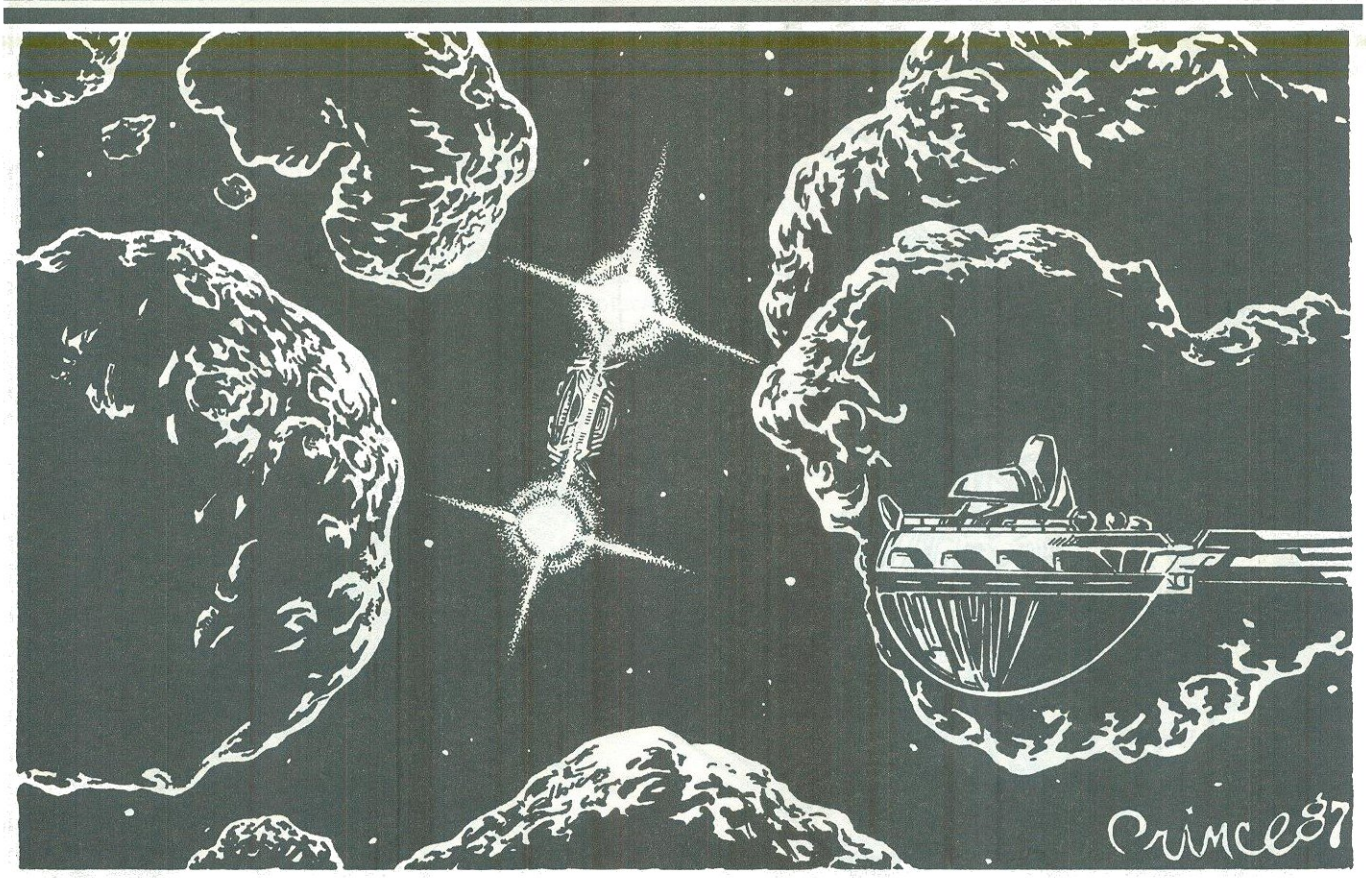

Toughening Up The Combat Game

Starship Combat Simulator Advanced (Advanced) Rules

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ONE: WARP SPEED COMBAT

Starship Combat at warp speed was seldom (if ever) seen in either the TV show or in the movies; excepting the M-5 computer's ability to target accurately at Warp Four, every combat took place at sublight speeds (or at most warp one or two). There must have been a reason for it.

The obvious explanation is simply film-related: technical problems with high-speed, long-range combat. Now, let's explain it in game terms.

The technology of the 23rd Century is incredibly sophisticated; but in any epoch similar problems arise. Speed affects today's combat vessels in acquiring their targets; the slower the target and the slower the firing platform, the more accurate the weapon. This is true in the 23rd Century; true, the electronics are much more advanced, but then again so is the relative speed, so the problem remains inherently the same.

To reflect this in game terms, implement the following rules for high-speed combat.

The Combat Charts (To-Hit) are based on Sublight speeds; at higher speeds, accuracy is reduced. At Warp Factor One, reduce all "To-Hit" numbers by one; at Warp Factor Two, reduce such numbers by two; and so forth. Hence, at warp 8, Sulu can cry as the Orion blazed past, "She's moving too fast, sir."

This should keep most combats below Warp Factor Three.

To represent more advanced computers, allow them less of a penalty; i.e., no penalty to warp two; -1 at warp 3, and so on

TWO: SUPERSTRUCTURE DOUBLING

Many people scoff when first hearing this one, but later return and apologize, saying it makes battles much better.

Double the superstructure value of all vessels over 25,000 metric tons.

When one has 200,000 tons of high-tech metal, it doesn't

just go "poof" when the engineer misses his roll. True, vessels take a lot of damage and blow up once in a while, but it gets a little depressing when every ship you defeat brilliantly takes just one point too much and makes like a firecracker.

A ship is considered "crippled" when it has taken its *original* number of superstructure damage points (20 for a *Constitution* class). It may not move, raise shields, or fire weapons. It still maintains hull integrity, but isn't going anywhere for at least a while. However, the Engineer does not have to make a roll to "save the ship" until the superstructure damage goes into the negatives; then proceed normally.

There are many reasons for this change. First, there are countless examples of ships being crippled, wracked with damage, burning, crumpled — but just don't sink. Look at U.S.S. *Franklin* or the U.S.S. *Intrepid* of WWII — neither was in operable condition, yet both stayed afloat.

Secondly, it has been made clear that ships are boarded and captured quite often in the Star Trek universe — but to this date, I know of only a very small handful of players who have ever managed the feat. With these superstructure rules, the majority of crippled ships may be boarded, or blasted at until they finally *do lose* any coherent shape.

THREE: WEAPON TARGETING

In the TV series and movies, and even in Fleet Captain Garth of Izar's advice on tactics, it is firmly established that weapons may be "locked" (or targeted). However, when firing on a ship in the combat game, the result is in the lap of the gods. The targeting rules allow for Kruge to order his gunner to disable the *Enterprise's* power or for Khan to order, "Lock phasers on target."

Targeting involves the Captain (or whomever) ordering his weapons officer to fire at a particular part of an enemy vessel — weapons, engines, deflector controls, etc.

When rolling the to-hit die, remember the number rolled. Then, consult the hit location charts. For every three integers that the gunner's "to hit" roll was below the number required, he may alter his hit location by one column up or down.

Captain Kirk orders Sulu to shoot at the bridge of a renegade Klingon D-7M. The speed is sublight, the range is three hexes.

Sulu consults his charts (for an *Enterprise* class cruiser) and sees that his phasers need a 1-10 to hit. He rolls against his Starship Weaponry Operation skill, and succeeds, making his needed number to hit an 11. He rolls; not too bad, a five. That is six less than the 11 he needed, so Sulu may "target" up to two columns when determining hit location. He consults the FORE chart for a D-7M — engines aft — and rolls a four He may decide to hit the D-7M in location 2,3,4,5,or 6. He can't hit the bridge — so he decides the best alternative is to disable the Klingon's forward shield generator. He announces he will hit location 2, and the Klingon captain turns away, losing his weapon arc in order to bring a fresh shield to bear...

This makes damage location a bit more controlled, and adds some spice, Remember, though, one doesn't *have* to target...

FOUR: CRITICAL HITS

Once in a while, something happens when a ship is hit that shouldn't happen — one moment the combat is raging and the next one vessel is mysteriously silent. Whether due to energy feedback, hitting the magazine, or whatever, critical hits occur whenever a to-hit roll is 1.

Then, roll percentile dice:

CRITICAL HIT DETERMINATION

DIE ROLL	RESULT
01-25	Shield power grid purged. All shields on vessel drop for the remainder of this turn.
26-35	Shield power grid purged. All shields on vessel drop for the remainder of this turn and for all of next turn.
36-49	Main drive disrupted. No more movement for the remainder of this turn.
50-60	Reaction controls disrupted. Ship must travel forward for remainder or move, it must make another turn identical to the last one — taking whatever stress damage that applies
61-79	Warp Drive disrupted. Ship violently exits warpfield, dropping immediately to sublight speed. Stress damage is dealt just as if the ship were traveling at its maximum speed. If ship is already at sublight, it may not accelerate to warp speed for 1-10 turns due to system disruption.
80-85	Weapons scanners disrupted. No weapons fire for remainder of this turn.
86-90	Weapons scanners disrupted. No weapons fire for remainder of this turn and all of next turn.
91-95	Damage Control parties disrupted. No attempts at Damage Control for remainder of this turn and all of next turn. Engineer's rolls are not affected
96-98	Engineering hit. Ship stops all activity and is powerless for the remainder of this turn.
99	Warp power hit. Warp engines have been shaken off-line and can no longer provide power. Engines themselves are undamaged, but their power cannot be utilized until the Chief Engineer makes his roll on Warp Drive Technology at a -20 penalty. At any rate, ship is without warp power for remainder of this turn.
100	Catastrophic hit to engineering section. The warp engine(s) detonate, dealing damage to the mother ship as per the self-destruct rules; i.e.,the ship suffers 2x the amount of power that its engines possessed. The engineer may attempt to jettison the engine(s) if possible;

he must make a *Space Sciences, Astronautics* roll to do so, at a -25 penalty. If the roll succeeds, the ship takes damage equal to the power that was in the engine(s). Note that enemy (or friendly) vessels within the blast radius also may take damage.

NEW MANEUVERS

This section is *very* optional.

Many maneuvers exist besides the "basic" ones given in the ruleset. Those may be performed by any helmsman; the ones below can only be performed by the masters of their trade.

THE CORKSCREW: This maneuver, initiated by Lieutenant-Commander Michelle "Corkscrew" LaTrek at the battle of the Hydran Nebula in 2/2101. Its name is quite apt; the performing vessel literally "corkscrews" into a position opposite where it previously had been.

In order to perform this maneuver, a Helmsman must have a Starship Helm Operation skill of 76 or higher, and a Space Sciences, Astronautics skill of at least 15 (to be able to judge just when the stress is too much).

RESULT OF MANEUVER:

The performing ship ends up 2 hexes forward and facing from 120° to 180° of its original heading. This maneuver requires three movement points to perform, and does 1 stress point of damage to the superstructure for every warp factor the ship is traveling. This damage is unavoidable.

IF THE MANEUVER FAILS:

Double the superstructure damage. The ship moves two hexes forward.

THE DECELERATING REVERSAL: Invented by Lieutenant Nicholas "Nick" Stewart in 1/1999, this maneuver causes a rapid loss of inertial speed and a drastic heading change (as well as angry noises from the Engineer and a good deal of noise).

To perform this maneuver, a helmsman must have a *Starship Helm Operation* skill of 76 or higher, and a *Space Sciences, Astronautics* skill of 15. In addition, he must have a minimum 10 rating in *Warp Drive Technology*

RESULT OF MANEUVER:

The performing vessel loses all remaining maneuver points, as well as from 0-2 warp factors. It must turn 1 hexside in any direction but may turn up to two — stress is calculated normally. *THE DIRECTION OF MOVEMENT IS NOW AFTWARDS*!!! The ship is now governed by all rules pertaining to backward movement.

IF THE MANEUVER FAILS:

The ship loses all remaining maneuver points and remains at its current warp speed. Each engine takes 2 stress points, plus 1 for every two warp factors the ship is moving. So, if this maneuver fails at warp eight, each engine takes 6 stress points. The ship moves one hex forward and stops.

In order to perform this maneuver a ship must possess at least three maneuver points. It loses them all this turn, but may move normally (backwards) next turn at a speed two *less* than the previous turn.

ASCENDING/DESCENDING EVASIVES: Used avidly by the Orions, the Federation, Klingons, and Romulans may only learn this maneuver after 2/2000. It involves a "somersault" to reverse direction and (usually) retreat.

In order to perform this maneuver, a helmsman must have a *Starship Helm Operation* skill of 85 or better.

RESULT OF MANEUVER:

The vessel takes only ½ damage from any missile fire targeted against it for the next two (2) turns. It does a complete 180° turn and loses only 1 maneuver point.

IF THE MANEUVER FAILS:

The vessel does not evade, and continues normally. It does not change direction.

The performing vessel must have at least five maneuver points to perform this maneuver, 1 of which is expended in the hex of reversal.

(Note: This is the 23rd century equivalent of an Immelmann or split-S)

COCHRANE DECELERATION: As used by the U.S.S. *Enterprise*, this involves shifting unused maneuver power to to reinforce the front shield. The helmsman needs a *Starship Helm Operationes* skill of 75 or higher and a *Warp Drive Technology* skill of 15+.

RESULT OF MANEUVER:

The performing vessel may transfer any or all of its allocated energy from MANEUVER to the forward shield.

IF THE MANEUVER FAILS:

The ship loses 1 complete maneuver point.

A *Constitution*-class Heavy Cruiser is racing after a D-7M. The D-7 smashes the Heavy Cruiser's front shield, then turns to continue the battle. The Captain of the Federation Cruiser orders full Cochrane deceleration; the *Constitution* has 6 maneuver points this turn, and has used three of these. The Helmsman makes his roll, and diverts all 12 points (since the ship has a maneuver ration of 4/1 — 12 ÷ 4 = 3) to the forward shield.

NOTE: THE SHIP'S SHIELD POINT RATIO DOES NOT AFFECT COCHRANE DECELERATION — ALL SUCH TRANSFERS ARE ON A ONE-TO-ONE BASIS.

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