

In My Traveller Universe - the misjump

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Foreword

Across all the different Traveller rulesets, the idea of a misjump strikes fear into the heart of starfaring players... and a morbid curiosity with Referees.

In the setting, the process of jumping from system to system is incredibly complex but also commonplace. If the process is carefully monitored by characters, if the fuel is clean, if the equipment up to spec and there's been no sabotage, everything should be fine, right?

But there's always that *slim chance* of things going completely sideways with that routine jump, and all sorts of spacetime-bending mayhem is possible.

The misjump table gives us a glimpse of havoc that could possibly be unleashed, every time the players transit jump space. This potential for serious trouble can make for great drama in the game, but if we leave it just up to the dice it can also seriously affect a campaign, even end it with a Total Party Kill.

That doesn't sound very fun.

I suggest this: if a misjump is random, sourced only by unfortunate dice rolls, it should never be a TPK, either the short spectacular kind or the drawn out, morbid kind. (maybe not? Lots of people remember dying during char creation as iconic Traveller. Hmmmmm)

Instead, consider having the misjump cause as much mayhem as you and your players can handle... but keep the players in the game. Another option available to you as the Referee is to actually plan the details of a misjump; fit it into the plot and have details on hand for a truly novel *jete* the players were not expecting.

In this supplement I have new misjump tables, details around what can cause a misjump, my riff on SPA-mandated standard operating procedure, ideas for handling an empty-hex jump, and lots more. You can take what's here and make the Travellers' misjump a truly spectacular gaming memory. Or you can use the info to further deepen your game's starfaring lore and background. I'm happy to help with either. Or both.

It's not canon. There's no art.

Except this: $\square \oplus \cup \oplus \square$

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Naxos, Greece
Summer, 2016

Introduction

(Beowulf cockpit - meaningless chitchat - music, coffee uncovered, a few hours left in jump)
(something)

“You’re not real, Mandy.”

“Oh? That’s rich Farrel, because *you’re* not real either, and I can prove my assertion with a Kryzak transform and a closed Sippe bottle. How about you?”

Captain James Halloway stood in the hatchway to the bridge, with bedhead and a hand on his stomach.

“Skipper, Mandy is doing it again,” Farrel Maddox said, dingy Scout gravball cap perched up on his head as he talked through the bao in his mouth. “Saying we’re not real.”

“No. Just you, Farrel,” Mandy replied. “You’re not real.”

Farrel gestured as if to push some invisible nuisance away from him, then looked to James. “Can’t sleep, Skipper?”

“No, weird stomach stuff going on.”

“That’s sure a strange way of saying ‘Abney’s lasagna’.”

“I’m on the link, Farrel,” Abney said, the Steward’s slow High Vilani accent floating from the bridge comms. “That’s not very nice.”

“Captain,” Mandy said, her tone suddenly all-business. “Can you describe the feeling for me, please? It may be impor-”

Mandy wasn’t cut off, but none of the crewmembers on the ship heard the ship’s persona complete the sentence. There was a sudden gut-wrenching *lurch* the inertial dampers couldn’t compensate for. James clutched painfully at his midsection as if he’d been kicked, Farrel’s splashed pineberry FizzJuice washing over his flight panel like a wave on a breaker, soaking the whole space. Several urgent audio and visual alarms came to life at once, and the small space had immediately been thrust into bedlam.

“Bah!” Jake said, frantically wiping sticky juice off the panels with his Scout ballcap, flipping various controls in rapid success, some more than once because of the wet surfaces. James stumbled full into the compartment and flopped into the pilot’s station.

Panels threw flashing red and blue light into the space; alarms warbled, and Captain and Astrogator were both in motion with hands dancing across screens, running checks and gathering information.

Mandy's voice reverberated throughout the ship conveying a urgency. "All passengers to their staterooms please. All passengers, please make your way to your staterooms immediately."

-

"What's the jump-time?" James asked. Farrel knew he meant *how much time did we have left in our jump before we were supposed to precipitate out into normal space?*

"Still got 20-ish hours left on the clock, skipper," Farrel said, the Astrogator commandeering additional displays for his current tasks, fingers a blur across them.

James spoke into the air, the comm system automatically recognizing and routing his voice. "Abney, how are you? We have a possible misjump."

"Very good. I'm fine, Captain. I'll check on the guests." The Steward had sounded as if he reporting on a particularly boring gravball match.

The Captain of the Beowulf spoke again, this time Mandy routed his voice to the Engineering space. "Mira, you okay?"

"Well, there's a mess to clean down here," at this Jake and James looked at each other, and at the FizzJuice running off the side of the master nav panel and pooling onto the deck. "...but I'm fine. J-drive's offline."

James eyed the Pilot again, eyebrows up, asking for information with the gesture. "Yea, maybe a misjump. Run Blue and report."

"Aye, skipper. Already on it."

As James continued to toggle through ship system status screens, he knew the ship's persona could do this, was doing it as they spoke, and much faster and more efficiently. "Mandy how's the ship?"

"Finishing my check, Captain. Wait one please."

"Mira talk to me, life support and integrity first."

"Both nominal Captain, lanthanum framework may be fried."

"May be'?"

"Can't get a reading on it at all."

Jake's eyes widened a bit at that, *well that's not good* an easy to read on his face. Then finishing a quick analysis, he shook his head and spoke to the Captain. "Skipper as you can see," he nodded with his chin toward his leftmost panel. "IFF is squaking discontinuity on channel alef."

"Break it down for me, Jake."

"Okay. We're showing spatial and temporal discontinuity events. Using the Hlavac dataset, I can confirm..." The Astrogator quickly looked out the bridge viewscreen into the starfield, then back to his Captain "...these are *not* the stars we were looking for."

"Where?" James said simply. "And when?" he added.

"We are... wait one. Double checking." Jackson swore in Moran under his breath. "This is the (name) system. Our clocks are showing a mismatch of 16 hours 31 minutes *negative*, Captain. That's why you see the two time displays, here, and why navigation is all fouled."

"Rechecking, I see that as well, Jake." James raised his voice to tell the Steward, presumably somewhere on the upper deck securing the passengers. "Abney?"

"Captain, I'm patched in. All guests nominal on first pass and secure in staterooms. I'm on my way to the hold to evaluate cargo."

"Copy. Let me know."

"Very good, Captain."

"Mira, what's the situation down there?"

"J-drive is fried, lanthanum grid is done, broken at the molecular level. M-drive nominal, All internal systems are nominal. Also, as you may have noticed by looking out your viewscreens, we are no longer in jumpspace."

"Yea, we got that. Thanks. Mandy, do you confirm all this?"

"Affirmative Captain."

"Now tell me about the starport here. Briefly, Mandy."

"(Name) Highport is a class B SPA starport, in orbit around the 3rd planetary body, a gas giant. The Highport provides traffic control for the entire system, and we are currently 3 minutes light-delay out.

"Okay, open the guard channel please." There was a quiet ding, a sign Mandy had completed the directed task. James spoke clearly, calmly.

"Signal GK, Signal GK. (system) Highport control this is the far trader Beowulf out of Mora bound for Efate." James waved his hand getting Jake's attention, pointed first to the Astrogator's panel, then to his own. The Astrogator tapped his screen and nodded, and now his dataset was in front of the Captain. "I am declaring a misjump, to repeat, I am declaring a misjump. My instruments show a multifaceted discontinuity event of... 41 repeat 4 - 1 parsecs and 16 negative hours. I have 8 souls, cargo, and mail aboard, and am transmitting manifest and papers for destination. I have complete hull integrity and zero casualties. I have full maneuver capability. I am on station holding at 2.56 AU, 17 degrees off your standard approach pattern curve and awaiting instructions.

--

(much more fleshing out needed of this convo outline)

We have company, captain. A non-small imperial cruiser, off (distance) to starboard and high. Beowulf this is imperial Navy cruiser (name) off your starboard side at (bearing). We've received your Signal GK traffic and we are closing the gap. We read you have hull integrity and no medical emergencies, can you confirm?

Affirmative (ship name)

This is captain name, we show name as the last registered master of your vessel. Is that who I'm speaking to?

Yes captain. Transmitting IID credentials of everyone on board now

Did you happen to serve with so-and-so at that place?

No, the commander when I was there was so-and-so. Real bastard.

That's right. Chuckle Thanks. Captain name can you also confirm your discontinuity parameters and casualty status for me, please?

Our instruments show blah blah blah

Copy that, Beowulf. On the upside, congratulations on being alive. On the downside, I know a bunch of folks who'll be very keen to crawl all over your ship, and talk to people from the future...

Gosh, thanks commander.

You know the drill captain?

Affirmative. We'll run silent and on station, accepting no comms or direction except through official Imperial channels

Sounds from the book, Captain. More soon.

-

Abney comes to the bridge.

Free Trader Beowulf from Cruiser Name actual. Okay. We've got the ball on this one, my instructions supersede any directives given by SPA but that won't matter, on account of we'll let them know we've got this one. Hold station while I send some folks over to eyeball-verify your registry and cargo. After that, we'll both head to the Naval anchorage at the trailing trojan point behind (name III) you should see on your heads up now, and see what we can see. I'll tell you for free the Scouties and SPA will be very interested in your paperwork, and you'll spend some time sorting things out with them.

Wonderful.

Captain name I see your weapons systems are not spun up, thank you for that. I'd also take it a kindness if you'd stow and seal all weaponry on board in the ships locker before my Marines dock. They're sensitive souls and can be a bit skittish around strangers from the future. Even just 16 hours.

Puts hands over the mike - he could blow us away like annoying dust

A look

I understand captain. Cookies and milk will be waiting.

Name-commander loved that saying. Expect company in one-five minutes, captain.

Acknowledged.

Congratulations on getting into the record books. And Welcome to the something system.

Clean up this mess before company gets here.

Misadventures in jumpspace: some basics

A "jump" is a planned transit through jumpspace from some point in realspace A to some other point in realspace B, usually one planetary system to another 1-6 parsecs away. The physical, structural and temporal rules for jumpspace are different than those that apply to realspace, and methods of travel through this space using jumpdrives are detailed in any core Traveller rulebook.

In the normal process of a jump an origin, destination, and travel line are all plotted; this plot is good for a brief time because all relevant bodies are constantly moving and all distances are changing. The ship's jumpdrive is charged with an enormous amount of energy from stored fuel. When the jump is initiated, the charged jumpdrive "tears" a hole in realspace and activates the ship's jump mechanism (plates, a grid, etc.), and through this hole the ship then enters jumpspace and transits through from the origin to plotted destination. This transition lasts about a week for the people on the ship while a corresponding week or so passes in realspace. At the plotted destination, the ship precipitates out of jumpspace in a flash of energy.

This is a normal jump, how things are supposed to go, and it's what happens almost all of the time.

A *misjump* is an exceedingly rare jump mishap that occurs when something causes a deviation or interference with the above normal process of jump. For our purposes here, a misjump is a jump instance that took place; the ship entered jumpspace and likely went somewhere, but for some reason or reasons the normal situation is all fouled up.

Misjumps may be caused by:

- Improperly functioning jump technology - drives, plates, grids, and so on
- Contaminated/impure jump fuel
- A jump bubble containing unanticipated debris or mass that throws calculations off
- An attempted jump "too close" to a substantial source of gravity
- Sabotage of jumpdrive or jump-related ship elements
- Unanticipated natural hazards in jumpspace
- Enemy action or influence; Zhodani psion-affect or similar
- An interaction with deadspace

When does a misjump happen?

As GM, you determine when a misjump happens. Does one or more of the factors above affect the player's jump? There are no hard and fast rules for this, but logical thinking should govern your decision to roll per the task system of your chosen flavor of Traveller to see if a misjump has taken place.

The closer a jumping ship is to a massive gravitational source...

If there's an impurity in the fuel being used for jump...

If debris exists in the jump bubble...

If the jumpdrive or other jump components have been sabotaged...

If an unforeseen natural hazard interferes with the jump or transition...

If enemy action somehow affects the ship during any part of the jump...

If the ship traverses a region of deadspace...

If some other plot element calls for it...

...a misjump is more likely, or certain. You make the call according to your ruleset, or by what your story or adventure demands.

What happens in a misjump?

A jump can be described by considering the origin and the following three components:

1. the time the ship and passengers feel they spend in transition
2. the plotted destination, and
3. the relative time during transition that passes in realspace during the jump

In a misjump, one or more of these three components may be affected and deviate significantly from the normal jump process outlined above.

A misjump can result in one or more of a variety of discontinuities referred to here as *dilations*:

- **The time passengers spent in jump** can be shorter than normal, or longer. Perhaps much longer. This is called a *transit dilation*.
- **The destination can be different than plotted** - the ship might go nowhere at all, or might go somewhere very far from the plotted destination. This is a *spatial dilation*.
- **The time passing in realspace during the jump transit can vary wildly.** From a realspace point of view a jump can be seen to have happened instantaneously, meaning the ship arrives the very moment it clocked entry into jumpspace. A ship might seem to transit for a week but much a much longer period can pass in realspace. Or a ship may even precipitate back into realspace *before* it entered jumpspace, in effect arriving at a destination (plotted or otherwise) before it left, from the realspace point of view. This is a *chronological dilation*.

A new misjump table

When you've determined a misjump has taken place, consult the following table to "build" the misjump. As a GM you may pick the outcome(s) you feel most suit the needs of your game, or you may roll randomly.

Note this table contains no option for catastrophic failure - that is, an explosion or other energy discharge that results in the ship being destroyed and all hands being lost. The author of this work believes the possibility of a "total party kill" should never be relegated to a die roll. If you feel the chance of a TPK is right for your game, you may choose such an outcome when the rolled result is "GM's discretion."

To plot the details a given misjump, roll on **Table 1** to establish misjump aspects, then on one or more of the applicable Dilation Tables (**Tables 2a-c**), and then finally on **Table 3** for any Residual Effects. As always, feel free to tweak to taste.

Table 1 - d66 - aspects of a given misjump
(number values need to be assigned)

1	Energy discharge, but no transition
2	Transit dilation
3	Spatial dilation
4	Chronological dilation
5	Transit and spatial dilations
6	Spatial and chronological dilations
7	Transit and chronological dilations
8	Transit, spatial, and chronological dilations
9	GM's discretion

Table 2a - transit dilations - time spent in jumpspace
(number values need to be assigned)

1 Instantaneous
2 Much shorter
3 Shorter
4 Longer - as plot dictates; unknown amount of time to players, but longer than a week. Perhaps it taxes their ship's life support capabilities.
5 Deleteriously longer - causes serious hardship as plot dictates; unknown amount of time to players, but they should be resourceful in working to extend their ship's capability, and they should definitely suffer regardless.

Table 2b - spatial dilations - where did the ship come out?
(number values need to be assigned)

1 Goes nowhere; exits where it entered
2 Minor - in the target system, but substantially off-plot. Roll d6 for direction, then 2d6 for 100^x kilometers distance from original plotted target. Ship will precipitate out before getting within 100d of any planetary body
3 Major - not in the target system. Roll on d6 for direction, 6d6 for distance in parsecs/hexes
4 Profound - roll as "Major" but multiply distance by d6 , or the drive's jump number

Table 2c - chronological dilations - how has time passed “outside” the jump?
(number values need to be assigned)

1 Slightly asynchronous - d6 minutes off (from Standard Time) in either direction
2 Asynchronous - d6 hours off in either direction
3 Seriously asynchronous - d6 days + d6 hours off in either direction
4 Profoundly asynchronous - d6 weeks + d6 days off in either direction

Table 3 - Residual Effects of a misjump

A misjump always produces damage to the jumpdrive, so by default it needs to be repaired before another jump is attempted. Also, roll for d6-2 additional effects from the following list, with a result of less than zero being equal to zero.

(number values need to be assigned)

Jumpdrive ruined
Jump systems (grid, plates, etc) damaged
Jump systems ruined
Equipment (not jump-related) damaged
Equipment ruined
Jump sickness
Weird physiology
Weird cognition
Weird ship coloration
All water not part of a sophonts' body is gone from the ship
All energy weapons are harmlessly discharged

All air (or interior gas) inside ship's spaces is replaced with something inert

Weird trace and trail

Weird sensor reflection

Data corruption

Data wiped

Nudge ghost ship out

All containers not part of a sophont's body and not the ship itself are empty

So, you've survived a misjump. Now what?

Not counting damage to equipment or sophonts as outlined above, misjumps may cause other complications. In the Third Imperium setting, there's an administrative body called the Starport Authority (SPA) whose mandate it is to standardize starport operations across the Imperium. The SPA sees to administration of the highports and downports, manages flight operations and governs traffic control in its various areas of authority within a given Imperial star system.

If a system's stellar transportation authority routinely checks an emerging/arriving ship's flight plan (and the SPA of the Third Imperium surely does), then in the event of a misjump the logs, cargo manifests, licenses, and any visas that make up a ship's documentation will be out of order and could cause a complex bureaucratic snarl.

If the ship was delivering something time-sensitive or on a scheduled route, a misjump could create a complex exception to the normal "flow" of interstellar travel and commerce. Even if a crew is fortunate to survive a misjump intact and emerge in a system it can safely make repair in, the fact of the misjump itself can wreak potential havoc on ship's business and crew's lives.

In such a setting, where traffic is regulated and monitored between systems, if a ship arrives markedly late in the prior-plotted destination system, or in the wrong star system:

- Its cargo may no longer be valuable (or might be ridiculously valuable)
- The crew may have been declared overdue or lost, if they were expected

- Scheduled customs fees, tariffs, taxes might no longer be in line with expectations
- Hand-off schedules for cargo, passengers, and crew might be out-of-alignment
- Follow-through contracts may be in jeopardy
- Visas, flight plans, or other travel documentation may be invalid

Declaring a misjump

Moreover, the SPA and system authorities tend to treat crews claiming a misjump with a heightened level of suspicion until the facts surrounding an event are verified with a boarding party's inspection of the vessel, its equipment, and its documentation. This added level of caution is because of the potential for using a misjump declaration to obfuscate a ship's true system of origin. More than one crew has run afoul of the authorities in their prior port of call, somehow manufactured an appearance of sabotage, rigged the logs, and declared a fictional misjump in hopes of avoiding pursuing consequences from the nearby system.

Typically part of the "damage" in such a falsified misjump is a Jdrive with obviously physical debasement and computer records of prior ports of call conveniently corrupted. In such cases, a crew can expect meticulous, time-consuming review of available evidence.

Further, there is also the possibility that in instances of actual misjump involving severe chronological and/or spatial dilation the ship's cargo, mail, updated Library/AAB files, or crew might carry extremely valuable, dangerous, or otherwise destabilizing information, having arrived in-system before any possibility of that same info transiting through "official" channels. It is quite possible the crew would be unaware of the potential damaging effect such information could have.

Imagine the possible mayhem or potential for abuse if because of a dilation the ship contained sensitive "future" information that could be acted on, or used to sow mayhem. An example often posited as an example is the Assassination Problem: "What if a crew with certain knowledge and proof of the Emperor's assassination misjumped and arrived in-system well ahead of any official courier?"

Indeed a crew that had demonstrably misjumped with a relevant dilation could make many claims that, even if not validated by other sources, could wreak havoc on markets, governments, and other systems. Further examples might include private correspondence (encrypted in the mail and undetectable) that provides some serious business advantage, as it arrives ahead of official communiques. If opportunistic bad actors learn of a ship surviving a misjump arriving in-system, they might take a view that a serious potential for profit has fallen into their laps, where a likely state of damage and distraction caused by the jump itself could render the target easy pickings.

Further, there's always the possibility a misjump may have been caused or exacerbated by causes that can be plotted, mapped, or otherwise revealed by a pattern analysis of such similar instances.

For all these reasons and likely others, a misjumped ship is **required to declare a misjump** to the flight authority of the arrival system (see description below). This allows the SPA, Navy, Scouts, or other interested authorities to possibly contain unusual circumstances and control or mitigate them before any "contamination" takes place.

It follows that failing to declare a misjump and evading the requisite post-mishap inspection is a serious offense in the eyes of the SPA, Navy, and Scout Service.

In summary, a ship is required to declare a misjump because:

- Extra scrutiny is needed to check for criminality
- The ship will certainly be boarded for inspection, and may need to be impounded
- A special process exception for tariffs and waivers might need to be initiated
- Review of logs, charts, and telemetry needs to be performed for causality info
- Naval Intelligence and the Scout Service have vested interests in information about such events

Procedure for declaring

Declaring a misjump is straightforward - usually the captain will make this call to the SPA but it can be anyone on the ship. The transmission should be broadcast, and light-lag may be a factor so the SPA or some responding craft might not answer back immediately. The following bits of information are required, in Anglic and in this order:

Clearing the appropriate emergency comm band

"Signal GK, Signal GK..."

Proper hailing of the SPA-controlled port in the system, if any, and if known

"...Efate Highport

Short version self-identification

"...this is A2 far trader Professor Bananas..."

Declare a misjump, then give circumstances, configuration,

“...I am declaring a misjump. Originally inbound from Regina to Forboldn. My instruments show a spatial discontinuity event of 4 parsecs...”

Status

“...I have 4 souls, cargo, and Imperial mail aboard. I have hull integrity and zero casualties. I have full maneuver capability. I am holding on current station awaiting instructions.”

So all together that would be:

“Signal GK, Signal GK. Efate Highport this is A2 far trader Professor Bananas. I am declaring a misjump. Originally inbound from Regina to Forboldn. My instruments show a spatial discontinuity event of 4 parsecs. I have 4 souls, cargo, and Imperial mail aboard. I have hull integrity and zero casualties. I have full maneuver capability. I am holding on current station awaiting instructions.”

The sender repeats this broadcast either once per bounce “plus one,” or the amount or time light (and the transmission) would take to travel to the port and an answer to travel back to the ship, plus one extra minute. Standard SPA procedure is to respond immediately, if only to communicate receipt of signal. It will be the SPA’s immediate priority to notify any nearby Imperial craft to respond.

If the misjumped ship has any medical or life-support related emergencies, the SPA may direct non-Imperial craft in-system to assist. This is phrased as a request, but in reality it’s not. In accordance with Imperial directives specifying starship operating procedure, a ship failing to respond to a Signal GK/SOS or failing to act as directed by the SPA in the event of a declared emergency faces stiff sanctions.

Nearby Imperial or civilian craft may respond to the Signal GK and render aid. Imperial Navy or Scout Service vessels may “call the ball,” and assume local command of any emergency situation within local emergency space, which is anywhere within the system up to 10 planetary diameters out from the system’s main world.

After word is received by the SPA or other controlling agency, procedure is to maintain communications blackout except with official agencies. This is mostly to minimize the chance of information contamination, as detailed above. It is standard to remain on station until directed towards a suitable destination.

After a ship declares a misjump, they are almost always met by a cutter carrying an inspection/medical team. This boat may come from the SPA or responding Imperial agency. If instead directed to dock or make planetfall it will be to an isolated location and the inspection team will respond there.

The inspection team will do a thorough vetting of the ship's identity and current situation. In "simple" cases, the ship might be allowed to continue from this point to the highport to sort out business and visa detail. "Simple" in this case means the discontinuity is merely spatial and not greater than 6 parsecs from the point of origin, there are no injuries or serious ship damage, everything looks to be in order with ship's paperwork and sophont identities, and no Imperial agency detains for further inquiry. If any of these things are not true, the current journey may be delayed by quite some time.

The local SPA response to a misjump declaration

The local response is colored by many things. A more organized facility and administrative body will mount a much more thorough response, dialing in various agencies per established protocol. These are some factors that affect the nature of an SPA response to a Signal GK/misjump:

- Is crew in crisis or distress?
- Is crew legit, a threat, or is this undetermined?
- What is the nature of the ship - civilian, Imperial, alien?
- Is the ship "presenting" normally, all things considered? Is the transponder broadcasting, is the crew communicative?

More info and communication will likely warrant less of a response. The more mysterious or off the "happy path" things seem to be, typically the more intense the response.

Once a boarding party performs an initial review of circumstances, cargo, papers, and other factors a determination will be made about how to proceed. As stated before, this is governed by whatever is in the best interest of trade and the other business of the Imperium, as closely as local commanders are able to figure it. Is the ship further than j-6 from its original destination, or discontinuous from time in a minus way so that it is effectively "from the future"? If so, it's much more likely the intelligence services will want to speak with them and go over material with a fine toothed comb.

The same things apply if the ship is carrying contraband, or the crew's story or documentation seems out of whack.

If things seem sketchy, downright dangerous or highly unusual, the default of most Imperial administrators will be to impound a ship and sequester the crew until the facets can be thoroughly explored, and decisions bounced up the chain. This will more likely be done at some

Navy or Scout facility if one is available in the system. An impounded ship will likely be thoroughly gone over, a sequestered crew interviewed by Agents of the relevant agencies. While the crew are “guests” they will certainly be incommunicado.

Inquiry Resolutions

Once sequestration is over/the ship and crew are cleared, there can be various outcomes depending on the system demographics, what took place, and the needs of the story. Some options include:

- All clear; the crew and their experience is just a page in the regular paperwork.
- As “all clear” above, but the crew and ship are now on a certain classified list. They may never learn why but as their names propagate through official channels they’ll be given extra scrutiny, perhaps held up just a bit longer. This could be routine, or part of a larger effort to track people who’ve experienced misjump.
- As “all clear” above, but the Travellers are refused passage across the XT line; the local world might not divulge a reason, but wants nothing to do with the ship or its crew.
- The Travellers’ ship is impounded. This can be temporary during which perhaps some adjustments are made or some device is left behind, or it can be permanent. In this case, it might be a good idea to have this worked out from a game point of view; few parties enjoy losing their expensive starship without a compelling and engaging reason. Perhaps to their dismay, after taking their ship the Scout Service replaces it with a better one, free and clear. This would deepen the sense of mystery...
- Less drastic than “ship is impounded,” perhaps some random ship’s system, type of items, or class of cargo is confiscated with no reason given. Perhaps the authorities make reparations, but maybe not.
- Local celebrities. The crew are local-famous for their unusual experience, and they are pursued for interviews, invited to social events, and in general enjoy 15 minutes of fame.
- As “local celebrities,” but here university/Scout/private scientists want to study ship as part of ongoing research effort into jumpspace physics. A small stipend is probably offered.
- A little more negative than “local celebrities,” the Travellers are branded as “space witches” and treated with much suspicion and disdain by most locals as long as they remain in system.
- The Travellers are sequestered. No reason is given, but a week later they are released without comment.
- The local TAS reaches out. This almost certainly happens if one or more of the crew are members, but might happen even if that’s not the case. It’s a rare thing to misjump at all, and even more compelling if you survive. The extended courtesy could go beyond just accommodation, but could resolve some or all of the crew’s jump-related troubles.

- The “Misjump Club” contacts the crew. This is a semi-formal organization of spacers who’ve all survived a misjump and consider the experience bonding, and defining. Most of the time this bond extends about as far as some shared stories and drinking, maybe an occasional bit of intel about a ripe opportunity.
- The ship’s insurance carrier reaches out, if one exists. If not, surely an agent hears the story and shows up suggesting coverage for any future incidents would be handy now that the crew has been “baptized” by fire.
- A local noble hears the strange tale, and wants to host the crew for dinner for a drawn-out retelling, no detail spared.
- In the shakedown it seems like one small bit of advantageous info was missed. Despite the stern warnings, there’s serious opportunity here...
- The SPA offers free refined fuel, and immediate clearance for the crew to be on their way. It might be them being hospitable, but maybe they’d just like the crew out of the system for some reason.

Other weirdness

(maybe to detail later)

Ship comes through with serious aging

Weird color/aura

Collection of misjumped derelicts found

A ship comes out with some kind of xenomorph on or in it

What an inspection will cover

If the boarding team is competent - assume that by default the Navy and Scouts are quite competent, but local system responders run the spectrum - they will certainly review “the usual” things, including:

- Interviews with crew and passengers - this is first, right after seeing to medical and life-support emergencies.
- Cargo and manifests - what is it, does it all mesh?
- Establish IDs - anyone bounce back for trouble, or is anything amiss?
- Medical review - jumpspace is a strange place, plus the origin system might be sketchy
- Review documentation - the logs, telemetry records, ship’s papers, licenses, visas, and other docs tell a story that’s hard to fabricate. Do the interviews square with the paperwork?
- Inspect the j-drive and systems - in a misjump there will certainly be telltale evidence of damage that is extremely difficult to manufacture. Microfractures, changes at the molecular level, strange patterns of destruction are typical

- Examine and transfer mail and Mail unit - if the ship carries mail and the misjump's discontinuity is "serious," the actual physical unit issued by the SPA for this purpose will be confiscated and any traces will be removed from the ship's systems. A receipt is always given. In this case the ship's Library will also be wiped and (perhaps) replaced with a local version.

What happens if a ship outpaces official communications?

A ship arriving in a system via misjump with a chronological and/or spatial dilation such that it outpaces "normal" communication via X-boat or other official sources can expect more attention, stress, and delay at their point of arrival. The crew can anticipate:

- being interviewed by Naval Intelligence, IISS Intelligence, or IMoJ about circumstances and situations at their origin system
- Library/AAB files being copied, wiped, and replaced with current local copies on the chance that the ship's instance has unique updated information
- Any carried mail to be downloaded/removed and held until such time it could have reasonably arrived in-system
- Any ship's personas to be interrogated in-depth about ship circumstances and point-of-origin details
- Logs and other documentation to be examined in-depth for irregularities or information that could be damaging, advantageous, or otherwise volatile to the destination system.
- Cargo and commerce information impounded

Plot “What ifs?” and story seeds

Many ships that misjump are arriving in-system. Are they being drawn in from different random locations, or is there a pattern to it all? Or what if a large percentage of ships that were leaving a particular system were misjumping? If it was a high-traffic system, it'd still take a month before anyone knew something was amiss. Of course the system would be Red Zoned, but the authorities might be working very hard to get a handle on the particulars and remove the hazard.

A misjumped ship appears in-system, but does not declare. Being on the closest ship, the Travellers are sent to investigate why, and effect a rescue if necessary.

Again, the travellers are on point to rendezvous with a misjumped ship, but this one breaks protocol and starts broadcasting immediately. This is startling enough, but the news they're bringing from their origin is hard to believe, and potentially very dangerous. The more the players investigate, they come to understand this ship underwent dilations much more severe than ever previously recorded.

Imperium has special interest in this jump

- Ship has bizarre resonance or trail, or is invisible to scans
- Some research is precipitating ships out
- Some artificial or natural cause is doing it
 - zhodani did it
 - A weapon is doing it
 - An astronomical formation is doing it
- Future imperial ships show up now and then; imperial intelligence is on it
- Other ships have misjumped and all are dead, but players are alive

Jumping into an empty hex

So you've rolled on the misjump tables, and they indicate the Travellers' ship is now in an empty hex. In a non-cinematic game session true to what is known about the empty space between star systems, the players would probably be screwed. Too far from anywhere and no practical way to make it back. This doesn't sound like a good deal of fun at the gaming table.

As a GM, you have some choices to make. You could let the characters perish; time to make up new characters. Sometimes this is a viable option, but lots of times it's not. Another option is to just "nudge" the result off the table so that the misjump carries them to a nearby star system, still way off original plot but not marooned out in the deep dark black. You could nudge them to the extreme edge of that system, where rescue would still be a harrowing thing. Or nudge them into some kind of kinetic trouble. Or you could leave them in the empty hex, but make it interesting for them and give them a chance to survive. Below are a few ideas to jumpstart your imagination.

Use onboard hydrogen as fuel for another jump.

Could you get enough hydrogen for another jump from the ship itself? Maybe. Certainly not by "draining the pipes" and cracking the water, but in a desperate situation you start looking into other sources of hydrogen. A smart Captain or broker starts opening sealed cargo containers at this point, hoping for a stroke of luck and finding something that can be morphed into usable source of jump fuel. Harvesting this hydrogen would be tricky, time-intensive, and dangerous. But it's better than dying slowly, stranded out in the the black. And I'm sure there'll be absolutely no problems with this fuel being unrefined; that'd be dangerous, and could lead to... uh, yea.

Locate a source of fuel in deep space

Probably more likely than freaky-lucky cargo would be finding a nearby source of hydrogen in the form of a cometary body, rogue planet, or thin-but-maybe-useful proto-nebulae. Collecting

Go into low berths and set m-drive to max. Get found 30 years later

Truly a desperate option, there's always the Ellen Ripley Maneuver. Point the ship in the right direction, set some sort of beacon, and everyone low-berth up. Maybe they'll get lucky. Maybe they'll wake up in The Regency.

Repair drive and misjump again; roll those dice, baby

Does your particular ruleset say there's still a fractional bit of fuel in the ol' tank? Sweet. Make repairs and give it another shot. Lightning and disaster couldn't strike twice in the place, could they...?

An alien intelligence out there in the black notices you, and takes an interest

As we've read in Agent of the Imperium, there are things lurking out there in the inky darkness between the stars. This is the epitome of unexplored, raw space; who knows what's lurking out there, just waiting for a distressed ship to happen along. Could be a higher intelligence waiting or drawn in by curiosity, for it could be some form of deep-space wildlife that just happens to also be a convertible source of hydrogen. Or it could maybe take the Travellers to where they might find some. Either way - "It's aliens."

Forgotten, treacherous, secret anchorage

More "likely" if the empty hex lays between two systems, sometimes the Navy, Scouts, criminals, outlandish sects, deranged nobles, or other quirky parties lay private pathways through the empty hexes to nearby systems. Are the tanks derelict and barely intact, shockingly new, bizarrely-shaped? And is there anyone home?

Rescue oases?

Perhaps this very corridor is a jump hazard not publicly known or charted, but some benevolent (or not so) organization has seen fit to jump near-derelict ships into surrounding empty hexes with just enough fuel to make it somewhere else? These oases would have much less fuel than an anchorage, and be truly last-ditch affairs. It'd be terribly easy to miss them altogether, as they're not exactly there to be seen.

Rescue Oasis 2, but creepy

This works better in the event the misjump was caused by factors that could affect other ships in the same way; some kind of bizarre spacetime anomaly, periodic alien influence, or crazy rare circumstances that align once in a blue moon. This riff on the Oasis idea is that the misjump circumstances brought some other ship to a sad end, and for whatever reason the Travellers' ship precipitated out of jumpspace nearby the last ship. It's a long-gone total wreck; some tragedy not related to fuel befell this crew. It's a little like grave robbing, but there's probably just enough fuel or hydrogen left to make another jump if they can repair their ship's systems.

Library Data & Terms

(flesh these out)

Discontinuity

Discontinuity event

Dilation

“Out of alignment”

Misjump Club

Naval Intelligence - division of transit discontinuity studies

Hlavac Dataset

Precipitation

Transit

////////////////////////////////

Mention you can use the official table of your choice, just pepper some background in

Assumptions...

empty hex jumps are possible

No one looking into an empty hex would see you; no chance of a “normal” empty-hex rescue

It is possible to precipitate out of transit without a misjump; passing close to an unknown planetary body. Yikes.