

TERROR ON THE CONSTANTINOPLE

An Assignment for *Millennium's End*

A Baltic Sea ferry has been hijacked between Saint Petersburg (Russia) and Copenhagen, and a BlackEagle cell has been called in to retrieve sensitive information before the hijackers can get to it. If the operatives succeed, they'll have to worry about the repercussions of their actions—thwarting a group of terrorists isn't exactly the best way to keep hostages alive...

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The Assignment

It's an hour before dawn, and the only light is the deceptively cheery glow that emanates from the decks aboard the massive ship, and the pale, almost luminescent froth in its wake. The operatives are crammed into a tiny grey zodiac inflatable dingy, roaring across the rough Baltic chop at full throttle as they struggle to catch up with the vessel that now looms above them. Two hours ago they were at home, asleep, but after a hurried call and rushed briefing, they set out by helicopter to a container ship in the Baltic Sea, from which the tiny boat was launched as it passed the sleek intercity ferry *Constantinople*.

In a rushed phone conference, the client explained that the *Constantinople* is a passenger and vehicle ferry operated by the Danish Royal Helm line, which makes the trip from Copenhagen to Saint Petersburg and back (twenty hours each way, with four hours' layover in Saint Petersburg) three times a week. A little after midnight this evening (June 11, 1999) a message radioed to the harbormaster at Ronne declared that the *Constantinople* was in the hands of hijackers. They issued a number of demands relating to the imprisonment of Russian mob and rogue military prisoners, and gave the authorities until the *Constantinople* arrived in Copenhagen—about six hours—to comply. If action wasn't taken by that time, they threatened to steam right past the city and out into the North Sea, where they would destroy the ship and all 639 passengers and crew aboard.

The operatives' client is InterVen GmbH, a multinational corporation

involved globally in mining and resource exploitation. When the operatives first received the call for this assignment (an hour and a half ago, around 3:30am), it seemed as though the company wanted to intercede in the hijacking. Now it's become clear that InterVen's objectives are much narrower.

According to InterVen officials, one of the *Constantinople's* passengers is Victor Shoenberg, the Chief Financial Officer of a "major InterVen subsidiary." Shoenberg was returning from Russia after a week's business there, and is carrying a large quantity of what InterVen characterizes as "documents and financial instruments" which they've taken some pains to keep out of the sight of customs officials. These documents must be pretty important, because InterVen suspects that this whole hijacking was engineered just so that the so-called terrorists could get their hands on Shoenberg and his cargo.

And InterVen has some reason to believe this. The terrorists have identified themselves as the Russian Militant Front, a previously-obscure organization which InterVen believes is tied to Russian mercenary/rogue military groups that the company has covertly employed in the past. In addition, Shoenberg's recent business in Russia involved organized criminal groups that have strong antipathies to the radical nationalist militants. Finally, the demands made by the terrorists back up the theory, and yet at the same time leave some doubt as to whether they are the group's genuine goals. If InterVen's concerns are accurate, what better time to go after Shoenberg and his cargo than aboard a ship on the open ocean, where they aren't subject to unpredictable Russian security forces or the more focused European governments?

The assignment, then, is to retrieve Shoenberg and the documents, with the priority on the latter. If in doing so the operatives manage to end the hijacking and deliver the Constantinople's passengers and crew into safety, great—if not, well, that's secondary.

Shoenberg was assigned to cabin 502, though it's likely the terrorists have moved everyone on the ship. His documents were placed in the trunk of a grey Mercedes, Russian license plate number 511-957—however, the terrorists might not know that, as the car belongs to a Russian man named Vladimir Ilyosavich and isn't the vehicle that Shoenberg was driving. In any event, the car is somewhere in the ship's vehicle hold.

In their quick briefing, the operatives were given all of this information and faxed a complete set of plans for the *Constantinople's* sister ship, *Kongholm* (the two ships should be almost the same, if not identical, in layout). A freighter owned by an InterVen company happened to be passing

through the Baltic Sea on a course that would pass close to the *Constantinople*, and the operatives were ferried out to it by helicopter just twenty minutes ago. They launched their zodiac precariously from the deck of the moving freighter, and now they're flying across the dark water in the ferry's wake, seconds away from boarding the hijacked ship.

The Real Scoop

Everything above is red herring—the premise that gets the operatives involved in the action and keeps them wondering what's going on as events unfold. The real conflict that drives this assignment is a true act of terrorism so heinous and dangerous that the operatives will be left scrambling to save their lives and the lives of hundreds, perhaps thousands of others.

The terrorists are an independent cell of the AIIB, a radical and violent group associated with the JRA. They know nothing about the client, the officer, or the cargo—their intention is to deliver, via the *Constantinople*, an extremely powerful fuel-air bomb which they will detonate in the harbor of Copenhagen. Knowing that they'd never get the ship into harbor if their intentions were known, they've issued a series of weak and bogus demands related to their hostages.

The bomb was smuggled aboard the ship in an empty tanker-truck (a brand new truck being delivered from a Russian automotive plant to a Dutch petroleum distributor). In fact, this particular method of delivering the bomb was chosen because the ferry allowed the transport of a large device, and because the ship departed from a Russian port, where security was lax and officials were easily influenced.

The terrorists intend to detonate the bomb on the open upper deck, where, uninhibited by superstructure, it will have enough explosive power to destroy a significant portion of the harbor and probably kill everyone within hundreds of meters. Assembling the bomb requires some effort on the part of the terrorists: it consists of several explosive components, electronic elements, and a large 600-gallon bladder filled with gasoline. All of these components were sealed up in the empty tanker truck, including the fuel, which was stored in 55-gallon drums. The terrorists are in the final stage of assembling the bomb—transporting the fuel drums to the top deck and pumping the fuel into the bladder—when the operatives arrive on the scene.

Two things happen before the action gets started. The first is that the operatives' zodiac is seen by one of the terrorists, which alerts them to the presence of someone on board. The lead terrorist, in contact with authorities, remains confident that no EuroTer counterterrorist operation is being conducted, and that the authorities are not on to his plan. On a guess, he contacts BlackEagle in Brussels by cell phone, claiming to be a passenger loose on the ship who saw the operatives approaching and guessed their

origin after being dismissed by authorities (this makes sense if the story were true—the authorities don't know about the operatives' action, and would dismiss a story about someone boarding the ship). BlackEagle patched him through to the cell leader.

The terrorist leader, through the early stages of this adventure, will pose as a sort of confederate helping the operatives. Confident that they aren't aboard because of the bomb, his concerns are capturing or killing the ops before they discover and report the bomb.

The Action

The operatives must board the ship and move covertly in order to remain undetected by the terrorists. This won't be easy, however, as the terrorists already have control over the ship, and will be on the lookout for anything suspicious.

Getting Aboard

A zodiac from a passing ship (owned by one of the client's subsidiaries), at night, gets them to the *Constantinople*, where they can swing a grapple to a docking opening fairly low to the water. Getting aboard won't be very difficult; however, once aboard the players must figure out where everything is and who's doing what.

The operatives will enter via one of the Mooring Decks on level 2—which also contains the passenger's vehicles. The vehicle bay takes up roughly 90% of this level, and looks much like an indoor parking garage.

If the operatives choose to search for Shoenburg's car, they'll have to be careful. It isn't difficult to find (see GM Reference E), however, it does have a sensitive alarm system installed, and if the operatives lean against it, or try to force the trunk open, then the alarm will be activated—the horn honks on and off, headlights flash, and a small siren inside of the vehicle emits a high pitched ring. This will alert the hijackers to the operatives' presence, and they will send a group to investigate immediately.

Near the middle of the vehicle bay, the operatives will probably notice that the rear section of a large oil tanker truck has been cut open. Inside, two large 55-gallon drums rest near the back of the tanker. It appears that other items were stored inside the tanker and have recently been removed. Cars around the tanker have been moved out of the way—rather carelessly, as a few have noticable dents and scratches—and it has been backed toward the elevator.

If the operatives remain in the vehicle bay for more than ten or fifteen minutes, five hijackers (use Thug stats—see the sidebar) will enter through

the aft elevators. They are here to get the last two 55-gallon drums, and have two noisy hand-carts that they will use to transport the drums to the elevator.

The operatives will most likely notice the hijackers as soon as they arrive. The hijackers, however, have been transporting equipment from this area for the past few hours, and are eager to be finished. They won't be actively searching for the operatives, but (Perception roll at -30) they still might notice them. If the operatives tampered with the oil tanker, or left anything there, the hijackers will most likely notice (Perception roll at +20) and report it back to Kazuo.

Terrorists and Hostages

Most of the people aboard the ship are clustered in three locations: the bridge, the engine room, and the dining room. Passengers found wandering around the ship will be detained by the hijackers immediately.

In the bridge, the ship's crew is being carefully monitored by three Elite terrorists. These hijackers act overly aggressive, attempting to scare the crew into submission and keep them from making an attempt to do anything heroic. If necessary, they will shoot and kill an insignificant member of the crew in order to scare everyone back into line. Kazuo will occasionally check in on the bridge crew to insure that everything is running smoothly. When the operatives arrive onboard, Kazuo is in the bridge, talking over the ship's docking plans with a terrified navigator.

The engine room, a noisy, tangled place that smells of diesel and machine oil, is occupied by two Thug terrorists. The engineering crew has been detained here, and the Thugs are watching them carefully.

The passengers have all been herded into the dining room on level four. They are guarded closely by two Elite terrorists and two Thug terrorists. While not overly cruel, the terrorists will not tolerate disturbances of any kind. They scare the hostages with threatening displays of violence, such as kicking over chairs or smashing hostages with the butts of their submachineguns.

Additionally, two Thug terrorists have been placed on lookout, one Thug terrorist is guarding the ship's security center, and two Elite terrorists are supervising five Thug terrorists as they construct the bomb on the level seven open-air observation deck.

Also, there are several passengers and crew members on the loose, who were not caught by the terrorists. These passengers are slowly being rounded up by those on the lookout.

Scouting the ship

It will be necessary for the players to scout the ship in order to find the individual they have been sent to recover. As they do this, they may alert the

AIIB Hijackers

There are a total of twenty Hijackers on board the *Constantinople*. This includes Kazuo (the leader), six Elite terrorists and seven Thugs.

Elite Terrorists are equipped with HPK MP5K submachineguns. Use the Death Squad NPC stereotype found on page 125 of the *Terror/CounterTerror Sourcebook*.

When in a combat situation, Elite hijackers will react quickly and violently. They'll fall back if it appears that they are losing, but they won't give up or surrender.

For the Thugs, use the Guerilla statistics found on page 126 of *Terror/CounterTerror Sourcebook*. Thugs, while less skilled, are still fanatical and willing to die in order to complete their mission. They take orders from the Elite terrorists.

terrorists to their presence if they aren't carefully. Likewise, the more they investigate the more of an idea they will get about what is truly going on. If they find enough evidence they should begin to realize that the terrorists aren't interested in Shoenberg's documents.

It's likely that the players might encounter one of terrorists as they scout the ship. If that happens, use one Thug terrorist. How the situation unfolds will depend upon who is noticed first. Allow the terrorist and the operatives to make Perception rolls when an encounter is immanent, penalize the rolls for the terrorist based upon how stealthy the operatives are moving. The side that makes the roll by the highest amount spots their opposition first. If neither side made their perception rolls by more than 20, they both notice each other at the same time.

If the terrorist spots the operatives first, he'll probably attack, depending upon what the operatives look like. If the operatives are carrying weapons or dressed in tactical vests, he will attack immediately. If the operatives appear to be passengers on the ship, however, the Thug will attempt to detain them and take them to the Dining Room on Deck 4. In combat, the Thug will open fire on the operatives using three round bursts from HK MP5K submachineguns. If the operatives appear to have the advantage, the Thug will attempt to escape and warn Kazuo.

If the operatives notice the terrorist first, they will have to choose whether they want to attack or attempt to hide. If they choose to attack, they may catch the hijacker off guard. The hijacker, however, will react quickly, drawing his weapon and firing back at the operatives as soon as he becomes aware of their presence. If the operatives choose to hide or retreat, have each of them make a Stealth roll and note how much each operative made or missed the roll by. Have the terrorist make a Perception roll penalized by the lowest result. If the terrorist succeeds, he will spot the operatives as they attempt to flee or hide. He'll react quickly and efficiently to insure that the operatives are captured or killed. At any time, if it appears that the Thug terrorist is outclassed, he'll attempt to retreat and warn Kazuo.

Contact From the Inside

At some point, the players will receive a call from the BlackEagle Senior Cell Leader in Brussels. He explains that a passenger on-board the ship is using a cellular phone to talk with them. They've decided to patch this hostage through to the PCs. The hostage is actually Kazuo, the leader of the terrorist group. He will feed the players false information about the terrorists' activities and attempt to lead them into an ambush. If they mention why they suspect the terrorists are there, Kazuo will emphasize whatever delusions the PCs seem to have.

If the players take out any of the terrorists, they immediately tighten up on their security. They will try to set up an ambush to get rid of the players,

On the Phone with Kazuo

When Kazuo and the operatives are connected on the phone, begin to provide very subtle hints that may help the operatives discover that their inside contact is actually one of the terrorists.

Kazuo will try to get as much information out of the operatives as possible, including why they are on the ship, what help they can provide to the hostages, what they know about the terrorists, and what connection they have with the mainland authorities.

He will tell them he is hiding in a Housekeeping storage room on Deck 3. During these conversations, let the operatives catch the occasional background sound. If they are astute, they may eventually realize that the sounds are not appropriate for a housekeeping storage room. In fact, they may on occasion hear distant voices, clanging metal, or the footsteps of several people. If Kazuo thinks the sounds might give him away, he'll say things like:

"They are looking for me still. I think I can hear them nearby... I better go for now."

Other phrases that Kazuo will use commonly might be:

"I'm not sure what they want. Money I guess... all this for money..."

"I don't want to die. Can't you do anything? What are you doing to get us out of this? I need to know. Maybe I can help."

using the fake hostage as their way to set the players up. If they do try this, they'll use four of the six thugs that are on lookout and at posts.

Ambush

Once Kazuo is in communication with the operatives, he will request that they help him get to safety. He'll reveal his location—a housekeeping storage room on Deck 3. He'll talk in hushed tones, explaining how he knows that the terrorists are looking for him and he's worried that they might be nearby.

If the operatives push Kazuo for more information, he'll explain that he has seen the terrorist leader and can identify him. He gives the operatives a brief description (he actually describes his least favorite henchman) if they ask. He'll be hesitant and vague if the operatives ask about the terrorists' motives, saying that he can only assume they want money.

Kazuo won't actually be present at the ambush. He will, however, have four Thug hijackers waiting for the operatives. The henchman that he described to the operatives will be present, but he won't know that the operatives might expect him to be the leader. The terrorists will hide behind doors and furniture. When they enter the room, the operatives might notice one of the terrorists (Perception roll at -10 if they are alert, otherwise at -40) lurking behind a partially closed closet door.

If the operatives don't notice the ambush, then they'll have to be pretty lucky to get out unscathed. The four Thug hijackers will attack simultaneously using HPK MP5K submachineguns set to fire three-round bursts. If the operatives notice the hijackers, they'll only have a few seconds to act before they are attacked. They might choose to attack, or retreat and find cover. Either way, the terrorists will engage them and fight to the death or until they are trapped and contained.

The Authorities

The authorities are setting up security at the *Constantinople's* destination, hoping to retake the ship when it docks. They will pretend to be playing along with the demands of the terrorist, hoping to lure them into a false sense of security.

While they won't have a dramatic impact upon the assignment until after the boat docks (and hopefully by then the operatives have already jumped ship), the authorities will prove to be more cunning than the terrorist group suspects.

When the ship docks, it will be immediately boarded by two special forces teams. These teams are heavily armed and will move quickly through the ship. They will shoot at any armed terrorist that thinks twice about surrendering. They will begin by securing level two. One group will descend

and secure the lower level, while the other group will move up to level three.

Depending upon how they are dressed, the operatives might be easily mistaken for terrorists and if they haven't already vacated the ship, these anti-terrorist units will attempt to detain them as well.

The Constantinople

The *Constantinople* is a 134-meter passenger/vehicle ferry purpose-built for Baltic and North Sea operations in 1987. She boasts 203 passenger cabins with a total of 440 berths, and can carry an additional 360 non-berthed passengers. Her vehicle deck sports 534 lane-meters, giving her the capability of carrying around 100 automobiles, or a reduced number of mixed vehicles. At full capacity she carries 800 passengers and nearly 140 officers and crew; on this voyage there are only 518 passengers aboard, and fewer than 120 ships' personnel.

Physically, the *Constantinople* is 134 meters in length and nineteen meters in beam. She has seven decks, the highest of which sits eighteen meters above the waterline, and features a restaurant, two cafeterias, a bar, a gift shop and several various concession stands, as well as all of the amenities of a mid-priced hotel. In her glory she was a well-appointed and moderately luxurious vessel; in 1999 she has suffered from a bit of neglect, but is still a pleasant and impressive ship.

Three features run through all seven of the Constantinople's decks. The first two are elevator and access wells, which each contain two elevators and a staircase. These are the primary access routes for both the passengers and the crew, though there are several other accessways, including a midships stairwell running from Deck 4 through Deck 7, and a forward stairway running from Deck 3 through Deck 6, where it connects to a second stair leading to Deck 7.

The third major feature is the stack, which runs from the engine room in Deck 1 all the way up through Deck 7. The actual diesel exhaust vent is only a small part of this vertical shaft—running along with it are all of the ship's primary ventilation ducts, plumbing mains, and other conduits. This mass of pipes and shafts runs through a sizeable engineering room in the aft quarter of each deck on its way from the bowels of the vessel to the smokestack rising above the top deck.

Passengers board the *Constantinople* through Deck 4. This deck has no cabins, but features the ship's large restaurant at the rear, the gift shop and concessions in an arcade along the starboard-side midsection (with the restaurant/cafeteria kitchens along the port side), with a cafeteria forward and a bar at the front, overlooking the ship's bow. The amenities of this deck are used by all passengers, and it is here and on Deck 7 that those 360 non-berthed passengers spend their voyage.

Deck 3, directly below, and Decks 5 and 6 above are dedicated to passenger cabins. The cabins are small but decently-appointed; most have two main berths and a collapsible child's berth while a few contain three full berths. Like hotel rooms, most of the ship's cabins are identical to one another. Most also face outwards, with sizeable (but sealed) portholes. In the interior, between the passenger rooms towards the aft of the vessel, is an engineering space through which the ducts and pipes of the ship's infrastructure pass, but which also contains AC and heating units, fans and ventilation controls, and plumbing, electrical, fire suppression and security nodes. These spaces are off limits to passengers, of course, and are not normally manned by the crew except when performing maintenance.

Deck 3 contains an assortment of housekeeping and passenger service facilities in the center midships, with a small snack bar just forward. Deck 6 features the bridge and control rooms, as well as the senior officers' quarters, forward of the passenger cabins.

Deck 7 is dedicated entirely to passenger lounge space, with a small cafeteria in the center. The aft third of the deck is open-air, as is the deck directly over the bridge. The remainder of the deck enjoys splendid views through floor-to-ceiling portholes along the exterior walls.

At the other vertical extreme are Decks 2 and 1. Deck 2 is the vehicle deck. It is a single bay, high-ceilinged, with seven lanes of vehicles. On this trip, the bay is about two-thirds full, with a variety of cars and trucks parked mostly towards the center of the ship. Other than the two stairwell/elevator shafts and the engineering shaft, and a small mooring deck at either side of the stern, this deck is entirely featureless. It is by one of these mooring decks, which are open to the outside and only three or four meters above the waterline, that the operatives enter the ship.

Deck 1 contains the engine room to the aft, the generator rooms and crew mess and facilities amidships, and the crew cabins forwards. The crew rooms generally are more cramped versions of the passenger cabins above, with three or four crewmen per cabin. The crew mess is a utilitarian cafeteria, inelegant and simple but serviceable. The engine room and generator rooms are large spaces crowded with pipes, machines, and catwalks, clean but noisy and smelling of diesel and lubricating oil. They run much deeper into the bilge than the crew spaces, making them much higher-ceilinged.

NPCs

The following characters are listed with complete statistics, motives, and attitudes.

Kazuo Takei

30 yr. old Asian male, 184cm, 80kg, black hair, black eyes, tan skin

Int	79	Sen	50
Agl	45	Cor	44
Con	50	Str	42
Per	70	App	74
Bra	81	Wil	70

Perception	58
Base Speed	14
Dam. Rating	5
Mass Factor	1.0

Acting	40	44
Con	15	59
Aim	48	53
Autofire	10	63
Longarm	24	77
Smallarm	10	63
Armed H-to-H	27	32
Swing	13	45
Thrust	10	42
Unarmed H-to-H	47	52
Language, English	60	65
Language, German	48	53
Language, Japanese	65	70
Military Science	45	53
Perception	69	—

Kazuo is a crafty, deceptive man. He not only schemed up the hijacking plan, but he also hand picked the nineteen men that will be accompanying him. He's a fanatic, and his loyalty to AIIB is only matched by his willingness to engage in violence and conflict.

Kazuo is a natural liar, and a fanatical leader. Anyone who has ever dealt with him can attest that he is surrounded by an air of power and confidence. He's also willing to take any risk, go to any length, to accomplish his goals. His only real flaw is his own overconfidence, as he believes that he will succeed and escape even if things don't go as he had planned.

Victor Shoenberg

47 yr. old Caucasian male, 190cm, 103kg, brown hair, hazel eyes, white skin

Int	54	Sen	64
Agl	34	Cor	44
Con	45	Str	42
Per	70	App	42
Bra	57	Wil	55

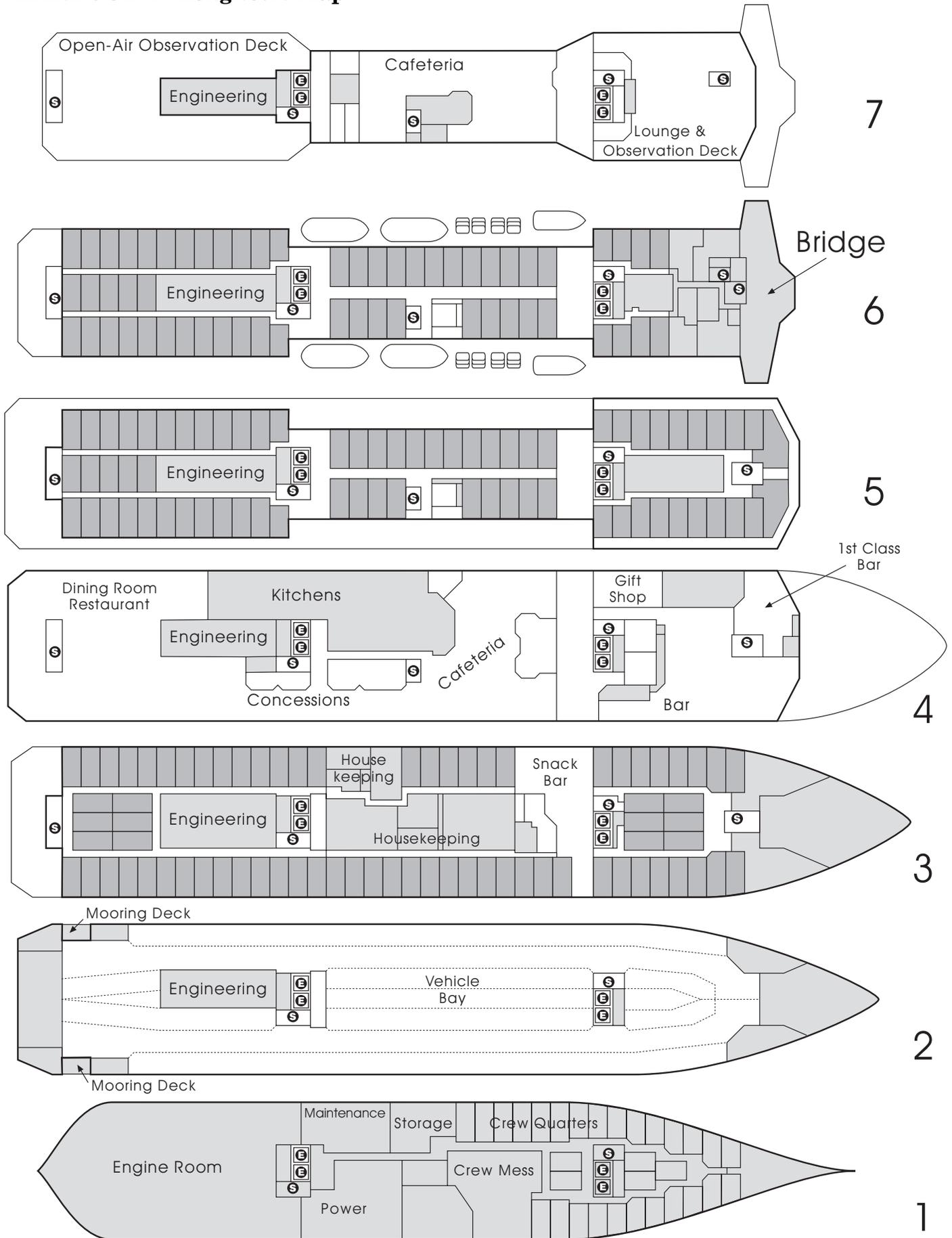
Perception	58
Base Speed	14
Dam. Rating	5
Mass Factor	1.0

Aim	18	23
Armed H-to-H	27	32
Unarmed H-to-H	47	52
Buisness	58	64
Computer Ops	45	53

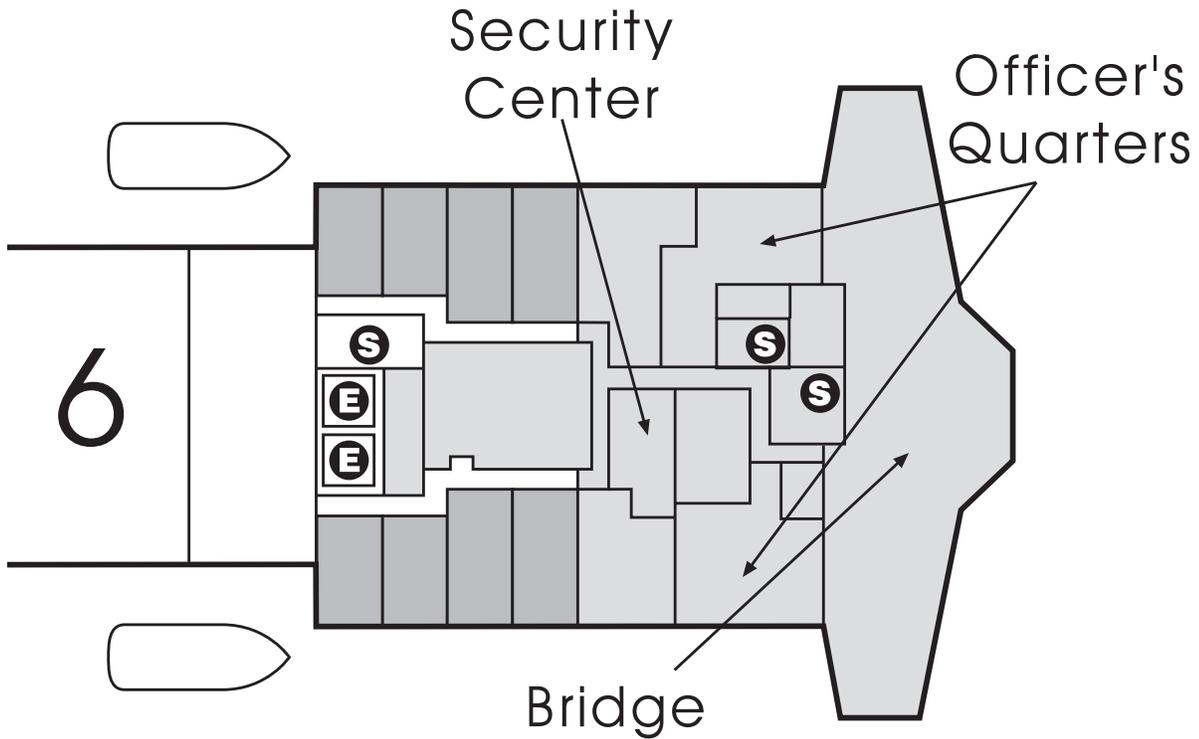
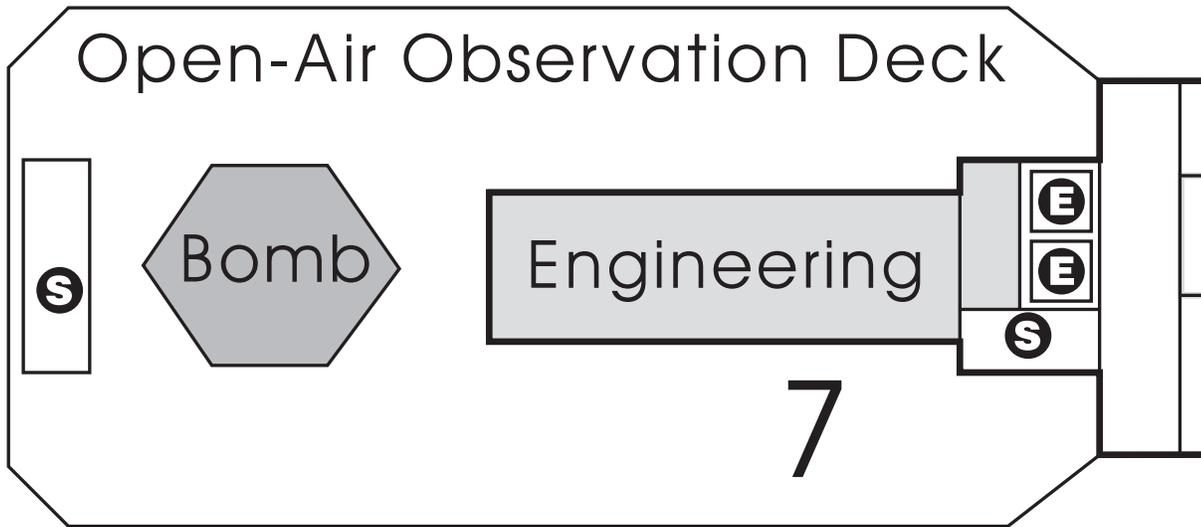
Shoenberg was once an athlete, but many years behind a desk—and an addiction to nicotine—have obviously affected his physical health. Nonetheless, he is a crafty and intelligent man who knows that he's got information which requires a high level of sensitivity.

If the operatives approach him, he'll deny everything except his affiliation with InterVen. He will insist that he was on vacation. He'll seem unsettled by the presence of the hijackers, and he'll use this so that he doesn't have to answer when questioned too aggressively. He'll act nervous, scared, and jumpy most of the time.

HANDOUT A - Kongholm Map



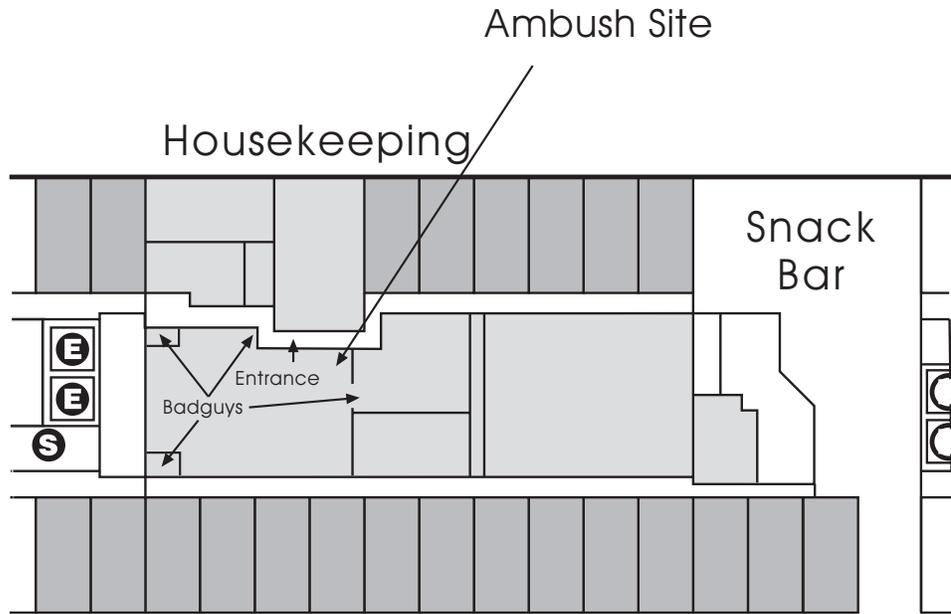
GM REFERENCE A - Location of Bomb



GM REFERENCE B - Location of Security Center

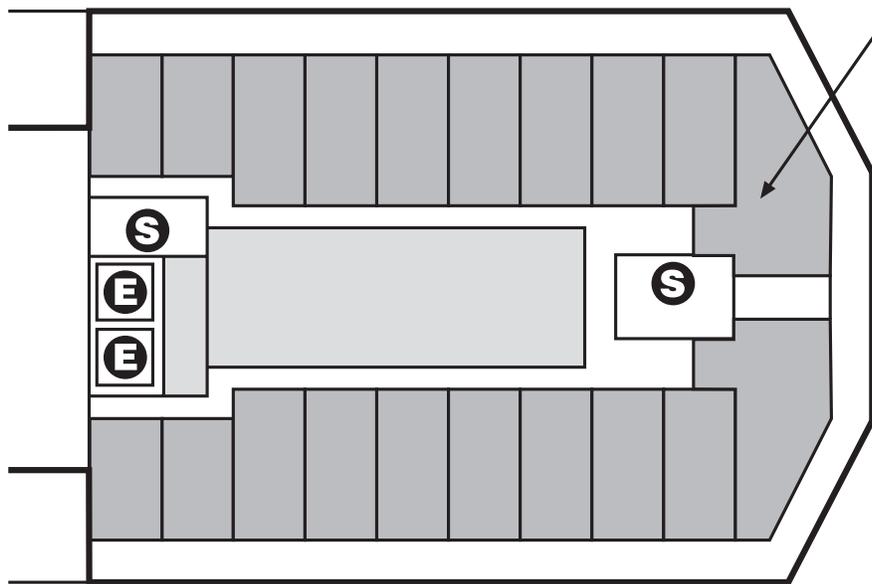
GM REFERENCE C - Ambush Site

3



GM REFERENCE D - Shoenburg's Cabin

Cabin 502



5

GM REFERENCE E - The Vehicle Bay

