

LEAD GAME DESIGNER
Tomas Härenstam

LEAD SETTING & SCENARIO WRITER
Chris Lites

ADDITIONAL WRITING
Nils Hintze

ART
Jarek Kubicki, Niklas Brandt

GRAPHIC DESIGN
Christian Granath

MAPS
Kevin Baussart

BRAND MANAGEMENT
Marc Miller/Game Designers' Workshop

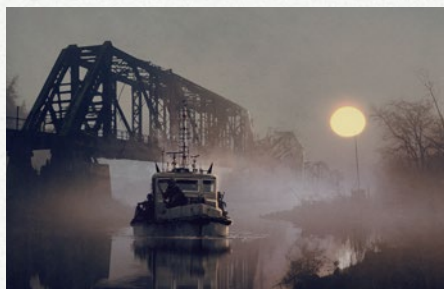
INSPIRED BY
Pirates of the Vistula, by William H. Keith, Jr.,
Frank Chadwick, and Loren Wiseman

PROOFREADING
Brandon Bowling

LAYOUT
Dan Algstrand

ISBN
978-91-89765-37-5

01

**MANKIND'S OLDEST HIGHWAYS 05**

THE WATERS OF EUROPE	06
TRAVEL	06
FRESH WATER	06
TRADE	08
POLITICS AND POWER	08
PIRATES	08
TOWNS ON THE WATER	08
AN AGE OF STEAM AND SAIL	09

02

**NAVAL WARFARE**

WATER COMBAT	12
SWIMMING	12
BOATS	12
NAVAL WEAPONS	17
WATER TRAVEL	18
WATERCRAFT	19
NEW WEAPONS	20

03

**WATER ENCOUNTERS**

NEW ENCOUNTERS	32
LIST OF ENCOUNTERS	33
RADIO CHATTER	39



MARINE FACTIONS 41

PIRATES OF THE VISTULA [SEA WOLVES]	42
U.S. 6 TH FLEET	44
RUSSIAN NAVAL SPETSNAZ	45
THE TROUPE	46



MARINE PLOTS 51

OPERATION RESET	52
THE PRISONER	53
BOOMER	54
GOING HOME	56
WATER WARS	56



SCENARIO SITES 59

THE RIVER QUEEN	60
THE FLOATING VILLAGE	66
THE CASTLE	72
THE MAINE	79
THE COLONY	87

APPENDIX I: THE VISTULA	95
----------------------------	----

APPENDIX II: GÖTA CANAL	99
----------------------------	----



01 MANKIND'S OLDEST HIGHWAYS

I caught Two-Fer looking at me the other day and I thought, finally, because he seems to treat me like a kid. I'm eighteen now and certainly not a kid, but when I asked him about the way he was looking at me he just about cried. It wasn't that he wanted me, or even saw me as an adult. He just stammered and said, "you got it," and when I asked what, he said, "the 1000-yard stare," and went into his tent. We didn't talk much the rest of that week. When we did, he said he was all messed up because he figured his sister had that same stare now, if she was even alive back home. I guess he'll never see me as a woman. I'm not sure it matters. Last night we looked out over the Vistula, and I pointed to the wrecked bridge and told him my family and I used to take that route to a summer house. I put my head on his shoulder as we sat there, though, and he let me.

THE ROADS ARE IN disrepair. The airplanes have all fallen silent. Railways were bombed to deny supplies. Everything we relied on for transportation is gone – except for water. Mankind's oldest highways – rivers, lakes, and the ocean – become again the only reliable method of travel. But waterways are no safer from human predators than any of the vanished achievements of industrialization. Rivers crawl with pirates. Rogue naval units prowl the seas, and lakes are claimed by militias, cantonments, and fortified villages.

More importantly, humans cannot live without clean water for very long. Gone are the filtration systems, the municipal infrastructure that brought fresh water by the turn of a tap to Europe and beyond. Water found might be potable or it might be deadly. A host of bacteria and viruses inhabit still ponds and rivers. Chemical warfare ruined entire lakes, while the dead, human effluence, and worse choke the rivers which once provided life.

Very little avoided the war, and water is no exception. But, as humanity's influence fades, the seas and rivers, the lakes and swamps come back. Life began in the sea and to the sea it may one day return. For now, your neighbor is likely to kill you for a fresh drink, a ticket for a ride on a rare ferry, or even a hot shower.

Hostile Waters primarily focuses on the travel aspects of waterways in Europe circa the year 2000. Along the way, we see water wars, pirates, lost ships, wrecks, forbidden islands, and more.

THE WATERS OF EUROPE

Though the satellites are gone, let's imagine a picture taken from one showing some of the great coasts, lakes, and rivers of Europe. They look as they have for the past thousand years, more or less. You'd have to zoom in to see the destroyed bridges. Zoom further to see skeletal wrecks poking from otherwise calm waters. For all humanity did to the planet – and it's been a lot – the water looks the same from a distance. Zoom closer, walk to one of these places on foot, and chances are they look as remembered. The river still turns in the same place. The coasts remain unaltered. The lakes have not grown or dried up. Unlike the great cities of the world, the waters show fewer scars from the war. They look peaceful.

They are anything but.

We no longer rely on roads or rail. Gone are the planes that used to cruise as frequently as birds in the sky above. Water once again became the most reliable form of transportation. Get a boat and a sail and you can go. You need no fuel. You need no horses. The wind carries you, capricious though it may be.

And so, we've been thrown back to the pre-rail era. While the last of our vehicles chug along as we can maintain them, building new ones isn't on the horizon. When you see someone making a new vehicle, it's usually for the water. Nothing else is reliable besides travel by foot and horse. The Dark Ages have returned.

TRAVEL

Coasts and rivers are crucial now. Trade collapsed during the war. There is no globalization anymore. Everything is local, and given the state of most vehicles and power, rivers and coasts serve as local routes of travel. Be it the Seine or the Oder, the Thames or the Vistula, travelers take to the rivers of Europe and make their way up and down the remains of their world.

Though hazards haunt the waters, the coasts and rivers are far safer than traveling overland. People prey on you everywhere, but not many have boats. Ambushes are less frequent and it's harder to project power with all the navies sunk. This doesn't make the waters safe; they're not, but they are safer than what remains of the roads. Further, they're easier to navigate. All the wrecks on the Spree cannot compare to the destroyed highways, ravaged local roads, and bombed rail lines that once crisscrossed Europe. Travel by boat is downright reliable in comparison.

Pirates roam the waters like sharks, but they aren't as numerous as marauders. Militaries rarely have many, if any, ships left, and their power often ends where the water begins. Maintaining a modern ship remains as difficult as keeping a modern APC in repair, but an oar or wind-driven ship takes one far and parts are readily available if it's constructed out of natural materials.

Before the war, one would have looked in awe, perhaps disbelief, at a Viking longboat maneuvering down a river or along a coast. Now, such boats are common, as are coracles, canoes, and other ships which once sailed only in memory and historical books. The world was knocked back a few centuries by the war.

Don't let your assault rifle fool you – the world you knew is gone. Modernity clings like moss to the fast-moving ship of human culture, and that ship is headed into the past. All the technology is likely to wear out. There are no factories to make new parts, to maintain what was. But people with axes can cut down a tree, scoop out a canoe from the trunk, and set it afloat on any body of water.

There is freedom on the water now, a kind unpoliced by the bureaucracy or regulations of a once modern world. There's danger to be sure, but there's also something we gained back. Though thrust into the past, we've discovered that some parts of that history, perhaps, were better than what lay ahead. Of course, in time, we'll build new navies of ships that look like Roman triremes and learn to make war as we did in antiquity, but for now that's not a concern.

FRESH WATER

Rivers and lakes are key sources of potable water. That's always been the case, but before infrastructure brought that fresh water to farms through irrigation, to your house through pipes, to your tap in hot and

cold anytime you wanted it. That's all done. Few functional high technological means of getting water from a source to a distant place remain.

That means people can't remain in places where water isn't near. Many cities and towns were abandoned not due to bombs, but due to a lack of water. Nuclear fire didn't burn every suburb, but the water stopped flowing and the people had to leave. Even places close to water lost the infrastructure needed to disperse it, meaning people fight over the water left to be had. It's not a problem of quantity – for fresh water hasn't disappeared – but getting it to large populations became terribly difficult. One can travel through a dozen empty towns before hitting one set upon a lake, full of people. Of course, where fresh water is easily accessible, there's competition.

That leads to fortified villages and towns that protect what they see as "their" water. A person can get shot for drinking from a water source simply because someone else sees it as their own. Magnify this

with armed troops and a few remaining vehicles and you get water wars. Once, these were the province of desert lands where water was hard to come by. Now, such local wars are everywhere. Despite the massive reduction in population since the war, there are still more people needing water than easy ways to get it to them. People in cities die from lack of water. That wasn't the case in the world before.

Thus, any waterway, irrigation system, pipe system, or other infrastructure that moves water has been militarized. Long stretches of rivers might be free of pirates, but you're likely to hit local village patrols that want to know what you're doing in their Vistula. Water, so essential to life, is something people kill for very easily in the year 2000.



TRADE

Trade routes now follow water. While it's not always true, it usually is. Europe was the hottest center of the war, and everything was destroyed. To get goods from one village to another requires a coast, a lake, or a river. Few vessels travel over open ocean now, though they do exist. Further, any goods traded aren't liable to come from very far away. It's no exaggeration to say that the world was far more global before the Late Bronze Age collapse than it is today. People live in the wake of apocalypse, and they're just getting by.

Fruit and vegetables bought are locally sourced. So, too, are spare parts and things once made in factories. There are no massive shipping crates going back and forth between nations. No single entity can ensure goods move very far over water. You get what you need somewhere nearby, or you don't get it at all.

Subsistence economies are the most common, but trade does thrive in certain areas. A town upriver may have more arable land than one downriver, but that town produces handmade ammunition. A trade network arises. Either town might also be located along a coast where vessels go out each day to fish. Those fish, if more than the needs of the population are caught, make their way via the river to towns where the fishing is poor. In some cases, where roads still exist, the fish might even travel by car or truck to towns not on the banks of any river. But there isn't any refrigeration, so they can't go far.

This is a microcosmic example of what's going on all over Europe. Necessities are the main goods traded and waterways are the main method by which they travel. This means that any shipments delayed likely cost lives. This isn't a shortage on toilet paper like we know today. Trade slowdowns or stoppages mean there's no food, no fresh water, no medicine. Given the stakes, competition is fiercer than it was under raw capitalism. Ships hauling goods are now armed. Small "wars" erupt over who controls the best fishing spots or who controls a freshwater pond. These power plays for necessities create new power blocs and new politics on and near the waters of Europe.

POLITICS AND POWER

Economics are war these days. There's no such thing as a trade route you can't protect. Those who live along a body of water have the means to protect it. If they don't, you can be sure someone with armed troops comes along and removes them. Sure, there are some few places living peacefully, but that's because no one found them yet.

Water barons are real. They control dams, key tributaries, and anything else that serves as a chokepoint

between the people and water. Former NATO and Soviet units have made cantonments along waterways and now use their power to dispense said water as they see fit. There's no national loyalty left in most of these armed encampments. They exist to assert power.

PIRATES

The remnant military, however, is in no position to project power very far. This gives rise to pirates. Since water is the surest means to move goods, there are of course people who prey on the ships that carry those goods. Some pirates are small bands with only one ship. Others form associations of loose loyalty and plague larger areas. The legendary Pirates of the Vistula are so named for their constant presence on that river.

The problem, or perhaps the fortunate part about pirates is they don't work together for very long. The backstabbing nature of the pirate prevents large operations. This is the only thing keeping them from controlling entire regions, for while they can't field enough troops to conquer large areas of land, they do have ships and crew enough to exert that same control over rivers and coasts if they work together.

TOWNS ON THE WATER

Urban Operations covered most of what the Referee needs to know about civilized centers, but those on the water have some differences. While there is ample crossover between the state of a city on a waterway and one not, we now take a closer look at what differentiates a city not only near water but dependent on it for food and travel. It goes without saying that all towns and villages are dependent on water for life. The human body can only go without H₂O for a few days, after all.

That means any city must not only have access to water but have the ability to disperse it to citizens. Europe is water rich, so there are many such cities here, though they often fail in the dispersal part. Go back to the States and you have deserts. Entire cities are simply empty due to a lack of water.

For Europe, such empty cities are either far from a water source or sit on a compromised one. The water might be irradiated, polluted by chemical warfare, or its bridges and ships gone. Inside most cities or sizable towns, you'll find most of the population clusters near the water. Consider an average citizen. If they live out in what were the suburbs and the water is in the city proper, they must find and settle by a local lake or pond. If these aren't to be had, the citizen must go into the city, or wait for a water merchant to travel out of the city, to get water. This isn't a tenable situation for long.

On top of the water this citizen needs to consume, they need water to grow food. They can scavenge for food, sure, but this isn't tenable either. Before long, they realize the dangers of the city are worth the risk because the access to water is literally life.

And once people move toward the water sources, they become subject to the factions that control them. If, as we said before, economics is warfare, then politics is now water.

Any town or city divides itself into water zones. These zones are based on how close to the main water source a given zone is. Green zones have access to daily water. Yellow zones get water every few days. Red zones are on their own. These aren't divisions made by people, but by the reality of any place's water situation. Humanity no longer controls nature. Quite the opposite.

AN AGE OF STEAM AND SAIL

Gasoline is very hard to come by, as your players have no doubt experienced. Modern cargo ships depended on gasoline, but that's no longer the case. Those ships which could be converted to steam engines have been. Steamboats chug down the waterways like they did in the 19th century. In almost every case, steam power is preferred to gasoline. Wood is still plentiful in Europe, and coal can be scrounged up if not mined.

Gasoline not so much. Just getting it often involves a firefight, and firefights aren't something traders want to get into if they can avoid it. Steam powers about one-third of all vessels encountered, though this varies by area. Waters near former cities tend to have more parts to refit boats for steam, so the incidence of encountering such vessels there is higher. For reference, a steamship cruises at around five miles per hour.

The other two-thirds of vessels are either wind-powered or human-powered, with the former being far more likely. Given depopulation, crewing a large, oared vessel isn't easy. Most ships therefore rely on sails. While it's not likely you'll encounter many "pirate ships" out of a film, you may encounter schooners, sloops, and the like armed and ready to attack.

Fishing fleets are all under sail now, as are most ships working the coasts. Rivers offer a mix of steam and sail and even gas-powered, especially for successful pirates. (After all, if there is gas left, pirates would be the ones to steal it). Since most cargo now moves at the speed of the wind, so does the news. Keep that in mind when rumors travel across waterways—there's no internet, or TV, or newspapers for the most part. Intel can be days or months old. It isn't uncommon for a cargo ship loaded with trade goods to arrive at their destination only to find deserters, marauders, or even a functional military unit burned it to the ground.

Sailing vessels cruise at around seven miles per hour but have difficulty moving against the current on a river and are dependent on the wind. Something to keep in mind if you want to track weather in your game.

THE HISTORICAL ROLE OF WATERWAYS

Long ago, before our technology allowed us great highways and sky lanes, we relied on more rudimentary means of travel. In fact, prior to the invention of the wheeled wagon, water was the primary method by which we moved large amounts of products. While we also dragged things by foot, it was the horse and the wheel that got us away from the rivers and coasts. In the year 2000, waterways lure us back.

Anywhere you find such waters, you'll find people. People camped in small, huddled communities. People in the ruins of towns and cities. People living on boats or in castles overlooking beaches that suddenly again demark the edge of their world. The world became more local following the war. Globalization ended, and there's no sight of its return. Anyone wishing to go somewhere with reliability and speed seeks water. While pirates prowl the seas and rivers, they are fewer in number than the roving bands of marauders and hostile militaries found inland.

No matter where your game is set (unless it's in a desert) waterways probably became the most vital resource to the local economy. That means people fight for control over bridges, causeways, and even whole stretches of coast and riverine shore. The earliest known battle in Northern European took place in the Tollense River Valley in Germany (not too far from Poland, in fact). There, Bronze Age warriors vied for control over a single causeway that linked trade across a river. This happened over three-thousand years ago. In this alternate history, we're not much further along than they. Armies, such as they remain, fight to control trade and to do that they need the waters. And that is why the waters of this era are inherently hostile.

Three millennia on, and we're back to killing each other over control of a river. That's the world of TWILIGHT: 2000.

