ORIENTATION MANUAL

SCOUT SHIP
USS JAMES COOK
NCC-1027

CONTAINS CONFIDENTIAL INFORMATION. PENALTY FOR IMPROPER DISTRIBUTION AS CITED IN USR 4.04.115(a).

FROM THE CHIEF OF OPERATIONS

First and foremost, congratulations.

You have embarked on a ship dedicated to one of the Federation Starfleet's primary missions: exploration.

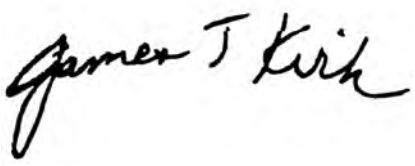
You will be seeing strange new worlds, finding new life forms and new civilizations. You will be the first of all the peoples of the Federation to see these things.

Just as importantly, you will be the first people of the Federation to be seen by these new cultures. First impressions are lasting. We rely on you to uphold the values and pride of our alliance and its multitudes of peoples across this part of the galaxy.

Truth be told, I'm a little envious.

But I also have every confidence in your ship, your captain, and yourselves.

Boldly go.



FROM THE CAPTAIN

On behalf of myself and my staff, I am very pleased to welcome you into the crew of the *USS James Cook*. I look forward, during the next three years together, to getting to know each of you personally and professionally as we extend the boundaries of Federation science and culture.

This manual was prepared to serve as a convenient reference guide to our ship and our mission. It will provide some essential preliminary information, so please read it over carefully before you report for duty.

Once again, welcome aboard!

Michael Windsor, Commander
United Federation Starfleet

INTRODUCTION

This document will provide general ship information, much of which will be familiar to anyone who has served in any ship which uses the successful Diadema Shipyards Class I primary hull.

However, the USS James Cook does have several very distinctive features which are new to any Starfleet vessel, so be sure to review the entire document carefully.

The book begins with a brief hisory of the design. A basic diagram of the ship follows, and then follows a deck-by-deck survey of the ship. Conventional abbreviations (F – fore, A – aft, P – port, S – starboard, U – up, and D – down) are used.

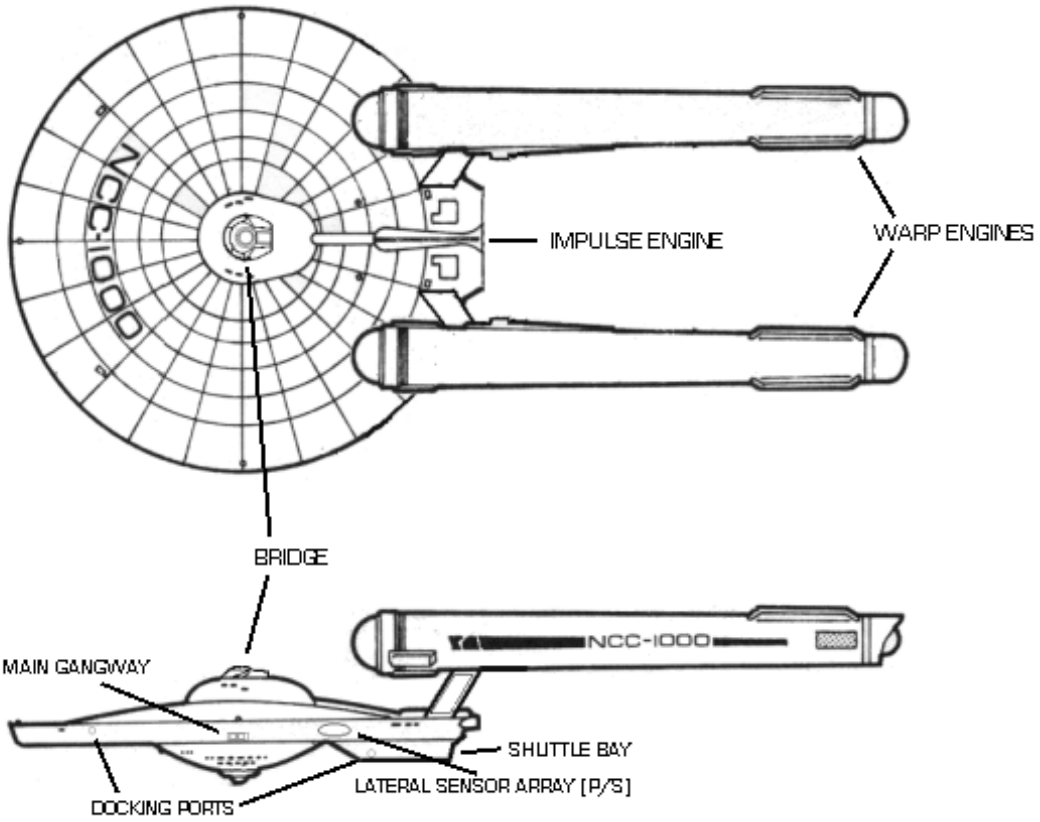
DESIGN HISTORY

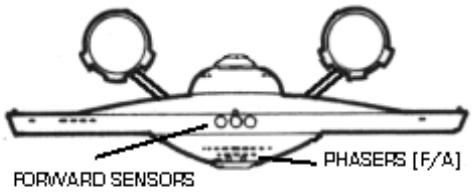
The Class Ic Scout was authorized as part of the Omnibus Starfleet Construction Appropriation by the Federation Council in 2235. Like most of the Class I Ships of that construction cycle, contracts were awarded to the Diadema Shipyards of Alpha Centauri, with final fitting completed in the San Francisco Spaceyards of Starfleet.

The Class Ic Scout was intended for long-duration search and survey; contrasted to the Class I (*Hermes* Class) intended for fleet support and the Class Ib (*G'toh'ka* Class) intended for communications & intelligence-gathering. Thus, the Class Ic (designated the *Columbus* Class and assigned contract numbers 1000-1029) was engineered with two warp drive nacelles and extended life support capability.

Primary construction on contracts 1000 through 1026 was completed in 2258, and it was expected that the series would be terminated. However, in 2265, with the Class I appropriation ships beginning to show their age, Starfleet Command determined that the Class Ic series would be completed, both for survey missions and as test vehicles for new technologies. This ship is the first of the final "improved" *Columbus*-class; *USS Robert Ballard* and *USS Televa* will be launched before 2272.

CLASS Ic SURVEY SCOUT
COLUMBUS CLASS STARSHIPS, IMPROVED





PARTICULARS:

Deadweight Metric Tonnage	117,400
Standard Range	9 years at LYV
Max. Safe Cruising Speed	W/F 7
Emergency Speed	W/F 9
Main Phasers	2 banks
Photon Torpedoes	F/A
Length Overall	250 m
Height Overall	45 m
Width Overall	127 m

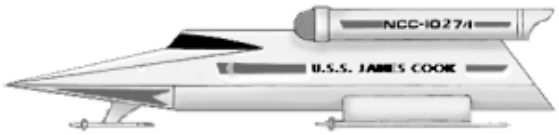
STANDARD SHIPS COMPLEMENT:

Officers.....	28
Crew.....	152

SEE BOOKLET OF GENERAL PLANS FOR DETAILS

ONBOARD SUPPORT VESSELS

SCOUT USS JAMES COOK NCC-1027



NCC-1027/1 MERCURY
Long Range Shuttle

NCC-1027/2 ENDEAVOUR
NCC-1027/3 ADVENTURE
Survey Shuttles

NCC-1027/4 RESOLUTION
Shuttlecraft

STP-G-A1077-5
Travel Pod

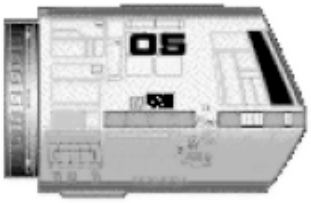


IMAGE NOT AVAILABLE AT TIME OF PUBLICATION

SUVC-K-V026-3
SUVC-K-V026-7
Work Bees

SEE BOOKLET OF GENERAL PLANS FOR DETAILS

DECK GUIDE

These descriptions omit mention of the "hardware" of life-support systems, turbolift accessways, Jeffries Tubes and the like. See the Booklet of General Plans or the Ship's Computer for these details.

Deck 1:
Upper (Dorsal) Sensor Array and Main Bridge

While this is the traditional location for the main bridge, the *Cook* features an improved modular bridge design. The entire deck can be dismounted from the hull for replacement when upgraded technologies are available. *Cook* also features a redesigned computer core which extends the entire height of the hull, from just below the Flight Control Console directly to the Lower (Ventral) Sensor Array. This architecture allows for more robust performance and faster response times for life support and other automated functions.

Deck 2:
Physics & Space Sciences Labs
Deck 3:
Chemistry & Planetology Labs

These lab decks are largely unchanged from the other Class I starships, apart from updated fixtures and analysis equipment.

Deck 4:
Officer's Quarters, Offices & Executive Briefing Room

This deck is also largely unchanged from previous vessels, except for improved comfort and fixtures. The executive briefing room contains improved data management and display systems and can serve as an Auxiliary Control Room as needed. The Photon Torpedo generator is on this deck; launch tubes point F and A.

Deck 5:
Crew Quarters and Services

This deck houses about half of the crew quarters, plus all three personnel transporters (two standard, P & S; one emergency, A) and two briefing rooms (P & S). The ship's Armory is also on this deck.

Deck 6:
Main Deck

In addition to hosting the Sickbay and all related Life Science labs, the Main Deck holds the balance of the crew quarters. The main Sensor Arrays (F, P-A, and S-A) span both Decks 5 and 6, as does the Engineering area (A). Surrounding the Computer Core at the center of Deck 6 is the Emergency Bridge.

The Main Gangway/Docking Port is located at the port edge of this deck. Also, scattered about various points on the ship are new Standard Docking Adapters, allowing fast and convenient docking to the ship by work-bees, travel pods, etc.

Deck 7:
Recreation

Physical and mental fitness are vital over long-duration space missions. Thus, the *Cook* is equipped with state of the art equipment for maintaining the crew's morale and well-being. Private communication pods allow the receipt and creation of personal messages; several game rooms allow diversions of all sorts. The three largest areas are the Main Rec Room, the Gym, and the "Bottomless Lounge." This lounge has holographic projectors which enable the crew to enjoy a meal or drink while seeming to float in limitless space.

The aft section of Deck 7 hosts the engineering maintenance shops and special equipment storage for the shuttles. The shuttle bay itself occupies the extreme aft end of Decks 7 and 8.

Deck 8:
Life Support/Raw Materials Stowage

Water tankage, raw material for conversion into needed ships goods, primary controls for life support and the cargo transporter occupy this deck. The after section holds the shuttle berths. *Cook* carries four shuttles: one standard shuttle, one long-range shuttle, and two survey shuttles (receiving their first in-service flights).

Deck 9:
Defensive Systems

This deck holds the Weapon Control Room, the ship's primary Phasers, and the Lower (Ventral) Sensor Array.

Engines

This ship uses the same warp engines & nacelles found on most Class I Starships. (While the production plans included improved engines, these were delayed due to development problems.) The internal arrangement of matter/anti-matter power plant and impulse engines on Decks 5 & 6 is somewhat modified for better efficiency.

ABOUT JAMES COOK

James Cook was the son of a farmhand migrant from Scotland. At the age of 18, in 1746, he was apprenticed to a well-known shipowner, and at 21 was rated able seaman. When the ships were laid up for refitting, Cook lived ashore and studied mathematics by night. Promoted to mate in 1752, Cook was offered command of a bark three years later, after only eight years at sea. Most working seamen would have been satisfied with this sort of appointment, but instead Cook volunteered as able seaman in the Royal Navy. The navy, he was sure, offered a more interesting career for the competent professional seaman, and greater opportunity than in the trade fleets. Tall, of striking appearance, Cook almost immediately caught the attention of his superiors, and he was marked for rapid advancement.

After advancing to master's mate, and boatswain, he was made master at age 29. His work contributed to several successful battles during the war between England and France at the time. Based at Halifax during the winters, he mastered surveying. After the war he commanded a schooner surveying the coasts of Newfoundland, sailing most of the year and working on his charts at his base in England during the winters. In 1766 he observed an eclipse of the Sun and sent the details to the Royal Society in London -- an unusual activity for a non-commissioned officer, for Cook still rated only as master.

In 1768 the Royal Society, in conjunction with the Admiralty, was organizing the first scientific expedition to the Pacific, and the rather obscure 40-year-old James Cook was appointed commander of the expedition. Hurriedly commissioned as lieutenant, he was given a homely looking but extremely sturdy coal-hauling bark renamed HMS *Endeavour*. Cook's orders were to convey a research party to Tahiti to observe the transit of the planet Venus across the Sun. That done, he was to find the southern continent, the so-called Terra Australis, which philosophers argued must exist to balance the landmasses of the Northern Hemisphere. Striking south and southwest from Tahiti, Cook found and charted all of New Zealand. After that, he crossed the Tasman Sea westward and came on the southeast coast of Australia. Surveying as he went, Cook successfully navigated Queensland's Great Barrier Reef—one of the greatest navigational hazards in the world. Cook then sailed back to England, having lost only a few men to tropical illness and dysentery and none to scurvy. (Cook insisted on a diet for the crew which prevented scurvy, an ailment brought on by vitamin deficiency.)

The Royal Society immediately set about organizing another more ambitious voyage. The wealth of scientifically collected material from the *Endeavour* voyage was unique, and Cook was now sent out with two ships to make the first circumnavigation of and penetration into the Antarctic. Between July 1772 and July 1775 Cook made what ranks as one of the greatest sailing ship voyages, again with a small former cargo ship, the *Resolution* and a consort ship, the *Adventure*. He found no trace of Terra Australis, though he sailed beyond latitude 70º S in the Antarctic, but he successfully completed the first west-east circumnavigation in high latitudes, charted Tonga and Easter Island during the winters, and discovered New Caledonia in the Pacific and the South Sandwich Islands and South Georgia Island in the Atlantic. He showed that a real Terra Australis existed only in the landmasses of Australia, New Zealand, and whatever land might remain frozen beyond the ice rim of Antarctica. And, once again, not one of his crew died of scurvy. Back in England, he was promoted to captain at last, elected a Fellow of the Royal Society, and awarded one of its highest honours for a paper on his work against scurvy.

There was yet one secret of the Pacific to be discovered: whether there existed a northwest passage around Canada and Alaska or a northeast one around Siberia, between the Atlantic and Pacific.The man to undertake the search obviously was Cook, and in July 1776 he went off again on the *Resolution*, this time with *Discovery* in escort. This search was unsuccessful, for neither a northwest nor a northeast passage usable by sailing ships existed, and the voyage led to Cook's death. In a brief fracas with Hawaiians over the stealing of a cutter, Cook was slain on the beach at Kealakekua by the Polynesian natives.

Cook's voyaging left him comparatively little time for family life. Although Cook had married Elizabeth Batts in 1762, when he was 34 years old, he was at sea for more than half of their married life. The couple had six children, three of whom died in infancy. The three surviving sons, two of whom entered the navy, had all died by 1794.

Cook had set new standards of thoroughness in discovery and seamanship, in navigation, cartography, and the sea care of men, in relations with natives both friendly and hostile, and in the application of science at sea; and he had peacefully changed the map of the world more than any other single man in history. We feel he would have been right at home in Starfleet. More information about Captain Cook can be found in the ship’s library.

COMMAND & STAFF

Michael Windsor, Commander. Captain.
T'Shanra, Lt. Commander. First Officer.
Alan M'wbembe, Lt. Commander. Chief Science Officer.
Carlotta Frei, Lt. Commander. Chief Engineer.
Daniel Weinstein, Lt. Commander. Chief Medical Officer.

MISSION OVERVIEW

The mission of the *USS James Cook* is to conduct followup investigations along the coreward frontier of the United Federation of Planets. These investigations are selected based on data generated by the "Pegasus" series of unmanned probes, launched into the region in 2255.

A secondary mission exists as a testbed for new technologies. *USS James Cook* contains improved sensors with greater resolution and efficiency than ever put on a production starship in the past. Methods of use and equipment reliability will be evaluated with an eye to establishing procedure for future ships and missions.

Another secondary mission is the examination and evaluations of the "contact team" principle. More detail on the arrangement and operation of contact teams follows.

CONTACT TEAMS

While the primary mission of the *USS James Cook* will typically involve electronic data collection and validation, there will be occasions when crew persons will be required to investigate in person. In the past, senior officers have been highly zealous about undertaking these missions themselves, disregarding their duties to their ships and their special value to the Federation. For these reasons, *Cook* carries four Contact Teams. Each team consists of a Team Leader, 3 Team Specialists and up to 2 Mission Specialists. Contact Teams will pursue the special investigations which require the presence of Starfleet personnel in person.

The permanent four members of a Contact Team will represent one officer from each of the following specialties: Physical Sciences, Life Sciences, Engineering and Security. The most senior of these will be designated Team Leader. The other two openings will be filled with specialists or other junior officers based on the needs of the mission and the expertise pool available.

Contact Teams will be prepared and equipped to conduct long-term (5 to 14 day) on-site survey and investigation missions. Where conveyance by Transporter is possible, an Equipment Module will be transported ahead of the Team. The Module (a cube roughly 2m per side) contains all the necessary survey and analysis equipment, plus shelter, food & water supplies, etc.

If Transporter Use is not possible, contact teams will use a Survey Shuttle. This modification of the Heavy Duty Shuttlecraft introduced in 2265 contains all the same equipment as the Equipment Module, plus the usual amenities of a Starfleet shuttlecraft. The flight deck and in-flight seats occupy the forward portion of the "Endeavour" & sister shuttle "Adventure". Lab equipment and tools are in the lower bay amidships; cramped sleeping and personal space in the upper bay amidships. The aft compartment is the usual shuttle systems bay.

Two other equipment items used solely by Contact Teams deserve special mention. The new lightweight communicator, worn on the wrist, provides all the functionality of the traditional personal communicator, and provides remote lifesigns monitoring as well. Life Support Belts are available for emergency use. These portable force field generators can protect the wearer from most forms or radiation or other environmental hazards for a 48-hour maximum time. The field changes color to indicate the operating time remaining.

Contact Teams also wear a distinctive uniform. Rather than wear the standard uniform (of division color), every member of the Contact Team wears a blue-gray one-piece jumpsuit (similar in styling to the standard uniforms of the 2250s). An optional jacket provides additional utility. Each Team member wears his normal ship insignia; the Team Leader has a gold-trimmed ship insignia. The Contact Team uniform has no other indication of rank.

The purpose for the distinctive mission uniform is to further psychologically reinforce that the Contact Team is to act as an independent unit of the United Federation Starfleet. It is widely expected that the Team will be out of contact with its home ship for extended periods. The Team Leader has wide latitude for dealing with unusual situations . . . nearly as wide as a starship commander.

GAMEMASTER BACKGROUND

"*Star Trek*: Contact Team Bravo" is a campaign chronicling the adventures of a group of Starfleet officers at the forefront of the Federation's exploration efforts. Each adventure is structured like a television episode, and each adventure offers new opportunities for the players to explore their characters, the dynamics of the survey team group, and the *Star Trek* universe.

THE ADVENTURES

"Contact Team Bravo" intends to do what the Classic *Star Trek* series seldom did: to be the *first*: first to see a world, first to meet a new alien race, and so on. More often than not, the *Enterprise* story would begin by following up a lead from a prior ship: the *Valiant*, the *Constellation*, the S.S. *Beagle*, and on and on. Or they would be visiting an established outpost and adventure would strike: at a starbase, or the holiday planet Argelius, or Space Station K-7. We rarely saw the *Enterprise* doing the dirty work of following up on surveys (though they sometimes did surveys themselves!) or getting up to their necks in mud on some unexplored swampy world.

"Contact Team Bravo" can do all these things and much more. The format's first advantage, of course, is that the series has an unlimited budget for effects, sets, aliens, etc. But also there is tremendous story potential in being "out front," doing all the exploring and first surveys. Bravo is one of four similar teams aboard the scout-ship ***U.S.S. James Cook***, a *Columbus*-class vessel. The ship's mission is to follow up on the results of the *Phoenix* series of probes which have surveyed the frontiers of the Federation in the direction of the galactic core. (This is the opposite side of the Federation from the Klingon & Romulan domains, so it is unlikely we will see any of *them*.) This continues a long tradition of manned exploration following unmanned survey and is perfectly consistent with real history and with *Star Trek*.

THE STORY VEHICLES AND EXISTING SETS

"Contact Team Bravo" takes advantage of existing *Star Trek* technology and structures to provide strong familiarity for the players. All the sets except the bridge and engineering (briefing room, transporter room, shuttles, etc.) are mostly identical to those used in the original *Star Trek* series; the bridge resembles the one used in the first motion picture. The engineering set resembles the one from the classic series but more cluttered: equipment & consoles are everywhere in this two-deck space. The personal equipment tends to favor the original series, but the movie wrist communicators and animated life support belts are in use.

U.S.S. *James Cook* follows (slavishly) the dictates of Federation starship architecture. It has a circular primary hull, distended at the top & bottom to accommodate the bridge and sensor arrays. Attached by pylons at the rear of the hull are two warp drive nacelles, identical in size appearance to the classic warp drive. This gives an overall ship length of 250 m/825 ft, slightly shorter the classic *Enterprise*. The back and bottom of the saucer are built up to accomodate the ship's tractor beams and the shuttle bay and facilities. The standard crew complement is 180 persons.

James Cook carries four shuttles: the standard shuttle "Resolution" (capable only of in-system transport), the long-range shuttle "Mercury" (able to go for two weeks at warp 5, thus able to travel from star-to-star), and the survey shuttles "Endeavour" and "Adventure".

Survey shuttlecraft resemble the standard shuttles from which they are derived, but are larger to allow space for long-duration scientific missions. A small but functional lab is included, as well as life-support and facilities to support a crew of six in planetary survey for up to one month. Note that, as is traditional for *Star Trek*, use of the Survey Shuttle should be "limited to Class M worlds, approximating Earth-like conditions." The Survey Shuttle is not warp-capable.

The facts given reveal that this campaign occurs sometime between the end of the Animated Series and the beginning of the first movie. This puts the campaign somewhere in 2270 to 2272. Gamemasters are welcome to mine available resources for adventure ideas to occur in this window which might have long-term repercussions to the Star Trek *universe. The first seven pages of this document should be used as pre-campaign handouts to acquaint players with the locations and themes of the campaign.*

THE CAST

Contact Team Bravo is built around a core of four dedicated officers whose skills and abilities complement and enhance the team's performance. Your campaign will differ, of course, but here are the characters we developed in the first Bravo campaign:

LIEUTENANT MAXWELL KEAGAN is a planetary scientist and the regular leader of Contact Team Bravo. He is a highly competent scientist, an able officer and a good leader. His only flaw may be that he is a stickler for the letter of the regulation. His work as leader and scientist is meticulous and precise, if occasionally unimaginative.

LT. Keagan is a human male of 27 years of age; in appearance he resembles actor Tom Skerrit: average height & build, with dark wavy hair and deep brown eyes.

LIEUTENANT (Junior Grade) ERIN McCONNELY is Contact Team Bravo's security specialist. She is charged with protecting the team from any hazards they may encounter. She is a hand-to-hand combat expert and a phaser marksman. She prefers action to debate and

chafes when she is restricted from acting as she thinks best. She accepts such restrictions, though, as part-and-parcel of her oath to the Federation and Starfleet. LT. McConnely is an Irish redhead of small stature, but don't let that fool you. She's tough and quick.

LIEUTENANT (Junior Grade) WARREN MacKENZEY serves as Engineering and Technology specialist for Contact Team Bravo. He is a brilliant engineer, but still young, occasionally hot-tempered and often impatient. He is also prone to long discourses on esoteric points of physics or engineering. LTjg. MacKenzey is a human male of 25 years age, above average height, weight in good proportion to height. His brown hair has a slight wave to it and usually refuses to stay where it's put.

ENSIGN DANIEL O'CONNOR is Contact Team Bravo's life sciences specialist and medic. He is a brilliant young doctor on his first assignment. He is quick and competent, but often naive and possessed of intense curiosity, both of which can get him into trouble on missions. ENS. O'Connor is a slim human, 22 yrs. old, with very light blond hair and pale blue eyes. He is almost always smiling.

THE SUPPORTING PLAYERS

As with any television series, an interesting and varied supporting cast is vital for long term success. With four members to the core team, great mission flexibility can be obtained by varying the other two or three members on a given mission. (Number of persons on a given mission is limited by transporter or shuttle capability.) Also, attention must be given to the *James Cook* and its senior staff, who will be sending Contact Team Bravo on their missions.

COMMANDER MICHAEL WINDSOR is the captain of the U.S.S. *James Cook*. A soft-spoken Englishman, he is a respected physicist and handling his first command assignment quite well.

LT. COMMANDER T'SHANRA is the stern first officer of the ship. She wears her black hair in a severe bun, and serves as a very strict den-mother to the ship, balancing the Captain's tendency toward a relaxed atmosphere. She usually issues the assignment briefings to the contact teams.

LT. COMMANDER ALAN M'WBEMBE serves as chief science officer for the ship. A native of central Africa on Earth, this is M'wbembe's first deep-space assignment and the tension occasionally makes him difficult to work for.

LT. COMMANDER CARLOTTA FREI is the chief engineer. She is tall, blonde, willowy and scathingly brilliant. She is also married to a (human) sculptor living on Vulcan.

LT. COMMANDER DANIEL WEINSTEIN is the chief medical officer. He is short, dark, tends to pudgy, and Chief Frei's perpetual rival at chess. His bedside manner often takes more overtones of his grandmother's teachings than of any rigorous medical training.

ENS. CALVIN CARTER is a young Security Specialist of African descent who has served as pilot for Shuttle "Resolution" for Contact Team Bravo.

SPECIALIST T'TANNA is a Vulcan geologist who has been assigned to Contact Team Bravo in the past.

OTHER CREW MEMBERS (ready-to-use names and assignments!):

SECOND OFFICER-- LT. James Styles

TRANSPORTER CHIEF-- LTjg. Skall, a Vulcan

CHIEF COMMUNICATIONS OFFICER-- LT. Walter Anderson

CHIEF HELMSMAN-- LT. Anthony Scaracelli

CHIEF NAVIGATOR-- LTjg. Jane Orimba

CHIEF OF SECURITY-- LT. Kalvin Rhoades

FLIGHT DECK OFFICER-- LTjg. Thomas Gossage

TEAM DELTA LEADER – LT. Angela Gearhart, a biologist and friendly rival of LT. Keagan since the Academy.

THE FORMAT

Any given adventure of Contact Team Bravo will follow the structure of a television series episode. That is, there will be an initial TEASER, followed by FOUR dramatic ACTS, and a TAG at the conclusion.

The TEASER is a short introductory sequence intended to set the stage, so to speak: to allow the players to ease into character and re-introduce the environment. Often a teaser will focus on some off-duty aspect of a character's life. Sometimes the GM will use the teaser to show some off-screen action that the characters wouldn't know about but which will bear on the adventure directly.

ACT ONE generally will involve the team being briefed by Captain Windsor or First Officer T'Shanra, traveling to the mission site, and the first look around. This act will usually end in a complication which makes Contact Team Bravo's job more difficult.

ACT TWO and ACT THREE build upon the complications introduced to the team and highlight the team's efforts to solve the problem and complete their assignment. Generally, by the end of ACT THREE, the GM will have presented all the evidence needed to solve to problem (though the players may not realize it!). ACT THREE ends in a grand complication, the Story Climax.

ACT FOUR picks up the tension of the Story Climax, and winds down through the Resolution (whichever solution the team has chosen) and the Conclusion (when the team concludes the adventure to return to the *James Cook*).

The TAG is the formal conclusion to the adventure, usually given as a log entry by Commander Windsor assessing the team's performance. Occasionally we will see the Commander speaking directly to LT. Keagan or another member of the team (for either special commendation or special discipline).

NOTICES, DISCLAIMERS AND COMMENTS

Star Trek, related characters, indicia and etc. are the intellectual property of Paramount Pictures. The illustrations of the *USS James Cook* were assembled from material in the *Star Trek Star Fleet Technical Manual* by Franz Joseph and *Mr. Scott's Guide To The Enterprise* by Shane Anderson. Long-range and Survey Shuttle Illustrations were adapted from material at "Curt's Danhauser's Guide to Animated Star Trek" (http://www.danhausertrek.com/AnimatedSeries/Main.html). The illustrations of the Standard Shuttle and the Travel Pod were lifted from the digital version of the *Star Trek Encyclopedia*. The author makes no claims of ownership for any of this material and thanks the creators for their work and their forebearance in not sending down any lawyers upon his head.

Such material as remains is Copyright (C) 2006 by W. Robert Portnell. All Rights Reserved. Permission is granted to distribute this document so long as no changes of any kind are made and the work is not sold or offered in other exchange.