Mercator

TRAVELLER

Trading Adventures in the Ancient World

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Ancient World**

MERCATOR

These add on rules require the following books: Traveller Book 1, 2, 3, 4 and 5, and Supplement 4.

Table of Contents

Introduction

Although **Traveller** concerns itself with interstellar travel, piracy, misadventure and dubious heroics along the starlanes, it is at its heart a simple generic system. It has to be, to cover tech levels ranging from stone age to an era of floating cities.

It is the game's unique trade and travel system, however, that is its real strength. Transferred to Earth's ancient world, Traveller should prove successful, capturing the spirit of sea travel, haggling dockside at Caesarea instead of Glisten, fleeing from customs boats off of Corinth instead of Rhylanor. Traders in the Roman empire criss-crossed the Mediterranean, keeping the imperial economy alive and thriving, middlemen, sailors, chancers, veterans all trying to make an almost honest living.

Mercator is, then, an attempt to transport **Traveller's** ethos and game systems almost directly to the Roman Empire in the 1st and 2nd centuries AD. The Third Imperium becomes the Roman Empire, Regina becomes Alexandria, and goods like dried fruits or fish sauce are traded instead of machine parts or radioactives.

Many of the plots, stories and adventure hooks written for interstellar **Traveller** still work handsomely for a Roman campaign. Scams, smuggling, theft, ambush, raids, piracy and so forth translate easily between universes.

This shouldn't be taken as an accurate historical RPG version of imperial Rome, but it isn't a magical fantasy, either. **Mercator** is supposed to be a game of adventure, and the Roman Empire is a well known and familiar world full of tropes, adventure seeds and above all inspiration!

- Paul Elliott

Characters

The rules of **Mercator** use the character creation rules found in **Traveller** Book 1 and also in Supplement 4: Citizens of the Imperium.

CHARACTER GENERATION

Characters have six basic characteristics, Strength, Dexterity, Endurance, Intelligence, Education and Social Standing. Social standing is a measure of standing in Roman society only. All characteristics are rolled on 2D, except for the education of Barbarians which is rolled only on 1D.

Names: The poor and slaves use a single Latin name. Those of higher means or aspirations (Soc 6+) take three names; the praenomen (forename), nomen (family name) and cognomen (personal name, or additional family identifier). Women simply take their father's nomen (but with the ending 'a', rather than 'us'). Sisters all had the same name, although sometimes they were numbered, Prima, Secunda, etc ... giving Julia Prima, Julia Secunda, etc.

A non-citizen becoming a citizen takes a Roman name, the praenomen and nomen of the emperor, with the citizen's old name. Sailors, particularly in the east are Greek, and take Greek names.

Titles: Any character of social standing B(11) or more comes from a family with great standing and probably also influence and wealth, the titles are taken from the Roman cursus honorum and represent the families highest achieved office in government. A tribune is a junior legionary officer, a legate is a legionary commander (a general), and a proconsul is a provincial governor. These offices might be hereditary in Mercator instead of temporary.

NOBLE TITLES

B 11 Tribune
C 12 Quaestor
D 13 Praetor
E 14 Legate
F 15 Proconsul

CAREERS

The procedure for joining a career is detailed in **Traveller** Book 1, with only minor modifications. There is no draft. The aging process is instituted as normal, GMs can include a -1 DM if desired reflecting harsher living conditions. Retirement and commensurate pension exists only for Legion, Auxiliary, Navy and Noble, The career types available are:

Legion: Members of the front-line Roman fighting forces, tough infantry soldiers skilled in siege war, mass combat and military construction. Soc 6+ only.

Auxiliary: Members of the non-citizen force that carries out patrols, police actions, scouting and cavalry attacks. Soc 5- only.

Navy: Members of the imperial fleet, patrolling the Mare Nostrum in search of pirates, manning war galleys and attacking enemy ships.

Merchants: Men of the sea, sailors out to make their fortunes transporting goods from port to port. These sea dogs have a story to tell, and a girl in every port.

Noble: Members of the wealthy elite. At lower levels these sit on city councils, but at the upper levels they form the richest families in Rome, families both ancient and revered. They form the government of the empire.

Rogue: Criminal elements familiar with the rougher or more illegal methods of accomplishing tasks.

Barbarian: Rugged individuals from outside the empire, non-citizens who are warlike and uncivilised. Begin term 1 at age 14.

Other: The Other are craftsmen, townsmen and other citizens not represented in the seven careers above. The exact nature of the career of any specific character in the Other field must be deduced from the skills and benefits received during character generation.

	Legion	*Auxiliary*	*Navy*	*Merchants*
Enlistment	**9+**	**6+**	**5+**	**7+**
DM +1 if	Stren 6+	Endur 8+	Endur 6+	Stren 7+
DM +2 if	Endur 9+	Dext 6+	Intel 7+	Intel 6+
Survival	**6+**	**6+**	**5+**	**5+**
DM +2 if	Stren 7+	Endur 7+	Intel 7+	Intel 7+
Position	**9+**	**8+**	**10+**	**4+**
DM +1 if	Educ 7+	Educ 7+	Endur 7+	Intel 6+
Promotion	**8+**	**7+**	**8+**	**10+**
DM+1 if	Soc 8+	Intel 8+	Educ 7+	Intel 9+
Re-enlist	**5+**	**6+**	**6+**	**4+**

The legion career is open only to persons with Social 6+; the auxiliary career is open only to persons with Social 5- (although their characteristic may rise).

TABLE OF RANKS

Rank 1	Tesserarius	Tesserarius	Tesserarius	4th Officer
Rank 2	Signifer	Signifer	Signifer	3rd Officer
Rank 3	Optio	Optio	Optio	2nd Officer
Rank 4	Centurion	Centurion	Centurion	1st Officer
Rank 5	Princeps	Prefect	Captain	Captain
Rank 6	Primus Pilum	-	Navarchus	-

MUSTERING OUT TABLES

Benefits	**1**	Deck Psg	Deck Psg	Deck Psg	Deck Psg
Table	**2**	+2 Intel	+1 Intel	+1 Intel	+1 Intel
	3	+1 Educ	+1 Educ	+Educ	+1 Educ
	4	Blade	Blade	Blade	Blade
	5	-	-	Bow	-
	6	Blade	Bow	-	Blade
	7	+2 Social	+2 Social	+1 Social	Ship
Cash	**1**	20	20	10	10
Table	**2**	50	50	50	50
	3	50	100	50	100
	4	100	100	100	200
	5	200	100	100	200
	6	300	200	200	400
	7	400	200	200	-

ACQUIRED SKILLS TABLE

Personal Development Table

	Legion	Auxiliary	Navy	Merchants
1	+1 Str	+1 Str	+1 Str	+1 Str
2	+1 Dex	+1 Dex	+1 Dex	+1 Dex
3	+1 End	+1 End	+1 End	+1 End
4	+1 Int	+1 Int	Gambling	+1 Stren
5	Gambling	Gambling	Brawling	Blade Cbt
6	Brawling	Brawling	Carousing	Bribery

Service Skills

1	Teamster	Teamster	Blade Cbt	Small Craft
2	Survival	Survival	Bow Cbt	Bribery
3	Blade Cbt	Blade Cbt	Blade Cbt	Jack-o-Trades
4	Recon	Recon	Small Craft	Steward
5	Blade Cbt	Blade Cbt	Small Craft	Carpentry
6	Brawling	Brawling	Artillery	Archery

Advanced Education Skills

1	Artillery	Riding	Pilot	Streetwise
2	Carpentry	Survival	Carpentry	Small Craft
3	Stonemason	Recon	Small Craft	Carpentry
4	Tactics	Tactics	Artillery	Navigation
5	Blade Cbt	Blade Cbt	Navigation	Pilot
6	Siege Cbt	Bow Cbt	Ship Tactics	Medical

Advanced Education Skills (only allowed if education 8+)

1	Medical	Medical	Medical	Medical
2	Leader	Riding	Pilot	Navigation
3	Tactics	Tactics	Streetwise	Pilot
4	Combat Eng	Combat Eng	Leader	Navigation
5	Leader	Leader	Admin	Admin
6	Admin	Admin	Navigation	Bribery

Characters consult this set of tables during each term of service. A character must have an education characteristic of 8 or greater before using the fourth table.

Blade combat and artisan call for additional specification by the character immediately.

AUTOMATIC SKILLS

Legion…………….…Sword-1
Auxiliary……….…….Spear-1
Navy Captain..……... Navigation-1
Merchant 1st Officer....Pilot-1
Merchant Captain ..….Navigation-1

	Noble	*Rogue*	*Barbarian*	*Other*
Enlistment	**(special)**	**6+**	**5+**	**7+**
DM +1 if		Social 8-	Endur 9+	Stren 7+
DM +2 if		Endur 7+	Stren 10+	Intel 6+
Survival	**3+**	**6+**	**6+**	**5+**
DM +2 if	-	Intel 9+	Stren 8+	Intel 9+
Position	**5+**		**6+**	
DM +1 if	Educ 9+		Stren 10+	
Promotion	**12+**		**9+**	
DM+1 if	Intel 10+		Intel 6+	
Re-enlist	**4+**	**5+**	**6+**	**5+**

   Noble career is open only (and auitomatically) to persons with Social 10+. Rank corresponds to noble rank once position has been achieved.

TABLE OF RANKS

Rank 1	B Tribune	-	-	-
Rank 2	C Quaestor	-	Warrior	-
Rank 3	D Praetor	-	-	-
Rank 4	E Legate	-	-	-
Rank 5	F Proconsul	-	Chief	-
Rank 6	-	-	-	-

MUSTERING OUT TABLES

Benefits	**1**	Cabin Psg	Deck Psg	Deck Psg	Deck Psg
Table	**2**	Cabin Psg	+1 Soc	Blade	+1 Intel
	3	Blade	Blade	Blade	+1 Educ
	4	Blade	Blade	Blade	Blade
	5	+1 Educ	Cabin Psg	-	Deck Psg
	6	Ship	+1 Soc	Deck Psg	-
	7	-	-	Deck Psg	-
Cash	**1**	100	-	-	10
Table	**2**	200	-	-	50
	3	400	20	10	100
	4	600	100	20	100
	5	600	400	30	100
	6	1000	400	40	500
	7	1000	1000	-	1000

ACQUIRED SKILLS TABLE

Personal Development Table

	Noble	Rogue	Barbarian	Other
1	+1 Stren	+1 Stren	+1 Stren	+1 Stren
2	+1 Dext	+1 Dext	+2 Stren	+1 Dext
3	+1 Educ	+1 Endur	+1 Stren	+1 Endur
4	+1 Intel	+1 Intel	Carousing	+1 Intel
5	Carousing	Brawling	+1 Dex	+1 Educ
6	Brawling	Carousing	+1 Endu	+1 Social

Service Skills

1	Bow Cbt	Blade Cbt	Brawling	Teamster
2	Blade Cbt	Brawling	Blade Cbt	Gambling
3	Hunting	Recruiting	Blade Cbt	Carouse
4	Riding	Riding	Bow Cbt	Brawling
5	Bribery	Gambling	Brawling	Bribery
6	+1 Educ	Blade Cbt	Survival	Small Craft

Advanced Education Skills

1	Pilot	Streetwise	Blade Cbt	Teamster
2	Small Craft	Forgery	Riding	Blacksmith
3	Riding	Bribery	Survival	Carpentry
4	Navigation	Carousing	Recon	Admin
5	Combat Eng	Liaison	Hunting	Steward
6	Leader	Tactics	Bow Cbt	Artisan

Advanced Education Skills (only allowed if education 8+)

1	Medical	Medical	Medical	Medical
2	Tactics	Bribery	Interrogation	Carpentry
3	Admin	Forgery	Tactics	Artisan
4	Liaison	Teamster	Leader	+1 Social
5	Leader	Leader	Riding	Streetwise
6	Jack-o-Trades	Jack-o-Trades	Jack-o-Trades	Admin

Characters consult this set of tables during each term of service. A character must have an education characteristic of 8 or greater before using the fourth table.

Blade combat and artisan call for additional specification by the character immediately.

AUTOMATIC SKILLS

Rogue………….....…Streetwise-1
Barbarian Warrior..….Blade Cbt-1
Barbarian Chief……..Leader-1

SKILLS AND BENEFITS

The mustering out benefits follow the same pattern as those in Traveller Book 1. A number of benefits may need further explanation.

Blade: Select a blade weapon. Not all the weapons listed in Book 1 are available. See the blades and polearms table on this page for details.

Travel Allowances: Money awarded at mustering out is listed as silver denarii. The deck passage and cabin passage awards are letters of recommendation, allowing the bearer to travel from one port to another for free, although food and supplies must still be brought on board by the character.

Ship: Both the noble and the merchant career provide the character with the chance to leave the service in possession of a ship. Only one ship may be gained, further rolls of 'ship' must be rerolled. This award is an adventure opportunity, it will form the basis of their activities, whether travel, trade, mercenary work or piracy! it is advised that only one character in the players' group should own a ship. The character is responsible for upkeep and crew costs.

BLADES AND POLEARMS

Weapon	+DM	-DM	Wounds
Dagger	8+	3-	2D
Shortsword	9+	4-	2D
Sword	10+	5-	2D
Javelin	9+	4-	2D/3D*
Spear	9+	4-	2D
Cudgel	8+	4-	2D

* damage inflicted when thrown

Skills: The skills awarded are taken from Book 1, 4 and 5 as well as Supplement 4. Blade and Bow Combat are general skills, the exact weapon must be specified each time the skill is rolled. The following skills are called for using the character generation system:

Artillery: The individual has been trained to operate torsion-powered artillery pieces used in siege warfare and naval combat.

Artisan: The individual has apprenticed as a craftsman of some sort and is able to make his living pursuing his trade. Immediately select from: Baker, Leatherworker, Bronzesmith, Potter, Cobbler, Mosaic-maker, Plasterer, Tilemaker, Glassblower, Fuller, Tailor, Cutler or other similar trade. Note that Stonemason, Carpetry and Blacksmith are important trades with their own skills.

Carpentry: The individual has apprenticed as a woodworker and may have developed his skills making furniture, cabinets, wagons, ships or house frames. Carpentry is a valuable skill capable ofbeing transferred to many different situations.

Blacksmith: The individual has apprenticed as a blacksmith and may have developed his skills making door fittings, window grilles, parts for wagons or barrels, tools, knives or even weapons and armour. To ply his trade the character would need a high heat furnace, and this could be improvised in the field as long as charcoal is available. In addition he would need various tools, and an iron ingot in size similar to the item being fabricated.

Riding: Since Equestrian is a social rank in Mercator, the equestrian skill found in Book 6 has been renamed Riding. The individual has extensive training in the riding of horses, in their behaviour and care, and at higher levels of skill the character can train horses.

Siege Cbt: The individual has experienced siege warfare and is able to plan and execute successful siege techniques, including the digging of siege mines, the construction of mobile siege towers, the use of battering rams, and of course the myriad ways to defeat these techniques.

Small Craft: The individual is a skilled boatman and can handle himself in any small boat, from rowing boats, fishing boats, barges, rivercraft and small sailboats to skiffs. This skill does not cover the control of galleys or large sailing ships. For successful use of this skill, the character must stay within site of land.

Stonemason: The individual has apprenticed as a stonemason and may have developed his skills making curbstones and paving slabs for the municipal authority, he may have built houses as part of a construction gang, he may have carved expensive statues for wealthy clients, or he may have quarried stone and built walls and forts during his time in the army.

Teamster: The individual is able to control a team of oxen, mules or horses pulling together. They may be pulling a plough, a cart or a wagon. Teamster skill also allows the character to care for the animals and beaware of changes in behaviour. At higher levels the character is able to train animals to pull heavy loads and become part of a team.

Combat

The combat system used in **Mercator** is identical to the one presented in **Traveller** Book 1 with a number of minor changes.

HAND-TO-HAND FIGHTING

In the ancient world hand-to-hand warfare was prevelant. The referee should make himself familiar with those rules regarding blade combat, in particular endurance (pg.35), morale (p.36), drawing and throwing blades (pg. 42). There are three additional rules:

Shields and Parrying: In **Traveller** Book 1 a character's skill in his current blade weapon was subtracted from his opponent's roll to simulate the process of skilful parrying. In the ancient world that process is instead replaced by the ubiquitous shield. There is no shield skill per se, a combatant with a shield uses his current blade skill to as his parrying DM. Only characters with shields can now use their skill to parry. See Book 1, pg, 35 for further infor-mation. A typical oval shield costs 20 denarii and weighs 4000g.

Throwing Javelins: Daggers can be thrown as per Book 1 rules. A new weapon has been introduced, the ubiquitous ancient javelin. This is a light spear capable of being used as a spear, and also capable of being thrown out to short range. Throw 18+ to hit ; DM +dexterity, +javelin skill, -target evasion DM if evading. If a hit is achieved the wound is 3D. Retrieval of the javelin requires one round at close range with the target.

BOW WEAPONS

The ancient world has two main types of bow, the self bow, equivalent to **Traveller's** short bow, and the powerful recurve bow made up of composite materials, horn, wood, sinew and glues. It isa military bow; use the characteristics and information for the long bow, but remember that a recurve bow is only 800mm long.

There are no crossbows in the ancient world as represented in Supplement 4. That said, a small ballista (the arcuballista) does exist which is comparable in performance to the military crossbow of Supplement 4. It requires a light field tripod (weight 8kg) and has an integral winding mechanism. Count the arcuballista as a military crossbow with cranequin fully integrated (add the weights and prices together). Three men are required to carry the arcuballista, two to carry the bow-frame and one to carry the tripod.

Note that the author is a practised slinger , the 2D damage listed for the sling in Supplement 4, comparable with an arrow or sword is correct.

ARMOUR

Armour is important in ancient warfare. **Traveller** has three armour types roughly comparable in effect to ancient armours - Jack, Mesh and Cloth. All armours are assumed to be worn with a metal helmet. In **Mercator** the armours available to characters are:

Leather (20 denarii): A thick leather shirt with protective fringe, worn by scouts, skirmishers, sailors, charioteers and as an under-tunic beneath all heavier types of armour (assumed).

Chainmail (400 denarii): A shirt of heavy iron rings that defends well against cutting blades, very mobile but very heavy. It is always worn over a leather tunic (included) to protect against blunt trauma.

Scale (600 denarii): A shirt of overlapping bronze scales, which does not allow the freedom of movement of chainmail, but it is much lighter - perfect for cavalry troops.

Segmentata (1000 denarii): An expensive armour of curved metal plates that has been developed for the legions. Not all legionaries have been allocated a suit. The bands of iron cover the chest and shoulders only. Heavy and expensive, difficult to repair in the field.

BODY ARMOUR

Type	Equivalent	Price	Weight
Leather	Jack	20	2,000
Chainmail	Mesh	400	10,000
Scale	Mesh	600	5,000
Segmentata	Cloth	1000	8,000

NEW WEAPONS

Javelin	as Spear -1	can be thrown
Shortsword	as Blade	not thrown
Self Bow	as Short Bow	-
Recurve Bow	as Long Bow	length **800mm**
Arcuballista	as Crossbow	military

EXAMPLE CHARACTERS

Auxiliary Centurion Gracchus   9B5774   Age 34   4 terms   220d
     Spear-2, Sword-2, Bow-1, Recon-1   Sword, Bow, Deck Psg

Navy Sailor Pertinax   B87777   Age 28   2½ terms 250d
     Carpentry-1, Small Craft-1, Dagger-1

Quaestor Lucius Admetius Fulva 49669C   Age 46 7 terms 1100d
     Tactics-2, Sword-3, Jack-of-Trades-1, Admin-1, Small Craft-
     1, Leader-1, Navigation-1, Bribery-1, Riding-1   Ship, Sword

Rogue Claudius Aquila   774987   Age 34 4 terms   1100d
     Streetwise-3, Shortsword-1, Leader-1, Liaison-1   Cabin Psg

Sailing

Most travel in the ancient world is by way of the sea, the cities, cultures and provinces of the Roman Empire are all clustered around Mare Nostrum ('Our Sea') making sea travel very cost efficient. Each province of the empire produces goods that are needed elsewhere and a network of well-travelled of trade routes has sprung up. While the army moves from one end of the empire to another by road, linen, gold, incense and fish sauce invariably travels by ship.

Sea travel usually involves the individual's own vessel, or a charter. Scheduled services are rarely available. If a cargo needs to be shipped to Corinth a merchant must load it onto his own ship or find a ship that has space and is en route to Corinth, or charter a ship to take he and his cargo there. In the same vein, passengers must make enquiries at harbourside, and pay for passage onto a ship heading to their intended destination, or perhaps to some port on the way.

Although realistically a ship could sail anywhere, this book assumes that most trade will occur between important ports, and each of these is separated by one week of sailing time. Ships typically spend one week in port off-loading and on-loading cargo, finding passengers and perhaps engaging in a little recreation. Sailing to an intended destination is called a *voyage*. Each trip to a port on the way is called a *leg*. A voyage may have only one leg, or it may have several.

Cargo and Passengers: There are two types of cargo and two types of passenger. Cargo is a generic term for stuff shipped from one port to another, but it can also mean cargo that belongs to someone else and being transported for a fee (to be collected at

the destination). Cargo that belongs to the captain or merchant, and is to be sold on for profit (speculation) is termed *trade goods* in these rules.

Most passengers are *deck passengers*, paying a 20 denarii fee (per leg) to sleep on the deck with the rest of the crew (there are typically no 'below decks' on these ships). The passenger provides his own food, or buys it from the crew. The wealthy can travel as *cabin passengers*, they pay well (200 denarii per leg) but require a cabin for the journey, On most ships the only cabin belongs to the captain, but larger ships may have additional cabins for the owner and his family to use if aboard. Cabin passengers usually use this extra cabin for their accomodation. They must provide their own food, which will usually be prepared by their own slave. *Working passage* can be secured if the captain has a crew shortage, instead of paying wages he provides passage. This may not continue for more than three legs of a voyage, or the individual is considered to be hired for standard salary.

Ship Crew: A merchant ship will have an owner or hirer who is funding the trip he is called the *Navicularius*. In command of the vessel and responsible for its navigation is the captain, the *Magister Navis*, or just 'magister'. In many games the captain will also own the ship and be both navicularis and magister. He has several officers beneath him, and the first officer is often the steersman, known as a *Gubernator*. Merchants on board are called *mercators*. On small ships the captain may also be a mercator. The sailors are known as *nauta*. Rowers are called *remex*, and the rowing crew are the *remigium*. A captain will have one of his officers as his ship's mate (crew manager and second in command) and another might take the role of rowing-master if the ship is a galley. Mercenaries can be hired as guards, and the captain may also nominate senior sailors for extra responsibilities such as cook, physician, ship's carpenter and so on.

The elite of the ship-owners are members of the Merchant Guilds, all the major port cities have a Merchant Guild. Only members of a guild are generally given access to the big cargo contracts shipping cargos from one port to another. In Arles, for example, the Merchant Guild is known as the "*navicularii marinii Arelatensis corporum*".

NAVIGATION

There are no compasses or sextants to help sailors find their way, successful sea captains must learn by heart the many routes that cross the Mediterranean. Some of these routes are recorded as travel guides in books that warn of navigation problems, ideal sailing times and local sea conditions. Navigators try to keep the coast in sight at all times, it is in this way they keep track of their position, looking out for landmarks on the route. At night the ship pulls up on a beach or into a bay where it can shelter for the night, the crew camping on the beach, When storms threaten, ships likewise head for the safety of land. Some of the larger ports have lighthouses, guiding ships toward them rather than warning of dangerous reefs.

Once a ship has left port it will be at sea for a week.The navigator must also make a skill roll to successfully chart a safe course for the vessel. He creates a dice result that the helmsman may have to then overcome with his pilot skill.

Navigator's Result is:
6 + 1d - navigator skill

POTENTIAL HAZARDS

Die   Type of Hazard
1   **Reef**. Roll for damage +1.
2   **Prone to Storm**. Roll for damage. Immediate landfall.
3   **Sandbank**. Roll for damage.
4   **Prone to Squall**. Roll for damage -1.
5,6   No hazard.

Next the GM rolls 1d for that leg of the journey to determine any potential hazard. If a hazard occurs, the helmsman must avoid the hazard by rolling equal to or over the navigator's result, on 2d. He may add his pilot skill as a positive DM.

ENCOUNTERS AT SEA

During the ship's time at sea it may encounter another ship or perhaps wreckage. The GM may roll once per week, with the rolled encounter occuring at a point during the journey decided by the GM. If a dash is shown, then no encounter occurs. The encounter may be routine, or may involve interaction and roleplaying. At the whim of the GM the encounter may relate to the current adventure, or serve as the springboard for one. The referee may want to use the reaction table from the encounter section of Traveller book 3 to determine the precise reaction of a ship's crew.

Small Coastal Trader

ENCOUNTERS AT SEA

Dice	Encounter
2	Vessel in trouble
3	Pirate ship
4	Wreckage
5	Vessel with secret
6	Merchant ship
7	-
8	-
9	Naval patrol
10	Imperial courier ship
11	Familiar vessel
12	Floating chest

MAP OF THE EASTERN MARE NOSTRUM
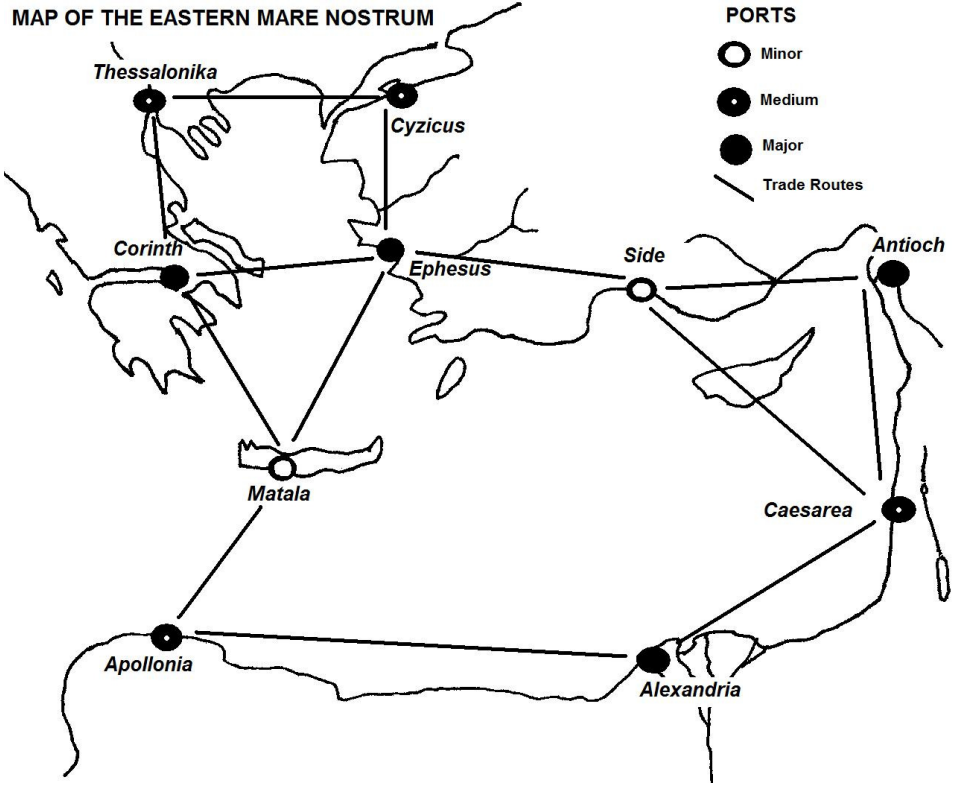
PORTS

○ Minor

◉ Medium

● Major

— Trade Routes

Thessalonika

Cyzicus

Corinth

Ephesus

Side

Antioch

Matala

Caesarea

Apollonia

Alexandria

Ship Economics

The ship's owner is the navicularis, he has paid for the ship's construction and expects to see a return on his investment. When the navicularis is not onboard, but stays behind at the home port, the ship will be sent by him on a set voyage, to return with all of the profits. One quarter of the profits are awarded to the captain (with which he must pay the crew and any other outstanding expenses), the other three quarters are taken by the navicularis and any partners he might have. Often, a navicularis will have an agent on board, a mercator, who will conduct the trading at the destination port and look after his master's interests.

Banks do not finance the building of ships, they cannot collect monthly payments or take action should a captain never return.

Owners Onboard: Typically a player's ship will be owned out-right and be free to sail where-ever the players please. How can this come about? The captain may have inherited his ship from his own father, or he may have made enough profit during his career to buy a ship cheaply from his navicularis. Perhaps the ship was auctioned and the captain bought it cheaply. Is it a wreck that the captain had repaired? Or a ghost ship found drifting? However he acquired thevessel, it is his, and probably owned without any strings attached.

SHIP EXPENSES

There are some basic running costs that must be met by the ship captain:

1. Supplies. Food and water must be provided for every crewman. These rations cost 1 denarii per week. Passengers bring their own supplies. All supplies must be loaded on board before the voyage.

2. Wages. Crew wages should be paid every four weeks, typically at a port. Non-player characters must be paid according to the wage scale set out in the crew salaries table. They may earn +10% for each level of expertise in their skill above level 1. Player characters may elect for better or even worse rates as the

CREW SALARIES

Position	Monthly Salary
Captain-Navigator	60 denarii
Helmsman	50 denarii
Ship's Mate	40 denarii
Rowingmaster	40 denarii
Mercator	40 denarii
Senior Sailor	30 denarii
Sailor	20 denarii
Senior Rower	20 denarii
Rower	10 denarii
Guard	10 denarii

situation (and their fortune) dictates. Those working passage are not paid, though three legs of any voyage results in automatic hiring at receipt of a salary. A owner-board generally takes his salary out of the monthly profits. Note that slaves do not require paying, but their initial cost is high. Merchant galleys will often be rowed by slaves to keep the costs down. Any of the jobs onboard (including captain) can be held by aslave, but no slave can be put in charge over freemen. All under a slave must likewise be slaves.

3. Cargo Handling. Ports charge every ship a fee for taking up space on the quayside, and for unloading cargos with its slaves. The cost is usually 1 denarii. Merchant galleys who have plenty of hands available for shifting cargo do not need to pay this fee.

4. Repairs. Each ship strength point repaired takes one week and costs 5 denarii in materials.

5. Taxes. The portaria is a Roman trading tax levied on all cargos unloaded at the quayside, with government offices situated at every imperial port or dock to collect it. The portaria is a 2% tax

on the flat cost of cargo or trade goods. A captain does not pay the tax on a contracted cargo, the recipient awaiting delivery does that.

REVENUE

Ships generate revenue by transporting cargo and passengers from one port to another. The captain must inquire at the port for a week as to the availability of passengers and cargo. Roll for each column on the following table a maximum of once per week. The cargo/ passengers will be heading for the ship's next destination (which must be stated beforehand).

Cargo & Passenger Table

Type of Port	Deck Passengers	Cabin Passengers	Contracted Cargoes
Minor	1d-1	1d-5	1d-3
Medium	2d-1d	1d-3	1d-1
Major	3d-1d	1d-1	1d+2

Contracted Cargoes - Decide (then roll) for the size of each consignment. Cargoes are measured in tons, each ton is equivalent to 20 'amphorae', the standard cargo container, supplemented by other storage media such as sacks, crates, barrels etc.

The captain's player chooses either a **Small** (1D ton), **Medium** (1Dx5 ton), or **Large** (2D6x10 ton) cargo as fits the size of his ship, when rolling for his cargoes. The payment for shipping this cargo is received at the destination, at the rate of 20 denarii per ton. Any losses must be made up by the captain/owner, and the recipient at the destination unloads the cargo and pays the portaria tax. Most cargoes will be low cost high bulk, such as grain or wool, but also oil or timber. Contractors prefer to use well known and reliable vessels to transport more costly items! This falls into the realm of deal-making and role-playing!

Passengers - Cabin passengers pay well, but require a cabin for their journey, they are the guests of the captain and will often eat with him. Deck passengers camp out on deck and bring along, or buy, their own food. Deck passengers pay 20 denarii per leg; cabin passengers pay 200 denarii per leg.

Private Messages - Without an official postal service, ship crews are routinely approached by civillians to carry private messages, sometimes verbally, but more often in the form of a letter. These messages will need delivering to an actual address or location at the destination port. Throw 9+ for a member of the crew to be approached in this way. There may be small payment offered, from 2 to 12 denarii. Rendering such a service is a good way to make friends and contacts, and perhaps find patrons.

Speculative Trade Goods - A designated member of the crew, usually a mercator if one is aboard, but otherwise any suitable skilled character can buy a cargo in the hope of selling it for profit somewhere else. These is speculative trade. It requires some money up front, and of course success (and therefore profit) is not guaranteed. See the section entitled speculative trade in the next chapter.

Sailing Ship
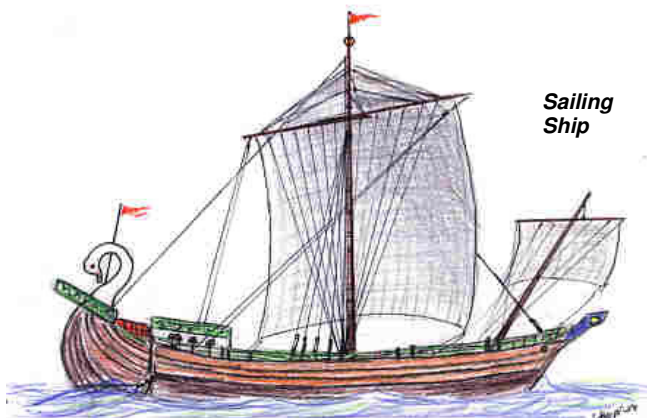
Speculative Trade

Most ships carry cargo at the flat rate of 20 denariii per ton from port to port, but there is another way to earn revenue and that is through speculative trade. Goods are bought for low prices, transported to where those goods are in demand and then sold for a profit (hopefully).

The listed trade goods include a base price and the size of a typical lot, or consignment, of cargo. The actual purchase price can be calculated by referring to the actual value table which provides a percentage modification to the base price. At the destination port the actual value table will be checked once again to determine the final sale price.

PROCEDURE

To find a load of goods to buy, the owner/captain checks other merchants, warehouses and listens to gossip for one week. He will find the following number of loads, and may buy one or all of those that he discovers:

Loads on Offer

Port	Number of Loads
Minor	1
Medium	2
Major	3

Roll randomly on the trade goods table to determine what trade goods have been located. How does the merchant buy the goods, and how does he try to reduce the price to his own advantage? Each trade good (timber, metalwork, linen, etc.) has a base price (linen, for example has a base price of 5 denarii per ton). Therefore a quantity of 5 tons of linen will cost 25 denarii. But this is a base price, in that place, at that time, the goods may be going for more or less. Roll on the actual value table. Loads can be split up, but doing so incurs a 1% handling fee.

The base price will be altered by a two dice roll on the actual value table, and depending on the port at which it is purchased. Goods that are needed will cost more, goods that are surplus will cost a lot less. The following DMs are relevant:

Character Skills: Characters or mercators skilledin bribery or admin may apply their skill levels as positive DMs to the roll. Only one person may contribute skill DMs to the roll.

Needed/Surplus: Every port has a trade good in surplus, and a trade good that it needs. A DM of +2 or -2 will be applied to the actual value table depending on the goods and the port.

Purchasing a trade good that is surplus in that port provides a beneficial DM of -2 on the actual value table, while selling a cargo that is needed in a port provides a +2 DM, pushing up the sale price. Captains shy away from buying goods that are needed (the cost is higher), or selling goods to a port with a surplus (the price is reduced). Where a port has no surplus or need of the character's trade item, the DM is always 0.

ACTUAL VALUE

2d6	Percentage Value
2	40%
3	50%
4	70%
5	80%
6	90%
7	100%
8	110%
9	120%
10	130%
11	150%
12	170%
13	200%
14	300%
15	400%

SURPLUS AND NEED

Port	Surplus	Need
Alexandria	Linen	Timber
Antioch	Incense	Pottery
Apollonia	Oil	Wool
Caesarea	Garments	Linen
Corinth	Pottery	Metalwork
Cyzicus	Bronzework	Copper
Ephesus	Copper	Incense
Matala	Wine	Oil
Side	Timber	Wine
Thessalonika	Wool	Garments

TRADE GOODS

Die	Trade Goods	Base Price	Quantity
11	Beer	600	1Dx5
12	Timber	100	2Dx10
13	Hides	200	2Dx5
14	Wool	600	2Dx5
15	Leather	400	2Dx5
16	Smoked Meat	150	2Dx5
21	Salt	70	2D
22	Linen	200	3Dx5
23	Grain	30	3Dx10
24	Fish Sauce	500	2Dx5
25	Wickerwork	300	1Dx5
26	Slaves	2000	1D
31	Copper	200	1Dx10
32	Tin	900	1Dx5
33	Iron	50	2Dx10
34	Bronzework	1000	2D
35	Precious Metal	7000	1Dx5
36	Quality Stone	2000	4Dx5
41	Glass	400	2Dx5
42	Dried Fruit	100	2Dx5
43	Wine	1000	1Dx5
44	Oil	1000	1D5
45	Quick-Lime	100	2Dx10
46	Cement	100	2Dx10
51	Tools	1000	2D
52	Weapons	1000	2D
53	Armour	5000	2D
54	Pottery	500	2Dx5
55	Garments	300	2Dx5
56	Furniture	3000	1Dx5
61	Ivorywork	800	2D
62	Ivory	400	3D
63	Perfume	500	3D
64	Spices	600	1Dx5
65	Incense	800	1Dx5
66	Dye	300	2Dx10

Ship Designs

There are a number of ship designs common to the Mare Nostrum. Most are powered by sails, but a number of merchant galleys are propelled by rowers (often slaves). The largest ships are owned by the imperial government or by very wealthy navicularii. Player characters may well begin their trading exploits with a small merchant galley, a coastal trader or a small sailing ship.

Sailing Ships: These tubby merchantmen stow their cargo directly on the keel and on the ship's frame. There is a deck, used by the crew for working purposes and for cooking and sleeping. A large hatch in the deck allows cargo to be lowered down below deck. There are a pair of steering oars at the stern, and larger vessels have one of more cabins on the stern as a refuge for the captain, the owner, and perhaps a passenger. Each has a mast, maybe two if large, carrying square sails. Many Roman sailing ships have swan figureheads as their stern-posts. These ships cannot ram to sink an opponent.

Merchant Galleys: A merchant galley is long and narrow, fast and manoueverable. Helmsmen of merchant galleys receive a +1 to their skill rolls. The galley is rowed, and has rowing benches down either side and a central gangway for movement. There is no 'below decks', cargo is stacked up in the bow, at the stern and tied up against the single mast. The advantage of the galley is its ability to row through calm weather, in these rules represented by the +1 helmsman's DM. These ships have rams, they can try to sink opposing ships.

Coastal Trader: The coastal trader is a design from Gaul, with low sides and a flat bottom for coastal work, and for travel up rivers. It has a single mast forward, with square sail and a hatch for cargo. Additional cargo can be tied down on to the deck. They do not have rams.

War Galleys: Naval war galleys are used for courier duties, patrolling, the transport of important officials and for battle. They have rams at the bow, and raised platforms fore and aft from which marines can shoot at opposing ships (in battle situations marine contingents are tripled). Artillery pieces are fitted as standard, and the crews are trained to fight. The rowers are government slaves. All galleys can lower their masts before they enter combat. There are three common types of war galley: large, great and colossal. Most include cabins to aft for officers and important passengers.

SHIP TYPES

Type	Passengers	Capacity	Crew	Strength	Cost
Sailing Ship, Small	0/2	70	8 sailors	4	8,000
Sailing Ship, Large	1/5	250	12 sailors	5	20,000
Sailing Ship, Great	3/10	500	24 sailors	6	30,000
Coastal Trader, Small	0/2	30	6 sailors	3	4,000
Coastal Trader, Large	0/4	50	10 sailors	4	6,000
Merchant Galley, Small	0/4	10	4 sailors, 20 rowers	3	10,000
Merchant Galley, Large	1/8	30	4 sailors, 50 rowers	4	30,000
War Galley, Large	2/15*	40	10 sailors, 144 rowers, 15 marines	4	40,000
War Galley, Great	4/40*	60	20 sailors, 270 rowers, 40 marines	5	60,000
War Galley, Colossal	6/60*	100	30 sailors, 572 rowers, 60 marines	6	100,000

* usually shipboard marines

Ship types are described by the number of passengers they can carry, how many tons of cargo they can carry, their standard crew compliment, their cost in denarii and finally their hull strength. Passenger capacity is given as two separated numbers, the first indicates cabin passengers, the number after the slash indicates deck passengers. The use of hull strength is detailed in the next chapter. Crew compliment includes the captain/navigator and a helmsman. One sailor will be designated the ship's mate, one rower (if a galley) will be designated the rowing master. Mercators may be carried, but will take up passenger space.
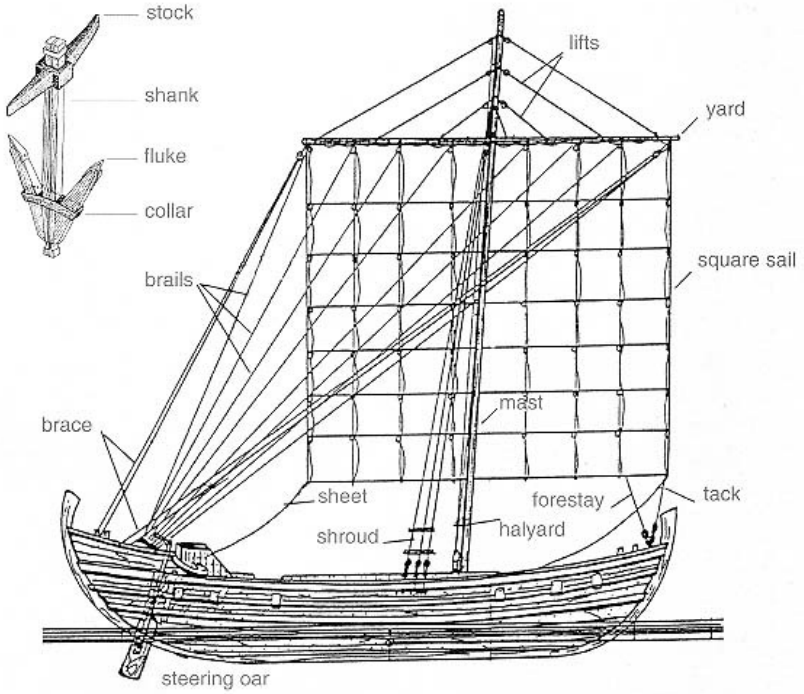
Naval Combat

When ships encounter one another, they may be forced into a confrontation based on the situation. This rules-set assumes two sides, and those sides are comprised of either one or more vessels. Ships will be refrred to either as the player characters' (or friendly if accompanying the PCs ship) or opposing.

DAMAGE AND REPAIR

All ships have a hull strength rating. When a vessel is in danger of suffering damage, either from a reef, sandbank, squall, storm or ship-board artillery, a 1D roll is made. If the result is equal or greater than ship's hull strength, then lower ship strength by 1. When a ship only has a strength of 2 it is taking on water, or has damaged rigging or sails, and now travels at ½ normal movement. When a ship has no strength left (reduced to 0), it founders at sea and is lost. All the crew and passengers able to jump clear must make a roll on 6+ (+1 Str 7, +2 Str 9) to find debris which will help them make it to shore.

Hull strength can be repaired, though such work requires a full week while the ship is brought up onto the beach. It costs 100 denarii of spare parts, plus timbers felled from the shore. The crew cannot carry out any more repairs until those spare parts are replaced at any port. The designated carpenter should make a roll of 10+ to finish the work in one week, add the designated carpenter's Carpentry skill, plus a DM of +1 for every skilled carpenter assisting. Failure indicates that another week, and another skill roll, will be required before the repairs are complete.

Fire: Incendiary ammunition can be fired by artillery onto a ship, but is dangerous to the ship a crews who use it. When a vessel is struck by a flaming missile (or suffers an incendiary mishap) the referee rolls 2D, on 5+ the ship catches fire with no immediate effect. Every turn after, he rolls again, and each success results in

lowering the vessel's hull strength by one. The crew can try to put out the fire, but it gets more difficult each turn; roll 7+ before the first fire damage roll then 8+ before the second fire damage roll, etc. until the ship sinks or the fire is extinguished.

Apply the following DMs: -1 if all sailors are trying to put it out, -2 if a galley, and it has stopped to allow large numbers of rowers to help put out the fire, -1 if the marines are trying to put the fire out.

PURSUIT AND EVASION

Most violent ship encounters will involve vessels that are actively trying to meet one another in combat, or when one ship is trying to escape from another. To track the distance between ships (or forces if each side has allies) a range band is used with counters representing the two ships moving forwards and backwards along the range band. Range bands correspond to certain real-life ranges measured in metres.

RANGE DESCRIPTIONS
Short: approx 1 to 5 metres
Medium: from 6 to 50 metres
Long: from 51 to 250 metres
Very Long: from 251 to 500 metres
Distant: from 500 to 5000 metres

RANGE BANDS
Short: 0
Medium: 1 to 2
Long: 3 to 5
Very Long: 6 to 10
Distant: 11 and over

Encounter Distance: The referee should first begin naval combat by determining the initial encounter distance. As a rule of thumb assume that the combatants see each other at Distant range (1D+10 range bands). If the ships are ever separated by 20 range bands or more, then contact between them is lost.

Time Unit: Each turn of pursuit, evasion or combat takes 1 minute. This is a ship turn.

Favourable Winds: One or other of the opposing ships will have the winds in their favour. A ship laying in ambush around a headland will always begin the game with favourable winds; otherwise each ship rolls 1D to determine who has the favourable wind. Reroll at the start of every turn.

Movement: A ship will move a variable number of range bands depending on whether the wind is favourable to it, or unfavourable. In addition, a successful navigation roll will increase the number of range bands travelled.

Favourable Wind - Move 3 range bands
Unfavourable Wind - Move 1 range band

A successful navigation roll (10+) increases speed by 1 range band. Applicable DMs are: +1 per level of Navigation and +2 per level of Ship Tactics.

Galleys can ignore an unfavourable wind by lowering the sail and rowing; oars will move galley at 2 range bands per turn. Like sailing ships, the galleys can also increase their speed by 1 range band if the rowing master makes a successful leader roll (10+). Applicable DMs are: +1 per level of Leader and +2 per level of the captain's Ship Tactics.

Initiating Combat: At a range of 250 metres or less, missile combat can begin between the crews of the two ships. As soon as the range increases to 251 metres or more, missile combat must stop. Missile fire between ships takes place in 1 minute ship turns, not the usual 15 second combat rounds.

INTO COMBAT

At a range of 250 metres or less the opposing ships can begin shooting at one another with missile weapons; these include slings, bows, thrown spears and artillery. Anyone standing on a ship's deck is a legitimate target for bow weapons, including the artillery crews, who are considered under cover (-3).

Artillery: Artillery weapons are ship-mounted weapons designed to destroy sails, masts and rigging and to smash hull planking to sink the enemy ship. Large ships may carry 1 artillery piece, great ships may carry 2 artillery pieces and colossal ships may carry 4. ROF is the number of attacks allowed per turn.

There are two artillery weapons suitable for mounting onto a galley or sailing ship: the catapult and the ballista.

Catapult: This weapon has an arm that is under tension, flinging its stone or incendiary missile in a high arc.

Ballista: This weapon is a high-tension metal framed crossbow throwing perfectly spherical stones or harpargo.

WEAPONS AND EQUIPMENT WEIGHTS

Item	Weight	Crew	Price	Range	ROF
Catapult	600kg	4	600	250	1
Ballista	200kg	3	1000	250	2

Each successful hit from an artillery piece will result in a 1D test on the targetted ship's strength. To determine a hit the crewman in charge must roll 8+, with a +1 DM per level of Artillery skill.; -4 at Very Long range, -2 at Medium range. Note that catapults cannot fire at Medium or Short range, and ballista cannot fire at Short range. The ballista can also shoot the harpago out to Medium range, this is an iron grapnel used to snare opposing ships (cost 100 denarii).

Ramming: Perhaps the goal of every galley is to close in fast and ram an opposing ship, sinking it. Getting into Short range is not enough, the captain must also roll 8+, with applicable DMs

including the captain's Ship Tactics level, and the helmsman's Pilot level. Success indicates a ram attack, with a 1D+2 test of the opponent's hull strength (and a lowering of the hull strength immediately to 0), and the two ships automatically locked together. Failure indicates a mild collision, the boats pushing past one another. To 'unhook', a ramming galley can back-oar (the rowing master makes a roll of 7+, + 1 for each level of Leader) and pull away from a target vessel.

Oar-Shearing: Rather than ram their ship into another, some captains prefer to shear oars, smashing through the oars of opposing ships to immobilise them. Get into Short range, then make a 9+ Pilot and Ship Tactics roll. This disables any oar-powered craft until it can raise its mast (typically taking all available sailors 1D+6 ship turns).

Grappling: If an aggressor does not ram, it can choose to grapple with ropes and hooks, in an attempt to pull it closer to its opponent ready for boarding. This requires a successful roll of 4+ apply the following DM's: +1 if the aggressor has marines on board, - the defending helmsman's Pilot skill. If failed, the defending ship may still attempt to open the range and flee if desired. The aggressor can continue to grapple each ship turn if within range. A harpargo will require the same roll for deployment, but can be used at Medium range instead of Short. The defending ship can attempt to cut the ropes, and will be successful with an 8+ roll,

Boarding: A ship that has rammed another (successfully or unsuccessfully) can send across a boarding party, likewise, a ship that has been rammed can send out fighting men to defend itself. Anyone attacking from a ship that has rammed, gains a single combat round of surprise (see Traveller Book 1), due to tactical advantage. When hand to hand combat is initiated the ship turn is dropped in favour of the 15 second combat round.

Using Fire: Incendiaries can be shot from catapults, and each catapult is capable of firing incendiaries up to three times in a single battle.

Encounters

Encounters serve to bring the setting alive, to push player characters forward, to hold them back or to change their direction as regards the current plot. The two main types of encounter described fully in **Traveller** Book 3 are random encounters and patrons. This chapter provides encounter tables specific to the world of **Mercator**, but the referee is encouraged to refer to the Book 3 guidelines, and to the all-important reaction table, found on page 27.

ANIMAL ENCOUNTERS

Egypt, Syria and Palestine

Die	Animal	Weight	Hits	Armour	Wounds and Weapons		
1	12 Wild Asses	300kg	13/9	none	9	hooves	F5 A3 S1
2	1 Snake	1kg	2/0	jack	9	stinger	A6 F8 S1
3	6 Camels	400kg	18/9	none	12	hooves	F5 A9 S1
4	4 Wild Goats	25kg	9/6	none	3	horns	F8 A8 S1
5	6 Jackals	50kg	13/6	None	6	teeth	A0 F9 S2
6	2 Lions	180kg	17/9	none	9	teeth+1	A7 F8 S2

Greece and Anatolia

Die	Animal	Weight	Hits	Armour	Wounds and Weapons		
1	1 Bear	200kg	15/9	none	10	claws	A9 F8 S1
2	1 Snake	1kg	2/0	jack	9	stinger	A6 F8 S1
3	3 Wild Boar	25kg	10/3	jack	6	horns	A6 F7 S2
4	6 Wild Goats	25kg	9/6	none	4	horns	F6 A8 S1
5	8 Wolves	50kg	14/6	none	7	teeth	A0 F8 S2
6	2 Partridges	1kg	4/0	none	1	teeth	F3 A9 S3

PATRON ENCOUNTERS

	1	2	3	4	5	6
1	Shopkeeper	Craftworker	Trader	Adjutant	Auxiliary	Elder
2	Sailor	Merchant	Surgeon	Cavalryman	Tribune	Inn-keeper
3	Gladiator	Priest	Guide	Slaver	Slave	Scholar
4	Merchant	Hunter	Gangster	Rebel	Trader	Bar-owner
5	Christian	Lawyer	Diplomat	Courtesan	Legionary	Veteran
6	Sorcerer	Noble	Thief	Engineer	Secretary	Chief

RANDOM PERSON ENCOUNTERS

Die	Type	Qty	A	Weaponry	Armour
11	Peasants	1D	-	Clubs, cudgels	-
12	Peasants	2D	-	Clubs, cudgels	-
13	Workers	2D	-	Clubs	-
14	Rowdies	3D	-	Clubs	-
15	Thugs	2D	-	Daggers	-
16	Riotous Mob	4D	-	Clubs, daggers	-
21	Legionaries	2D	-	Shields, shortswords	Chain
22	Legionaries	2D	-	Shields, shortswords	Segment'd
23	Auxiliaries	1D	A	Spears, shields	Scale
24	Marines	2D	-	Spears, swords	Scale
25	Sailors	2D	-	Daggers	-
26	Legionaries off-duty	2D	-	Daggers	Leather
31	Adventurers	1D	-	Shortswords	-
32	Noble with retinue	2D	A	Swords	-
33	Hunters with guide	2D	-	Bows, daggers	Leather
34	Gladiators	2D	-	Daggers, clubs	Leather
35	Treasure hunters	2D	A	Spears	Chain
36	Auxiliaries	1D	-	Bows, shortswords	Chain
41	Fugitives	1D	-	Daggers	-
42	Sailors	2D	-	Clubs	-
43	Drunken playboys	2D	-	Clubs, daggers	-
44	Vigilantes	2D	-	Shortswords, spears	-
45	Bandits	3D	-	Shortswords, spears	-
46	Ambushing brigands	3D	-	Javelins, swords	Scale
51	Merchant and employees	1D	-	Daggers	-
52	Traders	2D	-	Daggers	-
53	Religious group	2D	-	-	-
54	Beggars	1D	-	-	-
55	Worshippers	5D	-	-	-
56	Guards	3D	-	Spears, shields	Leather
61	Gladiators	1D	-	Shields, shortswords	Segment'd
62	Marriage party	3D	-	-	-
63	Slave-traders	1D	A	Clubs	-
64	Philosophers and students	2D	-	-	-
65	Builders	3D	-	-	-
66	Barbarian chief & retinue	2D	A	Spears and shields	Chain

Ports and Provinces

The trade ports are destinations that form the pivots around which the characters' adventures will revolve. It is from these ports that they can seek commissions, meet patrons and encounter new groups of people. From these ports they may enter into wild or intrigue-filled expeditions into the hinterland, or become embroiled in

PORTS AND THEIR PROVINCES

Alexandria	Ægypt
Antioch	Decapolis
Apollonia	Cyrenaica
Caesarea	Judaea
Corinth	Greece
Cyzicus	Bythinia
Ephesus	Asia
Matala	Crete
Side	Cilicia
Thessalonika	Macedonia

some urban scam or mystery. The GM is encouraged to use the ports as stepping stones to adventures that may lead deeper into the province in which it sits.

This chapter forms a guide for the GM, providing information and adventure seeds to nable him to bring these provinces and ports to life for the player characters.

ÆGYPT

Ægypt was once the superpower of its day, a powerful and wealthy kingdom dominated by the god-like pharaoh, his governors, priests and temples. But that was long ago. Pharaohs came and went, to be finally replaced by a long line of conquering Emperor from the Rome. The emperor is a pharaoh *in absentia*, and this rich kingdom is his own personal fiefdom. Senators from Rome (every one a potential rival) are not allowed to set foot in Ægypt. To run this private Imperial estate for him, the emperor routinely chooses an Imperial military officer of lower rank and he administers it from

Alexandria. This man he can trust. The land of Ægypt runs along the life giving river Nile as it sweeps majestically through the desert. Ancient pharaohs built fabulous pyramids and obelisks, constructed immense tombs and carved colossal statues of themselves. Egypt is a land of grand monuments.

The Ægyptians are a rich and very ancient people that have enjoyed a life of isolation from the rest of the world. Almost every harvest is a good one, the local governors (the 'strategoi') rule their own provinces for the governor. Ægyptians believe that the things that are eternal are truly important, not individuals, achievements or wars. Life, death, health, nature and the rhythm of the universe are all worshipped through a vast number of huge and colourful temples - each run as estates by the enigmatic and very pious bald-headed priests. If the strategoi run half of the kingdom, the priests run the other half - and the Emperor-Pharaoh *owns* it all.

The unpalatable truth is that the Ægyptians are a crushed underclass in their own ancestral land. As more and more pressure is applied to force out more and more corn from the province to feed the hungry masses in the Rome, the Ægyptian peasants are becoming desperately poor and suffer terribly. With the economic catastrophe wracking the Empire, the Ægyptian peasantry suffers ever more.

Ægypt is the 'black land', the rich fertile farmland running alongside the River Nile to the sea. Beyond is the 'red land' - the desert, the nomads and death. Large unwalled villages (often wrongly called 'cities') dot the river bank. There are only really three major cities in Ægypt: Alexandria, Ptolemais and Naucratis. None have the typical town council but are governed by an Imperial official for the governor. Traditionally, the seat of Ægypt's power had been Thebes, but this once grand city is now a collection of dusty villages, clustered around the sand-choked ruins of the semi-buried city (smashed centuries earlier by the Persians). The once fabulous Temple of Amun-Ra amidst the villages is now a billet for Imperial troops who patrol the area on foot or on horseback.

Pharaohs are buried in the desert cliffs over the water in the Valley of the Kings. At the mouth of the Nile far away is the delta ('Lower Ægypt') which is a huge area of rich farmland, rivers, swamp and lakes. Most of Ægypt's food comes from here and much of it goes to the Rome in vast sea-going grain-ships. There are few trees in the kingdom - much wood comes from the Phoenician cities of Tyrus and Sidon. Papyrus is cut from the swamps and turned into scrolls for writing. Mines are worked in the Sinai mountains and the Eastern Desert - often by slaves and criminals. The borders of Ægypt are the deserts, which have kept invasions to a minimum.

Alexandria: The city of Alexandria was founded by Alexander the Great and greatly improved upon by the Ptolemaic kings who came after him. It is his greatest legacy, the most fantastic city on earth. It is a vibrant and cosmopolitan centre, and still retains a strong Ionic cultural identity. It is a well-laid out city, well-planned and organised. Only Rome surpasses Alexandria in size, although it easily surpasses that city in sophistication and intellectual distinction. Alexandria is a prosperous clearing house, an impressive trading centre that has become the axis for trade between East and West. Corn ships for Rome leave from the vast harbour complex, along with smaller merchantmen carrying cargoes from Meroe, Axum, Sabaea, Telmun, Melhuhha and far distant lands of myth and legend. The Jews have a large population here with their own political organisation, this often puts them in conflict with the real power-base - the Greeks. The architecture of the city is wonderful, and the city planners established much of Alexandria between Lake Mareotis and the Middle Sea. The island of Pharos off shore, was long ago connected to Alexandria by an ancient causeway and the city has expanded in that direction too. On the island stands the impressive Pharos lighthouse. One the eastern side of the causeway sits the Great Harbour, on the western side a number of lesser anchorages. Within the city proper stand magnificent structures: the Library of Alexandria (the 'Museum'), a fabulous temple of Serapis, palaces (once occupied

by Queen Cleopatra), temples, beautiful colonnades, fountains and public precincts. Ionic philosophers have resided at the Library for centuries - it is a centre of learning, experimentation, science and literature. Many famous philosophers were trained at the Library which is run by a high priest of Apollo appointed by the pharaoh-emperor.

Babylon Fossatum: On a ridge overlooking the River Nile, somewhere between Memphis and Heliopolis stands Babylon Fossatum, a powerful Imperial fortress housing three legions. So much water is needed by this great garrison that 150 prisoners are forced to work a gigantic human treadmill which keeps freshwater flowing. Memphis and the pyramids lay on the opposite, western bank.

Canopus & Herakleion: Along the same bar of land that separates the Mediterranean Sea from Lake Mareotis in the Ægyptian delta stands the city of Canopus, and two satellite towns - Herakleion and Menouthis (away from the sea). Herakleion is famous for its temple of Hercules, a place of refuge for runaway slaves and reputedly the site of a visit by Paris and Helen on their way to Troy. The city is a tiny port that cannot compare with Alexandria, not too distant. Canopus sits on the salty plains near the sea and the animal-headed jars used to hold the viscera of mummies in the tomb are manufactured here (hence their name - Canopic jars). Canopus does retain an impressive temple to Serapis, constructed by Ptolemy III. It had been dedicated to Osiris, but that god's image now lives within the temple of Hercules at Herakleion. Once a year an elaborate ceremony takes place Osiris is brought out to be carried by barge to Canopus. Canopus attracts many, many pilgrims and other visitors, and the festivals of Serapis are spectacular events attracting thousands of people. The celebrations are well known for their licentiousness and sexual abandon. Many Alexandrians cram into boats to reach Canopus for the pleasure filled festivities. The temple of Serapis is also known as a place of miracle cures. Canopus is a fashionable resort full of

wealthy ladies, tourists and aristocrats enjoying the cool breezes and luxuriant hotels. A temple to Isis dominates the suburb of Menouthis 3km away. It has a huge reputation and pilgrims come from far and wide to consult Isis of Menouthis. She too helps the infertile and can cure the sick - and her rites are also accompanied by scandalous behaviour and dancing. The Canopus canal links the Canopic Arm to Alexandria along the bar of land in front of Lake Mareotis. This forms a main route for pilgrims from Alexandria to Menouthis, Canopus and Herakleion. Two other small towns sit on the coast and link to the Canopic canal, Taposiris (near Canopus) and Nicopolis, closer to Alexandria.

ASIA

This ancient kingdom in Asia Minor is now a province of the Roman Empire. From the city of Pergamum it rose to prominence under the city's ruler Attalus (in the century following the death of Alexander the Great). The last of the Attalid kings, Attalus III had no heir and in an increasingly Imperial-dominated world decided to bequeath his kingdom to Imperial safekeeping in 620 AUC.

The territory of Asia covers most of western Asia Minor. Much of the ancient kingdom (and the current province) is made up of captured regions. The local Mysians are related to the neighbouring Lydians. The Lydians have a high level of civilisation, great wealth and a history going back to King Gyges five-hundred years ago. Some say they are descended from the survivors of the Trojan War. Ephesus is this region's greatest city. The more southerly Carians, around the seaport of Miletus have a tradition of sea-faring, their ancestors were islanders fleeing the tyranny of King Minos. They are brothers of the Lycians along the eastern coastline, as well as the Mysians.

Ephesus: This great seaport has an ancient history and is prosperous and vital. It is home to Temple of Artemis, one of the Seven Wonders of the World. A great industry of idol and amulet makers is connected with the temple, and she has a powerful cult

that has worshippers throughout the empire. A great theatre also exists within the great walled city, but it also boasts the Library of Celsus, several schools of philosophy and the grand Arcadiane, a broad colonnaded street connecting the harbour with the great theatre. There are many Roman temples dedicated by visiting Roman emperors, a gymnasium on the harbourside and the governor's palace – Ephesus is the provincial capital.

BITHYNIA

An ancient kingdom of Asia Minor lying between the Propontis Sea in the north and Pergamum to the south. It dominates the entrance into the Pontus Euxinus and is therefore strategically valuable. It also gives access to the major crossing point between the continents of Asia and Europa. Its inhabitants are all of Thracian origin, they originally settled west of the Halys River when driven across the Thracian Bosphorus (the crossing point) by the ancient Mysians and Teucrians. Nicomedes became its first independent king in 475 AUC after it emerged from the ruins of the Persian Empire as a satrapy. It was King Nicomedes IV who bequeathed Bithynia to the Empire almost exactly two-hundred years later. The chief cities are Nicomedia (the ancient royal capital), Nicaea, Sinope, Cyzicus, Amastris and Chalcedon, all of which are Hellenised.

Cyzicus: This port city is not the capital of Bithynia, but is strategically located in the sea of Marmara on a tiny neck of land that connects the island of Marmara to the mainland. From here Roman roads stretch out east, west and south across Asia Minor. The amphitheatre at Cyzicus is huge, one of the Empire's largest. A good deal of trade at Cyzicus comes from the colonies on the far side of the Black Sea, as well as the rich caravans coming across Asia Minor from the east. It has harbours on both sides of the isthmus, yet is well defended with a high wall and strong garrison.

CILICIA

A province of the Empire in south-east Asia Minor. It is separated from northern Syria by the Amanus Mountains in the east, and from Cappadocia in the north by the lofty Taurus range. Cilicia is renowned for its fearsome pirates. The coastline is dotted with coves and shelters where the mountains meet the sea, and the pirate fleets rest here during the winter months. Tarsus is the mountain capital of Cilicia, a Hellenised city that can boast a school of philosophy.

There are two main regions of Cilicia - Cilicia Tracheia (Rugged), dominated by the harbour city of Side, and Cilicia Pedias (Plain). The Cilician plain is one of the most fertile parts of Asia Minor, and is cut by the rivers Pyramus and Cydnus. Flax, vines, olives and corn are grown in abundance. In the small town of Olba there once existed an ancient priestly dynasty that claimed its descent from the heroes Teucer and Ajax. Tracheia is a wild and mountainous district, its chief products are woven goods and timber for shipping. This latter resource is chiefly exploited by the bands of pirates that are well established along this rugged coastline. Cilicia Tracheia is formed mainly by the Taurus Mountains as the skirt the coast of the Mediterranean Sea. Villages here cling to the thin coast-line in the shadow of soaring mountains. In the valleys are tiny farming communities, tending orchards and herding goats. Paths wind through attractive gorges with rocks rising steeply on both sides, plunging the surging water-courses into shadow. Shepherd boys swim in the river below and frothing water cascades over rocky outcrops.

Side: The capital city of rugged Cilicia is a central staging point on the merchant trade routes and stands on a narrow penninsula. This was the haunt and secret base of the notorious Cilician pirates in Julius Caesar's day. The harbour needs continual dredging to stay open, the Roman phrase 'a harbour of Side' is akin to 'painting the Forth Bridge', a job that is never done. Its entrance is very narrow. The inhabitants have a strong affinity for Heracles and

keep up many shrines to their hero. The theatre has been given a wall around the stage so that wild beast hunts and gladiatorial fights can be staged.

CRETE

A large island in the eastern Mediterranean, Crete has always benefitted from trade. It is a Greek island, and has ports on the north, south and east coast, and provides a stop-over for ships crossing the eastern Mediterranean. The island is split by an impressive mountain chain, and has many legends associated with the Greek gods. It was here that Minos ruled his maritime kingdom, and where he built his labyrinth in which his own son, the Minotaur resided. It was here too that the giant bronze colossus Talos waded unceasingly around the coastline to protect it. Zeus was brought up on Crete as a child. The Romans rule Crete, but it is not large enough to form a province alone, instead it forms the other half of the joint province called 'Crete and Cyrenaica'.

Matala: This port on the south coast has been important for over a thousand years, and is known by most Romans as Gortyn. Matala is its traditional name. There are ancient caves carved into the cliffs overlooking Matala, some were used as tombs, and in one the Roman general Brutus once hid.

CYRENAICA

Cyrenaica is almost an island of wealth and prosperity amidst the rocky barren-lands and sandy deserts of Libya. This Imperial province sits on a huge promontory in the Middle Sea and its only routes of communication are by sea to Rome, Alexandria and Antioch, and by desert caravan to the western oasis of Sabe on the route to Ghirza in Tripolitania. There is no well used land route between Cyrenaica and Ægypt other than caravan travel in the deep desert and across the Quattara Depression. Once known as the Pentapolis because it could boast five grand trading cities, Tripolitania now has a number of prosperous settlements, including

Cyrene (the capital), Berenice, Hadrianopolis, Arsinoe, Ptolemais, Olbia, Apollonia and Darnis. The economic life of the province is made possible by the existence of the Gebel el-Akdar, a well-watered coastal ridge.

Apollonia: Apollonia is the main port of the province and it is flourishing, but it has recently suffered from a number of damaging earthquakes, and it remains a target for the opportunistic tribes of the desert.

DECAPOLIS

Ten 'sister' cities long ago made an alliance to defend one another and participate in a trade agreement. The greatest of these ten cities (or 'decapolis') is Antioch and this city dominates the hot land of Syria, the home of the Decapolis. Syria has never been a united kingdom, it sits at a cross-roads and other powers have always dominated the land. Syria is a region of great wealth and agriculture (with rich wheat and barley fields), mineral deposits, springs and rivers. It is a land of warm rains, fertile valleys and mountains chains that is caught between the Mediterranean Sea to the west and the desert to the east. North lies the barrier of the Taurus Mountains, and south the fertile landscape is dominated by impressive sea-ports (Phoenicia). The major river of Syria is the Orontes, which flows north through Antioch to meet the sea at Seleucia-by-the-Sea. For millennia powerful caravan cities have flourished in Syria as traders have passed through, sought shelter and paid taxes. The people of this land are canny merchants all, thieves, con-men, sellers, cajolers and smooth-talking tricksters. The Empire billeted its three Syrian legions within the cities and this caused a complete loss of discipline within those legions - such are the comforts and distractions of the Decapolis!

The ten cities of the Decapolis are: Antioch, Emesa, Beroea, Hieropolis, Seleucia-by-the-Sea, Laodicea, Cyrrhus, Apamea, Europus, Zeugma.

Antioch: Antioch lies on the left bank of the river Orontes, 24km from the sea. As a Greek colony city, it has a grid-plan. Most of the inhabitants are Aramaic, but the city also boasts a large Jewish population whose privileges go back to the days of Seleucus I. The city's wealth is derived from its crucial centre as a military and administrative capital, and its favourable position on the road from the deserts of Asia to the Mediterranean Sea. The greatest local industry is wine production, but almost every trade and craft is practised within the city walls. Antioch is a constituent part of what is known as the Decapolis, an alliance of ten proud Syrian cities founded by House Seleucus that operate in concert. They refer to one another as 'sister-cities'. Antioch is by far the largest and Seleucia by far the strongest. Antioch is ringed by a huge defensive wall, and consists of four districts, each with its own set of fortifications.

Down-river from Antioch (about 7km) lies the small town of Daphne with a large shaded grove (diameter 14km) dedicated to sibling gods Apollo and Diana. The Antiochenes hold an annual festival within this grove. The chief-priest of the sanctuary was an appointee of the king himself, such was the responsibility of the post.

The main road of Antioch is very wide, constructed with large stone slabs and flanked by pavements. On either side are pillared colonnades under which are all manner of shops, stalls and gatherings of people trying to stay out of the heat. Many of the city's inhabitants are artisans, farmers, merchants and slaves. Trade flourishes and the city plays a central role as a destination for camel caravans from further east. The city deity is Minerva Tyche, representing good luck. Statues represent the goddess sitting on a rock, with a head-dress of fortified walls. At her feet the god Orontes emerges from the river. The city stands close to the banks of the river Orontes which rises in Coele Syria and flows through Apamea towards Antioch, reaching the sea near Seleucia-by-the-Sea.

Seleucia-by-the-Sea: Seleucia-by-the-Sea at the mouth of the river Orontes is the port for the city of Antioch, which lies further up the river. It has become a powerful naval base for the Classis Syriaca (the Imperial Syrian Fleet) with garrisons, shipyards, warehouses, training grounds and slip-ways. Currently the fleet is in the hands of Palmyra. Antiochus I buried his father, Seleucus I, here and built a temple over the site. Surrounding it is a sanctuary to the cult of the dead king called the Nikatereion (belonging to the Conqueror).

Laodicea: Laodicea, in comparison, is a very beautiful sea-port with a sheltered, well-built harbour. The surrounding land is a great producer of many crops, but the local vineyards are of particular importance, stretching away up the mountain slope inland, almost up to the summit.

Apamea: Apamea is dominated by the towering mountain rising on its seaward side. The city has a well fortified acropolis. The city in general is well sited for defence, being located on a steep hill that sits in a bend of the river Orontes. The land all about is a flat plain, cut by marshes and water meadows suitable for grazing cattle and horses. Because of its impregnable situation, the city is sometimes known as Chersonesus (peninsula). House Seleucus once housed most of their war elephants at Apamea, as well as much of the army and thousands of horses.

GREECE

Once a powerful and thriving culture of prosperous city states, Greece is now a province of the Roman Empire. Yet it still retains its proud heritage, its beautiful temples and treasuries, and its glorious cities filled with theatres, public squares, bath-houses and gymnasia. The Greeks have a reputation for being educated and cultured, but of course this only applies to those with money. But those with education are very educated, literate and well read. Scientists and philosophers, playwrights and academics abound in the cities, and produce not only books and plays, but also theories

that challenge the status quo. The cities have their own councillors and magistrates and although they no longer make make war on one another, they are still exceptionally competitive. Each city has its own patron god and unique festivals. There are pilgrimage sites at the Oracle of Delphi and at the Shrine of Zeus at Dodonna, but visitors also flock to the immense Temple of Zeus at Olympia, and the Olympic Games there, as well as the stunning Temple of Athene on the Acropolis of Athens. The most prosperous cities are Athens, Argos, Corinth, Nicopolis and Thebes, but there are many others. Many wealthy Roman youths are sent to Greece to study, and the province is seen as the cultural father of Rome, with many aspects of Roman religion, art and architecture having their roots here. Note that the Greeks have so far refused to have an gldiatorial arenas built in their cities, they are far more interested in theatre, in athletics competions and of course in chariot-racing!

Corinth: Corinth is the captal city of the province and its commercial heart. The city was destroyed by the invading Romans, but has since been rebuilt and now thrives. It sits on the narrow isthmus that land bridge which connects the broad Peloponnese with the rest of Greece, and boats can moor at its harbours if they arrive from the west along the Gulf of Corinth. Ships arriving from the east dock at Isthmia, a satellite port, and can transport goods to Corinth via wagon or sell them at the harbourside there. For a fee of 100d porters will drago your ship along a pupose-built paved road connecting the Aegean Sea with the Gulf of Corinth!

In addition, Corinth sits at the centre of several overland trade routes, it is a very busy place. A temple of Aphrodite stands above the city, and its priestess are skilled in love.

JUDAEA

The Imperial province of Judaea is a land with a proud and defiant religious tradition, a tradition that stretches back to the days of the first ruler, King Saul, twelve centuries ago. Dominating the lives of the local Jews (and expatriate Jews of whom there are very

many in Antioch, Alexandria and elsewhere) is their deity, Jehovah. Jehovah has no image, and recognises the existence of no other god or goddess - not even the divine Emperors of Rome. The Judaeans have hated the Empire and continually fought its interference in their religious customs. It is a strict authoritarian god that demands obedience and loyalty, that has set the Jews a great number of religious rules and customs to be followed daily. His only ritual object is the menorah, the crescent-shaped, seven-headed candlestick.

The aristocratic priesthood of Jehovah (a wealthy and privileged group called the Sadducees) is in control. One of their number, the high priest, is virtual monarch of Judaea, and he rules with the help of the Sanhedrin - the wise council of elder priests. The Sadducees, as a group, claim descent from Zadok, the mighty priest of King Solomon. The capital is the ancient city of Jerusalem. It boasts a fabulous temple on the hill called the Temple Mount. This temple is the centre of every Jew's universe.

In general Judaea is a fertile land, relying on rainfall to ensure its crops flourish. But the dry wilderness and drought is never far away. The southern desert It is a region of tough shepherds and poor villages bypassed by all of the major trade routes which have either followed the coast or turned inland to go around the Dead Sea.

The region to the north-west of the Sea of Geneserat is called Galilee and is an area of well cultivated highlands, well forested and fertile. To the north of Galilee, near the Litani gorge is a high tableland with springs and glades and plenty of rich farmland.

Caesarea: A great port constructed by Herod the Great and the capital of Judaea.   This city includes a theatre facing the sea, a great synagogue and an aquaduct bringing water in from streams on Mount Carmel. There is also a palace for the governor, an amphitheatre, and a hippodrome for chariot racing. Herod's harbour is huge and complex with two gigantic breakwaters and numerous basins and wharfs, proving complete shelter on a coastline without

natural harbours. Caesaerea is a cosmopolitan city, a mixing point for many eastern peoples and traders, from Arabia, Persia, Egypt and elsewhere arriving at the Mediterranean for the first time. The non-Jewish population have their own temples. The city's culture is, as a result, a mixture in which one segment of the population zealously clung to the worship of the one God while abhorring the presence of the numerous pagan idols required by the religious practices of the other segment.

MACEDONIA

Macedonia was the birthplace of Alexander the Great, a general of great renown several centuries ago. This province was later a powerful kingdom but the Romans conquered it with their legions. This province has always been seen as a secod-rate cousin of Greece by both Greeks and Romans. The Macedonian culture is Greek and the inhabitants are also Greek, but the wilder lands, great grasslands, forests and mountains helped the culture develop differently to the classical city-states of Greece. Macedonia is more wild, more rural, but its cities are still thriving centres of commerce and Greek and Roman activity. There is much looking back at the ancient traditions, and at the great heroes of old, at Alexander and his father Philip, at Antipater and at Perseus of Macedon.

Thessalonika: The capital of Macedonia, and a thriving port that has recently eclipsed the traditional capital at Pella, further inland. Thessalonika is a Roman settlement and colony, with a Roman bias and domination. There is a push to develop the city and promote the erection of bigger and better public buildings to attract Romans, Greeks and Macedonians as well as trade from the east. It is from this city that the great Roman road the Via Egnatia begins, heading westwards on its way straight into Italy.

Equipment

Travelling characters will have need of weapons, armour, tools, equipment and supplies as they proceed on their journeys. The Roman Empire is stable enough that prices are fairly stable from one place to the next. If a character wishes to sell an item, assume he can get 50% of its original price, or 25% if it shows great wear and tear. If a character wishes to buy a second-hand piece of equipment that let him do so at 75% its original price, or at 50% if it shows considerable wear and tear.

Weights are included (in kilograms) to allow for the calculation of character weight limitations.

ARMOUR

Leather 20d. Equivalent to Jack. Weighs 2 kg.
Chainmail 400d. Equivalent to Mesh. Weighs 10 kg.
Scale 600d. Equivalent to Mesh. Weighs 5 kg.
Segmentata 1000d. Equivalent to Cloth. Weighs 8 kg.
Shield 20d. Weighs 4 kg.

WEAPONRY

Club: Free. Ubiquitous blunt wooden weapon. Weighs 1kg.
Dagger: 10d. Handy iron fighting knife. Weighs 250g.
Shortsword: 80d. Gladius, weapon of the legions. As Blade. Weighs 350g.
Sword: 150d. The long Roman cavalry sword. Weighs 1kg.
Spear: 10d. Ubiquitous fighting weapon. Weighs 2kg.
Javelin: 15d. Iron shanked pilum, heavy javelin. Use 'Throwing Blades' rule, but inflict 3D damage. Weighs 2.5kg.
Cudgel: 10d. Wooden fighting staff. Weighs 1kg.

Sling 1d. Ammo is free.

Self Bow 50d. Weighs 500g.

Recurve Bow 75d. Weighs 1kg.

Arcuballista 300d. This is the equivalent of a military crossbow (see Supplement 4) with a large tripod. The crossbow weighs 6kg, the tripod weighs 8kg.

Arrow 2d. Weighs 100g.

TOOLS

Carpenters Tool Set 300d. Suitable for joiners, carpenters or shipwrights. Weighs 25kg.

Blacksmith's Tool Set 1500d. Suitable for armourers, blacksmiths and anyone using or setting up a forge. Requires blacksmith-1 to construct a working forge. Weighs 50kg.

Medical Kit 300d. A box of salves and medicinal components, pestle and mortar, glass bottles and phials, plus a set or precision bronze surgical instruments. Weighs 5kg.

Lockpick Set 10d Requires Dex 8+ and Streetwise-1 to use.

Mason's Tool Set 250d. A leather bag holding chisels, hammers, plumb lines, wooden measures and other mason's tools.

Wood Axe 75d. A useful general purpose tool. Weighs 1.5kg

Hammer 30d. A hammer for iron spikes or nails. Weighs 500g.

CAMPING KIT

Tinderpouch 25d Hardened steel strike-a-light, plus flints and lots of tinder, all in a waterproof pouch.

String 6d A ball of string that can hold 2kg. Length 30m.

Rope, Thin 20d A light rope than can hold around 200kg. Length 30m. Weighs 2kg.

Rope, Thick 50d A heavy rope that can hold around 500kg. Length 30m. Weighs 4kg.

Tarpaulin 10d A canvas sheet used for shelters. Weighs 2kg.

Tent 200d. Two-man shelter made of goatskin. Weighs 3kg.

Squad Tent 1000d. A side-walled tent used by 8-men squads in the legions. Made of waterproof goatskin. Weighs 25kg.

Cooking Kit 300d. Saucepan, folding frying pan, brass cook pot, iron kebab skewers, netbag for food, four horn cups, four wooden bowls, two knives and four wooden spoons. Weighs 3kg.

Bedroll 140d. Blankets and a leather groundsheet, all rolled up into a sausage-shaped linen bag. Weighs 1kg.

Satchel 200d A general purpose military-style satchel carried over the shoulder.

Sailor's Bag 100d. A goatskin duffel bag used by soldiers, sailors and other travellers.

Torch 1d A 1m stick fastened with oil-soaked reeds. Lasts about 1 hour, weighs 250g.

Lantern 50d Lantern of brass and glass, which provides 6 hours of light and weighs 500g. Refils of olive oil cost 2d each.

FOOD

Subsistence Food These rations cost 1 denarius per person per week, mainly hard-tack and dried fish or beef.

Ordinary Food This will include fresh bread, vegetables, oil and pork or fish costs 7 denarius per person per week.

Extravagant Food The best, eastern spices, sauces flavoured with grape juice, fish oil and wine vineager, cheese breads, stuffed meats, nuts, dates and figs chopped and cooked in honey. Very nice food! 30 denarius per person per week.

The cost of a good, filling meal in a bar, tavern or inn will be 1 denarius.

LODGING

Subsistence Lodging. This will cost 1 denarius per week in a poor quality common room.

Ordinary Lodging. A single room in a boarding house or inn will cost 10 denarii per person per week.

Extravagant Lodging. A suite of rooms in a roadside hotel or mansio, with access to the baths, and free stabling, will cost 70 denarii per week.

SAILING EQUIPMENT

Boat Hook 50d A long wooden pole 3m in length used to catch ropes or push off from dock. Also known as the proverbial '10-foot pole'. Weighs 2kg.

Sail, Small: 800d Canvas sail used by small galleys or ships. Weighs 25kg.

Sail, Large: 1800d Canvas sail used by large galleys or ships. Weighs 45kg.

Net, Small: 100d. A small net that can be thrown and retrieved by one man for catching fish. Weighs 1kg.

Net, Large: 300d. A large net used for fishing, for carrying irregular cargoes or for catching monsters on land. Weighs 6 kg.

Mast: 800d. A spare mast is always a useful item to have on board a sailing ship. Weighs 120kg.

Anchor, Simple: 80d. A large stone with a hole bored through it. Of little use in a strong wind. Weighs 200kg.

Anchor, Good: 250d. Sturdy wooden anchor with metal fittings to give it strength and protect it from damage. Weighs 200kg.

Harpago: 100d. A small iron grappling hook used in boarding actions. Weighs 1.5kg.

Box: 20d. A small wooden box with catch for personal effects. Weighs 500g empty.

Chest: A large chest, suitable for carrying ship's equipment. Weighs 4kg empty.

Oar: 30d. Essential for galleys (which come with oars as standard) and useful for sailing ships. Weighs 5kg.

Rowing Boat: 400d. A well-made plank rowboat that can be used as a fishing vessel, or as the auxiliary craft of a large galley or sailing ship. A short mast and half-sail can be included for an additional 400d. Weighs 250kg.