



GLOBETROTTERS' GUIDE TO MISCELLANEA—(WEB-UPDATE)

This freebie contains material supplementary to the *Globetrotters' Guide to Miscellanea*. You don't need the aforementioned supplement to make use of this new material, but at over 80 pages, it adds a lot of extra material to the setting.

NEW LEAGUES

Two of these Leagues are considered to be scandalous by the greater globetrotting community, not to mention Victorian society at large. These clubs are not figments of the author's imagination—they are based on real clubs, though some of their true activities have been omitted for *Leagues of Adventure* and some of their supposed activities considered fact.

THE BEGGAR'S BENISON

Founded in 1732, the Most Ancient and Most Puissant Order of the Beggar's Benison and Merryland, Anstruther, to give its full name, existed until 1836. Laird Davis Roberts, a notorious libertine, reformed it under the short name in 1875. The club celebrates male sexuality, with members regularly engaging in drinking and dining, rounds of obscene songs and toasts, and viewing pornography.* League members regularly travel the globe in search of ancient images of the naked female form—primitive Venus figures, the murals and mosaics of Pompeii, and original copies of the *Kama Sutra* are all to be enjoyed, and preferably collected.

Starting Skills: There is no such thing as a typical member. While Skills such as Anthropology and Art are useful for those who collect historical pornography for the League, you may pick any two Skills of your choice.

* *The publication and sale of pornography was made illegal under the English Obscene Publications Act 1857, but owning such material is not a crime. The law does not apply in Scotland, where the club is based. America has the Comstock Act of 1873.*

THE GENERALS' & ADMIRALS' CLUB

Arguably, the origins of wargaming date back to 1780, when the Duke of Brunswick created a battle emulator inspired by chess. In 1811, the Prussian General Staff began training officers using *Kriegsspiel* ("wargame"), a system that included dice to represent the various vagaries of war and a referee whose personal experience in battle was called

Permission is granted to print this ebook. No site licence is given.

This game uses the Ubiquity Roleplaying System, developed by Exile Game Studio (www.exilegames.com). Ubiquity Roleplaying System, Exile Games Studio, and all associated logos and trademarks are copyright, Exile Games Studio, LLC. Used with permission.

©2013 Triple Ace Games. Leagues of Adventure and all related marks and logos are trademarks of Triple Ace Games. All Rights Reserved.

Author: Paul "Wiggy" Wade-Williams
Graphic Design: Robin Elliott
Special Thanks: Robert Davis



WWW.TRIPLEACEGAMES.COM

upon to make judgments. In 1888, Fred T. Jane, a naval enthusiast created the first rules for simulating naval warfare using model ships.

The Generals' & Admirals' Club, founded in 1889, is a place where men and women of suitable social station can refight historical battles without risk of injury (save perhaps to one's pride). While some members are former or serving military officers, most are strictly of the armchair variety—learned perhaps, but lacking practical experience.

For some members, recreating specific battles is simply more enjoyable, not so say authentic, if played on the actual site of the conflict. Others travel to collect militaria (especially uniforms, which many wear when commanding their armies), pit their strategic skills against foreign counterparts, research reports from archives, or for recent engagements, interview survivors.

Starting Skills: Pick two from Academics: History, Expeditions, Gambling, Investigation, Linguistics.

Note: Expeditions is a useful Skill for military officers who want to command formations. Simply take a Strategy (large-scale) or Tactics (small-scale) Specialization to represent their level of command.

THE HELLFIRE CLUB

More formally, and rather bizarrely, known as the Order of the Friars of St. Francis of Wycombe, the Hellfire Club first opened its doors in 1719. A club for gentlemen (many of whom were involved in politics), it began soon developed a reputation for sinister practices, not least because the president was recorded as being the Devil.

For most members, the Hellfire Club is merely a place where strict Victorian social morals are wantonly cast aside in favor of drinking, gambling, and wenching. In essence, it is an upper-class party club. Within the organization is an inner circle who have discarded Christianity in favor of the old faiths. These are usually those with a sexual content, such as Bacchus and Venus, though black magic is practiced. Some inner cabal members have learned magic.

Starting Skills: Pick one from Academics: Occult or Academics: Religion. The other Skill is your choice.

THE PHILATELIC SOCIETY

No sooner had the first modern postage stamp been introduced (1840) than philately was born. The Philatelic Society was founded in 1862 by John Edward Gray, the noted zoologist, as a place where stamp-collectors could gather socially to trade or sell stamps to like-minded souls. As well as sponsoring expeditions, the Society uses its membership fees to sponsor authors who wish to publish literature on the subject of stamps.

While members maintain jealously guarded private collections, the Society has a Grand Collection. Under club law, any member who acquires a new stamp is required to provide a duplicate for the Grand Collection.

One notable member is Philip Ferrari de La Renotière, aka Philipp von Ferrari, (1850-1917). The son of the

Duke and Duchess of Galliera, he is of ancient Genovese banking stock. Although Philipp began collecting stamps in his youth, his interest took off in a big way on his father's death in 1876, when the young man inherited 120,000,000 French francs. As well as having the largest stamp collection in the world, he owns two unique stamps—the Swedish “Treskilling” Yellow (acquired in 1894) and the British Guiana 1 cent magenta (1873).

Globetrotters should note that philately is not without risks—collectors have been known to murder each other in order to possess a rare specimen.

Starting Skills: Hobby: Philately and one from Diplomacy, Firearms, Investigation, Larceny, Linguistics.

NEW GADGETS

PHYSIQUE ENHANCEMENT SERUM

Artifact 2

Leagues: The Pharmacopeia Society, The Vengeants Society

Not every globetrotter is blessed with strong muscles or the constitution of an ox. Yet there are times when even the hardest explorer requires a little boost to help overcome an obstacle. Increased muscle mass and endurance comes at the price of a dramatically increased appetite.

A batch contains five doses, each of which is good for 24 hours.

Enhancements: Increased Attribute: +1 Body (+2 Enhancements), Increased Attribute: +1 Strength (+2 Enhancements), Increased Duration: One Day (+2 Enhancements)

Limitations: Flaw: Ravenous (−2 Enhancements)

SUBTERRANEAN ECHOLOATORGRAM

Artifact 1

Leagues: Hollow Earth Society, Speleological Society
Pioneered by Professor Sir Oliver Lindenbrook, a Scottish geologist and senior member of the Speleological Society, this ingenious device helps determine the source of sounds in an enclosed environment, where echoes can lead to much confusion. It is especially useful when one team member becomes separated from his companions and must call for assistance, though its ability to detect the direction of the source of running water (or monstrous roars) can be a lifesaver.

The basic device comprises a sturdy wooden box, into which are built a compass and an ear trumpet. To locate the source of noise, one simply turns the device until the trumpet catches the last echo. The direction of the source is then read on the compass dial. Accuracy is only as good as the user, who must make a Perception roll to catch the last echo.

The gadget is far from foolproof, but this is not due to any design flaw—the underworld is very much a three-

dimensional realm, and rarely does a straight line course lead to the source of the noise. Often one has to initially head in a totally different direction to eventually reach the source as the sound bounces along tunnel walls. Still, one can at least follow a general bearing, and that is better than wandering blindly in a realm of utter darkness and deadly pitfalls.

Enhancements: Extra Sense: Determine direction of echo source (+2 Enhancements)

TORPEDO NET CUTTER

Artifact 0+

Leagues: Gun Club

For several years, the torpedo was a deadly threat to stationary ships. The advent of the torpedo net has returned the balance in favor of capital ships. Naturally, navies across the world have been searching for a counter solution. The result, still highly experimental and of varying success, is numerous designs of blade attachments fitted to the front of torpedoes to slice through the iron nets.

Enhancements: Increased Damage: Varies (+1 Enhancement per 3 damage points)*

* *The damage bonus helps only to offset the Gunnery roll penalty when firing torpedoes against ship protected by torpedo nets (see below). Should all 24 points be cancelled, any excess "damage" from the artifact is ignored.*

NEW WEAPON

UNDERWATER BOMB

Artifact 1

Leagues: The Gun Club

It is almost impossible to detect a submerged submersible. Despite this, the Gun Club has invented a means of blowing one up—a bomb designed to be dropped into the ocean that detonates at a predetermined depth. The depth at which a charge will explode can be manually set in increments of 50 feet, to a maximum of 300 feet. The necessary enhancements to function underwater can be added to any bomb. For most weird scientists getting hold of a bomb is the hardest part.

Underwater bombs are not without serious risks for the vessel dropping them. In the same that it isn't possible for a character to dodge an explosion, neither it is possible for a vehicle. (For simplicity, a vehicle's Defence rating when it is targeted by an area effect attack is two-third its full rating, rounded down.) The bombs sink quite quickly, and the larger the explosive charge the larger the area of effect. Dropping anything heavier than a light underwater bomb is recommended only for very fast or very sturdy surface vessels.

Enhancements: Extra Sense: Depth (+2 Enhancements)

WARSHIPS

Ships go through four key stages during their life—laying down, launching, commissioning, and decommissioning.

Laying down is the first step on a long road. In olden times, it marked the date the keel was laid down, and thus the start of construction. Once the general structure is waterproof, the vessel is launched. Often official naming takes place at this time. The final stage we are concerned with is commissioning. Fully fitted and with sea trials completed, the warship is now ready to enter full service. Commissioning is merely when the ship is accepted into service—it is in fighting shape before this.

The dates for warships in this expansion and *Globetrotters' Guide to Miscellanea* are commission dates. Many of the ships listed were afloat years before this and thus might feature in adventures.

TORPEDO NETS

Torpedoes are the great equalizer in naval warfare. Suitably equipped small vessels can damage or sink a much larger capital ship. At sea and under steam, capital ships can at least attempt to maneuver out of the way of incoming torpedoes. At anchor, they are large and extremely vulnerable targets. The solution is to suspend iron nets hung from long spars protruding from the sides of the warship. Torpedo nets cannot be used on moving vessels.

Torpedo nets are *extremely* effective. Historically, light torpedoes (14" diameter) were stopped with no damage to either the ship or net. Heavy torpedoes (16" or 18") inflicted minor damage to the nets, and on occasion light damage to the protected ship.

In game terms, Gunnery rolls to fire torpedoes into the flanks of cruisers and battleships protected by nets suffer a -24 penalty. Any resultant damage that somehow gets past the ship's Defence represents the torpedo exploding in the net.

ARGENTINA

Created in 1810 to help with the battle for independence from Spain, the Argentinian navy was for many decades comprised mainly of privateers as a means of lessening the financial burden on the fledgling nation. As the century draws to a close, the country starts modernizing its aging fleet. During the 1890s the country is engaged in an arms race with Chile, though geography means the threat of war never turns to open hostility (historically, anyway). Most of the new ships are being constructed in Europe, most notably in Great Britain, France, Italy, and Spain.

LEAGUES OF ADVENTURE

Ships carry the designation ARA, or *Armada de la República Argentina* (Armada of the Republic of Argentina).

BATTLESHIPS

The flagship of the fleet, Argentina's sole battleship is one of the last capital ships to use both sail and steam. At her launch, she was equipped with breech loading guns. Following a major refit in 1897 (carried out in Toulon, France), these were replaced with lighter but faster firing guns. In 1892, the *Almirante Brown* and protected cruiser *Veinticinco de Mayo* were believed lost in a storm. Both ships returned to port several weeks later slightly damaged. Following a debriefing, the crew were sworn to secrecy.

ARA *Almirante Brown*: 8 x heavy cannons, 6 x medium cannons, 4 x light cannons; (Refit 1897) 14 x medium cannons, 4 x light cannons

Argentine Ships	Size	Def	Strc	Spd	Han	Crew
Almirante Brown	16	13	24	16	-2	520

CRUISERS, ARMORED

A range of Italian-built cruisers, of which four were sold to Argentina, the *Garibaldi*-class is slower than many of its contemporaries but carries decent armor and heavy armament. Although part of a single class, there are slight differences in armaments and crew compliments.

Giuseppe Garibaldi-class: ARA *Garibaldi* (1895), ARA *General Belgrano* (1899), ARA *Pueyrredón* (1898), ARA *San Martín* (1898); **Armaments:** *Garibaldi & General Belgrano*: 2 x heavy cannons, 16 x medium cannons, 10 x light cannons, 4 x heavy torpedo tubes; *Pueyrredón & General Belgrano*: 2 x heavy cannons, 14 x medium cannons, 12 x light cannons, 4 x heavy torpedo tubes

Argentine Ships	Size	Def	Strc	Spd	Han	Crew
General Belgrano	16	12	27	23	-2	520
Giuseppe Garibaldi	16	12	27	23	-2	500
Pueyrredón	16	12	27	23	-2	520
San Martín	16	12	27	23	-2	540

CRUISERS, PROTECTED

ARA *Veinticinco de Mayo* (1891): 4 x heavy cannons, 4 x medium cannons, 12 x light cannons, 5 x heavy torpedo tubes

ARA *Nueva de Julio*, ARA *Patria* (1894): 12 x medium cannons, 12 x light cannons, 5 x heavy torpedo tubes

ARA *Buenos Aires* (1896): 2 x heavy cannons, 10 x medium cannons, 22 x light cannons

Argentine Ships	Size	Def	Strc	Spd	Han	Crew
Buenos Aires	16	10	25	27	-2	400

Nueva de Julio and Patria	16	10	24	26	-2	327
Veinticinco de Mayo	16	10	24	26	-2	327

AUSTRIA-HUNGARY

The *Kaiserliche und Königliche Kriegsmarine* (Imperial and Royal War Navy) began modernizing in 1849, but is still far behind the other major European nations. Part of this stems from the simple fact that neither Austria nor Hungary has a coastline, forcing it to use the ports of smaller satellite countries. Having conceded the rest of the oceans to Britain and France, its primary concern is to beat Italy to control of the Adriatic Sea. The navy is involved in the Greco-Turkish War (1897), patrolling the waters off Crete against the navy of the Ottoman Empire as part of a larger European taskforce sent to the region.

Ships are designated SMS, or *Seiner Majestät Schiff* (His Majesty's Ship).

COASTAL DEFENCE SHIPS

As the name implies, these warships are designed to protect coasts. Roughly the same size as cruisers, what they sacrifice in speed they made up for in armor and armament. The *Monarchs* are the first coastal defence ships to mount guns in turrets. They are the heaviest ships in the Austro-Hungarian navy. Five years after being commissioned, they too are rendered obsolete by new battleships. In 1897, SMS *Wien* arrives in British waters, where it participates in celebrating Queen Victoria's Diamond Jubilee.

Monarch-class: SMS *Monarch* (1895), SMS *Budapest* (1896), SMS *Wien* (1897); **Armament:** 4 x heavy cannons, 6 x medium cannons, 14 x light cannons, 1 x machine gun, 4 x light torpedo tubes

Austrian Ships	Size	Def	Strc	Spd	Han	Crew
Monarch	16	16	26	18	-2	469

CRUISERS, ARMORED

The only vessel of this class is a unique design. During the Spanish-American War of 1898, she is transferred to the Caribbean to protect Austro-Hungarian interests. In 1900, she moves to China, to assist in suppressing the Boxer Rebellion. She remains there until 1902.

SMS *Kaiserin und Königin Maria Theresia* (1894): 2 x heavy cannons, 6 x medium cannons, 18 x light cannons, 4 x heavy torpedo tubes

Austrian Ships	Size	Def	Strc	Spd	Han	Crew
Kaiserin & Königin Maria Theresia	16	12	26	22	-2	475

CRUISERS, PROTECTED

Kaiser Franz Joseph I-class: SMS *Kaiser Franz Joseph I* (1892), SMS *Kaiserin Elisabeth* (1893); **Armament:** 2 x heavy cannons, 6 x medium cannons, 5 x light cannons, 4 x heavy torpedo tubes

SMS Zenta (1899): 8 x medium cannons, 10 x light cannons, 2 x heavy torpedo tubes

Austrian Ships	Size	Def	Strc	Spd	Han	Crew
Kaiser Franz Joseph I	16	10	24	22	-2	376
Zenta	16	10	23	24	-2	308

CRUISERS, TORPEDO RAM

Torpedo ram cruisers are small and fast. They have a strengthened prow for ramming (Defence 15 for this purpose) and torpedoes for taking on larger warships.

SMS Panther, SMS Leopard: (pre-1891) 4 x medium cannons, 8 x light cannons, 4 x light torpedo tubes; *(after 1891)* 4 x medium cannons, 14 x light cannons, 4 x light torpedo tubes

SMS Tiger: 4 x medium cannons, 10 x light cannons, 4 x light torpedo tubes

Austrian Ships	Size	Def	Strc	Spd	Han	Crew
Torpedo Ram	16	10	22	22	-1	186

DESTROYERS, TORPEDO BOAT

Python-class (1898): SMS *Boa*, SMS *Cobra*, SMS *Kigyo*, SMS *Python*; **Armament:** 2 x light cannons, 3 x heavy torpedo tubes

Austrian Ships	Size	Def	Strc	Spd	Han	Crew
Python	16	10	16	28	-1	22

DENMARK

Although Danish Vikings sailed during the 9th century, the first unified navy was founded in the 14th century. Having lost the Second Schleswig War (1864) thanks in part to its antiquated navy, Denmark begins to modernise its fleet. By the turn of the century its sailing vessels are mostly replaced by armored steam ships.

Ships carry the prefix KDM, which stands for *Kongelige Danske Marine* (Royal Danish Navy). The English use the prefix HDMS, meaning *Her / His Danish Majesty's Ship*.

COASTAL DEFENCE MONITOR

KDM Skjold (1897): 1 x heavy cannon, 3 x medium cannons, 4 x light cannons

Danish Ships	Size	Def	Strc	Spd	Han	Crew
Skjold	16	15	22	16	-2	302

CRUISERS, PROTECTED

KDM Valkyrien: 2 x heavy cannon, 6 x medium cannons, 12 x light cannons, 3 x light torpedo tubes

Gesjer-class: KDM *Gesjer* (1893), KDM *Hejmdal* (1895); **Armaments:** 2 x light cannons, 2 x heavy torpedo tubes

Danish Ships	Size	Def	Strc	Spd	Han	Crew
Gesjer	16	11	21	19	-2	156
Valkyrien	16	11	23	19	-2	282

TORPEDO BOATS

KDM Hajen (1896): 1 x medium cannon, 5 x light cannons, 2 x heavy torpedo tubes

Havørnen-class: KDM *Havørnen* (1897), KDM *Søbjørnen* (1898); **Armaments:** 2 x medium cannons, 10 x light cannons, 1 x heavy torpedo tube, 3 x light torpedo tubes

Danish Ships	Size	Def	Strc	Spd	Han	Crew
Hajen	16	10	16	25	-1	25
Havørnen	16	10	16	25	-1	25

GERMANY

COASTAL DEFENCE SHIPS

While some nations despatch their coastal defence ships to help protect their overseas colonies, German keeps hers close to home—they are assigned to patrol the North and Baltic Seas.

SMS Oldenburg: 12 x medium cannons, 2 x light cannons, 4 x light torpedo tubes

Siegfried-class: SMS *Siegfried* (1890), SMS *Beowulf* (1890), SMS *Frithjof* (1893), SMS *Hagen* (1894), SMS *Heimdall* (1890), SMS *Hildebrand* (1893); **Armament:** 3 x heavy cannons, 8 x medium cannons, 4 x light torpedo tubes

Odin-class: SMS *Odin* (1896), SMS *Ägir* (1896); **Armament:** 3 x heavy cannons, 8 x light cannons, 3 x heavy torpedo tubes

German Ships	Size	Def	Strc	Spd	Han	Crew
Odin	16	15	24	17	-2	276
Oldenburg	16	15	25	16	-2	389
Siegfried	16	15	24	16	-2	276

CRUISERS, ARMORED

Although German's first armored cruiser is not commissioned until 1900, she is undergoing final trials at the sea from 1897. She has superior armor and armaments and is considerably larger than the *Victoria Louise*-class

protected cruisers, the largest cruisers in the fleet until the *Fürst Bismarck* enters service.

SMS *Fürst Bismarck* (1900): 4 x heavy cannons, 22 x medium cannons, 6 x heavy torpedo tubes

German Ships	Size	Def	Strc	Spd	Han	Crew
Fürst Bismarck	16	14	31	22	-2	621

CRUISERS, UNPROTECTED

***Bussard*-class:** SMS *Bussard* (1890), SMS *Falke* (1891), SMS *Seeadler* (1892), SMS *Cormoran* (1892), SMS *Condor* (1892), SMS *Geier* (1894); **Armament:** 8 x medium cannons, 2 x light torpedo tubes (SMS *Geier* has 2 x heavy torpedo tubes)

***Gefion*-class:** SMS *Gefion* (1893); **Armament:** 4 x light cannons, 3 x light torpedo tubes

German Ships	Size	Def	Strc	Spd	Han	Crew
Bussard	16	10	22	18	-2	161
Gefion	16	10	24	22	-2	302

DISPATCH BOATS

These warships are used to carry military communications from ship to ship or ship to shore when other means of transmitting messages are not possible or secure.

***Meteor*-class:** SMS *Comet* (1891), SMS *Meteor* (1893); **Armament:** 4 x light cannons, 3 x light torpedo tubes

SMS *Hela* (1896): 10 x medium cannons, 3 x heavy torpedo tubes

***Wacht*-class:** SMS *Jagd*, SMS *Wacht*; **Armament:** 3 x light cannons, 3 x light torpedo tubes

German Ships	Size	Def	Strc	Spd	Han	Crew
Hela	16	10	22	23	-1	178
Meteor	16	10	21	22	-1	115
Wacht	16	10	21	22	-1	141

THE NETHERLANDS

The Dutch Navy has a proud history dating back to the late 16th century. During the 17th century, it was the most powerful navy in the world. By the late 18th century the situation had changed dramatically, and it ranked far behind the British and French. In the late Victorian era, the navy is undergoing major changes, with new ship designs being commissioned and foreign sailors being hired from the Dutch colonies to make up for a significant shortfall. Around 60% of the fleet is stationed in the Far East.

Ship prefixes change depending on whether a king or queen rules. HNLMS (His/Her Netherlands Majesty's Ship) is an international prefix, and used for convenience. Despite the Netherlands being a kingdom since 1813, the navy is not granted the predicate "Royal" until 1905.

COASTAL DEFENCE SHIPS

The Netherlands' coastal defence ships not only patrol the coast, they also sail the mighty navigable rivers that cut through the nation.

***Evertsen*-class:** HNLMS *Kortenaer* (1895), HNLMS *Evertsen* (1896), HNLMS *Piet Hein* (1899); **Armament:** 3 x heavy cannons, 2 x medium cannons, 14 x light cannons, 3 x heavy torpedo tubes

Dutch Ships	Size	Def	Strc	Spd	Han	Crew
Evertsen	16	15	23	18	-2	263

PROTECTED CRUISERS

The Netherlands' protected cruisers were used to safeguard her interests in the Far East. As the new century dawn, three new *Holland*-class cruisers enter service. These vessels, HNLMS *Gelderland*, *Noord-Brabant*, and *Utrecht*, are slightly larger than the earlier models, but share the same statistics.

HNLMS *Sumatra* (1890): 1 x heavy cannon, 3 x medium cannons, 6 x light cannons, 2 x light torpedo tubes

HNLMS *Koningin Wilhelmina der Nederlanden* (1894): 1 x very heavy cannon, 1 x heavy cannon, 2 x medium cannons, 10 x light cannons, 4 x light torpedo tubes

***Holland*-class:** HNLMS *Friesland* (1898); HNLMS *Holland* (1898); HNLMS *Zeeland* (1898); **Armament:** 8 x medium cannons, 8 x light cannons, 2 x heavy torpedo tubes

Dutch Ships	Size	Def	Strc	Spd	Han	Crew
Holland	16	11	24	23	-2	324
Koningin Wilhelmina	16	15	25	18	-2	296
Sumatra	16	11	22	20	-2	181

NORWAY

Although in a union with neighboring Sweden, Norway retains an independent armed forces (before 1814, it was part of the Royal Dano-Norwegian Navy). As Norway pushes for full independence, so its navy is rapidly expanding and modernizing to defend itself from possible Swedish reprisals. In addition to older sailing vessels and the modern ships listed below, Norway has over 20 torpedo boats in multiple vessels classes. For ease, these use the same statistic as their British equivalents (see *Globetrotters' Guide to Miscellanea*).

Ships carry the prefix KNM, which stands for *Kongelig Norske Marine* (Royal Norwegian Navy).

COASTAL DEFENCE SHIPS

***Tordenskjold*-class:** KNM *Harald Harrfagre* (1897),

KNM *Tordenskjold* (1898); **Armament:** 2 x heavy cannons, 6 x medium cannons, 12 x light cannons, 2 x heavy torpedo tubes

Norwegian Ships	Size	Def	Strc	Spd	Han	Crew
Tordenskjold	16	13	24	19	-2	245

CRUISER, PROTECTED

KNM *Frithjof* (1896): 2 x medium cannons, 8 x light cannons, 1 x heavy torpedo tube

Norwegian Ships	Size	Def	Strc	Spd	Han	Crew
Frithjof	16	10	21	17	-2	154

DESTROYER, TORPEDO BOAT

KNM *Valkyrjen* (1896): 2 x medium cannons, 4 x light cannons, 2 x heavy torpedo tube

Norwegian Ships	Size	Def	Strc	Spd	Han	Crew
Valkyrjen	16	10	18	26	-2	59

GUNBOATS

Norway's new generations of gunboats follow the same pattern as their predecessors—heavy armaments on a small, poorly armored hull. Unfortunately, they suffer from very low top speeds, something of a liability when facing down vessels with equally large guns.

Gor-class: KNM *Gor*; KNM *Tyr*; **Armament:** 1 x heavy cannon, 3 x light cannons

Vale-class: KNM *Brage*, KNM *Nor*; KNM *Uller*; KNM *Vale*, KNM *Vidar*; **Armament:** 1 x heavy cannon, 3 x light cannons

KNM *Viking* (1891): 2 x medium cannons, 8 x light cannons, 3 x heavy torpedo tubes

KNM *Aeger* (1894): 1 x heavy cannon, 3 x light cannons

KNM *Frithjof* (1895): 2 x medium, 8 x light cannons, 1 x heavy torpedo tube

Norwegian Ships	Size	Def	Strc	Spd	Han	Crew
Aeger	16	10	20	11	-1	43
Frithjof	16	10	21	17	-1	154
Gor	16	10	18	12	-1	44
Vale	16	10	18	10	-1	44
Viking	16	10	21	17	-1	125

OFFSHORE PATROL BOATS

The one ship in this class was built to patrol Norway's Arctic coastline and rescue mariners whose ships get into danger. She also serves as a royal yacht.

KNM *Heimdal* (1892): 6 x light cannons

Norwegian Ships	Size	Def	Strc	Spd	Han	Crew
Heimdal	16	10	20	13	-1	62

RUSSIA

COASTAL DEFENCE SHIPS

Russia's coastal defence ships were built in direct response to Sweden's construction of a new fleet of armored warships, and were stationed in the Baltic.

Admiral Ushakov-class: *Admiral Ushakov* (1895), *Admiral Seniavin*, *Grand Admiral Graf Apraksin*; **Armament:** 4 x heavy cannons, 4 x medium cannons, 20 x light cannons, 4 x light torpedo tubes

Russian Ships	Size	Def	Strc	Spd	Han	Crew
Admiral Ushakov	16	15	25	18	-2	404

SWEDEN

Despite Russian paranoia, Sweden currently lacks a modern navy, though it has plenty of gunboats at its disposal. She is, however, close to commissioning a new class of torpedo boats and five torpedo cruisers, all of which were laid down in the late 1890s. The latter are heavier versions of the torpedo gunboats used by many other nations. Around 90% of Sweden's imports and exports pass through the Baltic Sea, and the navy is predominantly concerned with protecting mercantile shipping, as well as deterring invasion from rival powers.

Ships carry the prefix HMS, which stands for *Hans/Hennes Majestäts Skepp* (His/Her Majesty's Ship). In order to prevent confusion, the British assigned these ships the prefix HSwMS, which we use here for the same reason.

COASTAL DEFENCE SHIPS

Svea-class: HSwMS *Svea*, HSwMS *Göta* (1892), HSwMS *Thule* (1893); **Armament:** 1 x heavy cannons, 4 x medium cannons, 6 x light cannons, 3 x light torpedo tubes

Oden-class: HSwMS *Oden* (1898), HSwMS *Njord* (1899), HSwMS *Thor* (1899); **Armament:** 2 x heavy cannons, 6 x medium cannons, 12 x light cannons, 1 x heavy torpedo tube

Swedish Ships	Size	Def	Strc	Spd	Han	Crew
Oden	16	15	23	19	-2	252
Svea	16	15	23	18	-2	252

TORPEDO CRUISERS

Örnen-class: HSwMS *Örnen* (1897), HSwMS *Claes Horn* (1899), HSwMS *Jacob Bagge* (1899); **Armaments:** 2 x medium cannons, 2 x light cannons, 1 x light torpedo tube

Swedish Ships	Size	Def	Strc	Spd	Han	Crew
Örnen	16	11	23	18	-2	99

CONVERT YOUR OWN SHIPS

This list of ships in this update and *Globetrotters' Guide to Miscellanea* is far from exhaustive, though we've aimed to cover as many different ships from as many nations as possible. For those looking to add vessels we've missed, or if you want to ignore history and introduce a new class of battleship a few years early, real-world statistics for many warships of the late Victorian era can be found on the internet.

All the *Leagues of Adventure* warships were statted out using a very simple system, which we have included below. We make no claims that it is a perfect model—best guess and personal opinion must be used on occasion. At the end of the day, *Leagues of Adventure* isn't a strategic warship simulator, so don't lose any sleep deciding whether a 3.5" gun is light or medium. For the record, we treated them as light cannons.

Size: Even small ships (30-50 feet in length) are Size 16 by dint of their weight.

Defence: 10 + half the ship's belt armor in inches. Some values were rounded up and others down, and others modified if historical descriptions mentioned unusual or innovative armor.

Structure: 20 + (tonnage/1000). Values of 500 or more were usually rounded up. So a ship of 2600 tons has Structure 23, while one of 12,300 has Structure 32.

Speed: Listed in miles per hour.

Handling: Heavy and slow to turn, most warships have -2. Smaller vessels, like gunboats, often have -1.

Crew: The number of officers and seamen.

Cannons: Light cannons cover any gun with a caliber of 3" or less. Medium cannons are 4-6", heavy cannons 8-10", very heavy cannons 11-14", and massive cannons 15-16".

Torpedoes: Light torpedoes are 14-16" and heavy torpedoes 17-18".

AIRSHIP FIELDS

This section briefly describes the major airship landing fields across the globe. The landing site in London (Croydon Field) is detailed in the core rules and Pyramid Field in Cairo in the *Globetrotters' Guide to the Dark Continent*.

In general, airship landing fields are rarely impressive to look at from the ground or the air. The hangars, impressive in their size but built for practical purposes rather than aesthetics, sit in the middle of a vast open field, while the passenger building, which can be grand both inside and out, is merely a single building.

AMERICAS

Dominated by the British, and primarily centered around their Empire and its interests, airship travel

has only reached the America in the last few years. The two continents each boasts just a single landing site. In North America trans-continental travel is stymied by the railroad companies, who have no wish to see their extensive investments ruined overnight. In South America, the economic crises threatening many countries, not to mention lack of cooperation between neighbors, hinders the formation of major routes.

ASCENSION ISLAND

A volcanic island situated halfway between Africa and South America, Ascension Island was claimed by the British in 1815. It serves as a supply base for the Royal Navy and, more recently, for airships making the long haul from Cairo to Rio de Janeiro.

The airfield, George Field, is located several miles south of the capital, Georgetown. Facilities are rudimentary, with little to entice passengers off their airship for more than a few minutes to stretch their legs unless they have an interest in volcanology. Security is maintained by a detachment of Royal Navy Marines.

In 1899, an underwater telegraph cable is laid from the island, connecting Great Britain to its South African colonies.

NEW YORK, USA

When Great Britain decided to fix an airship route to the United States, it was torn between New York, the commercial capital, and Washington D.C., the political capital. After much deliberation, it was decided that New York, long the gateway to the country for European immigrants and visitors alike, would be the logical choice. Liberty Field was constructed 15 miles southwest of Midtown Manhattan.

The airfield is divided into two parts. The larger part is privately operated and caters for commercial airships. As well as refuelling and servicing facilities there is a small hotel. Given that only the rich can afford to fly, the hotel is well appointed, though not up to the standards of the grand hotels in the city proper.

The smaller portion is used by the United States Naval Aerial Squadron, which operates the dreadnought airship UNAS *Washington* from the site. Access to this section is strictly prohibited to civilians.

RIO DE JANEIRO, BRAZIL

Constructed on a strip of land between the mountains and the sea, Rio de Janeiro is not the ideal choice for an airship landing site. Still, it is the capital city and one that enjoys many modern facilities. Despite only receiving one airship every few months, Beach Field is an extensive site, with hangars for six airships. Built at extravagant cost (the government intended to make it a hub for a South American airship network), its construction contributed toward the economic crises that wracked the country in the mid-1890s.

ASIA

Extensive British political, economic, and military interests in India naturally meant an airship route was inevitable. The route was in place before any of the routes from London to major European cities, in fact. Plans are being drawn up to create a new landing facility near the economic powerhouse that is Singapore.

BOMBAY, INDIA

As in the United States, Bombay was chosen as the site for a major airship landing site because of its bustling port rather than because it was the political heart. Similar to the situation in Cairo, the airship facility, Empress Field, is a civilian site but with strong military ties. HMAS *Lancelot* and HMAS *Palamedes* are stationed here. Ostensibly their presence is to protect British interests in the region, but they have been called upon to help quell uprisings in the Jewel of the Empire.

A small village has grown up inside the perimeter. No sooner have passengers disembarked than they are surrounded by a horde of natives offering their services as bearers and guides, beggars, and food vendors.

SHANGHAI, CHINA

Although the old walled city is controlled by the Chinese, huge swathes of land outside are occupied by foreign powers. Their territories of the Americans and British joined into the Shanghai International Settlement in 1863, following France's decision to self-govern its territory. The Anglo-American concessions are overseen by the Shanghai Municipal Council.

Following the Sino-Japanese War (1894-95), Japan adds its influence over the city. It is the Japanese who construct the first factories, leading to a major economic boom as the other foreign powers seek to catch up.

As the largest British mainland territory, Shanghai was chosen as the location of an airship landing site. Although HMAS *Lamorak* is stationed here, the airfield, Shanghai Field, is controlled by the Council. It serves as a gateway to Australia and, thanks to American pressure, a new route to San Francisco. Flights to the latter are currently limited to one every two months, with a stop in Hawaii to refuel. As of 1895, Japan begins constructing its own facility in preparation for a route to Tokyo.

AUSTRALIA

A young and sparsely populated country, Australia has a "regular" airship route only because it is part of the British Empire. Even then, all international flights must go through Shanghai, Bombay, and Cairo before reaching Europe. Flights are sporadic, with no more than one every three or four months. Airships would be ideal for

linking the disparate population centers, but as in the United States, the railroad companies are keen to protect their sizeable investments.

PALMERSTON (DARWIN)

Founded in 1859, the fledgling settlement was named after the then British Prime Minister, Lord Palmerston. (Historically, the colony is renamed to Darwin in 1911.)

In the early 1870s, the construction of the Australian Overland Telegraph Line connected Port Augusta on the southern coast to Palmerston, a distance of 2000 miles through inhospitable terrain. From there the cable went to Java, joining Australia to the expanding global telegraph network.

Despite a gold rush in 1872 and an influx of settlers from Japan, the Philippines, and Timor in 1894 following the discovery of pearl beds, Palmerston's population remains under 1000 citizens.

That it has an airfield (Palmerston Field) is purely down to its geographical location—the small colony is the first settlement of any significance in northern Australia. Airships flying between Sydney and Shanghai stop only to refuel and take on fresh provisions before the next leg of their journey.

SYDNEY

The location of the first British colony in Australia, Sydney has grown rapidly from a settlement of a few hundred to a city of over 500,000 citizens. It was also the first incorporated city.

A modern and still expanding city, Sydney is also the site of the only major airship landing field—Phillip Field (named after Captain Arthur Phillip, who founded Sydney as a penal colony in 1788).

Located a mere two miles from the city center, it has few facilities for passengers. Its airship maintenance facilities are state-of-the-art. Only two hangars currently exist, but the governor has order two more constructed in preparation for the day when airship travel across the continent is the norm.

EUROPE

London may be the heart of airship travel, but its arteries stretch across Europe. Thanks to British dominance of the new form of travel, there are as yet no major direct connections between other European cities. Both the French and Germans are looking to change the *status quo*.

BERLIN, GERMANY

Berlin actually boasts two airfields. The largest, Kaiser Wilhelm II Field, is headquarters of *Das Luftschiff-Korps des deutschen Kaiserreiches* ("Imperial German Air-

ship Corps”), the branch of the military responsible for Germany’s small fleet of dreadnought airships.

The second is Tempelhof Field. Built on land once owned by the Knights Templar and later used as a military parade ground, the civilian airfield is located in the borough of Tempelhof-Schöneberg. While work on Berlin’s underground railway system is still ongoing (it opens in 1902), a branch runs to the airfield. Once it is completed, Tempelhof will be the first airfield with an underground station (Croydon Field has a surface railway terminal).

The Kaiser has spared no expense at Tempelhof. The departure lounge is a grand Gothic building, more akin to a palace; each of the six hangars can accommodate an airship larger than anything currently in the air; and airships are greeted by bands more suited to the arrival of foreign dignitaries.

KRISTIANIA (OSLO), NORWAY

When the British government announced the creation of a regular airship route to Scandinavia, Sweden naturally expected Stockholm would be selected. The government was apoplectic when Kristina in neighboring Norway was chosen as the terminus. The British have still to explain the reasons behind their decision, but appear in no mood to do so any time soon.

The big decision facing the Norwegian government was what to call the landing field. It had no intention of honoring the current Swedish king, its nominal monarch, nor any of his ancestors. In a move that has soured diplomatic relations with its neighbor, they named it Haakon Field (Haakon being the name of several Norwegian kings of old).

Despite Norwegian pride in its airfield, Haakon Field is a rudimentary facility by the standards of other European cities.

MOSCOW, RUSSIA

Although Saint Petersburg is the capital of Russia, Moscow was chosen as the site for an airship landing field due to its more central position (with reference to the major population centers). Sacked and burned several times through its history, the modern city is home to over one million souls.

In typical autocratic fashion, Tsar Alexander III (r. 1881-1894) named the field after himself. Situated on the outskirts of Moscow, it is a showcase for the inequality prevalent in Russian society. Constructed for rich passengers, its gleaming marble interior is a stark contrast against the grim visage of industrial Moscow. A meal in its passenger lounge, while of exquisite taste, costs more than an average peasant earns in a month. The art hanging from the walls would grace any European art museum. While intended to showcase the wealth and prestige of the tsar to wealthy foreigners, it was also designed to outdo Tempelhof Field, the Tsar having a strong dislike of the Kaiser.

MADRID, SPAIN

While Madrid has theaters, cafes, and fine buildings and statues, not to mention its fair share of revolutionaries, it has the appearance of a small town rather than a major city. It boasts a population of around 500,000, around one-tenth of that of London and one-sixth that of Paris.

Bourbon Field, named after the ruling Royal House, lacks the grandeur of fields in other European capitals. Facilities are quite basic and few passengers hang around the passenger lounge any long than absolutely necessary, preferring to make the short journey from one of the city’s hotels at the last moment.

PARIS, FRANCE

Regarded as one of the most beautiful cities in the world, Paris boasts an airship field to match. Only a short flight across the English Channel, Republic Field is popular with members of high society looking to indulge themselves in the city’s social scene. It is the second busiest airfield outside Croydon Field.

While the airship hangars are as mundane and functionally drab as those found elsewhere, its passenger lounge has a world-class restaurant and facilities, outstripping any of its rivals. More than one passenger has made the journey merely to eat at the restaurant before returning home on the next available airship.

France has a second airfield, located near Marseilles. Home to the dreadnought airships of the *Aéronautique Militaire* (Aeronautical Military), it was constructed here so as to be closer to France’s North African colonial interests, rather than safeguard the country against potential European threats.

ROME, ITALY

For those seeking to immerse themselves in the history and grandeur of Rome, their gateway is King Umberto Field. The Italians have not bothered trying to impress anyone with the passenger facilities.

Publicly they proclaim the airfield is merely a transit point, a means of reaching the ancient city, with its magnificent buildings, splendid architecture, and countless museums and galleries. Privately, everyone knows Italy is struggling financially—an extravagant passenger lounge would not sit well with a nation already seething with hatred toward the king and his ineffectual governments.

VIENNA, AUSTRIA

Given Vienna is another European cultural center, it should be little surprise that the passenger facilities at Mozart Field are built to reflect the city’s grandeur and culture. The main lounge is more akin to a ballroom, both in size and architecture. While waiting passengers enjoy a delicious pastry and cup of coffee, an orchestra plays pieces by Haydn, Mozart, Schubert, and Beethoven.

ARMY CHAPLAIN

Archetype: *Clergyman*

Motivation: *Faith*

Style: 3

Sanity: 6

Health: 5

Primary

Body: 2

Charisma: 3

Dexterity: 2

Intelligence: 3

Strength: 2

Willpower: 3

Secondary Attributes

Size: 0

Initiative: 5

Move: 2

Defense: 4

Perception: 6

Stun: 2

Skill	Base	Levels	Rating	Average
Academics:	3	2	5	(2+)
Occult				
Academics:	3	3	6	(3)
Religion				
Diplomacy	3	2	5	(2+)
Empathy	3	2	5	(2+)
Firearms	2	2	4	(2)
Investigation	3	2	5	(2)
Linguistics	3	2	5	(2+)
Performance	3	2	5	(2+)

Talents

Exorcism (Can cast Banish Spirit using Willpower x 2)

Inspire (Provides Skill bonus to allies)

Resources

Followers 0 (Soldier, Infantry)

Rank 0 (The Holy Brotherhood; +1 Social bonus)

Flaw

Lame (+1 Style point if he is unable to outrun danger, or if his bad leg gets him into trouble)

Weapons	Rating	Size	Attack	Average
Punch	0N	0	0N	(0)N
Light revolver	2L	0	6L	(3)L

“WE ARE STRONG IN THE LORD AND HAVE PLENTY OF AMMUNITION WITH WHICH TO SMITE OUR FOES.”

CHARACTER BACKGROUND

I tell people my leg was made lame by a tiger. That is not true, but it is far easier from them to accept than the truth. You, though, are ready to hear the truth, for you have seen what lies beyond the veil.

No doubt many civilized men have shivered with fear while reading works of Gothic fiction by the flickering lamps that illuminate their homes. By the light of day those same stories that caused their pulses to race not a few hours before seem like fairy tales and the fears they invoked utterly irrational. This, they proclaim, is a world of science and understanding, not superstition—everything can be explained by science!

My leg was ripped from hip to knee by a creature that science cannot explain—a rakshasa, a demon native to India and the lands thereabouts. Since encountering the demon I have fought and defeated many other fiends. In many instances that has been my choice, for I have a higher calling, but in others the forces of Satan have given me, and those who stood beside me, no option.

How old are you? Eighteen, perhaps? Even against mundane opponents I have witnessed hardened veterans of many campaigns, even officers, run in terror while fresh recruits, mere boys like yourself, stand firm and perform their duty admirably. Remember that it is not the hand that guides the bullet or bayonet, but the spirit. After all, what use is a rifle if you lack the courage to aim true? Let me tell you in no uncertain terms that in every single engagement I have tasted fear. Oh, how I have wanted to run! And yet I stood my ground. Fear is a disease—it consumes one man, and then it spreads. Once that happens all is lost, for where brothers-in-arms are strong in numbers they are weak individually. The tonic that kills that vile disease is faith.

Of course men fear death—mankind has long feared the unknown, and that is only natural. Be assured that the Lord stands at your side always, and be at peace in the knowledge that if your time on Earth has ended he will guide you to the Kingdom of Heaven.

Now pick up your rifle, private, and return to the barricade—the sun is setting and those creatures will soon return. God be with you, my son.

ROLEPLAYING

As a chaplain, it is your duty to tend to the spiritual wellbeing of others. This is especially true of those who have witnessed the supernatural first hand. You may not be a warrior or hero material, but you know how to inspire others to greatness through your faith.

DUBIOUS MISSIONARY

Archetype: *Clergyman*

Motivation: *Greed*

Style: 3

Health: 5

Primary Attributes

Body: 3	Charisma: 3
Dexterity: 2	Intelligence: 3
Strength: 2	Willpower: 2

Secondary Attributes

Size: 0	Initiative: 5
Move: 4	Defense: 5
Perception: 5	Stun: 3

Skill	Base	Levels	Rating	Average
Academics: Religion	3	2	5	(2+)
Brawl	2	2	4	(2)
Con	3	2	7	(3+)
Diplomacy	3	2	5	(2+)
Empathy	3	1	4	(2)
Gambling	3	2	5	(2+)
Larceny	3	2	5	(2+)
Linguistics	3	1	4	(2)
Streetwise	3	3	6	(3)

Talents

Skill Aptitude (+2 to Con rating)

Resources

Followers 0 (Street Urchin)

Rank 0 (Beggar's Benison; +1 Social bonus)

Status 1 (Missionary; +2 Social bonus)

Flaw

Lustful (+1 Style point whenever his overactive libido gets him or his companions into serious trouble)

Weapons	Rating	Size	Attack	Average
Punch	0N	0	4N	(2)N

“MATERIAL GOODS ARE THE PATH TO WICKEDNESS. ALLOW ME TO RELIEVE YOU OF YOUR BURDEN.”

CHARACTER BACKGROUND

Let me correct you on one point—I am not an ordained priest in any faith. I am simply an ordinary member of a Christian congregation who has chosen to undertake missionary work. I say “chosen,” but things are not quite that black and white. Allow me to elaborate only by saying that I chose missionary work in foreign lands so as to avoid the wrath of a rather protective gentleman who utterly misconstrued my intentions toward his daughter, a young lady sorely in need of spiritual guidance and comfort. The allegations he laid at my feet were utterly groundless. Now where was I? Oh yes, my correct title is Brother.

Missionary work is a most arduous, though thoroughly worthy, occupation, and one not without its hazards. Several of my peers have met sticky ends trying to bring spiritual salvation to cannibals, and of course tending to the needs of the poorest of the poor brings one into contact with all manner of disease. Medicines cost money, as does maintaining the mission post, and I am forced to rely on the alms and charity of the rich to help me in my work. Alas, charity is not always easy to find, especially in lands where a missionary's presence is not welcome. Still, I do what I can to raise funds.

Many souls stray from the path of righteousness, and it is my duty to steer them back on course. I take a special interest in ladies who drift into licentious and wanton behavior, for did not our Lord Himself take pity upon and show grace toward a lady of ill-repute? No matter how low one has fallen, my hands are always ready to cradle and comfort them, so to speak.

Pornography? It is a terrible wickedness, especially in pictorial form, and a vice sure to lead to spiritual corruption. If you happen to come across any imagery of naked ladies, no matter what form it might take please let me know at once so that I may take possession of it and deal with it appropriately, lest it tempt others into falling from grace and performing unsavory acts. Now, if you are ready, madam, shall we begin?

ROLEPLAYING

You know you're a weak man at heart. Missionary work doesn't actually pay anything, and while you're not of criminal bent, you are always on the lookout for a means to make a quick shilling or two to help keep you in the basic comforts. You also have an eye for the ladies, though you're quick to tell your small congregation that the time you spend alone with young ladies is spent giving “religious instruction” so that they might be led back to the path of righteousness.

VOLCANOLOGIST

Archetype: *Scientist*

Motivation: *Glory*

Style: 3

Health: 5

Primary Attributes

Body: 3	Charisma: 2
Dexterity: 2	Intelligence: 3
Strength: 3	Willpower: 2

Secondary Attributes

Size: 0	Initiative: 5
Move: 5	Defense: 5
Perception: 5	Stun: 3

Skill	Base	Levels	Rating	Average
Athletics	3	3	6	(3)
Bureaucracy	3	1	4	(2)
Demolitions	3	2	5	(2+)
Expeditions	3	3	6	(3)
Firearms	2	2	4	(2)
Linguistics	3	1	4	(2)
Science: Geology	3	3	6	(3)
Survival	3	2	5	(2+)

Talents

Acclimated (Exposure to extreme temperatures does nonlethal damage every two hours)

Resources

Followers 0 (Spelunker)
 Rank 0 (Hollow Earth Society; +1 Social bonus)
 Rank 0 (Royal Geographical Society; +1 Social bonus)

Flaw

Opinionated (+1 Style point whenever his outspoken opinions cause problems for him or his allies)

Weapons	Rating	Size	Attack	Average
Punch	0N	0	1N	(0+)N
Light revolver	2L	0	6L	(3)L

“THE VOLCANO HAS BEEN DORMANT FOR A THOUSAND YEARS. THERE’S ABSOLUTELY NO REASON IT SHOULD CHOOSE TO ERUPT NOW.”

CHARACTER BACKGROUND

My interest in volcanoes began after hearing of the volcanic eruption of Krakatoa in 1883. At the time I was pondering what course to take at university. On reading the newspapers I was shocked that the eruption came as a complete and catastrophic surprise. I decided to study geology with the notion that through careful measurements and other scientific methodologies we might one day be able to predict eruptions and so save many thousands of lives. Since graduating I have visited many volcanoes across the world in a bid to learn the timing of their periodic eruptions.

But volcanoes may yet hold another secret worthy of scientific endeavor. I was fortunate to be invited to a seminar in 1889, where Axel Lidenbrock presented his uncle’s scientific data concerning his 1863 expedition to a gathering of geologists. Many refuted the figures and calculations. Indeed, many disbelieved the entire story, but I took the man at his word, for he had a most excellent reputation in academic and scientific circles.

What if there is an entire world beneath our feet just waiting to be explored? No cave system is likely to extend so far into the Earth to reach the interior world, and no drill could descend so far, but an extinct volcano might just provide the ideal method for traveling to such a distant and wondrous realm. As we know, eruptions are caused by the reaction of water with chemicals in the Earth. Sir Isaac Newton displayed through mathematics that every action has an equal and opposite reaction. Thus, as a volcano erupts upward so it must also erupt downward with equal force. Such an explosion would undoubtedly blast its way through to the hollow interior, providing a direct channel.

The great difficulty is not finding an extinct volcano, but discovering one whose crater or subterranean channels have not been filled by hardened lava or collapsed inward following the titanic eruption.

ROLEPLAYING

Professor Lidenbrock’s meticulous records prove without doubt that while he did indeed voyage far beneath the crust of the Earth through an extinct volcano, he did not reach the center of the Earth. You plan to discover a true route to the core through one of the many peaks whose fire has been extinguished by time, and with that earn public recognition. Those who scoff at your claims of a hollow earth are ignorant fools and deserve to be branded as such!