specialization are the only controlling factors in determining the pay grade. In Pay Grades 6 through 8, these must be augmented by some directive skills such as *Leadership*, *Administration* and *Instruction* as well.



PAY GRADES

Pay Grade Definition

- GRADE 0** Untrained, No specialty specified
Useful as untrained labor. This is the starting level for characters entering character creation as base-level labor, although these characters may start at a higher level if they qualify.
- GRADE 1** Minimal training
Training probably gleaned from working with trained personnel. The Grade 1 character has an average skill rating of 1 to 5 in his controlling specialty skills. The character is useful as an untrained helper with some familiarity with the terminology and parameters of the field.
- GRADE 2** Limited Training
Training gained from working with trained personnel. This character has an average skill rating of 6 to 9 in his controlling specialty skills. He can be useful to take readings and perform basic, non-diagnostic maintenance work.
- GRADE 3** Basic Training
Training gained on the job or as an apprentice. The character has an average skill rating of 10 to 19 in his controlling specialty skills. He is able to perform routine work in his specialty, do well-defined diagnostics, and provide normal maintenance support. This is the minimum level for graduation from approved apprentice programs. The character is entitled to the designation TMS (Trained Merchant Specialist) after his name.
- GRADE 4** Advanced Training
Training gained in part on the job but mostly under trained tutelage or in school. The character has an average skill rating of 20 to 29 in his controlling specialty skills. He is able to perform routine tasks in his specialty with no difficulty, do non-critical diagnostics, and master basic techniques of the field. This is the minimum grade for department head positions in departments with less than 10 persons. It is also the minimum level for graduation from approved Merchant Academy programs.

Pay Grade Definition

- GRADE 5** Operational Expertise
Training gained mostly under trained tutelage or in school. The character has an average Skill Rating of 30 to 39 in his controlling specialty skills. He can perform all normal defined jobs and make reasonable progress in understanding theory or handling unusual situations based on experience. This is the minimum grade for department head positions in departments with from 10 to 49 persons.
- GRADE 6** Professional Expertise
Training gained mostly in school and by experience. The character has an average Skill Rating of 40 to 59 in his controlling specialty skills and an average skill rating of 10 to 14 in directive skills. The character is able to direct teams in professional operations, is experienced in theory and practice of specialty, and is capable of original conceptualization of basic techniques. This is the minimum grade for major department head in departments with 50 persons or more.
- GRADE 7** Advanced Expertise
Training gained in school and through extensive professional experience. The character has an average skill rating of 60 to 79 in his controlling specialty skills, and an average skill rating of 15 to 24 in directive skills. He can direct teams in professional operations of a technical nature and in theoretical development, and is capable of advanced development of techniques and theory.
- GRADE 8** Master Level Expertise
Training gained in advanced schooling, research, and through extensive professional experience. The character has an average skill rating above 79 in his controlling specialty skills, and an average skill rating above 24 in directive skills. He is able to direct teams in advanced operations of major importance or in original research and development of new techniques or theory, and he is capable of major advances in technique or theory. The character is entitled to the designation MMS (Master Merchant Specialist) after his name.

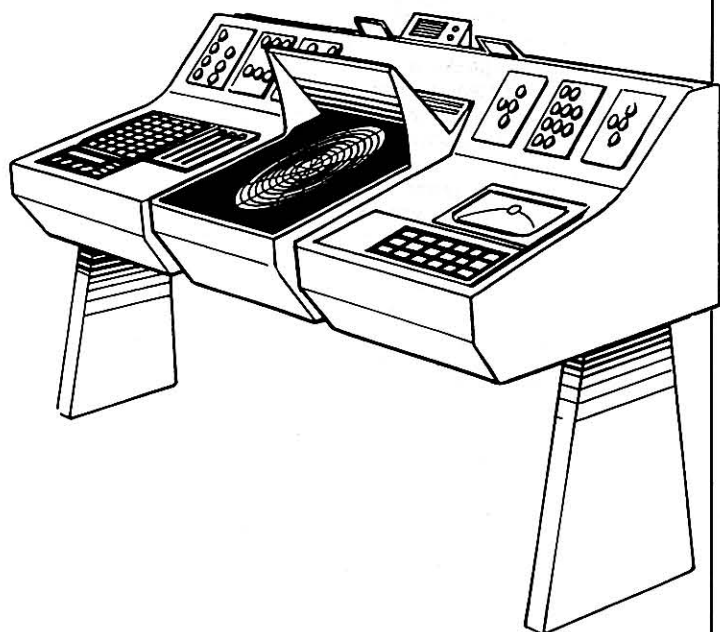
Beyond pay grade 8, MMS, no further grades are defined. Those with even greater skill will negotiate their salaries and compensation on a case-by-case basis.

Continuing with the Lucky Jordaine character created and trained in earlier sections, Jordaine's job classification is Helm/Navigation. This means that his controlling skills are *Astrogation* and *Starship Helm Operation*. Looking at his skill list, we find that Jordaine has an *Astrogation* Skill Rating of 26 and a *Starship Helm Operation* Skill Rating of 18. His average Skill Rating is 22 in his controlling skills, which places Jordaine in Pay Grade 4.

BASE YEARLY SAVINGS

To find the Base Yearly Savings for the character on the following table, first look for the character's position as a trader. The table has the same divisions as the table used to determine the number of years served in the **Pre-Campaign Experience** section of the character training rules.

There are a number of possible modifiers that should be applied to the base figure. These are given in the table as well. The modified figure is the Base Yearly Savings for that character, and represents the *maximum* amount of money such a character would probably be able to save in an average year during his career. This will be modified to represent the *actual* savings, as described below.



BASE YEARLY SAVINGS

Fleet Owner/Merchant Prince

Owning 2 ships	20,000 Cr
Per additional 2 ships	20,000 Cr
Running major corporation planetside	18,000 Cr minimum

Self-Employed Character

Merchant captain with own ship	3,500 Cr
No payments yet made on ship	+ 2,000 Cr
Some payments made, but less than half	+ 1000 Cr
More than half payments made, but not all	No modifier
Small ship requiring fewer than 5 crew	+ 1000 Cr

Planetside Merchant/Trader

With large established business	6000 Cr
With small established business	2000 Cr
Freelance (no establishment)	3000 Cr

Independent Service Professions

(Investigator, Bodyguard)

Based aboard own ship	Treat as Merchant Captain above
Based aboard ship of another	2800 Cr
Based planetside	2500 Cr

Character Employed By Others

Pay Grade 0	1500 Cr
Pay Grade 1	1650 Cr
Pay Grade 2	1900 Cr
Pay Grade 3	2600 Cr
Pay Grade 4	3500 Cr
Pay Grade 5	4300 Cr
Pay Grade 6	5100 Cr
Pay Grade 7	6000 Cr
Pay Grade 8	6900 Cr
Merchant Captain	+ 2000 Cr
Merchant 1st Officer	+ 1500 Cr
Merchant Ship Department Head	+ 1200 Cr
Merchant Ship Secondary Officer	+ 1000 Cr
Minor Merchant Crewman	No modifier
Planetside Top Management Position	+ 2500 Cr, 8000 Cr minimum
Planetside Middle Management	+ 1500 Cr, 5000 Cr minimum
Planetside Functionary	+ 500 Cr
Service Profession Under Contract	+ 1000 Cr

Background Modifiers

Disadvantaged background	- 1000 Cr
Privileged background	+ 1000 Cr
Academy graduate	- 1000 Cr
Apprentice graduate	No modifier
Base-level lane	+ 200 Cr per year in base-level training

If the modified Base Yearly Savings is less than 500 credits, set it at 500 credits.

Jordaine could easily be the captain of a trade ship working for his old employer Rantura. If he did so, he could expect to have a Base Yearly Savings of 6300 Cr, calculated as follows. His Pay Grade 4 class would give him 3500 Cr, and his captaincy another 2000 Cr. His disadvantaged background costs him 1000 Cr, but his nine years in base-level training gives him another 1800 Cr ($9 \times 200 = 1800$ Cr).

His player decided, however, that Jordaine will enter the campaign as a self-employed merchant captain who has made no payments on his ship. Thus, his Base Yearly Savings would be 6300 Cr, equal to his Base Yearly Savings as an employee. His position gives him the 3500 Cr that his Pay Grade 4 would have done, and that he has made no payments gives him the 2000 Cr his captaincy would have done. His penalty of 1000 Cr from his disadvantaged background and his 1800 Cr bonus from his training still apply.

AVERAGE YEARLY SAVINGS

The Base Yearly Savings is the *maximum* one would be likely to have saved in an average year. Some have better success than others, however, due to circumstances that are unpredictably random. A business setback, bad investments, lengthy illness, gambling losses, and a thousand other mischances can eat up a character's savings. Thus, the *actual* savings of a character must be calculated.

The Savings Divisor is a random number that will be divided into the Base Yearly Savings to determine the average amount of savings per year that the character was *actually* able to put away.

Determining The Savings Divisor

To determine the Savings Divisor, roll 1D10 and divide by two, rounding down, with a minimum result of 1. Apply the pertinent modifiers from the table below to determine the final Savings Divisor.

SAVINGS DIVISOR MODIFIERS

For Attributes:

LUC 70+	-1
LUC 25 or less	+1
INT 70+	-1

For Skills:

Gaming 50+	-1
Trade and Commerce 40 - 69	-1
Trade and Commerce 70+	-2
Value Estimation 40+	-1

If the final result is less than 1, it becomes 1. If the final result is greater than 5, it becomes 5.

Jordaine's Savings Divisor roll is a 9. This is divided by 2 and rounded down to 4. This is modified by -1 for Jordaine's high LUC score, but Jordaine's INT is not high enough to have any effect. His *Gaming Skill Rating* is not high enough for an additional reduction, but his *Trade and Commerce Skill Rating* of 46 gives him an additional -1. Jordaine's final Savings Divisor is 2.

Calculating Average Yearly Savings

To figure the Average Yearly Savings, divide the Base Yearly Savings by the Savings Divisor. Drop any fractions of a credit or division remainder. The result is the *average* amount of money saved by the character in one year of service.

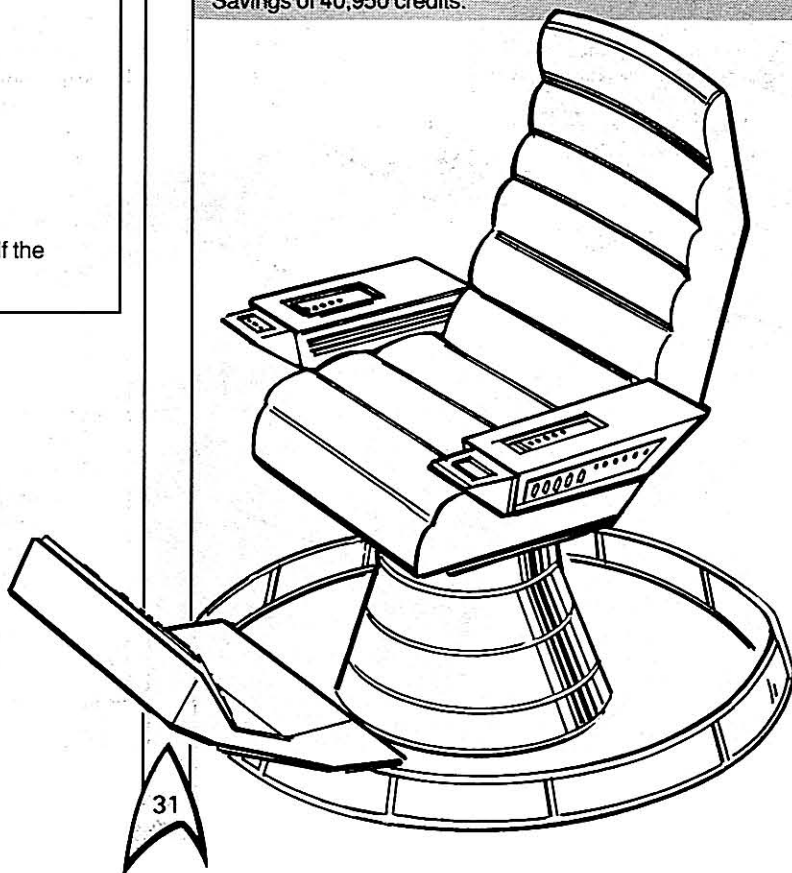
Lucky Jordaine's Base Yearly Savings of 6300 Cr is divided by his Savings Divisor of 2 to give 3150 Cr. This is his Average Yearly Savings.

GROSS SAVINGS

Count up the number of years the character has worked as a ticketed merchant spaceman (or planetside equivalent) before the game begins. Do *not* count time spent in a merchant academy, an apprentice program, base-level labor, or command training. If the character has been in Star Fleet, add 1 to the total for every *two* years spent in Star Fleet as an officer and/or 1 for every *four* years spent as an NCO or enlisted man. Do not include time spent in Star Fleet Academy or any training program.

Take the result and multiply it by the Average Yearly Savings. This will give the Gross Savings for the character at the start of the game.

Jordaine spent 13 years as a merchant spaceman prior to the start of the game campaign. Multiplying 13 times his Average Yearly Savings of 3150 Cr gives Jordaine a Gross Savings of 40,950 credits.



STARTING CASH

If a character starts the game with major items of hardware, see the following equipment cost tables and deduct the amounts from his Gross Savings before beginning play. Major items include weapons, vehicles, personal equipment (such as tricorders and communicators), and the like.

The cost of a ship does not subtract from the Starting Savings. Furthermore, the cost of *normal* items that are considered part of the ship's equipment is not deducted. For instance, tables, chairs, food processing equipment, normal tools, moderate amounts of medical supplies for the sick bay, and one environmental suit per passenger would be considered normal ship's equipment. Weapons and vehicles are never part of ship's equipment unless the ship normally comes equipped with a shuttle or ship's boat as part of the basic design parameters. Hand-held specialty equipment such as tricorders and communicators are not considered part of ship's equipment, but such things as moderate amounts of repair parts, ship uniforms, and the like *would* be allowable. All characters start with two basic suits of clothes suitable to their station, and two ship's uniforms, if they are starting the game as part of a ship's crew.

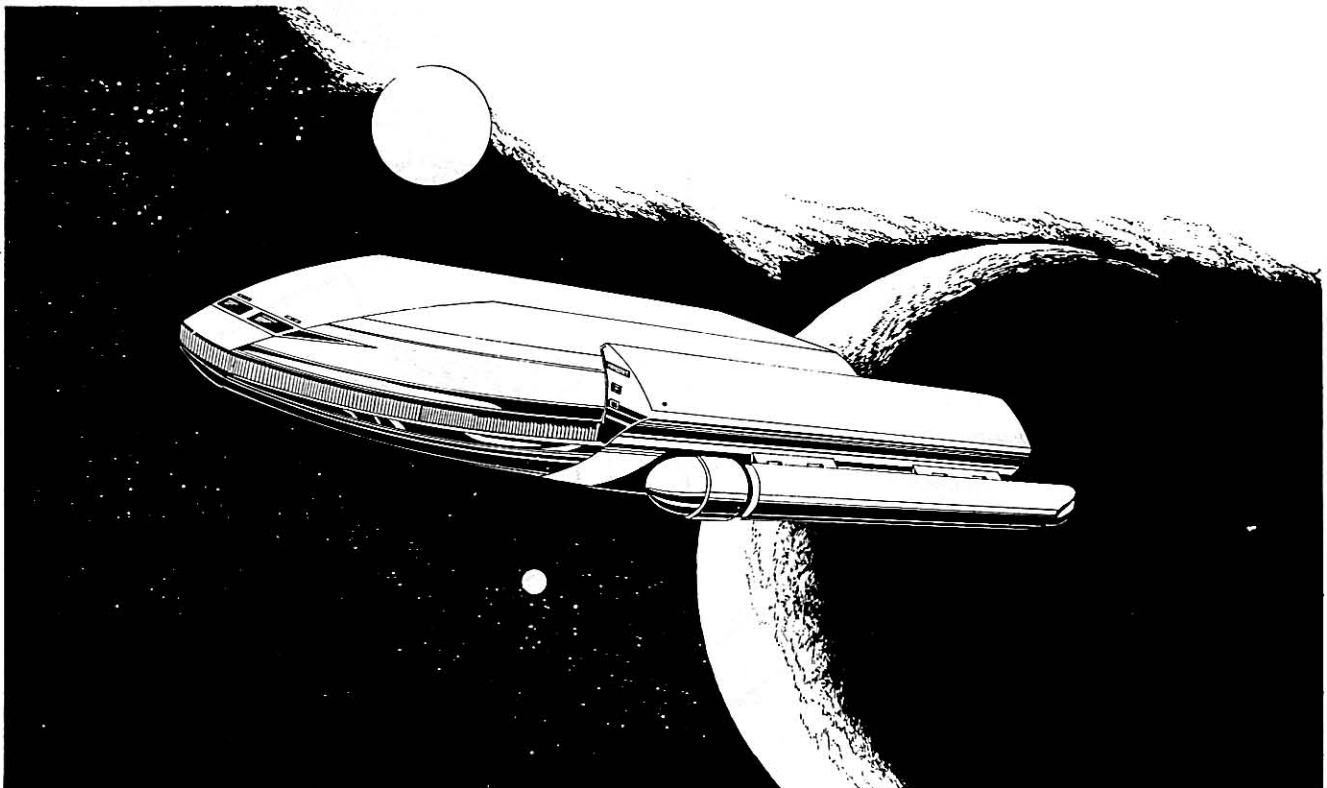
The gamemaster may wish to allow the characters to have certain types of personal items at no cost if the items are natural and normal for the character's role, and/or have interesting campaign possibilities and help to develop the character's personality or background. For instance, a character that is developed as a streetwise rogue who skirts the ragged edge of the law in some of his dealings might be allowed to have (at no cost) several pieces of false ID he has picked up during his checkered career. The advantages of such possessions are balanced by the campaign

possibilities they offer. After all, having false ID implies that they have been used from time to time, and that the character might *need* to use them because he is wanted for questioning in several places. As another example, a character who is a financial whiz might own an elaborate personal computer (costing perhaps over 1000 credits normally) that the gamemaster does not charge against him because it is reasonable and normal for the character to have such an item. It is also a valuable "prop" for developing the character as he stops to calculate odds or look up an obscure reference in a databank every time the opportunity arises.

If he chooses, a character who is still paying off a ship may also take some of his Gross Savings to make some of those payments before the game begins.

All that is left after paying for starting equipment and making early ship payments, is the character's Starting Cash. This amount of money is available to the character on account at the beginning of the game, and should be recorded under *Credits On Account* on the Character Data Record.

Jordaine's player decides to equip himself only moderately beyond the basic items aboard his ship. He has a Phaser I that he bought legally within the Federation (cost: 200 Cr), and a basic personal transactor (cost: 50 Cr) that he has had for years. He also purchases a pocket communicator (cost: 30 Cr) and encourages his partners/crew to each do the same. Finally, when he goes to pick up his new ship, he splurges on a liter of Saurian brandy (cost: 30 Cr) for the christening party. He has spent a total of 320 credits, leaving him 40,630 credits on account. He decides to save this amount for when the crew is shopping for their first outgoing cargo.



GUIDE TO EQUIPMENT

This section provides average costs and prices in Federation credits for common vehicles, weapons, and equipment that traders would find useful in the course of their travels. The prices given are average retail prices one would expect to pay on an urbanized planet such as Terra or Andor, not those one would pay for trade goods.

Prices should be adjusted according to the local situation. Starport prices will often be up to 50 percent higher than listed. Sophisticated technical equipment will be from 50 to 100 percent higher on a non-urbanized, non-technical world. Agricultural products will be 25 to 50 percent higher on worlds where agriculture is inhibited by local conditions.

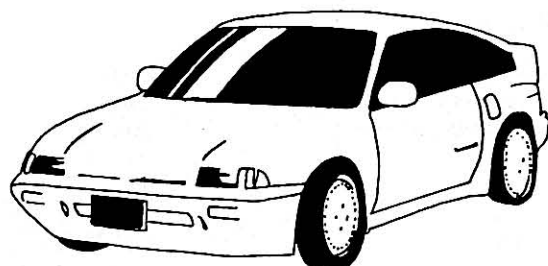
LAND VEHICLES

Automobiles, Trucks, Motorcycles, Vans

This type of land transport is used little on urbanized planets such as Earth, which normally have extensive mass-transit systems or use A-grav or GEV vehicles. Land Vehicles are still in use on many less-urbanized planets in the outer reaches, where the market for used vehicles has grown to be extensive. Most modern ground vehicles are powered by micro-fusion packs, and are totally emission-free. The farther away one gets from the more modern planets, however, the more likely one is to find battery, solar, or even fossil-fuel vehicles.

LAND VEHICLE COSTS

Automobile, Compact (4-Passenger)	8,000 Cr
Automobile, Mid-size (5-passenger)	10,000 Cr
Automobile, Full-size (6-passenger)	13,000 Cr
Automobile, Luxury (4- to 7-passenger)	18,000 Cr
Automobile, Sport (2-passenger)	15,000 Cr
Delivery Truck (2-passenger, light cargo)	14,000 Cr
Motorcycle (2-passenger)	1,500 Cr
Pick-up Truck (3-passenger, light cargo)	10,000 Cr
Recreational vehicle (6-passenger, light cargo)	16,000 Cr
Semi-tractor, trailer (3-passenger, heavy cargo)	40,000 Cr
Van (9-passenger, light cargo)	12,000 Cr



All-Terrain Vehicles

These rugged, micro-fusion powered vehicles come in both wheeled and tracked versions and are used for sport and for light work. The smaller models have little cargo capacity, being meant for two passengers and little personal equipment. The larger models can carry large payloads, depending on bulk and mass of the payload and on the terrain being traversed.

ATV COSTS

ATV, small (2-passenger)	2,500 Cr
ATV, medium (4-passenger, light cargo)	9,500 Cr
ATV, large (4-passenger, heavy cargo)	15,500 Cr

Ground Effect Vehicles

These are popular on most medium-technology worlds, where A-Grav technology is scarce and the older style land vehicle is almost obsolete. Ground-effect vehicles ride on a cushion of air over land or water. Though they are capable of traversing most terrain, heavily overgrown or extremely rugged terrain does pose problems.

GEV COSTS

GEV, Compact (4-passenger)	12,000 Cr
GEV, Midsize (5-passenger)	15,000 Cr
GEV, Full-Size (6-passenger)	20,000 Cr
GEV, Luxury (6-passenger)	27,000 Cr
GEV, Semi-tractor (heavy cargo)	60,000 Cr
GEV, Sports (2-passenger)	18,000 Cr
GEV, Truck (3-passenger, light cargo)	15,000 Cr
GEV, Van (9-passenger, Medium cargo)	17,000 Cr

A-Grav Vehicles

The A-grav vehicles are high-technology devices, requiring a high-tech environment for repairs. This can be a high-tech planet where repairs would be generally available, or it can be a trader who happens to visit a planet occasionally with parts and/or services. A-gravs are generally found closer to the hubs of highly developed areas. A-gravs operate nap-of-earth, that is, they follow the contours of the terrain below them. Most A-gravs are not powerful enough to operate higher than tree-top level. Because of their method of travel, A-gravs are not hindered by terrain features, as are other types of vehicles. A-gravs are in wide service in most high-tech military organizations, as they make excellent scouting vehicles.

A-GRAV VEHICLE COSTS

A-grav, Compact (4-passenger)	16,000 Cr
A-grav, Midsize (5-passenger)	20,000 Cr
A-grav, Full Size (6-passenger)	26,000 Cr
A-grav, Luxury (6-passenger)	36,000 Cr
A-grav, Sports (2-passenger)	32,000 Cr
A-grav, Light Truck (3-passenger, light cargo)	20,000 Cr
A-grav, Cycle (2-passenger)	8,000 Cr
A-grav, Van (9-passenger, light cargo)	24,000 Cr

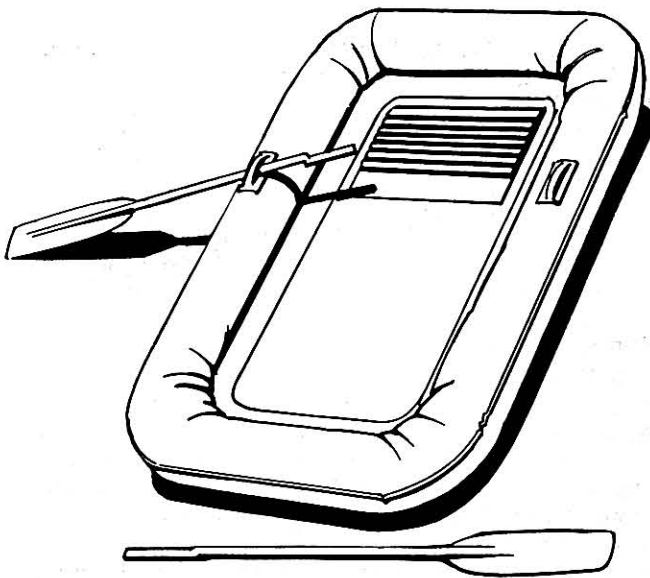
WATER VEHICLES

Row Boat

These are made of high-strength, low-weight materials, such as stressed carbon fiber, for durability and ease of operation. A rowboat holds up to four persons, or 360 kilograms, depending on use. It is often equipped with a small electric motor. Unlike older fossil-fueled models, this motor uses a rechargeable, detachable powerpack that provides up to five hours use at moderate speeds. Top motorized speed is 55 kilometers per hour.

Canoe

Constructed similarly to the row boat, the canoe holds up to 200 kilograms, including passengers. More maneuverable and lighter than a row or motor boat, the canoe's versatility is borne out by the fact that it can be carried by one person over rough terrain.



Rubber Raft

Made of stress-tested elastic materials, this model folds up small enough to be carried in a backpack. The raft holds up to 180 kilograms when inflated using a small inflation cartridge of compressed gas.

Power Boats

A power boat is a small fishing or skiing craft, capable of holding up to 495 kilograms. Its top speed is 75 kilometers per hour. In contrast, a speed boat is a very fast, high-performance craft designed for speed and little else. Capable of carrying up to 180 kilograms, its top speed is 145 kilometers per hour.

Air Boat

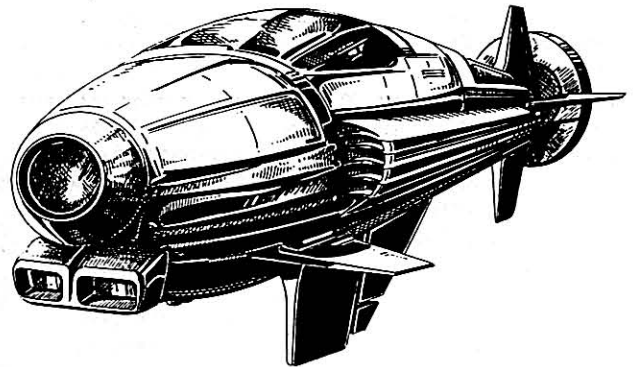
Also known as a swamp buggy, this is a flat-bottomed boat that skims the surface of water, swamp, mud, and so on. The vehicle is driven by a large, airplane-type propeller mounted in back. It carries up to 225 kilograms, and its top speed is 45 kilometers per hour.

Hydrofoil

The hydrofoil is an extremely fast speedboat with great maneuverability. Once moving at two-thirds maximum speed, the front of the vessel rises from the water on ski-like foils or runners that serve to minimize drag. It carries up to 337 kilograms, and has a top speed of 175 kilometers per hour.

Houseboat

A flat-bottomed boat with living quarters, it is usually used for recreation purposes. There are sleeping accommodations for up to six persons. Top speed is 30 kilometers per hour.



Submarines

Two-man submarines are often used for oceanographic studies or recreational purposes in water of medium depth. Four-man submarines are more durable and capable of attempting deeper dives. They are used in undersea archeological exploration or underwater salvage operations.

WATER VEHICLES COSTS

Row Boat	300 Cr
Motor for row boat	600 Cr
Canoe	300 Cr
Rubber Raft	100 Cr
Inflation cartridge for raft	10 Cr
Sport Boat	5,000 Cr
Speed Boat	10,000 Cr
Air Boat	4,000 Cr
Hydrofoil	20,000 Cr
Houseboat	20,000 Cr
Submarine, 2-man	50,000 Cr
Submarine, 4-man	85,000 Cr

AIR VEHICLES

Hang Glider

This is a one-man glider, usually launched from a height or towed aloft. Its silent, motorless operation and maneuverability make it useful for some types of commando actions, though it is usually flown for sport.

Ultra-Light

This is basically a powered hang-glider, though some more closely resemble true airplanes. They are one-man propeller-driven vehicles, often powered by a small fusion pack or rechargeable electric motor.

Passenger-Carrying

Propeller-driven aircraft are used mostly for sport on high-tech worlds, though they may still be found in serious service on some planets. Jets are even scarcer, with most planets having banned them back in the fossil-fuel days in favor of rapid-transit systems circling the planet. Helicopters are still in use in most areas, with power provided by fusion packs or rechargeable motors.

AIR VEHICLE COSTS

Hang Glider	300 Cr
Ultra-light	1,000 Cr
Private Plane, Two-Seat	15,000 Cr
Private Plane, Four-Seat	25,000 Cr
Private Plane, Six-Seat, Two Engine	45,000 Cr
Private Jet, Six-Seat, Two Engine	150,000 Cr
Private Jet, Ten-Seat, Two Engine	225,000 Cr
Helicopter, Single Seat	10,000 Cr
Helicopter, Two-Seat	28,000 Cr
Helicopter, Four-Seat	90,000 Cr

SPACE VEHICLES

Shuttlecraft

A small shuttle is a four-seat vehicle capable only of jumps from planetary surface to orbital sites and reverse. These are often carried aboard privately owned craft for such excursions. Not suited for planetary exploration in most cases, they are not equipped for landings in rough terrain. In addition, Star Fleet standard shuttlecraft are for sale, new and used. New shuttlecraft are available directly from the manufacturers' outlets, and used models are available on the occasion when newer vessels are coming into service and older units are being replaced.

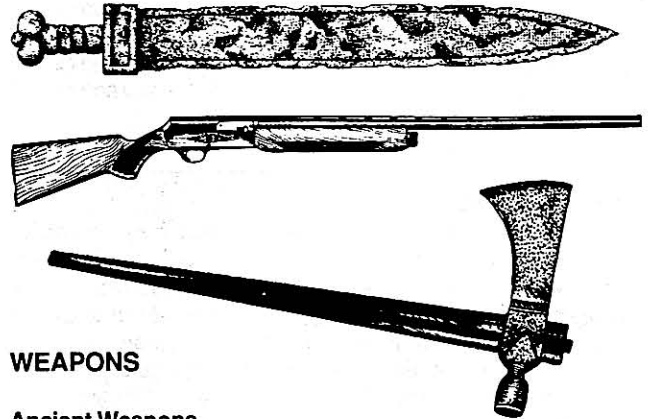


One-Man Repair Bug

Small craft incapable of atmospheric landing. These are in use by Star Fleet at all repair facilities and large space facilities. Equipped with "Waldos" (mechanical manipulator arms) with a variety of tool operations.

SPACE VEHICLES COST

Small Shuttle	500,000 Cr
Shuttlecraft, Star Fleet Standard Design, Used	350,000 Cr
Shuttlecraft, Star Fleet Standard Design, New	700,000 Cr
Repair Bug, One-Man, Used	65,000 Cr
Repair Bug, One-Man, New	100,000 Cr



WEAPONS

Ancient Weapons

Ancient weaponry is generally available only as collector's items, or for sporting or athletic use on most technologically advanced worlds. On less advanced worlds, they are more available and, in many instances, are carried daily. On many worlds, the carrying of one of these is illegal. Those listed are functional models, with purely decorative models available at half the cost.

ANCIENT WEAPONS COST

Pocket Knife	15 Cr
Belt Knife or Dagger	20 Cr
Throwing Knife	12 Cr
Foil	75 Cr
Sabre	100 Cr
Cutlass	120 Cr
Shortsword	150 Cr
Broadsword	200 Cr
Hand-and-a-Half Sword	250 Cr
Longbow	60 Cr
Compound Bow	150 Cr
Crossbow	200 Cr
Mace	225 Cr
Flail	175 Cr
Axe	45 Cr

Firearms

Firearms are mostly collector's items or used by sportsmen. Possession or use of operational firearms is a criminal act on many advanced worlds. Few Federation worlds allow the carrying of operational firearms in a loaded state for any purpose. Some worlds have banned them entirely.

FIREARM COSTS

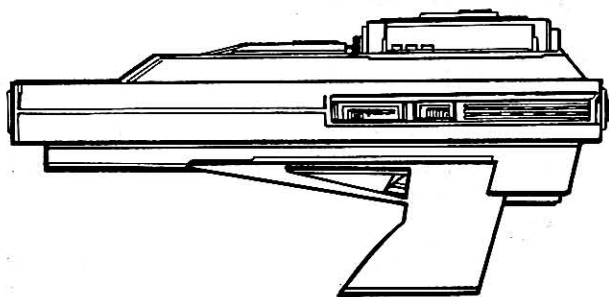
Revolver, Small-Caliber	100 Cr
Revolver, Large-Caliber	250 Cr
Automatic, Small-Caliber	150 Cr
Automatic, Large-Caliber	300 Cr
Rifle, Small-Caliber	150 Cr
Rifle, Large-Caliber	300 Cr
Rifle, Large-Caliber, High Power	500 Cr
Ammunition, Small-Caliber, per 50 rounds	2 Cr
Ammunition, Large-Caliber, per 50 rounds	15 Cr
Shotgun	200 Cr
Ammunition, Shotgun, per 50 rounds	12 Cr
Automatic Rifle (or Carbine)	400 Cr
Ammunition, Automatic Rifle, per 50 rounds	15 Cr
Submachine Gun	650 Cr
Ammunition, Submachine Gun, per 40-round clip	20 Cr
Machine Gun	1000 Cr
Ammunition, Machine Gun, per 1000-round belt	250 Cr

Laser Weapons

Old-fashioned laser weaponry is still to be found in some planetary backwaters, though they have mostly been replaced by the phaser on Federation worlds. Laser, phaser, and disruptor recharge packs operate in a similar manner, taking about 20 minutes for a full recharge on most models. They are not, however, interchangeable in use between types and models. Low-power non-lethal variations at half the price are available on most high technology worlds for sporting uses.

LASER WEAPONS COSTS

Laser, Hand	250 Cr
Laser, Hand, Recharge Pack	75 Cr
Laser, Rifle	500 Cr
Laser, Rifle, Recharge Pack	100 Cr



Phaser Weaponry

Phaser weapons are available for sale in some areas, although most Federation planets have made carrying phaser weaponry illegal without special permits. These are basically identical to Star Fleet issue, though those found for public sale do not have the overload feature. Many found for sale on frontier worlds are low-quality copies that fail to fire at the most inopportune time, or fail to take a charge after several uses.

Disruptor Weaponry

Disruptor weaponry is illegal within Federation boundaries, although it is for sale in the Triangle or on many frontier planets.

PHASER WEAPON COSTS

Phaser I-A	200 Cr
Phaser II-A	400 Cr
Phaser Rifle-A	550 Cr
Phaser I-B	300 Cr
Phaser II-B	500 Cr
Phaser Recharge Pack	100 Cr
Hand Disruptor-A	150 Cr
Disruptor Rifle-A	450 Cr
Hand Disruptor-B	200 Cr
Hand Disruptor-C	300 Cr
Disruptor Rifle-C	600 Cr
Disruptor Recharge Pack	100 Cr

Stunner Weapons

The Police Stunners used by law enforcement agencies on high-technology worlds are basically Phaser Is with only a stun setting; they use the phaser recharge pack. This weapon can be carried legally on most Federation planets, as it is not considered a deadly weapon. A stun club, on the other hand, is a flexible billy club that stuns on impact with a neural shock effect similar to a low-strength phaser stun shot. Useful for close combat and riot control, the stun club is a favorite of many police, bartenders, and bouncers. It is sturdy enough to be used to parry a blow from a fist or light hand-held weapons. The club uses a special long-life (about 100 uses) energy pack that is easily replaced.

STUNNER WEAPON COSTS

Police Stunner	150 Cr
Stun Club	100 Cr
Energy Pack	20 Cr

MEDICAL EQUIPMENT

Most medical equipment can only be purchased by a licensed physician or medical technician, or with a physician's permission. Of course, there is always the black market.

Field Kit

The field kit contains spray dressing, Feinberger, and hypo with small drug supply, including six doses each of light and medium sedatives, light and medium stimulants, Coradrenaline, Dylovene, Sterilite, and Tri-Ox compounds. These items are carried in a small pouch with a fold-over top. The pouch is designed to be carried on a belt.



Medical Pouch

The medical pouch contains several spray dressings, a Feinberger, the same hypo kit as in the field kit, protoplaser types 1 and 2, laser scalpels, and other field surgery equipment. Twelve doses of the drugs found in the field kit are included, with twelve doses of Hyronaline, Masiform-D, and a neural paralyzer. All of this is contained in a roll-up pouch with pockets and carried in a bag equipped with a shoulder sling.

Feinberger

An easy-to-use, hand-held unit capable of giving the heart rate, blood pressure, respiration, and body temperature of a patient.

Heartbeat Reader

This is a more sophisticated model of the Feinberger, capable of more accurate, faster readings. Also equipped with a computer patch, capable of being connected to any standard computer input port.

Laser Scalpel

The laser scalpel is a small hand-held scalpel that cuts by use of a fine laser.

Protoplaser

The protoplaser heals wounds without the aid of sutures, stitches, and so on.

Dressing Sprayers

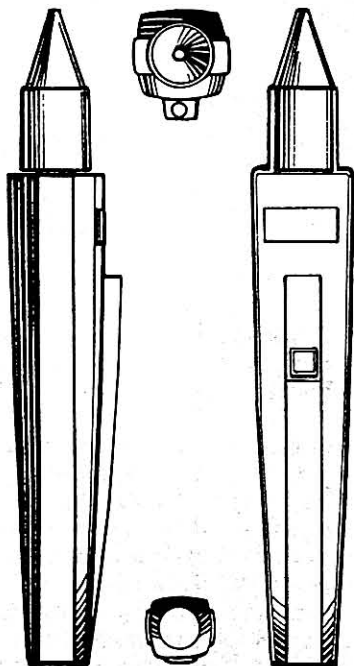
This device sprays plastic/synthetic "skin" over a wound, which stops superficial bleeding and contains an antiseptic and anesthetic agent. When the wound heals, the dressing is absorbed.

Medical Tricorder

The medical tricorder gives detailed biological and chemical readings on life forms.

Biocomputer

This is a portable unit for analyzing life form samples and processing biological data. The biocomputer can tie into a larger mainframe.

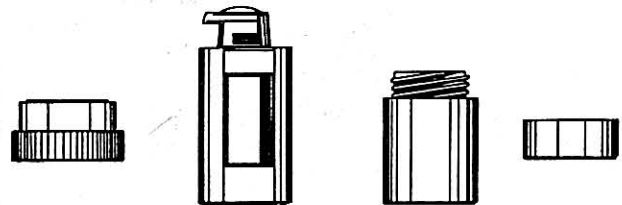


Hypo

This is a high-pressure pneumatic hypodermic syringe that injects drugs through the skin painlessly, without a needle. Drugs are contained in micro-injector vials.

MEDICAL EQUIPMENT COSTS

Field Kit	200 Cr
Medical Pouch	6000 Cr
Feinberger	50 Cr
Heartbeat Reader	150 Cr
Laser Scalpels	300 Cr
Protoplaser	450 Cr
Dressing Sprayer	50 Cr
20-Spray Charges	5 Cr
Medical Tricorder	400 Cr
Biocomputer	1000 Cr
Hypo	20 Cr
6-Dose Hypo Charges	
Light stimulant	2 Cr
Medium stimulant	4 Cr
Light sedative	2 Cr
Medium sedative	4 Cr
Heavy sedative	6 Cr
Coradrenaline	4 Cr
Dylovene	5 Cr
Hyronaline	20 Cr
Masiform-D	20 Cr
Neural Paralyzer	100 Cr
Sterilite	3 Cr
Tri-Ox Compound	2 Cr



CLOTHING

Normal Clothing

Prices given are for clothing items for a middle-class Federation family. High-class or high-fashion clothing would be 150 percent to 300 percent higher than the listed prices. Serviceable clothing can be purchased at 50 percent to 75 percent off the listed prices.

Rain Gear

This outfit includes coat, hat, overshoes, and a small waterproof bag that can be placed over equipment the size of a small briefcase. The gear is transparent. Due to the polymers used, water, mud, and so on will slide right off. The suit can be shaken dry in a matter of seconds.

CLOTHING COSTS

Leisure Clothing	50 Cr
Work Clothing	75 Cr
Dress Clothing	150 Cr
Leisure Footwear	15 Cr
Work Footwear	25 Cr
Dress Footwear	35 Cr
Light Jacket or Windbreaker	15 Cr
Heavy Jacket	40 Cr
Gloves, Heavy Duty, Insulated	15 Cr
Rain Gear	40 Cr

ENVIRONMENTAL GEAR

Thermal Oversuit

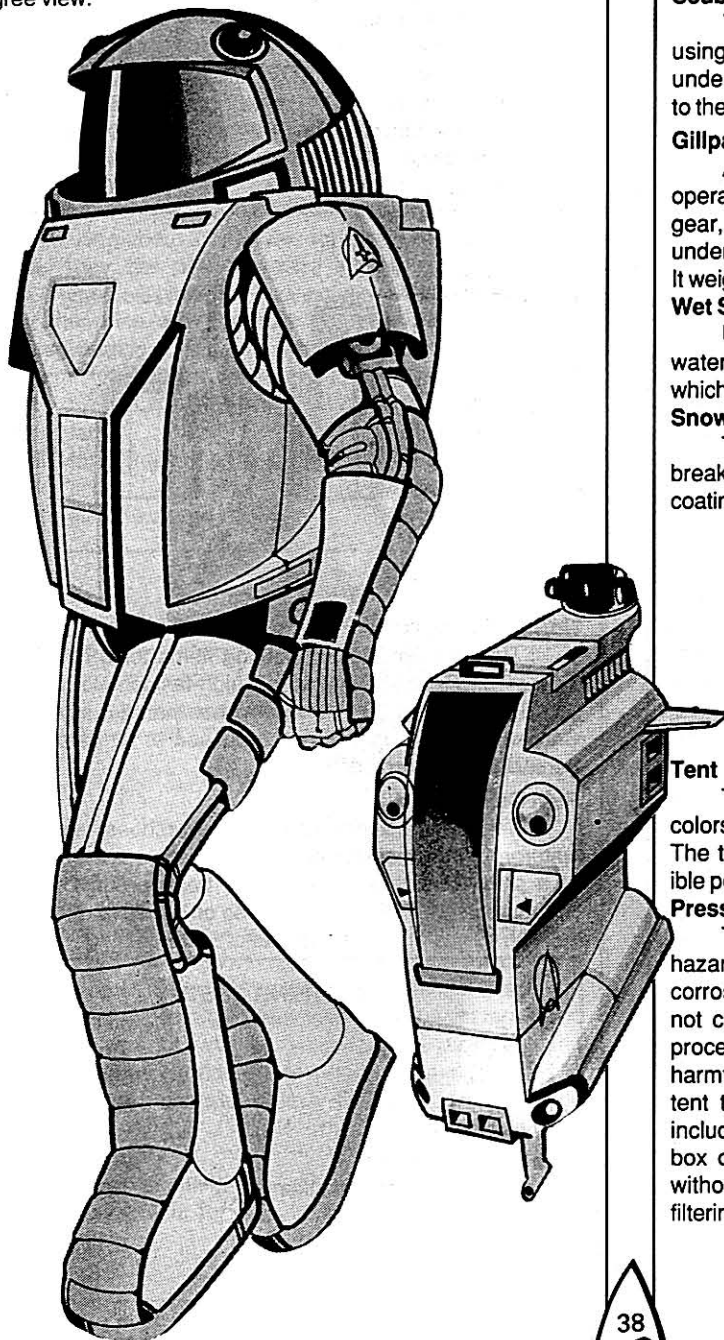
The thermal suit is heated for use in cold environments. It runs on an easily recharged powerpack that lasts 48 hours without recharging. Recharging takes three hours.

Temperature Compensational Oversuit

Complete with hood and half-face mask, the suit provides a comfortable temperature for the wearer in either hot or cold climates. It is powered for 48 hours by a rechargeable pack. The suit has air conditioning and heating units, but will not protect against vacuum or hostile atmospheres.

Environmental Suit

The environmental suit provides a self-contained environment (air, heat, and pressure) for up to 24 hours. It is safe for vacuum and hostile environments. The helmet is completely transparent, providing an unobstructed 360-degree view.



Filter Mask

This small, lightweight mask filters most harmful atmospheres. It is good for twelve hours without replacement of the filter unit.

Life Support Mask

The life support mask filters like the smaller mask, plus warms or cools atmospheres and pressurizes thin atmospheres. Its powerpack and filter are good for about twelve hours.

Air Pack

This is a lightweight pack of super-compressed breathing mixture, fitted with mask. It is good for six hours. Two can be worn on the back without slowing or hindering movement.

Skin Diving Gear

This includes mask, flippers, and other accouterments for skin diving, including buoyancy control belt.

Scuba Tank and Regulator

The scuba tank and regulator is an advanced system using multiple airpaks that operate for up to twelve hours underwater. It is very lightweight, with little or no restriction to the user's movement.

Gillpak

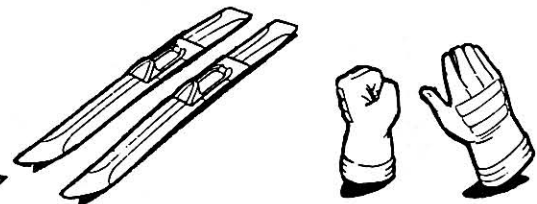
A gillpak, when used with a wetsuit for warmth, allows operation underwater almost indefinitely. Unlike Scuba gear, gillpaks produce no telltale bubble trail. The ultimate underwater diving device, the gillpak is carried on the back. It weighs only 60 kilograms.

Wet Suit

Used by divers, this suit provides warmth in cold waters. The suit has adjustable buoyancy-control packs, which enable the user to easily ascend or descend.

Snow Ski Set

The snowsuit set is made of lightweight, almost unbreakable duraplast, and coated with a special polymer coating for speed.



Tent

The basic two-man tent is available in a variety of colors, with waterproof insulated floor and insert netting. The tent folds to the size of a small briefcase, with collapsible poles and pegs and plasteel cable lines.

Pressure Tent

This unit, which will hold pressure in vacuum or hazardous atmospheres, is proof against most atmospheric corrosives as well. It has airlock-like flaps, but these are not convenient to use and take time to rig. A separate air processing unit is required to maintain pressure and/or filter harmful atmospheres. When stowed, the two-man pressure tent takes up twice as much room as the normal model, including the air processing unit, which is about the size of a box of facial tissues. The air unit is good for three weeks without the need to recharge its power pack and chemical filtering pack; recharging takes 24 hours.

Seven-Man Collapsible Shelter

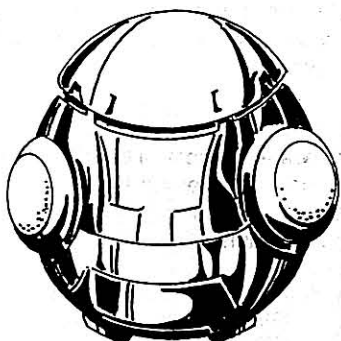
This shelter holds pressure just like the pressure tent, but the airlock flaps are more convenient in this size. It folds to the size and form of a backpack, to be carried by one person. An internal air processor and power supply maintain pressure, air conditioning, and lighting for up to six weeks on a microfusion power system, available as a replacement pack.

Water Purification Device

This is a pocket-sized device that will filter and purify one gallon of water every two minutes. It can purify 100 gallons of water before its chemical pack and filters must be replaced. Recharge kits are available.

Gas Or Oil Lanterns

Still used for illumination on some worlds, these produce a circle of light of six-meter radius. Gas or oil refills are available in modular, plug-in canisters; each lasts three hours.



Pocket Lantern

About the size of one's fist, these rechargeable units produce illumination for 24 hours without failing. They are capable of unidirectional (like a flashlight), semi-directional (like a lantern), or omnidirectional (like a light globe) illumination, with variable beam intensity. At high-intensity setting, the flashlight beam will dazzle someone at close range. They can also produce an illuminated area of 30-meter radius at high intensity. Some units have color caps attached for signaling.

Aqualantern

A small, hand-held light source that can be safely used underwater, it illuminates a ten-cubic-meter area.

Beltlight

A light source that is worn like a belt, it will shine a light ahead of the wearer about 100 meters, in a beam two meters wide. These are useful because they leave the hands free for other uses.

Coldlight Glowsticks

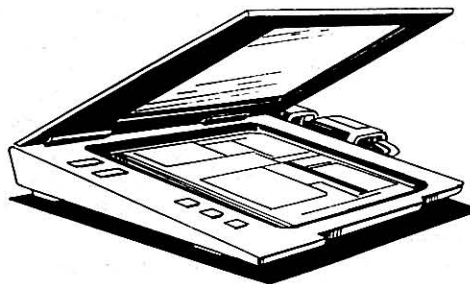
These disposable chemical packets (about the size of a pencil) emit a cold light of a greenish-white hue when struck sharply and then shaken. One will illuminate an area of six-meter radius for ten hours. They are easily carried in a pocket or pouch for emergency use.

Sleeping Bag

This lightweight sleeping bag folds to pocket size when not in use. It retains body heat very well, due to the advanced types of insulation.

Backpack

This backpack is constructed on a very lightweight modular framework of high-strength plastic. Its exterior is covered with easy-access pockets.



Computerguide Electronic Map

This is a computerized map display device that incorporates a small inertial tracker. If calibrated before leaving a known point and programmed with local maps, it will allow pinpoint accuracy in determining the user's current location. The battery pack lasts 30 days without recharging. Map programs may not be available for non-civilized areas, but the inertial tracker will still tell position relative to the user's starting point.

Magnetic Compass

Three-quarters of the civilized worlds have magnetic fields strong enough to make magnetic compasses useful. This model is very durable and extremely accurate.

ENVIRONMENTAL GEAR COSTS

Thermal Oversuit	75 Cr
Temperature Compensational Oversuit	200 Cr
Environmental Suit	2,500 Cr
Filter Mask	30 Cr
Filter replacements	2 Cr
Life Support Mask	100 Cr
Replacement packs	10 Cr
Air Pack	100 Cr
Skin Diving Gear	50 Cr
Scuba Tank and Regulator	200 Cr
Gillpak	300 Cr
Wet Suit	200 Cr
Snow Ski Set	35 Cr
Tent	50 Cr
Pressure Tent	100 Cr
7-Man Collapsible Shelter	350 Cr
Replacement power pack	75 Cr
Water Purification Unit	50 Cr
Replacement filters	5 Cr
Gas Or Oil Lantern	8 Cr
Refills	.5 Cr
Pocket Lantern	8 Cr
Aqualantern	15 Cr
Beltlight	12 Cr
Coldlight Glowsticks	1 Cr
Sleeping Bag	50 Cr
Backpack	40 Cr
Computerguide Electronic Map	100 Cr
Magnetic Compass	5 Cr

ELECTRONIC PERSONAL EQUIPMENT

Personal Transactor

This is the basic model of the pocket-sized device used to make cashless transactions between two private individuals on most Federation worlds. The device allows money to be transferred from one card to another, but the transfer is not actually recorded until the next time one or the other party places his card into a bank machine, store transactor, or other device that is actually tied into the bank master datanet. In practice, this delay has little or no effect, because the card knows the money has been exchanged. Most personal transactors can be plugged into a common communications terminal for a quick update from the bank computer if desired. Standard transactors are not equipped with retina scanners, and so they are used only for transactions between two people who know each other.

Pocket Computer

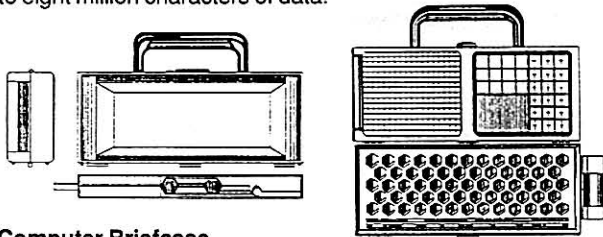
About 15 x 8 x 2 centimeters, this is a basic unit that combines a simple flatscreen text display with a limited memory capacity of about one million characters and moderate data processing capability. A normal pocket computer will read standard computer carts, though it is not equipped with 3-D graphics or high-resolution flatscreen display. It cannot be plugged into a communication terminal for connection with larger data networks. Pocket computers that do not have keyboard inputs or voice recognition circuits may be much, much smaller, but they must rely on preprogrammed data carts for all input.

Personal Computer

Much more versatile than the pocket computer, this device is pocket-sized or briefcase-sized, depending on the exact manufacturer and model. It has a small, high-resolution screen capable of displaying digitized color photographs or video images as well as text. It normally accesses more on-board memory than a pocket computer (up to five million characters). Plug-in modules allow it to act as a personal transactor, a video cart viewer (with 3-D display if plugged into an auxiliary display unit), or a communications link to satellites, world-wide databases, or ships in the vicinity.

Computer Carts

These standard-size, square carts are color-coded according to the type of data or intended use. Information is stored on a molecular level, with each small cart holding up to eight million characters of data.



Computer Briefcase

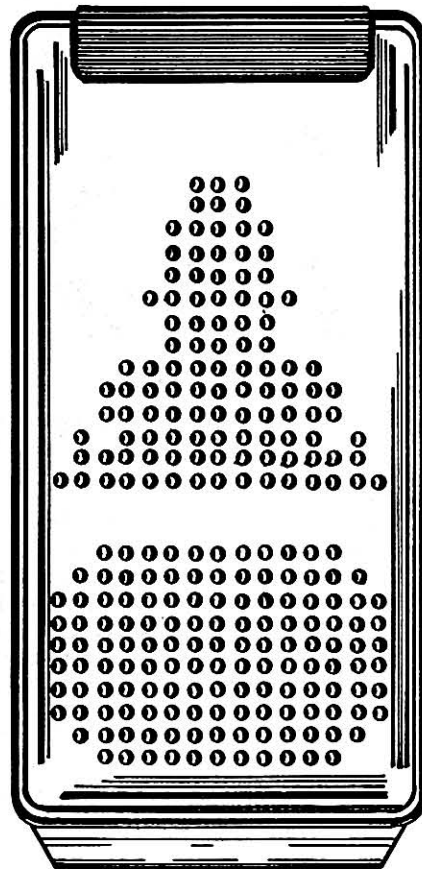
This briefcase will hold the complete personal computer system listed above, including ten carts, or it can be used as a normal briefcase. The high-impact duraplasic cannot be scratched by normal wear and tear. It comes standard with an electronic lock that can be coded to an electronic key (included) or to one of several possible ID cards. Combination locks are also available, with electronically coded combination latches and miniature numeric keypad.

Portable Cart Viewer

The unit is about the size of a pocket radio, and has a high-resolution screen. It is used to view visual (still and video) recordings only, and cannot be used to scan data carts. The camera (about the size of a large writing stylus) and record attachment (about the size of a computer data cart) allows the user to make new vision/sound recordings. A larger camera with two lenses can be used for 3-D recordings. Like the personal computer, it uses color-coded carts, but coded for video data only.

Universal Translator

This hand-held device is capable of translating most alien languages after listening to roughly 30 minutes of the language. The unit is very expensive due to its very recent development; costs should drop at least 50 percent in the next five years.



Pocket Communicator

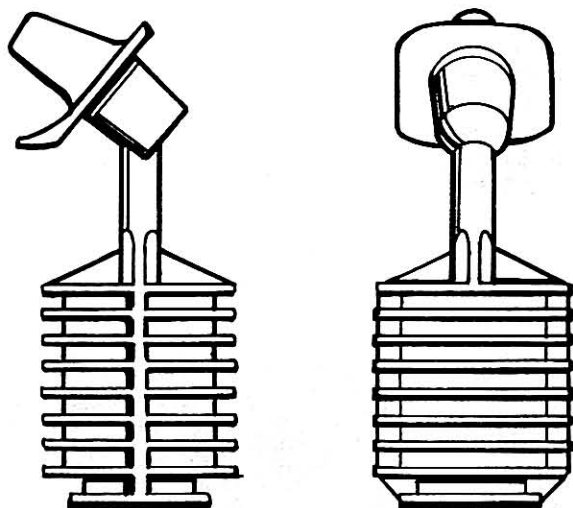
For voice communications only, these units do not have the range or variety of features of Star Fleet issue communicators. They are capable of linking with a local communications net (present in most urban areas) for satellite relay. They can also be used for line-of-sight communications up to 30 kilometers. A shuttlecraft or other surface station may relay communications to an orbital target.

Long Range Communicator

This device is capable of voice communications to orbital satellite relay directly (as opposed to the pocket communicator) or to a starship, but still is not up to par with Star Fleet issue. The unit can, however, be used as a locator signal for transporter operations.

Earpiece Receiver

This is a one-size-fits-all model, unlike the custom-tailored Star Fleet issue models. A custom-fitted earpiece can be purchased for twice the price, but requires one day for fabrication, and the purchaser must be available for a one-hour fitting.



Tricorder

A data-gathering and recording mechanism, similar to the standard Star Fleet issue tricorder. It can gather data on energy sources, physical composition of an object, and life-form data.

Metal Detector

This is a sensitive detector, about the size of a tricorder, that detects small metallic objects with great precision. It provides more sensitive and specialized readings than can be obtained with a tricorder.

Portable Power Supply

This backpack-sized microfusion plant provides power for most items for 20 weeks without service or replenishment. It can also act as a recharging station. Weapons still require an intermediate recharge pack be plugged into this unit. Other equipment can be plugged directly into the station.

PERSONAL ELECTRONIC EQUIPMENT COSTS

Personal Transactor	50 Cr
Pocket Computer	30 Cr
Personal Computer	800 Cr
Personal Transactor Module	20 Cr
Video Cart Viewer Module	100 Cr
Communications Module	200 Cr
3 Computer Carts	5 Cr
Briefcase	40 Cr
Portable Cart Viewer	400 Cr
Universal Translator	12,000 Cr
Pocket Communicator	30 Cr
Long Range Communicator	75 Cr
Earpiece Receiver	10 Cr
Tricorder	400 Cr
Metal Detector	150 Cr
Portable Power Supply	1,000 Cr
Replenishment Packs	200 Cr

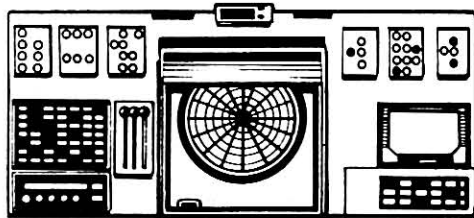
OTHER PERSONAL EQUIPMENT

Replacement ID Card

Replacement cards are deliberately expensive to encourage people not to lose them. If lost, they can be replaced at a bank machine equipped with a retina scanner.

ID Forgery Unit

These are devices that allow a forger to create faked ID cards or change the information on real ones. The device is only useful to someone very skilled in its use. It is pocket-sized, and at first glance appears to be a normal personal transactor. Possession of a forgery device is illegal in the Federation.



Wrist Chronometer

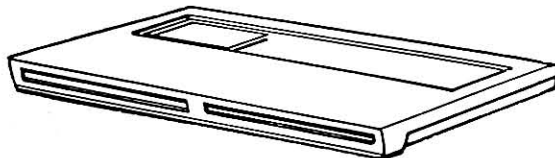
Basically a digital wristwatch, the chronometer is accurate to one second per year. Higher-priced models have alarms, calculators, short-range communicators, built-in video games, pagers, pulse, respiration and temperature sensors, and more. A favorite feature in urban environments is a loud piezoelectric alarm that can be set off manually as an anti-mugging device.

Binoculars

Images are enlarged and enhanced by precision optics aided by a tiny microcomputer chip. Most models can be fitted with cameras, infrared viewers, or light enhancement filters at additional cost.

Film Camera

Flat image camera (with through-the-lens viewing), producing instantly developed pictures plus a digitally encoded strip that serves as a 'negative' for additional prints or enlargements. Advanced, electronically enhanced optics allow most cameras in this price range to take closeup and telephoto shots with a simple adjustment.



Holographic Camera

This camera creates a digitally-encoded cube (like the film strip) that can be recreated as a 'solid' 3D image after processing. Holocube photographs are quite common on even medium-technology worlds. These photos are 7 to 15 centimeters on a side when prepared. The image is generated within a virtually invisible clear plastic hollow cube, when the photo is to sit on a desk for public viewing. Otherwise, it can be transferred to a standard cart for viewing at any 3-D-capable terminal.

Infrared Lens Kit

These are attachments for standard cameras or binoculars, which allow detection of objects by their heat generation. The devices allow easy visual detection of a warm living being against a colder background or within another object that conducts heat (like the walls of a shuttlecraft). Also available in goggle form.

Light-Enhancing Viewer

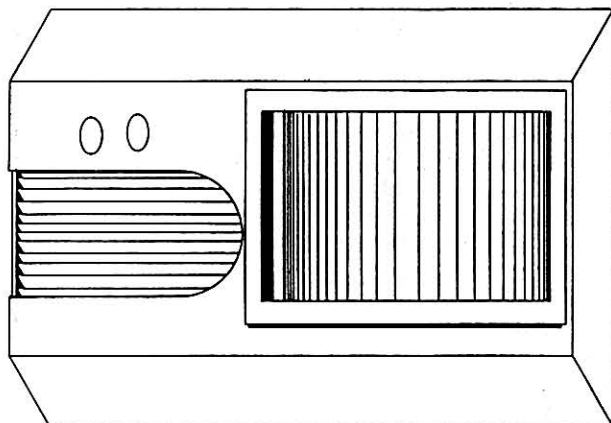
Also known as "starlight scopes", these devices enhance even the smallest light source to visible levels, but with a corresponding loss of detail. They can be attached to cameras or binoculars, and are also available in goggle form.

Portable Anti-Grav Unit

A small hand-held device with magnetic clamps or sticky pads capable of lifting up to 100 kilograms. Several may be used together to lift heavier objects.

A-Grav Platform

A floating, disk-shaped work platform about one meter across, it will raise and lower to any height with a belt device. The platform supports about 200 kilograms.



Force Field Box

This is a special box with an interior force field that can be used to transport antimatter samples. The interior field is controlled by a remote control unit.

Rope

This plasteel cable will support up to 500 kilograms.

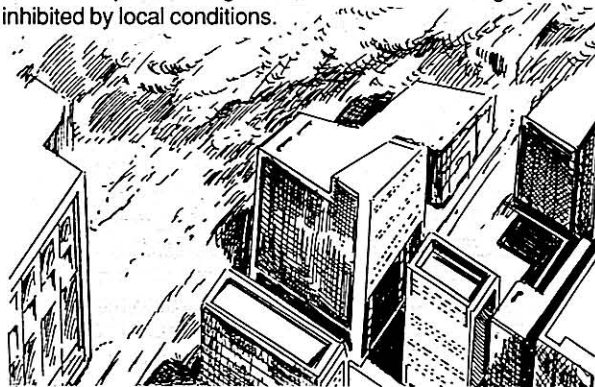
MISCELLANEOUS PERSONAL EQUIPMENT COSTS

Replacement ID Card	100 Cr
ID Forgery Unit	15,000 Cr
Wrist Chronometer	5 Cr to 100 Cr
Binoculars	100 Cr
Film Camera	30 Cr
Holographic Camera	400 Cr
Holocube	1 Cr
Infrared Lens Kit	200 Cr
Infrared Goggles	225 Cr
Light-Enhancing Viewer	250 Cr
Light-Enhancing Goggles	275 Cr
Portable A-Grav Unit	125 Cr
A-Grav Platform	400 Cr
Force Field Box	1,000 Cr
Rope, 100 m	20 Cr

GUIDE TO SERVICES

This section provides average costs and prices in Federation credits for common services and intangibles that traders will find useful in the course of their travels. The prices given are average retail prices one would expect to pay on an urbanized planet such as Terra or Andor.

Prices should be adjusted according to the local situation. Starport prices will often be up to 50 percent higher than listed. Services requiring sophisticated technical equipment will be from 50 to 100 percent higher on a non-urbanized, non-technical world. Agricultural services will be 25 to 50 percent higher on worlds where agriculture is inhibited by local conditions.

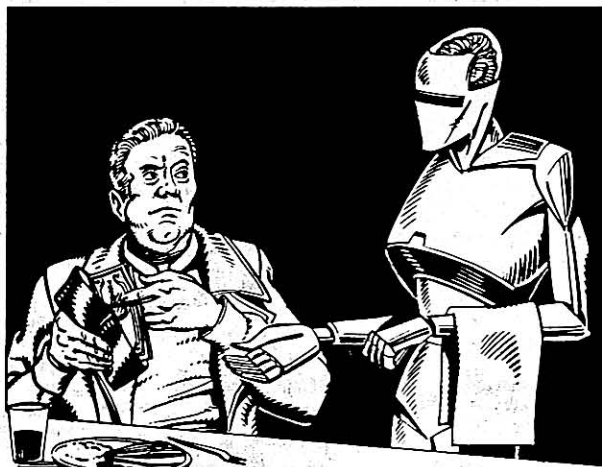


LODGING

Many lodging establishments are highly automated, even the more run-down businesses. The higher-quality hotels have automated check-in via personal transactor, and automated bellboys, which are basically carts with an electronic homing device to follow the room key-pad given the customer at check-in time. This key-pad unlocks and locks the room, allows the customer to order room service, and even controls the room's lighting and air conditioning. The middle-quality hotels provide a mixture of the old and the new. The low-quality establishments also provide a mixture, using a human desk clerk alongside obsolete, worn-down equipment sold long ago by the better hotels.

HOTEL RATES

High Quality, per Day	22 – 100 Cr
Medium Quality, per Day	10 – 28 Cr
Low Quality, per Day	6 – 15 Cr



FOOD

Food establishments are the direct opposite of lodging establishments. Cheaper facilities (fast-food) are almost always entirely automated. Orders are entered into a keypad, food is paid for by ID card, and the order pops out of a fabricator. The higher-priced restaurants are at the other end of the spectrum, with beings doing everything from waiting tables to doing the cooking. The higher the price, the more often food is being fixed without the aid of a processor.

FOOD SERVICE COSTS

High-Quality Restaurant, per Meal	18 – 80 Cr
Medium-Quality Restaurant, per Meal	18 – 26 Cr
Low-Quality (Cafeteria), per Meal	2 – 20 Cr
Fast Food (Totally Synthesized)	1 – 7 Cr
Alcoholic Beverage, Night Club	2 – 25 Cr
Alcoholic Beverage, Corner Bar	1 – 6 Cr
Saurian Brandy, Liter	30 Cr
Antarian Brandy, Liter	15 Cr
Earth Scotch, Liter	35 Cr
Romulan Ale, Liter	100+ Cr

TRAVEL

Mass transit is the mode of travel on most planets, with monorail systems favored by the high-technology worlds. Transportation is provided on lower technology planets by the older-style taxis.

TRAVEL COSTS

Limousine, per km	2 Cr
Taxi, per km	1 Cr
Mass Transit, per km	.1 Cr

OTHER SERVICES

Other services are available by the thousands. Below are sample prices that might be expected on the average urbanized Federation planet.

MISCELLANEOUS SERVICE COSTS

Night Club Act	1 – 5 Cr
Play or Show	4 – 22 Cr
Movie Admission	2 – 7 Cr
Spican Flame Gems	10 – 50 Cr
Antarian Glow Water, 25 ml	10 Cr
Tribble	10 Cr

PAY

Not really part of equipping the trader character, this section does tie into the cost of goods, however. As the noted 20th-century economist C. Northcote Parkinson put it in his First Law, "Expenditures rise to meet the income", sometimes paraphrased as "You have to save up for these jobs."

DETERMINING PAY

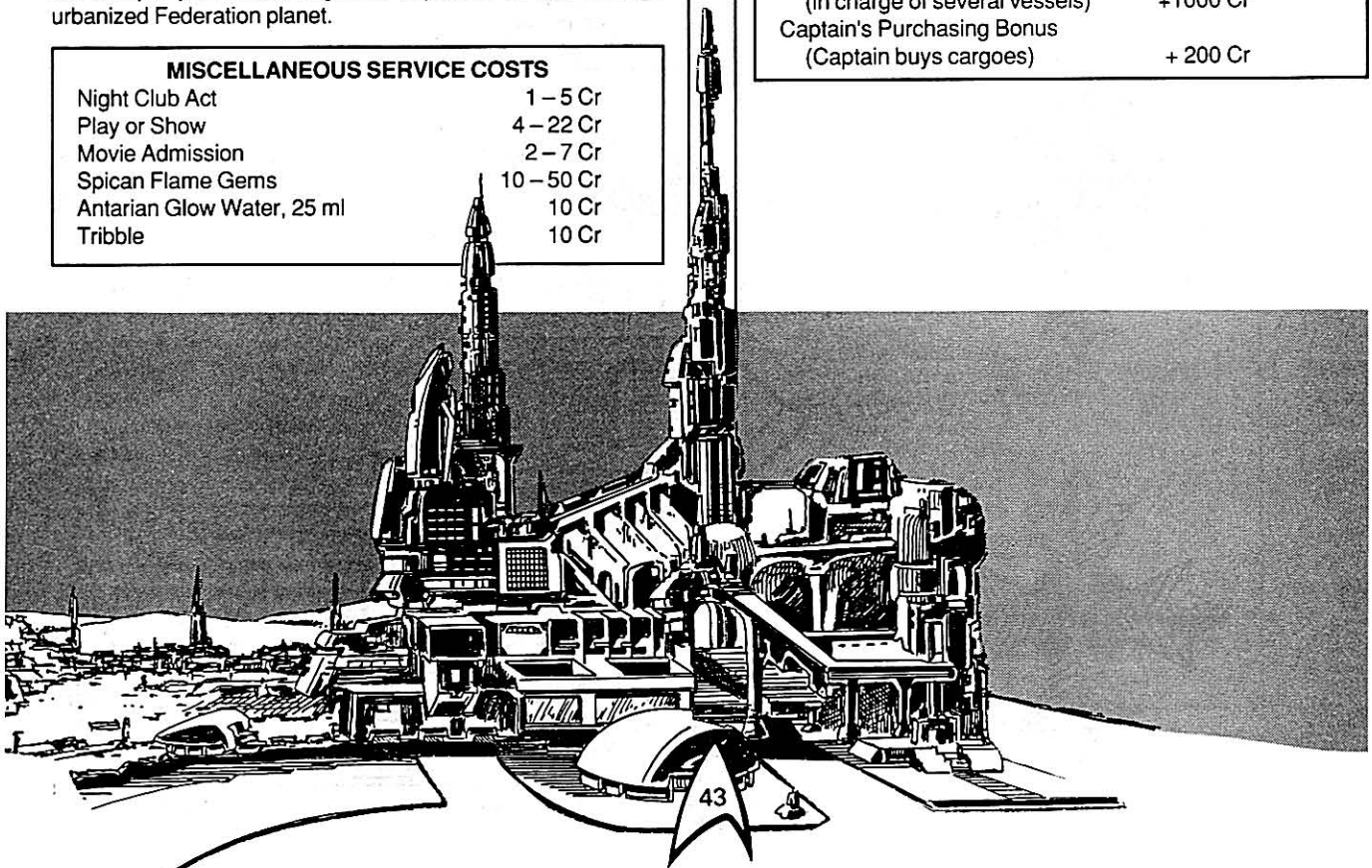
First, consult the table below to determine the base pay for the pay grade of the character. Then, apply any modifiers that pertain.

BASE PAY RATES FOR UFP/ITA PAY GRADES

Grade	Pay Per Month
Grade 0	125 Cr
Grade 1	150 Cr
Grade 2	200 Cr
Grade 3	400 Cr
Grade 4	600 Cr
Grade 5	700 Cr
Grade 6	800 Cr
Grade 7	1000 Cr
Grade 8	1200 Cr

MODIFIERS ADDING TO BASE PAY

Officers (Scientists, Watch Officers, Bridge Crew, Security Chief)	+ 300 Cr
Department Heads (Chief Engineer, Science Officer)	+ 400 Cr
Chief Medical Officer	+ 500 Cr
First Officer	+ 550 Cr
Captain	+ 600 Cr
Fleet Captain (in charge of several vessels)	+1000 Cr
Captain's Purchasing Bonus (Captain buys cargoes)	+ 200 Cr



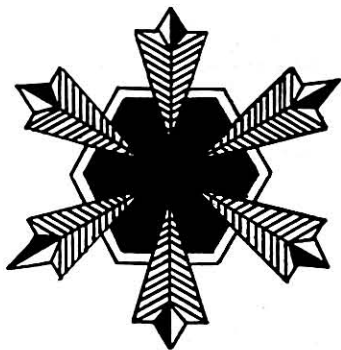
If Lucky Jordaine had taken that job as captain of a trading vessel for Rantura Shipping, he would have been paid 1400 Cr per month. His base pay would have been 600 Cr, because he is at Pay Grade 4. He would have had a 600 Cr modifier for his captaincy, and a 200 Cr bonus because he would select the cargoes.

STAR FLEET PAY

Although Star Fleet pay grades seem rather low in comparison to other possible incomes, the pay is actually quite reasonable. The Pay Grades given in the table are money paid in addition to the room and board for which characters would otherwise have to pay.

STAR FLEET PAY GRADES

Rank	Pay/month
Admiral	4800 Cr
Commodore	4000 Cr
Captain	3400 Cr
Commander	2800 Cr
Lieutenant Commander	2400 Cr
Lieutenant	2000 Cr
Lieutenant, junior grade	1800 Cr
Ensign	1600 Cr
Cadet or Midshipman	400 Cr
Chief Warrant Officer	1400 Cr
Warrant Officer	1300 Cr
Master Chief Petty Officer	1400 Cr
Senior Chief Petty Officer	1000 Cr
Chief Petty Officer	900 Cr
Petty Officer 1st Class	700 Cr
Petty Officer 2nd Class	600 Cr
Enlisted 1st Class	500 Cr
Enlisted 2nd Class	400 Cr
Recruit	400 Cr



Hazardous Duty Pay

Hazardous Duty Pay of an additional 20 percent above pay grade is paid to all serving aboard military vessels in active battle during wartime, border post personnel, special missions groups, and personnel serving aboard *Constitution* Class (earlier) or *Enterprise* Class (later) vessels at all times. This bonus may be paid for other hazardous duty assignments at the discretion of the gamemaster.

Retirement Pay

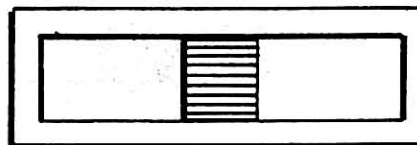
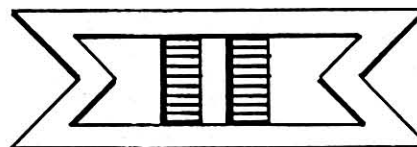
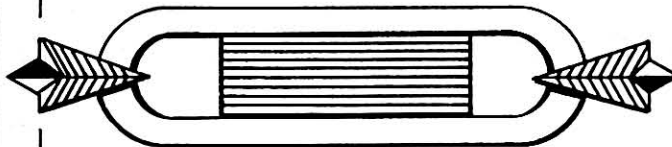
Retirement pay is one-half the last pay grade and is paid to personnel above the rank of Master Chief Petty Officer after 15 years or more of active service. One-fourth the last pay grade received is available to all petty officers after 15 years, or above Master Chief Petty Officer after 10 years.

Portside Pay

There are a large number of jobs available at many starports. Some are civic duties, while most are either heavy labor or odd jobs picked up here and there. All pay rates given here are per month, although they will probably not be paid once per month. If the job pays on the 15th and 30th, for example, divide the monthly pay by two. The list is provided for informational purposes, and might be useful to characters desiring to make a bribe.

PAY FOR PORTSIDE JOBS

Job	Pay/month
Bank Teller	950 Cr
Cab Driver	800 Cr
Cargo Handler	1550 Cr
Factory Labor	2400 Cr
News Reporter, Local	1800 Cr
Lab Technician	1550 Cr
Private Security Guard	100 Cr
Retail Clerk	800 Cr
Sanitation Worker	1150 Cr
Tourist Guide	1000 Cr
Waiter/Waitress	800 Cr
UFP/ITA Information Clerk	950 Cr



JUDGING TRADE

Once the trader characters have been created, it is time to put them to work. They have several options available to them, including hiring into a trading company or shipping line, going out solo, or teaming up with other characters and forming their own trading companies. Each of these options can present interesting game situations.

The solo trader can be role played, but is usually best used as an NPC. The solitary trader can be interesting, but has usually been trading for a long time. He may have built up enough capital to buy a starship, and can generally do as he pleases. If a player is playing this character, see the **Independent Trade** section for the systems and mechanics of trade operations.

Several player characters may want to team up together and form their own trading company or shipping line. It is possible to start a trader campaign in this fashion if the player characters pool their starting money to buy a ship and form their company. The **Independent Trade** section will also be useful for this type of campaign.

The final possibility is that the players will want to hire into a trading company or shipping line. This is the least risky way to get started in the universe of trading, but is generally not as profitable a method.

Name: SHUVINAALJIS WARP TECHNOLOGIES, INC.

UFPSC Symbol: Shvalj

Home Office Location: Shuridar, Vulcan

President/CEO: Sintar

Chartering Organization: Securities and Exchange Commission

Founding Date: 1/1209.9

Principal Divisions

Division Name: Shuvinaaljis Warp Drives

Division Head: Urden Victa

Chief Product: Warp Engine Construction

Division Name: Shuvinaaljis Developments

Division Head: Tirez

Chief Product: Long Range Shuttle Craft

Stock Profile: 1D50

Price/Date: 112.75 Cr on 2/2306.01

Dividend: 33.55 Cr

Balance Sheet, Year Ended: 2/2301

Cash:	Assets:	Liabilities:	Ratio:
489 BCr	5,689 BCr	345 BCr	16.48



CORPORATE TRADE

CREATING CORPORATIONS

In setting up the corporation for which the player characters will work, the gamemaster must decide several things. He needs to decide on the company's size, the player characters' positions in it, the territory that the company will cover, and the type of company it will be. Once he has done these things, he needs to create the details about the company, such as its name, the name of its president or CEO, the divisions it has, and the details of its financial situation. All of this information should be recorded on a Corporate Profile.

In the **Players' Book**, several example corporations are given. The gamemaster is urged to use these and those found in FASA's **The Triangle** and **The Triangle Campaign** supplements as examples. The universe is a large and profitable place, and the companies and corporations in that universe should reflect this fact.

Name: LEEPER-FELL UNIVERSAL, LTD.

UFPSC Symbol: LFUnv

Home Office Location: Tritium, Sol IV

President/CEO: Tristan Leeper II and Aurora Fell

Chartering Organization: Securities and Exchange Commission

Founding Date: 1/2703.04

Principal Divisions:

Division Name: Leeper-Fell Importations

Division Head: Federiko Comstock

Chief Product: Multi-System Commercial Imports

Division Name: Leeper-Fell Exportations

Division Head: B'rintrae

Chief Product: Multi-Systems Commercial Exports

Division Name: Leeper-Fell Engine Dynamics

Division Head: Dr. Tamara Uvanca

Chief Product: Warp Engine Components

Division Name: Leeper-Fell Shielding

Division Head: Dr. Randolph Merriweather III

Chief Product: Force-Field Defense Systems

Division Name: Leeper-Fell Terraforming

Division Head: Dr. Sara Undara

Chief Product: Planetary Terraforming

Stock Profile: 1C24

Price/Date: 39.75 Cr on 2/2306.01

Dividend: None

Balance Sheet, Year Ending: 2/2301

Cash:	Assets:	Liabilities:	Ratio:
92 MCr	889 BCr	212 BCr	4.17



Size

The first decision the gamemaster must make is just how large the company will be, and where the player characters will fit into it. If the characters are supposed to be small cogs in the corporate machine, the company will have to be a large one. If, on the other hand, the characters are designed to be important, the company can be fairly small. This decision is a purely personal one and will reflect the impact the characters have on the company as a whole and the relative power they have in the organization.

Type

The second thing the gamemaster will have to decide is just what the company will be. Although trading companies and shipping lines have similar functions, they are actually quite different. Obviously, both move cargo from one place to another. Both use people and starships to move that cargo. And both make a profit from that cargo movement. But that is where the similarities end.

A trading company buys and sells cargos to make a profit, whereas a shipping company simply hauls other people's cargos from one place to another for a fee. This seems like a small distinction, but the difference is very important. Of the two, trading companies stand the best chance of making huge profits, but they also stand the best chance of going bankrupt. Shipping lines, on the other hand, do not yield huge profits, but have the advantage of stability.

Territory Covered

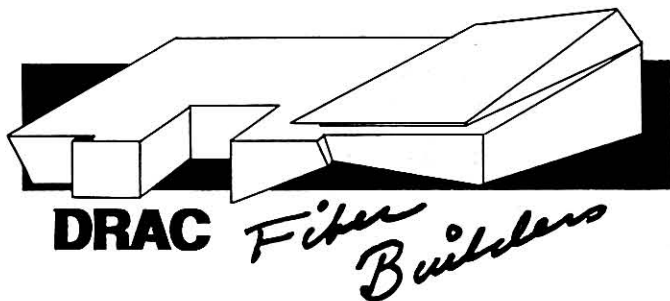
If the corporation is a trading company, it will have to cover more territory than if it is a shipping line. This territory can either be mapped out (see **Adventure Preparation**) or may be placed within a previously prepared area such as The Triangle.

Corporate Data

Once the territory, size, and general nature of the company has been decided, the other data may be created and filled in (see the **Corporation Profile Form**). The company's name should be decided upon and written into the form. Stock profile information, including the UFPSE Symbol, Stock Profile, and price and dividend can be left blank for now; see **Judging Finance And Investments**, p. 104.

Most of the rest of the information on the form is "made-up" information. The gamemaster should fill in the location of the home office, the Chief Executive Officer (CEO) or President's name, chartering Organization (Federation, Affiliation of Outer Free Worlds, etc.), and the date that the corporation was founded.

If the company has any smaller subsidiaries, the names of these subsidiaries and the person who heads them up should be written into the spaces labeled Division Name and Division Head. The division's chief product or service (such as inter-world shipping) should be written into the space labeled Chief Product. There may often be two or more divisions to a corporation, and all of these should be recorded. The gamemaster is urged to be as creative as possible when designing these divisions.



Balance Sheet

The last piece of information to fill in is the balance sheet. This has four columns, labeled Cash, Assets, Liabilities, and Ratio. *Cash* simply refers to the cash on hand for a given year. Obviously, the larger the company, the larger the amount of cash on hand. These numbers are usually given in MCr (Mega-Credits or millions of Credits). If the gamemaster wishes the company to be a large and prosperous one, this number may be over 100 MCr. If it is a smaller, less profitable company, the number may be less than 10 MCr. The actual amount may be generated in any fashion that the gamemaster wishes.

The second column, *Assets*, is the amount of property that the company owns, and also includes the cash on hand from the previous column. If the company is a trading or shipping company, this number should always be larger than the total value of any ships owned.

The third column, *Liabilities*, represents the amount of debt that the company owes. The fourth column, *Ratio*, is the Assets divided by the Liabilities. If this number is larger than 1, the company is doing well, while if the number is less than 1, the company is actually spending more money than it has. Incidentally, this is not an uncommon condition if it does not last very long. If the Ratio stays below 1 for very long, however, the company could be in deep trouble. Likewise, the larger the Ratio, the better the company is doing.

The gamemaster should select these numbers to reflect what he wants the company to be. If he wants it to be large and thriving, the Cash and Assets should be rather large, and the Ratio higher than 1. (This means that the Assets should be larger than the Liabilities.) If the company is to be small and in trouble, the Cash and Assets should be lower, and the Ratio less than 1.

The Business Summary is the last item in the Profile. This is simply a brief description of what the company is and what it does. This summary can be as simple or as complex as the gamemaster desires.

RUNNING THE CORPORATE BUREAUCRACY

Once the characters are established in a corporate setting, they will have to justify their existence within that company. If the player characters are employed by a small trading company, they will simply be expected to transport the cargoes that the company's buyers have purchased to pre-arranged destinations. If the company is a small one, they will be supplied with a ship and starting capital, and will be expected to show a profit for their ship every month, but will be on their own. In this case, see **Independent Trade**, p. 49. All proceeds will be turned over to the company, and the traders will be paid a monthly salary. If the characters have to make all the arrangements, they will usually be paid more than if they are simply starship drivers.

Life is actually easier for the employees of a shipping line. These characters simply deliver the assigned cargo to the pre-arranged destination, and then check in with their local representative to find out where the next cargo is to be picked up. In a large shipping company, there may actually be a local office for that company at the spaceport, while smaller companies will contract with special brokers who will set up cargoes to be shipped. Shipping companies will always try to have the ship's hold full if at all possible.

HIRING

More often than not, the characters will start the campaign as company employees already. There are times when a group of characters will want to move from one company to another, and sometimes the gamemaster will need to add a character to the campaign. This is where corporate hiring comes in.

When a job opening appears, companies have many ways of finding someone to fill that opening. Often, job openings will be advertised. Another source for employees is through the UFP/ITA. If the player characters are all looking for employment, they should check in both of these places.

Obviously, if all the characters are not hired by the company and placed on the same ship, there will be no campaign. This does not mean that the gamemaster cannot make it look as if one or more of the characters will not be hired. There will always be more people applying for a given job than will be hired. Even after the characters are employed, the people who missed out may decide to wreak vengeance upon the "guys that stole our jobs".

The actual process of hiring the characters requires a great deal of roleplaying. Because the player characters must be hired, no die rolling is required, as that would imply that one or more of the characters might not be hired. When actually hiring a character, the gamemaster may want to take on the role of the corporate personnel officer. If so, he should ask questions about the character's past and the character's reasons for wanting the job.

Further into the campaign, a situation may arise in which one extra character—player or non-player—will have to be hired. If the character is another player character, he can be hired using the above process, and then assigned to the other players' ship. Having one or more of the player characters do the interviewing for a new position with the company is another interesting possibility. This should be used very sparingly. Turning the tables on the characters can be provocative once in a while, but, like anything else, gets boring if used too often.

PAY AND BENEFITS

Obviously, whenever a character, player or otherwise, performs a job for someone, he will expect to be paid for his time and efforts. The amount of pay for any given job is based on the character's skills in his specialty, and upon how highly that character is placed in the company. Also, some specialties will give certain bonuses to the character's salary.

The UFP/ITA has set up a pay schedule based upon a scale of eight Pay Grades, based in turn on skill ratings in one or more skills in the character's specialty. A full explanation of these levels is given in the **Equipping The Trader Character** chapter. The pay per grade is summarized here:

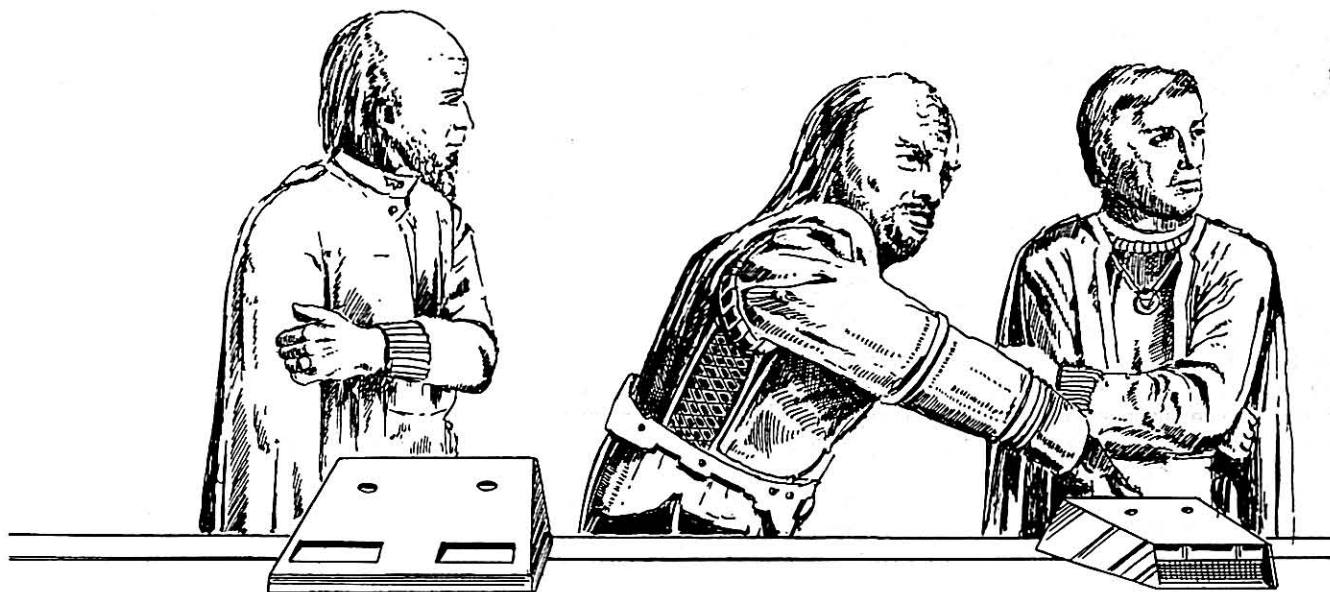
Pay Grade	PAY RATES PER GRADE		Pay Per Month
	Skill Rating Specialty	Directive Skill	
Grade 0	0	N/A	125 Cr
Grade 1	1 – 4	N/A	150 Cr
Grade 2	5 – 9	N/A	200 Cr
Grade 3	10 – 19	N/A	400 Cr
Grade 4	20 – 29	N/A	600 Cr
Grade 5	30 – 39	N/A	700 Cr
Grade 6	40 – 59	10 – 14	800 Cr
Grade 7	60 – 79	15 – 24	1000 Cr
Grade 8	Above 79	Above 24	1200 Cr

These are just the bases upon which the salaries are built. There are numerous modifiers to the salary, dependent upon the position that the character holds. The owner of the trade operation may pay any amount of salary he wishes, as long as it is higher than the pay grades listed above. These salaries are considered to be "Benefits Provided", which means that room and board are provided in addition to the salary paid. Otherwise the Pay Grades would be much higher.

Pay raises are always possible, and are usually given on an annual basis, depending on job performance. The standard amount usually given is 5 percent per year, effective on the employee's anniversary date. Again, the gamemaster, acting as the characters' employer, may wish to reward some action or particularly excellent service by giving a larger pay raise. This is quite acceptable, but the gamemaster is urged not to get too carried away. The characters should always see a larger than usual pay raise as a reward, and not something to be expected every year. See **Promotions And Recognition Of Effort**.

Many private vessels and trading companies pay year-end bonuses to the crewmembers, based on years of experience and service. These are usually paid at the end of the corporate year. The amounts vary, but a typical bonus would be one-tenth the monthly pay multiplied by the years served. Thus, a Grade 3 ship's officer (monthly salary 700 Cr) who had served six years could receive a bonus of 420 Cr (700 Cr x .1 x 6 = 420 Cr).

The last benefit that may be provided is a profit-sharing bonus, or commission. In these cases, the traders are awarded a bonus based on the profit that their ship turned in. This only applies if the characters are acting as buyers for a trading company. The amount of the bonus will also vary, but a bonus of from one to five percent of the profits is not uncommon. This may be paid on either a monthly or yearly basis.



CORPORATE SUPERVISORS

Getting hired is simply the first hurdle that the characters will have to endure in the corporate universe. The primary disadvantage of working for someone else is that one has to work for *someone else!* More often than not, the relationship with one's supervisor is a pleasant one. Many supervisors and their employees are good friends. This is not always the case, however, and the conflict between employee and boss can lead to interesting game situations.

If the boss simply does not like a character, there has to be some reason why that character is still employed. Obviously, if the supervisor does not like an employee, he would prefer to simply fire that employee, and have one less headache further along. If the employee is to remain employed (and he will have to remain so if he is one character among many in the game), some factor must be working in his favor. Most of the time, the supervisor's boss will like the character a great deal, or possibly owe that character favors for past actions. Perhaps the character saved the shipping line's owner's life, and the owner gave him a job in return. Or perhaps the character swung a big business deal to his new employer, and in so doing, either rescued the company from bankruptcy or caused it to double its size. Maybe one of the characters is the owner's nephew's brother-in-law. The gamemaster should feel free to create any rationalization to keep the character employed.

Thus, although the character is safe from being fired, the supervisor can, and usually will, take it out on the character in other ways. This hostility, which may tend to overflow onto the other characters as well, could be anything from being issued inferior equipment to receiving the worst runs in the fleet. Again, the gamemaster should be creative in setting up the results of this feud between supervisor and employee.

One thing that the gamemaster should keep in mind in all this is scale. A roaring, double-barreled feud between boss and employee will not and should not go on for any real length of time. After two or three lengthy scenarios, the problem should be resolved in some fashion or another. The employee could be given a promotion or transfer, assuming that the promotion did not adversely affect the campaign. Or perhaps the supervisor may be transferred to another department where his hostility would not interfere with the

trade operation. Of course, this would let the employee off the hook, and possibly put another character on the hook with their new supervisor. The gamemaster is urged not to get too carried away by this vicious cycle. Depending on one plot device to create excitement tends to burn the players out.

If the feud between supervisor and employee is not as severe, the situation can be allowed to continue for a much longer period of time. The gamemaster should remember that, as far as the NPCs in the game are concerned, anything that interferes too severely with the smooth operation of the company should not be allowed to continue. The gamemaster is urged to place himself in the company owner's position, and ask himself whether or not the company is suffering.

These are not, of course, the only possibilities. The character's boss does not need to be hostile to the characters to create conflict. One idea is that the character's boss is an incompetent fool who can not really do anything right, but always seems to be in the right place at the right time. This type of supervisor may even take the credit for any of the character's actions that go right, while passing on any blame for those that do not. This can be very frustrating for the characters, and can give the players a long-term goal.

Another type of supervisor is the type who always keeps his employees from distinguishing themselves. Perhaps he always seem to pull them off the job whenever they are close to a particularly good deal. He might even assign the characters to a territory that has not been profitable in years. Of course, if the characters manage to make the area profitable, he had it planned that way all along (and may even pull them out of the territory before the profits actually start rolling in!).

Yet another possibility is the supervisor who is always right! This type can be just as infuriating, and will lead to the characters always trying to best him. Of course, they can never *quite* manage to beat him, since he always seems to stay one step ahead of them!

These are just a few ideas of the type of subplots that are not crucial to the scenarios, but go a long way toward cementing a series of adventures into a solid, long-running campaign. Subplots provide a continuity to a campaign that might otherwise be just a "Buy-Here, Sell-There" campaign.

PROMOTIONS AND RECOGNITION OF EFFORT

In most businesses, when an employee performs his job as well or better than the job requires, that employee will usually be rewarded. The same is true in a trading company or shipping line. If the characters pull off a spectacular deal, make a shipping run in record time, or pull the ship out of a situation that could have resulted in its destruction, the characters deserve a reward. In many cases, the reward will be in the form of a cash bonus, but may result in the promotion of one or more of the characters.

Promotion is one of the carrots that the gamemaster should dangle before the characters in order to keep them moving in a certain direction, though this should not be used too often. Receiving too many rewards will tend to reduce their desirability. Likewise, if the characters are constantly promised great things and yet have them yanked from their grasp, most players will decide that the effort is not worth the trouble and stop trying.

The gamemaster should also remember that although promotion would usually be desirable for the character who is being offered the promotion, that promotion may not be desirable for the continuation of the campaign. If a promotion is withheld in order to keep the campaign running smoothly, the character who lost the promotion should be rewarded in some other fashion, or at least shown immediately that greater things are in store for him in his current capacity.

Rewards need not always be monetary. Remember that, in most cases, the characters have all their room and board paid, and their pay check is either being spent on shore leaves or being put into savings. In either case, a few extra credits will have little meaning. One option is to present the characters with some tangible reward. Having the characters' rattle-trap ship replaced by the shipping line's newest, sleekest vessel will usually put a gleam into most characters' eyes. Even just replacing a piece of equipment will be a welcome reward.

Another option is vacation time. Giving the characters two or three weeks away from the rat race of interstellar trading can be worth three or four cash bonuses. The gamemaster should note that those vacations can also come in handy for that little scenario that has been sitting on the shelf just waiting for a group of traders who are already bored on the second day of their vacation.

INDEPENDENT TRADE

INDEPENDENT TRADERS

If several characters decide to team up, pool their money to purchase a ship, and form their own trading company, this section will guide them step-by-step.

JUDGING SHIP PURCHASES

If using the systems in this section, the gamemaster is urged to make starship purchasing an adventure in itself. After all, the characters will likely only buy one ship in the course of the campaign. There are many possibilities for scenarios and encounters that could arise from this purchase.

For example, the broker may skip out on the deal and the ship be gone when the characters arrive (or perhaps never even have been there in the first place). Perhaps the ship was previously owned by the proverbial "little old lady from Pasadena, who only used it once a month". In such a case, the ship can either be in perfect condition, despite being 20 years old, or maybe it was really pushed to the limits every time used. Perhaps there is even a stash of money hidden in it somewhere, and that hiding place will only show up months after the deal is closed and the characters are a long way from the original owner.

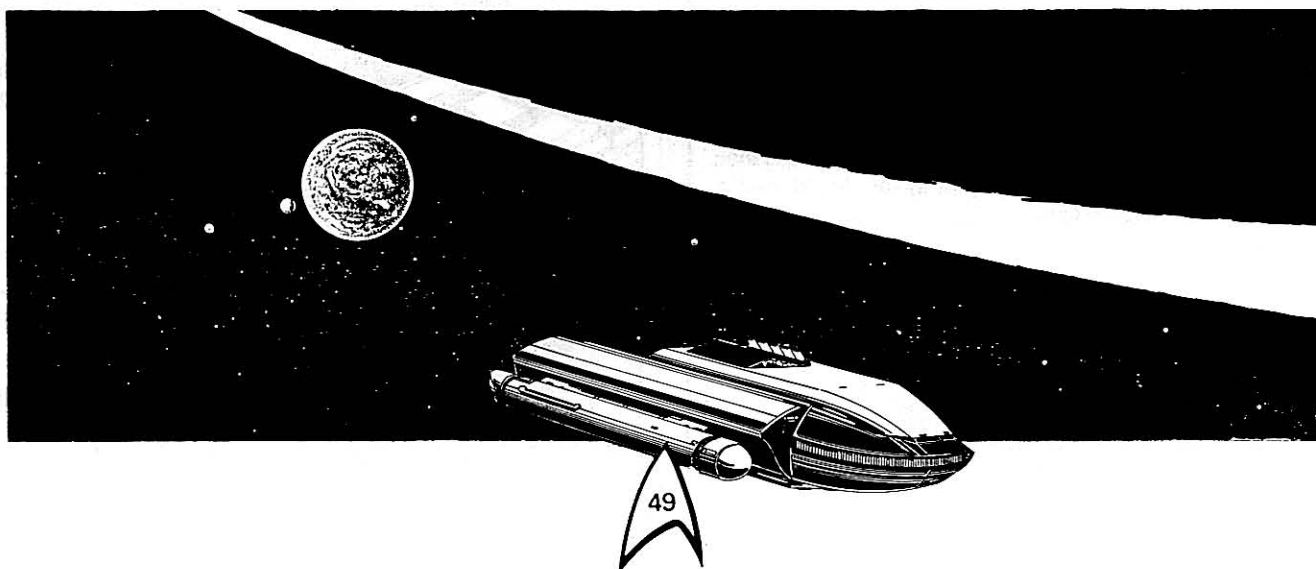
The adventure possibilities with ship purchasing are as endless as many other situations. Use your imagination!

THE CONFIDENCE FACTOR

Each starship will have a value that indicates just how reliable the vessel is; this value is the *Confidence Factor* or CF. The CF is a number from 1 to 100 expressed as a percentage. A CF of 99 indicates that the ship is in almost perfect condition, whereas a CF of 15 means that the vessel is in such poor shape that it could fall apart at any moment!

There will be times in a campaign when the gamemaster will use the ship's CF as a target for a Saving Roll, such as to find out whether or not the ship will break down in transit. The players will not know the CF value of their vessel, except in general terms (i.e., the ship is in very good condition at this time).

The CF of a ship depends on its age and on the care and maintenance that have been given it. It also depends on the care the manufacturer put into making it.



FINDING A SHIP

An independent trade operation is dependent upon the trade ship. After all, the characters will have a difficult time transferring cargos between planets without one. Finding a starship to buy is not very difficult. The prospective buyer will find a large number of used starships available for varying amounts of money. In addition to this, new ships may be purchased at almost any large spaceport within the Federation boundaries.

If the characters are not very choosy, they will usually be able to find some sort of ship for sale nearby. If they are looking for a particular type of ship, however, they will require the services of a ship broker. These people usually have a large number of contacts, and can often find just the ship that the characters are seeking. That does not mean that the ship will necessarily be in good shape, or that the ship is nearby. The actual chance that a given ship will be available depends both on the size of the spaceport and the production run for the ship in question. Obviously, a ship class that contained over a thousand ships will be easier to find than a one-of-a-kind starship.

Determining Availability

There are two ways of determining the availability of ships. Either way may be used, but determining which to use is a decision that *both* gamemaster and players face. If the players have in mind a certain ship, they will use one system. If the players are just going to purchase a ship at their local spaceport or a large spaceport within easy reach, another system is used.

In the first system, the gamemaster must know about the ship class that interests the players, because the availability of a ship of that class depends on the number of ships built. Then, the gamemaster must know about the general area of search, particularly the planets that have spaceports where the ship might be found. Finally, using the system below, the gamemaster can determine if and where it will be found.

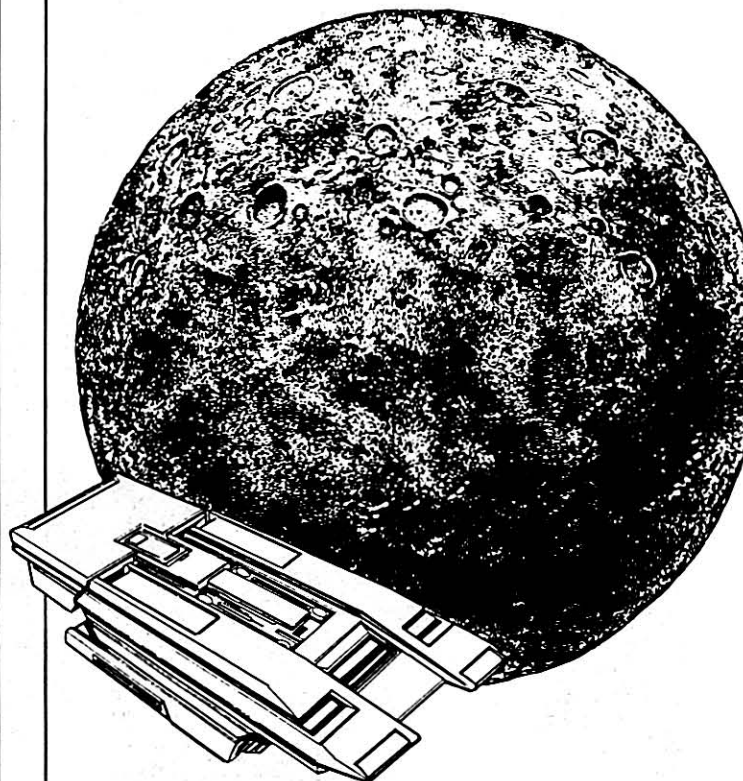
In the second system, there is no need to determine the availability of any particular ship, because the gamemaster will decide which ships are present and for sale. Even so, the first system could be of use to spark the gamemaster's imagination, providing him with a concrete rationale for having some ships present and others not. It will also allow him to provide the rare jewel, a ship that one would normally not expect to find for sale—certainly a temptation for the player characters.

The chance of finding a ship, along with the modifiers to that availability, are given in the Starship Availability Table. To use the table, first decide how many ships of the type the characters want have been constructed. Then determine the size of the spaceport and the planet where the characters are searching, for these will modify the availability. Adjust the availability for the various modifiers and roll percentile dice. If the roll is the same as or less than the adjusted availability, the ship may be found in the spaceport under investigation.

STARSHIP AVAILABILITY

Number Built	Availability
Fewer than 50	None
50 – 100	5%
101 – 300	10%
301 – 600	15%
601 – 1000	25%
1001 – 1500	35%
1500 or more	50%
Modifiers to Availability	
Large Spaceport	+ 5%
Medium Spaceport	+ 0%
Small Spaceport	- 5%
Primitive Spaceport	- 15%
No Spaceport	No Chance
Population Rating A	+ 2%
Major Race Homeworld	+ 2%
Major Shipyard Present	+ 10%

The availability, although it can be rolled, should be determined by the gamemaster. If the gamemaster wishes the players to have a particular ship, the actual availability should be very unimportant. Furthermore, just because the dice indicate that a ship *is* available, the gamemaster should choose how accessible the ship is to the players. After all, if a broker has been hired, he is not only looking locally for the ship the characters want, and the ship he finds may not be on the same planet as the characters. Making the characters go after their ship can be an adventure in itself if the gamemaster so wishes.



DETERMINING SPACEPORT SIZE

There are four classes of spaceports, based on size. These are: *Large (L)*, *Medium (M)*, *Small (S)*, and *Primitive (P)*. Usually the class is given as a single letter when the spaceport is referred to in a supplement such as **The Triangle**. The letter code used if no spaceport is present is X.

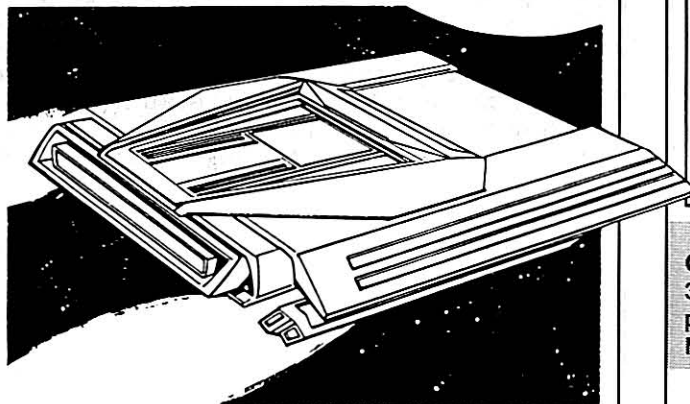
When a gamemaster is creating the details for a world, he should either select the spaceport class or randomly determine it from the table below. To use the table, roll 1D10 and apply the modifiers, which depend largely on the population rating of the world (see the section on **PTP Codes**). Cross-index the result on the table to determine the spaceport class.

SPACEPORT SIZE	
Modified Die Roll	Spaceport Size
1 or less	None (X)
2 to 3	Primitive (P)
4 to 6	Small (S)
7 to 9	Medium (M)
10 or more	Large (L)
Modifiers To Die Roll	
Population Rating X	-2
Population Rating D or E	-1
Population Rating C	+0
Population Rating B	+1
Population Rating A	+2
Major Race Homeworld	+1

Securing The Ship

If the characters are themselves searching for a ship to buy, they will have a difficult time unless they want to choose from a selection on hand. Usually, if they have a ship in mind, they will have hired a broker to do the legwork for them. The broker does not own any ships at all. He merely acts as an agent, bringing together buyer and seller.

If a ship broker locates a ship that the characters wish to buy, they will have to pay a brokerage fee. This is usually 5 percent of the selling price of the ship and is paid to the broker before he tells them of the ship's location. This fee includes both the broker's commission and a deposit on the ship. Paying this fee guarantees (usually) that the ship will still be there when the characters arrive.



DETERMINING SELLING PRICE

The selling price of a ship depends on its original price, its age, and its CF. It also depends on just who is selling the ship and how quickly that person wants to conclude the sale.

New Ship Selling Price

The first consideration in determining the sale price of any ship is how much it cost when new. The table below gives the selling price of several of the more popular Ship Classes usually available for sale to independent merchants. The new price for other ships can be calculated from the figures given in the second edition of FASA's **Ship Construction Manual**.

NEW STARSHIP PRICES

Ship Type	Price
Zeus	17.67 MCr
Chameleon	6.67 MCr
Mission	12.7 MCr
Nilron MK I	125.9 MCr
Nilron MK II	150.9 MCr
Argon MK I	19.2 MCr
Argon MK II	21.7 MCr
Monarch	312.6 MCr
Lotus Flower	375.36 MCr
Liberty MkI	344.0 MCr
Liberty Mk III	472.4 MCr
Mokal Mk I	649.8 MCr
Mokal Mk II	774.3 MCr
Baka 'Re A	2860 MCr
Baka 'Re B	5456 MCr

There will be a discount on the selling price of a new ship, depending on the number made. This reflects that the cost of tooling up for production may be spread over a greater number of ships rather than concentrated in a few. Furthermore, a company that is selling a ship in volume may still make substantial profits with a lower margin simply because of the total number sold, whereas a company that sells only a few of a ship design must make all its profit on those few ships. The table below gives the discounts for new ships of various production figures.

NEW STARSHIP DISCOUNTS

Number Built	Discount
Fewer than 50	None
50 to 100	1%
101 to 300	2%
301 to 600	4%
601 to 1000	6%
1001 to 1500	8%
1500 or more	10%

For example, if the price as calculated from the **Ship Construction Manual** is 50 MCr and the class contains 357 ships, the discount is 4 percent. Thus, the actual sale price of any new ship in that class is 50 MCr minus 2 MCr ($50 \text{ MCr} \times .04 = 2$), or 48,000,000 Cr.

It is not common for player characters to have enough money to buy a new ship. If they *are* able to do so, they must go to the shipyard that built the ship to get the discount given above. There are times when a new ship will be found for sale some distance from the shipyard that built it. The sale price for such ships will not only be the full selling price as given by the **Ship Construction Manual** but also may have transportation charges added, which may be substantial.

Determining Age And Base CF

The factor that has the largest bearing on the actual selling price of a used starship is just exactly who is selling it. If the seller is a merchant prince selling because he wants to upgrade to a new, better-equipped, or larger vessel, the ship is likely to be newer, in better condition, and *cost more* than if the seller is a grizzled prospector looking for one last grub stake. In between would be the financial institution that took the ship in trade on another vessel.

The table below gives the age and CF of used ships as a function of their seller. To use the table, determine the seller, which may be done randomly with the dice roll indicated. Then, determine the ship's age and Base CF from the table, rolling dice as necessary.

STARSHIP SELLER TABLE			
D10 Roll	Supplier	Ship's Age	Base CF
1-5	Merchant Prince	5 + 1D10 yrs	80%+1D10
6-8	Financing Institution	10 + 1D10 yrs	60%+ 1D10
9-10	Down-and-Out Trader	15 + 2D10 yrs	40%+ 2D10

Adjusting CF For Age

The age of the ship will also affect its CF. For every ten full years of age, roll 1D10 and subtract the result from the CF. Thus, a ship that is less than ten years old will not suffer from its age and one that is less than 20 years old will have its CF reduced by 1 to 10 percent.

Continuing our example, we will see how the seller affects the age and Base CF for a ship originally costing 48,000,000 Cr. First, the gamemaster rolls to find out who owned the ship previously. A roll of 4 tells us that the ship was owned by a Merchant Prince, and is both fairly new and in fairly good shape. The gamemaster then rolls 1D10, getting a 6. He adds this to 5 years and determines that the ship is 11 years old. Next, he rolls 1D10, getting a 4; he adds this to 80 percent and determines that the ship's Base CF is 84 percent.

Adjusting the Base CF for the ship's age, the gamemaster rolls 1D10 because the ship is eleven years old. (If it had been two years younger, he would not have rolled at all.) The roll is a 7, which is subtracted from the Base CF of 84 percent to give a CF of 77 percent.

Determining Blue Book Value And Price

The older a ship is, the less it is worth. The Blue Book Value of the ship (the name being a holdover from the days of ground vehicle sales) is the percentage of the original price of the ship when it was new. To determine the Blue Book Value of the ship, consult the table below. Find the ship's age in the left-hand column and the Blue Book Value in the right-hand column.

BLUE BOOK VALUE TABLE	
Age of Ship	% of New Price
Less than 5 years	90%
6-10 years	80%
11-15 years	70%
16-20 years	60%
21-25 years	50%
26-30 years	40%
31-35 years	35%
36-40 years	30%
41-45 years	25%
46 years and older	20%

The Blue Book Value is an indication of the *average* amount that the seller might ask. To find that amount, called the Blue Book Price, multiply the Blue Book Value by the original selling price. The Blue Book Price does not take into account the condition of the vessel nor any special circumstances surrounding the sale, including urgency.

Adjusting Price For Ship's Condition

The poorer a ship's condition, the less the seller can ask. To adjust the Blue Book Price for the ship's condition, subtract 1 percent of the price when new for each 5 percent of CF lost. Subtract the ship's CF from 100 percent and then divide the result by 5, rounding down. This will tell the amount that the Blue Book Value must be adjusted for the ship's condition.

Usually the calculation is made all in one step, and the Blue Book Value is adjusted before the price is determined. The Blue Book Price is only useful as a beginning from which the gamemaster may dicker with the players over price, if he desires. The gamemaster would quote the Blue Book Price, and the players would counter with the defects they found in the ship. The gamemaster would lower his asking price accordingly, most likely until the adjusted Blue Book Price was reached.

In any case, the final asking price should be fixed 1 to 3 MCr above or below the adjusted Blue Book Price, just so that the players cannot determine the CF of the ship exactly. The circumstances surrounding the sale will help determine how much to adjust the price in this way. If the grizzled prospector really needed money badly, the price might be quite a bit lower than one would expect. If the merchant prince really did not want to sell very badly, the price might be a bit higher than reasonable. The gamemaster should be creative about the circumstances surrounding the sale, and drop hints to the players through role-play that might help them determine if they are getting a bargain or not.

In our example, the ship is eleven years old, and so its Blue Book Value is 70 percent of its original price new. Multiplying this by the original price of 48 MCr gives a Blue Book Price of 33.6 MCr, or 33,600,000 Cr.

Then, the gamemaster subtracts the CF of 77 from 100, finding that the ship's general state of repair will reduce the ship by another 4 percent ($100 - 77 = 23$; 23 divided by 5 = 4.6, rounded down to 4 percent). Subtracting 4 percent from the Blue Book Value of 70 percent, the gamemaster determines that the actual selling price should be about 66 percent of 48 MCr, or 31,680,000 Cr. Just to keep the players on their toes, he decides that the seller is going to ask 33,000,000 Credits for the ship.

Setting The Final Purchase Price

If the characters decide the price is too high, they may try to haggle the price down somewhat, using their skill in *Negotiation* and *Trade And Commerce*. The negotiating player character should make a skill roll against his average rating in these skills. If the roll is unsuccessful, the price remains the same. At the gamemaster's option, a roll of 00 could indicate that the seller is offended and refuses to sell to the characters. If the roll is successful, the purchase price may be reduced by another 1 to 5 percent. To determine the price reduction, roll 1D10 and divide it by 2. This skill roll may be tried only once.

The players check out the ship, successfully making not only the skill roll that gives them detailed information about



Spotting A Bargain

Once the asking price is fixed, the players may examine the ship to see if it is worth the price asked. A starship with a low CF may have some sub-systems damage (see *The Confidence Level and Combat Damage*, p. 54). The only restriction on sale of a damaged ship is that the UFP/ITA requires that the warp engines be balanced before the ship is sold. There may, however, be some damage to the warp or impulse engines, weapons, deflectors, or superstructure. The player characters would be able to notice the damage or wear that gives the ship its CF, but they should not know the actual value. It would be fair to require a Skill Roll against the rating in *Astronautics* for the characters to get actual hard data about what is wrong with the ship.

After the examination, the gamemaster should make a secret Skill Roll for the group against the highest Skill Rating in *Value Estimation* of the group examining the ship. If one of the examining group has a Skill Rating of 20 or more in *Astronautics*, a +10 modifier may be applied to the *Value Estimation* rating before the roll. If the skill roll is successful, the gamemaster should tell the players whether or not the ship is worth the asking price. If the roll is a failure, the gamemaster should make a bargain seem like an outrageous price and vice versa.

the status of the ship's repair, but also the skill roll that allows them to estimate its value. The gamemaster tells them that the ship is slightly overpriced, but not too much. The characters decide to try to "haggle" the price down, and the leader of the party makes a successful Skill Roll against the average of his ratings in *Trade and Commerce* and *Negotiation/Diplomacy*. The gamemaster rolls 1D10 and gets a 5, divides by 2, and rounds down to 2. He lowers the selling price by 2 percent ($33,000,000 \text{ Cr} \times 2\% = 660,000 \text{ Cr}$). This makes the final selling price 32,340,000 Cr.

FINANCING AND PURCHASING THE SHIP

Once the players find the ship of their dreams, they must then come up with the money to buy it. Of course, if the characters already have enough to buy the ship, they may go straight to the following section on *Starship Registration*. If not, financial aid is always available to good risks.

Loans and Notes

There are two different types of loans available to characters: Federation Sponsored and Un-sponsored loans. In either case, the lending institution will require that the ship itself be used as collateral for the loan. Collateral is simply the object that insures that the bank will receive the money that it loaned. If the loan cannot be repaid for any reason, the bank will seize the collateral, and will sell it to recover as much of the amount lent as possible.

THE CONFIDENCE LEVEL AND COMBAT DAMAGE

The gamemaster may wish to incorporate starship combat into the trader campaign, though only in passing, for most merchant vessels are ill-equipped to handle such activities. Use the rules given for starship combat found in **STAR TREK Starship Combat Simulator Game**. Whenever damage is taken by the merchant ship, its Confidence Factor is reduced.

REDUCING THE CF FOR DAMAGE

For every point of superstructure damage or damage to a warp engine taken in combat, the CF is reduced by 2 percent. Each point of damage to the impulse engine or to a weapon system or shield generator reduces the CF by 1 percent. Thus, if a ship entered starship combat with a CF of 75 percent, and takes 3 points of damage to its superstructure, the CF will be 69 percent at the end of the combat.

SHIP REPAIRS

During starship combat, the Chief Engineer has the option to attempt to repair the engines. After the starship combat is over, that character must make a Skill Roll against his rating in *Astronautics*. If the roll is successful, those repairs remain good and will hold up. If not, the repairs were temporary bypasses and jury-rigging. Those points are lost again, but may be repaired permanently.

The Chief Engineer may attempt to repair one sub-system per hour. One sub-system is defined as one weapon or shield generator, or one point of warp or impulse power. Superstructure damage can never be repaired in the field, but must be done at a repair facility.

Non-Warp Subsystems

At the end of each hour that repairs are attempted to anything except warp engines, the Chief Engineer may make a Skill Roll against his rating in *Astronautics*. If the roll succeeds, the subsystem is repaired, and the CF is increased by 1 percent. If the roll is missed by 10 or less, damage to that subsystem is more extensive than first thought, and the process must be repeated. If the roll was missed completely, the subsystem is irreparable, and must be repaired at a repair facility. Thus, several hours may be spent trying to repair a subsystem, only to find that it is damaged beyond repair.

Unbalanced Warp Engines

Repairs to the shields, weapons, and impulse engines may be made while the ship is under way, but warp engines must be shut down while being repaired. Running at warp speed while the engines are unbalanced, with one engine producing more power than the other, is very dangerous. The starship's computers are able to control the reactions for a short time, but cannot handle the strain forever. When that control is lost, the ship could very well vaporize in a matter/antimatter explosion.

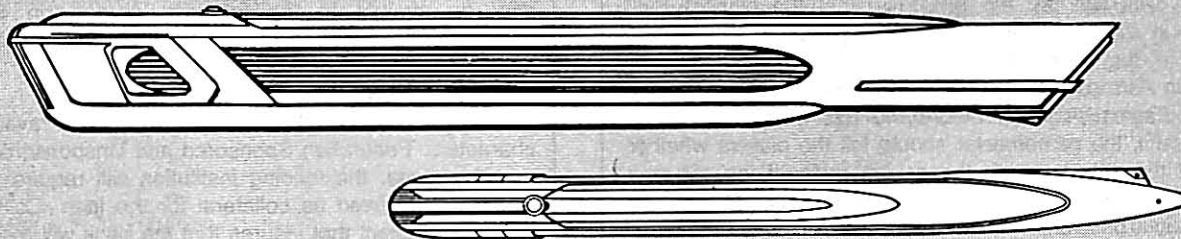
For every hour that the engines are run while unbalanced, the gamemaster must make a Saving Roll against the ship's current CF. If the roll is successful, nothing happens. If the roll fails, however, the Chief Engineer must make a Skill Roll against his rating in *Warp Engine Technology*. If that roll is successful, the ship is dead in space and will have to be towed into a port for extensive repairs. If the engineer's attempt fails, the ship explodes. It makes sense, therefore, that the engines be shut down and repairs made as soon as possible.

Repairs To Warp Engines

Repairs may be made to warp engines just as with sub-systems. Every hour of repair attempt to warp engines, the Chief Engineer may make a skill roll to see if the repair was successful. A successful attempt increases the ship's CF by 2 percent. An unsuccessful attempt may allow further repair if the roll failed by 10 or less, or it may indicate that the damage to the warp engine is irreparable.

If one or both of the warp engines were damaged in the combat and unable to be fully repaired, they will have to be balanced. In order to balance the engines, the Chief Engineer must make a Skill Roll against his rating in *Warp Drive Technology*, modified by the ship's CF. Add the CF to the skill rating and roll percentile dice. If the roll is equal to or less than the target, the engines can be balanced. A result of 00 is an automatic failure, even if the total of the two ratings is above 99. The player may make this roll, but the gamemaster should roll the base (see the section on **Secret Rolls And Hidden Success** in the *ST:RPG2 Game Operations Manual*) and tell the player whether he is successful or not. This way, the ship's CF may still be kept secret.

If the roll is successful, the engine with the higher power output is reduced to the output of the other engine. If the roll is missed, the only option is to take the damaged engine off-line. This allows the players to operate the ship as if it had only one engine, with a maximum warp speed reduced to one-third the ship's original value (round down). If an engine is damaged so severely that balancing the engines would reduce the good engine by more than half, the damaged engine can be taken off-line without trying to balance them.



If the characters are buying a new ship, the lending institution will consider loaning the money with a 40-year pay-back period. If the ship is a used vessel, however, the lending institution will only loan the money over a term of 20 years. If the loan amount is less than 25 percent of the ship's current Blue Book Price, the institution will lend the money automatically and without problems, but if the amount needed is more, the loan will be considered on a case-by-case basis. This decision may be determined randomly using the Loan Acceptance Table below.

Of course, if the campaign depends upon the players having a starship, the gamemaster may decide to grant the loan outright. This decision should be made based on other factors within the game. If the players have some other legitimate method of obtaining the money within the scenario, the gamemaster is equally justified in refusing the loan outright. As in all other situations, the gamemaster should never let the dice control the game completely.

When applying for a loan, the characters will have to appoint a spokesman. This will usually be the character playing the vessel's captain, but that is only a rule-of-thumb, and may not apply in all cases. The modifiers should be totalled as if the spokesman were the only person applying for the loan. These are added to the chance of approval given in the right-hand column. The character then makes the saving roll required.

If the roll is less than or equal to the target, it is successful and the loan is approved; a bank draft for the amount of the loan is given to the characters. If the roll is unsuccessful, the loan was turned down and the characters may try for another type of loan or try again in one month. If, for example, they were trying for a 40-year Federation Supported Loan, they might apply for a 20-year non-supported loan instead.

The rest of the table gives the amount of each payment and the total percentage of interest paid. Each of a 40-year Federation Supported loan's payments will only be .5 percent of the amount of the loan, but the total amount of money that the characters will end up paying after the 40 years are up is almost two-and-a-half times as much as the amount of the loan. In other words, for every 100 Cr borrowed on such a loan, one payment will be .005 x 100, or .5 Credit. After paying .5 Cr a month for 40 years, the total amount spent will be 240 Cr. In this case, for every 100 Cr borrowed, the character will end up paying 130 Cr in interest as well as the 100 Cr borrowed.

Loan payments are scheduled to be paid once per month. The characters will either have to plan to be in port on the planet where they received the loan to make the payment, transmit the payment from a branch of the lending institution on another planet, or pay the loan several payments in advance. The last method is probably the safest of the three, but the characters will have to keep track of how far ahead they are paid. Many ship captains get in trouble by thinking that they are paid further in advance than they really are.

LOAN ACCEPTANCE

<i>Loan Type</i>	<i>Term</i>	<i>Monthly Payment Amount</i>	<i>Total Loan Payment Amount</i>	<i>Approval Rate</i>
Federation Supported	20 yr	0.85%	204%	70%
Federation Supported	40 yr	0.50%	240%	75%
Non-supported	20 yr	1.00%	240%	60%
Non-supported	40 yr	0.65%	312%	65%

LOAN APPROVAL MODIFIERS

For Character Background

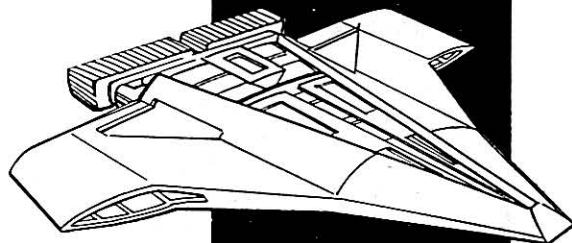
Per year of Academy/Cadet Star Fleet service	+ 3%
Per year of active Star Fleet service	+ 3%
Per year as an active trader	+ 1%
Star Fleet rank of Captain or above	+10%
Trader ship captain	+ 5%
Criminal record (smuggling, etc.)	- 1%

For Payment Record

Earlier loan paid off on time	+ 5%
Late on any payment of previous loan	- 5%
Defaulted on earlier loan	-20%
Turned down on this loan application	- 5%

For Applicant's Attributes And Skills

LUC 70 or more	+ 5%
LUC 20 or less	- 5%
Negotiation/Diplomacy Skill Rating 60+	+ 5%



REGISTERING THE SHIP

After the characters have paid for the starship, the ship must be registered with Star Fleet. In order to register the ship, the characters will have to pay a Space Vehicle Tax, inspection fee, and any repair costs to bring the ship up to standard.

The Space Vehicle Tax is a simple .01 percent of the final purchase price of the ship. This fee is paid to the portmaster where the ship was purchased. If this fee is not paid, the ship will be impounded until it is paid. The Space Vehicle Tax is not negotiable.

The inspection fee is based on the total tonnage of the ship, and is a flat 50 Cr per hundred tons. As owning ship's weaponry is mostly illegal in the Federation, any illegal weaponry on board will be removed at the new owner's expense. The cost to remove phaser banks is 500,000 Cr each, the cost to remove photon torpedoes is 300,000 Cr each. Certain small phasers and all lasers are legal, but a permit is required. Starship Weaponry Permits cost 50,000 Cr per year. The gamemaster, acting as Star Fleet, will determine whether or not the characters will receive this permit.

The inspection will reveal, to the nearest 10 percent the ship's Confidence Factor. If the CF is 75 percent or higher, the ship is certified as spaceworthy and no repairs will be required. If the ship's CF is below this 75 percent cutoff, repairs must be made to bring the vessel up to a CF of 75 percent.

Assume that the characters have purchased a used *Argon* Class ship for 20 MCr. The Ship Vehicle Tax for this ship is .01 percent of 20 MCr, or 2000 Cr.

The inspection will cost 50 Cr per hundred tons. At 15,000 tons, the cost of the inspection is 7500 Cr (15,000 tons divided by 100 = 150; 150 x 50 Cr = 7500 Cr).

Although the ship's CF is 63 percent, the players are not told this exact number. They are told it is approximately 60 percent, and that it will require 20 percent repairs before it can be registered (75 percent - 63 percent = 12 percent, rounded up to 20 percent).

Making Necessary Repairs

Repairs cost money. For each 10 percent that must be repaired, the cost is 0.0001 times the ship's original cost, multiplied by a random factor of 1D10. If the repairs are made by a shipyard, the CF will be increased accordingly. Thus, if the original CF were 63 percent, and 20 percent repairs were made by a shipyard, the new CF would be 83 percent. Once the repairs have been made, the ship will be re-inspected free of charge.

If the players wish, their Chief Engineer may attempt to make some or all of the repairs needed. Subtract the CF from 100 percent to find the percent damage. If the Chief Engineer's *Astronautics* Skill Rating is greater than the percent damage, he may try an unmodified Skill Roll against his rating in *Astronautics*. A successful roll means that he was able to repair all the damage. Roll 1D10 and subtract from 100 to find the ship's new CF. A failure means that the damage is too severe, and that the engineer could only repair 1D10 percent of the damage. The rest must be paid for as above.

If the percent damage is greater than the engineer's rating in *Astronautics*, he may still try to do the repairs himself, but the chances of success will be reduced. The difference between his rating and the percent damage is subtracted from his skill rating before the skill roll is made. Thus, if he had a Skill Rating of 27 in *Astronautics* and the damage were 34 percent, the difference of 7 percent would be subtracted from his Skill Rating before the roll is made. He would then only have a 20 percent chance of making the repair. The results of the skill roll in this case are the same as those above.

Any damage repaired by the ship's engineer will cost about half as much as having the work done by the spaceport. The amount is determined just as if the spaceport were doing the work, but the repair costs are divided by 2. This amount is paid regardless of whether the roll is successful or not. Any damage that the ship's engineer tried but failed to repair will require the full repair payment be paid in addition to the amount paid for the ship's engineer to fix the damage.

Continuing with the used *Argon* needing 20 percent repairs, if the characters decide to pay for those repairs themselves, the repairs will cost .0001 x 30 MCr (or 3000 Cr) x 1D10 for each 10 percent repaired. If this is paid, the new CF will be 83 percent. The random factor is a 7 on 1D10, which tells us that each 10 percent repaired will cost 21,000 Cr (3000 Cr x 7 = 21,000 Cr), or 42,000 Cr, to make the 20 percent repairs needed for registration.

The ship's Chief Engineer may try to fix the damage. As our first example, we will assume his *Astronautics* Skill Rating is 55. As this is higher than the percent damage of 37 percent (100 percent less the CF of 63 percent), he will have to roll 55 or less on percentile dice. If he is successful with this skill roll, the new CF will be 83 percent and the repair cost will only be 21,000 Cr, half of the 42,000 Cr it would have cost if the shipyard had done the work. If he fails the skill roll, his cost will still be 21,000 Cr, but instead of repairing all the 20 percent damage, he would only repair 1D10 percent of it. The roll is a 2, which the gamemaster knows only brings the CF up to 65 percent. This means that another 10 percent damage must be repaired by the shipyard at the full rate of 21,000 Cr. When this is paid, the cost will have been the same as if the shipyard had done the work, but the CF will only be 75 percent and not the 83 percent that it would have been. The players would not be told the CF in either case, and all that they would know is that it was at least 75 percent.

If, as a second example, the engineer's rating in *Astronautics* is only 20, he will have to subtract this from the total damage of 37 percent to find out the modifier to the Skill Roll. The modifier is 17 percent (37 percent - 20 percent = 17 percent), which is subtracted from his Skill Rating of 20 to give a target of 3 percent. He must roll less than 3 on percentile dice to make all the repairs necessary and to raise the CF to 83 percent. Otherwise, he will be able to repair only 1D10 percent of the damage, as in the first example. The costs for the second example are figured the same as in the first example.

Avoiding Repair Costs

This all assumes that the ship was actually repaired and inspected in a legal, forthright manner. The characters may decide to skip out on the re-inspection without making the necessary repairs, but this could result in their ship being impounded the next time a Federation official checks the records. There is about a 25 percent chance that the characters will be caught anytime they make planetfall, with that chance being reduced according to the distance from the planet where the inspection was avoided. The fines for inspection fraud can be set at any level the gamemaster wishes, with five times the inspection fee and confiscation of any cargo on board being about average.

Another method of avoiding repair costs is to bribe the officials. If a bribe attempt is made, the inspection fee will still have to be paid. The official will certify the ship as spaceworthy, regardless of the ship's CF. The amount of the bribe will depend upon the officials in question. The more crooked the officials, the lower the bribe will have to be. A good starting point for a bribe is 1000 Cr, with larger amounts modifying the *Bribery Skill Roll* favorably. Again, the actual amount of the bribe should be adjusted up or down by the gamemaster, so that the players cannot guess just how good their chances are.

Once any modifiers are decided upon, a secret roll is made against the bribing character's *Bribery Skill Rating*. A successful roll means that the official accepts the bribe and declares the ship spaceworthy. If the roll is missed by only a small amount, the official may simply ask for more money, or may refuse to accept a bribe. If the roll is missed by large amount, however, the official may decide to arrest the character. This could lead to the characters having to bail their partner out of jail, break him out, or many other possibilities.

BUILDING A BUSINESS

Once the characters have purchased their ship, they are faced with the prospect of building their financial empire. The characters have two options: shipping for other parties and speculative trading. The next sections will help the gamemaster run and control a galaxy of financial deals and dirty deals, as well as the inner workings of the character's ship and their trade operation.

DEFINITIONS

In the trading systems presented here, a few of the following terms will be used.

Standard Cargo Units (SCU)

When cargoes are bought and sold, the unit of measure used is the Standard Cargo Unit, or SCU. One SCU equals a volume of 6.75 cubic meters. As the standard deck height is three meters, one SCU represents a floor area of 1.5 meters square—the size of one square on the standard maps. The SCU translates to roughly 200 bushels, or 6750 liters of liquid.

In many cases, the space required for a cargo will include support facilities, containers, and packaging. Thus, if one SCU of livestock were purchased, the actual livestock would not take up the whole SCU. Also included in that space are the life-support equipment and containment for that livestock. All these considerations are figured into the prices given.

On occasion, certain fees and charges will be levied based on the SCU of cargo that the trader has. In many cases, the fees would be based on a group of 1000 SCU. 1000 SCU equals a *Kilo-unit*, which may be abbreviated as KCU.

Planetary Trade Profile Codes (PTP)

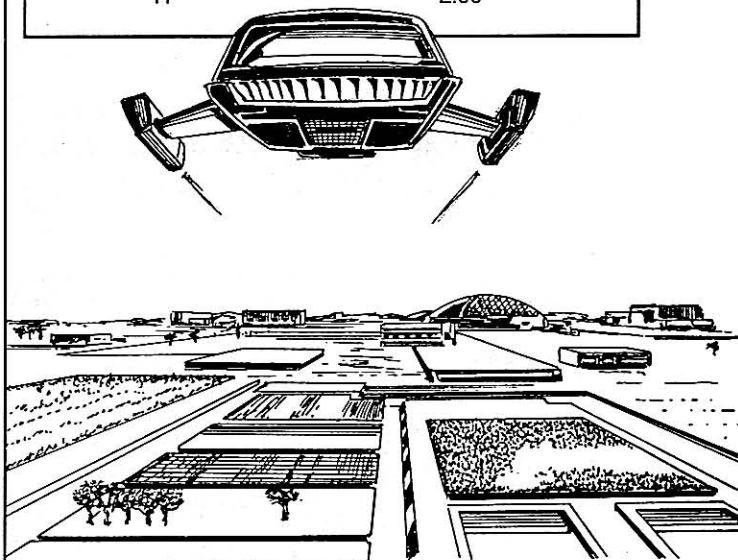
The Planetary Trade Profile, or PTP, is a series of letters indicating to the characters what a planet's trade possibilities are. When coupled with the values that go along with the letters, the PTP becomes much more. It generates the base values needed to determine sales and purchase prices for virtually any type of cargo that the characters might want to buy.

The PTP is an eight-letter code, followed by a population size indicator; it has the format: AAAAAAA/A (A). The first eight letters are the eight cargo types: Foodstuffs & Agricultural Goods, Normal Minerals & Raw Materials, Radioactives & Special Minerals, Drugs & Refined Medicinal Agents, Low Technology Goods, Medium Technology Goods, High Technology Goods, and Luxury Items. The last item, Luxury Items, is rated on a separate scale and set apart from the rest by a slash (/). The letter in parentheses at the end is the population rating.

The first seven cargo types in the PTP are rated on a scale from A (lowest) to H (highest), with D in the center. These letters stand for trade multipliers for the type of cargo. When a cargo in a particular type is bought or sold, the PTP value of that kind of cargo determines the base price of that cargo.

The table below gives the trade multipliers for the first seven cargo types:

TRADE MULTIPLIERS	
PTP Rating	Multiplier
A	0.25
B	0.50
C	0.75
D	1.00
E	1.25
F	1.50
G	1.75
H	2.00



The eighth letter in the PTP, the one immediately following the slash, is for cargoes of Luxury Items, which are rated on a different scale than the other seven cargo types. The rating scale here is much smaller, having only four ratings; this represents the flighty nature of trade in Luxury Items. The scale runs opposite to the scale given above, with A being the highest rating and D being the lowest. A low rating here could mean that the planet in question may export that product, is culturally disinterested in that product, or is financially unable to afford non-necessities. The rating scale used for Luxury Items is given in the table below.

LUXURY ITEM TRADE MULTIPLIERS		
Luxury Item Rating	Meaning	Multiplier
A	Especially Interested	2.0
B	Moderately Interested	1.5
C	Neutral	None
D	Disinterested	0.5

The last letter of the PTP, the one in parentheses, is the Population Rating of the planet. Like the other factors, the Population Rating represents a multiplier, but this one modifies the base consumption for all trade goods instead of the Base Price. The Base Consumption Rate of a type of cargo is set, just as its Base Price is, and it is determined by the type of cargo. Multiplying the Population Rating modifier by the Base Consumption Rate for a product gives the

Product Consumption Rate, which is an indication of how many SCU of that cargo type may be sold on that planet. The Population Ratings and the associated modifiers are as follows:

POPULATION RATING MULTIPLIERS		
Rating	Population	Multiplier
A	Very Heavily Populated	4.00
B	Heavily Populated	2.00
C	Moderately Populated	None
D	Sparsely Populated	0.50
E	Very Sparsely Populated	0.25
X	Small Station or Colony	0.10

Each cargo type in the PTP will have its own Base Price and Base Consumption rate, which will then be modified by other factors. Note that although all other trade items have a fixed value for their Base Prices and Consumption Rates, Luxury Items have a variable price and consumption rate. This is because, unlike most other goods, the value of Luxury Items varies with each transaction made. A population's tastes can change on a whim, and a product that was popular last trip may be disastrously cheap this time. This makes trading in Luxury Items somewhat riskier than most other goods.

The table below gives the types of cargoes and examples of each type. There are columns for the Base Price Per SCU and the Base Consumption Rate.

TRADE GOOD VALUES AND CONSUMPTION RATES			
Category	Examples	Base Price Per SCU	Base Consumption Per Planet
Foodstuffs Agricultural Goods	Fruit, grain, vegetables, seed, wood, breeding stock, fertilized animal ova, etc.	700 Cr	1000 SCU
Normal Minerals & Raw Materials	Metals, crystals, natural chemicals, fossil fuels, water, etc.	1000 Cr	700 SCU
Radioactives & Special Minerals	Special alloys, radioactives, dilithium crystals, etc.	1500 Cr	300 SCU
Drugs & Medicinal Agents	Refined pharmaceuticals, herbs, rare plants, etc.	2000 Cr	500 SCU
Low-Technology Manufactured Goods	Steel and formed metals, basic tools, blades, natural textiles, etc.	1200 Cr	900 SCU
Medium-Technology Manufactured Goods	Polymers and plastics, machine tools, projectile weapons, synthetic textiles, etc.	2000 Cr	700 SCU
High-Technology Manufactured Goods	Computers, electronics gear, energy weapons, air or spacecraft, etc.	2200 Cr	500 SCU
Luxury Items	Gourmet foods, liquor, gems, rare animals, spices, curios, etc.	Variable: 250 Cr x 1D10/2	Variable: 100 SCU x 1D10/2

To illustrate how to use the PTP, we will look at several worlds of the United Federation of Planets and their codes. These are:

PTP CODES OF MAJOR UFP PLANETS

Planet	PTP Code
Terra	DDDDDD/A (A)
Vulcan	FBCEAEF/D (B)
Andor	AFGEABE/D (C)
Tellar	EAAGADG/A (A)
Cait	BEFCDEG/B (C)
Edo	BBCBBBC/B (C)
Janus VI	FBAFDFH/A (X)

For example, note that the PTP code for Foodstuffs on Vulcan is *F*. As this is one of the first seven codes, we note from the Trade Multiplier Table that the multiplier is 1.5. Looking at the Trade Good Values And Consumption Rates Table, we find that the Base Price for Foodstuffs is 700 Cr per SCU. This price must be adjusted by the trade multiplier of 1.5, giving a value for Vulcan of 1050 Cr (700 Cr x 1.5 = 1050 Cr) per SCU.

From the Planetary Population Rating of B, we note that modifier is x 2. Multiplying the Base Consumption Rate of 1000 SCU for Foodstuffs by the planetary population modifier of 2 gives a Product Consumption Rate of 2000 SCU (1000 SCU x 2 = 2000). The Product Consumption Rate tells the amount of a cargo type that can be sold at the adjusted Base Price. In this case, 2000 SCU of foodstuffs may be sold on Vulcan for 1,050 Cr per SCU. If a trader wanted to sell more than this, he would have to sell his cargo at a lower price, that determined by dropping to the next lower trade multiplier. He may sell cargo up to the Product Consumption Rate at this lower price, in this case 2000 SCU at 875 Cr per SCU (700 Cr x 1.25 = 875 Cr). This price reduction continues as more and more of a single cargo is sold.

In a second example, we note that Luxury Items have variable Base Prices and Consumption Rates. If the traders were selling Luxury Goods on Tellar, which has a Luxury Items code of A and a Population Code of A, they could reasonably expect a very good price for their wares. The Base Price for Luxury Goods is 250 Cr x 1D10/2. On a roll of 8, this gives a Base Price of 1000 Cr per SCU (250 Cr x 8/2 = 250 Cr x 4 = 1000 Cr). The trade modifier for Luxury Items on Tellar is x 2, and so the selling price is 2000 Cr per SCU!

The Base Consumption Rate for Luxury Items on Tellar is 100 SCU x 1D10/2. On a roll of 5, this gives a Base Consumption Rate of 200 SCU (100 SCU x 5/2 rounded down to 2 = 200 SCU). The Population Modifier is x 2, and so the Product Consumption Rate is 400 SCU. This means that the first 400 SCU of a luxury item could be sold for 2000 Cr per SCU, or a total of 800,000 Cr! The second 400 SCU could be sold for 1500 Cr per SCU, or a total of 600,000 Cr. Such are the vagaries of selling Luxury Items!

Of course, these numbers and ratings are not final. The trader's skill and experience can alter these, depending on the circumstances.

World Types

When the characters are setting up a trade route or triangle, they will want an idea of the labels that are frequently applied to planets. The following designations are almost universally used among traders.

Agricultural Worlds

An agricultural planet is typically low in raw materials and manufactured goods, but rich in foodstuffs. Thus, an agricultural world may have a PTP such as AGFDFGH. The Luxury Item Code will not play an important part here, because it tends to reflect the tastes of the culture that resides there. Likewise, the planetary population can be almost any size.

Mining Worlds

Mining worlds have high ratings in foodstuffs, drugs & medical products, and medium- and high-technology manufactured goods. They tend to have low ratings in minerals and/or radioactives, depending upon the particular items mined.

Industrial Worlds

Industrial worlds have high ratings in foodstuffs, raw materials and radioactives. They also have low ratings in manufactured goods of any level. Drugs and Medical may be high or low.

New Colony Worlds

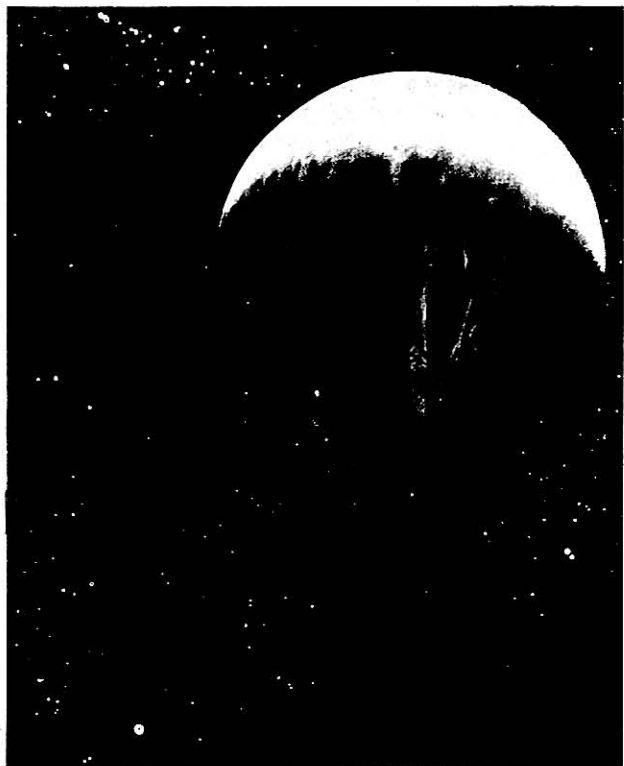
These worlds have high ratings in all areas. Colonies must import almost everything they need for a number of years.

Racial Homeworlds

These worlds have low to medium ratings in nearly all areas. Planets that give rise to intelligent races usually provide everything necessary for the growth and development of the native population. If the local economy is strong, they may import more luxury items.

Military Bases

Military bases, like new colony worlds, have high ratings in all areas. Everything must be imported.



FINDING A CARGO

Whether the characters decide to ship-for-hire or speculate, they will have to find a cargo. Each of the two types of trade operations have different requirements, but the result is the same—a full cargo hold. Each of these methods will be covered here.

No matter how the players try to fill their cargo hold, the gamemaster must have a cargo ready to be found. Actually, creating a number of cargo packages would be advised. If the cargoes are to be shipped for someone else, the gamemaster will also have to decide where it must be shipped and how fast it must get there. Even if the characters are planning to buy a cargo for later resale, having a selection ready for them is advisable. Having several cargoes prepared ahead of time will give the players a choice of destination. This lets the players feel that they have some control over their characters' destinies.

Shipping For Hire

Most often, the first thing the characters will do upon planetfall will be to check in with the local UFP/ITA dispatcher's office, maintained at any Small, Medium, and Large spaceport. The UFP/ITA allows members free use of its computer datanet to find cargoes that require shipping. The characters would log onto the datanet and search for cargoes they would be interested in shipping. If there are cargoes available on the planet, they will be listed on the datanet, and so the characters will have to search no further. All they need to do is contact the cargo owner and arrange to ship it. Non-members of the UFP/ITA may also use the datanet, but will be required to pay a usage fee of 1 to 5 percent (1D10/2).

If there is no UFP/ITA office, the characters will have to find their cargoes by other means. The chief method would be to check the local bulletin boards and classified ads.

This process can be very simple and painless, with cargoes almost leaping into the hold of the characters' ship. It need not always be so. The ease or difficulty of the process is, like everything else, dependent upon the campaign. If the game would be better served by the characters having easy pickings, then that is the way it will be. On the other hand, the gamemaster may make cargo acquisition as hard as necessary to accomplish what is best for the campaign. If this means running a particular cargo to a certain planet, the gamemaster may make acquisition of any other cargo difficult, thus persuading the characters to take that cargo. He can even pre-determine the cargo they are to carry next, and then make it look as though getting that cargo was the hardest thing the characters ever had to do. Remember that the gamemaster should never be forced to adhere to the die rolls.

The details of cargo acquisition can either be glossed over or roleplayed as the gamemaster and players wish, but the results of either of these sources is the same. Usual success rates for finding particular cargoes run about 5 percent to 50 percent; lucky characters will have slightly better success, and unlucky characters slightly worse. The following paragraphs give the system for randomly determining the success in finding cargoes to ship for hire.

One character should be selected to act as the group's spokesperson. This character will make any die rolls necessary, using whatever modifiers that apply solely to him. The character with the best chance for success should be chosen, but the characters may select a new spokesman at any time.



The roll for finding a specific cargo is $D10 \times 5$, giving targets between 5 percent and 50 percent. The target may be modified by the character's *LUC* if that attribute score is high or low enough. Lucky characters, with *LUC* Scores of 60 or higher, would add 5 percent to the chance; in his case, the chance for finding a cargo in a classified ad would be from 10 percent to 55 percent ($D10 \times 5 + 5$). Similarly, a character with a *LUC* of 20 or less will have a penalty of 5 percent subtracted from his usual chance; in his case, the chance would be from 0 percent to 45 percent ($D10 \times 5 - 5$). If the shipper places the ad himself, the chance of finding a specific cargo is 10 percent greater.

The roll for finding *any* cargo to carry is much higher at $D10 \times 5 + 30$, giving targets between 35 percent and 80 percent. The same modifiers for luck apply.

If the roll is successful, the characters will have found something they can ship. If not, they can try again in a week. Again, the gamemaster may want to ignore these die rolls and simply list the cargoes available to the characters.

Trade brokers can sometimes be useful when the characters wish to find a shipping-for-hire cargo. A trade broker buys various types of cargo and resells them to traders for a small profit. In some special cases, a broker will know about some cargoes that the UFP/ITA will not. These may be anything from hazardous cargoes to items that require *very special handling*. In some cases, these cargoes may even be *slightly illegal*. To get a chance to ship these cargoes, the characters will have to pay a fee to the broker, usually of between 1 percent and 5 percent of the cargo's value. This may be reduced by 1 percent if the negotiator makes a successful Skill Roll against his rating in *Negotiation/Diplomacy*.

Speculative Trading

If the characters decide to buy their cargoes, they will have to find them first. We will assume that the characters know what cargo they wish to buy and where they intend to sell it, and can concentrate on the process of finding and buying the cargo they want.

If the characters decide to buy the cargo directly from the manufacturer, they will usually have to look for a while. For each day the characters look, they will have a 50 percent chance of finding a supplier with the type of cargo that they want, modified by the size of the world, the world's PTP, and their own skill and luck. The table below gives the appropriate modifiers, which are added to or subtracted from the chance to find the cargo. Then, the negotiating character rolls percentile dice. If the roll is less than or equal to the chance to find the cargo, the characters are successful and they have found a supplier who will sell them the cargo they want. If the roll is greater than the modified chance, then the characters may try again the next day.

MODIFIERS FOR FINDING SUPPLIER

Applicable Condition	Modifier
For Planetary Population Rating:	
Rating A	+10 percent
Rating B	+ 5 percent
Rating C	None
Rating D	- 5 percent
Rating E	-10 percent
Rating X	-15 percent
For PTP Rating Of Cargo Type Except Luxury:	
Rating H	-15 percent (Broker Only)
Rating G	-10 percent (Broker Only)
Rating F	- 5 percent (Broker Only)
Rating E	None
Rating D	None
Rating C	+ 5 percent
Rating B	+10 percent
Rating A	+15 percent
For PTP Rating Of Luxury Items:	
Rating D	+10 percent (items found or manufactured on planet)
Rating D	+ 5 percent (items not found or manufactured on planet)
Rating A	- 5 percent
For Attributes Of Negotiator:	
LUC 60 or higher	+ 5 percent
LUC 30 or lower	- 5 percent
For Skill Rating Of Negotiator:	
Trade And Commerce Rating 40+	+10 percent
Streetwise Rating 30+	+ 5 percent

The second option that the characters have is to buy from a trade broker. In fact, if the PTP code for a particular category of cargo is F, G, or H, that is the only way the characters will find the cargo, for they cannot buy that product directly from the supplier.

Of course, the characters must find a trade broker before they may buy from him. Trade brokers are almost as prevalent as ITA dispatchers. If the characters are at a small, medium or large spaceport, a trade broker will be found easily. Trade brokers are never found at primitive spaceports.

Once the characters have located a broker, the gamemaster will have to decide whether or not the broker has the cargo that the characters have in mind. Of course, the characters may wish to see what the broker has available, and possibly just buy something from his stock. For this reason, the gamemaster should again have a number of cargoes pre-generated.

If the characters are looking for a particular cargo, the gamemaster may simply decide whether or not he has it, or may want to roll for it. The roll is made in the same fashion as if the characters were buying the cargo from a manufacturer, with the same modifiers. The base chance for success from a trade broker is somewhat higher, at 75 percent. If the broker does not have the cargo for which the characters are looking, they may try another broker the next day. Many successful traders will have several brokers that they can check in with on any given planet.

In some cases, especially on Orion worlds, a kickback or bribe may help the character's chances that the broker will have a given cargo. A bribe of 0.5 percent of the value of the cargo (0.25 percent if the character makes a successful Skill Roll against his rating in *Bribery*) will improve the character's chances by another 5 percent.

BUYING THE CARGO

No matter where the cargo is found, the trader must then negotiate a purchase price. The purchase price is calculated from the PTP codes and the Base Price for that cargo type. The whole cargo is purchased at the modified base price, as the Product Consumption Rate does not apply to purchases. Once again, to find the purchase price, multiply the Base Price for the cargo type by the trade modifier determined from the PTP.

Reducing The Purchase Price

It is possible to reduce the trade modifier and thus the purchase price by successfully using skill in *Trade And Commerce*. The negotiator makes an unmodified Skill Roll against his rating in *Trade And Commerce*. If the roll is successful, the trade modifier is reduced one level. If, however, the roll is a failure, the trade modifier is *raised* one level!

The trader may make this attempt only once per cargo. Only one member of the crew may try. If one of the characters fails the attempt, the rest of the crew must live with the result. Likewise, if the attempt was successful, another member of the crew may not try again in order to reduce the price further.

As an example, we will assume that a trader with a *Trade and Commerce* Skill Rating of 43 is trying to buy a hold full of Food and Agricultural Products at level B. The Base Price for this item is 700 Credits. When the trade modifier of .5 is applied, the purchase price would normally become 350 Credits. To reduce the trade modifier one level to .25, the trader must roll a 43 or less on percentile dice. The skill roll is made, and he is able to buy the entire lot at 175 Credits per SCU, the selling price with a PTP level of A.

If the skill roll had failed, however, the trade modifier would have been raised to .75, at PTP level C. The hapless trader would have had to pay 525 Credits per SCU for the entire lot.

Paying The Brokerage Fee

If the cargo was purchased through a trade broker, the trader will have to pay a broker fee before he can pick up the cargo. This fee is usually from 1 percent to 5 percent of the final purchase price of the cargo. To determine the exact fee, roll one die and divide the result by two, rounding up.

This fee may be reduced also if the trader can successfully use his skill in *Negotiation/Diplomacy* by successfully making an unmodified Skill Roll. If he is successful, the fee will be reduced by 1 percent, but a minimum fee of 1 percent will always be charged.

If the cargo of Foodstuffs mentioned above was purchased through a trade broker, the gamemaster would first calculate the brokerage fee by rolling 1D10 and dividing by 2. His roll is 5, making the broker's fee 2.5 percent, rounded up to 3 percent.

The negotiating character attempts to reduce this fee by applying his *Negotiation/Diplomacy* skill. If he can do this successfully, the fee will be reduced to 2 percent. The roll is not successful, however. Assuming the characters bought 1000 SCU of the cargo at 700 Cr per SCU, the final purchase price would be 700,000 Cr. The 3 percent brokerage fee would cost an additional 21,000 Cr.

If the negotiating character had bribed the broker to get this cargo, the bribe would cost either 3500 Cr if the *Bribery* Skill Roll was unsuccessful or 1750 Credits if the roll was successful.

Paying For The Cargo

Once the price has been negotiated, the characters will have to pay for the cargo. If the characters need cash for the purposes of financing their trade operation, small trade loans are available. Unlike the starship loans discussed earlier, small trade loans are designed to be paid back in a relatively short period of time. The amount of each payment will depend upon both the length of time taken to pay back the loan and the institution lending the money. Banks will lend money at a lower interest rate than Finance Institutions, but are less likely to grant the loan. Also, the likelihood of being granted a shorter term loan is greater than that of a long-term loan.

Again, one of the characters will have to act as spokesman for the group, and apply for the loan. This character will have to make a Saving Roll for approval, with modifiers applied for his attribute scores, his skill ratings, his background, and his credit history. The different types of loans and the targets for their approval rolls are listed in the Short Term Loan Acceptance Table below, along with all the modifiers that apply.

SHORT TERM LOAN ACCEPTANCE TABLE

Lending Institution	Loan Term	Payment Percentage	Total Interest	Roll Needed For Acceptance
Bank	6 mo	18 percent	108 percent	60 percent
Bank	12 mo	10 percent	120 percent	65 percent
Bank	24 mo	6 percent	144 percent	70 percent
Bank	48 mo	3.5 percent	168 percent	75 percent
Finance Co.	6 mo	20 percent	120 percent	40 percent
Finance Co.	12 mo	12 percent	144 percent	45 percent
Finance Co.	24 mo	7.5 percent	180 percent	50 percent
Finance Co.	48 mo	4 percent	192 percent	55 percent

MODIFIERS FOR ACCEPTANCE

For Background Of Applicant:

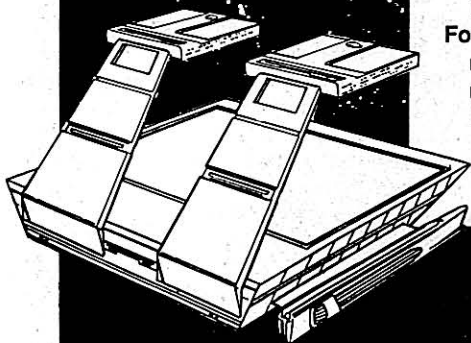
For each year spent in Star Fleet active service	- 3 percent
For each year as an active trader	- 1 percent
Star Fleet rank of Captain or above	-10 percent
Attended Merchant Academy	- 5 percent
Criminal record (smuggling, etc.)	+15 percent

For Applicant's Previous Loan History:

Paid off earlier loan on time	- 5 percent
Defaulted on earlier loan	+20 percent

For Applicant's Attributes And Skills:

LUC 70 or more	- 5 percent
LUC 20 or less	+ 5 percent
Negotiation/Diplomacy Skill Rating 60 or higher	- 5 percent



SHIPPING CONTRACTS

If the characters are speculating on a cargo, no contracts will be needed. The cargo is theirs when they buy it. In shipping for hire, however, contracts will be needed. The contract protects both the cargo's owner and the hauler of the cargo. In the game, contracts should be kept very simple, but the trader should still understand what the contract requires of him. Some of the more common clauses in shipping-for-hire contracts include point-to-point delivery, time-critical shipping, and other special arrangements. If the terms of the contract are not fulfilled, there usually are penalty clauses written into the contract.

Point-To-Point Delivery

This clause calls for the trader to provide the manpower and transportation to deliver the cargo from the sending firm to the starship, and then from the starship to the receiving firm.

Time-Critical Shipping

The contract will actually state when the cargo must arrive. Most of the time this will be a reasonable amount of time with allowances for service, short delays, and so forth, but may occasionally be impossible with a slow ship. If the time in which the cargo must be delivered is too short for the speed of the characters' ship, this type of contract should be avoided. A grace period of 50 percent of the delivery time is usually allowed, but the amount of time allowed to ship the cargo and the length of the grace period should be agreed upon in the contract.

Special Arrangements

There may be other, special arrangements in the contract. These could include special routes, multiple deliveries, and extraordinary shipping conditions. A contract with special arrangements may also include time-critical and point-to-point clauses.

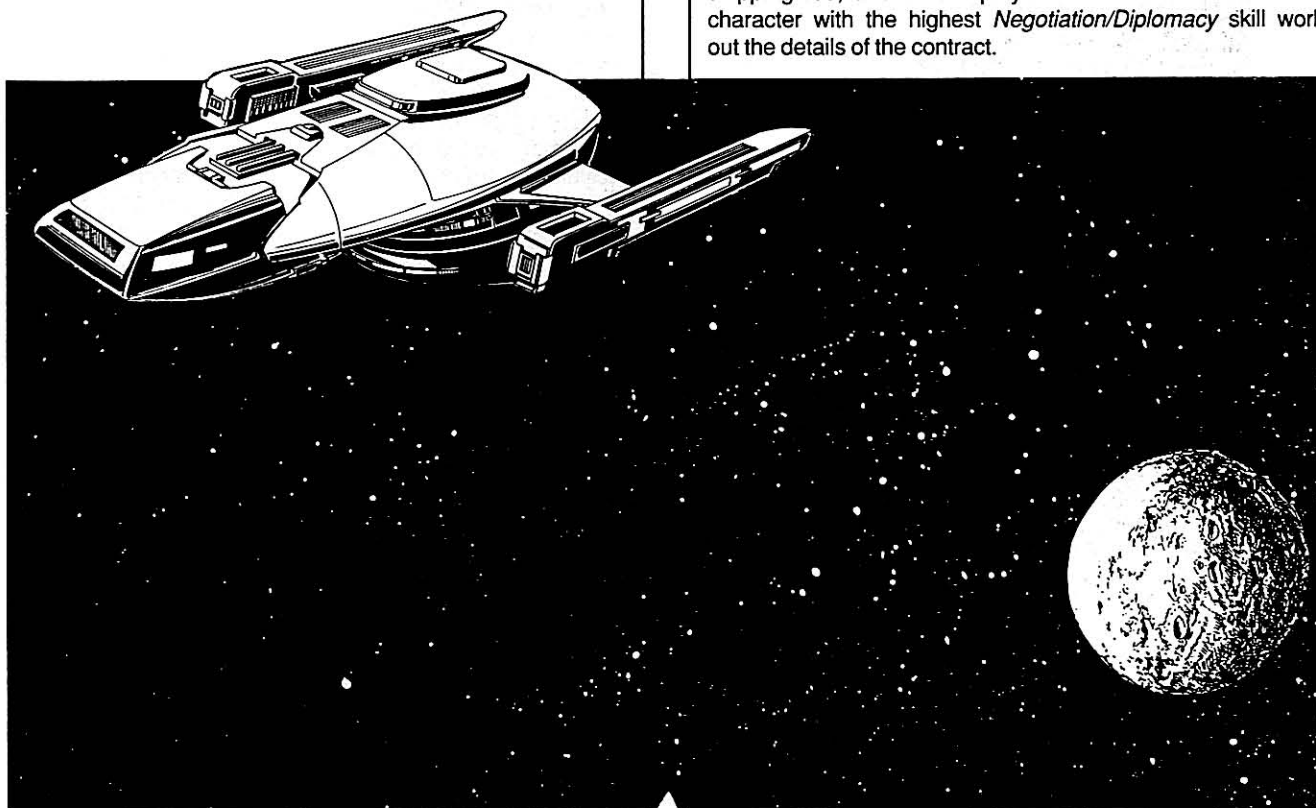
Penalty Clauses

Any shipping contract will contain penalty clauses. These include late penalties and penalties for damaged or lost goods. These penalties are up to the gamemaster and should be fair. A penalty of 10 percent of the agreed-upon shipping charges per day beyond the grace period is standard. All penalties should be stated before the contract is agreed to by both parties. For purposes of the game, the information in the contract could even be written out. This can eliminate arguments at later times, and need not be written in "legalese". The idea here is to make things flow more smoothly, not bog them down needlessly.

Delivery Charge

Once the information in the contract has been presented, the players must decide what they will charge to haul the cargo. This should be based on the operating costs of the player's ship, with a fair profit included. The gamemaster will have to decide what sounds like a fair profit, as this text cannot cover all circumstances. The usual shipping fees in the ITA are about 25 percent above the operating expenses. Of course, the characters may ask for a higher fee, but their employer may decide to find less expensive help elsewhere.

To determine whether or not the employer backs out of the contract, a saving roll is required upon completion of the negotiations. There is always a straight 10 percent chance that the employer will decide to find another shipper for his goods. This chance is modified by the price asked by the characters, and the negotiating character's *Negotiation/Diplomacy* skill. For every percentage point above 25 percent that the players ask, add 1 to the chance for backing out. If the negotiating character's Skill Rating in *Negotiation/Diplomacy* is between 20 and 40, subtract 5 from the chance, and if it is above 40, subtract 10 from the chance. Only one character may negotiate with the employer for the shipping fee, and so the players would be wise to let the character with the highest *Negotiation/Diplomacy* skill work out the details of the contract.



OPERATING EXPENSES

Starships are costly to operate. In addition to paying off the loan used to purchase the ship, the characters will also have to pay for monthly upkeep, excessive speed costs, and crew's wages. Of course, once these costs are totalled, the players will be able to judge the fees they will want to charge their customers.

When finding the cost of shipping, it is helpful to use two separate time scales. The first is a monthly cost schedule. Because most expenses are paid on a monthly basis, this is a good starting point. The other time scale is the daily operating costs. This is useful because travel times are usually given in days.

The monthly cost of operation is calculated by adding the monthly ship payment, the monthly upkeep charges, the excessive speed costs, and the crew's monthly wages. Then, divide the monthly cost by 30 to get the daily cost of operation.

Ship Payment

The ship payment is simple to calculate. Simply multiply the total price of the ship by the percentage of the loan that must be made monthly. This is given in the tables from the section on **Financing The Purchase**. This cost is fixed and will not vary from month to month.

Monthly Upkeep

Monthly upkeep is 3 Cr per ton for in-system boats, and 6 Cr per ton for interstellar ships. This represents refueling, topping off the oxygen and water tanks, and replenishing the food synthesizers and other consumables.

Excessive Speed Costs

Excessive Speed Costs reflect the added wear and tear on a ship that routinely travels at higher speeds. These depend on both the ship's average speed for the trip and how well the ship is maintained. Most traders would rather pay the extra costs and deliver the cargo faster. These costs can be found in the Excessive Speed Costs Table.

One interesting fact about excessive speed cost is that the players may elect not to pay them. If this is the case, the ship's Confidence Factor is reduced by a percentage based on the average speed traveled.

EXCESSIVE SPEED COSTS TABLE

Speed Traveled	Speed Cost	CF Reduction
Warp 1 - 3	No Penalty	No Penalty
Warp 4 - 6	10 percent of Monthly Upkeep	10 percent
Warp 7 - 9	25 percent of Monthly Upkeep	20 percent
Warp 10+	40 percent of Monthly Upkeep	30 percent

Traveling faster than Maximum Safe Speed, as given in the Ship Data Table for the ship in question, adds 20 percent to the above costs, and subtracts 20 from the CF.

Crew Wages

The last element of operating costs are the monthly wages for the crew. Because it would be difficult and time-consuming to figure each wage separately on large ships, we will use an average of 300 Cr per month per crew member. This amount reflects the fact that a larger percentage of the crew will be in the lower-paying jobs, such as cargo handler and security officer. Of course, the players may compute this cost by adding all their crew's salaries together if they wish to take the extra time to do so, and on small vessels crewed only by player characters, this is the recommended procedure.

Calculating Operation Costs

To determine the Monthly Operation Cost, add up the monthly ship payment, the monthly ship upkeep, the excessive speed costs, and the monthly crew wages. To determine the Daily Operation Cost, divide this number by 30.

Cost Per SCU-Day

More important than the operation costs is that cost figure spread out over the amount of cargo that the ship can carry. This is called the cost per SCU-day. This number is especially useful if the characters are hauling more than one cargo, as this number will allow them to charge only for the space that a particular cargo uses.

To find the cost per SCU-day, simply divide the Daily Operating Cost by the number of SCU that the ship can carry. The cost per SCU-day is especially useful, because it allows the characters to charge only for the cargo space used by a particular cargo.

Calculating Actual Shipping Costs

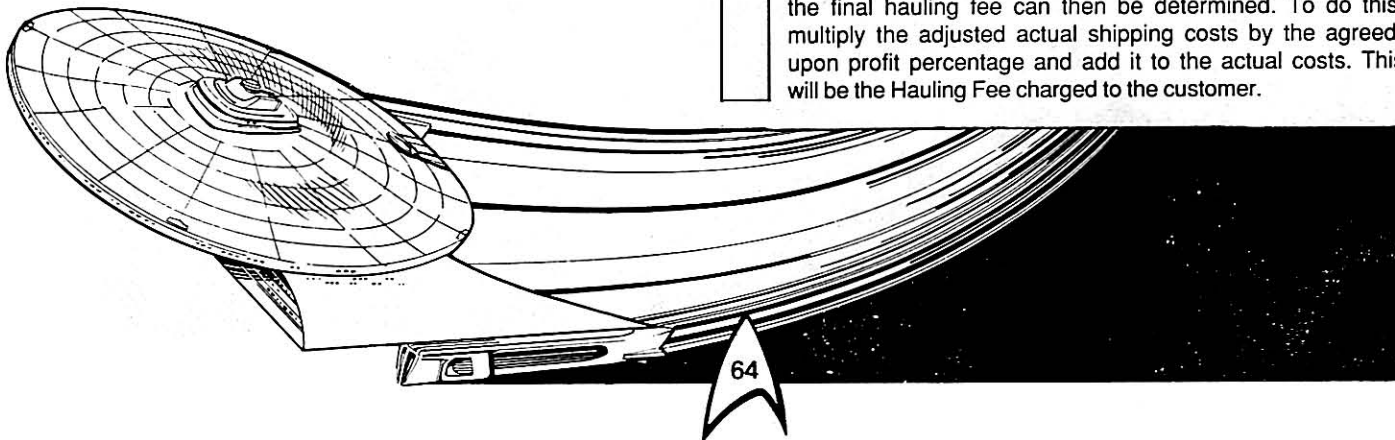
If the Cost Per SCU-Day is multiplied by the actual number of SCU that a particular cargo takes up in the hold, the daily cost of that cargo is computed. Multiplying again by the shipping time in days will give the cost of shipping that cargo.

Both of these calculations assume the hold is full. Whereas this is a highly desirable situation, it is usually difficult to achieve. In fact, empty space in the hold costs just as much as filled space. If the hold is partly empty, the actual costs for the cargo being shipped are greater than the costs just calculated, because the cargo must also pay the empty space costs. If the hold is only half-full, the actual costs are double what has been calculated.

Thus, when calculating the SCU-day charges, the characters should inflate those charges somewhat, remembering that they may not fill that hold completely. The amount of inflation should not be too severe or it will drive prospective customers to other shippers. On the other hand, charges that are set below the actual cargo hold usage will push a trader toward bankruptcy very quickly.

Calculating The Hauling Fee

Once the actual shipping costs have been determined as above, with a slight adjustment for partially filled holds, the final hauling fee can then be determined. To do this, multiply the adjusted actual shipping costs by the agreed-upon profit percentage and add it to the actual costs. This will be the Hauling Fee charged to the customer.



To illustrate the costs of operation, we will use an *Argon* class trade ship and her crew as examples. The *Argon* costs 35,000,000 Credits and has a standard crew of 18. Her maximum speed is warp 5, and she can carry 7200 SCU of cargo.

We will assume that the crew is buying her new, and has secured a Federation-supported 20-year loan. The monthly payment rate for that type of loan is .85 percent, so we multiply the cost of the ship by .0085 to find the monthly payment. The monthly payment for this ship is 297,500 Cr.

The *Argon* weighs 15,000 metric tons. By multiplying that weight by 6 Cr per ton monthly upkeep for starships, we find that the monthly upkeep is 90,000 Cr.

We can assume that the characters will prefer to travel at the maximum safe speed of Warp 5. Multiplying the monthly upkeep by the excessive speed modifier of .10 gives the excessive speed cost of 9000 Cr.

In order to calculate ship's crew wages, we will use the average of 300 Cr per month per crew member. With 18 crew members, our total crew wages are 5400 Cr per month.

The four numbers are now added together to give us the total Monthly Cost of Operation:

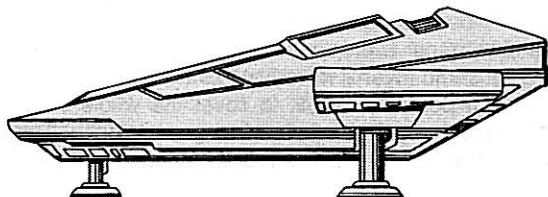
Monthly Ship Payment	297,500 Cr
Monthly Upkeep	90,000 Cr
Excessive Speed Costs	9,000 Cr
Ship's Crew's Wages	5,400 Cr
Total Cost	401,900 Cr

From the Monthly Cost of Operation, we can now figure a Daily Cost of Operation. We simply divide the Total Monthly Cost by 30, and get a figure of 13,400 Cr per day.

To find the cost per SCU-day, the daily operating cost of 13,400 Cr is divided by the 7200 SCU of cargo space, for a final cost of 1.86 Cr per SCU-day.

If the characters were hauling for two separate customers, the cost per SCU-day becomes extremely important. To find the cost of each cargo on a daily basis, simply multiply the number of SCU of cargo by the Cost Per SCU-Day rate. Customer A's 1000 SCU of cargo will cost 1860 Credits per day ($1000 \text{ SCU} \times 1.86$) to haul, and Customer B's 1500 SCU of cargo will cost 2790 Cr per day. If a shipping fee of 5 percent is added to the bill, these two fees become 1953 Cr per day ($1860 \times .05 = 93$, $1860 + 93 = 1953$) and 2930 Cr per day respectively.

Finally, the time traveled must be figured into the bill. If the trip takes ten days of travel time, Customer A will be charged 19,530 Cr ($1953 \text{ Cr/day} \times 10 \text{ days}$) and Customer B will be charged 29,300 Cr. Of course, our traders had better have some other cargo in the hold, or they will quickly go bankrupt. The characters should always remember the trader's motto: An empty hold costs money.



UNFORESEEN PROBLEMS

Sometimes, despite the best of intentions, mishaps occur. This is especially true with starships. The problem can be virtually eliminated by keeping the ship well-maintained. If, however, the ship's Confidence Factor ever falls below 90 percent, there is a chance that something will go wrong.

Once per month, the gamemaster should make a Saving Roll against the CF. If the roll is equal to or less than the CF, nothing happens. If the roll is higher than the CF, a problem will occur to the ship. To find out just what happens, the gamemaster may either select a mishap from the Starship Mishap Table below, or may roll percentile dice to find the result. Following the table are the definitions of each mishap.

STARSHIP MISHAP TABLE

Percent Roll	Result
01 – 20	Warp Drive Failure
21 – 30	Impulse Engine Failure
31 – 50	Computer Breakdown
51 – 60	Computer Brain Malfunction
61 – 70	Weapons Control Malfunction
71 – 75	Weapon Breakdown
76 – 80	Weapon Malfunction
81 – 90	Deflector Control Malfunction
91 – 95	Shield Generator Breakdown
96 – 00	Shield Generator Malfunction

Table Explanations

Warp Drive Failure: Subtract 1D10 damage points from one warp engine; to determine which engine, roll 1D10, with 1 – 5 being the port engine and 6 – 10 being the starboard engine. The warp engines are shut down until repaired and/or balanced.

Impulse Engine Failure: Maximum warp speed reduced by 1. No movement in Starship Combat until the engine is repaired.

Computer Breakdown: No sensors, weapons, or shields. Warp and impulse engines shut down until repaired.

Computer Brain Malfunction: All higher functions of the computer are lost including Library Data, Computing, and Astrogation. All weapon fire has an automatic +1 penalty.

Weapons Control Malfunction: All weapons are inactive until controls are repaired.

Weapon Breakdown: One weapons subsystem (torpedo tube, phaser, or laser bank, determined randomly) breaks down. That system must be repaired before use.

Weapon Malfunction: One weapons sub-system (determine randomly, see above) is reduced to half damage until system is repaired.

Deflector Control Malfunction: All deflector shields inactive until controls are repaired.

Shield Generator Breakdown: One of the shield generators (determine randomly) breaks down. That shield may not be raised until repaired.

Shield Generator Malfunction: One of the shield generators (determine randomly) is reduced to half power until repaired.

The gamemaster may decide to allow the mishap to occur immediately, or may wait until a fitting opportunity. For example, if the scenario would work better if the ship broke down at a particular time in the trip, the gamemaster may wait until the moment is right. In fact, the gamemaster may decide that a malfunction happens without rolling dice if the adventure would work better that way. The gamemaster may also decide *not* to roll for a mishap.

A mishap may also occur whenever the ship is pushed too hard for any reason. Examples include running the ship above its Maximum Safe Cruise Speed, entering combat, and possibly even making a high stress maneuver. This represents deterioration from the added strain placed upon the ship whenever it is run too fast or the fact that a ship entering combat is suddenly powered up to peak efficiency, and the power surges can burn out systems if the players are unlucky. The gamemaster may decide upon other situations requiring this saving roll.

When the roll is made, the target is the ship's CF. The same results apply as if a monthly check had been made against the CF. In any case, the CF will not be reduced by an extra stress roll of this nature; the only result will be a possible mishap. The CF reduction roll is only made once a month.

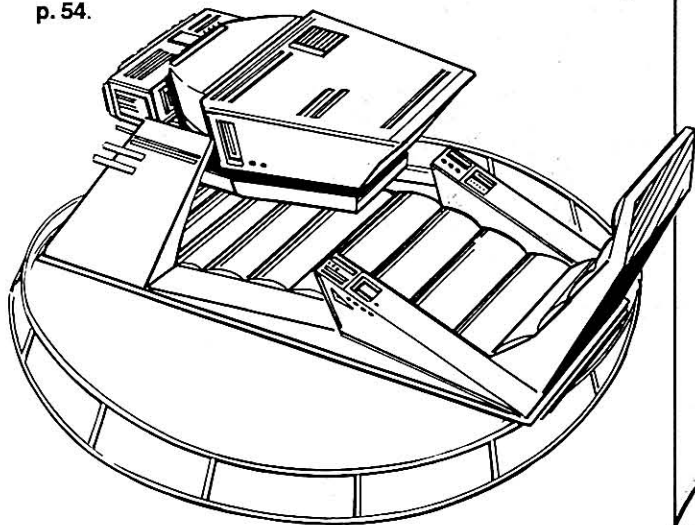
Adjusting The CF

Whether a mishap occurred or not (and even if the gamemasters decide not to roll for the mishap), the ship's CF has a chance of being reduced once per month, due to normal wear and tear. The amount of the reduction depends upon the age of the ship; a new ship's CF will not drop as quickly as one belonging to an old ship. The amount of reduction may be found in the CF Reduction table below. If the result is less than 1, the CF does not change for that month.

CF REDUCTION TABLE

Age	Reduction
1 to 9 years	1D10-5
10 to 19 years	1D10-4
20 to 29 years	1D10-3
30 to 39 years	1D10-2
40 to 49 years	1D10-1
50 years and older	1D10

The CF can never be raised except by repairs to the ship. The CF can also be reduced by the results of the mishap roll. Apply the same reductions and repairs as given in the section on **The Confidence Level And Combat Damage**, p. 54.



INSURANCE

There are many unforeseen problems that can plague a trader. These include delays, piracy, hijacking, accidental damage and spoilage, and outright fraud. The solution to many of these problems is insurance.

Insurance can be purchased that will replace damaged or stolen goods, repair accidentally damaged ships, and help pay the trader's medical bills. Each of these is a separate policy, and each is handled differently. Insurance is mostly a gamble. The company selling the insurance is betting that the buyer will not make a claim on the insurance. Thus, what the buyer pays for the insurance depends on how much of a risk he is. A trader shipping a hold full of diamonds is a higher risk than one shipping a hold full of coal, and so he will pay more.

Using the basic guidelines below, almost anything can be insured. Generally speaking, a value must be assigned to the item and a risk assigned. For example, if a ship is being insured, the risk will depend on where it is being operated. A ship hauling cargo in the Triangle is in more danger than a ship making the Terra-Vulcan run. The gamemaster should try to assign a risk value to the item that is fair.

Of course, the addition of insurance to the trader campaign also creates the opportunity for other scenario ideas. Perhaps the characters are working for an insurance company that has insured a very valuable cargo that has been stolen. If the characters can recover the cargo (and possibly even capture the thieves), they will be eligible for a finder's fee. The standard finder's fee for recovering stolen merchandise is 10 percent of the value of the cargo. The gamemaster is urged to be as creative in building the mystery as possible.

Calculating Premiums

The basic value of a cargo is based on the amount of space in the cargo hold. The insurance companies assume that the trader is going to fill the hold to maximum. From the Trade Good Values Table in the **Definitions** section, we find that cargos tend to have unmodified values from 700 Cr to 2200 Cr per SCU.

The trader decides how much he wishes to insure, but he should keep in mind that if the value of the cargo is greater than the insured value, the insurance company will only pay the maximum amount insured. Most insurance companies feel that, within the Federation, there is about a 1 percent chance that a cargo is going to be damaged or destroyed. The rate is doubled for fringe areas like the Triangle. The amount paid for such insurance is 1 percent of the insured value per year, paid monthly, quarterly, or annually.

If the trader intends to ship more than one cargo type on a regular basis, the larger value of the two cargoes will be used to calculate the value of the entire cargo for insurance premium purposes. If the trader decides to ship mostly agricultural supplies and raw materials, the average value of the cargo will be 1000 Cr per SCU. If we use the *Argon* Class trade ship for our example, it has 7200 SCU of cargo space, and a full cargo (even if mixed) would be worth 7,200,000 Cr at 1000 Cr per SCU. Thus, to cover the whole cargo, the trader should buy 7 to 8 MCr of cargo insurance. The cost would be 1 percent of 8,000,000 Cr, or 80,000 Cr per year.

Raising Premiums

Additional risk may be determined if the trader makes too many claims against the insurance company. Each time the trader files an insurance claim, there is a 50 percent chance that the rate will increase by 1 percent. This may be modified by the gamemaster depending on the circumstances.

In our example above, the trader is carrying a cargo of raw materials that were purchased for 500 Cr per SCU. The value of the cargo is 3,600,000 Cr (7200 x 500 Cr), which is well below the insured rate of 8,000,000 Cr. If the cargo is accidentally destroyed, the trader will receive 3,600,000 Cr for the lost cargo. The gamemaster rolls percentile dice, with a result of 55. Because the roll is greater than 50, this means that the trader's insurance rates will increase by another 1 percent to a total rate of 2 percent the following year. The new insurance premium will be 160,000 Cr.

Paying Claims

Insurance claims will be paid if the cargo is accidentally damaged or stolen by pirates or hijackers. The amount paid is the actual value of the cargo, not the full amount insured.

Claims will *not* be paid if they are the result of acts of war. A Klingon ship attacking a Federation trader is considered an act of war—unless the Klingon is operating without official sanction as a pirate. The same attack by an unidentified ship would be considered piracy.

SELLING THE CARGO

Selling a cargo is simply the reverse of buying a cargo. The trader must find a buyer, fix a price, and transfer the goods.

A trader who is selling on speculation will have to actually sell his cargo if he wants to see a profit. As with shipping-for-hire, the characters should know how much the trip has cost them, so that they may find a price that will more than cover their expenses. Thus, they should always know the price code at their destination for the cargo they are hauling.

Finding a Buyer

There are four levels of buyers for a cargo at any spaceport of a reasonable size. These are the trade broker, the wholesaler, the retailer, and the consumer. The difficulty of finding an interested buyer increases as you go from trade broker to consumer, but the profits increase, as shown in the table below.

BUYERS FOR CARGOES		
Buyer Type	Daily Chance To Find	Percent Of Final Sale Price Paid
Trade Broker	100 percent	75 percent
Wholesaler	80 percent	85 percent
Retailer	50 percent	95 percent
Consumer	20 percent	100 percent

If the characters are landing at a small, medium, or large spaceport, a trade broker will always be available and very easy to find. If the destination planet has a primitive spaceport or no spaceport at all, and thus has no trade broker, goods may still be sold, but only to the remaining three.

The above percentage chances are only the average chance of finding a particular buyer for the cargo. Individual factors based on the skills and attributes of the character who is doing the negotiations will modify those chances. As always, only one of the characters may lead the expedition to find a buyer each day. The following gives the modifiers to the base chance for finding an interested buyer.

MODIFIERS TO FINDING BUYER

For Planetary Population Rating:

Rating A or B	+10 percent
Rating D, E, or X	-10 percent

For PTP Code Of Cargo, Except Luxury:

Code H	+10 percent
Code F or G	+ 5 percent
Code B	- 5 percent
Code A	-10 percent
Luxury Cargo	+ 5 percent

For Attributes And Skill Of Salesman:

LUC 60 or higher	+ 5 percent
LUC 30 or lower	- 5 percent
Trade and Commerce Skill Rating 40+	+10 percent

If the character who is looking for the buyer is unsuccessful, he will have to wait until the next day and try again.



Fixing A Price

The section titled **Definitions** detailed how the PTP determined the trade modifier, and how the trade modifier and the Base Price of a certain cargo type determined the buying/selling price of the cargo. Furthermore, that section showed how the Population Rating became a modifier that affected the Base Consumption Rate to determine the Product Consumption Rate.

The full selling price will only apply to cargo sold up to the Product Consumption Rate. After that, the trade modifier (and thus the price) drops for any SCU sold until the Product Consumption Rate is reached again. The price of any more cargo sold drops in the same way. This means that, if the players are selling fewer than the number of SCU given by the Product Consumption Rate, they will receive the full price for each SCU sold. Afterward, for each multiple of the consumption rate, the trade modifier (and thus the price) for each SCU will be reduced by one step.

Negotiating For Profit

Once the selling price and Product Consumption Rate are determined, the trader may set about trying to negotiate a higher sales price or a greater demand for the goods. The characters will first have to decide which would be preferable, however, as only one of the two is possible.

To affect the final sales price, the negotiating character will have to make a Skill Roll against his rating in *Trade and Commerce*. If the roll is successful, the final sale price will be raised by one level. If the roll was failed, the price will be *reduced* by one level. The increased sale price will do two things. First, it will bring in more money for each SCU sold. Second, it will allow more SCU (actually up to the Product Consumption Rate) to be sold without dropping below the original sale price.

The characters may alternately decide to try to alter the consumption rate. The negotiating character makes a Skill Roll as above, and if it is successful, the modifier for the Population Rating is raised one level. This increases the Product Consumption Rate as if the planet's population were one step larger. Similarly, if the roll failed, the Population Rating modifier would be reduced by one step, giving a Product Consumption Rate as though for a planet one size smaller. The players should not bother with this type of skill roll if the planet already has a population rating of A, because the modifier cannot be increased further. Likewise, if the population rating were X, the characters would have nothing to lose by trying the save, because the modifier cannot be reduced.

The consumption levels can also be used by the gamemaster to push the characters toward a goal or adventure scenario. For example, the gamemaster may decide that the market to which the characters are trying to sell has recently been flooded by the same type of merchandise that the characters have. If this is the case, the consumption level may be artificially reduced by one or more levels. This could even force the characters into an adventure. They may have to 'get the goods' on a competitor who is undercutting them or possibly making illegal deals. They may also be forced to perform some sort of odd job to raise the cash they would have received for their cargo in order to make their next ship payment. Like any other idea, this should not be over-used, but can make things interesting for the characters once in a while.

Calculating Final Selling Price

After the characters have tried to increase their profits, the final selling price is calculated. The number of SCU that will be sold is determined by the characters, using the Product Consumption Rate as a guide. They must choose whether it is better to keep some goods off the market or to sell at sometimes substantially reduced rates. The cost of the cargo per SCU-day will also come into play.

Most often, it will be better to sell the entire cargo than to sell only part, unless there is another planet close by that will take the remainder. After all, time is money, as is cargo space. It frequently is far better to take a bath all at once than to take it over a protracted period. It is easy to forget that cargo that remains in the hold costs money every day that it is there, and sooner or later, that cost will turn any potential profit into a loss. It may oftentimes be better to take a smaller profit, or even no profit at all, rather than bear the expense of retaining the goods for later sale.

Once the amount of goods to be sold is calculated, the number of SCU sold at each selling price level is multiplied by the appropriate selling price, based on the Product Consumption Rate. Then, these figures are totaled to reach the selling price for the cargo.

This selling price will only be paid to the trader by an interested consumer. Other potential buyers have their costs and profits to consider, and so the final selling price must be modified to account for these. A retailer will pay only 95 percent of this price, a wholesaler will pay only 85 percent, and the trade broker will pay least of all, only 75 percent of the calculated sale price.

Taxes And Tariffs

The Federation imposes a straight sales tax of 2 percent on any sales transacted on a Federation world. This tax is based on the actual sale price, which depends on who the buyer is, and not the calculated sale price. The tax is paid to the port's cargomaster when the cargo is sold.

If a cargo is smuggled in or the tax is otherwise avoided, and the offender is caught, the cargo will be confiscated, the offender's bank account frozen, and a fine imposed equal to twice the amount of the tax that should have been paid. The offender's ship will usually be impounded until the fine is paid. No compensation is paid to the offender for the confiscated cargo.

Because the Federation believes in promoting free trade, no member planet is allowed to charge a tariff on cargo being imported from another member planet. If the cargo is coming from a non-member, a simple 2 percent tariff is charged on the value of the cargo. The tariff is collected at the same time that the taxes are paid, with the same penalties.

Tariff violations are more difficult to police, however, because the records are easier to forge. Should the characters decide to try it, the forger needs a successful skill roll against his unmodified *Forgery* rating to have the forged records accepted. If the forgery is discovered, the penalties are the same as for non-payment of the trade tax.

Non-Federation worlds impose a wider variety of trade regulations and tariffs, much of which must be left to the gamemaster. Most planets will impose a 1 to 10 percent tariff. Penalties for non-payment of tariffs on non-Federation planets range from high fines to imprisonment. Exact penalties will vary with the planet involved, and so the gamemaster should decide what the tariffs and penalties are before the characters arrive.

Assume that the leader of the character's party has *Trade and Commerce* skill rating of 39. The characters have landed on Cait with 2100 SCU of normal minerals (the second item in the PTP) and 2500 SCU of high tech goods (the seventh item). The PTP codes for these two cargos are E and G respectively, while Cait has a population code of C. We will assume that the characters bought both of these at a PTP level of C.

The character decides to sell the normal minerals first. The Base Consumption Rate for minerals on Cait is 700 SCU, and the modifier for the Population Rating of C is 1; thus, the Product Consumption rate is 700 SCU. The Base Price for minerals is 1000 Cr per SCU, and the trade multiplier for PTP E is 1.25; thus, the selling price is 1250 Cr per SCU for the first 700 SCU. The price would drop to 1000 Cr per SCU for the next 700 SCU, and to 750 Cr for the third 700 SCU.

Because the cargo was purchased at PTP code C, which gives a trade modifier of .75, it costs 750 Cr per SCU. This figure is the lowest price the traders can accept and not lose money just on the transfer of goods. But this figure ignores their costs, which would actually require them to sell the cargo at more than the 750 Cr per SCU they paid for it.

The amount they would receive for this cargo, should they choose not to attempt to increase their profits, would be:

700 SCU x 1250 Cr per SCU = 875,000 Cr
700 SCU x 1000 Cr per SCU = 700,000 Cr
Total: 1400 SCU sold for 1,575,000 Cr

With only 1400 SCU of minerals sold, the characters have another 700 SCU of minerals to sell. Because of this, they decide to attempt to increase their profits by raising the trade multiplier and thus the selling price. The negotiating character makes a Skill Roll against his rating of 39 in *Trade And Commerce*, rolling a 27. The successful roll raises the trade modifier for the first 700 SCU from 1.25 to 1.50, for the second 700 SCU from 1.00 to 1.25, and for the third 700 SCU from .75 to 1.00. The amount that would be received is now:

700 SCU x 1500 Cr per SCU = 1,050,000 Cr
700 SCU x 1250 Cr per SCU = 875,000 Cr
700 SCU x 1000 Cr per SCU = 700,000 Cr
Total: 2100 SCU sold for 2,625,000 Cr

If the roll had failed, the characters would only have received 1000 Credits (code D) for their first 700 SCU, and would have had to sell the rest of their cargo at a loss or decline to sell it on Cait at this time. Had they chosen not to sell, they could have left the minerals in their hold to be sold elsewhere, or they could have stored the minerals in a warehouse on Cait to sell there later. Warehousing costs are discussed in the section on **Judging Spaceport Operations**, p. 71.

After selling the minerals, the characters decide to sell their high tech goods. The Base Consumption Rate for high tech goods is 500 SCU and the Base Selling Price is 2200 Cr per SCU. Because the PTP code for high tech goods is G, the trade modifier is 1.75 for the first 500 SCU, 1.50 for the second 500 SCU, 1.25 for the third 500 SCU, and so on. This means that the first 500 SCU may be sold at 3850 Cr per SCU, the second 500 SCU at 3300 Cr per SCU, and so on.

Because this cargo was also purchased at a PTP code of C, it cost 1650 Credits per SCU, but only 2000 SCU can be sold at a profit. Unfortunately, the characters bought 2500 SCU of high tech goods, planning to sell the extra in the same way they sold their minerals. This time, they decide to try affecting the consumption rate for this cargo, hoping to raise the Population Rating modifier from .5 to 1 and thus the Product Consumption rate to 1000 SCU. The negotiating character makes a Skill Roll against his rating of 39 in *Trade And Commerce*, rolling a 78 and missing entirely. This means that the cargo must be sold at a Population Rating modifier of .25 instead, dropping the Product Consumption Rate to 250 SCU. The characters will have the following sale price for their high tech merchandise:

250 SCU x 3850 Cr per SCU = 962,500 Cr
250 SCU x 3300 Cr per SCU = 825,000 Cr
250 SCU x 2750 Cr per SCU = 687,500 Cr
250 SCU x 2200 Cr per SCU = 550,000 Cr
Total: 1000 SCU sold 3,025,000 Cr

If the skill roll had been successful this time, the characters would have sold their entire cargo at a Product Consumption Rate of 1000 SCU, and left the populace wanting more! Instead, the characters only sold a total of 1000 SCU of their high tech items. The gamble, though lost this time, was worthwhile.

The total sale price for the trip was 5,650,000 Credits, with 1250 SCU of high tech goods left in their hold. Because one type of cargo may be sold only once per trip, the rest of the high tech goods will have to be sold elsewhere.

The characters must actually sell their goods now. Depending upon who they talked into buying the cargo, they will receive:

Purchaser	Percent Of Price	Gross Sales	Net Profit
Consumer	100 percent	5,650,000 Cr	2,425,000 Cr
Retailer	95 percent	5,367,500 Cr	2,142,500 Cr
Wholesaler	85 percent	4,802,500 Cr	1,577,500 Cr
Trade Broker	75 percent	4,237,500 Cr	1,012,500 Cr

Because the characters are selling their cargo on Cait, a simple 2 percent tax will be applied. If the cargo was sold to a consumer, the tax would amount to 113,000 Cr, while the tax would only be 84,740 Cr if the cargo were sold to a trade broker.

PASSENGER SERVICE

People without starships need to get from one place to another just as much as they need to ship their cargoes. This offers a chance for the trader to make a nice profit by just carrying those passengers from point A to point B.

Committing one's ship to passenger service means making a few sacrifices, however. For one thing, the ship will have to have extra staterooms installed more or less permanently in the ship. This means eliminating some or all of the cargo hold. More personnel, in the form of pursers and stewards, will have to be added to the payroll.

Furthermore, a more rigid schedule must be followed, because those passengers have a right to arrive quickly and safely at their destination. The passenger liner will usually have to commit to a certain route, to give those passengers those assurances.

Thus, the traders will have to decide for themselves whether this is a step to take or not. This section will give some basic ideas what travel fares will cost, should one or more player have to travel on one of these vessels.

Accommodations

A passenger ship requires a certain amount of space for each of the passengers on board. The amount of space, however, will be determined by how much the passenger is willing to pay. There are three classes of travel: second class, first class, and luxury class. Each class gives the passenger twice as much space as the previous. This is accomplished by placing two second-class passengers in the same cabin that would be occupied by one first-class passenger, and a luxury passenger has two of those rooms connected by a door. Thus, if a ship has 100 staterooms, they would accommodate 100 first class passengers, 200 second class passengers, or 50 luxury class passengers.

One passenger stateroom takes up 27 SCU. This does not mean that the stateroom itself is that large, but that the stateroom, recreational and dining facilities, and medical facilities, for one individual adds up to 27 SCU. By contrast, crew members require only about 15 SCU apiece. Each stateroom costs 3000 Cr.

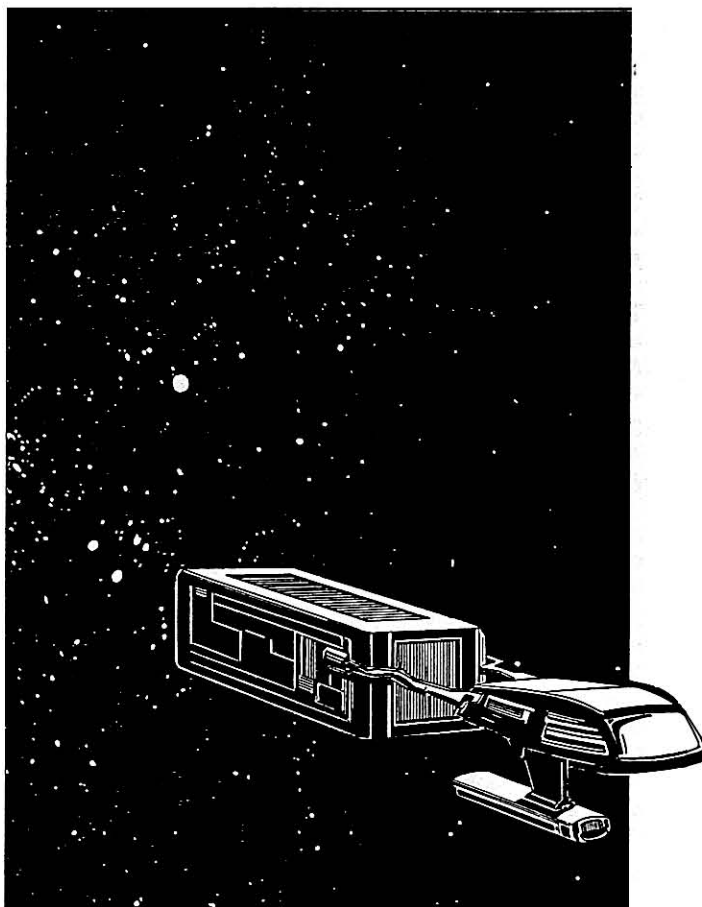
If a vessel is used only for passenger service, there will still have to be some cargo capacity. Passengers do have materials to transport, and any small cargoes shipped help defray the costs a little more. The usual arrangement is to leave about 10 percent of the cargo hold intact, using the rest for staterooms.

To calculate the maximum number of staterooms possible, divide the ship's cargo capacity in SCU by 32. This automatically adds in the 10 percent of the hold reserved for cargo, the various passenger service areas such as the dining area, and also the cost of the accommodations for the extra crew. It is handy to round this number off to the nearest five staterooms.

Charging For Transport

The next question is how much the trader should charge for transportation through space. Actually, the trader may charge anything he likes. If the prices seem too steep, he will simply not have many passengers. This section will help to establish what passenger service costs.

For purposes of discussion, we will assume that the trader wishes his vessel to be given over almost entirely to passenger service. This need not be the case, as there is nothing stopping a trader from installing ten staterooms and hauling both passengers and cargo. The degree of involvement is up to the trader.



In order to find out how much to charge the passengers, the characters will have to calculate the daily cost of operation (see **Operating Expenses**). Two of the figures will change slightly, however. The ship's payment will be raised by the costs of the renovations, and the crew's salaries will go up by the extra crew needed to take care of the passengers and their luggage (one crewmember per ten passengers). Monthly upkeep and excessive speed costs will not be affected.

Once the daily cost of operation has been determined, the cost of maintaining one stateroom, and therefore the cost of a first class passage, may be computed by dividing the number of staterooms into the daily cost.

Calculating Fares

As in shipping-for-hire, a fair amount of profit (from 5 to 15 percent) should be added to the daily cost of a stateroom to find the final one-day first-class fare. This amount would be multiplied by the number of days travel to give the total fare.

Second-class fares tend to be slightly more than half the first-class fare, because two people in the same stateroom make extra work and use twice as much consumables as does one. Luxury-class fares are about double the first-class rate, the savings in consumables making up for the cost of the extras luxury-class passengers expect.

The passenger will expect to eat two or three meals per day. The cost of these meals may be included in the ticket price, or they may be paid for restaurant-style at about 5, 10, or 20 Cr per meal for second, first, or luxury class respectively.

In this example, an *Argon* Class trade ship is to be converted over to full passenger service. The *Argon's* 7200 SCU of cargo space is divided by 32 and rounded to the nearest 5, giving 225 staterooms to be installed. Staterooms cost 3000 Cr apiece to install, and so the modification will cost 675,000 Cr (225 rooms x 3000 Cr).

To find out how many extra crewmembers are needed, divide the number of staterooms by 10, which means we will need another 22 crew members aboard the *Argon*. To find out how much cargo space is left, multiply the number of staterooms by 27 SCU to find how much room they and the support areas actually take; this gives 6075 SCU. Also, multiply the number of extra crew members by 15 SCU to determine how much room their staterooms occupy; this gives 330 SCU. The total is 6405 SCU, leaving 795 SCU for cargo.

To find out how much a single passage will cost, the Daily Operation Cost is calculated. The costs will simply be summarized here, because the process is identical to that for other trade operations. The only additions would be the cost of the alterations added to the monthly ship payments and the additional crew wages.

Monthly Ship Payment	260,738 Cr
Monthly Upkeep	90,000 Cr
Excessive Speed Costs	9,000 Cr
Ship's Crew Wages	12,000 Cr
Total Monthly Cost	371,738 Cr
Daily Cost of Operation	12,391 Cr

The daily cost of operation is divided by 255, for a stateroom cost of 55 Cr per day. Adding in a 5 percent profit (2.5 Credits) and two meals (10 Cr each, or 20 Cr) gives a ticket cost of 77.50 Cr per day for first-class passage. It would be reasonable to charge 40 Cr per day for second class and 155 Cr per day for luxury class.

JUDGING SPACEPORT OPERATIONS

Whether the trader is trying to locate a cargo or get rid of one, any time not spent in space is spent at the spaceport.

While in port, most characters will want to spend some time on rest and recreation (R&R). Most spaceports are attached to a large city. Some are large cities in themselves. There will usually be bars, restaurants, movies, stage shows, shopping, cultural museums, and many other forms of recreation and amusement. The prices for many of these services are discussed in the section on **Equipping The Trader Character**.

BERTHING AND STORAGE COSTS

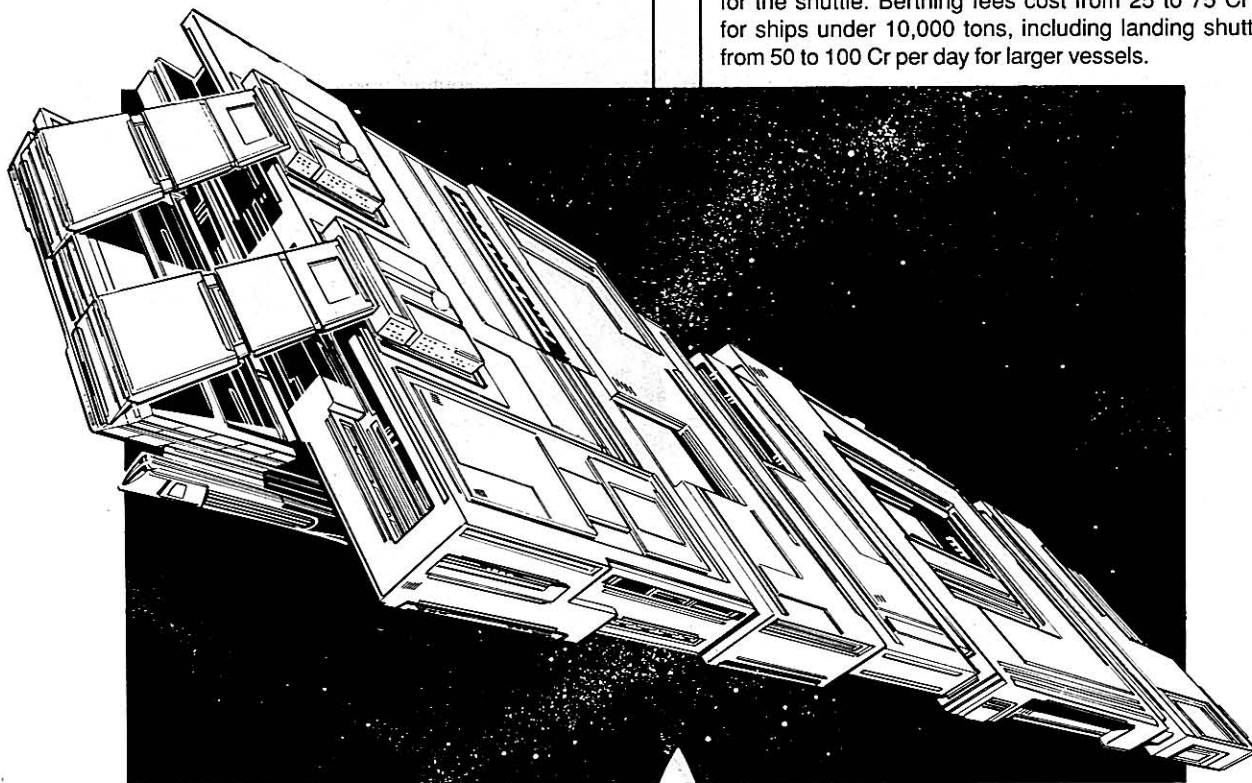
When a ship makes planetfall or even stays in orbit, it will have to pay landing and berthing fees. Of course, if there is no spaceport on the planet that the tradeship visits, no landing or berthing fees are usually required. Any of these arrangements may be altered or eliminated by the gamemaster if desired.

Landing Fees

The landing fee, which is paid whether or not the ship actually lands, costs .01 Cr per ton. This fee, along with any cargo taxes and tariffs, is collected by the portmaster. The fee, which is not negotiable, must be paid as soon as the trader lands. If a character does not check in immediately, his ship will be sealed and he will be arrested for tax evasion.

Berthing Fees

The berthing fee is only paid by ships that actually do land. Ships that remain in orbit need not pay a berthing fee. If the trader lands in a shuttle, a berthing fee will have to be paid to park it, but an extra landing fee will not be required for the shuttle. Berthing fees cost from 25 to 75 Cr per day for ships under 10,000 tons, including landing shuttles, and from 50 to 100 Cr per day for larger vessels.



CARGO HANDLING AND STORAGE

At times, a trader's cargo may have to be moved about a starport. On smaller ships, the crew may pitch in, but they are under no obligation to do so. Obviously, if the trader has a large crew with cargo handlers, the costs will be absorbed by the handlers' salaries.

Port Cargo Handlers

Often, however, the trader must hire the services of port cargo handlers. These men work for the starport, and a fee, based on the amount of cargo handled, is charged by the port cargo authority. The trader can expect to pay 1D10 + 5 Cr per KCU handled.

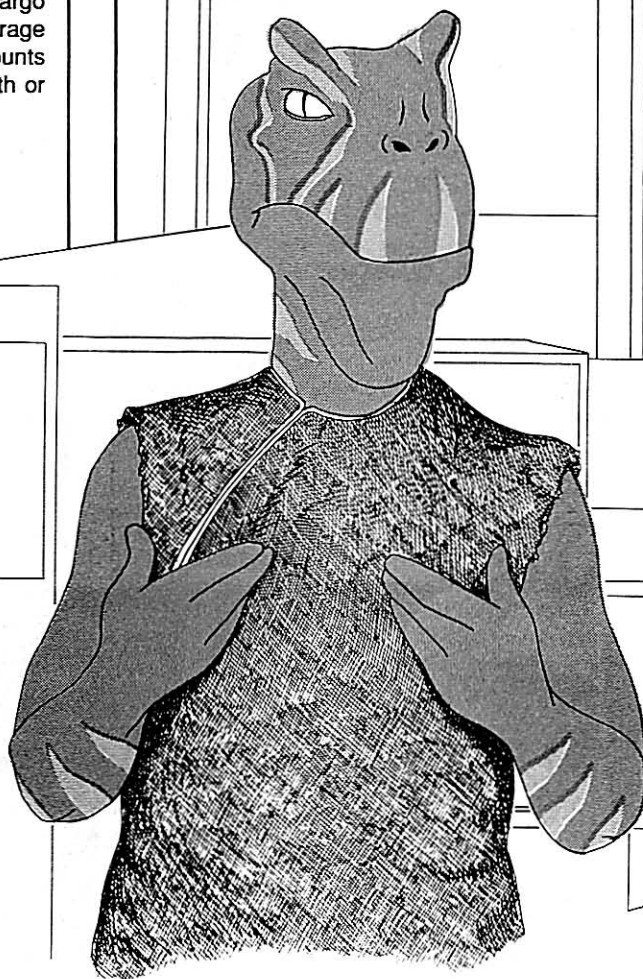
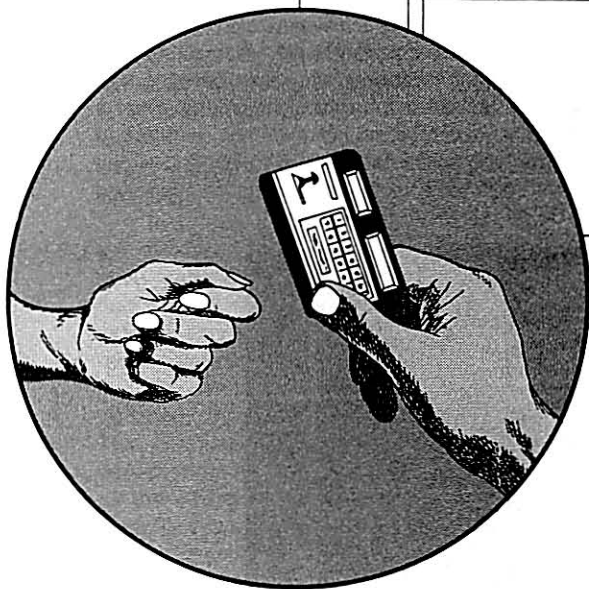
Warehousing

Under some conditions, the trader may have to store the cargo in a warehouse before loading into his ship's hold. This may be because some special modifications are to be made to the trader's ship, because the cargo must be inspected or quarantined, or because the trader's ship requires service. In these cases, a warehouse fee will be charged, based again on the number of KCU of cargo stored. Warehousing fees vary widely, but a good average is 2D10 Credits per KCU stored per day. Large discounts are usually given if the space will be leased for a month or more, with fees charged by the month.

BRIBES AND PAYOFFS

Bribes and payoffs occur on 30 percent of non-Vulcan and non-Edoan planets within the Federation, and on 60 percent of the planets outside the Federation. On Federation planets, these bribes can run from 1 to 5 percent (1D10/2 percent) of the cargo's net worth. On non-member planets, these fees are usually twice that (1D10 percent).

If the trader so desires, he may try to bargain these payments down. If the player can make a successful Skill Roll against his rating in *Bribery*, any bribes required will be reduced by half. If the roll is unsuccessful, the bribe will be doubled.



TRADE PROCEDURES OUTLINE

Obtaining a Cargo

- I. Shipping-for-hire
 - A. Locate the cargo (5D10 percent for specific type; otherwise 5D10 + 30 percent)
 1. From Patron
 2. By Advertising
 - a. Seller-placed ad
 - b. Shipper-placed ad (+10 percent chance)
 3. ITA dispatch office; non-member cost (1D10/2 percent of cargo value)
 - B. Draw up contract
 1. Calculate value of cargo space
 2. Agree on fees and penalties
 - C. Load cargo (1D10 / 2 Cr per 1000 SCU)
- II. Speculation
 - A. Locate the cargo
 1. Direct from manufacturer; 50 percent chance, apply modifiers
 2. From trade broker; apply modifiers
 - a. 90 percent at Large spaceport
 - b. 70 percent at Medium spaceport
 - c. 50 percent at Small spaceport
 - d. 20 percent at Primitive spaceport
 - B. Buy the cargo
 1. Determine the PTP rating for that cargo type
 2. Calculate purchase price
 - a. Attempt Skill Roll against *Trade and Commerce* rating if desired
 - 1) If successful, lower trade multiplier for cargo type
 - 2) If unsuccessful, raise trade multiplier for cargo type
 - b. Find Base Price for chosen cargo type
 - c. Multiply Base Price by adjusted trade multiplier to determine sale price
 3. Purchase the cargo at the price negotiated.
 - C. Load the cargo (1D10 / 2 Cr per 1000 SCU)

Cargo Disposal

- I. Shipping-for-hire
 - A. Cargo Delivery
 1. Cargo inspection
 2. Cargo offloaded (1D10 / 2 Cr per 1000 SCU)
 - B. Contract Settled
 1. Penalties assessed
 2. Shipping charges paid to trader
- II. Speculation
 - A. Locate a buyer; calculate die roll modifiers
 1. Trade Broker; 100 percent chance at any spaceport
 2. Wholesaler; 80 percent chance
 3. Retailer; 50 percent chance
 4. End-User; 20 percent chance
 - B. Decide on attempt to raise profits
 1. To affect the sale price
 - a. If successful, raise trade multiplier one level
 - b. If unsuccessful, drop trade multiplier one level
 2. To affect the consumption rate
 - a. If successful, raise Population Rating multiplier one level
 - b. If unsuccessful, drop Population Rating multiplier one level
 - C. Fixing a top sale price for cargo
 1. Determine adjusted trade multiplier for cargo type
 2. Check Base Price for cargo type
 3. Multiply base price by adjusted trade multiplier
 - D. Fixing demand for cargo (Product Consumption Rate)
 1. Determine Base Consumption Rate for cargo type
 2. Determine adjusted Population Rating multiplier
 3. Multiply Base Consumption Rate by adjusted Population Rating multiplier
 - E. Calculate the total sale price for any cargo sold
 1. Multiply cargo price by Product Consumption Rate for first lot of cargo
 2. Add amount to total
 3. Reduce price one level
 4. Repeat steps 1 through 3 until all cargo sold or until consumption rate satisfied
 - F. Multiply total sale by purchaser level
 1. If trade broker, total times 50 percent
 2. If wholesaler, total times 75 percent
 3. If retailer, total times 90 percent
 4. If consumer, unmodified total price

JUDGING THE MERCHANT ADVENTURE

Gamemasters and players who are used to adventures and campaigns using the ST:RPG2 rules will find campaigns centered around merchant ship crews and independent traders to be different in many ways. For those who have played other science fiction roleplaying games, however, the style of play for trader-based campaigns may be more familiar than for Star Fleet games.

Star Fleet games tend to be structured and episodic, much like episodes of the *STAR TREK* television show. This is only natural, as Star Fleet personnel lead a structured, organized existence. Trader campaigns are more like traders themselves—freewheeling, fast-moving, and often surprising.

Characters in a Star Fleet campaign usually meet with well-defined adventure situations, and such campaigns do not usually concern themselves much with the lives of characters between adventures. Independent trader campaigns, on the other hand, have more or less continuous play, with no large gaps in game time. This is because part of the adventure concerns how traders earn their livelihood and maintain their day-to-day existence. The economic struggle of earning a living is not a problem for Star Fleet officers, whose daily needs are routinely provided for.

Star Fleet personnel, however, have little control over where they will go and what they will do. Their job is to cope with the situations defined by circumstance. The independent trader *chooses* his paths through the galaxy, which provides a more challenging situation for a gamemaster, who must prepare a larger campaign area in advance.

Situations are more fluid in trader campaigns. Star Fleet personnel change their lifestyle very little during a tour of duty, but the fortunes of independent characters may fluctuate a great deal.

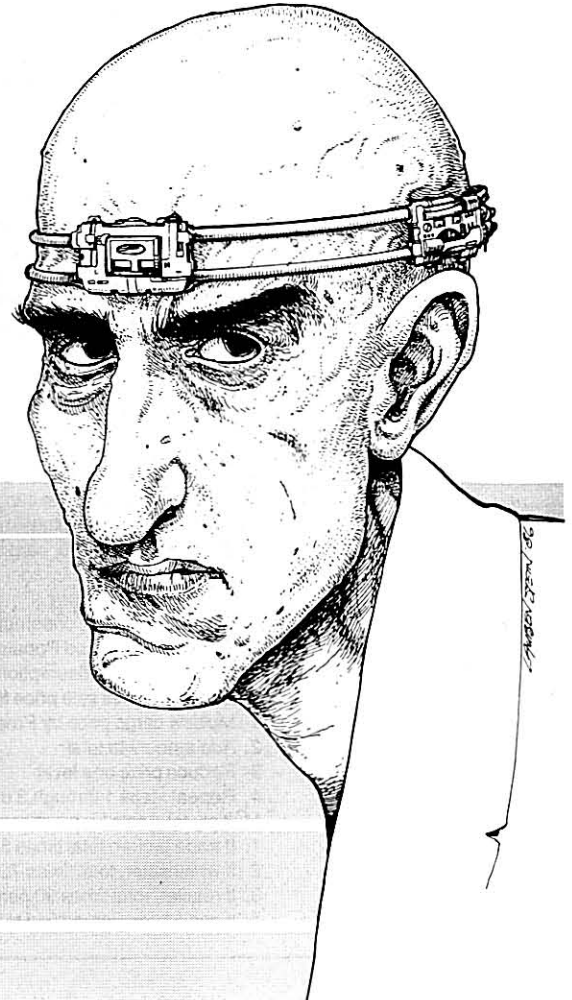
Independent characters also tend to be more vulnerable than Star Fleet characters. Indeed, trader characters die more often, which is to be expected. Interstellar traders do not have the immediate presence or intervention of Star Fleet to protect them from the dangers along the edge of galactic civilization. Fortunately, trader campaigns move faster, and it is easy to work in a new character to replace one who is lost to the dangers of space. Thus, gamemasters may encourage players to create two or three characters, allowing them to play one and to keep the others in reserve.

THE CHARACTER SPOKESMAN

The *character spokesman* or *negotiating character* often referred to in this book is the character who happens to have the best chance of accomplishing the task at hand. This is not the same as a leader who tells the characters what to do and when to do it. The players themselves appoint the character spokesman, and they can choose to replace him with someone else at any time.

For example, when the characters make planetfall, they will have to sell their cargo. The players should look at all the characters in their party and determine which one would have the best chance of selling that cargo, based on his or her attribute scores and skill ratings. This character would then become the character spokesman for selling the cargo. If the characters then decide to find a black market contact, the character who would have the best chance of doing *that* would become the character spokesman. This could be the same character or a different one. It is even possible, for reasons completely up to the players, that the job of character spokesman be given to the second- or third-best character.

Once a character spokesman has been chosen for a situation, it is he or she who will speak for the rest of the characters in that situation. Any skill ratings or attribute scores needed in the situation will be those of the character spokesman, who will make any dice rolls necessary.



ADVENTURE TYPES

There are just as many types of adventures featuring trader characters as there are for Star Fleet personnel. The two can even be combined. The possibilities are virtually limitless, with many variations on each theme type. Some of the major adventure themes are Star Fleet crossovers, work-for-hire adventures, independent merchant adventures, and special situations. Each of these is described below.

STAR FLEET CROSSOVERS

The simplest type of adventures are Star Fleet crossover adventures. These can feature Star Fleet personnel in a merchant situation (such as Merchant Marines), traders placed in Star Fleet adventures, and mixed adventures.

When using Star Fleet characters in a merchant campaign, the gamemaster can create a happy medium between the episodic nature of the Star Fleet campaign and the continuing life of a trader campaign. Star Fleet characters working for the Merchant Marine never have to worry about ship payments, meeting a payroll, or about where they will get their next meal. Although day-to-day life is dull compared to service aboard a *Constitution Class* vessel, Merchant Marines can still have interesting adventures.

Merchant Marines are primarily concerned with moving Star Fleet cargo from one place to another. This may involve supplying an out-of-the-way star base or outpost, or possibly bringing valuable supplies to a stricken planetary population. However, the Merchant Marine characters may occasionally receive more interesting—and sometimes dangerous—assignments. For example, they may have to pose as ordinary traders in order to flush out pirates and hijackers from hiding. Decoy duty is not always the safest way to earn one's pay, but the work *is* exciting when you can get it!

Another easy way to develop a trader campaign is to use trader characters in a scenario designed for Star Fleet characters. This is a bit more dangerous, as traders are not as well trained as Star Fleet officers, but the switch can work very well in some situations.

The third type is the mixed adventure featuring trader NPCs in a Star Fleet adventure or Star Fleet NPCs in a trader adventure. Letting Star Fleet characters interact with stubborn traders can be a humorously frustrating experience for characters used to the discipline of Star Fleet. By the same token, Star Fleet discipline can be maddening for freewheeling trader characters.

Examples of this adventure type might involve a character's Federation-supported loan being called in during a crisis, with a Star Fleet officer placed aboard the character's ship until the crisis is resolved. The officer might be a nice guy who is just doing his duty, or a disagreeable type who likes giving those "Star Fleet rejects" a hard time! In a situation like this, however, the gamemaster must try not to push the characters too far. Allowing the officer to be killed 'accidentally' is a great way to end a campaign very quickly, with the characters all facing murder charges! Remember, too, that the purpose of the adventure is to have a good time. When the players find themselves continually frustrated, it is not much fun for anyone.

WORK-FOR-HIRE

The second major type of trader adventure is based on the work-for-hire theme, which offers endless possibilities. For example, a patron may know where a valuable item is and be willing to pay the characters handsomely to retrieve that item. Or perhaps they will be asked to guard some item for a period of time. The characters might even be required to haul a very special cargo from one place to another. These adventures make great fillers and one-shot games.

A good example of such a patron is the character named Dirk in FASA's supplement **The Triangle**. This type of NPC always knows where a valuable item may be found, if only a group of characters are brave (or stupid) enough to go after it! Such a plot idea might even be used with a group of characters who normally work for a trading company or shipping line, and who have two weeks' vacation time to kill.

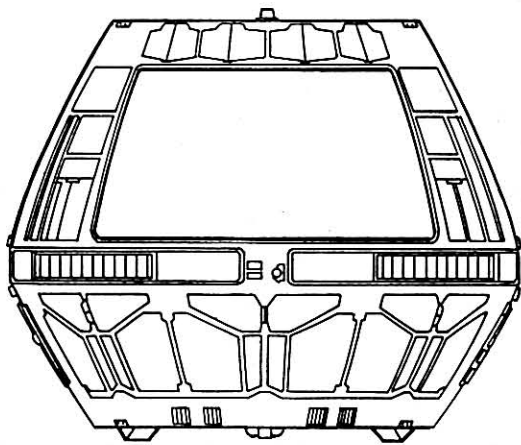
Of course, the patron does not always have to tell the characters *everything* they ought to know before starting out. If the players' group knew that two hundred belligerent Tellarites were waiting for them at the other end, they might think twice about delivering that little cargo to the next planet. They would probably also have second thoughts about hauling a shipment if they realized it contained a very powerful bomb that could go off if they jar it too much, or that the 'little trinket' they are supposed to retrieve is really a meteorite that the native population worships as "the god who fell from the sky". After all, these are minor details that need not concern the hard-working traders!

INDEPENDENT MERCHANT ADVENTURES AND CAMPAIGNS

This is not so much a single adventure type as a catch-all that can even include elements of the crossover and work-for-hire themes. Independent merchant campaigns require more subtle maneuvering on the part of the gamemaster to draw the characters into the adventures, however. He can use the Star Fleet crossovers and work-for-hire ideas as well as the many other 'tricks' described in other sections of this book to push the characters in the desired direction.

For example, forcing cargo prices down artificially can 'persuade' the characters to take an assignment that they might not otherwise accept. Or, it could be used to make the characters seek revenge against whoever forced down the prices in the first place.

Remember, though, that the gamemaster will have to do much more background work for this type of campaign. Just when he has pushed the characters (and their players) into a corner that will force them to go in one direction, they will think of some ingenious loophole that had never even occurred to the gamemaster. In response, the gamemaster must react quickly and be able to improvise new twists and turns to the adventure as he goes. For this reason, the Independent Merchant campaign is recommended mainly for experienced gamemasters.



SPECIAL SITUATIONS

This is a catch-all for any adventure type that does not fit the above categories. None of the types is mutually exclusive, and so gamemasters will often come up with their own hybrid blends.

Ground-Based Adventures

Some adventures could be played without the characters ever leaving the planet. These might include anything from the work-for-hire item-retrieval adventure to a simple bar fight. If the characters are hired to find an object, they may be given an advance on their wages with which to buy equipment and supplies, or they may have to fund the adventure themselves. They may also want to retrieve some valuable item for their own use or sale, skipping the patron altogether. Of course, a patron may have information that the characters need to complete their mission.

Indeed, the ground-based adventure might be built up into a campaign. Some possibilities include scenarios based around small trade brokerages, planetside corporations, or shops, stores, and the inevitable starport bars. The latter idea can be a lot of fun if the players have a good sense of humor and the gamemaster has lots of imagination. With the player characters running a tavern in a major spaceport, almost anything can happen. After all, bartenders are almost as good at getting into trouble as are traders! Consider the possibilities.

A bar fight inevitably breaks out when Federation marines arrive in port the same day as an Orion cargo ship that's been in deep space for eight weeks. Or, a mysterious Vulcan arrives and sits in the back booth drinking spring water, waiting to deliver an odd package to someone called "The Great One". It might also be fun trying to outwit two Tellarite hold-up men who stick up the place and begin arguing about how to divide the take before they even have it. Another plot might take off from the grubby trader selling cases of Romulan ale—who turns out to be a UFP excise officer on a 'sting' operation.

Actually, a ground-based adventure could refer to any that does not require the use of a starship. That includes space stations, which offer environments equally as interesting as planets.

Scouting

Traders and merchants acting as independent scouts have often furthered the explorations of Humankind and its fellow races. Many promising finds in the galaxy have come about because traders were scouting there for new wares to sell and new customers to sell to.

The section titled **Adventure Preparation**, p. 80, includes all the instructions needed to create new and unexplored volumes of space. Planning for such explorations is a somewhat more difficult task for the gamemaster, but can yield a wealth of money for the characters and enjoyment for the players.

There is one caveat the gamemaster must bear in mind. The Federation's Prime Directive forbids contact with any developing culture that does not yet have space travel. Though special exceptions have been granted in the past, the gamemaster should act as the Federation in such cases, being very careful about granting such permits. Unrestrained trade has the potential to destroy a developing culture by pushing it too fast too soon.

Troubleshooters

This adventure type would have the characters acting as troubleshooters for a major corporation. Their job would be to solve any problem that creates an obstacle to the company's operations. These may include such activities as swaying public opinion in favor of those operations, capturing industrial spies and saboteurs, and repairing any damages sustained either by accident or on purpose.

For example, the characters may be working for a company that is perfecting a new ore-refining process. The company may be afraid that industrial spies may try to steal the process, or that saboteurs will try to slow down the progress by damaging valuable equipment. The characters may be required to find any spies or saboteurs by clever detective work and then capture the culprits before they can do any damage to the program.

There are many such scenarios possible, and the inventive gamemaster will no doubt concoct numerous variations.

Corporate Espionage

Of course, if the characters can try to stop corporate espionage, they can also cause it! They may be hired to break into the enemy corporation's headquarters in order to steal plans, prototypes, models, and any other materials that apply to a project of interest to their bosses. Corporate espionage could also include capturing or kidnapping scientists involved in a new product, or procedure or sabotaging it in order to slow down the competition. Again, many variations are possible.

ADVENTURES WITH ALIEN RACES

In merchant-based campaigns, just as in Star Fleet campaigns, playing non-Human characters is more challenging than playing Humans, because doing it well requires more roleplaying skill and experience. This applies both to player characters and to NPCs. The hints on playing non-Humans found in the ST:RPG2 rules set should be combined with the following notes on each race's characteristics. This will provide a starting place for working out a non-Human merchant's motivation.

Vulcans

Vulcan merchants are, as one might expect, logical and cerebral about their business as well as their personal affairs. Vulcan traders do not bargain. They set a price with cool logic and do not adjust it. Neither, however, will they misrepresent the value of goods. Some would say that this makes them the most honest of merchants, as they never ask more than something is worth. Human traders, however, are in business to *get* more than something is worth if they can, and so Vulcans have the reputation of being stingy and grasping among some Human traders.

Small independent traders also tend to dislike Vulcan traders, mainly because most Vulcan trade ships are owned by family corporations in business for hundreds of years. Vulcan trade ships are generally huge affairs, offering the ability to move goods very cheaply in bulk. Vulcans do not waste money and can operate their ships at lower cost than most others. This makes it hard on the small independent merchant operating in the same area, forcing the small trader to scratch for the smaller cargoes.

Andorians

Andorian-owned cargo ships are, by ancient tradition, armed vessels. Andorians who are truly observant of the ancient customs will not even ride in a space vehicle that does not have at least a token armament mounted, but most modern Andorians do not take the old ways that seriously. Still, it would be most unusual for an Andorian to be master of a ship that did not mount at least one weapon for space combat, though he or she might *serve* aboard such a ship. Some otherwise unarmed ships have a very weak and unobtrusive token weapons system (like an old-fashioned laser) mounted for this very reason.

Andorians are good bargainers, but tend to be fair in their dealings. No Andorian would deliberately cheat a member of his own race; such an act would be a deadly insult, possibly resulting in violence. When dealing with members of another race, the Andorian merchant will be very respectful and gracious. A very easy-going Andorian *might* not become angry with a non-Andorian cheating him in a deal *once*, but never twice. Most Andorians, however, will not hesitate to satisfy their honor. Depending on the situation, this can be anything from attempting to drive the offender out of business to an outright duel in the street.



Caitians

Caitian males are among the roughest, toughest trade-ship crewmen in existence. They are as aggressive about trade territories as they are about everything else, and no quarter is ever asked or given in economic struggles or physical ones. Fortunately for Caitian balance sheets, Caitian females control as much economic power as the male. The females keep a close watch on the males' aggressive business dealings and keep things in hand.

Despite their relative cool-headedness, when a Caitian female decides to focus the efforts of a business venture on eliminating a competitor, the competitor is eliminated one way or the other. The true Caitian business vendetta (known as *R'rallat* in the Caitian language) is not as common since their entry into the Federation, and has never been known to be turned against a company controlled by other races. There are complicated ethical reasons for this, which boil down to "Caitians should know better".

Tellarites

Being a very argumentative race, Tellarites generally make rather poor traders among other races. In fact, Tellarites deal with alien races the same way they deal with each other—loudly! Tellarites always complain about how they are being cheated in any deal they make, but most traders ignore this. It is just part of the Tellarite way of doing business. Many traders feel that Tellarites are too argumentative to be good traders among Humans and other more diplomatic species. Despite this, many Tellarites turn to interstellar trade as a profession (perhaps just to be difficult).

Tellarite worlds consume a great deal of luxury goods, which should be considered when planning a trade profile for such places. Thus, Tellarite traders generally buy luxury goods out-system and bring them back to their fellow Tellarites; most Tellarites prefer to trade in a situation where they know what the customer will want. They will, of course, transport Tellarite-produced cargos back out, but they are only doing it to keep the hold full. The Tellarite trader's dream run is shuttling luxury cargos back and forth between two Tellarite colonies!



Edoans

The Edoans do not seek the profession of interstellar trader very often. When they do, they stick to small ships, often selling Edoan-made tools and instruments, which are of the highest quality. Edoan merchants are shy and introverted. They do not argue prices; if an insultingly low price is offered an Edoan merchant, he will sadly put the item away and will *never* mention that item again, nor knowingly sell it to that person or his agents at a later time.

Giving gifts does not come natural to an Edoan. Since early in their history, Edoan culture has been built on the notion that only exchange acknowledges value. Before they had much contact with many of the Federation races, Edoans would only give something away if they were certain that what they were getting was worthless. Now that the Edoans have met other races with gift-giving customs (and most other races have at least *one* gift-giving occasion), some Edoans have picked up the custom of gift-giving from other cultures. Thus, an Edoan bearing gifts is not necessarily insulting you. Nevertheless, if an Edoan merchant has already begun discussing price and then offers to *give* away his wares, he is saying not that *they* are worthless, but that the customer's money is not good enough!

If a gift is offered to an Edoan, he will usually accept and offer a similar item in return. If that gift is accepted, the Edoan will usually become relaxed and friendly. If his offer to repay a gift with a gift is refused, however, an Edoan will become insulted and will refuse to trade with that person again.

Orions

Orions are good traders, but are somewhat contemptuous of local laws. They usually will not break them openly, but will find a way to get around them when they can. The Orion government is quite bureaucratic and is actually controlled by the major families. In fact, most Orion traders are at least loosely affiliated with one of the major Trading Families. The Trading Family organizations are run like companies, but with stronger family ties. Thus, if the Orion trader ever runs into trouble, his family will usually try to help him out of the jam, assuming, of course, that they are currently on good speaking terms with him! On the other hand, the family expects its members to help the family if the need arises. An Orion who shirks his family duty will be disowned (or worse).

Though slavery is outlawed in the Federation, an Orion captain who is wealthy enough to own green Orion slave women might well keep one or more on board ship, even when travelling to Federation ports. This is technically illegal, but officials ordinarily take no notice if the women do not leave the ship or attract attention; this avoids an interstellar incident. On rare occasions, an Orion trader who is strapped for cash might offer (very discreetly) to sell one of these green slaves. Though he would rarely risk it in a Federation port, such deals are sometimes carried out quite openly in freeports and on tradeworlds that do not prohibit it.

Humans and members of other races who own Orion slave women are understandably reluctant to disclose this fact. More than once, such a sale has been a ruse, and the woman finds an early opportunity to murder her new "owner" and perhaps rob him, returning to the Orion trader's ship (as prearranged) just before it leaves. A less vicious version of this scam has the woman simply running away at first opportunity. The victim of this scam has lost the purchase price and cannot, of course, go to the authorities!

Romulans

Romulan traders, as in so many other aspects of their lives, are militarily regimented. They are a close-knit group, bordering almost on a brotherhood. Though tending to operate on their own, with quite a bit of independence, Romulan traders will accept and respect orders from the Romulan government and military. These orders are not usually phrased as "You will do this" so much as "The Empire needs this. Do what you can about it". And although they are not actually in the military, Romulan traders will act as though they are espionage agents. Any useful information will be reported to the proper authorities as soon as possible. The trader will not go out of his way to do so, but he or she will not avoid reporting the information either. After all, the trade mission is always the first priority, and the Romulan trader's superiors will stress this fact.

In dealing with alien races, the Romulan will always be courteous, unless he has proven himself superior in some fashion. In many ways, the Romulan resembles the Andorian more than the Vulcan in temperament. However, whereas an Andorian who has been insulted will defend himself to satisfy his honor, and then stop when that honor has been satisfied, an insulted Romulan's honor can *never* be satisfied. Fortunately, Romulans are not easily insulted. A Romulan will never take it personally if his path is blocked, unless the blocking actions were performed deliberately. Romulan philosophy decrees that if an obstacle is before one, the obstacle should be removed.



Klingons

Klingon traders are strictly controlled by their government, usually the Klingon military. The Klingon trader's superiors will govern where he will go and what he will trade. For this reason, Klingon traders are very paranoid in most of their dealings. Klingon security forces have eyes and ears everywhere, and even on a one-man scout, a Klingon is never sure whether or not he is being monitored in some fashion.

Klingon traders headquartered on independent planets (such as in the Triangle) will still answer to their superiors. Those superiors, however, may not always answer to the Klingon Empire.

Klingon trading crews are not always what they seem. For example, Klingon military personnel often masquerade as traders to get into areas where a warship would not be allowed. Their vessels are generally well armed, but the armament is usually well hidden. In fact, this idea might make an interesting campaign idea for a group of Klingon player characters. Such a ship could even switch to piracy, without losing the clandestine blessing of the Klingon High Command.

ADVENTURE LOCATIONS

The next step after deciding on the characters is for the gamemaster to choose the location for his campaign. Where the adventures are played makes a great deal of difference in the *flavor* of the campaign.

WITHIN THE UFP

An adventure taking place within Federation territory will generally have a *monetary* feel to it. Being deep within the UFP, the characters will not likely run into Klingons or Romulans, but this does not mean that things have to be quiet and dull.

As long as trade and cargo movement have existed, there has been piracy. Although the Federation would wish otherwise, this is still true within the UFP. Granted, piracy is not as common in the UFP as elsewhere (the Triangle, for example), but it does exist even there. Just like any other plot device, the gamemaster should not overuse pirate adventures. However, if the characters are starting to get a little complacent, a band of cutthroats is just the thing to liven up the game.

Civil war is another adventure device that the gamemaster can use to spice things up a bit. The gamemaster should remember that the Federation is a loose association of worlds that are under no real pressure to be members. There are quite a few non-member worlds within the Federation boundaries that can present interesting situations for the players. Thus, non-member worlds at war with themselves can create a wonderful opportunity for an independent merchant to turn a profit. War-time economies tend to be somewhat inflationary, and will generally boost a planet's PTP upward in all categories.

Getting mixed up in a civil war can cause problems for the trader, however. After all, having your ship declared a legal target by one or both of the warring factions will tend to ruin one's day! Also, dealing with one side will tend to make you the enemy of the other side. If a merchant decides to play both ends off the middle, and trade with both sides in a civil conflict, he had best hope that neither side finds out. Otherwise, he will have to do some fast talking in order to leave with his profits, ship, and skin intact.

Remember also that, within the Federation's boundaries, there are many underdeveloped worlds just waiting for modern enlightenment. Of course, there is the small problem of the Federation's Prime Directive (non-intervention in non-starfaring cultures), which *does* apply to non-Star Fleet personnel as well, but what is life without its little inconveniences! An enterprising trader can turn a handsome profit by selling items that are slightly higher on the tech index than those on the planet. The trader will have to be careful, however, that the items sold are not too much more advanced than those produced by the natives, or the Federation may get wind of the operation and shut it down. Also, the merchant would be advised to work undercover when trading with a non-starfaring culture, both from the standpoint that he is harder to detect by the Federation, and that many non-starfaring cultures fear aliens and may try to kill intruders from the stars.

Should the trader be caught by the Federation, penalties will vary. For minor infractions such as mere contact and selling items with tech levels just slightly higher than that of the planet, a fine and confiscation of cargo will usually suffice. If the trader is importing very high tech items to a low tech society, he may face fines and/or short-term

imprisonment. The punishments for anyone caught selling high tech arms to an underdeveloped culture are heavy fines and long prison sentences or even criminal rehabilitation. Of course, this is just the Federation's reaction. The native population may decide to deal harshly with the invaders in any fashion that the gamemaster sees fit.

WITHIN FREE SPACE

Outside the Federation, the general feel of the campaign will be different. Whereas a campaign within the Federation will be mostly monetary, a free-space campaign will be more action/adventure-oriented. Though trade is still present, it is pushed somewhat into the background.

Actually, a free-space campaign can take place anywhere outside the Federation. This includes the Triangle, the Organian Treaty Zone, and all the area not claimed by other cultures (such as Klingons, Romulans, Gorn, or Tholians). These areas may be well explored and developed, or they may be totally unexplored. The actual nature of the area will depend upon the tastes of the gamemaster and the players, and should be decided upon before the game begins.

Some of the adventures mentioned in the previous section can also be used in free space, without some of the restrictions. For example, a trader can deal with an underdeveloped culture that is not within the Federation boundaries without fear of Star Fleet retaliation. Of course, someone else may have jurisdiction over the area, and may react even more strongly than would the Federation to interference!

Pirates will tend to operate in free space more freely than within Federation territory. These pirates may be simple freebooters, or they may be *official* pirates backed by the Klingons, Romulans, or Orions. How the players decide to deal with potential pirate problems is up to them, but the gamemaster should never set things up so that the characters have no chance to get out of a situation with their ships intact, unless such an action leads to more interesting situations. An example of this might start with the theft or destruction of the player's ship, with the outcome resulting in the characters defeating the pirates and either recovering their own ship or confiscating the pirate's ship. There are many possible ways of creating this adventure, and the details will be left to the gamemaster.

Another fascinating aspect of the free-space campaign involves the mapping and exploration of new territories. For the characters, such a campaign promises great wealth and excitement. These same adventures can cause a number of headaches for the gamemaster, unless he creates the new territory ahead of time, and populates it with many interesting things. The gamemaster should realize, however, that in such a campaign, some carefully created details may not be seen for a long time, if ever. Again, this can be frustrating, but the resulting game can be well worth the wait if designed and played well. Regarding the actual creation of such campaign areas, the following section entitled **Mapping The Trade Area** will explain much of the process.

ADVENTURE PREPARATION

Once the type and location of the adventure campaign have been selected, the gamemaster is ready to begin the actual process of preparing the adventure. The following guidelines will help make that process smoother.

SHIPS AND CREW

Ship

The ship chosen for a campaign group that is based around interstellar travel should reflect the group's financial situation and the campaign type and location. A group of five independent traders just starting out should be running a small, inexpensive, and probably old freighter rather than a sleek, new luxury liner. On the other hand, if the characters are interstellar spies working for an established government or large corporation, they will probably be provided with the latest technology and a ship that can come and go unobtrusively. Their ship may *look* like an old rattletrap, but may be ultra-modern inside and have the latest, most powerful engines possible. There are rumors of just such vessels spying for the UFP deep in Klingon and Romulan space.

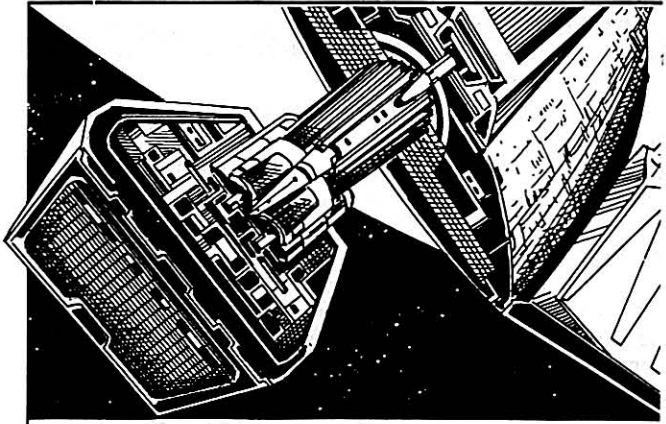
Existing craft that are designed for trade operations are described in detail in this supplement. Other craft are given in FASA's various **Ship Recognition Manuals**, or can be designed with the **Ship Construction Manual** also published by FASA.

Crew

The crew of the ship will also reflect their mission. This goes for both non-player and player characters. If the ship is a small independent freighter, the hired hands will usually be only as good as their pay. They may tend to drink and carouse, and may even be late for lift-off! In situations like these, the characters will have to decide just how unreliable a worker is, and whether or not to fire him. Furthermore, the characters may not have as much control over their hirelings as they would like. After all, a hireling may be an agent placed in their midst to report on their actions to the home office. Firing such a non-player character without sufficient reason would cause the characters more grief than they can handle.

The character's equipment will also reflect their monetary situation. This means that not only their ship, but even their personal equipment may be old, used, and unreliable. Gamemasters can use less-than-reliable equipment to spark many adventure situations, such as stranding the characters on a planet while their ship is being repaired, or having them need to search for an obsolete part on some tradeworld.

Groups that work for one organization on a regular basis can usually expect their equipment to be maintained and replaced as needed by their employers. Of course, being subsidized in this way has its costs—much of the freedom enjoyed by independent characters is lost. The characters' cooperation in completing their assigned tasks pays the bills, but it tends to tie them down to a schedule. This does not mean that they cannot squeeze in a bit of adventuring on the side. In fact, as long as they get their job done, the boss will probably overlook small unauthorized operations.



MAPPING THE TRADE AREA

Gamemasters running *Star Fleet* campaigns are usually not so concerned with the area in which the adventures are happening. The time taken getting to that adventure is usually uneventful, and will be set aside with a comment such as: "You spent three weeks traveling to Beta 9, and upon entering that system..." The space covered is of little concern to the adventure, and so it is glossed over.

Not so with a trade campaign. Although the boring details of space travel may still be glossed over, the area in which the characters are operating cannot be. The players will always want to have their star charts handy so that they know where their next destination is, and how much time and money it will cost to get there. This comes from the fact that the fuel and operating expenses are coming out of their pockets rather than *Star Fleet's*. Thus, the gamemaster will need to be prepared in a different way than for a *Star Fleet* campaign.

The problem is complicated by the fact that in most cases the players are calling their own shots. In a *Star Fleet* campaign, the characters will usually be ordered to a certain location and will have to stay there until *Star Fleet* tells them otherwise. In a trading campaign, the characters may suddenly decide to go to Planet X in order to unload their cargo. The answer to the problem is star maps.

If the gamemaster does not have the time or the expertise to create a set of charts and maps, FASA's supplement **The Triangle** includes a nice set of maps and star data. That booklet, along with the companion **The Triangle Campaign**, will provide many hours of adventuring for gamemaster and player alike.

Campaign Area Location And Size

In earlier sections, we discussed different adventure types and locations. Those considerations will be important to the gamemaster designing his own star map, because they will determine the aliens and political alliances for the area. The gamemaster should keep these factors in mind while developing the area.

Distance and travel/communications time to distant points may be important. If the campaign area is on the frontier, with little military support immediately available, it is important to know how long it would take a message to reach the nearest major military installation, and how long it would take military forces to respond to an emergency. The distance to something interesting or dangerous (like the Energy Barrier at the galaxy's edge) might also be good to know.

The size of the campaign area will depend upon how much work the gamemaster is willing to put into the campaign maps, and also upon how fast the characters' ship is. If the characters have a rather slow ship (Warp 3 to 5), the campaign area will not need to be as large as that for a group with a Warp 7 ship. This is pointed up by the fact that a Warp 5 ship will require more than 9.5 days to travel one parsec, whereas a Warp 7 ship can cover the same distance in 3.5 days, or 37 percent of the time.

The star density in the area should also be controlled by the speed of the character's ship. A slow ship will be best advised to travel between densely packed stars, whereas a faster ship can travel with ease between stars that are several parsecs apart.

Of course, the campaign area also depends upon the temperaments of the players. If the players tend to be an unpredictable group, the campaign area needs to be quite large and vice versa. The gamemaster would be well advised to always have five to ten parsecs designed in any direction from the character's current position.

Map Viewpoint And Scale

In mapping out a trade territory, gamemasters should note that, though space is three-dimensional, FASA's game maps are two-dimensional. Star systems are projected as if viewed from above the Milky Way galaxy, looking down perpendicular to the plane of the galactic disk. Some shifting is done to better represent actual three-dimensional distance and for the sake of game convenience. Three-dimensional maps are possible if gamemasters wish to use them, but the added complexity is really unnecessary and does not usually add to the enjoyment of the game. The designers do not normally recommend three-dimensional mapping, and so only two-dimensional maps are discussed here.

Scale of the campaign maps should always be uniform. The preferred scale at FASA is one square equals one parsec. With quarter-inch to half-inch squares, that scale is large enough for quite a bit of detail, but small enough that a good-sized area may be mapped on one sheet of paper. Even so, the entire area of known space (UFP, Klingon, Romulan, and Gorn space together) can take up a whole wall. The maps in *The Triangle* are about one-third inch per parsec.

To make it easy to designate points on the map, draw and label grid lines. To cut down on confusion for small maps, use letters for one direction along the side of the grid and numbers along the other side. Thus, every grid intersection can be designated by a number and letter combination.

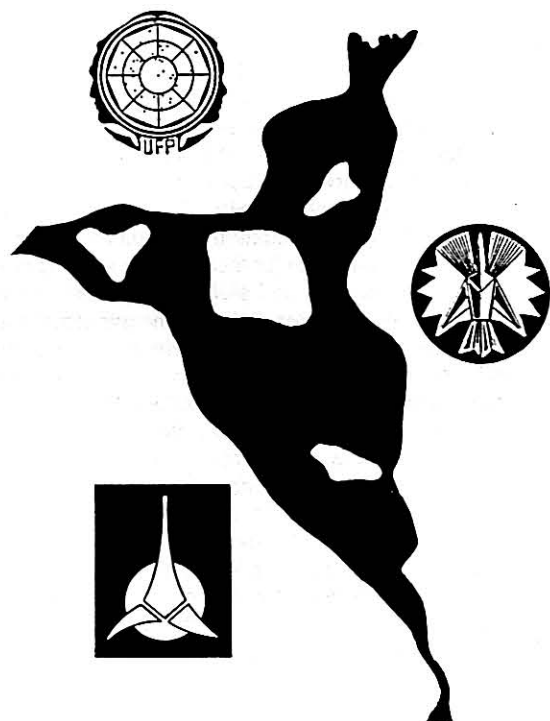
Placing the Stars

Most of the "known" galaxy in the *STAR TREK* universe comprises less than one-third of the Milky Way galaxy itself, taking in sections where stars are moderately close together (at the centers of the arms) and areas where stars are farther apart (such as the area the Sol/Terra system occupies, near the edge of a galactic arm). Campaign maps may represent either type of area, and so it is probably best to choose according to the needs of the campaign and not to worry about realism to any great extent. If it is convenient for a campaign area to have stars only a light year or two apart in places, that is acceptable. If the campaign area needs to be more spread out, stars can be no closer than several parsecs apart in some fringe areas.

Furthermore, not all stars are necessarily important to the campaign. In mapping a particularly large area with a coarse grid (like that represented by the Triangle, for example), a campaign planner need only specify the locations of inhabited systems and systems where there are important features but no life—as in automated mining stations or observatories in systems without inhabited planets.

A small campaign area designed for a small trading vessel (the most common independent campaign situation) should contain no fewer than 12 to 15 inhabited systems in the minimum (ten-parsec square) map area mentioned earlier. The gamemaster may wish to have more than this, particularly if some are military bases, prohibited areas, or otherwise unavailable for trade purposes. The more star systems available for trade ports, the more variety of trade runs are possible. The gamemaster should not place too many systems too close together. This would make trading too easy and lose the challenges involved in longer space flights. A maximum of 30 to 35 systems within a 100-square parsec area is recommended.

There are many methods for actual distribution of star systems on a campaign map. On one end of the spectrum, the gamemaster could meticulously decide on the location for each star, in order to exercise total control over the game environment. At the other end of the scale, the gamemaster can place each star randomly by rolling dice, throwing darts, or any other method that seems suitable. The gamemaster could also use a mixture of these two philosophies. Major landmark locations and the general nature of the area would be decided first. Then, other stars are added randomly to fill out the area. The gamemaster would then look over this distribution once all the stars are marked. If any parts of it look uneven or otherwise do not fit the gamemaster's plans, they can individually be moved to more pleasing locations. A gamemaster should simply try for something that looks good for his current needs. He may make changes later to accommodate adventure ideas or special planets. Thus, all changes should be made in *light pencil* at this time.



CAMPAIGN BACKGROUND

With the *basic* map completed, the gamemaster might now start to think about the star systems that the map points represent. The basic planetary statistics for inhabited systems can be created with the rules in ST:RPG2, though the gamemaster may feel free to ignore a randomly rolled planetary characteristic and to pick another if it suits the purposes of the campaign.

Before developing all the planetary data, however, gamemasters should consider the overall situation. More important to the game than the planet statistics is how the economic, political, and social structure of the area is developed. The gamemaster should outline these points before ever generating his first planet. Consideration should be given to the type of area being mapped (frontier, unexplored, major population center, etc.) as well as the type of campaign being run (trade and commerce, galactic trouble-shooters, scouts and explorers, etc.).

The area should not be merely a series of unconnected locations. If trade is being conducted among these worlds, there will be common interests and problems that bind them. Most likely, there will also be differences in goals and desires that separate them. Think about the area as a whole and how each world relates to each other world.

As a history and background for the area is developed, the gamemaster must consider the player characters' role in the fictional fabric being created. Just as though the gamemaster were writing a science fiction story, he will incorporate interesting background ideas that might later be developed as full-fledged adventure scenarios.

The actual background story can be as detailed as the gamemaster wishes, with exact dates and events clearly established. A good model is the history of The Triangle given in that supplement. The details can be created when the background is created, or the details can be filled in later as needed by the gamemaster. The history provides a basis for creating the individual planets, and allows the gamemaster to produce an area of space where the histories of those planets can be related to an overall background.

Creating Planets

Having completed the campaign background, the gamemaster can begin the process of creating the planets. Based upon the game history, he should be more concerned with the planet's *story* than with its *statistics*. The planetary generation system in the basic ST:RPG2 rules can create a reasonable set of planetary data, but it is up to the gamemaster to develop the story behind that world.

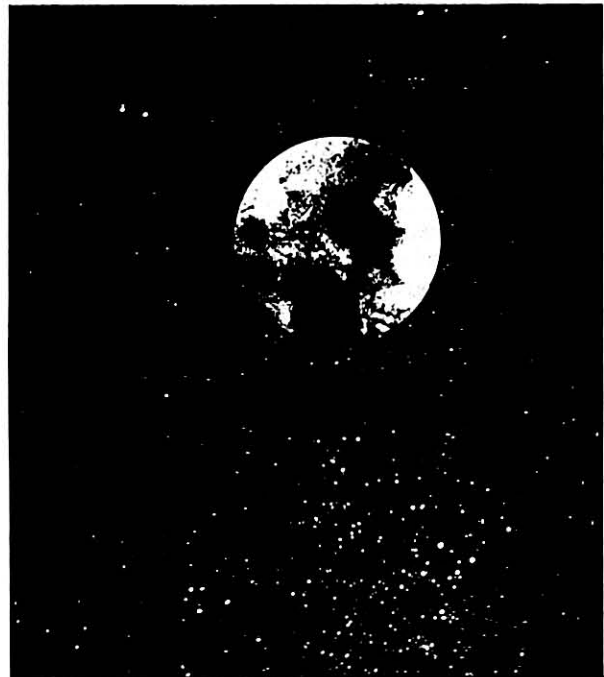
It is generally best to first locate the worlds that are the most important to the campaign (or that must be created in a special way to fit with background stories suggested by the overall background of the area). If this means adding a planet into a key area where there were previously no planets, that is perfectly acceptable.

The gamemaster does not have to create planetary statistics completely at random. In fact, he should have a general idea of what he wants many of the planets to be before any statistics are recorded for them. Once he has an idea of what the planet is to be, he can bend the world to fit his idea. For example, if he decided that a planet was to support an aquatic culture, rolling a landlocked planet would be ridiculous. In a case like this, the gamemaster would simply choose a small number for the percentage of land area, and choose a general climate that would suit the race of beings that he had in mind.

Wherever possible, backgrounds of individual worlds should be tied to the overall background for the area. Choosing five or six key planets and then developing them to fit the history and background of the area helps to tie the whole area into a nice package. If, for example, the area is of economic importance, the gamemaster would probably create a couple of trade worlds, corporate headquarters, and maybe even a pirate haven in the area.

Once the most important worlds are placed, others can be generated at random, if the gamemaster wishes. Sometimes a gamemaster will want to change some of the randomly rolled statistics to better fit his long-range plans. Other times, a random roll sparks an idea that results in a planet becoming an important and interesting part of the campaign area.

Eventually, all the worlds placed on the map will be provided with planetary statistics, important non-player characters, and interrelated histories. Important places that the player characters will probably visit right away should have starport maps (and more non-player characters to populate them) and some interesting native life forms prepared for them. The worlds can be developed in more detail by the gamemaster as needed.



Filling in the Gaps

To fill in gaps in the campaign background, remember to develop in advance a number of adventure plotlines for the characters to stumble into. These can be simple adventure ideas with little development, such as potential revolutions, lost artifacts, hidden ruins, and even ancient cultures. Some plotlines, however, should be well-developed adventures on a par with those published by FASA.

Gamemasters should always strive to be thinking several adventures ahead of the players, so that clues and adventure spin-offs, important non-player characters, and so forth can be introduced naturally and slowly into the campaign background during play. A campaign is a *chain* of adventure situations all connected by the overall setting and by sets of interrelated events involving the player characters. Plan well, and a game campaign can be a marvelous experience for gamemaster and players alike.

CREATING A CAMPAIGN SETTING

In this section, we will use the above methods to develop a campaign area known as the Twilight Nebula. Though it is intended as an example, gamemasters are free to incorporate it or adapt it to their own purposes.

THE TWILIGHT NEBULA

The Twilight Nebula is intended as an example of a sample space that a gamemaster might create on his own, and is not to be considered an official addition to FASA's *STAR TREK* universe or restrictive on future game and adventure materials in any way. The actual process of creating an area of space for campaigning will be discussed step-by-step, using the campaign group discussed in the character creation notes as an example. This group of four player characters, headed by independent merchant captain Lawrence "Lucky" Jordaine, forms the crew (and share owners) of the *Four Leaf Clover*, an *Argon* class small cargo vessel. Jordaine and crew could easily operate in The Triangle, but the gamemaster has decided to create an original campaign setting instead.

The gamemaster wants to use Klingons as major antagonists, but is not interested in using Romulans. He therefore decides that the campaign area will be a section of space where the Klingon and UFP spheres of influence intersect on the side of the Organian Treaty Zone opposite The Triangle. This allows the area to encompass Klingon-claimed, UFP-claimed, and non-claimed star systems.

Both the UFP and the Klingon Empire are just getting a foothold in the area. The Klingons have established a well-defined border marking off the area of space they currently claim. They would no doubt like to expand their influence beyond that border, but they are not prepared economically or militarily to develop and defend any more territory. Several UFP worlds have colonies in this sector of space. One of these is now well established, independent, and a Federation member world in its own right. The gamemaster also decides he wants to have one independent native non-Human race (a minor race) in this area, as well as one world that has a native civilization that is under the protection of the UFP Prime Directive. The gamemaster decides this before ever knowing the exact nature of these planets or where they will be located. They are simply ideas he wishes to incorporate into his game.



FIRST STEPS

The gamemaster begins making a list of things to be incorporated into the planet descriptions and background histories. The fact that this is a wild-and-woolly frontier area for both the Klingons and UFP suggests that there may be pirates operating here, so far from the bulk of military might. The Nebula itself seems like a perfect location for a pirate base, perhaps with renegades from both the UFP and the Klingon Empire operating there. One planet in the unexplored part of this region perhaps has a native non-Human race that has yet to be contacted. Each of the major governments should have a small naval base that is well fortified but protected in both cases by only a few ships. Perhaps the Klingons in this area hold a native servitor race in thrall.

Gradually, the background ideas begin to come together into a well-defined history. Several UFP races (mostly Humans, Andorians, and Vulcans) settled in this area first, prior to the Four Years War. The war years pulled the focus of expansion and fortification away from this side of the frontier toward the Triangle and the extreme end of the Klingon/UFP border, where most of the fighting occurred. After the war, the Klingons began gradual expansion in the Nebula area, but the war years had left them unable to adequately fund such ventures, or to provide a large battleforce to support the area. Pirate activity flourished, with neither the UFP nor the Empire able to devote much time to ending it. After a while, the longer-established UFP colony worlds and the better-armed Klingon newcomers pushed pirate activities back into the Nebula itself and into the reaches of unknown space. The area around the Nebula is now developing as an important trade area, with the independents flourishing. The larger corporations are now beginning to move into the area, sparking fierce competition for cargoes.

Pirate activity is based within the Nebula itself. The gamemaster has decided that the dense gases of the Nebula block starlight and subspace radio, and render sensors useless except for visual sensors at extremely close range. This could be the perfect place for a pirate base. If the random placement of star systems had not located a planet here, the gamemaster could have created one anyway, perhaps deleting a planet from a less-advantageous location somewhere else on the map.

The idea of a base underground in an otherwise lifeless planet appeals to the gamemaster, and so he decides that the pirate base will be concealed in this manner. He uses the ST:RPG2 planet generation system to decide on a number of satellites and the planetary gravity, size, rotation, and mineral content for this dead, barren world. Because the world in question is not a Class M planet, the system is not applicable for determining land area, atmospheric density, or climate. This airless ball of rock has no water or atmosphere. The only life is within the underground chamber created by huge dismounted ship's phasers. Running from the law, Klingon and UFP-race pirates cooperated to build the ultimate in pirate strongholds, Twilight Base.

The gamemaster develops complete statistics and background information on Twilight Base (including non-player characters for the pirate leaders among Klingons and Humans), perhaps even doing maps of the interior. He then continues to place other important worlds. The homeworld of the previously discussed native alien race will be at coordinates B6, and the gamemaster plans out that race and their homeworld using the ST:RPG2 rules. They end up as an intelligent reptilian species on a hot, swampy planet. A decision is made to have them sufficiently advanced to have

their own space program, and to trade with both the UFP and Klingons. They even have a colony world at coordinates E2 (thanks to a Klingon-funded interstellar expedition), which now threatens to break away from the parent and become a Klingon satellite world.

Other locations, such as the major border patrol base for the Klingons (at B3, home of our NPC Klingon captain), the only Federation member world (at G5, originally an Andorian colony), and the world under Prime Directive protection (at J8, with a native Humanoid civilization and a feudal society) are placed and developed with major non-player characters and background stories. This planet is guarded by a Federation outpost on the nearby planet at L8.

For example, the Federation member world at G5 is not the oldest colony in the region. A mostly Human-settled colony at J10 is older, but was not granted independence from its mother planet. During the war, the planet that funded the original expedition had little time to waste on directing the fortunes of a colony planet, and so began to allow the colony world's government to make most of its own decisions. They have had little influence on their colony for some time, but only recently was formal independence granted and application made for full Federation membership. But the planet at J10, which is named Enid VI, still has the area's largest spaceport and the largest stable population. It is decided that this will be home base for the player character group at the beginning of the game campaign.

As we noted earlier, a gamemaster should never let the dice rule the game. On the other hand, certain odd die rolls can suggest possibilities that he had not previously considered. The planet at C1, for instance, turned up with a cool temperate climate and a thick atmosphere. This world was intended as a Klingon agricultural world by the gamemaster, but such a place does not offer ideal conditions for the Klingon physiology. To deal with this dilemma, the gamemaster decides that the Klingons' presence there might actually be fairly small, with most of the work done by a servitor race. As he had already established a servitor race at A1, the gamemaster decides that the C1 agricultural colony is worked by forced labor transported from among the residents of the planet at A1.

THE SCENARIO

In this example, the gamemaster has prepared an elaborate adventure starting on Enid VI when the characters are approached by a man who wishes to hire them for transport to the independent, corporate-owned tradeworld Bonanza (at G7). The man has plenty of money, and asks only that the player characters keep quiet about their destination. Investigation would reveal that the man has recently been released from a Federation prison after serving a sentence for piracy, but that he is now free to go where he chooses. Where he got large sums of money is a mystery. If the player characters take him on as a passenger, he will learn all he can about them and their ship during the trip. Making contact on Bonanza with former comrades, he will then use his knowledge to prepare an armed hijacking of ship and crew so that he can get back to Twilight Base.

Assuming the player characters foil the hijacking, they may obtain from the old pirate a computer cart containing the coordinates of the as-yet-unexplored world at E10 and the possible location of a large cache of pirate booty. (If the hijacking is successful, they may end up there anyway, pressed into service on a pirate vessel.) Of course, neither the player characters nor the pirates know that the world chosen as a hiding place for pirate loot is the home of an intelligent, savage avian species that has since found the cache and lies in wait for the return of the invaders.

This adventure setting will be the player group's introduction to the campaign. It has the advantage of getting them into the action quickly and of having many possible directions and spin-offs for later use. Will the old pirate (or, if he didn't survive, his old crew) pursue the player group? Are the UFP authorities following the pirate, hoping he will lead them to his long-hidden cache so that it can be recovered? Is a rival pirate (perhaps a Klingon) going to learn of the old pirate's release and try to steal the booty he is rumored to have hidden? The range of possibilities for further adventure are quite broad.

Perhaps the characters will meet a young Star Fleet officer when explaining to the authorities about their part in the pirate treasure recovery. He believes their story and convinces his superiors not to hold the player characters responsible. At a later time, he may ask the player characters to return the favor when his career is threatened by his failure to capture a known pirate. When he asks the player characters to act as bait for a hijacking, how can they refuse? After all, a Star Fleet patrol ship will be nearby (unless it is suddenly called away by an emergency, leaving the characters on their own.)



TWILIGHT NEBULA SECTOR MAPS

Maps and basic planetary descriptions for the Twilight Nebula campaign are provided here. Gamemasters may use them as inspiration, or continue their development and set their own campaign in the Twilight Nebula area. As this is not an official addition to the FASA *STAR TREK* universe, many of the details have been left as an exercise in creativity for the individual gamemaster. There is also plenty of space for additional planets to be added and filled out by the gamemaster.

Non-player characters, background, and adventure ideas from the previous section can be adapted, elaborated on, expanded, or thrown out altogether as the gamemaster desires. Remember to tailor the game setting to the needs of the player character group, changing whatever is necessary to make it work.

Two maps are provided: a gamemaster's map and a player's map. The gamemaster's map shows the position of all the planets in the area, just as they stand. The player's map, however, is conspicuously lacking one of the planets—Twilight Base. This planet would be unknown to the players at the beginning of the campaign, and so may be added after their discoveries. Of course, the players may be told rumors of the pirate planet within the Twilight Nebula, but its exact location should be a mystery. Also given on the player's map is data on the population size and planetary type for each of the planets. This information is similar to that presented on the map in *The Triangle* rules set, and it enables the players to see at a glance what kind of planets are out there.

Bonanza (G7)

Population Code: C

Though mostly Human-controlled, the corporation that owns this tradeworld (Bonanza Development Corporation) is chartered within the Organian Neutral Zone and maintains a strict neutrality in their business dealings. Like most such places, it is a rough and ready world of slick operators, backroom deals, and fast living.

Dalanda V (D4)

Population Code: X

This small trade port is the site of the sector's only UFP naval base, in an underground installation on a poison-atmosphere world. An excellent dilithium mine is the reason for the unusual location.

D'Livian VI (I3)

Population Code: D

This is an Andorian colony world, affiliated with Torrt VI, which is noted for exporting rare, colored hardwoods that bring fabulous prices.

Duo III (E5)

Population Code: D

This is a developing UFP/Andorian industrial colony, settled by natives of Torrt VI.

Dvlaak (A1)

Population Code: C

Formerly called "Varadd" by the natives, this Klingon agricultural planet is the home of a Klingon servitor race, the Varadee. This lemur-like, marginally sentient species of simple farmers now works under the iron rule of the Klingon Empire. Their standard of living has improved, but their freedoms are minimal. Those who oppose the Klingon rule of the planet are frequently shipped off to the less-appealing prison colony on Klaan.

Enid VI (J10)

Population Code: B

The oldest established colony in the region, Enid VI has only recently been granted formal independence from its parent world and has applied for full Federation membership. Enid is a well-developed urban and industrial world with the finest spaceport and largest population in the area. Settled mostly by Humans, the planet also has a strong Vulcan population (mostly in the city surrounding the major spaceport) and a scattering of other UFP races. Their application for UFP membership is bitterly opposed by some of the political bosses of Torrt VI, who would just as soon continue as the only full Federation member world in this sector. It is unlikely that Torrt's opposition will matter in the long run, however.

Enid is a world of great natural beauty, preserved through its growth and urbanization by strict controls on environmental pollution and ecological restructuring. A model of harmony between nature and technology, Enid will make a fine addition to the UFP, unless the minority-party Torrt leaders can come up with some very good arguments against the petition.

Facet (A8)

Population Code: X

Facet is a small dilithium mining colony operated by private interests (a UFP-chartered, Human-controlled company) that is protected by the UFP and coveted by the Klingons. Its location beyond the Twilight Nebula leaves it cut off from subspace radio contact except through the T'Rillian agricultural colony, as automated relay stations seem to mysteriously stop functioning after awhile (probably due to pirate activity or Klingon interference). Klingon influence has so far kept the RRissith from allowing a UFP communications relay station to be established in their home system (at B6), but the revelation that the Klingons are secretly encouraging the rebels on SSleen might change that.

Katan III (J8)

Population Code: C

The natives of this world are a Human-like race in a feudal period of sociological development (Tech/Soc Index 4-334233). It is a UFP protectorate, closed to interstellar traffic by Prime Directive mandate, and is not to be contacted or interfered with until it has developed a society that is capable of dealing with the galactic community. Occasional Federation sociological observers make 'field trips' here to study the culture, traveling dressed as natives. Other expeditions are forbidden.

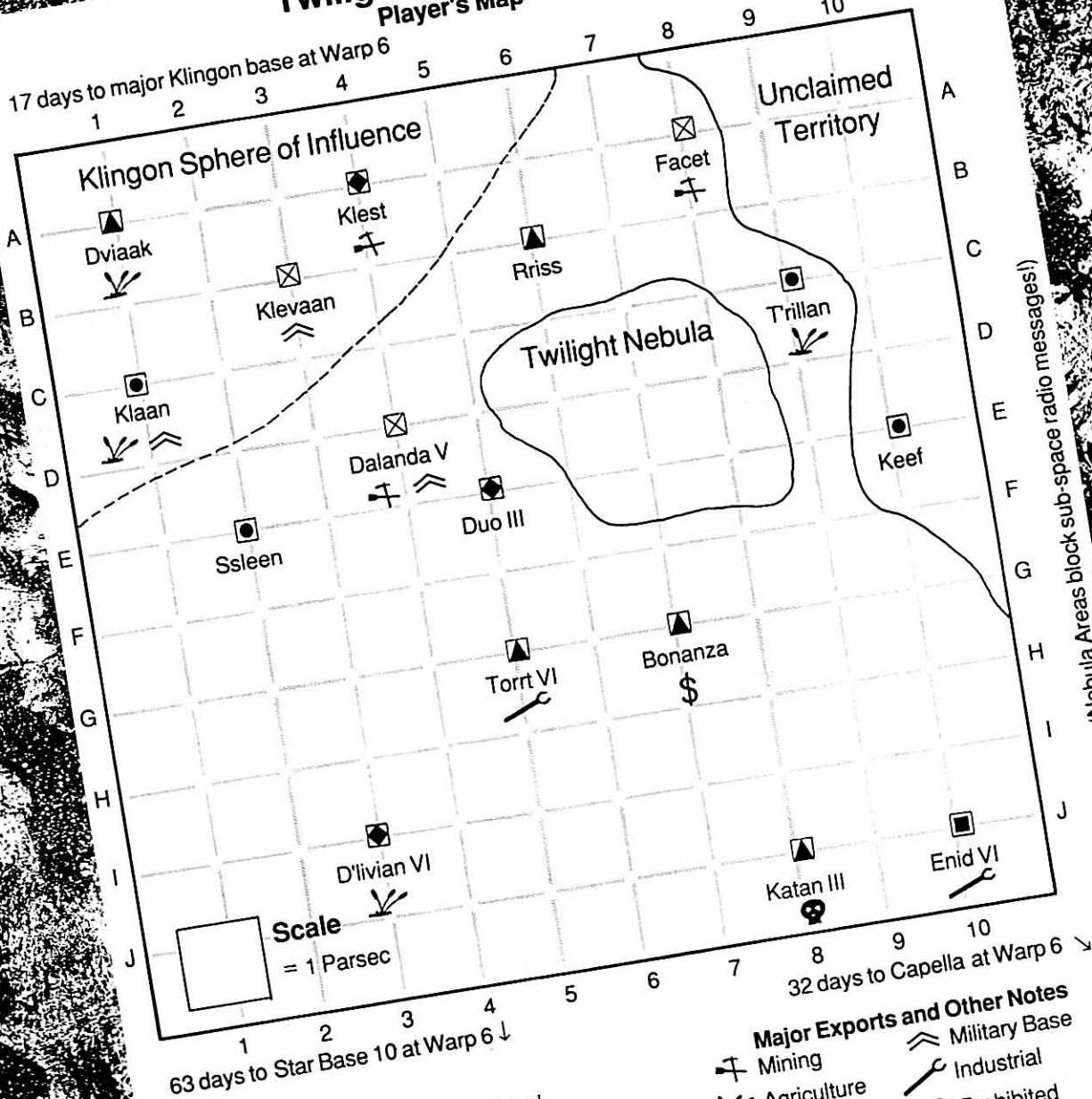
Keef (E10)

Population Code: E

This planet was reported by an early Federation scouting expedition, but is unsurveyed and unexplored. It may be several years before the UFP has the manpower to mount a major expedition in this area. A native race of savage, bird-like beings lives here, though their settlements are spread out enough that the first surveys missed them entirely. Many of the plants in Keef's grasslands are sources of valuable medicinal agents, but this fact remains unknown to the present day. There are many dangerous life forms here.

Twilight Nebula Area Player's Map

17 days to major Klingon base at Warp 6



- Population**
- = (A) Very Heavily Populated
 - = (B) Heavily Populated
 - ▲ = (C) Moderately Populated
 - ◆ = (D) Sparsely Populated
 - ◐ = (E) Very Sparsely Populated
 - ⊠ = (X) Small Station or Colony

- Major Exports and Other Notes**
- ⚡ Mining
 - 🌾 Agriculture
 - 💰 Tradeworld
 - 🛡 Military Base
 - 🔧 Industrial
 - 💀 Prohibited

Twilight Nebula Area Gamemaster's Map

17 days to major Klingon base at Warp 6
1 2 3 4 5 6 7 8 9 10

Klingon Sphere of Influence

Unclaimed Territory

A

Dviaak

Klest

Facet

B

Klevaan

Rriss

Trillan

C

Klaan

Twilight Nebula

Twilight Base

D

Dalanda V

Keef

E

Ssleen

Duo III

F

Torrt VI

Bonanza

G

H

I

J

D'livian VI

Katan III

Enid VI

Scale

= 1 Parsec

63 days to Star Base 10 at Warp 6 ↓

32 days to Capella at Warp 6 ↘

(Nebula Areas block sub-space radio messages)

Klaan (C1)

Population Code: E

This agricultural prison colony is worked by 'trouble-makers' from among the Varadee servitors of Dvlaak, transported here because the planet is too cold and uncomfortable for Klingons to farm. There are about 100 Varadee for every Klingon resident, but the Klingons have the only weapons, and the lemur-like Varadee are not particularly strong or skilled fighters.

Klest (A4)

Population Code: D

Klest is a major Klingon mining colony, rich in metals and fossil fuels but low in radioactives. Klingon planners avoided the expense of importing radioactives or setting up expensive solar power stations by using the fossil fuels, but this has somewhat backfired, resulting in planetwide pollution that is a growing problem.

Klevaan (B3)

Population Code: X

This airless world houses the major border naval facility for the Klingons in this region. The subterranean base is well-fortified, but is supported by a smaller-than-normal contingent of ships. The base commander is an older Klingon of distinguished line, but all know that the real power is held by Captain Krab, whose ambitions drive him to repeatedly request that more naval power be assigned here under his command. So far, these requests have been unheeded by his superiors in Imperial Fleet Command, who see no real reason to divert needed starships from other, more important areas of space.

RRiss (B6)

Population Code: C

A swampy, hot world, this planet is home to the RRissith, an advanced reptilian civilization. Both the UFP and the Klingon Empire have always courted the favor of the RRissith, but the Klingons have wielded more influence since their agreement to aid RRiss in establishing a colony world at E2 (SSleen) using Klingon vessels as transport. The RRiss government is somewhat dictatorial (which may be why they get along with the Klingons so well).

SSleen (E2)

Population Code: E

This RRissith colony world was established with the help of the Klingon Empire, which provided funding and interstellar transport. Knowing that the move to the new world would be a one-way trip for most colonists because the RRissith have no warp drive ships of their own, many of the colonists were 'selected' from among political opponents of the current RRissith leadership. (This move was also a Klingon suggestion.)

Klingon cooperation has been a ploy, however, to obtain both RRiss and SSleen as Klingon satellites. The Empire is secretly supporting a rebel effort on SSleen, while encouraging the RRiss government to commit men and arms (transported aboard Klingon ships) to suppressing the rebels. The Klingon plan is to weaken both groups and both planets with civil war. Then, they will 'help' the ravaged planets by supplying Klingon advisors and Klingon 'peace-keeping' forces, enabling them to take virtual control of both worlds without an attack that might bring the UFP into the conflict. The government forces hold the major city and spaceport, while the less-developed areas of the swampy planet are held by the rebels.

Torrt VI (G5)

Population Code: C

Established as an industrial colony by Andorian pioneers, this metals-rich world is now well developed and independent as a member of the UFP in its own right. The Torrt government is democratic, but controlled by several political parties that are all somewhat corrupt. Their favored status as the only Federation member in the sector is threatened by Enid VI's petition for membership. The controlling party of Torrt takes a moderate, disinterested view of this, but powerful minority party members wish to use their influence to block Enid's membership. These politicians are considering secretly allying with radical terrorist factions to create incidents to embarrass the Enid government and to cause the UFP Council to deny membership.

T'Rillian (C9)

Population Code: E

T'Rillian is an agricultural planet settled by a Vulcan sect that believes in a life of absolute serenity and simplicity. It is named for the legendary Vulcan woman who was that planet's 'patron saint' of agriculture and farming. The T'Rillian spaceport is somewhat crude, but there are always rich cargoes of foodstuffs available for export, thanks to the planet's mild climate and long growing seasons. T'Rillian natives use modern equipment for farming, but live in simple huts, as they eschew using technology for personal pleasure. Some natives are said to have turned the Vulcan mental abilities to the pursuit of a true oneness with Nature, and can direct the growth of plants, the pollenization patterns of insects, and even affect the genetic structure of growing things to produce hardier varieties of food plants.

Twilight Base (D7)

Population Code: X

Twilight Base was constructed by an unholy alliance of Klingon and Human space pirates, using dismantled ship's weaponry to hollow out huge caverns in a lifeless world. The nature of the Twilight Nebula and the base's underground location prevents it from being discovered by the authorities. None can come here without a 'Twilight Key', which is actually an inertial tracking device that overrides a ship's navigation sensors and guides it to the base. Even a captured pirate could not guide a ship to the base without a Twilight Key, and no key has ever been captured intact. This semi-legendary pirate haven is no longer the swash-buckling center of adventure it was in past years. Piracy is being effectively suppressed by UFP and Klingon defenders, and the only ones left in this den of iniquity are those too stubborn to quit or too far gone to know any other life. The hard core of the pirate life at Twilight Base is represented by fewer than 20 pirates who are hunted by the authorities of both great governments to such an extent that they dare not show their faces on any civilized world. Some of these are now simply tired old men. Others are still vital and dangerous kingpins of crime who manipulate their holdings from the safety of Twilight Base.

NPCs

Once a detailed campaign setting has been created, the gamemaster must people it with interesting characters. Of course, NPCs are a way for the gamemaster to join in the action, and give him some of the enjoyment of roleplaying, but they are much more than that. NPCs are necessary to draw the player characters into the adventure through interaction and conflict.

In short, just as in any good fiction, the campaign adventure needs conflict to make it happen. Conflict should not always imply combat, however. Life and Human interaction is a series of comparisons between what one person wants or needs and what other people want or need. Where those goals are similar, people tend to cooperate. Whenever they are different, however, there is conflict. Conflict can be resolved by compromise. Laws, rules, and traditions are formal decisions on how conflicts are decided without combat, and most game conflicts should be decided in the same way.

Some new gamemasters tend to make the mistake that all non-player characters are adversaries for the player characters. This is definitely not true. NPCs can also act as friends, companions, customers, supervisors, and a whole host of other character types who are friendly to the player characters. Even friendly characters can enter into conflict with the player characters sometimes, though. After all, no two people can agree one hundred percent of the time, even if they are the best of friends. That is life, and that is also part of roleplaying.

NPC ROLES

Because combat is such a small part of game conflict, the need for NPCs goes way beyond the creation of villains. There is, of course, the need for villains, but there are many types of NPCs needed to fill out a campaign setting. The following three sections describe the patron, the rival, and the ally.

The Patron

Non-player characters can be used to bring player characters into adventure situations. Most often, these characters are referred to as patrons. A patron is a person who sponsors the player characters in some venture. Patrons may wish to hire player characters to perform a task, or may be willing to provide financial backing for some project the player characters have in mind (from which the patron would receive a healthy profit on his investment).

Patrons can sometimes provide player characters with as many headaches as solutions. After all, a patron will wish to protect his investment or supervise his employees. This may lead to the involvement of an important NPC patron in an adventure situation for which the character is unsuited, forcing the player characters to protect him or undo his mistakes.

Another possibility is that the patron will double-cross the player characters at some point. There are many examples in fiction of a wealthy patron hiring the heroes to perform some task, only to inform them in the end that for some reason, they will not be paid for the task. As with any plot device, this should not be over-used, but can provide many interesting possibilities. Remember that if the patron is planning to double-cross the player character, he will usually have bodyguards or some other way to insure his continued existence. Getting even with such a character will provide the characters with further adventures.

The Rival

Of course, NPCs may be rivals, in business or personal matters. This does not mean the NPC is necessarily an enemy. Rivals can be friendly and still have conflict. An NPC-operated trading vessel that makes the same type of runs as the player characters' ship makes for an interesting conflict. Both crews will have to bid against one another for jobs and a good deal of campaign interest can be maintained trying to stay one step ahead of rival traders.

The previously mentioned example of the double-crossing patron is an example of how NPCs can shift from one type to another. In this case, once the patron double-crosses the player characters, he becomes a rival.

The Ally

NPCs can also be allies. If a player character meets a stranger in a starport tavern and later helps rescue him when the stranger is mugged in a back alley, the player character may gain a friend and ally. If the stranger happens to be the assistant cargomaster at the local spaceport, he may remember his friend next time the player characters need to cut through the red tape and raise ship *fast*. Such allies can become continuing characters. The gamemaster runs these characters, but they may become regular members of a player character group.

NOTE: Sometimes the status of a non-player character is not always clear at first. Some allies may be rivals who are attempting to gain the confidence of the player characters. On the other hand, some 'rivals' may become trusted friends once the player characters reach a mutually beneficial agreement with the NPCs or they discover themselves on the same side in a more important conflict. The important consideration is the NPC's motives and goals, not an arbitrary label placed on the character when it is created.

There are many other character types that can play a role in the adventure. These characters include bartenders, cabbies, pawnbrokers, portmasters, shopkeepers, and many others. Obviously, the gamemaster cannot create elaborate backgrounds for all of these characters, but he should try to have an idea of what they are like. Jotting down a couple of simple descriptions such as greedy, leering, and the like will give the gamemaster an idea of how to play these NPCs. Each should be obviously different from the next, and not just stamped out of the same mold. The object here is to have fun, and play-acting a nasty cab driver or a greedy pawnbroker can make the game much more enjoyable for everyone.



CREATING NPCs

NPCs should have depth and personality in order to make them seem alive. They need goals and objectives for which they will strive. They should also have some sort of background, just as the player characters do. Creating these may seem like a lot of trouble, but the result is well worth the effort. An adventure with well-developed characters will seem that much more real to the players, and can also increase the gamemaster's enjoyment.

Actually, creating non-player character data is very much the same as creating player characters. The difference is in the amount of detail that the gamemaster must put into that creation process. Each NPC should have a full set of attribute scores. These can be rolled using the character creation process given earlier, can be rolled by any other means the gamemaster wishes, or even created out of thin air. For example, if an NPC is supposed to be a port security guard, the character should probably have a rather high DEX score. The gamemaster may just decide that the character's DEX score is 65, and let it go at that. On the other hand, that same character's LUC score could be anything, and the gamemaster simply rolls that on percentile dice.

The skills and skill ratings chosen for an NPC will depend upon the importance of the NPC. For example, that security guard is rather unimportant, and the gamemaster would not want to spend too much time creating him. Thus, only the skills that the character is likely to need are created beforehand. As with the attribute scores, skill ratings can be chosen or rolled as the gamemaster wishes. In the case of the security guard, his *Marksmanship* and *Personal Combat* Skill Ratings should be created, with not much more needed. If another skill rating is needed during the game, the gamemaster should be prepared to create it on the spot, or decide that the character has no training in that skill. One aid that the gamemaster should not overlook is the **Game Operations Manual** in the ST:RPG2 rules set. The section entitled **Designing NPCs** can help the gamemaster create many standard character types.

More important NPCs should be created in more depth. These characters can actually be created using the character creation and training system, as if the character were a player character. This is quite justified, because it is likely that a good character may—and should—pop up again and again. This is especially true of characters that are *meant* to be continuing NPCs. Corporate rivals, regular patrons, and allies should be given as much detail as possible.

All NPCs should be created with *personalities and goals*. Some of these goals will conflict with those of the players, and if the conflict cannot be resolved by compromise, the NPC might well be a villain in the eyes of the player characters. But people are rarely villains in their own eyes. People have *motives* for their actions, and gamemasters should create NPC characters with distinct motives of their own.

Cardboard characters (especially villains) limit the fun by removing any need for creativity on the part of the players. If the only reason for an NPC's existence is to make life miserable for the player characters, the players will abandon creative ideas and simply fight the NPC at every opportunity. There is no room for interesting roleplay. Likewise, if a minor NPC is a storekeeper, whose only reason for existence seems to be to sell the player characters needed



items, there is no fun involved in buying things. The character has no other interests, background, or personality, and there is no way for players to interact with him.

Suppose, however, that these same characters are given a bit of background beyond their immediate role in the campaign. A typical cardboard villain is a Klingon. But even Klingons have *reasons* for their actions, so that if a Klingon is to plague the player characters repeatedly, the gamemaster must know *why* they are in conflict. The same holds true even for the minor storekeeper NPC. Who is this man and why does he do what he does?

One way to differentiate characters is with *physical description*. If a character has a distinctive appearance or physical trait, it helps the players think of the NPC as a unique person. The gamemaster decides that the Klingon is a Human-fusion type (like the ones seen in the *STAR TREK* TV series) who is of mature years. His dark hair is shaved in a widow's peak in front, and he wears a thin, precise goatee beard. The storekeeper, it is decided, will be particularly distinctive to make up for his somewhat drab job. He is in his mid-60s, with dark skin contrasting silver-grey hair and eyebrows. He is in excellent health and is still quite handsome in a rugged sort of way. His right arm is missing, starting just above the elbow.

Another way characters are brought to life is by providing them with *mannerisms and habits*. These can include ways of talking (accents, odd sentence structures, educated use of jargon and technical terms, etc.), moving, and behaving. The Klingon villain has a low, menacing voice and a precise military manner, as if he is constantly attempting to conform to a high military standard. The storekeeper's conversation reveals a familiarity with military slang and technical spaceflight terminology as well, but he is relaxed and friendly. Even so, an observer can tell that he is quite alert and observant, rarely missing anything that happens around him. He also has a somewhat disconcerting habit of gesturing with the stump of his right arm. He is fond of children, and keeps candy and treats behind the counter for them.

Hints on the creation of such visual *recognition handles* are given in the ST:RPG2 Game Operations Manual in the section called **Creating Vibrant Descriptions**.

Character Background

One of the most important ways an NPC can become more real is with the addition of a *background* that tells how he arrived where he is now. This background may never be known to the player characters (or only partially known after much interaction with the NPC), but it is important to the gamemaster so that the NPC can react to things that happen in relation to his early experiences. Backgrounds should be more detailed for important characters who will be encountered again and again, but they can be sketchier for minor NPCs. If a minor character suddenly becomes important, the gamemaster can fill in more about him at that time.

The background for our Klingon character should be fairly detailed, because it is intended that the player characters run into him again and again. Currently, he is the captain of an out-of-date *D-7A* Cruiser that is stationed in the Twilight Nebula area on border patrol duty. This sort of assignment is where many Klingon captains would begin a career, but this character has served in the Imperial Fleet for many years. Once, he commanded a battle group of three *D-7* Cruisers. Three years ago, however, distant cousins of his were accused of plotting against the Klingon emperor and executed. The entire line fell under suspicion and he was forced to resign his command and to take a less sensitive position. This change cost him much personal status, and he intends to regain it any way he can. He is a loyal Klingon, and blames his downfall on the fools within his own line who plotted unsuccessfully against the Emperor. His fondest desire is to rebuild his reputation, but he is handicapped by a somewhat boring assignment and the tendency of his own young and ambitious crew to think of him as a has-been. He compensates for his problems by making trouble for small merchant vessels in the area, which he accuses of spying for the UFP. He would very much like to find some evidence of smuggling or espionage so that he can accuse the UFP and convince his superiors to commit more ships, under his command, to the area.



We can be less specific about the storekeeper, until such time as he becomes important in an adventure. He once was a Star Fleet engineer, but received a medical discharge when he lost his arm in an accident while using a cutting beam in zero-G. He is one of those rare individuals who is transplant-resistant, and he dislikes the idea of using an artificial arm because he considers it dehumanizing (an odd but interesting opinion for a technician to hold). He does own three or four artificial limbs, including one that is practically indistinguishable from the real thing, and another with micromanipulators for delicate circuit work, but he has not used them for years (though he keeps up with the technical literature).

He started his small general store on Enid VI with his Star Fleet pension, and runs it more as a hobby than a business. It barely breaks even, but he really does not care. The man located here on the frontier in a major starport because he still has the longing for space. Because he is convinced his handicap would disqualify him, he would not apply for a berth on a merchant ship. He has never been married (mostly because of his lack of self-confidence), and has no family, though he would have liked to have had children.

Note that the backgrounds created for characters can often contain the sparks for future adventuring. The storekeeper might be a valuable addition to a ship's crew at some time in the future. The Klingon captain might be sent more ships if there is trouble along the border.

Once this much is known about the characters, it would be a good idea to give them *names*. Names may reflect the character's personality or background, or may, under some circumstances, *conceal* this background. The Klingon will be called *Kevlath sutai-Plaviteem*, though Captain Kevlath rarely makes use of his dishonored family name these days. The storekeeper is LeRoy Gannet (formerly Lieutenant Gannet of the *USS Spinnaker*), known as Mr. Gannet to his customers and "Papa" Gannet to the local children.

For important non-player characters, a gamemaster will want to generate a complete set of attribute scores and skill ratings. This can be done with a full character creation system (like the one used to create Captain Kevlath in FASA's *The Klingons* supplement), or by starting with a basic character type (such as the generic characters in the gamemaster notes of the ST:RPG2 rules) and adding specifics and changes. For characters that are not central to the action, just the statistics and skills important to that character's primary function need be specified at the start. For LeRoy Gannet, the gamemaster would want to know his *Trade and Commerce* Skill Rating right away, but only a general idea of his other skills is necessary unless the characters bring him into the action. If this happens, the gamemaster can return to the character and be more specific about his abilities.

These two formerly-cardboard characters have now come to life. NPC characterization can enrich a campaign if the gamemaster is willing to spend a little time to prepare.

THE NPC MERCHANT IN STAR FLEET CAMPAIGNS

Much of this supplement has been aimed at setting up a campaign centering around trader or merchant player characters, but the same rules and information can be applied to putting merchants into Star Fleet campaigns as non-player characters.

Several episodes of the *STAR TREK* television series had interstellar traders as important minor characters, most notably *STAR TREK*'s most popular episode, "The Trouble with Tribbles" by David Gerrold, which featured the unforgettable trader, scout, and all-purpose rogue Cyrano Jones. Another *STAR TREK* favorite, Harcourt Fenton ("Harry") Mudd, turned a credit quite often as an interstellar trader, usually selling things that were illegal, were not what they were represented to be, or were not owned by him in the first place! These larger-than-life individuals are not really intended as player characters, and players should not expect to begin the game with characters matching their capabilities.

Interstellar traders can present several entertaining ways of sparking an adventure situation for Star Fleet campaigns. The *Enterprise* was once called on to rescue Cyrano Jones from a pursuing Klingon warship ("More Tribbles, More Troubles"), and even though Kirk might rather have thrown him back into space, he was obliged to aid a Federation registry ship in distress. Player characters might be in a similar situation someday, further complicated by the fact that their stop to rescue a merchant makes them late for an important mission. Whether the "distressed merchant" turns out to be a Klingon spy or a harmless kook with a hold full of Betelgeuse boreworms is up to the gamemaster.

Part of Star Fleet's job is to police the trade regulations of the Federation. There are laws against transporting harmful animals ("The Trouble with Tribbles") and against selling drugs that do not perform as advertised ("Mudd's Passion"), not to mention regulations against smuggling, hijacking, and piracy. Star Fleet crews might be called upon to enforce the law in such circumstances.

Shipping companies and trade associations have been known at times to take friendly business competition to extremes. When this happens, Star Fleet may have to step in to keep merchants' rivalries from becoming shooting wars. Tradeworlds and freeports are great places for Star Fleet adventures, too, especially beyond the zone of Federation jurisdiction, where players might have to operate clandestinely with no help from Star Fleet Command (or perhaps none from their own ship)!

It is even possible for experienced players and gamemasters to make an attempt at crossing over merchant campaigns and Star Fleet campaigns, either featuring two separate player groups in the same game universe, or two sets of player characters run by the same people! This can be great fun, especially if the goals of the characters conflict. The FASA adventure *Margin Of Profit* sets up just such a situation, and is recommended for experienced groups looking for a real challenge. No matter what approach the gamemaster takes, the material in this supplement can enhance the play of any *STAR TREK* campaign.

ESTABLISHING THE ADVENTURE

In previous sections, we covered adventure preparation, location, and casts of non-player characters. In this final section, we will put all that together. For additional detail on the ideas presented here, see the section on gamemastering campaigns in *The Triangle Campaign*.

ENCOUNTERS, SCENARIOS AND CAMPAIGNS

In gaming terminology, encounters are the building blocks of scenarios, while a campaign is made up of a number of scenarios featuring the same characters. These should, of course, be tailored to the trade setting. Sending a group of traders out to complete an assignment that should be given to a *Constitution* Class starship is ridiculous, unless the assignment requires the traders' touch. Obviously, sending a group of poorly trained traders into battle conditions would be out of the question, just as sending a security team down to a planet to negotiate a trade agreement would be a waste of talent.

In a trade campaign, the gamemaster has to be a bit more fiendish to get the characters to enter into a scenario. Unlike a group of Star Fleet officers who can be ordered about by Star Fleet Command any time the gamemaster wishes, the carrot-and-stick approach works much better for traders. The gamemaster should hang some sort of bait out in front of the characters, and allow them to chase after it. The gamemaster also has the option of keeping that bait in front of the characters for the duration of the scenario, or giving them the bait, and then putting a larger piece before them. Either approach can be used successfully, and a good gamemaster will mix the two approaches for variety.

The campaign should also be tailored to the characters and the players. If the players seem more interested in their characters' wealth, a gamemaster would be foolish to push them into a series of adventures for the sake of adventure (though rewarding them for a well-done adventure would be entirely another matter!) If the characters are only trading so that they can afford to live between adventures, they would probably be bored by a campaign whose sole objective was to make a large profit. The gamemaster should analyze what his players want, and try to fulfill those wants. For more information on encounters, scenarios, and campaigns, see *Designing Adventures* in the **ST:RPG2 Game Operations Manual**.

Conflicts

As stated previously, conflict need not involve combat. It may be found in the peaceful resolution of the differences between two characters, or in accomplishing some goal that leads toward the resolution of the scenario. For example, conflict may be found in the competition between two traders for the same cargo or account. The characters could also be required to find some object before another group does. Although the possibility for armed conflict exists in both of these cases, the gamemaster should only use that as the last resort. It could be possible in either of the examples to accomplish the goal without ever seeing the other competitors.

Actually, conflict need not even involve another group of characters. Conflict may be found in climbing a sheer cliff face, in solving some sort of puzzle, or even working through a trap-laden jungle. In all of these cases, the

conflict is in the characters striving against their environment or their situation. In none of the cases will the characters have to enter combat with a foe. Their satisfaction comes from achieving their goal. In these examples, the goals are getting to the top of the cliff, solving the puzzle, and getting through the jungle alive! The bottom line is that the gamemaster should use conflict to keep the game interesting and to give the players a sense of accomplishment.

TIMELINES

When plotting out a campaign, the gamemaster should create some sort of timeline to show when things happen. This is not the same as scripting out a scenario, but is rather a dating of major events that occur within a given region. Part of this may be of use in the scenario, but this will be more a matter of fitting galactic events into the daily lives of the characters.

Note that the gamemaster will have to go into greater detail when creating his own little section of the universe rather than setting his campaign in existing areas such as the Triangle. This is because a number of timelines have been created for the existing areas in rules sets such as this one and **The Triangle Campaign**, for example. To get some idea of what a timeline involves, the gamemaster should look at these other timelines and then mesh his own into the existing framework.

Rumors And Information Transfer

Rumors are one of the major means for the gamemaster to give information to the player characters. For example, suppose the gamemaster has an adventure planned for the characters to retrieve an artifact from some ruins. Just saying "Tonight you will be going to some ruins to find this artifact" is boring. On the other hand, the characters can be given the same information through a rumor, with much more desirable results. The gamemaster might tell them that while sitting in a local starport tavern, they overhear two of the bar's patrons talking about some guy who is looking for a group to retrieve that artifact. Listening some more would tell them who the fellow was, and maybe even a little about him. This also gives the players the illusion that they have control over their characters' lives.

Another method of giving information to the characters is through the media. In the above example, the characters might find out about the potential job by reading about it in the classified ads of the local fax sheet, or see the equivalent of an interview with a 'local crackpot' who is looking for an expedition to find the artifact. Either way, they are getting their information through the local information channels, and not just having the gamemaster hand them their next assignment.

The final method of giving the characters information is through library data networks. Portable versions of these are available in most ship's computers, and the information is updated every time the ship is overhauled. Obviously, this information is more in the form of question and answer. Just as obviously, the characters will have to ask the questions before receiving any answers. And the gamemaster can keep the information just as infuriatingly short as he wishes. Asking for further information on the artifact mentioned above can always yield the infuriating "I have no further information on that subject" response that forces the characters to take matters into their own hands and gain that knowledge first-hand. After all, that is what roleplaying is all about!

The Ripple Effect

The Ripple Effect is a way of thinking about the results of the character's actions, as well as the actions of those around them. The results of any action, whether it be the players' or the NPCs' have direct effects on the actions of those closest to the original action. Then, just as the ripples from a rock thrown into a still pool spread out from the center, the effects of the original action and all subsequent actions spread out through time and space. Eventually, these ripples will intersect with the player characters in some way, and with the major NPCs as well.

For example, suppose the player characters kill a ne'er-do-well in a fire fight. If that NPC is scheduled to assassinate another major NPC later in the scenario, the change brought about by the player character's action is felt as a ripple (a pretty hefty one at that) in the plot. When the time comes for the planned assassination, the assassin will no longer be around to do the job.

The gamemaster needs to be aware of this at all times. In the above example, many things could happen as a result of that one action. Is the fact that the un-assassinated character is still alive going to affect the rest of the scenario? If so, how? Is there someone else in the conspiracy who is able to keep the assassination on schedule? These are all questions that the gamemaster should ask himself before the game ever begins, or else be forced to make something up as the adventure goes on.

It is really important for the gamemaster to consider how the actions of the player characters may alter the plans of the NPCs in the campaign. The results of one action can affect many different outcomes, just as ripples from a rock thrown into water will fan out in all directions, eventually touching many different points on the surface. If something happens that would cause the NPCs to take direct action against the player characters, whether it be confrontational, observational, or informational, the gamemaster should see to it that the action takes place...and (usually) that the player characters hear about it!

Using the above example again, the prospective assassin's accomplice will be made aware of the characters through the first man's death, and may plan some revenge at a later date. Thus, the ripple effect not only affects the events in one scenario, but may provide ideas for future scenarios.

The gamemaster should always remember that everything that happens in his game universe is tied to everything else in one way or another, and that all actions will present the characters with reactions. These reactions may be favorable or not favorable, but they will be there nonetheless. The gamemaster should never let all actions be acts unto themselves, but rather small events in the stream of time.



JUDGING ILLEGAL OPERATIONS

Not all of the character's activities will be strictly legal. In fact, the trader who has not 'bent a law' at any time during his career is either very rare or lying! There are several illegal activities that the players may find themselves participating in. Some of these are more severe than others.

SMUGGLING

Smuggling is an activity in which virtually every trader will find himself engaged once in a while. Usually the infraction involves bringing an illegal product into a port. (Almost every trader has smuggled in Romulan ale at one time or another.) Occasionally, a smuggling attempt is made to try to bypass a tax or tariff on an incoming cargo that will not yield a profit otherwise. For whatever reason the trader tries smuggling, he should be aware that smuggling is not always easy and carries severe punishments.

OFFICIAL ATTITUDE

Before the characters ever arrive around a planet, the gamemaster should decide just how the officials on that planet react to smuggling. They may be very strict about smuggling, to the point where every vessel is personally searched as soon as the ship makes orbit. Of course, news of this type of activity will usually (but not always) reach the characters' ears before they even leave their previous stop. The other end of the spectrum includes worlds where smuggling is a routine occurrence. Usually, officials on these worlds are not very concerned about smuggling, figuring that it will happen whether or not they try to root it out. Planetary governments may also fall somewhere in the middle, or may have a few over-zealous customs officials who may or may not be on duty when the characters land. Also, a planet's official policy on smuggling may shift radically in a very short period of time.

When dealing with illegal cargoes, the same extremes may be found. Many planets' officials will fanatically search out illegal or restricted portions of cargoes, threatening severe penalties for any infractions. On the other hand, some planets' officials will have a rather cavalier attitude, and as long as the officials' palms are 'greased', they will look the other way while an illegal cargo is unloaded. Again, policy may shift from one extreme to the other between the characters' visits to that planet.

The attitudes of the planet's citizenry must also be determined. Perhaps most people have no opinion on smuggling, leaving that sort of thing to the officials. Another possibility is that smuggling cargoes—especially illegal ones—is silently regulated by the organized crime element. If this is the case, the characters may have to pay a cut to "the mob". The characters will not have to look for *representatives*, for they can be sure that 'collection agents' will call shortly!

PASSING THE CUSTOMS CHECK

When the ship makes planetfall, a customs check is made by the gamemaster. The character has a base 20 percent chance of success in smuggling the cargo past the customs officials. The character's chances are increased or decreased according to the various modifiers from the Customs Check Table below. This chance may also be modified by the planetary official's attitudes and attentiveness. For example, if the gamemaster should decide that the officials on duty are tired and bored, the chance may be modified by another 10 percent or more. If, on the other hand, the Customs Officer is in a bad mood and is looking for trouble, the chance may be decreased by 10, 15, or even 20 percent. As always, if the gamemaster has an adventure planned that requires a particular result, he can simply ignore the die roll if it does not suit his needs.

CUSTOMS CHECK MODIFIERS

Cargo Type

Legitimate (avoiding tax)	None
Restricted	-30 percent
Illegal	-40 percent

Location

Major Race Home Planet	-20 percent
Federation Member Planet	-10 percent
Non-Member World	None
Triangle World	+5 percent
Orion World	+5 percent

Attribute Scores

LUC 70 or higher	+10 percent
LUC 55 to 69	+5 percent
LUC 30 or lower	-5 percent
INT 60 or higher	+5 percent
NT 40 or lower	-5 percent
CHA 60 or higher	+5 percent

Skill Ratings

Administration 50+	+5 percent
Bribery 50+	+5 percent
Forgery 50+	+5 percent
Streetwise 50+	+5 percent
Trade and Commerce 50+	+5 percent

If the saving roll is successful, the officials never had any idea the cargo was there.



CAUGHT SMUGGLING LEGAL CARGOES

If the roll fails, the trader is in very serious trouble. The characters may try to get themselves out of the jam by bribing the official, by fast-talking their way out, or by a combination of the two. If the character spokesman can make a successful Skill Roll against his rating in *Negotiation/Diplomacy*, the characters can convince the officials that the non-payment was simply an oversight and an accident. Alternately, the gamemaster may want his players to act out the situation, and convince *him* why their characters should not be thrown in jail. This should, of course, be played as if the characters were explaining the situation to the customs official. Either way, if the characters are successful, the taxes and/or tariffs that were avoided will have to be paid.

Alternately, the characters may try waving the right amount of cash at the official in order to persuade him to forgive the oversight. The right amount for legitimate cargoes smuggled to avoid the tax would be about 1/2 percent of the value of the cargo. In this case, the character spokesman must make a successful Skill Roll against his rating in *Bribery*. Each additional 1/2 percent of the value of the cargo will increase the spokesman's chances by 10 percent. Additionally, if the character spokesman has a *Negotiation/Diplomacy* Skill Rating of 20 or higher, the chance will be 10 percent greater. If the roll is successful, the trader will simply pay the import taxes and tariffs and be on his way.

If neither method works, the penalties previously outlined for non-payment of taxes and tariffs are assessed. In addition, failed bribery attempts may bring criminal charges against the characters. This may be determined from the die roll, in which case charges will be brought against the characters if the Skill Roll was missed by more than 10 points, or may be played as in the fast-talk situation above. Again, if throwing one or more characters in jail for attempted bribery will push the adventure along in a positive direction, the gamemaster is perfectly justified in doing so. This does not mean throwing the characters in jail without any hope. The situation only has to *look* hopeless.

Legal cargoes that were slipped past customs officials are sold in the normal fashion. The only difference is that the characters will not have to subtract any taxes or tariffs from the proceeds of the sales.

CAUGHT SMUGGLING RESTRICTED OR ILLEGAL CARGOES

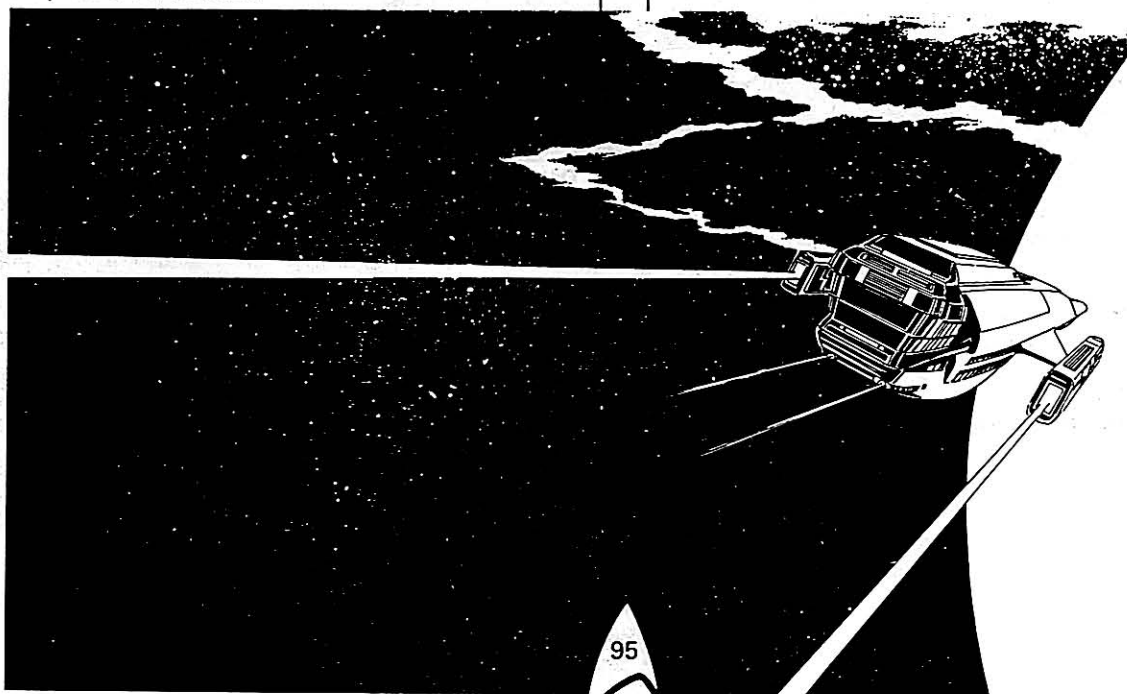
If caught, the characters may want to try bribing the officials. If a bribe is offered, the *proper amounts* should be doubled to 1 percent of the value of the cargo, with the trader's chances increasing only 5 percent for each extra percent of the cargo's value offered. If the *Bribery* roll is successful, the cargo will be re-labeled as officially legal, and the proper taxes and tariffs collected.

FENCING THE GOODS

Illegal or restricted smuggled goods are usually sold to a fence. Even though smuggled goods are usually sold on the black market along with stolen goods, the fence is able to sell smuggled goods much easier. As a result, the smuggler will usually be paid much better than a pirate or hijacker. This is helpful, because the smuggler usually has to buy the smuggled goods somewhere, and will have to turn a profit in the deal.

Fences are not easy to locate, however. To simplify things, the character spokesman may make a successful Skill Roll against his rating in *Streetwise*. The chance may be modified up or down by the gamemaster to reflect relative scarcity of fences on that particular world. Again, if the adventure is best served by having the characters find a fence easily, the roll may be ignored. Likewise, the gamemaster could prefer that the characters look for a fence for a certain number of days, or looking for a fence could be the basis for an entire adventure. Once a fence has been located on a particular planet, he will usually be there whenever the characters return, assuming that he has not been arrested or worse.

Cargo sold to a fence is sold in the same fashion as any legal cargo. A fence, however, gives even less for the cargo than a trade broker. For legitimate cargo smuggled in to avoid the tax, or for restricted cargo, the fence only pays 70 percent of the calculated sale price. For illegal cargo, the fence pays only 65 percent of the sale price. The standard trade procedures are followed.



PIRACY AND HIJACKING

Sometime in the trader's career, he will have to deal with pirates and hijackers, especially on the fringes of the UFP or beyond. This is an unfortunate fact, but true nonetheless.

There is, first of all, a difference between *piracy* and *hijacking*. In either case, the perpetrators are usually out to steal cargo, but the methods each use are different.

Piracy occurs when the victim ship is attacked, rendered helpless or forced to surrender, and boarded by the crew of the pirate vessel. Piracy requires that the pirates have a fast, well-armed ship with which to attack weaker shipping vessels.

Hijacking attempts, however, can take place either in port or in space, but are always launched from inside the target ship. In this case, the ship is captured on the ground or taken by a force placed on the ship as passengers. Hijacking does not require that the criminals have a ship of their own, as they can always steal the target vessel. The major disadvantage that hijackers face is that if the attempt fails, the hijackers have nowhere to turn. The pirate ship, on the other hand, can always break off an unsuccessful attack and run.

The two can be combined, with a team of hijackers helping the pirates from inside the target ship. Another possibility is that the hijackers will be met by some sort of escape vessel.

Freeports and tradeworlds are extremely hard on pirates and hijackers who operate in their territory. Piracy is bad for business. It is rumored possible to sell pirated or hijacked goods stolen elsewhere in one of these freeports or tradeworlds. Hijacking a ship in a freeport itself, or pirating a ship in orbit around a tradeworld is a *very* dangerous profession.

Most of the time, a pirate will attack to disable the target ship rather than destroy it. The reason for this is obvious: a damaged or destroyed cargo is as useless to the pirate as it is to the merchant shipping it. In many cases, the target ship may be forced to surrender rather than be destroyed. Another possibility is that the target's shields may be knocked down, and a boarding party beamed aboard to seize the ship from within. In extreme circumstances, however, the target will be destroyed anyway. If the pirates are particularly ruthless, even a destroyed ship can be salvaged for something of value.

Occasionally, attempts have been made to commit piracy on a grand scale by attacking a freeport or tradeworld itself. The rewards for success would be high, but such worlds are among the best defended in the galaxy. If the attacking force were sufficiently large and persistent enough, such a feat could be possible. The only successes known of to date have been backed by hostile governments and races. Such attacks are considered acts of war, if a link can be made to the government responsible.

Another possible prize for some pirates is the capture of the crew and passengers as well as the cargo. Slavery *is* outlawed in all major cultures, but the practice does occur in some fringes of known space. Also, pirates may wish to hold one or more of the passengers for ransom.

Many pirates have an unwritten code that if the target ship surrenders and gives no resistance to the boarding party, the ship and her crew will be released unharmed. This policy usually helps the pirates, because the target will be less likely to continue resistance if they realize they may get out with their lives. A few of the most ruthless pirates will kill all witnesses, even if the ship surrenders. Such pirates are hunted even more relentlessly by the UFP and by other races and governments as well.



PIRACY

Although few governments sanction piracy, some are fairly lax in opposing it. Typically, piracy attempts occur within star systems, as it is difficult to pinpoint exactly where a ship will pass through any given area of interstellar space. Most pirate attacks happen after a target ship enters the system of its destination and has dropped to sub-light speed. It is possible to intercept and attack a ship at warp speeds in interstellar space, but only if it is encountered by accident or if the pirates have information telling them when and where to look. Some pirates will also follow a target ship out-system, and attack in open space where they are less likely to be discovered. The most successful pirates are those with connections within the shipping industry.

Deterring Piracy

In order to deter some of the piracy that occurs in fringe space, decoy ships may be used. These seemingly harmless freighters are in reality heavily-armed fighting vessels.

Although the practice is strictly illegal for the ordinary person, certain planetary governments and licensed individuals are legally allowed to use this method to deal with a bad pirate problem. Licensed bounty hunters are usually paid a reward for the capture or destruction of any pirates within the area. Technically, any cargo captured from the pirate vessel is to be turned over to the government, but if the cargo is appropriated by the bounty hunter, very few governments will worry about it. A few daring individuals can actually make a living from these practices, but the life expectancy of bounty hunters is usually not great.

Sanctioned Piracy

There are so-called "official" pirates operating on the borders between the Federation, Klingon, and Romulan territories, as well as around Orion space. These pirate vessels are reported to be operating with the clandestine approval of their home governments, but are officially reported as "stolen", "missing", or "renegade".

Such piratical ventures are thought to be typical ruses to avoid declaration of war with another super-power, while still allowing raids upon the victim race. Such vessels receive aid and support from their home governments, but will deny any such connections if captured. Klingon ships are suspected of conducting such raids on the Federation, Romulan Empire, and Orion worlds. Romulans likewise operate against the Federation and Klingon Empire. Orions are rumored to conduct raids on any race with whom they come in contact. Certain smaller fringe races are also suspected of these actions, and in the Triangle, almost any vessel may become a victim.

Pirate Havens

There are recurrent rumors about the existence of pirate havens—ports owned and operated by criminals or criminal organizations as resting places for their ships between pirate activities. No such place is currently known, but the possibility exists. Certainly, some non-Federation governments, notably the Orions, operate ports that are extremely lax in enforcing laws regarding piracy and that tend to be hospitable to criminal elements.

Pirate Player Characters

Allowing the players to run pirate characters can be fun as an occasional adventure, but is not recommended for extended campaigns. Generally, player-character pirates tend to be the glamorous swashbucklers portrayed by early Hollywood. This is not realistic, but can be enjoyable once in a while. Real pirates are an unsavory lot, with few scruples or noble motivations. Generally speaking, there was no such thing as the *Gentleman Pirate* in the early days of sailing vessels on Earth, and the same is true of the *STAR TREK* era. More often than not, the players will enjoy taking on a band of bloodthirsty pirates more than roleplaying them.



HIJACKING

Hijackers, working from inside where they are seen and even known, have a problem after the deed is accomplished. Unlike pirates, they will usually have to dispose of the witnesses in some fashion. The least drastic solution is to lock up the crew until such time as the hijackers leave the ship with their booty. If the hijackers require the target ship for some purpose, a more drastic solution is to strand the crew and passengers on some out-of-the-way planet. Of course, the most drastic solution is to kill all witnesses aboard. If the hijackers are caught after doing so, they will suffer the same consequences as pirates who perform these horrible acts.

Hijacking And Terrorism

Hijackers are not always interested in monetary gain, although even the most idealistic of causes requires cash to operate. Many times, a passenger ship will be hijacked for political purposes. In these cases, the hijackers may threaten to kill one or more of the hostages, to explode the ship over an inhabited world or even to destroy a valuable cargo.

Situations like these will not occur very often, but can be very successful as an adventure or series of adventures. The gamemaster should remember that the terrorists are real people with real emotions and motivations. Perhaps they are from a planet that has a small fringe group that believes that the Federation is depriving them of something. In such case, they will not just grab a ship and blow it up, but will seek to have their actions publicized. Remember that the terrorists are not simply intending to use their actions as leverage, but are also trying to build sympathy for their cause in the general public. Killing off all the passengers will simply turn public opinion against them and leave them nothing to hide behind. If this situation is being used as the basis for an adventure, the gamemaster should give the players enough time to enter the hijacked ship and stop the terrorists.

Threatening to detonate the ship's warp engines over a planet is even more dastardly. The gamemaster should realize that even if the vessel is in a very high orbit, a matter-antimatter explosion will destroy the entire population of a planet and quite probably make the world uninhabitable for several hundred years. In constructing such a scenario, the gamemaster will have to decide such things as why Star Fleet should not just bring a warship in and blow the hijacked ship out of space. Remember too that in so doing, the attacking ship could trigger the explosion it was trying to prevent. In such a case, the terrorists will usually be watching for such an attack and will self-destruct the ship on the spot. In these situations, a small covert operation may prove successful, and can be very satisfying if concluded successfully.

Penalties For Hijacking

Whether a ship is hijacked for political or financial reasons, the penalties are the same. In the Federation, hijackers are sentenced to penal colonies such as Tantalus IV. These institutions usually have a very high cure rate. Criminal actions are considered symptoms of mental disease and the criminal can usually be reformed with one- or two-year treatments. In Klingon and Romulan space, hijackers and many such "criminals against the State" are summarily executed.

DISPOSING OF STOLEN GOODS

The goods stolen by pirates and hijackers are usually worthless: they must be converted into cash. This can be very difficult in a mostly cashless society such as the UFP. Most often, the stolen goods will be exchanged for a legitimate cargo by an unscrupulous dealer. These goods can then be sold in the normal fashion with little fear of being discovered. Such laundering of stolen goods means that the pirate will not usually get more than 25 percent of the true value of the cargo. Although this will seem to benefit the fence who purchased the stolen cargo, it does not. The fence will usually only get about half the cargo's value when the cargo is sold in piecemeal fashion.

In order to sell a stolen cargo, the pirates or hijackers must smuggle the stolen goods into port. The same methods are used here as in smuggling an illegal or restricted cargo, except that once sold, the fence will only pay 25 percent of the sale price, rather than the 65 percent for an illegal cargo. Because the cargo was stolen, however, the 25 percent is almost pure profit for a pirate.

The pirate player character will still have operating expenses, and these should be calculated whenever the pirate ship enters orbit, just as if it were a legitimate trade vessel. Similarly, battle damage should be repaired at this time.

THE BLACK MARKET

Just about any item, whether legal, restricted, or illegal may be purchased through the black market. Other reasons for buying an item through the black market include getting the item much quicker than through normal channels, and getting the item without anyone knowing about the purchase. There are times when buying through the black market would be ridiculous, however, because items purchased legally are usually much less expensive.

Finding The Contact

The first step in buying from the black market is locating a dealer or contact, which is not always easy. The most obvious connection to a black market contact would be through known fences or other shady dealers. Even if such people are not a part of a black market system, they will usually know who is. The difficult part is convincing such a person that the prospective buyer can be trusted and will not use the information against those in the system.

The gamemaster can be as elaborate in roleplaying this situation as he wishes. Of course, if the character is not successful in convincing the contact of his sincerity, he may find himself on the wrong end of a knife in a dark alley.

On the other hand, the gamemaster may wish to simply let the dice decide the characters' success. A Skill Roll against the character spokesman's rating in *Streetwise* can be used to simulate the whole process. The chance may be modified by the spokesman's attribute scores and skill ratings, as given in the following table. Furthermore, the chance will depend on how easy the gamemaster wants the search to be. The gamemaster may even wish to grant the characters automatic success, depending upon the adventure. In this case, the gamemaster should still add a little roleplaying into the situation and a bit of dice rolling to make it look as if the characters may have been close to failure.

MODIFIERS TO FINDING A BLACK MARKET CONTACT

For Attribute Scores

LUC 80 or more	+10
LUC 60 to 79	+5
LUC 40 or less	-5
INT 80 or more	+10
INT 60 to 79	+5
INT 40 or less	-5

For Skill Ratings

Administration 40+	+5
Administration 10 or less	-5
Security Procedures 40+	+5
Security Procedures 10 or less	-5

To determine if contact has been made, add or subtract the modifiers to the spokesman's Skill Rating in *Streetwise* and roll percentile dice. A roll equal to or less than the modified rating means success.

Once a contact has been located, the characters will usually be able to relocate him any time they return to that planet. There is a possibility that the contact has moved, died, or been jailed, in which case the characters will have to find a new contact through the above process. Of course, if the contact was only recently caught or killed, the people who did it may still be watching his place. This could put the characters into an adventure situation of having to avoid being caught by the officials or killed by an organized crime element. As always, the gamemaster should be aware of adventure ideas wherever they occur, and be prepared to take advantage of them.

Having found a contact to the black market, the characters will be able to buy almost anything through him. If this particular contact cannot obtain an item, he will pass the characters along to someone who can. (Entire scenarios can be built on running down such referrals.) Black market contacts never keep an inventory on hand, but can 'requisition' anything that is available on the black market. How long it takes him to find the item in question depends on the legality and availability of that particular item.

Legality

Any object found on the black market may or may not have restrictions on its sale, purchase, or use by the private sector. These restrictions will seldom apply to appropriate Star Fleet personnel, but are very important to the private merchant. In light of this, each item has an *Availability Code* consisting of three letters and two numbers, separated by a slash. The three letters refer to the product's legality of sale, purchase, and use, respectively. The two numbers are, simply, the percent chance of finding that item on the Black Market.

Legality Codes

For each of the letter codes, there are three possibilities. An *L* in any position means that item is totally legal to buy, sell, or use. An *R* means there is some restriction concerning that item. If the item is absolutely illegal in any area, an *I* will be used. These are usually based on a Federation standard. An item that is illegal in the Federation may be perfectly legal on an Orion planet. The trader should look into the local variations any time he lands on a planet.

Restrictions

Legal and illegal items are easily understood, but restricted items require a bit of explanation. Although an item will simply be listed as restricted in a category, the actual type of restriction may vary. The terms of the restriction will not play a part in the actual purchase of the item, but the gamemaster should be aware of them. These restrictions may also change from planet to planet, and the gamemaster will have to note these differences and make the characters aware of them.

The different types of restrictions and twentieth century examples are given in the Restricted Items Table below.

RESTRICTED ITEMS TABLE

Restrictions on Sale	
Type Of Sale/Restriction	Example
Sale to all individuals	
Proof of eligibility	Alcohol
Record of sale given to controlling authority	Pistol
Sale to certain individuals	
Proof of eligibility	Syringes
Record of sale given to controlling authority	Morphine
Sale to all corporate entities	
Proof of incorporation	
Record of sale given to controlling authority	
Sale to government agency	
Proof of eligibility	Firearms
Record of sale given to controlling authority	Plutonium
Restrictions on use	
Permit necessary for unrestricted use.	
Permit necessary for regulated use.	
Use must be reported to controlling agency.	

Availability

As noted earlier, anything may be purchased on the black market. Although this statement is true in a general way, individual items may be quite different. Some items may be more difficult to find than others, even on the black market. Certain items may also be available only in certain areas. For example, a prospective buyer would have an easier time buying a Klingon disruptor in the Triangle near the Klingon border than he would on Terra.

Thus, we come to the last two digits in the Availability Code. As noted above, these are the percent chance of finding that item on the black market. As this number gets higher, the item gets easier to find, while a low number means the item is hard to find. Legal items will have a high number, whereas illegal items will have low numbers. If this number is 00, the item is custom-made and is *absolutely* unavailable.

The Availability Code is assumed to be the base chance of finding the item, and it may be modified by the circumstances surrounding the sale, by the characters' luck, or by the time they spend. Each of these modifications is discussed below.

Modifiers For Attributes

The higher the character spokesman's score in *luc*, the easier it will be for the character's contact to find the item he wants. If the character spokesman's *luc* score is above 70, add 5 percent to the Availability Code. If the *luc* score is below 40, subtract 5 percent.

Modifiers For Time Spent

Also, the longer the contact searches, the better the characters' chances of finding the item they want. For each day spent looking, add 1 percent to the Availability. The characters can try once per day per item, but if they are interrupted in their search (such as leaving the planet), the modifier for time spent starts at 0 again.

Modifiers For Location

Where the characters are is actually more important to the search than any other thing. In Federation space, the legality of an item plays a part, but in other locations it does not. What matters most is which race manufactures the item and how far from the point of manufacture the point of sale is.

Thus, because the Availability Codes are given for the average purchase (legality aside) in the UFP, items manufactured outside the UFP will be harder to find in the UFP interior than on the border, and even more difficult on the UFP frontier.

Items that are restricted or illegal in the UFP will be easiest to find in the Triangle area, on worlds belonging to the Orions, and on the Klingon border. The accompanying table from the **Ship Construction Manual** gives modifiers to the Availability Codes according to the location of search. When using the table, cross-reference the manufacturing race against the location of the search. For each entry in the table, three modifiers are given, depending on the legality of purchase (not ownership or use). The first is for legal goods, the second for restricted goods, and the third for illegal goods. In determining the final Availability Code, add or subtract these modifiers to the base code before making the Availability Roll.

AVAILABILITY CODE MODIFIERS FOR SEARCH LOCATION

Location	Manufacturing Race			
	Federation	Klingon	Romulan	Orion
UFP Interior	0/-5/-15	-5/-15/-25	-5/-20/-30	0/-5/-15
UFP Frontier	0/0/-5	-15/-25/-40	-15/-30/-50	0/-10/-25
UFP On Klingon Border	+5/+5/0	+5/+5/0	+5/+5/+5	+10/+5/0
UFP On Romulan Border	+5/+5/0	-5/-10/-15	0/0/0	+10/+5/0
UFP On Gorn Border	0/0/-5	-5/-15/-25	-5/-20/-30	0/-10/-25
Triangle	+10/+5/0	+15/+15/+15	+10/+10/+10	+20/+20/+20
Orion Colonies	+10/+5/0	+10/+10/+10	+5/+5/+5	+20/+20/+20
Klingon Empire	0/0/0	+20/+20/+20	0/0/0	+10/+10/+10
Romulan Star Empire	-10/-10/-10	-5/-5/-5	+10/+10/+10	+5/+5/+5

AVAILABILITY ROLLS

Once the Luck, Time Spent, and Location Modifiers have been determined, they are added to or subtracted from the Availability Code given for each piece of equipment. Then, percentile dice are rolled. If the roll is less than or equal to the modified Availability Code, the contact has located the item that the characters desire. If not, the characters may look again the following day, with the Time Spent modifier raised by 1.

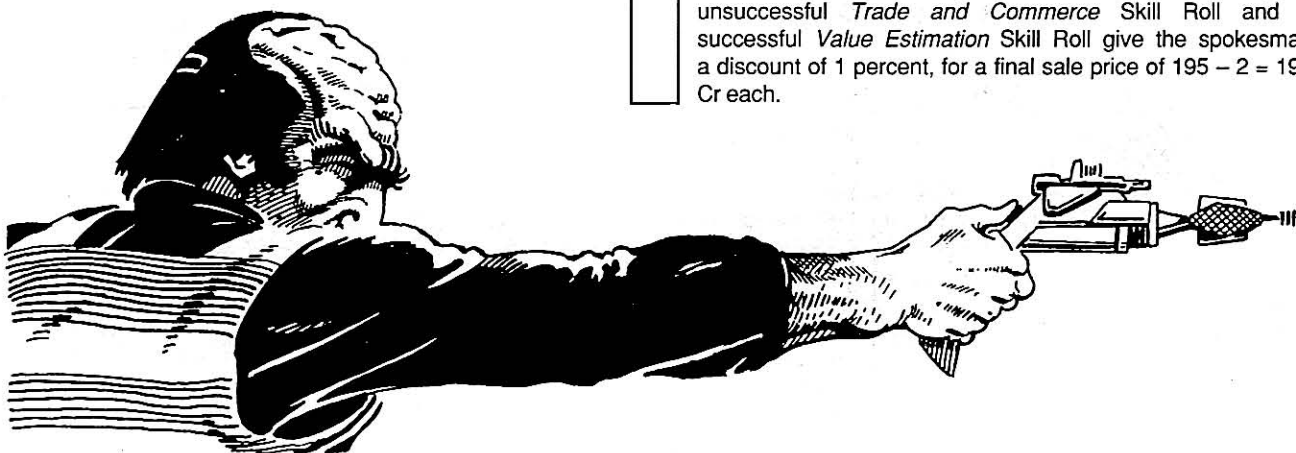
We have been treating these saving rolls as if only one of the items has been found. Actually, at the gamemaster's discretion, more than one of the items in question may have been located. For example, if the characters were looking for five Klingon disruptors, and the Availability Roll was successful, the gamemaster may rule that five are available. Reason and common sense should govern the gamemaster's decision here. While finding five disruptors is easy, 500 are something else entirely.

The gamemaster may deal with this by arbitrarily stating that the contact could only locate 1D10, 1D100, or any other combination of the items, and then roll percentile dice and multiply that percentage by the number wanted. He could also simply decide that the desired quantity is available. The decision should be made according to the individual circumstances, location, and assumed talent of the black market contact.

Black Market Prices

Once the items are located, the price must be fixed. To find this, the adjusted Availability Code is used again. The gamemaster should look for the proper range in the Black Market Price Multiplier Table, find the price multiplier, and multiply it by the base cost of the item.

BLACK MARKET PRICE MULTIPLIERS	
Availability Code	Multiplier
00	Unavailable
01 to 10	10.0
11 to 20	8.0
21 to 30	6.0
31 to 40	5.0
41 to 50	4.0
51 to 60	3.0
61 to 70	2.0
71 to 80	1.5
81 to 90	1.3
91 to 99	1.1



Purchase Negotiations

If the character spokesman has skill in *Trade And Commerce* or *Value Estimation*, it may be used to lower the final price of the item. The character may make a skill roll against his rating in each of these skills. For each successful roll, he may reduce the cost of the item by 1 percent. Thus, if both rolls were successful, the cost of the item will be 2 percent less than calculated.

For our example, we will assume that the characters are on the planet Lanroche VII, a tradeworld in the independent area of the Triangle. They wish to buy five Klingon Disruptors (one each). The character's spokesman has a LUC of 88 and an INT of 57. The character also has the following skills and skill ratings: *Administration* (49), *Trade and Commerce* (62), *Streetwise* (27), *Value Estimation* (51). He has no *Security Procedures* skill.

Because they have never been there before, the characters must first find a black market contact on Lanroche VII. The gamemaster looks up all applicable modifiers from the modifier table, and finds that the spokesman has a total modifier of +10 (+10 for LUC, +0 for INT, +5 for his *Administration* Skill Rating, and -5 for not having any *Security Procedures* skill). He adds the modifier to the Skill Rating of 27 in *Streetwise* and rolls percentile dice. His roll is a 27—exactly what he needed! The characters have located a contact.

The gamemaster then looks up the Availability Code, and finds that the disruptor has a code of III/68. The character spokesman's luck comes into play again, giving a +5 modifier. No time has yet been spent looking, and so the Time Spent modifier is 0. Looking at the Location Modifier Table, the gamemaster finds that a Klingon manufactured illegal item has a +15 modifier if purchased within the Triangle. The gamemaster adds 5 for the Luck modifier and 15 for the Location modifier to the Availability Code of 68 resulting in an adjusted Availability Code of 88 percent.

The gamemaster rolls an 89, just missing the required number. Thus, the contact had no luck that particular day. The next day, the character's chances are improved (+1 for the second day tried) and the gamemaster rolls again—a 68! The contact informs the characters that he has located five Klingon Disruptors for them.

The cost of each disruptor must now be calculated. The adjusted Availability Code was 88, and so we check the Black Market Price Multiplier Table and find that the multiplier is 1.3. The basic cost of the disruptor is 150 Cr, and so the black market price is 195 Cr (150 Cr x 1.3). An unsuccessful *Trade and Commerce* Skill Roll and a successful *Value Estimation* Skill Roll give the spokesman a discount of 1 percent, for a final sale price of $195 - 2 = 193$ Cr each.

PRICE AND AVAILABILITY CODE LIST

Vehicles: Land

Automobiles, trucks, motorcycles, vans:

Automobile, Compact (4 Passenger)	8,000 Cr	LLR/99
Automobile, Midsize (5 Passenger)	10,000 Cr	LLR/99
Automobile, Full size (6 Passenger)	13,000 Cr	LLR/99
Automobile, Luxury (4 to 7 Passenger)	18,000 Cr	LLR/99
Automobile, Sport (2 Passenger)	15,000 Cr	LLR/99
Delivery Truck (2 passenger, light cargo)	14,000 Cr	LLR/99
Motorcycle (2 passenger)	1,500 Cr	LLR/99
Pick-up Truck (3 passenger, light cargo)	10,000 Cr	LLR/99
Recreational Vehicle (6 passenger, light cargo)	16,000 Cr	LLR/99
Semi-tractor, trailer (3 passenger, heavy cargo)	40,000 Cr	LLR/99
Van (9 passenger, light cargo)	12,000 Cr	LLR/99
All-terrain vehicles:		
ATV, Small (2 passenger)	2,500 Cr	LLR/99
ATV, Medium (4 passenger, light cargo)	9,500 Cr	LLR/99
ATV, Large (42 passenger, heavy cargo)	15,500 Cr	LLR/99
Ground effect vehicles:		
GEV, Compact (4 passenger)	12,000 Cr	LLR/95
GEV, Midsize (5 passenger)	15,000 Cr	LLR/95
GEV, Full Size (6 passenger)	20,000 Cr	LLR/95
GEV, Luxury (6 passenger)	27,000 Cr	LLR/95
GEV, Semi tractor (heavy cargo)	60,000 Cr	LLR/95
GEV, Sports (2 passenger)	18,000 Cr	LLR/95
GEV, Truck (3 passenger, light cargo)	15,000 Cr	LLR/95
GEV, Van (9 passenger, medium cargo)	17,000 Cr	LLR/95

A-Grav vehicles:

A-grav, Compact (4 passenger)	16,000 Cr	LLR/93
A-grav, Midsize (5 passenger)	20,000 Cr	LLR/93
A-grav, Full Size (6 passenger)	26,000 Cr	LLR/93
A-grav, Luxury (6 passenger)	36,000 Cr	LLR/93
A-grav, Sports (2 passenger)	32,000 Cr	LLR/93
A-grav, Light Truck (3 passenger, light cargo)	20,000 Cr	LLR/93
A-grav, Cycle (2 passenger)	8,000 Cr	LLR/93
A-grav, Van (9 passenger, light cargo)	24,000 Cr	LLR/93

Vehicles: Water

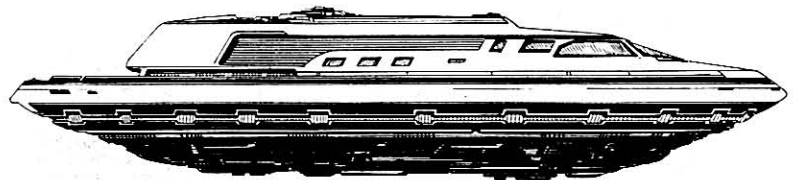
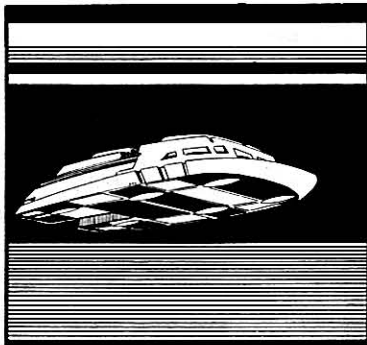
Row Boat	300 Cr	LLR/99
Row Boat Motor	600 Cr	LLR/99
Canoe	300 Cr	LLR/99
Rubber Raft	100 Cr	LLR/99
Inflation Cartridge	10 Cr	LLL/99
Sport Boat	5,000 Cr	LLR/99
Speed Boat	10,000 Cr	LLR/99
Air Boat	4,000 Cr	LLR/99
Hydrofoil	20,000 Cr	LLR/99
Houseboat	20,000 Cr	LLR/99
Two-man Submarine	50,000 Cr	LLR/95
Four-man Submarine	85,000 Cr	LLR/95

Vehicles: Air

Hang Glider	300 Cr	LLR/99
Ultra-Light	1,000 Cr	LLR/99
Private Plane, Two-Seat	15,000 Cr	LLR/95
Private Plane, Four-Seat	25,000 Cr	LLR/95
Private Plane, Six-Seat, Two Engine	45,000 Cr	LLR/95
Private Jet, Six-Seat, Two Engine	150,000 Cr	LLR/95
Private Jet, Ten-Seat, Two Engine	225,000 Cr	LLR/95
Helicopter, Single Seat	10,000 Cr	LLR/93
Helicopter, Two-Seat	28,000 Cr	LLR/93
Helicopter, Four-Seat	90,000 Cr	LLR/93

Vehicles: Space

Small Shuttle	500,000 Cr	LLR/85
ShuttleCraft, Star Fleet Issue (new)	700,000 Cr	LLR/70
ShuttleCraft, Star Fleet Issue (used)	350,000 Cr	LLR/85
Repair Bug, One-Man (new)	100,000 Cr	LLR/70
Repair Bug, One-Man (used)	65,000 Cr	LLR/90



Weaponry

Ancient Weaponry

Pocket Knife	15 Cr	LLL/98
Belt Knife or Dagger	20 Cr	LLL/97
Throwing Knife	12 Cr	LLL/90
Foil	75 Cr	LLL/95
Sabre	100 Cr	LLL/95
Cutlass	120 Cr	LLL/95
Shortsword	150 Cr	LLL/90
Broadsword	200 Cr	LLL/90
Hand and a Half Sword	50 Cr	LLL/90
Longbow	60 Cr	LLL/90
Compound Bow	150 Cr	LLL/99
Crossbow	200 Cr	LLL/90
Mace	225 Cr	LLL/90
Flail	175 Cr	LLL/90
Axe	45 Cr	LLL/95

Firearms

Revolver, Small Caliber	100 Cr	RRR/90
Revolver, Large Caliber	250 Cr	RRR/90
Automatic Handgun, Small Caliber	150 Cr	RRR/90
Automatic Handgun, Large Caliber	300 Cr	RRR/90
Rifle, Small Caliber	150 Cr	RRR/90
Rifle, Large Caliber	300 Cr	RRR/90
Rifle, Large Caliber, High Power	500 Cr	RRR/87
Ammunition, Small Caliber, per 50 rounds	2 Cr	RRR/90
Ammunition, Large Caliber, per 50 rounds	15 Cr	RRR/90
Shotgun	200 Cr	RRR/90
Ammunition, Shotgun, per 50 rounds	12 Cr	RRR/90
Automatic Rifle	400 Cr	RRR/80
Ammunition, Automatic Rifle, per 50 rounds	15 Cr	RRR/80
Submachine Gun	650 Cr	RRR/70
Ammunition, Submachine Gun, per 40 round clip	20 Cr	RRR/70
Machine Gun	1000 Cr	RRR/70
Ammunition, Machine Gun, per 1000 round belt	250 Cr	RRR/70

Laser Weapons

Laser, Hand	250 Cr	RRR/80
Laser, Hand, Recharge Pack	75 Cr	RRR/80
Laser, Rifle	500 Cr	RRR/80
Laser, Rifle, Recharge Pack	100 Cr	RRR/80

Phaser, Disruptor Weaponry

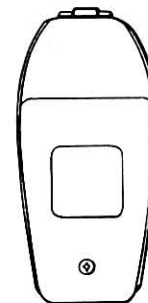
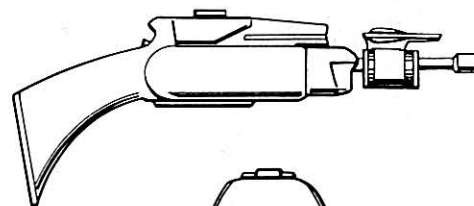
Phaser I-A	200 Cr	RRR/78
Phaser II-A	400 Cr	RRR/77
Phaser Rifle-A	550 Cr	RRR/75
Phaser I-B	300 Cr	RRR/78
Phaser II-B	500 Cr	RRR/77
Phaser Recharge Pack	100 Cr	RRR/80
Hand Disruptor-A	150 Cr	III/68
Disruptor Rifle-A	450 Cr	III/65
Hand Disruptor-B	200 Cr	III/68
Hand Disruptor-C	300 Cr	III/66
Disruptor Rifle-C	600 Cr	III/60
Disruptor Recharge Pack	100 Cr	III/65
Police Stunner	150 Cr	LLR/80
Stun Club	100 Cr	LLL/90

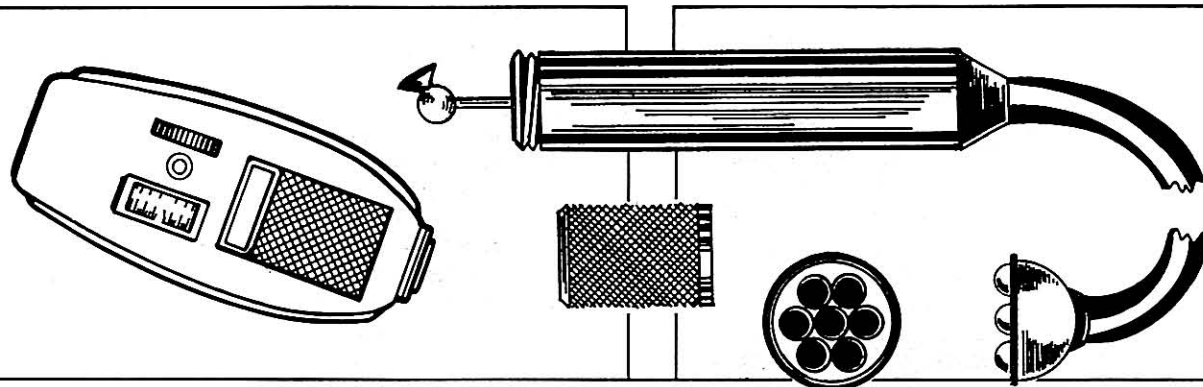
Medical Equipment

Field Kit	200 Cr	RRR/85
Medical Pouch	2500 Cr	RRR/85
Feinberger	50 Cr	LLL/89
Heartbeat Reader	150 Cr	LLL/89
Laser Scalpels (all types)	300 Cr	RRR/85
Protoplaser (either type)	450 Cr	RRR/85
Dressing Sprayers	50 Cr	LLL/95
Medical Tricorder	400 Cr	LLL/85
Biocomputer	1000 Cr	LLL/80
Hypo	20 Cr	RRR/87
Drug Charges (6 doses per capsule)		
Light stimulant	2 Cr	RRR/75
Medium stimulant	4 Cr	RRR/74
Light sedative	2 Cr	RRR/75
Medium sedative	4 Cr	RRR/74
Heavy sedative	6 Cr	RRR/72
Coradrenaline	4 Cr	RRR/75
Dylovene	5 Cr	RRR/75
Hyrionaline	20 Cr	RRR/75
Masiform-D	20 Cr	RRR/74
Neural Paralyzer	100 Cr	RRR/71
Sterilite	3 Cr	RRR/80
Tri-Ox Compound	2 Cr	RRR/80

Clothing

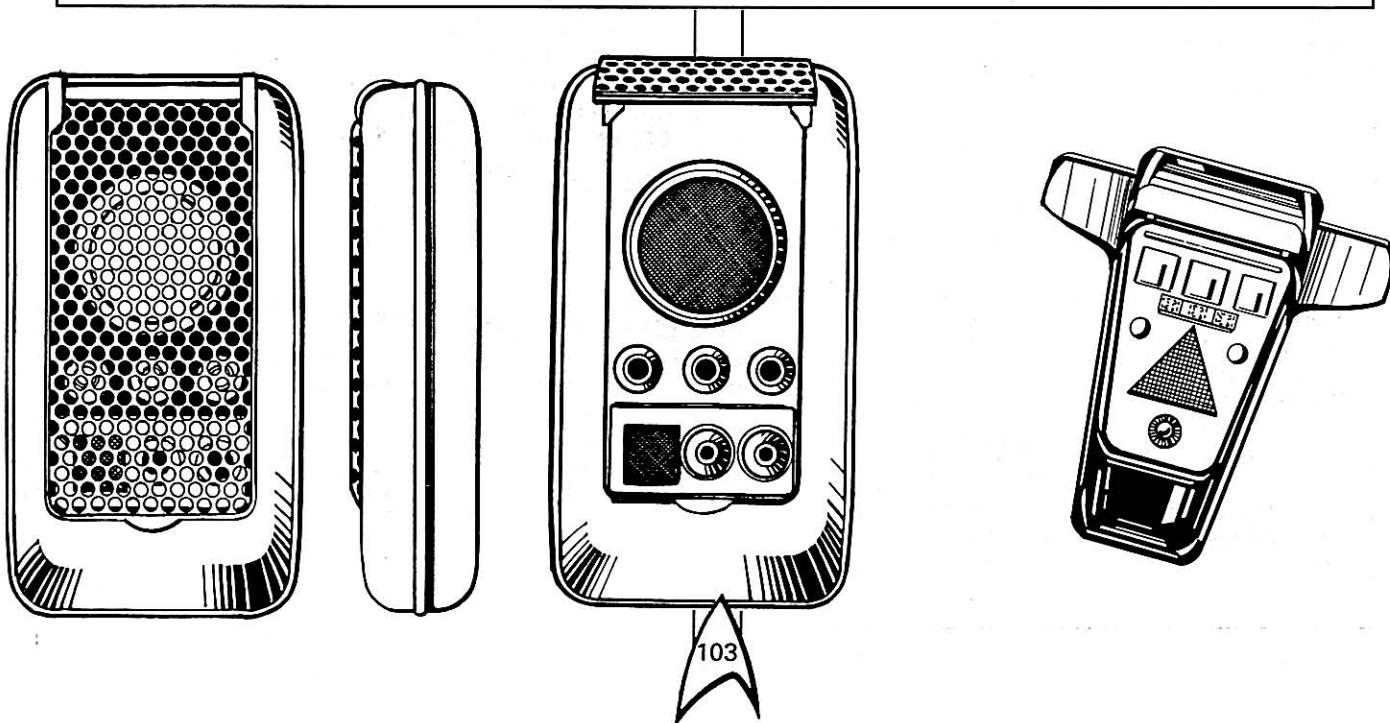
Leisure Clothing	50 Cr	LLL/99
Work Clothing	75 Cr	LLL/99
Dress Clothing	150 Cr	LLL/99
Leisure Footwear	15 Cr	LLL/99
Work Footwear	25 Cr	LLL/99
Dress Footwear	35 Cr	LLL/99
Light Jacket or Windbreaker	15 Cr	LLL/99
Heavy Jacket	40 Cr	LLL/99
Gloves, Heavy Duty, Insulated	15 Cr	LLL/99
Thermal Oversuit	75 Cr	LLL/98
Temperature Compensational Oversuit	200 Cr	LLL/90
Wet Suit	200 Cr	LLL/85
Rain Gear	40 Cr	LLL/99
Environmental Suit	2500 Cr	LLL/80





Personal Equipment

Personal Transactor	50 Cr	LLL/99	Sleeping Bag	50 Cr	LLL/99
Replacement ID Card	100 Cr	LLL/99	Backpack	40 Cr	LLL/99
ID Forgery Unit	15,000+ Cr	III/52	Tent	50 Cr	LLL/99
Tricorder	400 Cr	LLL/78	Pressure Tent	100 Cr	LLL/92
Pocket Computer	30 Cr	LLL/85	7 Man Collapsible Shelter	350 Cr	LLL/76
Personal Computer	800 Cr	LLL/88	Portable Power Supply	1000 Cr	LLR/75
Personal Transactor Module	20 Cr	LLL/88	Computerguide Electronic Map	100 Cr	LLL/80
Video Cart Viewer Module	100 Cr	LLL/88	Magnetic Compass	5 Cr	LLL/99
Communications Module	200 Cr	LLL/85	Filter Mask	30 Cr	LLL/99
Computer Carts (3 cart packs)	5 Cr	LLL/99	Life Support Mask	100 Cr	LLL/95
Briefcase	40 Cr	LLL/99	Air Pack	100 Cr	LLL/90
Portable Cart Viewer	400 Cr	LLL/95	Skin Diving Equipment	50 Cr	LLL/97
Pocket Communicator	30 Cr	LLL/90	Scuba Tank and Regulator	200 Cr	LLL/90
Long Range Communicator	75 Cr	LLL/83	Gillpak	300 Cr	LLL/83
Earpiece Receiver	10 Cr	LLL/85	Metal Detector	150 Cr	LLL/97
Wrist Chronometer	5 - 100 Cr	LLL/99	Water Purification Device	50 Cr	LLL/92
Binoculars	100 Cr	LLL/99	Snow Ski Set	35 Cr	LLL/99
Film Camera	30 Cr	LLL/95	Portable Anti-Grav Unit	125 Cr	LLL/85
Holographic Camera	400 Cr	LLL/95	A-Grav Platform	400 Cr	LLL/83
Infrared Lens Kit	200 Cr	LLL/84	Universal Translator	12,000 Cr	LLL/91
Light-Enhancing Viewer	250 Cr	LLL/80	Force Field Box	1,000 Cr	LLL/73
Gas or Oil Lanterns	8 Cr	LLL/99	Rope (per 100 meter)	20 Cr	LLL/99
Pocket Lantern	8 Cr	LLL/99	Saurian Brandy, Liter	30 Cr	RRR/75
Aqualantern	15 Cr	LLL/93	Antarian Brandy, Liter	15 Cr	RRR/75
Beltlight	12 Cr	LLL/92	Earth Scotch, Liter	35 Cr	RRR/65
Coldlight Glowsticks	1 Cr	LLL/99	Romulan Ale, Liter	100 Cr	III/46
			Spican Flame Gems	10 - 50 Cr	LLL/50
			Antarian Glow Water, 25 ml	10 Cr	LLL/48



JUDGING FINANCE AND INVESTMENTS

Throughout time, there have always been many ways to earn money. In this book, we have been mostly concerned with interstellar trading. There are, of course, many other ways besides trading. Among these are playing the stock market and loans. Those Merchant Princes who dislike the idea of running a hundred ships with the independent trade systems given earlier can use the large scale trade system described below.

STOCKS AND SECURITIES

If a person has some money to start with, there are many ways to put that money to work. One of the best is playing the stock market. In a relatively short amount of time, an investor can make a profit without having to also invest a large amount of personal time. The money does all the work.

In the game, the gamemaster will act as the player character's stock broker. Due to the limitations of subspace radio, the UFP Stock Exchange (UFPSE) posts their prices once a week. Transactions are usually made through an investments broker. The broker will obtain the best price in a given week, and will usually handle all the bookkeeping required. All the investor has to do is decide which stocks to trade, and turn over that amount of money to the broker.

COMPANIES AND STOCK PROFILE CODES

The gamemaster's first priority, however, is creating the companies in which the players will want to invest, and then controlling the entire stock market. This would seem to be a very large undertaking, but there are ways to simplify the job quite a bit. One of these ways is with the Corporate Stock Profiles Code (SPC).

The SPC consists of one digit, one letter, and two more digits. These stand, respectively, for the company's stability, profitability, and availability. Given this four-digit code, both the gamemaster and the players will be able to tell how good an investment any company will be.

The first number in that code represents the *Price Stability Code* for the company in question. This value goes from 1 (very stable) to 4 (very unstable). A stable stock will not vary in price very much, whereas a very unstable stock can vary wildly. One interesting side effect of the company's stability is that the more stable the company, the higher the chance that it can declare a dividend (bonus payment at the end of the year), and the larger that dividend will be.

We now know how much the stock price will change, but not which way. The second character in our Stock Profile Code gives us that information. If this letter is an 'A', the stock will rise in value more often than not. At the other end of the scale, a 'G' means that the stock will trend down a larger percentage of the time. These letter codes and the percentage chance for a price rise may be found on the *Stock Trend Table*. All the percentages listed are for the price of the stock to go up.

STOCK TREND TABLE

Die Roll	Code	Climb percentage
1	A	Up 65 percent
2	B	Up 60 percent
3 to 4	C	Up 55 percent
5 to 6	D	Up 50 percent
7 to 8	E	Up 45 percent
9	F	Up 40 percent
0	G	Up 35 percent

The last two digits in the Stock Profile Code represent the chance that the stock will be available for sale. This is a simple percentage, taken on an average across the entire Federation. If this number is high, the stock can usually be purchased from any broker. If the number is low, the stock is not easy to find. For example, an availability code of 65 would mean that the stock can be purchased 65 percent of the time. If the code is a 00, the stock is totally unavailable. This would represent a closed company, in which the stocks were not for sale on the market.

The Stock Profile Code may be generated randomly from the tables above if the gamemaster wishes, or it could be selected according to the gamemaster's impressions of the company represented. For example, if the gamemaster has created a company that is Edoan-based, and produces some well-made, high-demand item, the company would probably be very stable (Price Stability = 1). If the company's sales are strong, the price of the stock would probably be climbing a large percentage of the time (Stock Trend A or B). Finally, if the company's stock is highly prized, it will probably be hard to find (Availability = 40 percent or less). Thus, we have just created our first corporate Stock Profile Code (in this case, for Xaxxi Mechanistics Ltd., see **SAMPLE UFP CORPORATIONS**) P. 111 of 1A15.

PRICE STABILITY CODE

Die Roll	Stability Code	Percent Price Change	Percent Chance	Annual Dividend Amount
1 to 21	(Very Stable)	1D10/2	75 percent	1/10 price
3 to 52	(Moderately Stable)	1D10	50 percent	1/20 price
6 to 83	(Moderately Unstable)	3D10/2	25 percent	1/30 price
9 to 04	(Very Unstable)	2D10	None	None

If the gamemaster has no idea which direction the company will go, its profile can be generated randomly. As an example, we will create a shipbuilding firm, Amalgamated Starships. This small company builds *Mission Class* ships both for the UFP and for private sale as trade vessels. An initial die roll of 9 gives a Price Stability of 4 (Very Unstable). A second die roll (6) means that the Stock Trend will be class D (up 50 percent of the time). The final die roll, made with percentile dice, gives an Availability of 68 percent. This gives a Stock Profile Code of 4D68 for Amalgamated Starships.

WEEKLY ACTIVITY

Once the company is developed, we can begin to fill out the UFPSE Corporate Worksheet. One of these should be filled out for each company developed. In the upper right-hand corner are spaces for the company name, Stock Profile Code (SPC), and all the other information from the tables above. This information block is provided to make frequent references to these rules unnecessary.

Each week, the stock value will change. Each stock will have a different value, and some stocks will go up while others drop. One line is used per week of stock activity. The first column on the worksheet is for the date. This should be written in as a reference.

The second column is the Market Trend. This represents the general motion of the entire market, and is rolled only once per week. This number applies to all stocks. To find the Market Trend number, roll 1D10 twice. The first die roll tells whether the market is trending up or down. If the result is 5 or less, the market is up, and a plus sign should be written in the *Market Trend* space on all worksheets. If the number is 6 or more, the market is down, and a minus sign is written in on all the sheets instead. The other die roll is divided in half (1D10/2) and tells how much the market is up or down. This number is then written in the *Market Trend* space, next to the plus or minus sign.

The third column is the *Old Price*. If this were the second week or later, we would get this number from the previous week's New Price (see below). If this is a new stock, simply roll percentile dice and divide by 2 to find the starting price. Either way, the resulting number is written in the *Old Price* space for week 1, and represents the old price in credits per share for the stock.

The Stock Trend simply tells whether the stock is going up or down for this week. The *Trend* space in the Company Information area will tell how often the stock will trend up. This is rolled with percentile dice. If the number is below the Trend number, a plus sign is written in the *Stock Trend* column. If the number rolled is above the Trend number, a minus sign is written.

The Percent Change tells just how much the stock will go up or down this week. The die roll needed for this column is given in the company information area, and that amount is rolled. The resulting number is written in the *Percent Change* space for the week.

Next, the Total % Change must be calculated. First, put the Stock Trend sign and the Percent Change number together to form a positive or negative number. This is then added to the Market Trend number. Be sure to watch the positive and negative numbers here (a calculator can help). The total is written in the Total % Change space.

The Change in Credits is calculated by multiplying the Total % Change by the Old Price. This will give us a Change in Credits, and should be rounded off to the nearest 1/100 Cr (.01). Remember to keep the plus or minus sign from the previous column.

The final step is to add (or subtract if the change was negative) the Change in Credits to the Old Price. This gives us the New Price for the week, and completes the process for one week.

Special Circumstances

Of course, nothing is certain. This is doubly the case on the UFP Stock Exchange. Companies can go bankrupt, stocks can split, and other sudden surprises can develop. For this latter case, we have the Wild Card Table.

The Wild Card Table is consulted only if the Stock Trend roll is a 00. If this occurs, the gamemaster should roll once on the Wild Card Table and apply any results given. If anything in the SPC changes, the proper number(s) should be changed in the company information area. The Stock Trend is rolled again, and the new result recorded in the *Stock Trend* space.



Investment Record

Name _____

[illegible]

--

Company Name _____ SPC _____

Percent Change _____

DIVIDEND:

Trend_____

% Chance _____

Availability_____

Amount_____

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WILD CARD TABLE

Die Roll	Result
00 to 09	Stock Price Dips: down 1D10 + 5%
10 to 14	Stock Price Plummets: down 3D10 + 20%
15 to 24	Stock Price Climbs: up 1D10 + 5%
25 to 29	Stock Price Leaps Forward: up 3D10 + 20%
30 to 36	Minor Change in Management: Price Stability Code +1
37 to 43	Minor Change in Management: Price Stability Code -1
44 to 48	Major Change in Management: reroll Price Stability Code
49 to 55	Minor Change in Corporate Direction: Stock Trend Code +1
56 to 62	Minor Change in Corporate Direction: Stock Trend Code -1
63 to 67	Major Change in Corporate Direction: reroll Stock Trend Code
68 to 76	New Stock Released: add 1D10 to the Availability Code
77 to 85	Stock Soaked Up: subtract 1D10 from the Availability Code
86 to 89	Stock Sales Closed: Availability Code = 00
90 to 94	Corporate Takeover Bid: All investors offered 1D10% extra
95 to 99	Roll twice (ignore if rolled again)

If the stock price drops to 5 Cr or less, the company is in severe financial trouble. At this point, the SPC of the company is rerolled. Do this any time the stock price dips below 5 Cr, even if the price climbed above 5 Cr one week and dropped back again. If the price drops below 0 Cr, the company is bankrupt, and all stock is worthless. The company is out of business, and any players with stock in that company will have nothing for their troubles.

Whenever the stock is above 50 Cr, there is a chance that the stock will *split*. A split means that the price of the stock is cut in half, and all shareholders are given an extra number of shares equal to the number they already own.

There is also a possibility that if the company is doing well, they will declare a bonus dividend to all their stockholders. This can only occur if the price of the stock is above 100 Cr. If a bonus is declared, a bonus of one-tenth the value of the stock will be paid per share to each stockholder. Thus, if the price of the stock is 150 Cr, a bonus of 15 Cr per share would be paid. If a bonus is paid, the game-master should not pay another for a period of six months.

Both the percentage chance for a stock split and a bonus payment can be found in the Split and Bonus Table. Each number is the percentage chance that either a split or bonus will occur.

SPLIT AND BONUS TABLE

Stock Price	Roll for Dividend	Roll to Split
0.01 to 49.99 Cr	None	None
50.00 to 99.99 Cr	None	01 to 10
100.00 to 119.99 Cr	01	02 to 21
120.00 to 139.99 Cr	01 to 02	03 to 32
140.00 to 159.99 Cr	01 to 04	05 to 44
160.00 to 179.99 Cr	01 to 08	09 to 58
180.00 Cr and up	01 to 16	17 to 76

Weekly Activity Example

To illustrate how the price of a company's stock changes, we will continue with the previously created Amalgamated Starship, abbreviated as AmStshp. Remember that AmStshp has an SPC of 4D68.

The first job is to fill out the top corner of the corporate worksheet. First, the company name and SPC are written into their appropriate places. Then, we look up the Percent Change in the Price Stability Table. Amalgamated has a stability code of 4, which means that the Percent Change of 2D10 is written in. The Dividend % Chance and Amount can also be found on that table, and so we will look them up as well. A stability of 4 gives no chance for a dividend; we write "none" in each of those spaces. The letter in our code gives us the Trend D. Looking up D on the Stock Trend Table, we find that our stock will be up 50 percent of the time. We write "up 50%" in the *Trend* space. The last item is Availability. All we have to do is write the last two numbers from the SPC here (in this case 68%) in the Availability space.

To find the Market Trend, we roll two dice and get a 7 and a 5. The first roll, the direction, is in the 6 to 0 range, and so the market is trending downward this week. The second roll, the amount, is divided by two (round down) to give us a trend amount of 2 ($5/2 = 2.5$, rounded down to 2). Because the trend is downward, we write -2 in the Market Trend space for Week 1.

Now we need an Old Price for the week. This is a new stock, so we will roll percentile dice (roll = 67) and divide by 2 for an Old Price of 33.5 Credits ($67 / 2 = 33.5$). We write 33.50 in the *Old Price* space.

Amalgamated has a Trend number of "up 50%". We roll percentile dice (result is 41) and find that the number is below 50. Write a plus sign in the space for the Stock Trend.

In the company information area, we find that Amalgamated has a Percent Change of 2D10. As our rolls are a 6 and a 7, we add the numbers and write a 13 in the Percent Change space.

Now we can calculate the Total % Change for Amalgamated. We put the Trend sign and the Percent Change together to get a +13. Because the market is trending down (-2), the Total % Change is +11% (-2 and +13 added together equal +11). We write +11 in the Total % Change space.

Amalgamated had an Old Price of 33.50 Cr. We multiply that number by the Percent Change of 11%, giving us a Change in Credits of 3.69 Cr ($33.50 \times +0.11$), we will write +3.69 in the Change in Credits space.

Our New Price is found by adding the Change in Credits (+3.69) to the Old Price (33.50,) for a total of 37.19 Cr. This is written in the New Price space, and will be transferred down to the Old Price space for the next week.

PLAYING THE MARKET

Before investing in the market, the player will need to know how much money he has to spend. This may either be a given amount decided upon by the gamemaster, or may be determined from the character's wages and savings over the years. This amount is deposited with a stockbroker, and is used to buy any stocks the player wants, as well as paying any brokerage fees. This number is written in the space directly under the word *Balance* on the *Investment Record Sheet*.

STOCK AVAILABILITY ROLL

Once a Corporate Worksheet has been filled out for each company for that week, the players may begin buying and selling stocks and bonds. When the player has decided which stock to purchase, he must make a saving roll against the Stock Availability Code. The Stock Availability Code may be modified by the items in the following table, if ST:RPG2 or trader characters are being used.

STOCK AVAILABILITY CODE MODIFIERS

Purchase is 1000 shares or more	+ 5
Luc 70 or more	+10
Luc 60 to 69	+ 5
Luc 40 or less	- 5
Trade and Commerce 30 or more	+ 5

BUYING THE STOCK

If the saving roll is successful, the player has found the stock he wanted. The column headed *Date* should be filled in with the game date that the character is buying the stock. The name of the company's stock that is being purchased is written into the column labeled *Stock Name*, and the column labeled *Buy* should be checked. The *Sell* column is left empty.

The player should write the number of shares he wishes to purchase in the column labeled *Number of Shares*. The gamemaster can give the player the current *Price Per Share* from the Corporate Stock Worksheet (the *New Price* column). These two numbers are multiplied by each other to find the *Total Transacted*.

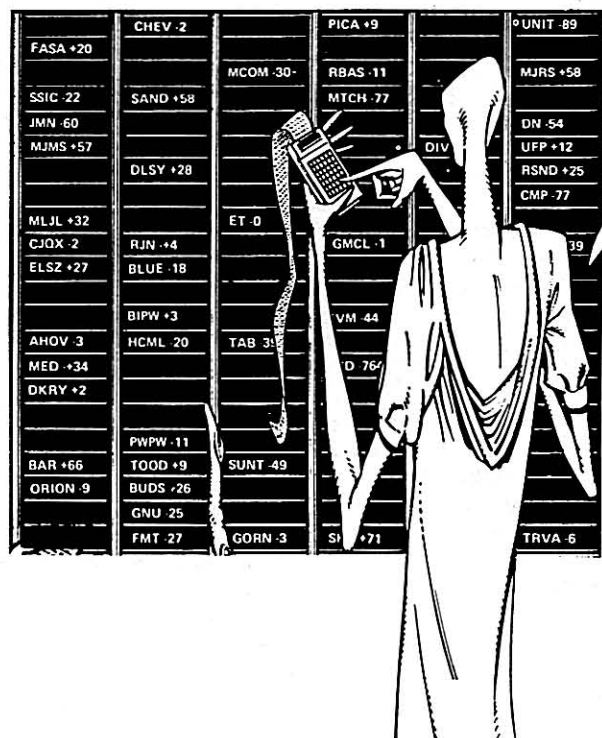
The gamemaster should now decide how much of a brokerage fee he will charge. This may be either 1 or 2 percent, and can be either rolled or simply decided. Once he has decided on a fee, it will not change unless the players decide to use a new broker. Multiply the brokerage fee by the Total Invested, and write that amount into the column labeled *Total With Fee*. This amount is subtracted from the character's balance, and the new amount is written into the column labeled *Balance*.

BUYING ON MARGIN

If the character's credit is good enough (gamemaster's decision), he may be able to purchase some of his stocks on *Margin*. In other words, the investor is buying the stocks on credit. There are limits, because the UFP has rules against relying on credit to buy stocks and securities. These rules date back to the early 1900s, old dating, in the United States. An investor must have the funds to pay for at least 60 percent of his purchases. The other 40 percent may be borrowed, but the investor will have to pay interest on the amount borrowed. This will usually amount to 0.5 percent of the amount borrowed per week.

The percentage margin is written into the *Buy* column, rather than just checking it. Any amount up to the 40 percent maximum may be borrowed. The percentage borrowed is multiplied by the Total Transacted (margin cannot be used to pay the brokerage fees), and the result written into the *Amount On Margin* column. The broker's fee is still based on the full amount transacted, whereas the amount borrowed is based on the value of the stocks transacted.

Unlike most other loans, there is no term. The amount borrowed will not have to be repaid until the stocks are sold. At that time, the amount borrowed, plus the interest, is removed from the proceeds, and the remainder is given to the investor. The investor can also sell just enough stock to completely pay off the margin, and retain the rest for later sale. An investor's third option is to pay off the margin in cash. The margin *must* be paid off by the time of sale, however.



SELLING STOCK

When a stock is sold, the procedure is reversed. The *Sell* column would be checked instead of the *Buy* column, and an investor can *always* sell the stocks, no matter what the Availability Code. The amount written in the *Total Transacted* column would have a plus sign with it. Calculate the Brokerage fee as before (1 or 2 percent) and subtract that from the Total Transacted to find the Total With Fee. That amount would be added to the previous balance to find the current Balance.

If the stocks being sold were purchased on margin, the amount of interest charged is written into the *Sell* column rather than just checking it. That amount is calculated by multiplying the Amount on Margin by .005, and multiplying the result by the number of weeks that the stocks were held. Subtract this amount and the Amount on Margin from the Total Transacted, and then subtract the broker's fee, to get the Total With Fee. Again, this is added to the old balance to get the new Balance.

Assume our character wants to buy 100 shares of Amalgamated Starship at 37.19 Cr per share (see previous example). We have 6000 Cr on deposit. First, we must find out if the stock is available. We have no modifiers to the roll, so we must roll 68 or less to buy the stock. A roll of 27 assures us our 100 shares. On our sheet, we write the date, "Amalgamated Starships" in the *Stock Name* column, check the *Buy* column, and write 100 in the *Number of Shares* column. Enter 37.19 in the *Price Per Share* space, and our Total Transacted is 3719 Cr (100×37.19).

Our broker now gets his cut. The gamemaster decides to be generous and only charge a 1 percent brokerage fee. 1 percent of 3719 Cr is 37.19 Cr, which is added to the total transacted (3756.19 Cr). Because we are buying these shares, we write a -3756.19 into the column labeled *Total With Fee*. Subtracting 3756.19 from the previous balance of 6000 Cr, we have a new account balance of 2243.81 Cr. This new balance is written into the *Balance* space.

If we had purchased our 100 shares of Amalgamated Starships on 10 percent margin, we would write the percent margin (10) in the *Buy* column rather than just checking it. Then, the Total price would only be 3347.10 rather than 3719.00 ($3719 \times 10\% = 371.90$, $3719 - 371.90 = 3347.10$). The broker's fee is still based on the full price of the stocks transacted, regardless of the amount of margin used. We would then write 371.90 in the *Amount On Margin* column. The balance remaining here would be 2615.71 ($3719.00 - 371.90$ on margin - 37.19 broker's fee).

Let us now assume that we have held our 100 shares of Amalgamated Starships for five weeks. At the end of that time, the price per share has climbed to 62.43 Cr. We would again write the Amalgamated Starships in the *Name* column. This time, we check the column labeled *Sell*. We have decided to sell all 100 shares, and so we write 100 in the *Number Of Shares* column. 62.43 is written into the *Price Per Share* column.

Again, the Total Transacted is determined by multiplying the number of shares by the price per share. That amount (6243.00) is written into the proper space. Again, we subtract the broker's fee of 62.43 Cr ($6243.00 \times .01$ equals 62.43) from the Total Transacted for a Total with Fee of +6180.57 Cr. This is added to our balance of 2243.81 for a new balance of 8424.38 Cr, or a profit of 2424.38 Cr in five weeks.

If we had purchased that stock on a 10 percent margin, we would have to calculate the amount of interest that we owe. That interest is .5 percent of the amount borrowed, which was 371.90 Cr per week. At the end five weeks, the interest that we owe is only 9.3 Cr ($371.90 \times .005 = 1.86$ Cr per month held; 1.86 times 5 weeks equals 9.30 Cr). We write 9.30 in the *Sell* column rather than just checking it, and then subtract 381.20 Cr ($371.90 + 9.30 = 381.20$) from the Total with Fee, or 5799.37 Cr. This would be added to the balance of 2615.71 for a new balance of 8415.08, or a total profit of 2415.08 Credits in five weeks. Obviously, when buying on margin, the amount of profit is reduced somewhat, but one must remember that we had an extra 371.90 Cr that *could* have been invested elsewhere at the time.

BONDS

As can be seen, the major problem with playing the stock market is that it is not a sure thing. Playing the stock market is, quite simply, a gamble. There are investments that are more of a sure thing. The investor can receive a safe return on his money by purchasing bonds.

Bonds are purchased and sold the same way as stocks, but the sale price is fixed. Usually they are available in increments of 100 Credits, with the larger denominations bringing a higher return on the investment. For example, a 100 Cr bond may only return 5 percent interest, whereas a 10,000 Cr bond may return as much as 15 percent. Some guidelines for setting interest rate can be found in the Bond Return Table below.

BOND RETURN TABLE		
Amount Invested	Rate Available	Early Withdrawal Penalty
100 to 900 Cr	3 to 7%	-2%
1000 to 9900 Cr	8 to 12%	-4%
10,000 Cr and up	13 to 18%	-6%

With bonds, the term is usually long; they must usually be held for about five years. If, for example, a 10,000 Cr bond is purchased with a 15 percent return, and it is held for its full term (five years), the full price will be paid (11,500 Cr). If the bond is held longer than its term, additional interest is paid, equalling the return divided by the term (in this case, $15\% / 5$, or an additional 3% per year).

PENALTY FOR EARLY WITHDRAWAL

If the bond is cashed in before its full term, the interest will be smaller by an appropriate amount. The amount of interest reduction will depend upon the amount of time the bond was held. The amount deducted may be found in the Bond Return Table. In our example above, 6 percent is subtracted from the total of 15 percent. The resulting percentage (9 percent) is divided by the term, to find out how much interest is paid per year. In this example, the interest per year is 1.8 percent. Thus, holding the 10,000 Credit bond for one year will only yield 180 Cr profit, rather than the 300 Cr per year profit that would have been received for the full term.

BROKERAGE FEE

When a bond is purchased or sold, the broker receives a fee as usual, but the organization selling the bonds pays him instead. This is done to make bonds more attractive to prospective buyers.

RECORDING TRANSACTIONS

A bond is listed on the Investment Records by its full interest and its term. Thus, for the above example, we would write "Bond 15/5" in the *Stock Name* column. As bonds have no shares, the *Number Of Shares* is left blank, and the full amount of the bond is written in both the *Price Per Share* and the *Total Transacted* columns. Because the brokerage fee is paid, the *Total With Fee* is the same as the *Total Transacted* column. The same is written in when the bond is sold, except that the Total Transacted is the amount of the bond *plus* its interest. Again, no brokerage fee is charged. Bonds may not be purchased on Margin.

SAMPLE UFP CORPORATIONS

There are a large number of companies in the Federation that have stock on the UFPSE. The following is not intended as a complete list, however, but rather as a starting point. The gamemaster is encouraged to create as many other corporations as he wishes.

Bio/Genetic Research Inc. (2B32)

This corporation is responsible for some of the most important advances in recombinant DNA research. They are seriously challenged in the market for the first time in years, but are still a reliable offering. The stock is popular, and hence often unavailable.

Chlokis Starship Construction (1B19)

Headquartered on Andor, this company is one of the many subcontractors of the "saucer hull" starships, most notably the *Loknar* Class Frigate.

Ggramphud Histo-Cryogenics (3C36)

The Tellarites are among the most advanced in cellular medicine, and this company is one of the leaders in the field. Their research into the use of cryothermic (super-cold) treatments is financed largely by their pharmaceuticals division.

Multiplanet Metals, Inc. (2D72)

Multiplanet Metals is a relatively new offering, but one with fair stability. The firm is involved in production of unusual alloys that can only be created in zero-G conditions.

New Amsterdam Gravitics Co. (1D64)

This solid, old-line firm was established on one of the oldest Earth colonies in the days before the founding of the UFP. They are makers of 68 percent of the gravity control devices used by Star Fleet. Of late, they seem less prone to create useful R&D advances, and their stock does not rise as fast as it once did. Long-time shareholders are beginning to turn loose of some of their holdings, in favor of more meteoric speculations.

Rantura Shipping Lines (4C28)

A relatively small Deneva-based shipping line, Rantura suffered a major corporate setback when most of the corporate officers were infected by flying parasites.

Shuvinaaljis Warp Technologies, Inc (1D50)

What Chlokis is to the starship, Shuvinaaljis is to warp engines. This Vulcan-based corporation has long manufactured a large percentage of the larger warp nacelles, including those for the *Constitution* Class starship.

Tachyon Micromechanics, Ltd. (2E80)

Tachyon shares are currently on decline (and often traded), thanks to leaks to the financial press about certain disastrous research and development failures. The firm manufactures transporter systems, with several Star Fleet contracts. They also are manufacturers of other precision controls systems, and have many plants on Edoan colony worlds. TM's home office is on Arcturus.

Wilson Energies Ltd. (2C29)

This is the company that invented (and patented) the phaser. A major manufacturer of these multi-talented weapons, Wilson Energies is based in Great Britain on Terra with facilities all over the Federation.

Xaxxi Mechanistics, Ltd. (1A15)

This Edoan company is the maker of some of the finest industrial robots and industrial machinery. They can build nearly anything (within reason) quickly, efficiently, and inexpensively, with the highest reliability in the Federation. Xaxxi is a major rival of Tachyon Micromechanics.

LARGE-SCALE FLEET OPERATIONS

Characters who are Merchant Princes with fleets of trade ships may want a quick system to determine the income from these ships without actually going through the tedious methods outlined in the section **Judging Trade**. It may also be used by players wishing to see how much cash they can earn in a given time period with given resources. The system given here is designed with these two goals in mind, and is not intended to replace the system for judging individual traders.

Each ship owned should be, at least, named and the class decided. This helps to give the impression that the players are dealing with real ships, and not just a bunch of numbers. The amount of detail the players wish to put in will depend entirely upon them. The players should also know the cargo capacity (in SCUs) of each ship owned.

Unless the skill levels of the major crew members of each ship are generated, each ship will need a *Crew Efficiency Rating*. This value can be used in place of most rolls that would normally be made against a particular skill rating. It requires a simple percentile roll, and can be the same one used in the **STAR TREK Starship Combat Simulator**.

Two die rolls per month will have to be made in order to simulate the performance and income for each ship. The first roll is the Hazard Roll, and the second is the Profit Roll.

MAKING THE HAZARD ROLL

The Hazard Roll is a percentile saving roll against either the Captain's *luc* score, if known, or against the *Crew Efficiency Rating*, modified by the factors given in the table below. To make the Hazard Roll, determine the *luc* Score or the *Crew Efficiency Rating*; apply any modifiers from the table, and roll the dice. If the Hazard Roll is less than or equal to the modified score or rating, it is successful, and the ship encounters no difficulties during that month.

HAZARD ROLL MODIFIERS

Ship operating within Original Federation Boundaries	+10
Ship operating anywhere within Federation	+20
Ship operating near Klingon or Romulan borders	-10
Ship operating within Triangle	-5
Ship in good repair (confidence factor 80+)	+20

If the Hazard Roll is *not* successful, the ship has encountered some difficulties. These may be serious, or they may be trivial. If the roll failed by less than 10 points, the crew had a problem with the cargo, and there will be a -5 modifier when making the Profit Roll (see below). If the die roll failed by 11 to 25 points there is actually damage to the ship and the cargo. There will be a +10 modifier to the Profit Roll, and the ship will require 2D10 Cr per ton repairs. If the repairs are not made, and the ship has a Confidence Factor, subtract the repair die roll from the Confidence Factor. If the Hazard roll was missed by more than 25 points, the ship is lost completely. Whether or not the crew escaped is up to the gamemaster, but the ship is a total loss.

MAKING THE PROFIT ROLL

The Profit Roll is made in exactly the same way as the Hazard roll, except that the roll is made against the Captain's rating in *Trade and Commerce* instead of against his *LUC* score. As before, if the captain's *Trade and Commerce* Skill Rating is not known, the roll will be made against the Crew Efficiency Rating.

No modifiers except the Hazard failure modifier are needed. If the Hazard Roll was a failure, and damage to the ship occurred, then subtract 5 percent from the skill rating before making the roll.

If the Profit Roll *exactly* matches the target, the ship broke even that month. If the roll was *lower* than the target, a profit was made. To find out how much profit was earned, first determine the *difference* between the die roll and the target. Multiply this by the cargo capacity of the ship in SCUs. The resulting number is the profit in Credits that the ship earned.

If the roll was *higher* than the target, the ship *lost* money. Again, multiply the difference by the cargo capacity of the ship to determine the loss in Credits.

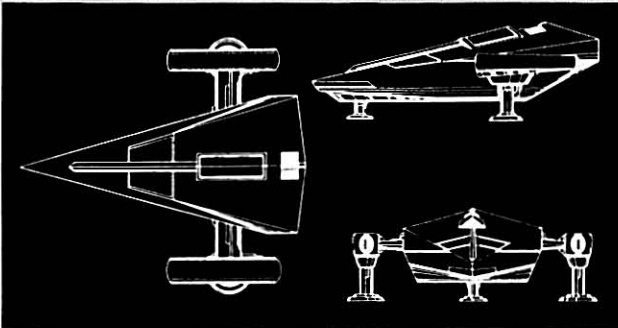
If a loss is indicated, the amount of money should be forwarded to the ship immediately. Until the ship can pay the loss, it will not be able to leave port. If ship losses are not paid within six months, the ship is confiscated to pay its bills. It will then be permanently unavailable.

For example, let us define an *Argon* class ship, the *Rare Earth*. It weighs 15,000 metric tons, and has a cargo capacity of 7200 SCUs. The Crew Efficiency Rating is rolled at 78, and the ship's Confidence Factor is 82. The ship is operating within the Triangle and near the Klingon Border. Thus, a modifier of -15 will be applied to the Crew Efficiency Rating before making the Hazard Roll. Our player rolls a 31. As our crew's rating is 78, modified to 63, we easily avoided trouble this month.

We then roll a 44 (no modifier) for the Profit Roll. Since our roll was less than the Crew Efficiency Rating, we made a profit of 34 Cr (78 - 44) per SCU, or 244,800 Cr, this month.

The following month we were not so lucky. Although we still succeeded with our Hazard Roll, we missed with the Profit Roll (87). Subtracting 78 from 87, we find that we have a loss of 9 Cr per SCU, or 64,800 Cr.

In our third month with the *Rare Earth*, disaster strikes! A hazard roll of 72 is more than the modified Crew Efficiency Rating of 63. This means that we had some damage to our cargo. (The difference is less than 10.) This will give us a modifier to the Profit Roll. With a roll of 66 against a modified Crew Efficiency Rating of 73 (78 - 5 for the hazard = 73), we luckily still made a profit of 86,400 Cr (78 - 66 = 12, 12 x 7200 = 86,400). If our cargo had not been damaged, we would have earned 122,400 Cr, or 36,000 Cr more.



RAISING THE CREW EFFICIENCY RATING

The higher the Crew Efficiency Rating, the higher the profits. The efficiency rating can be altered in two ways. If a month's trade run is very successful, the rating can improve if the ship makes more than 20 Cr per SCU profit. Make a reverse saving roll to determine whether the rating improves. As with any skill, if the roll is successful (higher than the rating tested), that rating will increase by one point.

The other option is to fire the Captain and make crew changes. This is more radical, but can be more effective than allowing the crew to get better by themselves. If the captain of a vessel is fired, the ship will not be able to make any trade runs, and will automatically *lose* money. Roll 1D10 and multiply the result by the cargo capacity of the ship to find out just how much was lost. To replace the Captain, the player may roll three sets of percentile numbers. He may then select one of those three numbers as the new Crew Efficiency Rating.

USE IN CAMPAIGNS

Of course, the gamemaster can mix this system with the detailed system as much as he wishes. For example, the Merchant Princes may want to buy and sell the cargos on individual planets, only using the Hazard Roll to simulate the actual space flight. Any alterations to the system are up to the gamemaster and the players. To avoid later arguments, however, all parties involved should decide in advance on what rules will be used.

LOANS AND FINANCIAL SPECULATION

Loans and financial speculation are the final profit-making methods presented here. This does not here refer to lending 10 Cr to a friend, for example, but rather to loans of hundreds of thousands of Cr to other traders for a profit. In many ways, this is similar to investing one's money in the stock market, but the payback returns in smaller increments over time, rather than in one lump sum at the end of the investment period.

Player characters will need rather large amounts of cash before they can begin using this method, however. In fact, the entire group of player characters may want to pool their money and make a loan to another group of traders. Most tend to think of it as using their money to keep the art of trading alive and thriving.

LOCATING BORROWERS

The methods of locating people who wish to borrow money are not difficult to master. The characters may advertise at starports or register themselves at any UFP/ITA office. If the characters are members of the UFP/ITA, no other license fees are required. Otherwise, an annual license fee of 1000 Cr will be required in order to make interest-bearing loans.

Within five days of advertising (1D10 divided by 2), the lending character will have from one to ten loan applicants. The gamemaster should assign a percentile number to each of the applicants to represent their risk factor. A higher number will represent a good risk, whereas a low number is a bad risk. After spending some time, the characters will build a fairly decent picture of the risk factor of their applicants.

Determining Risk

For each applicant, the gamemaster should determine the apparent risk based upon the actual risk. To do this, he rolls 1D10. The die roll is multiplied by 5, to determine the amount of difference. For example, if the roll is 8, the apparent risk is 40 percent different from the actual risk. If the actual risk is 50 or higher, the number rolled would be subtracted from the actual risk, whereas it would be added to an actual risk below 50 percent.

As time goes on, and more data on the applicants is collected, their apparent risks will move toward the actual risks. The players should tell the gamemaster how many days they will check out their applicants, and the gamemaster will determine the apparent risk at the end of that time. For each day that the characters check, the apparent risk will change by 1D10. Thus if the actual risk is 74 and the initial apparent risk is 34, and the characters check the applicant for five days, the gamemaster would roll 5D10, and add that to the apparent risk. In this example, the gamemaster rolls 4, 5, 5, 5, and 1, for a total of 20 percent. The 20 percent is added to the initial apparent risk of 34, for a new apparent risk of 54 percent. The gamemaster would tell this number to the players, as well as the new apparent risks of all the other applicants, which are rolled separately. Neither the initial apparent risk nor the actual risk should be told to the players.

MAKING THE LOAN

Given the apparent risks for each of the applicants, the players can then choose to which applicant they will give the loan.

Determining Interest

The next step is deciding how much interest they will charge. The characters can, of course, use the interest rates given in the section entitled **Financing Ships And Making The Purchase**, but few applicants will want to pay the same rate to the players if they can get a loan from a bank. This means that either the characters can charge less interest to the better credit risks, or they can charge more interest to the people who cannot get loans from banks. The latter is getting perilously close to loan sharking, however, and the Federation looks upon that practice very harshly.

Collecting Payments

Once the interest rate has been set and the loan accepted, the characters simply give the amount of money borrowed to the successful applicant, and begin collecting their monthly payments. Each payment is set by multiplying the amount borrowed by the interest rate, and then dividing by the number of months that the loan will require to be paid back. Lending 100,000 Cr for five years at 10 percent interest will net 10,000 Cr profit over those ten years. Each year has twelve months, and so a five-year loan will require sixty payments. Each payment will be the total (110,000 Cr) divided by 60, or 1833 Cr per month.

DEFAULTS AND DELINQUENTS

There is, of course, a chance that the money loaned out will either be paid back late or never seen again.

Determining Chance Of Default

The chance that a loan will be defaulted each month is determined from the actual risk factor that was generated earlier. This chance will also be modified by the length of time that is required to pay back the loan, and the amount of the loan. These modifiers may be found in the Loan Default Table below.

LOAN DEFAULT TABLE	
Risk Factor	Percentage Risk
<i>For Actual Risk Amount:</i>	
Actual risk 91 to 100%	0%
Actual risk 81 to 90%	+1%
Actual risk 71 to 80%	+2%
Actual risk 61 to 70%	+3%
Actual risk 51 to 60%	+4%
Actual risk 41 to 50%	+5%
Actual risk 31 to 40%	+6%
Actual risk 21 to 30%	+7%
Actual risk 11 to 20%	+8%
Actual risk 1 to 10%	+9%
<i>For Percentage Of Loan Repaid:</i>	
Less than 10%	+4%
10% to 24%	+2%
25% to 49%	+1%
50% to 80%	0%
More than 80%	-1%
<i>For Amount Of Credits To Be Repaid</i>	
Over 10,000,000 Cr	+4%
1,000,001 to 10,000,000 Cr	+2%
100,001 to 1,000,000 Cr	+1%
10,001 to 100,000 Cr	0%
10,000 Cr or less	-2%

The total of all risk factors will tell give the chance that the applicant will miss one payment. Divide that number by 2 to find the chance that the applicant will default on the loan totally. For example, a character whose risk factor is 74, and is borrowing 1,000,000 Cr for five years will start out with a 8 percent chance of missing one payment, and a 4 percent chance of defaulting completely. After 2 1/2 years, the character will only have a 3 percent chance of missing a payment, and a 1 percent chance of defaulting.

Determining Defaults

The gamemaster will roll percentile dice each month to see whether or not the payment is made. If the roll is less than the missed payment percentage, the payment may be missed. If less than the default number is rolled, the character disappears completely. No matter what the final percentages, however, a roll of 01 means that the loan is defaulted.

Double Payments

If the gamemaster rolls a 00, the borrower pays back a double payment. In such cases, the borrower will continue with normal payments the following month.

Dealing With Delinquents

If a payment is missed, the player characters will probably want to have a talk with the borrower. At that point, the gamemaster will roll another percentile roll. If the roll is less than the borrower's risk factor, he will pay double the amount required the next month in order to get caught up with his payments. If the roll is higher, he will try to negotiate an extension with the player characters, and will resume normal payments the following month.

Dealing With Deadbeats

If the borrower defaults on the loan entirely, it is up to the players to decide on a course of action. This could lead to many adventures with the players trying to track down the deadbeat while he stays one step ahead of them. The borrower could also default on his loan, and turn pirate. In such cases, the characters might even win a bounty for capturing him, in addition to confiscating his ship for non-payment of debts.

Selling The Note

Of course, the opposite situation could develop and the players suddenly find themselves in need of quick cash. In such case, the characters will usually sell the note to a bank or another investor, who would pay them a percentage of what the loan was still worth, and assume responsibility for the loan.

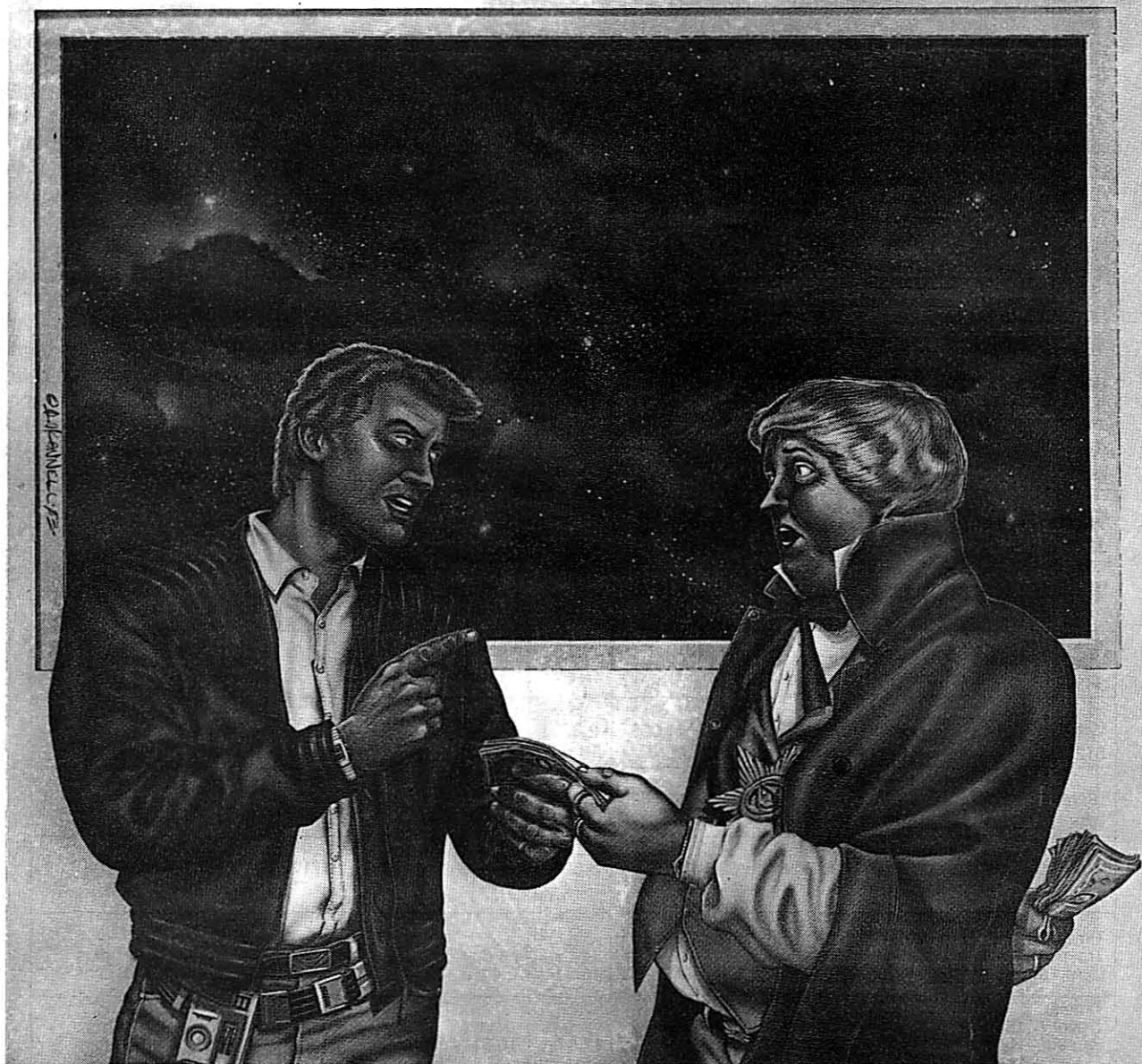
The usual payment will amount to 50 to 75 percent of the remaining balance due. The larger the debt, the smaller such a payment will be. To find the actual percentage paid, the gamemaster should calculate the risk factors from the Loan Default Table above, and subtract the resulting number from 75 percent, possibly altering the result by 1d10 as well (the latter is optional).

Thus, in the above example (8 percent of missing a payment), the characters could sell the note for 75 minus 8, or 67 percent of the remaining balance due. If the gamemaster so wishes, he may add or subtract 1D10 (which can again be rolled or decided) to the 67 percent, giving a possible range of 57 to 77 percent of the balance due.

ORION SLAVES SHIPPED FROM JAROLINE
AUCTION ON 2/2209.15 (11:00 P.M.)
NEXT AUCTION 2/2210.30

ALL PAYMENTS MUST
BE MADE AT TIME
OF PURCHASE.
NO EXCEPTIONS

APPENDICES



APPENDIX A: TRAVEL TIME

The distances between star systems are immense. For example, the distance between Sol-Terra and Alpha Centauri is 4.3 light years (1.32 parsecs). Travel time one way would be 4.3 years at Warp 1; 56 days, 16 hrs, 43 min at Warp 3; 7 days, 2 hrs, 5 min at Warp 6; and 10 hrs, 53 min at Warp 15 (subspace radio).

The Warp Speed Conversion Table allows the trader to take a known travel time at one warp speed, and determine the travel time to the same destination at a different speed.

Simply find the known speed in the *vertical* column at left, and cross-index with the new speed at the top in the *horizontal* row. The number where the row and column cross is then multiplied by the known travel time at the original warp speed. The resulting number is the travel time at the new speed. The last column is the speed of subspace radio (Warp 15). The two rows at the bottom give the time to travel one light year and one parsec. These are given as a reference.

WARP SPEED CONVERSION TABLE

TRAVEL TIME X MULTIPLIER = TRAVEL TIME

(Known Warp speed) (from table below) (New Warp Speed)

To convert decimal remainders (days) to hours, multiply by 24

To convert decimal remainders (hours) to minutes, multiply by 60

	Warp 1 1C	Warp 2 8C	Warp 3 27C	Warp 4 64C	Warp 5 125C	Warp 6 216C	Warp 7 343C	Warp 8 512C	Warp 9 729C	Warp 10 1000C	Subspace Radio Warp 15 3375C
Warp 1 1C	1	.125	.037	.0156	.008	.0046	.0029	.0020	.0014	.001	.0003
Warp 2 8C	8	1	.2963	.125	.064	.037	.0233	.0156	.011	.008	.0024
Warp 3 27C	27	3.375	1	.4219	.216	.125	.0787	.0527	.037	.027	.008
Warp 4 64C	64	8	2.3704	1	.512	.2963	.1866	.125	.0878	.064	.019
Warp 5 125C	125	15.625	4.6296	1.9531	1	.5787	.3644	.2441	.1715	.125	.037
Warp 6 216C	216	27	8	3.375	1.728	1	.6297	.4219	.2963	.216	.064
Warp 7 343C	343	42.875	12.704	5.3594	2.744	1.588	1	.6699	.4705	.343	.1016
Warp 8 512C	512	64	18.963	8	4.096	2.3704	1.4238	1	.7023	.512	.1517
Warp 9 729C	729	91.125	27	11.391	5.832	3.375	2.1254	1.4238	1	.729	.216
Warp 10 1000C	1000	125	37.037	15.625	8	4.6296	2.9155	1.9531	1.3717	1	.2963
Time to Travel 1 Light Year	1 year	45days 15 hrs	13 days 12.12 hrs	5 days 16.7 hrs	2 days 22.1 hrs	1 day 16.3 hrs	1 day 1.4 hrs	17 hours 31 mins	12 hours 16 mins	8 hours 46 mins	2 hours 38 mins
Time to Travel 1 Parsec	3.26 yrs	148 days 18 hrs	44 da.ys .6 hrs	18 days 13.5 hrs	9 days 12.5 hrs	5 days 11.4 hrs	3 days 10.8 hrs	2 days 9.11 hrs	1 day 16 hrs	1 day 4.6 hrs	8 hrs 34 min

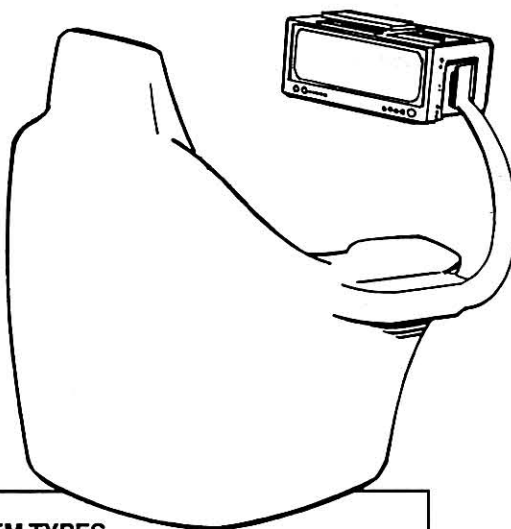
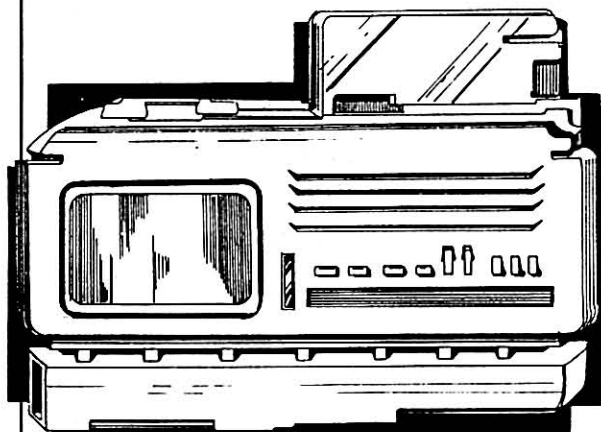
APPENDIX B: TRADE SHIPS

When dealing with Independent Traders, we assume that they will eventually own or operate a starship. However, few traders can afford some of the larger, more expensive trade vessels that Star Fleet has to offer. Indeed, given the costs of ship computers and weaponry, very few ships would be within the grasp of any private citizen. Fortunately, many of the starship manufacturers have developed lower-priced equipment for just this reason.

CONTROL COMPUTERS

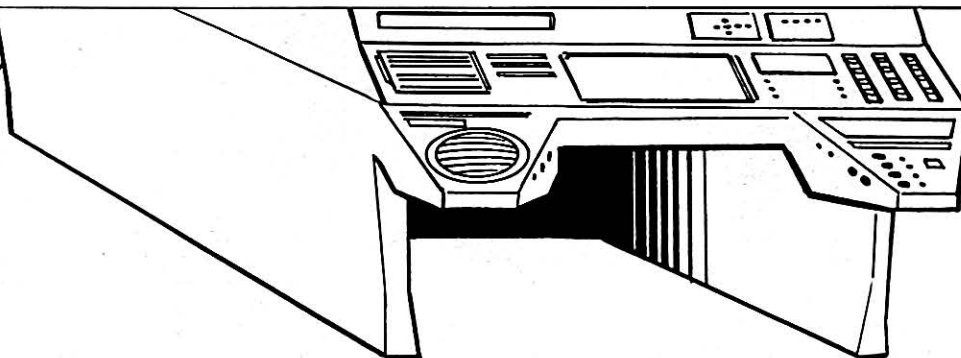
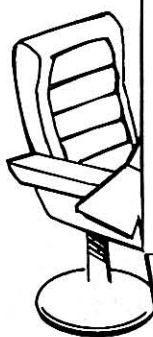
The control computers given in the **Ship Construction Manual** are designed to be installed in warships. Smaller trade vessels do not need the costly fire control circuitry or data libraries that Star Fleet vessels require. In fact, the fire control circuitry usually takes up more than a third of the bulk of the basic control computers. This is due to the rather complicated job of targeting on a vessel moving many times the speed of light. Without this circuitry, shipwrights are able to offer the same basic computer at a third of the cost, and requiring about half the space!

These computers are used in the same fashion as those presented in the **Ship Construction Manual**. In fact, the abilities of the A-version computers are identical with the standard version except for the fire control. For this reason, all A-version computers have a Maximum WDF Allowed of *none*. The new computers are given in the Control Computer System Types table below. It should also be noted that there is no A-version for any computer larger than an M-2. If a larger computer is required, the standard version will have to be used.



CONTROL COMPUTER SYSTEM TYPES

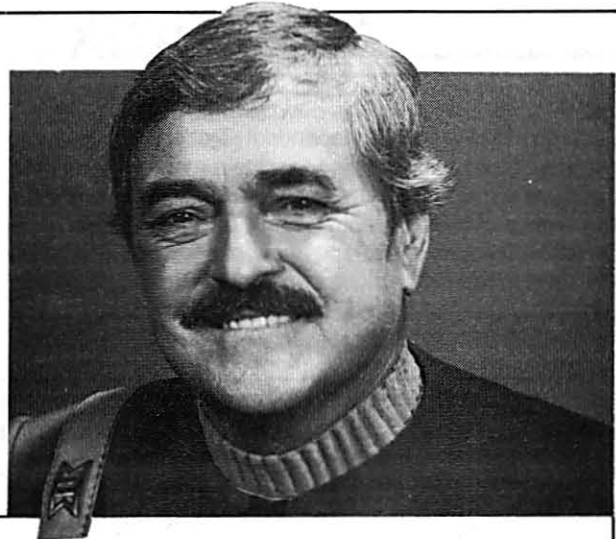
Control Computer Type	System Mass (mt)	Appropriate Ship Classes	SS Req	Maximum WDF Allowed	Avail	Cost (MCr)
L-12a	30	I - IV	0.1	none	LLL/95	2
L-13a	250	I - XIV	0.2	none	LLL/91	4
L-14a	550	II - XIV	0.3	none	LLL/88	6
M-1a	1500	III - XX	0.5	none	LLL/85	16
M-2a	2000	IV - XX	0.7	none	LLL/80	20



ENGINES

Two of the earliest warp engines developed by Federation engineers were the FWH-1 and the FWA-1. Although many engineers were trying to develop larger engines at the time, a few were also trying to miniaturize the process as much as possible. The result was the FWI-1 warp engine. The FWI-1 is small enough that two can be placed on a Class I ship with enough room for other necessities. In fact, the FWI-1 is actually the forerunner of Microwarp engine technology. The FWI-1 is the smallest possible full-sized engine.

To design the FWI-1 into a ship, follow the same procedure as in the **Ship Construction Manual**. The engine tables below are extensions of those presented there.



SINGLE USE

Warp Engine Type: FWI-1 Total Mass (mt): 1000 Availability: R/R/R/83

Ship Classes Powered	Control Computer	Stress Column	Movement Ratio Available	Power Units	WER	Maximum Safe Cruising Speed	Emergency Speed	SS req.	Cost
I	L-12	L/M	1/4	5	28.5	6	7	0.1	1.1
I			1/3		21.5	6	7		
I			1/2		14.5	6	7		
I-II			1/1		7	5	6		
II			2/1		3.5	5	6		
II			3/1		2.5	5	6		

TANDEM USE

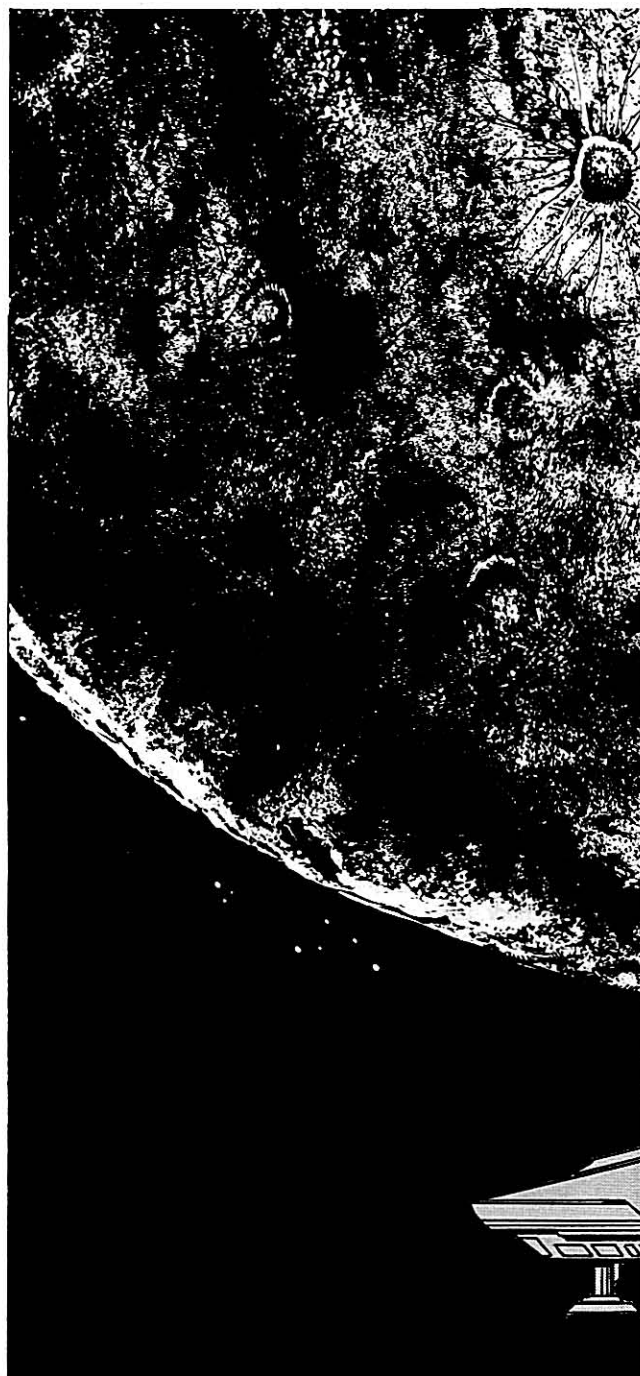
Warp Engine Type: FWI-1 Total Mass (mt): 2000 Availability: R/R/R/83

Ship Classes Powered	Control Computer	Stress Column	Movement Ratio Available	Power Units	WER	Maximum Safe Cruising Speed	Emergency Speed	SS req.	Cost
I-II	L-13	N/P	1/1	5ea.	14.5	6	7	0.2	2.5
II			3/2		10.5	6	7		
II-III			2/1		7	5	6		
III			3/1		4.5	5	6		



MERCHANT VESSELS

The following vessels are often available for purchase from many starports. The data is presented in the same fashion as for ships in the various **Ship Recognition Manuals**, published by FASA. The gamemaster should note that the Costs listed are new price, with quantity discounts already deducted. In actuality, the characters will seldom find one of these ships for sale new. Whether the characters are looking for a particular ship or just trying to find one that generally fits their tastes, the gamemaster should age the ships a suitable number of years, and assign a Confidence Factor to the vessel. This will have the advantage of reducing the price further, and placing the ship more within the character's means.



Argon Class III Medium Commercial Transport

Construction Data:

<i>Model Numbers —</i>	Mk I	Mk II
<i>Date Entering Service —</i>	1/8609	1/9224
<i>Number Constructed —</i>	308	626
<i>Cost —</i>	19.2 MCr	21.7 MCr

Hull Data:

<i>Superstructure Points —</i>	4	4
<i>Damage Chart —</i>	B	B
<i>Size</i>		
Length —	90 m	90 m
Width —	106 m	106 m
Height —	18 m	18 m
Weight —	15,000 mt	15,100 mt

Cargo

Cargo Units —	1200 SCU	1200 SCU
Cargo Capacity —	60,000 mt	60,000 mt
Landing Capacity —	Yes	Yes

Equipment Data:

<i>Control Computer Type —</i>	L-14a	L-14a
<i>Transporters —</i>		
standard 3 person	1	1
cargo	1	1

Other Data:

<i>Crew —</i>	18	18
---------------	----	----

Engines And Power Data:

<i>Total Power Units Available —</i>	22	22
<i>Movement Point Ratio —</i>	3/1 / 4/1	3/1 / 4/1
<i>Warp Engine Type —</i>	FWH-1	FWH-1
Number —	2	2
Power Units Available —	10	10
Stress Charts —	Q/R	Q/R
Maximum Safe Cruising Speed --	Warp 5/4	Warp 5/4
Emergency Speed —	Warp 6/5	Warp 6/5
<i>Impulse Engine Type —</i>	FIB-1	FIB-1
Power Units Available —	2	2

Shields Data:

<i>Deflector Shield Type —</i>	Nav only	FSA
Shield Point Ratio —	none	1/1
Maximum Shield Power —	none	10

Combat Efficiency:

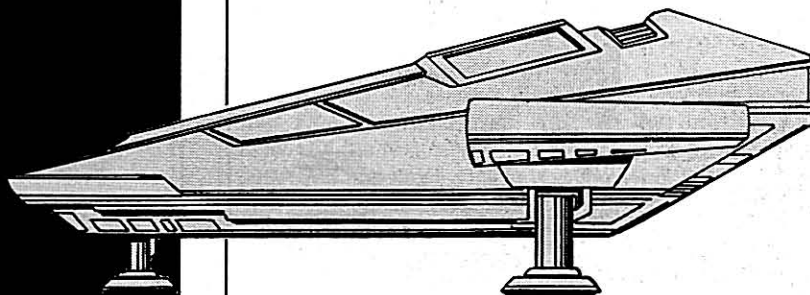
<i>D —</i>	0	29.7/27.7
<i>WDF —</i>	0	0

Figures are for Unloaded/Loaded

Notes:

The *Argon* is a sturdy freighter. The ship's designers decided that merchants did not want to pay for fancy curves, but were instead interested in cargo space. That philosophy has paid off, as over 900 *Argons* have been produced. The top deck is bridge, living quarters, transporter, and recreation lounge. The lower deck is actually three decks high, and can be partitioned off to the owner's tastes.

Of the 934 built, 135 Mk Is and 147 Mk IIs are in service with Star Fleet. At last count, approximately 150 Mk Is and 380 Mk IIs are in private hands. The rest are listed as lost, destroyed, or stolen.



Chameleon Class I Scout/Trader

Construction Data:

Model Numbers —	Mk II
Date Entering Service —	1/8530
Number Constructed —	833
Cost —	6.67 MCr

Hull Data:

Superstructure Points —	1
Damage Chart —	B
Size	
Length —	32 m
Width —	10 m
Height —	10 m
Weight —	2700 mt

Cargo

Cargo Units —	45 SCU
Cargo Capacity —	2250 mt
Landing Capacity —	Yes

Equipment Data:

Control Computer Type —	L-13a
Transporters —	
standard 2-person	1

Other Data:

Crew —	1
--------	---

Engines And Power Data:

Total Power Units Available —	6
Movement Point Ratio —	1/1
Warp Engine Type —	FWI-1
Number —	1
Power Units Available —	5
Stress Charts —	N/P
Maximum Safe Cruising Speed —	Warp 6
Emergency Speed —	Warp 7
Impulse Engine Type —	FIA-1
Power Units Available —	1

Shields Data:

Deflector Shield Type —	Nav. Only
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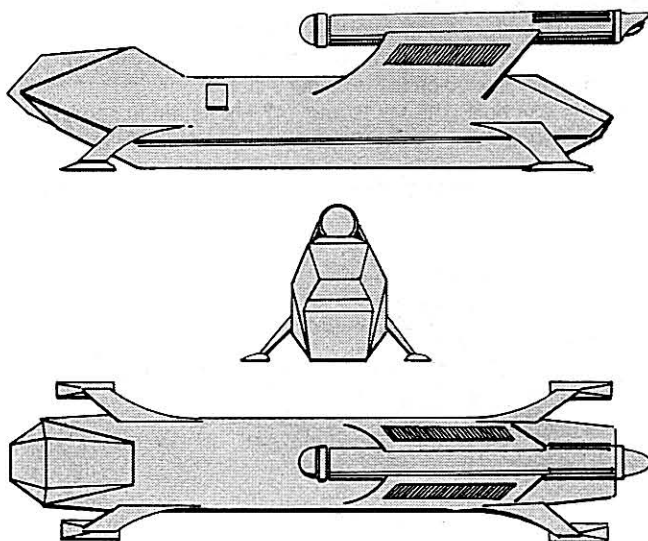
Combat Efficiency:

D —	0
WDF —	0

Notes:

The *Chameleon Class* ship is a modified version of an older scout ship design. The cargo pod is detachable, and can be removed at a starport, at any landing site, or even jettisoned in flight.

Of the 833 Mk Is built, 282 are in service with Star Fleet as one-man scouts. Approximately 420 Mk Is are in the private sector, with the remainder lost or destroyed.



Mission Class II Commercial Transport

Construction Data:

Model Numbers —	Mk IV
Date Entering Service —	2/0218
Number Constructed —	682
Cost —	12.7 MCr

Hull Data:

Superstructure Points —	4
Damage Chart —	B
Size	
Length —	32 m
Width —	25 m
Height —	13 m
Weight —	9000 mt

Cargo

Cargo Units —	150 SCU
Cargo Capacity —	7500 mt
Landing Capacity —	Yes

Equipment Data:

Control Computer Type —	L-13a
Transporters —	
standard 6 person	1
cargo	1

Other Data:

Crew —	9
--------	---

Engines And Power Data:

Total Power Units Available —	12
Movement Point Ratio —	3/2 / 3/1
Warp Engine Type —	FWI-1
Number —	2
Power Units Available —	5 each
Stress Charts —	N/P
Maximum Safe Cruising Speed —	Warp 6/5
Emergency Speed —	Warp 7/6
Impulse Engine Type —	FIA-2
Power Units Available —	2

Shields Data:

Deflector Shield Type —	FSA
Shield Point Ratio —	11
Maximum Shield Power —	1/1

Combat Efficiency:

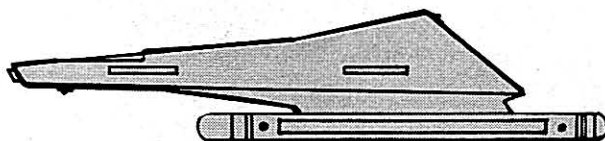
D —	38.2/27.2
WDF —	0

Figures are for Unloaded/Loaded

Notes:

The Mk IV *Mission Class* ship is a version of the Mk I *Mission Class* scout, modified for cargo carrying. The top deck is given over to engineering, whereas the middle deck contains crew quarters and lounge. The lower deck contains the bridge, transporter, and cargo area.

Thus far, 682 *Mission Class* commercial transports have been built, with 238 remaining in Star Fleet service. Of the remainder, about 400 are still operating in private hands, with the rest listed as lost or destroyed. Of these, the most famous is the *John Paul Jones* (NCC-61001), which vanished without a trace while reputedly carrying a large cache of valuable gems. Legends about the *John Paul Jones* persist, even though the tales are thought to be apocryphal.



Nilron Class V Freighter

Construction Data:

Model Numbers —	MK I	MK II
Date Entering Service —	1/8813	1/9909
Number Constructed —	254	792
Cost —	125.9 MCr	150.9 MCr

Hull Data:

Superstructure Points —	7	7
Damage Chart —	B	B
Size		
Length —	156.5 m	156.5 m
Width —	100 m	100 m
Height —	46 m	36 m
Weight —	48,375 mt	49,775 mt

Cargo

Cargo Units —	2,300 SCU	2,300 SCU
Cargo Capacity —	115,000 mt	115,000 mt
Landing Capacity —	no	no

Equipment Data:

Control Computer Type —	M1a	M1
Transporters —		
standard 6 person	1	1
cargo	4	4

Other Data:

Crew —	7	none
--------	---	------

Engines And Power Data:

Total Power Units Available —		
Movement Point Ratio —	2/1 / 6/1	2/1 / 6/1
Warp Engine Type —	FWB-2	FWB-2
Number —	2	2
Power Units Available —	14	14
Stress Charts —	M/O	M/O
Maximum Safe Cruising Speed —	Warp 8/4	Warp 8/4
Emergency Speed —	Warp 9/5	Warp 9/5
Impulse Engine Type —	FIB-2	FIB-2
Power Units Available —	4	4

Shields Data:

Deflector Shield Type —	FSD	FSD
Shield Point Ratio —	1/2	1/2
Maximum Shield Power —	8	8

Combat Efficiency:

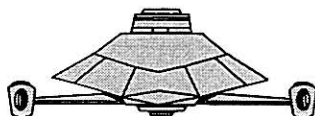
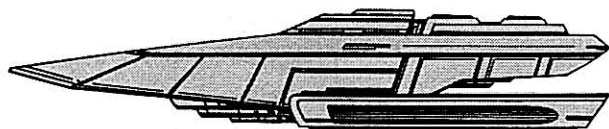
D —	67.0/36	67.0/36.0
WDF —	0	0

Figures are for Unloaded/Loaded

Notes:

The Mark II version is a robot freighter, and requires an M1 computer for the extra control. The Mark I version has a personnel pod attached, but has the simpler M1a computer installed. There is no provision for shuttle storage in the ship, but a shuttle landing pad is provided, with in-space transfer through a flexible airlock tunnel.

Only 254 of the 1046 *Nilron* ships have been built for crew use. Star Fleet does not own any of the *Nilron* Class vessels. Approximately 730 of the robot version Mk IIs are still in service, mostly in the fleets of major trading companies. Only about 210 of the Mk I manned version are still in operating condition.



Zeus Class III Robot Freighter

Construction Data:

Model Numbers —	MK I
Date Entering Service —	1/8012
Number Constructed —	1273
Cost —	17.67 MCr

Hull Data:

Superstructure Points —	8
Damage Chart —	C
Size	
Length —	180 m
Width —	45 m
Height —	49.5 m
Weight —	16,310 mt

Cargo

Cargo Units —	585 SCU
Cargo Capacity —	29,250 mt
Landing Capacity —	no

Equipment Data:

Control Computer Type —	L-12
Transporters —	
standard 6 person	1
cargo	1

Engines And Power Data:

Total Power Units Available —	13
Movement Point Ratio —	2/1 / 3/1
Warp Engine Type —	FWH-1
Number —	1
Power Units Available —	10
Stress Charts —	P/Q
Maximum Safe Cruising Speed —	Warp 5/4
Emergency Speed —	Warp 6/5
Impulse Engine Type —	FIA-3
Power Units Available —	3

Shields Data:

Deflector Shield Type —	FSA
Shield Point Ratio —	1/1
Maximum Shield Power —	10

Combat Efficiency:

D —	34.4/30.4
WDF —	0

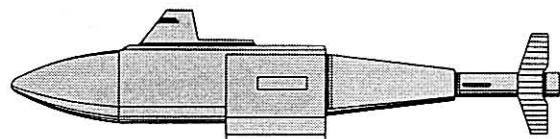
Figures are for Unloaded/Loaded

Notes:

The *Zeus* Class, unlike the *Nilron*, was designed solely as a robot transport. She has no crew quarters, and only the first three decks (the so-called conning tower) are designed for Human use. Deck 1 is an auxiliary bridge, to be used only when it is either impossible or undesirable for the computer to maneuver the ship, as in complex docking maneuvers. Deck 2 is a small lounge with tables and a food synthesizer, designed for the comfort of the cargo-handlers; the synthesizer is not designed for long journeys.

Historians have noted the amazing similarity between the *Zeus* and the old-style DY-100/500 series of the early 21st century. The original designer of the *Zeus* liked the lines of the old DY series ships so much that he incorporated them in the new design. The major difference is that the *Zeus* has one warp engine instead of a primitive, space-normal chemical or fusion engine.

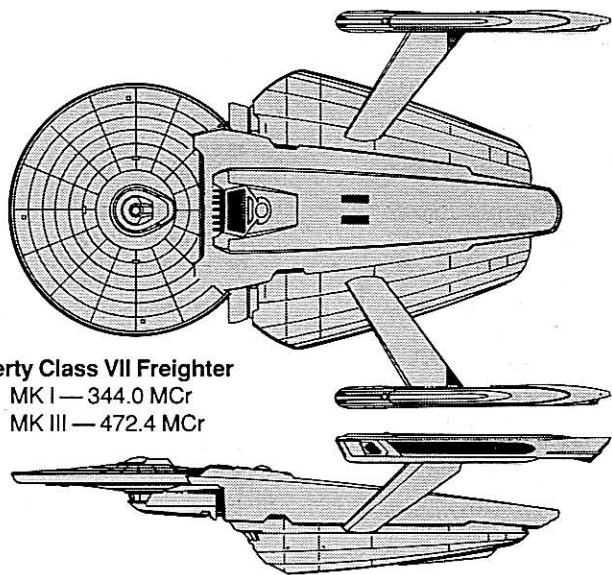
To date, 1273 *Zeus* Class transports have been built. Star Fleet has purchased 435 and 416 are still running today! Of the rest, about 750 are still in operation. Of those destroyed, the most notable was the *Woden* (NCC-B39068). The M-5 controlled *Enterprise* destroyed the vessel during the war games held to test that famous computer.



OTHER VESSELS

Other FASA products, notably the various **Ship Recognition Manuals** contain some other trade vessels. That material is not duplicated here, but the purchase prices

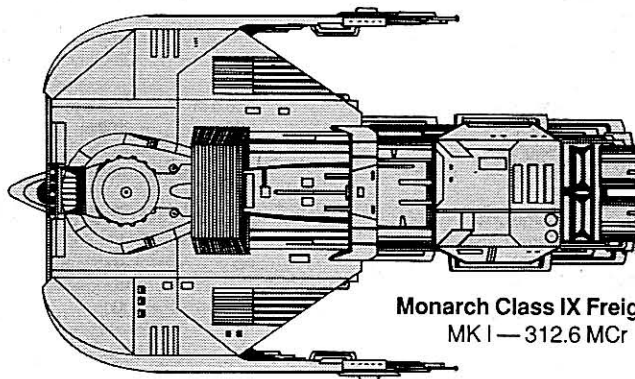
of some of the more popular ships are given. These prices are determined from the **Ship Construction Manual**, with the quantity discounts deducted from them.



Liberty Class VII Freighter

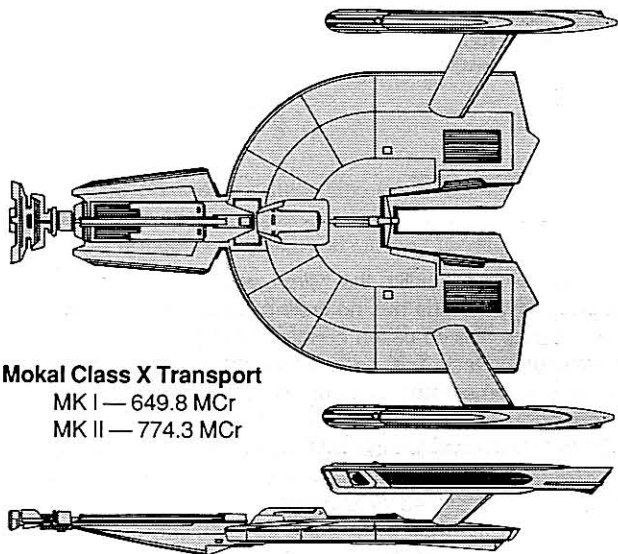
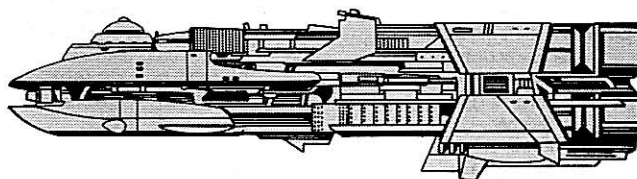
MK I — 344.0 MCr

MK III — 472.4 MCr



Monarch Class IX Freighter

MK I — 312.6 MCr



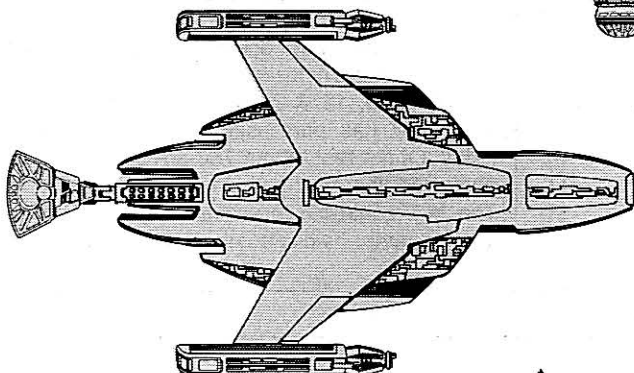
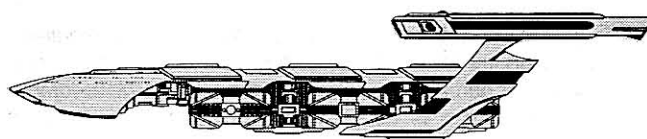
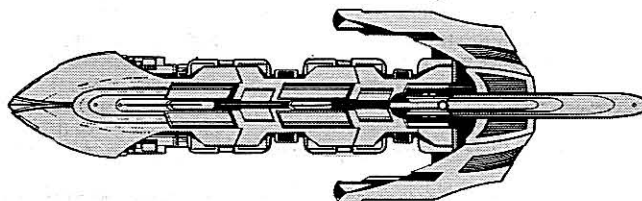
Mokai Class X Transport

MK I — 649.8 MCr

MK II — 774.3 MCr

Lotus Flower Class X Freighter

MK I — 375.36 MCr



Baka 'Re Class VII — VIII Cargo Freighter
(Klingon built)

Version A — 2860 MCr

Version B — 5456 MCr

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Amount_____

[illegible]

Investment Record

Name _____

[illegible]

Name:

UFPSC Symbol:

Home Office Location:

President/CEO:

Chartering Organization:

Founding Date:

Principal Divisions

Division Name:

Division Head:

Chief Product:

Division Name:

Division Head:

Chief Product:

Division Name:

Division Head:

Chief Product:

Stock Profile:

Price/Date:

Dividend:

Balance Sheet, Year Ended: 2/2301

<i>Cash</i>	<i>Assets</i>	<i>Liabilities</i>	<i>Ratio</i>
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Business Summary:

Name:

UFPSC Symbol:

Home Office Location:

President/CEO:

Chartering Organization:

Founding Date:

Principal Divisions

Division Name:

Division Head:

Chief Product:

Division Name:

Division Head:

Chief Product:

Division Name:

Division Head:

Chief Product:

Stock Profile:

Price/Date:

Dividend:

Balance Sheet, Year Ended: 2/2301

<i>Cash</i>	<i>Assets</i>	<i>Liabilities</i>	<i>Ratio</i>
-------------	---------------	--------------------	--------------

Business Summary:

ATTRIBUTES

1

INITIAL ROLL

Die Roll: As Below
Modifiers: As Below

INITIAL DICE ROLLS

Attribute	Roll
STR	4D10 + 30
END	4D10 + 30
INT	4D10 + 30
DEX	4D10 + 30
CHA	4D10 + 30
LUC	D100
PSI	D100

RACIAL MODIFIERS TO ATTRIBUTES

Race	STR	END	INT	DEX	CHA	LUC	PSI
Human	—	—	—	—	—	—	—30
Andonian	+10	+5	—	—	—	-20	-20
Castan	—	+5	—	+20	+5	-10	-30
Edon	-5	—	—	+15	—	-15	-35
Tellante	+5	+5	—	—	-10	-20	-40
Vulcan	+20	+10	+10	—	—	-40	—
Oron	+10	—	—	—	-10	-25	-30

BONUS POINTS

Die Roll: D100 / 2, Round Down
Choice: Any But PSI
Restrictions:
No More Than 30 In One Attribute
No Attribute More Than 100

CHARACTER BACKGROUND

2

Die Roll: 1D10
Modifiers: None

OPTIONAL CHARACTER BACKGROUND TABLE

Die Roll	Background Category
1-2	Privileged
3-8	Normal
9-0	Disadvantaged

BACKGROUND SKILLS

3

Number: INT 10, Rounded Down
Modifiers:

Privileged Background +1
Disadvantaged Background -1

Rating: 1D10

Choice: Half From Each Table
A character with a Disadvantaged background may choose only two Educational Background Skills.

BACKGROUND SKILLS TABLE

Educational Background Skills
Computer Operation
*Language
*Life Sciences
*General Medicine
*Physical Sciences
*Planetary Sciences
*Social Sciences
*Space Sciences
*Trivia
Personal Development Skills
*Artistic Expression
Bribery
Carousing
Communication Systems Operation
Communication Systems Technology
Computer Technology
Electronics Technology
Forgery
*Gaming
*Language
Leadership
*Marksmanship, Ancient Weapons
Mechanical Engineering
Negotiation/Diplomacy
*Personal Combat, Armed
Personal Combat, Unarmed
*Planetary Survival
*Sports
Streetwise
*Trivia
Value Estimation
*Vehicle Operation

ADVANCEMENT LANE

4

Die Roll: 1D10
Modifiers: None

INITIAL ADVANCEMENT LANE

Privileged	Background	Normal	Disadvantaged	Advancement Lane
1-5	1-5	1-4	1	Merchant Academy
6-9	5-8	2-6	2-6	Apprentice Program
10	9-10	7-10	7-10	Base-Level Labor

MERCHANT ACADEMY

5

BASIC TRAINING SKILLS

A

Number: As Below
Rating: As Below
Choice: All

ACADEMIC CURRICULUM

For Core Curriculum:	
Computer Operation	15
*Language (any one)	10
*Life, Physical, or Planetary Science	
(Choose 1 skill)	10
Social Science	
Law, Federation	15
(Oron characters MAY substitute Law, Oron)	
For Space Training Curriculum:	
Damage Control Procedures	10
Environmental Suit Operation	10
Shuttlecraft Piloting	10
Zero-G Operations	10
For Merchant Training Curriculum:	
Leadership	10
Marksmanship, Modern Weapons	10
Personal Combat, Unarmed	10
Small Equipment Systems Operation	10
Trade and Commerce	10
Value Estimation	10

OUTSIDE ELECTIVES

B

Number: 2 Different Skills
Rating: 10
Choice: As Below

ACADEMY OUTSIDE ELECTIVES TABLE

Bribery
Carousing
Gaming
Instruction
Negotiation/Diplomacy
*Space Sciences
*Sports
Streetwise
*Trivia

MID-PROGRAM EVALUATION

C

Die Roll: 1D100
Modifiers: As Below

ACADEMY MID-PROGRAM EVALUATION

Die Roll	Result
15 or less	Further training disallowed; enter base-level labor
16-40	Recommended for apprenticeship; enter apprenticeship specialty
41+	Approved for specialty training; continue merchant academy

Modifiers for Evaluation

LUC 70+	+20
LUC 60-69	+10
LUC 50-59	+5
LUC 40 or less	-10
CHA 70+	+10
INT 70+	+20
INT 60-69	+10

OUTSIDE ELECTIVES

E

Number: 2 Different Skills
Rating: 10
Choice: Any From Specialty Training Table

Number: 6
Rating: 1D10
Choice: Only Skills Already Known

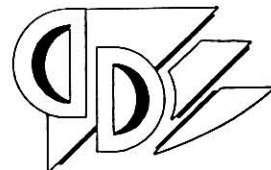
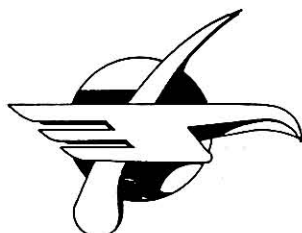
SPECIALTY TRAINING SKILLS

D

Number: As Below
Rating: As Below
Choice: All From One Specialty

SPECIALTY TRAINING TABLE

Engineering:	
Computer Technology	10
Damage Control Procedures	0
Deflector Shield Technology	0
Electronics Technology	10
Life Support Systems Technology	10
Mechanical Engineering	10
Personal Weapons Technology	0
Physical Sciences, Physics	10
Shuttlecraft Systems Technology	0
Space Sciences, Astronautics	20
Starship Sensors	0
Starship Weapons Technology	0
Transporter Operational Procedures	10
Transporter Systems Technology	0
Warp Drive Technology	10
Specialties	60 total
Choose from above skills, no more than 20 points in any one skill	
Naval/Navigation:	
Computer Operation	10
Deflector Shield Operation	10
Shuttlecraft Pilot	10
Space Sciences	
Astronautics	20
Any other	20
Starship Combat Strategy/Tactics	0
Starship Helm Operation	20
Starship Sensors	10
Starship Weapons Operation	0
Warp Drive Technology	10
Specialties	30 total
Choose from above skills, no more than 20 points in any one skill	
Financial/Clerical:	
Administration	20
Instruction	10
*Language (any one)	0
Leadership	0
Negotiation/Diplomacy	10
Social Sciences	
Any Racial Culture/History	0
Law, Federation	20
(Law, Oron may be substituted for Oron characters)	
Political Science	0
Trade and Commerce	10
Value Estimation	10
Specialties	40 total
Choose from above skills, no more than 20 points in any one skill	
Security:	
Environmental Suit Operation	10
Marksmanship, Modern Weapon	20
Medical Sciences	
General Medicine, Native	0
Psychology, Native	0
Personal Combat, Unarmed	20
Personal Weapons Technology	10
Planetary Survival, Any Climate	0
Security Procedures	20
Social Sciences, Law, Federation	10
(Law, Oron may be substituted for Oron characters)	
Shuttlecraft Pilot	10
Small Unit Tactics	0
Specialties	40 total
Choose from above skills, no more than 20 points in any one skill	
Communications/Technical:	
Communications Systems Operation	20
Communications Systems Technology	20
Computer Operation	10
Damage Control Procedures	20
Electronics Technology	20
Language, Any	20
Specialties	30 total
Choose from above skills, no more than 20 points in any one skill	



APPRENTICESHIP PROGRAM 6

BASIC TRAINING SKILLS (A)

Number: As Below
Rating: As Below
Choice: All

APPRENTICESHIP BASIC TRAINING	
Computer Operation	10
Damage Control Procedures	10
Environmental Suit Operation	10
Social Sciences, Federation Law (Law, Orion may be substituted for Orion characters)	10
Trade and Commerce	10
Value Estimation	10
Zero-G Operations	10

OUTSIDE ELECTIVES (B)

Number: 4 Different Skills
Rating: 10
Choice: Any From Apprenticeship Basic Training Table, the Apprenticeship Specialty Training Tables, and the Background Skills Table.

MID-PROGRAM EVALUATION (C)

Die Roll: 1D100
Modifiers: As Below

APPRENTICESHIP MID-PROGRAM EVALUATION	
15 or less	Further training disallowed; enter base-level labor;
16-95	Continue apprenticeship; enter apprenticeship specialty
96+	Recommended for academy specialty training

Modifiers for Evaluation

LUC 70+	+15
LUC 50-69	+10
LUC 40 or less	-10
CHA 70+	+10
INT 70+	+15
INT 50-69	+10

ADDITIONAL EXPERIENCE (E)

Number: 2 Different Skills
Rating: 10
Choice: Any from Apprenticeship Specialty Training Table.

OUTSIDE ELECTIVES (F)

Number: 4
Rating: 1D10
Choice: Any from Apprenticeship Basic Training Table, the Apprenticeship Specialty Training Tables, and the Background Skills Table.

SPECIALTY TRAINING SKILLS (D)

Number: As Below
Rating: As Below
Choice: All From One Specialty

APPRENTICESHIP SPECIALTY TRAINING TABLE

Engineering:

Computer Technology	10
Damage Control Procedures	10
Deflector Shield Technology	10
Electronics Technology	10
Life Support Systems Technology	10
Mechanical Engineering	10
Personal Weapons Technology	10
Shutcraft Systems Technology	10
Space Sciences, Astronautics	10
Starship Sensors	10
Starship Weapons Technology	10
Transporter Operational Procedures	10
Transporter Systems Technology	10
Warp Drive Technology	10
Specialties	30 total

Choose from above skills; no more than 15 points in any one skill.

Helm/Navigation:

Computer Operation	10
Deflector Shield Operation	10
Shutcraft Piloting	10
Space Sciences, Astronautics	10
Starship Combat Strategy/Tactics	10
Starship Helm Operation	10
Starship Sensors	10
Starship Weapons Operation	10
Warp Drive Technology	10
Specialties	30 total

Choose from above skills; no more than 15 points in any one skill.

Financial/Clerical:

Administration	10
Language	10
Leadership	10
Negotiation/Diplomacy	10
Social Sciences	10
Any Racial Culture/History	10
Law, Federation (Law, Orion may be substituted for Orion characters)	10
Political Science	10
Trade and Commerce	10
Value Estimation	10
Specialties	30 total

Choose from above skills; no more than 15 points in any one skill.

Security:

Environmental Suit Operation	10
Marksmanship, Modern Weapon	10
Personal Combat, Unarmed	10
Personal Weapons Technology	10
Planetary Survival	10
Security Procedures	10
Social Sciences, Federation Law (Law, Orion may be substituted for Orion characters)	10
Shutcraft Pilot	10
Small Unit Tactics	10
Specialties	30 total

Choose from above skills; no more than 15 points in any one skill.

Communications/Technical:

Communications Systems Operation	10
Communications Systems Technology	10
Computer Operations	10
Damage Control Procedures	10
Electronics Technology	10
Language, Any	10
Specialties	30 total

Choose from above skills; no more than 15 points in any one skill.

BASE-LEVEL LABOR 7

UNSPECIALIZED LABOR (A)

Number: As Below Per Year
Rating: 1D10
Choice: Any From Specific Table And One Specialty

SKILLS GAINED FROM UNSPECIALIZED LABOR

Year	Unspecialized	Specialized
1	10	2
2	9	2
3	8	2
4	7	3
5	6	3
6	5	3
7	4	2
8	3	2
9	2	1
10	1	1

UNSPECIALIZED LABOR SKILLS TABLE

Bribery
Carousing
Computer Operation
Damage Control Procedures
Environmental Suit Operation
Forgery
Gaming
Language
Marksmanship, Modern Weapon
Personal Combat, Unarmed
Planetary Survival
Small Equipment Systems Operation
Sports
Streetwise
Trade and Commerce
Travel
Value Estimation
Vehicle Operation
Zero-G Operations

OPPORTUNITIES AVAILABLE (B)

Die Roll: 1D10
Modifiers: As Below

Die Roll	Opportunity
60 or less	No opportunity.
61-95	Unspecialized Labor next year
96+	Specialized Labor available next year

MODIFIERS TO AVAILABILITY ROLL

LUC 70+	+10
LUC 50-69	+5
LUC 40 or less	-10
CHA 70+	+5
INT 70+	+10
INT 50-69	+5

For Previous Experience:

Per year spent in Unspecialized Labor	+2
Per year spent in Specialized Labor	+5
Last year spent in Specialized Labor	+5

* If character is less than 25 years of age, he enters Apprenticeship Basic Training. If he is older than 25, he enters Apprenticeship Specialty Training.

INTERSTELLAR MERCHANT'S TICKET REQUIREMENTS (D)

Base Requirement: 2 Years Of Base-Level Labor

SKILL REQUIREMENTS

Specialty	Requirement
Engineering	Average of Skill Ratings in Astronautics and any Engineering Specialty Skill must equal 10.
Helm/Navigation	Average of Skill Ratings in Starship Helm Operation and Astronautics must equal 10.
Financial/Clerical	Average of Skill Ratings in Administration and Trade and Commerce must equal 10.
Security	Skill Rating in Security Procedures must equal 10.
Comm/Tech	Average of Skill Ratings in Communication Systems Operation and Damage Control Procedures must equal 10.

SPECIALIZED LABOR SKILLS (A)

Engineering Specialty:

Computer Technology	10
Deflector Shield Technology	10
Electronics Technology	10
Life Support Systems Technology	10
Mechanical Engineering	10
Personal Weapons Technology	10
Physical Science, Physics	10
Shutcraft Technology	10
Space Science, Astronautics	10
Starship Sensors	10
Starship Weapons Technology	10
Transporter Operational Procedures	10
Transporter Systems Technology	10
Warp Drive Technology	10

Helm/Navigation Specialty:

Deflector Shield Operation	10
Shutcraft Pilot	10
Space Science, Any	10
Starship Combat Strategy/Tactics	10
Starship Helm Operation	10
Starship Sensor Operation	10
Starship Weapons Operation	10

Financial/Clerical Specialty:

Administration	10
Instruction	10
Leadership	10
Negotiation/Diplomacy	10
Social Science	10
Culture/History, Native	10
Law, Federation (Law, Orion may be substituted for Orion characters)	10
Political Science	10

Security Specialty:

Medical Science	10
General Medicine, Native	10
Psychology, Native	10
Security Procedures	10
Small Unit Tactics	10

Communication/Technical Specialty:

Communication Systems Operation	10
Communication Systems Technology	10

SPECIALIZED LABOR (C)

Number: As Below Per Year
Rating: 1D10
Choice: Any From Specific Table And One Specialty

SKILLS GAINED FROM SPECIALIZED LABOR

Year	Unspecialized	Specialized
2	5	6
3	5	5
4	5	5
5	4	5
6	4	4
7	3	3
8	2	3
9	1	2
10	1	1

COMMAND TRAINING SCHOOL 8

Number: 5
Rating: As Below
Choice: As Below

COMMAND TRAINING SCHOOL SKILLS

Leadership	20
Negotiation/Diplomacy	20
Social Sciences, Federation Law	20
Starship Combat Strategy/Tactics	10
Trade and Commerce	10

TRADING EXPERIENCE AND SKILLS 9

NUMBER OF YEARS SERVED (A)

Die Roll: 2D10
Modifiers: As Below

MODIFIERS TO NUMBER OF YEARS SERVED FOR ATTRIBUTES

LUC 80+	-4 years
LUC 60-79	-2 years
LUC 40 or less	+2 years
INT 80+	-4 years
INT 60-79	-2 years
INT 40 or less	+2 years

FOR DESIRED POSITION/STATION

Fleet owner/merchant prince

Owning 2 ships	+15 years
Per additional 2 ships	+2 years
Running major corporation planetside	+12 years
minimum	minimum

Self-Employed Character

Merchant captain with own ship	+12 years
No payments yet made on ship	-5 years
Some payments made, but less than 1/2	-4 years
More than 1/2 payments made, but not all	-2 years
Small ship requiring less than 5 crew	-2 years

Planetside Merchant/Trader

With large established business	+10 years
With small established business	+5 years
Freelance (no establishment)	No modifier

Independent Service Professions (Investigator, Bodyguard)

Based aboard own ship	Treat as merchant captain above
Based aboard ship of another	+2 years
Based planetside	No modifier

Character Employed By Others

Merchant captain	+7 years
Merchant 1st officer	+4 years
Merchant ship department head	+4 years
Merchant ship secondary officer	+2 years
Minor merchant crewman	No modifier
Planetside top management position	+5 years
Planetside middle management	minimum
Planetside functionary	+2 years
Service profession under contract	minimum
	no modifier
	no modifier

FOR TIME SPENT ELSEWHERE

Per 4 full years in Star Fleet

	-2 years
--	----------

TECHNICAL SKILL ADVANCEMENT (B)

Number: As Below
Rating: 1D10
Choice: Any

For Service:

Per 2 full years of ticketed service	1 roll
--------------------------------------	--------

For Attribute Scores:

LUC 70+	2 rolls
LUC 50-69	1 roll
INT 70+	2 rolls
INT 50-69	1 roll

STREET SKILL ADVANCEMENT (C)

Number: 1 Per 3 Full Years Served
Rating: 1D10
Choice: Any 'Street' Skill

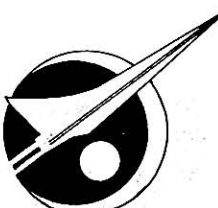
CHARACTER AGE 10

Age when entering Advancement Lane

18	
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Modifiers

Advancement Lane	
Base-Level Labor	
Per Year Unspecialized Labor	1
Per Year Specialized Labor	1
Apprentice Program	
Basic Training	1.5
Specialty Training	1.5
Merchant Academy	
Basic Training	2
Specialty Training	2
Command School	1
Per Year Spent Trading	1





TRADER CHARACTER DATA SHEET

Name: _____
Background Type: _____
Specialty: _____
Ship: _____ Position: _____

Age: _____
Sex: _____
Race: _____
Credits On Account: _____

AP

STR	END	INT	DEX	CHA	LUC	PSI
INACT SAVE 20	UNC THRESH 5	MAX OP END	CURR OP END	TO-HIT, MOD	TO-HIT, HTH	TO-HIT, ____
WOUND HEAL RATE	FATIGUE HEAL RATE				BARE-HAND DAMAGE____	DAMAGE____

Service Experience Chart

Age of Entry
Base-Level Labor
Apprentice Program
Merchant Academy
Tour Length (years)

	UNSPECIALIZED LABOR	SPECIALIZED LABOR	BASIC TRAINING	SPECIALTY TRAINING	COMMAND TRAINING	YEARS SPENT TRAINING
Age of Entry	<input type="checkbox"/>					
Base-Level Labor		<input type="checkbox"/>				
Apprentice Program			<input type="checkbox"/>	<input type="checkbox"/>		
Merchant Academy				<input type="checkbox"/>		
Tour Length (years)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Interstellar
Merchant's
Ticket ☐

Master's
Ticket ☐

SKILL LIST

Administration	_____	*Marksmanship, Archaic	_____	*Social Sciences	_____
*Artistic Expression	_____	Marksmanship, Modern	_____	Federation Culture/History	_____
Bribery	_____	Mechanical Engineering	_____	Federation Law	_____
Carousing	_____	*Medical Sciences	_____	*Space Sciences	_____
Communication Systems Operation	_____	General Medicine	_____	Astronomy	_____
Commun. Systems Technology	_____	Negotiation/Diplomacy	_____		_____
Computer Operation	_____	*Personal Combat, Armed	_____	*Sports	_____
Computer Technology	_____	Personal Combat, Unarmed	_____	Starship Combat Strategy/Tactics	_____
Damage Control Procedures	_____	Personal Weapons Technology	_____	Starship Helm Operation	_____
Deflector Shield Operation	_____	*Physical Sciences	_____	Starship Sensors	_____
Deflector Shield Technology	_____		_____	Starship Weaponry Operation	_____
Electronics Technology	_____		_____	Starship Weaponry Technology	_____
Environmental Suit Operation	_____	*Planetary Sciences	_____	Streetwise	_____
Forgery	_____		_____	Trade and Commerce	_____
*Gaming	_____	*Planetary Survival	_____	Transporter Operation Procedures	_____
Instruction	_____		_____	Transporter Systems Technology	_____
*Language	_____		_____	*Trivia	_____
	_____		_____		_____
Leadership	_____	Security Procedures	_____	Value Estimation	_____
*Life Sciences	_____	Shuttlecraft Pilot	_____	*Vehicle Operation	_____
	_____	Shuttlecraft Systems Technology	_____	Warp Drive Technology	_____
Life Support Systems Technology	_____	Small Equip. Systems Operation	_____	Zero-G Operations	_____
	_____	Small Equip. Systems Technology	_____		_____
	_____	Small Unit Tactics	_____		_____

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SPACELANES

THE MAGAZINE OF INTERSTELLAR TRADE

2203

FROM TRADING TRIBBLES TO OUTWITTING ORIONS

Enter the world of high finance and low dealing in the *STAR TREK* universe, and enjoy the freewheeling life of the independent trader.

This supplement to FASA's **STAR TREK: The Role Playing Game** enables players to buy private ships, obtain cargoes, and turn profits no man has turned before. In addition, players and gamemasters will learn the ins and outs of the Federation economy—from pricing goods to trading on the UFP stock exchange, and more.

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Start plying the space lanes today.

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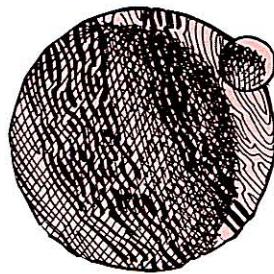
NEW AGE DYNAMICS

P • R • E • S • E • N • T • S

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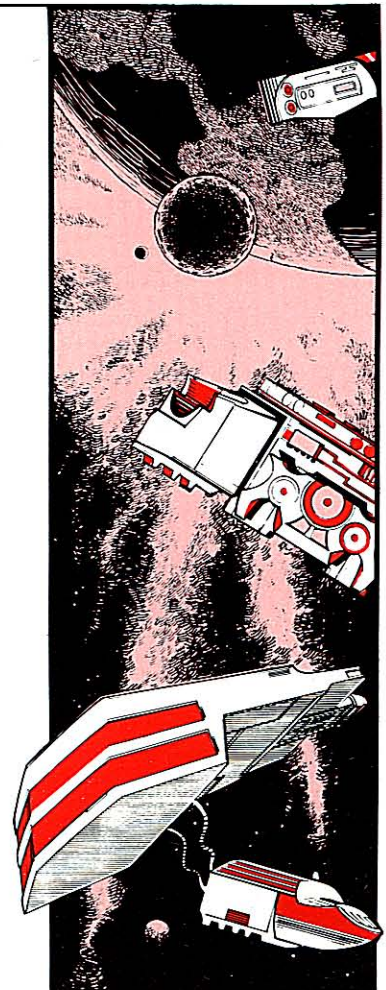
PRIME

CONDOMAXIMUMS
LIVING SPACES
& RECEPTACLES...



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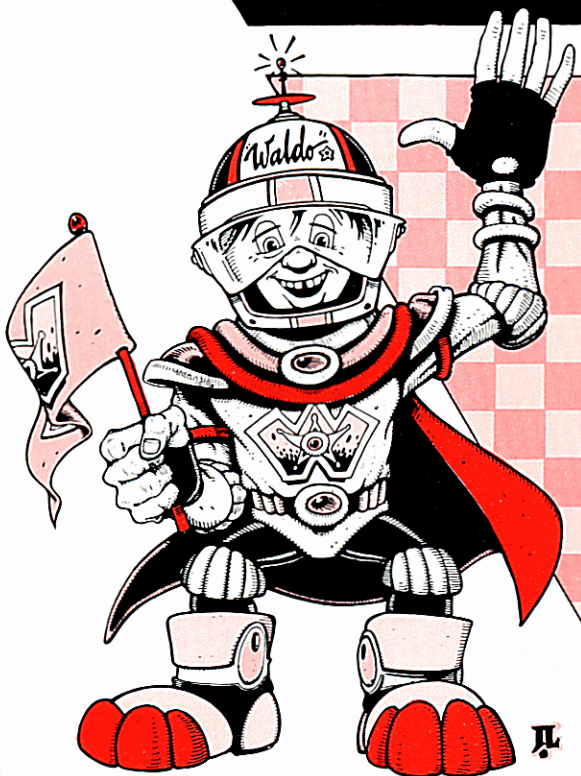
23rd Century



ATTENTION!

ATTENTION!

WRIGLEY'S PLEASURE PLANET



**THRILLS'
SPILLS' &
HILLS'**

EDITORIAL

THE MERCHANT IN SPACE

Diplomats, in speeches full of high-sounding words, describe the Federation's mission to bring peace and freedom to the galaxy. These aims are noble and just, worthy of emulation. The words used to describe them, appealing as they do to the emotions and to idealism, are attractive. The galaxy flocks to the Diplomatic Corps and to Star Fleet.

It is disturbing, however, that many of those who mouth the high-sounding words decry the profit motive in almost the same breath. It is considered fashionable to call traders "opportunists", "exploiters", and "profiteers".

Those who raise voices in scorn against traders know nothing of the realities behind the ideals of the Federation.

Trade is the means by which peace and freedom have spread and been maintained galaxy-wide. Trade is what brings together a thousand planets with a hundred races into a strong and benevolent government that allows all their individuality. Trade assists the developing cultures, and gives them influence and power to follow their own destinies. Trade reinforces the ideals of the UFP with actions.

Against the stiff and cynical voices, we traders stand proud. We *are* opportunists, in that we recognize, create, and share opportunity. We *are* exploiters, in that we find and dig out the best each world has to offer and share it with the galaxy's peoples. We *are* profiteers, in that we create profits for ourselves and for the thousand worlds we serve.

We are the lifeline of the Federation, in war and in peace. We are the couriers, the pioneers, the suppliers of needs. We are the merchants, and we wear the name "trader" proudly.

Join us.



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IN THIS ISSUE

Greenhorns, welcome!

This issue is dedicated to those who are just now becoming traders, or who are considering the life of seeking gold in the stars. To such "Greenhorns", we give warm greetings! There will be much between these covers for you.

Since the earliest days of Terra's North American voyagers, there has always been a rite of passage through which the novice trader had to navigate. It is our hope that the material we present here will help with the navigating.

Do not take offense at the name Greenhorn. It has a venerable history, harking back to the frontier days of Terra. It is a term of affection, bringing to every seasoned trader captain and merchant prince a rush of memories, fond and not-so-fond. We all were Greenhorns once, and if the truth be known, many of us would prefer to be so again!

Your spirit and enthusiasm revitalize our profession. You are the fresh blood we need to keep from stagnating. With the energy you supply, we continue to grow.

In this issue are articles from many different sources, all of which bear directly on the merchant in space. Bernard Reynolds, Chairman of the UFP/Independent Traders' Association, once again supplied us with a glossary of terms useful for the novice. We recommend that you read it first. His staff also has provided a timeline giving the high (and low) points in the history of interstellar trade. To this, the editorial staff here has added sidebars on the colorful individuals who helped create that history.

Master Trader Kevin Devlin gives invaluable information on *Becoming A Merchant Spaceman*. His article is a shameless attempt at recruiting. Does a pretty good job, too!

The two feature articles deal with the two main lifestyles of the deep-space trader. In *The Corporate Merchant*, we explore the various paths a trader can follow as an employee of a trading company or shipping line. In a companion article, *The Independent Merchant*, we deal with the tough, intensely personal business of becoming the owner of your own merchant vessel and of operating it at a profit (sometimes immense profit!).

Captain Anson Robertson returns with *Making The Freeloader Run*, another chapter in the adventures of young Jaan Holona, Citizen of the Triangle. Well-known from the pages of *Youth Life*, published by the Stellar Scouts of the UFP, Captain Robertson's long-running series frequently features independent traders in a true-to-life fictional style. This piece deals with the trade run from Wall to Freeloader, as Jaan makes his first interstellar voyage aboard a small freighter.

The Law And The Profits returns with yet another episode in our own popular series of debates between legal-eagle Leonard Lawrence Llewellyn, retired Senior Counsel to the UFP/ITA, and the outspoken Captain Rita Martinez, well-known author of *The Martinez Method: A Practical Guide To Triangle Trade*. "Law" Llewellyn, as usual, takes the conservative viewpoint, spelling out clearly what the law does and does not allow. "Rigel Rita", on the other hand, relates experiences from her 22 years as an active trader in the Triangle and the Organian Treaty Zone.

In a two-article mini-series dealing with the black market, "Roger Blacke" presents us with *Shadow Alley*, an excerpt from his best-seller *Confessions Of A Star Pirate*. The other side of the cell door is amply represented by the Federation Office of Justice. Jessup van der Heeurn, First Assistant Prosecutor, Borderlands Sector, answers the question *What Is The Black Market?* and provides the FOJ guidelines on statutes and penalties for black marketeering.

Finally, investment counselor Roberta S. Kaminsky guest-authors on investments in *Making Your First Million*.

Again, Greenhorns, welcome! See you in the spacelanes!



A Capsule History Of Interstellar Trade

By Paul Jesse and the UFP/ITA Staff

The history of interstellar trade is about as old as interstellar travel itself.

There is an apocryphal story, often repeated by non-Human traders, about a junior contact officer aboard the first Terra-to-Alpha Centauri expedition who wore a rather flashy but inexpensive electronic timepiece. When contact was established between the Terran expedition and representatives of the Alpha Centauri government, a young Centauran science adviser (some versions of the story attribute the action to the youthful Zephram Cochrane) admired the chronometer.

Neither the Terran nor the Centauran spoke the other's language, but it was clear to the junior officer that the timepiece was of some interest. He thought to make some diplomatic points (and perhaps catch the notice of his superiors) by making a present of the device to the Centauran. He removed the device from his wrist and placed it in the hand of the surprised Centauran, unaware that this particular move was—in the Centauran culture of the day—a way to dicker about the price of an item.

When a customer implied that a stated price was too high, a Centauran merchant would place the item in the hand of the customer, or move the item closer, saying in effect "You have not looked closely enough". Though the Centauran had made no overtures about buying the device, he did not want to insult an interstellar visitor, and so he handed the Terran officer a Centauran creditcube. The advisor had just been paid that morning, and the crystal creditcube represented more than half the science advisor's weekly salary. The Terran did not recognize the yellow-green crystal cube as money, but thought he was being given a gift in return, smiled, and kept it. Thus, the story goes, the first transaction between Terrans and representatives of an interstellar culture ended with the Terran having all the money and the other having a useless trinket.

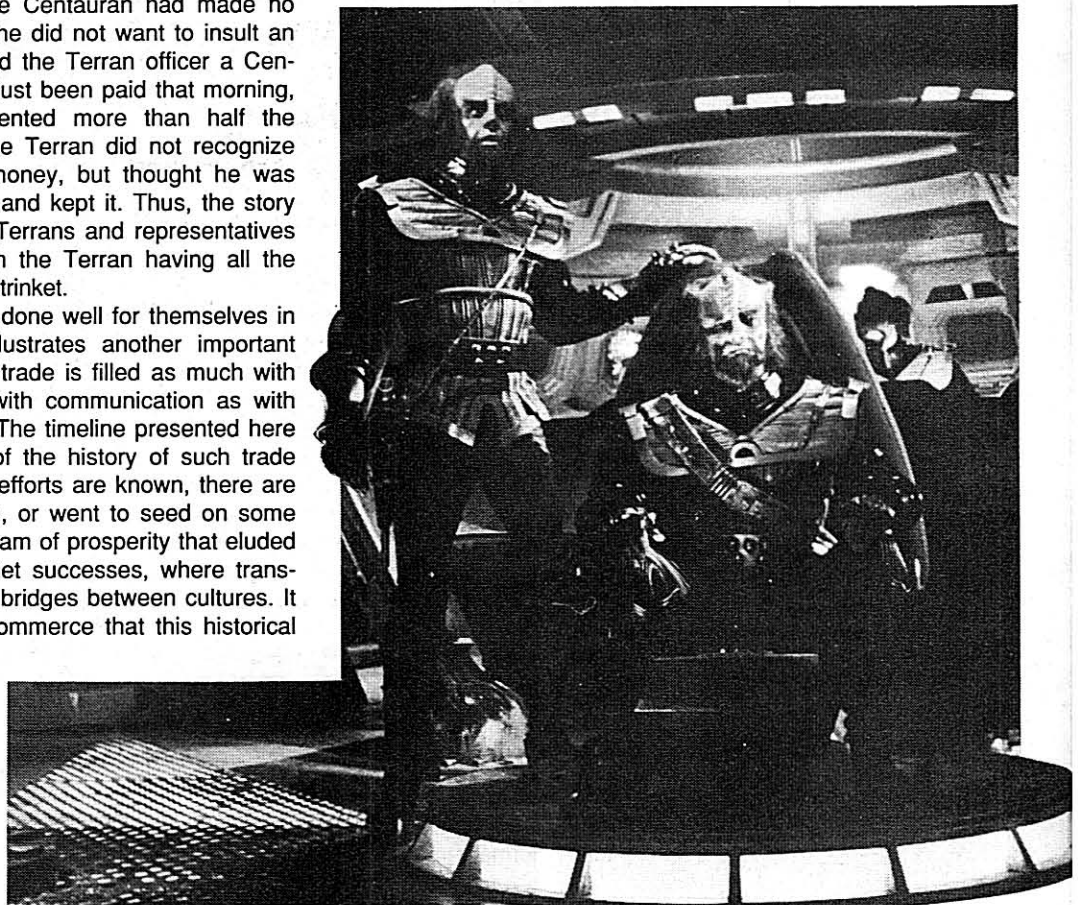
Though Terrans certainly have done well for themselves in interstellar trade, the story also illustrates another important point: that the history of interstellar trade is filled as much with misunderstandings and difficulties with communication as with rich successes and great triumphs. The timeline presented here gives just a taste of the richness of the history of such trade endeavors. For every trader whose efforts are known, there are thousands who died alone in space, or went to seed on some backwater world, searching for a dream of prosperity that eluded them. There are also the many quiet successes, where transactions between individuals created bridges between cultures. It is to these unheralded heroes of commerce that this historical work is indebted.

Stardate 0/7104.09

The Triventure Trade Pact is signed by representatives of Terra, Alpha Centauri, and Vulcan. Until this time, every trade transaction among the three worlds required lengthy negotiation on every point. The Triventure Pact arranged for private interests on each world to cooperate in providing venture capital and guidance for independent and corporate trade efforts that would be chartered jointly by the three governments. The Triventure Pact made interstellar commerce practical and attractive, and the dawn of modern interstellar trade is marked by this date.

Stardate 0/7202

The Orion colonial governments make first contact with the Klingon Empire. Cleverly, they conceal the real value of their location in space and their mineral wealth, avoiding Klingon domination by convincing the Empire that they have more to offer as independent allies. A figurehead Klingon governor is assigned to the Orion Colonies after a minor show of force, but he never actually attempts to exercise control, and his position is mostly that of a trade liaison. The average Orion is totally unaware that the colonies are 'officially' a Klingon protectorate. They do recognize a rich new market when they see one and so start trading with the Klingons, with the controlling trade families always watchful to assure that the Empire does not become too interested in Rigel's wealth.



A look at traders past:

SEHEK'S FOLLY

In the early days of warp drive, during the period of galactic expansion prior to the founding of the Federation, a scout ship of the Triventure Pact assigned to explore a new star system made First Contact with the Tellarite culture—and landed before an inquiry board that insisted on holding the vessel responsible for "excessive" amounts of radiation created by its warp drives. Suspecting that the Tellarite government was merely attempting to obtain concessions that would gain them the secret of warp drive, the scout ship's captain at first denied all charges.

Science Officer aboard the vessel was Sehek, a member of one of Vulcan's first families of trade. Perhaps shrewd bargaining is encoded genetically, or perhaps Sehek absorbed trading through his pores, while under the influence of his father Silak, who guided the family trade business unerringly. Faced with all the components of a trade dicker, Sehek demanded to see proof that Tellarite science was any more capable of screening radiation than the scout ship was.

Proof was forthcoming, data that explained the work of Tellarite scientists in building shielding for fusion reactors. This data was convincing enough that the scout ship captain, pressured by Sehek, agreed to the huge fines levied by the Tellarites. When word of this agreement reached his superiors, Sehek was reviled widely for his "folly".

Later, capitalizing on one of the shrewdest trades from the early days of interstellar merchant operations, Sehek took the proof given him and showed how the shielding techniques could be applied to warp drives to make interstellar ships more efficient. The income from marketing these systems paid for the Tellarite fines many times over, and assured Sehek's honored place in trading history.



Stardate 0/7308

First contact with Tellar is made by a Triventure-sponsored scout vessel manned by Vulcans. In the tradition of true Tellarite hospitality, fines are levied on the incoming ship for unlawful levels of radiation and emissions from its engines and power generation systems. Science Officer Sehek argues before a hastily-convened Tellarite inquiry board that their vessel cannot be held responsible for regulations that impose impossible restrictions that cannot be met by known technology, but his arguments are refuted by Tellarite scientists. Though Tellar has not perfected the warp drive itself, their widespread use of fusion technology has led to the development of advanced shielding techniques previously unknown to the science of any of the Triventure cultures. Sehek insists that proof of the

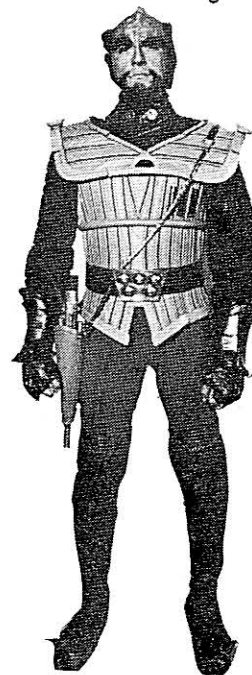
existence and nature of such technology be provided before he will concede defeat. Though the other officers of the vessel advise against it, Sehek convinces his captain to sign an agreement to pay huge fines to the Tellar government, which will be collected from Triventure interests in the form of trade goods. Sehek's "folly" proves to be a shrewd plan in the long run, as the scientific data he insisted on as proof in the inquest grants Triventure interests a major technological boost that allows bigger and better drive and power systems to be constructed for manned ships. Tellar is eventually granted equal trade status with the Triventure signatories, despite the fact that the Tellar government never quite agrees to formally join the Trade Pact.

Stardate 0/7604

In the face of tension between the three primary Triventure cultures and the newly-encountered Andorian Empire, a restrictive trade act is introduced that would prohibit trade with Andorian interests, or even with independent worlds and cultures that trade with Andorians. Feeling that such restrictions would be a major step backwards in attempts to bring the Andorian government to the negotiating table, a number of Vulcan trade families oppose the act. Speaking for these families, the great Vulcan negotiator T'pava declares it a "measure born of fear, unworthy of seekers of peace". Her oratory sways the Council, and the measure is defeated, though Tellarite trade associations do restrict trade with Andor. As a result, trade concessions are a major factor in bringing about the First Alpha Centauri Conference, at which the Andorians agree to join the Triventure effort, which becomes known as the Quadrilateral Trade Pact.

Stardate 0/7610

The Klingon figurehead governor is withdrawn from the Orion worlds, beginning a period of benign neglect by the Klingons, largely because war has heated up between the Romulans and Klingons along their common border, and the Empire has no time for an area it perceives as only marginally useful. Trading vessels from the Klingon Empire become rare in Orion space, with most trade of war materials conducted using Orion vessels. Allegedly, this is done to free Klingon vessels for war efforts, but the policy is actually suggested by the Orions to rid their space of the Klingon presence so that they may build up their own military more effectively without tipping off the Empire to their actual strength.



Stardate 0/7907

A small Orion frontier scout encounters a lone Tellarite trader, Gargash Dlumppheg, whose dilapidated ship had wandered far off course, where he would surely have died if he had not been found. The details of this meeting are unknown, though Dlumppheg's memoirs hint that it started in a somewhat less-than-friendly manner. Even so, the Tellarite trader was taken to the Rigel system, and came away after five months with an exclusive

trade agreement between his tiny shipping outfit (now minus even *one* ship of its own) and the entire Orion colonial government. Heavily in debt to the Orion consortium that supplied him with a ship for his return to Tellarite space, he is able to turn his agreement into a personal fortune by selling franchises for Orion trade to the biggest corporations on Tellar, Andor, Vulcan, Terra, and the Centauran worlds.

A look at traders past:

A FOOL AND HIS MONEY

In a stroke of bad luck that fully described his early career, Gargash Dlumppheg was sent hurtling into uncharted space when the navigation system on his one-Tellarite ship failed. His tale would have ended there had he not been discovered by a passing Orion scout vessel. This was the first meeting between Orions of the Rigel system and the Quadrilateral trading powers.

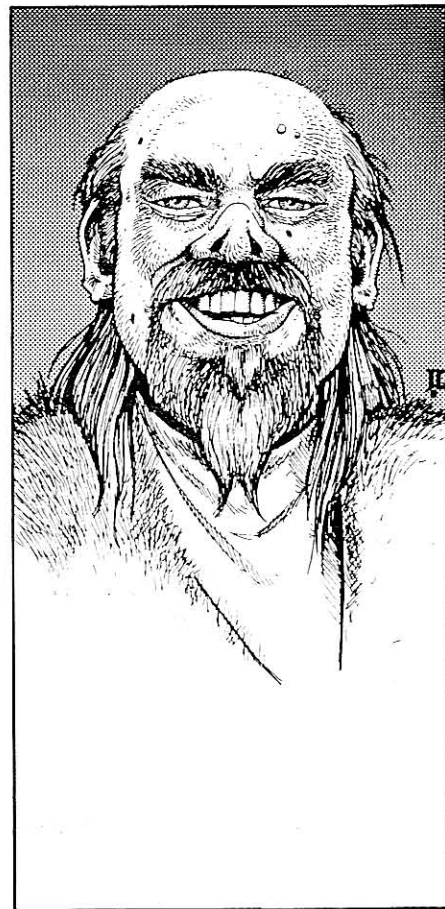
Through sheer stubbornness (he refused to identify himself to the alien Orion vessel that found him), Dlumppheg began his journey to Rigel as a prisoner. Five months later, that same stubbornness (and some well-chosen half-truths) had convinced the Orion government that Dlumppheg was the best chance they had to exploit the new Quadrilateral Trade Pact as a customer for Orion goods and services. Already the center of a growing trade empire, the trade families of Rigel coveted more territory and believed Dlumppheg could supply it.

The Tellarite trader, who was possessed of a completely undistinguished trading record before his chance meeting, returned to Tellar with an exclusive agreement for trade with the entire Orion government. He soon parlayed this astonishing document into billions of credits, selling exclusive franchises to both Tellarite and Quadrilateral trade companies. His story remains as one of the classic rags-to-riches tales in all of galactic trading history.

Unfortunately for both the franchisees and Dlumppheg, the Tellarite was not as clever as he had believed. Orion law differed sharply from the Tellarite and Quadrilateral trade agreements he had been used to, and the agreements he thought to be exclusive were binding only on governmental buying and selling, and did not apply to the big Orion trade families that actually moved most of the cargo in and out of the Rigel system.

The large companies that bought franchises were able to obtain only small, almost worthless shipping contracts, while ambitious independents made deal after deal with the Orion family corporations. Dlumppheg was sued by the franchisees, but both Tellarite and Quadrilateral Pact courts found him innocent of actionable wrongdoing. In the words of a Vulcan justice of the Quadrilateral High Court, "One cannot imprison someone for being a fool and for being believed by other fools."

Unable to continue in business because of public mistrust, Dlumppheg purchased his own colony world, to which he retired with his fortune. There he lived to a ripe old age, parted from his wealth only by death. Dlumppheg's 14 sons and 11 daughters fought over the wealth left them, most of which was eaten up by legal fees.



Stardate 0/8202

Franchisees of the Dlumppheg agreements discover they have miscalculated badly. The Terran trade vessel *Marco Polo* returns from Rigel laden with cargo and important news. The exclusive ties between Dlumppheg and the Orion colonial government do not apply to the much richer trading market available by dealing direct with the trading families of Orion. The *Marco Polo*, with no Dlumppheg franchise, has returned with a hold full of fine Rigelian wine.

The bureaucratic snarl involved in dealing with the largely ceremonial Orion colonial offices is quickly bypassed by small independent traders, particularly from Vulcan and Terran colonial interests. While the big companies fumble and delay, many fortunes are made in practically unrestricted trade with the Orion families. This period of prosperity forever assures a future for independent small trading operations in interstellar commerce.

Dlumppheg is sued unsuccessfully over 750 times in Andorian, Centauran and Terran courts, largely because there are no legal reciprocation agreements among the various cultures. General mistrust of Dlumppheg forces the closing of his non-Tellarite operations, but he retires with a huge fortune to his estate on his very own Tellarite colony world.



A look at traders past:

GENTLEMAN J'MM

After a distinguished military career with the Andorian Imperial Navy, Captain J'mm T'las became an interstellar trader, who carried over his precise military manner into his trade operations.

Heading up a well-organized group of independent interstellar traders, T'las was instrumental in the formation of the UFP. As a member of the Andorian delegation to the lengthy debates surrounding the formation, he helped hammer out the laws governing interstellar trade, ensuring that they would not crush independent trade.

The group of traders he led formally organized as the United Federation of Planets Independent Traders Association (UFP/ITA), with T'las as its first President and later Chairman of the Board of Directors. His long and distinguished career saw the fledgling organization through the chaotic first years of the Federation.

Among his many accomplishments was the negotiation of the Andorian Transport Strike of Stardate 0/9101. He spearheaded the establishment on Andor of the first UFP/ITA Merchant Academy (Stardate 1/1907.15), which was later renamed the T'las Memorial Academy for Interstellar Merchants.

Stardate 0/8706.06

The Articles Of Federation are signed, linking Terra, Andor, Alpha Centauri, Vulcan, and Tellar in military, social, and economic fellowship. It is economics, some say, that swung the tide of opinion in favor of the Federation concept, as the Articles and early Federation rulings based on them provide for a common legal system and a way to regulate interstellar trade. Independent interests, well-funded and led by Andorian trader J'mm T'las, manage to prevent a stifling Federation bureaucracy from crushing small independent traders, but the free-wheeling traffic in everything and anything money will buy is soon over. This cooperative effort among independents leads, however, to the formation of the United Federation of Planets Independent Traders Association (UFP/ITA), with T'las as its first president. Orions keep their colonies out of the Federation, avoiding restrictive entanglements for the time being. They also maintain the secret of the existence of the Klingon Empire. The Klingons are just one of many cultures with whom the Orions, and so they go unnoticed by the newborn Federation.



Stardate 0/9211

The Federation cargo vessel *Atlas* is destroyed by Romulan forces in the first known contact between these two cultures. A marker-recorder buoy is released by the vessel's captain before the ship is disabled entirely and taken in tow. Though the buoy is found months later, the *Atlas* is never heard from again.



Stardate 1/0101.01

The loss of three Star Fleet heavy cruisers in the same area as the *Atlas* incident, and eyewitness accounts by the crew of a surviving destroyer attached to the same fleet reveal the presence of the Romulan Empire. The subsequent series of border incidents lead to war, and also distract Federation attention from exploring the area beyond the Orion colonial holdings, which would have revealed the presence of the Klingon Empire.

Stardate 1/0610.14

The UFP formally declares war on the Romulan Star Empire. The Orions surprise the UFP by declaring full neutrality and by not allowing Orion shipping to participate in war trade, nor Orion bases to be used as way stations for war supply. This move hampers war supply efforts, and many UFP companies that continue to trade with Orion interests are branded by the public as traitorous and are forced out of business. Independents pick up the slack, supplying the war effort. As the Romulans do not recognize the status of non-combatants, no cargo vessel in the area is safe, including those converted to the so-called mercy vessels run by many patriotic independent traders carrying non-combat aid to colonies isolated by the fighting.

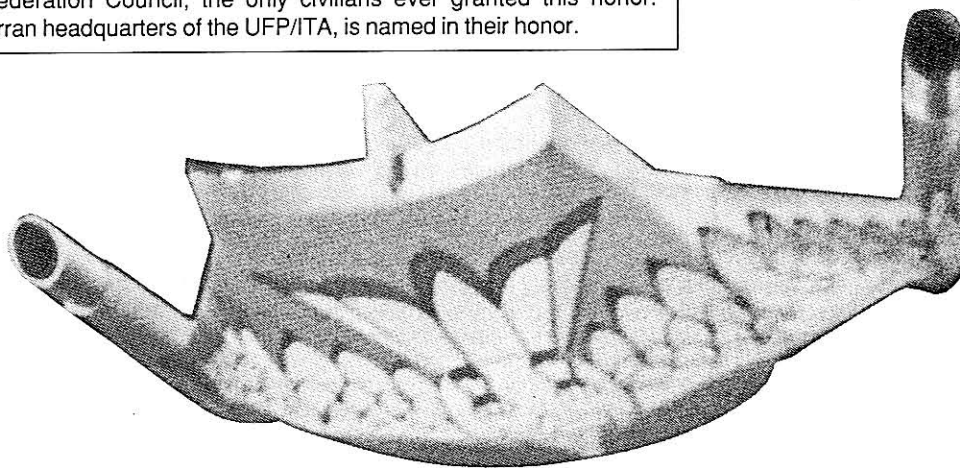
A look at traders past:

BRAVEST AND BEST

In the early days of the Romulan/UFP War, a number of outlying colony worlds were cut off from the UFP by the fighting. To bring vital supplies to these colonies, a large number of independent merchants acted as "mercy vessels" transporting relief shipments. Such ships always broadcast the recognition signal of a non-combatant vessel, completely unaware that the Romulan Star Empire, because of characteristics in their racial make-up, did not recognize the existence of non-combatants.

On Stardate 1/0703.21, a convoy of mercy vessels was ambushed by a Romulan warship. Offers of surrender were ignored, and the Romulan ship mercilessly destroyed six unarmed merchant vessels. Captain Rachel Cohen and her copilot/husband Isadore "played dead" in their two-person merchant freighter the *Free Spirit*, drawing the Romulan close. They then deliberately overloaded their engines and exploded their vessel, crippling the Romulan ship and allowing 23 other UFP merchant craft to survive.

The Cohens were posthumously awarded the Federation Medal of Valor by a special act of the Federation Council, the only civilians ever granted this honor. Cohen Center, the Terran headquarters of the UFP/ITA, is named in their honor.



Stardate 1/0703.21

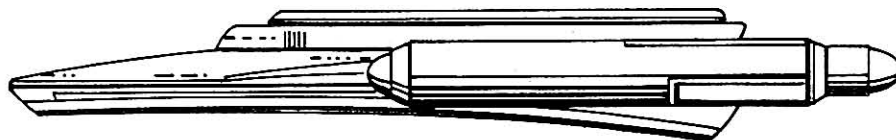
An unarmed and unescorted mercy vessel convoy returning from a supply mission to an isolated world is attacked by a Romulan war vessel. Offers of surrender are ignored and six small merchantmen are destroyed. Captain Rachel Cohen of the two-person independent merchant *Free Spirit* plays dead to draw the warship close, then overloads her engines and explodes her vessel, crippling the Romulan ship. The other 23 surviving merchant ships escape, though the crippled Romulan also self-destructs. Cohen and her copilot/husband Isadore are posthumously awarded the Federation Medal Of Valor, the only civilians ever to be accorded the honor. The incident sparks new war fervor at home, and independent merchants gain new status in the eyes of the UFP and the public. Permission is given for independent merchants to be armed in all areas bordering the war zone. (Cohen Center, the Terran headquarters of the UFP/ITA, is named for Rachel and Isadore Cohen.)

Stardate 1/0909

The end of the Romulan/UFP War comes as a result of the efforts of Federation Senior Councilman Abraham Dannon. The peace offer is made and the treaty negotiated by subspace radio, and no members of the two warring cultures meet face-to-face. The UFP/ITA narrowly votes to grant its support to the peace move, though a strong faction, sparked mostly by the Cohen incident, wishes to prosecute the war to a more definite conclusion. The UFP/ITA is split, with many financially-powerful independents who had profited from the transport and sale of war materials breaking away to form the Association of Star Merchants (ASM).

Stardate 1/0910

The end of the Romulan War brings the Orion colonies to the realization that the UFP and the Klingon Empire must eventually encounter one another. Though the Klingon military is occupied with raids against the weakened Romulan border, Orions fear that the Klingons will return their attention to Rigel and her interstellar holdings. Realizing that any contact between the UFP and the Klingon Empire must inevitably lead to armed conflict, the Orions hastily negotiate several non-aggression and trade treaties with the UFP, but do not join the Federation.

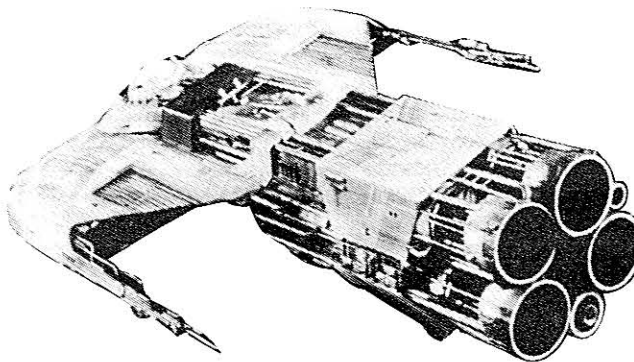


Stardate 1/0912.03

Mantiev, a harsh but promising planet discovered during deep scouting efforts connected with the Romulan War, is settled by Federation political dissidents. Nearby star systems, which will form the Mantiev Colonial Association, are colonized within a year by similar groups. The war has revealed several useful worlds in the area, which becomes known as the Triangle, but their distance from the center of the UFP, and their uncomfortable proximity to Romulan space, makes them unattractive to most. It is years before additional serious colonies are established there.

Stardate 1/1303.21

The early efforts of the Association of Star Merchants in persecuting Councilman Dannon for his role in the peace treaty with the Romulans have an unfortunate and ironic consequence. A former ASM official who lost much of his family in the war assassinates Dannon. This breaks the back of trader support for the Association of Star Merchants, and the ASM collapses within three months.



Stardate 1/1818

Most Orion trade families close their operations with the UFP in the face of a return of Klingon trade to the Rigel colonies. Through masterful timing of ship arrivals, the Orions keep the Klingons and UFP unaware of each other's presence for many years, despite UFP displeasure at the closing of many Orion ports.

Stardate 1/2412

Faced with threats of the revoking of UFP non-aggression agreements because of Orion port closure to even emergency traffic, the ports are reopened to UFP shipping on a limited basis. Further treaties with the UFP are signed, providing the Orion worlds with a promise of protection from outside aggression, while only prohibiting the Orions from directly attacking the UFP. This opens the door for the Orions to trade with both sides in the eventual conflict between the Klingon Empire and the UFP.

Stardate 1/3308

Independent traders from the UFP first encounter Klingon traders on an Orion colony planet. They are aware that they have made contact with a previously unknown species, but the Klingons keep them unaware of the true importance of the incident, while pumping them for information about the UFP. The merchant captain E. A. Jacoby is an experienced trader with a small vessel. Having encountered a number of new races (all customers of the Orions) in past visits to Orion ports, he simply passes along the customary UFP contact material. Though he claims to have filed the proper reports on his encounter to the UFP Contacts Bureau, those records are never found.

A look at traders past:

FIRST CONTACT?

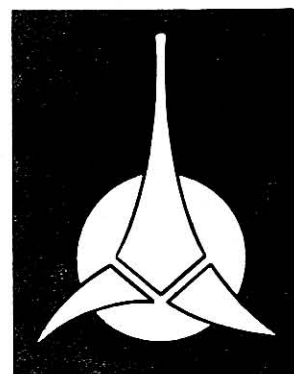
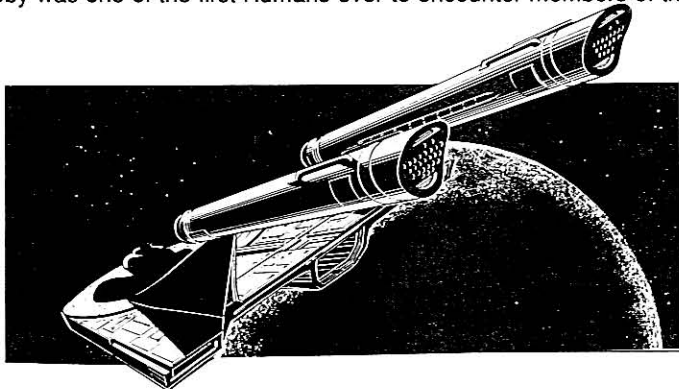
Terran merchant captain E.A. Jacoby is remembered (perhaps unfairly) for an act he may or may not have failed to perform. Around Stardate 1/3308, crewmembers from Jacoby's *Cool Breeze*, planetside on a minor Orion colony world, engaged in a street brawl with members of a somewhat Human-like race that had never before been encountered.

Such encounters were not unusual, as the Orion trade sphere extended into areas not yet explored by the UFP. Furthermore, the Orions had been less than anxious to invite competition from the Federation.

Jacoby's logbook shows a short entry on the incident, but few particulars. During a later investigation, Jacoby claimed to have followed required Federation procedure and filed a First Contact report with the UFP Contacts Bureau. No trace of that report can be found in the files of the Bureau, however, nor does Jacoby's logbook from that time mention any such report.

For this minor oversight (which Jacoby always claimed was not his fault), the trader received the blame for the UFP's ignorance for the next 17 years of the existence of a dangerous foe just beyond the fringes of Federation-explored space. Families of the victims of atrocities at the hands of this new race later hounded Jacoby until he died, a broken man, 35 years later.

Whether or not Jacoby actually filed that report or withheld it for reasons of his own is unknown to this day. What is certain from his record log, however, is that E.A. Jacoby was one of the first Humans ever to encounter members of the Klingon race.



Stardate 1/4000

The first major wave of settlements is established in the Triangle.

Stardate 1/4116

Starting circa this date, a number of large Orion trade families attempt to spread their influence beyond the boundaries of their closely held colony worlds through the opening of tradeworlds. These planets are developed specifically to be trade centers and scrupulously avoid affiliation with the UFP or other governments that might restrict their activities. Tradeworlds have virtually no regulations or tariffs to control trade, making them attractive ports-of-call for the small independent merchant vessel wishing to avoid such extra costs or to traffic in contraband. The first experiments are a huge success, with the Orion traders more than recouping their development costs by leasing commercial space near the new port facilities, and by setting up elaborate trade brokerage houses that buy and sell small cargoes from everywhere—often making enormous profits in the process. Despite the high prices for leases, the tradeworlds prosper because of the lack of restrictions.

Stardate 1/5103.27

Freelander, first and most notorious Orion freeport in the Triangle, is officially opened with the dedication of its spaceport facility. This date marks the beginning of large-scale trade operations in the region, which is soon to become the hottest and most open trade area in the known galaxy.

Stardate 1/5101.18

Independent trader *Millie Sue* exchanges fire with an unknown scout vessel. Though the trader damaged and chased away the attacking ship, the *Millie Sue* was left without the capability for faster-than-light travel in the exchange. Two Star Fleet warships respond to the ship's distress call and rescue all hands. A small destroyer-class ship of unknown origin is also noted on sensors by the two Star Fleet vessels, but it fails to answer hailing messages and flees when they attempt to move closer. The ship, traveling outside UFP jurisdiction, is not pursued, but the encounter leads the UFP to press Orion sources for information on this new space-traveling race. Years later, review of the computer records indicates an 87 percent probability that both

unknown ships were vessels of the Klingon Empire.

Though any number of independent traders have encountered Klingons in Orion ports, the UFP has never taken official notice of this new culture, whereas Klingon military observers have been gathering data for years about the UFP and Star Fleet. Many ship disappearances attributed to Orion pirates prove later to have been caused by Klingon warships capturing UFP starships and crews for interrogation and study. To some, the incident involving the *Millie Sue* marks the date of First Contact.

Stardate 1/5105.02

The *USS Sentry* encounters and confronts Klingon cruiser *Devisor* near Gamma Demetrius. A brief exchange of fire marks the first official contact between the UFP and the Klingon Empire.

Stardate 1/5309.02

Baker's World is founded by UFP settlers in The Triangle. Baker's World will eventually become an important independent trade port, and the seat of the largest independent government in that area: The Affiliation of Outer Free Worlds (aka "Baker's Dozen").



Stardate 1/6003.04

The *USS Flying Fortress*, a prototype slow transport, is hijacked in space by a Klingon war vessel. A Federation anti-piracy force intercepts the hijacked vessel as it is being towed away, and forces the Klingons to release their tractor beam and flee. The badly-damaged *USS Flying Fortress* is recovered.

Stardate 1/6110.21

Star Fleet works with the UFP/ITA to disguise a number of warships as merchant vessels, and the ploy draws out the Klingon Empire for another attack. The *USS Phantom* is fired upon without warning by two Klingon warships while proceeding in Orion space disguised as a large merchant vessel. The *Phantom* jettisons its dummy cargo pod and engages the Klingon attackers, destroying one and crippling the life support system of the second. A boarding party from the *Phantom* attempts to rescue survivors and gather information, but the Klingon self-destructs to avoid revealing too much about their nature, killing all

survivors and the rescue party. Without substantive evidence to link the attack to the still mysterious Klingon government, no direct military action can be taken.

Stardate 1/6211.13

In the face of increased evidence of Klingon aggression, the UFP/ITA calls for a complete investigation of the Klingon Empire and their activities. A badly over-worked Star Fleet lacks the budget or manpower to do an adequate job. Ship disappearances continue, but there are no more multi-ship confrontations with the Klingons. Many trade operations shut down, threatening to cripple expansion efforts and isolate frontier colonies.

Stardate 1/6312.24

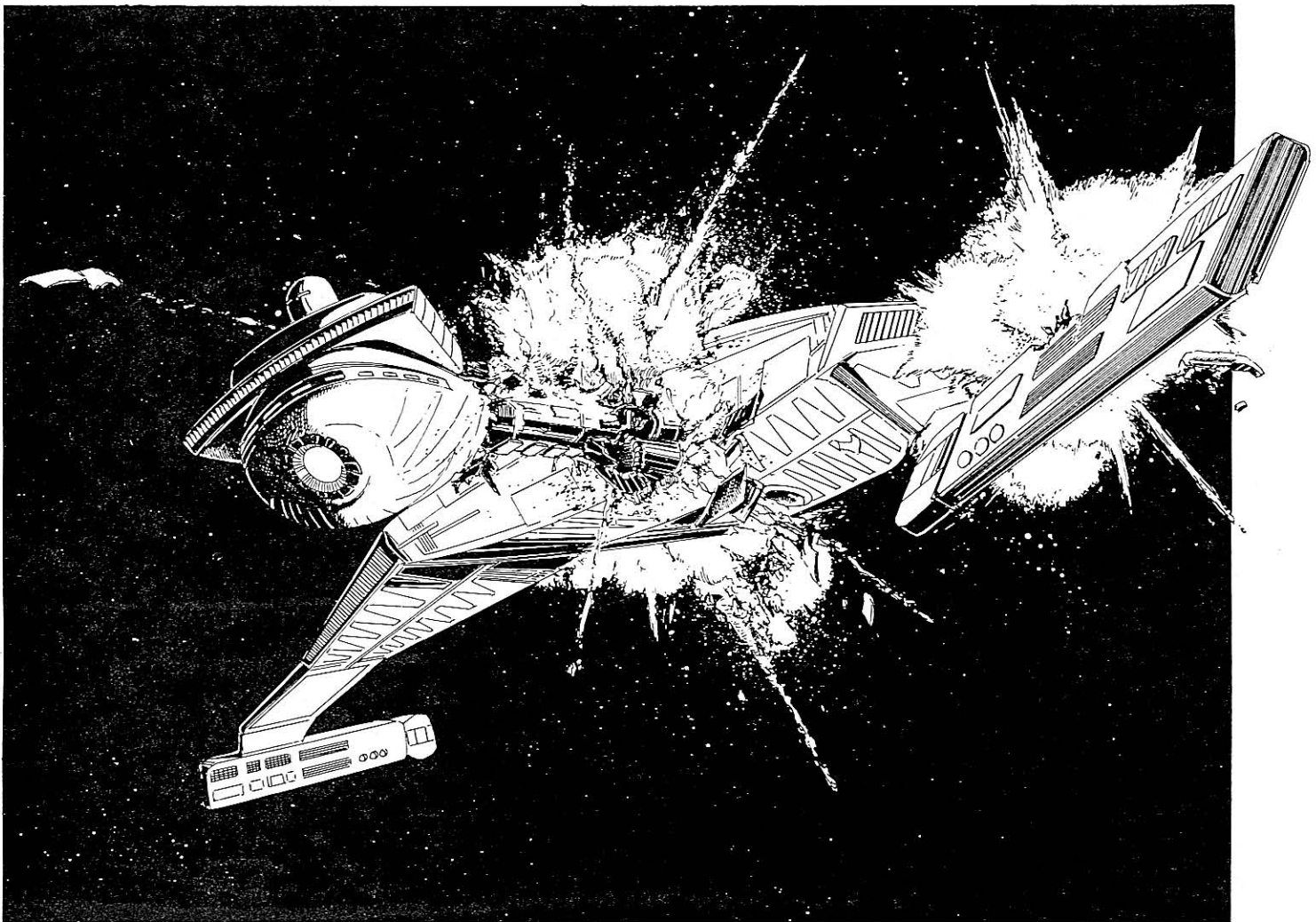
The first Federation Interstellar Trade Operations Act is passed. In an attempt to revitalize interstellar trade along the Klingon frontier, this act offers traders low-interest loans for starship purchases. Despite continued tension between the UFP and the Klingon Empire, the act does its job, and trade operations increase once again.

Stardate 1/82 to 1/87

Trade along the boundary with Klingon space flourishes with little Klingon intervention and few ship disappearances. Intelligence sources later detect massive shipbuilding efforts but no movement of ships toward either the UFP or Romulan borders, indicating the presence of another unknown enemy of the Klingons. The mystery is never solved, but the Klingon armed presence returns in force sometime after Stardate 1/8706. Incidents of ship disappearances remain at a low level nonetheless.

Stardate 1/9212.21

USS Bohr reports observing a three-ship Klingon task force in unclaimed space between the UFP and Klingon spheres of influence. The small task force proves to be a decoy to lure the *Bohr* from its patrol area and allow a 20-ship force to attack the Arcanis research station. The massacre of 112 UFP citizens begins a chain of events that will result in war. Two massive battle fleets are detected over the next two months, but open hostilities do not begin immediately. The UFP begins to organize for conflict.



Stardate 1/9409.29

The Four Years War begins with a Klingon declaration of alliance between themselves and the natives of the Axanar system.

Stardate 1/9410.18

The independent trader *Finagle's Law* becomes the first official merchant casualty of the Four Years War. Caught without escort or armament and using a

Federation-issued civilian recognition beacon, it is nonetheless destroyed by a Klingon destroyer without warning. Though the official Klingon communications claim the ship was detected in the war zone, the ship's wreckage is found far outside this area. Drift projections indicate the *Finagle's Law* had never passed through unclaimed space at all. The incident is well publicized and the enlistment rolls of the UFP armed forces swell as a result. Many independent merchant crews sign up as a group, and remain attached for a time to their own vessels as local support, while Star Fleet attempts to catch up with the sudden demand for more and better war vessels.

Stardate 1/9411.02

In a surprise attack, Klingon warships and ground forces capture the tradeworld Open Door, outside UFP space but owned by UFP-chartered companies. The Klingons declare Open Door as property of the Empire, but the UFP/ITA, representing the coalition of trade companies sponsoring the Open Door tradeworld colony, refuses to recognize any Klingon authority in the Open Door system and calls for Star Fleet intervention.

Stardate 1/9411.30

On his own authority, the commander of Star Base 15 diverts a Star Fleet force enroute to reinforce border positions to deal with the situation on Open Door. Led by the newly-commissioned *USS Defiant* heavy cruiser and the frigate *USS Peking*, the fleet enters the Open Door system and engages Klingon warships, turning away much of the Klingon force after fierce interstellar combat. Federation Marines attached to the Star Fleet force engage Klingon defenders on the surface of a planet for the first time and soon break the back of the defense, liberating the captive population of Open Door.

Stardate 1/9412.18

With the Orion homeworld governments forced to give up trade with the Klingon Empire for the duration of the war, the small, Triangle-based Orion Frontier Merchants Association declares independent status from the main Orion bureaucracy. This association maintains trade links with both sides, despite formal protests by the UFP/ITA.

Stardate 1/9503.21

The Affiliation of Outer Free Worlds in the Triangle is founded with agreements signed on Baker's World. The AOFW soon joins the war on the side of the UFP when a member world is overrun and its population enslaved by the Klingons. This action begins a second front of the Klingon War within the Triangle.

A look at traders past:**O'DAY'S MIDNIGHT RANGERS**

On Stardate 1/9409.02, Klingon warships, acting as allies of the Axanar star group, captured the UFP tradeworld Open Door, beginning the Four Years War between the Klingon/Axanar Alliance and the UFP. Major Jon O'Day, a trade broker, ex-UFP Marine, and leader of the planet's small militia, died in battle in the first wave of the Klingon attack, leaving his motherless 17-year-old daughter hiding in a sub-basement beneath their ruined home near the Open Door starport.

Risking her own life, Diana O'Day rounded up eight local Star Fleet and Marine veterans and their families, concealing them all in the underground hideaway before the Klingon occupation forces were able to round up all ex-servicemen for summary execution as "potential spies for the Federation warmongers". Calling themselves "O'Day's Midnight Rangers" in her honor, the small underground recruited other local loyalists, operated at night, and used a small cache of weapons to harry and demoralize the Klingon occupation force. Their efforts kept the ground forces off-balance and unable to secure a solid foothold on the planet for the 28 days of the occupation.

When Federation Marines arrived to liberate the planet, O'Day's Midnight Rangers staged a daring daylight raid on a Klingon arms depot and destroyed it with stolen explosives. This prevented the use of these heavy armaments against the invading Marines.

For their efforts, Diana O'Day and the members of the underground force she helped organize were the first decorated heroes of the Four Years War, receiving the Marine Iridium Starburst award for gallantry. On her 18th birthday, Diana O'Day joined the Federation Marines. She attended the ceremonies accompanying the signing of the Klingon surrender terms in the uniform of a Marine second lieutenant.



Stardate 1/9504

A convoy of Orion merchant ships carrying dilithium for the UFP war effort are intercepted by a Klingon destroyer task force near Laxala. Refusing to give up his cargo, one Orion captain overloads his drive and explodes, destroying one Klingon destroyer, damaging a second, and ending the attack. The Orion government formally resolves to destroy all dilithium shipments through the use of antimatter devices if any further interference with any dilithium shipment is attempted—by either side. The independent Orion Frontier Merchants Association, supplying dilithium to both the AOFW and the Klingon Empire, joins in this pronouncement. Both sides refrain from further attacks on Orion dilithium convoys.

Stardate 1/9509.07

Faced with a growing number of merchant ship disappearances, Star Fleet Command establishes the Zone of Transport Escort, restricting the movement of private and commercial vessels, requiring naval escort for vessels traveling in the restricted area, and placing armed marines aboard all escorted ships. Small independent merchants immediately protest the order, but large shipping lines mostly remain silent. The UFP/ITA is split, with no formal declaration of support made one way or the other. The regulations remain in effect until after the war. The restricted area includes both Romulan and Klingon borders, but the Triangle is unaffected, thanks to an agreement between the UFP and the AOFW, which is supplied mostly by small independent traders.

Stardate 1/9709.10

The Imperial Klingon States is founded in The Triangle after a failed coup. Declaring itself to be the rightful Klingon government in exile, the IKS becomes a major source of intelligence against the Klingon Empire, mostly through an informal group of AOFW traders who volunteer to gather information during their runs into the IKS. One such agent is Sarah Hastings, a UFP native who distinguishes herself when she overhears the conversation of an IKS spy recently returned from a secret mission within the Empire. Though she is spotted and pursued by the IKS agent, she hides alone in an IKS port city for 18 hours before being able to return to her ship. This information, relayed back through AOFW sources to the UFP, enables Star Fleet to mount an ambush on a major Klingon flotilla sent to intercept UFP arms shipments. Hastings' efforts win her the AOFW Star of Valor and a Star Fleet Civilian Commendation.

A look at traders past:

SHE NEVER MISSED A CREDIT

If there is one universally beloved figure in the history of interstellar trade, it is Captain Sarah Hastings. Hastings was born in the UFP, but her parents emigrated to Baker's World in the AOFW soon after her birth. Her long career as a merchant began when she lied about her age to sign aboard a small freighter as an assistant cook at the age of 15.

By the time of the Four Years War, she had enjoyed a long and successful career, working her way up to ownership of her own small trade vessel. Captain Hastings was among those AOFW traders who volunteered to use their contacts in the renegade Imperial Klingon States to obtain information, and she was awarded the AOFW Star of Valor and a Star Fleet Civilian Commendation for one particularly courageous effort.

After the war, Hastings moved her base of operations to the fringe UFP worlds near The Triangle, helping transport supplies to colonies devastated by the war. Her UFP citizenship was reactivated upon her return, and she became an active and vocal member of the UFP/ITA immediately. She was elected to several local offices in the organization, then became her region's delegate to the UFP/ITA Board of Directors on Stardate 2/9901.01.

One of her major concerns was the Orion slave trade, which she detested as barbaric. Having learned the plight of green slave women when she inspected an Orion freighter as a UFP/ITA volunteer, she never again made port as a trader on an Orion world and loudly denounced the slave trade at every opportunity. As a first-year member of the UFP/ITA Board, she gave an impassioned speech that broke the Board's deadlock over the green slave trade. The UFP/ITA's call for a general boycott of Orion ports by member traders (Stardate 2/0001.11) is largely a result of Hastings' work. This action led eventually to the end of the slave trade outside Orion space.

The controversial Captain Hastings was elected chairperson of the UFP/ITA Board on Stardate 2/0411.21. During her administration, she concentrated on opening up the frontiers to independent trade, vastly expanding the influence of the UFP/ITA in these areas. Her work tragically ended less than two years later when, on her first and only trip to the Rigel system, she contracted Rigellian fever and died at the age of 57.

Captain Sarah Hastings is remembered as an unpretentious, earthy, and wise woman whose many writings and speeches tell the unadorned truth about her chosen profession and the people who choose to follow that path to the stars. Her biography (*She Never Missed a Credit*, referring to the epitaph Hastings requested in her will) was written after her death by noted historian James William Hopper IV, and has never been out of print since its first publication.



Stardate 1/9806

The Four Years War ends. Some financial and trade experts predict a downturn in the interstellar economy as war production and supply is cut off.

Stardate 1/9905

The Zone of Transport Escort is lifted. The opening of new trade areas in The Triangle and in sectors of space conceded by the Klingon Empire at war's end results in a trade boom unequalled in known history. Captain Sarah Hastings moves her base of operations to the UFP, still operating near the Triangle, and becomes active in the UFP/ITA.

Stardate 1/9911

The golden age of Orion control over the tradelanes wanes as the Orion colonies are no longer necessary to maintain the balance of power. Their economic hold on the UFP is reduced by the rise of more UFP-based independent trade operations that deal directly with new frontier areas. The "Green Freedom" movement to force abolition of the enslavement of the green Orion sub-race takes hold in the UFP. After an impassioned speech by newly-elected delegate Sarah Hastings, the UFP/ITA Board of Directors breaks a long deadlock and formally calls for an end to the green slave trade. The Federation Council meets to study the problem, but no solution is found, and Orion economic power is sufficient to again delay a final decision.

Stardate 2/0001.11

The UFP/ITA Board of Directors votes unanimously to impose harsh sanctions against Orion companies, ports, and shipping interests that participate in the green slave trade. UFP/ITA members boycott Orion ports, a controversial move that bankrupts a number of UFP/ITA members dependent on Orion trade. Despite the bankruptcies, the boycott holds firm, proving that the UFP can live without Orion trade.

Stardate 2/0103.13

Captain Christopher Pike of the *USS Enterprise* delivers a report on the Orion slave trade after an investigative mission into Orion space. The public report of the shocking findings outrages many. The Federation Council officially endorses the UFP/ITA boycott of the Orion worlds, in effect telling the Orion government to ban the slave trade or face being totally cut off diplomatically and economically from the UFP.



A look at traders past: MASTER JYM

The legends about Master Trader Jym Ggavittchh are legion, and many must be dismissed as apocryphal or just outright lies. The veteran Tellarite trader almost certainly never won a ship full of green slave women playing poker with an Orion card sharp, only to lose it again to one of those very same women after teaching her the game. Nevertheless, the story or variations on it keeps surfacing year after year. It is barely possible that he did come into possession of a Romulan admiral's insignia, as he talks of the incident in a letter written to Sarah Hastings that remains in her personal papers. Ggavittchh's claim to have removed it, undetected, from the admiral's shoulder while the Tellarite's vessel was being searched for contraband in port must be dismissed as exaggeration, however.

Nonetheless, the colorful trader's accomplishments after succeeding his lifelong friend Sarah Hastings as chairman of the UFP/ITA board are well documented. Ggavittchh was forced to deal with the Gorn/UFP trade rivalries in his second year after taking office, and prevented the minor incidents from erupting into interstellar war. Later, after the signing of the Organian Peace Treaty, the grumpy Tellarite leader worked to assure the UFP's dominance in trade development of the area. His efforts also helped minimize the damage to UFP interests caused by the Great Crash of '09, when scandal rocked Orion mining companies.

Ggavittchh returned to private life as an active trader after five years as Chairman, only to be called back to serve again when the scandal surrounding the murder of reporter Ozcar Kyng brought down Ggavittchh's powerful successor, Boris Falsworth. The dour Tellarite served as Chairman from the time of Falsworth's conviction and disappearance to his death on Stardate 2/2010.06. Known for his traditional Tellarite temper and gruff manner, Master Trader Jym Ggavittchh is nonetheless remembered as a trader who cared greatly for his brother and sister traders of all races, and who devoted much of his life to serving their needs as their representative.

Stardate 2/0105.01

The trade in green slaves is abolished outside the strict confines of the Orion neutrality area, in a compromise move that only partially defuses anti-Orion feelings in the UFP. After this date, no Orion vessel operating outside the Rigel system and her daughter colonies nearby is allowed to carry slaves, and the institution of slavery as applied to the green-skinned Orion sub-race is abolished. Despite this, an underground traffic in green slave women continues, though strongly interdicted in free space by Star Fleet actions. Orions simply stop taking green slave women to non-Orion ports.



Stardate 2/0411.21

Captain Sarah Hastings is narrowly elected chairperson of the UFP/ITA Board of Directors. Still controversial because of her support for the Orion boycott, she soon becomes one of the most well known and admired figures in the history of interstellar trade. Her influence on the history of the UFP/ITA is enormous, as she spearheads the growth of the organization in the frontier areas of the UFP during the boom years.

Stardate 2/0609.17

Sarah Hastings's tenure as Chairperson of the UFP/ITA board ends when she dies suddenly of Rigellian Fever at the age of 57. Vice-Chairperson Master Trader Jym Ggavittchh succeeds her in the post. His first act in office is to sign an order for an apprentice program in frontier areas, opening the way for many youngsters to train for careers as interstellar merchants. This program, which was Sarah Hastings' pet project, is named the Hastings Memorial Program in her honor.



Stardate 2/0801

First conflicts, then lengthy negotiations with the Gorn inhibit free trade in an area previously considered a promising frontier. Rivalry leads to bloodshed between rival UFP and Gorn trade operations negotiating with several unaligned races in the disputed area. Diplomats ease the tensions, but the incidents hamper UFP/Gorn talks.

Stardate 2/0801.24

The Organian Peace Treaty is signed, leading to another trade boom, this time in the Organian Treaty Zone. Since the terms of the treaty call for the awarding of uninhabited worlds to the government that can best develop them, the need for established trade operations to move supplies to new colonies is great. Rivalry between Klingon and UFP traders is keen, with many incidents recorded that always stop just short of armed conflict.

Stardate 2/0902

The planet Coridan is made a UFP protectorate as a result of the Babel Conference on that question. Orion mining interests are implicated in attempts to sabotage the conference, leading to the Great Crash of '09 when three large Orion corporate families are bankrupted after their complicity in pirate actions is revealed. Impact on UFP/ITA interests is greatly reduced by the inspired leadership of Master Trader Jym Ggavittchh. The resulting panic further weakens Orion trade interests and strengthens the UFP's trade influence in the Triangle area and the Organian Treaty Zone.



Stardate 2/0903

Limited trade between the Romulan Star Empire and Klingon Empire begins as a result of non-aggression and technological exchange treaties signed in secret. The existence of these agreements is not known to the UFP or her allies for almost two years.

Stardate 2/1003

Another promising trade area is closed off when the Federation Council decides to respect the Tholian Assembly's demands for closing the borders between their space and the UFP. Only Vulcan interests have much invested in developing trade ties in near-Tholian space, but several Vulcan trade coalitions are badly hurt by this action. Other Vulcan trade companies turn their efforts away from this frontier and back toward The Triangle, investing large amounts there and making competition a bit stiffer for the smaller independent traders of the region.

Stardate 2/1008

Intelligence gathered by the AOFW in the Triangle and communicated to the UFP indicates the existence of trade and technology exchange between the Romulans and Klingons. Star Fleet's investigation of these reports also indicates the probability that the Romulans have developed a new and more effective cloaking device than was previously known. These activities lead to the intelligence operation eventually known as "the *Enterprise* incident," in which a Star Fleet cruiser penetrates the Neutral Zone, confirming the technological exchange by observation of Klingon-design ships flown by Romulan crews in Romulan space. The expedition brings back a prototype cloaking device as well. Soon after, Romulan and Klingon vessels in the Triangle begin openly using weapons and ship designs gained in the trade exchange.



A look at traders past:

THE TROUBLE WITH TRIBBLES

Cyrano Jones, a long-time trader in the Organian Treaty Zone, is widely heralded for his patents on what has come to be called the *Chameleon* Class freighter, a popular redesigned scout ship used throughout the galaxy by one-man trading operations. The rotund, jovial merchant captain is just as widely cursed for introducing the galaxy's most cuddly (and dangerous) animal into the ecosystem of at least 30 worlds.

Jones' *Chameleon* is an ingenious refit of an outmoded and hence inexpensive scoutship design that added a breakaway cargo pod to the ship's belly. Jones patented the design in his own name (though he had no known formal training in starship design), and sold the patents to a major shipyard that still produces versions of the vessel.

Jones is even more famous for his discovery, on a dangerous planet full of vicious predators, of an engaging little creature he dubbed a "tribble". Always alert for a credit, Jones transported hundreds of these hypnotically purring animals and sold them in various ports as pets over a period of several months. Unfortunately, Jones neglected to inform the new owners that tribbles breed asexually, reproducing at will whenever overfed. Without the many predators of their home planet to keep them in check, tribbles soon overran 17 UFP and independent worlds before Jones was detained at Space Station K-7 by Captain James T. Kirk of Star Fleet.

Seeing Jones as irresponsible but not intending to violate the law, Kirk used his discretionary powers as ranking Star Fleet officer in the area to sentence Jones to clean up the thousands of tribbles he caused to infest Station K-7. Later, a Federation Review Board granted Jones a leave to pursue more efficient methods of tribble disposal. He brought back an animal called "the Glommer", a perfect tribble predator, and was granted a pardon after the animal was studied by UFP bioscience teams and genetic material was obtained from it so that more animals could be cloned. Unfortunately, Jones had obtained the original Glommer from a Klingon science station that needed it to clone more to clean up *their* tribble-infested worlds. Klingons pursued Jones until he was rescued by the *USS Enterprise*. The Glommer was returned, and Jones was taken into custody. Despite his somewhat illegal method of securing the Glommer, Jones was again freed after paying stiff fines.

Genetically altered tribbles that do not reproduce are now grown as clones and are popular as pets on practically every UFP world. Jones plies the spaceways in his one-man ship in the Organian Treaty Zone and the Triangle.

Stardate 2/1111

After five years as Chairman of the UFP/ITA Board of Directors, Master Trader Jym Ggavittchh surprises the galactic trading community by declining a sixth term and returning to active trading. Ggavittchh, gruffly claiming to have been too long away from the thrill of profit, is joined by three members of the board. Ggavittchh is succeeded by Master Trader Boris Falsworth of Terra.

Stardate 2/1504

The holozine *Interstellar Merchant*, published by the UFP/ITA, releases an investigative article by reporter and former trader Ozkar Kyng of Alpha Centauri. The story exposes illegal collusion between regional UFP/ITA officials in the Organian Treaty Zone and Orion trade families.

Price-fixing and profiteering in sales to worlds being developed in this area is alleged, and the story claims the corruption reaches to high levels. Chairman Falsworth of the UFP/ITA board orders Kyng fired. When editor Jackson McLain refuses, he himself is fired and Kyng resigns.

Stardate 2/1505

Kyng takes his story and notes to *Galaxy Week* holozine, and is given the assignment of continuing the investigation. On Stardate 2/1505.23, Kyng is attacked by unknown assailants in Centaurus Port while running down a lead, and is hospitalized in critical condition. He dies three days later. With no public announcement, his former editor Jackson McLain takes over his notes and his assignment.

Stardate 2/1511

After a lengthy investigation, McLain turns up sufficient evidence to link both the price-fixing conspiracy and the murder of Ozkar Kyng to UFP/ITA Chairman of the Board Boris Falsworth. At the instructions of *Galaxy Week's* editors, McLain tells what he knows to Star Fleet Merchant Marine Command officers. Falsworth is arrested in San Francisco, Terra, on Stardate 1511.25, charged with conspiracy to defraud the Federation, and conspiracy to commit murder in pursuit of crimes against the Federation. Both offenses take the case beyond the scope of local law on Terra or Alpha Centauri, with both planetary governments giving permission for Falsworth to be tried in the Federation court system. Seven other members of the Board resign in the greatest scandal ever to strike interstellar trade.

Stardate 2/1512

Master Trader Jym Ggavittchh accepts nomination for the Chairmanship of the UFP/ITA board, and is chosen by an overwhelming margin in a special election. Returning to the ITA's Cohen Center headquarters on Terra, he begins the process of rebuilding governmental and public confidence in the UFP/ITA.

Stardate 2/1609

After numerous delays, Boris Falsworth is tried and convicted on all charges. Falsworth is sentenced to a penal colony, but the small courier ship transporting him never arrives and is believed lost in space. No trace of the ship, its Star Fleet crew, or Falsworth himself is ever found. Jackson McLain returns as editor of *Interstellar Merchant* holozine after winning the Pulitzer Prize on Terra and sharing the Federation-wide Investigative Reporting Award of the UFP Press Council with the late Ozkar Kyng.

Stardate 2/2010.06

UFP/ITA Chairman of the Board Jym Ggavittchh dies in office of natural causes. Per his wishes, his ashes are scattered in orbit about Tellar. The immensely popular Tellarite leader is eulogized by his successor, Master Trader Bernard "Benny" Reynolds, as "a great leader whose gruff and blustering manner could not conceal his concern for his brother and sister traders".

Stardate 2/2111

Bernard Reynolds is confirmed for a second term as Chairman of the Board of the UFP/ITA.

A look at traders past:

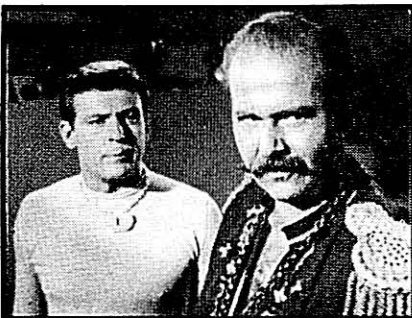
HIS NAME IS MUDD

Harcourt ("Harry") Mudd (alias Leo Walsh, alias Timothy O'Flaherty, etc.) has developed a reputation as the most audacious con-man, swindler, and crooked trader ever to travel the galaxy—a reputation that is not only well-deserved, but in which he takes considerable pride. His exploits are legendary, but, alas, his long-term successes are few. No legitimate trade organization wants to claim him, though he has been a member of nearly all under any number of assumed names.

Mudd's long criminal record mainly records petty cons and larcenies, but a few incidents stand out, even in his voluminous file. Mudd has the dubious distinction of being the only known trader ever to have sold the Star Fleet Academy—twice, both times to small, non-Human governments in isolated locations, where his forged Star Fleet credentials looked official enough. He holds the only conviction ever recorded for the actual sale of the semi-mythical "Venus Drug", and he once trafficked in a legitimate "love potion" (neglecting to mention that the state of intense attraction produced by the potion is followed by a much longer period of intense loathing for the same individual).

His most ambitious project almost resulted in the hijacking of the starship *USS Enterprise* by a horde of Humanoid robots Mudd believed he controlled. The robots, from a distant planet Mudd had discovered, were the invention of a long-dead race. They abandoned their supposed "Lord and Master" as "an example of everything a Human being should not become" (an apt description for Mudd), forcing the con artist to side with the *Enterprise* crew in immobilizing the commanding robot with illogic, which paralyzed the entire robot band long enough to be reprogrammed.

This episode ended happily for everyone but Mudd. The robots were reprogrammed to restore the secrets of the lost civilization they had once served, but Harry Mudd was left behind to be tormented by hundreds of duplicates of his shrewish wife Stella. He did escape the planet after a time, and despite three separate convictions that sent him to rehabilitation colonies, he is today free (though wanted on 112 planets) and presumably still happily defrauding the innocent somewhere in this vast galaxy.



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THE PROUD
THE UNUSUAL**



**STAR FLEET
MARINES**

GLOSSARY OF TERMS

by Bernard Reynolds

This glossary has been prepared specially for the novice merchant spaceman. It contains references to both common trade terms and everyday terms that traders use in a specialized way. No such glossary could hope to be complete, however, as the language changes with every passing day.

AFFILIATION OF OUTER FREE WORLDS

An independent government in the area of space known as The Triangle, often abbreviated as AOFW. The AOFW is tied to the United Federation of Planets by several trade and mutual protection treaties. At this writing, twelve planets belong to the AOFW, which is also often known as Baker's Dozen, in honor of the founding family of the region.

A-GRAV

Used to describe or denote devices using standard gravity-nullifying technology, including warehouse vehicles and cargo lifters.

AGRICULTURAL WORLD

A world whose economy is substantially based on the growing of agricultural products for export.

ANDORIAN EMPIRE

The governmental unit uniting Andorian colony planets prior to the founding of the United Federation of Planets. The term Empire was perhaps a misnomer, as the colonies participated in a semi-representative form of government. The term, however, was widely used at the time the Andorian government signed the Quadrilateral Trade Pact. The term fell out of use soon after the founding of the UFP.

APPRENTICE PROGRAM

Any one of many programs of on-the-job training for interstellar trade professionals operated by the UFP/ITA and several other agencies outside the UFP. Apprentices normally serve a term of several years, during which they work for small wages and support while receiving basic and advanced training from experienced traders.

BLACK MARKET

The underground trade in illegal items, stolen items, and items on which legal taxes and duties have not been paid.

"BROTHER (or Sister) TRADER"

A common form of address between members of the interstellar trade community, used as a term of respect.

BULK CARGO

Cargo items such as grain, ore, and liquids that are carried in large tanks, bins, or holding areas rather than individual crates. This term is used to distinguish such cargo from miscellaneous small cargo packed in boxes, bins, barrels, and crates.

CARGO CONTAINER (Cargo Pod)

A standardized, pressurized hull used for transport of cargo in space. These are attached to cargo transports to be moved to a destination. (See also TRANSPORT, COMMERCIAL)

CARGOMASTER

The officer aboard a merchant vessel responsible both for cargo handling and cargo purchase/sale. This individual is often responsible for all ship's finances, including crew pay.

CERTIFICATION (Tickets)

The permits or licenses given by the UFP/ITA to operate or command merchant spacecraft. Usually called by the informal name of "Ticket", these are given upon attainment of designated UFP/ITA pay grades. The Merchantman's Ticket allows individuals at Grade 3 to operate as trained merchant spacehands in unsupervised situations. The Master's Ticket allows individuals to operate interstellar vessels as captain.

"CLEAR SKY!"

Spacehand's slang for clear airspace over a departure point. Also, a common spacehand's greeting or wish.

COHEN CENTER

The Terran headquarters complex maintained by the UFP/ITA. It is named after traders Rachel and Isadore Cohen, the only civilians ever awarded the Federation Medal Of Valor.

COLONY WORLD (Daughter Planet)

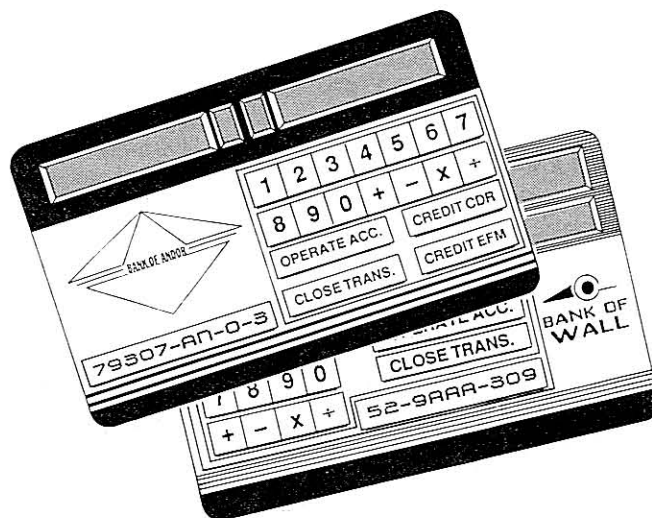
Any planet settled by members of a non-native culture that is run primarily for the benefit of a parent world, or has its government structure controlled by a parent world. Such control is often benevolent, as is the case with a colony too small to be self-sufficient.

COURIER

A small, fast vessel engaged in the quick interstellar delivery of small goods, messages, or individuals.

CREDIT (Cr)

The standard Federation Credit, the interstellar monetary unit in use in the UFP. Some non-Federation worlds (notably those of the Affiliation of Outer Free Worlds) use the Federation Credit as standard currency for interstellar transactions and most local transactions.



DATANET

Any planetary public computer data network, used for most modern communications and business operations. The term can also refer to any privately-operated part of such a network, such as the UFP/ITA Datanet. Planetary datanets are accessed by any linkable personal computer terminal, and are linked themselves across interstellar space by subspace data carrier channels. The Galactic Datanet refers to the galaxy-wide interchange of datanet information. In reality, the vast distances involved limit useful access to what is available on a single planet, unless one is willing to wait weeks or even months for information retrieval.

FEDERATION TRADE AUTHORITY

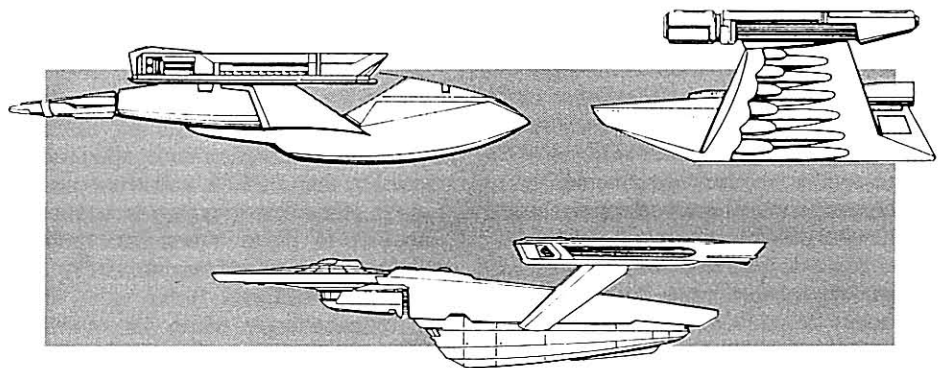
The governmental agency responsible for overseeing interstellar trade efforts in the UFP. Many of the functions of this agency have been delegated by contract to the UFP/ITA, with the Federation Trade Authority acting as governmental overseer of these operations.

FOUR YEARS WAR

The UFP/Klingon Empire war which began Reference Stardate 1/9409.29 and ended with the Treaty of Axanar, Reference Stardate 1/9806.13. It was referred to as "The Klingon War" during the war itself.

FREEPORT

A starport where there are no import duties assessed to encourage interstellar trade. Such ports are often found on tradeworlds established for the purpose of acting as trade centers. Revenue on tradeworlds and in freeports is gathered through the increased value of real estate in such areas and through taxes imposed on the businesses and individuals brought to such a center of trade.



FREIGHTER

A cargo vessel in space that carries its cargo within its own hull, as opposed to detachable cargo pods. (See also TRANSPORT, COMMERCIAL)

"GENTLEBEINGS"

A formal term of address used by spacehands and others who deal often with members of many alien races of various sexes and forms.

GRAVCAR

A private vehicle that rides on an A-grav cushion, and can travel over land or water in nearly any terrain.

"GYPSY" TRADER

An independent trader who keeps to no regular series of runs, but goes wherever cargo can be found.

HOLD ORDERS

Impoundment of a private vessel on which money is owed, ordered at any starport when payments are delinquent. A lending institution will issue hold orders only when it becomes clear that the ship's owners cannot or will not meet their financial obligations.

HOLOZINE

A periodical published in machine-readable form and featuring three-dimensional photographs.

INDEPENDENT MERCHANT OR TRADER

An interstellar trade professional who is not employed by a large corporation, but rather serves aboard a ship (often as part or sole owner) engaged in speculative trade and/or shipping for hire without major corporate sanction. The term has nothing to do with the corporate status of the trader; many independents have incorporated to take advantage of the tax and legal benefits a corporation provides. Rather, the dividing line between corporate merchant and independent merchant is seen as the difference between a ship's reporting to planetside authority or being free to make plans as it goes.

INDUSTRIAL WORLD

A world whose economy is substantially dependent on manufacture of industrial goods for export.

INSYSTEM

Referring to things occurring inside the confines of a planetary system, as opposed to in interstellar space. Insystem maneuvering, for example, is maneuvering a ship within a solar system. The opposite, naturally, is outsystem.

INTERPLANETARY SPACE

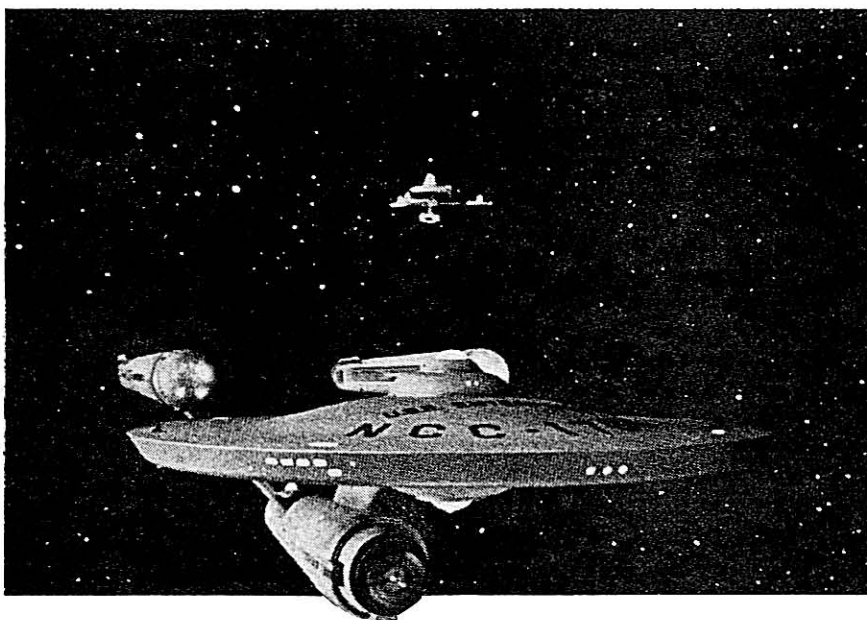
The area of space outside the orbit of any one planet, but still within the gravitational influence of a star (or linked system of stars, such as Alpha, Beta, and Proxima Centauri).

INTERSTELLAR SPACE

Deep space, between star systems.

MASTER MERCHANT SPECIALIST

The official designation for any individual at a UFP/ITA pay grade 8. Such individuals are usually addressed and referred to as Master Trader, and are entitled to put the abbreviation "MMS" after their name when signing official documents, such as a ship's log.



MERCHANT ACADEMY

Any one of many formal training schools for interstellar trade professionals, set up by the UFP/ITA, many planetary governments, and a number of private corporations galaxy-wide. Most offer a full four-year program similar to a college degree program, with an emphasis on professional interstellar trade operations.

MICRO-FUSION

Used to describe or denote devices providing power with compact fusion reactors of standard type. These devices often power vehicles and other major devices or act as portable generators.

ORBITAL CONTROL

The facility responsible for traffic control and coordination of space vessels entering and leaving orbit around a planet, both from the planet's surface and from interstellar or interplanetary space.

PLANETARY TRADE PROFILE (PTP)

An eight-position letter code (nine, counting the Population Rating) that shows the relative value of various import and export categories on a given world. The PTP is assigned and periodically revised by the UFP/ITA, and is used in most areas of the known galaxy in one form or another to guide interstellar traders in planning imports and exports.

"PLANETFALL"

Spacehand's slang for landing or beaming down to a planet. "Hitting dirt" is another common expression.

"PLANETSIDE" ("Dirtside")

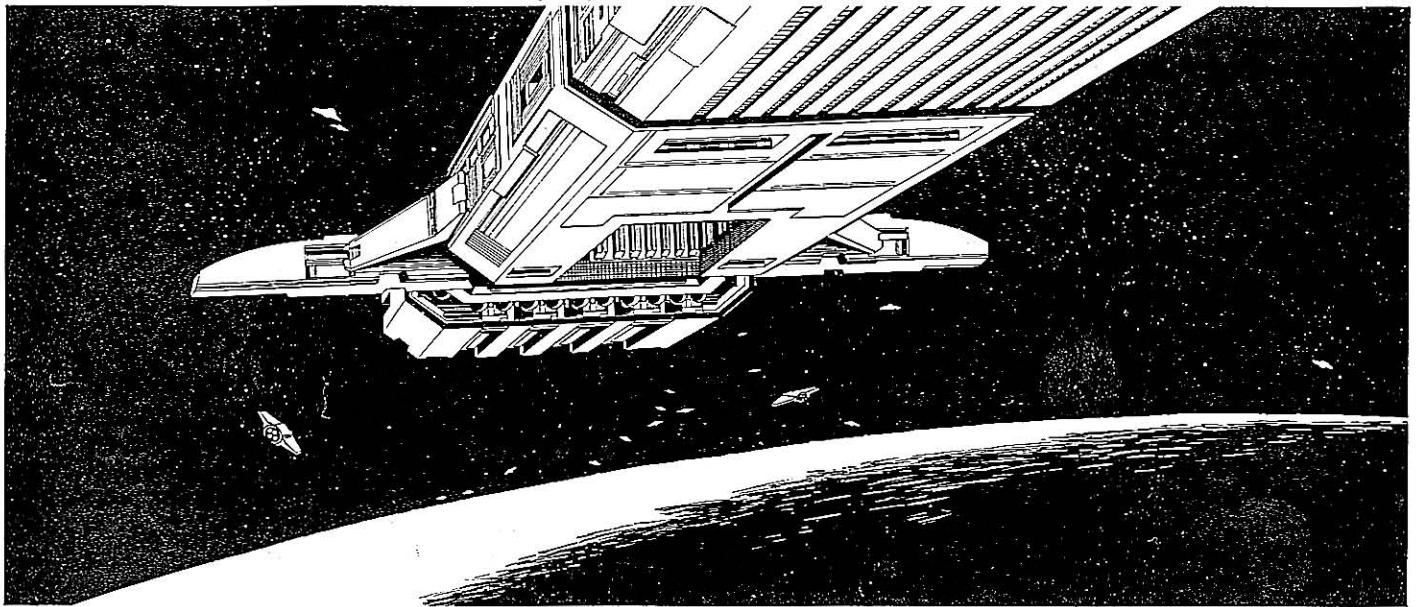
Spacehand's slang for anything pertaining to things on the surface of a planet (for example, "planetside starport" or "planetside corporation"). A slightly more derogatory term is "dirtside".

PORTMASTER

The chief official in charge of the operation of a starport. When both orbital and ground facilities are present, there may be two portmasters, with the ground-based official as the senior portmaster. Subordinates usually control one aspect of the operation, such as Assistant Portmaster for Berthing Operations or Assistant Portmaster for Security Operations.

REGISTRY PAPERS

The documents that establish a commercial vessel's owners, licenses, tax records, outstanding loans, and the home port and government of the owners. All commercial vessels must be registered out of a home port.



"ORBIT JOCKEY"

Spacehand's slang for a pilot who flies only from planet surface to orbit and back, often used in a derogatory manner. The term "system jockey" is similarly used for pilots who never leave planetary space, but this term is less common.

ORION TRADE FAMILIES

The massive family organizations engaged in interstellar trade. These trade families control Orion life far more than the weaker Orion central government.

PAY GRADE

A designation of the UFP/ITA in seven job classifications relating to interstellar merchant operations. There are nine pay grades, numbered zero (0) through eight (8), designating the relative level of expertise held by the individual. Jobs are often advertised as requiring an individual of a certain pay grade, using hiring guidelines set by the UFP/ITA.

PLASTEEL

A widely-used, common form of plastic with the hardness and resistance to damage of strong metal, used for many durable constructions on many worlds. The formula for plasteel is in the public domain, available to any company that wishes to make it, as part of the bequest of its late inventor Janet Chong-Armstrong of Terra.

POPULATION RATING

A single-letter code appended to the Planetary Trade Profile (PTP) of a planet to indicate how planetary population influences the amount of imported goods that planet will consume. This code is used by interstellar traders to aid in planning imports and exports.

ROBOT FREIGHTERS

Cargo vessels that are controlled solely by computers during interstellar travel, with no living beings aboard. Operation of a cargo vessel by computer control within a star system is illegal in most parts of known space. Thus, these ships either have crews brought aboard when they enter a star system, or are met and guided by other manned vessels by remote control.

SCU

See STANDARD CARGO UNIT.

"SQUEEZE"

("Grease" or "Gimmies")

Spacehand slang for under-the-table payments made to planetary officials, inspectors, and the like to "grease the wheels" of commerce to avoid costly delays. These are more common in some ports (notably Orion ports and frontier ports) than in others. The difference between squeeze payments, which some traders consider routine, and outright bribes paid to cover up illegal activity should be noted.

STANDARD CARGO UNIT (SCU)

A measure of cargo capacity used frequently in the UFP and by most known starfaring cultures. One SCU is roughly equivalent to 6.75 cubic meters of volume, or a square of deck space 1.5 meters on a side (given the average 3-meter height of starship decks for Humanoids). One SCU will hold about 200 bushels of agricultural products, or 6750 liters of liquid. When figuring the SCU volume required for a cargo, the figure given includes any special support necessary to maintain that cargo. Thus, liquids and other bulk products are more efficient users of SCU space than such things as live animals and breakables in special bulky packaging.

SHIP BROKER

An individual or firm that arranges ship purchases, deals in used starships, and purchases commercial star vessels from the manufacturer on speculation, transporting them to outlying star systems for resale to merchants.

SHIPWRIGHT

An individual builder of spacegoing vessels or a firm engaged in that activity, specializing in star vessel engineering relating to ship construction rather than in ship design. Those recognized (by the strong unions controlling this activity) as being at the top of their profession are called Master Shipwrights.

SHIPYARDS

A facility where star vessels are built. If in orbit, they sometimes are known as staryards; larger shipyards are of this type. If engaged in building military vessels, they sometimes are called Navy Yards. Orbital shipyards often bear the name of the planetside location where the operation is based. Thus, the major Star Fleet shipbuilding facility in orbit around Terra is referred to as the San Francisco Navy Yards.

SPACEHAND

Any person serving aboard a ship in space. This term has replaced the older term "spaceman" as the preferred designation for crewpersons of all sexes and races.

SPACE VEHICLE TAX

A .01 percent tax on the purchase of all commercial interstellar vehicles operated within the UFP.

STAR CHART

A pictorial representation of an area of space, showing star systems, navigation hazards, etc. Star charts are used in navigation and in planning interstellar trade routes.

STAR FLEET MERCHANT MARINE COMMAND

The Star Fleet agency responsible for supply and transport, which also regulates interstellar spacecraft with respect to trade vessels.

STARPORT

The extended planetary facility for the receiving, docking, landing, and offloading of star vessels. Many starports have orbital as well as planetside facilities. Starports range from large areas of cleared ground where atmosphere-capable ships can land to major facilities covering many acres, with associated landing areas, communications and traffic control facilities, cargo loading and warehousing facilities, ship berths, transport control and dispatching centers, and governmental/customs areas. The term is also often extended to the port cities that inevitably grow up around such locations.

TRADE BROKER

An individual or firm that purchases local goods to resell to traders travelling outsystem, and buys import merchandise from traders for local resale.

TRADE PAIR

A regular trade run where cargo purchased at port A is sold at port B and the money reinvested in cargo to carry back to port A. Trade pairs make money for a time, but are easily exhausted and more vulnerable than triangle runs.

TRADEWORLD

A planet whose economy is substantially based on its position as a center for interstellar trade. Many such worlds are established especially for this purpose.

TRAINED MERCHANT SPECIALIST

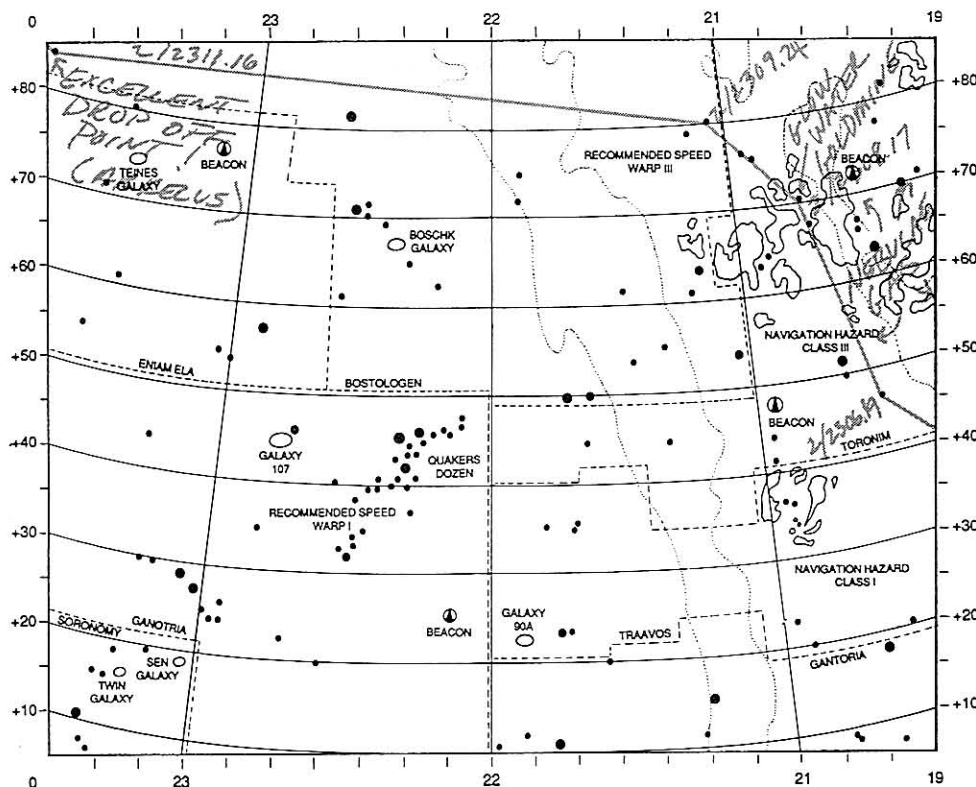
The official designation for any spacehand with a UFP/ITA pay grade of Grade 3 or above. Those attaining this grade are entitled to put the abbreviation "TMS" after their names on official documents such as ship's logs.

TRANSACTION

The small computerized device used to transact cashless exchanges of money by crediting or debiting the user's personal bank card or ID card accounts.

TRANSPORT, COMMERCIAL

A cargo vessel in space that moves cargo in detachable cargo pods or containers, not within its own hull. Such vessels are either "tugs", which pull containers along, or "pushers", which have containers attached to spines, hardpoints, or in front of the moving transport vessel. Sometimes simply written as "transport", when it is clear that the term does not refer to a troop transport. (Compare FREIGHTER)



TRANSPORTERS, BULK

Beam transport devices used only for bulk matter such as water, grain, ore, etc. These devices are connected to bulk storage bins or tanks and draw in bulk matter to be broken down and transported by beam. These devices are often used to beam large amounts of cargo to a planet's surface from a bulk cargo transport (and vice versa). They can move a great deal of bulk matter in a short time, but are totally unsuited for transporting living things or even complex non-living items.

TRANSPORTERS, CARGO

Beam transport devices used to move items or groups of items that are too large for standard personnel transporters. The beam platforms of these units use many nested triangular scanning plates instead of one disk-shaped plate, and

coordinate these segments when re-assembling items. This is an extremely tricky process, particularly where living matter is concerned. For this reason, they are not recommended for use in transporting living beings, though they can be so used in an emergency.

TRIANGLE, THE

An area of space that lies between the Klingon Empire, the Romulan Star Empire, and the UFP. A number of independent governments and non-aligned planet systems are located there. The Triangle has a reputation as a rough-and-ready section of space, and is one of the most active interstellar trade areas known. (For more information, see the UFP/ITA publication, *The Triangle*, available from the UFP/ITA datanet or from FASA Corporation, Chicago, IL, Terra.)

TRIANGLE ROUTE

A regular trade run involving three ports of call, which is made by a merchant ship. Goods purchased at port A are sold at port B and the money reinvested in more cargo, which is carried to port C and sold again. Some of these profits are again reinvested to buy more cargo to carry to port A. Triangle routes are good trade runs for fast profits. Trade runs with more stops are possible, but are not as easy to find or as flexible.

TRIVENTURE TRADE PACT

The interstellar trade association founded between the governments of Terra, Alpha Centauri, and Vulcan. This later expanded to include other space-faring cultures, eventually becoming known as the *Quadrilateral Trade Pact* when joined by the Andorian Empire. This organization was the precursor to the United Federation of Planets.

UNITED FEDERATION OF PLANETS INDEPENDENT TRADERS ASSOCIATION (UFP/ITA)

This private and independent trade association is licensed by the Star Fleet Merchant Marine Command and the Federation Trade Authority to perform many contractual functions for these organizations, including regulation of pay grades for merchant spacehands in UFP space, coordination of testing and certification for interstellar merchants, etc. The organization also maintains a large number of training academies and apprentice programs, and offers placement, guidance, and informational services to its millions of members across the Federation and the known galaxy.

"UP SHIP!"

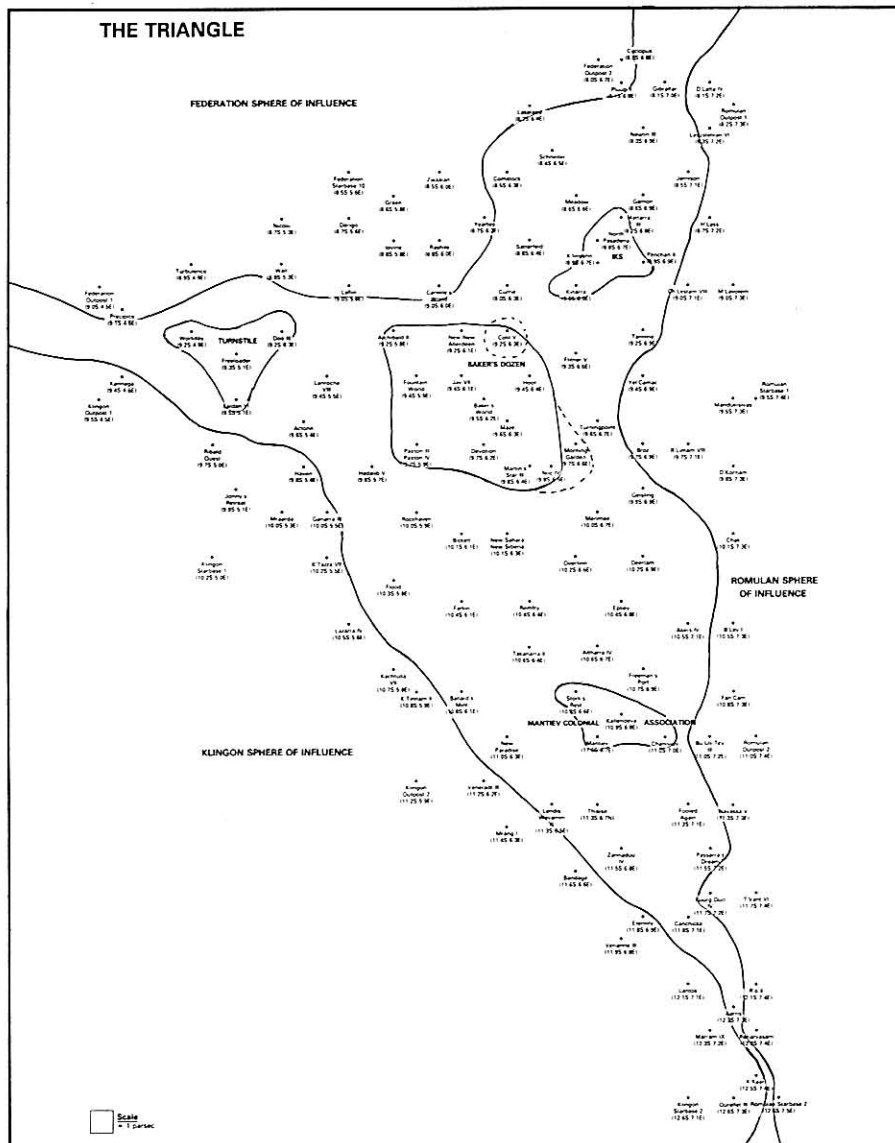
The traditional command for liftoff of a space vessel that takes off from a planet's surface. The term "raise ship" is equally common.

URBANIZED WORLD

A developed world, such as Terra or Teller, whose population is concentrated in large cities that rely on high technology for their support.

ZONE OF TRANSPORT ESCORT

Established during the Four Years War on Reference Stardate 1/9509.07, this area of Federation space bordering the war zone and the Romulan Neutral Zone was closed to unescorted merchant traffic as a result of heavy merchant craft losses. The Zone was abolished Stardate 1/9905. (See also the Star Fleet publication, *The Four Years War*, available from the Star Fleet datanet or from FASA Corporation, Chicago, IL, Terra.)



ATTENTION!

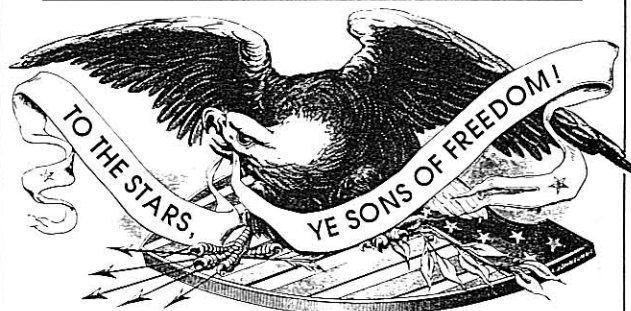
beef
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helium-a-roni
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french dressing
luna pies
peanuts
walrus
goo-goo ga joob®
savoy truffle
vanilla
rocky road ☐
carrotine
hemlock
khol-rabi
syntho-nummies® ☐
styro chips
sheep dip
mangoes
mangonaissie
klignon-ayse ☐
chewable tablets
spuds
amino acids
spiff® childrens' vitamins
dextrose
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SECURITIES AND LOANS**

BECOMING A MERCHANT SPACEMAN

by Master Trader Kevin Devlin

TOMORROW'S SPACEMEN

Who answers the call of Endless Space, taking up the life of a merchant spaceman, and for what reason? The drive to explore what lies beyond one's immediate grasp is universal among intelligent species, as shown by the recorded histories of all known civilizations.

Those races whose primitive ancestors could see the stars have been strongly drawn, as the early history of Vulcan, Terra, Andor, and most other worlds with clear skies and dark nights show. Even on the perpetually cloudy water world Paldon V, a basic longing of the native aquatic race to rise above the water's surface and ever-present clouds is noted in their earliest recorded literature. No Paldonian ever saw the stars before the race was contacted by a Federation scout, though their advanced civilization had long since explored their atmosphere, building permanent habitats above the surface of their world ocean. Even so, at the time of First Contact, they already had plans for rocket probes to scan beyond their cloud layer. Less than two years later, 17 Paldonians were UFP/ITA members, serving aboard ships that called on water worlds.

It is not the pure desire for profit that prompts those who become interstellar merchants. Along with the drive for exploration goes a desire to shape what one finds to one's needs and to return home with the best of what the Unknown has to offer. It is this basic desire of intelligent beings to go out and return, bringing back more than they had before, that motivates the interstellar trader.

Trade is the most basic of interactions between cultures, and the methods used for trade say much about a civilization's cultural development. Disregarding specifics (for what is valuable in one place may be totally worthless in another) the more advanced a civilization becomes, the more value it places on intangible qualities in trade. Even a primitive will trade for food; only a sophisticate will trade for philosophies. Even so, new ideas and new thoughts are exchanged each time a member of one civilization buys from another. In the long run, such basic interactions are often far more effective than sophisticated diplomacy. The desire to make such contacts and absorb something of another's culture is also a motivation for the trader.

Because those who strive for a common goal forge bonds that cross gaps between cultures and races, merchant spacemen are members of a common band. The common salutation "Brother Trader" among members of the interstellar merchant's fraternity is no accident, nor is it an empty phrase. Despite his origin or beliefs, a trader always has a common bond with another trader. This is not to say that there will be no disagreements. Turning disagreement into agreement is, after all, a trader's profession. But even through disagreement, there is the knowledge that two traders share something basic—a desire to exchange something of value and to gain more than one possessed before.

Space is the richest territory a merchant has ever known, because the frontiers are endless and ever-widening. It is always along the frontier that a merchant can truly make a difference. Pioneers are the best customers, for they most badly need what

the merchant can provide—the tools for building their homes and the touches of their native places that link them to their origins. As long as there are pioneers, there must be merchants to support their efforts, and such merchants will always prosper.

As you can see, the motivations for entering this field are nearly as varied as the beings making the choices. If any of these motivations strikes home with you, the merchant spaceman's life may indeed be what you seek.

Merchant spacemen come from every known intelligent culture, and every known background. There are merchant careers for every interest. The merchant's life is available, not only to the being who yearns to travel, but also to those who enjoy encountering different ideas and individuals but prefer the security of planetside life. Trade brokers in spaceports get some of the best of both worlds, enjoying a stable personal life while interacting daily with space travelers and cargoes from everywhere in the known galaxy.

Trade operations require the most vital of business decisions every day. The rewards for being correct are great, but the chance for error is equally great. A trader's errors in judgment are multiplied by the great distances involved in trade between solar systems, so that a trader can be sure that his every business decision *matters* in the course of events.

The individualist can truly exercise freedom as a trader, while still obtaining training from those with experience in the field. After academy training, apprenticeship, or entry through the ranks, traders who want to be their own bosses have every chance of making it on their own. The field of interstellar trade is the one business where an independent can still be competitive, as there are always more customers than there are traders. In frontier areas such as the Triangle or the Organian Treaty Zone, independent traders thrive alongside bigger mercantile corporations.

For those who want to get ahead in an organization, promotion comes fast in merchant service for those who deserve it. Individual initiative and *results* are what matters to shipping companies and trade operations, and those who distinguish themselves share in the immediate rewards when their work brings profits for the companies that employ them. In Star Fleet, most officers are recruited and trained as an elite group, separate from the rank and file. Among merchants, a large number of merchant ship captains and others in top positions come from apprentice programs or work their way up from positions of limited responsibility.

In recent years, the life of a trader has opened up new horizons for those in medical and scientific career lanes. Though the merchant training programs offered by the UFP/ITA and similar organizations do not generally include these specialties, many medical and scientific professionals at every level sign on with trading organizations. Testing and quality control laboratories run by trade brokers and shipping lines employ many biologists and chemists. Research projects in all fields of science

related to transport development are operated by large trade organizations. Medical personnel face new challenges and new horizons aboard passenger vessels and trading ships.

Whatever your career goals, chances are you can pursue them as part of the interstellar trade profession, making the life of a merchant spaceman one to investigate when planning a future.



STAR FLEET VETERANS

The life of an interstellar independent merchant is often pursued by retiring Star Fleet personnel, and provides an ideal career for a former serviceman who wishes to stay in space. Many Star Fleet veterans can retire quite young, and such persons have a big head start in obtaining the skills needed for this challenging profession. In addition, contacts made in starports and trade corporations while serving in Star Fleet (particularly in the Merchant Marine Command) are invaluable. Furthermore, Star Fleet and the UFP Council encourage veterans to enter merchant life by offering favored status to Star Fleet veterans in obtaining guaranteed loans for the purchase of small merchant vessels. Also, retiring Star Fleet personnel often have back pay or retirement benefits that can go a long way toward financing such ventures. This can make entering the merchant life after service in Star Fleet very attractive.

There are even special organizations for veterans who become traders, with the UFP/ITA's own Fleet Veterans Trade Alliance and Marine Veterans Trade Alliance (for Star Fleet and Federation Marines veterans respectively) being two of the most prominent. In the UFP/ITA, these branches of the overall organization often take the lead in providing liaison services between the military and private-sector traders, including offering advice and legal assistance involving retirement benefits and loans.

TRAINING TO BE A TRADER

An individual must have special training to become a successful interstellar merchant, either as an independent or as the valued employee of a shipping line or trade concern. To provide this training to the young beings who will form the next generation of interstellar entrepreneurs, the UFP/ITA operates a number of programs that meet the needs and background of nearly every qualified applicant.

MERCHANT ACADEMIES

For those who seek a formal education with a broad base of academic programs aimed toward a career in interstellar trade, the UFP/ITA operates more than 30 merchant academies within the borders of the Federation, including major four-year programs available on most

APPRENTICESHIP PROGRAMS

Promising individuals who for some reason cannot attend a merchant academy may be eligible for the UFP/ITA Apprentice Training Program. This training program places applicants of age 18 or over (with exceptions as noted above) as apprentices with trained, experienced UFP/ITA traders in active merchant work across the known galaxy. Apprentices work for their assigned sponsors to earn their keep and in return receive a program of instruction designed to supplement their work experience.

An apprenticeship lasts for three solar years. During the first 18 months, the apprentice is well-grounded in the general skills and studies necessary for every interstellar merchant. The apprentices are then screened with a series of evaluation

The UFP/ITA operates a number of programs.

major UFP homeworlds. It also sanctions the curricula of more than 140 other such schools that are operated by planetary governments, trade organizations, and private or public corporations throughout the Federation. Students enter these academies at the age of 18 in most cases, though exceptions are made for those individuals whose normal racial lifespan differs greatly from that of most Humanoids, or for veterans of the UFP armed forces who enter academies after their tours of duty are completed.

Most of these schools place their emphasis on classroom study mixed with practical experience. The first two years of study are usually devoted to a general curriculum equivalent to any good general education program at any mid-level college or university. During the final two years, the academy student trains in the special knowledge of a particular field of interstellar endeavor. These specialty schools include programs in starship engineering, piloting and navigation, communications, security and support, and, of course, trade and finance.

UFP/ITA merchant academies offer the full collegiate experience for the student, encouraging the development of well-rounded individuals, not just single-minded specialists. Students live, work, and interact with others who share their interest in the life of an interstellar trader.

A wide variety of financial aid programs are available to the deserving student, with such programs administered according to need and potential. UFP scholarships and grants, privately-funded scholarships, and Federation-insured student loan programs are all available.

tests, and especially promising individuals may obtain grants for advanced studies at a merchant academy. The rest proceed for a second 18-month program of specialized training in one of the same areas noted above for specialty training in the merchant academies. During this time, the apprentice works closely with one or more working professionals in her/his chosen line of specialized work.

UP FROM BELOWDECKS

The UFP/ITA is also always on the lookout for individuals with potential from the ranks of the belowdecks workers aboard UFP merchant vessels. From those laboring in non-specialized tasks in or about the interstellar trade industry (freight handlers, clerical assistants, sales personnel, etc.), UFP/ITA members sometimes try out the most capable individuals on more rewarding and exciting specialty assignments, under the supervision of trained UFP/ITA members.

When hired laborers serve well in such special assignments, they can receive advanced training on an informal, on-the-job basis that may lead to taking advanced placement or equivalency tests for specialized work. A laborer can thus work his or her way up from a belowdecks job, perhaps earning a shot at an apprenticeship or a scholarship, or perhaps simply rising in status and capability right to recognition as a licensed interstellar merchant. UFP/ITA testing and evaluation procedures assure that those without formal training have a chance to learn skills and enter professions according to their ability, not just their background.

TRAINING OUTSIDE THE UFP

Even if a deserving youngster lives outside the UFP, there may be training opportunities available. Many similar services are available outside the UFP itself, in locations where the UFP/ITA has trade interests, by virtue of the organization's continuing Interculture Training Initiative program.

The Interculture Training Initiative program lends teachers, administrators, and financial consultants to UFP allies and trade partners to help them establish their own academies, apprentice programs, and other training facilities. Many independent worlds have such arrangements, and their programs receive UFP/ITA sanction, allowing their students to be accepted within the UFP/ITA's area of influence as equals with their brother and sister traders of the UFP.

THE UFP/ITA

The UFP/ITA is not a governmental agency. It is rather a non-profit trade association that performs certain functions for the UFP government under contract, much in the same way that the Federation Interstellar Postal Service (FIPS) and the UFP Medical Association perform their functions of delivering interstellar mail and licensing medical personnel. The UFP/ITA performs these functions with a greater degree of efficiency than a government bureaucracy would accomplish, saving the tax money of the UFP member governments and making UFP/ITA independent activities possible at a low cost.

Across the Federation and in many other areas, UFP/ITA guidelines are used to set pay standards for crew positions. UFP/ITA standardized testing and pay grade classifications allow employers to

often referred to as an Interstellar Merchants Ticket. This certification is granted as a result of meeting certain standards of acceptability in general skills involving star travel and the specialty skills associated with the various professions that interstellar merchants represent.

Individuals who learn skills and professions that are not covered by the UFP/ITA's own training programs are still sanctioned and tested by the UFP/ITA when their work takes them into jobs aboard merchant vessels or with trade companies. Medical and scientific personnel in particular still need UFP/ITA certification to practice their specialties in the more demanding environment of space, and UFP/ITA continuing education programs assure they will be ready for such tests.

The UFP/ITA also administers tests for suitability as the captain of a merchant vessel in space. Only individuals who have passed the rigorous tests devised by Star Fleet Merchant Marine Command and administered by the UFP/ITA are granted a license to command a private vessel in Federation space. This license is referred to as a License To Master A Vessel In Space, or more colloquially as a Master's Ticket.

Those obtaining this license are granted all the privileges adherent to being a captain of an independent vessel. These licenses are reviewed and renewed periodically. If evidence is presented that shows a Master as negligent or unfit for command, the license may be revoked permanently by a Board Of Inquiry or temporarily, pending the convening of a Board, by the officer in command of any Star Fleet vessel acting under his or her own authority. There is no greater responsibility than to be Master of a space vessel, and UFP/ITA members who hold this distinction take this responsibility very seriously.

The UFP/ITA is not a governmental agency.

The most extensive such arrangement is within the Affiliation of Outer Free Worlds in the frontier area known as the Triangle. Four merchant academies have been established in the AOFW on Archibald II, Baker's World, Jav VII, and New New Aberdeen, with a fifth proposed on Morning Garden. These are a joint venture of the UFP/ITA and its sister organization, the AOFW/ITA. The AOFW/ITA also runs apprenticeship and on-the-job training programs similar to those in the UFP, and these are also recognized by the UFP/ITA.

A unique arrangement exists within the Organian Treaty Zone between The UFP/ITA and the Klingon Imperial Merchant Fleet. As the Organian treaty requires each side to accept the credentials of the other's merchant vessels, a joint facility on the planet Outreach (in *Klingonaase* called *Natagavrissha*, "that which is handled at a distance") has been established for the joint training of a small number of both Klingon and UFP students. These hand-picked students, who learn both Klingon and UFP merchant procedures, will graduate and become liaisons between Klingon and UFP trade delegations to independent worlds in the Treaty Zone.

By long-standing treaty, the family schools operated by most Orion trade families are also recognized by the UFP/ITA, though their procedures allow for more advancement, based on family status. Graduates of these schools, however, must pass equivalency tests to be granted UFP/ITA credentials for trade within the UFP.

ensure that they hire qualified people. The same system assures the employee a fair wage for his ability and level of responsibility.

UFP/ITA CERTIFICATION

The UFP/ITA administers testing and certification programs for all interstellar merchants operating in the Federation, by contract with Star Fleet Merchant Marine Command. Merchants operating in the Federation do not have to be members of the UFP/ITA (though most are), but testing procedures for licensing such personnel are administered by the UFP/ITA, under Star Fleet's watchful eye.

To serve in a position of responsibility aboard a merchant vessel in space or, in many cases, in a ground-based position affecting maintenance or operations of such vessels, one must possess a UFP Interstellar Merchant's Certification,

ISSUE NUMBER C-8	SERIAL NUMBER 204-B92-29R-F
UFP INTERSTELLAR MERCHANTS LICENSE	
DEPARTMENT OF INTERSTELLAR TRADE AND COMMERCE	
<i>This is to certify that</i> <u>A. JODD KNUTSTEIN</u> <i>having been examined and found competent by the undersigned, is</i> <i>licensed to serve as</i> <u>CHIEF ENGINEER MULTI-ENGINE RATING</u> <i>for the term of 7 years.</i>	
Given under my hand this stardate <u>2/2308.09</u>	
<u>JONAN, ARGELIUS</u> PORT	<u>R. Teteline</u> R. TETELINE, CAPTAIN OFFICER IN CHARGE OF INSPECTION

UFP/ITA MERCHANT PAY GRADE CLASSIFICATIONS

The UFP/ITA sets standard grades for job attainment, responsibility, and pay in seven job classifications. Firms engaged in interstellar trade operations are encouraged to use these designations for job placement and pay determination.

Grade 0 is a classification given to untrained laborers. Grades 1 through 5 are basic grades applied to most wage earners. Grades 6 through 8 are professional grades used to classify highly skilled and well-educated specialists. Those attaining professional grades are tested for directive skills pertaining to leadership and administrative ability as well as specialty skills, because these individuals are expected to be able to direct others as department heads and group leaders.

A given position may be described by pay grade required for the position. For example, a ship's captain looking for a new assistant engineer aboard a large vessel may decide that the job requires an Engineer 4. Those with less training need not apply, but the captain will expect to pay a salary in keeping with the level of training an engineer of pay grade 4 has attained. Similarly, a large trade brokerage seeking an experienced trade negotiator might require the services of a Clerk/Steward 6, to be certain that applicants with UFP/ITA credentials at this pay grade had skills suitable to their needs.

Specific standards for attainment of each grade are different for each job classification listed, but the basic criteria used for determining those standards is spelled out in the UFP/ITA Pay Grade Guidelines established by the Special Committee on Job Advancement Criteria of the UFP/ITA. These are given in the accompanying sidebar.

Criteria are also available for employers who wish to determine what pay grade classification is needed to fill a particular job opening. Employers who use the standard classification system save themselves thousands of credits because they need not run their own testing program or be concerned with tracing down references.

Documentation on UFP/ITA pay grades and job classification services are available for the asking. For specific information on testing, specific criteria, and classification, visit the local UFP/ITA office or connect with the UFP/ITA datanet.

UFP/ITA JOB CLASSIFICATIONS AND TITLES

Engineering	Engineer
Helm/Navigation	Pilot/Navigator
Financial/Clerical	Clerk/Steward
Security	Security Officer
Communications/Technical	Comm/Tech
Sciences	Scientist/Researcher
Medical	Medic/Doctor

UFP/ITA PAY GRADES

GRADE 0: This individual is untrained; no specialty specified. The individual is useful as untrained labor.

GRADE 1: This individual has only minimal training, probably gleaned from working in proximity to trained personnel. The subject is useful as an untrained helper with some familiarity with the terminology and parameters of the field.

GRADE 2: This individual has limited training, gained from working with trained personnel. He may perform well-defined tasks, take instrument readings, or perform basic maintenance work that does not require interpretation of orders or diagnosis of systems.

GRADE 3: This individual has a basic level of training, gained on the job or as an apprentice under instruction. The subject is able to perform routine work in a specialty, interpret orders or diagnose systems within well-established guidelines, and provide normal maintenance support. This is the minimum level of achievement necessary for graduation from most approved apprentice programs. Those achieving this grade or higher are entitled to the designation "Trained Merchant Specialist" (usually written as the abbreviation "TMS" after the name when signing official documents such as a ship's log or maintenance report).

GRADE 4: This individual has advanced training, gained in part on the job but mostly under trained tutelage or in school. The subject is able to perform routine tasks in the specialty with no difficulty and interpret routine orders or perform non-critical diagnostics. The subject is considered to have mastered the basic non-critical techniques of the specialty field. This is the minimum level of achievement necessary to qualify (under UFP/ITA guidelines) for placement as a department head in departments with less than 10 persons total. It is also the minimum level of achievement necessary for graduation from most approved merchant academy programs.

GRADE 5: This individual has operational expertise in the specialty field, gained mostly under trained tutelage or in school. The subject can perform all normal defined jobs, and make reasonable progress in understanding theory or handling unusual situations based on experience. This is the minimum level of achievement necessary to qualify for placement as a department head in departments with from 10 to 49 persons total.

GRADE 6: This individual has professional expertise in the specialty field, gained mostly in school and by experience. The subject is able to direct teams in professional operations, is experienced in theory and practice of the specialty, and is capable of original development of basic techniques. This is the minimum level of achievement necessary to qualify for placement as a department head in departments with 50 persons or more total.

GRADE 7: This individual has advanced expertise in the specialty field, gained in school and through extensive professional experience. The subject is able to direct teams in professional operations of a highly technical nature and in theoretical development, and is capable of advanced development of techniques and theory.

GRADE 8: This individual has master level expertise, gained in advanced schooling, research, and through extensive professional experience. The subject is able to direct teams in original research and development of new techniques and theory or in advanced operations of major importance, and is capable of major advances in technique or theory. Those achieving this grade are entitled to the designation "Master Merchant Specialist" (usually written as the abbreviation "MMS" after the name when signing official documents).

There are no grades defined by testing or placement above Grade 8, though this highest grade includes a wide variety of experts from local chiefs of large private security forces on tradeworlds to Nobel Prize winners in the sciences. Placement in advanced Grade 8 positions is largely a subjective decision based on an applicant's record. The suggested pay scale for Grade 8 personnel, however, is very much a minimum guideline. More prestigious or experienced individuals can command much greater salaries than the minimum.

UFP/ITA MEMBERSHIP REQUIREMENTS AND BENEFITS

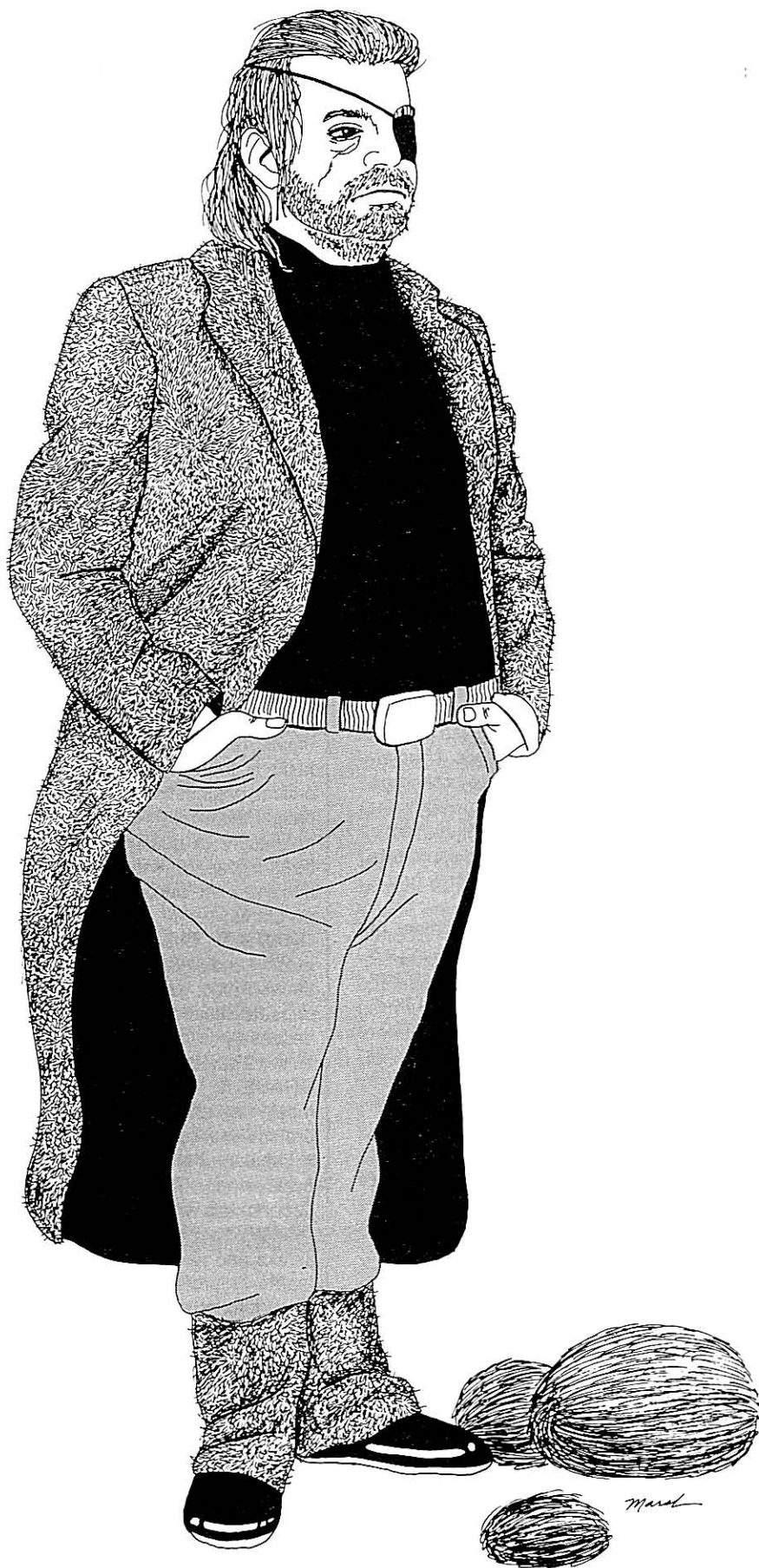
UFP/ITA membership is open to any being who serves aboard a merchant vessel in space, or in any profession or position affiliated with the interstellar merchant trade. Dues are assessed on a sliding scale according to expected income and pay grade, and are very reasonable even at the highest income levels. Dues and assessments are kept low, despite the broad range of UFP/ITA activities and programs, because of income from administration of many official UFP programs relating to interstellar trade.

Members of the UFP/ITA can draw upon the vast array of facilities and programs offered traders within the organization. UFP/ITA offices are maintained all through the UFP and in many locations outside the Federation where members have trading interests. In locations where there is no local office, a UFP/ITA liaison may be available, usually a retired trader still serving the organization by acting as a local contact.

UFP/ITA offices and some liaisons maintain listings of local shippers who have cargoes to be transported by independent haulers, and consulting these listings is free to UFP/ITA members. A directory of members seeking employment aboard ship or planetside is also maintained, as is a file on local businesses whose questionable activities may have been brought to the attention of local members.

UFP/ITA members may call upon other members for help in time of disaster. Local offices can arrange for emergency services, putting members in contact with other members who can help.

Most of all, the UFP/ITA acts as the voice of the independent trader in public affairs. The powerful UFP/ITA Political Action Committee supports the issues that are important to traders, and acts as a watchdog over governmental agencies involved in trade regulation. Throughout its history, the UFP/ITA has been instrumental in setting the trade goals for the entire Federation. It fiercely protects the interests of its millions of members. The UFP/ITA is not a union, nor is it simply a trade association of large corporations. It is corporate employers, trained employees, and independent operators working together to keep the interstellar trade lanes open.



THE CORPORATE MERCHANT

by Jackson McLain

Careers in corporate interstellar trade are varied and rewarding. As markets and the frontier expand, the trading companies and shipping lines of the UFP grow with them. Thousands of new jobs open up every week. Opportunities, pay and benefits have never been better.

In this article, we will take a look at several corporations engaged in interstellar trade operations, and examine some typical positions available in these corporations and the requirements for them. In conclusion, we will discuss how pay and benefits in the corporate sector compare to Star Fleet pay grades and non-trade associated employment.

TRADING COMPANIES AND SHIPPING LINES

Although small independent traders make up a large percentage of the trade in the Federation, trading companies have a place as well. These organizations usually have bases on large planets, but their ships make stops at almost any planet with a spaceport. Almost any cargo can be shipped by a trading company. In addition, passenger service from one planet to another is possible in many cases. There are differences between trading companies, shipping lines, and passenger lines, as mentioned below.

PASSENGER LINES

More than one person has observed that being a passenger on some liners is like being a piece of cargo. In many ways, that observation is valid. From the operations and financial standpoint, hauling passengers is similar to hauling cargo, but passengers require more support services, more care, and tighter scheduling than most cargo.

Passenger lines and cruise lines are organized similarly. Cruise lines must concentrate more on entertaining passengers, while passenger lines must concentrate on adherence to a schedule and anticipation of changing transportation needs.

Some passenger lines carry cargo as a sideline, but few of these have been truly successful. Combined passenger/cargo vessels tend to be inefficient due to the compromises that must be made between the needs of passengers and the need to keep cargo-hauling costs down.

TRADING COMPANIES

Trading companies buy and sell trade items on speculation. That is, the company buys cargo in one area and moves it to another, hoping to sell it for a profit. Trading companies take bigger risks than shipping lines in the hopes of making bigger returns. Some trading companies also haul cargo-for-hire for a steadier income at low risk to supplement the trading business in hard times.

SHIPPING LINES

Shipping lines carry cargo on a for-hire basis. Their profit margin is small, requiring a line to move a lot of cargo to make a go of the business. Some lines also speculate a bit in trade themselves, to supplement the cargo-for-hire business.

POSITIONS IN CORPORATE TRADE

The popular view of a freighter crewmember as a strong back attached to a weak mind couldn't be further from the truth. Today's trade corporation employee is a trained specialist who is as capable as any Star Fleet personnel in an equivalent position. Let's take a look at some of the areas in which employees have a chance to shine in today's corporate merchant fleets.

CARGO AND FINANCE

The heart of any trade operation is the people who actually buy, sell, and haul the goods. From greenest cargohandler to chief financial officer, each must have a clear understanding of his position and duties in the chain of commerce.

Today's cargohandlers must be trained to operate the latest cargo handling equipment, from running all-terrain tractors and magnocranes to manipulating the latest in A-grav lifters and bulk transporters. They learn to handle heavy machinery and run maintenance checks on delicate hand equipment. Mostly, they learn the *methods* used to load cargo. Delicate Xixxian crystal to bulky Hanthian metallite ore, each type of goods requires a knowledge of the available methods of transport and loading. Modular packing techniques and use of standardized cargo containers must also be mastered, including manipulating such items in zero-G or hostile environments that require suits.

Trade negotiators learn the ways of commerce on thousands of planets, dealing in many languages and just as many sets of practices, traditions, and taboos. Translation devices make learning hundreds of alien tongues unnecessary, but many traders are more comfortable (and more successful) when they understand the subtle nuances of a trading partner's language. Reading a situation, however, is even more important. A good negotiator must be able to translate what a buyer or seller *doesn't* say.

Name: HIGHLINER CRUISES**UFPSC Symbol:** HlnrCr*Home Office Location:* Sirius*President/CEO:* Dal Rigdr*Chartering Organization:* United Federation of Planets*Founding Date:* 2/0207**Stock Profile:** 1B38*Price/Date:* 95.94 Cr on 2/2201*Dividend:* none**Balance Sheet, Year Ended: 2/2201**

Cash	Assets	Liabilities	Ratio
11 MCr	651 MCr	506 MCr	1.28

Business Summary:

Highliner is a popular cruise line based on Sirius. They own 45 *Sunshine* Class and 180 *Argon* Class cruise ships. Each ship has a particular home port and tends to make simple round-trip runs.

Some say the best position in a merchant ship is that of cargomaster. Cargomasters preside over both the movement and disposition of cargo, making them the supervisors for both cargo-handlers and trade negotiators. The best cargomasters combine inspired financial genius with absolute organizational efficiency. (And some say that a bit of the spirit of P.T. Barnum, ancient Terran promoter, lives in the very best cargomasters!) Their expertise in locating, buying, loading, transporting, and selling cargo can make or break a company—far more, it is said, than the actions of ship

PILOTING AND NAVIGATION

The pilots who guide cargo vessels from port to port are an important part of the interstellar trade community. Though the popular conception of these captains, navigators, and helmsmen shows them making safe, well-traveled milk runs, this is not always the case. Such officers must be as skilled as any in space.

Navigation in frontier areas is not as well supported by marker buoys and guidance beams as the better-traveled spaceways near the center of the Federation. Merchant ships on the frontier often find themselves being piloted by dead

reckoning, in the hands of navigators who must know their vessels and the area of space around them with great precision. In closer to heavily populated and heavily traveled parts of space, navigation problems are compounded by the great amount of traffic that exists between worlds. Space only seems vast until you are plotting a course across five populated star systems, avoiding known navigation hazards and attempting to make the best possible time in completing the circuit—while thousands of other vessels are attempting to do the same thing!

Helm duties are no easier for the merchant pilot. On the frontier, unknown dangers crop up as almost daily occurrences. Even the pilot assigned to runs between heavily populated systems in the midst of UFP territory soon learns that jockeying the big freighters and transports is an art unto itself. With cargo far outweighing the ship's own tonnage, problems in maneuvering are compounded as ships are strained to the limits of their design capacity. Insystem maneuver at a busy docking facility requires a light touch and maximum knowledge of a ship's capabilities and operations.

The ultimate position for a merchant pilot is that of merchant captain. A trader captain in space is the monarch of his vessel, and faces the same problems of command faced by any monarch. Merchant captains must be diplomats, teachers, administrators, financiers, and leaders as well as expert pilots and navigators. The ultimate success or failure of their trade operations rests on their shoulders. They are the top local authority for the trade corporation they represent, and they must guard that company's interests while still caring for the well-being of passengers and crew.

Merchant ships on the frontier often find themselves being piloted by dead reckoning.

captains. A cargomaster must be an expert in trade and commerce, and be able to discern true value of a cargo at a glance. Cargomasters also must be able to handle the day-to-day administration of a ship's finances, and be able to deal with the complex bureaucracies and red tape encountered in starports galaxy-wide.

Aboard passenger-carrying vessels, the ship's purser is the authority responsible for seeing to the needs of the passengers. A purser and that officer's assistants serve the clerical and entertainment needs of the passengers, overseeing food preparation and recreational facilities. The purser, in cooperation with the ship's security officer, is responsible for safeguarding the stored valuables of the passengers.

Planetside, many more cargo and finance specialists are employed to interface with interstellar traders as liaisons, buyers, and trade negotiators. They are the life's blood of any trade brokerage concern, being responsible for finding and purchasing goods locally that can be resold to traders for off-planet shipment. Trade brokers are experts in both their planet's import-export regulations and the loopholes that can save a company MegaCredits. Planetside brokers must be both expert negotiators and very competent administrators, as well as savvy traders. Planetside financial officers and advisors need to have an insider's knowledge of the stock and commodities markets and a background in economics and mathematics.

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Name: SATERLUY TRADING COMPANY

UFPSC Symbol: SatTC

Home Office Location: Terra, Sol

President/CEO: James C. Saterluy

Chartering Organization: United Federation of Planets

Founding Date: 2/1702

Stock Profile: 3C96

Price/Date: 55.85 Cr on 2/2201

Dividend: none

Balance Sheet, Year Ended: 2/2201

Cash	Assets	Liabilities	Ratio
65 MCr	830 MCr	822 MCr	1.01

Business Summary:

Owned by James Saterluy, Saterluy Trading Company is a medium sized trading company located on Terra. They will buy and sell almost any sort of cargo, but prefer luxury goods. Saterluy tends to operate within a 2000-parsec sphere around the Sol system.

Saterluy owns 47 Argon Class tradeships and 130 Zeus Class robot freighters. Saterluy's ships are all in very good condition and are extremely dependable.

REPAIR AND ENGINEERING

When a merchant vessel is all alone in space, all hands must depend on her maintenance and engineering officers to operate and preserve the ship's powerful yet delicate machinery. Besides the usual drive, power, communications, and support systems found aboard most ships, engineering personnel are responsible for the maintenance and repair of cargo handling and storage systems.

The "black gang" (an appellation from the appearance of the engineering crew from the early coal-fired sea-going ships) aboard a commercial vessel is responsible for the systems that make the ship go, including the massive and touchy matter-antimatter power systems, the warp and impulse drives, and the auxiliary power taps that supply energy to the rest of the ship. These are perhaps the most critical and most dangerous jobs in engineering. One mistake in interpreting a reading can lead to an engine burnout or a much more catastrophic fate if the ship's safety overrides do not act fast enough to prevent a matter-antimatter explosion. Chief of this gang is most often the ship's assistant chief engineer, who is presumably the second most experienced engineering officer aboard. This officer and the members of this team must be knowledgeable in both the physics and mathematical theory behind warp drive, as well as possessing thorough knowledge of warp and impulse drive hardware. They must also be able to perform their duties in bulky radiation gear, and sometimes outside the ship in environmental suits.

The ship's systems chief specializes in the auxiliary devices that keep the ship going, such as deflector shields, communications, sensors, transporters, and the massive and complicated computers. The "systems gang" provides expertise with the theory and repair of all these systems, and must be skilled with them and in computer programming, computer science, and computer repair. They also maintain ship's boats and shuttlecraft. As their jobs also include repairs to hull and superstructure, these engineers must be trained for zero-G work in environmental suits.

Maintenance of all systems provided for the comfort and support of the ship's passengers and crew are the responsibility of the support systems chief and his "support gang". These engineers maintain life support, food processing, ship's lighting and internal power, recreational systems, and all small equipment. Small systems engineers repair items like handheld communicators and electronic tools, while the ship's armorers do the same for hand weapons on ships large enough to

require separate departments for these functions. On smaller vessels, a support engineer must be capable of reprogramming a faulty food processor one day, replacing broken lighting panels that evening, and responding to an emergency life support failure the next morning. On passenger vessels, support engineers perform all needed maintenance in "passenger country" for the comfort and convenience of the paying guests of the line.

Maintenance and design engineers are also employed by large trade corporations for planetside maintenance of ships, cargo handling equipment, shuttles and ground transport, and buildings and facilities. Experienced starship engineers can also aspire to work as design consultants for shipbuilding firms planetside or as workers in orbital drydocks and other planet-circling facilities such as orbital factories.

SECURITY

This department is more important than it might seem at first glance, particularly aboard ships carrying passengers. The security officer is responsible for all areas of shipboard safety and for protection of crew, passengers, and cargo from intrusion or dangerous situations inside a vessel. On cargo vessels, security personnel guard cargoes during onloading, flight, and offloading. They also accompany trade negotiators on planetside excursions, a particularly important job for frontier merchant operations opening up new ports of call far from the UFP.

In passenger ships, security personnel protect the passengers and act as spacegoing police, carrying the authority of the ship's captain to maintain order, enforce the ship's regulations, protect the belongings of passengers and crew, and mediate problems among the passengers. They also form the last line of defense against hijackers or pirates engaged in boarding actions.

Planetside, security personnel are employed at every spaceport and private facility as watchmen and guardians of the safety of all using the facility. On trade-worlds and corporate-operated freeports, a private security force may be the only local police agency in existence, in which case they fill all the traditional police duties of investigation and incarceration as well as private security duties.

Security personnel in all these situations need to be skilled with both lethal and non-lethal weapons, and in hand-to-hand combat techniques. They must also be able to provide first aid on the scene in emergencies, be familiar with the laws and police procedures of their area, and be able to operate the communications, vehicular, and defense equipment they are issued.

SPECIALTIES

Many specialized professionals are employed by interstellar trade companies as support for their operations. These professionals may not be directly engaged in trade, but they are an important part of the corporate family nonetheless.

Name: TRIANGLE SHIPPING

UFPSC Symbol: TriShp

Home Office Location: Comstock, Schull

President/CEO:

Chartering Organization: United Federation of Planets

Founding Date: 1/9904.30

Stock Profile: 2F42

Price/Date: 27.05 Cr on 2/2201

Dividend: none

Balance Sheet, Year Ended: 2/2201

Cash	Assets	Liabilities	Ratio
44 MCr	534 MCr	517 MCr	1.03 Cr

Business Summary:

Triangle Shipping is a small shipping company located on Comstock. Their primary business is contracting to carry for most planets and companies in their area of the Triangle. The company also does some brokerage of cargoes, but they have not done well in this endeavor.

Triangle owns 122 ships at this time, including 36 *Nilron* Class, 40 *Argon* Class, 20 *Liberty* Class, 14 *Laweya* Class, and 12 *Zeus* Class freighters. These ships are well maintained, thus Triangle keeps most of their ships in operation at any given time.

Medical personnel are assigned aboard ships and at planetside and orbital facilities by most trade organizations. Shipboard medics are necessary to meet the needs of the crew and, on passenger vessels, of the passengers as well. Large planetside facilities often have clinics or dispensaries, especially at starports where trauma victims must be treated quickly on the scene in the event of a starship or landing craft crash or dock-side accident.

Personnel trained in the sciences are also employed by trade companies. Planetside, these individuals may work in inspection or quality control laboratories at spaceport facilities. There, testing is done to assure the purity and safety of goods like foodstuffs and textiles coming in from offworld sources. In space, scientists and lab technicians serve aboard larger trade vessels as advisors on planetary conditions and exploitation of planetary resources.

One of the most interesting new fields for traders is the profession of trade scout. Trade scouts use fast courier ships to investigate worlds along the frontier and negotiate trade agreements with newly contacted cultures. The drive

Many specialized professionals are employed by interstellar trade companies as support for their operations.

of intense competition often sends these teams of specialists to contact cultures very soon after they are first reported by Star Fleet or independent scouts. Thus, these trade negotiators may have only the sketchiest of knowledge about the worlds they visit. The job is occasionally hazardous, but always new and exciting.

These missions require the expertise of individuals trained in trade and commerce, and of the best pilots and security personnel. Scientists are also important to such ventures, to study the resources of a planet and discover what can be exploited by the newly contacted culture as trade items for export. Trade scouts can help a newly contacted society make a smooth transition from a single-world economy into membership in the galactic trade community. They provide a valuable interface between these new worlds and the worlds of the Federation.



PAY AND BENEFITS

Pay for jobs in corporate trade is usually determined by UFP/ITA standard pay grades. In this section, pay for each of the UFP/ITA pay grades is given, and some examples of jobs that fall into each classification are entablatured. Pay rates for Star Fleet ranks also are listed for comparison purposes.

PAY RATES FOR UFP/ITA PAY GRADES

Regardless of classification, UFP/ITA standard pay grades are given comparable pay rates, as shown in the accompanying table. The table only gives basic pay rates, with modifiers applicable for unusual responsibility or job requirements. The rates for both UFP/ITA and Star Fleet are assumed to be all found, which means that room and board aboard ship are provided in addition to the wage. Were this not the case, the rates given in the tables would be much higher.

If a single individual holds two jobs that are combined normally aboard a small vessel, the larger of the two salaries is paid, with the appropriate bonuses for that salary. An individual who is temporarily required to handle the responsibility

for two jobs is likewise paid the higher salary and bonuses. The exception is the ship's commanding officer, who acts as cargo purchasing agent on a ship where there is no cargomaster. In such a case, the Captain's Purchasing Bonus is paid in addition to the captain's normal bonuses.

The owner of the trade operation may pay any amount of salary he wishes, as long as it is higher than the rate given for the pay grade. Many private vessels and trading companies pay year-end bonuses to the crewmembers, based on years of experience and service. These are usually paid at the end of the corporate year. The amounts vary, but a typical bonus would be one-tenth the monthly pay multiplied by the years served. Thus, an officer who had served six years could receive a bonus of 360 Cr.

One final benefit may be provided: profit sharing or commission. When the employees are acting as buyers for the trading company, they may be awarded a bonus based on the profit that their ship made for the company. The amount of the bonus will vary, but a bonus of from 1 percent to 5 percent is not uncommon, paid either on a monthly or yearly basis.

BASE PAY RATES FOR UFP/ITA PAY GRADES

Grade	Pay Per Month
GRADE 0	300 Cr
GRADE 1	350 Cr
GRADE 2	500 Cr
GRADE 3	1000 Cr
GRADE 4	1300 Cr
GRADE 5	1800 Cr
GRADE 6	2300 Cr
GRADE 7	2600 Cr
GRADE 8	3000 Cr

MODIFIERS ADDING TO BASE PAY

Officers (Scientists, Watch Officers, Bridge Crew, Security Chief)	+ 300 Cr
Department Heads (Chief Engineer, Science Officer)	+ 400 Cr
Chief Medical Officer	+ 500 Cr
First Officer	+ 550 Cr
Captain	+ 600 Cr
Fleet Captain (in charge of several vessels)	+1000 Cr
Captain's Purchasing Bonus (captain buys cargoes)	+ 200 Cr

STAR FLEET PAY GRADES

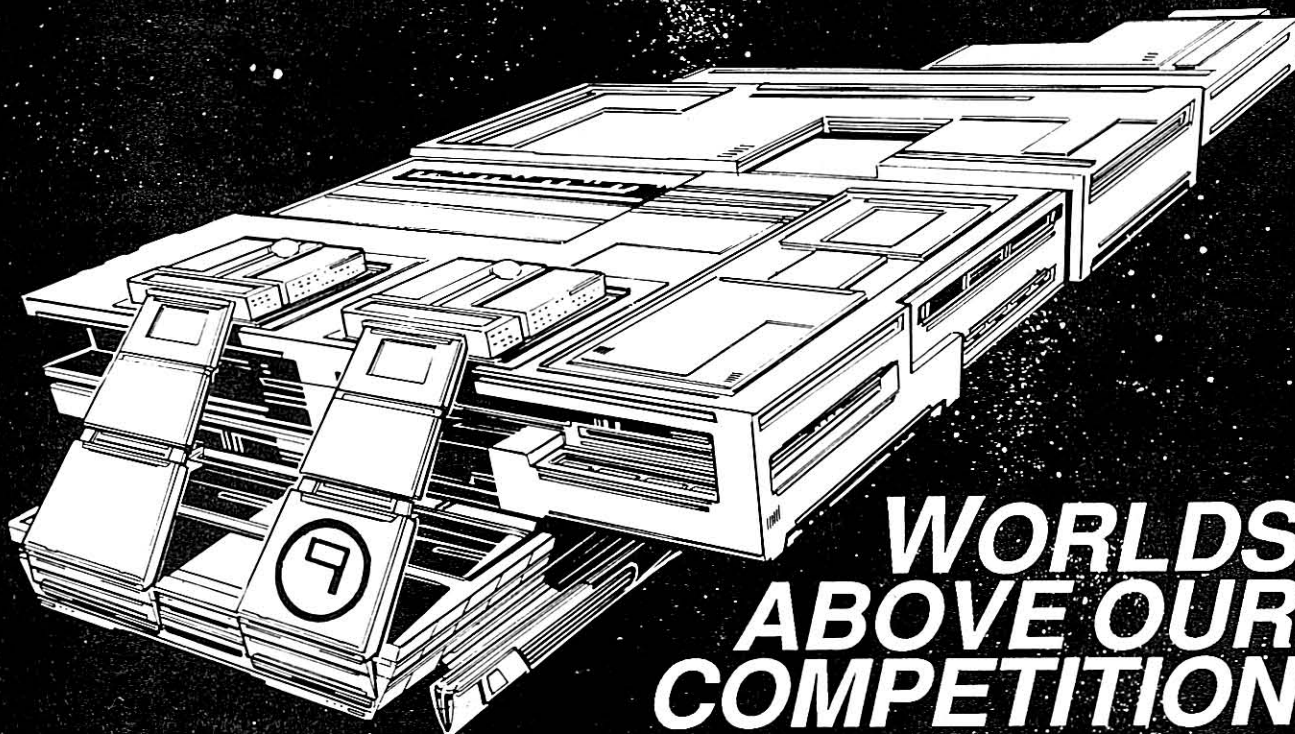
Rank	Pay/month
Admiral	4800 Cr
Commodore	4000 Cr
Captain	3400 Cr
Commander	2800 Cr
Lieutenant Commander	2400 Cr
Lieutenant	2000 Cr
Lieutenant, junior grade	1800 Cr
Ensign	1600 Cr
Cadet or Midshipman	400 Cr
Chief Warrant Officer	1400 Cr
Warrant Officer	1300 Cr
Master Chief Petty Officer	1400 Cr
Senior Chief Petty Officer	1000 Cr
Chief Petty Officer	900 Cr
Petty Officer 1st Class	700 Cr
Petty Officer 2nd Class	600 Cr
Enlisted 1st Class	500 Cr
Enlisted 2nd Class	400 Cr
Recruit	400 Cr



ATTENTION!

ATTENTION!

ATLAS CARGO **>>>**

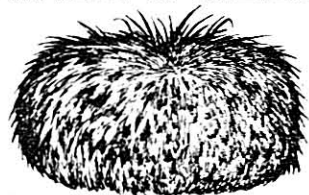


**WORLDS
ABOVE OUR
COMPETITION**

**TROUBLED BY
TRIBBLES?**



**WE BUY ALL
KINDS & SIZES**



**PERCULATOR
FURRIERS**

JUST ASK FOR HANZ

**THIS
SPACE
FOR
RENT**

THE INDEPENDENT MERCHANT

By Paul Jesse

The heart and soul of interstellar commerce is the independent merchant ship, plying the trade lanes in search of profit. The rapid expansion of the Federation into the galaxy could not have been supported by a formal merchant marine service or large corporate trade organizations alone. The Star Fleet Merchant Marine Command must concern itself mainly with supplying the fleet and performing the essential support efforts that an organized body like the Federation must maintain regarding trade and commerce. Large corporations supply large-scale trade needs, but their operations are efficient only because of their size. They require well-established, safe trade lanes, which must be blazed by others. They cannot exist on the frontiers by themselves, but must wait until those areas are opened up by the hardy, stubborn, and enterprising independent. In the words of the immortal trader Sarah Hastings, "We are the lifeline of the pioneers."

Few indeed are the spacehands who have not considered the freedom of independent status. Even though they know that freedom includes freedom to starve or be lost in space, the frontiers still abound with independents.

Why? Certainly some do make their fortunes in independent trade, but more never quite manage to break even. Competition against the huge corporations and against the big family-owned trade operations of Vulcan and Orion is tough, especially in the first few years. UFP/ITA statistics show that an independent single-ship captain/owner or part-owner crewmember will make 39 percent less on the average during the average lifetime than a corporate-employed individual in the equivalent job.

Perhaps interstellar traders go independent because the range is greater. As an employee, one never goes hungry but one never (or very rarely) makes the big haul that nets a fortune. The corporation may profit big, but the individual employee shares those profits only in a limited way. As an independent, however, one *directly* benefits from a windfall. The fact that one is directly affected by a financial catastrophe is something that is perhaps ignored in the pursuit of possible wealth.

This may indeed be the reason, but as a trader myself I don't believe it for a moment. The true reason that the independent risks it all is the knowledge that, win or lose, he is master of his own destiny.

In this article, we will discuss the concerns that face an independent merchant on the frontiers of space, learning about the life of an independent merchant by examining the decisions that merchant must make to stay in business and stay alive.

KICKING THE WARP NACELLES

What separates an independent trader from a corporate employee is owning a ship. Certainly, many of our sister and brother traders are planet-based independents, but this section will deal with shipboard life, for the most part. The planet-based independent owns a business, but it is not as centrally dependent on a single piece of hardware.

An apocryphal story about the late, great Master Trader Jym Ggavittchh tells of the time his ship the *Fllaad* was boarded by Orion pirates in deep space. The pirate captain had heard of Ggavittchh and, having what he wanted in the trader's ship and cargo, offered to drop Ggavittchh off unharmed at a neutral port. "You've lost your ship," said the pirate, "but you'll be alive." Ggavittchh faced the armed pirate with a look that would be considered especially sour even on a Tellarite and asked with complete seriousness, "Wouldn't you at least *consider* shooting me instead?" According to the story, the Orion was so impressed (or at least amused) that he kept only the cargo and returned Ggavittchh to his ship.

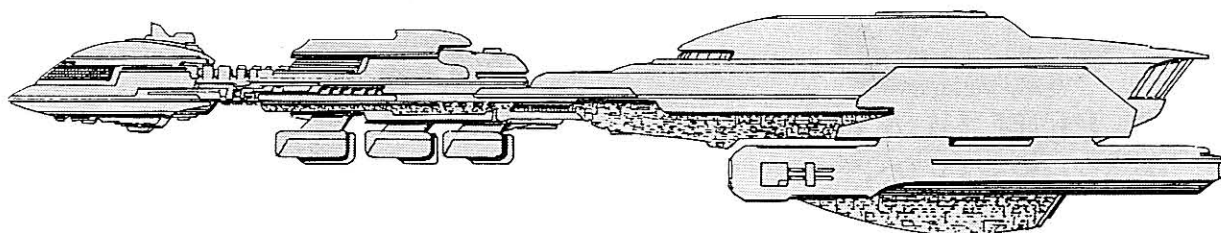
The interstellar trader lives in, for, and by the ship which is his base of operations, freight hauler, and home. Some independents that make scheduled runs do maintain homes planetside. In fact, more than a few have managed to have homes *and families* at *both* ends of a profitable regular trade run. One individual of my acquaintance, always known for overdoing a good thing, managed to have husbands on all three stops of her favorite Triangle run...but I digress!

Distances in space usually require that the trader spend more time shipboard than in any one port. The gypsy trader, who travels from port to port wherever there is cargo, may have no home at all but a ship, and it is often all the home the trader desires.

In any case, a trader's ship is his most important possession. Too often, the spacehand who decides to go independent does not put proper consideration into the purchase of a trade vessel and ends up spending too much effort trying to pay for that mistake over a period of years.

THE RIGHT SHIP

Before choosing a ship, decide what type of ship will be needed. This requires a thorough knowledge of the trading area to be exploited. Examine each point listed and apply that information to the decision of what ship to buy.



Crew Availability

What type of crew will you have aboard your ship? If you can afford to hire any crew you choose, you are probably not the average merchant spacehand preparing to go independent for the first time! If you are on a tight budget for crew salaries, you may have to limit yourself to a small vessel that can be run by fewer crewmembers rating lower pay scales.

One approach for very limited budgets, and one that is often popular among independents, is to cut your crew in for shares of the profits in lieu of part or perhaps all of the normal salary at their pay level. UFP/ITA rules permit this, as long as such crewmembers are granted a proper lien on the ship to reflect their financial interest. On the frontiers, such agreements are common, particularly among traders who have known each other for some time. Many Star Fleet veterans who enter independent trade do so in conjunction with other recently separated comrades in this manner.

Availability Of Passengers

Do you want a ship that is all cargo, all passenger, or a combination of the two? In areas where regular passenger runs are common and cheap, passenger staterooms may not pay for themselves. On the frontier, however, picking up an extra passenger or two for a run may make the difference between just breaking even and showing a good profit on a short trade run.

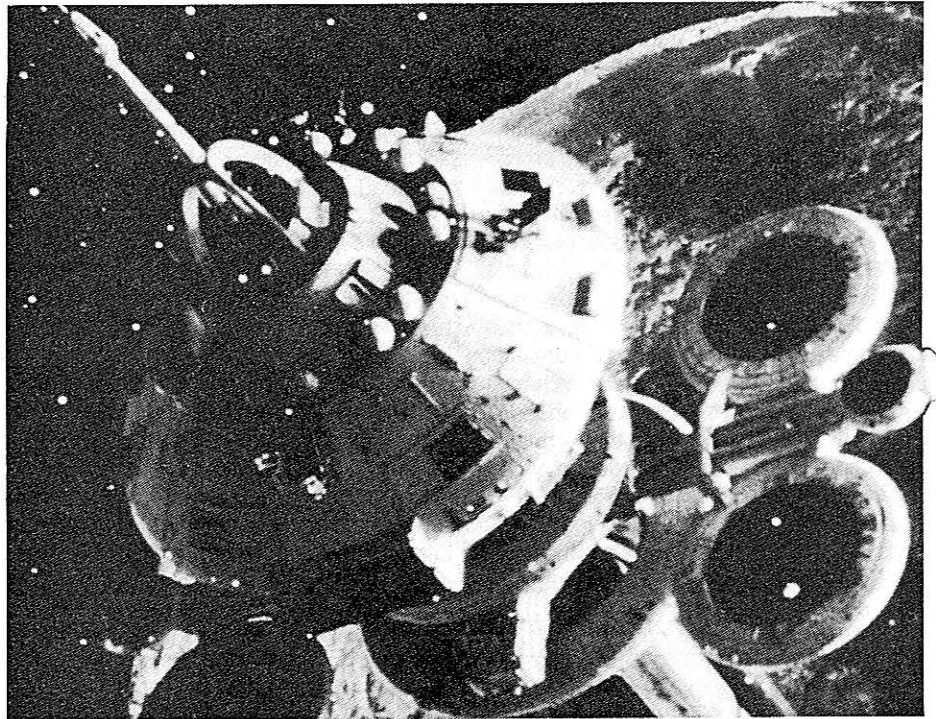
Passenger staterooms are useful when a special cargo must be accompanied by a representative of the shipper, or when the ship is hired out for special runs to supplement trade income. On large cargo vessels, a few extra staterooms is a good idea. On small vessels, the choice is more difficult, and depends largely on the specific types of run the ship is expected to make.

Remember the words of Sarah Hastings: "Running a passenger-and-cargo ship can be like writing a jokebook in Vulcan—a singular experience that is highly unprofitable."

Distances Between Ports

What ports will the ship make, and how far apart are they? This is very important, as it is necessary to know the average distances the ship will travel between stops when considering things like top warp speeds and service requirements. If a ship is too slow to travel efficiently between distant points, it will be too expensive to operate and will not be able to compete with faster vessels. Where distances between ports are shorter, speed is a less important factor.

A ship that must travel long distances without aid must be extremely reliable, and it usually requires more



maintenance than one that makes only short hops. This is not to say that short-distance vessels are able to be unreliable, but ships that are hard to service or have a reputation for requiring constant attention are not suitable for long voyages.

Facilities At Ports of Call

What are the facilities for ships available at the planned ports of call? If a ship will be traveling to small starports a great deal, it may be harder to find proper maintenance materials for a less-popular ship design. If the ship calls upon worlds with no orbital transfer facilities or possibly no starport other than a large stretch of flat land, the ship needs atmospheric maneuver and landing capability, well-equipped shuttles, or versatile transporter equipment for cargo transfer. A cargo transport that hauls standard cargo containers is fine for big starports, but useless for picking up freight on small agricultural worlds that have no facilities for packing, loading, and transferring containerized shipments. For these worlds, a self-contained freighter is better.

If the ports of call have sophisticated maintenance and service facilities, and traffic is heavy, there will likely be a good supply of spare parts available for most ships. If you call at less developed worlds, or ones that get less traffic, a more common and reliable ship type may be called for by the conditions under which you operate.

Available Cargo Types

If you intend to haul bulk grain to agricultural planets, don't buy a ship designed to haul low-bulk miscellaneous cargo. Look at what cargo is likely to be

available in your area of operation, and make sure the ship you choose can efficiently handle such cargo. Also take into account cargo type when choosing the size of your vessel. Bulk cargoes are normally sent in larger quantities, so a small two-man freighter outfitted for bulk liquids is probably not much use. Likewise, you would not want a huge multi-deck ship if you were going to have to make a living by picking up small miscellaneous cargoes here and there.

Cargo Capacity

Use care when examining cargo capacity. More is not always better, especially if much of it has to go empty. If a ship's cargo capacity is more than you can fill on 75 percent or more of your selected runs, you might be better off purchasing a smaller vessel that is less expensive to buy, operate, and maintain. It is better to have to turn away some business than to be constantly scrambling to find enough cargoes to break even.

Do not be too conservative, however. You may want to buy a ship with a bit more cargo space than you will need at first to allow room to grow. In the first growing period of an interstellar trade business, your cash flow will always be tight. If you are successful and want to expand, it is far less demanding on your available capital if you can do so without buying a new ship immediately. Plan for some growth. A ship that has a capacity of 25 to 50 percent more than you will need your first year or two is about right. If the Great Bird of the Galaxy smiles and your business grows faster than that, you will be able to *afford* that new ship.

The Dangers Of Space

Choice of a ship design should be influenced by the safety of the region of space you will have as a trading territory. In well-traveled areas of the Federation, slow, unarmed freighters are most profitable, but in the Triangle and other places on the frontier, one soon learns the value of a ship with fast "legs", good shields, and "teeth".

On tri-d shows, a ship can always shoot its way out of danger, and the spacelanes belong to the biggest guns. In reality, you will not be the person with the biggest guns! The cost of heavy phaser/disruptor hardware will see to that. Arming a merchant ship is recommended only for the merchant who cannot afford to be without such protection in less patrolled areas like the Triangle. Even so, there is

well-patrolled, where the ports of call are all well-established homeworlds and colonies with advanced starport facilities, will have much of the trade already tied up by large corporate outfits. Frontier areas with greater risks (both financial and physical), smaller starports, and plenty of struggling colonies will have less corporate competition around, and more potential for making big profits fast.

Of course, profit potential works both ways. A trading area that allows for big profits fast also allows for financial disasters to occur just as quickly. The ancient Terran financial principle that greater risks bring a greater range of possible returns is absolutely true of the interstellar trade business.

Your choice of a ship should reflect this fact. If you are going to operate in an

small mistake can wipe out all profit for a run. Everything must be carefully planned, but once plans are made, they usually stay the same for a while, remaining profitable over the long run. Where profits are higher, you can be more free wheeling to a point, assuming your mistakes are canceled out by good judgments made elsewhere. New ideas will be needed more often, and your plans will be constantly changed by circumstances. Flexibility is the key.

The Competition

A common failing of beginning traders is that they forget there are an almost endless number of other traders out there competing for the same cargoes and the same credits. A new trading outfit must offer something more than its predecessors, or at least appear to offer more. Established trading firms have the edge, as they already have solid connections. You will have to be faster, more efficient, or perhaps more willing to take a risk on a new idea. If you can't compete in one area, find one in which you do have something to offer. If the local corporate trade firms are extremely efficient in shipping large cargoes to well-established destinations on regular schedules, specialize in small shipments to out-of-the-way places on a moment's notice (and be sure to charge the customer accordingly for the extra service and convenience).

In even the most well-organized and long-established trading community, there are holes where a need is not being adequately met. Find those needs and meet them, and you can't possibly fail to make a profit. In the words of Sarah Hastings, "There is always someone who will buy something new, pretty, and expensive. If the item also has some small amount of real value, consider that a slightly significant bonus."

"If you can run away from it, don't shoot at it."

an ancient Orion word for captains who rely on weapons alone for protection—*llurvem* (literally "life-opposite", or dead).

More important to the first-ship buyer is a ship's speed. Speed works for you all the time by making travel times shorter and so reducing expenditures. It is also important to your safety. The rule of thumb in the Triangle is, "If you can run away from it, don't shoot at it". This may sound like cowardice, but for a businessman it is just good sense. Taking chances you can avoid isn't good business, and risking ship, cargo, and lives unnecessarily is stupid. Given a choice between buying more "legs" and more "teeth", go for speed not firepower.

Many ships carry no shields other than navigational screens, but experience shows that even in relatively safe areas even a limited combat shield capability can make a critical difference. Exactly how much shielding you need depends on where you are operating. Ships operating in frontier areas need more, and ships used part-time as scouts in unknown areas more still. Ships making known runs in patrolled space need less. But having even a weak shield that will be punched through by any heavy weapon can make the difference between taking a crippling hit immediately and deflecting enough of that first shot that your engines are left capable of warp drive. If you have legs and you survive the first shot, you can try to escape. And if the attacking vessel hasn't learned about "legs" vs. "teeth", you may outrun him!

Profit Potential

The profit potential of an area is inversely proportional to how safe the area has become. A trading area that is

area of great profit potential, you should both prepare to take advantage of it and prepare for greater setbacks. Frontier merchants should allow for having more cash-on-hand, perhaps by investing less in a first ship, than those in safe areas. Cash-on-hand is the best buffer against financial setbacks; without it, you can lose your ship by making one mistake in judgment. Money mends a lot of fences. Also, ready cash allows you to take advantage of a hot opportunity you might otherwise miss. As Garggash Dlumppheg said, "One Orion credit is worth much more than a million Orion promises."

Those in frontier areas should allow for more versatility in their chosen ship design. When one area of profitability is suddenly closed due to the rapidly-changing conditions in frontier areas, you will need to adjust your trade methods

"One Orion credit is worth much more than a million Orion promises."

accordingly. When there is a big mining strike, you'll want the ability to shift from miscellaneous cargo (like food and luxury items being hauled to the miners) to bulk cargo (like ore being hauled away for processing elsewhere) smoothly and efficiently to take full advantage of the opportunity. Likewise, if a favored port is closed abruptly due to a change in government (which can come pretty quickly on the frontier), you need to have the range and "legs" to switch to making longer runs for the same goods.

Low-profit potential areas require that you make extremely conservative judgments about everything, because a

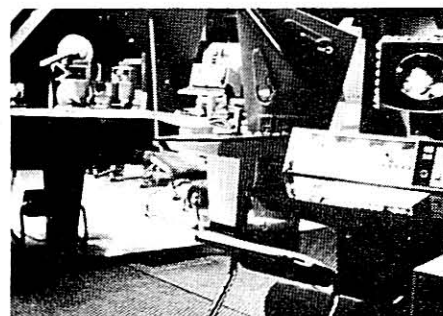
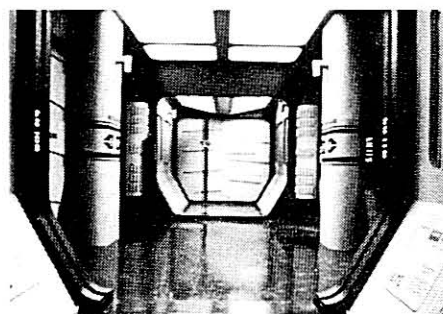
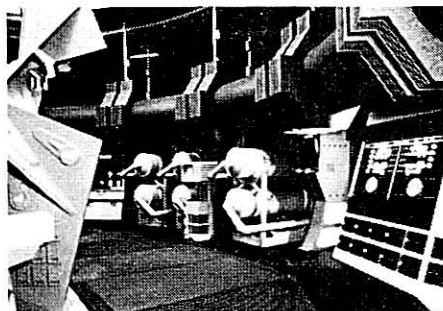
In frontier areas where it is not yet efficient to operate huge trading firms, the independent trader is king of the spaceport. Competition in places like the Triangle is fierce, but it is mostly all on your level. You will be entering a market that is growing, where the need for passenger and cargo transport and demand for goods is far greater than the available merchant traffic can satisfy. The hot markets are farther and farther from the UFP center every year, but the independent merchant, unlike the corporate giants, is free to push outward with the frontier and stay in the zone of greatest activity and greatest profit.

Personal Preferences

Being an independent merchant means you have the freedom to pursue your own aims. Take these into account when choosing your vessel. How much interior space will you want for specialized uses? What kind of crew comforts, recreational facilities, and auxiliary equipment will you need? What talents do you have that will require facilities aboard ship if you wish to take advantage of them to enhance your profitability?

Take your individual needs into account when buying a ship. You will not be able to afford everything you want, but see to it that the basic design allows you to add as much of it as possible later, as your financial position permits.

Most of all, don't choose a design you don't feel comfortable with, even if it meets all your criteria otherwise. You will have to live with your decision for a long, long time, and so it is best to spend a bit more time looking than to grab the first adequate ship that comes along, only to find later that it does not satisfy you at all. An independent merchant's ship is more than a means of transport. It is home, and one should always have a home in which one can have pride.



NEW VS. USED VESSELS

The choice between purchasing a new or used starship is usually made for you by the realities of economics. It is not often that a new independent can afford to purchase a new starship, but a new ship is not always a good buy anyway.

The most affordable of new ships are those based on long-standing designs like the *Monarch*, *Argon*, and *Mission* class vehicles. Manufacture of components for these ships in quantity can bring the initial cost of such vessels down considerably, and this ready availability of components will also keep maintenance costs lower. New designs are very expensive, because starship companies usually try to recoup design costs in the early runs of a ship, not knowing for certain if there will be later runs. The most expensive type of ship is one that is custom-designed for the individual. Only the most affluent of traders can afford such a vessel.

The availability of new ships depends on the development of the planet you are on, and the size of starport it supports. Large starports on urbanized homeworlds or high-technology industrial colonies may have construction facilities, and this is the only place ships may be purchased directly from the construction firms. The closer one is to a center of population, the better one's chances to find a shipbuilding facility where vessels are available for immediate sale.

Starships are almost never built totally on speculation. Only the most popular designs are constructed without a buyer having already contracted for them. Even so, many ships built for a client become available for open sale when the client defaults. Such default is not uncommon, especially by large trade outfits and shipping lines. In fact, some default is planned from the beginning!

For example, a shipping line may order 20 *Monarch* Class freighters for the coming five-year period from one of the many shipbuilding facilities that constructs *Monarchs* or look-alikes. The shipping line pays a certain amount to ensure the delivery of these ships. In actuality, their growth projections indicate they will need only 15 to 18 such vessels in this time period. The additional order covers them in case they grow faster than predicted. The shipyard accepts the contract, knowing that about 10 to 25 percent of these vessels will not be purchased in the long run. This is no problem, as there is a ready market for such vessels, and the guarantee payments made by the shipping line more than make up for the extra trouble of placing the remaining ships with ship brokers for sale. ("Blessed

are they who can sell things that never existed, for they are the true Heroes of Trade."—Sarah Hastings)

Of the ships that become available for open sale, about half are sold to clients who call at the shipyard itself. The other half are usually placed with a starship broker. A starship broker purchases a ship on speculation, then takes it elsewhere for sale to traders based away from industrial planets where shipyards are available. In most such transactions, little money actually changes hands when the ship is delivered to the broker. Instead, the broker pays a small payment to insure the transaction, with the rest to be paid over a long term. The ship is moved by a hired crew (often independents raising money to buy their own vessel) and brought to a tradeworld, freeport, or other popular starport where it is sold for from 3 to 10 percent more than its base purchase price. This additional amount covers moving the ship and taking the risk of finding a buyer, and traders expect to pay more away from a shipyard port. For the trader, it is well worth the extra money not to have to travel to a port off the usual trade runs to obtain the new vessel.

Brokers are savvy individuals who know their potential market very well. They seldom make mistakes, simply because the cost of a starship is too great to risk making an error. Often, they have a buyer in mind long before the deal is closed with the shipyard. Even so, mistakes are made and brokers do occasionally overbuy, and the sharp trader can sometimes pick up a quick bargain by checking around some of the smaller port areas. A ship broker cannot afford to keep a ship for too long, and he may be forced to take a small loss just to move it out and avoid mounting berthing costs and maintenance on a slow-moving design.

Starship brokers also buy and sell used starships. Some act as repossession agents for shipyards and many offer surplus or outdated vessels from government fleets (a common example being *Mission* class scout/couriers, which are easily converted into the freighter version), but this is not necessary for them to obtain used ships. There are always more failures than successes in business, along the frontier especially, and starships of one sort or another are always available.

Used vessels are cheaper and easier to find than new ones, but may be less reliable, or not exactly what you need for your applications. The next section will deal with the perils of purchasing used star vessels.



WOULD YOU BUY A USED STARSHIP FROM THIS MAN?

BUYING A USED STARSHIP

Buying a used starship is a compromise between what you need and want and what you can afford, find, and make to work. Starships are not purchased in the same way one would buy a family gravcar. For one thing, few used family gravcars will put you in debt for the next 20 to 40 years, with monthly payments in excess of 200,000 credits!

The operational life of a starship is measured in decades, and so a well-maintained previously owned vessel should be nearly as good as a new one. All vessels used for interstellar trade that call at UFP ports must maintain a rigid schedule of regular maintenance and pass periodic inspections. Thus, any ship with her UFP/ITA logs in order will meet these minimum standards of regular maintenance and repair.

Even so, it is in the best interests of a trade ship's captain and crew to be extremely careful when inspecting a vessel being considered for purchase. A starship is a complex, expensive, and delicate collection of hardware — and it is the only thing between you and unforgiving Space.

This is not a technical journal, and so a discussion of the mechanics involved in starship inspection is not appropriate here. Instead, bear in mind some critical points in the psychology of ship buying.

First, *never* take the word of *anyone* when it comes to a ship's reliability or operating condition! In the immortal words of Sarah Hastings, "The only greater liar than an Orion ship dealer is the trader who says she got a *great* deal from one!" It is *your* financial and physical well-being at stake! Check everything. On portions of a vessel's anatomy

you are not qualified to check yourself, locate and hire trustworthy individuals whose reports you can trust. No reputable ship broker will object to an independent evaluation of a ship's condition.

Second, remember that a ship is a long-term investment of great importance. Be certain that the ship you choose can earn you more than enough to pay your expenses. Chart the expenses involved before you buy!

Finally, do not lose sight of the age of a ship in considering a purchase. An older ship that is in fine condition now will still require more maintenance than a newer vessel. Generally speaking and all other considerations being equal, a new ship that requires some minor work is still a better buy than a considerably older ship that is in better repair at this time. Once the newer one is fixed, the repairs will generally hold longer than with an older vessel. Do not let relative ages of ships be your only criteria when purchasing, but do consider it as part of the overall list of important points.

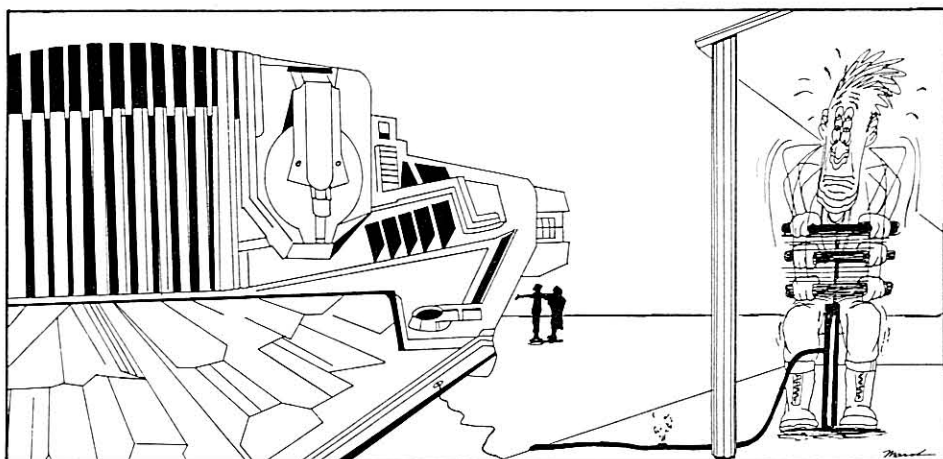
FINANCING A STARSHIP

Starships are not something one buys out of petty cash! Prices of starships, even much-used ones, are measured in MegaCredits. If an individual or even a small group of average traders had to depend on savings or other personal financial stake to purchase a ship outright, there would be few, if any, independent traders at all.

Fortunately, long-term loans can be obtained for interstellar trade ventures. Many veteran traders and others who decide to go independent can qualify for special loan funds administered by the UFP/ITA and backed by the Federation's desire to encourage independent trade. Other locales have similar programs, especially the Affiliation of Outer Free Worlds in the Triangle, which constructed their own trade loan program with UFP/ITA advice and assistance. These loans offer low interest on 20- and 40-year repayment terms, with payments to be made monthly.

Anyone intending to operate an interstellar trade business with a ship or ships licensed within the UFP may apply for the Federation-supported loans, but preference is given to veterans of Star Fleet or the Federation Marines, and applicants who have established good records as active traders working in the corporate sector.

UFP-supported loans with 40-year repayment periods are available to qualified applicants for the purchase of new vessels only. The interest percentage varies, but monthly payments will generally add up to a total paid of between twice and three times the purchase price of the ship. This may seem like a lot, but on a speculative venture like starship loans, this is a rather small interest rate. A 20-year repayment period is available for those purchasing used star vessels, with



DON'T BE FOOLED BY INFLATED PROMISES!

the final total paid being somewhat lower. Check with your local UFP-registered financial institutions for exact rates offered.

Unsupported private loans are also available, but at substantially higher interest rates. An unsupported 20-year loan will be paid off with a final total of almost three times the actual cost of the ship, and a 40-year loan will require the payment of well over three times the ship's value in the long run.

Loan payments are contracted to be made monthly. In practice, the debtor usually makes arrangements for payment deductions to be made automatically from his bank account, so that delays in interstellar communication of transactions do not interfere with making payments on time. Lending institutions are always connected with existing interstellar data communications by subspace radio, which forms the backbone of the UFP's universal monetary system. The same system that allows your ID card to pay for purchases anywhere in the Federation (or even outside it, where UFP financial institutions have reciprocal agreements, such as in Orion space or the AOFW in the Triangle) also means that your loan payments can be automatically deducted from your personal or corporate account, no matter where you go.

The rate of loan default is higher on starship loans than on any other type of lending, which is to be expected when the property that secures the loan (the ship itself) may be far off in space when payments are missed. The distances involved require some leeway in payment policy. Missing a single payment will not bring the repossessioners next time you hit port. But missing several payments in a row will initiate a hold order sent routinely to all ports and Federation vessels in the operational area of the vessel in question.

Hold orders are probably not even processed or noted by any being at most modern ports or aboard most ships. Carried on a sub-wave attached to routine financial traffic, such orders are automatically noted by financial control computers systems directly. If a defaulting loan holder's ship appears in port, directives are automatically sent out for local officials to hold the ship for non-payment of loan. Such a ship will not be refueled, unloaded, or allowed to take off until arrangements are made with the local officials (normally the portmaster's office) for settling back debts. Similarly, the personal or corporate accounts of a defaulting individual may be frozen by a hold order, preventing that person from making routine card-controlled transactions.

A hold order will also be noted on any routine check of a ship's registry by a Federation vessel encountering it in

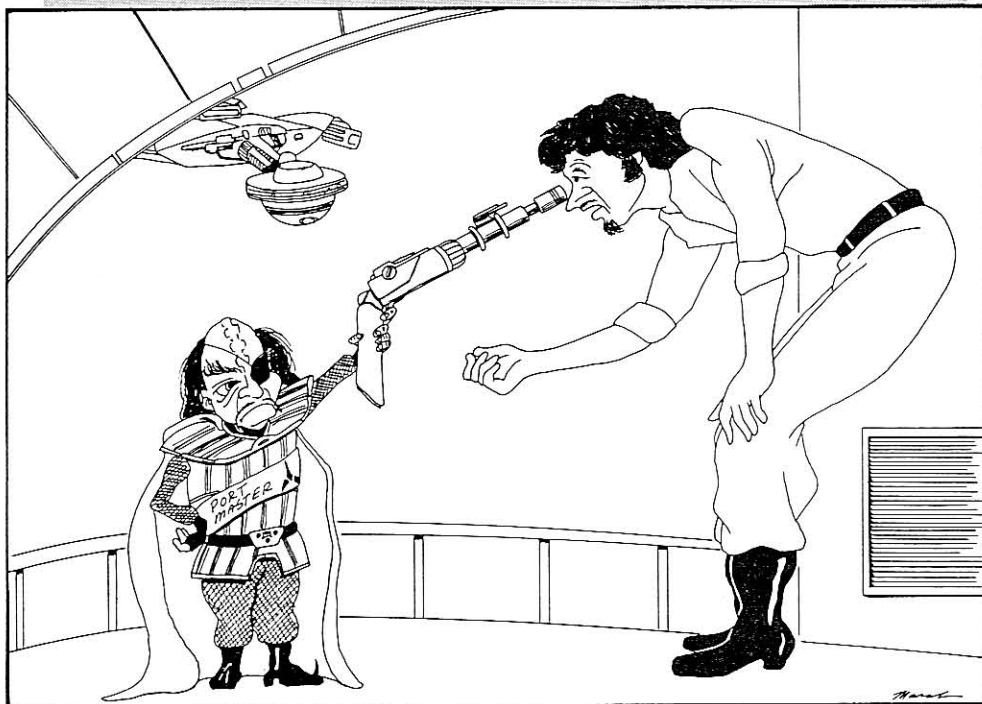
space. Normally, a Star Fleet vessel will not challenge a private vessel that is flagged with a hold order unless there are other charges against the ship and crew. Under UFP law, however, a Federation ship's captain who decided to be a stickler for the law can order such a ship to heave to, search the vessel, and seize cargo to pay the debt, or even take the ship under tow after relieving her master of command. In practice, this is almost never done unless the ship is suspected of being used in piracy or hijacking, or is actually listed as stolen after blatantly missing quite a number of payments with no explanation.

STARSHIP REGISTRATION

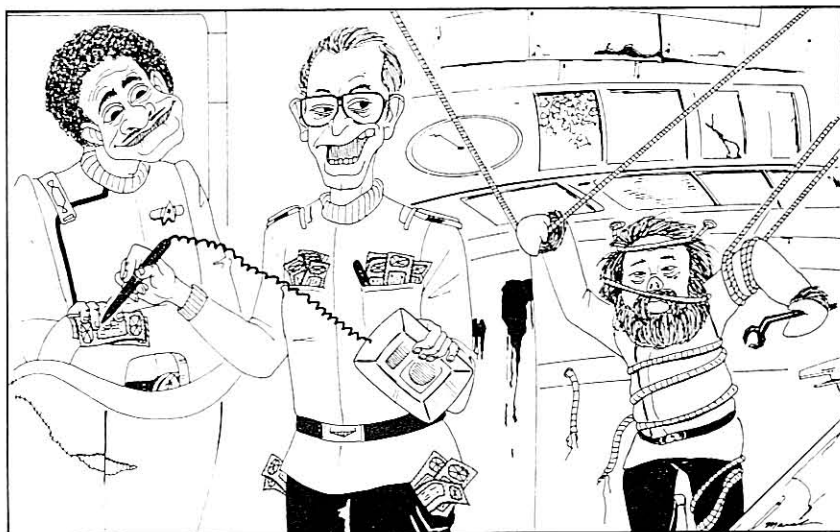
Every trade vessel that calls at UFP ports must be registered with the Star Fleet Merchant Marine Command and periodically inspected by UFP-approved inspection teams. The inspection costs are paid by a .01 percent Space Vehicle Tax, paid when the ship is purchased and registered, and by an inspection fee of 50 Cr per 100 tons of vessel displacement. Inspections are required at least once per solar year, but must also be completed any time a ship is damaged in any substantial way in space or in port due to combat, systems failure, or accident.

Inspections are also made on a spot-check basis for illegal weaponry. Private merchant vessels are only allowed to possess ship-mounted weapons for use against spaceborne targets if application for such weaponry is approved by a Star Fleet Merchant Marine Command review board. Weaponry permits are only granted for ships that travel unescorted in areas considered hazardous, such as the Triangle, along the frontier of unexplored space, or in areas of close contact with potential hostiles such as near the Romulan Neutral Zone or the Organian Treaty Zone. If weapons are permitted, a weaponry permit fee of 50,000 Cr must be paid at the time of installation. This one-time fee is reassessed if the weapons already mounted are replaced by different weapons systems, or a weapons system fails to pass a safety inspection and must be ordered dismantled.

Repairs made aboard ship must be logged and the records furnished for inspectors during their periodic checks. Repair facilities will do this as a matter of course, providing a record of the repairs performed to Star Fleet. Field repairs are usually less expensive to perform, but if field repairs fail to pass mandatory inspection later, you will have to pay for a professional repair anyway. ("There's no percentage in shortchanging your own ship." — Master Trader Jym Ggavittchh)



**A PORTMASTER PREPARED FOR A CALM
DISCUSSION OF SHIP'S FINANCES**



"WELL, YOU COULD EMPTY THE WASTEBASKETS MORE OFTEN, BUT JUST THIS ONCE..."

THE OPERATIONS AREA

If you intend to buy and sell speculative cargoes, where you choose to set up trading operations is very important to the profitability of your enterprise. Independents who make their living solely by transporting cargoes-for-hire still need to know this information to be able to set competitive prices for a run and still make a profit on the venture. Before looking at shipping for hire and speculative trading, we must understand how to chart an operations area.



NAME: ARNOK
RACE: AQUAN
POSITION: CARGO
TRANSPORTER
DESTINATION: OPEN

To know how to plan trade routes and obtain cargoes, you must first know how to use planetary records and star charts to find out about planetary exports, distances between star systems, and restrictions on cargoes. The UFP/ITA planetary codes for merchant operations are widely used even outside the UFP to designate a planet's export and import record. This helps you know what to buy and sell, or where to find shippers who have cargo to move. Star charts will tell you how far you must carry a cargo to find a favorable place to sell it, or how distance will affect your rates for carrying for-hire cargoes. ("How the heck are you going to fleece a Vulcan merchant out of his last credit if you don't even know where you are?"—quote attributed to Gargash Dlumppheg)

PLANETARY TRADE PROFILE (PTP) CODES

The standard UFP/ITA Planetary Trade Profile code gives general information on the types of cargo likely to be imported or exported on a particular world by charting the demand for that item by the planetary populace. Items in high demand are likely to be imported more, while low-demand items are more likely available for export. The code does not tell everything about the import-export profile of a world, and it can be a bit deceiving. (For instance, there is little demand for luxury items on Alihara IV, where the inhabitants are part of a human religious/social cult living a simple agrarian lifestyle that

believes in the denial of all but the necessities of life. In this case, this does not mean much in the way of luxury items is available there for export. It DOES mean that luxury goods will not bring much of a high price there, however.) Even so, it is the most useful single piece of information one can learn about a world where one will call with a merchant vessel. ("I can sell an atomic heater to a Vulcan in the desert, but I may have to give him a big discount." — Sarah Hastings)

The standard PTP listing consists of an eight-letter code (Terran standard alphabet), followed by a one-letter population rating. The first seven letters represent a relative value placed on the following types of trade goods: Foodstuffs & Agricultural Goods, Normal Minerals & Raw Materials, Radioactives & Special Minerals, Drugs & Refined Medicinal Agents, Low Technology Goods, Medium Technology Goods, High Technology Goods. The last item, Luxury Goods, is rated on a different scale and is separated from the others by a slash (/). At the end, the population rating is enclosed in parentheses. (See the sidebar for examples of the categories of common trade goods.)

The first seven items listed in the PTP code are rated on a scale from A (lowest) to H (highest), with D as an arbitrary center point representing a normal level of demand. The D level is based on the trade record of Terra, so the home planet of Humans has ratings of D in all seven positions, by definition. Each level

PTP CODE

Vulcan
— Planet name
F B E C A E F / D (B)
— Foodstuffs & agricultural goods
— Normal minerals & raw materials
— Radioactives & special minerals
— Drugs & refined medicinal agents
— Low-tech manufactured goods
— Medium-tech manufactured goods
— High-tech manufactured goods
— Luxury items
— Population rating

As examples of the use of PTP codes, the designations for five Federation homeworlds are shown below, as well as a PTP for Janus VI, the mining colony (home of the Horta) featured in the STAR TREK episode "The Devil in the Dark" and the FASA STAR TREK role playing adventure "Witness for the Defense".

TERRA	DDDDDD/D	(A)
VULCAN	FBCEAE/D	(B)
ANDOR	AFGEABE/D	(C)
TELLAR	EAAGADG/A	(A)
CAIT	BEFCDEG/B	(C)
EDO	BBCBBBC/B	(C)
JANUS VI	FBAFDH/A	(X)

below D indicates a reduction of demand of about 1/4 normal and each level above indicates an increase in demand by like amount. Thus, a planet rated B in one commodity has a demand level of about half a planet with a D rating. A planet with a rating of H has a basic demand level of about twice that of a planet with a D rating.

Luxury Items Code

The luxury items category is coded a bit differently than the others, because the demand for luxury items fluctuates much more widely than other categories. There are only four ratings here, from A to D. An A rating indicates a world whose consumption of luxury items is high, while

overall trend, at best. Trade in luxury items is a fast way to make a bundle or go quickly broke, depending largely on the luck of the trader in importing an item that is currently popular. Most traders in luxury goods diversify their cargoes so that making an incorrect judgment will not be an devastating move. (As Gargash Dlumppheg is rumored to have said, "If he won't buy the goods, sell him the crate.") If a cargo brought in does not bring a high price, it can be held for sale elsewhere, with other more stable cargo items taking up the slack in covering the expenses for that run.

Population Code

The final code indicates the population rating of the planet. What good would it be to carry a large cargo of foodstuffs to an industrial colony if that colony were too sparsely populated to absorb the load into their local economy? The population rating helps a trader estimate how much cargo a certain world can absorb, keeping the trader from glutting the market and forcing prices down in a certain area. The

Using these ratings can bring a trader excellent profits.

The demand level for a commodity will indicate a relative price one can expect for goods of that type. For example, a planet with an H rating in foodstuffs and agricultural products generally will buy and sell those products at about twice the price of a planet with a D rating.

The major factor that affects a planet's rating is what its major exports and imports have been in the past. An agricultural colony that exports a lot of food will have a lower rating in foodstuffs and agricultural products. Such products will be cheap there, and will not be imported to any great extent. Such a planet, however, may have a great need for advanced machinery to run homes and farms. As an agricultural colony, the world in question probably has little in the way of advanced manufacturing capability. Therefore, the rating for that world on medium and high technology manufactured goods will likely be higher than normal. There will be a demand for such goods, and they will bring high prices.

Using these ratings can bring a trader excellent profits. A trader can buy foodstuffs cheap at agricultural colonies, and transport them to an industrial world that consumes more food than its limited native farming can produce, where imported foodstuffs bring good prices. Farm machinery and other mechanical devices can then be purchased at low cost direct from the local manufacturing concerns with the money earned. These can then be transported back to the agricultural world where they will bring in even more profits. This sort of run is made between what is known as a trade pair; the relative risks and rewards of this sort of trading will be discussed later.

Ignoring the ratings can invite disaster. If a trader tries to buy foodstuffs at an industrial world with a thick atmosphere and limited topsoil, the trader will pay more than the cargo will be worth elsewhere. Likewise, hauling high technology hardware to a world that already produces such hardware will make it difficult for the trader who must bear the cost of shipping and tariffs to compete in the marketplace with goods produced locally where the costs of interstellar shipping do not need to be added to the selling price.

a D rating indicates a low consumption of such items. The C rating is considered as normal, though this normal rating is completely arbitrary and is not based on the consumption statistics of Terra, as are the other ratings. (Terra, as a highly urbanized world with a strong economy whose inhabitants have much leisure time, carries an A rating.) A planet rated B has about 1.5 times the normal demand for luxuries of a C-rated world, with a planet rated A showing twice that demand. A planet rated D consumes half the amount of luxury goods as a world rated C.

Ignoring the ratings can invite disaster.

The luxury items code is less specific than the other codes, however. Luxury items fluctuate widely in price and demand, in comparison with other goods. As such, a particular item at a particular time may bring a high price or a low one, despite the code for that world. The code for luxury items is a mild indicator of an

population codes are read as follows:

- A - Very Heavily Populated
- B - Heavily Populated
- C - Moderately Populated
- D - Sparsely Populated
- E - Very Sparsely Populated
- X - Small Station or Colony

PTP CLASSIFICATIONS OF COMMON TRADE GOODS

Foodstuffs & Agricultural Goods:	Fruit, grain, vegetables, seed, wood, breeding animals, fertilized animal ova
Normal Minerals & Raw Materials:	Metals, crystals, natural chemicals, fossil fuels, water
Radioactives & Special Minerals:	Special alloys, hullmetal, radioactive ore, processed radioactive materials, dilithium crystals
Drugs & Refined Medicinal Agents:	Pharmaceuticals, herbs, rare medicinal plants, transplant material
Low Technology Manufactured Goods:	Steel, formed metals, basic tools, blades, natural textiles
Medium Technology Manufactured Goods:	Polymers and plastics, machine tools, projectile weapons, manufactured textiles
High Technology Manufactured Goods:	Computers, electronics gear, energy weapons, air and spacecraft, robots
Luxury Items:	Gourmet foods, liquor, antiques, gems, rare animals, spices, curios, entertainment recordings, works of art

A population rating of A corresponds to a densely populated, heavily urbanized world such as Terra or Tellar. A rating of B would represent an advanced, well-populated world where the population is not as concentrated in urban areas, such as Vulcan. A population rating of C represents worlds where population is controlled and evenly distributed, or where advanced urbanization has not taken place, such as Cait or Edo. A rating of D designates a world such as Axanar, where inhospitable conditions hold sway over much of the surface.

A rating of E is applied to a world where the population is spread over only a small part of the world, as on a developing colony, or is spread extremely thinly, as on the resort world Liebschen, where the only permanent population is scattered in over 300 small resort settlements scattered about the planet. The population rating of X is reserved for worlds where there is only a relatively tiny population, such as worlds containing a single new colony settlement, a military base, or a scientific station.

The following are some examples of PTP codes for well-known worlds:

Terra	DDDDDD/A (A)
Vulcan	FBCEAF/D (B)
Andor	AFGEABE/D (C)
Tellar	EAAGADG/A (A)
Cait	BEFCDEG/B (C)
Edo	EFHFEDB/C (C)

CHARTING A TRADE AREA

Examining the PTP codes of worlds in the area you have chosen will help you find groups of worlds where trade routes can be established. There are a number of things to look for in choosing trade routes, to assure profitability.

Decide how many worlds you will want to visit on a regular basis. For a small vessel, short runs to four worlds or less will be most profitable. A larger vessel that carries a wider variety of cargoes may want to visit a few more worlds in a trade circuit. Be sure not to overreach. The routes you choose now will change as conditions change, so don't be too concerned with taking advantage of every possible opportunity right away. You will get to them eventually.

Trade Pairs

The simplest type of trade route is between a trade pair, where you buy a cheap commodity at one location, move it to the other half of the pair, and sell it for a higher price. At the second stop, there must be available an inexpensive cargo that one can move back to the first world and sell at a profit. Such natural pairs are rare, and most of those that are found by one trader are already known to many others who quickly glut the market with the twin cargo items involved. For this reason, trade pairs are a risky, short-term trade route to pursue.

If planned well and run correctly, the triangle route can net enormous profits for a trader. The profits build rapidly through reinvestment. Triangle routes are less subject to rapid burnout through glutting the market than trade pairs. Also, triangle routes are easier to find than trade pairs, because trade pairs must have two worlds, each of which pays dearly for what the other sells cheaply. If one world's trade pattern changes, finding somewhere else to unload the cargo can be difficult. The triangle worlds need only allow one to make a modest profit on each, as the profits build on each other's multiple ties during one circuit. ("Give me three good triangle runs and I'll make enough credits to buy my own planet. Give me four, and I'll make enough to buy one from a *Vulcan*." — Sarah Hastings)

Multi-Cornered Runs

Four-cornered and five-cornered arrangements can be made, where the appropriate mix of worlds can be found to keep the circuit active and profitable on all runs. On multi-cornered runs, some parts of the circuit can be only marginally profitable or even rely on picking up cargo-for-hire or passengers to break even for that leg of the trip, as long as the overall circuit is quite profitable. Vary the arrangement to suit the trade patterns of nearby planets.

If you are still not making a profit, the run is unsuitable.

Triangle Routes

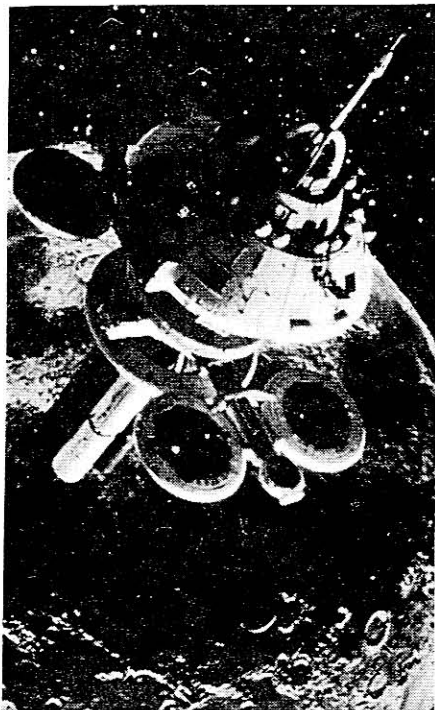
Far better is a triangular arrangement, where planet A supplies at low cost an item that is valuable on planet B. At B, that item is sold and the money reinvested in a commodity that can be sold at planet C for an even bigger profit. At C, the second commodity is sold and the money reinvested again in a *third* product that can be sold on planet A again for yet another profit.

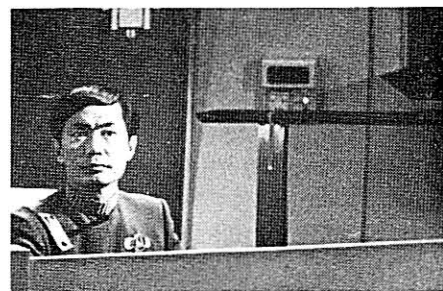
Such triangle routes work best when the first commodities are bulky, inexpensive items such as agricultural products, raw materials, or unrefined chemicals or metals. The money is then reinvested on the second planet in a more refined (and higher cost-per-ton) item such as refined metals, machine parts, or low-to-medium technology goods. These are sold and the much-increased stake is used to purchase high technology goods (at the highest cost-per-ton) to resell at the first world on the circuit.

Setting Up Routes

When setting up the routes, read the star charts carefully, and plot the average travel time from world to world. This will be an important piece of information in determining profitability, as longer trips cost more than short ones. A run between two worlds where a big profit can be made is still a financial disaster if they are so far apart that your profits are eaten up by the costs of running a starship and paying a crew. Compare the most conservative view of possible profits with the most extreme view of possible costs for the trip. If you are still not making a profit, the run is unsuitable.

Above all, do not rely too much on a single trade route arrangement. Unforeseen circumstances are the rule, not the exception, in interstellar trade. Plan alternate trade routes, and know of at least two possible places to sell a cargo for a profit before purchasing it. Be flexible enough to recover from any change in the trading pattern of a world. ("Success in trading consists of knowing when you've been a damn fool before your competition finds out." — Sarah Hastings)





STAR CHARTS AND TRAVEL TIMES

The vast distances shown on star navigation charts may seem daunting at first glance, but what counts is not how far away a destination lies, but rather the travel time required to get there at a certain warp speed. To calculate a ship's estimated costs for a run, decreased travel time must be balanced against the increased cost in ship wear-and-tear and in materials consumed faster at higher warp speeds (such as dilithium power rectifier crystals). Most times, it will be to a trader's advantage to make a run at his maximum safe cruising speed, but the prudent captain will look at several different speed and expense combinations to find

the most efficient combination for a particular run.

Examining a star chart will show the distances between two locations, but the travel time must be computed according to the capabilities of one's own ship. Two ports of call may be uneconomically distant for a big, slow transport where a smaller, faster mini-freighter might make the same trip in no time at all.

Most UFP/ITA star charts are coded with representative travel times between worlds, and computer charts make most travel time conversions automatic. Even so, a trader should develop a feel for the differences various warp speeds can make to travel time. The table below shows conversion factors for taking a

known travel time at one speed and finding the travel time for the same trip at a different speed.

To use the table, find the known speed in the vertical column at left, and cross-index with the proposed speed at the top in the horizontal row. This will give the conversion factor. Multiply the conversion factor by the travel time at the known speed to get the travel time at the proposed speed.

The column on the far right is the speed of practical subspace radio as used on most commercial vessels (Warp 15). The two rows at the bottom show the actual time to travel one light year and one parsec respectively, and are given as a reference.

WARP SPEED CONVERSION TABLE

TRAVEL TIME X MULTIPLIER = TRAVEL TIME

(Known Warp speed) (from table below) (New Warp Speed)

To convert decimal remainders (days) to hours, multiply by 24

To convert decimal remainders (hours) to minutes, multiply by 60

	Warp 1 1C	Warp 2 8C	Warp 3 27C	Warp 4 64C	Warp 5 125C	Warp 6 216C	Warp 7 343C	Warp 8 512C	Warp 9 729C	Warp 10 1000C	Subspace Radio Warp 15 3375C
Warp 1 1C	1	.125	.037	.0156	.008	.0046	.0029	.0020	.0014	.001	.0003
Warp 2 8C	8	1	.2963	.125	.064	.037	.0233	.0156	.011	.008	.0024
Warp 3 27C	27	3.375	1	.4219	.216	.125	.0787	.0527	.037	.027	.008
Warp 4 64C	64	8	2.3704	1	.512	.2963	.1866	.125	.0878	.064	.019
Warp 5 125C	125	15.625	4.6296	1.9531	1	.5787	.3644	.2441	.1715	.125	.037
Warp 6 216C	216	27	8	3.375	1.728	1	.6297	.4219	.2963	.216	.064
Warp 7 343C	343	42.875	12.704	5.3594	2.744	1.588	1	.6699	.4705	.343	.1016
Warp 8 512C	512	64	18.963	8	4.096	2.3704	1.4238	1	.7023	.512	.1517
Warp 9 729C	729	91.125	27	11.391	5.832	3.375	2.1254	1.4238	1	.729	.216
Warp 10 1000C	1000	125	37.037	15.625	8	4.6296	2.9155	1.9531	1.3717	1	.2963
Time to Travel 1 Light Year	1 year	45 days 15 hrs	13 days 12.12 hrs	5 days 16.7 hrs	2 days 22.1 hrs	1 day 16.3 hrs	1 day 1.4 hrs	17 hours 31 mins	12 hours 16 mins	8 hours 46 mins	2 hours 38 mins
Time to Travel 1 Parsec	3.26 yrs	148 days 18 hrs	44 da.ys .6 hrs	18 days 13.5 hrs	9 days 12.5 hrs	5 days 11.4 hrs	3 days 10.8 hrs	2 days 9.11 hrs	1 day 16 hrs	1 day 4.6 hrs	8 hrs 34 min

SHIPPING FOR HIRE

In this section, we will examine how a merchant vessel for hire finds cargoes to transport, and how those cargoes are delivered at the other end of the trip. Speculative trading will be discussed in a later section.

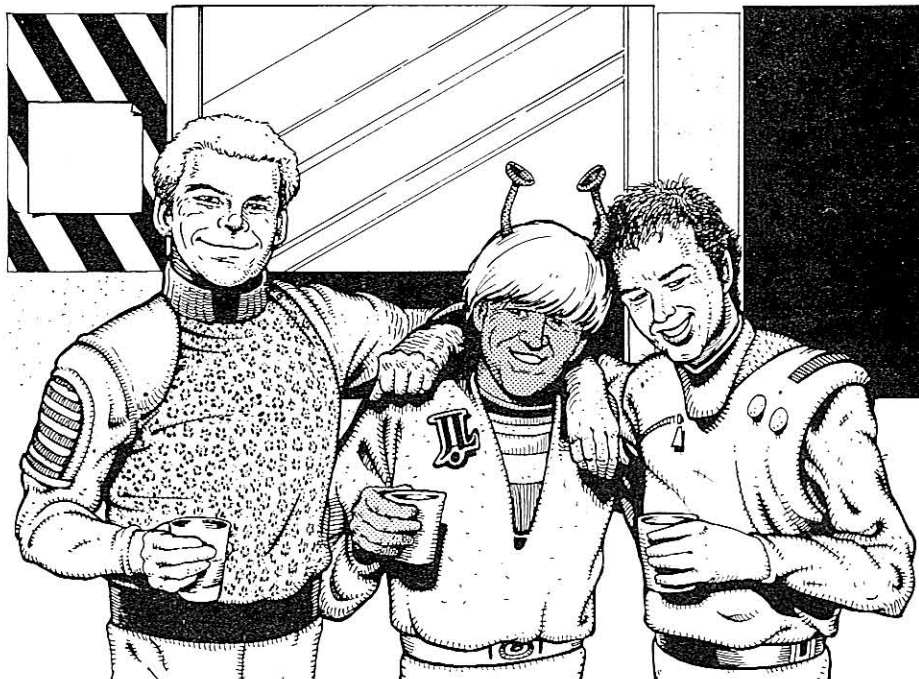
OBTAINING A RUN

The free-lance independent hauler-for-hire must be concerned first with finding someone who has cargo to move and contracting to move it for that individual. Such individuals and companies are plentiful in large starports, less so in places that see less traffic. Either way, there are a number of ways to seek them out.

The first step in obtaining a cargo in any UFP port (or any port where UFP trade interests are active, such as those in Orion space or many locations in the Triangle) is to contact the local UFP/ITA datanet. Local UFP/ITA offices maintain up-to-the-minute files on members who are in port and seeking work-for-hire, but you must remember to patch in with the local datanet and inform the UFP/ITA of your availability every time you make port. Many small ports that do not have official UFP/ITA field offices still have datanet bulletin boards maintained by local part-time employees of the UFP/ITA who are often retired traders themselves. Be sure to update your listing according to how much cargo room you have presently, the type of space available (bulk cargo, specialty cargo, etc.), and your preference in destination.

Datafiles are then provided to shippers who contact the ITA datanet looking for haulers. In most places, the UFP/ITA datanet is the first place a prospective shipper will look, so be certain it is the first call you make as soon as you hit dirt.

Shippers also will advertise in datanet classifieds, and the hauler looking for a money run should consult these files as well. Registry with the ITA will not guarantee that you will be contacted by every shipper who has a cargo. The ITA provides a list of qualified shippers as a free service when requested, but there is no guarantee that the shipper will contact every name on the list. Getting out and seeking out shippers who advertise assures that you will be considered. A trader actively seeking shippers with cargoes may also wish to place ads in the datanet. Such ads can be placed for only a credit or two in most commercial datanets.



Of course, any trader worth the name will develop contacts in ports visited frequently. Nothing will bring more cargoes than a friendly bartender in a place frequented by industrial management personnel or a person in a local shipper's dispatch office who owes you a favor. Cultivate such contacts carefully and they will pay off for you. Sometimes, it takes more than a friendly word to keep such contacts active, and this is just another fact of life for the active trader. The UFP/ITA does not endorse or condone bribery and kickback payments. It is nice to remember your friends in port in some tangible form, however, and interstellar traders have a reputation for generosity.

Another source of cargoes-for-hire is the local starport trade broker. There are many such brokers in most ports. Though they are usually sources of speculative cargo, they will occasionally act as an agent for a shipper with an unusual or special cargo. Trade brokers receive a payment of around 5 percent of the final shipping fees for locating haulers to carry cargoes that require special handling, are especially risky, or are going to unusual destinations. Shipping fees for such cargoes can usually be set by the hauler at 5 percent to 10 percent higher than normal, which makes the extra trouble of locating and negotiating with a trade broker worthwhile. A friendly trade broker in a major port can throw a lot of high-profit cargoes to a wise trader.

CONTRACTS

When a trader agrees to ship a cargo-for-hire, a contract will be made to deliver the cargo to a certain place in a certain manner by a certain time. When these conditions are not met, penalties may be assessed. For this reason, a trader must read the penalty clauses of any shipping-for-hire contract carefully.

Many shippers use the UFP/ITA model contract, which requires a hauler to deliver a cargo in the same condition as when it was loaded and signed for aboard ship. The cargo must be delivered to a specified spaceport and unloaded to that port's incoming cargo warehousing facilities, where it must be called for by the recipient.

The run also must be completed by the target date set, with a normal grace period of 50 percent of the specified travel time being allowed. That is, if the cargo is due to be delivered in ten days, the grace period allows a delay of five extra days before penalties are assessed. This grace period is allowed by most contracts dealing with interstellar shipping, due to the possibilities of normal delays on the ground or in space. Sometimes, a grace period can be used to good advantage by a careful and smart trader to make additional stops enroute that improve one's profit for a run. This is a common practice among small haulers.

If the terms of the model contract are not met, this standard document provides for certain standard penalties. The hauler is responsible for loss or damage to the cargo in transit starting from the time it is signed for upon loading and ending when it is again signed for by the receiving dock. Insurance carried by the shipper

Nothing will bring more cargoes than a friendly bartender or a person in a local shipper's dispatch office who owes you a favor.

usually covers this risk for normal and unavoidable conditions (such as damage to the ship because of natural conditions in space, hijacking, etc.), though if the hauler is found negligent, then the hauler (or the hauler's insurance company) may be held liable for the loss.

Under the standard UFP/ITA contract, the hauler who fails to deliver to the specified location is liable for the cost of additional transportation. Thus, if your ship is stranded enroute to a delivery, you must arrange other transport at your own expense to complete the run. Failure to do so results in the same penalties as if the cargo is late past the grace period for other reasons.

Failure to deliver on time (allowing for the grace period) results in a penalty of 10 percent of the shipping fee per day late. If the cargo is reduced in value because it is late past the grace period, the hauler is also liable for this loss of value, up to a maximum of the standard market value of the shipment at the destination port. For example, a delay in shipping an item that will not be accepted by the recipient after a certain date may require that the tardy hauler pay the entire value of the shipment.

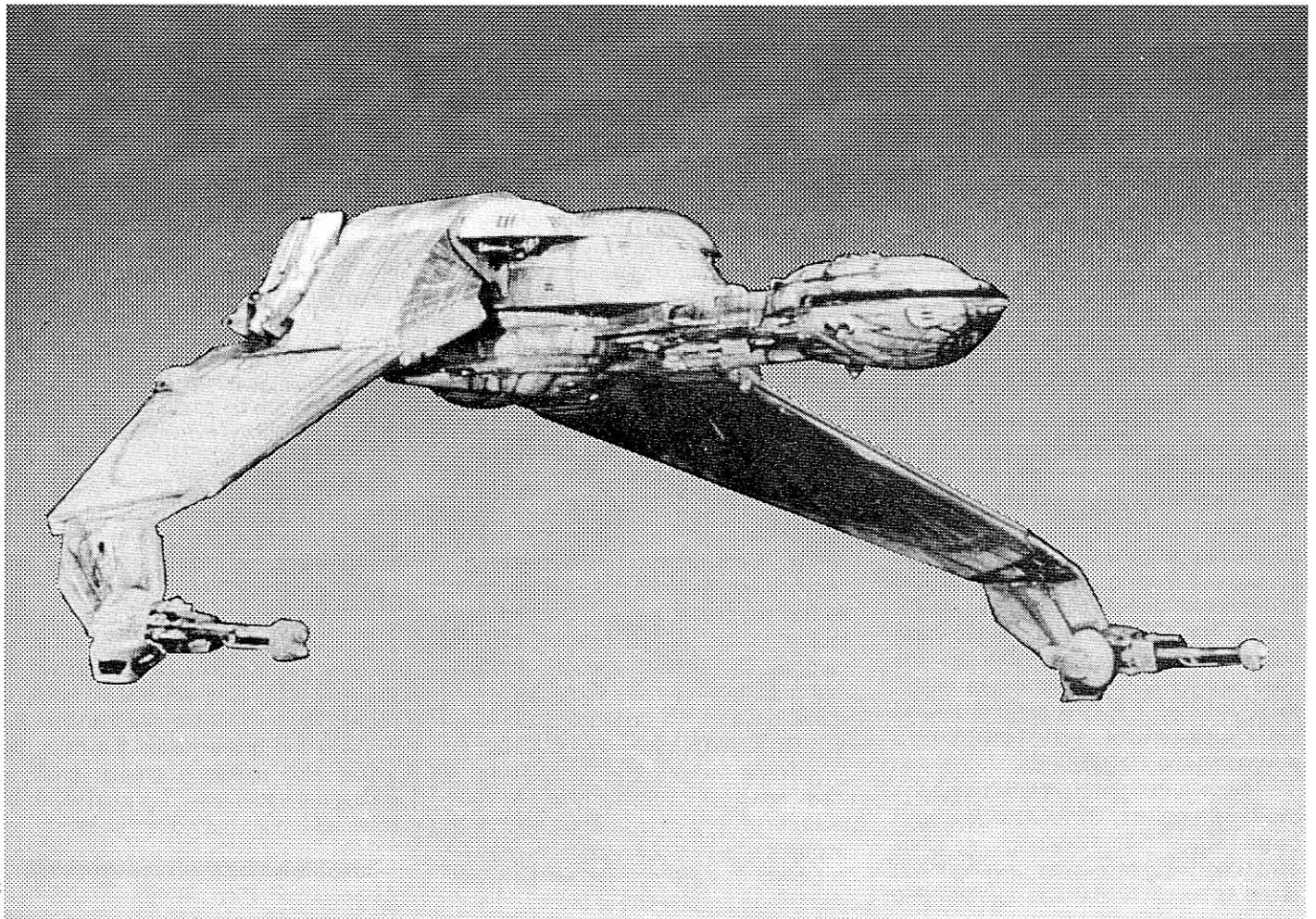
Under the standard UFP/ITA contract, the hauler is never liable for penalties to exceed the full amount of the shipping fee and the standard market value at the destination port of the shipment. This full penalty is only assessed if the shipment is not delivered at all or returned to the shipper.

Special cargoes may call for special contract terms and penalty clauses, which must be made known to you when you sign the contract. For example, a shorter or completely deleted grace period may be required for a time-critical shipment, or an agreement that the hauler is responsible solely for security against hijacking or other loss may be required for a valuable cargo that is not insured.

One common requirement, especially with very valuable cargoes, is the posting of a bond to cover loss or non-delivery. The shipper is required under such contracts to place an amount equal to the value of the cargo on hold with a neutral third party (usually a bank), to be paid to the shipper in part or in full if the shipment is lost, damaged, or just not delivered by the shipper. Otherwise, the bond is returned to the hauler. A cash bond can be posted if the hauler can afford it. If not, a bond can be secured by

putting up collateral, most commonly the ship itself. A financial institution like a bank will put up the bond, charging about 1 percent to 5 percent of the bond, which must be paid in cash by the hauler first. In the event of non-performance, it is then up to the bank to pay the bond and secure repayment from the hauler through repossessing the ship, if necessary. Only the paid-up portion of a ship can be used as collateral. For example, if the ship is half paid for, only 50% of the current market value of the ship will be considered in figuring how much of a bond can be secured in that fashion. The hauler will figure the cost of obtaining a bond in his figures for determining a fair shipping fee.

Such special clauses will of course cause the reasonable trader to raise his fees accordingly, figuring in the cost of additional expenses or risk required by the contract. Such fees can go as high as 3 to 5 *times* the normal fee for especially risky runs. Remember when making agreements that any oral contract agreement made by two parties and recorded by a public datanet are as binding as a written contract. Do not make agreements hastily. If the clauses of a contract do not suit you, ask the shipper to renegotiate certain points, or decline the contract.



SPECULATIVE TRADING

Perhaps the most rewarding pursuit for an independent trader is speculative trading. All the rewards are not financial, though speculation in cargo is indeed the most lucrative (and most risky) of trade operations. Speculative trading allows you to truly be the master of your own fate. Your success or failure will be solely determined by your ability to read the markets and be in the right place at the right time with the right goods. You will be your own boss, but this also means you must take full responsibility for your business.

OBTAINING A CARGO

When buying cargo for resale, a trader may go directly to a local planetary supplier, such as a farmer, manufacturer, or mining company. This is practical when a large load of a single type of item is to be carried, but is not as practical for obtaining a number of smaller cargoes, or one or two fill-in cargoes to top off a load and make it profitable. For the latter, a trader may seek out a trade broker.

Buying Direct

Choosing a cargo for export should be done based on making the maximum profit for the minimum expense, effort, and risk. Examining the PTP of the world where a direct purchase is made will reveal much about what that world has to offer in terms of cargo for export. Traders must learn to recognize through the PTP what products a planet will have available at low costs, costs that will make it profitable to move them over interstellar distances before selling them.

Agricultural worlds, for example, are not usually a good place to buy micro-circuits or other high-tech items. By the same token, buying foodstuffs for export on a methane-atmosphere world useful only for heavy industrial operations is a sure ticket to bankruptcy. Buy what is plentiful and cheap, and carry it to where the same item is scarce and dear.

Never purchase a cargo without a good idea of where it is to be sold. Speculative trading does not mean that you should guess blindly. As Master Trader Jym Ggavittchh is said to have observed, "The best gamblers are the ones who usually bet on a sure thing." Know what your options are and how to best exploit what you have before purchasing speculative cargo.

Once a decision is made, scout the available suppliers. Try to avoid dealing in cargo where the availability is tightly controlled by one supplier or a tight-knit group of suppliers that may be engaging

in active or passive price-fixing. Instead, buy where competition is keeping prices low, and keep that competition active by shopping around for the best deals you can find.

Don't be afraid to let it be known that you are comparing prices. Suppliers who get the idea that you will go elsewhere if the price isn't right will generally offer the best prices they can to obtain your business.

Buying From Trade Brokers

A trade broker's job is obtaining cargoes for export by buying locally produced items to sell to traders. They also buy imported items from traders for local sale. Some of these purchases find no local home and are resold for re-export. In fact, tradeworlds and freeports thrive on cargoes that are brought in from one location and resold to be carried elsewhere. The lack of trade restrictions, taxes, and tariffs in such locations makes this especially profitable. Items purchased for local sale by trade brokers that are not quickly sold can sometimes be purchased from these brokers at substantial savings.

Never purchase a cargo without a good idea of where it is to be sold. Speculative trading does not mean that you should guess blindly.

Trade brokers are convenient for interstellar traders, as they always have an assortment of items available and help the trader eliminate the need to track down profitable items to carry off-planet. Buying through a trade broker will cost a bit more than purchasing the same items direct, but dealing with the broker eliminates the delays and expenses involved in hunting cargoes, and much of the paperwork in preparing them for export. Generally speaking, a trade broker will make a profit of about 5 percent on cargo purchased locally for resale to a trader. (It is hard to tell for certain, however, as no experienced trade broker will tell the truth about how much was paid for a commodity. To quote Master Trader Ggavittchh, "Anyone who believes that Vulcans do not lie has never met a green-blooded trade broker".) The prices brokers pay for cargoes vary widely enough, however, that most brokers have some bargaining room available, so don't be too quick to accept a stated price.

Trade brokers are easily found in most spaceports of any size. A trade-world port or other spaceport on a well-populated urbanized world may have hundreds of trade brokers. Small spaceports may have only one or two.

SELLING A CARGO

Once transported to the port of sale, a cargo must be brought to a buyer and sold. A trader may try to move goods at a number of levels. Generally speaking, the closer to the end-user a sale can be made, the greater the profits for the trader. It is generally more time consuming and more difficult to locate a sale to an end-user of a commodity than to make a sale at a level farther removed from that end-user.

If a sale can be made to the final user of a commodity, the profits will be at their highest. This isn't easy to accomplish, however, since it is rare that such a sale can be made in bulk. It is not a trader's business to sell a cargo in individual sales, because doing so is so time consuming and costly (for traders who are not set up for retail sales) as to eat up potential profits in most cases. Also, an end-user will generally only buy directly from a trader on smaller items or when the items can be bought at a substantial savings over that offered by local merchants. Only when cargoes can be sold in bulk to an end-user does this

become truly profitable, such as the sale of agricultural robot parts directly to a large farming concern.

The next level to be considered is sale to a retail merchant. Retail merchants may take somewhat larger lots than the end-users, but they will still want better prices than those available locally. Direct-to-retail sales are still best attempted only with fairly small cargoes of specialty merchandise.

Sales can be made at the wholesale level with slightly more success. Wholesalers can often move large amounts of a commodity, and many of the larger ones are used to dealing with interstellar traders directly. They pay less, but can handle large cargoes much more efficiently for the trader.

The easiest deals to make are with trade brokers. The trade broker will make an offer for most any cargo, and will do the work of finding wholesale, retail, or end-user outlets for the merchandise. But because the broker takes the risks, the broker also makes a greater profit by paying the trader less than what would be obtained through more direct sales.

UFP/ITA GUIDE TO EQUIPMENT

Excerpted and digested from various regional editions of The UFP/ITA Guide to Goods and Services, Edition XXXVII, compiled and published by the United Federation of Planets Independent Traders Association.

This section provides average costs and prices in Federation credits for common vehicles, weapons, and equipment that traders would find useful in the course of their travels. The prices given are average retail prices one would expect to pay on an urbanized planet such as Earth or Andor, not those one would pay for trade goods.

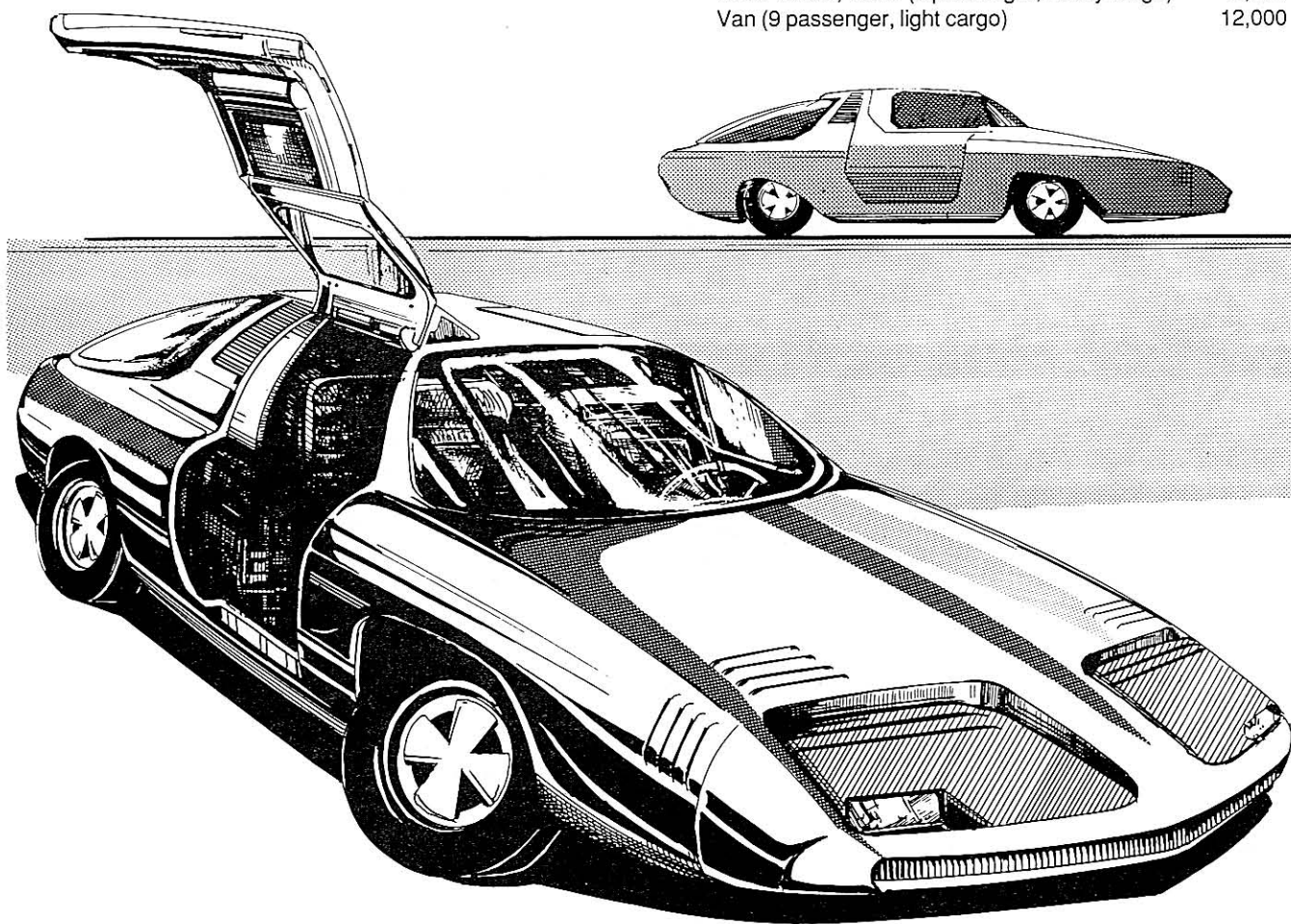
Prices in this volume should be adjusted according to the local situation. Starport prices will often be up to 50 percent higher than listed. Sophisticated technical equipment will be from 50 to 100 per cent higher on a nonurbanized, nontechnical world. Agricultural products will be 25 to 50 percent higher on worlds where agriculture is inhibited by local conditions.

EQUIPMENT LIST

Land Vehicles

Automobiles, trucks, motorcycles, vans: This type of land transport is used little on urbanized planets such as Earth, as they normally have extensive mass-transit systems or use A-Grav or GEV vehicles. These are still in use on many less urbanized planets in the outer reaches, where the market for used vehicles has gotten quite extensive. Most modern ground vehicles are powered by micro-fusion packs, and are totally emission free. The farther away one gets from the more modern planets, however, the more likely one is to find battery, solar, or even fossil-fuel vehicles.

Automobile, Compact (4 Passenger)	8,000 Cr
Automobile, Midsize (5 passenger)	10,000 Cr
Automobile, Full size (6 passenger)	13,000 Cr
Automobile, Luxury (4 to 7 passenger)	18,000 Cr
Automobile, Sport (2 passenger)	15,000 Cr
Delivery Truck (2 passenger, light cargo)	14,000 Cr
Motorcycle (2 passenger)	1,500 Cr
Pick-up Truck (3 passenger, light cargo)	10,000 Cr
Recreational vehicle (6 passenger, light cargo)	16,000 Cr
Semi-tractor, trailer (3 passenger, heavy cargo)	40,000 Cr
Van (9 passenger, light cargo)	12,000 Cr



DANA KNUFSON

All-terrain vehicles:

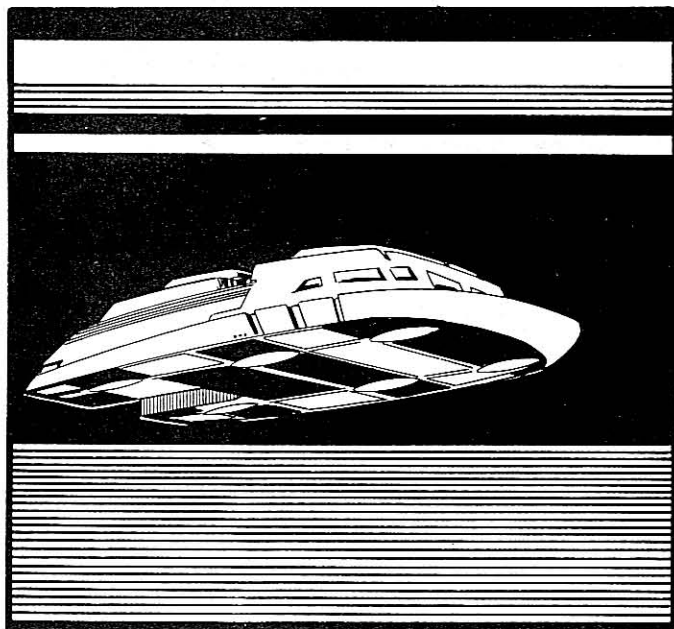
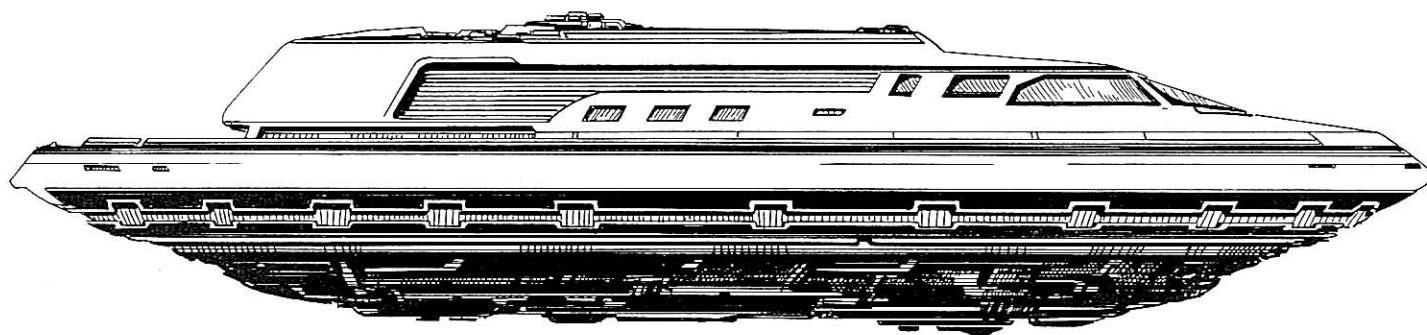
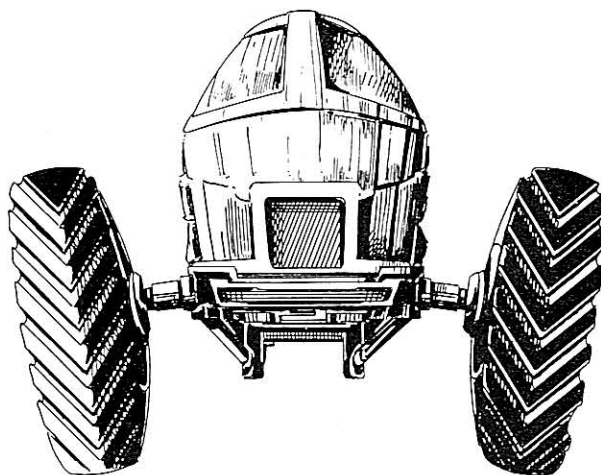
These rugged micro-fusion powered vehicles come in both wheeled and tracked versions, and are used for sport and for light work. The smaller models have little cargo capacity, being meant for two passengers and little personal equipment. The larger models can carry large payloads, depending on bulk and mass and the terrain being traveled.

ATV, small (2 passenger)	2,500 Cr
ATV, medium (4 passenger, light cargo)	9,500 Cr
ATV, large (4 passenger, heavy cargo)	15,500 Cr

Ground effect vehicles:

These are popular on most medium technology worlds, where A-Grav technology is scarce, but the older style land vehicle is almost obsolete. Ground-effect vehicles ride on a cushion of air over land or water. They are capable of traversing most terrain. Heavily overgrown or extremely rugged terrain does pose problems.

GEV, Compact (4 passenger)	12,000 Cr
GEV, Midsize (5 passenger)	15,000 Cr
GEV, Full Size (6 passenger)	20,000 Cr
GEV, Luxury (6 passenger)	27,000 Cr
GEV, Semi tractor (heavy cargo)	60,000 Cr
GEV, Sports (2 passenger)	18,000 Cr
GEV, Truck (3 passenger, light cargo)	15,000 Cr
GEV, Van (9 passenger, Medium cargo)	17,000 Cr



A-Grav vehicles:

The A-grav vehicles are high-technology devices, requiring a high-tech environment for repairs. This can be a high-tech planet where repairs would be generally available, or it can be a trader who happens to visit a planet occasionally with parts and/or services. A-gravs are generally found closer to the hubs of highly developed areas. A-gravs operate nap-of-earth, that is, they follow the contours of the terrain below them. Most A-gravs are not powerful enough to operate higher than tree-top level. Because of their method of travel, A-gravs are not hindered by terrain features as are other types of vehicles. A-gravs are in wide service in most high-tech military organizations, as they make excellent scouting vehicles.

A-grav, Compact (4 passenger)	16,000 Cr
A-grav, Midsize (5 passenger)	20,000 Cr
A-grav, Full Size (6 passenger)	26,000 Cr
A-grav, Luxury (6 passenger)	36,000 Cr
A-grav, Sports (2 passenger)	32,000 Cr
A-grav, Light Truck (3 passenger, light cargo)	20,000 Cr
A-grav, Cycle (2 passenger)	8,000 Cr
A-grav, Van (9 passenger, light cargo)	24,000 Cr

Water Vehicles

Row Boat (300 Cr): Made of high-strength, low-weight materials, such as stressed carbon fiber, for durability and ease of operation. Holds up to 4 persons, or 360 kg, depending on use.

Row boat motor (600 Cr): Small electric motor for use on small boats. Unlike older fossil-fueled models, this motor uses a rechargeable, detachable power pack that provides up to 5 hours use at moderate speeds. Top speed rated at 55 kph.

Canoe (300 Cr): Constructed similarly to the row boat (above), this model holds over 200 kg, including passengers. More maneuverable and lighter than a row or motor boat, the canoe's versatility is borne out by the fact that it can be carried by one person over rough terrain.

Rubber Raft (100 Cr): Made of stress-tested elastic materials, this model folds up small enough to be carried in a back pack. The raft holds up to 180 kg when inflated using a small inflation cartridge of compressed gas.

Inflation Cartridge (10 Cr): For use with raft, above.

Sport Boat (5,000 Cr): Small fishing or skiing craft, capable of holding almost 500 kg. Top speed 75 kph.

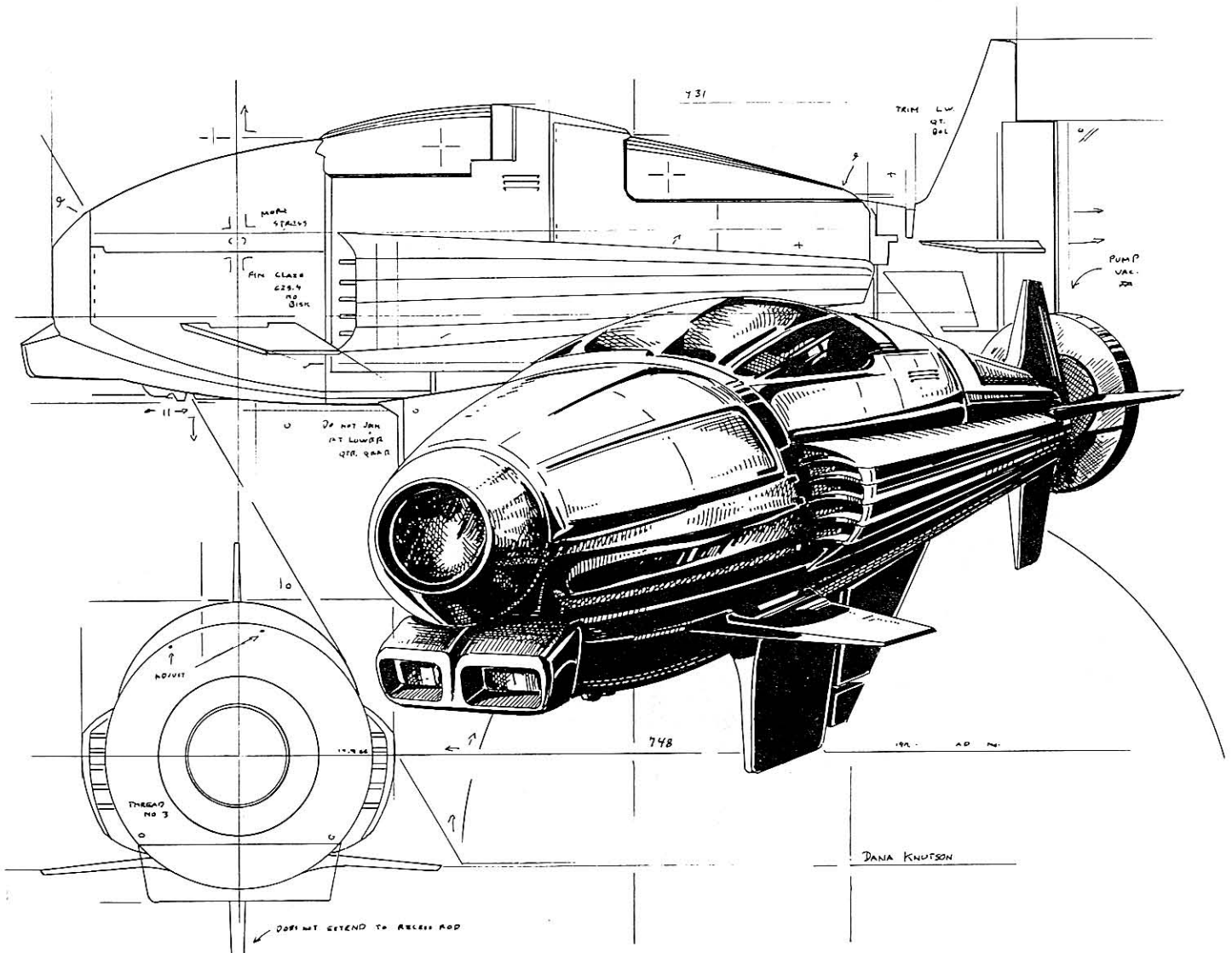
Speed Boat (10,000 Cr): Very fast, high-performance craft. Designed for speed and little else. Capable of carrying up to 180 kg. Top speed 145 kph.

Air Boat (4,000 Cr): Flat-bottomed boat that skims the surface of water, swamp, mud, and so on. The vehicle is driven by a large airplane-type propeller mounted in back. Carries up to 225 kg. Also known as a swamp buggy. Top speed 45 kph.

Hydrofoil (20,000 Cr): Extremely fast speedboat with great maneuverability. Once at 2/3 maximum speed, the front of the vessel rises from the water on ski-like foils or runners that serve to minimize drag. Top speed 175 kph. Holds up to 340 kg.

Houseboat (20,000 Cr): Flat-bottomed boat with living quarters. Usually used for recreation purposes. Sleeping accommodations for up to 6 persons. Top speed 30 kph.

Submarine (50,000 Cr): Two-man submarine often used for oceanographic studies or recreational purposes in waters of medium depth. Four-man submarines (85,000 Cr) are more durable and capable of attempting deeper dives, for use in undersea archaeological exploration or underwater salvage operations.



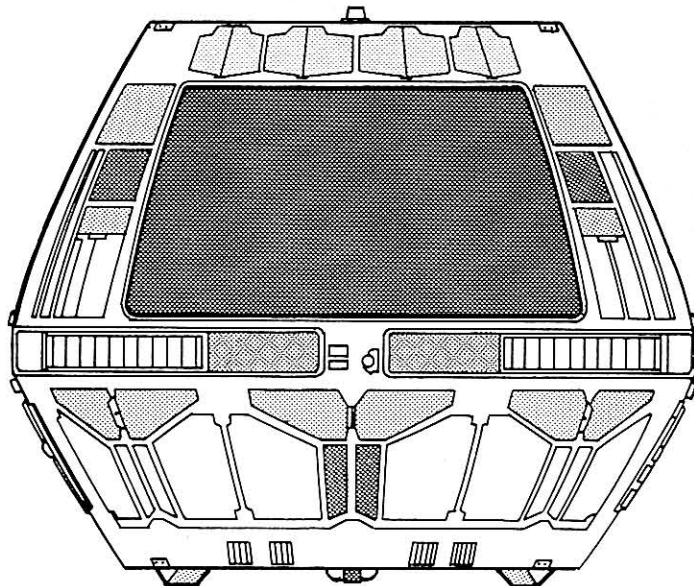
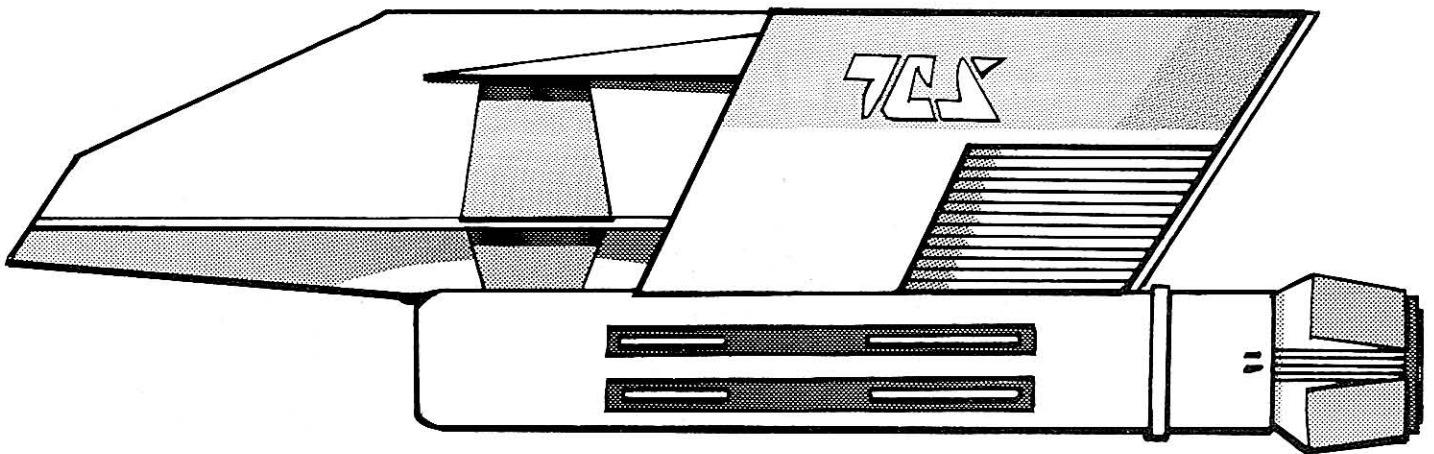
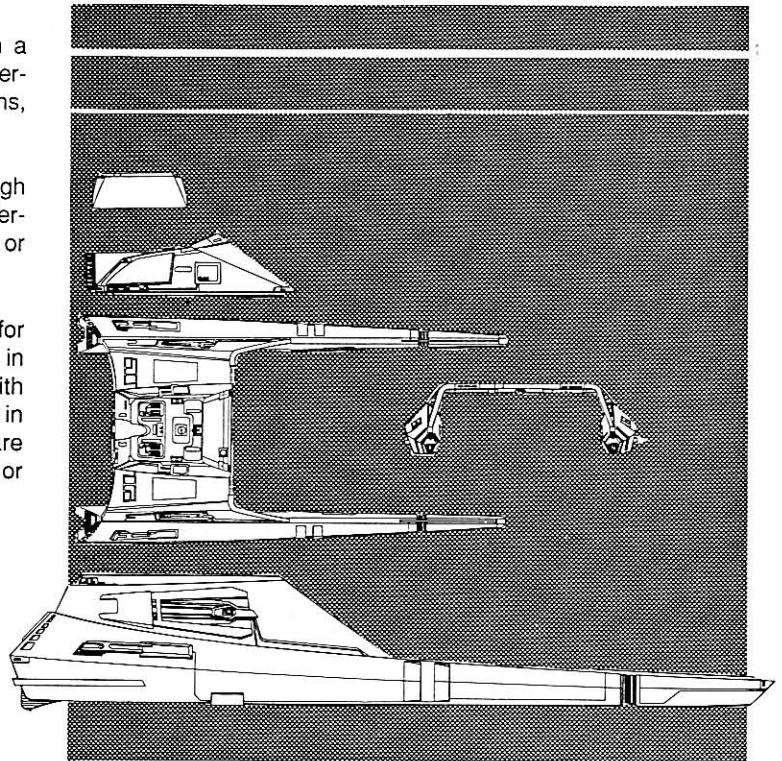
Air Vehicles

Hang Glider (300 Cr): One-man glider, usually launched from a height or towed aloft. Silent, motorless operation and maneuverability make it useful for some types of commando actions, though it is usually flown for sport.

Ultra-Light (1,000 Cr): Basically a powered hang-glider, though some more closely resemble true airplanes. One-man propeller-driven vehicles, often powered by a small fusion pack or rechargeable electric motor.

Passenger Carrying: Propeller driven aircraft are used mostly for sport on high-tech worlds, though they may still be found in serious service on some planets. Jets are even scarcer, with most planets having banned them back in the fossil-fuel days in favor of rapid-transit systems circling the planet. Helicopters are still in use in most areas, with power provided by fusion packs or rechargeable motors.

Private Plane, Two-Seat	15,000 Cr
Private Plane, Four-Seat	25,000 Cr
Private Plane, Six-Seat, Two Engine	45,000 Cr
Private Jet, Six-Seat, Two Engine	150,000 Cr
Private Jet, Ten-Seat, Two Engine	225,000 Cr
Helicopter, Single Seat	10,000 Cr
Helicopter, Two-Seat	28,000 Cr
Helicopter, Four-Seat	90,000 Cr



Space Vehicles

Small Shuttle (500,000 Cr): A four-seat vehicle capable of jumps from planetary surface to orbital sites and reverse only. These are often carried aboard privately owned craft for such excursions. Not suited for planetary exploration in most cases, as they are not equipped for landings in rough terrain.

Shuttlecraft, Star Fleet Standard Design (350,000 Cr used, 700,000 Cr new): Star Fleet standard shuttlecraft are for sale, new and used. New are available directly from the manufacturers outlets. Used are available on the occasion when newer vessels are coming into service and older units are being replaced.

Repair Bug, One-Man (65,000 Cr used, 100,000 Cr new): Small craft incapable of atmospheric landing. These are in use by Star Fleet at all repair facilities and large space facilities. Equipped with "Waldos" (mechanical manipulator arms) with a variety of tool operations.

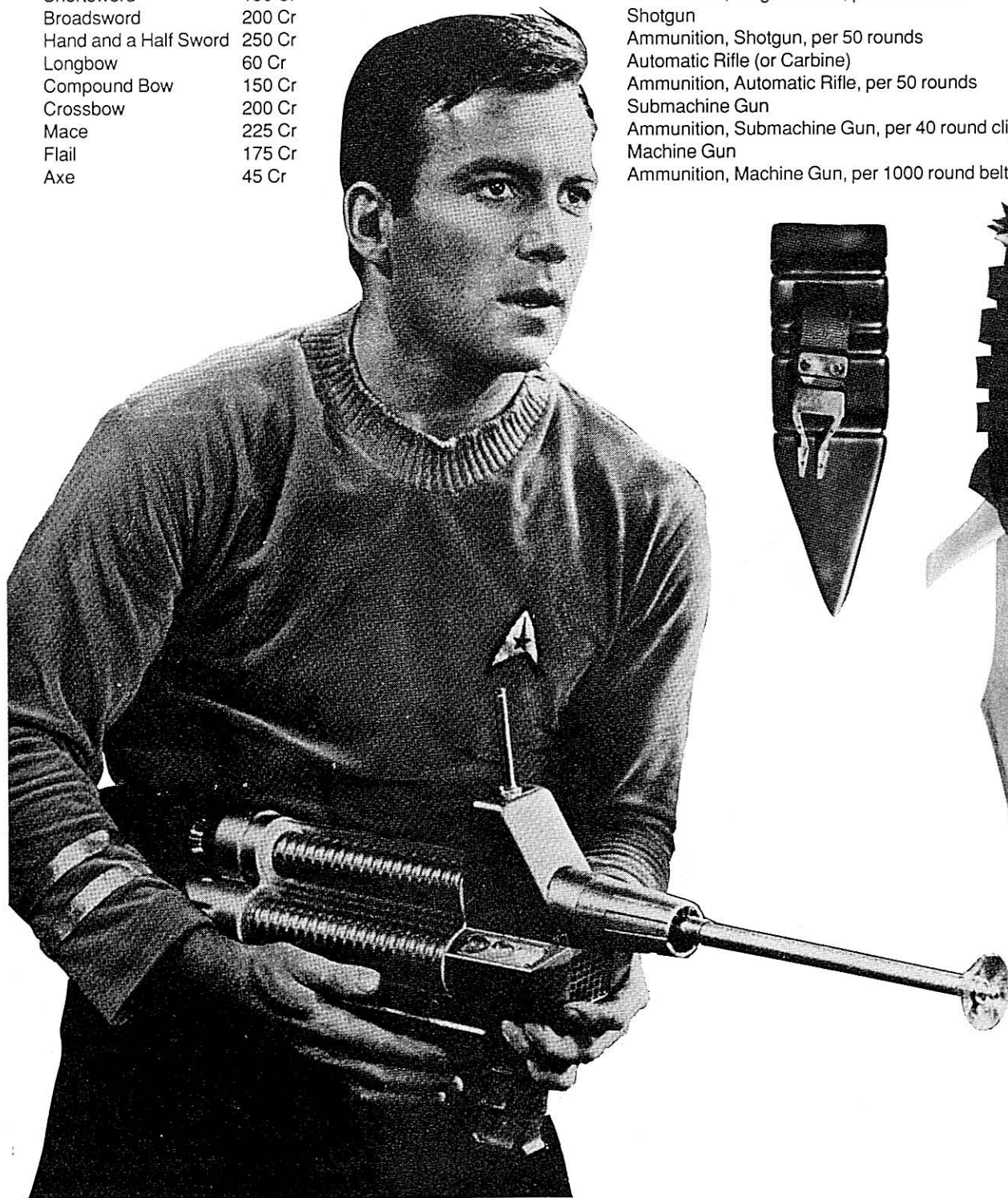
Weaponry

Ancient Weaponry: Generally available only as collector's items, or for sporting or athletic use on most technologically advanced worlds. On less advanced worlds, they are more available and in many instances are carried daily. On many worlds, the carrying of one of these is illegal. Those listed are functional models, with purely decorative models available at half the cost.

Pocket Knife	15 Cr
Belt Knife or Dagger	20 Cr
Throwing Knife	12 Cr
Foil	75 Cr
Sabre	100 Cr
Cutlass	120 Cr
Shortsword	150 Cr
Broadsword	200 Cr
Hand and a Half Sword	250 Cr
Longbow	60 Cr
Compound Bow	150 Cr
Crossbow	200 Cr
Mace	225 Cr
Flail	175 Cr
Axe	45 Cr

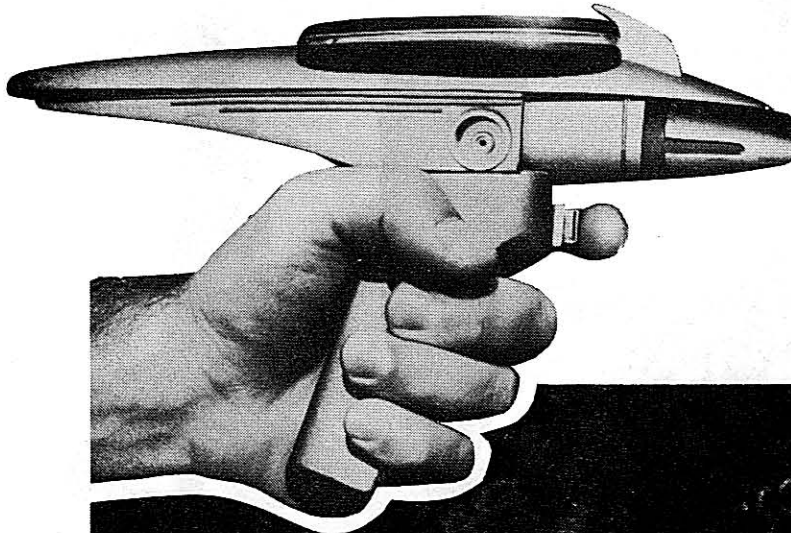
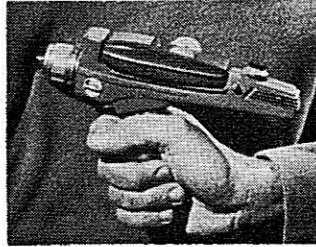
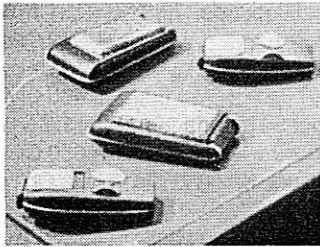
Firearms: Mostly collector's items or used by sportsmen. Possession or use of operational firearms is a criminal act on many advanced worlds. Few Federation worlds allow the carrying of operational firearms in a loaded state for any purpose. Some worlds have banned them entirely.

Revolver, Small Caliber	100 Cr
Revolver, Large Caliber	250 Cr
Automatic, Small Caliber	150 Cr
Automatic, Large Caliber	300 Cr
Rifle, Small Caliber	150 Cr
Rifle, Large Caliber	300 Cr
Rifle, Large Caliber, High Power	500 Cr
Ammunition, Small Caliber, per 50 rounds	2 Cr
Ammunition, Large Caliber, per 50 rounds	15 Cr
Shotgun	200 Cr
Ammunition, Shotgun, per 50 rounds	12 Cr
Automatic Rifle (or Carbine)	400 Cr
Ammunition, Automatic Rifle, per 50 rounds	15 Cr
Submachine Gun	650 Cr
Ammunition, Submachine Gun, per 40 round clip	20 Cr
Machine Gun	1000 Cr
Ammunition, Machine Gun, per 1000 round belt	250 Cr



Laser Weapons: Old-fashioned laser weaponry is still to be found in some planetary backwaters, though they have mostly been replaced by the phaser on Federation worlds. Laser, phaser, and disruptor recharge packs operate in a similar manner, taking about 20 minutes for a full recharge on most models. They are not, however, interchangeable in use between types and models. Low- power non-lethal variations at half the price are available on most high technology worlds for sporting uses.

Laser, Hand	250 Cr
Laser, Hand, Recharge Pack	75 Cr
Laser, Rifle	500 Cr
Laser, Rifle, Recharge Pack	100 Cr



Phaser, Disruptor Weaponry: Available for sale in some areas, although most Federation planets have made carrying phaser weaponry illegal without special permits. Basically identical to Star Fleet issue, though those found for public sale do not have the overload feature. Many found for sale on frontier worlds are low-quality copies that tend to fail to fire at the most inopportune time, or fail to take a charge after several uses. Disruptor weaponry is illegal within Federation boundaries, although it can be found for sale in the Triangle or on many frontier planets.

Phaser I-A	200 Cr
Phaser II-A	400 Cr
Phaser Rifle-A	550 Cr
Phaser I-B	300 Cr
Phaser II-B	500 Cr
Phaser Recharge Pack	100 Cr
Hand Disruptor-A	150 Cr
Disruptor Rifle-A	450 Cr
Hand Disruptor-B	200 Cr
Hand Disruptor-C	300 Cr
Disruptor Rifle-C	600 Cr
Disruptor Recharge Pack	100 Cr

Police Stunner (150 Cr): Used by law enforcement agencies on high technology worlds, this is basically a Phaser I with only a stun setting. This weapon is legal for carrying on most Federation planets, as it is not considered a deadly weapon. Uses the phaser recharge pack.

Stun Club (100 Cr) A flexible billy club that stuns on impact with a neural shock effect similar to a low-strength phaser stun shot. Useful for close combat and riot control, the stun club is a favorite of many police, bartenders, and bouncers. The stun club is sturdy enough to be used to parry a blow from a fist or light hand held weapons. The club uses a special long-life energy pack that is easily replaced. The pack lasts about 100 uses, and costs 20 Cr.



Medical Equipment

Most medical equipment can only be purchased by a licensed physician or medical technician, or with a physician's permission. Of course, there is always the black market.

Field Kit (200 Cr): Contains spray dressing, Feinberger, and hypo with small drug supply, including six doses each of light and medium sedatives, light and medium stimulants, Coradrenaline, Dylovene, Sterilite, and Tri-Ox compounds. These items are carried in a small pouch with a fold-over top. The pouch is designed to be carried on a belt.

Medical Pouch (2500 Cr): Contains several spray dressings, a Feinberger, the same hypo kit as in the field kit (above), protoplaser types 1 and 2, laser scalpels and other field surgery equipment, along with extra drugs, including Hyronaline, Masiform-D, and a neural paralyzer. Twelve doses of the drugs in the field kit are included. All this is contained in a roll-up pouch with pockets, and is carried in a bag equipped with a shoulder sling.

Feinberger (50 Cr): A small hand-held unit capable of giving heart rate, blood pressure, respiration, and body temperature of a patient. Simple to use.

Heartbeat Reader (150 Cr): A more sophisticated model of the Feinberger, capable of more accurate and faster readings. Also equipped with a computer patch, capable of being connected to any standard computer input port.

Laser Scalpels (all types each 300 Cr): Small hand-held scalpels that cut by use of a fine laser.

Protoplaser (either type 450 Cr): Heals wounds without the aid of sutures, stitches, and so on.

Dressing Sprayers (50 Cr): A device that is used to spray plastic/synthetic "skin" over a wound, which stops superficial bleeding and contains an antiseptic and anaesthetic agent. When the wound heals, the dressing is absorbed. Charges cost 5 Cr for 20 sprays.

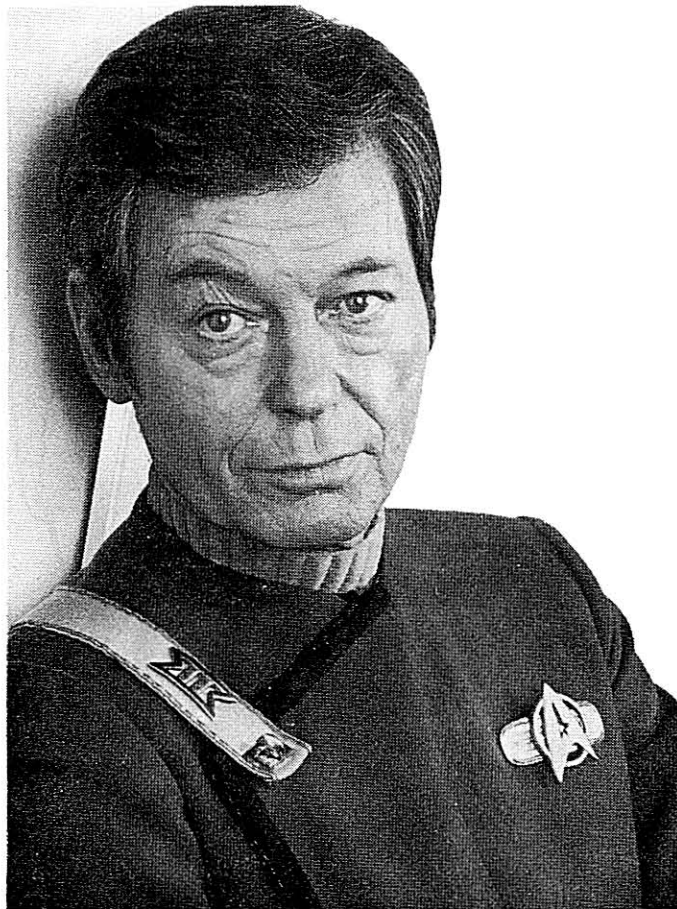
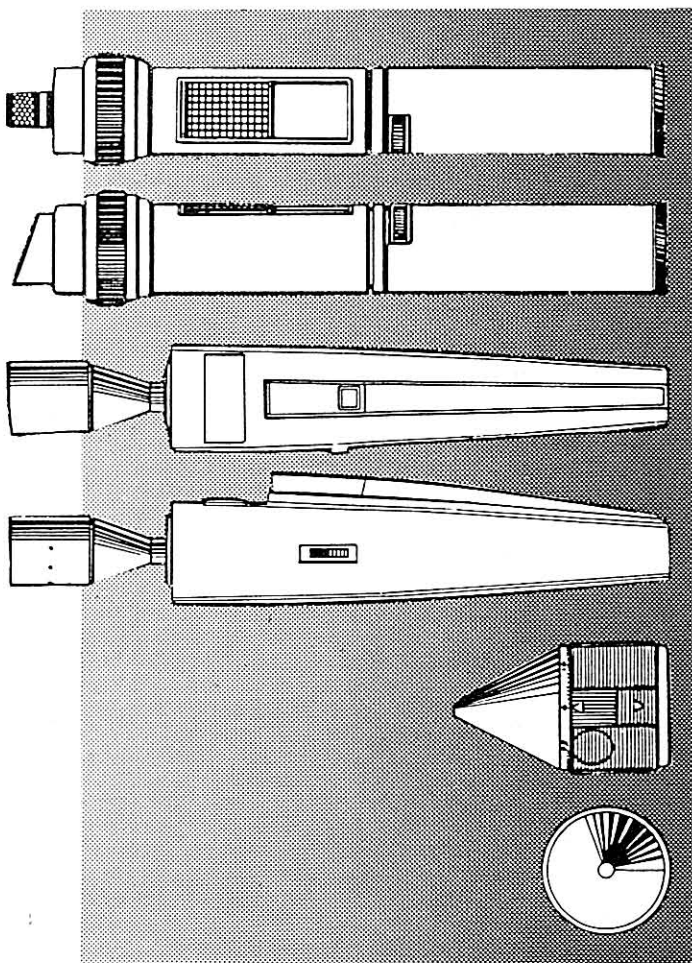
Medical Tricorder (400 Cr): A device capable of giving detailed biological and chemical readings on life forms.

Biocomputer (1000 Cr): A portable unit capable of analyzing life form samples and processing biological data. Can tie into a larger mainframe.

Hypo (20 Cr): A high-pressure pneumatic hypodermic syringe. Injects drugs through the skin painlessly, without a needle. Drugs are contained in micro-injector vials.

Drug Charges (6 doses per capsule):

Light stimulant	2 Cr
Medium stimulant	4 Cr
Light sedative	2 Cr
Medium sedative	4 Cr
Heavy sedative	6 Cr
Coradrenaline	4 Cr
Dylovene	5 Cr
Hyronaline	20 Cr
Masiform-D	20 Cr
Neural Paralyzer	100 Cr
Sterilite	3 Cr
Tri-Ox Compound	2 Cr



Clothing

Normal clothing: Prices given are for average clothing items for middle-class Federation family. High-fashion clothing would be 150 percent to 300 percent of the listed prices. Serviceable clothing can be purchased at 50 percent to 75 percent off the listed prices.

Leisure Clothing	50 Cr
Work Clothing	75 Cr
Dress Clothing	150 Cr
Leisure Footwear	15 Cr
Work Footwear	25 Cr
Dress Footwear	35 Cr
Light Jacket or Windbreaker	15 Cr
Heavy Jacket	40 Cr
Gloves, Heavy Duty, Insulated	15 Cr

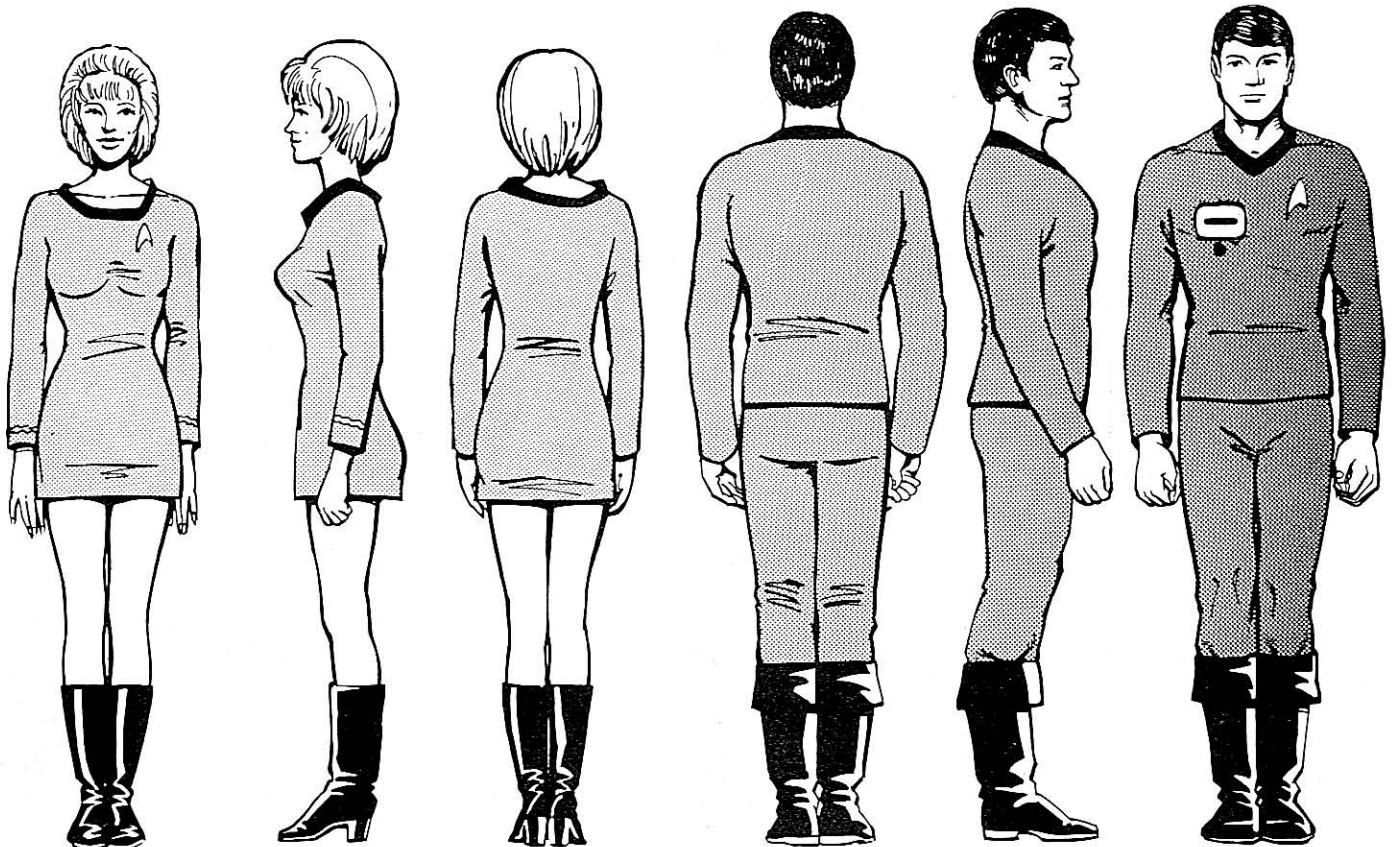
Thermal Oversuit (75 Cr): Heated suit for use in cold environments. Runs on an easily recharged power pack that lasts 48 hours without recharging, which takes 3 hours.

Temperature Compensational Oversuit (200 Cr): Complete with hood and half-face mask. Powered for 48 hours by a rechargeable pack. The suit provides a comfortable temperature for the wearer in either hot or cold climates. The suit has air conditioning and heating units, but will not protect against vacuum or hostile atmospheres.

Wet Suit (200 Cr): Used by divers, this suit provides warmth in cold waters. The suit has adjustable buoyancy control packs, which enable the user to easily ascend or descend.

Rain Gear (40 Cr): This outfit includes coat, hat, overshoes, and a small waterproof bag that can be placed over equipment the size of a small briefcase. The gear is transparent. Due to the polymers used, water, mud, and so on will slide right off. The suit can be shaken dry in a matter of seconds.

Environmental Suit (2500 Cr): A suit that provides a self-contained environment (air, heat, and pressure) for up to 24 hours. The suit is safe for vacuum and hostile environments. The helmet is completely transparent, providing an unobstructed 360 degree view.



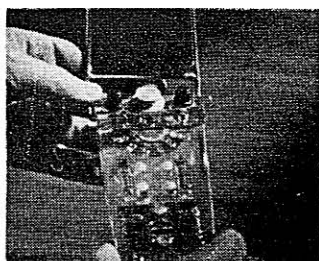
Personal Equipment

Personal Transactor (50 Cr): This is the basic model of the pocket-sized device used to make cashless transactions between two private individuals on most Federation worlds. The device allows money to be transferred from one card to another, but the transfer is not actually recorded until the next time one or the other party places his card into a bank machine, store transactor, or other device which is actually tied into the bank master datanet. In practice, this delay has little or no effect, since your card knows the money has been exchanged. Most personal transactors can be plugged into a common communications terminal for a quick update from the bank computer if desired. Standard transactors are not equipped with retina scanners, so they are used only for transactions between two people who know each other.

Replacement ID Card (100 Cr): Replacement cards are deliberately expensive to discourage people from losing them. If lost, they can be replaced at a bank machine equipped with a retina scanner.

ID Forgery Unit (15,000 Cr+): These are devices that allow a forger to create faked ID cards or change the information on real ones. The device is only useful to someone very skilled in its use. It is pocket sized, and at first glance appears to be a normal personal transactor. Possession of a forgery device is highly illegal in the Federation.

Tricorder (400 Cr): A data gathering and recording mechanism, similar to the standard Star Fleet issue tricorder. Can gather data on energy sources, physical composition of an object, and life form data.

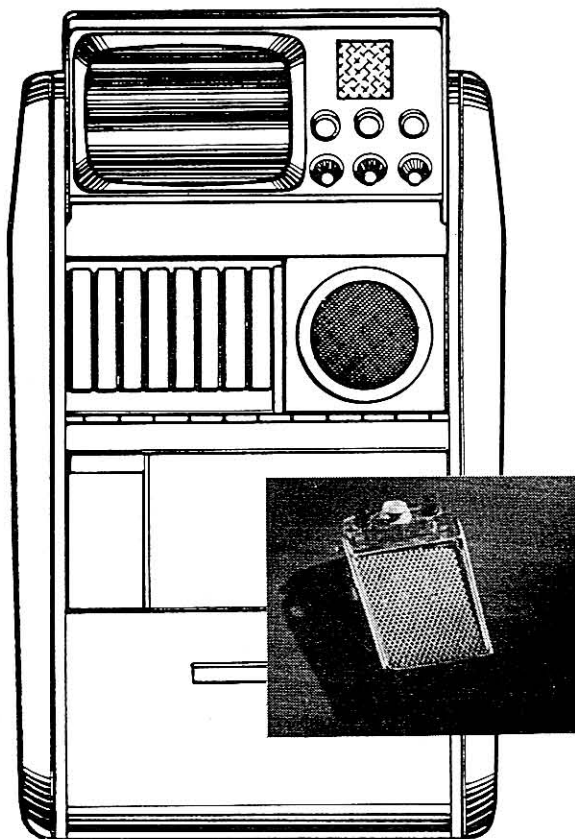


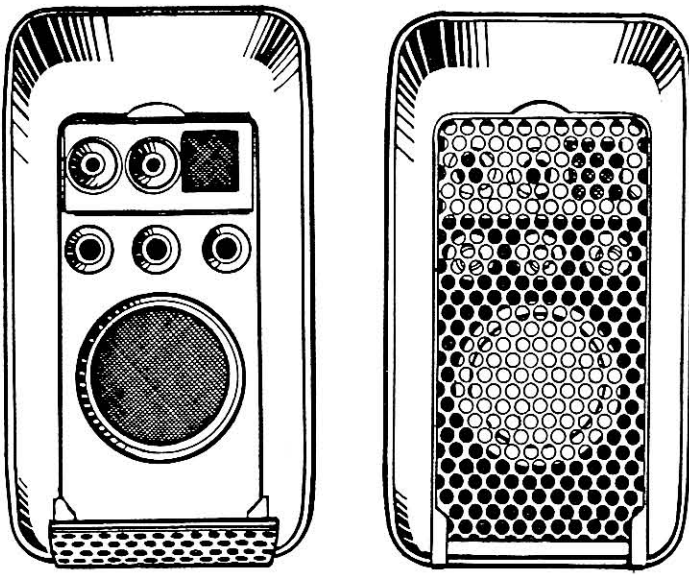
Pocket Computer (30 Cr): A basic unit about 15 X 8 X 2 centimeters that combines a simple flatscreen text display with a limited memory capacity (about one million characters) and moderate data processing capability. A normal pocket computer will read standard computer cards, though it is not equipped with 3D graphics or high resolution flatscreen display. Cannot be plugged into communication terminal for connection with larger data networks. Pocket computers that do not have keyboard inputs or voice recognition circuits may be much, much smaller, but they must rely on preprogrammed data carts for all input.

Personal Computer (800 Cr): Much more versatile than the pocket computer, this device is pocket-sized or briefcase sized (depending on exact manufacturer and model) but has a small high-resolution screen capable of displaying digitized color photographs (or video) images as well as text. It normally accesses more on-board memory than a pocket computer (up to 5 million characters). Plug-in modules allow it to act as a personal transactor (20 Cr), a video cart viewer (100 Cr) with 3D display, if plugged into an auxiliary display unit, or to make direct satellite-link contact with a world-wide database (communications module, 200 Cr), if such a system is present at that world, or to ships in the vicinity.

Computer Carts (5 Cr for 3 carts): These standard sized square carts are color coded according to the type of data or intended use. Information is stored on a molecular level, with each small cart holding up to eight million characters of data.

Briefcase (40 Cr): Will hold the complete personal computer system listed above, including ten carts. Can also be used as normal briefcase. The high-impact duraplastic cannot be scratched by normal wear and tear. Comes standard with an electronic lock that can be coded to an electronic key (included) or to one of several possible ID cards. Combination locks are also available, with electronically coded combination latches and miniature numeric keypad.





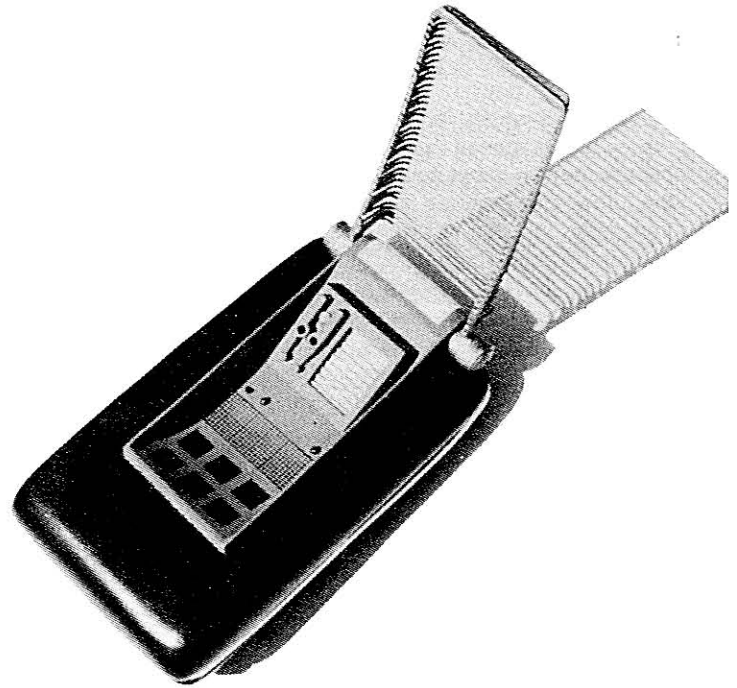
Portable Cart Viewer (400 Cr): The unit is about the size of a pocket radio, and has a high-resolution screen. It is used to view visual (still and video) recordings only, and cannot be used to scan data carts. The camera, about the size of a large writing stylus, and record attachment, about the size of computer data cart, allow making new vision/sound recordings. A larger camera with two lenses can be used for 3D recordings. Uses color coded carts the same as the personal computer, but coded for video data only.

Pocket Communicator (30 Cr): For voice communications only, these units do not have the range or variety of features of Star Fleet issue communicators. They are capable of linking with a local communications net (present in most urban areas) for satellite relay. Can also be used for line-of-sight communications up to 30 km. A shuttlecraft or other surface station may relay communications to orbital target.

Long Range Communicator (75 Cr): Capable of voice communications to orbital satellite relay directly (as opposed to the pocket communicator) or starship, but still not up to par with Star Fleet issue. The unit can, however, be used as a locator signal for transporter operations.

Earpiece receiver (10 Cr): This is a "one-size-fits-all" model, unlike the custom tailored Star Fleet issue models. A custom fitted earpiece can be purchased for twice the price, but requires one day for fabrication, and the purchaser must be available for a one-hour fitting.

Wrist Chronometer (5 to 100 Cr): Basically a digital wristwatch. Accurate to one second per year. Higher priced models have alarms, calculators, short-range communicators, built-in video games, pagers, pulse, respiration and temperature sensors, and more. A favorite feature in urban environments is a loud piezoelectric alarm that can be set off manually as an anti-mugging device. This feature usually costs about 15 Cr.



Binoculars (100 Cr): Images are enlarged and enhanced by precision optics aided by a tiny microcomputer chip. Most models can be fitted with cameras, infrared viewers, or light enhancement filters at additional cost.

Film Camera (30 Cr): Flat image camera (with through-the-lens viewing), producing instantly developed pictures plus a digitally encoded strip that serves as a "negative" for additional prints or enlargements. Advanced electronically enhanced optics allow most cameras in this price range to take closeup and telephoto shots with a simple adjustment.

Holographic Camera (400 Cr): Creates a digitally-encoded cube (like the film strip) that can be recreated as a "solid" 3D image after processing. Holocube photographs are quite common on even medium technology worlds. These photos are three to six inches on a side when prepared. The image is generated within a virtually invisible clear plastic hollow cube, when the photo is to sit on a desk for public viewing. Otherwise, it can be transferred to a standard cart for viewing at any 3D-capable terminal. A single exposure cube costs 1 Cr.

Infra-Red Lens Kit (200 Cr): Attachments for standard cameras or binoculars, allowing detection of objects by their heat generation. These devices will allow easy visual detection of a warm living being against a colder background or within another object that conducts heat (like the walls of a shuttlecraft). Also available at 225 Cr in goggle form.

Light-Enhancing Viewer (250 Cr): Also known as "starlight scopes", these devices enhance even the smallest light source to visible levels, but with a corresponding loss of detail. These can be attached to cameras or binoculars. Available in goggle form for an extra 25 credits.

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Gas or Oil Lanterns (8 Cr): Still used for illumination on some worlds, these produce a circle of light of six-meter radius. Gas or oil refills available in modular plug-in canisters for .5 Cr. Each lasts three hours.

Pocket Lantern (8 Cr): About the size of one's fist, these rechargeable units produce illumination for 24 hours without failing. They are capable of unidirectional (like a flashlight), semi-directional (like a lantern), or omnidirectional (like a light globe) illumination, with variable beam intensity. At high intensity setting, the flashlight beam will dazzle someone at close range. They can also produce an illuminated area of 30-meter radius at high intensity. Some units have color caps attached for signalling.

Aqualantern (15 Cr): A small, hand-held light source that can be safely used underwater. Illuminates a ten cubic-meter area.

Beltlight (12 Cr): A light source that is worn like a belt. It will shine a light ahead of the wearer about 100 meters, in a beam 2 meters wide. These are useful as they can leave the hands free for other uses.

Coldlight Glowsticks (1 Cr): Disposable chemical packets (about the size of a pencil) that emit a "cold light" of a greenish-white hue when struck sharply, then shaken. Illuminates an area of six meters radius for ten hours. Easily carried in a pocket or pouch for emergency use.

Sleeping Bag (50 Cr): Lightweight sleeping bag that folds to pocket size when not in use. It retains body warmth very well, due to the advanced types of insulation.

Backpack (40 Cr): Very lightweight modular frameworks of high-strength plastic. These are covered with easy-access pockets.

Tent (50 Cr): A basic two-man tent, available in a variety of colors, with waterproof insulated floor and insert netting. Folds to the size of a small briefcase, with collapsible poles and pegs and plasteel cable lines.

Pressure Tent (100 Cr): Will hold pressure in vacuum or hazardous atmosphere. Proof against most atmospheric corrosives as well. Has airlock-like flaps, but these are not convenient to use and take time to rig. A separate air processing unit is required to maintain pressure and/or to filter harmful atmospheres. The two-man tent takes up twice as much room as the normal model when stowed with the air processing unit which is about the size of a box of facial tissues. The air unit is good for three weeks without recharging its power pack and chemical filtering pack, which takes 24 hours.

7-Man Collapsible Shelter (350 Cr): Holds pressure as per the pressure tent. Airlock flaps more convenient in this size. Folds to the size and form of a backpack, for carrying by one person. Internal air processor and power supply maintains pressure, air conditioning, and lighting for up to six weeks on a microfusion power system. Available as a replacement pack for 75 credits.

Portable Power Supply (1000 Cr): Back-pack sized microfusion plant provides power for most items for 20 weeks without service or replenishment. Can also act as recharging station. Weapons still require an intermediate recharge pack be plugged into this unit. Other equipment can be plugged directly into the station. Replenishment packs for the PPS cost 200 Cr.

Computerguide Electronic Map (100 Cr): A computerized map display device that incorporates a small inertial tracker. If calibrated before leaving a known point, and programmed with local maps, it will allow pinpoint accuracy in determining current location. Battery pack lasts 30 days without recharging. Map programs may not be available for non-civilized areas, but inertial tracker will still tell position relative to starting point.

Magnetic Compass (5 Cr): 75 percent of civilized worlds have magnetic fields strong enough to make magnetic compasses useful. This model is very durable and extremely accurate.

Filter Mask (30 Cr): Small, lightweight mask that filters most harmful atmospheres. Good for 12 hours without replacement of filter unit. Filter replacements cost 2 Cr.

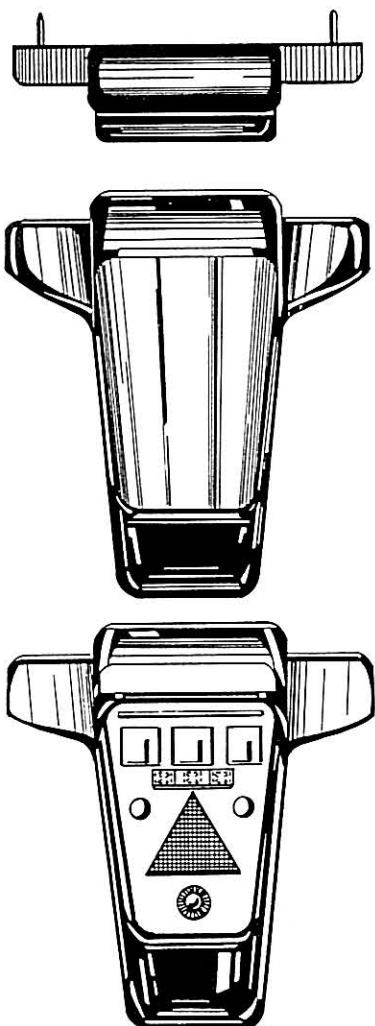
Life Support Mask (100 Cr): Filters like the smaller mask, plus warms or cools atmospheres and pressurizes thin atmospheres. Powerpack and filter good for about twelve hours. Replacement packs cost 10 Cr.

Air Pack (100 Cr): Lightweight pack with supercompressed breathing mixture, fitted with mask. Good for six hours. Two can be worn on back without slowing or hindering movement.

Skin Diving Equipment (50 Cr): Mask, flippers, and other accoutrements for skin diving, including buoyancy control belt.

Scuba Tank and Regulator (200 Cr): An advanced system that uses multiple airpaks for operation up to twelve hours underwater. Very lightweight, with little or no restriction to movement of user.

Gillpak (300 Cr): The ultimate underwater diving device, the gillpak is carried on the back. It weighs only 60 kg. A gillpak, when used with a wetsuit for warmth, allows operation underwater almost indefinitely. Unlike SCUBA gear, gillpaks produce no telltale bubble trail.



Metal Detector (150 Cr): Sensitive detector, about the size of a tricorder, that detects small metallic objects with great precision. More sensitive and specialized readings than can be obtained with a tricorder.

Water Purification Device (50 Cr): Pocket-sized device that will filter and purify one gallon of water every two minutes. Will purify 100 gallons of water before its chemical pack and filters must be replaced. Recharge kits are available at 5 Cr.

Snow Ski Set (35 Cr): Made of lightweight, almost unbreakable duraplast, and coated with a special polymer coating for speed.

Portable Anti-Grav Unit (125 Cr): A small hand-held device with magnetic clamps or sticky pads capable of lifting up to 100 kg. Several may be used together to lift heavier objects.

A-Grav Platform (400 Cr): A floating disk-shaped work platform about three feet across. Will raise and lower to any height with a belt device. Will support about 200 kg.

Universal Translator (12,000 Cr): A hand-held device that is capable of translating most alien languages after listening to roughly 30 minutes of the language. The unit is very expensive due to its very recent development. Costs should lower at least 50 percent in the next five years.

Force Field Box (1,000 Cr): A special box with an interior force field that can be used to transport antimatter samples. The interior field is controlled by a remote control unit.

Rope (20 Cr per 100-meter length): A plasteel cable that will support up to 500 kg.



UFP/ITA GUIDE TO SERVICES

Excerpted and digested from various regional editions of The UFP/ITA Guide to Goods and Services, Edition XXXVII, compiled and published by the United Federation of Planets Independent Traders Association.

This section provides average costs and prices in Federation credits for common services and intangibles that traders will find useful in the course of their travels. The prices given are average retail prices one would expect to pay on an urbanized planet such as Earth or Andor.

Prices in this volume should be adjusted according to the local situation. Starport prices will often be up to 50 percent higher than listed. Services requiring sophisticated technical equipment will be from 50 to 100 percent higher on a nonurbanized, nontechnical world. Agricultural services will be 25 to 50 percent higher on worlds where agriculture is inhibited by local conditions.

Food, Lodging, And Service

Travel services have not changed much over the past 100 years or so. Hotels are still hotels, and what can be said about food? The main changes have been in how the services are provided. Many lodging and food establishments are highly automated, even the run-down businesses. The higher quality hotels have automated check-in via your personal transactor, and automated bellboys, which are basically carts having an electronic homing device to follow the key-pad given you at check-in time. This key-pad opens and locks your room, allows you to order room service, even controls the lighting and air conditioning in your room. The middle-quality hotels provide a mixture of the old and the new. The low-quality establishments also provide a mixture, using obsolete, worn-out equipment sold long ago by the upper hotels.

High Quality, per day	22 - 100 Cr
Medium Quality, per day	10 - 28 Cr
Low Quality, per day	6 - 15 Cr

Food establishments are the direct opposite. The cheaper facilities (fast-food) are almost always entirely automated. You enter your order into a keypad, pay with your ID card, and your order pops out of a fabricator. The higher-priced restaurants are at the other end of the spectrum, with beings doing everything from waiting tables to doing the cooking. The higher the price, the more you can be assured your food is being fixed without the aid of a processor.

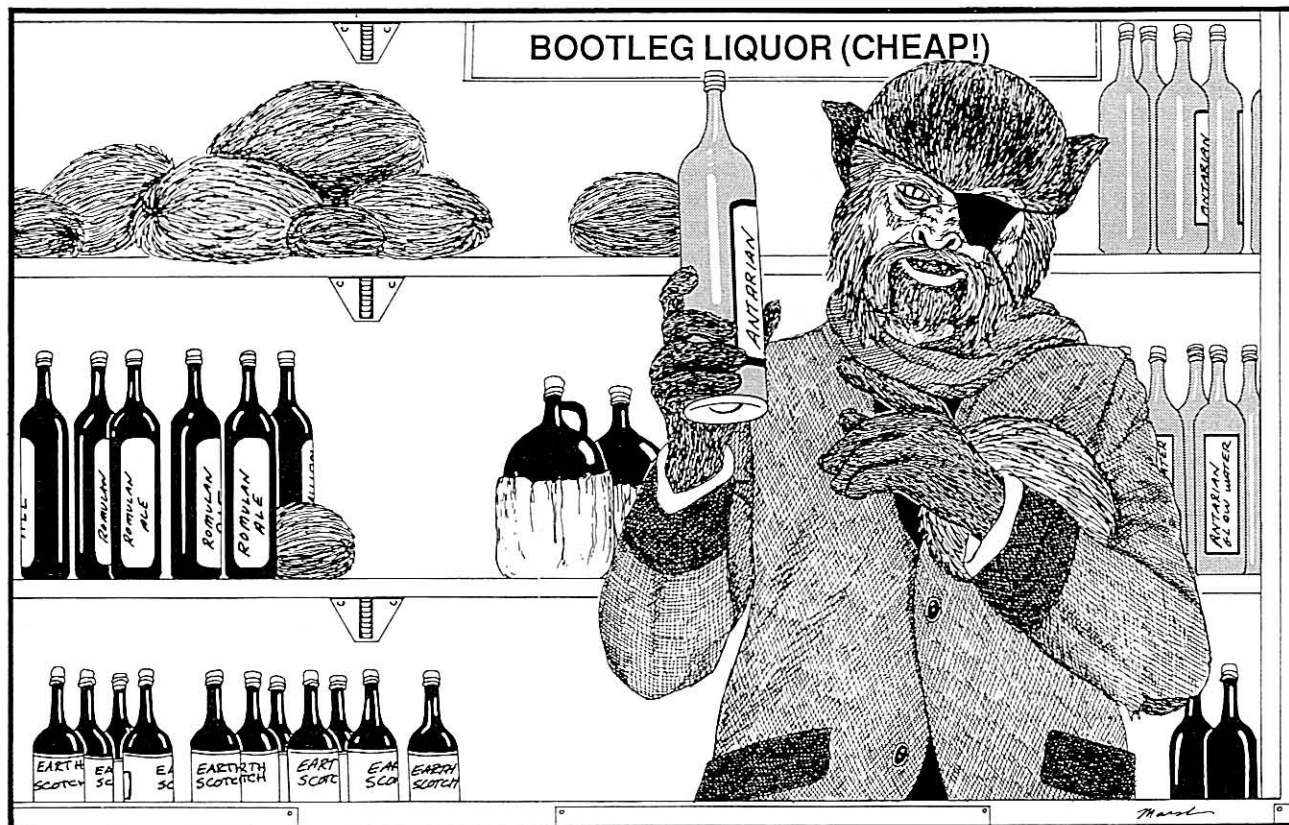
High-Quality Restaurant, per meal	18 - 80 Cr
Medium-Quality Restaurant, per meal	18 - 26 Cr
Low Quality (Cafeteria), per meal	2 - 20 Cr
Fast Food (Totally Synthesized)	1 - 7 Cr
Alcoholic Beverage, Night Club	2 - 25 Cr
Alcoholic Beverage, Corner Bar	1 - 6 Cr

Travel is provided by mass transit on most planets. Mass transit systems cover most high-technology planets with mono-rail systems. Transportation is provided on lower technology planets by the older style taxis.

Limousine	2 Cr per km
Taxi	1 Cr per km
Mass Transit	.1 Cr per km

Many other services are available. Below are sample prices you may expect to pay on the average urbanized Federation planet.

Night Club Act	1 - 5 Cr
Play or Show	4 - 22 Cr
Movie Admission	2 - 7 Cr
Saurian Brandy, Liter	30 Cr
Antarian Brandy, Liter	15 Cr
Earth Scotch, Liter	35 Cr
Romulan Ale, Liter	100 Cr+
Spican Flame Gems	10-50 Cr
Antarian Glow Water, 25 ml	10 Cr
Tribble	10 Cr



MAKING THE FREELoader RUN

By Captain Anson Robertson

Eighteen-year-old Jaan Holona, a citizen of the planet Wall along The Triangle border, has just signed on as a clerical assistant and go-fer to the Cargomaster of the small freighter *Alisa*. He is about to make his first trip into space to the nearby Orion tradeworld, Freeloder.

HANDLING THE GOODS

Though Jaan had watched onloading of cargo many times at the Wallport Star Cargo Facility, he'd never felt a thrill such as this one. This time, it was *his* ship being loaded, and the watching was part of his responsibility as the newest crewman aboard the freighter *Alisa*. Jaan knew he wasn't much more than a glorified errand boy, counting crates and checking the manifest, but he didn't care. He was finally going into space!

Jaan had grown up around the starport. His father's many years of work as a cargo handler brought the young Jaan into contact with interstellar traders almost every day of his life from the time he was old enough to walk to the port after school to watch his father at work.

Father and son were alone in the world, Jaan's mother having died in the colony-wide Green Plague epidemic soon after Jaan's birth. But the boy was well taken care of by the many friends Big Jaarod Holona had among the people of the starport. Knowing the ways and the talk of the port had been what first brought Jaan to the attention of Cargomaster Kinnda of the *Alisa* after Big Jaarod's death in a warehouse fire. Jaan was determined to follow his dream into space, to justify the faith the Cargomaster placed in him, and as a memorial to the long hours of work his father had put into securing Jaan's education.

Jaan had scarcely been aboard the *Alisa*, but he already loved the ship, a relatively small freighter in this big, busy port. Massing less than 20,000 metric tons, the venerable *Argon* class ship had hauled ore out of Wall for a number of years, returning with foodstuffs and occasional cargoes of mining tools or radioactives to power the drives of the system-defense boats manufactured here. Her skipper, Linn Yland, was a grand lady known well at the port for being both a tough bargainer and a fair employer.

It was a busy first day, as the *Alisa's* cargo of raw titanite ore was destined for transfer to a long-range vessel they would soon meet on Freeloder. Captain Yland and Cargomaster Kinnda had wrangled quite a deal, all negotiated by subspace radio messages. The long-range freighter *Oregon Trail* would make port in Freeloder just long enough to offload a shipment of dilithium. If Captain Yland could deliver the titanite ore just purchased in time for transfer to the other vessel before it left Freeloder, a tidy profit could be made. The *Oregon Trail* had a buyer for just such a load on Epliey, but couldn't spare the time to divert to Wall for the load, and so offered to split the profits with Captain Yland if the delivery could be made on time.

It had sounded easy when the deal was negotiated, but the problems were beginning to stack up against them. Loading the ore should have been easy. Jaan was well-acquainted with the abilities of both the men and the machines of the loading facility where his father had worked for so long. But according to the Chief Cargohandler, automatic loaders that would carry the new Series L bulk cargo carriers were just a fraction too large to enter the *Alisa's* main cargo hatch! Thus, the older Series F carriers had to be pushed around by hand, using clamp-on A-Grav units. The process was intolerably slow compared to the semi-automated loaders.

"We'll be at this all week at this rate," sighed Bob Taplin, a cargohandler who had worked with Jaan's father and had stopped to say hello. "These new machines are great for the newer ships, but they aren't as flexible as the older loaders. We used to just fly along with Series F carriers. I'm sorry about this. Your Mr. Kinnda paid well, but we just don't have the equipment."

Jaan nodded as he checked his electronic clipboard, calling up the current estimates of loading time. It didn't look good, and he'd overheard the Cargomaster say the delay might just cause them to miss the rendezvous on Freeloder. "Can't you use the old loaders anymore?"

Taplin shook his head. "Those were sold off not too long after your father died. Didn't think they'd be needed, but then we haven't had to load up such a large ore shipment in such a small ship since then. This way will work, but the time factor's the problem."

"What happened to the old loaders," asked Jaan.

"Some little warehouse bought most of them." Taplin caught on to Jaan's idea. "Say, do you think we could rent a few back?"

Jaan smiled. "Worth checking out, I suppose! I'll see if Mr. Kinnda can give me an hour off and we'll track them down!"

• • • • •

Cargomaster Kinnda's dark eyes sparkled as the old but functional loaders were brought into place. The gruff, gravel-voiced trader was almost smiling! "Where did you ever find those antiques, Holona? They look ready for the robot rest home!"

Jaan grinned. "Well, it took some finagling, sir. The warehouse they'd been sold to hadn't been able to use them after all. Their clients all changed over to the new carriers just after the mines here did!"

Kinnda nodded. "So you offered to rent them?"

"No, sir," said Jaan. "They didn't really have any use for them, but they didn't want to admit they'd made such a mistake. Bad for business. So I played dumb and asked where they had purchased their Series F loaders. The manager admitted he might know where some could be found, if the price was right. "We dickered —"

The cargomaster interrupted Jaan, a horrified look on his face. "You didn't think I was going to *buy* these relics, did you, Holona?"

"Oh, *no*, sir! I let him think I was an offplanet native connected with a cargohandling firm that might be in a buying mood, though. I never said that. He just assumed it because I asked about getting them down to the spaceport. He must have thought I was pretty stupid. But I insisted on trying out a few of the machines to see if they were in working condition and he didn't raise too much of a fuss. This is our trial run," he said, pointing to the machines now loading the ore. "After the loading, we'll leave them here. I promised him an answer on Monday about buying the lot."

"But on Monday, we'll be on our way to Freeloader —" Kinnda stopped as Jaan gave him a reasonable attempt at an innocent expression. Finally, he nodded slowly. "My boy," said the cargomaster, "we may make a trader out of you yet!"

UP SHIP!

Belowdecks, Jaan fidgeted in his bunkroom, awaiting the warning klaxon that would sound just before the *Alisa* lifted from the ground and made the leap into space. Somehow, it wasn't as he pictured it. It seemed every crewmember aboard had a job to do, but as the newest crewman, he had not yet been assigned a lift station. Still mostly untrained in the ways of merchant ships, he had retired to his bunkroom, fearing he would be in the way elsewhere.

"Holona!" Jaan was momentarily startled as Assistant Cargomaster Olvar Tarrelsen appeared in the open doorway. He handed Jaan a small computer clipboard. "The Boss says get this up to the bridge on the double!"

Jaan glanced at the clipboard. The screen was blank. In fact, there was no data cassette installed in it at all. "What's this?" he asked, though in fact he was glad for any excuse to visit the bridge just before lift.

Tarrelsen grinned. Despite his position, he was only ten years older than Jaan, and remembered what it was like to be making his first trip. "Nothing! But I suggested to The Boss that a valuable man like yourself shouldn't be sitting in his bunkroom during his first lift!"

Jaan returned the smile as he rushed out the door and down the corridor. "Thanks! I owe you one!"

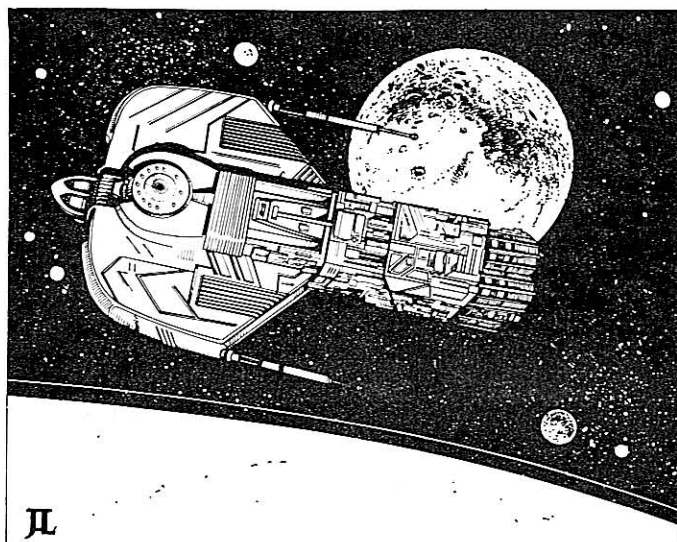
"I'll remember that," Tarrelsen returned as Jaan rounded the corner on the way to the lift. "Welcome aboard!"

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The bridge of the *Alisa* was small compared to that of a big starship or even a major freighter, but to Jaan it was the busiest, most wonderful place he'd ever seen. The Chief Pilot, a dour Tellarite named Hhervv, growled in his guttural native tongue as he made final checks of his instruments. Assistant Engineer Lovak, a native of the planet Ja-eq, towered over his console. The low gravity of his native world had done its work. His ancestors had been normal Earth Humans, but Lovak and those of his generation were all 2.5 meters tall or more.

Communications Officer Lockridge waved Jaan over and took the blank clipboard. "Stand over there and don't say anything. If anyone asks, you're waiting for me to sign a memo." Obviously, Lockridge was in on the conspiracy to put Jaan on the bridge. Jaan stood where he was told, and kept quiet.

In the center seat, the Holy Place where only the Skipper herself ever resided, Captain Yland waited impatiently for final lift clearance. "You'd think just *once* we'd get out of here on time. Today of all days!"



"Port Control says there's still a system-defense boat in our sky, Cap'n," reported Lockridge. "Another minute or two at most."

The skipper leaned on the arm of her command chair and fumed. "Probably some orbit jockey taking a shortcut home for lunch," she muttered. Her bright red hair framed a face now set in somewhat grim lines. "Tell them to get on with it."

"Control, this is merchant vessel *Alisa*," Lockridge sent, with more diplomacy than orders had truly indicated, "Please advise on final lift clearance."

There was a short pause, then the controller's voice answered. "Clear sky, *Alisa*! Lift at your own discretion."

The skipper wasted no time. "Engineering?"

"All green, Skipper!"

"Very well! Mr. Hhervv, up ship!"

The Tellarite pilot nodded curtly. "Raising ship, Captain." A control was pushed forward, another moved two notches to the right. Jaan felt a subtle change in the humming that was always part of the ship's environment whenever the matter-antimatter drives were in operation. The *Alisa* was off the ground.

"View forward," said Captain Yland, and the comm officer snapped on the main viewer, revealing the port's heavy block buildings beyond billows of dust raised by the ship's landing thrusters. As the buildings disappeared below viewer level, the Captain called for a downward viewer angle. The screen then showed the port dwindling below the rapidly rising vessel.

"Leaving starport control area," reported comm officer Lockridge. "Approaching orbital velocity." Jaan was amazed. The old ship's inertial compensator worked so well that there was little feel of acceleration.

The captain, however, was still a bit impatient. "Call orbital control and ask for permission to bypass orbital holding. Mr. Hhervv, plot us a direct insertion into an outsystem course, just in case."

The sour-tempered Tellarite nodded. "Already plotted, Captain."

Meanwhile, Lockridge had been conversing with orbital control. "Cleared for direct outsystem course," he reported.

"At last," said the skipper, "Good news! Bypass orbital holding, Mr. Hhervv, and take us out of the orbital plane of the system at full impulse power!"

"Aye, aye," Mr. Hhervv acknowledged. "Estimated outsystem time, 3 hours and 45 minutes standard." That was a short outsystem time, indeed, which Hhervv had made possible by leaving the system at a 90-degree angle to the plane in which the

system's planet's rotated. Once out of the star system's gravity well, the warp drive could be safely engaged for the trip to Freeloader.

As the planet Wall began to shrink on the screen, Jaan couldn't take his eyes off his home planet. His only family gone, he had no strong ties left to hold him, but he still knew he would miss his companions at the spaceport. The *Alisa* called at Wall on infrequent occasions, and it might be a long time before he saw home.

"And what are *you* doing on the bridge?" It was a moment before Jaan realized the skipper was talking to *him*! He stammered, realizing he'd forgotten the white lie he was supposed to tell to explain his presence. But before he or Lockridge could respond, the skipper waved aside any reply. "Never mind," she said quickly. "Get over there and help Mr. Hhervv plot the intersystem course!"

Jaan had absolutely no idea how to plot any sort of course at all, but he hadn't the courage to contradict the skipper! He meekly walked over to the piloting console, where the gruff Tellarite sat behind in the right seat. "Uh, sir..." Jaan began, "I don't know how to—"

"Don't you think I know that?" the pilot interrupted with a snort. "Sit down in the left seat and shut up." He snapped a few switches as Jaan sat down, and the left half of the board lit up as Jaan sat down. The double console where they sat was actually divided into helm and navigation stations. Most common controls, however, were duplicated on both panels, allowing one person to run both functions from either side, as Hhervv had during lift. "You know any vector mathematics?"

Jaan admitted he did. His father had seen to the boy's education, stressing mathematics as the key to all technical professions. He was familiar with calculus and some non-Euclidean geometry, thanks to a former spacer his father had engaged as a tutor.

"We'll see." The center navigational screen lit up, showing a parabolic course plot skimming through the Wall system. "I'll bet you can't read any of that, though," said Mr. Hhervv. Jaan could, however—just a little. Suddenly, he was getting his first elementary lesson in insystem navigation, with the Tellarite riding him and challenging him every centimeter of the way!

IN SPACE

Once out of the system, a course was set for Freeloader, with the *Alisa* quickly brought up to Warp 5 cruising speed. The trip to Freeloader would take only 42 days at that speed, as opposed to more than 80 days at Warp 4. The difference was between making and missing the deadline. Captain Yland, Engineer Janet MacReedy, and Chief Pilot Hhervv had argued that the extra strain of Warp 5 was dangerous, even for such an important trip. The ship had missed its last regular maintenance

check because of the rush to load cargo on Wall. The skipper had decided, reluctantly, to override MacReedy's insistence that the ship wasn't ready for more.

"I'd fain like to gie ye Warp 5 on a sustained basis, Skipper," the Engineer told the captain, "but not with the shape me wee engines are in at this time! Now, if we'd had time for that overhaul I asked for on Wall..."

"Very well, Engineer! I've heard all your complaints before! There simply wasn't time!" Jaan had learned early on that of all the people on the ship, only Janet MacReedy could manage to put Captain Yland on the defensive. Like most natives of New New Aberdeen, the Chief Engineer affected a Gaelic accent that slipped only when she was truly surprised or excited.

"Aye, and no money, either! Ye've pinned all our hopes on this run, and paid far more than ye should—"

"That's enough!" Jaan shrunk back into the doorway as the Skipper snapped at the Engineer. He'd accidentally entered the corridor and overheard this conversation, but it wouldn't do for him to be caught eavesdropping. The Captain would boot him halfway back to Wall for that!

Jaan was sure he was about to hear the riot act read to Chief Engineer MacReedy, and was completely surprised when the Skipper laughed liltily. "Jan, I'll never have to worry as long as I have you as my conscience! I'm headed down to the mess lounge for dinner. Join me?"

The Engineer smiled. "I'll do that, Linn, but only if you'll drop by your cabin first to pick up a wee dram of that Saurian brandy you've been hiding there!"

Now the Skipper was smiling, too. "You're on! And afterward, a quick game of chess?"

"And afterward," emphasized the Engineer, "I've got to do a wee bit of tweaking on those engines — if ye still expect Warp 5 out of this poor dear vessel!"

• • • • •

Jaan sat at a small desk in the Common Room of the *Alisa* and sighed. A stack of data cartridges was teetering precariously in front of him as he hunched over the desk's computer terminal trying to make sense of an army of numbers marching across the glowing screen like the Klingon hordes. He punched number after number, rearranging the figures and cursing under his breath, never noticing Cargomaster Fev Kinnda coming up behind him as he worked. After yet another calculation came up wrong, he thumped the screen with his hand. "*Combavdam, ama s'lgarda vo klivam!*"

"Well, *that's* one I've never heard before," the Cargomaster said, as Jaan jumped from his chair in surprise. "Take it easy," Mr. Kinnda continued, glancing at the screen. "I've heard every kind of snarling curse in the Galaxy, but that's a new one! Vulcan?"

"Uh, no sir," Jaan said with an embarrassed tone. "It's Romulan. Some of the traders around the port speak some of it. I said this terminal is as trustworthy as a Klingon."

"It's not the terminal. It's your figures," the cargomaster explained. "What are you trying to do, exactly?"

Jaan sat down, cleared the screen, and brought up several columns of data. "I was trying to figure the costs for this run, sir. All the data is in the log records, and I thought I'd learn something about trading by examining costs vs. profits, but none of this makes sense."

The cargomaster nodded. "That's because you're trying to digest it all in one lump." He leaned over, cleared the screen again, and called up the financial log data. "Let me show you how it's done..."

"Look here — our monthly loan payment on this tub is 255,000 Credits. The UFP/ITA estimates upkeep costs for a commercial star vessel are about 3 Credits per ton per month. The *Alisa* displaces about 15,000 tons, so that's 90,000 Credits in a standard month of 30 days. With me so far?"

"O.K.," Jaan admitted. "I can see that part, but these excessive speed costs..."

"Those aren't much harder to figure," Kinnda assured Jaan. "We estimate that certain ranges of speed cause more wear and tear on ship systems, requiring additional maintenance. Up to Warp 3 is no problem, but for speeds of Warp 4 through 6 you figure to increase the monthly upkeep about 10 percent. If we were faster — and for this trip I wish we were — we'd have to figure on it costing even more. For Warp 7 to Warp 9 speeds, the ITA figures a 25 percent increase in monthly upkeep, and for Warp 10 and above, a 40 percent boost.

"But we'll figure 10 percent," Kinnda continued, "because we're making the run at Warp 5. That's 10 percent of 90,000 Credits per month, or 9000 Credits additional. Total estimated upkeep, 99,000 Credits per month, which includes ship maintenance, ship consumables, and things like food, water and air.

"Now crew salaries for eighteen — sorry, kid, I mean nineteen people..." Kinnda nodded at Jaan, the new nineteenth crew member. "...is also figured monthly. Rather than pull up the actual figures, which are confidential and which you aren't

cleared by the Captain to see, I'll figure it on an average monthly salary of 300 Credits."

Jaan nodded again. That was a lot more than he was making, but he was starting at the bottom of the pay scales! "That comes to 5700 Credits," he said, helpfully.

"Right," agreed the cargomaster. "More than most of these apes are worth, myself and the Skipper excepted, of course! Anyway, add the monthly ship payment, the upkeep, the excessive speed costs, and the crew wages and you get 359,700 Credits, the estimated cost of running this ship for a month. Now, if this weren't just an exercise, you'd have to consider several other factors. Insurance, for example. When shipping for hire, the shipper normally carries the insurance, but on speculative cargo, if we want the protection we pay for it ourselves. Normally, we'd carry 10 MegaCredits of coverage on cargo with a ship this size, with a premium of about 2 MCr a year."

"Two million Credits!" Jaan was astounded.

"It's just numbers, Jaan. Never let big numbers scare you. That premium's based on 2 percent of the total amount of coverage. In a safer area than the Triangle, we might only pay about 1 percent. In monthly installments, that would be over 166,000 Credits additional cost per month, or more than 5500 Credits a day. That's why many ships — like this one — carry their own risk and don't purchase insurance. For these calculations, we won't worry about insurance."

Jaan whistled under his breath. Even without the cost of insuring the cargo, how could anyone *ever* afford to ship anything across interstellar distances at that price?

"Sounds like a lot, doesn't it, boy? It isn't though — not when you look at it properly. It'll take us about 42 days to make this trip, and I'll add 8 days for onloading and offloading just to be sure. That's 50 days total that the ship will be occupied with this cargo."

"But it only took two days to onload at Wall," Jaan interrupted.

"Boy, you *always* estimate high! You have to allow a finagle factor for unexpected problems." Jaan remembered the near-disaster with the loading at Wall and nodded meekly. "We divide the monthly cost by 30 to get a daily figure of 11,990 Credits," Kinnda continued. "Multiplied by 50, that's 599,500 Credits. Let's





say 600,000 just to make it even — if that's all right with you, Mr. Truthful!" Jaan blushed at the remark, but decided to ignore it. *

The cargomaster ran Jaan through the calculation process until he was sure the young would-be trader understood it. "Now, do you know how that relates to profits, or to hauling fees when shipping something for someone else?"

Jaan thought about it. "Well, " he said after a bit, "I suppose you have to be sure the profit from the sale of the cargo is greater than the cost of the trip."

"That's a pretty simple way of looking at it, but that's essentially correct for speculative cargoes like this one," Kinnda agreed. "In the case of this run, the *Oregon Trail* will be sharing the profits from the ore when it's sold at its final destination, and our cut will be far more than enough to make the trip worthwhile. But suppose we were being hired to ship the ore instead of taking a share of the profit. How would you figure that?"

"That's easy. Just charge a comfortable amount above what it costs to ship!"

"O.K.," said the cargomaster, "that's easy when you have a full cargo hold and are shipping only one cargo. If shipping more than one, however, you have to be able to quote a cost per cargo unit. We figure cargoes in Standard Cargo Units. This ship carries about 7200 SCUs of cargo, so divide the total cost by 7200 and you get 83.33 Credits per SCU of cost. Let's call it 85 Credits just to give us some extra margin.

"That's just cost, you understand! That's not allowing for any profit, nor for times when your cargo hold won't be full during a run. A part-empty hold costs money, so it's best to take a full load whenever you can. It costs no more to ship a full hold than one that's empty! Anyway, the amount you tack on to figure a shipping fee varies according to how much you need to allow for unforeseen problems. On really safe runs, like between Terra and Alpha Centauri II, it might be as little as 5 percent. Out here in the Triangle, however, most traders figure around 25 percent."

"Let me see if I've got this," Jaan said, taking back the keyboard. "Twenty-five percent profit on an 85 Credit shipping cost per SCU gives a standard fee of 106.25 Credits per SCU for the Wall to Freeloader run! I guess you'd round that up to 107 Credits, right?"

Kinnda chuckled. "I'd round it up to 110 Credits per SCU myself, Jaan! But you're learning!"

"Mr. Kinnda? What if we carried passengers instead of cargo? How would you figure the costs then?"

Kinnda smirked. "Geese — that's passengers — are just another kind of cargo. If we had staterooms instead of a cargo hold, they'd take up about 25 to 30 SCUs of cargo capacity each,

counting the extra service facilities passengers need. Let's see, a conversion to passenger facilities would give us about 225 staterooms, if we figure in leaving some cargo space for luggage and creating more crew staterooms for stewards and such." Kinnda's fingers flew across the keyboard. Divide the costs you've already figured by 225, and add on 20 or so Credits each for first-class meals. Second-class passengers would be doubling up in those staterooms, so they cost a bit more than half as much to transport. No geese on this ship, though. The Skipper hates crowds!"

"There's a lot more to it than I realized," said Jaan thoughtfully.

"Don't kid yourself, boy," Mr. Kinnda replied. "There's a lot more to it than what I've just given you! But if you haul cargo about this galaxy for as long as I have, you might learn enough about it to keep you in pocket money. What possessed you to tackle such a subject on your own time, anyway?"

Jaan shrugged. "Not much else to do on these long voyages, is there?"

"No, Jaan, there's not. Oh, we all do busy work, and help out the engineers with minor maintenance, but I spend most of these trips doing just what you've been doing, planning how to squeeze a Credit at our next port. That's how a trader lives — Credit to Credit and day to day."

HANDING OUT THE SQUEEZE

By the time the *Alisa* reached Freeloader, Jaan had picked up enough of the ship's procedures that he needed no help to wrangle an assignment on the bridge during planetary approach. Officially, he was there to assist the cargomaster by delivering details of the cargo manifest to the Captain when she talked to the master of the *Oregon Trail*. In reality, the skipper and everyone else on board knew all there was to know about the cargo of ore anyway, so all Jaan had to do was stand there with an electronic clipboard and look alert.

When the *Alisa* broke warp and entered the Freeloader system, Comm Officer Lockridge used a prearranged coded subspace channel to call the *Oregon Trail*. The big transport should have been in port earlier that day, if she was on schedule, but there was no response on coded channels, or on clear. A discreet inquiry to the Freeloader portmaster's office revealed that the *Oregon Trail* had suffered minor maintenance problems of her own and would not be in port for three days.

The skipper sighed. "Jan MacReedy'll fuss like an Andorian chittermouse when she finds out we could have spent an extra day on Wall after all! Well, maybe shore leave will get me off the hook."

The young comm officer turned, the light in his eyes dancing. "Did you say shore leave, skipper? I thought we were meeting *Oregon Trail* in orbit to avoid fussing with the cargo on the ground?"

"That was the plan, Mr. Lockridge," the skipper replied, "but if you think I'm going to spend three days aboard this tub when I could be dancing my feet off in some Freeloader hot spot, you are sadly mistaken! After your last escapade in port, I'm tempted to leave *you* tied to the warp nacelle for safekeeping, but I am going dancing!"

"Aw, skipper," Lockridge said sheepishly. "I didn't know those two redheads were the portmaster's daughters! Show some charity!"

Captain Linn Yland stared with mock harshness at her eager young officer. "Very well, Mr. Lockridge — if you will show some restraint! Get us clearance to land at the port directly, if you can."

"Fat chance," muttered Lockridge as he turned back to the panel and hailed Freeloader Ground Control.

Jaan soon discovered what the Communications Officer had meant. Direct landing clearance was denied by Ground Control, and the *Alisa* was instructed to enter a holding orbit and await an orbital inspection party. When he asked Lockridge about the orders, Lockridge told him to "sit tight while the locals dip their fingers in the Captain's pockets".

A small shuttle soon came alongside, dispatched by an orbital inspection facility, and two Orion inspectors were beamed aboard. The skipper and her top officers met them in a lounge near the cargo deck access port, with Jaan brought along to "help watch the skipper's blood pressure", as Lockridge put it.

"Gentlebeings," the skipper said in her best gracious-hostess tones, "Welcome aboard our vessel! We can help you better if we know just what you are looking for!"

The taller of the two Orions spoke in a sarcastic, oily, voice. "Oh, you never can tell what you'll find aboard these old relics." His short, pudgy companion simply smirked. "Depends on your willingness to cooperate, I suppose. It might not take long, or you might be stuck here in quarantine for awhile."

The skipper kept her smile, barely, but the temperature of her voice dropped to absolute zero. "I see. Very well, then. Suppose we have a cup of tea and talk it over. Mr. Lockridge, I believe you have other duties to perform. Mr. Holona, please fetch these two — gentlebeings — whatever refreshments they desire. Herbal tea for me, please." Jaan punched up the orders on a food delivery unit, noticing Lockridge wink at him as he left in a big hurry. He wasn't sure just what was going on. Neither man seemed at all interested in any inspection, and it was obvious even to a greenhorn like Jaan that they were shaking down the skipper for a bribe. It was common practice in Orion ports. But why was the skipper stalling?

Jaan had the answers in a very few minutes when Lockridge returned and handed the skipper a strip of computer printout. When the skipper smiled, Jaan knew the tables had somehow been turned on the two crooked officials.

"Well, gentlebeings," Captain Yland said sweetly, "It's been very nice, but now that the inspection is over, I suppose you'll want to be getting back."

"Over?" The tall Orion was quite surprised. "Madam, we've not yet begun!"

"Oh, I think you are mistaken," the skipper replied, handing the Orion the printout. "Your boss, Lieutenant Inspector Ovrull, seems to be quite satisfied that the inspection is completed. That's his approval notification right there. You two can read, can't you?"

The pudgy one sputtered something unintelligible in Orion trade talk, but the tall one hushed him when he read the printout. His eyes were cold and angry, but he became quiet and very polite almost instantly. "Yes, we'll just be running along, then. Thank you for your courtesy, Captain."

"Not at all," the Captain replied with a charming nod. "Mr. Lockridge, will you and Mr. Holona show these gentlemen to the transporter room and see them on their way? Right now."

Lockridge couldn't resist a smile as they left. "Party's over, gents. Your boss is putting you back on a short leash."

After the two sulking Orions were beamed away, Jaan stopped Lockridge before he could return to the bridge. "What happened, Mr. Lockridge? I know you called somebody, but who?"

Lockridge grinned. "When the skipper sent me off on other duties, that was my cue to call some friends of hers dirtside. A little money changed hands between the skipper's accounts and the Lieutenant Inspector, and he called off the dogs. You always have to pay, but sometimes you have a choice of *who* you pay."

Jaan thought he understood. "I get it. It cost her less to pay off the senior official, right?"

"Oh, no," Lockridge replied. "Getting the attention of the higher-ups costs credits. It cost her somewhat more than she'd have had to give those two losers to get them to give us a favorable inspection."

Now Jaan was really confused. "More? But why —"

"You have to understand traders, Jaan," Lockridge replied with a friendly pat on the shoulder. "The skipper's an old hand at paying bribes, but she just can't abide a crook who's not polite about it!" With that, he was off toward the bridge once more.

FIRST PAYCHECK

Once the *Alisa* hit dirt, Cargomaster Kinnda had plenty of work for Jaan. The young trader had thought he'd get early shore leave, and he was anxious to prowl the famous streets of Freeloader. But Mr. Kinnda had other ideas!

"This is our busiest time, Holona! You check in with Mr. Lockridge before he leaves the ship, give him my compliments and be sure he ties in my desk computer with the portside datanet before he goes. Then get back down here and we'll start rigging the cargo for transfer and handling all the paperwork."

"Paperwork, Mr. Kinnda? What sort of paperwork?" asked Jaan.



"Not as much as there would be some other places, fortunately," replied Kinnda. "Freeloder's a tradeworld with a sort of loose reputation. There're no taxes to pay here, nor tariffs on any sort of goods. On Wall, we'd have to pay UFP taxes, plus on some cargoes we'd have to pay an import tariff. You know what those are?"

"Yes, sir," Jaan said. "It's something a planetary government charges for certain imports to protect local producers against unfair competition from outsystem sources of supply."

"That's the dirtside view of it, I suppose," Kinnda said with a mild growl. "To a trader, a tariff is an extra charge the government sticks on to keep a trader from making an honest living! Anyway, we don't have that nonsense here, and we don't have to pay to store the cargo since it's not going to be offloaded until the *Oregon Trail* gets here. We may have to pay cargo handlers to move it then, at up to 15 Credits per 1000 SCUs. The skipper may decide instead to take the *Alisa* back up and transfer it in orbit as originally planned. It's up to us to figure both ways and decide which is cheaper and easier. We also need to pay the berthing fees for the ship, not to mention locating another cargo to haul out of here to our next port of call!"

The cargomaster easily read Jaan's look of dismay as he started up to the bridge to find Lockridge. "Don't worry, Holona," Kinnda added. "The spaceport will still be there when we get done. You'll hit dirt tomorrow at the latest!"

Mr. Kinnda's reassurances cheered up Jaan enormously, and he felt even better after finding the young Communications Officer. Lockridge assured Jaan that he'd return to the ship the next day and take him dirtside. "A trader should have a guide on his first excursion on Freeloder, and I'm just the expert you need to show you the ropes! Make sure to collect your pay from Mr. Kinnda before we go! You'll need every credit!"

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"Here's your pay voucher, Holona!" The cargomaster handed Jaan a short printout. "It's all been transferred to your account and registered on your card. Don't spend it all in the first place you hit!"

Jaan was still tired. He'd put in a long night helping the ship's cargohandlers get the ore ready for transfer in orbit, the skipper having decided to forego unloading on the ground. Before that, he spent most of the afternoon fetching coffee and sandwiches for the Cargomaster and his assistant as they went over the spaceport procedures and balanced the ship's accounts. Despite only a few hours of sleep, Jaan was anxious to hit dirt on Freeloder as soon as Mr. Lockridge returned for him. He glanced over his pay voucher, then stopped and examined it closely. He noticed that his UFP/ITA dues had been automatically deducted, as he'd expected. But the amount was larger than he'd expected.

"Sir, excuse me," he said to Mr. Kinnda as the Cargomaster shut down his computer terminal in preparation for leaving the ship. "This credits me with a share on the cargo? I'm just a hired crewman, not a shareholder. I don't rate that."

Kinnda nodded. "You do now. The skipper makes it a practice to cut in every new crewman for a little piece of the pie once she's decided how he's going to work out. Looks like the Captain's made up her mind about you. It's only a few tenths of a percent, but if you stay with us, it'll grow. That's the Captain's way. She says a person works harder when they have a stake in the ship's success."

Jaan was pleased beyond expression. "But...but that means I'm part owner of the *Alisa*?"

"A very, very small part, just like every other permanent member of the crew! If you choose, part of your salary can be reinvested in the ship for you, and your part ownership will grow. Among us, the Captain, First Officer Krause, Chief Engineer MacReedy, and I hold over half the shares. The rest is divided among the crew, all of whom have invested in her. You hold the smallest piece, so don't go giving orders yet, Mr. Holona!"

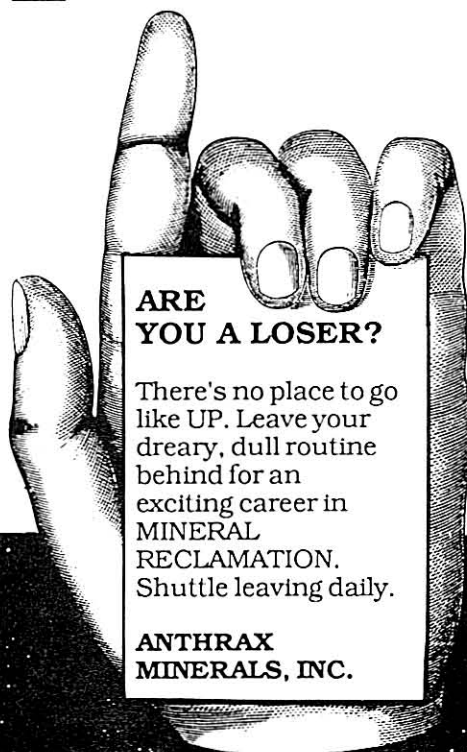
"But that's wonderful! I never figured on anything better than just being hired on!"

"That's not the Captain's way," Kinnda said. "If you work hard, maybe you can pass your tests to get into a real apprenticeship. If so, the skipper will keep you on here and you can train aboard the *Alisa* if you want. The *Alisa* isn't the biggest or most important ship in space, but we take care of our own. And now you are one of us."

The Cargomaster held out one beefy hand and shook Jaan's heartily. "Welcome, brother trader!"



ATTENTION!

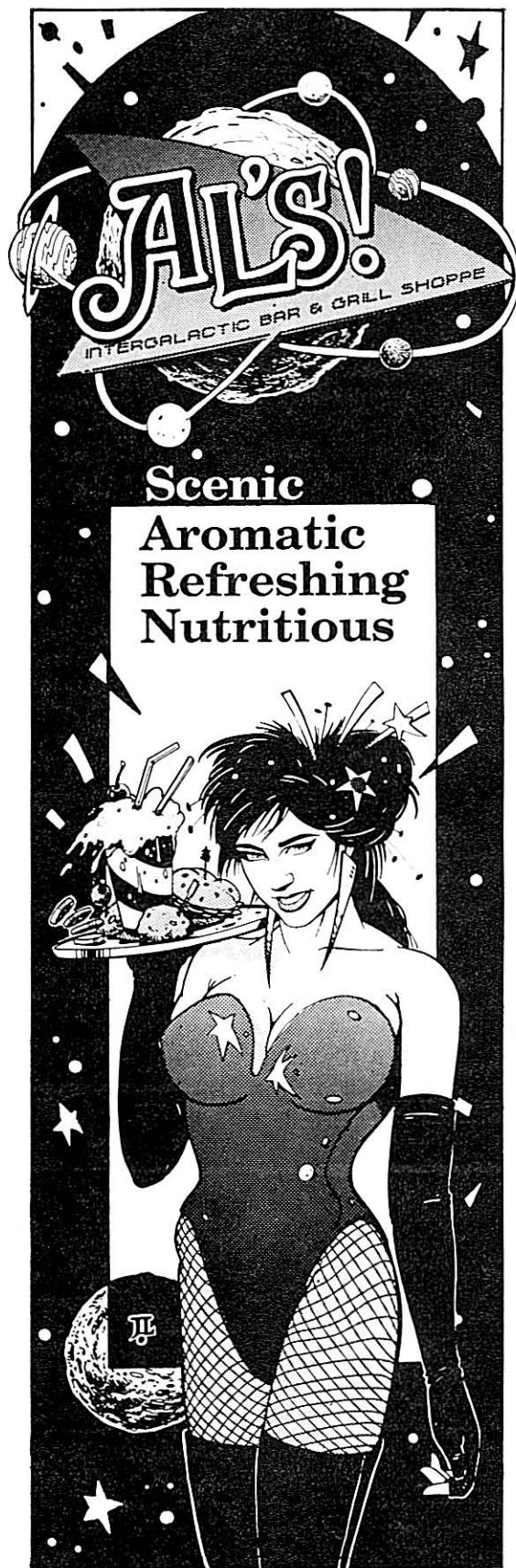


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ATTENTION!



THE LAW AND THE PROFITS

This pair of articles is another in one of the most popular series ever run by this holozine, judging from reader response. The topics are bribes and squeeze, piracy and hijacking, and smuggling and trade restrictions. Once again, the voice of Leonard Lawrence Llewellyn, retired Senior Counsel to the UFP/ITA Legal Affairs Department, speaks out on points of law that affect traders. Responding is Captain "Rigel" Rita Martinez, author of the popular handbook, *The Martinez Method*, whose pithy comments balance the conservative viewpoint expressed by "Law" Llewellyn. The reader is left to choose his own path.

THE TRADER AND THE LAW

By Leonard Lawrence Llewellyn

From time to time, the honest trader will be faced with those who participate in extra-legal activities. Though local laws differ greatly, even in the Federation, certain illegal acts are universal, and the honest trader must beware of situations that might lead to being a victim of such criminals, or even worse, being caught up in such activity.

Across the Federation and in most allied ports of call, there are strict laws against such activities as bribery, piracy, hijacking, and smuggling. This article will discuss the nature of such activities, methods to avoid being victimized by criminals, and penalties assessed for such activities.

SQUEEZE

When there is a conflict between the duty of a planetary official and the interests of an individual trader, the honest trader will resolve them through the established channels of arbitration and appeal. The dishonest trader, however, will often try to resolve such problems with a bribe.

Minor bribes, called squeeze or grease by those traders who engage in such practices, are not given to cover up illegal activity. Instead, they are offered to minor officials and functionaries such as ship inspectors, cargohandlers, and maintenance workers to assure that such persons will do their assigned tasks promptly and efficiently. This low practice assumes that the way to assure cooperation is by paying the people one may encounter simply to do their jobs properly. It is utter nonsense.

In a well-run bureaucracy, civil servants will perform their duties efficiently without the additional incentive of bribes.

In a well-run bureaucracy, civil servants will perform their duties efficiently without the additional incentive of bribes. Where this does not work, the trader may look to flaws in the structure of checks and balances in government, not to himself, for the problem. A trader paying squeeze is akin to a shopkeeper paying protection to avoid having a gang of hooligans break his windows.

There are few enforceable penalties against the trader who offers squeeze, as long as illegal acts are not involved. The official who asks for squeeze payments, however, is in a totally different legal situation. Any trader who is asked for squeeze should make a full report to the local UFP/ITA office and to planetary officials. Filling out complaint forms, arranging for charges to be pressed, gathering evidence, and testifying against an official who accepts squeeze will take time, to be sure, but the next trader may not have to contend with the problem. In the long run, is one trader's time more important than the correction of a problem brought about when someone does his clear duty?

(Continued on page 71)

THE TRADER'S LAW

By Captain Rita Martinez

After twenty years of acquaintance, "Law" Llewellyn is well aware that he and I have differences on certain matters regarding trade operations. In the paragraphs that follow, I will pull no punches in giving advice based on my 22 years as an active trader in The Triangle and the Organian Treaty Zone.

SQUEEZE

It is essential that the trader operating along the frontier know the difference between out-and-out bribery and greasing the wheels of commerce. In frontier ports, particularly Orion ports or those not under the watchful eye of a large government, certain payments to minor officials are not only advisable, they are almost mandatory for an efficient trade operation. This isn't in keeping with the clean, righteous view of trading held by "Law" Llewellyn, but it's a fact of life.

"Pay the two credits"

It is true that refusing to cross a few palms here and there can be handled through channels, but this takes time, and time is the one commodity a trader cannot afford to waste. Time is money, quite literally, when dealing with time-critical cargoes and mounting costs for ship berthing and crew salaries.

When either a cargohandling crew or an inspector is simply trying to pick up a bit of extra money on the side, standing on your rights isn't worth your time. The ancient advice of the earliest traders still holds: "Pay the two credits." On the other hand, there are times to make an example of someone who is getting too greedy.

Make it your business to know what squeeze is expected on each world you visit by talking to other traders and making use of your sources. If you are asked for substantially more without a good reason, let the greedy so-and-so know in no uncertain terms that you are not a trader to be trifled with. Sometimes, it's cheaper to buy off the clod's boss or the local enforcers than it is to keep paying a greedy man more than he is due. Cultivate a reputation as a fair but wary trader and you will do well.

Orion ports are a special case. Too many hands are in your pocket, and too little can be done about it. In Orion ports, it is essential to know the difference between those you *must* pay and those who just want a slice of the pie. Generously pay the ones with real power to give you trouble, but insist that they keep the little scavengers off your back to get their money.

PIRACY

The only good pirate is a dead one, because he is the only pirate you can trust. If "Law" Llewellyn had ever been aboard a hijacked vessel found drifting in space, he'd know better than to advocate passive compliance with their demands. It is true that

(Continued on page 73)

THE TRADER AND THE LAW (Continued)

BRIBES

The true bribe is paid by a trader to avoid the enforcement of some law, or to induce some official into performing an illegal act, or at least ignoring one that the trader is performing. Such activities as smuggling contraband, forging papers to cover up piracy or hijacking, non-compliance with local health laws, etc., are often covered up by the payment of bribes to enforcement officials or bureaucrats.

The payment of such bribes is illegal and extremely dangerous, and penalties range from large fines to confiscation of a trader's ship or even long terms in rehabilitation colonies, for both those who offer bribes and those who accept them.

A trader who is offered a bribe to cover up illegality, or who is solicited for one by an official, should immediately report the offender to the local law enforcement officials and also to the nearest Federation trade office or UFP/ITA office.

PIRACY AND HIJACKING

These two illegal acts are closely related, the distinction between them being a small one. Strictly speaking, piracy refers to the theft of an entire vessel in space, whereas hijacking usually refers to theft of the cargo only, but the terms are popularly used almost interchangeably. Such practices have been severely suppressed by the actions of Star Fleet within the UFP, but ships traveling outside the Federation must be ever vigilant against such violent attacks by thieves and marauders.

Ships traveling outside the Federation must be ever vigilant against violent attacks by thieves and marauders.

Classic piracy or hijacking, performed through an attack from another vessel, is rare, due to the nature of warp travel. It is difficult to pursue, overtake, and engage a vessel in warp drive. Any ship capable of matching warp speeds with a trade vessel can join their warp envelopes, allowing them to maneuver in respect to each other at nearly any speed. But a ship that wishes to escape need only change warp speed to be out of the attacker's reach. It is no accident, then that most classic piracy is performed at sublight speeds when a trade vessel enters a planetary system. The use of high warp speeds while in a planetary system is too risky for most trade vessels, allowing pirates to engage them.



The classic hijacker will attempt to disable the victim's vessel so that the cargo can be taken while the ship is helpless. To do this, the victim's ability to maneuver and fight must be crushed. In such a hijacking, the attack is likely to be quite ruthless, since there is no desire to keep the ship itself spaceworthy. Only the cargo (and perhaps the passengers, if they can be ransomed) is valuable.

The pirate who wishes to take ship and all must perform a successful boarding action to gain the prize. This cannot be done while a victim is surrounded by combat-strength shielding, as shields tend to scramble transporter signals, and a pirate captain beaming a boarding party through a shield would not get much use out of his men thereafter. At least one shield generator must therefore be disabled, with a line-of-sight established between the pirate vessel and the unshielded side of the victim's ship. At this point, a boarding party may be beamed over to secure the prize.

stripped of cargo and abandoned, interception by pirate vessels to carry that cargo may come before the inside party makes its move, or only after they are summoned by the insiders.

Regardless of the preferences of individual captains, statistics show that the best procedure for dealing with a hijacking is *do not resist*. Hijackers and pirates are merciless and will often kill anyone who gets in the way. Comparisons between the numbers of ships whose captains and crews have behaved in this manner and those who have resisted, show this clearly. Give the pirates or hijackers what they want, and you are more likely to survive and continue your career as a trader. Observe all you can, and report to the local authorities and to Star Fleet as soon as you can.

Penalties for hijacking or piracy are quite severe in the UFP. Such actions are always handled by the UFP court system, not the local authorities, when the action takes place outside a planetary system or involves vessels originating outside the planet system where the incident took place. Sentencing to a rehabilitation colony is mandatory in such cases.

Outside the UFP, penalties are usually as strict or stricter. In the Klingon Empire, the penalty for piracy or hijacking of Imperial property is death, and there is no appeal. Gorn law is similar, and it is suspected that Romulan law is no less harsh. Andorian law once required the death penalty for piracy when lives were lost, but the UFP law now takes precedence. For such criminal actions within their own planetary system between Andorian vessels, however, the old penalties still apply, though there has been no such incident in over 75 years. The death penalty still is applied among more non-Federation governments for space piracy than for any other offense, including murder.

(Continued on page 72)

A more common form of in-space theft avoids these problems by putting a party of thieves aboard the target vessel from the beginning. Hijacking, or piracy from the inside, requires that passengers or temporary crew members in the employ of the pirates either capture the ship themselves with weapons they have smuggled aboard or secretly disable the ship's ability to defend itself by sabotaging weapons, shielding, subspace radio, or the like.

A hijacking performed in this manner may have outside support from pirate vessels that intercept the ship. If the inside party of criminals is strong enough, they might be able to take a ship alone, taking command and removing the ship to a hidden pirate base. If the ship is to be

THE TRADER AND THE LAW (Continued)

SMUGGLING

There are no local tariffs assessed on goods moved from one Federation planet to another, but local ports are free to make their own laws on what can and cannot be imported in certain locations. Also, protective tariffs are not prohibited in non-Federation ports, or when non-Federation goods are transported to Federation worlds. Of course, certain items such as heavy weapons, harmful drugs, or other illegal substances are prohibited for transport or sale across the UFP. Dishonest traders may attempt to avoid tariffs, trade restrictions, or prohibitions by smuggling items into port illegally.

The most common form of smuggling takes place when a trader transports and sells a legal cargo without presenting it to planetary customs for inspection or assessment of tariffs or taxes. The trader may be motivated by the simple chance to save a few credits by avoiding tariffs and taxes.

It is also possible that a trader may be concerned because the cargo is not properly documented, such as with a shipment of textiles, drugs, or foodstuffs that had not been properly inspected or

Sometimes items are smuggled concealed among legal cargo in false-bottom containers or scattered in with other goods. Other times, the ship itself has concealed bins or cargo carriers. Once the cargo is transported out of the starport, it is unlikely that the smuggler will be detected. The cargo can be sold on the black market or even the open market, if it is otherwise a legal cargo.

when being pursued by local officials on Baker's World, Hoot, or a Federation-controlled border world. They were then transported to places like Freeloader, there to disappear into the infamous back alleys of such crime-ridden ports. This smuggler's career came to a very bad end, however. One of his "passengers" attempted to hijack the ship in space, hoping to sell it to make a new start

Penalties for smuggling within the UFP vary according to the type of smuggling being done.

One ingenious Andorian trader operated for seven years carrying uninspected grain into Marsport by fitting a second hollow, non-functional warp nacelle to his one-nacelle ship. Arrangements were made with a maintenance firm to unfasten the nacelle (filled with grain) in orbit and replace it with another hollow one. The grain was then transported down to Marsport by the maintenance firm disguised in bottled gas containers. The trader collected the grain, paid off the maintenance workers, and sold the grain on the Black Market. Runs every three months continued until an alert traffic controller noticed that the trader's ship did not perform properly for a two-nacelle vessel. A surprise inspection of the ship revealed the hollow nacelle and ended the smuggler's career.

elsewhere in the Triangle. The resulting combat damaged the ship severely and resulted in the death of the captain and three of his crewmen, but not before the piracy attempt could be reported by subspace radio! While attempting to repair the ship and escape, the inexperienced criminal overloaded the ship's drive and it was utterly destroyed in the matter-antimatter explosion that followed.

Penalties for smuggling within the UFP vary according to the type of smuggling being done. If only local laws are violated (trade restrictions and locally prohibited items), the matter is handled by the local courts. If UFP taxes are evaded, however, the matter is one for UFP courts, and the penalties are usually fairly severe. Confiscation of the smuggled cargo and heavy fines (twice or even three times the cargo's value) are common for smuggling non-harmful items. Smuggling harmful items can bring confiscation of the ship and all cargo, plus terms in rehabilitation colonies. In some non-UFP locales, certain types of smuggling are punishable by death. For example, attempting to import the illegal drug known as Hercules to the planet Maze in the Affiliation of Outer Free Worlds brings a mandatory death sentence.

Smugglers are perhaps the most ingenious of criminals, having developed a thousand-and-one ways to accomplish their illegal concealment and transport of goods.

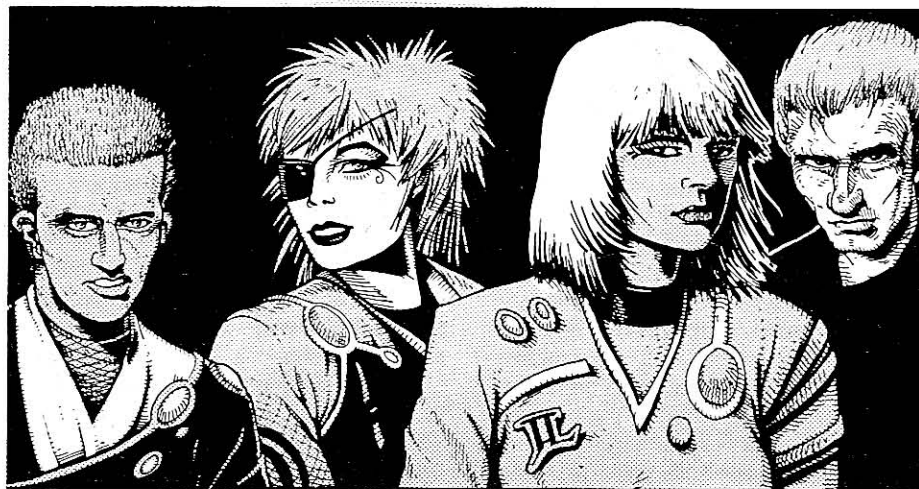
prepared. Many ports will not admit such shipments, fearing to import alien pests or diseases. A more sinister reason a shipment may lack proper documentation is if it has been stolen, either at its port of origin or as part of a piracy or hijacking effort. Either way, customs inspection must be avoided illegally to get the shipment into port to sell it.

Goods that are outright illegal must also be smuggled to get them into port. The motivation here is not as simple as avoiding an extra payment. If detected, the goods would be seized and the trader subject to severe penalties for trafficking in illegal substances.

Smugglers are perhaps the most ingenious of criminals, having developed a thousand-and-one ways to accomplish their illegal concealment and transport of goods. By far, the simplest method of smuggling is to bribe the responsible inspectors to miss seeing the illegal cargo. This is risky, however, especially for cargoes that are out-and-out prohibited.

Many forms of concealed compartment have been created by smugglers.

One Human trader made a nice living for many years smuggling a most unusual cargo indeed—criminals! Operating in the Triangle, this unique smuggler exchanged members of his own five-man crew for criminals who paid many of their ill-gotten credits to gain safe passage off planet



THE TRADER'S LAW (CONTINUED)

many organized pirates and hijackers believe it is best to leave their victims alive, to avoid the inevitable crackdown by the authorities when deaths result from piracy. But as a captain of a space vessel, you simply can't count on the pursuing pirate knowing the rules of the game!

If you can escape by any means, do it. If not, fight as long as you can make any reasonable amount of resistance. Any pirate will expect nothing less, and he has to be more careful in his attack than you do. He doesn't want you destroyed, since your ship and cargo are worth nothing as an expanding ball of incandescent gas. You, on the other hand, are under no such restrictions. Blow the scum out of space if you can!

An unarmed ship that cannot run, maneuver, or send for help must surrender, but that doesn't mean you have to submit meekly. Sooner or later, pirates or hijackers must board. Be ready. Watch for any opportunity to improve the odds in your favor. Maybe the pirate means to release you and your crew unharmed, but you *can't take that chance*. If the pirates make a mistake (and they all do, eventually) be ready to take advantage of it. Until then, be patient and be prepared.

SMUGGLING

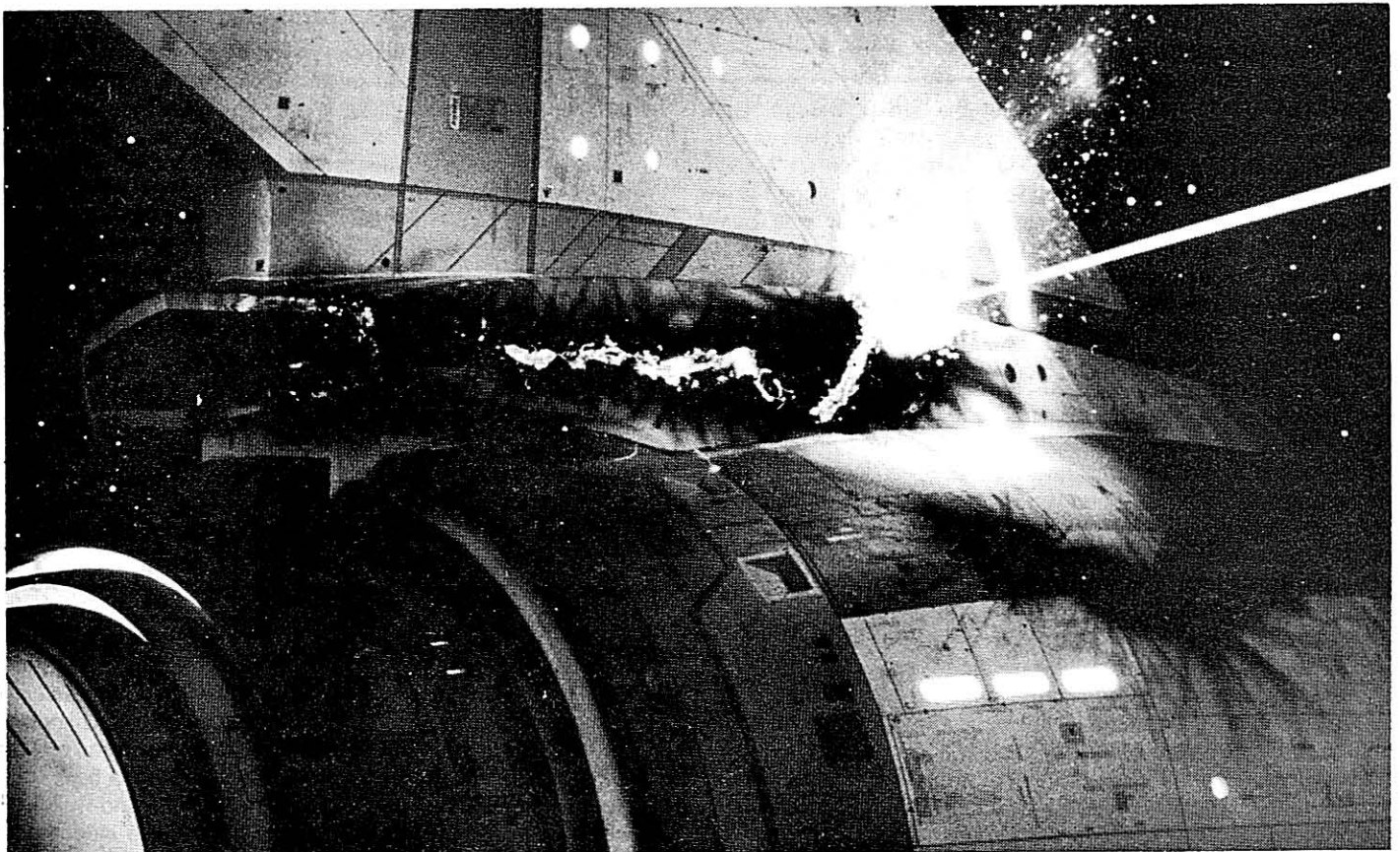
The line between smuggling and creative trade operations is a fine one. Certainly I do not advocate evasion of lawful taxes or tariffs, nor transport of harmful substances. But what a trader may consider moral and what a planetary government may consider legal can differ greatly. When was the last time *you* had a bottle of Romulan Ale, brother trader? I saw one in "Law" Llewellyn's desk drawer last week.

I think that's enough said on *that* subject!



THE REAL WORLD VS. THE IDEAL ONE

When it gets down to the facts, you have to deal with the reality of your individual situation when you are a trader captain. The trader captain that never pays squeeze may have a feeling of moral superiority, but he will pay a lot of penalty clauses for delays! The merchant vessel that submits meekly to pirates may end up with a live crew—or may never come home or be heard from again. The individual that never examines the options before declaring a cargo at customs will never make any trouble—or money. The skipper that doesn't back her crewmen against planetary police when they've raised the roof of one too many starport dives will have no bad marks on her record, but also have no crew. Deal with the reality first.



THE BLACK MARKET

The black market is a fact of life, much as many would like to abolish it. Wherever things are considered contraband, there will be those who contrive to sell those things to the people the law attempts to "protect". In the following pair of articles, we present the black market as seen from both sides of the fence.

Shadow Alley is written by "Roger Blacke", a self-confessed smuggler, pirate, and black marketeer. In turning state's evidence, "Blacke" gave information leading to Star Fleet's capture of the notorious Dark Wave pirate gang at their hidden base near Orion space. Written under a pseudonym, his best-selling account of his years in the underworld, *Confessions Of A Star Pirate*, is excerpted here, giving details of his pre-pirate days as a contact man for a black market ring.

The other side is ably presented by Jessup van der Heeurn, the articulate and charismatic First Assistant Prosecutor from the Federation Office of Justice, recently catapulted to galactic prominence because of his fiery courtroom oratory while prosecuting the Dark Wave Gang. His brief article gives an accurate summary of the statutes dealing with black marketeering and the penalties for those caught.

SHADOW ALLEY

By Roger Blacke

Kavaport is one of those towns that just grew around a relatively small spaceport on Tellarite colony world Galish IV. It isn't nearly as big as Galish Central Starfield on Beta Continent, but it was the place to be if what you had to sell or buy was something you didn't want to talk about. You see, it had Shadow Alley.

Lack of preplanning, plus the Tellarite tendency to build close to the ground, created a maze of back alleys and dark streets the local traders call Shadow Alley. It is said that a man could stand in the center of the widest street in the Alley at noon and still be in shadow. Thanks to the planet's eccentric orbit and the narrow lanes, that was pretty close to being true.

Dark doorways and quiet taverns were more my style.

I never went to the center of the street, though. Dark doorways and quiet taverns were more my style. My favorite contact spot was the Ggravvisht Tavern, named for an ancient Tellarite hero who supposedly defeated a huge dragon-lizard creature by eating his foe. I liked it because it was quiet, secluded, and, above all, safe. The bouncer was in my employ, and Faj Fajjistrab was big and mean enough to emulate the tavern's namesake and chew up anyone I decided I didn't like.

Some found it surprising that I was able to be so successful as a Human contact man on a predominantly Tellarite planet, but starports don't work that way. Aliens (which is what I was) are the rule rather than the exception in a trade port.

My success came mostly from the fact that I never, never, *never* did business with anyone who was not a known client or a referral from someone I knew well. Some contact men work more openly, and even the tenderfoot can find some sort of contact with black marketeers in any trade port, unless the greenhorn is unlucky enough to meet a fake who will kill and rob him instead. I was careful, and that is why I am alive and writing instead of dead and unknown.

Referrals mostly came from satisfied customers. I had many, as I made it a practice never to cheat a client whom I expected to have to see again. It wasn't a matter of ethics, but of survival: traders have long memories. The usual contact was made when some trader showed up at the bar with one of my cards. I left a card or two with everyone I did business with in those days. Officially, I was a financial consultant, despite the

(Continued on page 75, Column 1)

WHAT IS THE BLACK MARKET?

by Jessup van der Heeurn

The blackness of the black market comes only partly from its clandestine nature. The darkness also lies in the hearts of the people who truly run it.

It has been said that there is no trader alive who has not from time to time moved goods while avoiding the duty, or taken on a cargo that was less than purely legitimate. One wonders how many traders know how many of these shipments end up on the black market, and who profits most from their little indiscretions.

The planets and procedures differ, but the black market always exists, for those who are looking to pay a little less, buy without restrictions, or sell that which might be embarrassing in the light of day. Stolen goods are only a bit of what the black market deals in. Some of the goods start clean, but are dirtied when payment of duty or inspection for health is avoided. If you don't care where it came from, you can find it on the black market.

There are many, however, who *do* care where it comes from. Victims of piracy and hijacking, many of whom do not return from space, provide some of it. Much of it is diverted somewhere along the way when cargo is offloaded or sold. Much more comes as a result of planetside theft no more or less legal or moral than the starside variety.

What do people buy from the shady dealers that lurk in the starports? Some are only interested in cheap goods for export, good prices on luxury items, or a quick and easy way to buy new equipment for a trade vessel. But the money from these transactions goes to line the same pockets that provide untraceable weapons to the criminal, drugs to the addict, hardware to the star pirate, and information to the corporate spy.

What almost no one ever sees is the people who really profit. They don't live in back alleys.

In my 30 years in law, I have been involved in over 400 criminal prosecutions dealing with the black market trade. In every case where the chain of command could be traced to its origin, the black market was filling the coffers of organized crime. What the trader sees is a good deal on expensive merchandise or a way to avoid red tape and import duty. What almost no one ever sees is the people who really profit. They don't live in back alleys, or walk in the shadows. They live in fine homes, and walk in the sunlight—sunlight they stole from the honest, the innocent, the dead.

(Continued on page 75, Column 3)

SHADOW ALLEY (Continued)

fact that I couldn't (and can't) figure compound interest without an M-1 computer and a roomful of Vulcans.

The bartender at the tavern never sent anyone directly to me, even if they showed up with a card. Instead, the potential client was sent to a table to wait. It was always the same table, close enough where I could keep an eye on the client but far enough that I wouldn't be spotted watching.

I always dealt one-on-one. If a whole group showed up, I faded and had the word passed that I saw a client alone or not at all. If a contact was alone, he was served the "Special", a drink containing one of several knockout preparations kept for the occasion behind the bar. When the client was sleeping soundly, Faj and the bartender removed him to a back room, and I was waiting when he woke.

We did our best to convince the client that he was many kilometers away from the tavern, when the reality was that the room was less than ten meters from his table. If he carried a chronometer, it was reset to allow for anywhere from one to five hours travel time, and there was a small clock in the room that agreed with the time we set. We also went through the client's possessions, scanning with anti-bugging devices. We were honest crooks. We never stole anything we found.

Some clients resented the drugging, and these left after being put back to sleep in a less comfortable way by Faj. They regained consciousness hours later in some back alley. Others told what they were after, buying or selling, and were given a drop point and time to make contact later. I maintained several drop points, all covered well to make sure they stayed safe. I never went to see the goods if they were selling. It was their job to get them to the rendezvous. Any

traders who couldn't work the transport out for themselves were too clumsy to risk trusting.

Just as I employed Faj, I was in turn employed by the Waggajj Brothers. They weren't really brothers, and I'll lay odds they weren't really named Waggajj, either. They were the biggest of the big when it came to moving stolen goods in Kavaport. The Brothers paid the right local people and got rid of the ones who wouldn't take the money. It was their town, much more than it was the mayor's.

The Brothers dealt mostly in untaxed cargoes of untraceable goods like agricultural goods, and in mass-produced technological items whose ownership was in question, such as hand weapons, communications devices, and computer circuits. They also had contacts that allowed them to broker deals in ship's equipment at good prices—if you didn't care where the stuff came from. I didn't know at the time that the ship's equipment came from the victims of the Dark Wave, but my work for the Waggajj Brothers brought me into contact with that group at a later time.

When arrangements were made, the client went sleepy-by again, this time at the spray end of a hypo. Some objected to that, too, and woke up in a back alley, minus any cash and valuables they carried. (I had to have something to pay me for wasting my time.) Those who went along never lost a credit. I know some phonies who robbed and disposed of people this way, but they didn't last long in the Brothers' territory. We took care of our own. Besides, killing attracted unwanted attention.

I was *never* involved in the second meeting. The Brothers didn't believe in letting a first contact man get too deep. They trusted my judgment based on that first interview. If I gave the go-ahead, other contacts made the rendezvous and the buy (or sale, as the case may be).

WHAT IS THE BLACK MARKET? (Continued)

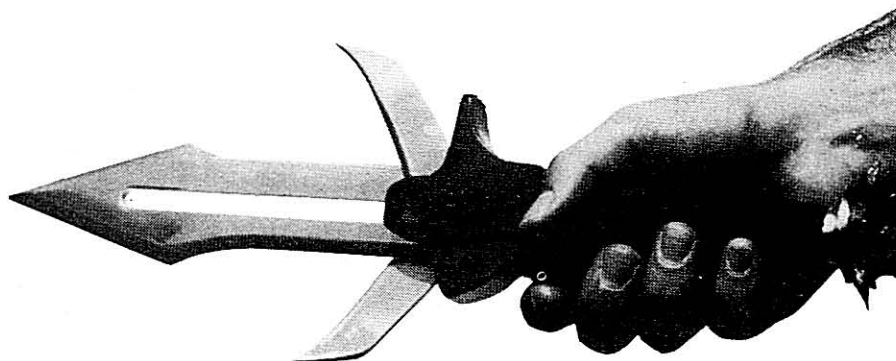
Black marketeering is a blot on the face of honest interstellar trade. Trade opened up the frontier and continues to promote understanding and exchange between alien cultures. The black market feeds on the greed that grows wherever prosperity goes, and gnaws like rats at the storehouses of honest citizens, traders, and merchants.

STATUTES AND PENALTIES

Within the UFP, black marketeering falls under the jurisdiction of Federation authorities if it can be shown that illegal, restricted, or stolen goods were transported through interstellar space for sale on the black market. The landmark case of *UFP vs. Jahhulm, Luggush, et al.* established that the critical point in deciding jurisdiction was not the intent of the interstellar shipper, but rather the final disposition of the items. Thus, the trader who transports legitimate goods, only to later consciously decide to sell them to an illegitimate dealer, can be prosecuted under the same statutes as the trader who carries contraband.

Federation-level penalties for accepting stolen merchandise range from fines to incarceration in a rehabilitation colony. The minimum fine is equal to no less than ten times the value of the goods. The rehabilitation term, considered by most to be a far stiffer penalty, is no less than one year; the exact term depends on the success of rehabilitation techniques. The rehabilitation colony sentence is mandatory if the stolen goods were obtained by interstellar piracy, *whether or not the recipient was aware of the source!* As long as the recipient is shown to have had reason to believe the goods were stolen, whether or not the exact source was known, is not a factor in setting a sentence. Of course, in *all* cases of receipt of stolen goods, the goods themselves are confiscated.

Local penalties on most urbanized worlds in the UFP are similar, but there are some interesting variations. The death penalty, though outlawed in the Federation, is still in force on several non-UFP worlds for knowingly receiving stolen goods obtained by interstellar piracy. On Baker's World in the AOFW, receiving stolen goods knowingly is punishable (as are many such crimes of greed) by banishment from the planet. Where it can be established that a receiver of stolen goods did so as a profession (that is, was a fence), the criminal's *legitimate* assets can be seized to compensate the victims of theft!



INVESTMENTS

by Roberta S. Kaminsky

No businessperson faces greater challenges or a more uncertain financial future than an independent interstellar trader. For this reason, more and more traders are turning to outside investments to provide more stability to their income. Outside investments are a hedge against disastrous business reverses so common in the interstellar trade field.

There are three types of investments that traders should consider. These are stocks, bonds, and inter-trader loans.

STOCKS

One of the most popular investments is stocks, as traded on the UFP Stock Exchange (UFPSE). The workings of the exchange and its Federation-spanning scope allow the investor to maintain a firm control on how the investment is handled, and the clever investor can ride the trends and earn enough to provide a cushion for the slow times in the trade business.

The wise investor will visit one of the many competent investment houses to obtain information about the current state of the market before buying. Though the trader's best friend may be her/his ship, the *second* best friend a trader has these days may well be her/his stock broker! The broker keeps track, not only of the weekly rise and fall of individual stocks, but of the local changes in prices offered mid-week and the overall trends the market takes.

Examine the past history of a stock before buying. When you do buy, don't put all your dilithium crystals in one vault. Buy a diversified group of stocks (called your stock portfolio) so that no one market change will adversely affect all the stocks you buy. If you decide to buy shares in an industrial firm, invest some in agriculture, too. If you buy into a chemical firm, spend some on mining stock as well.

Most important, don't be too hasty in selling or buying a stock. Read the trends, not just the week-to-week fluctuations. Make decisions based on the big picture, and don't be afraid to speculate on what current events and situations in the world of finance will do to companies you have invested in.

BONDS

For the investor who wants a more secure long-term investment, the bond market is a good choice. Most bonds are purchased to be held for a fixed amount of time (often five years). At the end of this time, they may be cashed in for a return of 3 to 18 percent (depending on the amount invested).

If bonds are held past their maturity date, the interest accrued goes up accordingly. Bonds that are cashed in advance of their maturity date, however, do not return the full amount of interest noted when they are purchased. Bonds have the advantages of a fixed interest rate and high safety for your investment. They have the disadvantages of a slow rise to maturity and no chance for quick speculation or rapid profit-taking.

For the investor who wants a more secure long-term investment, the bond market is a good choice.

LOANS

It is possible in the UFP for successful traders to invest in the operations of traders just getting started by becoming limited partners in a trade venture. In effect, one trader loans another money, for which the lender receives a limited lien on the recipient's ship. The recipient makes monthly payments to the lender, just as to a registered lending institution.

Such loans can be made because each member of the UFP/ITA is considered a limited partner in the organization. In effect, the lender loans the money to the UFP/ITA, which loans it to the recipient. (The UFP/ITA operates a number of registered lending institutions.) The UFP/ITA charges no fee to its members who wish to speculate in loans in this manner. Non-members may qualify after paying limited partnership fees amounting to 1000 Credits per year.

Interest rates are variable, at the discretion of the lender, but they generally run slightly less than that charged by banks. Riskier loans may be able to command more interest, at greater risk of default. The UFP/ITA will assist with issuing hold orders and disseminating information in case of default, but the burden of such default lies on the lender in such cases.

If a lender needs quick cash, such loans can be transferred, with the original lender selling the loan paper to another lender or to a financial institution. There will be some loss when doing this, however, so investments of this type are not as easily liquidated as stocks.



CLASSIFIED ADS

Any individual or company may place classified advertisements. Classifieds are only run in a single regional edition. (For multi-edition ads, contact Advertising Director.) Cost is 10 credits/line with a five-line minimum. Boldface lines are 10 credits for the first line, 15 credits per line thereafter. There is a 10 percent discount for ads contracted for three consecutive issues or more without changes. UFP/ITA members and affiliates may place ads for 1/2 the normal fee.

POSITIONS AVAILABLE

WANTED — LICENSED MERCHANT CAPTAINS

Experienced merchant captains needed immediately! Top credits paid for seasoned veterans of Triangle-area runs. Fast advancement and excellent benefits in an up-and-coming firm. 1500 cr./mo. and up for Grade 6, if qualifications met. Contact Outbound Personnel Manager, Triangle Shipping, Comstock City, Comstock/Schull.

WANTED — EXPERIENCED SPACEHANDS

Merchant spacehands of all grades and specialties needed for immediate placement on proven, profitable runs. Salaries at UFP/ITA standard levels, plus benefits, bonuses and shares for top-notch applicants. Fast advancement and many opportunities available with an expanding young firm. Special bonuses paid for certain key specialties. Pilots Grade 4 starting at 900+ cr./mo. Technical personnel Grade 4 starting at 600+ cr./mo. Bonuses paid for experienced medical personnel (M.D.s) for assignment to major trading vessels, with starting salaries of 1000 cr./mo. or more plus benefits and profit sharing. Contact Outbound Personnel Manager, Triangle Shipping, Comstock City, Comstock/Schull.

OPPORTUNITIES FOR CAPTAINS!

Captains wanted for immediate assignment to profitable runs. Shares and salary commensurate with record and ability. All pay offers meet or exceed UFP/ITA guidelines. Grade 6 with clean Master's Tickets bring 1450 cr./mo. and up with benefits, incentive bonuses and advancement possibilities. Transmit resume and UFP/ITA credentials to Fleet Personnel Department, Rantura Shipping Lines, Fantasie, Deneva or contact any Rantura branch office.

PILOTS WANTED

System shuttle pilots needed for Rashile/Ungethiem cargo transfer operations. UFP/ITA rates paid, with benefits, job security and fixed residence. Established firm, excellent working conditions. Salaries starting at 400 cr./mo. Apply Personnel Director, Rashile Gourmet Foods, Portcenter, Rashile/Ungethiem.

SHIP'S ENGINEER WANTED

Seven-man trade vessel needs experienced Ship's Engineer for Triangle runs, based out of Baker's World. Salary 800 cr./mo. with shares possible if experienced with early Nilron class vessels. Ship has proven record of profitability. Send resume and UFP/ITA data to Capt. Hansel deVries, owner/master *Endless Prairie*, c/o General Delivery, Bakersport, Baker's World.

NIGHT WATCH PERSONNEL

Wanted: Experienced night security guards for plant security. UFP/ITA standard pay (starting 150 cr./mo.) plus generous benefits. Apply in person only. General Entertainment Concepts, Holocube Systems Division, Silverglow, Archibald II.

DISPATCHER

Immediate need for several dispatchers for spaceport ground vehicle control. Starting salary 200 cr./mo. — more for experienced personnel. Contact Port Personnel, Jav Freetrade Corporation.

ESTABLISHED TRADE ROUTE AVAILABLE

Help supply our industry, and high profits and bonuses can be yours! Mining, industrial and governmental interests require reliable independent traders to transport material. Governmental subsidies available, with no trade restrictions for licensed and approved trade vessels. No UFP/ITA certification required! Immediate profits available for experienced crews and bold captains! We provide your contacts, buyers and sellers on both ends of your route — you just bring the ship and crew! Both armed and unarmed vessels needed. (Some armed escorts available.) Contact Loyal States Industrial Alliance, Independent Trade Board, Alaphort, Mantiev.

GOLDEN OPPORTUNITIES IN TRADING

Enter the fascinating and profitable world of the free trader! Starting-level cargohands and spacehands (UFP/ITA Grade 0) needed by established trade firm. No experience necessary — just a willingness to start fresh in a lucrative career. On-the-job training available, with much opportunity for advancement. Travel the endless spacelanes and earn BIG MONEY in the process. Salaries start at 125 credits/month plus room, board, uniforms and travel. Apply in person Usar Mining and Industry, Lanroche City Commerce Center, Lanroche VIII.

OPPORTUNITY FOR UFP/ITA RETIREES

Now hiring UFP/ITA member retirees only as information clerks in regional offices. Experienced personnel needed. First preference to medical retirees who meet minimum physical qualifications for computer operation. Continue to serve your ITA, and receive excellent salary and benefits. Salaries up to 950 cr./mo., with retirement pay exemption. Contact nearest UFP/ITA field office for details.

CAMPING/FISHING GUIDES NEEDED

Outdoors work in the Triangle's most beautiful vacation spot! Experienced guides and instructors needed for wilderness camping and fishing sites on Lakeland. Good salaries, excellent benefits, and access to the Triangle's most famous wilderness fun sites! Pay from 900 cr./mo. up. Apply to Lakeland Tourist Bureau, Founders' Lodge, Lakeland.

LAB TECHNICIAN/ANIMAL BREEDER WANTED

Immediate opening for experienced laboratory technician with experience in genetic matching, gene surgery and animal husbandry. Familiarity with equine genetics helpful, but not required. Salary and benefits commensurate with experience. Send resume to Farley Horse Farms, Landok, Zannaduu IV.

POSITIONS WANTED

EXPERIENCED CARGOMASTER...

Cargomaster aboard *Liberty* class freighter. Grade 7 UFP/ITA with 3 commendations. Seeking salary 1200 credits/month plus shares, but will negotiate for berth aboard ship with proven profitability record. My experience can make your profit picture bright! Contact J.K. Leland TMS, UFP/ITA reply box 44538, Bakersport, Baker's World.

SEEKING SPACE COMMAND

Experienced command-level merchant officer available for immediate placement on Triangle runs based out of Morning Garden, Baker's World or any AOFW world. Excellent references and letters of recommendation. UFP/ITA Academy graduate with seven years command-level experience. Seeking steady runs, no speculation. Contact Hak Hhallapphig, c/o UFP/ITA Field Office, Port Serene, Morning Garden.

CARGO WANTED/AVAILABLE

BULK CARGOES AVAILABLE

Speculative cargo loads available for bulk carriers. Petrochemicals, metals and raw Zathium loads for export at low minehead prices. For details and list of suppliers and ports contact Merimee Mining Corporation Trade Assistance Bureau, Deepshaft Spaceport, Merimee.

SUBSIDIZED BULK CARGO RUNS

Now contracting with independent trade vessels for transport of bulk platinite and other materials for atmospheric processing. High-capacity bulk cargo vessels only. Metals and radioactives available for export with local tax exemption for vessels participating in the atmosphere program. Send UFP/ITA credentials and cargo capacity information to Royal Newlin Atmospheric Project, Her Majesty's Ministry of Science, Bethlinsgate, Newlin III.

CARGOES BOUGHT AND SOLD

Best prices in the AOFW paid for salable cargoes! Licensed trade broker specializes in disposing of distressed merchandise, high-technology items, bulk grain, much more! Also, cargoes available from all over the Triangle, at low brokerage fees. See Lurgi Tavrinat, Tavrinat Trade Brokerage, 885 Portside Commerce Plaza, Javlisig, Jav VII.

RADIOACTIVES, GEMSTONES AND METALS

Independent mining interests seeking to contact enterprising traders for mutually-beneficial agreements on transport of raw minerals. All sizes of cargo available at low prices direct from one planetary broker. No costly delays dealing with middlemen! Purchase cargoes direct from the mine, dealing with ONE office for all cargoes and clearances. Jean Carlsion Brokerage, 100 Port Place, Goldport, Jemison.

WANTED — HIGH-TECH CARGOES

Specially-equipped trade vessels available to ship high-technology cargoes anywhere in the Triangle or borderlands areas. Delicate cargoes and equipment requiring sensitive handling is our specialty. Will contract for hire or purchase salable cargoes on speculation. No cargo to big, too small, too delicate or too dangerous. Bonded cargoes welcome. Fully insured. Offices on Baker's World, Freeloaders, Comstock and Remfry. Paladin Flexible Spacefreight, Inc.

SPACE VESSEL'S FOR SALE

MISSION CLASS CARGO VESSEL

Fourteen-year-old *Mission* class courier (ex-Star Fleet) has been converted to Mk. IV configuration and used on cargo runs in the Triangle and environs. Good condition, with recent replacement of engine nacelles and warp drive computers. Owner/master retiring and seeks immediate sale. 8 MCr, or best offer within six months. Financing available through local institutions. Captain Lisolette Jessup, c/o UFP/ITA field office, Bakersport, Baker's World.

FLEET SHIPS SACRIFICE

Major trade organization has changed transport strategy, moving to larger vessels. A number of medium-sized vessels of the *Argon* Mk. I class are available for immediate sale at sacrifice prices, direct from the seller. Avoid brokerage fees and obtain star vessels in excellent condition at an unusually low price. Prices start at 11 MCr. Only a few vessels available. Inquire Triangle Shipping, Space Vehicle Maintenance Dept., Comstock City, Comstock/Schull.

ONCE-IN-A-LIFETIME OPPORTUNITY...

Lotus Flower class) for sale. Some minor maintenance required, but conversion possibilities for bulk cargo transport are endless. An incredible steal at only 120 MCr (or best offer). Contact Captain Leo Walsh, c/o General Delivery, Lithanport, Freeloaders.

PERSONALS & MISC.

TREASURE-HUNTERS

Recently-uncovered records contain printed starcharts reputed to contain the location of the lost treasure ship *John Paul Jones*. Copies of this rare document, only now discovered after years of searching, available for enterprising adventurers. Send 100 credits to Box 5543AK, Corbie, Hoot.

TO GENTLEMAN JEFF:

Waiting for you always. Walk the endless shores of Lakeland with me again, beloved. Your own true love, Mariah S.

YOUR FORTUNE TOLD

by ancient, forgotten Vulcan methods. Discover your future, learn what trade routes are likely to be profitable for you, and what areas of space to avoid. Lucky numbers and ship names provided on request. Madam Zali, 661 Starman's Circle, Lithanport, Freeloader.

MY DARLING SPACEMAN...

It has been so lonely without you. Will you ever return to Bickett? I remember your promise, Jeffrey, and keep you in my heart always! Yours forever, Kimberly

RARE MEDICINAL HERBS

The secrets of Klingon herbology revealed! What exotic plants, commonly found on many Triangle worlds, are used to produce the fabled Klingon aphrodisiacs, medicines, and herbal preparations for all purposes. Send 10 Cr to Lost Secrets Publishing, Box 5543AK, Corbie, Hoot. Satisfaction guaranteed.

ART EXHIBIT

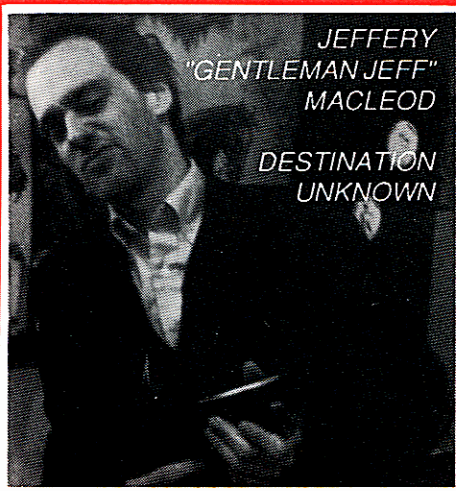
Soliciting the work of new artists for public exhibit and competition on Carwile's World. Send list of credits, descriptions and other pertinent info to Selection Committee, Anniversary Exhibit, Carwile's World Artist Colony, Gallery, Carwile's World.

"ODDITIES" AND ANTIQUITIES DESIRED

Collector interested in purchasing "oddities" and antiques of special rarity from all corners of the known galaxy. Best prices available for items of special worth. Expeditions financed to retrieve rarities of all sorts. Dirk, Remfry Plaza Hotel/Casino, Tradecenter, Remfry.

INFORMATION REQUESTED

Mr. Beauregard C. Lee of Leesburg, Freeman's Port, seeks information on the whereabouts of freetrader *Starroamer* and/or crewman Jeffrey "Gentleman Jeff" MacLeod, betrothed of his daughter, Jasmine Lee. Overdue in port three months. Reward for information on current whereabouts. Contact the law firm of Cohen, Tlavria and Glag, Leesburg, Freeman's Port.



IN OUR NEXT ISSUE

Next month, we present a special issue exploring the possibilities for new trade agreements with cultures that have traditionally been rivals or even hostiles. Are there trade possibilities to explore with the Gorn, the Klingons — perhaps even someday the Romulan Star Empire? We'll look at the realities and the blue-sky dreams and everything in between in our next issue.

Feature Articles

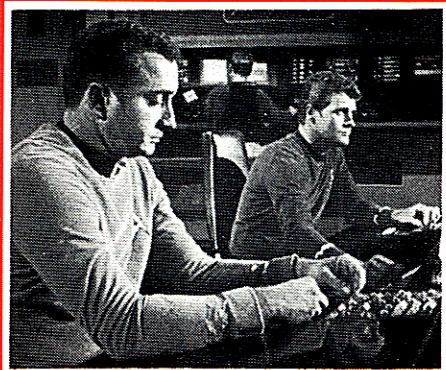
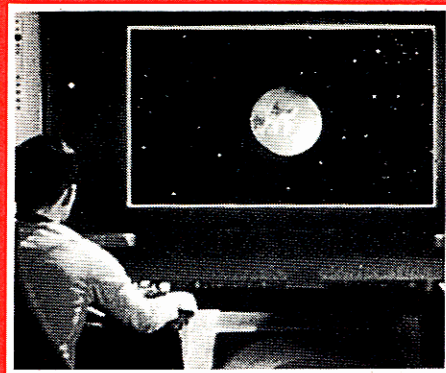
Trade, Diplomacy, and the Klingon Empire: In this article by Master Trader Gallagher Hansen, learn why many traders and several UFP High Councillors think limited open trade might be the way to prevent renewed Klingon/UFP hostilities. The companion article, *The Imperial Way of Trade* by Kalvz tai-Hauvak, is the first in recent memory authored by a Klingon trader about Klingon trade procedures. Don't miss this insider's look at Imperial merchant practices!

The Road Paved with Sharp Stones: An examination by UFP/ITA analyst Quentin Carlyle of the prospects for the long-delayed Gorn/UFP trade conference. Are lucrative new routes about to open at last, or can we expect more delays? Carlyle offers some surprising (and potentially profitable) answers.

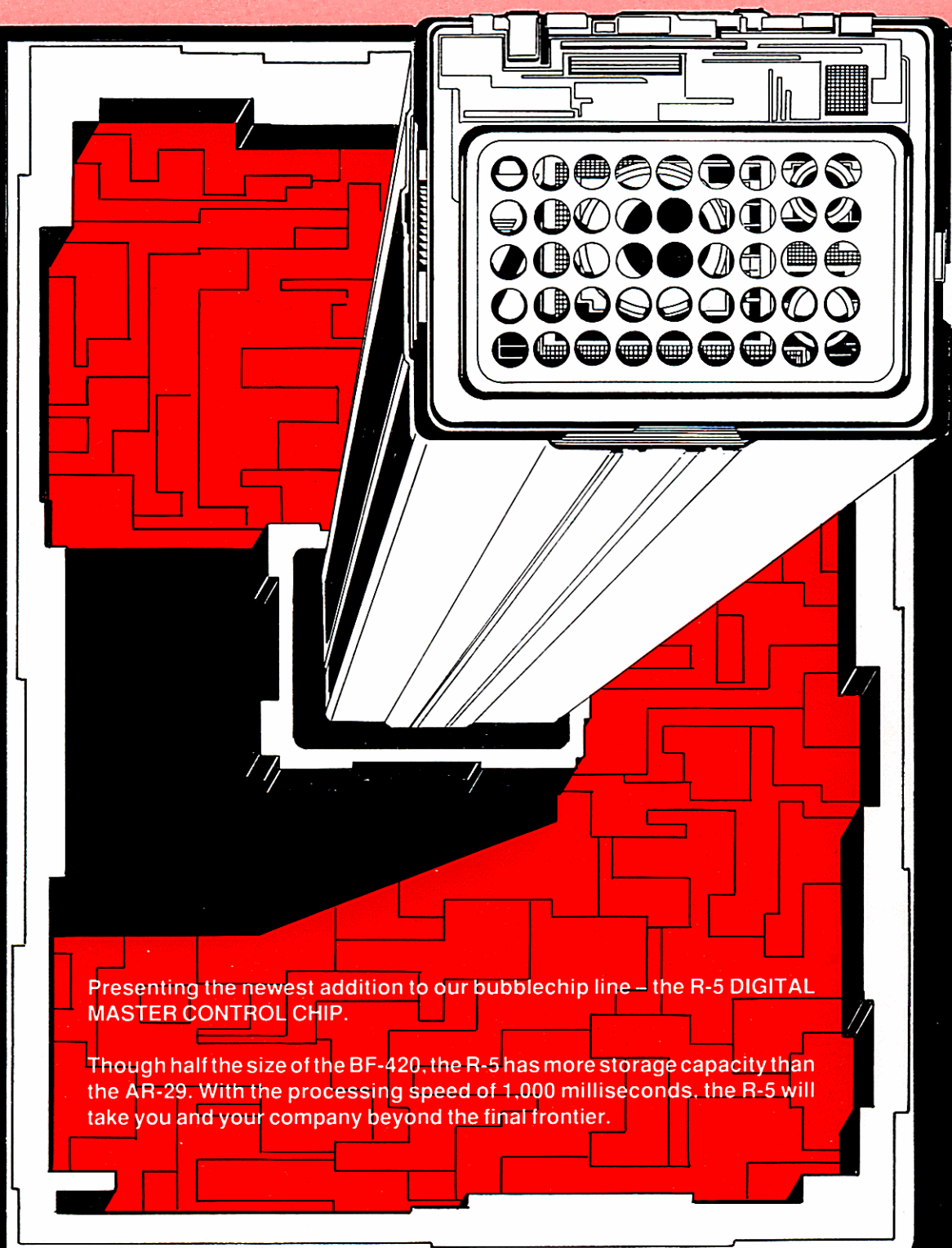
The Riches of Romulan Trade, and Other Lies: Retired Federation Marine Col. Janet Levine shows why trade with the Romulans would increase, not decrease, border tensions — and cost the independent trader more than they are willing to pay.

The Maze: Can a novice trader really cope with the complicated bureaucratic tangle of trading in the Organian Treaty Zone. Veteran trader Chris Faltini and cargomaster T'pan of the famous free trader *Penalty Weight* show how to survive and make fat profits while breezing through the red tape jungle.

Of course, next issue will also contain all of our regular features, some slanted toward our special theme. "Law" Llewellyn and "Rigel Rita" Martinez debate the question of trade with the Independent Klingon States in *The Law and the Profits*. UFP/ITA chairman Bernard Reynolds explains the latest changes in testing procedures for standard pay grades in his continuing series of articles. Finally, our regular investment columnist returns with advice, corporate profiles, and the latest word from the world of finance in *Making Your First Million*.



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She's waiting for you.

