

STAR WARS

THE SCAVENGER'S HANDBOOK

A GUIDE TO SALVAGE IN THE GALAXY



Inspired by



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The Salvager's Life

Introduction

At a first glance, salvaging looks like little more than garbage picking and scavenging one's way through the galaxy; taking an easy way out of digging through debris to make a quick credit. This illusion has seduced far too many free traders who, having fallen on hard times, swallowed their pride to do what they could to make some sort of living. They made the mistake of believing the illusion until mired in government bureaucracy, ending up at the wrong end of a claim jumper's blaster, and floundering with their dealings with the black market underbelly of the galaxy. All too often they find that a salvager's life is one of far more risks than rewards.

This supplement will help gamemasters introduce salvagers into their current Star Wars game, or perhaps develop new campaigns around a scavenger's life. The statistics and game information is presented during the time of the Galactic Empire. The general assumption is that the galaxy is ruled by an oppressive and callous regime, and the players are struggling against the structures of political power as well as hostile rivals in the universe. However, gamemasters can adapt the information for use in other eras of play.

Starting Out

There is a single, most common mistake that any free trader-come-scavenger makes: assuming anyone can wander out into the galaxy and claim an unmanned wreck as his own and walk away with what he wants. Finders keepers is the rule of the galaxy right? While there is a kernel of truth in this misperception, it is only a kernel. After all, there are laws concerning who can legally do salvaging expeditions, when a disabled ship becomes legally salvageable, and

what ships may participate in the salvage missions.

Salvage Licenses

Nothing is ever free, not even if it has been abandoned in space for a century with no living being to lay claim to it. If there is money to be made, then someone else wants a cut – especially the Empire. Where some beings resort to thievery, threats, or other messier forms of persuasion, the Empire's method is that of fees and licenses, and plenty of them. Any ship captain beginning a salvage expedition must first register for a galactic standard salvager's license. Usually, these are available at any galactic level starport with Bureau of Ships and Services (BoSS). Any starship captain capable of providing a Ship's Operating License, and a Captain's Accredited License – assuming the captain has already paid the application fees for them, that is – can then apply for a License for Acquisition of Abandoned Property (LAAP). Going through normal channels it costs 750 credits and takes approximately a galactic standard week to process. During this time, Imperial desk workers perform background checks on the captain and check the ship's transponder code for any major infractions. Some have managed to hasten the process by paying an "expedition fee" of anywhere between 500 credits up to a few thousand if a petty Imperial bureaucrat is sufficiently persuaded to rush the background check. The LAAP must be renewed annually to stay current.

In addition to the LAAP registration, the Empire has a separate registration for any starship undertaking salvaging expeditions. Most independent starship captains see this for the redundancy that it is. Though corporate salvage company owners find it easier to acquire their personal license, and then file for a Salvage

Starship Permit (SSP) for each starship in the company's fleet. Nonetheless, some independent captains often find the value of paying for the SSP. Any ship suspected of pulling illegal salvage are subject to boarding by patrols, having their crew questioned, cargo and manifest examined, and any number of minor infractions logged and fines issued. Any ship not broadcasting its SSP along with its transponder can be considered "suspected" of illegal salvage, and thus prone to petty harassment by sufficiently bored or particularly bullying patrols. Broadcasting the SSP removes some level of potential suspicion – whether real or imagined – and provides a salvage crew with a bit more leeway during its operation. Also, any ship that has filed for an SSP is also allowed to file for an advanced weapons and shielding permit in order to better fend off claim jumpers. If the owner pays the weapons permit fee, they are eligible to install a single military-grade energy weapon on the starship. The application for the Salvage Starship Permit is 500 for starfighter scale vessels, and up to 2,000 credits for capital scale vessels.

Independent starship crews operating without a license or a starship permit are subject to penalties for a Class Four infraction, with fines from 1,000 to 5,000 credits. In some cases the captain has been subject to a few months to a year of imprisonment.

Forging Registrations

Filing for all of these forms and permits also assumes that the captain has nothing to hide. Should a starship captain wish to avoid all of these legal hassles she could opt for taking on a number of illegal hassles. A clever forger can create a permit and registration as easily as the Empire can issue one, but the cost is much

higher. For a convincing forgery one can pay anywhere from 4,000 to anywhere above 10,000 credits. Convincingly encoding an SSP with the ship's transponder is one thing. Breaking into the computer security systems to implant convincing

matching records is another. It requires skills most freighter captains lack. Even if the captain has the funds, dealing with the less scrupulous members of society comes with a cost beyond credits. Should one forgo legalities altogether and attempt to salvage without any permits at all, the captain restricts himself to dealing outside the major patrolled space lanes where ships blaster cannons become the rule of law, and

selling mostly to shadow ports where organized crime is the way of life. In the most unsavory shadow ports the crime is not even organized, and there is no rule or code beyond what a person can do and what he cannot do. Such a way of life is not for the green starship captain. It is either for the very brave or the very stupid.

Making a Claim

Now that you have license, a ship, and a crew you are finally ready to start turning a profit. But where do you look? How can you tell if something is salvageable, and when can you legally make a salvage claim? First, you must understand that there are some guidelines determining who can salvage what, and when a being can make a claim. Imperial law states a ship or other property must be kept out of space lanes, and can only be unattended for a reasonable period of time. Any property that is abandoned is fair game for salvagers. Of course what "reasonable" and "abandoned" means is up for interpretation, and generally depends on where the potential salvage is.

Adventure Idea

During an illegal salvage after a battle with Rebel forces, the characters find a navigational computer with retrievable coordinates to a Rebel base. Do they try to sell the information? If so, to which side? Alternatively, might they join up to offer their services?

In-system Salvage Claims

Most planetary regulations state that a ship or wreckage cannot be left in orbit to block space traffic. On outer worlds, ships or wreckage are not considered abandoned for approximately a standard galactic week. The closer to the major planets the time frame collapses to a narrow band ranging from 36-50 standard hours. If a crew must abandon ship, the owner must begin to take action quickly or risk losing her ship. If the captain is very lucky she may find that her ship has only been impounded by local officials. If the authorities are too preoccupied keeping the peace, fending off pirates, or simply harassing spacers, the local prefecture may allow a subcontracted or independent salvage corporation to collect the ship and store it privately. Many less scrupulous corporate salvage companies have made tidy profits by charging storage fees to captains who did not get a damaged ship to a stardock within a "reasonable" time frame.

Once the reasonable time frame has expired, or if the owner has officially waived claim to the remains of a starship, a salvager may move to the wreckage site and begin processing the debris. Most planetary bodies have policies that once a salvager has made a claim in system, then the salvager must *completely* clear the debris. This prevents single-minded salvagers from poking into the wreckage to make off with a few choice items, leaving the navigational hazard for someone else to deal with. Planetary systems are most concerned with keeping the space ways free hazards, and keeping the steady flow of star traffic going. Because of these restrictions, it is almost always planet-based salvage businesses that file for in-system claims. Some are even contracted with the local planetary government to keep the space ways clean.

Interplanetary Space Lane Claims

Any trader knows that there are favored hyperspace routes from one system to the next.

Occasionally accidents happen, clashes with pirates leave remains of crippled ships, and various other incidents create debris fields. The likelihood of these fields creating a mass shadow large enough to pull a ship from hyperspace is relatively slim. So it there is seldom any pressing need to clear the debris field. But there is also no harm done in letting someone else reclaim the mess. That assumes, of course, that the original owners are not coming back to sort out part of the wreckage. Many times when cargo shipments do not arrive at their destinations the intended recipients go looking for the remains hoping to cut some of the losses on the trip. Thus, the standard of a "reasonable" time frame still remains in effect. In major hyperspace routes the reasonable time frame also depends on how well traveled the area is and how close the region is to an inhabited world. Most sector authorities allow anywhere from one week to one month to file a claim for damaged property or a disabled starship. Salvagers are encouraged to use their best judgment while scanning for engine emissions, remnants of energy discharge, or any records that may be recoverable from a ship's log. Any crew finding a starship intact must copy the log to determine the last date of entry. If a reasonable time frame has passed, then the debris or starship is open for a salvager to post a claim.

In actuality, this is one of the least enforceable set of laws. Though some cargo crews are able and willing to wait out an appropriate amount of time, there is little to stop them from taking what they find in the galactic flotsam without posting a claim. If a starship is found intact but disabled, then the less scrupulous have little difficulty doctoring the logs. If the crew finds cargo that is not highly traceable, there is little to say where it came from or when. Such illegal salvage is a Class Three galactic infraction. Patrols will arrest the crew, impound the vessel, and the crew may be subject with up to two years of imprisonment and up to a 5,000 credit fine. This, of course,

assumes that someone is actually picked up by a patrol.

Deep Space Salvage Claims

Far out in the dark corners of the galaxy, far from trade routes or inhabited systems there are vast amounts of inadequately charted and untraveled space. Here there are few onlookers and little legal oversight. Most of the same practical and legal guidelines from interplanetary trade routes also apply to deep space salvage. However, the time it required before a ship is declared abandoned is usually between a month and two months. If a ship is destroyed or disabled, it could take a life pod a matter of weeks to reach a safe port, and thus salvage regulations allow for adequate time for a crew to reclaim their losses.

The possibilities for the scavengers of the galaxy are nearly endless. Uncharted space battles, ships lost in hyperspace, and long-abandoned space stations are potentially there for the taking. Of course, there is also the potential for cubic light years of absolutely nothing. Still, with tales of lost cruise liners, legendary forgotten battlefields, and so much more, the temptation to venture out in hopes of striking it big is ever present. And these galactic vultures are all too willing to endure the weeks and months of boredom at the controls.

Filing a Claim

Imperial regulations state legally salvageable materials must first be marked with a navigational hazard beacon. This warns other ships not to venture into the area lest they risk a

collision. Once the crew places a beacon, the salvagers may report to the nearest galactic level starport to file a claim. The starport governmental office registers the claim with the captain's name (or corporate name), the starships collecting the materials, the coordinates of the salvage, the general contents of the debris field, and the galactic stardate of the claim. The captain or crew may return to the same or another government clerk to update the file to keep the claim current. Any salvage claim expires after the wreckage is completely cleared or if the salvager has abandoned the area for one standard year. Abandonment of a salvage area is defined as letting the claim expire, regardless of whether the salvager continues to visit the area. Filing costs 100 credits per claim for the first year and 50 for each subsequent renewal.

That is the official procedure, of course. The unofficial modes of operation are usually quite different. Few salvagers are willing to drop a beacon capable of alerting other starships to the claim. Doing so only invites claim jumpers to swoop in before the salvager may return from a starport claims office. Those who leave beacons modify the broadcast range to an area that extends just barely beyond the debris field. This satisfies the letter of the law without alerting miscreants from getting any early pickings. Also, most salvagers will file a post hoc claim. Once they have dropped a beacon – if one is dropped at all – they will investigate the potentials of the flotsam, and take the best pickings with them to the starport to sell as soon as the claim is filed. When a starport official or customs officer catches a captain doing so, the offender is

Adventure Idea

A salvage vessel comes on a field of years-old debris, and begins passive collection. While sorting, the characters find a military grade space-ejection suit with a body in it. The identification card reveals a pilot who had a distinguished military career. A man won a major appointment to a government office three weeks ago leaning on the credentials and identity of the deceased pilot. So, if the man with the credentials is dead, who is the man in office? What do the characters do with this information? Extort the man in office? Sell it to an information dealer? Try to ignore the information?

seldom punished in any official capacity. Rather, the captain pays a small “off the books fine” – also known as a bribe for officials to look the other way for such a minor infraction. Should a licensed salvager with no outstanding warrants forgo the official procedures and begin collecting without filing a claim or dropping a beacon, it qualifies as a Class Five infraction with fines commonly set at 500 credits for less traveled regions. In-system or high traffic areas carry fines of up to 1,500.

Claim Jumping

A ship’s crew found acquiring any materials in an area claimed by a licensed salvage crew is considered theft, and the guilty parties are subject to charge with a Class Two infraction. This means impound of the salvage vessel, imprisonment of up to 10 years, and fines of up to 10,000 credits. In highly patrolled areas, the rule of Imperial law is a realistic deterrent. In the remote areas of the galaxy, claim jumpers have the wrath of the original claimant to deal with. Any starship with a valid SSP is licensed to carry limited military-grade weaponry and shielding and there are no restrictions on blasting another salvager pushing in on your claim. The claim jumper’s ship just becomes another part of the debris field.

Still, claim jumping happens more often than the honest salvager likes to admit. Some will simply wait for the original claimant to leave for refueling, restocking, or to unload the new acquisitions. Once the rightful owner is gone, the claim jumper takes a few sweeps, or looks for particularly enticing hardware that the honest salvager may have missed. Other claim jumpers use much more devious methods to make a claim and put the law on their side. Some claim jumpers will install relatively fast hyperdrives so that if they find a navigational beacon, they can destroy it, replace it with one of their own, and make a hyperspace jump back to a stardock before the original salvager can make it there. Once the first salvager arrives she is alarmed and dismayed to find that someone else just claimed that section of space within a matter of days or

hours before. Alternatively, if word leaks out that someone has found a particularly lucrative stash, some claim jumpers are not above using technological skullduggery to their advantage. Electronically breaking in to a government clerk’s secure files is no easy task, but it can be done. Once inside, the data can be altered, affixing the claim jumper’s personal and starship data to the file. If the claim jumper’s skills are up to endeavor and if the electronic paperwork is convincing enough a forgery, then the jumper can prosecute the original claimant. Since this requires altering several data entries to prove that one person, and not another has been making trips to a salvage field, it is simply easier to alter the dates on the records to make it appear as though the claim has expired, and it is now open salvage again.

Regardless of tactics, a claim jumper is wise not to haunt any given claim too long. Though independent salvagers tend to be solitary people, they are not above banding together to eliminate a common threat. Claim jumpers are despised by all remotely decent beings. And most beings tend to protect their claims well when they suspect claim jumpers are cutting into profits.

Working with starship wreckage can be a dangerous job and bring you into contact with hazardous – even explosive – materials. Salvagers have known to seed their fields with impromptu explosives when they expect to be away for a length of time. Tampering with a starship reactor core to make it prone to detonation, or disguising unexploded military munitions are reasonably common practices. The scavenger-turned-saboteur knows where to find her traps and disarms them before continuing the operation. The newly arrived claim jumper does not have that luxury.

Other salvagers are less subtle. Some are known to power their ships down and wait amongst the debris if they suspect someone slipping in between visits to their claim. If the hunch proves to be right, the stage is set for an ambush. Even others, the less subtle have simply found the identity of the claim jumper and buy

them a drink at a nearby starport and serve a blaster bolt as a chaser.

Military Salvage

Though one is free to pick through almost any bits of space trash one may find drifting about, there are a few places salvagers may not go. The first is historical battle sites. When the Empire decides that a site has become a monumental part of galactic history, it may declare it an historical battlefield. Many times this is a stage for the Imperial Ministry of Propaganda to launch a new campaign touting a long string of victories. Most sites that have existed long enough to become historical have already been picked over to some degree. However, on the rare occasion that a battle site has actually stood the test of time and showed to be worth historical value, the remains are preserved for posterity.



Military salvage from contemporary skirmishes carries its own restrictions. Neither the Sector Moffs nor the officers of the Imperial Navy are fool enough to let just anyone latch onto the remains of a Star Destroyer or a gunship and make off with functional capital-class turrets. However, the Imperial Navy seldom performs its own salvage missions, but normally contracts out that work. The salvagers are most often corporate entities that have been thoroughly vetted for their loyalty to the Empire, and extensive background checks are performed on all members of the business as well as their family members. Any hint of disloyalty or association with unfavorable

individuals will nullify a military contract – and incite more severe interrogations. Once the Empire has given approval for a salvage company to perform services on military restricted sites, the salvage company has an expectation of returning all salvageable material to its rightful owner. Any enemy combatant ships are to be dismantled, and any flight recorder data, navigational computer data, or any sensitive information is not to be accessed at any time by the salvage company. A military salvage contract can be very lucrative, though the Empire only pays the salvage agency on commission, rather than by the market value of the items. Further, in times of peace, military collections are few and far between. Fortunately for salvage corporations, peace between the Imperial military regime and the Rebellion is nowhere in sight!

Similar to restrictions on military salvage, there are also restrictions on any salvage claim on all Imperial-owned ships. Any type of salvage on any Imperial shuttle, courier, or cargo vessel is strictly prohibited, and may only be carried out by vetted salvage companies or individuals. This restriction also applies to any independent vessels contracted to carry Imperial cargo. Where most abandoned or destroyed vessels will eventually be declared legally abandoned, Imperial or government contracted ships always remain the property of the Galactic Empire. Any attempt to retrieve items from such ships is considered theft of Imperial property, is a Class Two infraction, and carries a penalty of 10 years imprisonment.

Though salvaging Imperial ships is illegal, there are no innate restrictions on salvaging refuse ejected from Imperial ships. One would think such legislation ought to be unnecessary, as who in their right minds would go looking in space for government trash? However, it is standard Imperial procedure to dump their garbage before they go to light speed. Though Star Destroyers and other cruisers are not likely



to dispose of a working or repairable laser turret, there are often little treasures amongst the drifting mass. For example coolant gas tanks are disconnected from their systems once they

reach 20% to create a buffer against a dangerous meltdown. The “empty” tank is exchanged for a full tank before the techs discard the low tank. A salvager collecting five such tanks may have the remaining coolants pumped and refill one of the tanks at maximum capacity. Periodically a Star

Destroyer or other patrol craft may also hastily discard perfectly serviceable replacement parts and other useful gear. The reason for this is that Imperial craft and particularly over-funded military ships allocate as much space to such cargo as they possibly can. When being prepared for military engagements, the ships are to be stocked full of replacement and repair parts. Many times power actuators, blast door servos, and other parts are stocked in crates in multiple units. If the techs are in a hurry to make room for restocking, they will periodically trash containers that are only one third full. Though

such wastefulness would shock the average citizen if they knew, the prodigal regime is not particularly concerned with the general populace’s opinion of how their extraordinarily high taxes are spent. However, the general

citizen’s loss may be the salvager’s gain. The savviest scavengers are able to recover and repackage discarded equipment, and some are even able to sell them back to the Empire via legal suppliers.

Salvage Collection Methods

A variety of collection methods are common in the galaxy, all of them require specialized equipment. It would behoove the salvager to plan what sort of salvage she will be doing and outfit herself accordingly. Few salvagers devote themselves to one type to complete exclusion to the others, though salvagers are known to gear their ships and crew to one type but will engage on other collection methods if the pickings look particularly favorable, or to help them through harder times. Generally speaking there are three types of collection methods, *in toto*, targeted salvage, and passive collection.

In Toto

As mentioned above, there are some cases where an entire debris field needs to be collected and processed. It may come from a need for clearing a navigational hazard from traveled space, or possibly the Empire may want an entire remains of a ship recovered and

processed for forensic study. Regardless of the motive, when a salvager clears an entire area of all debris, it is referred to salvage *in toto*, as the totality is removed from space.

In toto salvage is most often conducted by contract, usually by corporate entities, or sub-contracted to other independent salvagers. Most frequently there is at least one capital-scale vessel first using plasma torches to slice the larger sections of hull to manageable sections, and then storing them away in the massive cargo holds. Occasionally the remains of disabled starfighter-scale starships may be towed in their entirety to a port where they can either be disassembled or disposed of. Such towing also qualifies as *in toto* salvage.

Targeted Salvage

Though the large remains of a starship loom in the viewport of a scavenger's ship, he may not want the whole vessel. A large star liner sitting derelict in the vacuum of space may not be something that a salvager has the resources or interest to restore to working order. However, a ship full of functional parts may be something in which she has a keen interest. Looking in a salvage field or a disabled starship for select items, and bringing them aboard is called targeted salvage. The crew only targets certain items for collection. The rest is left and may hold no interest for that particular salvager. Yes, sections of the hull may be remade into hull patches for other ships, true the wiring can be stripped out and either recycled or resold, but some salvagers are looking for items that hold a particular interest. Maybe they are looking for remaining cargo still in the hold. Perhaps they want only the sensor systems. Or they just might be looking for something a little more elicited tucked away in some corner of the remains. Nonetheless, the salvager doing targeted collection is usually on a mission for something, or certain kinds of property.

Passive Collection

In contrast to targeted salvage, passive collection is for the salvager who wants to spend less of his time doing space walks, and is happy enough to let his ship drift through a debris field as automated systems pick up nearly everything in range of the ship. Sometimes these collection systems are computer-controlled appendages linked with the ship's sensor systems to pick up debris capable of fitting through apertures in the hull. Such systems have varying levels of sophistication; some will pick up anything within range, others will be more selective. At any rate, the salvager is scavenging for more or less anything and is not particular about what he brings on board. After the mass of debris is in the cargo hold, it must be separated and sorted. The sorting varies from salvager to salvager. Some have collecting areas for working parts, repairable pieces of technology, and refuse. Others are hoping to make a small profit by turning the materials over to reclamation centers to be recycled, and thus must be sorted by types of materials. Those wishing to peddle scrap metals likewise have to sort by composition. He may put duroplast in Hold A: Section 1, narilium alloy in Hold C: Section 2, and so on. Of course there are breeds of scavengers whose "organization methods" elude any rational being.

Passive collection seems easier at the onset. There is less risk involved insofar as one need not leave the safety and comfort of the ship. There are no dangerous spacewalks into unstable hulls of broken ships. Though for those with less sophisticated sensors, there is risk in terms of what they bring on board. If the captain is not diligent with sensor sweeps, he may very well bring onboard radioactive or other hazardous materials. There is less time spent in the hunt for just the right kind of cargo, but the passive collection means the crew spends innumerable hours sorting through the collection area trying to figure out what is on board, and what the value of such items may or may not be.

Corporate and Independent Salvage Operations

Generally speaking, if one expects to begin a salvage business, there are two major models represented in the galaxy. One may either belong to a larger salvage corporation, or one may belong to an independent salvage crew. Both have different methods of operation and both have different views of the other.

Corporate Salvage

Most larger planetary bodies have at least one resident salvage corporation. Sometimes the operation is locally owned, and other times it is just an office of a larger sector-wide business or galactic mega corporation. Though the power structures and modes of operation will vary as widely as any type of corporation, there are some general themes that span corporate salvage operations. Usually the company is headed by an individual or small board of beings who either handle or delegate the day to day operations. Such companies own multiple ships, and often operate at least one capital-class starship per sector. In areas where navigational anomalies make starship collisions more likely, some corporate entities have at least one capital ship on a planet with a corporate office. Such fleets might initially seem extravagant, as starship accidents do not happen every day, but many spacefaring beings know how useful a reliable salvage company can be. Should a ship's sublight engines become disabled, or should a crew be forced to abandon ship because of a failing life support system, salvage companies are easy to contact, and tow the crippled ship to a nearby starport. Because of larger operation's capability of taking ships *in toto*, salvage operations become the primary towing agencies in civilized space. As has already been mentioned, incorporated bodies are also trusted by local governments to keep space lanes clear of hazardous debris, are eligible for government and military contracts. Corporate bodies are also more likely to conduct *in toto* salvage. Not only because they handle in-

system wrecks, but because they have large enough of an employee base to make sorting debris worthwhile. Many have the resources to collect metals for reclamation and either sell them, or melt the metals down for easier storage once cooled. Stored metals are often kept for speculation on the market, waiting for some alloys to rise in value enough to make turning them in en masse more profitable.

Adventure Idea

The adventurers find a bulk freighter intact drifting in space. Scans show life support is inactive and no life signs aboard. All escape pods are in their proper bays. When the characters board the vessel they find that the ship was smuggling military-grade Clone-Wars era droids. The droids had killed the crew, and now they will attempt to exterminate the new boarders and cut off every chance of their escape.

Because of the nature of corporate licensing, not every individual star pilot needs to have a salvager's LAAP (License to Acquire Abandoned Property). For all practical purposes, the corporation must obtain a single LAAP and register for a SSP for each starship in the corporate fleet. However, a corporate LAAP carries a greater cost. It is only \$5,000 for any operation of 50 employees or less, but goes up considerably for entities of a larger employment base. The SSP (Starship Salvage permit) carries the same registration costs for private individuals and corporate salvagers, though *every* ship in a corporate fleet must carry a current SSP.

The life of the corporate salvager is much like any other labor job in the galaxy. In larger companies here is a need for custodial personnel, clerical workers in addition to qualified pilots, mechanics, and many beings willing to do the hours of grunt work necessary to get the job done. The corporate salvager is more likely to expect steady pay regardless of what kinds of jobs the corporation takes. The average worker is not getting paid by the job,

and there is considerably less risk, but also much less freedom than a member of an independent salvage crew. The corporate salvage pilots and space-based crews often look at independent salvagers with some suspicion. They often perceive themselves as hard-working beings trying to make an honest credit. By contrast, they see the independents as treasure hunters aimlessly drifting from wreck to wreck. Corporate salvagers commonly portray the independents as vultures trying to take the most valuable morsels for themselves, and leaving the rest of the remains to be the galaxy's problem.

Adventure Idea

The characters come upon an ancient derelict craft. Among the many strange and potentially valuable artifacts, they discover an ancient Sith in suspended animation. Unfortunately, the characters' activities on the ship have awakened her, and they discover her cruelty and lust for power.

Independent Salvage

Independent salvagers are not unlike the tramp freighter crews of the galaxy. Some have finally worked their way up to purchasing their very own starship. Whether acquired through loans or hard earned credits, the starship is the key to a new way of life. It is a free life where the boundaries are as far as the distant reaches of space. From there, the experiences and motivations of individual salvagers vary greatly. Some were originally free traders who had fallen on hard times and found a lucky break by stumbling on to a claim. Others sought solitude and found that with a few labor droids they could sustain themselves liberated from the constraints of more civilized sectors of space. Occasionally, there are scavengers who simply love the thrill of the hunt. They enjoy pouring over scanners and readouts hoping to come upon the next exciting find. Others follow the

history of lost ships and crews, counting on the vacuum of space to preserve the long-lost wreckage. For such crews the mystery of what happened in the final moments of a dying ship is almost as exciting as the salvage itself.

There are a few constants in an independent salvager's life. There is always a perceived need of secrecy. When one stumbles on a reasonably exploitable find, there is always the fear – or in some cases, paranoid delusions – of claim jumpers finding it as well. Anyone coming back to the same port with holds full of functional equipment is going to get some notice. Often salvagers will travel from port to port as to avoid drawing attentions to themselves. The more paranoid will make numerous hyperspace jumps to and from their precious finds to keep their movements from becoming traceable. Salvagers are also constantly under the scrutiny of port authorities and galactic patrols. Piles of seemingly random equipment make good hiding places, and more than a few would-be salvagers are little more than smugglers parading as honest businessmen. Where a corporate salvager may have a reasonable expectation of a steady flow of credits, the independent is living depends on what she finds or fails to find. Ships need to be refueled, docking fees need to be paid, ship systems always need repairs at the worst times, and salvage ship crews need to have profits to split. Independent salvage ships are only three missed meals away from a mutiny.

The independent salvager does have a few opportunities that a corporate entity may never receive. It is not uncommon for a cargo company to hire a salvager to investigate a missing shipment. Whether because of pirate attacks, hyperspace mishaps, or one of a thousand different kinds of incidents, shipments go missing from time to time. Rather than waste time and resources on tracking down the missing craft, the cargo shippers often contact a salvage crew, provide them with the last known coordinates and intended hyperspace route, and pay them to bring back sensor scan data and any recoverable materials. Occasionally cargo

survives relatively intact, even if the ship is no longer serviceable. A seller may want to avoid a larger salvage company for any number of reasons. Sometimes those reasons deal with privacy and the corporate secrecy surrounding the cargo in question. Other times less than legal shipping operations are in play and if a local salvage company is known to be sympathetic to the Empire they could pose a significant risk. When the shipment is arranged by organized criminals to ship illicit goods, and hiring an individual or small crew helps ensure that the company can also buy the salvager's silence. Regardless of the reasons stemming from the contract, many discreet recovery operations are given to independent smugglers. However, dealing with such elements involves a certain amount of danger. Dealing with organized crime may come with a high risk or with further strings attached later on. Even legal operations demanding high levels of secrecy involve corporate espionage, and there is some information that some beings would be willing to kill for.

Despite the risks, the majority of the galaxy's independent salvagers prefer a life of wandering to being planet-bound to a corporate master. True, their lives may be harder than they would have wished, but they are their own masters. If trading quips with corporate salvagers at the local spacer's cantina, the independents are likely to say that the corporate employees hardly belong in the establishment. A spacer's cantina is a place for actual spacers, and not one who hitches a ride on the big boss's ship. The view of corporate salvagers is of one who has accepted a limited mundane life that is only a vague shadow of the independent's work. The independent requires true grit to be rewarded with freedom instead of comfort.

Buyers

Collecting salvage amounts to very little unless the salvager can turn it into some sort of profit. While there is some degree of useless refuse that winds up in a salvager's hold, the

purpose of the collection is to sell the valuable materials. There are any number of beings in the galaxy who may want some of the obscure pieces and parts found in the far reaches of space, but the salvager is challenged with the task of getting the goods to those who want it. As much as a salvager may be able to obtain valuable items, it does him no good unless he knows who to turn to when trying to turn those collections into credits.

Junk Dealers

While most purveyors of secondhand and refurbished goods would never deign to call their wares junk, most of the rest of the galaxy calls it as they see it. However, ship captains tend to see that "junk" a little differently when their ships need repairs and no one else has a Type J-2 hyperdrive. And where do such secondhand parts come from? In fact they come from many places, but good salvagers know that junk dealers will always have a need for intact starship components. For those salvagers with a skilled technician a part of their crew, many collected parts can be repaired even if they were not completely functional when first collected. Such pieces do not garner as much attention from the junk dealers, but when dealing in components that have been out of production for some time, even refurbished pieces can bring credits in. Most salvagers try to establish a relationship with a few junk dealers in various locations and then make the circuit between them when the holds are full.



Some of the more successful salvagers will open their own junk shop on a planet or space station within reasonable distance of their claims. Less commonly some will try to temporarily set down on a planet and try to unload wares directly to starship techs in need of repair parts. However, spacers are more likely to trust an established business – even if only marginally more so. Unscrupulous traveling scavengers are just as likely to sell you a bad load of parts and be off to the next system by mid-day as to sell you working components. Experienced spacers have learned to be wary of such crooks and half-witted tinkers. Nonetheless, salvagers are anxious to seek top prices for their collections, and selling them directly to the consumer one means of doing so.

Industry Outposts

Mining colonies and deep space energy collection centers are popular waypoints for salvagers. Many such outposts are underfunded and poorly supplied. Though the salvager is unlikely to have replacement parts for the exact models of equipment used at the outpost, the workers and techs in these industrial centers are very adept at jury rigging and adapting equipment for their purposes. Many times such outposts will send out a looped transmission for continual broadcast inviting salvage vessels, especially when they are in particular need for replacement parts.

Tech Shops

Though junk dealers will take nearly anything that barely works, tech and repair bays belong to an industry where they depend on their good name. Tech shops need to be able to sell quality parts and provide reasonable repair services to those in need of their wares. Thus, tech shops will take items from salvagers, though it is not nearly as easy a sale as it would be with junk dealers. Most often a salvager will present repair parts that are in high enough demand and meet a standard of quality. Techs will conditionally

accept the gear the salvager gives them, but will perform a thorough inspection before offering any credits. Usually there is at least a one or two day turn around, afterward the salvager may return to accept her credits as and take back any rejected materials.

Information Brokers

Though undamaged cargo, reclaimable ship materials, and repair parts are common commodities, the physical materials are not the only items of interest, and some things carry an even greater value. Information brokers specialize in evaluating the value of bits of data. They either use that information as leverage, or sell the information to those who can. The question is, what is more valuable to the Empire, a Rebellion prototype starfighter hull fragments, or a surviving nav computer with coordinates for its point of origin? Sector patrols putting together an anti-piracy task force may pay a modest amount to salvagers that recover flight recorder data from attacked ships. At least then they will be able to better determine the pirate's tactics and capabilities. There may be any number of oddities found on or in ships that could be worth something to someone, the information brokers will know who and how much they are willing to pay. Naturally one can get a higher price from the eventual recipient by trying to sell the information directly, but most salvagers are not connected well enough to know exactly who to whom they should sell the information. Scavengers are also ill equipped to play the dangerous game of using the information without putting themselves in harm's way.

Arms Dealers

One of the most dangerous segments of the black market involves those who deal in restricted or illegal military grade hardware. Whether personnel weaponry or capital-scale blaster batteries, there are those in the galaxy who watch the careful balance of supply and demand of illegal arms and are willing to evade detection in order to keep their clients well

equipped. Though the tactics are many and varied for transporting the contraband, acquisition is always a challenge. Though many well-connected dealers have arranged for methods of supply from corrupt or inept government officials, others have less steady methods of getting their hands on the weaponry they desire. That is where the salvager comes in. Though military salvage is strictly regulated, battles sites are often looted before the winning side can come to collect materials and information. Further, in rare occasions a salvager to come upon the remains of archaic battleships with sufficient weaponry either intact or serviceable. When a salvager removes gun ports, batteries, military power sources, ammunition caches, and other such materials, they can fetch premium prices to paramilitary organizations, small militias, and rebel groups. Unfortunately, the nature of such organizations is to remain hidden lest they receive swift retribution from the Imperial authorities. Further, one does not simply stride through Imperial patrolled space with a hold full of munitions and sell it to the first being that has the credits. Such would be a plan leading to immediate arrest and charged with conspiracy and treason. The salvager punished under a Class One infraction such as this would mean a minimum of 30 years in prison, and is more likely that they would become an enemy of the Empire and suffer execution. Transporting military-grade good means knowing the right channels of information, following paths of safehouses, knowing which documents to forge (such as falsifying bills of landing, registered militia end-use documents, and other such necessities), having connections for credit laundering, and knowing which officials to bribe and not to bribe. Most salvagers do not have the slightest idea where to begin in such a process. However, an arms dealer is much easier to find for those who have associations on the shadier side of salvaging. Arms dealers have the experience and connections to provide the weaponry to those who desire it, though the salvager will never earn as good of a price through them as they would dealing with the

recipients directly. Nonetheless, there is much less risk selling to such dealers than unloading goods to militias directly. Any crew selling weapons directly also have another risk. Arms dealers are middle men by nature, and they do not appreciate a salvager trying to cut them out. Almost invariably, those who have an interest in arms are bound to notice a salvager who sells parts and supplies compatible with military ships. Such criminals are likely contact the salvager, rather than the other way around. And when they arms dealer comes to call, the crew can count on an unfriendly reception.

The Rebel Alliance

The Empire is well known of its corruption, bigotry, merciless retribution to those who vocalize against public policy, and steady oppression against those who seek to change the New Order. It is far from surprising when Imperial practices and crooked officials finally push a salvager into the open arms of Rebel Alliance. The needs of the Rebel Alliance are no different than the needs of any active military unit. The main difference is that the Alliance freedom fighters are poorly funded, under equipped, and always looking for new recruits. Salvagers are unlikely to see any front line fighting, but the Rebels are willing to take whatever aid the freedom-loving beings in the galaxy are willing to provide. Ships with large holds can smuggle goods, transport support equipment, and even help transport personnel. However, there are more likely tasks for the salvager. Every military needs good intelligence, and often times the intelligence begins directly after a military engagement. When the Rebel forces win a victory against the Empire, retrieving forensic data on new weaponry, recovering flight recorders, and removing navigational computers are much desired support services. Also, recovering unexpended munitions and obtaining salvageable goods helps keep the Alliance in supply of badly needed materials.

Of course, aiding and abetting any Rebel group will immediately brand the salvager as a

terrorist and enemy of the state. Any such activities are listed as Class One infractions and carry the death penalty, though it is highly unlikely that the salvager would ever see any official judicial process. If captured in any Rebel activities, the salvager can expect to be captured, tortured for information, and simply disappear from society. If the salvager is very lucky, she will find herself in one of the galaxy's secret penal colonies where she can expect to waste away in anonymity. However, it is just as likely that she will be processed for information, and hastily disposed of.

Archaic Starship Collectors

The nobility of the Tapani sector are known for their frivolous pastimes. Every foppish fifth son of a Baron spends his hours in ways that confound the majority of the universe. One such diversion for the young nobles is collecting antique starships. Some such antiques become classics, and others are extraordinarily rare oddities. Most ships stand incomplete in a family hanger, as the young nobles wait until they can finish the products of their labor, ending with a functioning ancient ship. Certainly these high-born collectors can commission missing components for their prize collections, but ultimately they strive for original pieces from the ancient manufacturers. Most, if not all, of the oldest starship manufacturers are no longer in operation, and even those that are no longer manufacture obsolete components. This leaves the privileged dandies of Tapani throwing their credits at anyone who can find and deliver working parts. Salvagers who stumble on an ancient starship adrift in the far reaches of space can find a small fortune in a centuries-long

discontinued part by selling it to a dilettante who does not understand the value of his credits, but only his own desires to finish the prized starship.

Used Starship Dealers

There are some beings in the universe that will buy almost anything. Especially so if they believe the plausible lies they are told about the starship's past, and used starship dealers are just the ones to tell such lies. It would be unfair to depict all such starship dealers as such, but a good salvager knows where to find the least honest sellers. Some ships are taken *in toto* and fetch reasonable prices from the used dealers – at least a better price than selling the ship for scrap. The dealers will then set their techs on to getting the ship in working condition. However, the word “working” is often qualified in very small print in the bill of sale. Occasionally a used starship dealer will accept vessels with multiple hull breaches and other heavy damage, though the vessel requires intensive labor to become spaceworthy again. And even though the dealers accept vessels that require days or weeks of his techs' time, there is a point of diminishing returns. If he will have to pay his techs more than he is expecting out of the starship, he will simply pass on the vessel. True, the battered ship may see a captain and crew again one day, but it may not be worth his time and effort to be the one to bring it up to the required minimums for spaceworthiness.

Reclamation Centers

Pieces of hull, rent blast doors, conductive wiring, and starship grade plastics are all materials that are in high demand on space faring worlds. The process of refining ore into

Market Rates for Common Metals

	Plasteel	Durasteel	Transparasteel	Bronzium	Duranium	Trimantium	Aluminium
Mill / H	1800	2550	2375	1900	2650	2900	1855
Mill / L	1620	2295	2137	1710	2385	2610	1670
Scrap / H	720	1020	950	760	1060	1160	742
Scrap / L	648	918	855	684	954	1044	667

the finished product is as long as an expensive one. Many manufacturers find it just as easy to accept recycled materials. Reclamation centers are the refiners that accept the used resources and turn them into industrial grade materials again. The cost of turning blasted hull scraps into something appealing to a starship company is higher than most being expected. As such the market price for scrap metal is relatively low. Though with enough volume, a salvager may turn in the contents of his holds for a meager profit. Before accepting materials for recycling almost all centers require the items be sorted.

The prices a salvager fetches depends on the overall galactic market, changes in ore supplies, and output capability of the industry. Supply and demand also changes from sector to sector. What metals may have been valuable last month in this sector will be worth considerably less next, where it may be more valuable two sectors away. As has already been mentioned previously, some salvagers may stock cargo containers of sorted materials in hopes that the market may improve. Because prices vary, most captains will check and index of local reclamation rates before making port.

Running a campaign

Salvage operations introduce countless possibilities for gamemasters and players alike in a Star Wars campaign. Like tramp freighter campaigns, a group of salvagers highlight the action and adventures that happen on the fringe of the galaxy. The following section will help provide some broad guidelines and helpful ideas to keep the creative ideas flowing.

First, remember that adventures can only sustain players' interest if there is sufficient challenge, though determining the sort of challenge they desire will shape the campaign. If the players want to have a financially-driven campaign, then the players can feel the burden of an independent startup operation. A gamemaster can also set several financial roadblocks, but also provide ways around the normal routes. If the players cannot afford a ship,

then financing through a loan shark provides a reoccurring pressure. The players may not be able to navigate the licensing bureau, but find that they can perform side-quests for a clerk willing to bend a few laws. Also, in a financially-driven campaign the players will likely want to acquire more wealth to get the newest toy for their ship. However, to keep the challenge going, the players need to feel the financial squeeze often enough to remember that they cannot own the galaxy. Port docking fees, constant repairs on the ship, refueling costs, and even the basics of food and fresh water constantly need to have them digging into their credit accounts. If the players are willing to splurge for a new toy for the starship, one may try throwing their extravagance into sharp relief by having something go terribly wrong on the next salvage mission, requiring a repair or even overhaul of a ship system, requiring an expense to repair. Remember, keep the finances a challenge, without creating a sense of dread or the pressures of an undue burden. Keeping up vehicle repairs is stress enough in the real world that the gamemaster should add high-adventure incentives to the finances. There should be a constant temptation to earn money on the shadier side of the business where the players must choose between risky profits or honest money with only meager earnings. The moral choice is one that gamemasters should always put before the players. The consequences of the player's actions should commonly reflect that there are very real costs to shirking moral norms. Once they begin dealing with arms dealers, there may be expectations to continue being suppliers, and the dealers are more than eager to react violently to those who do not meet expectations. Crime lords and gangsters may provide benefits, but they are not friends by any means. Such criminals will demand a little quid pro quo. The results can be extraordinarily dangerous.

If your players favor plot lines more along the paths of galactic level conflict and high adventure, there are also plenty of opportunities. Usually, such adventures make note of costs and

credits, but they do not have to focus on them quite to such a degree as one would with a finance-driven campaign. The tension of the galactic threat should take the place of the pressure of costs. Such campaigns can focus on fighting a foe common to the entire galaxy, such as a rising force that could threaten both Empire and Rebel Alliance, or perhaps an ancient evil awakened on a dark planet in a forgotten sector of the galactic disc. In a game where the players are fighting an enemy of the free people of the universe, the tyrannical rule of the Empire may fill this role, though it is not by any means the only alternative. There are plenty of ideas for helping military forces in their salvage efforts, though intelligence gathering, capturing enemy technology, and recover of critical materials can play a role. However there should also be issues of the human spirit in campaigns of galactic conflict. If the players do not a story set amongst the conflict between Empire and Rebellion, the

players could salvage bits of information about starships periodically going missing, and a new model of android can be vaguely connected to such disappearances. As the players gain more information, they discover a mad cyborg slowly replacing major heads of state and CEOs of corporations in the cyborg's plot for a revolt of synthetic life forms. Regardless of the type of conflict, the gamemaster should give the heroes human connections and personal investments in something outside their ships and ports of call. Once the players make those connections, the gameaster should move to heighten tension by making galactic events threaten the things and people that the characters love.

Regardless of the type of adventures the gamemaster plans, she should always keep the players on the ropes, so to speak. Yes, the players should have rewards and be able to feel the thrill of victories, but victory after victory or achievements that happen too easily. The players need to feel that they are sometimes just one step ahead of their enemies, and periodically feel as though they are just two steps behind in those that challenge them.

Note that most of the salvage mentioned in the module deals with relatively mundane salvage missions. True, the average salvager in the galaxy spends most of his time drifting through fields of space junk looking for otherwise useless things to recycle. However your players are not playing those sorts of salvagers. They are playing heroes and adventurers! Your players will be brushing with claim jumpers, encountering bizarre threats that have destroyed other ships, solving mysteries of unknown destructive potential, and even finding ancient alien artifacts. A gamemaster creating a campaign for salvagers will not think solely about the job, but about the tales that spin off of people in that profession. Players should make finds that are well out of the norm. Instead of a field of debris, they can find ancient starships whose crews have been wiped out by a strange creature, but a creature that has been dormant in the intervening centuries. Alternatively the adventurers should find a ship that is completely clawed, bitten, and smashed by an enormous creature, the likes of which no one has ever put on record. The infinite possibilities of rare finds make the adventures worth playing, especially when each one is enshrouded in mystery and danger.

Adventure Idea

An old spacer is a long-time friend of the party. The locals regard him as a washed-up has-been. When the party is away doing a run, the old man dies, leaving them his few material possessions. Among them is a set of coordinates that leads to an aged battle site that has never been registered, but has several salvageable weapons and pieces of military-grade technology. The question is whether the characters try to fence the weapons. If they do, can they survive the dealings with the black market? If they sell directly, how long before the black marketers introduce themselves and demand their cut?



Salvager Skills

Salvaging requires a crew to have a skill set somewhat different than the average tramp freighter. Though it is true that she may need the same piloting skills, and nearly every character should have a reasonable amount of dice in *blaster* and *dodge*, there are several other skills players need to consider for their characters. Naturally a salvager is only going to be able to claim what she can find. She cannot find space debris if the ship has insufficient sensors, or if his *sensors* stat is dismally low. Further, once he finds a debris field how is he to know what is of any use? Though *value* is an underused skill, it is one that will play a major role in a financially-oriented campaign. The *value* skill may also play a role in helping a character discover whether or not she has discovered a particularly rare artifact. Once the character has established the value of an item, there is a question of selling it. *Bargain* then becomes a necessary skill.

The above skill set assumes that the character is selling through legal means. If the character is attempting to make contacts through the black market, the character will

need a reasonable *streetwise* skill to help her gather information without looking suspicious to law enforcement, and without looking like law enforcement to the suspicious. Contacting black marketers is dangerous on any planet, and requires a fairly decent roll to keep from running afoul of those that would either take advantage of the character or incarcerate her.

Any salvage ship needs a solid technician. A player with a high *Technical* attribute is essential to keeping the ship running, but also provides necessary skills for repairing salvaged units. Skills such as *space transport repair*, *capital ship repair*, as well as other repair skills are vital to making sure that all the parts are in good working order before they are sold. An unhappy seller is likely to take out his losses on the crew the next time they come to port.

Finally, those working within the realm of the Imperial government clerks should invest well in *bureaucracy*. With the massive salvo of red tape and endless petty government workers, any player wanting to maintain the mere appearance of a legal operation will get more than his character points' worth out of this skill.

Hardware

The shifting drift of space debris is no place for a decent person. With nothing between one's face and the cold vacuum of space but a thin plasteel visor, it takes a different breed. It is hard and dangerous work. Between dodging claim jumpers, spacewalks through unstable wrecks, and dealing with Imperial bureaucrats trying to get their cut, half of the green salvagers give up inside a standard year. Either give up or turn up in a drift as someone else's claim.

But once a being has a LAAP, and SSL licenses, she is still not in business. To do the job a salvager needs the tools of the trade. A standard astromech is of limited use to the professional salvager, and a run-of-the-mill freighter will only get a being so far.

To get the job done right a salvager utilizes specialized personal equipment, unique labor droids, and starship modifications to get the job done.

Personal Equipment

Tractor Beam Tracking Tags

Many salvagers have found it immensely frustrating to lock on to a specific target with a tractor beam, particularly when attempting to cherry pick a target in a debris field. Tractor tags simplify this process. Usually a space walk is required for a being to secure a tractor tag on a specific target, allowing the tractor beam gunner to lock on to the tag's signal. This is used to great effect when masses of drifting debris would otherwise interfere with a tractor beam's operation. The beam can also be set to shut down when it does not have direct line of sight to the tagged object. Though this becomes a

slow process as the beam operates in short bursts, it allows a crew to acquire a selected item with little interference from surrounding flotsam.

Tractor Tag

Model: Starfire Inc. Traclock 6 Target Tag

Type: Tractor beam targeting beacon

Cost: 250

Availability: 2

Game Notes: Adds +3D to all *Starship gunnery: tractor beam* rolls to any attempt to lock on to a space-born object when the tractor tag is affixed to it.

Magna Clamps

The problem with lifting awkward loads is not only just weight, but a matter of hand holds. Magna clamps are designed to not only alleviate such problems of cumbersome loads, but also provide easy attachment points for winch lines, and any situation where a handle would be useful. Magna clamps are little more than handle on a powerful electromagnet. Once powered on, the magna clamp affixes securely to the metal object. Switching the clamp off easily releases the object.

Magna Clamp

Model: Borallis Metalworkings & Materials
PHJ-05V6

Type: Magnetic Grip

Cost: 60

Availability: 1

Game Notes: Adds +1D to *lifting* rolls to lift awkward loads.

Synthrope Guide Line

Without the conveniences of shipboard lights and artificial gravity, a derelict ship is often a

confusing mess. Even if the spacer is familiar with the make and model of ship, he or she can get disoriented. Guide line dispensers attach easily to most wreck suits and trail a thin, but tough strand of synthrope behind the salvager. More advanced models even allow the salvager to select the color of the dispensed line. This is a convenient feature when multiple salvagers are tying off on a main line and following different paths. In the event of the need for a hasty evacuation, the salvage crew need only follow their own lines back to the main line and make their way to the origin point. While not as strong as its climbing-oriented counterparts, the guidelines are resistant to breaking when put to its intended use.

■ **Guide Line**

Model: Czerka PL-52 A Guide Line

Type: Safety guide line

Cost: 30 for 250 meters

Availability: 1

Jump Bug

Derelict starships are full of sealed bulkheads, unpowered hatches, and deactivated ship systems. Small power mobile generators and energy cells allow salvagers a way around such problems. With variable power output settings, and a number of electrical contact connectors, jump bugs allow options for connecting to individual components of a starship. Once a technician has disconnected the power leads from the ship's inactive power drive, she can connect the jump bug to the leads, set the jump bug's power settings, and reactivate the component. Usually these are small systems including a ship's computer, door servos, a turbolift, or other similar small system. Being small-output units, jump bugs are unable to power up a ship's main drive, artificial gravity, shields, or major weapon systems.

■ **Jump Bug**

Model: Orfa Toolco V3-28 Jump Bug

Type: Mobile power unit

Skill: Appropriate related repair roll.

Cost: 225

Availability: 2

Game Notes: Once the character has made an *Easy* repair roll, the jump bug will power a starship component or small system for up to four hours. The jump bug can be easily disconnected and used on other ship systems at will, though it may only power one system at a time.

Hydraulic Door Pry

While cutting lasers and plasma welders are frequent choices for cutting through a ship's blast doors, they are not always the most pragmatic choice. Most blast doors are designed with energy resistance in mind, and if a door maintains a magnetic seal, cutting through is nearly impossible. On such occasions, brute force is a simple and practical, but an altogether time consuming solution. Hydraulic door levers are portable pieces of heavy equipment designed with two clamp-like diamagnetic wedges. Once the thin wedges are fitted into any crevice in the blast door, the diamagnetic wedges begin to disrupt the magnetic seal while the hydraulic pressures pry sections of the door apart.

■ **Door Pry**

Model: Startford Industries MGS-171 Door Pries

Type: hydraulic door pry

Cost: 750

Availability: 2

Game Notes: Applies 1D of physical strength to pry open starship door crevices. For every 5 minutes the pry is operational, the pry adds an additional +1D up to a maximum of 8D.

Laser Power-Torch

Laser torches and plasma cutters are standard tools across the galaxy, varying in price and effectiveness. Most are heavy and cumbersome, though smaller lower yield units are found in machine shops across the galaxy. Salvagers most often use power-torches for cutting through doorways, walls, and decks. Though the beam is relatively short, and the power cell too bulky to be carried into combat,

power-torches can be used as an impromptu weapon.

■ **Laser Power-Torch**

Model: Borallis Metalworking & Materials CT7-9-Alpha
Type: Laser cutting torch
Skill: Various Technical skills
Cost: 310
Availability: 2
Damage: 5D
Game Notes: If trying to use a bulky power-torch as an impromptu weapon, players incur a -1D to their *Technical* roll to hit the target.

Exothermic Gel

Burning gels operate on a highly complex set of chemical reactions initiated by an electrical discharge ignition. The effect is a dramatic exothermic reaction capable of melting through nearly any material in use in the galaxy. Exothermic gels have become known as “hull burners” by salvagers and rescue crews in need of penetrating starship hulls and external hatches for two reasons. First, their high temperatures are capable of cutting into almost any unshielded ship. Second, the chemical reactions require no oxygen, and so the gels are able to do their job in the vacuum of space. The gels are ineffective on ships with active shields, as energy shields disrupt the necessary exothermic reactions.

■ **Exothermic Gel**

Model: Gatrellis “Hullmelt” Burn Gel
Type: Hull-breaching incendiary gel
Skill: Demolitions
Cost: 150
Availability: 2, R
Game notes: With a successful Moderate *demolitions* roll, it takes at least ten minutes to apply the two-part compound to the desired surface and attach the electrodes from the ignition mechanism. Once the character uses the ignition switch, the compound is activated and begins its thermal reaction. The compound does not require atmosphere to activate, and burns even in the vacuum of space. The activated compound delivers 7D starfighter scale damage against any

unshielded hatch, door, or hull’s die code. If the damage roll is successful, the reaction creates a breach.

Salvage Suit

Though many salvagers make do with standard vacuum suits, there are some who look for just a bit more edge in making targeted collection runs. A salvage suit adds a bit more protection as well as a bit more comfort with onboard heating and a rebreather atmosphere scrubber. Further industrial tools are frequently added to these suits to help zero gravity workers get their jobs done.

■ **Salvage Suit**

Model: Industrial Space Suit
Type: Deep space suit
Scale: Character
Cost: 1,800
Availability: 2
Game Notes:
Atmosphere: Rebreather oxygen scrubbing and onboard heating units provide for 10 hours of atmosphere.
Armor protection: Adds +1D to all *Strength* rolls to resist physical and energy damage.
Short range scanner/comm package: Adds +1D to *sensors* and *communications* rolls.
Repulsors: Provide a move of 10 meters in zero gravity. Skill: *repulsorlift operation*
Magna grapppler: Includes magnetic grapppler with 20 meters of synth rope
Laser cutting tool: 4D damage (Skill: relevant *Technical* skills)

Wreck Suit

Extraordinary circumstances call for training and equipment far outside the common spacer in a vacuum suit, and wreck suits are designed with the extraordinary in mind. Though droids are often relegated to the most dangerous extravehicular evaluations and repairs, some captains and work crews place a high value on sentient judgment and would rather have a capable being than any machine making the calls. When dealing with unstable starship wrecks, assessing catastrophic capital ship hull damage, risky rescue operations, or recovery missions wreck suits rise to the occasion. When

dealing with failing starship systems and flickering gravity plates, or shifting masses of wreckage the right suit can mean the difference between success and failure, and even life and death. With its wide array of equipment options, some salvage captains make good use out of wreck suits. Often used in selective salvage, rather than dismantling entire starships, the wreck suits allow a scavenger to find his way into an unstable ship, locate special items of value, and make his way back out.

■ **EVA Wreck Suit**

Model: Scavani Engineering Recovery Series VI Power Suit

Type: Deep space power suit

Skill: Powersuit operation: wreck suit

Crew: 1

Cover: Full

Cost: 2,700

Game Notes:

Atmosphere: Rebreather oxygen scrubbing and onboard heating units provide for 16 hours of atmosphere.

Armor protection: +3D physical and +1D energy, -1D to *Dexterity*.

Short range scanner/comm package: Adds +2D to *sensors* and *communications* rolls.

Jump jets: Jets have fuel for 5 bursts with a speed of Space 1 and 1D maneuverability

Magna grapppler: Includes magnetic grapppler with 20 meters of synth rope

Magnetic boots: Electromagnetic boots can be activated to adhere to most metallic surfaces.

Plasma cutting torch: cuts through most surfaces given enough time. For every 1D a surface has in body strength, it takes the plasma cutter 1D rounds to cut a 2 meter diameter hole in the surface. For example, a blast door with a rating of 5D strength, will take 5D rounds to penetrate. Maximum damage : 7D.

Grasping arm: Provides a standard 7D *lifting* skill.

Poly-tool arm: Set of retractable tools adds +1D to relevant spacecraft repair rolls.

Droids

A number of deep-space salvagers have well earned the reputation of being loaners. Some have no desire to give anyone else a cut of the

profits, or others just want their space. One way or the other, a ship cannot run itself, and so most of the loners have at least a droid or two. Especially because salvage jobs need more than just one set of hands. Most only own a pair of labor droids, a load lifter, or an astromech. But a few companies cater to salvagers, and made droids just for deep-space recovery.

Retriever Droid

The basic model retriever droid is small and simple, but adept at performing its limited range of tasks. Specifically programmed for release in larger debris fields, it will locate materials of size and composition within the parameters designated by its master. Given the relatively small size of the droid, it is adept at working its way through smaller crevices in breeched hulls, or bringing back smaller materials. Though when released en masse, they can quickly clear debris fields of smaller flotsam, their small size and limited thrust prevents them from acquiring larger sections of recyclable materials.

■ **Retriever Droid**

Type: Srori-nam G2 Retriever Droid

DEXTERITY 2D+1

KNOWLEDGE 1D+2

MECHANICAL 1D

PERCEPTION 2D+2

Search 4D

STRENGTH 1D+2

Lifting 3D

TECHNICAL 1D

Space transport repair 3D,
capital ship repair 3D

Equipped With:

- Two manipulator arms
- Zero-gravity maneuvering jets
- Repulsorlift propulsion
- internal comlink
- 4 retractable wheels

Move: 13 (flying) 5 (wheeled)

Size: 0.6 meters tall

Cost: 2,100

Availability: 1

Personality Matrix: None

Sorter Droid

Though similar to menial labor droids founds throughout the galaxy, sorter droids come with a distinct advantage to other models. Passive salvage brings in vast amounts of materials. Some of the debris is actually functional or repairable. Other items are fit for no more than recycling. Sorter droids are able to make assessments of the condition of the materials and sort them based on their relative value. Able to stand the tedium of long shifts with little recharge time, sorter droids are found in deep-space passive salvage vessels throughout the galaxy. They become particularly attractive to captains who see no need to environmentally seal their sorting bays.

Sorter Droid

Type: Kovtharian Industries Industrial Sorter Droid

DEXTERITY 1D

KNOWLEDGE 1D

Value 4D

MECHANICAL 1D

PERCEPTION 2D+1

Search 3D

STRENGTH 3D

Lifting 4D

TECHNICAL 2D

Equipped With:

- Humanoid frame (two arms, legs, head)
- Basic vocabulator
- Two auditory receptors
- Two photoreceptors

Move: 7

Size: 1.4 meters

Cost: 1,900

Availability: 2

Personality Matrix: Simple

Survey Scanbot

Though some salvagers prefer the thrill and danger of hazarding their way into a derelict or half-destroyed starship in hopes of finding some hidden gem of treasure, others prefer to do the initial evaluation from the safety of their starships. The Survey Scanbot is a simplified, civilian version of a probe droid. The scanbot's features are relatively modest compared to their military or espionage counterparts. Nonetheless,

they are well suited to maneuvering into small areas while recording and transmitting their findings. Further, a modest personality matrix allows for easy communication and also some interpretation of data with real-time communication. Some search and rescue crews have adapted some scanbot models by equipping them with life form sensor packages to assist in the rescue of trapped beings involved in starship accidents.

Survey Scanbot

Type: Kalvani Systems Model L33 Survey Droid

DEXTERITY 2D

KNOWLEDGE 2D

Starship deckplans 3D

MECHANICAL 1D

PERCEPTION 3D

Search: 5D

STRENGTH 1D

TECHNICAL 1D

Equipped With:

- Hardened shell armor +1D to resist physical damage
- Repulsorlift propulsion
- Short range sensor package +1D to search in the ultraviolet and infrared spectrums as well as electromagnetic fields
- Auditory sensors
- One visual sensor
- Broadband transmitter/receiver
- Holorecorder with simultaneous holotransmission

Move: 17

Size: 0.3 meters

Cost: 4,550

Availability: 3

Personality Matrix: Elementary

Zero-G Scavenger Droid

Understanding the limitations of the retriever droids, Srori-nam took their basic design and began concepts for an advanced model capable of providing greater personal assistance to salvage crews. The result was the Zero-G Scavenger Droid. A much larger and robust model with more advanced features, the Scavenger became a valuable asset to salvage captains. The Scavenger was intelligent enough

to coordinate with industrial and independent salvage crews, and had sufficient thrust to bring desired components aboard the ship. This, among its other features made the Scavenger a popular model for targeted salvage missions. Should the Scavenger find itself on board a ship with active gravity plates, its retractable wheels still allowed it to remain a functional unit.

■ Zero-G Scavenger Droid

Type: Srori-nam C98 Scavenger Droid

DEXTERITY 2D+2

KNOWLEDGE 2D

Value 3D

MECHANICAL 1D

PERCEPTION 2D+2

Search 5D

STRENGTH 3D

Lifting 5D

TECHNICAL 1D

Space transport repair 3D, capital ship repair 3D

Equipped With:

- Two manipulator arms
- Retractable electromagnetic grappling units
- Fusion cutter (6D damage)
- Zero-gravity maneuvering jets
- Repulsorlift propulsion
- Retractable wheeled locomotion
- Basic vocabulator
- Short range transmitter/receiver

Move: 18 flying, 5 wheeled

Size: 1.2 meters tall

Cost: 3,100

Availability: 1

Personality Matrix: Simple

Starship Equipment and Upgrades

Few ship designers cater specifically to scavengers. Rather than start with an off-the-line model, most salvage captains mod a light or medium freighter. Most of us do it piecemeal over time. After a good find, the crew will put some credits into their ship to let them expand the scope of their operations.

Salvage Grade Tractor Beams

Many salvage ship captains have found it advantageous to use small-scale tractor beams to aid in their collecting process. Relatively weak in comparison to their larger, military-grade counterparts, these tractor beams are not designed to lock on to high velocity spacecraft and resist the propulsion of their engines. Rather, they can easily manipulate flotsam and space debris as they idly drift on their paths and guide them into a collection bay.

■ Salvage Tractor Beam

Model: Starfire Inc. FFJ-1 Grappler

Type: Civilian issue salvage grade tractor beam

Scale: Starfighter

Cost: 7,000

Weight: 7 metric tons

Availability: 1

Fire Arc: Front

Skill: Starship gunnery

Fire Control: 2D

Space Range: 1-3/10/20

Damage: 1D

Grav-Scoops

Though some salvagers prefer to hand pick the pieces they bring on board, others prefer a catch-all system where any piece of debris is drawn into their collector, and the value of the items is sorted out later. Gravitational scoops are a favored method by those captains who utilize the mass collection method. Grav-scoops operate on similar methods as grav plates installed in the decks of almost any standard starship in the galaxy. Being little more than large apertures lined on all sides with rows of narrow but strong grav plates, the gravitational scoops draw in space debris, and then fire in series to pass them through to a collection area. This method allows the captain to make slow passes through fields of small debris making sizable collections on each pass.

■ Grav-Scoop

Model: Bostic Industries Charybdis 6 Grav-scoop

Type: passive salvage collection system

Scale: Starfighter

Cost: 5,100

Weight: 1 metric ton

Availability: 2

Space Range: 1

Game Notes: Grav-scoops have relatively large apertures situated on the exterior of the ship which have considerable effects when operating the ship in atmosphere. Any ship with a grav-scoop has all in-atmosphere maneuvers are increased by one difficulty level.

Appendage Collection System

Some freelance scavengers have taken to outfitting their ships with several droid brain controlled appendage arms. The droid brain is usually located in a central position inside the ship as it controls several appendage arms at once. Using the ships passive sensors, the droid brain is able to detect floating space debris that fits the criteria for mass or volume that the captain desires. More elaborate units may scan for the composition of the debris, discerning between ice or rock debris and more valuable reclaimable materials such as starship alloys. The droid arms deliver the alloys into apertures in the hull leading to the cargo bay or collection area.

■ Appendage Collection System

Model: Bostic Industries Scylla Acquisition System - Series 3

Type: Passive salvage collection system

Scale: Starfighter

Cost: 4,600

Availability: 2

Space Range: 1

Game Notes: Appendage collection systems can be installed on the exterior of a ship near the craft's cargo hold. Using droid controlled arms they latch on to all space debris within set parameters of volume or mass. The appendages then deliver the items into specially designed apertures that lead to the cargo hold.

Starship Plasma Cutting Torch

Cutting torches are a staple of targeted or active salvage vessels, and found on almost every corporate reclamation vessel. These torches are often situated at the end of a manipulator appendage, helping to compensate for such short range. When large sections of a starship's hull are left intact, starship-mounted plasma torches are necessary to break the ships down to smaller size in order to remove them from space lanes. Given enough time, the torches are capable of slicing through nearly all hull masses and will eventually disassemble even the largest bulks of space debris.

■ Plasma Cutting Torch

Model: Veldirian Industries Plasma Torch

Type: Starship-mouthed cutting torch

Scale: Starfighter

Cost: 4,350

Fire Arc: Front

Skill: Starship gunnery

Fire Control: 0D

Range: 10 meters

Damage: 8D

External Grappling Devices

Most large-scale collections require specialized means of taking the cargo. Larger ships with large external cargo bay doors are capable of using manipulator arms to grasp hold of larger salvage targets and guide them into the hold. Manipulator arms are usually rugged and sturdy enough to guide many tons of material in the weightlessness of space, though they are not usually designed for lifting materials in atmosphere. Several ship captains have used them to assist with repairs to help with rapid cargo transfers, though few are willing to test the limitations of the devices within standard planetary gravity.

■ Light Manipulator Arm

Model: Siryus Hydraulics FT-479 Loading Arm

Type: Loading bay manipulator arm

Scale: Starfighter

Cost: 2,300

Fire Arc: Front

Skill: Starship gunnery

Fire Control: 1D

Range: 3 meters

Note: Light manipulator arms easily move, manipulate, and guide unsecured objects in space. The manipulator arm can easily handle loads up to 75 tons. Though the arm has a limited reach, the crew may move the object one meter per round in any direction within the arm's reach.

■ **Medium Manipulator Arm**

Model: Kartog Industries Servo-Lifter

Type: Loading bay manipulator arm

Scale: Starfighter

Cost: 2,850

Fire Arc: Front

Skill: Starship gunnery

Fire Control: 1D

Range: 8 meters

Note: Medium manipulator arms easily move, manipulate, and guide unsecured objects in space. The medium manipulator can safely maneuver loads of up to 150 tons. Though the arm has a limited reach, the crew may move the object two meters per round in any direction within the arm's reach.

■ **Heavy Manipulator Crane**

Model: Stryus Hydrolics MG-9 Loading Arm

Type: Loading bay manipulator arm

Scale: Capital

Cost: 6,500

Fire Arc: Front

Skill: Starship gunnery

Fire Control: 1D

Range: 15 meters

Note: Heavy manipulator arms easily manipulate and guide unsecured objects in space. The capital scale heavy manipulator is capable of safely maneuvering even starfighter-scale ships, or other extremely large chunks of heavy debris. Though the arm has a limited reach, the crew may move the object four meters per round in any direction within the arm's reach.

Cargo and Landing Grips

Debris comes in all shapes and sizes, and while many salvage captains are happy to spend their hours using plasma punches to cut the pieces of hull and half destroyed ships into manageable sections, other captains would much rather take the targets in their totality to

major reclamation centers. Cargo claws are specifically designed for latching on to starfighter-scale pieces of debris and allowing the salvage ship to take them to their intended destination. Heavy claws allow the transport of much larger targets.

In general utility, cargo claws allow a starfighter-scale ship to land and attach to almost any surface in zero gravity, regardless of the ship's relative orientation. Starfighter-scale ships with cargo grips may latch on to smaller starships, take them through hyperspace as well as maneuver and move with only modest encumbrance. Many times such grips are used so that two ships may dock together and transfer passengers in space. Capital ships may be equipped with starfighter-scale cargo grips for makeshift starfighter launches, and they do so without any loss of starship maneuverability. Capital scale cargo clamps allow bulk and medium freighters to transport large cargo containers or sections of capital ship hull material with only modest loss of performance.

■ **Landing Claw**

Model: Surrilian Engineering Landing Claw

Type: Starship docking/landing device

Scale: Starfighter

Cost: 800

Weight: 2 metric tons

Game Notes: Any ship using a cargo grip takes a -1D to maneuverability. If the ship takes damage of Heavily Damaged or worse, the Cargo Grip will lose its hold and all ships or materials will be shaken loose.

■ **Cargo Grip**

Model: SsandusSan Heavy Docking Grip

Type: Starship docking device

Scale: Capital

Cost: 2,000

Weight: 25 metric tons

Game Notes: Any capital ship using the cargo clamp to transport a capital-scale section of debris takes a -1D to maneuverability. If the ship takes damage of Heavily Damaged or worse, docking clamps lose their hold and all ships are shaken loose.

External Bay Doors

When performing en masse collections, or reclaiming large materials, it is almost impossible to transport the items through a normal air-lock. Though this is feasible when doing small-scale targeted collections, it is far too slow and cumbersome on most standard ships. Thus many cargo vessels have been retrofitted with large bay doors. These doors span nearly the entire cargo area, providing as much access as possible to large space-born objects. Making such retrofitting is terribly expensive, and is usually performed only by those starship owners who have come into the salvaging trade after developing a deep love for their starship. As this modification requires turning a portion of the ship's hull into either a hinged or retractable door, it requires several time-consuming steps. First, all major power systems, environmental conduits, and all other important systems that may happen to follow that section of the hull must be rerouted. Once completed, the sections of the hull must be carefully cut and either replaced with or outfitted to become a surface capable of opening and closing. Servos, latches, and seals must be carefully put into place and checked, and then controls can be connected to the interior of the bay and to the cockpit. And finally, additional airlocks and environmental seals are put into place to isolate the rest of the ship from exposure to the vacuum of space. Only more expensive versions of the systems allow for ships to seal and pressurize the bay. Several environmental controls and safety overrides must be installed to safely allow the cargo bay to become a non-suited being to work while the ship is out of atmosphere.

■ Cargo Bay Doors

Model: Ambelled Industries Bay Modification System
Type: External bay door
Scale: Starfighter
Cost: 30% of base ship cost
Weight: 20 metric tons
Game Notes: Allows a ship's cargo area to have direct exposure to space. Requires three

rounds to go from closed to fully open and vis versa.

■ Cargo Bay Pressurization System

Model: Ambelled Industries Bay Sealer
Type: Cargo bay
 pressurization/depressurization system
Scale: Starfighter
Cost: 8,000
Weight: 2 metric tons
Game Notes: Allows for environmental controls to restore breathable atmosphere to a cargo bay. Requires 10 minutes to depressurize or pressurize the cargo bay, pumping atmosphere in or out of the cargo area.

Hyperspace Tow

For those rare occasions that a salvager cannot repair a vessel, but wishes to remove it from a salvage site, she can opt to attach a hyperspace tow rig. The tow is little more than an external hyperspace docking rigging that attaches to the exterior of the towed ship, and patches into the astrogation computer of the salvagers ship with a simplified slave circuit. It allows the salvager to make short trips.

The average hyperspace tow can attach to starfighter scale ships, usually no more than 45 meters in length. However, some manufacturers make extended rigs for an additional cost. Attachment requires at least three hours of labor, and a Moderate *space transport repair* or *starfighter repair* roll.

The cost of the rigging depends on the speed of hyperdrive. Since the salvager is simply slaving two independent hyperdrives together, it is vital that the salvager purchases a hyperdrive rig with the same hyperdrive multiplier as his main vessel.

Hyperspace Tow

Multiplier	Cost
x1	26,250
x2	16,000
x3	10,500
x4	5,600
x5	3,375

Starships

There are starships of nearly every make and model at any junker's trading post. Most are customized freighters, but one can find stock salvage vessels as well.

Below are a variety of ships representative of scavenger vessels.

Star Skimmer

The Star Skimmer is a popularized brand name that asteroid miners and Stardock workers use to refer to a variety of makes and models of short range space-capable vehicles. Based on the design of a heavy-duty swoop or speeder bike, these open-air space-capable tugs have a low top-speed and minimal range. However, they prove to be a valuable resource for those who need the fine-tuned controls that the small crafts provide. The small stature of the craft combined with the need for the full protection of an environmental suit to ride one in open space have elicited considerable criticism. Often, spacers have classified them as vehicles and would never consider them as starships in their own right, and even the Correllian Engineering has cataloged their model as a "space utility vehicle." The Star Skimmers have a complete lack of aerodynamics and are designed exclusively for zero-gravity, which make them unacceptable choices for any atmospheric work. Despite their shortcomings, Star Skimmers are in wide use where the precision work of a small craft is needed over the functions larger tugs provide. There are several models in use throughout asteroid mining projects, spacedock and repair facilities, and on some salvage ships. Even though Star Skimmers have relatively low speeds, they are known for providing the necessary torque for heavy lifting jobs.

■ Star Skimmer

Craft: Corellian Engineering GG-135 Star Skimmer
Type: Space utility tug
Scale: Speeder

Length: 3.1 meters
Skill: Repulsorlift Operations: Star Skimmer
Crew: 1
Passengers: 0
Cargo Capacity: None
Cover: 1/4
Consumables: None
Cost: 7,620 (new), 3,821 (used)
Maneuverability: 2D
Space: 1
Body: 1D
Atmosphere: N/A
Body Strength: 4D
Starship Equipment:

1 Fine Manipulator Arm

Fire Arc: Front
Skill: Starship gunnery
Fire Control: 1D
Range: 1.5 meters
Note: Manipulator arms easily move and guide unsecured objects in space. Though the arm has a limited reach, the crew may move the object two meters per round in any direction within the arm's reach.

Cargo Tug

Any pilot who has spent his life near space docks is no stranger to the cargo tug. Simple, inelegant, and made for pure utility, these working vessels populate many cargo transfer stations, space docks, and loading points. Pilots spend a full shift laboring in the cramped conditions of a simple one-man tug. Not built for comfort, these small crafts have a single purpose in mind, moving space born objects from one location to another. By using standard tractor beam technology, they can lock on to relatively large objects and deliver them to their destination. Though not fast, their engines are designed to deliver consistent performance despite moving a considerable load.

■ Cargo Tug

Craft: Slevurian Model 431 Hauler Tug
Type: Spacetug
Scale: Starfighter
Length: 7 meters
Skill: Space Transports: Slevurian Cargo Tug
Crew: 1
Passengers: 0

Cargo Capacity: None

Consumables: 1 day

Cost: 18,500

Maneuverability: 0D

Space: 2

Atmosphere: N/A

Hull: 1D

Sensors:

Passive: 5/+1

Scan: 10/1D

Search: 15/1D+1

Focus: 1/2D

Starship Equipment:

1 Tractor Beam Projector

Fire Arc: Front

Skill: Starship gunnery

Fire Control: 2D

Space Range: 1-5

Damage: 3D

Salvage Tug

Heavy salvage jobs require specialized tools for the trade. When derelict bulk freighters cannot be repaired or towed into dock for a complete overhaul, or when capital ships meet catastrophic ends, they must be dismantled and disposed of. Usually based from another ship or space dock, a salvage crew is often dispatched in a salvage tug. Slightly roomier than the average space tug, the salvage tugs come equipped with fine manipulator arms, and plasma cutting torches. The torches are similar, but less powerful than their starship-based counterparts used for breaching hulls in military or pirate boarding operations. They are designed to have close contact with the target vessel's hull, and slice through the wreckage with a powerful short-range beam. Once separated from the larger portion, the salvage tug uses its tractor beam projectors to haul the pieces to a collection ship or cargo container.

Salvage Tug

Craft: Legurvio Industries Scavenger Tug

Type: Spacetug

Scale: Starfighter

Length: 10 meters

Skill: Space Transports: Scavenger Tug

Crew: 1 (2 can coordinate)

Passengers: 0

Cargo Capacity: None

Consumables: 2 days

Cost: 21,000

Maneuverability: 0D+2

Space: 3

Atmosphere: N/A

Hull: 1D+1

Sensors:

Passive: 5/+1

Scan: 15/1D

Search: 20/1D+1

Focus: 2/2D

Starship Equipment:

1 Tractor Beam Projector

Fire Arc: Front

Skill: Starship gunnery

Fire Control: 2D

Space Range: 1-3/5/10

Damage: 3D

1 Plasma Cutting Torch

Fire Arc: Front

Skill: Starship gunnery

Fire Control: 0D

Range: 10 meters

Damage: 8D

1 Medium Manipulator Arm

Fire Arc: Front

Skill: Starship gunnery

Fire Control: 1D

Range: 4 meters

Note: Manipulator arms easily move and guide unsecured objects in space. Though the arm has a limited reach, the crew may move the object two meters per round in any direction within the arm's reach.

Surronian L19-c Heavy Salvage Freighter

The Surronian L19 is a well recognized model of heavy freighter in the galaxy, though the specialized L19-c was a niche production model meant to serve smaller independent salvage crews. The design was well suited for deep space passive collection, as well as being versatile enough to cover additional functions as well. The L19-c makes some sacrifices over the original L-19 to accommodate the needs of a salvage crew. Passenger space is reduced to make room for additional consumables and salvage collection needs. Some of the hull strength is sacrificed to keep the production costs within an affordable consumer range. However, the main selling point is the L19-c's

dual-cargo bays. To the port was a rather unimpressive run-of-the-mill freighter 50 metric ton cargo bay complete with loading ramp. To starboard was a 150-ton pressurized salvage bay. A freighter captain and copilot could handle the ship easily, drifting through debris fields collecting what they could via a grav scoop, while the crew or onboard droids sorted the material. However, the bay could also be depressurized for large-scale active collection. In the event that the captain was unwilling to risk opening the doors with cargo in the hold, a limited amount could be moved port for storage. Further, the double hold system allowed salvage crews to engage in limited cargo trading if the opportunity presented itself without having to remove a collection hold from active service.

■ Heavy Salvage Freighter

Craft: Surrionian L19-c Heavy Salvage Freighter
Type: Heavy salvage freighter
Scale: Starfighter
Length: 58 meters
Skill: Space transports: Surrionian L19 freighter
Crew: 2
Crew Skill: Varies widely
Passengers: 7
Cargo Capacity: 200 metric tons (50 Port 150 Starboard)
Consumables: 3 months
Cost: 81,000 (new), 37,000 (used)
Hyperdrive Multiplier: x3
Hyperdrive Backup: x16
Nav Computer: Yes
Maneuverability: 1D+1
Space: 5
Atmosphere: 280; 800 kmh
Hull: 6D
Shields: 1D
Sensors:
Passive: 30/1D
Scan: 80/2D
Search: 120/3D
Focus: 4/4D
Weapons:
1 Double Heavy Laser Cannon
Fire Arc: Turret
Skill: Starship gunnery
Fire Control: 1D+2
Space Range: 1-3/12/25

Atmosphere Range: 100-300/1.2/2.5 km

Damage: 4D

Starship Equipment:

Grav Scoop

Starboard Bay Doors

1 Tractor Beam Projector

Fire Arc: left

Skill: starship gunnery

Space Range: 1-5/15/30

Damage: 4D

Sranso Medium Scavenger

The Sranso was never considered an attractive ship, but its function is nearly uncontested. A medium freighter designed for passive collection featuring three 50 ton cargo bays (one port, one starboard and one aft), the vessel has been known to venture into deep space for months, patrolling for unreported starship mishaps only to return with cargo bays filled with reclaimable materials. However, the ship is not a favorite among the most fiercely independent captains, given the reliance on a small crew. Nonetheless, for those willing to split the meager profits of a scavenger's life, the Sranso has earned its place.

■ Medium Salvage Freighter

Craft: Vanrium Inc. Sranso Mark II Medium Scavenger
Type: Medium Salvage Vessel
Scale: Starfighter
Length: 38 meters
Skill: Space transports: Sranso Medium Scavenger
Crew: 3
Passengers: 8
Cargo Capacity: 150 metric tons
Consumables: 6 months
Cost: 165,000 (used)
Hyperdrive Multiplier: x2
Hyperdrive Backup: x14
Nav Computer: Yes
Maneuverability: 1D
Space: 5
Atmosphere: 313; 900 kmh
Hull: 4D
Shields: 1D
Sensors:
Passive: 30/1D
Scan: 65/2D
Search: 110/3D
Focus: 4/4D

Weapons:

1 Blaster Cannon

Fire Arc: Turret
Skill: Starship gunnery
Fire Control: 2D
Space Range: 1-5/10/17
Atmosphere Range: 100-500/1/1.7 km
Damage: 4D

Starship Equipment:

Cargo Clamp

2 Grav Scoops (1 Port, 1 Starboard)

Bay Doors (on aft bay only)

2 Medium Grapppler Arms (aft)

Carried Craft: 1 Cargo Tug

Fire Arc: Turret

Crew: 1

Skill: Starship gunnery

Fire Control: 2D

Space Range: 1-3/12/25

Atmosphere Range:

100-300/1.2/2.5 km

Damage: 4D

Starship Equipment:

Appendage Collection System

Landing Claw

Double-Wide Airlock: A double-wide airlock is a custom modification allowing the crew to transport larger goods without compromising the atmosphere inside the cargo area by opening the cargo lifts.

Plasma Cutting Torch

Fire Arc: Front

Skill: Starship gunnery

Fire Control: 0D

Range: 10 meters

Damage: 8D

Modified YT-1300

Largely on account of the ease to modifications, the Corellian Industries YT-1300 is one of the more popular light freighters in the galaxy. However, given their easy modifications, there are hardly any examples of stock models remaining. Because of their wide reputation and how easily independent starship captains take to them, it is hardly surprising that some salvagers have taken to suiting a few models to their specifications.

■ **Modified YT-1300**

Craft: Modified Corellian Engineering Corp. YT-1300 Transport

Type: Modified light freighter

Scale: Starfighter

Length: 27 meters

Skill: Space transports: YT-1300

Crew: 1 (2 can coordinate), gunners: 1

Passengers: 6

Cargo Capacity: 85 metric tons

Consumables: 2 months

Cost: 32,000 (used)

Hyperdrive Multiplier: x2

Hyperdrive Backup: x12

Nav Computer: Yes

Space: 4

Atmosphere: 480; 800 kmh

Hull: 4D

Sensors:

Passive: 15/0D

Scan: 30/1D

Search: 50/2D

Focus: 5/3D

Weapons:

1 Heavy Double Laser Cannon

Mark-4 Bulk Salvage Ship

The Mark series freighter has served cargo captains well for decades. With a solid reputation for durability and reliable performance it was hardly surprising that a confederation of incorporated salvage companies sent requests to Corellian Engineering to produce a vessel designed for their line of work. Since then, the Mark-4 Bulk Salvage Ship has been a corporate favorite. With extensive cargo bays and powerful cutting tools, these ships and their crews can take a capital-sized navigational hazard and clear a space lane in no time. Though generally too large to be operated by independent salvagers, the Mark-4 can be found in or near almost every civilized system. Even when large-scale collisions are unlikely, corporate entities often take smaller disabled crafts in tow, ensuring safe space lanes.

■ **Mark-4 Bulk Salvage Vessel**

Craft: Corellian Engineering Corp. Mark-4 Salvage Ship

Type: Bulk Salvage Ship

Scale: Capital

Length: 115 meters

Skill: Space transports: Mark-4 Bulk Salvage Ship

Crew: 9, skeleton: 4/+5
Crew Skill: Varies widely
Passengers: 4
Cargo Capacity: 500,000 metric tons
Consumables: 2 months
Cost: 1.1 million (new), 650,000 (used)
Hyperdrive Multiplier: x3
Hyperdrive Backup: x20
Nav Computer: Limited to 4 jumps
Space: 4
Atmosphere: 225; 650 kmh
Hull: 2D
Shields: 1D
Sensors:
 Passive: 20/0D
 Scan: 30/1D
 Search: 40/1D+2
 Focus: 1/2D
Starship Equipment:
4 Tractor Beam Projectors (fire separately)
 Fire Arc: 2 left, 2 right
 Crew: 1
 Skill: Capital ship gunnery
 Space Range: 1-5/15/30
 Damage: 4D
2 Heavy Manipulator Cranes
 Fire Arc: 1 left, 1 right
 Skill: capital ship gunnery
 Fire Control: 1D
 Range: 10 meters
 Note: Heavy manipulator arms easily move, manipulate, and guide unsecured objects in space. Though the arm has a limited reach, the crew may move the object four meters per round in any direction within the arm's reach.
Carried craft: 4 Salvage Tugs

STAR WARS

THE SCAVENGER'S HANDBOOK

A GUIDE TO SALVAGE IN THE GALAXY

a D6 Fan Book

"One being's trash is another being's treasure."

The life of a salvager is full of dangers, toils and snares. A scavenger is ever dodging traps set by claim jumpers and rival scavengers and evading the looming threat of the ever-watchful eye of an oppressive Empire. The unwary spacer is sure to have a short career.

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