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"The history of sea power is largely, though by no means solely, a narrative of contests be-tween nations, of mutual rivalries, of violence frequently culminating in war. The profound influence of sea commerce upon the wealth and strength of countries was clearly seen long before the true principles which governed its growth and prosperity were detected. To se-cure to one's own people a disproportionate share of such benefits, every effort was made to exclude others, either by the peaceful legislative methods of monopoly or prohibitory regulations, or, when these failed, by direct violence.

The clash of interests, the angry feelings roused by conflicting attempts thus to appropriate the larger share, if not the whole, of the advantages of commerce, and of distant unsettled commercial regions, led to wars. On the other hand, wars arising from other causes have been greatly modified in their conduct and issue by the control of the sea. Therefore the history of sea power, while embracing in its broad sweep all that tends to make a people great upon the sea or by the sea, is largely a military history..."

– Alfred Thayer Mahan, The Influence Of Sea Power Upon History, 1660 – 1783 (1890) [1]

Port of Origin: Mahan used the word "influence" in the title of his work, it is clear that Mahan did not believe that sea power *was* world history. Rather, humans live on the land, the popula-tion base, cities and nations are on the land, and that is where history is made, where culture, in-dustrial, and political power exists. Sea power is but a foray. This point is epitomized by the de-cline of the Byzantine fleets after the *land defeat* at Manzikert that deprived them of resources and recruits, see discussion, 2 Construction, p. 671.

In terms of science-fiction, space-opera settings, the truth remains the same, the base of interstel-lar civilizations are still the population base of the colonies, the difference from Mahan's time is that starships can destroy entire colony worlds (the ships of Mahan's time obviously could not decisively and directly affect the population of a continental nation, only interfere with com-merce and colonization), which is analogous to the later development of nuclear armed ships that *can* destroy a nation from the sea, both in population, urban centers, and infrastructure.

   ✓ See also *Nobless Oblige* discussion in 4 Movement, starting on p. 869, *supra*.

It is worth noting, historically, that the Chinese Treasure Fleet and Vasco de Gama's Portuguese fleet missed each other by about 60 years (i.e. *only* three generations). The vast Ming Treasure Fleet had visited ports all the way to the east coast of Africa from 1405-1433. They were not there for exploration, as the Chinese already knew the coasts and ports; they were not there for trade, as the Chinese were self-sufficient, wealthy, and had plenty of trade. The Chinese fleet was there to show the flag, overawe; which is vastly different than the intent of the Portuguese and later Europeans. The Mings did not found colonies or conquer distant lands, abandoned oceangoing junks, tower or castle ships, and future world history was changed.

Naval Power: Military power for the sake of military power is never a sufficient reason. Mili-tary power must be integrally related on all levels with national survival, national prestige, and the national will. Naval units, which represent the most advanced and concentrated units of fire-power in the history of the world, are the least exempt from this principle. Naval power must have three reasons for its existence:

   1. To protect the homelands from invasion,

   2. To protect **Commerce** and the prestige of the nation in the world, and

3. To project forces onto our enemies' shores and areas to enforce our will.

Additionally, as noted in the Manzikert discussion in 2 Construction, p. 671, *supra*, naval power and sea trade is a layer of complexity developed by usually urbanized civilizations to solve a problem. When humans go out into space in a large way, it will be a layer of complexity added to solve a problem – probably we want resources. GGDM participants must assume that the advent of stardrive and interstellar colonization at the beginning of the game is in response to a pregame problem as perceived by their civilization (probably overcrowding, lack of resources, migration urges, and to a lesser extent, actual science and exploration).

➢ Naval Superiority: In all of their centuries of conflict, the French never sustained naval superiority over England; after 1066 A.D., the French were never able to cross the channel and invade England (but the Stadholder of Holland, William, Prince of Orange did in 1688 what Napoleon never did). During the various conflicts of the 16th through 18th Centuries, the English were able to harass and raid the French towns along the Channel coasts at will, tying up significant French troops and resources. This situation culminated in the inability of Napoleon to invade England in the summer of 1805 from his massive army camp at Boulogne sur mer and the crushing naval defeat at Trafalgar in October 1805. The historical proximity of Napoleon's greatest land triumph at the Battle of Austerlitz against the combined Austro-Russian armies in December 1805 epitomizes the strategic problem of the First Empire. Napoleon could have had long-term, if uneasy, peace in 1801, but not after 1805.

  ✓ Organized national navies extend the sovereign boundary control out to sea. In most science-fiction stories, the sea is replaced by space, armed sailing ships replaced by armed spaceships or starships, most space-opera fiction is a parody of Earth history.

➢ First War: In a general or total war situation between sovereign entities, each side will try to deprive the other of resources, which means attacks on resource production and transportation of resources, e.g., Cargo Ships and Log Ships in GGDM, and population. This may mean attacks on targets of opportunity while they are at **alien colonies**, or even, to be brash and reckless, on **alien colonies** supplying or trading resources to the enemy. This path is well known, famously, it was one cause of the U.S. entry into WWI (i.e. 'unrestricted submarine warfare', 'tonnage war'). Thus, commerce is the propagation agent that can cause the war to spread, drawing in positions and causing or reinforcing alliances across Galactic Space.

  ✓ You think there will be no war for the heavens? As soon as one or more nations of the Earth (or the entire Earth) begins to import, profit from and depend on imports of anything from space, from other places in our solar system, there will be a need to protect the shipping from whomever disagrees currently and has the power to attack it, whether that is another nation on Earth or extraterrestrial settlements. And the need to regulate and police follows the inevitable corruption, exploitation, inflation from imports. The first defense and attack will likely be space-capable fighters; the side that wins that battle will build armed system boats. The arms race begins.

Remember, everyone says they want peace. Peace is good for business, war is good for business. It might be wise to study the Ferengi Rules of Acquisition (ST:DS9) before playing GGDM.☺

"The centrality of cities to an understanding of historic societies is an assumption shared by most urbanists but it is scarcely evident in the work of other social analysts. It is still possible to write or compile contemporary histories that allot, at best, a chapter to urban phenomena. This may not be because the other social analysts are being obtuse but rather because urbanists have, in the main, not made an adequate case for that centrality."

– Edward Soja, Abstract from "Writing the City Spatially," City: analysis of urban trends, culture, theory, policy, action, Volume 7, Number 3, November 2003, pp. 269-281

Commerce Power: All of interstellar civilization hangs on tiny *island motes of dust floating in the endless empty space*. Ninety-nine percent of what we know about anything has to do with these *motes*, and Stardrives only give us the ability to make the leap from one *mote* to the next through unimaginable distances. What kind of interstellar civilization would we have if the only contact between colonies was by the captains and crews of military starships? It is generally assumed that each colony is self-sufficient, they must be or else they will not survive the long periods of isolation. But, even though each colony is self-sufficient, each will eventually produce more of something or find some things easier to have than others, and those excesses have value elsewhere on colonies that cannot produce them as easily as they can buy them or wherever a taste for that product can be cultivated. That is the scene where Cargo Ships and the Commerce Power enter the sidereal stage.

- ✓ "Poor country people often try their luck in town, whether or not the town can absorb them." – Raymond Birn, <u>Crisis, Absolutism, Revolution: Europe 1648 to 1789</u> (2nd Ed., 1992), p. 205.

➢ <u>Stellar Synekism</u>: It has generally been accepted that, in the broadest historical sense, food, raw resources and population tend to flow from the countryside to the cities,[2] and that manufactured goods and 'culture' flow outward from the cities due to "the stimulus of urban agglomeration" (*ut infra*).[3] This would remain true even with in-system and interstellar colonization; much of science-fiction and space-opera trope is a naturally-occurring argument from synekism that was understood generally before Edward Soja put a name and definition on it.

- ✓ "Synekism is a concept in urban studies coined by Edward Soja. It refers to the dynamic formation of the polis state – the union of several small urban settlements under the rule of a 'capital' city (or so-called city-state or urban system). Soja's definition of synekism, mentioned in Writing the City Spatially, is 'the stimulus of urban agglomeration.' ... In densely settled urban places, a critical-mass provides potential for innovation that is not typically available in rural environments, therefore synekism can be thought of as the geographical relationships that create and give importance to cities." – from Wikipedia article, "Synekism," January 15, 2019.

Some form of the idea is still present in current historical observation, to wit:

- ✓ "In a cosmopolitan Roman empire, *where cities sucked in expendable labour from the countryside*, and *where artisans and craftsmen had to travel a very long way from home*, that kind of community could not be taken for granted or created casually." – Prof. Michael Kulikowski (Pennsylvania State University), "Christians were

Strangers: How an obscure oriental cult in a corner of Roman Palestine grew to become the dominant religion of the Western world," Aeon, January 30, 2017 (emphasis added).

The immigration to urban centers and industrialized nations, from agrarian cultures, was the driving force behind the standardization of English through the 18th and 19th Centuries; grammar, punctuation and spelling were standardized and sentence structure and composition replaced the teaching of rhetoric and classics to schoolchildren, to homogenize the culture and assist in mainstreaming immigrants.

✓ "This city desert makes you feel so cold, It's got so many people, but it's got no soul." – Gary Rafferty, "Baker Street" (1978).

Many science fiction stories take the polis state to extremes, either as a merger of cities into mega-cities, or in post-apocalyptic or post-fall settings where the rural areas are barren, contaminated and uncontrolled, and the population takes refuge in the remainder of cities.

There are few things or perhaps nothing more synonymous with commerce in humanity than cities, urbanization. Thus, the Urbanization Cultural Proficiency is very much related to the Commerce Power, see 3 Culture, p. 400, *supra*. Not surprisingly, Edward Soja appears there as well, his argument is consistent.

✓ "When are you gonna come down?, When are you going to land?, I should have stayed on the farm, I should have listened to my old man." – Elton John, "Goodbye Yellow Brick Road" (1973).

"There are some oddities in the perspective with which we see the world. The fact that we live at the bottom of a deep gravity well, on the surface of a gas covered planet going around a nuclear fireball 90 million miles away and think this to be normal is obviously some indication of how skewed our perspective tends to be, but we have done various things over intellectual history to slowly correct some of our misapprehensions."

– Douglas Adams, "Is there an Artificial God?" speech at Digital Biota 2, Cambridge U.K., September 1998 (transcript and audio recording of the more than one hour speech are available free at http://www.biota.org/people/douglasadams/)

Completely Absurd: I was struck by the way that Douglas Adams died: He died of a heart attack after his regular workout at a private gym at age 49. Seems completely absurd, and I suspect that if he thought about it beforehand (and he probably did), that would have been how he expected to die: absurdly, ironically.

It is like dying while having great sex – an idea not alien to existentialist fiction – I watched a French police detective movie (with English subtitles) long ago in the late 1990s where an old man died in a brothel while having sex on a fancy moving bed with a young prostitute (and that's mostly what I remember about the entire movie, the idea that stuck in my mind).

✓ Private gyms, funerals, movies, prostitution are all commerce, are they not, eh?

The Power of Commerce: The Commerce Power may be activated for any of the following six purposes:

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1 Commerce – Naval Power

1. Trade Mission (interstellar movement of Cargo Ships to known **alien colony**),
2. Load resources to a Cargo Ship,
3. Unload resources from a Cargo Ship,
4. Marketing,
5. Issue Articles of Incorporation (Corporations only, see 1 Corporations, *infra*),
6. Trucking Transactions (local in-system or Balkanized planet trade with aliens),
7. Carting (local RP transfer between sovereign colonies).

Commerce Power activations in GGDM, with the exception of Marketing, are always location-specific activities – thus subject to Power Activation failures – with the eventual goal of inflating a target colony's GDP for a turn (see Gross Domestic Product, 1 Construction, p. 662). A colony which does not need to build does not need to Unload RPs or receive RPs by Trucking or Carting, a position may eventually become insular.

✓ Commerce never *directly adds* to the Treasury, only taxation can do that.
✓ Loading RPs on a Cargo Ship immediately reduces their broader utility but does prevent 'aging-out,' see Aging Resources, 2 Taxation & Census, p. 304, *supra*.

➢ Load & Unload Activations: Activations of the Commerce Power for the purpose of Loading or Unloading resources (hereafter, "Load" and "Unload") require one Act and one Scene. If the Commerce Power is activated at a colony for the purposes of both Loading and Unloading in the same Regular Turn, *only one Scene is required*.

✓ Load and Unload of Cargo Ships should not be confused with Loading and Unloading Population to Colony Ships (see 3 Expansion, generally, *supra*).

Regardless of the ownership of the colony, one Scene must be placed on the colony's <u>planet, not star</u>, prior to the activation and are removed with the Commerce Power activation. Since the owner of the Cargo Ships cannot place a Scene on an alien colonized planet, unless the colony planet is Balkanized with a loyal sovereign colony, see Lebensraum, 3 Taxation and Census, p. 321, *supra*, the alien trading partner will have to supply the Scene to have other position's Cargo Ships Load or Unload at their colony.

Thus, there is potential for Balkanized planets as trading posts between regular trading partners. If a Scene is on the planet at the time the Commerce Power is activated for this purpose, it will be taken for the Power Activation. The Concierge will not stop Regular Turn processing to inquire of the Balkanized colony owner whether permission has been granted. This could create issues on the colony owner's next Regular Turn if they expect the Scene to be there (courtesy between trading partners goes a long way). See Scene Snitching, 3 The Sidereal Stage, p. 124, *supra*.

➢ Change for a Trillion: Direct transfer of cargo between Cargo Ships of *two different positions*, when located at the same planet, is done by activations of the Commerce Power appropriately by each position on their Regular Turns for the purpose of Load and Unload; Unload has to go first, of course. If either activation fails, the process is aborted, must start over.

Probably one Scene should be able to be used for both, as if they were occurring in the same turn, as long as the Load occurs on the recipient **alien colony** owner's next Regular Turn, within one Turn Cycle. However, this is a matter of judgment for the Concierge.

- ✓ The cargo transfer may transfer more than RPs ... there is a chance of *apostasy* in the ships engaged in the Loading and/or Unloading depending on whose colony(s) are on the planet, see Alieney Apostasy, 3 Disruption, p. 283, *supra*.
- ✓ It is deemed game-mechanically unnecessary to transfer RPs directly between two Cargo Ships *owned by a position*, even if at an **alien colony**, and no rules are provided. If such a rare situation arises, the Concierge will need to handle it.

➢ The Store of Worlds: Activation costs for the Trade Mission and Marketing purposes of the Commerce Power are discussed below (Trade Mission, p. 1189) and in 2 Commerce, p. 1193, *infra* (Marketing). Trucking Transaction, 4 Commerce, p. 1225, *infra*, activations cost one Act, additionally, the first position in the transaction must also supply one Scene on their colony. Carting, *Id.* p. 1229, requires only one Scene on the star *or* on one of the participating sovereign colony planets.

- ✓ "The Store of Worlds" is a 1959 post-apocalyptic psychological healing short story by Robert Sheckley originally appearing in the September 1959 issue of Playboy magazine and later in the January 1963 Italian language issue of Galaxy.

➢ Corporate Sponsors: Activations of the Commerce Power for the purposes of participating in Corporations will be explained fully in 1 Corporations generally, *infra*.

"My grandfather looked at me, and after a bit of silence, he gently and calmly said, 'Jeff, one day you'll understand that it's harder to be kind than clever.'

What I want to talk to you about today is the difference between gifts and choices. Cleverness is a gift, kindness is a choice. Gifts are easy – they're given after all. Choices can be hard. You can seduce yourself with your gifts if you're not careful, and if you do, it'll probably be to the detriment of your choices."

– Jeff Bezos, Princeton Commencement Speech, 2010

Cargo Ships: Cargo Ships are starships designed specifically for transporting resources, in any form (except populations), between interstellar colonies. This means they are a little short on life support and are generally not suitable for moving populations.

- ✓ One of the most enduring lessons of being in Marine Corps artillery in the 1980s is that the M923 and M925 are five ton *cargo trucks* and if you happen to be riding in the back of one, as Marines do regularly, *you are cargo* and you feel like cargo. The fold-down side seats don't do much to help the ride, especially if you are not feeling well – remember that the next time you see a war movie or documentary where the wounded and sick are being evacuated in cargo wagons and trucks!

Rather, Cargo Ships tend to be mostly large empty spaces with only stardrives and a small module to control the ship and house a small crew. Prior to building Cargo Ships, a position must hold the Cargo Ship Existential Patent which is available during the setup process. Cargo Ships are built like other ships, at Friendly, Naturalized, or Converted Colonies that have an Orbital Shipyard, by activations of the Construction Power at a cost of 8 RPs each. Cargo Ships may not carry anything but RPs, they may not carry anything that is to be specifically transported by Log Ships or Colony Ships. Cargo ships are the *only ships that can carry RPs*, though others have capacity expressed in RPs; Cargo Ships can carry 15 RPs of cargo.

1 Commerce – Naval Power

Cargo Ships have been pictured in many ways in video sci-fi. Some have been pictured as small ships attached to large fabric and lattice work 'balloon' structures providing enormous interior storage spaces. Some have been envisioned as long spine ships, with the bridge at one end, propulsion at the other, and cargo pods attached externally along the spine. Some have been envisioned to operate more like river tugboats pushing barges (a common sight in Pittsburgh). The opening of Battlestar Galactica 1978 famously showed a regular ship with Conex Boxes (aka ISO-standard shipping containers) externally attached, humorously labeled 'Colonial Movers.'

- ✓ I recommend the 2009 Swiss-made, German-language film (with English subtitles) Cargo: Space is Cold, which I watched in spring 2019. This highly-intelligent, low-budget, non-Hollywood sci-fi movie touches all elements of Cargo Ships discussed in GGDM. The movie is derivative, especially of the Matrix (1999), but also Alien (1979), Solaris (1971, 2002), and 2001: A Space Odyssey (1968), but was sparingly praised for being well done (I liked it);[4] there is criticism of the spaceship drives in the movie, but most sci-fi space drives are scientifically implausible (James Blish).

➢ Cargo Ships in Combat: Not a profitable activity (e.g., Ferengi Rules of Acquisition). Cargo Ships are completely unsuited for combat, and have no combat capabilities; they may not initiate combat or attack enemy units, but do have Close-in Defense Weaponry against Fighters (see Close-in Defense Weaponry, 2 Carriers & Fighters, p. 1058, *supra*). They are easy targets for even the most primitive warships, being non-warship targets.[5]

- ✓ [Interview] "Travelling in wartime is something you don't attempt unless you are strong, and I wasn't strong but I was ignorant..." – Marge Schreiber (wife of Raemer Schreiber), 1993 interview by the Los Alamos Historical Society.

Any RPs or 'cargo' on a Cargo Ship when it is destroyed are lost. Additionally, as Cargo Ships may only travel to destinations *where there are known colonies*, Cargo Ships may not be used for exploration. 'Known' is defined as your position has seen it, physically.

- ✓ Civilian ships frequently find themselves in situations where they are flashpoints for international and interstellar incidents.[6] For example, it was a ship called *Arrow* that was the spark leading to the Second Opium War. *Arrow* was originally a pirate ship; was captured by the Chinese government, then resold to a new owner, who registered it under the British flag in Hong Kong. *Arrow* was seized a second time by the Chinese authorities, while flying British colors with an expired registration, who thought (possibly incorrectly) that it was engaged in piracy. The controversies surrounding the seizure of a British-flagged ship with a mostly Chinese crew roused resentments and issues between the sides who were both unhappy with the results of the first war.
- ✓ Oil tankers in the Persian Gulf and transiting the Strait of Hormuz are modern flashpoints of piracy, asymmetric conflict and international protection enforcement.

➢ Space Bridge: All of the rules that apply to Cargo Ships for Unloading, Loading, Marketing, also apply equally to Cargo System Boats whether with a Tender Starship or operating in a system between colony planets. Since Cargo System Boats cannot travel outside their system without assistance, only Unloading, Loading, and possibly Marketing purposes would apply to them, and since in-system travel is instantaneous, they can Load or Unload from any colony in their system (as appropriate) on any Regular Turn, with proper Commerce Power activations on both colonies. Where Cargo System Boats are on a Tender Starship, the Tender

Starship should be able to act as a Cargo Ship for movement purposes (i.e. Trade Mission Commerce Activation, next page, *ut infra*).

- ✓ The practical limit on capacity of 2nd and 3rd Era Cargo Ships is 1) the GDP limit of colonies, 2) the amount of RPs in the Treasury, 3) how many Regular Turns are needed to Load (expenditure of Acts, Scenes and Power Activations) and 4) actual need for RPs at target colonies. A similar set of criteria limits 2nd and 3rd Era Log Ship and Carrier capacity.

- ➤ Move Without Moving: A Cargo Ship or Cargo System Boat can both Load from and Unload to different colonies in the same system in the same Regular Turn with appropriate Power Activations, without moving (effectively, a 'space bridge' between colonies). A loaded Cargo Ship is not required to move to another starsystem to Unload, a loaded Cargo Ship could simultaneously Unload to two eligible colonies in the same system on the same Regular Turn with two activations of the Commerce Power for the purpose of Unloading.

"He thought, only a madman would give a loaded revolver to an idiot."

– Frederic Brown, "The Weapon" (1951) [7]

Green Goods: Activation of the Commerce Power for the purposes of Trade Mission requires one Act and one Scene placed on the *star* where the Cargo Ships are currently located. One Activation of the Commerce Power for the purpose of Trade Mission:

1) Allows any number of Cargo Ships (whether loaded or empty),
2) To depart one starsystem for any number of other starsystems where there is a known colony owned by another position (Native Population Type is irrelevant) or a planet known to be occupied by a free Minor Race.

In other words, a Cargo Ship may move from one **alien colony** system to another, as long as it can remain supplied (e.g., 'tramp freighter').[8] Cargo Ships may never depart for any destination starsystem where there is not currently a *known colony* (not the same as a Supporting Colony), or that is beyond their Operational Flight Limitation (see 3 Movement, 855, *supra*). *Only Cargo Ships* may use the Commerce Power activation to initiate interstellar movement.

If Cargo Ships are departing for the purpose of Loading or Unloading RPs at their own colony in the destination system, they should use the Movement Power instead to initiate interstellar movement. However, activation of the Commerce Power for the purpose of Trade Mission costs the same as activation of the Movement Power to initiate interstellar movement and, thus, if there are both friendly and **alien colonies** in the destination system the conditions precedent of either activation is satisfied (i.e. Movement Power activation does not require there be no **alien colonies** in the destination system), and so either could be used. This might be important for some reason, such as Conflict Checks for Government Titles requiring regular Commerce Power Activations.

- ✓ Because of the *normal* processing sequence of Power Activations, it is not possible to Load RPs and have the same Cargo Ship move via Trade Mission in the same Regular Turn.
- ✓ Activation of the Commerce Power for the purpose of Trade Mission does not allow the Cargo Ships to automatically Unload or Load at the destination system. That is, it

is not like Combat Movement or Scouting (see Move Out!, l Combat, p. 942 and Then Never Comes, 3 Expansion, p. 907, *supra*), they are separate activations.**⁹**

✓ Activation of the Commerce Power for the purpose of Trade Mission is not required to be able to Load or Unload Cargo Ships at **alien colonies** at the destination (*ut supra*). It is irrelevant how the Cargo Ships arrived before Loading or Unloading – they might even be fleeing a combat in their origin system.

   ▪ How about some alternate history? Vasco de Gama's Portuguese fleet encounters the Chinese Treasure fleet as it rounds the Cape...

➢ <u>Before You Go</u>: Like other activations initiating interstellar movement, each ship designated to leave on the Trade Mission must check to see if it obeys the Power Activation. If the ship fails to obey the Power Activation due to inactive Constructural Elements (see Power Off, 2 Constructural Elements, p. 193, *supra*), a second check is made if there are Supporting Colonies in the system, as described previously in Engines Offline, 1 Movement, p. 839, *supra*.

Ships that fail both checks ignore the Commerce Power activation for the purpose of Trade Mission and remain in-system. If the ship or colony's Epistemological Constructural Element is active, Enlightenment may be applied to Trade Mission activations.

✓ "The lake, it is said, never gives up her dead, When the skies of November turn gloomy, With a load of iron ore twenty-six thousand tons more, Than the Edmund Fitzgerald weighed empty, That good ship and crew was a bone to be chewed, When the gales of November came early ... Coming back from some mill in Wisconsin ... Concluding some terms with a couple of steel firms, When they left fully loaded for Cleveland, And later that night when the ship's bell rang, Could it be the north wind they'd been feel'n?" – Gordon Lightfoot, "Wreck of the Edmund Fitzgerald" (1976).

➢ <u>Icebergs in Space</u>: When moving to a destination system containing only an **alien colony**, the owner of the Cargo Ships must have successfully explored the system previously prior to moving Cargo Ships to the system. Trade Missions to systems containing **alien colonies** do not require the pre-approval of the **alien colony's** owner prior to starting movement – if the aliens do not approve of the arrival of Cargo Ships in their system, there will probably be some warships present to let their displeasure be known!

➢ <u>Return from the Abyss</u>: Upon arrival of the Cargo Ships in the alien starsystem, a star and planets must necessarily be placed on the Cargo Ship owner's Public Space. If there is no room, some pieces will need to be moved by the Concierge to make room. Upon departure of the Cargo Ships from the alien starsystem, the Scene required for the necessary Commerce Power activation must be on the *star* prior to the Commerce Power activation for the purpose of Trade Mission. This may result in Scene Snitching, 3 The Sidereal Stage, p. 124, *supra*.

➢ <u>Cold Lunch</u>: Cargo Ships arriving at an **alien colony** system where the owner of the Cargo Ships does not have a colony, are not automatically resupplied as they would be if they arrived at any friendly colony. *If* the alien (i.e. non-sovereign) colony either Loads resources to the Cargo Ships or allows resources to be Unloaded from the Cargo Ships, *then* the Cargo Ships are considered to be *automatically resupplied*, and their Operational Flight Limitations (OFL) and Operational Supply Limitations (OSL) are reset.

Absent loading or unloading at the **alien colony**, the **alien colony's** owner may also simply grant permission to resupply the Cargo Ships (reset OFL/OSL), which costs nothing to the

alien colony's owner (and generates goodwill). Without permission or Loading and Unloading, the Cargo Ships have a 50% chance of obtaining resupply elsewhere in the system each Regular Turn that they remain *before* Supply Rolls.

    ✓ It is *optional* whether the Concierge allows application of Enlightenment to these rolls, representing Robinson Crusoe-like survival ingenuity. Duct tape please?

As long as Cargo Ships can remain supplied, they can move from one **alien colony** to another; if they cannot be resupplied, they need to return home quickly before their Operational Supply Limitation (OSL) expires or they must make Supply Rolls.

    ✓ Resupply in this case is not that which is mentioned in Alieney Apostasy, 3 Disruption, p. 283, *supra*. But it is a bit of a grey area, noting that the Cargo Ships ***will be*** exposed to possible *apostasy* each time they Load or Unload at the **alien colony**.

    ✓ While there are legitimate questions about whether an **alien colony** would have the proper foodstuffs (e.g., 'tastes like chicken'),[10] parts, and fuel to resupply Cargo Ships, the game assumes that suitable supplies may be found/manufactured with help.

    ✓ A Cargo Ship that moves from **alien colony** to **alien colony** may eventually develop a bad case of *apostasy*, see Alieney Apostasy, 3 Disruption, p. 283, *supra*.

"It is not the struggle of opinions that has made history so violent, but rather the struggle of belief in opinions, that is, the struggle of convictions."

– Friedrich Nietzsche

Endnotes.

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[1] Citation: "The stakes were high, the pressure on Jellicoe immense, and his caution certainly understandable. His judgment might have been that even 90% odds in favour were not good enough to bet the British Empire. The former First Lord of the Admiralty Winston Churchill said of the battle [of Jutland] that Jellicoe 'was the only man on either side who could have lost the war in an afternoon.'" – from Wikipedia article, "Battle of Jutland" (1916), citing to Massie, Robert K., Castles of Steel: Britain, Germany, and the Winning of the Great War at Sea (2003).

    ✓ "Well might Winston Churchill remark that the commander of the Grand Fleet was the only man 'who could lose the war in an afternoon.' In view of this appalling responsibility, the post was given to an admiral of cautious doctrines, Sir John Jellicoe. Under him, as commander of the battle cruisers, Sir David Beatty displayed a lust for combat which carried on the Nelsonian tradition. ... During the next few minutes the German capital ships suffered heavy damage without one of them sinking, but Jellicoe allowed 11 destroyers to cheat his 27 battleships of their prey as he made a 45-degree turn. ... But while the battle of Jutland might be called a German victory in tactical respects, the strategic situation was not changed. Britannia continued to rule every sea except the Baltic, and Scheer himself reported to the kaiser that the enemy could never be brought to terms by means of naval battles. He urged a resumption of the underseas raids on commerce, promising 'a victorious end to the war at not too distant a date.' ... The most far-reaching strategic result of Jutland, therefore, was a renewal of German faith in unrestricted submarine warfare. For if the campaign of 1915 had failed, only 19 U-boats had been lost while 54 new ones were being built. At this rate of increase, tremendous results might be expected from a resumption." – Lynn Montross, War Through the Ages (3rd Ed., 1960), pp. 713-715.

    ✓ See discussion of ship building rates, Shipbuilding and Strategic Shipyarding, 3 Construction, pp. 675-676, *supra*.

[2] Citation: "The initial reaction to the depopulation of the plague was for people to flee locations with high mortality rates like London. But an interesting study published last year looking at data from medieval cities found a surprising result. Despite the devastation of the plague and periodic return of the illness, urban populations recovered

to pre-plague populations by the 16ᵗʰ century. Further research on abandoned rural villages and deforestation suggest that rural populations decreased over the same period and took more than a century more to return to the pre-plague population. This result is counterintuitive; the general thought would be that places harder hit by the pandemic would recover more slowly, both because their population was harder hit and because people would be reticent to return to high mortality areas. Instead, the data suggests the people moved from low mortality areas in the country to high mortality areas in the city. The conclusion is that factors such as quality of land and human infrastructures ... affected migration more than mortality rates. ... The findings support the idea ... that London saw a significant increase in immigration from the Northern England following the pandemic. This conclusion is supported by records that have been accumulated by the Universities of York and Sheffield in England's immigrants database ... In the period following the plague, the resulting labor shortage meant a demand for labor, thus conditions and wages were relatively good compared to many places in Europe...." – The History Guy, "The Great Vowel Shift," YouTube, January 27, 2020.

[3] Commentary & Citation: I believe that I obtained the idea stated in this sentence from an old sociology book that predates Soja by decades. I believe it might have been an essay in Clarence Marsh Case's Outlines of Introductory Sociology (1924), though the printed index was not helpful in finding it.

[4] Citation: e.g., Cheryl Eddy, "The 10 Best Foreign-Language Sci-Fi Movies Of The Last 10 Years," Gizmodo, December 11, 2016, where it is listed at Number 4.

[5] Commentary & Citation: However, the overloaded cargo ship *Margaret and John* carrying colonist to Jamestown in 1621, defeated *two* Spanish men-o-war in a boarding action. See "Lawrence Bohun (d. 1621)," Encyclopedia Virginia, and "Jamestown Settlers versus Spanish Pirates," The History Guy YouTube Channel, January 21, 2019.

[6] Citation: "The Trump administration has used diplomatic pressure, legal action, economic sanctions – and even cold, hard cash – to try to get its hands on a hulking Iranian oil tanker that has been spinning its way around Africa and the Middle East for months.

The extraordinary effort to seize the vessel has come to naught – so far. Even a curious State Department offer to make the ship's captain a multi-millionaire fell flat. But the cat-and-mouse game between Iran and the Trump administration over the vessel – called the *Adrian Darya 1* and laden with 2.1 million barrels of oil – is emblematic of an increasingly confrontational relationship. And like the fate of the supertanker and its crew, the outcome of the U.S.-Iran tensions remains unclear.

The Trump administration's efforts to capture the Adrian Darya is a small part of its 'maximum pressure' campaign – aimed at reducing Iran's oil exports to zero, strangling its economy, and forcing its leaders into negotiations with President Donald Trump. Trump withdrew the U.S. from the 2015 nuclear deal between Iran and other world powers, saying it did not do enough to curb the Islamic Republic's ballistic missile program and support for terrorism.

Experts say Iran's ability to keep the Darya out of the U.S. government's long reach illustrates the shortfalls of the U.S. strategy." – Deirdre Shesgreen and Kim Hjelmgaard, "Trump official offered millions of dollars to captain of Iranian ship," USA Today, September 8, 2019.

[7] Commentary: Though often noted as not being a science-fiction short story, this lovely piece of anti-nuclear weapons protest prose is frequently found in anthologies of best science-fiction short stories from the Golden Era.

[8] Citation: "...You see, gentlemen, behind every great man there is a woman urging him on. And so it was with my Stella. She urged me on into outer space. Not that she meant to, but with her continual, eternal, confounded nagging. Well, I think of her constantly, and every time I do, I go further out into space. ... I had the androids construct a perfect replica of Stella so that I could gaze upon her and rejoice in her absence." – Harry Mudd, "I, Mudd" (ST:OS) (1967).

[9] Commentary: In many games, the Cargo Ship would automatically unload at the destination. This was a design choice I made long ago, the probable reason is that there is an operational difference between Scouting exploration, Combat Movement and Commerce. In the case of Scouting, arriving in an unexplored system triggers the automatic exploration; there is nothing else for the Scout to do, by virtue of being there, they are 'looking.' In Combat Movement, within 24 hours of arrival, the ship owner has to send Combat Orders to initiate the combat, so there is a decision point right after the turn results are received. In the case of Cargo Ships arriving, there was the possibility of multiple colonies in a system, both friendly and alien, and thus, Unloading or Loading RPs could not be automatic. The same is true for Colony Ships: Loading, Unloading or Landing after arrival cannot be automatic.

[10] Commentary: e.g., even dog and cat food are not recommended for human consumption, not only because of the inferior products and processing, but because the food is tailored to their nutritional needs – cat food has higher magnesium and ash content than human food because they need it.

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