

PORT OF KÁLDÔR



**A REPORT TO THE COUNCIL OF ELEVEN
SUBMITTED BY ERÍLA KÁPHIN
TRANSLATED FROM THE ORIGINAL HÂRNIC BY
N. ROBIN CROSSBY & PETER LEITCH**



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MOST WISE AND EXCELLENT LORDS HEREWITH BE IT KNOWN.

Now that the Succession to the Throne of Káldôr has been decided, the lords and high nobles once again concern themselves with the issue of a Káldôric port with access to the sea. Several expeditions, furnished with orders to go forth to examine various parts of the island, have been financed directly from the kingdom's much-depleted coffers, and some even of the wealth of others within this realm.

The various expeditions contain members of the most volatile factions of the recent disturbance, and since much of the land through which these expeditions must journey is dangerous in the extreme, it might well be that many members, might—sadly—never return. Even the failure to return of an entire expedition would reveal valuable information to the Káldôrans.

Should these young hotheads by some perchance survive and return unto Tashál, the Privy Council will be in a position to examine all alternatives dispassionately.

In anticipation of such devices, those of my agents who survived the investiture of Tashál by rebel Káldôric forces during the Succession Crisis have compiled a report for your consideration. This document, which contains several diagrams, is attached to this present missive.

It is not unlikely that the Privy Council will reach the same conclusions: that the most viable alternatives are to obtain Bûrzýn as a ready-made port that can harbour ocean-going vessels, or that a new port be established on the southern tip of Tulémè Island, with a tálbar port established on the northern tip of that island.

You may remember my previous communication on this subject noted that a diplomatic effort to secure Bûrzýn might be expected; and indeed there is already speculation that an embassy to HM Chunél be undertaken by delegates of his Káldôric Majesty

If I may be so bold, I suggest that such an embassy be received with great honour, and that consideration be given to ceding all rights Mèlderýn may have to Chybísa, and withdrawing all support from King Vêrlid. In return, Mèlderýn may expect to extract concessions on the need for ships bound for a Káldôric port to first call at Chérafîr, as is now the case with Tháy. There may also be scope to link the ruling clan of Káldôr with that of Mèlderýn by marriage.

Finally my lords, you may remember I mentioned

an expedition to the Shómos River in my previous missive on this subject. Financed in part by one Querénè Valáin of Tashál, with Koróbin Nàlása acting as an agent, this expedition left Kóbing under the command of one Hûrin Tháragôr, a Thârdic mercenary of some repute. Word has reached me of the fate of this expedition; it appears the majority of its members were slaughtered by the Pagáèlin before ever they reached their goal. Only two men returned to Óselbridge, where one died of his wounds almost immediately. The other recovered sufficiently to recount the bravery of Tháragôr before he too succumbed to his injuries.

END OF REPORT.

Respectfully submitted,

Eríla Káphin





HUMBLY BEG LEAVE TO REPORT GOOD MISTRESS, in accordance with thy wishes, I have examined the various options available to the Crown of Káldôr regarding the establishment of a port capable of receiving ocean-going ships. I undertook to minimise the cost of this inquest, knowing as I do the constraints under which thou must labour. Still, such work is not bought cheaply; I am confident we will reach an equitable agreement about the reimbursement of my expenses at a later date.

I chose to finance only two expeditions to examine at first hand the likeliest locations for a port. The other options I examined by consulting maps drafted by the finest lexigraphers of the realm, and by seeking out and questioning trappers, miners and timbercrafters concerning other possible locations. In earnest of your good faith, I humbly submit for your examination a report collated from the accounts of those questioned, and of the expeditions that have so recently returned to Tashál.

Hârn may be an island but the problem in finding a suitable location for a port can be ascribed to the fact that Káldôr lies a substantial distance inland from any coast, and that the lands between Káldôr and the sea, while they may be claimed by Káldôr, are in fact controlled by other sovereign nations, barbarian tribes, or gârgún colonies.

Any site must provide a favourable answer to the following questions; how easily can Káldôr gain—and preserve—control of the site, and of the land between the site and the kingdom; how expensive will the site be to establish and keep in good condition; and finally, does the site provide an economic advantage to mercantylers.



EAST COAST

There are dozens of good natural harbours on Hârn's eastern coastline, from Ánoth Bay in the north to Cape Rénda in the south. Unfortunately, the Sôrkin Mountains lie betwixt. Cutting a canal to connect the Kald River system would be virtually impossible. Also, the mountains are inhabited by the Khúzdul, whom Káldôr would not wish to disturb, and by numerous gârgún rabbles, who would undoubtedly view merchants and their beasts as potential meals.

While an overland route is not impossible, it would require that the Kingdom come to some sort of arrangement with the Khúzdul, which is possible, and with the gârgún, which seems most unlikely. Even with such an agreement, it would be essential to secure the route militarily against gârgún treachery. It would be far safer to rid the mountains of the foul creatures altogether. Destroying the gârgún would undoubtedly be welcomed by the Khúzdul as a worthwhile endeavour in its own right, but it would be a time-consuming and unthinkably expensive proposition; the cost in life, limb and treasure is simply too high. Thus, an east coast port is unattractive.



ÁNOTH RIVER AND POINTS NORTH

As you are no doubt aware, as well as the four great caravan routes out of Káldôr, there is also Nôron's Way. Running north as does the Fur Road, it presently reaches the Ánoth River and connects by ferry to the Òrbaalése settlement of Lôrkin. The Òrbaalése have no major fortifications on the south bank of the Ánoth, so it may be possible for Káldôr to build one, provided it was done quickly.

Alternately, it might be possible to seize one or more of the Òrbaalése strongholds along the Ánoth. This would involve war with Orbáal, and the Ánoth is closer to Orbáal than it is to Káldôr. The Òrbaalése have the advantage of being able to move troops and resources by sea and by river. Their excellent mobility by water would give them a decided advantage.

One interesting aspect of such a conflict is that it might incite the oppressed Járin of Orbáal to revolt. This would oblige the Òrbaalése to fight the Járin and the Káldôric forces at the same time. Even so, the Òrbaalése, by all accounts, are such fine seamen that their mobility over water would probably be enough of an advantage for them to win, unless Káldôr were to commit a very large military force to the battle. Given the population of the kingdom, and the fact that a minor civil war (the Succession Crisis) has just been fought, Káldôr may not have sufficient resources for such a struggle.

Even if Káldôr were to secure, by construction or conquest, a stronghold on the Ánoth, it would be unable to function against a Ôrbaalése blockade. It would require many years to build enough ships to engage the Ôrbaalése in open battle at sea, if indeed it were possible at all. It would also take a lot of money, and the new port would be bankrupt before it could launch such a fleet.

All things considered, establishing a port in the Ánoth River would probably require Ôrbaalése consent, and that would be hard to obtain since the Ôrbaalése are suspicious of anything that might incite the Járin.

As for other considerations, the Taélða, a tribal nation of Nuthéla, may or may not be an additional problem, but Nôron's Way already runs through the eastern part of their range. To the Taélða, this option would merely bring about an increase in traffic, which they might not even notice.

I hesitate to include the final point, since the tale seems so fantastic. But if this report is to be complete, it must be told. There are repeated stories of caravans being waylaid at the ford of the Kald near the small hamlet of Nôron. I have heard merchants I consider reliable tell of giants who stride out of the forest demanding tribute. The stories also tell of weapons bouncing from the thick hide armour worn by these giants, and of four men-at-arms being felled at one blow from a giant's club. The demands are outrageous, and may consist of the better part of the caravan, including wagons and pack animals. I do not claim these stories are accurate, or even true, but many merchants will not travel Nôron's Way, superstitious even in the enlightened age in which we live.

All these points mitigate against the establishment of a port on the Ánoth River.



LAKE BENÁTH

A port on the east coast of Lake Benáth has the same problems as does the establishment one on the east coast.

The Félsha Mountains are every bit as forbidding as the Sôrkins, and there are just as many gârgûn. While there are no Khúzan settlements, Aráka Kalái and the district of Misýn present a rather significant obstacle. Add to these the fact that any overland route would almost certainly cross the range of the Kath, and the location is even less promising.

If these reasons were insufficient to prevent the establishment of a port on Lake Benáth, access to the

sea along the Thârd River is controlled by the Thârdic Republic and the Kingdom of Réthem. It is doubtful either of these sovereign nations would allow traffic to pass unhindered along the Thârd. At the very least, they might impose prohibitive tariffs, making the port uneconomic. Continued trade would also be at the mercy of either realm; to be blocked whenever it was felt advantageous to do so.

Needless to say, these points mean a port on Lake Benáth is out of the question.



TONTÚRY LAKE AND THE ÓSEL

There are some Kâldôric logging operations along the Ósel River system. There may be good reasons for building one or more ports along the Ósel, but the system is already connected to the Kald, and it would do nothing to give Káldôr access to the sea. Further consideration is thus pointless.



The information on which the following options are based was gathered by the two expeditions I financed. Since the east, north and west have been ruled out, I chose to send both expeditions to the south of the Kingdom. Each expedition was sent to a different area. The majority of the territory lies under the nominal control of Pagâêlin tribes. Thus, both expeditions were extremely dangerous, given the nature of these barbarians. However, due to the resourcefulness of the expedition leaders, they returned with an account of their explorations. The first expedition explored the Ósel, Shómos and Úlmérien Rivers and surrounding lands, while the second explored the lower Kald and Tulémè Falls areas.





Shómos River

Navigable for about half its length, the Shómos River would provide an ideal anchorage. However, it would still lie some distance from Káldôr territory.

There are two possible alternatives; a guarded overland trail to Óselbridge, or the construction of a canal to the Ósel River.

The overland route would require construction of a line of forts. A “spur” off the Génin Trail could reach the Shómos, but the trail is already unsafe, passing as it does through the range of the Pagáëlin. Building a new trade route which is just as dangerous as the existing one is a dubious proposition.

The expedition examined a possible route for a canal, but were preoccupied with being in the middle of Pagáëlin territory, and may have neglected the careful procedures required for an accurate survey. However, the lay of the land is well enough known that I was able to enquire of two masters from each of the Miners’ and Masons’ Guilds. The consensus was that such a canal would be impossible, although one suggested that it might be possible given six or seven decades and the entire revenue of the kingdom.



Ósel Canal

The idea of building a canal to connect the Ósel River to the Úlmêrien River near Bûrzýn has two drawbacks. Firstly, the route is fifteen leagues over some fairly rough hills. Like the plan for the Shómos River, I have had competent Masters of the Miners’ and Masons’ guilds consider preliminary plans of such a scheme, and like the Shómos River, all say that it is impossible to accomplish. Secondly, notwithstanding a historical claim, Bûrzýn is not part of Káldôr and the project would either require a war of conquest against, arguably, the strongest fortress on Hârn, or would leave control of Káldôr’s trade in the hands of Chybísa. However, there is scope here for negotiation with the Kingdom of Mèlderýn, who also has a historical claim on Chybísa.



Úlmêrien River

The Úlmêrien River option is the only one that has been seriously tried in the past. The concept is simple. Build (or otherwise obtain) a port on or near where Génin Trail crosses the Úlmêrien. Of course, that is the location of Bûrzýn, the strongest fortification on Hârn, and it is doubtful the Chybísans would be willing to acquiesce to such a proposal. I have it on good authority that this possibility has worried King Vêrlid of Chybísa ever since Káldôr actually took the tiny kingdom in battle some thirty-seven years ago.

This doesn’t solve the problem of the Pagáëlin. There is still a large overland component to the route, and they would have to be neutralised somehow. Again, a line of forts could conceivably be constructed along the Génin Trail south of Óselbridge, but this would be exceedingly expensive to accomplish and maintain. The financial and military outlay such a plan would require are beyond Káldôr’s means at this time.

Finally, as in the previous option, Bûrzýn and Chybísa are not part of the Kingdom of Káldôr, and for Káldôr to annex Chybísa, the consent, tacit or otherwise, of the Mèlderýni crown would be necessary.

Once again, this option does not appear to be realistic. The problem of the Pagáëlin, and the fact that the port would either be in foreign hands, or would require a war to obtain control of the port, effectively rule out the possibility of using the Úlmêrien River.



Tulémè

The only reason that Káldôr’s ships cannot reach the sea from the Kald River is the cataracts at Tulémè, which are over a hundred feet high.



A canal would have to start much further down the Kald estuary and deviate far to the east of the falls and surrounding marsh. The cost of construction, and the subsequent cost of maintenance, would be prohibitive.

The only other way to bypass a waterfall is a *portage*. Ocean-going vessels — with the exception of some of the smaller Ivínian ships — cannot be carried this kind of distance, nor would it be practicable to move large vessels on huge wheeled cradles.

Káldôr’s river fleet, such as it is, would not last in the Gulf of Edérwyn, which is prone to violent storms.

The solution, then, is to transfer cargo between vessels. Obviously, this could already be done, and probably is done occasionally by smugglers, but it must be a difficult task involving a great deal of plan-

ning and coordination. Hardly something that could be accomplished on a regular basis.

The only reasonable solution I can foresee would be to build one dock above the falls, and another dock below the falls, and connect the two with a good road. The Isle of Tulémè itself offers the best available site. There is a break in the cliffs which makes the construction of a short road possible. There is enough flat ground behind the cliffs to construct warehouses, dwellings, and beast fields. There is also a suitable location on the cliffs for a fortification to protect the lower port. It would also provide an excellent point for a beacon fire, to guide ships into port. As I see it, the facilities would consist of three components.

The Upstream Dock could be fairly simple: a few piers/anchorages to handle the river traffic, along with some warehouses and one or more efficient teamster operations.



A Road running through the gap in the cliffs connecting the two ports. According to my caravan master, the main thing would be to avoid steep grades and this might require some switch-backs. If this can be achieved, he tells me that a wagon could easily

make the round trip from one end to the other in a day, including the time required to load cargo at one end and offload it at the other.

The Port would be at or near the southern tip of the island. It could begin with as a modest fort, a few jetties, some warehouses and teamsters, a shipwright, and a rough harbour wall. The wall would not have to be particularly impressive since the locale is well-inland and quite nicely sheltered.

Conclusion

As far as I can determine, the Tulémè Falls option is the only viable one that Káldôr has for a port with access to the ocean. It lies within the Kingdom's borders, does not present any insurmountable construction challenges, would cost less than any other option, and does not cross hostile territory.

The one possible drawback of this plan is that the Sindârin of Évaèl might not care for the idea of increased human traffic up and down their east coast. They might even consider the Isle of Tulémè to be part of their territory.

I suggest that, if this option is to be given serious consideration, the Kingdom should undertake a diplomatic journey to Èlshavél to speak with King Áranath. All things considered, though, friction with the elves could probably be avoided as long as no mannish folk tried landing in Évaèl.

Mistress, I pray this report meets your needs. I have tried to make it as complete and conclusive as I am able. Undoubtedly, there are factors that have been overlooked or missed, however I believe the majority of the salient points have been covered. I will submit my account of expenses through the usual channels.

GameMaster's Notes

Káldôr is landlocked, and this fact bothers a lot of people. First, it bothers a lot of player-characters, who see the establishment of a Káldôric port in the same way that Peter the Great felt St. Petersburg. Within the Hárnic milieu, it bothers some Káldôric nobles and it especially bothers a large number of mercantylers. These people think that, if Káldôr were to establish a port with access to the sea, then trade could be increased and everyone (or at least they) would get wealthier. This is perceived as a very good thing.

Building a port can be an expensive proposition at the best of times and, because Káldôr has no coast, it would first be necessary to secure one; this adds to the expense. There are several steps involved:

- survey one or more candidate sites;
- choose the best one;
- secure the site;
- establish access;
- secure the funds and other resources necessary to build the port;
- build the port;
- sit back and watch the money roll in.

Obviously, this is a very glib way of putting it, each of these steps is fraught with pitfalls, but it is, nevertheless, a reasonable outline.

The Kald and its tributaries are nice big rivers and quite navigable. There is quite a lot of river traffic within Káldôr. Despite the fact that watercraft built for use on rivers are different from craft built for the open sea, connecting the Kald to the sea would be the ideal solution to the problem. The problem is, of course, Tulémè Falls, an insurmountable obstacle to any kind of waterborne traffic. It's a waterfall... traffic can easily go down, but not back up.

Depending on the amount of traffic that passed through, the port at Tulémè Falls might quickly grow into a major operation and could soon supersede the overland trade routes. With proper support the port would flourish. It would immediately become the cheapest and safest way to move goods from Káldôr to Chybísa (supplanting Génin Way), and from Káldôr to Western Hâr (supplanting the Salt Route).

Because it is so far inland, the provision of adequate fortifications, both at the site and downstream near the mouth of the Shómos, would render it largely immune to Viking attack. In any case, Vikings seem reluctant to come too close to Úlfshafen. The Òrbaalése, Chelémbeans, and others might begin trading with Tulémè, and this could soon make it the busiest port in southern Hâr.

The remaining questions are that of who would

sponsor a Káldôric port, and who would be opposed to such a project.

The main beneficiaries would, of course, be the mercantylers, who could trade at the port and earn real money. The government would tax the trade, but, even so, there would be plenty of profit. The advantage for traders is the ability to avoid overland routes, which are regularly subject to extortion, or worse, by human and gârgún tribes. Even though the Gulf of Edérwyn is subject to stormy weather and considered "dangerous" waters, it is probably still safer than the overland routes. It is also, generally, cheaper and faster to move large cargos by water than by land.

The Kingdom of Káldôr would want an outlet to the sea, as a matter of pride, prestige and power. Such a project would not be without risks and drawbacks. The initial, monetary cost of government participation, while it might be recovered in time, would probably be rather large. The benefits would be taxation revenues, and the ability to build a fleet. A fleet would, of course, also cost money, possibly even more than could be raised from port revenues. Nevertheless, when it comes to matters of "national prestige", financial considerations may take second place.

Teamsters, caravan masters, and mercenaries would lose business if there were a serious decline in overland caravan traffic. They do not, however, have guilds to represent them, and some at least would try to redefine their operations to take advantage of the new situation. Consequently, any opposition from these quarters would probably be sporadic and poorly organized.

Surrounding kingdoms might or might not take an interest in the project. Évaèl might object to increased human maritime traffic, but it might not care. The western kingdoms, which already trade with Káldôr, probably would not care much whether the traffic was by land or by sea. Kándian traders might welcome a route that did not pass through the Thârdic Republic or the range of the Túlwyn. The Republic itself would probably be paralysed by conflicts in the senate; this is not the kind of issue that unites them one way or the other. Mèlderýn might not care either, unless ships were used to bypass Chérafir, which might cause the Mèlderýni to take action.

Most Lýthian states, (Orbáal, Ivínia, Chélemby, Shôrkýnè, Hârbáal, etc.) might welcome the opportunity to trade directly with Káldôr, but they probably would not care very much one way or the other. Emélrenè would probably have the same policy as Mèlderýn (whatever that turned out to be).

Of the states/political entities that might be affected, only Chybísa and Tróbridge would be clear losers, and neither has sufficient power or influence to affect matters very much one way or the other.

Player Character Involvement

If this seems like a good scenario, and you want to involve one or more player-characters, you have a variety of “lead-in” options, some of which have already been discussed. The three most likely (believable) lead-ins are probably:

Mercantylers Cartel

The PCs might form, join or be hired by a group of traders who wish to build the port for profit. This might or might not involve the government of Káldôr.

Obviously some mercantylers would hope to profit from a new port while others, those who feel they are doing very well without a port, might oppose any such project.

Observation

The PCs might be hired to observe (or even sabotage) the operation for one of the interested parties.

Negotiation

The PCs might be employed as negotiators (or negotiator’s guards) to promote or prevent the operation... working behind the scenes in a full blown intrigue can be fun.

Conclusion

Is this a likely scenario? Someone will almost certainly try it sooner or later, and the consequences should, at least, be interesting.

Important Note: Timing

While all material published in the Hârn product line is set in TR720, this report is written at an unspecified future time after the death of Míginath, a presumed succession crisis, and some kind of civil war. Intentionally, very few details are given concerning these major events, which will undoubtedly unfold differently in each Hârn-campaign. This means that a GM who wishes to use this Port of Káldôr material may wish to first deal with the Káldôr succession. Of course, with only minor adjustment, the material can be used at any time.

Appendix

An Earlier Report to Council¹

Mèlderýn’s Council of Eleven, through its many agents, guides the general flow of Hâmic political events, although most of those so guided are generally unaware of this subtle and generally benign influence. Mèlderýni agents operate in all parts of Hârn, in Ivínia, and in certain parts of nearby mainland Lýthia. This service exchanges information with Emélnen’s organisation which is similar. In most regions, there is a chief agent responsible for the compilation of data from lesser agents. The following is an extract from the TR719 report on Káldôr made by Eríla Káphin, Lord Privy Seal of Káldôr, lover of King Míginath, and an advisory member of the Council of Eleven.

MOST WISE AND EXCELLENT LORDS, Herewith Be It Known:

Certain of the lords likely to pretend to the throne on the death of my lord Míginath address themselves to the issue of a Káldôr port with access to the sea. A conversation was overheard between the lord Máldan Hâabor, Sheriff of Meselýne and bastard son of HM, and Tróda Dariúnè, Exchequer Royal and Earl of Bâlim; the latter gentleman is clearly concerned about the issue. This episode is reported because your agents generally agree that the Earl of Bâlim will select the next king. This conversation demonstrates that, even if, as many of us suspect, the Earl plans to select himself, he maintains at least the illusion that his influence may put one of the other heirs on the throne. He maintains the hopes of the other heirs, and makes as few enemies as possible.

The dialogue recorded was preceded by the normal conventions. It occurred during the sheriff’s most recent visit to Tashál. My own comments are indicated thusly: [].

Hâabor: I hear talk of paving the road to Kibân [The Guild of Mercantylers is considering this project].

Dariúnè: If this were to occur, caravans would have to compete with river traffic. I think that no one would unload barges for such a short land journey.

Hâabor: ah... it is a pity that the Tulémè Falls block the [Kald] River mouth.

Dariúnè: True. Considerable wealth might accrue if there were good access to the sea, but I wonder if, even were it possible, that would be the best route to the sea..

Hâabor: You are right of course. The Sindârin king

¹ This Report was featured in Reports to Council, which first appeared in **HârnLore 2**, published in 1987. Only extracts are presented here.

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might object to increased traffic in the estuary. Perhaps a development of our holdings on the Fárin [Tróbridge Inn] might be more advisable.

Dariúnè: Daélida might also object to river traffic along his western border. Besides the salt route would require paving. The Kath and Chélni might also have something to say, and they speak most vociferously when they speak at all.

Hârabor: Nevertheless, I have heard talk that certain mercantylers are proposing to build a major depot at Tróbridge.

Dariúnè: Or one at the mouth of the Shómos, or at Tulémè Falls. Talk is free; they would need royal assent... [what he means by royal assent here is far from clear to myself.]

Hârabor: My lord would agree that the northern routes to the Nuthéla coast are too long?

Dariúnè: They probably are. Over seventy leagues of new road, a new bridge, a line of forts... and this to reach a strip of marshy coast that would have to be drained at immense cost. On top of all this, such a port would be hard to keep open in the face of Òr-baalése piracy... Lôrkin and Arónè would only be a few hours away in a good wind. Besides, who would our mercantylers trade with in that direction?

Hârabor: What of Bûrzýn? His majesty [Míginath] has a legitimate claim to the throne of Chybísa.

Dariúnè: The primary danger there, of course, is alienation of Chunél. That is a step that should be carefully contemplated, but might be achieved through wise diplomacy rather than force of arms.

Hârabor: I can see how it might be possible.

Having sounded each other out on the issue of a Kâldôric port, Hârabor and Dariúnè spoke of nothing else of significance. It seems clear, however, that Dariúnè managed to convince the Sheriff that conquest of Chybísa would be the simplest way for Kâldôr to obtain access to the sea; there remains, however, caution with regard to repercussions in Mèlderýn. Whether or not Dariúnè is serious about such a project, only he knows; nevertheless, a diplomatic effort might be expected to secure HM Chunél's acquiescence upon the death of Míginath. Regardless of whether you, my lords, believe Kâldôric dominance of the Úlmérien basin to be in the best interests of Mèlderýn, such a diplomatic effort has one potential benefit. It will at least keep Kâldôric attention away from potential maritime outlets over which Mèlderýn could exercise a lesser degree of control.

ON THE SAME SUBJECT my lords, your agents have recently intercepted a letter from Koróbin Nàlása, an itinerant mercantylers, and addressed to Querénè Valáin, a wealthy merchant financier in Tashál: the communication was sent on after examination. An extract follows:

My Dear Querénè,

Further to our conversation last month, I now believe that the expedition to survey for a depot and port site on the Shómos River is certainly worthwhile. I will, therefore, collect your share of the monies required in the near future, and will have one Hûrin Tháragôr (a Thârdic mercenary I have retained) recruit the necessary personnel. The expedition will be leaving as soon as feasible from either Tashál, Kóbing or Bûrzýn. This will depend on Tháragôr's success. He may or may not be accompanying the group.

Yours sincerely,

Koróbin

Since the establishment of a depot or port on the Shómos is clearly an immediate and tangible possibility, with the mid to long term potential of developing into a maritime outlet not controlled by Mèlderýn, I will be attempting to plant an informer with the expedition.

End of report

Respectfully submitted,

Eríla Káphin