

Department of Navel Combat
United Slabovian Empire

Reginod Class Frigate
USS PACKLID



Reports and logs from
OPERATION: WIND-UP

434GJF454394K44N 200709250800Z

TO: DISTRIBUTION LIST

FROM: SHC

SUBJECT: MISSION OVERVIEW: OPERATION WIND-UP

1. INCONTINENTAL FLEET DEPLOYMENT MISSION REGINOD CLASS FRIGATE USS PACKLID CREW AS FOLLOWS:

CAPT R MACGILLIVRAY (COMMANDING)
LCDR P ROBILLARD (XO)
LCDR S CLARKE (NAV)
LT(JG) G CLARKE (TUCKEY) (2IC NAV)
LT(JG) P CHAMOIS (COB)
LT(JG) D MUNN (MISSION SPECIALIST)

2. DEPLOY TO INC FLEET THEATRE 28 SEP 07 – 30 SEP 07.
3. PRIMARY MISSION: INVESTIGATE AND REPORT ON FOREIGN TECHNOLOGY AS FOUND AT DARWIN MINNESOTA
4. SECONDARY MISSIONS: A) PLOT LOCATION OF ASO HOMEWORLD; B) ASSESS OTHER TECHNOLOGY AT SITES TBA; C) ENGAGE COLA WAR OPPONENTS AS TARGETS OF OPPORTUNITY
5. SHC SENDS.

DISTRIBUTION LIST

CHAMOIS, P. LT(JG)
CLARKE (TUCKEY), G. LT(JG)
CLARKE, S. LCDR
MACGILLIVRAY, R. CAPT
MUNN, D. LT(JG)
ROBILLARD, P. LCDR

ERJK39358884543K3IRF 200709250800Z

TO: COMMANDER, USS HOT RIDE

FROM: SHC

SUBJECT: DEPLOYMENT

1. DEP BYETOWN 27 SEP 07 EARLIEST POSSIBLE. PROCEED TO USE OP CTR, 60 GAYDON WAY, BLANDFORD, ON WITHOUT DELAY.
2. COLLECT MISSION SPECIALIST LT(JG) MUNN AND TRANSPORT SAME.
3. MUNN WILL PRETEND TO BE YOUR NAVIGATOR, COMPLETE WITH CONFIDENT DIRECTIONS, SPLENDID LOG AND RECORDS KEEPING, AND FANTASTIC MORALE AND ENTHUSIASM.
4. NO, REALLY.
5. ADVISE OP CTR VIA TELECON AT 519-757-1150 ONE HOUR PRIOR TO ESTIMATED ARRIVAL.
6. ACCOMMODATIONS SECURED AT OP CTR YOUR BEHALF.
7. ALL CREW TO TRANSFER TO USS PACKLID 28 SEP 07 AS PER MISSION BRIEF OPERATION WIND-UP.
8. RETURN ANTICIPATED 01 OCT 07.

COPY: MUNN, D. LT(JG)

Navigation Log
Reginod Class Frigate USS Packlid
“We Look For Things”

In support of Operation: Wind-Up

Skipper: Capt R. MacGillivray

XO: LCdr P. Robillard

Navigator: LCdr S. Clarke

Chief of the Boat: Lt(JG) P. Chamois

CMO/2IC Nav: Lt(JG) G. Tuckey

Mission Specialist: Lt(JG) D. Munn



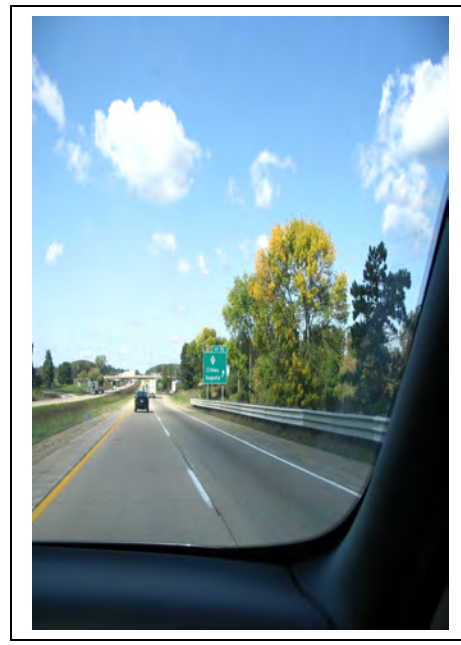
2007/09/28 (all times EDT)

Navigation Log - USS Packlid
Recorded by LCdr S. Clarke

- 06:30 Lt(JG) Tuckey and LCdr. Clarke Depart NAVELINT to OP CTR with USS Packlid to rendezvous with rest of crew.
- 06:40 Stop for Donuts
- 06:45 Arrive OP CTR rain begins.
Capt MacGillivray assumes command of the Packlid and asks where the hell his XO is.
- 07:00 Departure delayed pending arrival of the XO
- 07:33 Depart OP CTR
- 07:51 LCdr. Clarke gets NavLog figured out.
- 08:18 rain stops.
- 08:19 Skipper salutes KEN for clearing up the weather.
- 08:23 OD 7046 – enemy ships spotted and captured using CANON.
- 09:10 Lt(JG) Chamois declares her stupidity for not changing her money.
- 09:16 Pay Toll - \$2.50 USD – Gillian – Bridge to US
- 10:04 USS PACKLID crosses border into US after bribing border guard with salami sandwiches. Skipper notes that in King’s dispatches Lt.(JG) Tuckey will be commended, and instructs LCdr Clarke to send dispatch by txt message.
- 10:44 USS PACKLID passes sign saying “do not pick-up hitchhikers” this sign is followed by another sign for the “Thumb Correctional Facility”.



- 10:55 stop for rest break
- 11:03 Chief gives go ahead – DEFCAN 6
- 11:15 Lunch
- 11:20 LCdr Clarke finally figures out how to send updates to shc@slabovia.org via cell phone. Sends dispatch.
- 11:49 Lt(JG) Chamois exclaims that she thinks she just had an orgasm when Lt(JG) Tuckey informs everyone that she was able to procure vachon products from a factory outlet for \$1 per box.
- 12:11 Perhaps as a result of her orgasm Lt(JG) Chamois starts snoring.



- 12:38 USS PACKLID passes sign to Climax, MI. Those who are awake chuckle silently to themselves.
- 13:45 Stop for Fuel and change driver/observer
Paul takes driver and Dan becomes observer
Skipper gives Dan an 'attaboi' sticker.
- 13:53 The Chief says she hates sucking at her job and calls DEFCAN level 5.
- 14:40 Slow down for construction
- 14:42 Toll Road - \$0.30 USD Rankin

14:50 Dan notices time zone change
15:01 Enter Illinois
15:08 Toll charge \$0.50 -- Rankin
15:14 Chicago Skyway Toll \$2.50 – Toll Troll refused Canadian Quarter -- Rankin
15:23 Driver notes L-Ban Aqueduct part of the treasures of Chicago
16:24 VAdm. Dosenbach sends congrats for getting out of MI.
16:33 King sends warning.
16:45 Tollway \$1.00 USD – Rankin
17:05 Possible ASO birthing ground spotted by Lt(JG) Munn at side of Hwy.
OD:197774
17:32 STOP for pee and Food at McD's
17:48 Resume travel
18:55 exit 301 – Driver change at Sheraton Parking Lot
Rankin Spritzes Paul with bottled spa water
18:57 Smoke break
19:07 Resume travel Skipper at helm Lt.(JG) Tuckey at Watch
19:09 Chief calls DEFCAN 4
19:27 Driving Slow-down on I-94
19:45 Sunset
20:00 Skipper polls crew for opinions on skipping POI #2. It is agreed not to stop tonight but to try and accommodate a visit tomorrow, by changing the route.
20:28 LCdr Clarke notices how little light there is on the hwy.
20:45 4 Hours since our last Toll Road
21:00 LCdr Clarke notes that there are no Flying J's in MN
22:15 LCdr Clarke finishes preliminary recalculations for route change on Sept 29.
22:29 exit 68 watch rotation and pee stop. Red left turn arrow???
22:44 Paul is driver and Rankin takes watch

RESTROOM Report

Kwik Trip bathroom (aka the wailing washroom)

Toilet makes moaning noise. The usual placement of a flush handle has been replaced with a pretty silver cap. It seems as though the handle that used to be there had been jiggled so much that it had worn a groove into the porcelain top that it used to rub against. Furthermore that groove would have had to be made from a metal handle and not some cheap plastic handle because of two factors:

1. the groove had a metallic colour deposit in the scratches that form the groove.
2. plastic cannot groove porcelain, no matter how many times you shake it.

The new flush mechanism was located in the middle of the porcelain top, and consisted of a pretty silver shiny button that, when pressed, initiated rapid waste removal. Flush twice please because it's a long way to the coffee machines out front.

Sucks down like an airplane toilet

Bucket in corner for "sharps"

Toilet is worn in places

23:33 sixteen hours since departure. 24 miles to St. Paul

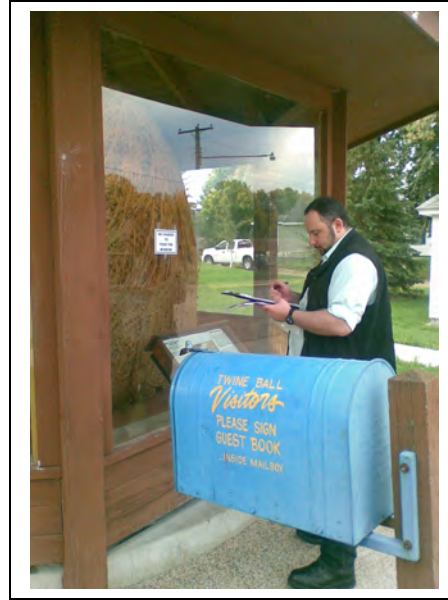
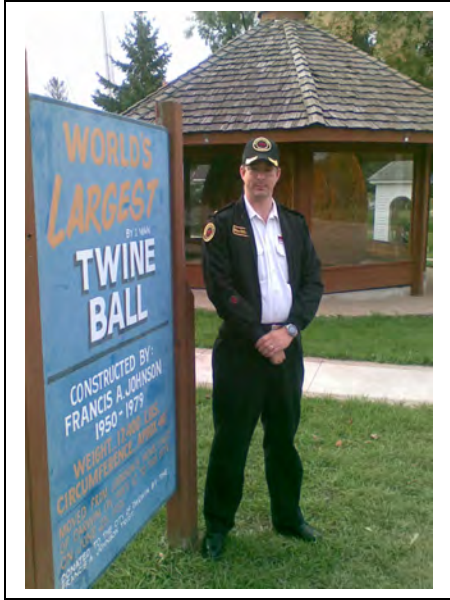
23:38 cross state line into MN OD198378

0:38 arrive at Hotel after extended game of hide-and-seek. Crew exhausted.

Day 2 – September 29, 2007

Hotel room report: Lt(JG) Tuckey and LtCdr Clarke experienced great distraction during the evening as a result of an in room fridge that made loud cycling noises like a coffee peculator. As well loud creaking and squeaking sounds could be heard emanating from the ceiling of the room. These noises sounded like a very large animal pacing back and forth around the room above on a pile of rusty bed springs. On a brighter note the water pressure, temperature and quality in the shower was excellent.

- 07:00 Meeting with skipper. Fault detected in the AE35 unit (TimeMaster <tm> Synchotronic synch-a-think) XO's wake up call compromised as a result.
- 07:34 Dep Super8. Paul at helm, Tuckey staffed as observer. Dan and the skipper consult with regards to the mission objectives.
- 07:35 Circumnavigation of a closed mall, and a side note: Female Naked Tandem swimming teams make Dan happy (edited by Demon)
- 07:41 Paul locates Starbucks and returns with a double double mocha latte espresso cappuccino grande with cream, sprinkles, and room. Robillard complains about the price.
- 07:47 Rollout from Starbucks
- 07:48 Nav team implements experimental navigation technique derived from chaos theory.
- 07:50 "I have us on the map" - Lt(JG) Tuckey
- 07:53 Coffee infusion puts Paul in his happy place
Sunrise was beautiful but nobody noticed.
- 08:02 Signs spotted designating a special route for "prohibited cars".
- 08:03 Tunnel
US Highways diagnosed with multiple personality disorder
- 08:49 Tuckey observes ASOs bound with Chicken Wire. Do they know about the impending highway poultry act?
- 09:02 11 miles to Darwin. The land is awfully flat. The presence and prevalence of both ASO and Pepsi is disturbing.



Twineball Mission notes (Captain's log):

The crew deployed from the Packlid for approximately a half hour. MS Munn performed his duties while the remainder of the crew posed for photos and exchanged gestures with the locals (all of whom were quite friendly despite giving us the hairy eyeball.) The Pepsi presence was evident but it seemed that the company had seen fit to insert a friendly establishment (The Twineball Inn) in between Pepsi and the Twineball, presumably to protect it.

Several anomalies were immediately detected that we considered strange including the weight of the ball (different from the expected 21,140 lbs), the museum "open" sign in front of the closed museum, and spelling errors that are consistent with known Alien Clone Slave programming faults. The ball was also not quite a ball. It appeared to have been sagging, perhaps rotting from within. (See Mission Specialist report attached) Sufficient data collected by MS Munn to formulate a proper report and provide answers to questions posed in mission orders. Also, the size and shape of this ball is disturbingly representative of the ASO Homeworld – likely able to plot its location when comparing this against the scale model of the solar system in Peoria.

With our primary mission objective achieved, a coded message was dispatched to SHC "Greetings from the Twineball, wish you were here". Regrettably, the additional task as assigned by VAdm Dosenbach was a failure as no souvenir miniature balls of twine were available (without breaking and entering and causing an international incident) and because the Twineball was encased in an enclosure (for purpose of enclosure see MS report), sampling was also not possible. I fear the ramifications of this failure, and am hesitant to spoil the morale of the crew and the (presumably) good spirits of SHC with this bad news....so, I will stall and attempt to come up with an alternate plan.



- 09:47 Dep Twineball – searching for souvenir Miniature Ball of Twine for VAdm Dosenbach. No joy. Navigator provided additional bad news in the form of Izzy’s being closed until noon (local) meaning that stopping there and waiting (for ice cream) would compromise remaining mission objectives. Decision made to bypass Izzy’s. Fortunately, the skipper has a backup plan in the form of freeze-dried astronaut ice cream that he will break out later when morale could use a boost.
- 10:12 Chief calls DEFCAN4, next can opened will be DEFCAN3.
- 10:13 Tuckey undresses Robillard and rocks the boat.
- 10:32 Chief calls DEFCAN3
- 10:37 Penny declares “Vachon Time”. And distributes products accordingly. Warns driver (Robillard) that flakies are messy. Robillard announces that this is OK because he eats messy good.
- 11:22 LCdr Clarke Is pleased with himself for being able to charge 4 electronic devices at once. (Laptop, Cell Phone, Palm Pilot and Bluetooth Head set.) Lt(JG) Tuckey suggests that LCdr Clarke is easily amused.
- 11:24 Cross state line out of MN. OD198704. Now in WI.
- 11:30 rain begins.
- 11:48 Pee Stop/replenish supplies
- 11:53 Dan picked up an extra 12 of product.
- 11:53 Chief declares DEFCAN5!
- 11:55 The XO jerked. NICKLE forgot to swallow and soiled her uniform.
- 11:56 Feeling sorry for Lt(JG) Chamois, Skipper gives special attention to improve her comfort.
- 13:10 Flying J sign spotted. Juliet 7 at Black River Falls. Skipper proceeds to configure GPS locator and crew prepares to fuel ship and grab lunch.
- 13:15 large road kill spotted in middle of Inter-state. It appeared as though the truck tires have reversed the insides for the outsides. I’ve seen cats do this with their prey and offer it to their masters. Hummmmm.
- 13:18 Fuel. And OD 198900

All you can eat 'American' buffet for all six crew members. Meat balls, chicken parm, linguine, mac & cheese, fried chicken, sausage peppers & onions, salad bar.



- 14:06 Resume travel Rankin takes driver post and Dan is on watch. Paul and Gillian are in the back seat taking an afternoon snooze. Paul dreams of....(censored)
- 14:16 Mission Specialist administers Jolt gum treatment to skipper, who is now hopped up on caffeine can drive faster than rain.
- 15:00 Skipper's gum is depleted. We will have to see how long the rain takes to catch up. Perhaps KEN can intervene.
- 15:20 entering county W
- 15:30 Arrival at the Forevertron.

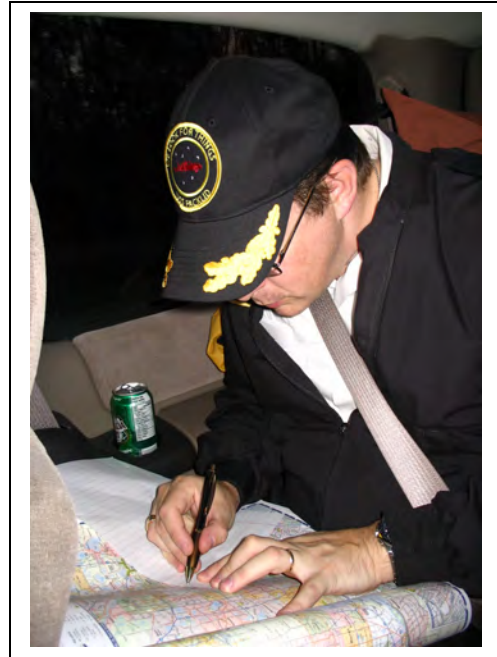


Captain's Personal Log:

The AE35 fault now has the navcomp singing "Daisy, Daisy, give me your answer true". It was necessary for me to guide the ship to the vicinity of the Forevertron personally, using instincts, a little luck, and a conscious decision to go against every crew suggestion and every tiny piece of evidence that pointed in other directions. Star Trek fans would be proud of me. Had I not found it, there would have been a mutiny I am sure.

I worry about exposing the crew to such a dangerous environment, but the mission objectives are clear and leave me little choice. Ironically, I appear to be the only one to suffer an injury here, but I will keep that from the crew, and most importantly from the CMO for risk of being relieved of command. While Paul is a competent officer, he is still trapped in a different time zone – I must stay in command.

16:01 leave the Forevertron. Due to currently undiagnosed computer issues, Navigation is now being run using the MAP.



16:14 Inside Sauk City crossing WI river. Crew is working on restoring proper systems and encountering challenges.

16:31 Skipper puts Paul on KP as we travel through some dangerously infested territory -- the ASO are virtually sitting at road side. Luckily we have avoided any serious attacks....so far.

16:53 Pass through Hyde, by skin on our teeth (on county road H).
Take HHH from ridgeway to the 151

17:13 on 151 traveling toward Dubuque

17:46 arrive Big M



18:19 leave Big M

18:45 Captain's Personal Log

The strain on the crew is beginning to show. Our navigator is tense and agitated, presumably because of the damage sustained by the NAVCOMP and our timetable. The Chief's face has switched back from plaid to green. Munn is putting up a strong front but I know he is suffering. The XO is edgy. The CMO is recommending (I almost have to read that as "insisting") on at least 30 minutes of decompression for the crew, and soon. What followed is a flurry of activity as we assess our ability to complete the secondary and tertiary parts of the mission. All hands played a role in recalculating, re-routing, re-prioritizing, and rescheduling....even the Chief did her part by not hurling. Decision made to drop 3 tertiary objectives from the plan and make directly for port in Peoria, all ahead full.

20:10 FART procedure drill initiated. Vachon cakes nearly jettisoned. Paul saved the day by eating them all at once. No, not really.

20:23 Reverse FART procedure initiated. Skunk musk successfully injected into crew cabin. Who's bright idea was that?

Personal Log – MS D Munn, Lt(JG)

The primary mission has been completed. At first my thoughts were "He's just a crazy person, like the old lady with the 90 cats". However, after contemplation and research at the Twine ball I believe there are more sinister motives at work with the creation of this alien device. More to follow with mission briefing.

21:05 Arrive Super 8

XO and Munn refuel the Packlid, The Chief and CMO recce for suitable eating and decompressing locations and the skipper and navigator begin reworking the plan for tomorrow.

Day 3 – September 30, 2007

Navigation Log: USS Packlid

Sep 30 2007

Compiled and recorded by Capt MacGillivray

07:09 Departed Super8 after a circle check, breakfast, garbage removal, Chinese firedrill and the inevitable navigational challenges associated with piloting out of a harbour. Tuckey wonders if she actually got out of the ship or not...doesn't feel like our asses have been out of these seats at all.

Captain's Personal Log:

The wound I sustained at the forevertron is healing well. The crew is still unaware of this incident. I worry that the trap that I narrowly avoided was intended for very evil purposes. Of course, the purpose of the trap may not have been to kill, so I am unsure of whether I really avoided it or not. I will have to have a blood test eventually, but for now the mission must come before my own personal safety.

07:19 The world around us left stealth mode...or we did....or maybe Paul just turned the lights on.

07:32 We have found ourselves on the right street as a result of Penny's ESP, Stephen's full understanding of the weaknesses of Google Maps, some very alert observers, and the golden horseshoe in Uranus.

07:34 arrival. As expected, it is dark in Uranus.



- 07:55 Left Uranus. It took some effort to find it in the park, so the skipper deployed search teams and utilized radios. Once found it was rather small. Many photo opportunities here, notably the “moon in Uranus” as composed by MS Munn.
- 07:59 Approaching Saturn...ship standing by for orbital insertion. Vent hatch opened in an attempt to get the skipper out of the fog he is invariably in.
- 08:08 Station keeping at Kroger’s food and drug....LCdr Clarke deployed to recce. Saturn found.



- 08:18 Dep Saturn. Heading for Jupiter. The cart guy took a group photo for us....it seems that he spent more time “processing” than the camera did. Tuckey secured spray cheese from Saturn...and you thought only the moon was made of cheese.
- 08:22 the skipper’s fog is gone now....vent hatch secured.
- 08:29 Another attaboy sticker for Dan. One more and he gets a gold star.
- 08:30 Clear skies, warm temperatures thanks to the Klimate and Environment Neutralizer (KEN)

08:31 Miscalculated on first attempt at orbital insertion Jupiter. A second burn to correct is required.

08:34 Station keeping at Jupiter...Clarke conducts recce for access



09:13 Dep Jupiter. Security (Sgt Hutchison) was most patient after opening the door for us. However, he did not know which way to Jupiter. He hadn't had his donut yet, and as such was a little cranky. He vaporized after taking a group photo for us. Many photos followed, along with assessment and speculation as to the composition of the rings (definitely made of dust), and several forms of indigenous life were observed (and if the scale is anything to go by, each are several times the size of Earth. Packlid breaks Jupiter orbit 2 minutes ahead of schedule, but the higher gravitation is evident, as it was harder to leave Jupiter than it was to leave Saturn.

09:18 Arrival, planet Earth



09:32 Wow, is earth ever freakin' small. Left Earth orbit. Skipper's note: "If you ask me, this is the longest that most of the crew has spent on planet earth"
Approaching the sun now....its gravity is pulling us in rapidly

09:35 Arrival at the sun.

09:42 Using calculations worked out by the skipper and navigator at Perkin's, the Packlid slingshots around the sun, hopefully with enough speed and inertia to get us back into EDT and to get us home.

09:49 merge onto I74 bound for home. Secondary Mission completed. Enough data points acquired to plot the location of the ASO Homeworld.

Captain's personal log:

With both primary mission objectives completed successfully, I can now rest easy. All that remains now is to get the crew and ship home safely. With the onboard computer still suffering as a result of the damage to the AE35 unit, the NAVCOMP is still unusable, so the navigator is using daed reckoning while I attempt to bypass the damaged circuits and restore its functionality. In short order I will make an announcement to the crew, commending and thanking them for their hard work on a mission that will no doubt change the future of Slabovia. As an aside, my leg doesn't seem to be bothering me at all today.

Navigation Log, USS Packlid
Compiled and Recorded by LCdr S. Clarke

10:00 Incoming message: Blue 6

- Incoming message – authentic. Lt(JG) Munn. From SHC. Is awarded the “Make George Cross”.
- 10:03 Skipper proposes a toast to the successful completion of both primary and secondary mission objectives. All hail the king! Ppthspthspthspthspthssss!
- 10:08 Skipper presents Dan with the Make George Cross in field. Lt.(JG) Chamois takes photo.



- 10:10 Watch sounds alarm, we are approaching city of Normal.
- 10:13 Captain calls for Normal drill.
- 10:20 Skipper assesses the crew’s ability to act normal as sub-standard and likely to endanger us all. Consequently orders the helmsman to bypass Normal.
- 10:35 Normal By-pass executed successfully.
- 10:49 Incoming message: Blue 5
- Incoming message – authentic. Lt(JG) Chamois. From SHC. Is awarded the “EFFORT” for her successful visiting of bleem “Group W” sites. Skipper presents order in field.



10:54 Skipper announces that Captain MacGillivray is the first to earn a letter for his "Group W" ribbon. "M"

11:24 LCdr Robillard passes a Ford GT on I-80.

11:32 Skipper serves crew "freeze dried ice cream" because he happened to have some on hand. Good moral booster for crew.

11:43 Toll \$0.60 Paul.

12:14 Pit stop at the discretion of the DOA.
Tuckey wins 30 burgers. Decides to cash out later.

12:45 Back on the road.

12:50 TZ change back to EDT. Slingshot calculations confirmed as accurate. Wish we could remember how we did that.

13:03 Entering MI

13:15 Skipper goes down for a nap. Gives con to XO.

14:13 Passing Climax.

14:18 Skipper wakes. Asks for Coke, spritz and a cigarette.

14:26 CMO declares intent to relieve Paul of duty. But she wanted to get on the 69 first. Skipper has been awakened, spritzed, jolted and is ready for service.

14:40 Leave hwy for gas

15:00 Skipper takes driver position, Tuckey keeps watch.
Skipper notes inertial dampening system failure took place on Paul's shift.
While on break Clarke bought ice cream and was told by the server that the ice cream was made locally in Nashville.

16:39 Skipper calls for preparation for stealth mode.

16:40 Stealth mode prep complete.

16:44 Chief calls DEFCAN level of almost 3, meaning 2.

17:01 Toll for bridge \$1.50 – Rankin

17:03 Get in line on bridge for customs

17:47 cross border with no problems. (other than delays). Skipper appears to have a way with the female customs officers.

18:42 Skipper breaks out more freeze dried ice cream to celebrate a successful trip.

17:00 LCdr Clarke gets messaging system repaired and sends off pictures of earth to SHC.

19:22 Arrive Op Ctr

01:30 Message received confirming Chamois and Munn safe and sound in Byetown.

END OP END OP END OP