

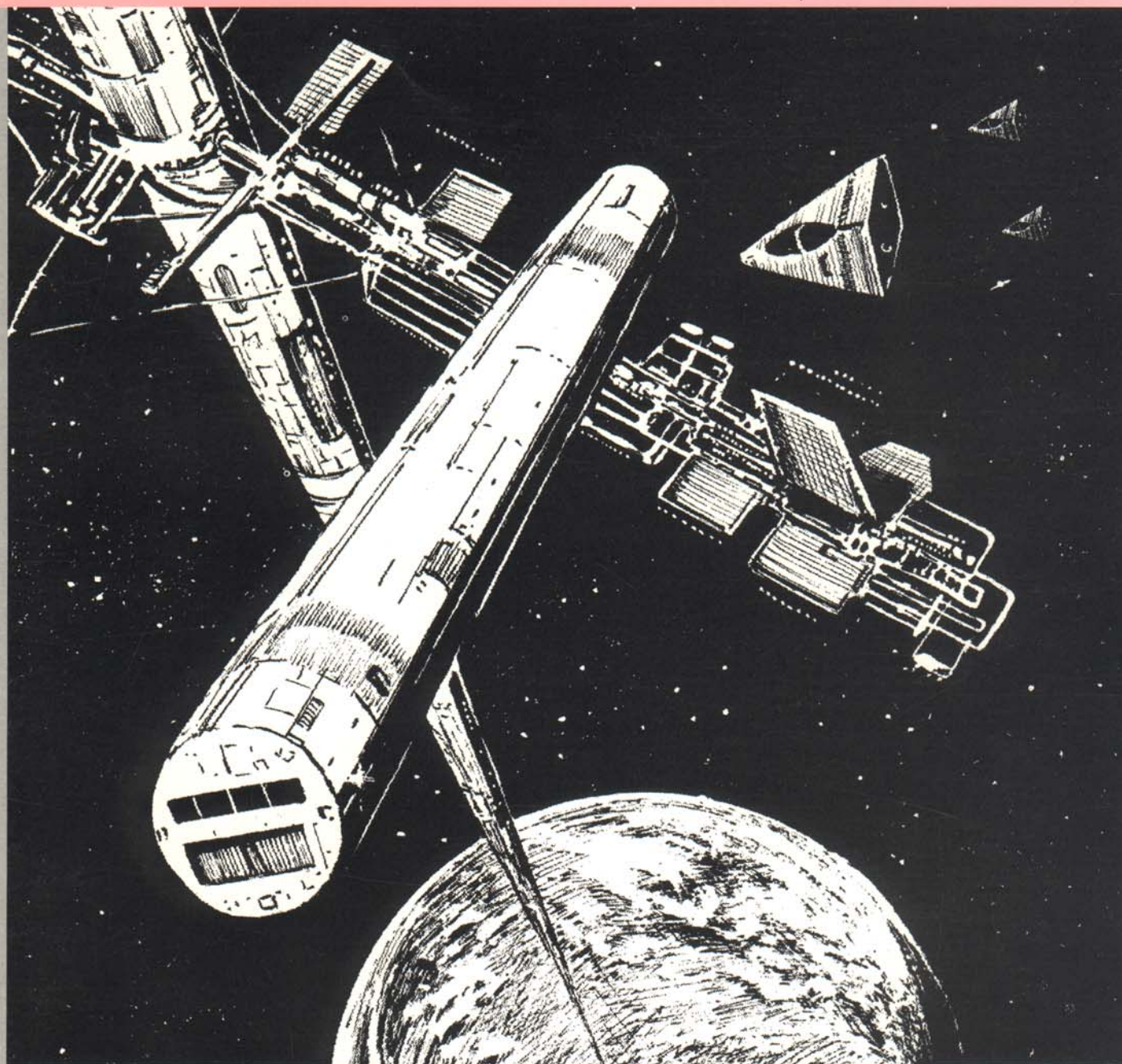
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3001

American Merchant Ship

S.S. Virginia

Starship Deck Plans In 25mm Scale



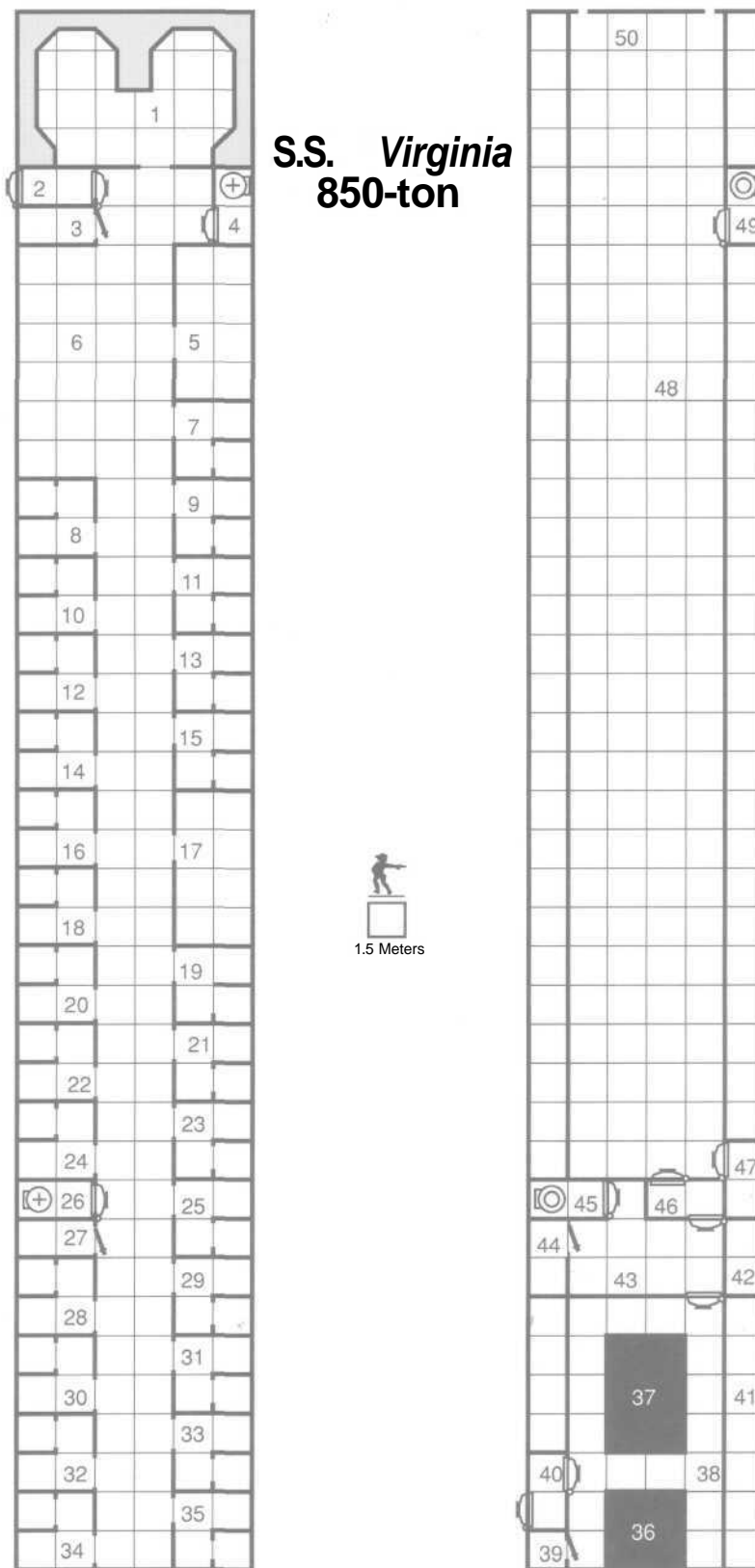
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REFEREE'S MASTER DECK PLAN OVERVIEW

Top Deck
"A"

S.S. Virginia
850-ton

Bottom Deck
"B"



2300AD
Deck Plan Symbols

- Interior Wall
- Bulkhead or Hull
- Fuel Tank
- ⇄ Sliding Door
- ⌋ Wall Hatch
- ⊕ Floor Hatch
- ⊙ Ceiling Hatch
- ⊕⊙ Floor & Ceiling Hatch

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S.S. Virginia

The Virginia-class Schooners

Chesapeake Bay Space Industries, the commercial shipbuilding subsidiary of Newport News Space Shipbuilding, began development of a small transport ship in August of 2244. The new vessel was created to meet the needs of users from the well-traveled space lanes to the outer frontiers. Designed as a multi-purpose transport, the ship would possess fuel sufficient for four weeks of continuous operations. The ship would also be capable of operating in areas without servicing and refueling facilities. Minimal maintenance and low operating costs were significant features of the new design. The ship design was approved by a corporate review board in February of 2245, with construction of the prototype commencing on 2 May 2245 at the new shipyards orbiting Mars. The new starship was completed sixteen months later and was christened the "*Virginia*".

The twelve months following completion of the S.S. *Virginia* saw the vessel undergo numerous test flights during the ship's proving trials. The company also used this time to market the transport to prospective customers, comparing the ship to the stalwart wooden "schooners" of eighteenth-century America. The *Virginia* successfully completed all tests and was certified for production on 3 November 2246. The prototype was retained by Chesapeake Bay Space Industries for company use and as a marketing vehicle. The Virginia-class starships were categorized, primarily through corporate advertising, as "schooners." Full-scale production of the *Virginia* began in June of 2247.

Ten firm orders for the *Virginia* were received by Chesapeake Bay Space Industries prior to the completion of the ship's trials. The orders came largely as a result of the needs created by the agriculture boom on Ellis, which had begun in 2245. The first four production vessels were delivered to an Australian firm, Parramatta Transport Pty, Ltd., with the next six ships going to Marshall Space Lines, an American company. The number of orders for the schooner slowly increased until the Australian Boom on Botany Bay in 2250. The influx of orders created by this event far exceeded production capacity. Production slowed from 2255, and was finally halted in 2271. A total of 212 schooners were produced during the ship's twenty-five year production run.

Operated throughout the known universe, *Virginia*-class schooners were particularly successful in the French and the American Arms. There the schooners transported needed personnel and supplies to settlements and watchposts. Though obsolete by most standards, the schooner's attributes made profitable operations possible for the companies using them.

Outbreak of war with the Kafers has seen the schooner acquire the new roles of convoy vessel and blockade runner. With logistics becoming a serious problem, civilian merchantmen were called on to relieve the strain on the overtaxed military supply network. The merchant captains were highly responsive to the proposal, knowing as they did the desperate situation of those resisting Kafer occupation. Therefore, the decision was made to build convoys using as many of the same type of transport as possible. The ships would then be combined with whatever escorts could be found to defend them. The schooner captains were very enthusiastic and quickly offered their services, undeterred by their ships' lack of armament, armor and performance. Thus originated the "*Virginia*-class Convoys."

Convoy DK-001: 20 SEP - 3 OCT 2301

The first *Virginia* convoy departed Vogelheim on 20 September, its destination being Dunkelheim. Four schooners of German registry, the S.S. *Ludwigslust*, S.S. *Havelberg*, S.S. *Uffenheim* and S.S. *Creussen*, carried reentry cargo containers which would be launched outside of Dunkelheim's orbit. Escorting the transports were four *Hampton*-class destroyer escorts of the American Space Force. Upon entry into the system, the convoy was detected by a Kafer sentinel station. Detection was confirmed by the appearance of a Kafer Alpha-class battleship. Although the battleship's main weaponry was disabled in a previous engagement, secondary batteries were sufficient to destroy the U.S.S. *Sundance* (DE 154) and disable the U.S.S. *Stockton* (DE 156). Unable to repair the ship, the *Stockton* was ultimately abandoned by her crew. The two remaining escorts, U.S.S. *Ashland* (DE 152) and U.S.S. *Bloomfield* (DE 155) managed to inflict serious damage on the Kafer ship, forcing it to retire.

As the escorts battled the battleship, three Kafer fighters caught the S.S. *Ludwigslust* and the S.S. *Creussen* unaware and destroyed them. Fortunately, the fighters themselves were surprised and destroyed by the two remaining escorts, allowing the S.S. *Uffenheim* and the S.S. *Havelberg* to launch their cargo containers. The two escorts and the two schooners then proceeded to Dunkelheim's third planet to discharge their drives; the schooners were required to refuel the escorts so that all the ships could return to Vogelheim. The escorts arrived at Vogelheim on 1 October and the schooners arrived 3 October. The first *Virginia* convoy was classified as a failure, as no verification could be made that any of the cargo containers had reached their intended destinations.

Convoy BB-010: 12 MAR - 25 MAR 2302

The French registered schooners S.S. *St. Malo*, S.S. *America*, and S.S. *Papillon*, combined with *Hampton-class* destroyer escorts U.S.S. *Bellevue* (DE 157), U.S.S. *Hartford* (DE 159) and U.S.S. *Catskill* (DE 161), staged out of DM+36 2436 on 12 March. The convoy was to deliver cargo to the watchpost at Beta Comae Berenices. Upon arrival in-system, the ships were attacked by several Kafer fighters. The fighters were quickly destroyed by the destroyer escorts, but U.S.S. *Catskill* was lost to a determined Kafer pilot. After the supply ships delivered their cargo, all ships proceeded to Beta Comae Berenices 6 to discharge their drives. Convoy BB-010 departed the system on 20 March, arriving back at DM+36 2436 by 25 March. Despite the loss of the U.S.S. *Catskill*, the mission was considered a complete success.

Convoy BV-006: 14 MAR - 29 MAR 2302

Convoy BV-006 originated at DM+36 2436, consisting of two French, two German and two British schooners. Escorting the convoy were four American *Hampton-class* destroyer escorts. The convoy arrived in the Beta Canum Venaticorum system on 21 March. Discharging their drives at Beta Canum Venaticorum VI, the ten ships proceeded to the cargo drop point at Beta Canum Venaticorum IV. Approximately half of the reentry cargo containers had been launched when sensors detected a Kafer convoy fleet entering the system. The convoy commander decided to abort the mission and return to DM+36 2436. Convoy BV-006 departed 23 March, the escorting ships arriving 25 March and the schooners on 29 March. The mission was classified as a partial success, sources on Beta Canum Venaticorum IV confirming receipt of most of the cargo containers launched.

Convoy DK-020: 18 MAR - 22 MAR 2302

Three *Virginia-class* schooners and three *Hampton-class* destroyer escorts comprised the convoy designated DK-020. The merchantmen were to deliver supplies from DM+36 2436 to Dunkelheim. The schooners departed on 18 March, followed by the escorts on 19 March. The six vessels arrived in the Dunkelheim system on 20 March. Unfortunately, a Kafer *Epsilon-class* cruiser and two transports arrived at approximately the same time. The American destroyer escorts engaged the Kafer ships, providing a screen for the merchants as they retreated. The cruiser was destroyed by the escorts; doing so required the expenditure of all their SIM-14s however. Additionally, U.S.S. *Hampton* (DE 150) and U.S.S. *Ellsworth* (DE 160) each sustained powerplant damage. U.S.S. *Burlington* (DE 167) was left to counter the approaching Kafer transports alone. Several well-placed shots destroyed one transport and drove the other off; the time gained enabled the *Hampton* and the *Ellsworth* to effect repairs and join the *Burlington*. All vessels returned to DM+36 2436 safely. As the schooners were unable to deliver their cargoes, the mission was classified as a failure.

Convoy ZM-009: 18 MAR - 3 APR 2302

Convoy ZM-009 departed Vogelheim on 18 Mar 2302 and arrived at its destination, DM+36 2436, on 23 Mar 2302.

The convoy was composed of six American schooners; no escorts were available for the mission. The schooners arrived unscathed, each delivering one thousand tons of badly needed supplies. The convoy then discharged its drives and returned to Vogelheim, arriving in-system on 3 April. The mission was a complete success, due in large part to the schooner's suitability for such quick turn-around missions.

Convoy UM-015: 17 MAR - 30 MAR 2302

Convoy UM-015 originated at DM+36 2436, with the task of delivering supplies to Vice Admiral Rochemont's fleet as it attempted to retake 61 Ursae Majoris. The four *Virginia-class* schooners and their three *Hampton-class* destroyer escorts arrived on 21 March, roughly one day behind the arrival of the invasion fleet. However, the convoy had the misfortune of encountering a Kafer *Delta-class* Battleship and two Oscar class transports withdrawing from the system. The escorts engaged the Kafer ships immediately, screening the schooners. Their tactics allowed the merchant ships to reach the fleet, but the U.S.S. *Paxton* (DE 158), U.S.S. *Glenrock* (DE 168) and U.S.S. *Redding* (DE 169) were all destroyed in the battle. The schooners returned to DM+36 2436 on 30 March. The supply mission was considered a success, despite the loss of three ships and seventy-two men of the American Space Force.

Convoy HS-003: 22 MAR - 3 APR 2302

Three schooners of British registry and three *Hampton-class* destroyer escorts departed DM+36 2436 with Henry's Star as their destination. Arriving 27 March, the convoy was heading towards the system's binary star when it was intercepted by four Kafer *Golf-class* fighters. The convoy scattered, the schooners continuing toward the star while the American warships attacked the fighters. The transports reached the star safely and began to discharge their drives, only to be jumped by five more Kafer fighters. S.S. *Cup of Gold* was destroyed almost immediately, S.S. *Nightshade* and S.S. *Maidenhead* dumping their cargo containers in the hope of cluttering Kafer sensors. Following the initial pass, however, the Kafers mysteriously withdrew and disappeared. S.S. *Nightshade* and S.S. *Maidenhead*, wary of further attack, returned to DM+36 2436. S.S. *Maidenhead* arrived on 2 April, followed by S.S. *Nightshade* on 3 April. No other ships from Convoy HS-003 returned. The mission was categorized as a failure.

The seven "*Virginia-class* Convoys" described represent significant operations to date. The pairing of *Virginia-class* schooners with *Hampton-class* destroyer escorts has proven successful thus far, given the difficulties the convoys have encountered. As the Combined Earth Forces continue their drive to recapture Kafer-held systems, the need for supplies remains high. *Virginia-class* schooners will continue to be available to transport those supplies.

Virginia Class "Schooner"
Deck plan description

Deck A, Top deck

1. Bridge
2. Entrance Airlock
3. Ship's Locker
4. Airlock
5. Steward Section
6. Lounge Area
7. Passenger stateroom
8. Passenger stateroom
9. Passenger stateroom
10. Passenger stateroom
11. Passenger stateroom
12. Passenger stateroom
13. Passenger stateroom
14. Passenger stateroom
15. Passenger stateroom
16. Passenger stateroom
17. Medical Section
18. Crew stateroom
19. Crew stateroom
20. Crew stateroom
21. Crew stateroom
22. Crew stateroom
23. Crew stateroom
24. Crew stateroom
25. Crew stateroom
26. Airlock
27. Ship's Locker
28. Crew stateroom
29. Crew stateroom
30. Crew stateroom
31. Crew stateroom
32. Crew stateroom
33. Crew stateroom
34. Crew stateroom
35. Crew stateroom

Deck B, Bottom deck

36. Stutter Warp
37. Powerplant
38. Engine room
39. Engine room locker
40. Airlock
41. Emergency Power Batteries
42. Life Support
43. Engineering control room
44. Engine room locker
45. Airlock
46. Airlock
47. Airlock
48. Cargo Bay
49. Airlock
50. Cargo Bay Doors

Virginia Class "Schooner"
Ship Statistics

Length:	60 meters
Diameter:	9 meters
Hull Material:	Metallics
Accommodation:	26, Crew: 16 Passengers: 10
Bridge Crew:	Command, Navigation, Communication, 2 Engineering, and computer.
Off Bridge:	2 engineering, Steward, and medical.
Habitat:	Zero-G
Powerplant:	1 MW Prestolite 255-A MHD Turbine
Fuel:	400 tons
Drive:	1 MW Westinghouse 1140 Jerome Drive
Staterooms:	26, Crew: 16 Passengers: 10
Warp Efficiency:	1.53
Range:	7.7
Mass:	855 tons (unloaded)
Cargo Capacity:	1055 cubic meters
Total Life Support:	26
Emergency Power:	Batteries, 150 hours
Cost:	Lv 3,500,000

Ship Status Sheet

Virginia Class "Schooner"

Ship Name

Merchant

Ship Type

American (Civilian)

Owning Nation or World

Movement

3

Radial
Reflected

1

Radial
Profile

-3-

Screens

0

Lateral
Reflected

8

Lateral Profile

0

Radiated
Signature

1

Targetting Computer

0

Armor

Q

Hull Hits

[illegible]

Power Plant Hits

Inoperable

Surface Fixture Hits

Figure 1 illustrates a mission plan timeline from 0000 to 0600. The plan is divided into two main sections: **-Weapons-** and **-TTAs and Submunitions-**.

-Weapons- section (0000 to 0600):

- Active Sensors:** Represented by a solid box. Legend: Primary (solid), Redundant (dashed).
- Passive Sensors:** Represented by a dashed box. Legend: Primary (solid), Redundant (dashed).
- Weapons:** 18 numbered slots, each containing a box divided into Active and Passive Sensors.

-TTAs and Submunitions- section (0000 to 0600):

- Active Sensors:** Represented by a solid box. Legend: Primary (solid), Redundant (dashed).
- Passive Sensors:** Represented by a dashed box. Legend: Primary (solid), Redundant (dashed).
- TTAs and Submunitions:** 22 numbered slots, each containing a box divided into Active and Passive Sensors.

Critical Hits

The diagram illustrates the bridge layout of the USS Enterprise-D, divided into several functional areas:

- Primary:** A single station labeled "-Computer-".
- Life Support/Drive/Hanger Deck/Missile Bay/Continuous:** A large rectangular area divided into a grid. The bottom row is shaded dark grey, while the top three rows are white.
- Active Operator/Passive Operator:** Two rows of stations. The top row is labeled "Active Operator" and the bottom row is labeled "Passive Operator".
- Tactical Action Center:** A large rectangular area divided into a grid, located to the right of the Active/Passive Operator rows.
- Captain/Navigator/Communications:** Three rows of stations. The top row is labeled "Captain", the middle row is labeled "Navigator", and the bottom row is labeled "Communications".
- Engineer/Computer/Engineer:** Three rows of stations. The top row is labeled "Engineer", the middle row is labeled "Computer", and the bottom row is labeled "Engineer".
- Bridge:** A large rectangular area divided into a grid, located to the right of the Captain/Navigator/Communications rows.

Damage Control

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Ordnance

(record ordinance load and type)

Crew

Comfort	-2
Crew Quality	0

Appendix

Ships of the *Virginia-class* Convoys

Convoy DK-001

Escorts:

U.S.S. Ashland, DE-152	
U.S.S. Sundance, DE-154	Destroyed
U.S.S. Bloomfield, DE-155	
U.S.S. Stockton, DE-156	Abandoned

Transports:

German-registered ships:

S.S. Ludwigslust	Destroyed
S.S. Havelberg	
S.S. Uffenhiem	
S.S. Creussen	Destroyed

Convoy BB-010

Escorts:

U.S.S. Bellevue, DE-157	
U.S.S. Hartford, DE-159	
U.S.S. Catskill, DE-161	Destroyed

Transports:

French-registered:

S.S. St. Malo
S.S. Amoriga
S.S. Papillon

Convoy BV-006

Escorts:

U.S.S. Redfield, DE-153
U.S.S. Lynchberg, DE-162
U.S.S. Colfax, DE-164
U.S.S. Mankato, DE-165

Transports:

French-registered ships:

S.S. Mirecourt
S.S. Pithivius

German-registered ships:

S.S. Geisenfeld
S.S. Falkenberg

British-registered ships:

S.S. Haverhill
S.S. Ledbury

Convoy DK-020

Escorts:

U.S.S. Hampton, DE-150	Damaged
U.S.S. Ellsworth, DE-160	Damaged
U.S.S. Burlington, DE-167	

Transports:

German registered ships:

S.S. Cloppenberg
S.S. Graffenau
S.S. Viechtach

Convoy ZM-009

Escorts:

None

Transports:

American-registered ships:

S.S. New Hancock
S.S. Portland
S.S. Huntington
S.S. Buffalo
S.S. Scottsdale
S.S. Bloomington

Convoy UM-015

Escorts:

U.S.S. Paxton, DE-158	Destroyed
U.S.S. Glenrock, DE-168	Destroyed
U.S.S. Redding, DE-169	Destroyed

Transports:

American-registered ships:

S.S. Danbury
S.S. Baker's Hawk
S.S. Earthsound
S.S. Moringwind

Convoy HS-003

Escorts:

U.S.S. Aberdeen, DE-151	Missing in action
U.S.S. Camden, DE-163	Missing in action
U.S.S. Eureka, DE-166	Missing in action

Transports:

British-registered ships:

S.S. Maidenhead	
S.S. Cup of Gold	Destroyed
S.S. Nightshade	

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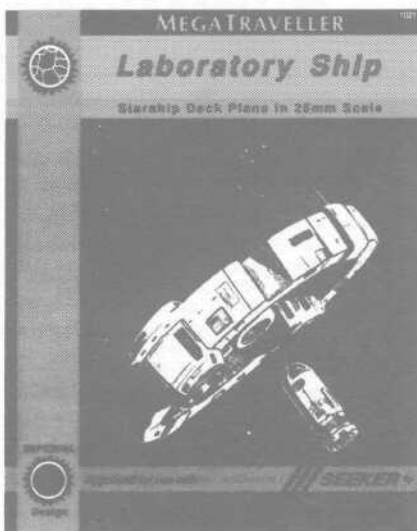
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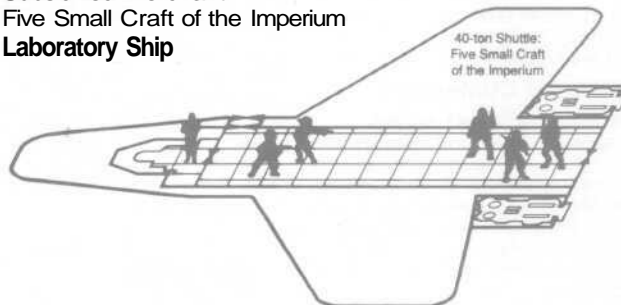
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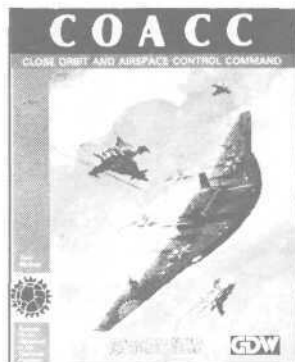
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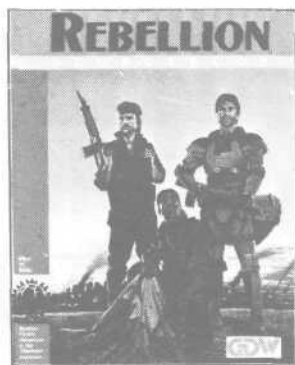


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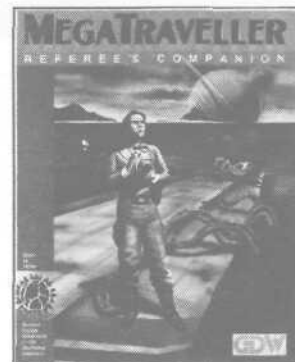
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The ruling interstellar power is the Imperium, a large, human-dominated empire more than 1000 years old, encompassing 11,000 worlds in a region over 2000 light-years across.

But while the Imperium's thousand-year reign has created an illusion of strength and lasting power, continued expansion and internal pressure have combined to strain the Imperium's ability to govern to the limit. The thread that held the vast Imperium together has always been the emperor, the one individual to whom all Imperial citizens ultimately owe their loyalty.

Now the emperor is dead at the hands of an assassin, with no immediate heirs and no clear successors. The emperor's nephew claims the throne; so does his cousin. Even his assassin claims the throne. No one knows whom to follow; someone is following each of the claimants. Several border regions have lost faith in the Imperium and have declared their independence. A few neighboring interstellar powers, learning of the Imperium's internal chaos, have begun to advance into unprotected frontier provinces.

The Imperium has shattered...

MEGATRAVELLER

Against this background of star-spanning rebellion and splinter empires **Traveller** is set. Its role-playing game rules provide an entire universe to be explored. Players assume any role and any mission in the universe of the future.

Traveller says that mankind has conquered the stars, travel between star systems is commonplace, but the distances involved make interstellar voyages take weeks, months, even years.

The situation is similar to Earth in the 18th century. Communication is limited by the speed of travel, setting the stage for adventure in a grand fashion with all the trappings of classic science fiction: star-spanning empires, huge starfleets, interstellar merchants (and interstellar pirates), complex diplomatic maneuvers, and larger-than-life heroes, heroines, and villains.

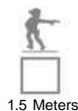
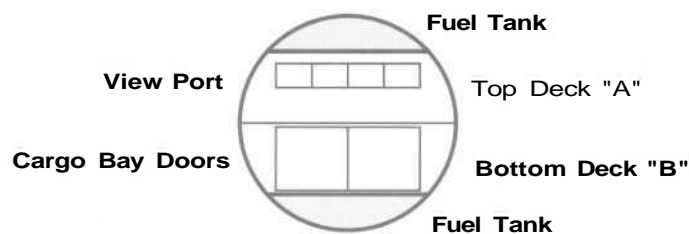
Traveller is the name of the overall game. **MegaTraveller** is the name of this rules set, and is used to differentiate it from the 10 years of development and earlier editions that preceded it.



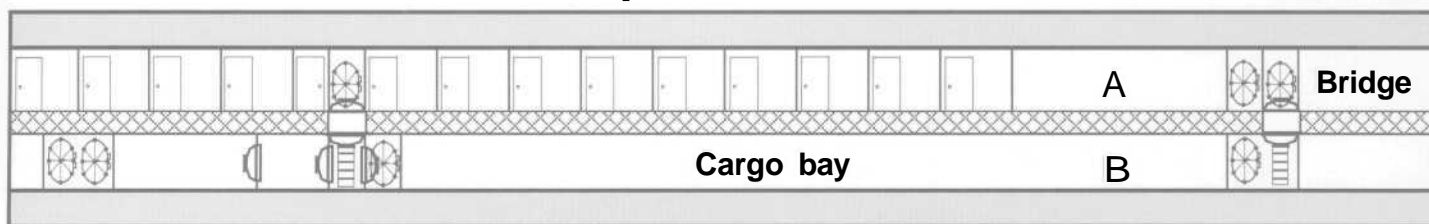
REFEREE'S SIDEVIEW CUTAWAY

S.S. *Virginia* 850-ton

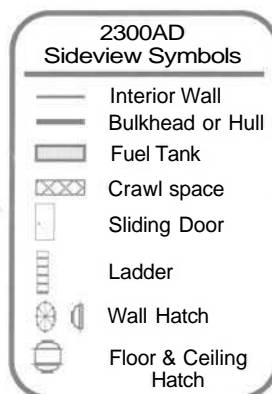
Front View



Top Deck "A"



Bottom Deck "B"

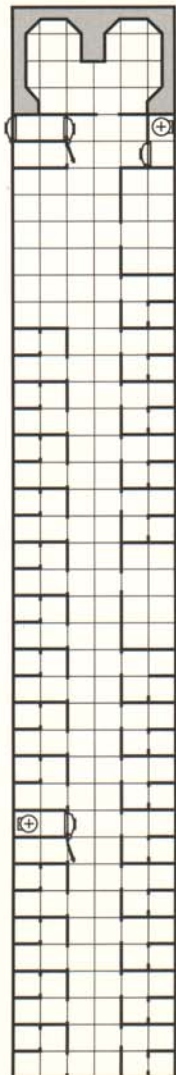


2300AD™

S.S. Virginia

Complete Detailed Deck Plans In 25mm Scale

Top Deck



Bottom Deck



Master Deck Plan Overview



The 850-ton Virginia-class schooner is a small but capable cargo vessel, designed to transport massive cargoes to distant planets. Defense was not a design consideration however, a glaring omission when a formation of Kafer Golf-class fighters is screaming toward your ship. The escorting ships are doing their best, but you may become the next target. The beanstalk is gone, only half of the re-entry cargo containers have been launched, and the people down on the planet desperately need those supplies. Your options are limited, but you never back down from a challenge. You've only a few moments to make your decision. Confront the challenges of the 2300AD universe aboard your Virginia-class starship.

SEEKER, P.O. Box 337, Finley, ND. 58230-0337

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