

Delta Force

*America Strikes Back!*TM

TERROR AT SEA



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OPERATION POSEIDON

SECTION I INTRODUCTION

Terror at Sea is a game module for *Delta Force*, the counter-terrorist role-playing game from Task Force Games. It creates a basic situation which the *Delta Force* characters must face: a luxury cruise ship has been hijacked in the eastern Mediterranean, and a number of Americans, Britishers and Israelis are being held hostage aboard. The characters, playing the part of American *Delta Force* operatives, must plan and stage an assault on the cruise ship *Neptuno*, rescue the hostages, and — if possible — capture the terrorist leaders for interrogation.

Players may, if they wish, use *Terror at Sea* solely to role-play a rescue operation aboard a cruise ship. This is the "Tactical Operation" of *Terror at Sea*.

Information is included, however, which will allow the referee to stage the entire crisis, with both the ship's destination and the terrorists' demands unknown and constantly changing. This is referred to as the "Strategic Operation." The players will have to use limited intelligence and careful planning to find the hijacked ship, close with it and get aboard... or they may choose instead to anticipate which of several possible ports the ship is going to arrive at and plan their assault from there.

CONTENTS:

Terror at Sea contains all information and maps necessary to stage either the Tactical Operation as a short game or the Strategic Operation as a full-length campaign. A complete description of the *Neptuno*, a luxury cruise ship, is given, keyed to the deck plans included in this booklet.

Data are included on non-player characters (NPCs) the players may encounter, including ship's crew, typical passengers and various terrorists.

A Special Equipment section, intended to supplement the *Delta Force Warbook*, is included, and contains data on new pieces of equipment which may be useful in this campaign.

New rules expand on the *Delta Force* basic rules. Of particular interest are additional rules for conducting precision-targeted parachute landings as they would apply to attempts to jump onto the deck of a ship at sea.

MATERIALS:

Terror at Sea requires a familiarity with the basic *Delta Force* rules. Two six-sided dice and paper and pencils are needed for play. The referee and players may, if they wish, use cardboard counters, tokens or miniature figures to plot out the course of combat during play, but these are not required. They may also find a protractor useful for determining *Neptuno's* course in degrees on the game map.

No other supplements or materials are needed.

BACKGROUND:

In October, 1985, the cruise ship *Achille Lauro* was hijacked by four or six terrorists of the Abu Nidal faction of the PLF. One elderly American was shot in the head and chest with an AK47, and his body was later dumped into the sea. In an out-



rageous attempt to manipulate the media, PLF spokesmen would later claim first that no one was killed, and then that the man was murdered by his own wife in order to collect his insurance. The head of the PLO's political department tried to convince the UN Security Council that the man died of natural causes, although his body was recovered and the bullet wounds identified.

The terrorists negotiated with Egyptian authorities for the release of the ship, passengers and crew in exchange for passage out of Egypt. It has been speculated that the hijacking was in fact a botched attempt to unleash a terrorist raid against Haifa, Israel. The Palestinians took the ship only when a steward discovered them cleaning their weapons in their cabin.

Elements of a U.S. Navy SEAL counter-terrorist team were actually within 24 hours of launching an assault on the *Achille Lauro* at sea when the agreement with Egyptian authorities was announced. The Egyptians subsequently allowed the terrorists to leave the country over U.S. objections, but the aircraft was forced to land in Sicily by U.S. Navy warplanes.

Four terrorists were taken into custody: Hammad Ali Abdullah, 29; Majed Youssef al-Molky, 23; Abdul Atif Ibrahim, 20; and Hallah Abdullah al-Hassan, 19. Also aboard the aircraft were Mohammed Abul (or Abu) Abbas, believed to be the mastermind of the hijacking, and Ozzudin Badrak Kan, head of Abbas's military command. It is probable that Abbas and Kan were the two "mysterious men" who were seen whispering with the four terrorists by various members of *Achille Lauro's* crew and passengers, and who kept watch on the bridge and in the engine room throughout the ordeal. Remarkably, and over U.S. objections, Abbas and Kan were allowed to escape to Yugoslavia by Italian authorities.

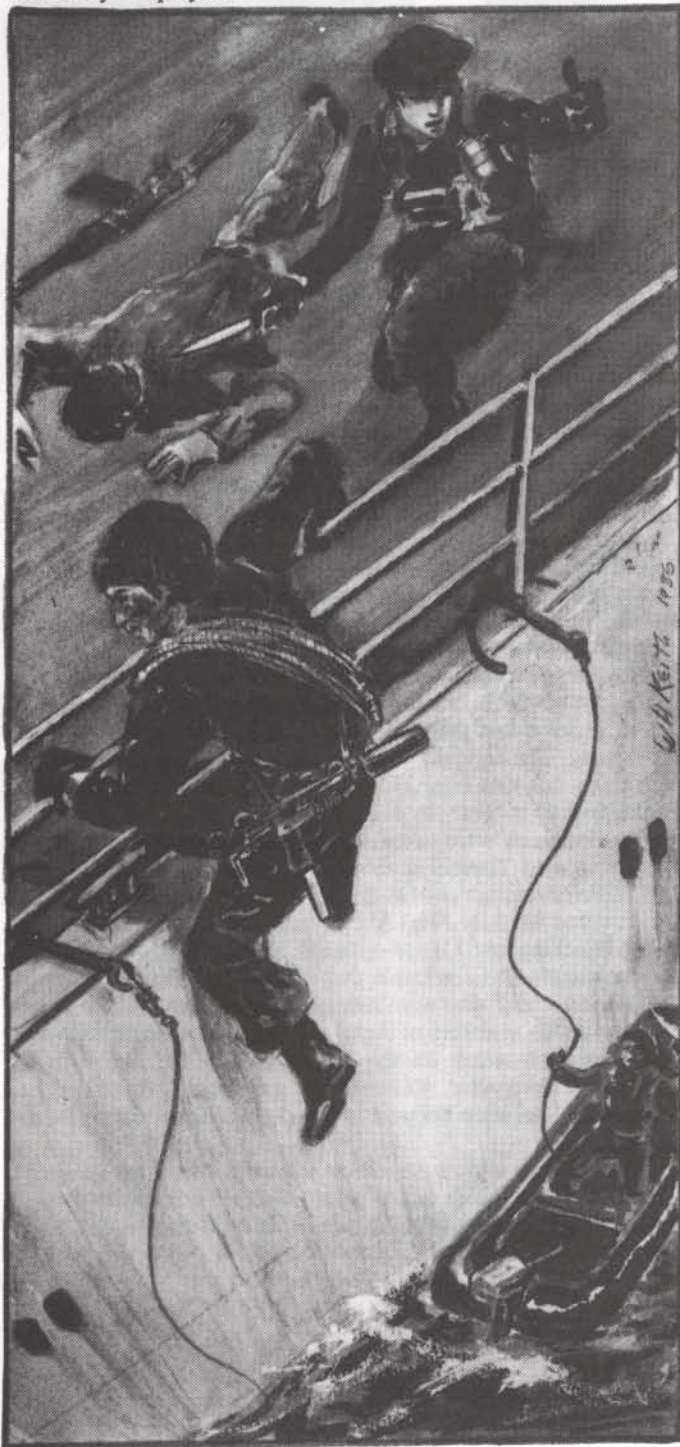
Terror at Sea allows the referee to create a situation similar to that aboard the *Achille Lauro* before the PLF terrorists arrived at their arrangement with the Egyptians, and simulates what might have happened had *Delta Force* or the SEALs been given a 'go' for an assault on the ship.

PLANNING:

When played as a full Strategic Operation campaign, *Terror at Sea* presents the players with many of the problems faced by real counter-terrorist units in trying to outguess and trap their targets.

The players will not know how many terrorists are aboard, how well they are armed, whether or not explosives have been set aboard the ship, or where the hostages are being held. They will have to plan their assault with little intelligence with which to work or find a way to gather intelligence before the attack.

After the players receive their mission briefing, the referee should allow them to form their own plan for intercepting the *Neptuno* and mounting an assault. Several possible alternatives are discussed under "Section VIII: Tactical Operation." These will help the referee determine the outcome of the strategy finally chosen by the players.



SECTION II MISSION BRIEFING

MISSION OBJECTIVES:

1. Rescue the American, British and Israeli passengers and the Italian crew held hostage aboard the luxury cruise ship, *Neptuno*, currently at sea in the eastern Mediterranean.
2. If possible, capture one or more of the hijackers — especially any which seem to be leaders — and hold them for interrogation and evacuation to American territory.
3. Prevent the hijackers from using the *Neptuno* or their hostages to provoke an international incident, to focus international attention on their cause through the media or to secure safe conduct through a sympathetic country.

LOCATION:

As of 0900, this date (Day One), the *Neptuno* is at 33° 25" north latitude, 31° 14" east longitude. Her course is 020 and her speed is 15 knots. This puts her about 150 miles northeast of Alexandria, Egypt, traveling north northeast, in the general direction of Cyprus.

BACKGROUND (as of 0900 hours today):

The Italian-registered luxury cruise ship, *Neptuno*, was on her regularly scheduled holiday cruise of the eastern Mediterranean: Naples to Alexandria to Haifa to the Greek Isles and Athens, then back to Naples. She left Naples five days ago, arriving in Alexandria harbor yesterday at 0945 hours.

Many of the over 500 tourists aboard got off the ship at Alexandria for a two-day stop-over in Alexandria and Cairo. A number of passengers, estimated at several hundred, remained aboard, together with 280 members of the ship's crew.

At 1430 hours, a bomb blast ripped through the Alexandrian waterfront, killing 12 people and damaging a warehouse, a hotel and tourist facilities nearby. Police and security personnel in the vicinity of the *Neptuno's* pier were drawn away to investigate the blast and to control the crowds which formed immediately afterwards.

At 1445 hours, a large, tan panel truck parked at the near end of the pier suddenly raced out to one of the *Neptuno's* gangways. Authorities reported seeing "a large number" of men pile out of the truck and race up *Neptuno's* gangways. This number is variously estimated at eight to twelve. Automatic fire was heard aboard the ship, and it is assumed that there were more terrorists hidden among the passengers aboard, and that these additional terrorists waited until their comrades ashore came aboard to make themselves known.

A second panel truck arrived moments later. Several men were seen carrying crates aboard *Neptuno* between 1455 hours and 1510 hours. Both trucks were abandoned on the pier.

Egyptian military authorities closed off the waterfront area near *Neptuno* and attempted to open negotiations with the hijackers. The terrorists refused all attempts at communication, but demanded harbor clearance for the *Neptuno*.

Clearance was refused. At 1835 hours, a message was broadcast over *Neptuno's* radio that bombs had been planted aboard the ship, and that these bombs would be detonated at 2100 hours if clearance was not granted by that time. Various counter

offers were refused, and at 2040 hours, permission to leave was granted to *Neptuno*. She slipped her moorings and got under way at 2112 hours.

Neptuno was tracked by Egyptian radar traveling north, then north northeast. All attempts to raise *Neptuno* on the radio were ignored.

At 0745 the next day (Day One, this date) a radio broadcast was intercepted from *Neptuno*. The speaker identified himself as Carlo Minotti, *Neptuno's* radio officer. He read what was obviously a prepared statement. The text was as follows:

"Peoples of the world: We of the Abul Abbas Fighters of the Palestinian Liberation Front have struck a blow against the American imperialists and against the Zionist evil. We have taken the vessel *Neptuno*, and hold this ship, its crew and its passengers. We have a list of demands. These demands will be met precisely and exactly or there will be severe consequences for the people aboard this ship. If there is any attempt to approach this ship, we will blow it up. The fate of these people is your responsibility.

"Our demands are just, our cause is righteous. Long live the Fighters! Long live Abul Abbas! Death to Israel! Death to America!"

The radio operator managed to add the following:

"They're madmen! They're threatening to shoot the passengers, starting with the Americans! For God's sake..."

The transmission was cut off in mid-sentence.

There have been no further radio transmissions from the *Neptuno*; but the frequency used for the first message is being continuously monitored by both Egyptian and Israeli authorities, as well as by U.S. AWAC and ECM aircraft flying over the eastern Mediterranean. The ship itself is being tracked by satellite and by aircraft radar.

The President of the U.S. and the Secretary of State were informed of the situation within an hour of the hijacking. When the *Neptuno* put to sea, U.S. naval elements of the 6th Fleet were put on standby alert, and the aircraft carrier, *U.S.S. Saratoga*, was rerouted from her patrol station southeast of Sicily towards the eastern Mediterranean. Marines of the U.S. Rapid Deployment Force stationed in Egypt are on full alert.

Delta Force and SEAL units stationed in England, Sicily and Israel were alerted at 0430 this morning, and were given a tentative 'go' for mission deployment at 0814. The hijacking situation is quite similar to the *Achille Lauro* hijacking in 1985. The similarity is almost certainly deliberate: an attempt to embarrass the United States, reveal U.S. weakness and vulnerability and win world-wide attention to the terrorist group's demands.

MISSION OBJECTIVES:

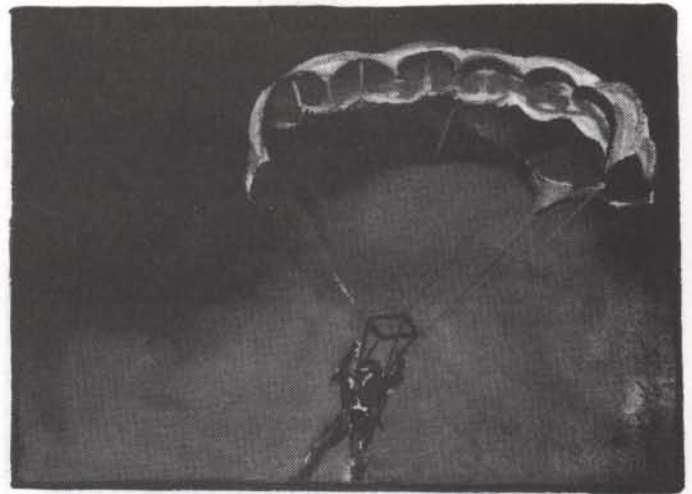
1. Several hundred passengers are being held aboard *Neptuno*. The passenger lists include Italians, French, Swiss, Germans and others; but there is special concern for several hundred American, British and Israeli passengers. These are probably considered to be primary targets by the terrorists, and will be scheduled for execution first in order to force negotiating authorities to give in to their demands.

The most important mission objective is to secure the release of the *Neptuno's* passengers and crew. Any military assault on the *Neptuno's* captors will have to consider two distinct dangers to the passengers: the terrorists themselves and the possibility that explosives have been planted aboard which could be detonated by remote control, through booby traps or by a timer.

2. It is important, both for reasons of prestige and for counter-terrorist intelligence, to capture at least one of the hijackers

aboard the *Neptuno*. A leader, one who was in on the planning of the operation, is preferred. This objective is definitely secondary to the main objective of rescuing the hostages, however.

3. It is to be expected that the terrorists will attempt to capitalize on the situation by demanding that their statements and demands be released over radio and TV, and that they will use the hijacking to demonstrate the powerlessness of American foreign policy and military response. It is also likely that the terrorists will attempt to negotiate a settlement of the hostage crisis through some country other than the United States or Israel — both of which have official policies of refusing to negotiate with terrorists — and that various Palestinian political groups will bring pressure to bear on nations which are in a position to negotiate. Italy (which owns the *Neptuno*) and Egypt (where the hijacking took place) have both, on occasion, yielded to terrorist demands in the past, either because they feared terrorist retaliation or because of political expediency.



There is a recent example of this. The hijacking of the *Achille Lauro* in October, 1985, during which an American citizen was brutally murdered, ended with a negotiated settlement between the terrorists and Egypt. Egypt then lied about the whereabouts of the hijackers to forestall attempts by the U.S. or Israel to seize them, while arranging to let them escape to Libya on a chartered jet. American intelligence located the aircraft, however, and Navy warplanes forced it to land at a U.S.-Italian airbase in Sicily. Italian authorities later ignored American requests and allowed the mastermind of the *Achille Lauro* hijacking to escape to Yugoslavia, presumably because political or monetary pressure had been brought to bear on key Italian officials by the PLF. This lack of cooperation put a severe strain on relations between the U.S. and two of her allies, and demonstrated that acts of terrorism can go unpunished when shielded by diplomatic immunity, bureaucratic cowardice and greed.

It is desirable that the terrorist's intent to publicize this latest hijacking or to gain political advantage from it be thwarted. To this end, casualties — both of hostages and in the assault team — must be minimized, and a rescue attempt must be mounted before the terrorists can monopolize world press attention by drawing out the crisis.

Note: Players should not read beyond this point. The rest of the information, with the exception of the maps and Warbook Supplement in the center of this booklet, is for the referee's eyes only.

SECTION III

WEATHER, TIME AND SIGHTING

The referee is responsible for keeping track of the passage of time in *Terror at Sea*, as well as for determining the existing conditions which may affect visibility and sighting at any given time. This section gives tables and guidelines for simulating the effects of changing weather and light.

WEATHER:

Obviously, any Delta or SEAL rescue plan will have to take the weather into account and may even plan to use weather as cover for strategic or tactical operations.

The referee rolls 2D on the "Weather Table," below, before the start of play, and again each day at 0600 hours. This 0600 roll may be made earlier if player characters request a weather update between the hours of 0100 and 0600. This roll will establish the weather conditions expected in the Eastern Mediterranean for the next 24 hours.

At any time, player characters who are in communication with their base or with any U.S. Military authority may request a weather forecast, courtesy of orbiting weather satellites.

WEATHER TABLE

2D	RESULT
2	Fog During Upcoming Early Morning Hours
3-5	Fair Weather; Will Hold for Next 48 Hours
6-7	Fair Weather; Will Hold for Next 24 Hours
8	Rain Forecast for Area in 24 Hours
9	Rain or Storm Forecast for Area in 24 Hours
10-11	Rain or Storm Forecast for Area in 12 Hours
12+	Major Storm

WEATHER TABLE RESULTS:

Fog: Visibility will be reduced by fog in the area. Roll 1D+1, with a roll of two equaling 0200 hours, three equaling 0300, etc., to determine what time the fog sets in. Then roll 1D

again, with a result of one through three indicating light fog and a result of four through six indicating heavy fog.

Roll 1D a third time to give the number of hours the fog will remain. During the time fog is in the area, visibility will be reduced as described in the *Delta Force* sighting rules.

Fair Weather for Next 48 Hours: The weather will be clear, with unlimited visibility. No roll for weather is necessary 24 hours after this roll is made.

Fair Weather for Next 24 Hours: The weather will be clear throughout the next 24-hour period.

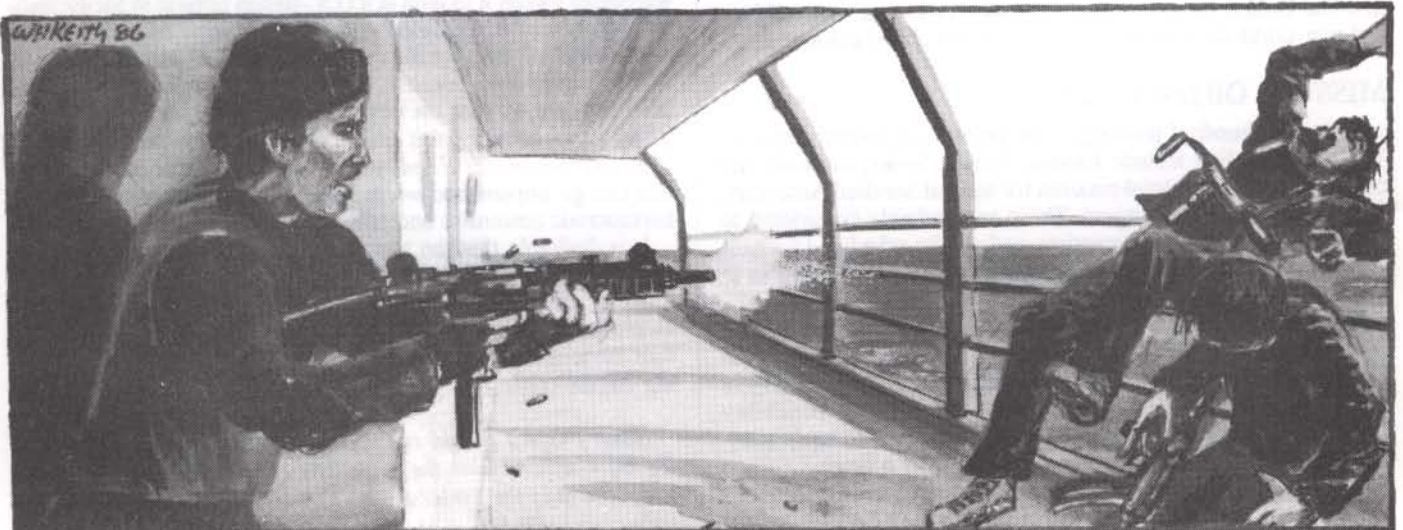
Rain: Rain is predicted in the area in the next 24 hours. The rain will begin 2D+20 hours after the forecast, and will last for 2D hours. This rain will be accompanied by moderate winds, low cloud cover and limited visibility. No roll is necessary on the storm table.

Rain or Storm in 24 Hours: A storm has been observed forming in the area and will move into the area during the period governed by the next Weather Table roll. The bad weather will begin 2D+20 hours after the forecast. No 0600 roll on the Weather Table is necessary on the morning following the forecast.

In the meantime, the referee can anticipate the storm for the players by describing how the barometer is falling, the wind is changing and the sky is becoming cloudy. At the indicated time, a roll is made on the "Storm Severity Table" to determine the severity of the storm.

Rain or Storm in 12 Hours: As described above, but the storm will begin 2D-1 hours from the time this forecast is made. In this case, the barometer will fall more quickly, the skies darken faster. At the indicated time, a roll is made on the "Storm Severity Table" with a DM of +3.

Major Storm: A large, potentially violent storm is being tracked by satellite. It will strike the area in question 2D+6 hours after 0600 of the day after the roll is made. No roll on the "Weather Table" is necessary on the following day. At the indicated time, a roll is made on the "Storm Severity Table" with a DM of +5.





STORM SEVERITY TABLE

2D	Result
2-6	Light Rain Lasts 1D Hours. Wind = 1D.
7-9	Moderate Rain Lasts 1D+2 Hours. Wind = 1D+2.
10	Storm; Heavy Rain, with Wind = 1D+5; DM = +3.
11	Storm; Heavy Rain, with Wind = 1D+7; DM = +4.
12+	Storm; Heavy Rain, with Wind = 1D+9. DM = +5.

On a roll of two through nine, the length of the storm is stated by the table and no further rolls on the "Storm Severity Table" are necessary. On a roll of ten or more, the result gives the weather conditions for the next hour. At the end of that hour, roll again on the "Storm Severity Table," applying the indicated DM from the *previous* roll. Once a modified roll of two through nine occurs, the storm will begin moderating, and no further rolls on the "Storm Severity Table" are necessary.

After the storm ends, rolls are again made every 24 hours on the "Weather Table" (beginning again at 0600). Satellite predictions may be used to judge approximately how severe a storm will be, but precise information will not be available. In some cases, a predicted "major" storm will turn out to be nothing more than a moderate rain — the result of the storm having blown itself out in the intervening hours.

All weather is assumed to be fair unless otherwise specified by a "Weather Table" result.

OTHER WEATHER FACTORS:

Heavy Seas: Any result of eight or higher on the "Storm Severity Table" results in "Heavy Seas" with waves high enough

to help hide a small boat — and high enough to cause considerable danger in boat-to-boat boarding operations.

Wind: Wind speed in *Terror at Sea* is represented by a wind speed number. Each increase of one in the wind speed number represents an additional five kph of actual wind speed. Thus, if the wind speed number is set at seven, the wind speed is 35 kph, or about 21 mph. Wind speed is important in planning assaults by parachute.

Wind direction is generally from the northeast in the eastern Mediterranean at the time of year when this scenario takes place. Roll 2D on the "Wind Direction Table" below.

WIND DIRECTION TABLE

2D	Direction
2	NW
3	WNW
4	NNW
5	N
6	NNE
7	NE
8	NE
9	ENE
10	E
11	SE
12	S

The wind speed can be determined at any time by rolling 1D-1, with zero indicating no wind at all. During some storm periods, the wind speed will be given with a modifier (e.g., 1D+9 — between 50 and 74 kph). It is only necessary to make a roll for wind speed and direction when that information is required — such as immediately before a parachute jump — or when the players request the information. The information is available as described below.

Satellite reconnaissance cannot determine wind speed, although the levels can be approximated by the referee from the Storm or Weather Tables and conveyed to the characters as an estimate — between 50 and 75 kph, for example. Precise wind speed and direction values can *only* be acquired by someone at the site, such as an advance scout or observers in the port where the ship has docked.

USING THE WEATHER/STORM TABLES:

The referee rolls 2D on the "Weather Table" at 0600 hours for each day of the scenario. He informs the players of these results only when they request information on the weather through military or other official channels.

Some results will lead to rolls on the "Storm Severity Table." The results may present the players with bad weather for a specific number of hours, or a severe storm may result which requires new "Storm Severity Table" rolls every hour until the storm blows itself out. In these cases, "Weather Table" rolls are suspended until the rain or storm is over.

The referee may — at his option — roll for two sets of weather results: one for the area around *Neptuno* and another for the area occupied by the player characters. Generally, weather re-

sults will apply uniformly to all characters and targets within 50 kilometers of one another, and for simplicity's sake can be said to apply to all areas throughout the Eastern Mediterranean.

The referee should feel free to moderate or change "Weather

Table" and "Storm Severity Table" results in order to fit them into a consistent pattern of his own design. He may want to either help or hinder the players' plans by introducing a major storm — or by cursing them with sunny weather and unlimited visibility.



VISIBILITY:

Weather conditions affect visibility and can be used to mask a covert approach to the hijacked ship. The following modifiers are applied to all attempts at sighting, as described in "Section V" of the basic *Delta Force Rulebook*.

Weather:

Light Rain:	-5
Moderate Rain:	-7
Heavy Rain:	-8

Target (Day/night):

Neptuno (darkened):	+25/+8
Neptuno (lighted):	+25/+25
Any other ship:	+25/+7
Submarine:	+15/+5
Ashville Class PG:	+15/+4
MSSC:	+10/+3
IBS:	+2/0
Parachute:	+8/+3

Other Factors:

Ship moving	+8/+3
Cloudy/overcast night	-/-12
Heavy seas	-5/-8

Any other applicable modifiers — such as those for camouflage, alertness of sentries, the use of binoculars or other vision aids, and so on — are added to the Base Sighting Number in the usual way.

LIGHT:

Local sunrise is at 0530 hours, and local sunset is at 2000. Twilight/dusk conditions (with a DM of -3 applied to all Sighting attempts) last from 0430 to 0530, and from 2000 to 2100 respectively.

On Day One of the scenario, moonrise is at 0350. On each successive day, moonrise is 50 minutes earlier than it was the day before. Thus, on Day Two, moonrise is at 0300, and on Day Three it is at 0210.

The moon sets 12 hours after moonrise. For example, on Day One, the moon sets at 1550 hours (mid-afternoon). On Day Two, the moon sets at 0500, etc.

The referee can use this information to calculate when the moon will drop the visibility modifier at night from -6 (moonlit night) to -10 (moonless night).

For greater accuracy, the referee may specify that "moonlit" means a full moon, which will occur on Days 9, 10 and 11 (when the moon rises near sunset).

Other cloudless nights will be less illuminated by moonlight, and will have visibility modifiers ranging from -7 (less than full; e.g., on Days Six, Seven or Eight) to -9 (crescent moon, Days 18 through 23). There will be no moon at all (it rises and sets with the sun) around Day 24.

SECTION IV

THE STRATEGIC OPERATION

Terror at Sea may be played as a simple tactical scenario beginning with the Delta or SEAL team's assault on *Neptuno*. A longer and more detailed campaign game may be created around the strategic operation, requiring players to plan and execute the rescue mission without knowing what the hijackers are planning or where the ship is bound. How well the final assault is carried out may depend on how well the players were able to track, stalk and out-think their opponents during the strategic portion.

The referee may simulate *Neptuno's* odyssey by rolling 2D on "Destination Table I," below, three times each day — once in the morning, then in the afternoon and again at night. Her speed, unless otherwise specified, will always be 16 knots (30 kph).

DESTINATION TABLE I

2D	Result
2-8	<i>Neptuno</i> continues on present heading and speed. If she is already dead in the water, she remains unmoving.
9-10	<i>Neptuno</i> sets a course from her present position towards one of a number of port cities. To determine which, roll 2D on "Destination Table II." If the roll results in the destination towards which <i>Neptuno</i> is already headed, she changes course 180° and steams away from that port for 2D+2 hours, then reverse course again and turn back towards the original destination.
11-12	<i>Neptuno</i> goes dead in the water at her present location.
13+	<i>Neptuno</i> takes evasive action. Each hour, roll 2D on "Destination Table III." The referee should continue to make the three-times-daily roll on "Destination Table I." If the result is 2-8 or 13+, <i>Neptuno</i> continues evasive maneuvers. If the result is 9-12, she ceases evasive maneuvering and sets a new course (9-10) or goes dead in the water (11-12).

THE PORT CITIES:

There are a number of port cities where *Neptuno* may seek sanctuary. These are shown as ports on the strategic game map. The terrorists' reception will be different in each, and various outcomes are possible. The varying politics of the region may offer the player characters some chance of influencing the course of events in their favor through negotiation and diplomacy.

DESTINATION TABLE II

2D — Result

2 — Naples: *Neptuno* sets a course for Naples, Italy, by way of the Straits of Messina. Italian officials will be divided over whether to allow *Neptuno* to return to her home port with the terrorists still aboard. Once the ship's course is known, the terrorists will demand permission to enter the harbor. The referee should roll 2D, with the following results: 2-5 — permission granted; 6-9 — no decision; 10+ — permission denied. The Delta Force commander can use his negotiation skill as a DM — either positive or negative, at his discretion — to influence the outcome of the debate.

To increase suspense, the referee may make a new roll every day while *Neptuno* is maintaining her course towards Italy, allowing the officials to change their minds several times. Basically, the Italian government will not want to become involved in what could be a particularly messy international incident.

A refusal to cooperate with the U.S. forces can be countered with a request, via channels, through the State Department or White House to the U.S. Ambassador to Italy. This process will take 2Dx4 hours. At the end of that time, the referee should roll 2D. The Italians will cooperate with U.S. forces on a roll of six or less. They will cooperate on a roll of seven or eight, but will demand that their own forces (Squadron Anti-Commando and frogmen) be allowed to take part in any military assault. On a roll of nine or more, they will still refuse to accede to U.S. requests. (Continued on next page)



2D — Result

(Naples continued)

If permission to enter Italian waters is denied and *Neptuno* continues towards Naples, the vessel will be met by Italian naval units. At this point, the referee should roll 2D on "Destination Table I." If the result is two through eight, *Neptuno* will continue to Naples, and the Italians will not attempt to stop her, regardless of previous agreements or plans.

3 — Athens: *Neptuno* sets a course for Athens, Greece, by the most direct route from her current location. Once her course is set, the terrorists will demand that the vessel be allowed to enter the port.

As with Italy, the Grecian government will be divided over what to do, but will be somewhat less likely to be influenced by American requests. The referee should roll 2D with the following results: 2-8 — permission denied; 9-10 — no decision; 11+ — permission granted. The Delta team commander may use half of his negotiation skill (fractions rounded up) to influence the decision one way or another.

An attempt to force the Greek government to change its mind may be made by contacting the State Department or the White House through a satellite radio link, and having them pass the request through official channels via the U.S. Ambassador to Greece. This process will take 2Dx2 hours. At the end of this time, the Greek government will accede to the U.S. request on a 2D roll of five or less.

If permission is denied for *Neptuno* to enter Greek waters, the ship will be met by Greek destroyers and gunboats. On a 2D roll of eight or less, *Neptuno* will be turned away. On a nine or more, the government will lack the will to enforce its decision, and *Neptuno* will be escorted to Athens.

4 — Attalia: *Neptuno* sets a course for Attalia (Antalya) on the southern coast of Turkey. Turkey's government is right wing and no friend of Palestinian terrorists. The terrorists' decision to go to Turkey may have something to do with a show of Palestinian solidarity with leftist revolutionary groups in that country. The Turkish government will suspect that the terrorists plan some dramatic gesture — such as blowing up *Neptuno* and her passengers in the harbor — and will immediately deny permission for *Neptuno* to enter Turkish territorial waters.

The leader of the Delta Force team may, if he desires, request that the Turkish government change its decision in order to set a trap for the terrorists. The request must be made through channels — probably by satellite to the Secretary of State or the President, then to Ankara through the U.S. Ambassador to Turkey. This process will take 2D+2 hours. At the end of that time, Turkey will accede to the U.S. request on a 2D roll of eight or less, and refuse permission on a nine or more. This decision is final and will not be changed.

If permission is denied, Turkish gunboats and aircraft will intercept *Neptuno* at the 20-mile territorial limit and escort her out of Turkish waters. Once permission has been denied, *Neptuno* will not, under any circumstances, be permitted to enter Turkish waters.

5 — Latakia/Tartus: *Neptuno* sets course for Latakia (Al Ladhqiyyah) or Tartus, whichever is closer. Both ports are on the coast of Syria, a country with a long and dark history of training, equipping, guiding, and offering haven to numerous Palestinian terrorist groups. It is likely that the terrorists aboard

(Continued in next column)

2D — Result

(Latakia/Tartus continued)

Neptuno were trained at special terrorist camps near Damascus, or in a Syrian-controlled part of neighboring, war-torn Lebanon.

Despite Syria's connections with the terrorists, the leftist military government in Damascus will not be enthusiastic about allowing the *Neptuno* into Syrian waters. As soon as the terrorists request permission to enter a Syrian port, the referee should roll 2D. On a result of nine or less, permission to approach Syria will be denied. On a ten or more, permission will be granted. Whatever the decision, the terrorists will abide by it. A denial will result in *Neptuno's* coming to a halt outside Syrian waters, with additional rolls made on "Destination Table I" until a new destination is determined.

Syrian officials will not be moved by requests from the Delta Team commander or by high officials in the U.S. government. They will not agree to allow any U.S. military presence on or over Syrian territory; and any Delta Force operation in Syrian waters or ashore must be made covertly — and with the knowledge that Syria's Soviet mentors will be electronically monitoring all communications and movements in the area.

6 — Benghazi: The *Neptuno* turns towards Benghazi, in eastern Libya. As with Syria, Libya has a long and bloody history of encouraging, paying, supplying, training, directing and even hiding terrorists.

In the past, Libya always welcomed terrorists and their captives to Libyan soil; however, the raid on Libya by U.S. warplanes in retaliation for Libyan-directed terrorist actions over Greece and in West Germany has made Muommar Khaddafi, Libya's volatile dictator, somewhat more cautious. On a 2D roll of eight or less, he will grant permission for *Neptuno* to enter Benghazi. On a roll of nine or more, permission will be denied, though a personal message of congratulations will be beamed to *Neptuno's* captors from Colonel Khaddafi himself. The terrorists will comply with the decision, whatever it is. A denial will result in *Neptuno* coming to a halt outside Lybian waters, with additional rolls made on "Destination Table I" until a new destination is determined.

7 — Limassol/Larnaca: *Neptuno* sets a course for Limassol or Larnaca, both on the southern coast of the island of Cyprus, whichever is closest. Cyprus has been the focus of a long-standing dispute between Turkey and Greece, and although technically at peace, hostilities between Greek and Turkish Cypriots simmer just below the point of open war. The Cypriot government will not welcome *Neptuno's* arrival and will prefer to remain uninvolved.

When the terrorists demand they be allowed to enter Limassol or Larnaca, the referee should roll 2D. On a roll of eight or less, *Neptuno* will be ordered away. On a nine, no decision will be made, and on a ten or more, *Neptuno* will be allowed to dock in Limassol.

While the commander of the Delta or SEAL team will be unable to directly influence anyone in the Cypriot government, a request passed through channels via satellite to Washington and on to the U.S. Embassies in Athens and Ankara may have some effect. On a 2D roll of five or less, the Cypriots will reverse their decision and cooperate with U.S. forces.

2D — Result

8 — Beirut: Once known as the Paris of the Middle East, Beirut is a shattered city of craters, rubble, bomb-shaken skyscrapers and violently warring Christian and Moslem factions in a multi-sided civil war. Lebanon has spawned numerous terrorist groups and sheltered many more. Beirut is largely controlled by various fundamentalist Moslem groups, many of which are sympathetic or outright supporters of the various anti-Israeli, anti-American Palestinian groups.

At the time of the hijacking, there is still something which represents itself as the legitimate coalition government of Lebanon, and this group will be extremely reluctant to allow *Neptuno* to enter Lebanese waters, where it is certain to destabilize an already dangerously unstable situation.

The port area is in Christian Phalangist-controlled East Beirut — but only barely. The waterfront is easily reached by fundamentalist Moslem militiamen who support the PLF, Abu Nidal and the war against the Israeli and American imperialists. These forces would welcome *Neptuno's* captors as heroes and would serve as a large pool of volunteers for reinforcements. Once *Neptuno* docks at Beirut, the ship itself will become an armed fortress, and it is likely that the hostages will be divided into small groups and scattered to hiding places all over the city and in the country beyond.

When the terrorists declare their intention to proceed to Beirut, the referee rolls 2D. On a two through five, the Lebanese government will give them permission to enter Beirut. On a six through nine, there will be no decision. On a 10+, permission to enter Lebanese waters will be denied. However, any denial of permission by Lebanon's government will be toothless. They will not attempt to stop *Neptuno* as it approaches the city.

Any American attempt to influence Lebanon's decision through negotiation or diplomacy — besides being rather pointless — will be unsuccessful. The Lebanese government may (on a 2D roll of five or less) be induced to cooperate with a U.S. military mission on Lebanese soil, but Beirut is not under the control of the Lebanese government. It is also certain that any communications with the Lebanese government will be almost immediately known by most other factions in the area. Secrets are difficult to maintain in Lebanon.

Once *Neptuno* arrives in Beirut, the hostages will be held aboard ship for 2Dx2 hours. At the end of that time, they will be taken to various places throughout the city to foil any possible rescue attempt. Open warfare will break out between the Moslems and the Phalangists as Green Line crossings are seized and trucks filled with hostages and their captors are rushed to the safety(!) of West Beirut.

At this point in the scenario, the referee may either call off the mission (reasoning that the players did not organize quickly enough and so lost any chance of success) or allow the players to continue the mission as they track down terrorists and hostages inside Beirut itself. Where the hostages are held — and how the player characters manage to discover their whereabouts — must be determined by the referee. The *Delta Force* basic game Scenario Book has maps of both Beirut and the Beirut airport, and these may be used to develop the scenario further.

The players' planning may take advantage of the anarchy which rules Beirut. A rescue mission could be formed disguised as Moslem militiamen, if the unit can be smuggled into

(Continued in next column)

2D — Result

(Beirut continued)

Beirut before the ship gets there. Another possibility is a full-scale invasion of Beirut by the U.S. Marines, with Delta and SEAL teams slipping in to rescue the hostages under cover of the confusion and gunfire.

In any case, the forces involved and the danger will escalate wildly if *Neptuno* enters Beirut. The course of the scenario from this point is up to the referee.

9 — Haifa: The *Neptuno* has set course for Haifa, Israel. Haifa was originally the next destination for *Neptuno* after Alexandria and Port Said. There is no doubt that a terrorist move in this direction can only be intended as an attack against Israel, and the Israelis certainly know this. Most likely, the terrorists plan some grand exhibition — perhaps blowing up the ship and a large part of Haifa with it or executing the hostages one by one to force Israeli concessions.

Israel will categorically refuse to deal with the terrorists and will not give permission for *Neptuno* to enter Israeli territorial waters under any circumstances. Israeli gunboats and aircraft will meet the ship at the 20-mile limit and force it to turn back.

The Delta Team commander may request Israeli cooperation, however. On a 2D roll of eight or more, the Israelis will cooperate with U.S. requests. The commander's Negotiation Skill may be used as a positive DM, and there is an additional DM of +3 allowed if the commander himself has been involved in previous anti-terrorist operations. The Israelis have been fighting a long and lonely war against terrorism for decades, and they respect those who are willing to fight this war with them.

At the same time, the terrorists remember Entebbe. They will be extremely alert and will expect a rescue attempt at any time. Negotiators or reporters approaching the ship will be kept at a distance, or allowed on board only after a strip search. The terrorists will stay under cover, taking great care not to reveal their positions or expose themselves to fire. The hostages will be kept under tight control, and the terrorists will be more likely than otherwise to execute several to back up the terrorist demands. It will be very hard to surprise them, and the referee should take this into consideration as the players put their plans in motion.

The Israelis will both permit and aid U.S. military operations in their territory. At least one observer — identified as an officer of the Israeli paratroopers, but probably in fact a member of the anti-terrorist Sayaret Matkal — will be assigned to the Delta operation. In addition, the services of a Sayaret Matkal squad will be offered for any actual assault.

10 — Port Said: *Neptuno* is heading for Port Said, at the Mediterranean end of the Suez Canal. This was originally the next stop in *Neptuno's* itinerary after Alexandria, the port where the passengers who left the ship to visit Cairo and the Pyramids were to have rejoined the cruise.

Egypt has been torn for some years by the need to take a tough stand against terrorist forces (Egypt's last president was assassinated by terrorists, and the country has been engaged in a long-running low-level war with Libya's pro-terrorist Khaddafi). On the other hand, the majority of Egypt's Moslem

(Continued on next page)

2D — Result

(Port Said continued)

citizens support the Palestinian cause against Egypt, and think of the terrorists as heroes and martyrs of a world-wide Arab revolution. The government's reaction to terrorist demands that *Neptuno* be allowed to berth at Port Said will be mixed.

The referee should roll 2D. On a roll of five or less, permission will be denied. On a six through eight, there will be no decision, and on a nine or more, permission will be granted. The Delta Team commander can approach Egyptian officials directly to get them to change their stand by using his Negotiation Skill as a positive or negative DM in this roll. The referee may allow several rolls as the Egyptian authorities change their minds several times, or as new factors (such as a terrorist threat to execute hostages if they are not allowed to enter the port) arise.

Once *Neptuno* docks in Port Said, the dock area will be blocked by mobs of Fundamentalist Arabs demonstrating in support of the "freedom fighters" aboard. Military movements in and around the dock area will be difficult to conceal and difficult to carry out.

11+ — Alexandria: *Neptuno* is returning to Alexandria, where she was hijacked in the first place. The procedure and politics of this move is identical in every respect to Port Said, above.

This list of destinations is intended as a guide only. The referee may, if he prefers, make his own determination of *Neptuno's* course and final destination.

The player characters may elect to carry out military operations within the territorial limits of any country — even if that country has refused to cooperate with the U.S. government. There may, however, be political repercussions which will affect the Victory Point total during the assessment of the mission.

Cooperation by local authorities may possibly be purchased at the cost of allowing members of the local military authorities to accompany any rescue attempt. The referee may force the players to include local troops in order to complicate the mission, or he may allow the local forces to be persuaded (through negotiation with the player characters) to remain in the background, possibly acting to control crowds in port or manning boats or helicopters and acting as back-ups and reserves at sea.

Countries which refuse to cooperate will certainly not contribute forces to an anti-terrorist raid, but may — at the referee's discretion — deploy their troops against U.S. "invaders." Discovery of U.S. forces uninvited on foreign soil will reflect on the players' victory point totals at the end of the scenario. Whether or not U.S. forces are discovered depends on the situation (how many troops there are, whether or not they are in disguise or otherwise hidden, whether they are operating in or near a city or in an unpopulated area, etc.) and is left to the referee.

At all times, the use of local military forces and their contributions are entirely at the discretion of the referee.

ASSISTANCE FROM OTHER COUNTRIES:

At the referee's discretion, several other countries may volunteer their own elite anti-terrorist forces in a planned assault on *Neptuno* — or they may demand that they be allowed to participate. Several situations in which this might occur are described in "Destination Table II."



The *Delta Force Warbook* gives templates for several foreign elite anti-terrorist groups. The following units may become involved in an assault against *Neptuno*. Their availability should be used as a guideline by the referee to determine how long it will take to get the unit into position with the U.S. team, and ready for an assault.

Sayaret Matkal (Israel): This elite Israeli anti-terrorist unit has an impressive record in dealing with Middle East terrorism. Any operation on Israeli soil will require the presence (as observers) of at least one or two men from this unit. A larger unit will be made available for operations in Israel, at sea or anywhere else, on request. Availability: 6 hours.

GSG-9 (West Germany): West Germany's anti-terrorist squad will participate if invited because there are German citizens aboard *Neptuno*. Availability: 12+1D hours.

SAS (Great Britain): This British elite unit will participate if invited because there are British subjects aboard *Neptuno*. Availability: 12+1D hours.

Squadron Anti-Commando (Italy): The Italian government may demand that this unit be allowed to participate in operations on Italian soil. They may volunteer their participation for an assault on the high seas, since *Neptuno* is an Italian vessel. Availability: 24+2D hours.

Unit 777 (Egypt): The elite Egyptian Incursor Commandos will participate in an assault at sea, if invited, since the hijacking took place in Egyptian territorial waters. At the referee's discretion, Egypt may demand that Unit 777 be allowed to participate, a case where the Delta or SEAL unit commander may have to apply his diplomacy skill. Particularly fiendish referees

may have Unit 777 prepare their own assault before the Americans are ready — a situation which occurred during the hijacking of Flight 648 in Malta.

Egypt will demand to have their unit on hand (at least as back-up and crowd control, and preferably as active partners) in any operation conducted on Egyptian soil or in Egyptian waters. Resolution of diplomatic problems is left to the referee and his interaction with the players, but may require either accepting Egyptian help or misleading the Egyptian commanders about U.S. plans. Egyptian commandos would be extremely useful in screening a U.S. operation from Moslem Fundamentalist demonstrators in Cairo or Alexandria. **Availability:** 2D hours in Egypt; 24+2D hours elsewhere.

Other local forces (Greek, Turkish, Lebanese) may be available on request, at the referee's discretion, but will not be forced on the players unless the operation is taking place on that nation's sovereign territory.

RANDOM COURSE/SPEED CHANGES:

When *Neptuno* is taking evasive action to escape pursuit or foil a possible rescue attempt, it may be necessary to roll random course and speed changes. Each hour *Neptuno* is engaged in evasive maneuvers, the referee rolls 1D for the "Course Change Direction," followed by 2D for the "Course Change in Degrees" and 1D for "Speed." If the first roll shows no course change, no roll is made for degrees or speed changes. If the result is a 180° course change, the ship turns around and heads back the direction from which it had been coming; a 1D roll for a change in speed may be made.



DESTINATION TABLE III

Course Change Direction	
1D	Result
1	No Course Change.
2-3	Course Change to Starboard (Right).
4-5	Course Change to Port (Left).
6	Course Change by 180°.

Degrees of Course Change	
2D	Result
2	15°
3	30°
4	45°
5	60°
6	75°
7	90°
8	105°
9	120°
10	135°
11	150°
12	165°

A course of 000° is due north; 090° is due east; 180° is due south; 270° is due west. The degrees given on the table are added to 000° in turns to starboard, subtracted from 360° in turns to port. A protractor marked in degrees may be useful in plotting course changes on the game maps.

Speed	
1D	Speed
1	10 knots
2	12 knots
3	14 knots
4	16 knots
5	18 knots
6	20 knots

One nautical mile is 1.15 statute (land) miles, or 1.85 kilometers. A speed of 10 knots (10 nautical miles per hour) is equivalent to 18.5 kph (rounded up to 19 kph). *Neptuno's* average cruising speed is 16 knots (about 30 kph), and her top speed is 20 knots (37 kph).

These speeds assume all engines and screws are in good working order. If a screw is damaged, all engines driving it must be shut down. Otherwise, the shaft will be damaged and the ship will begin taking on water.

If one of the screws is destroyed or shut down, the maximum speed of the ship is reduced by one half. If two of the screws are destroyed or shut down, the ship is reduced to one quarter its normal speed.

THE STRATEGIC OPERATION:

The referee should keep track of *Neptuno's* course on the map of the Eastern Mediterranean included in this booklet, using the course and speed information from the tables above to plot her position from hour to hour. If, at any time, *Neptuno's* course would take her into land other than a port, the referee should

choose a new course along the coast and continue rolling for subsequent course changes. If the ship enters one of the listed harbors, the referee should consult the list of harbor cities to determine whether the ship is allowed to enter or is turned away.

Terrorist decisions at any point are up to the referee. They may threaten to execute hostages to force a given country to allow them to enter, or they may plan to enter an enemy (e.g., Israeli) port in order to perpetrate some particularly spectacular terrorist outrage. (It is believed that the terrorists who hijacked the *Achille Lauro* in 1985 planned originally to disembark in Haifa, Israel, with the rest of the passengers, guns blazing, and that this suicide raid was foiled because a cabin steward discovered them cleaning their guns in their cabin.)

What the *Neptuno* terrorists do or threaten to do after they actually enter a port is up to the referee.

One optional complication which the referee may introduce at his discretion is the possibility that the terrorists are working at striking a deal with some country or countries in the region. As an example of this type of conduct on the part of terrorists, in the hijacking of the *Achille Lauro*, the PLF hijackers agreed to surrender to Egypt in exchange for safe conduct to Tunisia. Anxious to avoid a confrontation with either the U.S. (which was preparing to launch a SEAL rescue operation) or pro-PLF Arab neighbors, Egyptian authorities lied about the whereabouts of the hijackers and the details of the agreement. They then strongly protested the U.S. seizure of the airliner carrying the hijackers to safety.

Obviously, such a deal made by *Neptuno's* hijackers before the players are ready to launch their assault would end the game prematurely. However, behind-the-scenes diplomatic maneuvering can provide added twists to the scenario's plot, and may be cause



for a Victory Point penalty (see: "Strategic Assessment") if the Delta Team interferes with an arrangement between some Eastern Mediterranean power and the PLF.

If the terrorists suspect that *Neptuno* is being shadowed by U.S. or other naval forces, they may react by beginning evasive maneuvering, running for port or going dead in the water while they decide what to do next. At the referee's option, a DM of +1 or more can be added to each roll on "Destination Table I" for each of a number of factors, including sightings of U.S. ships by *Neptuno's* captors, a failed attempt to assault the ship, bad weather or a breakdown in radio negotiations.

The referee may also arbitrarily decide what *Neptuno* is going to do, rather than roll for each course change randomly.

The players must attempt to outguess *Neptuno's* captors in order to put themselves in the best position to rendezvous with the ship and carry out an assault. If, for example, they decide that *Neptuno* is steering for Beirut, they may arrange to be in Beirut to meet *Neptuno* when she pulls in — perhaps disguised as fellow terrorists or as Lebanese officials. Or, they may decide that a better plan would be to lay in wait for *Neptuno* in a submarine just outside Beirut, rather than risk a confrontation with Lebanon's warring factions.

It is the players' responsibility to plan their operation with the materials at hand to arrange an interception of *Neptuno* in order to carry out the rescue mission. They have the full range of special equipment listed in the *Delta Force Warbook*, as well as in the Warbook Supplement included in this module. An interception will be successful if the player's aircraft or vessel can meet the point on the map which marks *Neptuno's* position.

Once the players have successfully intercepted *Neptuno*, the tactical operation can begin.

SECTION V

U.S. BASES AND EQUIPMENT

No military operation can be deployed without advance bases. As the characters make their plans, they will have to choose one of several available military bases or make their own. Certain pieces of equipment are available from various bases already established.

The following bases are available for any SEAL or Delta operation in the Mediterranean.

NATO Military Bases:

Brussels, Belgium: Headquarters of NATO and location of large reserves of equipment, weapons and ammunition.

Stuttgart, Germany: Important NATO base in southern West Germany and site of important reserves of equipment and material.

Naval Bases:

Rota, Spain: A U.S./NATO Naval port and airbase across the bay from Cadiz.

Sigonella, Sicily: A Naval airbase operated jointly with the Italian military in Eastern Sicily. It was here that the *Achille Lauro* hijackers were forced to land by U.S. warplanes in 1985.

Spoleto, Sicily: A NATO naval base on the south coast of Sicily.

Naples, Italy: The homeport for various elements of the U.S. 6th Fleet and location of a U.S. Marine barracks and HQ. This is also the site of a NATO base and a storehouse of NATO equipment and supplies.

Iraklion, Crete: A NATO naval base on the north coast of Crete. Naval equipment, boats, SCUBA gear and patrol vessels are available here.

Athens, Greece: The homeport for a U.S. destroyer squadron.



Aircraft Carrier: This will be one of several U.S. aircraft carriers (*U.S.S. John F. Kennedy*, *U.S.S. America* or others) deployed as part of U.S. 6th Fleet operations in the Eastern Mediterranean. Available equipment will be limited to U.S. weapons; all communications, demolitions, combat and miscellaneous gear; any number of inflatable boats; and five CH-53A Sea Stallion helicopters. The carrier's initial location will be 20° north, 35° east, about 300 kilometers north of Benghazi. Her location can be noted and tracked on the map in the same manner as *Neptuno's* location in order to gain a favorable position. Her maximum speed will be 35 knots (about 65 kilometers per hour).

Destroyer: This will be one of a number of U.S. destroyers (*Spruance* or *Mitscher* class) stationed in the Eastern Mediterranean. A destroyer can begin the scenario at Athens, Greece; at Naples, Italy; at 20° north, 35° east (with the carrier group described above); or, when summoned, may arrive at any desired port 2Dx5 hours after being requested. Destroyers carry little in the way of equipment beyond basic combat gear and U.S. weapons, but do have heliports which can receive Sea Stallion or UH-1 helicopters. They have a top speed of 35 knots (65 kph).

Aircraft carriers or destroyers are particularly useful as forward staging areas because of speed and maneuverability. They are, however, rather large. By day, they have sighting modifiers of +25, and are visible in clear weather to a distance of 32 km. At night, with all lights out, they have a sighting modifier of +7.

Submarines can also be used as forward bases, though they have almost nothing in the way of equipment aboard (except for several inflatable boats and SCUBA gear), and can receive personnel and equipment from helicopters only when the helicopter hovers above their deck. They have a top speed of 35 knots (65 kph) on the surface, and 40 knots (74 kph) under water. Submarines are visible in clear weather to a distance of 20 kilometers, with a daytime sighting modifier of +15. At night, they have a sighting modifier of +5. Submarines are always invisible when submerged.

Delta Base:

London, England: A Special Forces base which includes an advance Delta staging area and special equipment, as well as training facilities for joint exercises with SAS.

AVAILABILITY OF EQUIPMENT:

The availability of various pieces of equipment is the time required to move that equipment from its point of origin (CONUS, or Continental U.S., for example) to any of the above bases, or to any point or port designated by the player characters at the time the equipment is requested at their staging area.

All equipment listed in the *Delta Force Warbook* is available on relatively short notice from any of a number of U.S. and NATO military bases throughout Europe.

All weapons, demolition gear, combat gear, communications gear, ground vehicles and miscellaneous equipment is immediately available at any U.S. military or NATO base. All pieces of surveillance gear are available at any Delta base. All aircraft in the *Warbook* are available within 2D hours. The player characters

will have to make arrangements for transporting equipment from the nearest base to their staging area, unless, of course, they are using an existing military base as the staging area.

Some plans may require the use of a U.S. nuclear submarine. The referee may either decide arbitrarily that a sub is in the area or use a die roll to determine sub availability. On request, a submarine will be at any designated spot in the Eastern Mediterranean in 2Dx2 hours.

Small boats are available at the U.S. Naval bases at Rota and Naples. The referee may either arbitrarily state that boats are available at other ports (such as Tel Aviv or Alexandria) or may determine that it will take time to fly or otherwise transport them to a designated point. If boats must be transported, they will become available in 2Dx4 hours.

The equipment described in "Section VII: Special Equipment" will be available as follows:

Master Keys: This is a set of keys available from the owners of *Neptuno*, in Naples, which allows access to any locked area aboard the ship. Included are large, T-shaped keys used to open the main entry doors on A deck and the various cargo and crew access doors onto the forward deck, the bridge and elsewhere. Available by Day 2, flown from Naples.

Portable Radio Jammer: Available immediately, from any SEAL, Delta or military base.

Personal Laser Finder Scope: Available by Day 2, from any SEAL or Delta base.

Laser Target Designator: Available by Day 2, from any SEAL or Delta base.

Sonar Imaging Device: Available by Day 7 aboard a U.S. submarine or destroyer which begins the adventure in port. Sonar equipment can be flown in from CONUS and installed on any ship large enough to receive it by Day 14.

Padded Grapples: Available immediately from any U.S. or Israeli military base.

Magnetic Climbing Disks: Available by Day 2, from any SEAL or Delta base.

SCUBA Gear: All SCUBA gear is available immediately from any U.S. Naval Base or ship.

Catapult: Available by Day 2 from the Delta base in London, England.

Inflatable Boat, Small (IBS): Available immediately from any U.S. Naval base or ship.

Sea Sled: Available by Day 3 from CONUS.

Semisubmersible Raft: Available by Day 2, from U.S. Naval base at Holy Loch, Scotland.

Medium SEAL Support Craft (MSSC): Available by Day 3, from U.S. Naval base at Sigonella, Sicily.

Fast Patrol Gunboat (PG): Available by Day 2, from Iraklion, Crete.

Los Angeles Class U.S. Nuclear Submarine (SSN): Availability varies (see above).

SECTION VI

S.S. NEPTUNO: SHIP DESCRIPTION

The *Neptuno* is a luxury passenger cruise ship with the following specifications:

Length: 525 feet (159 meters)

Beam: 75 feet (23 meters)

Draft: 22 feet (6.6 meters)

Gross Tonnage: 16,254 tons

Engines: 7

Screws: 3

Cruising Speed: 16 knots (30 kph)

Maximum Speed: 20 knots (37 kph)

Passengers: 790 maximum

Crew: 300

NEPTUNO DECK PLANS:

This section describes the important areas aboard the cruise ship *Neptuno*. This information should be made available to the players at the beginning of the adventure so that they can use it while making their plans. It is assumed that the ship's owners would make this information available or that deck plans could be obtained through one of several intelligence services.

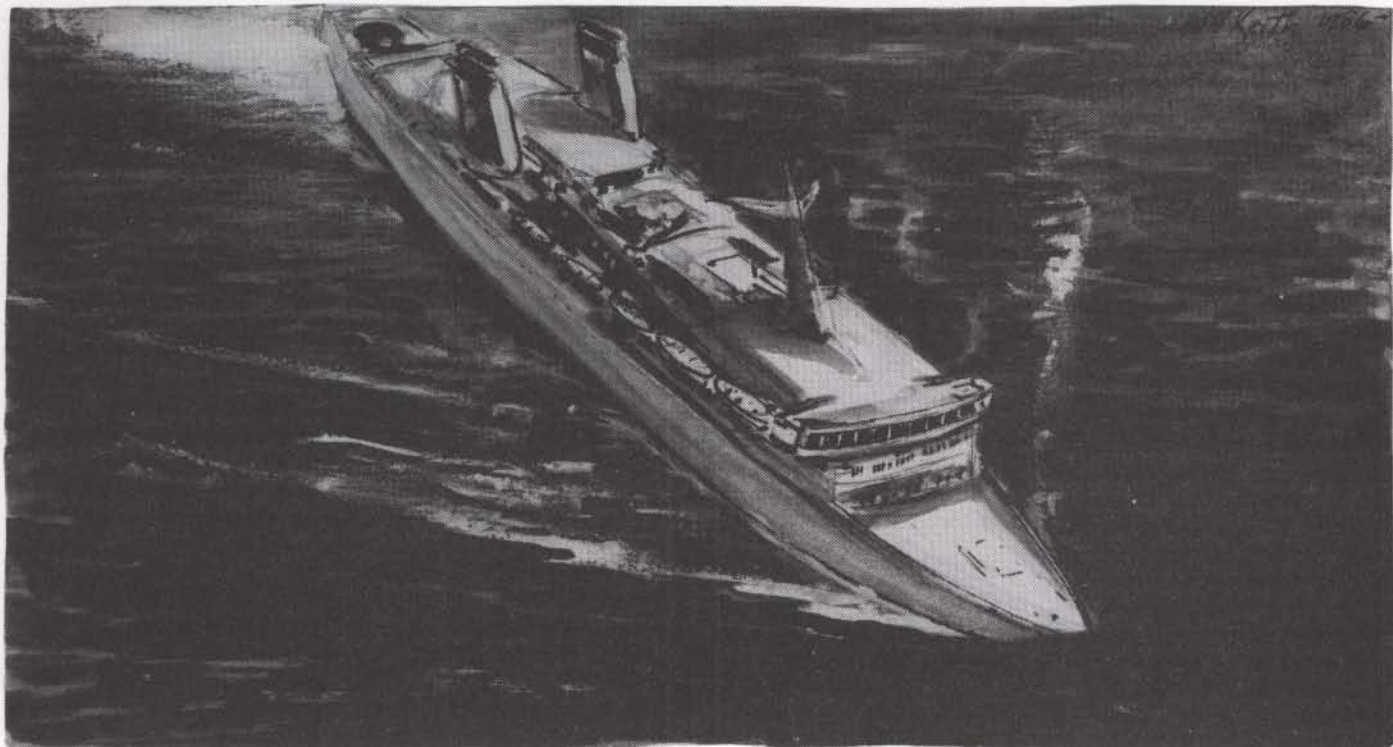
These descriptions do *not* include information about the presence or absence of passengers, crew or terrorists.

DECK DESCRIPTIONS:

Neptuno is divided into a number of decks. Each deck is described separately, starting with the Observation Platform, at the highest point above the water, and working down deck by deck to the lower engineering and cargo levels.

Observation Platform: This is the roof of the Ourania Bar, on the Compass Deck. It is reached by climbing one of two





railed ladders from the Compass Deck, one to port, one to starboard. It is open to the sky except for a sheltering canopy aft of the mast.

The Observation Platform offers a superb view of the sky and sea in all directions, as well as of the open decks of the ship. Forward, it looks down on the Sports Deck, and beyond that to the forward Sun Deck. Aft, it overlooks the pool at the after end of the Boat Deck, although this view is partially obscured by the ship's twin stacks.

Compass Deck: The Compass Deck is the roof above the forward half of the Sun Deck. Underneath the Observation Platform is the Ourania Bar. Forward of the bar is the Sports Deck, a broad, open area for playing various shipboard games. Forward of the Sports Deck, the roof of the bridge angles slightly down towards the ship's bow.

Aft of the bar is an open veranda with railed ladders, one to port and one to starboard, leading up to the Observation Platform. Two ladders on either side, at the extreme aft of the veranda, lead down to the Sun Deck. On either side and aft of the Compass Deck are the tall, broad fins which disguise *Neptune's* twin smoke stacks and give the ship her characteristic, angular look.

Both the forward and aft glass walls of the Ourania Bar can be rolled back during pleasant weather to open onto the Sports Deck and the veranda. At other times the walls are closed, but doors fore and aft allow passage through to the outside.

Sun Deck: Most of the Sun Deck is given over to areas not normally accessible by passengers. Aft is a series of rooms with bar supplies, cleaning equipment and crew workrooms. In the center is a bar and lounge area, built around an "Egyptian Temple" motif. Two ladders, port and starboard, lead up from this area to the Compass Deck. Two ladders aft of the stacks lead down to the pool area on the Boat Deck.

Forward of the Egyptian Temple is the Bridge, together with offices and a conference room for the various ship's officers. At the after end of this area are two lifts which connect this level

with all lower levels of the ship. Between the lifts is the top of the Grand Staircase, a series of steps which zig-zag back and forth all the way from the Sun Deck to the Carpathian Deck five levels below, and opening into a hallway at each level.

The bridge contains a chart room, conference room and various pieces of navigational equipment. This equipment includes a limited form of radar and a depth-finder type of sonar. Warning lights on the bridge will point out such things as activated fire alarms, open watertight doors, generator failures, etc. This information could be useful to any terrorists on the bridge who are made aware of it.

Within the office area are the upper ends of two elevators reserved for ship's personnel only. These must be opened by a key carried by members of the crew.

Life boats (twelve of them) are slung by davits along the railing on either side of this level. Access, however, is on the Boat Deck, one level below.

Boat Deck: The Boat Deck is so named because it is from this level that the life boats are boarded and lowered. The after part of the deck (called the Lido Deck) is open to the sky and includes a swimming pool and a bar-lounge area with poolside tables and chairs which can be enclosed within a movable curved wall of glass panels in bad weather. Forward of this area is the Lido Bar.

Four ladders surround the bar; the two aft ladders lead up to the Sun Deck above, and the forward ladders to the Rainbow Deck below. Further aft, on either side of the swimming pool, two openings in the Pool Deck open on ladders going down to the Pool Deck one level below.

The First Class suites are located forward of the bar. Other areas are set aside as crew areas, workrooms and storage. Cleaning equipment and chemicals for the pool are stored here. Forward of the hallway where the two central elevators and the ship's Grand Staircase are located is the ship's hospital, the radio room and a number of offices, conference rooms and cabins for

the ship's officers. The Captain's Cabin is located here, forward under the Bridge. There are two elevators reserved for ship's personnel in this area.

The deck is surrounded by an exposed, railed promenade.

Rainbow Deck: The Rainbow Deck is largely given over to dining and casino facilities. Aft is a second pool terraced below the Boat Deck pool. The Starlight Dining Room looks over the pool, and has large expanses of glass windows which curve overhead to meet the Boat Deck above. This affords a magnificent view of the sea and sky.

Forward of the Starlight Dining Room is the ship's galley, several rooms devoted to the preparation and storage of food. The casino is forward of the galley, with card rooms and slot machines lining the passageways on either side of the galley.

Forward of the elevators is the Paradise Lounge. This is an extremely elegant bar, with tables arranged to view a stage where floorshows are presented. Just aft of the stage is the dressing room and prop storage area for the stage, as well as more storage, cleaning supplies and a small galley area for serving guests in the lounge. There are also two elevators reserved for the use of the ship's crew.

There are a number of ladders on this level. Aft, on either side of the lower pool, are two ladders leading down to the Adriatic Deck. Just forward of these are two ladders on either side of the aft end of the dining room going up to the Boat Deck pool.

There are ladder wells on either side of the galley alongside the ship's twin smokestacks, going up to the Boat Deck and down to the Adriatic Deck. Nearby are two lifts, one to port and one to starboard, which connect the Rainbow Deck with all decks below. Two more lifts and the Grand Staircase in the hallway forward of the casino go up to the Sun Deck or to any deck below.

The Rainbow Deck is much taller in terms of headroom than other decks aboard the ship. Where most decks have from eight to twelve feet of headroom (depending on the room's purpose, the Starlight Dining Room, Casino areas and Paradise Lounge all have twenty feet or more of headroom, giving these areas a spacious, luxurious and open feeling.

Adriatic Deck: Known to the ship's personnel as "A Deck," the Adriatic deck is the ship's main deck. It is also the deck at which the entryways are located, and where the boarding ramp is located when the ship is in port.

Most of the deck is taken up by staterooms numbering from A1 to A135. At the extreme aft is the fantail, a deck open to the sky. Ladders on either side of the service area go up to the Rainbow Deck and down to the Balearic Deck.

The service area includes storage and facilities for the ship's housekeeping staff. Ladder wells to port and starboard, just outboard of the ship's two smoke stacks, lead up to the Rainbow Deck and down to the Balearic Deck. The port and starboard elevators are nearby.

In the center of the deck is the shopping mall, which includes an information desk, an excursion desk where tours ashore and to diving areas are arranged, gift shops, a hairdresser's salon, a photographer's studio and a boutique. Aft of the mall is a service and storage area.

The entrance hall is located between the port and starboard passageways leading to the ship entryways. The forward elevators and Grand Staircase open into the entrance hall.

Forward of the elevators is a ship's service area restricted to members of the crew. It includes storage areas for cleaning supplies and equipment, linen storage, maintenance supplies and two elevators reserved for the crew.

All the way forward are two doors opening onto the Forward Deck. Passengers are generally restricted from this area since it is occupied by winches, cranes and various pieces of heavy equipment used during docking, loading and mooring operations. The doors are normally locked, though they are sometimes left open during port maneuvers.

Also normally locked are the doors to the entrance ports, one to port and one to starboard. One or the other of these will be open when the ship is in port and the gangway will be lowered to a pier. These doors will normally be accessible only when the ship is in port, though commandos could use lines or climbing devices to reach them while the ship is at sea.

Balearic Deck: "B Deck," the Balearic Deck, is devoted to staterooms numbered B1 to B150.

All the way aft is a storage area for cleaning supplies and electrical parts. Lifejackets, cables and other ship supplies are also stored here.

Another service area is located near the ladder wells, which are just outboard and alongside the spaces occupied by the ship's twin funnels. These ladders connect the Balearic Deck with the Adriatic Deck above and the Carpathian Deck below. The port and starboard elevators are nearby.

In the center of the deck is the upper part of the ship's theater. The upper theater entrance and the concession area are located in the hall near the central elevators and grand staircase. Forward of the elevators is a service area with storage for cleaning and maintenance supplies and two lifts reserved for use by ship personnel.

All the way forward is the cable tier, storage space reserved for the ship's anchors, anchor chains and mooring cables. There is also a forward ladder leading down to the Carpathian Deck.

Carpathian Deck: "C Deck," or the Carpathian Deck, is the lowest ship's deck open to passengers. The aft third of the ship is occupied entirely by machinery, storage areas, workshops, a printing plant, ship's laundry and offices. The ship's security office is located here, and air conditioning, heating and plumbing equipment are all accessed here. The port and starboard ladder wells are located in passageways at the aft ends of the stateroom areas.

In the center of the deck is the lower half of the ship's theater. Lower theater entrances and concession areas are located in the hall forward of the theater. Forward of the hall is the bottom of the Grand Staircase and the two central elevators. A service area forward of the elevators includes two lifts reserved for ship personnel and storage and cleaning facilities.

C Deck staterooms are numbered from C1 to C72, with extra, un-numbered staterooms used by ship's personnel. All the way forward is the forward ladder leading up to B Deck.

D Deck: D Deck, located at the ship's waterline, is restricted from all but ship's personnel. It contains service and quarters areas for the ship's crew, as well as storage areas for food and water and the ship's engineering area. It is also called the Crew's Deck.

E Deck: E Deck is given over to storage for food, water, fuel and cargo. The Engine Room is located in the aft part of the ship, together with the boilers, which are located between the ship's twin stacks. Seven engines are connected with the shafts which turn the ship's screws.

The ship's main power generators are aft. An emergency generator is located amidships.

All of the ship's power is provided by the generators, including power for lights and the ship's elevators. The emergency gen-

erator provides power only for emergency lights located at strategic points throughout the ship's passageways and rooms.

This is also called the Engineering Deck.

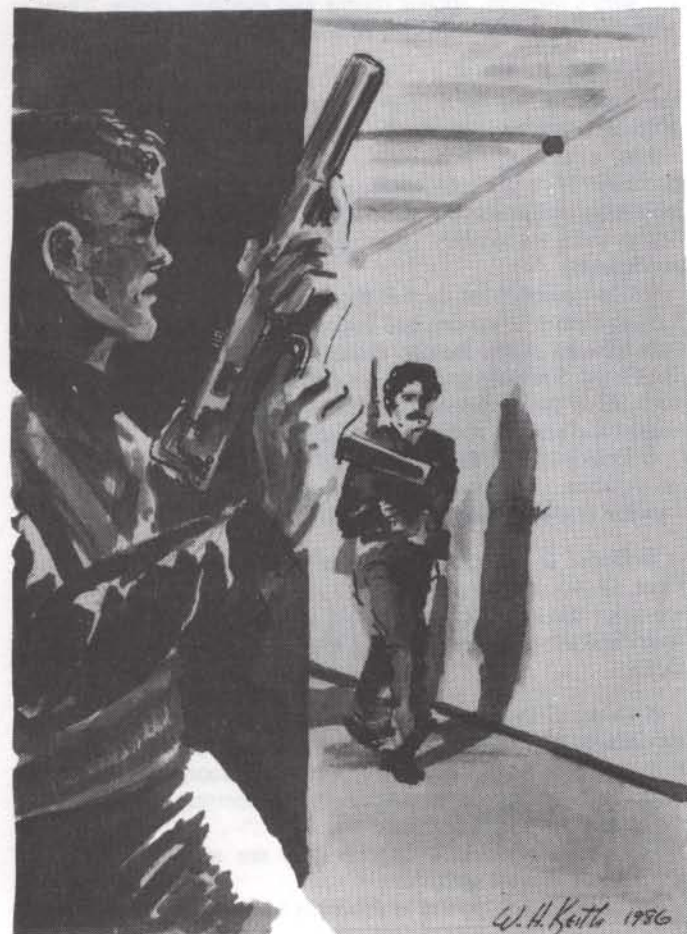
Hold: The ship's hold is used to store cargo and is not normally accessible by any but a few of the ship's crew. Food, water and fuel are also stored here, and access to the ship's steering machinery is available aft. The hold includes cargo space on E Deck.

REFEREE'S NOTES: MOVING ABOUT THE SHIP

The referee should use the deck plans provided for the *S.S. Neptuno* to determine where the characters are moving once they are aboard the ship, and how fast they are traveling. These deck plans are provided with scales which allow measurements of distances for movement and for range.

The *Neptuno* is 525 feet long (about 160 meters). Each set of deck plans is provided with a scale, given in meters, based on this measurement.

Movement aboard ship is determined using the *Delta Force* "Tactical Movement Table." Normally, all parts of the ship are treated as Open Terrain. However, in some special cases — in confined engineering spaces, for instance, or on a deck covered by debris — the referee may arbitrarily decide to treat the deck as light or dense woods, or as rubble.



Ladders Between Decks: "Ladders" aboard the *Neptuno* are ladders in the nautical sense. They are treated as stairways for purposes of determining movement. Each change of level from one deck to another is considered to consist of 12 steps. It will take 10 seconds (two Combat Rounds) to climb or descend from one deck to another, and four seconds (slightly less than one Combat Round) to run the same distance.

All ladders are built so that someone ascending a ladder is facing the bow and someone descending a ladder is facing aft.

Lifts: There are a number of lifts (elevators) located at various places throughout the ship. The time required to move between levels on an elevator depends on several factors.

Any time a character comes to a lift, as marked on the deck plan, he may roll 1D. The elevator will be open on his level on a roll of six.

If the elevator is *not* on his level, he may call it to his level by announcing he is pushing the call button. He then rolls 1D+1 for the first five-second round he waits, 1D+2 for the second five seconds, 1D+3 for the third and so on. The first time he rolls six or higher, the elevator has arrived.

An elevator requires five seconds to travel from one deck to the next, and five seconds to stop to allow a passenger on or off. Thus, if a character boards an elevator on the Boat Deck, the elevator will require 15 seconds (a total of three Combat Rounds) to descend three decks to the Balearic Deck. If the elevator stops at the Rainbow Deck to let a passenger off, the trip will take 20 seconds.

Elevators will not function if the electrical generators on the Engineering Deck are disabled. Emergency generators provide power for lights, but will not power the elevators.

The referee may require characters to call an elevator, using the above rules, each time they approach it, or he may instead keep track of where each elevator is by noting its position on a piece of scratch paper. This latter method is more tedious, but allows for more accurate play. A player character may know he left an elevator open on the Adriatic Deck; if it is no longer there, he will know that someone has taken the lift to another level, which may be an important piece of information if the character is trailing a fleeing terrorist.

Line of Sight: The deck plans also allow the referee to determine line of sight during combat. Passageways and open deck space are generally considered to be unobstructed, though the referee may arbitrarily decide that debris, cleaning equipment or other obstructions have blocked certain parts of the deck or certain passageways. These obstructed decks and/or passageways should be marked on the deck plans by the referee in order to maintain consistency.

Some details of the deck plans, such as furniture or bar tables, may provide partial cover or may partially obscure a character's line of sight. The referee should use common sense and analogy to resolve questions about line of sight and sighting in these situations.

DETAILED DECK PLANS:

Deck plan details are given for typical staterooms and for the bridge. These areas have their own measurement scales for determining combat range and the amount of distance covered during movement.

SECTION VII

WARBOOK SUPPLEMENT: SPECIAL EQUIPMENT

The following equipment is available to Delta Force units for operations aboard ship. Some of the larger or more rare items will be available only on request.

This equipment list can be combined with the *Delta Force Warbook* equipment list to provide an additional selection of special gear upon which to draw.

Anschutz Model 380

Nationality: West German

Weapon Type: Tranquilizer rifle

Caliber: 5.56 mm (.22 cal)

Muzzle Velocity: 700 fps

Length: 95 cm

Weight: 3.0 kg

Type of Fire: Single-shot CO₂ gas fired

Feed Device: Bolt-action chamber

Ammo Weight: .1 kg/5 rounds

Load Time: 2 Combat Rounds

Range:

Point Blank	Close	Medium	Long	Extreme
	(9+)	(12+)	(14+)	(18+)
2m.	15 m.	30 m.	60 m.	80 m.

Damage DM: —

Penetration: 1

Recoil: —

Failure: 11+

Users: This weapon has seen limited use by various police and counter-terrorist units world-wide.

Notes: Anschutz manufactures several match-quality precision air rifles. This is a .22 caliber air rifle used to fire hypodermic darts designed to deliver thorazine or another tranquilizer to a human target. It may be equipped with infra-red or starlight sights for night shooting. It is completely silent and has no muzzle flash to give away the firing character. Its primary disadvantages are its low rate-of-fire, its lack of penetration and its short range; but it is an ideal weapon for silently incapacitating sentries.



Crossman Model 1322

Nationality: U.S.

Weapon Type: Tranquilizer pistol

Caliber: 5.56 mm (.22 cal)

Muzzle Velocity: 500 fps

Length: 25 cm

Weight: .6 kg

Type of Fire: Single-shot pump action

Feed Device: Bolt-action chamber

Ammo Weight: .1 kg/5 rounds

Load Time: 2 combat rounds

Range:

Point Blank	Close	Medium	Long	Extreme
	(9+)	(12+)	(14+)	(18+)
2 m.	10 m.	20 m.	40 m.	50 m.

Damage DM: —

Penetration: 1

Recoil: —

Failure: 11+

Users: Police and paramilitary units in special situations (such as animal control).



Notes: This is a pistol designed to fire a single .22 caliber tranquilizer round. A manual pump provides the air pressure. It is extremely short-ranged, but is silent and lacks a muzzle flash.

Tranquilizer Darts

Tranquilizer darts do not cause damage to their targets as do conventional rounds. The following table is used when firing tranquilizer darts at a human.

Tranquilizer Dart Table

Target END	5 or less	6-8	9-11	12-14	15+
Hit Location					
Head/Neck	U/K	U/K	U2	S	S
Torso	U/K	U1	U2	S	S
Arm	U/K	U1	U3	S	NE
Leg	U/K	U1	U3	S	NE

Results:

U/K: Unconscious/Killed: The character has received a possibly lethal dose of tranquilizer for his size and strength. The character becomes immediately unconscious for 2Dx30 minutes. On a 2D roll of nine or higher, the character will die.

U1: Unconscious: The character becomes stunned immediately, and will become unconscious 1D seconds later. He will remain unconscious for 2Dx20 minutes.

U2: Unconscious: The character becomes stunned immediately, and will become unconscious 1Dx2 seconds later. He will remain unconscious for 2Dx10 minutes.

U3: Unconscious: The character becomes stunned in 1D seconds. He will remain stunned for 2D seconds, then become unconscious for 2Dx5 minutes.

S: Stunned: The character will become stunned in 1D seconds. He will remain stunned for 2Dx10 minutes.

NE: No Effect: The anaesthetic dosage was not strong enough to affect the character.

Each succeeding hit on one character will deliver more anaesthetic to his system. The second hit on the character is determined by moving one column to the left on the table. The third hit is determined by moving two more columns to the left.

Portable Radio Jammer

Size: .7 meter x .5 meter x .4 meter.

Weight: 45 kg

Range: 1 kilometer

Requirements: Power supply, from boat or portable battery pack

Portable Battery Pack Size: 10 cm x 10 cm x 15 cm

Portable Battery Pack Weight: 1 kg

This is a small, semi-portable radio device which jams radio frequencies within a local area. It can be used to frustrate terrorist attempts to communicate with one another by walkie-talkies or with their leaders ashore. It can also be used to prevent detonation of explosives by a radio transmitter.

It will *not* prevent the detonation of explosives wired directly to a mechanical detonator or to a burning fuse. It also has the disadvantages of blocking communications between members of the assault force and of alerting enemy forces using radio transceivers that an assault may be under way.

Personal Laser Finder Scope

Weight: .6 kg

Similar to IR scopes built into a helmet for night vision, this device allows a HALO jumper to see a ground or sea target which is being "painted" by a laser beam. The device is essentially the same as the apparatus used to control laser-guided "smart" bombs to their targets. A surface team identifies the target and aims a constant, low-powered laser beam at it. The eyepieces register scattered laser light and identify the target optically for the wearer.

Laser Target Designator

Size: 12 cm diameter x 30 cm long

Weight: 2 kg

A low-powered laser used to designate targets for airstrikes or for sighting by units equipped with the laser finder scope described above. It is attached to a military assault rifle and is powered by batteries, which are good for about five minutes' worth of "painting." The laser light from this projector is not normally visible at the target, but laser light has special qualities which make it highly visible to properly equipped observers or instruments.

While theoretically capable of line-of-sight range, a laser designator's practical range is about 200 meters or less.

Sonar Imaging Device

Weight: 25 tons

Range: 200 meters

This is heavy and complex equipment, normally carried aboard submarines, which uses computer analysis of reflected sound waves transmitted through the water to create a crude picture of what is happening aboard a ship. Actual pictures are not created — the distance is too great and scattering of the sound pulses too severe for that — but the device will indicate concentrations of sound... the engine room, for example, or areas where there are large concentrations of people. It will not locate individuals, however.

Padded Grapples

Size: .5 meter long, .25 meter diameter

Weight: .5 kg

These are grappling hooks padded in plastic. They can be thrown or fired from rifles equipped with special launchers, and are attached to lightweight rope ladders or nylon climbing ropes. They can be used to provide access onto the deck of a ship at sea from the surface of the water or from a small boat.

A grapple can be thrown straight up five + half the thrower's STR in meters (fractions rounded up). Launchers can fire a grapple a set range — usually 20 meters. The fantail is 6.6 meters above the sea, the Forward deck and lower part of the Pool Deck are nine meters above the sea. A 2D roll of the thrower's DEX or less is necessary for the grapple to become firmly secured around a railing, cleat or other obstruction.

Climbing a rope up the side of the ship requires a saving throw of nine or less for each five meters climbed, with the character's Climbing Skill used as a negative DM. Failing this saving throw means the character has either fallen or become tangled in the line.

Magnetic Climbing Disks

Size: 25 cm diameter

Weight: .3 kg

These are small, light metal disks containing powerful magnets. The magnets are mechanically moved within the disk by the action of a lever built into the handle, allowing the user to attach the disk to a metal surface, release it by squeezing the lever, move the disk to a new position, and attach it again. A trained climber can work his way hand over hand up the side of a ship.

Use of climbing disks is a special skill won by characters who acquire one or more levels of Climbing Skill as part of their Ranger or Delta Force training. Climbing the side of the ship requires a saving throw of eight or less for each three meters traveled, with *half* the character's STR used as a negative DM (fractions rounded up). Failing a saving throw means the character has lost his grip and fallen back into the sea.

Emerson Closed-Circuit SCUBA Gear

Weight: 16 kg (neutral buoyancy under water)

This is a closed-circuit oxygen rebreathing apparatus, known as an Emerson. It consists of a regulator, mouthpiece, a 359.6 liter tank of oxygen charged to 2000 psi and a cylindrical canister holding about 2.7 kg of baralyme, a CO₂-absorbing chemical.

The Emerson is particularly useful for secret operations; it leaves no trail of bubbles and is absolutely silent. It is also recommended for long-duration underwater swims. The apparatus has a useful operating time of two hours, after which the oxygen tank must be recharged and the baralyme canister replaced.

Because pure oxygen becomes a deadly poison at great depth, the oxygen rebreather can only be used close to the surface. Recommended procedure is to operate at a depth of 15 feet, with an absolute safe limit of 25 feet. The following table should be consulted for divers who wish to go deeper.

Depth	Time
20 feet	110 minutes
25 feet	75 minutes
30 feet	45 minutes
35 feet	25 minutes
40 feet	10 minutes

Standard SEAL diving procedures require that dives below 25 feet must be authorized by the commanding officer, and may be made only for exceptional purposes. Characters who, in the referee's opinion, exceed the limits given here will die.

SCUBA 1 Skill is necessary to use this gear.

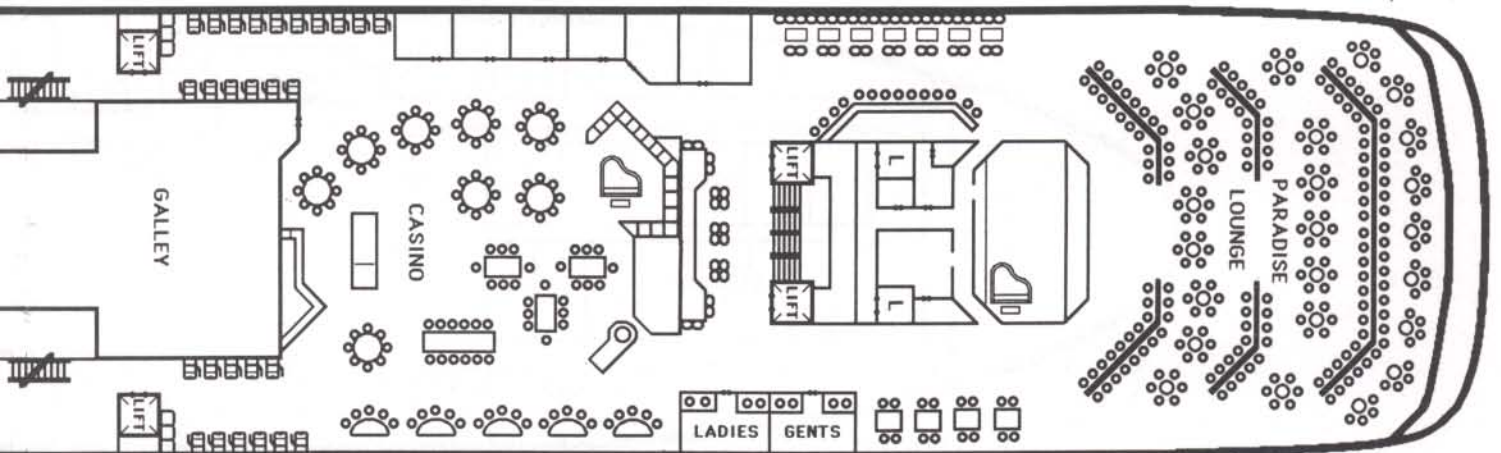
MK-VI Semi-Closed-Circuit SCUBA Gear

Weight: 40 kg (neutral buoyancy under water)

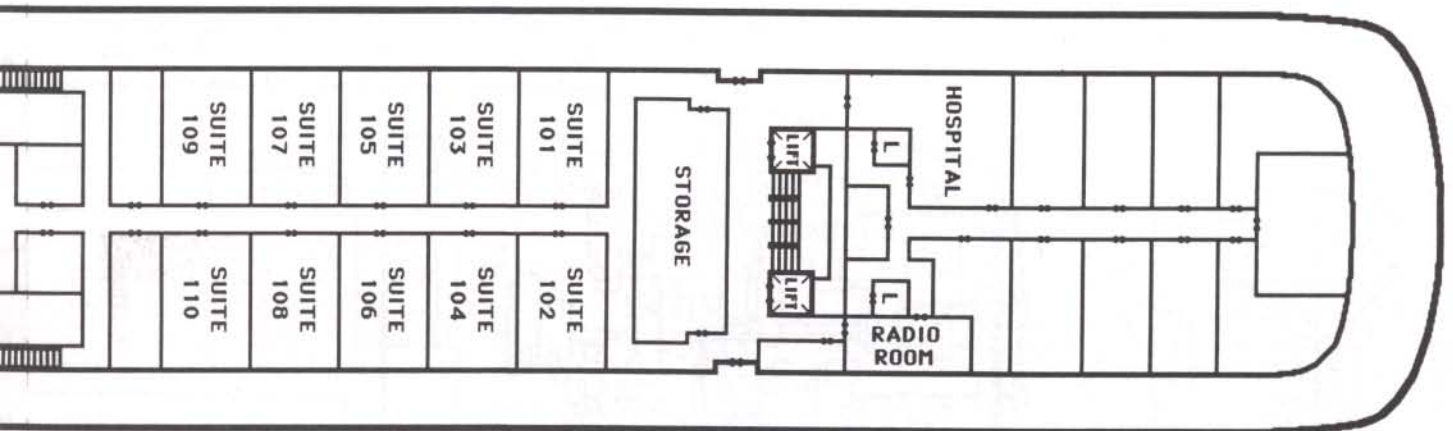
This is a twin-tank rig which can provide either a gas mix or pure oxygen, allowing operations at greater depths than an Emerson, plus the bubble-free advantages of a rebreather. It consists of two tanks (one oxygen, one nitrogen), plus a regulator and mouthpiece. Dives can be made to depths as great as 180 feet using an oxygen/nitrogen mix, and a bubble dispersing exhaust valve makes detection from the surface difficult. The CO₂ absorbent can be used with the mixed gases to extend their usefulness for up to 180 minutes. Working with pure oxygen, the absorbent will last for about 160 minutes. Pure oxygen can only be used at depths of less than 25 feet, for the same reason as given for the Emerson apparatus.

This apparatus requires more training to use than an Emerson or a standard SCUBA air tank. Characters must have a SCUBA 3 Skill or better to use an MK-VI without risking getting into

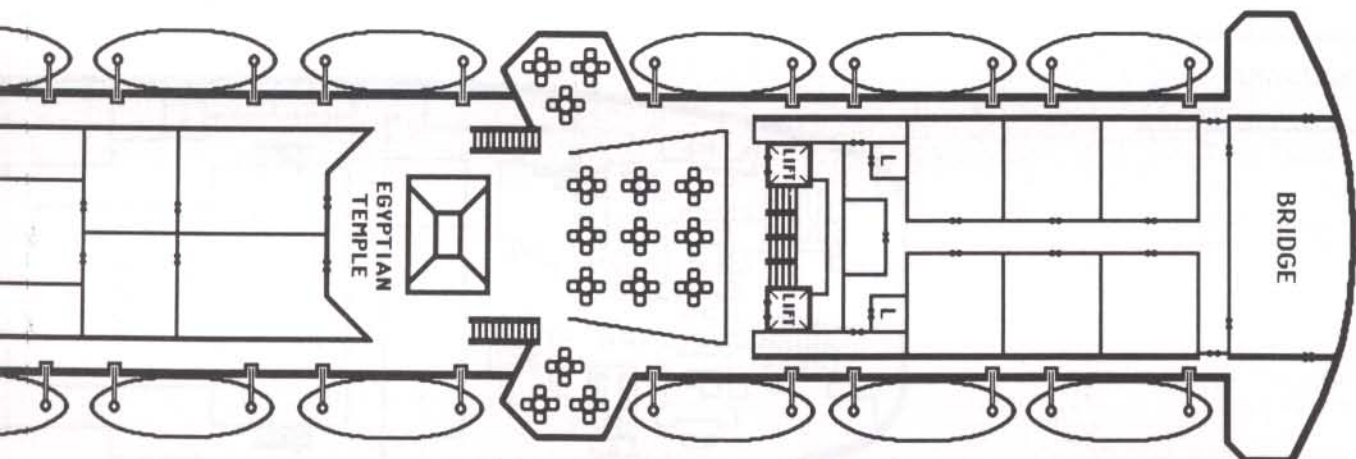
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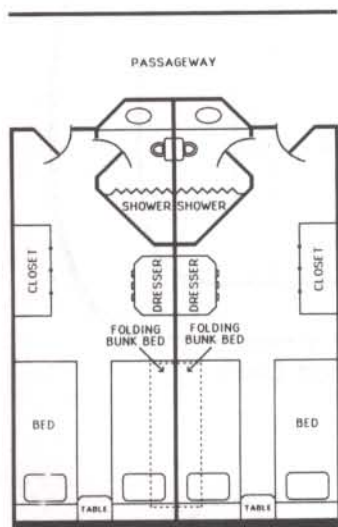
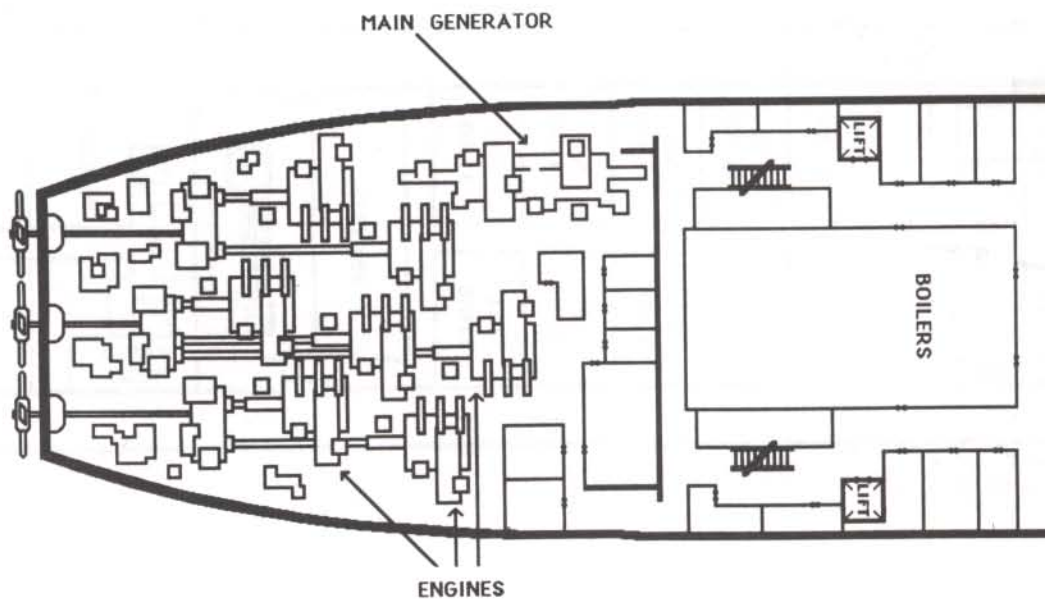
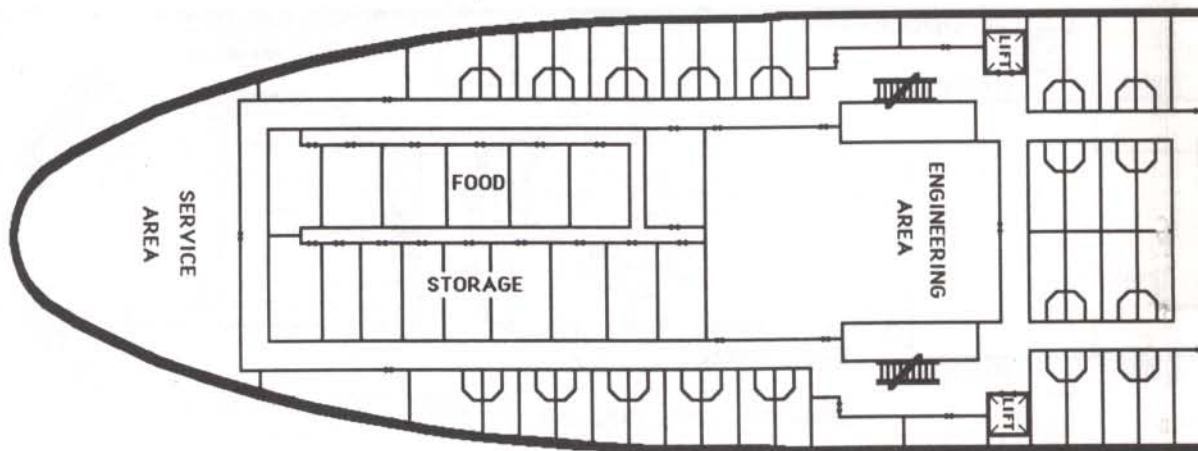
Rainbow Deck



Boat Deck



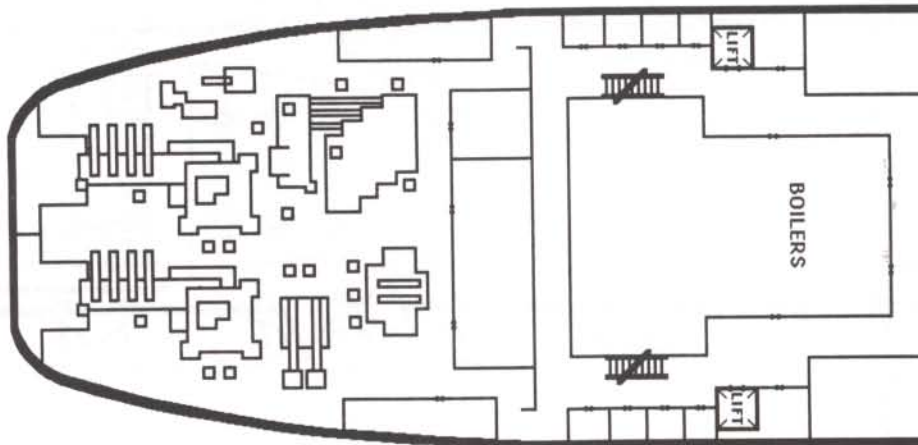
Sun Deck



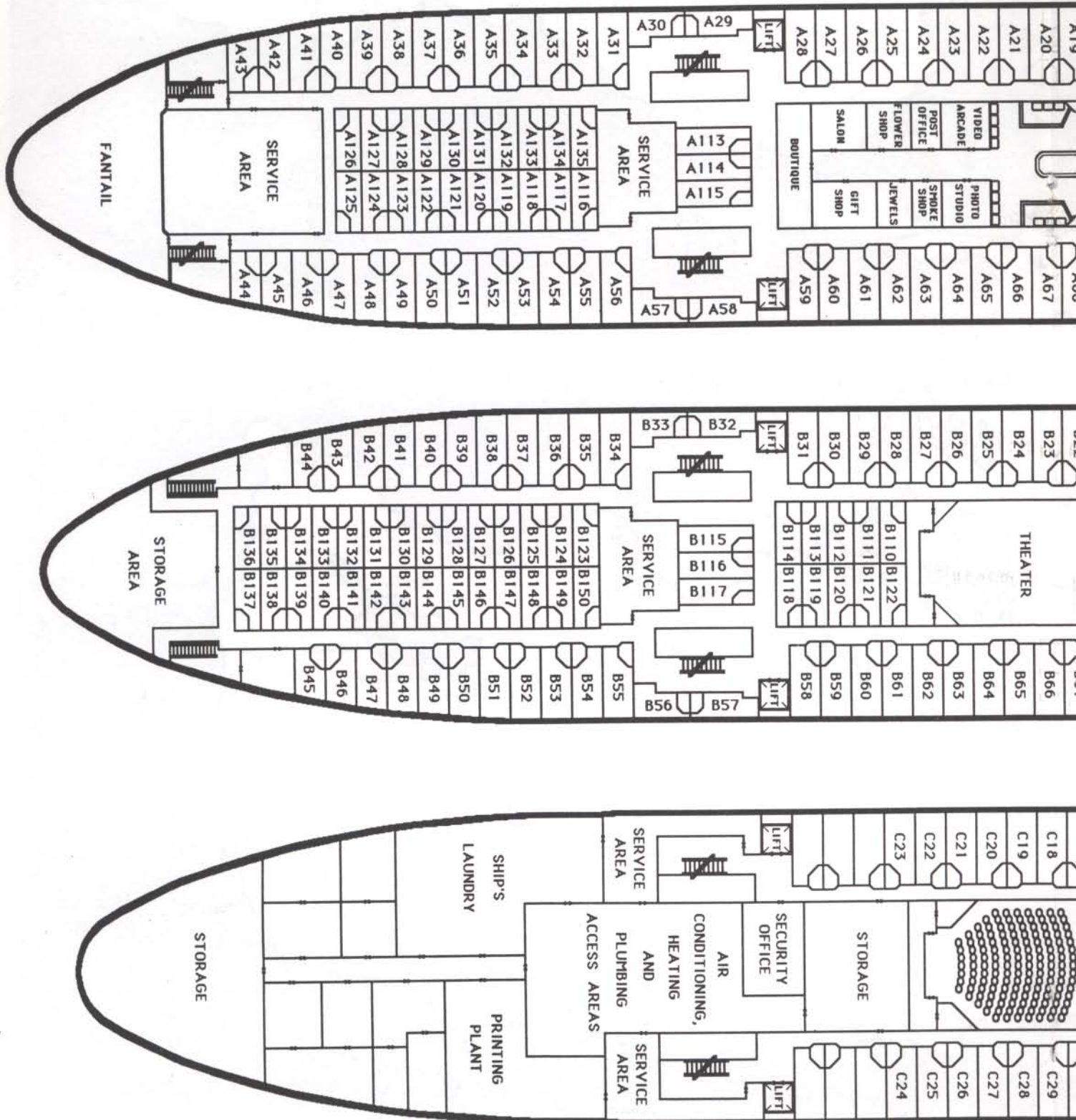
Stateroom

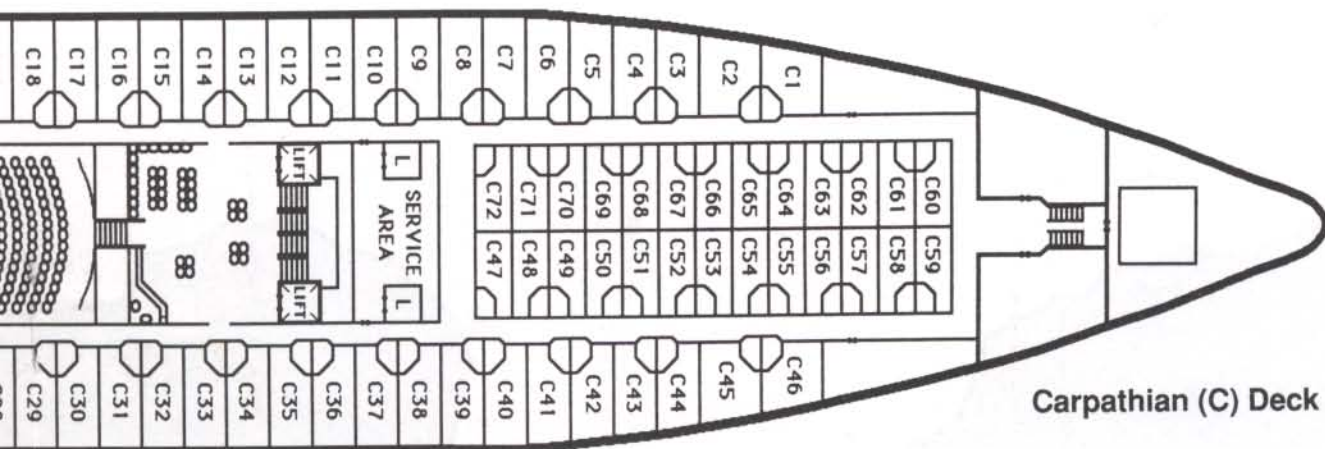
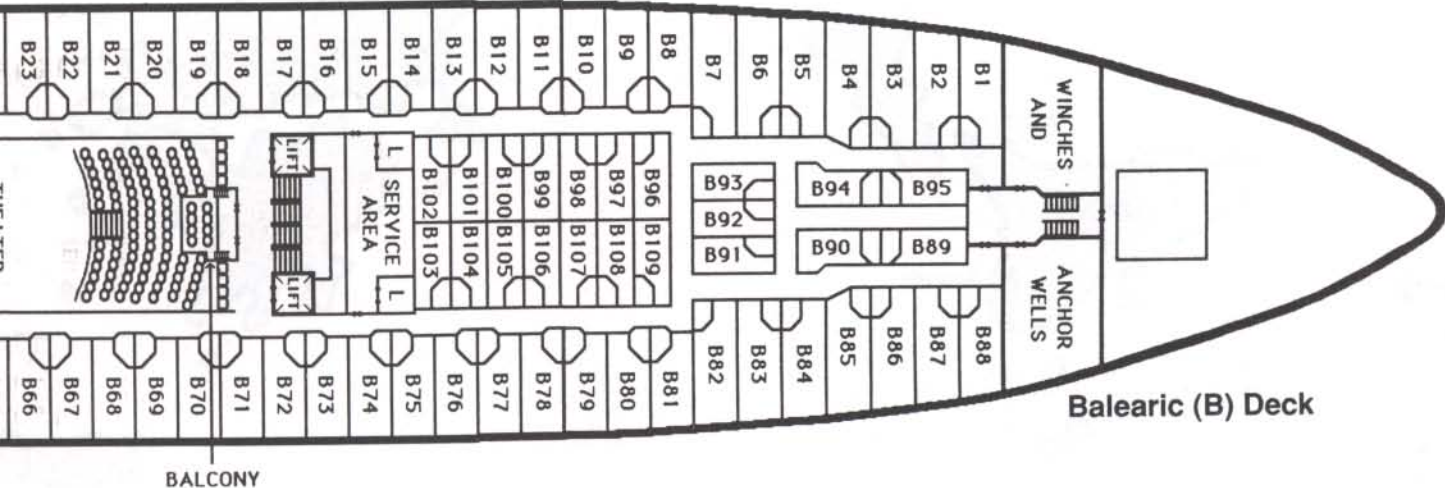
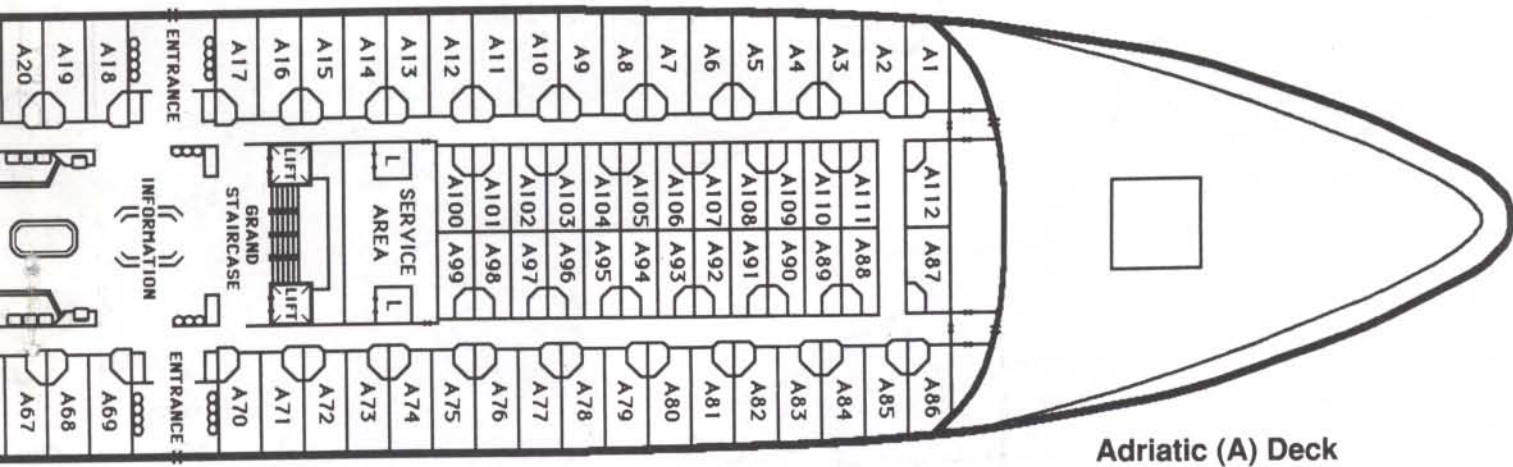


CABIN DOORS ARE NOT INDICATED ON NEPTUNO'S DECK PLANS, BUT ARE POSITIONED AS SHOWN ABOVE.





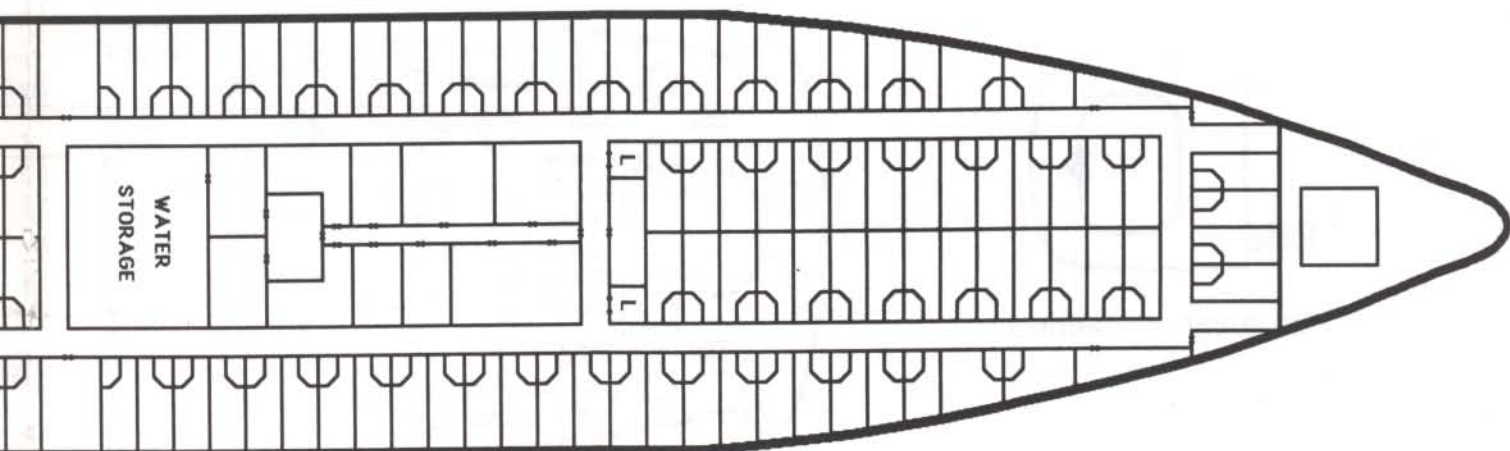




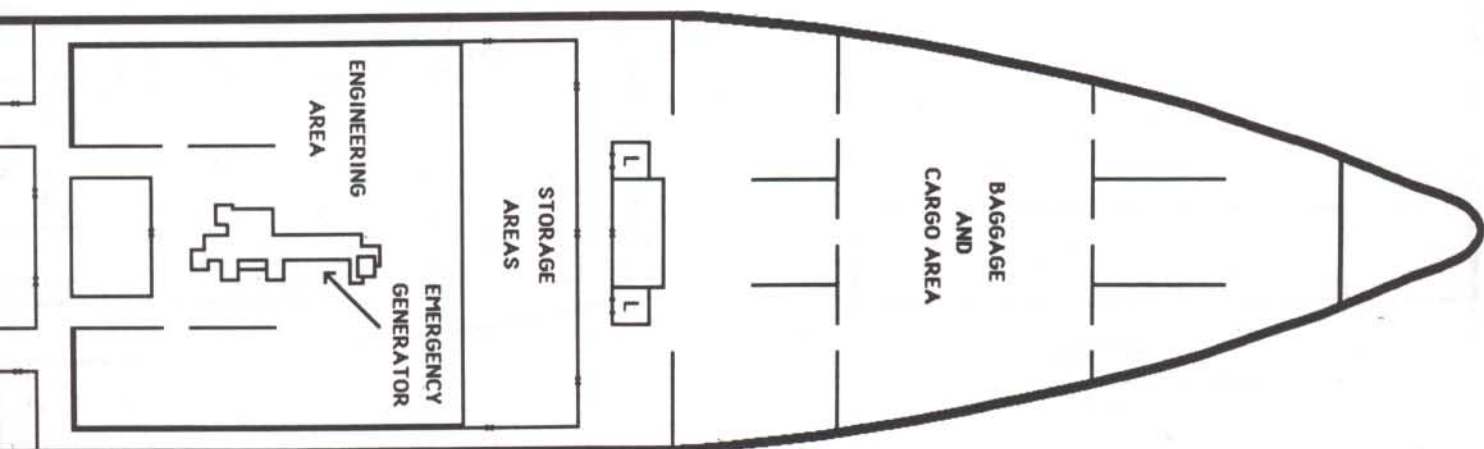
OVER A DESCENDING LADDER

METERS 5 10 15 20 25

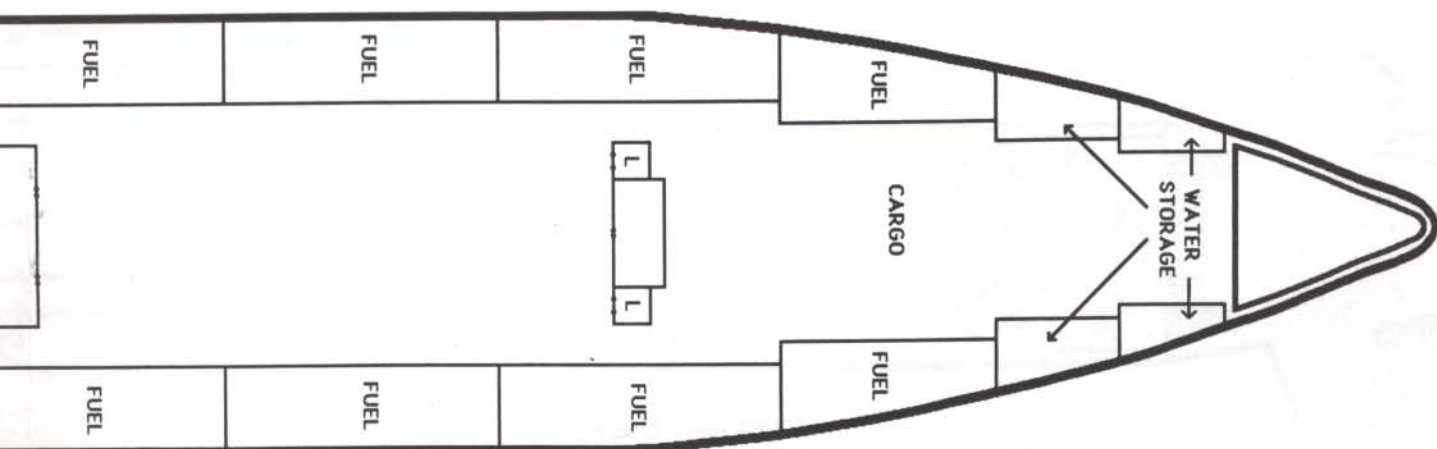




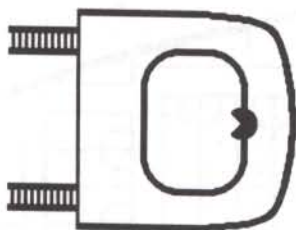
D Deck (Crew's Deck)



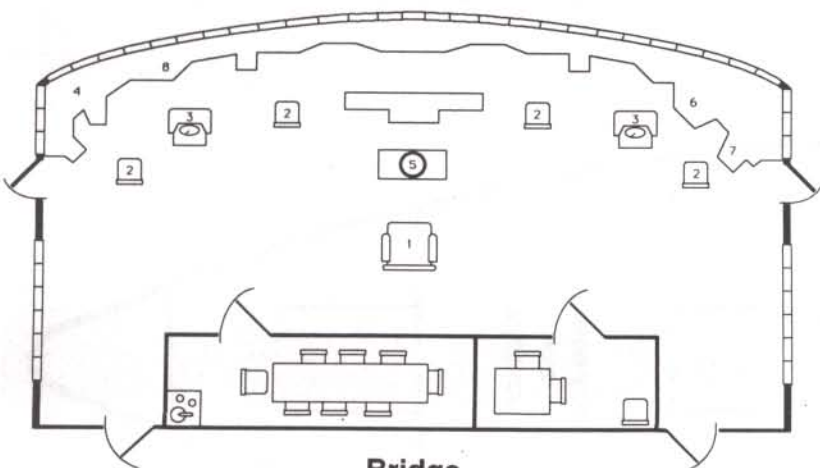
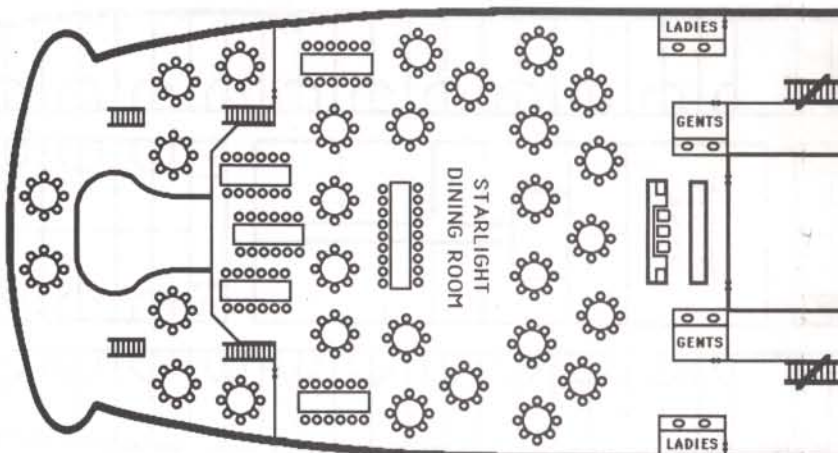
E Deck (Engineering Deck)



Hold



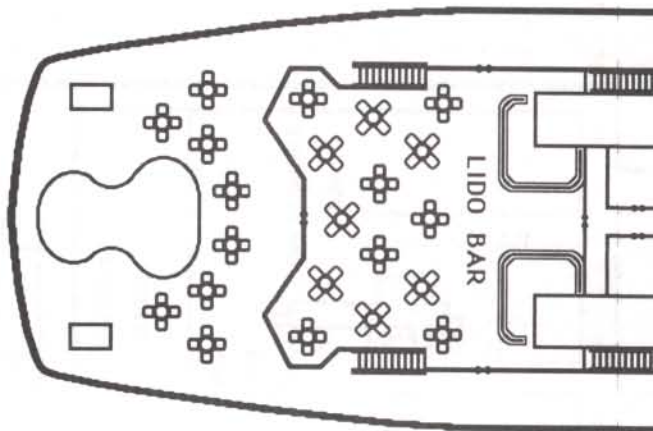
Observation Platform



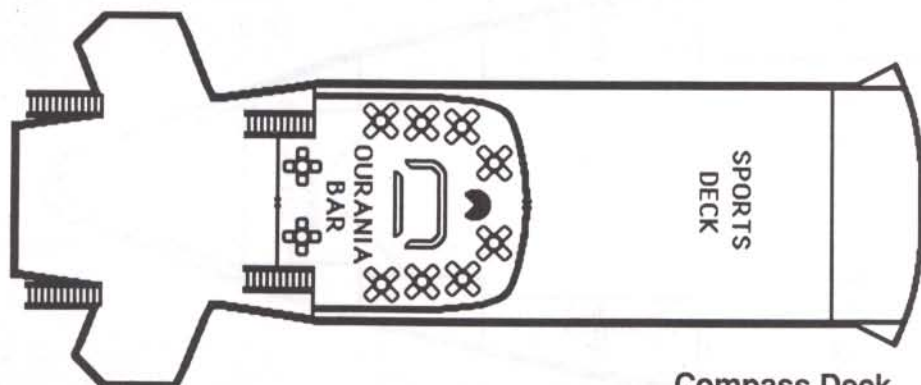
Bridge



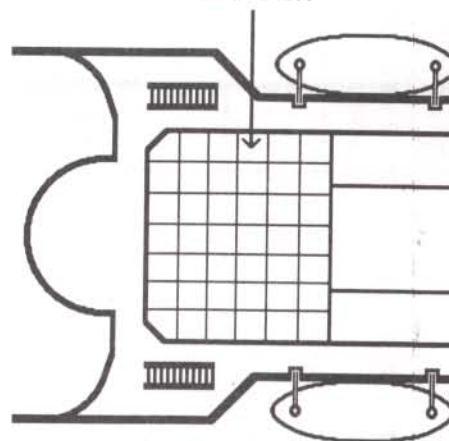
- KEY:**
- | | |
|-----------------------|-------------------|
| 1. Captain | 5. Compass |
| 2. Watch/Helm | 6. Radio |
| 3. Radar | 7. Intercom |
| 4. Sonar/Depth Finder | 8. Warning Lights |



LIDO BAR
SKYLIGHT



Compass Deck



(Section VII continued)

trouble. Characters with SCUBA 1 or 2 may attempt to use the MK-VI, but must roll five or better (with their SCUBA skill level as a positive DM) once every ten minutes. If they fail this roll, they will have a system malfunction which will force them to surface (using an inflatable lifejacket), or force them to make a saving throw of 8+ (with SCUBA level as a positive DM) to avoid drowning.

SCUBA Diving Accessories

Weight:

Wet Suit: 2 kg (3 kg wet)

Wrist Compass: .1 kg

Depth Gauge: .1 kg

Face Mask: .2 kg

Fins: .5 kg

Knife: .1 kg

Life Jacket: .4 kg

Buddyline: .2 kg

These accessories include all of the equipment required by divers. It includes a wet-suit, wrist compass, depth gauge, face mask, fins, weight belt, a standard diving sheath knife and a CO₂-inflatable lifejacket. Also available, if desired, is a buddy-line, a six- to ten-foot rope with snap-shackles on each end to hold swimmers together at night or in poor visibility.

The weight belt has lead weights of varying masses, and is balanced to offset the negative buoyancy (tendency to float) of the diver and his equipment. Out of the water, it will weigh three to seven kilograms. In the water, all of the equipment, including the rebreather, weighs nothing (neutral buoyancy).

The lifejacket is worn under all releasable gear. In an emergency (if, for example, the character has failed a saving throw for using a MK-VI), external gear can be released and the lifejacket inflated with a small CO₂ cylinder, allowing the diver to rise to the surface.

SCUBA 1 Skill is necessary to use all diving gear.

Catapult

Size: 1.5 meters x 1.5 meters x .5 meters

Weight: 100 kg

This is an unlikely gadget invented for situations where one or several men must be shot straight up to the roof of a building or the top of a cliff. It has not been used under combat conditions and is distrusted by most troops who have heard of it.

It consists of a small, heavy box with a circular platform. The platform, powered by a sudden burst of compressed gas, can catapult 150 kg up to 10 meters straight up. A person being fired from the catapult must have another person with him to trigger the device. The catapult can be used to board *Neptuno* from a pier or from a small boat pulled alongside. Setting up the catapult base and preparing it for operation requires about five minutes.

Any character using the catapult must make a saving throw of 2D+3 against his AGI. The referee may, at his discretion, allow negative DMs for previous training with the device or for parachute training. If the modified roll is *greater than* the character's AGI, he will be wounded. Roll 2D again. On a roll of two through eight, the character has received a light wound — probably a sprained ankle, though the referee may rule differently. On a roll of nine or ten, the wound is moderate, and on an 11 or 12, severe. Roll for damage and location as described in the Basic Rules.

The catapult makes a noise which will immediately alert any

personnel within 30 meters, though this range will be reduced to as little as five meters by wind, rain or engine noise. The referee may also require an additional saving throw against the character's AGI, with a roll of greater than the AGI resulting in a crash and a clatter of equipment as the character lands.

Inflatable Boat, Small (IBS)

Length: 3.9 meters (12 ft.)

Beam: 1.9 meters (6 ft.)

Weight: 131 kg (289 lbs.)

Capacity: About 1000 kg (2200 lbs.)

Includes 1000 lbs. of equipment and 7 men.

IBS Engine Stats:

Engine Weight: 34 kg (75 lbs.)

Fuel Tank Weight: 4.5 kg (10 lbs.) (Empty)

26.3 kg (58 lbs.) (Full)

Fuel Tank Capacity: 22.7 liters (6 gal.)

Operating Range: 5 to 6 hours on one tank of fuel

Speed: 5 knots

This is the standard, seven-man, CO₂-inflatable boat used by SEAL teams and UDT units. It can be towed, paddled or propelled using 7.5 HP silent-running outboard motor. It can be dropped by an aircraft, or (with special valve fittings) launched and recovered from a submerged submarine. It carries up to 450 kg (1000 lb) of equipment and up to seven men.

The outboard engine is extremely quiet but will alert enemy sentries within 20 meters if there is no other noise. Engine noise, wind, rain or conversation will mask the sound of the IBS engine. Other problems of making an approach unseen are discussed in the section entitled "The Approach."

Sea Sled

Length: 3 meters (9.1 ft.)

Beam: .6 meters (1.8 ft.)

Weight: 500 kg. (1100 lbs.)

Capacity: One man and up to 200 kg. of equipment

Speed: 2 knots (1 knot if towing raft)

Range: 6 to 8 hours (1 to 2 hours if towing loaded raft)

The sea sled is a small, submersible vehicle large enough for a single man. Though slow, it travels faster than a man can swim and greatly extends his range underwater. It can also carry some equipment or be used to tow a semisubmersible raft.

The sea sled can be pictured as a torpedo with a flat deck on which the pilot lies to steer it. Maximum speed underwater is limited to about two knots. The engine is battery-powered and gives the craft a range of about 100 km — and only 25 km if towing a loaded raft.

Sea sleds can be dropped by parachute or launched and recovered from a submerged submarine, though they are more often deployed from surface ships.

Sea sleds are available in a wide range of sizes and designs, from tiny (less than one meter) hand-held engines which tow a single diver (and nothing else) to craft which are virtually four-man minisubs. The stats given are for a typical, intermediate size sled.

Semisubmersible Raft

Length: 3.3 meters (10 ft.)

Beam: 1.6 meters (5 ft.)

Weight: 115 kg (253 lbs.)

Capacity: 400 kg (880 lbs.)

Speed: Limited to 15 knots on the surface.

Limited to 5 knots submerged.

This is a special piece of gear designed for use by SEAL and UDT units. It is a raft fitted with buoyancy tanks which allow it to be towed by boat or sea sled on the surface or just beneath the surface of the water. It can carry up to 400 kg of equipment and/or personnel.

The raft can be towed by a number of vessels, even by an IBS. The maximum speed at which the raft can be towed on the surface is 15 knots. The raft can be towed at a speed of five knots when submerged. Speeds in excess of these cause the raft to toss wildly and may cause total or partial loss of cargo as well as severe damage to the raft itself.

Medium SEAL Support Craft (MSSC)

Length: 11.8 meters (36 ft.)

Beam: 3.9 meters (12 ft.)

Draft: 1.3 meters (4 ft.)

Freeboard: 1.2 meters (3.6 ft.)

Displacement: 8.1 tons

Engines: Two 325 hp Gray Marine diesels

Maximum Speed: 30 knots

Cruising Speed: 25 knots

Range: 240 nautical miles at 25 knots.

175 nautical miles at 30 knots.

Capacity: Up to 20 men and 1500 kg of equipment

Armament: Varies; several mounted M60 MGs are standard.

The Medium SEAL Support Craft is designed for SEAL/UDT insertion and extraction missions and special operations close inshore. It was used frequently in Vietnam for river patrols and raids. It is large enough to carry a complete SEAL platoon and its equipment.

When idling, the twin Gray Marine diesels are relatively quiet. It will be heard by enemy sentries within about 40 meters, however, unless there is rain, a strong wind or a diversion of some sort.

Fast Patrol Gunboat (PG)

Length: 50.1 meters (164 ft.)

Beam: 7.3 meters (24 ft.)

Draft: 2.9 meters (9.5 ft.)

Freeboard: 4.4 meters (13.5 ft.)

Displacement: 225 tons (245 tons with full load)

Engines: One GE gas turbine, two CODAG drive diesels.

Maximum Speed: Over 40 knots (Over 74 kph)

Cruising Speed: 30 knots (56 kph)

Range: 3000 km at 30 knots

Crew: 21

Armament: One 76 mm gun with automatic fire control radar mounted forward. One 40 mm gun aft. One twin 12.7 mm MG (.50 caliber) midships to starboard, and another to port.

The *Ashville* Class Patrol Gunboat (PG) was designed during the mid-sixties for coastal and river work in Vietnam. These gunboats are fast, lightly armed and armored and capable of extremely silent operation when maneuvered at low speed. They could be carried into *Neptuno's* area by a larger auxiliary ship such as a

tender, or they can travel up to 3000 kilometers on their own. Each can carry several Delta Team members and their equipment, with no restrictions on weight or number of personnel.

When operated at speeds of less than 10 kph, PGs make little noise. They can be heard at ranges of up to 50 meters in complete silence, but cannot be heard at all over wind, rain, engine noise or even normal conversation. At higher speeds, patrol boats can be heard across ranges of up to half a kilometer.

The freeboard — the distance from the water to the main deck — for an *Ashville* Class PG is 4.4 meters. Since the fantail of the *Neptuno* is 6.6 meters above the water, characters climbing from the deck of a PG onto *Neptuno's* fantail would have to climb only 2.2 meters.

Though armed, the PG's weapons will be of little use in a *Delta Force* scenario. The mounted weapons could be useful as a distraction, as covering fire to force the terrorists to keep their heads down or as a warning. The psychological effects of these weapons on the terrorists is left to the referee and will depend on the terrorists' morale, training and other factors.

The *Ashville* Class PG is capable of accelerating to 40 knots within one minute on its single gas turbine. At a cruising speed of 30 knots, it has a cruising range of up to 3000 km on its twin diesels.

Los Angeles Class U.S. Nuclear Submarine (SSN)

Length: 110 meters (359 ft.)

Beam: 10.1 meters (33 ft.)

Draft: 9.8 meters (32 ft.)

Displacement: 6,900 tons (submerged)

Engines: One D2G nuclear reactor, two sets of steam turbines.

Maximum Speed (Submerged): 40 knots (74 kph)

Maximum Speed (Surface): 35 knots (65 kph)

Range: 200,000 km.

Crew: 146

Armament: Four 21 inch torpedo tubes, set amidships.

One of the U.S. Navy's fleet of nuclear submarines may be advantageously positioned during the *Neptuno* hijacking, and could be used as a base of operations and as transport.

A likely scenario utilizing a submarine would be to have the Delta Team make a HALO jump into the sub's area, using specially tuned receivers to locate a float buoy released by the submerged sub. Wearing full diving gear, the Team members can follow the buoy cable underwater to the sub and board her through an airlock set into her deck, aft of the conning tower. The sub can then carry the assault teams to *Neptuno's* position and release them within a few tens of meters of the ship's side, or they can be released at a greater range with semisubmersible rafts and sea sleds. This approach allows the Delta unit to carry the maximum amount of weapons and equipment and has the added bonus of a relatively short swim to the target. The sub can be used as base for a support and back-up group and for communications during the actual assault.

While a submarine carries a variety of armaments, few will be of any immediate use to the Delta unit during the assault on the hijacked liner. The sub does carry a store of small arms and rifles — mostly M-16s — and ammunition.

The stats given are for a typical U.S. Navy nuclear-powered submarine of the *Los Angeles* Class.

SECTION VIII

THE TACTICAL OPERATION

If they prefer, the players may ignore the strategic operation, in which case play begins with the actual approach and assault against *Neptuno*. In this case, the referee must decide what the actual situation is — whether *Neptuno* is at sea or in port, what her speed is, what the weather is and other factors discussed in "Section IV: The Strategic Operation." What boats or other equipment are to be used, whether back-up forces are available and other tactical considerations can be worked out between the referee and the players.

If the players have gone through the strategic operation, however, the choices made during this part of the campaign will determine the equipment they have when they intercept *Neptuno* and where and when the interception takes place.

The tactical operation has three phases. These are: "Approach," "Boarding" and "Combat."

THE APPROACH:

The player characters may make the approach in any of a number of ways already described. They may parachute onto the ship or into the water nearby. They may make the interception in a submarine, then use rafts (IBSs) or sea sleds to make the final approach. They could use any of several small, fast boats (for example, PG, MSSC) to sneak close, then board directly from their decks. Each approach has its own dangers and its own advantages.

Before beginning the actual assault, the players may wish to consider gaining additional intelligence about terrorist positions and readiness aboard *Neptuno*. Various surveillance devices listed in the *Delta Force Warbook* and in the Equipment Section of this module may be used for this. Alternatively, one or several scouts could be placed on board — either covertly (by parachute or by climbing aboard from the water) — or overtly (disguised as news reporters or government negotiators).

As with all *Delta Force* campaigns, *Terror at Sea* is designed to allow the players themselves to develop a plan for dealing with the terrorist situation, and then to execute it. The referee should allow the players as much freedom as possible in their planning.

This section suggests several possible plans for mounting an assault on the *Neptuno*, lists the various things which could go wrong with each, and gives the referee the die targets and modifiers necessary to play them out. It also describes the use of special equipment listed in the *Terror at Sea Warbook* Section.

HELICOPTER ASSAULT:

Helicopters can be used to approach the *Neptuno*, and an assault team can abseil onto her deck.

The main difficulty with this approach is that the helicopter's approach will almost certainly be heard. The noise of the rotors will carry at least five kilometers in calm conditions. Even flying at top speed, a Huey would require a full minute and a half to approach the ship, during which time it could be plainly heard by those aboard.

There are several ways around this problem.

Distraction: The terrorists can be distracted by a loud noise or by other helicopters in a different direction than the approaching assault helicopter.

The explosion of a shadowing ship could be faked, for example, with sirens, explosions, SOS radio messages, and distress rockets, if the warship had previously been permitted to approach to within a few hundred meters of the *Neptuno*. During the confusion, a helicopter *might* manage to approach from another direction while the terrorists (hopefully) are watching the "burning" ship — especially at night. Whether or not they are disciplined enough to maintain a 360° watch, or whether they would be fooled by such a maneuver depends on their alertness factors and on how well trained they are, which is up to the referee. The referee may simulate their alertness by rolling 1D+1 for any terrorist standing outside in a position where he might hear and see the approaching assault helicopter. He will hear or otherwise notice the helicopter if the roll is *less than* his alertness factor. The roll should be repeated once every *other* Combat Round — that is, once every ten seconds.

The terrorists might also be distracted — and the rotor noise of an approaching, troop-laden helicopter could be masked — by one or more helicopters approaching from another direction. This would be a dangerous maneuver in that the terrorists will almost certainly order the helicopters out of the area, and might kill hostages to show they mean business. However, negotiators might feign radio trouble and try to communicate with bullhorns, or the



diversionary helicopter could hover while permission is sought to land a high-level negotiator aboard ship or to conduct a TV interview with the terrorists and their victims. The terrorists' desire for media coverage should not be underestimated.

Whatever the approach used, time can be won by rolling 2D + the speaker's Negotiation Skill against the terrorists' Morale Value. One roll should be made for each 30 seconds (six Combat Rounds) the speaker keeps the terrorists talking.

The first time a dice roll result is *less than* the terrorist's Morale Value, the terrorists will break off the conversation and may even begin shooting — either at the helicopter or at the hostages. Depending on the situation, the negotiators may win more time while the terrorists bring a hostage up on deck to enforce their demands; but subsequent events are up to the referee.

In addition, the referee should use the 1D+1 roll against the terrorists' alertness factors to determine if any terrorists which are standing on deck happen to notice the approach of the assault helicopter during negotiations.

Storm: The U.S. Navy has already experimented with approaching ships by helicopter during a storm. They have determined that the helicopter can hover over the stern of the ship for quite some time without the ship's captain and crew being aware of the fact.

The two primary difficulties with this type of approach are that considerable helicopter piloting skill is necessary to keep the aircraft steady while the assault team descends, and having the hijacked ship encounter a storm depends on a very great measure of luck.

The possibility of encountering a storm is covered in "Section III: Weather, Time and Sighting." The characters will have warning of an approaching storm and may be able to put together a plan based on the cover provided by the darkness, wind and noise of the storm.

Maneuvering a helicopter in high wind and rain is a difficult task, particularly when the target of the maneuvering is a ship which may be moving itself, and which is certainly riding the swell of the storm up and down.

For each 30 seconds (six Combat Rounds) the helicopter remains hovering above the deck of the ship, the player (if the pilot is a player character) or the referee (if the pilot is an NPC) must roll 2D + the character's Pilot (Rotary Wing) Skill against the storm's Wind Speed -1 for each 10 meters of altitude above the deck. The wind speed is equal to one for each five kph of wind velocity.

If the dice roll result is *less than* the storm's wind speed -1 for each ten meters of altitude, the helicopter will crash. At the referee's discretion, the helicopter may crash into either the ship or the sea.

Each character descending from the helicopter to the deck of the ship must also make periodic saving throws.

A character can abseil from a helicopter at a rate of his Climbing Skill x ten meters in five seconds. At the beginning of each five-second Combat Round that the character is descending from the helicopter, he must roll 2D + his Climbing Skill against the storm's Wind Speed Number +1 for each ten meters of altitude between the helicopter and the ship.

If the character at any time rolls *less than* the die target of Wind Speed Number +1 for each 10 meters of altitude, a mishap has occurred. Roll 2D and consult the "Abseiling Mishap Table" in the next column.

ABSEILING MISHAP TABLE

2D	Result
2-5	The character becomes entangled in his line and can neither ascend or descend. He must roll ten or higher on 2D + his Climbing Skill (with one roll made each Combat Round) to free himself. He <i>also</i> continues to roll for a mishap (2D + Skill against Wind Speed Number + altitude). If another mishap occurs, roll again on the "Abseiling Mishap Table," with a DM of +3.
6-7	Fall. The character falls into the sea. He is uninjured but must roll for survival in the water, and may be heavily burdened by the equipment he is carrying. (See: "Landing Mishap/Water.")
8-9	Fall. The character falls and suffers a Light Wound.
10	Fall. The character falls and suffers a Moderate Wound.
11	Fall. The character falls and suffers a Severe Wound.
12	Fall. The character falls and is killed.

Other problems which might arise with this approach — such as a terrorist guard near *Neptuno's* stern or a sudden change of course by the ship — are left to the referee's discretion.

HALO ASSAULT:

The characters might use HALO (High Altitude Low Opening) parachute techniques to assault *Neptuno*. HALO jumpers jump from extreme altitudes — generally above 33,000 feet. They may open their chutes at the last moment to avoid being seen, or they may open their chutes above 4000 feet so that enemy forces can not hear the opening snap of their chutes.

A HALO drop at night offers a good chance of surprise but requires good weather, low wind and precise targeting of the ship to succeed. There are several basic approaches which can be used with a HALO assault.

Landing on the Deck: This is the most risky, and the most direct possible parachute assault. Modern parachutes, especially those known as parafoils, are designed to allow the parachutist to steer towards a target. There are several large deck areas where landings could be attempted: the Forward Deck, the Compass Deck aft of the observation platform, and the pool area on the Boat Deck.

Trained parachutists could steer for any of these deck areas and have a good chance of landing on them *if* the ship is stationary or moving very slowly, *if* the weather is clear enough for them to get a visual fix on the ship after they leave their aircraft, *if* they can see the ship using night vision devices or because her lights are on and *if* the windspeed is low. The HALO team's chances would be greatly increased by a scout — a team member who is able to secretly board the ship in advance of the rest of the assault force and plant microwave or infrared beacons to guide the jumpers to their target.

If a parachutist misses his target, there is a good chance he will be injured or killed by hitting some part of the ship's superstructure (such as the mast or a funnel or the glass surfaces surrounding the Starlight Dining Room) or that he will miss the ship entirely and fall into the sea. A bad landing — crashing through the bridge windows, for example — might also alert the terrorists prematurely.

In order to attempt a landing on the deck of the *Neptuno*, the character must state that he is trying to do so before he leaves the

aircraft, and state at what altitude he intends to open his chute. The procedure for steering a parachute towards a landing target is as follows.

The referee determines whether the ship is visible from the altitude of the aircraft. This will depend on such factors as the weather, darkness or whether or not lights are on aboard the ship, or whether or not an advance scout has set up a landing beacon or is "painting" the ship with a laser finder, etc.

If the character cannot see the ship because of any of these or other factors, he may not attempt to parachute directly onto the deck.

The player makes an initial roll of 2D + his HALO skill to get into the best position for steering the parachute. If he rolls nine or more, he receives a +1 modifier for subsequent dice rolls. If he rolls a five or less, he gets a -2 modifier for subsequent dice rolls.

The player announces that his character is opening his parachute at the previously stated altitude. The player applies the modifier (if any) for his character's position, and adds to it each of the following modifiers which apply:

Condition	Modifier
For each Level of Free Fall or HALO Skill (But Not Both)	+1
For each Level of Windspeed (With each Level = 5 kph)	-1
For each 5 Knots of Ship's Speed (Approximately 9 kph)	-2
For Darkness with No Landing Beacons	-4
For each 100 Feet Under 800 Feet the Chute is Deployed	-1

These modifiers are combined into a single dice roll modifier which is applied to a single 2D roll. If the modified dice roll result is six or more, the character lands on his chosen target area. If the modified dice roll result is five or less, the character misses his target area.

If the character successfully lands on his target area, the player must still make the usual 2D roll to determine if a landing mishap has occurred. (See: "Landing Mishaps" in the *Delta Force Rulebook*.)

If the character misses his chosen target, the player must check the "Missed Target Tables," below, to determine where the character has actually landed.

The player should roll for a landing mishap in the usual manner. If the character lands in the water, he must check for a "Landing Mishap/Water."

MISSSED TARGET MODIFIERS

Condition	Modifier
Wind is Blowing Bow to Stern:	-2
For each 5 kph of Windspeed Bow to Stern:	-1
Wind is Blowing Stern to Bow:	+2
For each 5 kph of Windspeed Stern to Bow:	+1
For each 5 Knots of Ship's Speed (9 kph):	-1

MISSSED TARGET TABLES

If the target was:

Forward Deck:

2D	Land on
2 or Less	Sports Deck of Compass Deck.
3-4	Forward Sun Deck/Bridge Area.
5-6	Forward Part of Boat Deck.
7-9	Miss: Land to Port or Starboard.
10+	Miss: Land ahead of Ship.

Compass Deck:

2D	Land on
0 or Less	Pool Area on After Part of Boat Deck.
1-2	Glass Skylight of Lido Bar.
3-6	Observation Platform/Ship's Mast.
7-9	Miss: Land to Port or Starboard.
10	Sports Deck on Compass Deck.
11	Forward Superstructure/Bridge.
12-13	Forward Deck.
14+	Miss: Land Ahead of Ship.

Boat Deck:

2D	Land on
6 or Less	Miss: Land Behind Ship.
7-9	Miss: Land in Water to Port or Starboard.
10	Glass Skylight of Lido Bar.
11	Aft Part of Compass Deck.
12-13	Observation Platform/Ship's Mast.
14	Sports Deck on Compass Deck.
15+	Forward Superstructure/Bridge.

RESULTS OF A MISSED TARGET:

The precise result of missing a jump target is determined by the referee, and is based on just where the character actually lands. Results range from a minor delay untangling snarled chute lines to trying to climb aboard out of the water (see: "Landing Mishap/Water" and "Landing in the Water") to alerting the terrorists that an assault is underway to injury or even death. Even a landing squarely on target may result in unexpected trouble if terrorist sentries or locked doors are unexpectedly encountered.

The following list of possible landing areas should give the referee some idea of what is possible.

Forward Deck: There is some additional danger of injury if a landing occurs on the Forward Deck because the area is littered with winches, cables, capstans and gear used in docking operations. When the roll is made for a Landing Mishap, add an *additional* +1 DM to the roll.

Even at night, the Forward Deck is likely to be under observation from the bridge — and it is probable that one or more terrorists will be stationed on the bridge to keep an eye on the Captain and bridge crew. If the ship is lit, spotlights will illuminate the Forward deck, making parachuting figures highly visible. The referee must judge for himself how likely it is that a terrorist will see Delta Team members landing on the Forward Deck — but

the chances for landing there undetected will be slim. It is possible that one or more terrorists will be out on the Forward Deck.

Entrance to the ship from the Forward Deck is through one of two doors leading to the Adriatic Deck. These doors are frequently locked; they will be unlocked on a 2D roll of 9+. The locks can be picked by any character with Lock Picking Skill and tools on a 2D roll of 9+, with his skill level added as a +DM. One roll may be made for each 10 seconds (two Combat Rounds) the character works at the lock. Each door may also be blown open with an explosive charge equivalent to one-tenth of a unit of plastic explosive laid as a ribbon charge.

Forward Superstructure/Bridge: A parachutist who hits this part of the ship will automatically be seen and heard by any NPC on the bridge, in the conference room and offices on the Boat Deck or in the Paradise Lounge. Subsequent events depend on where the terrorists are and how alert they are, and are up to the referee; but there almost certainly will be at least one terrorist standing watch on the bridge, and the Paradise Lounge is one of several places where many or all of the hostages may be held under guard.

Roll 2D. On a roll of three or less, the chute will become snarled on the Sports Deck railing, leaving the parachutist dangling 2D meters above the Forward Deck. On a ten or more, he will land with a crash on the narrow, railed bridge promenade along the forward end of the Boat Deck. Otherwise, he will slide down the superstructure to the Forward Deck.

Compass Deck — Sports Deck: The Sports Deck is a flat, open, wood-decked area forward of the Ourania Bar.

The character should roll for a landing mishap. If a mishap occurs, roll again an *additional* DM +2 on the roll. On a modified roll of 10+, the parachute has become entangled in the ship's mast. The character will be dragged into the Ourania Bar, and will receive one wound (rolled for in the usual way) when he swings through the bar's glass windows. With a roll of nine or less, the character will receive only a light wound to one leg when he lands on the deck.

The Sports Deck and the Observation Platform above it are excellent look-out points which may be occupied by well-trained or especially alert terrorists. Both areas offer excellent vantage points for covering much of the ship's open decks with machine gun fire. The referee will have to take this into account to judge the possibility that a Sun Deck landing has been observed.

Any landing on the Sports Deck will be clearly heard on the bridge one deck below. Even if the Sports Deck and Observation Platform are empty, a terrorist watch on the bridge will definitely hear the noise of the landing and come to investigate.

After Compass Deck/Lido Bar Skylight: The after part of the Compass Deck is partially covered by the ship's mast. Characters landing here will have their chutes snarled in the mast on a landing mishap roll of 7+.

Characters who hit the skylight over the Lido Bar will crash through with an explosion of breaking glass which will be heard throughout the Boat Deck, in the after halves of both the Sun and Rainbow Decks, and on any deck outside. On a landing mishap roll of 7+, they will receive one wound (location and severity to be determined as usual) from broken glass. With a six or less they will receive a light wound from their impact with the window's support struts.

Pool Area: The pool area includes the aftermost parts of two decks: the Boat Deck and the Rainbow Deck. The Boat Deck extends like a terrace part way over the fantail on the Rainbow

Deck, and there are swimming pools on both levels. Stairways connect the two pool areas.

A landing in the Pool Area will be on the Boat Deck on a 2D roll of nine or less, and on the Rainbow Deck on a roll of 10+.

This is probably the best target for a shipboard landing. It is far from the heavily-guarded bridge, unlikely to attract attention from NPCs below decks, and an assault here would be noticed only if terrorists happened to be in the Starlight Dining Room or the Lido Bar, or if they were alert (alertness factor of five) and on watch on the Compass Deck or Observation Platform.

Characters who suffer a landing mishap here will fall into one or the other of the swimming pools but suffer no injury on a 2D roll of nine or less. Otherwise, the mishap is handled normally as "Landing Mishap/Water."

Miss: Land in Water to Port or Starboard: The character has missed the ship and landed in the water on one side or the other. Weather information will specify which way the wind is blowing relative to the ship, and that will determine which side of the ship the parachutist lands on. If he lands to port or starboard, a determination (by logical or random means) should be made to place him forward of the ship or astern. See "Landing Mishap/Water" to determine how far he is from the ship.

Miss: Land Ahead of the Ship: The character missed the ship and landed in the water in the ship's path. Distance to the ship can be determined as discussed in "Landing in the Water."

LANDING IN THE WATER:

A safer assault plan would be to parachute into the sea as close to *Neptuno* as possible, swim or use various propulsion devices to get alongside, then climb up the hull using magnetic clamps, grapples or other devices.

The principal difficulty with this approach is that if *Neptuno* is moving, she may move beyond the swimmers' range before they reach her. At best, the swimmers will be exhausted by the time they get aboard and they will not be able to carry much in the way of special equipment.

The referee should use the rules for landing in the water when the player characters *accidentally* land in the water — during a HALO jump onto the deck of the ship, for example.

When a player character lands in the water, the referee must first determine how far from the ship and in what direction he has landed. In cases where the character has missed the ship during a HALO jump, the direction will be determined by earlier die rolls.

If the referee finds he must randomly determine the relative positions of ship and swimmers, he should roll 1D on the following table.

SWIMMER'S POSITIONS

1D	Direction of Swimmer from Ship
1	Off the Bow.
2	To Starboard, and Forward.
3	To Port, and Forward.
4	To Starboard, and Aft.
5	To Port, and Aft.
6	Astern.

If it is necessary to determine how far a swimmer is from a ship — if, for example, he lands in the water as a result of a HALO jump — roll 2D+5. If the modified result is 15 or less, add or subtract the DMs listed on the following page.



Condition	Modifier
For each Level of Free Fall or HALO Skill*:	-1
For each 5 kph of Wind Velocity:	+1

*Free Fall and HALO Skills may not be combined. The player may choose which skill he applies.

Multiply the final figure by 10 to get the distance in meters the swimmer is from the part of the *Neptuno's* hull which is closest to his position.

If the modified result of 2D+5 is *more* than 15, DMs for parachute skill and wind are not added. Instead, the figure is multiplied by 20 to give the actual distance to the ship.

The rules for swimming are covered in Section IV of the *Delta Force Rulebook*, under tactical movement.

If *Neptuno* is dead in the water (or tied up at a pier), and if the sea is calm, the usual formulas for determining distance covered by a swimmer and his loss of endurance are used. In heavy seas, the formula for Endurance Loss is 2D + Hours + 2 against END + Swimming Skill. Thus, a character with an END of eight and Swimming Skill of two would have to roll ten or less every 15 minutes with 2D+1 (for his first hour of swimming) + 2 to avoid losing two END.

The success of the character's swimming will also depend on whether or not *Neptuno* is under way. The referee should roll 2D

+ a DM against the swimmer's STR + his Swimming Skill. The DM is created by adding the appropriate modifiers from the chart below.

SWIM SUCCESS MODIFIERS

Condition	Modifier
For Each Knot of Ship's Speed	+1
Swimmer is off Ship's Bow	-5
Swimmer is to Port or Starboard and Forward of Ship	-2
Swimmer is to Port or Starboard and Astern of Ship	+3
Swimmer is Astern of Ship	+5
Swimmer is Less than 50 Meters from Ship	-1
For each 10 Meters over 50 Meters	+1

LANDING MISHAP/WATER:

A "Landing Mishap/Water" occurs on a 2D roll of 10+. Add a DM of +2 if the character is Burdened or a DM of +4 if he is Heavily Burdened. If a mishap occurs, use the table on the following page.

LANDING MISHAP/WATER TABLE

2D Roll	Result
7 or Less	Lines Tangled
8-10	Dragged Under
11+	Injured/Unconscious

Results:

Lines Tangled: On a roll of seven or less, the parachute lines become tangled, threatening to drown the parachutist. The parachutist must make a saving roll of 16+ on 2D to free himself. He may add his Swimming Skill and half of his DEX (fractions rounded up) to the dice roll as positive DMs. One roll is made for each 10 seconds (two Combat Rounds) he struggles to free himself. Each time he fails, he loses two END. When his END reaches zero, he loses consciousness and drowns.

Dragged Under: On a roll of eight through ten, the character is being dragged down by his equipment. He may attempt to release some of the equipment or fight his way to the surface.

Each attempt to release equipment is made by rolling 2D + half of the character's DEX (fractions rounded up) -2 if he is Burdened or -4 if he is Heavily Burdened. On a modified roll of 12+, he will successfully shed his equipment and rise to the surface.

If the character tries to fight his way to the surface with his equipment, he must roll 2D + his Swimming Skill -2 if he is Burdened or -4 if he is Heavily Burdened. He will reach the surface on a modified roll of 14+.

One roll is made each Combat Round. Each round he fails to free himself or fight his way to the surface, he loses one END. When his END reaches zero, he loses consciousness and drowns.

Injured/Unconscious: The character hits the water at a bad angle or in such a way that he is injured or knocked unconscious. He receives a leg injury. Roll on the "Hit Damage Table" with a DM of -2 to determine the wound's severity. A light wound (AGI reduced by four) allows the character to swim using half of his Swimming Skill level (fractions rounded down).

A Moderate leg wound (AGI reduced to zero) means the character can stay afloat, but cannot swim any distance. If he is stunned, he will stay afloat unless he is Burdened or Heavily Burdened (in which case he will sink with no hope of struggling to the surface). Do not roll for bleeding.

A Severe leg wound (AGI reduced to zero) is treated the same as a Moderate wound. If the character is knocked unconscious, he will drown unless helped by another character. There is no need to roll for bleeding.

SUB RENDEZVOUS AND APPROACH:

This is the safest approach, and allows the assault team to carry the maximum amount of equipment. Its single drawback is that a U.S. submarine must, by luck, be in the area.

The assault force would parachute into the sea alongside a Navy sub which has been shadowing *Neptuno*. The team members can enter the sub while it is submerged, using SCUBA gear which they wore during their drop. Aboard the sub, they would be outfitted with weapons and special gear while the sub closed the range to the target vessel and came alongside or deposited the force directly in the ship's path. They could then approach the ship with a very short swim, using semi-submersible rafts to carry their equipment, and get aboard using grapples, magnetic clamps or other special gear.

The referee may either decide arbitrarily that a sub is in the area or roll 2Dx2 to determine the number of hours required for a submarine to reach any designated spot.

BOAT ASSAULT:

The team can use small, fast and silent patrol boats to come alongside the ship, then use special gear to climb onto her deck. These boats are more visible, even at night, than a parachute assault; but the boats allow the assault team to get aboard without the risks of parachuting onto *Neptuno's* deck or the rigors of swimming fast enough to reach her. The boats must be carried to the area by a larger naval ship, but each can carry a number of men and plenty of weapons, ammunition and special gear.

The equipment section of this module lists several boats which can be used in this type of assault.

PORT ASSAULT:

If the characters can reach a port where *Neptuno* has been allowed to dock, they may be able to carry off an assault from the pier, from small craft pulled alongside or from the water. In this case, the problem becomes similar in many ways to the assault of a hijacked plane at an airport.

In many ways, the characters' problems become less. A parachute or boat assault does not have a moving target, and some or all of the attackers could stage their attack from the pier without having to swim or parachute at all.

On the other hand, terrorists will be more alert if the ship is in port, and this will enhance the chances of discovery. Worse, the port is not likely to be friendly to the United States and the assault team could find itself fighting both terrorists and the national army of the country where the attack takes place. The problems of escaping afterwards with the ship and rescued hostages might well be compounded.

BOARDING:

Once characters intercept the ship, they must board it. The various special equipment and parachute landings described in this module list the special dangers and advantages of each approach.

The referee is responsible for determining the alertness factors of each terrorist. In general, those on guard will have alertness factors of three to five, while those not actively on guard will have levels of anywhere from zero to four. Most terrorists will be on guard and fully alert (an alertness factor of five) while in port or while engaged in negotiations or conversations with the media or government officials. The terrorists' alertness factors can be used to determine when an assault team is first detected — either during the approach or during the actual boarding (see: "Fields of View.")

Once a boarding party encounters one or more terrorists, combat begins.

COMBAT:

Combat in *Terror at Sea* is handled as described in the *Delta Force Rulebook*. Characters move, fire and make decisions in five-second Combat Rounds. The referee determines the strategies used by the terrorists, including decisions about whether or not to fire on the hostages, to flee or to take other action. The scenario ends when all terrorists have been killed or captured and the ship is safe, or when the mission has failed or is otherwise obviously over.

SECTION IX EXPLOSIVES ABOARD SHIP

It is possible that the terrorists have brought explosives aboard *Neptuno* and rigged them to explode on command from a switch or radio transmitter. The referee must determine whether or not the terrorists have done so, where the explosives are hidden, and how they have rigged the charges to explode.

Detonation can be triggered by a hand-held radio transmitter set to a particular frequency, by an electrical detonator hooked up to a battery and the explosives by wires, by a timer set to explode at a particular time or by a fuse. The player characters should not know in advance what system — if any — is being used by the terrorists, unless an advance scout or scouting team can slip aboard *Neptuno* and discover this information before the main assault.

Finding demolitions charges and disarming them will be a high priority for any Delta Team assaulting *Neptuno*. If the referee determines that the terrorists have not taken any special precautions in placing explosives aboard ship, finding the explosives becomes automatic when a character enters the area where the referee has decided the explosives have been placed. If the explosives have been hidden, the referee should assign a "Difficulty Number" of between one and ten to the task of uncovering the explosives and add this to seven. A hurried or incompetent job of concealing wires and explosives would rate a Difficulty Level of one or two, while a very cunning job would rate a nine or ten. The character must then roll *higher* than this number on 2D to discover the explosives. Both Bomb Disposal Skill and Demolitions Skill can be used as positive modifiers to the roll. One roll can be made for each full minute a character studies a room or other space aboard the ship.

DISARMING THE EXPLOSIVES:

Once the explosives have been discovered, an attempt can be made to disarm them. A simple radio-controlled, electrical or fuse detonator can be disarmed by pulling or cutting an appropriate wire. Any character who attempts this will succeed in disarming the bomb with a 2D roll of 8+, with Demolitions Skill and Bomb Disposal Skill allowed as positive DMs.

Cunning terrorists may have booby-trapped the bomb, however. The referee must determine before the scenario begins whether the explosives have been booby-trapped, and set a Difficulty Level for the trap by picking a number between one (simple) and 20 (extremely complex). (A Difficulty Level can be assigned by adding the Demolitions Skill, Trap Skill and INT of the terrorist setting the trap.) The bomb will be successfully disarmed with a 2D roll *greater than or equal to* the Difficulty Level. Bomb Disposal Skill, Demolitions Skill and Trap Skill can all be applied as positive DMs to each roll.

A successful roll means the booby-trap has been circumvented, and the bomb is disarmed. If the roll fails, the booby-trap goes off and the bomb is detonated. The referee should consider the possibility that the terrorists have set a number of explosive devices, each with its own timer or detonator, and each requiring a separate attempt to disarm it.

The referee and players should remember that one particularly difficult booby-trap is the dead man's switch, a mechanical or electrical device rigged to go off if it is released by the character holding it. Player characters may notice this type of trap in the same way they discover other bomb traps — but the situation will be complicated by the still-living terrorist holding the

switch which will detonate the bomb. Player characters may attempt to negotiate or make the terrorist NPC surrender or panic in order to prevent the device from going off.

SHIPBOARD EXPLOSIONS:

While the referee may, if he desires, determine how much explosive has been set aboard the ship and how much damage it may do if it explodes, he may instead use the "Shipboard Explosion Table," below, to make these determinations. Add a DM of +2 for each *additional* charge which is set aboard ship and which the terrorists successfully detonate.

The Explosion Area is defined as the room or cabin where the explosives were planted. If the explosives were planted in a large, open area, such as the hold or an open deck, the explosion area is considered to be an area ten meters across.

SHIPBOARD EXPLOSION TABLE

2D	Result
2-6	Moderate damage in the area where the explosives were planted. All characters in that area must roll 8+ on 2D to avoid 1D wounds. All other characters within 20 meters must roll 5+ on 2D to avoid one wound. (If large numbers of NPCs are within range, the referee may arbitrarily determine that three out of ten are wounded.) The ship receives 1D damage points.
7-9	Severe damage in the area where the explosives were planted, light damage in other areas. All characters in the explosion area must roll 10+ on 2D to avoid 1D+1 wounds. All other characters within 20 meters must roll 7+ to avoid one wound. (If large numbers of characters are within range, the referee may arbitrarily determine that 50% are wounded.) There is considerable damage to the ship's electrical and engineering systems. The ship receives 2D+1 damage points.
10-12	Severe damage in the area where the explosives were planted, moderate to light damage in other areas. All characters in the explosion area are dead. All other characters within 20 meters must roll 10+ on 2D to avoid 1D wounds. (If large numbers of NPCs are within range, the referee may arbitrarily determine that nine out of ten have been wounded.) Characters and NPCs between 20 and 50 meters from the blast must roll 5+ to avoid one wound. Ship systems (including electrical systems, engineering systems, radio, etc.) are destroyed or badly damaged, depending on the location of the blast. The ship receives 2D+3 damage points.
13+	Extremely severe damage in the area where the explosives were planted. All characters in the explosion area are dead, and the area is flooding rapidly if it is at or below the waterline. All other characters within 30 meters must roll 10+ on 2D to avoid 1D wounds. All other characters on the ship must roll 5+ to avoid one wound. The ship receives 2D+10 damage points.

SHIPBOARD DAMAGE:

The damage points caused by each explosion are cumulative. The total number of damage points are used to determine the extent of damage to the ship.



Damage Points	Result
2-5	Slight damage. No major system impaired.
6-9	Moderate damage to electrical system. Ship is without power for 1D hours.
10-12	Moderate damage to electrical and engineering systems. Ship is dead in the water and without electrical power for 1D+2 hours.
13-15	Severe damage to ship's systems. Ship is without electrical power for 2D+6 hours and cannot move for 1D hours after electrical power is restored.
16-25	Severe damage throughout ship. Ship will sink in 2D+3 hours unless damage-control efforts are applied throughout this period. Ship is without power for 1D+2 hours and cannot move until damage-control efforts are complete.
26+	Hopelessly crippled; ship will sink in 1D hours.

When determining the type of detonator used, the referee notes which terrorist has the responsibility of setting off the explosives. If this terrorist is killed, the explosives will not be set off. If there is a particular place aboard ship, such as the bridge, from which the explosives must be set off, this too must be noted.

A terrorist designated to set off explosives will do so only on a die roll *less than* his Morale Level, if he does not panic.

It is not necessary for terrorists to plant explosives aboard *Neptuno* in this scenario. While it was claimed early that explosives had been planted, this could be a bluff. The characters should be prepared for explosives, however, when they plan their assault.

In the event of a large explosion, it can be expected that many people will be killed or injured by the blast. Rather than roll dice for each individual crew member or passenger, the referee may feel free to use any random means of determining casualties in a rescue operation which has probably just ended in disaster.

SECTION X

THE SITUATION ABOARD SHIP

TERRORIST NUMBERS/DISPOSITION:

The total number of terrorists aboard *Neptuno* — and where they are located during the Delta Team's assault — may be left entirely up to the referee. Alternatively, a table may be used to allow a more or less random placement of terrorist forces.

The description of the beginning of the hijacking suggests that "eight to twelve" men rushed on board and were joined later by "several" men carrying containers or packages of some sort.

The referee may wish to recreate the *Achille Lauro* hijacking, where four known terrorists and two possible terrorist leaders held the ship, crew and passengers. A greater challenge would be presented, however, by a force of between 10 and 14 terrorists dispersed throughout the ship. Referees of a particularly fiendish turn of mind may have additional terrorist forces come aboard the ship at one or another of the stops during *Neptuno's* cruise around the Eastern Mediterranean. A small army of terrorist reinforcements would make an assault to rescue the hostages aboard *Neptuno* extremely hazardous indeed.

The placement of the terrorist forces aboard *Neptuno* may also be left to the referee, but will be determined somewhat by the needs of keeping the ship, crew and passengers under control, as well as keeping watch for ships, aircraft or rescue attempts.

The following possibilities are listed. The referee may choose one deliberately or roll 2D to pick one of these possibilities randomly. He may also modify any of these dispositions to suit the needs of his particular scenario. The referee should *not* show these possibilities to the players, since it will be the specific task of the player characters to locate both hostages and terrorists as a part of the assault.

TERRORIST AND HOSTAGE POSITIONS:

There will *always* be *at least* one terrorist on the ship's bridge, keeping an eye on the Captain and bridge crew. There will *always* be *at least* one terrorist in the engine room, watching the engineering crew. There will also be a terrorist in the radio room on the Boat Deck or the room will be locked with a terrorist on guard in the passageway outside much of the time.

2D	Result
2-4	Hostages in the Theater. All of the hostages have been taken to the theater on B and C Decks. At least two terrorists will be guarding them at all times, one of them with an automatic weapon from the balcony at the rear of the auditorium. If the total number of terrorists is more than eight, at least four will be in the theater at all times; as the size of the terrorist force increases, so too will the number set guarding the hostages. The exact number is left to the referee, and depends on the disposition of other terrorists throughout the ship.
5-6	Hostages in the Starlight Dining Room. The hostages are held in the dining room at the aft end of the Rainbow Deck. At least half of the total number of terrorists are posted around the walls of the room on guard. There will be at least one terrorist on the Pool Deck outside. (Continued on next page)

2D	Result
7	Hostages in the Paradise Lounge. The hostages are in the Paradise Lounge at the forward end of the Rainbow Deck. At least half the total number of terrorists are posted around the walls of the room on guard.
8-9	Hostages in Several Groups. The hostages are divided into groups of twenty or thirty each and in various parts of the ship. Some are in the theater, some in the Starlight Dining Room or Paradise Lounge, some to the Lido Bar on the Boat Deck. This situation is possible only with a large number of terrorists — more than 12 or 14 — to guard the hostage groups.
10-12	Hostages in Staterooms. The hostages, in groups of two to four, are in staterooms on either A or B Deck. Terrorist guards patrol the passageways. This requires fewer guards than controlling a large body of prisoners and allows terrorists to question or threaten small groups without arousing all the passengers.

SEPARATED BY NATIONALITY:

The terrorists have collected the passports of all passengers on board and segregated many passengers in another part of the ship. The terrorists will do this only if there are enough of them to control two groups of prisoners easily — probably at least 12 or 14 terrorists.

The segregated hostages may be only those with Israeli passports or Jewish-sounding names, or may include all Americans as well. The 19 Britons aboard may also be included with those hostages separated for special treatment because of Britain's role in the U.S. bombing of Libya in April of 1986.

In this situation, any two of the areas listed above should be chosen, with the segregated hostages in one area, the rest in another. The non-segregated hostages will not be as closely controlled or guarded as the others and may even be allowed to stay in their staterooms, guarded only by terrorists patrolling the passageways outside.

TERRORIST POSITIONS:

How well the ship and passengers are guarded depends on how many terrorists are aboard. It is important that the player characters *not* know for certain how many terrorists are on board, though they may gain hints from eye-witness descriptions of the original takeover of the ship.

Some assault plans may also call for inserting one or a few operatives aboard the ship to gain intelligence before the main assault. Such operatives may be able to learn more about the terrorist numbers and dispositions.

As stated above, the terrorists have at least one man with the Captain on the bridge, and another in the engine room. At least half of the total number of terrorists will be with the hostages.

The remaining terrorists may be found almost anywhere. If they are well-trained and well-led, a watch will be posted. This will consist of one or more men acting as lookouts on the Observation Platform or Compass Deck. Other sentries *may* be posted on the Lido Deck (aft part of the Boat Deck, by the pool), on the Forward Deck (on the bow, forward of the Rainbow Deck), or on the outside passageway running around the Boat Deck.

Terrorists who are not actively on watch may be wandering on any deck, alone or in small groups. They may congregate to talk or plan in some favored spot such as the Information Hall, the Paradise Lounge, the casino or the Lido Bar. Some terrorists

may even have chosen staterooms for themselves — probably from among the luxury suites on the Boat Deck — and may be found reading, cleaning their weapons or sleeping there.

THE HOSTAGES:

Hostages include the crew, which numbers 280, plus a number of passengers estimated by authorities as "several hundred."

By 0900 of Day Three, the initial estimate will be corrected: 246 passengers remained aboard *Neptuno* at Alexandria. They include 112 Americans (including 46 who are Jewish or have Jewish-sounding names), 19 Britons (including six with Jewish-sounding names), 42 Israelis, 31 Italians, 17 French, 12 Swiss, seven Germans, four Lebanese and two Egyptians.

Names and descriptions of several passengers who may help or hinder the team's efforts are given in "Section XI: Dossiers."

The crew of 280 can be broken into the following nationalities: 168 Italians, 65 Greeks, 21 Egyptians, 14 French, seven Lebanese and five Turks.

Crew will be closely guarded, but not as meticulously controlled as passengers. The crew knows that they are not the terrorists' targets; if executions begin, they will not be singled out. The terrorists need the crew to run the ship, and may even use some to help control the passengers, feed them and escort them to washrooms. The Captain and officers will always be watched, however, and will be kept under control by threats against the hostages and the rest of the crew.

The names and descriptions of several of the more important of *Neptuno's* personnel are given in "Section XI: Dossiers."

PREPARING NPC POSITIONS:

Before play, the referee should establish the positions of terrorists and hostages. The positions should *not* be represented on any plans to which the players have access, but notes referring to specific areas of the ship may be made on a separate sheet of paper.

The referee should determine, arbitrarily or by rolling 2D, where the hostages are held and whether they have been split into several smaller groups. If the hostages are dispersed among staterooms the numbers of those rooms should be listed, with the number of people in each. It is also possible that some hostages have been taken elsewhere so the threat of executing those hostages may be used during negotiations.

The referee should carefully note the positions of each hostage group. Individual hostages need not be identified, but the number of hostages in each specific area or room should be recorded.

The referee may, if he chooses, distinguish between American hostages and other nationalities. The Americans will be the most likely targets if terrorists turn on their prisoners and the number of rescued Americans will be important in determining the political implications in the scenario's victory conditions.

Next, the referee should note where crew members are. The Captain, First Officer and other senior officers will be on the bridge or in their quarters on the Boat Deck. Some, such as the doctor, may be at their duty stations elsewhere, in their quarters, on the bridge or with the passengers, at the referee's discretion.

One third of the engineering crew (thirty men, together with the Chief Engineer) are on the Engineering Deck, with the rest in quarters on D Deck. The bulk of the crew — stewards, galley attendants, cleaning staff, deck hands, shopkeepers, hairdressers, etc. — are in quarters on D Deck or held with the hostages.

The Captain and other senior officers should be individually identified and positioned. The rest can be located as groups, with numbers indicating how many people are in each group.

Finally, the referee should locate each terrorist. The terrorists at the end of this booklet have been assigned numbers to be used for identification, and if there are more terrorists than are listed, these can be assigned numbers by the referee. Some must be detailed to the bridge, to the Engineering Deck and to guarding hostages. Some may be on sentry duty at positions determined by the referee, such as the Compass Deck, Forward Deck or Boat Deck promenade. Those not assigned specific duties should still be in specific locations; e.g., asleep in Suite 104 or walking aft on the port passageway on A Deck, opposite stateroom A37.

It is important that each terrorist's position, his alertness factor and his weapons be noted by the referee; these factors will dictate the course of the mission when the Delta Team launches its assault. A terrorist's position is his location when the team first makes contact; it will change as the assault proceeds.

FIELDS OF VIEW:

It is not possible to detail every porthole and window aboard the *Neptuno*. However, since this is a luxury cruise ship, it can be assumed that all outside walls will have a large number of small portholes or large windows overlooking the sea and the decks. When the referee positions each terrorist, he should note the areas his field of view includes, and what areas would logically be blocked by the ship itself. For example, terrorists on the bridge will have an unimpeded view of the forward deck and of the sea ahead of and to either side of the ship, while those in the Starlight Dining Room will have a clear view of the sea and sky aft and to either side of the ship, as well as of the after deck.

If a terrorist is in a position where he *could* see the approach of the player characters, whether or not he actually sees them is determined through normal sighting rules, using the NPC's alertness factor and the visibility conditions at the time. Only in cabins and shipboard areas away from the outside bulkheads (such as the ship's theater) or in the windowless D and E decks will activities outside the ship not be visible to those aboard.

SECTION XI DOSSIERS

THE SHIP'S CREW:

Descriptions follow for various members of the ship's crew. Some of these NPCs may be introduced during the course of the assault to provide information to the player characters. ("I saw one running up to the bridge!" or "I think they've rigged a bomb down on E Deck!") In some cases, the crew may serve as additional troops when an assault is faced by overwhelming firepower, but the referee must keep in mind that these men and women are not trained soldiers and will be more likely to get in the way or get themselves shot than to be a help in combat.

The crew numbers 280, and, in fact, outnumbers the passengers who remain on board after the stop at Alexandria. The positions of the crew range from the Captain and his officers (some of whom are described below) through a small army of maids, stewards, shopkeepers, cooks and janitorial staff. A few of the most important, and their responsibilities, are listed below.

Captain: The man in overall command of the ship.

Staff Captain: Corresponds to the Exec on a military ship. He is second in command and responsible for all matters involving the safe and efficient operation of the ship. Also known as the Chief Officer Senior, personnel reporting to him include the Chief Officer and First Officer.

Chief Engineer: Responsible for the engine room, systems and machinery. His staff includes the Chief Engineer Junior, First Engineer and Second Engineer.

Chief Radio Officer: Responsible for all ship-to-ship and ship-to-shore communications, both official and for the convenience of the passengers. His staff includes the First and Second Radio Officers.



Chief Electrician: Responsible for electrical power, circuitry and lighting throughout the ship. His staff includes the First and Second Electricians.

Hotel Director: Responsible for the hotel services aboard ship, and the person in charge of the janitorial, maid and steward staffs. His staff includes the Chief Steward and First Steward.

Chief Purser: The ship's office manager, responsible for monetary transactions aboard ship, the ship's safe deposit boxes and general information. His staff includes the First Purser, Second Purser and a small army of Junior Purser.

Doctor: Responsible for the health of crew and passengers.

Cruise Director: Responsible for planning shipboard entertainment and all activities aboard and in port.

Food Manager/Bar Manager: Responsible for galley services, restaurants, and bars aboard.

Many of the crew will be particularly concerned about the fate of the passengers and will be quite helpful and cooperative if information about the passengers is needed. A few will be more concerned about their own safety, and there is the possibility that one or a few have been in league with the terrorists all along, helping them to smuggle arms or explosives on board.

CAPTAIN: Alfredo Trapezetti

STR: 5	TRA: —	Principal Skills:
AGI: 9	END: 6	Area Survival (Ocean) 3
DEX: 8	EXP: —	Boat Handling 3
INT: 14	REA: 7	Commo Operator 2
		Culture (Arabic: Middle East) 2
STA: 6		Language (Native: Italian) 5
Weight: 78 kg		Language (English) 4
Age: 56		Language (Arabic) 3
Morale Value: 8		Leadership 3
		Weapons Skills:
		Hand Gun 2
		Favored Weapon: Beretta M92S

Notes: Captain Trapezetti's first concern is for his passengers, then for his crew and finally for his ship. He will not leave the ship until all passengers and crew members are safe and accounted for. His pistol is kept in a locked drawer in his cabin. He has not yet had an opportunity to retrieve it and knows he would be unable to accomplish anything with it if he did.

STAFF CAPTAIN: Antonio Bonifati

STR: 9	TRA: —	Principal Skills:
AGI: 9	END: 7	Boat Handling 2
DEX: 9	EXP: —	Commo Operator 3
INT: 10	REA: 7	Electronics 3
		Language (Native: Italian) 5
STA: 5		Language (French) 3
Weight: 81 kg		Leadership 2
Age: 45		
Morale Value: 3		

Notes: Bonifati is a good officer, but something of a coward when confronted by danger. He will do anything the terrorists demand of him and will even volunteer information, so completely is he dominated by any show of force.

CHIEF ENGINEER: Luigi Tagliatti

STR: 12	TRA: —	Principal Skills:
AGI: 11	END: 12	Area Survival (Ocean) 2
DEX: 14	EXP: —	Boat Handling 3
INT: 10	REA: 9	Electronics 1
		Hand-to-Hand Combat 3
STA: 10		Knife Fighting 2
Weight: 78 kg		Language (Native: Italian) 5
Age: 53		Mechanic 4
Morale Value: 7		

Notes: Tagliatti is a fine engineer and knows *Neptuno's* diesels inside and out. In his younger days he was a brawler in waterfront taverns and still retains some of the fighting skills of wild entertainments long past. As are many ship engineers, he is devoted to his engines and the ship, and cannot stand to see them mistreated or driven beyond their tolerances.

CHIEF RADIO OFFICER: Carlo Minotti

STR: 8	TRA: —	Principal Skills:
AGI: 9	END: 8	Commo Operator 4
DEX: 10	EXP: —	Commo Repair 3
INT: 12	REA: 7	Electronics 3
		Language (Native: Italian) 5
STA: 7		Language (English) 4
Weight: 89 kg		Language (French) 2
Age: 34		Language (Arabic) 1
Morale Value: 3		

Notes: Minotti's knowledge of the ship's radio made him a natural liaison between the terrorists and the outside world. He is under constant guard and brought out each time terrorists want to communicate by the radio. He was beaten when he tried to get his own message out following the terrorist's first communication and is now too terrified to do anything but what he is told.

SHIP'S DOCTOR: Luciano Cortese

STR: 4	TRA: —	Principal Skills:
AGI: 3	END: 6	First Aid 5
DEX: 10	EXP: —	Language (Native: Italian) 5
INT: 14	REA: 6	Language (English) 4
STA: 4		
Weight: 87 kg		
Age: 61		
Morale Value: 5		

Notes: The ship's doctor is afraid, but has made several heroic pleas to the terrorists not to kill the passengers. There is a possibility he would tell the terrorists about Delta characters secretly aboard because he fears a bloodbath among the passengers.

CRUISE DIRECTOR: Angelina Masciantonio

STR: 6	TRA: —	Principal Skills:
AGI: 12	END: 11	Commo Operator 1
DEX: 11	EXP: —	Culture (Arabic: Mid-Eastern) 2
INT: 12	REA: 8	Culture (Greek) 2
		Language (Native: Italian) 5
STA: 7		Language (English) 5
Weight: 55 kg		Language (French) 3
Age: 25		Language (Arabic) 3
Morale Value: 8		Language (Greek) 2
		Negotiation 2

Notes: Angelina is a very pretty, very bright young lady who serves as the ship's Cruise Director. She has an excellent eye for detail, a good ear for languages and keeps her head during a crisis. If questioned, she would be a useful and accurate source of information about shipboard happenings and the terrorists.

THE HOSTAGES:

The following stats are for several of *Neptuno's* passengers. These characters may be encountered during the assault, and may provide the Delta Team with useful (or confusing) information about conditions aboard the ship.

It should be noted that hostages held for periods of time under extreme stress in close proximity with people who threaten their lives are subject to the condition known as 'Stockholm Syndrome.' This condition results in a kind of identification with the captors and a willingness to please — even to protect — them.

The player characters should be aware of this possibility, as well as the possibility that the terrorists may disguise themselves as passengers in order to escape death or capture.

Several typical sets of stats are provided below, together with a list of several passengers who might fit them. The referee should feel free to adjust the stats up or down and determine morale values for individual NPCs, as he sees fit.

Older Men and Women

STR: 4	TRA: —
AGI: 4	END: 6
DEX: 8	EXP: —
INT: 10	REA: 7
STA: 5	

Frank and Martha Reed: Frank Reed (65) and his wife Martha (58) are on a Mediterranean cruise celebrating his retirement. Frank Reed was a soldier in WW II and will want to help when the assault team arrives. He means well, but will tend to get in the way.

Jake and Ethel Gouldman: Jake Gouldman (69) is a retired department store president from New York City taking a vacation cruise. Because of his name, he and his wife may have been singled out by the terrorists for special attention. He is brave in his protective attitude towards his wife, but he is frustrated by his helplessness (STR 3, END 4).

The Hon. David W. Cordes: Cordes (58) is a New York State Appellate Court judge on vacation with his wife, Jean (57). He is extremely sharp and observant (with an INT of 14) and

would be an excellent source of information about descriptions and numbers of terrorists, where fellow passengers are being held and about the tactical situation aboard the ship in general.

Colonel William Myers: Myers (64) is a retired U.S. Marine officer from Silver Springs, Maryland, on vacation with his wife, Pamela (66). He is a strong, stubborn man with a particular loathing for Mid-East terrorists: the Marine son of a close friend was murdered by terrorists during a hijacking two years ago. As is Judge Cordes, he is extremely intelligent and alert (INT of 14), and has several useful skills from his days as a Marine, including Hand Guns 2, Rifle 2, and Tactics 3. He would be an excellent and reliable source of information about terrorist positions aboard the ship.

The terrorists have discovered that Myers is a former Marine officer and have singled him out for special attention. They have also been arguing about whether or not his name is Jewish. He will be among the first to be executed should the terrorists feel the need to back their demands with murder.

Middle-Aged Men and Women

STR: 8	TRA: —
AGI: 7	END: 8
DEX: 10	EXP: —
INT: 10	REA: 8
STA: 7	

Natalie Smith: Natalie Smith (42) is Tour Director for a twelve-person party from New York City. She considers the group her personal responsibility; several times, she has stood up against the terrorists on their behalf, despite threats and abuse. The Baileys and the Schaeffers are members of her group.

Roger and Margaret Bailey: Roger Bailey (49) is a bank executive in Yonkers, New York. He, his wife and his daughter are taking a long-dreamed-of vacation cruise which has abruptly turned into a nightmare. Their daughter Sharyl has been threatened, struck and verbally abused by the terrorists and Bailey, in desperation, is ready to do something — anything — to protect his family. He has a Hand Guns 2 Skill and would use a pistol if he could get one.

Robert and Jean Schaeffer: Robert Schaeffer (38) is a computer company executive from New York. He and his wife are particularly concerned about their daughter, Jennie, who seems to be strongly identifying with the terrorists, talking to them, even running errands and doing them favors. The Schaeffers are horrified. The cruise had been an attempt to re-establish communication with their daughter who had been becoming increasingly distant. Her infatuation with these cold-blooded killers has deepened the rift. They fear they will lose her completely.

Young Men and Women

STR: 9	TRA: —
AGI: 13	END: 12
DEX: 10	EXP: —
INT: 10	REA: 10
STA: 8	

Sharyl Bailey: Sharyl Bailey (17) is a pretty, blonde and rather spoiled girl taking her first overseas cruise. When the hi-

jacking first began, she was quite excited, and captivated by the romantic imagery of these dashing, 20th-century pirates. However, her fascination was quickly shattered. She watched as the terrorists beat the ship's radio officer unmercifully, and then she herself was struck and abused. She is withdrawn and quiet now, and is completely terrified.

Another shock — for instance, an attack by the terrorists against her father, who is protecting her — could reduce her to hysteria. Her screams at an inopportune moment could pose serious problems for a covert assault team, or could provide a needed diversion.

Jennie Schaeffer: Jennie Schaeffer (16) is a perfect example of the effects of the Stockholm Syndrome. A young, impressionable and thoroughly spoiled child from a very wealthy family, she saw what happened to Sharyl Bailey and was completely broken by terror. She then responded when one of the terrorists spoke kindly to her.

She is infatuated with the terrorists, as well as with their cause, and through this infatuation is finding an outlet for a long-simmering rebellion against her parent's authority.

It is uncertain how Jennie will react during an assault. She could panic, freeze or actually try to put herself between the terrorists and the Delta Force team. However, whatever her reactions are, she will tend to get in the way.

Mark Lipscomb: Mark Lipscomb (17) is the son of a professor of archaeology at Greenwich State College in Connecticut. He had an argument with his parents, and chose to remain aboard the ship while they left and went ashore to view Cairo and the pyramids.

Mark had begun to strike up a friendship with Jennie Schaeffer during the cruise, and now he is as horrified as her parents are to see her associating with the terrorists.

He is likely to attempt something rash, particularly if Jennie is threatened.

Other passenger NPCs can be created as necessary to fill particular roles as the scenario unfolds.

THE TERRORISTS:

The following terrorist NPCs may be used in *Terror at Sea*, as well as in other *Delta Force* scenarios. Six of the terrorists are named, and have also been given numbers. The numbers may be used to identify the locations of individual terrorists on deck plans of *Neptuno* and may also be used when one character must be chosen randomly.

The next six terrorists are fact, not fiction. They are the hijackers of the *Achille Lauro*. These six terrorists may be used to recreate the *Achille Lauro* hijacking, or as special NPCs aboard the *Neptuno*.

The final listing given here is for a typical Palestinian terrorist. This listing, modified as needed by the referee, may be used as any number of minor enemy NPCs which might be encountered aboard *Neptuno* or ashore.

The terrorist hijackers of the S.S. *Neptuno* are presented as members of the Abu Nidal Faction of the PLF. However, at the referee's discretion, these terrorists may be used in this or any other *Delta Force* scenarios as members of any Mid East terrorist organization.

1. Mohammed Abu Ibrahim

STR: 10	TRA: 10	Principal Skills:
AGI: 9	END: 9	Area Survival (Desert) 2
DEX: 9	EXP: 11	Boat Handling 1
INT: 11	REA: 8	Demolitions 2
		Driving (Car) 1
STA: 9		Hand-to-Hand Combat 3
Weight: 80 kg		Language (Native: Arabic) 5
Age: 28		Language (English) 3
Morale Value: 9		Language (Hebrew) 2
		Leadership 1
		Negotiation 2
		Night Ops 1
		Sniper 2
		Stealth 2
		Swimming 2
		Tactics 2
		Weapons Skills:
		Hand Guns 3
		Light Auto Weapons 3
		Machine Guns 2
		Mortars 2
		Rifles 2
		Favored Weapon: AK47

Notes: Ibrahim has a long, bloody record as a Palestinian commando, serving first with various PLO groups in Israel, then with Khaddafi's NAYLP. He is believed to be a high-ranking officer within the PLF, and may have been in on planning the hijacking of the *Achille Lauro*. Aboard the *Neptuno*, he will probably be in command, and prefer a post on the bridge where he can watch the Captain and other crew members. His skill in demolitions makes him the terrorist most likely to set and arm explosives aboard ship. He is fully capable of rigging either a dead-man switch (which would detonate the explosives if he is killed) or a radio-set timer triggered from his post on the bridge.

He also speaks the best English of the terrorist group.

2. Ahmad al-Hanidhi

STR: 6	TRA: 10	Principal Skills:
AGI: 9	END: 9	Area Survival Skill (Desert) 2
DEX: 9	EXP: 11	Commo Operator 2
INT: 12	REA: 8	Driving (Car) 1
		Hand-to-Hand Combat 2
STA: 9		Knife Fighting 2
Weight: 75 kg		Language (Native: Arabic) 5
Age: 31		Language (English) 1
Morale Value: 8		Weapons Skills:
		Hand Guns 2
		Light Auto Weapons 3
		Mortars 1
		Rifle 2
		Favored Weapon: Czech Vz 58V

Notes: Al-Hanidhi is another PLF leader believed to be close to Abu Nidal. Thought to be a planner of the attacks at airports in Rome and Vienna in 1985 and a key planner in the *Neptuno* hijacking, he is a vicious killer and will not surrender.

He is also a special 'catch.' He is a cousin of Abu Nidal, and under interrogation may divulge the whereabouts of the PLF's leader. His capture adds 10 to the total for Strategic Assessment.

3. Rashid Sulieman Hasan

STR: 10	TRA: 9	Principal Skills:
AGI: 9	END: 9	Area Survival (Desert) 3
DEX: 9	EXP: 11	Boat Handling 1
INT: 10	REA: 8	Commo Operator 1
		Driving (Car) 2
STA: 9		Driving (Truck) 2
Weight: 78 kg		Hand-to-Hand Combat 2
Age: 22		Knife Fighting 1
Morale Value: 9		Language (Native: Arabic) 5
		Language (French) 3
		Language (Hebrew) 1
		Night Ops 1
		Stealth 1
		Swimming 3
		Weapons Skills:
		Hand Guns 2
		Light Auto Weapons 3
		Machine Guns 1
		Mortars 1
		Favored Weapons: AK47, Beretta M12

Notes: Hasan is Syrian, which explains his knowledge of both French and Hebrew. He is thought to have been an instructor at a terrorist training camp in the Baalbek Valley before joining the PLF full time. He was identified with two of the terrorists later killed in the Rome massacre by PLF forces late in 1985. He is a bully and a sadist, and will probably be guarding hostages. He is also as fanatic who would do anything in the cause of Allah.

4. Hassan Ali Abdullah

STR: 11	TRA: 9	Principal Skills:
AGI: 9	END: 10	Area Survival (Desert) 1
DEX: 10	EXP: 10	Driving (Car) 1
INT: 10	REA: 8	Driving (Truck) 1
		Hand-to-Hand Combat 2
STA: 6		Knife Fighting 3
Weight: 85 kg		Language (Native: Arabic) 5
Age: 19		Language (English) 1
Morale Value: 8		Weapons Skills:
		Hand Guns 1
		Light Auto Weapons 2
		Machine Guns 1
		Rifles 1
		Favored Weapon: AK47

Notes: Abdullah is a thug who found a home with the PLF. He kills for killing's sake, and will sacrifice himself for the chance of killing a few more enemies of the pan-Arab revolution.

5. Hammad Mussein al-Jabal

STR: 6	TRA: 11	Principal Skills:
AGI: 12	END: 6	Driving (Car) 1
DEX: 9	EXP: 8	Hand-to-Hand Combat 1
INT: 6	REA: 9	Knife Fighting 1
		Language (Native: Arabic) 5
STA: 8		Language (Hebrew) 1
Weight: 74 kg		Weapons Skills:
Age: 19		Hand Guns 2
Morale Value: 8		Light Auto Weapons 2
		Mortar 1
		Favored Weapons: Vz 61 Skorpiion, Vz 52

Notes: Al-Jabal is a teenage fanatic from the Lebanese refugee camps, raised on hatred of Israel, Americans and Mid-East moderates. He received his training at a camp in Libya, and was recommended by Khaddafi for further training in Moscow. He plans to travel at Libyan expense to Lumumba University after the successful completion of this mission.

6. Mustafa Ali Zabirah

STR: 9	TRA: 9	Principal Skills:
AGI: 14	END: 9	Area Survival (Desert) 2
DEX: 9	EXP: 8	Boat Handling 2
INT: 10	REA: 10	Demolitions 1
		Driving (Car) 2
STA: 7		Driving (Truck) 1
Weight: 79 kg		Hand-to-Hand Combat 2
Age: 18		Knife Fighting 1
Morale Value: 5		Language (Native: Arabic) 5
		Night Ops 2
		Stealth 1
		Swimming 2
		Weapons Skills:
		Hand Guns 1
		Light Auto Weapons 2
		Favored Weapon: AK47

Notes: Zabirah, a swaggering bully, talks tough, but is a coward who will not fire at hostages if it would slow his escape. If things go badly for the terrorists, he may attempt to pose as a passenger. Some passengers (especially the women) might help hide him on the grounds that he is "only a boy." This "boy" has already murdered some tens of civilians in Israel and Lebanon, and will kill again if he can do it from safety.

HIJACKERS OF THE ACHILLE LAURO:

The following six characters were involved (or suspected of being involved) in the hijacking of the *Achille Lauro*. Of the six, numbers one through four were apprehended by Italian and U.S. troops when the jetliner ferrying them to safety in Tunisia was

forced down by U.S. Navy planes in Sicily. They have been sentenced to prison terms ranging from 15 to 30 years by the Italian courts.

Given the past records of indecisive bureaucrats and governments in the war against terrorism, it is not impossible that these terrorists could be released as a part of the concessions made to yet another terrorist gang. And even if this does not come to pass, they could — incredibly — be paroled in as little as three years, so weak is this particular form of legal response to terrorism!

Abbas and Kan were probably aboard the *Achille Lauro* and were certainly involved in the planning and direction of the operation; and they were freed through the stupidity, venality or cowardice of government officials.

These two terrorists are still at large. (They were later sentenced by the Italian courts to life imprisonment — in absentia. However, it is very unlikely that they will ever spend any time in an Italian jail.)

The six terrorists listed below may be introduced by the referee into this or any other *Delta Force* scenarios. They may, of course, be used in a historical recreation of the hijacking aboard the *Achille Lauro*, or may be introduced into this scenario as additional terrorists aboard the *Neptuno* — perhaps in the role of advisors.

1. Majed Youssef al-Molky

STR: 9	TRA: 15	Principal Skills:
AGI: 8	END: 11	Area Survival (Desert) 1
DEX: 9	EXP: 15	Boat Handling 1
INT: 10	REA: 8	Demolitions 2
		Driving (Car) 2
STA: 9		Hand-to-Hand Combat 2
Weight: 80 kg		Knife Fighting 1
Age: 23		Language (Native: Arabic) 5
Morale Value: 9		Language (English) 4
		Leadership 2
		Night Ops 2
		Swimming 2
		Tactics 1
		Weapons Skills:
		Hand Guns 2
		Light Auto Weapons 3
		Rifle 1
		Favored Weapon: AK47

Notes: Majed al-Molky was the apparent leader of the group of terrorists who hijacked the *Achille Lauro*. He was frequently seen on deck.

He is believed to be the man who was responsible for murdering the American passenger during this hijacking, although there were not any witnesses to the actual shooting of this passenger. With bizarre leniency, Majed al-Molky was sentenced to 30 years in prison by the Italian courts. However, he may be paroled in as few as three years.

2. Hammad Ali Abdullah

STR: 12	TRA: 10	Principal Skills:
AGI: 6	END: 13	Area Survival (Desert) 1
DEX: 11	EXP: 12	Boat Handling 1
INT: 9	REA: 6	Commo Operator 2
		Demolitions 2
STA: 7		Driving (Car) 2
Weight: 88 kg		Driving (Truck) 1
Age: 29		Hand-to-Hand Combat 3
Morale Value: 8		Knife Fighting 2
		Language (Native — Arabic) 5
		Language (English) 2
		Night Ops 2
		Swimming 1
		Tactics 1
		Weapons Skills:
		Hand Guns 1
		Light Auto Weapons 3
		Mortars 1
		Favored Weapon: AK47

3. Abdul Atif Ibrahim

STR: 7	TRA: 13	Principal Skills:
AGI: 9	END: 12	Area Survival (Desert) 2
DEX: 10	EXP: 13	Demolitions 2
INT: 13	REA: 9	Driving (Car) 1
		Hand-to-Hand Combat 1
STA: 12		Knife Fighting 1
Weight: 86 kg		Language (Native: Arabic) 5
Age: 20		Language (English) 1
Morale Value: 7		Weapons Skills:
		Hand Guns 2
		Light Auto Weapons 3
		Rifle 2
		Favored Weapon: AK47

4. Hallah Abdullah al-Hassan

STR: 7	TRA: 7	Principal Skills:
AGI: 11	END: 6	Area Survival (Desert) 2
DEX: 6	EXP: 9	Boat Handling 1
INT: 7	REA: 8	Demolitions 2
		Driving (Car) 3
STA: 7		Driving (Truck) 2
Weight: 79 kg		Hand-to-Hand Combat 2
Age: 19		Knife Fighting 2
Morale Value: 8		Language (Native: Arabic) 5
		Language (English) 2
		Swimming 1
		Weapons Skills:
		Hand Guns 2
		Light Auto Weapons 3
		Favored Weapon: AK47

5. Ozzudin Badrak Kan

STR: 6	TRA: 14	Principal Skills:
AGI: 8	END: 8	Area Survival (Desert) 2
DEX: 8	EXP: 12	Commo Operator 3
INT: 15	REA: 8	Demolitions 3
STA: 6 Weight: 81 kg Age: ? Morale Value: 8		Driving (Car) 4
		Hand-to-Hand Combat 2
		Knife Fighting 2
		Language (Native: Arabic) 5
		Language (Hebrew) 2
		Language (English) 2
		Leadership 2
		Night Ops 2
		Stealth 1
		Swimming 2
		Tactics 2
		Weapons Skills:
		Hand Guns 2
		Light Auto Weapons 3
		Mortars 2
		Rifles 1
		Favored Weapon: AK47

6. Mohammad Abu Abbas

STR: 9	TRA: 15	Principal Skills:
AGI: 11	END: 12	Area Survival (Desert) 2
DEX: 9	EXP: 14	Boat Handling 2
INT: 15	REA: 10	Commo Operator 3
STA: 10 Weight: 84 kg Age: ? Morale Value: 9		Driving (Car) 3
		Hand-to-Hand Combat 3
		Knife Fighting 2
		Language (Native: Arabic) 5
		Language (English) 4
		Language (Hebrew) 3
		Leadership 3
		Negotiation 3
		Night Ops 2
		Tactics 3
		Swimming 2
		Stealth 2
		Weapons Skills:
		Hand Guns 2
		Light Auto Weapons 3
		Mortars 1
		Rifles 2
		Favored Weapons: AK 47, Vz 58



A listing for a typical PLF terrorist has been included below. This character may be used — with the referee making any modifications that may be required — as a typical Palestinian terrorist to fill out larger terrorist groups for this or any other *Delta Force* scenario.

PLF Terrorist

STR: 10	TRA: 9	Principal Skills:
AGI: 9	END: 10	Area Survival (Desert) 1
DEX: 10	EXP: 9	Driving (Car) 1
INT: 9	REA: 8	Hand-to-Hand Combat 2
STA: 6 Weight: Varies Age: Varies Morale Value: 8-10		Knife Fighting 1
		Language (Native: Arabic) 5
		Language (English or Hebrew)
		Level 1D-1 on 2d roll of 8+
		Weapons Skills:
		Hand Guns 1
		Light Auto Weapons 2
		Any Weapon Skill 1
		Favored Weapon: AK47

EXP towards additional Native or Basic Military skills.

SECTION XII ASSESSMENT

There are two types of victory for this mission: strategic and tactical. Victory points are tallied on the following tables.

Tactical Victory Totals

Condition	Points
Each Terrorist Killed	+5
Each Terrorist Captured	+10
<i>Neptuno</i> Intact	+20
Each Hostage Rescued	+1
Each Hostage Wounded	-1
Each Hostage Killed*	-3
Each Delta Member Killed*	-3
Each Delta Member Wounded	-1
<i>Neptuno</i> Sunk	-50

* Any hostages or Delta members captured and taken off the ship to hiding places should be counted as killed.

Tactical Assessment

Total Points	Result
400+	Spectacular Victory
300-399	Decisive Victory
150-299	Carnage
149 or Less	Disaster

Strategic Victory Totals

Condition	Points
Each Terrorist Killed	+10
Each Terrorist Captured	+15
Each Terrorist Escaped	-10
<i>Neptuno</i> Intact	+50
Hostages Rescued	+550
Each Hostage Killed	-5
Each Hostage Wounded	-1
Each Delta Member Killed	-3
Each Delta Member Captured	-10
Each Day After Hijacking Before Rescue	-5
<i>Neptuno</i> Sunk	-100
Raid Carried Out in Arab Territorial Waters	-50 to -100*
International Incident	-50 to -200*
Foreign Nationals Killed	-100+ (-5 for each)*

Strategic Assessment

Point Total	Result
450 or More	Spectacular Victory
300-449	Major Blow Against Terrorism
150-299	Questions About Wisdom of Raid
50-149	Public Outrage
49 or Less	Complete Disaster

Strategic Assessment takes into account that a Delta Force or SEAL raid to rescue hostages is a policy decision made by the President of the United States, with results which have international implications. A successful operation (300 victory points or more) could mean new laws and policies aimed at combating international terrorism in many countries, strong and effective measures against countries which foment or actively aid terrorism, and a reduction in the number of terrorist incidents for some time to come. A failure means that the world community in general disapproves of U.S. counter-terrorist policy, and may even condemn the U.S. for taking such drastic and hazardous action.

Strategic Assessment has a second aspect. U.S. public opinion will not precisely mirror world opinion. The Strategic Table results are tallied a second time with the following modifications:

Condition	Points
Each American Hostage Rescued	+2
Each American Hostage Killed	-10
Do not subtract items marked with an "*."	

The total, checked against the "Strategic Assessment Table," reflects U.S. opinion to news of the raid. Less than about 300 points still means a negative reaction. A disaster could have far-reaching political implications which could shake the highest levels of the Pentagon, and reflect upon every aspect of the President's policy- and decision-making ability.

* **Diplomatic Complications:** Items marked with an "**" require a judgment call by the referee, and may be variable, depending on the situation.

It is possible that *Terror at Sea* will involve the Delta unit in combat on foreign soil. If the unit was not there with the express approval of the country — and if it becomes obviously impossible to hide the fact that U.S. troops are there (during a running firefight in downtown Beirut, for example) — the U.S. would appear a villain in the eyes of world opinion. In the event of a success, world disapproval would largely be masked by the victory over terrorism. If the mission failed, world opinion against the "U.S. aggressors" would be even more critical than otherwise.

Other diplomatic problems could result from U.S. military intervention over the protests of allies. For example, if Italy allowed *Neptuno* to dock in Naples over U.S. protests, and a U.S. raid was then conducted in that port, Italy might protest this invasion of her sovereign territory — especially if the raid was successful — to reduce Italian involvement in the eyes of the Arab world.

Diplomatic outrage will be over three separate circumstances:

Violation of Territorial Waters: If the raid is carried out in Arab territorial waters (all African and Asian countries except Turkey and Israel), there will be automatic protests against U.S. violation of the invaded nation's sovereignty. Violations of other coastal waters may produce protests, but not to the extent of those made by Arab nations. Territorial waters extend 20 miles from the shore. Libya claims the entire Gulf of Sidra as its territorial waters, a claim contested by the U.S. and frequently tested.

International Incident: If a military operation is conducted ashore, outrage will be far worse than that raised by entering territorial waters, and could lead to future terrorist outrages. (The reaction of Libya to U.S. retaliatory bombings is a case in point.)

Foreigners Killed: If foreign nationals (whether innocent bystanders or KGB advisors) are killed during an "invasion" of foreign soil, there will be considerably more world outcry at the atrocity than at the mere presence of U.S. troops uninvited in that country. Such a situation would almost certainly lead to the

breaking off of diplomatic relations by that country and condemnation of the U.S. in the United Nations.

Governmental Reactions: The reactions of various governments and officials to Delta unit actions, and their political results, is largely left to the referee. The size of Victory Point penalties marked by an "*" can be adjusted up or down at the referee's discretion to reflect the relative severity of world opinion.

For instance, violation of Italian or Turkish territory may provoke international outrage, but not to the degree of a similar "invasion" of Egypt or Lebanon. In some few instances — an invasion of Syria or Libya, for example — the intervention would certainly lead to a confrontation with the Soviet Union... and possibly even war.

SUCCESS:

The team's degree of success may in fact be dictated by the actual situation, regardless of point totals. In practical terms, any mission which results in the liberation of all or most of the hostages will be a complete success. The death or capture of the terrorist hijackers will turn this success into a spectacular victory which will strengthen European resolve against terrorism, bolster U.S. pride in their country and armed forces and deal a severe setback to world terrorism from the jungles of South America to the halls of the Kremlin.

In the modern world, appeasement of terrorists does nothing but encourage further acts of outrage, carnage and horror. Only a strong, determined and skillfully executed stand against world terrorism will succeed in the face of this latest barbarian assault against civilization.

SECTION XIII

NOTES ON OPERATION POSEIDON

Player characters face several large challenges in this scenario. Their first is lack of intelligence. How many terrorists are aboard *Neptuno*? Where are they? Where are the hostages held? Have explosives been planted and how are they set to be detonated? Some player groups will want to gather intelligence aboard *Neptuno* before launching an assault.

This can be handled in several ways. If the terrorists can be persuaded to accept a negotiator or a member of the media aboard ship, one or more Delta team members may be able to get aboard by pretending to be government officials or reporters. The hijackers will be suspicious of anyone approaching the ship, however, and anyone coming aboard will be most carefully searched for weapons, transmitters or other signaling devices.

Another option is technology. The Sonar Imaging Device described in the Special Equipment section or the Infra-Red Detector or Laser Sound Detector described in the *Delta Force Warbook* can be used to determine where large groups of people are being held aboard ship, whether they are dispersed or concentrated and where individuals (probably lookouts) are posted.

Finally, one or a few Delta operatives could attempt to board *Neptuno* in advance of the main assault. These scouts would attempt to move undetected throughout the ship, locating terrorist hardpoints and noting the positions and condition of the hostages. This method offers the most reliable information. It also, for obvious reasons, is the most dangerous approach.

When the actual assault is launched, the Delta or SEAL team must be prepared to move swiftly, accurately and decisively. The

assault force should attempt to *quietly* put as many terrorists as possible out of commission, moving through the ship in a preset plan, killing enemy sentries with knives or hand-to-hand without giving an alarm. Passengers or crew members should be *quietly* subdued and locked up; a combat team cannot afford to spend time quieting hysterical civilians... or trying to sort terrorists from passengers.

When a firefight *does* break out, even a well-prepared terrorist force will experience some moments of confusion and indecision and the boarders must be ready to take advantage of this.

The key to a successful operation will be careful planning. A hasty or ill-conceived assault is all too likely to end in carnage and disaster — a repeat of the Egyptian mistakes aboard the hijacked jetliner in Malta.

SECTION XIV MARITIME GLOSSARY

Following is a glossary of terms provided for those referees and players who are not familiar with shipboard terminology.

Above: Up.

Aft: Towards the back of the ship.

After: Pertaining to the rear of the ship (e.g., afterdeck).

Beam: The width of a ship at its widest point.

Below: Down.

Bow: The front of the ship.

Bulkhead: Any wall aboard a ship.

Deck: Any floor aboard a ship. Specific decks may be named and refer to specific ship areas; for example, Rainbow Deck, forward deck.

Displacement: The amount of water a ship displaces, expressed in terms of the weight of that water in tons.

Draft: The depth to which a ship is immersed; the distance from the waterline to the bottom of the ship.

Fore: Pertaining to the front of the ship (e.g., foredeck).

Forward: Towards the front of the ship.

Freeboard: The distance from the water to the main deck of a ship.

Hull: The main body of the ship below the main, outside deck.

Inboard: Towards the inside of the ship, away from either side.

Ladder: Stairs.

Outboard: Towards either side of the ship.

Overhead: Any ceiling aboard a ship.

Passageway: A hall or corridor aboard ship.

Port: Left.

Screw: A propeller driven by a ship's engine; a screw translates an engine's power into motion.

Starboard: Right.

Stern: The back of the ship.

DELTA FORCE PLAYER'S SURVEY

We're glad you enjoyed *Delta Force* enough to continue the adventure with this module. We would like to know what you like or dislike about *Delta Force* to help direct our future efforts. If you have an opinion on what *Delta Force* should become, here's your chance to let us know. All responses will be used to help create our fall 1987 product releases and spring *Nexus* issues. Please respond by January 1, 1987. Please mail your response to: Task Force Games, Attn: Delta Force Survey, 1110 N. Fillmore, Amarillo TX 79107.

Please tell us something about yourself:

1. What is your age? _____
2. How many years have you played adventure games? _____

Please rank the following types of games in the order that you most frequently play them (0 = not played, 1 = least often, 5 = most often):

3. Science Fiction Simulations _____
4. Fantasy Role-Playing Games _____
5. Science Fiction Role-Playing Games _____
6. Historical Battle Simulations _____
7. Table Top Miniatures _____

PLEASE ANSWER THESE QUESTIONS ABOUT DELTA FORCE SPECIFICALLY:

Please rate your overall satisfaction with the following products on a scale from 1 (least satisfied) to 10 (most satisfied):

8. *Delta Force* (Basic Set) _____
9. *Delta Force: Terror at Sea* _____

Please tell us what you have liked (or disliked) about *Delta Force* and *Delta Force: Terror at Sea* (use an additional sheet if needed):

10. Liked: _____

11. Disliked: _____

12. What would you like to see added to future *Delta Force* products: _____

13. How many people normally play *Delta Force* in your group?

Additional comments (either positive or negative) are welcome.

YOUR NEXT MISSION...



Desert Sun

Israeli intelligence reports that Khaddafi is building his own A-bomb at a secret lab in the Libyan desert. A Delta Force Team (with help available from the Sayaret Matkal, Israel's counter-terrorist force) must defuse this potentially catastrophic terrorist weapon before its completion, and they must do it without giving Khaddafi a propaganda weapon in the process.

Delta Force: Desert Sun also includes suggestions for additional missions into Khaddafi's Libya and variants of the main mission. Other features include: details on handling and defusing nuclear weapons, desert survival training, templates for Libyan military forces, a dossier on Muommar Khaddafi, information on Libyan involvement in international terrorism, and descriptions of new equipment.



Your team has the
go-ahead to stop

TERROR AT SEA

In October, 1985, six terrorists of the Abu Nidal faction of the PLF (Palestinian Liberation Front) hijacked the cruise ship *Achille Lauro*. One American was murdered, but the ship, remaining passengers and crew were later released. Elements of a U.S. Navy SEAL counter-terrorist team were within 24 hours of launching an assault on the *Achille Lauro* at sea when a negotiated settlement was made with Egyptian authorities.

And now, two years later...



Terror at Sea can be played strictly as a tactical operation, beginning with the assault of the *Neptuno*, or as a combined strategic and tactical operation with all the elements of the crisis. A rescue attempt at sea leaves no room for error and must be perfectly timed. Any mistake or miscalculation could spell disaster for both the hostages and your rescue team.

Terror at Sea includes deck plans for the S.S. *Neptuno*, HALO assault rules, descriptions of additional equipment and more. *Terror at Sea* requires a referee and one or more players.

THE DAILY SUN

VOLUME MLXVIII OCTOBER 10, 1987 4 SECTIONS — 25 Cents

TERRORISTS STRIKE IN MED! ITALIAN CRUISE LINER NEPTUNO SIEZED

NAPLES (UPI) — An unknown number of terrorists, all believed to be Arab, have seized the Italian Cruise Liner *Neptuno*.

Information is very sketchy at this time. Position of the ship was known to have been in the Eastern Mediterranean North of Alexandria, Egypt where it had left late yesterday. The vessel's next port-of-call was to have been Haifa, Israel.



**PRESIDENT ORDERS
CARRIER TOWARD SHIP**

Note: The *Delta Force* Basic Set is required to use this product.

Designed by
William H. Keith, Jr.

Delta Force

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