

PRINCIPALITY OF JUNEAU WEAPONS AND VEHICLES

Some unique weapons and vehicles used by the [Principality of Juneau](#) in Alaska.



Juneau Industries Mark 2 pistol

- CARTRIGE 5mm X 28 Caseless
- E-FACTOR 12
- WT. (EMPTY) 0.89Kg
- EFF RNG. 200m
- MAX RNG. 800m
- TYPE OF FIRE Recoil, Semi Automatic
- RATE OF FIRE 120 rpm
- FEED DEVICE 24 round Magazine
- FEED DEVICE WT .33kg
- BASIC LOAD 7 24 round magazines
- LOAD WT. 2.0kg
- TOTAL WT. 2.0kg
- ADDITIONAL COMMENTS This pistol is a copy in style and basic function of the Glock 17A. It fires 5mm Case Less due to the shortage of Brass in Juneau. The recoil is equal to that of the Glock 17A in 9mm but does almost twice the damage due to its custom ammunition and built in recoil buffers in the slide assembly.



Juneau Industries Mark 3 Submachine Gun

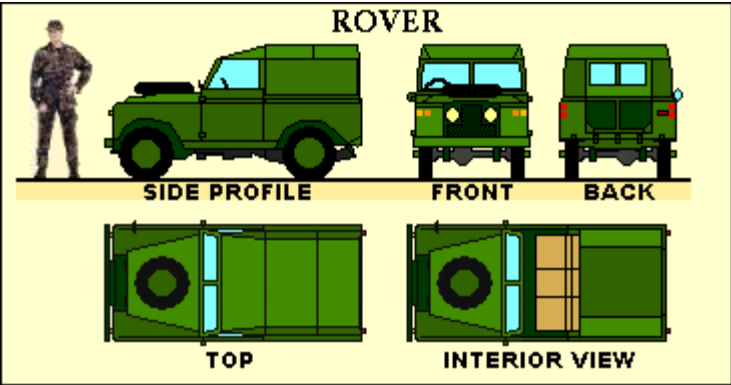
CARTRIGE 7mm X 28 Case Less
E-FACTOR 20
WT. (EMPTY) 2Kg
EFF. RNG. 500m
MAX. RNG. 1,300m
TYPE OF FIRE Recoil, Semi or Full Automatic
RATE OF FIRE 600 rpm
FEED DEVICE 46 round magazine
FEED DEVICE WT .6kg
BASIC LOAD 12 - 46 round magazines
LOAD WT. 2.6kg
ADDITIONAL COMMENTS The Mark 3 Submachine Gun Is an entirely new design, loosely based on the M177 and the MP5 SMG. It is equipped with an internal muzzle brake and advanced recoil compensation for controllability on full automatic fire.



Juneau Industries Sniper Rifle

CARTRIGE 12.2mm X 98 Case Less
E-FACTOR 54
WT. (EMPTY) 3.3Kg
EFF. RNG. 1,600m
MAX. RNG. 3,300m
TYPE OF FIRE Bolt action for first round, Semi Automatic thereafter
RATE OF FIRE 30 rpm
FEED DEVICE 10 round magazine
FEED DEVICE WT 1.3kg
BASIC LOAD 8 - 10 round magazines
LOAD WT. 4.6kg
ADDITIONAL COMMENTS: This custom designed, handmade rifle is designed specifically for the needs of the Red

Beret snipers of Juneau. Internal and external recoil compensation is mandatory as this rifle produces a massive amount of recoil. The basic round will pierce 3/4 inch plate steel and the tungsten penetrator round will punch 5inch hardened plate steel or 18 inches of wood. Each is custom made for the shooter and is equipped with a copy of the pre-war 14x58 Leopold thermal sight.



Juneau Industries General Utility Range Truck

- CREW 1+4
- LENGTH 3.49m
- WIDTH 1.8m
- HEIGHT 1.96m
- GROUND CLEARANCE 1m
- TURNING RADIUS 2.35m
- MAX. ROAD SPEED 95km/hr
- FORDING DEPTH 1.4m
- GRADIENT 45 Percent
- FUEL CAPACITY 60 Liters Bio Diesel
- FUEL CONSUMPTION 5 liters per 100 KM
- VERTICAL OBSTACLE 1m
- TRENCH .3m
- ARMOR CLASS 10
- RED BERET MODEL is ARMOR CLASS 60

Comments: This is the standard (and only) general purpose utility Range truck of the Principality of Juneau. It is equipped with walrus skin seats, 4X4 traction control, fog lights and an incredible heating system. It comes in 2 colors, grey or dark brown.



Juneau Industries Heavy APC

CREW 3 + 8
LENGTH 3.89m
WIDTH 2.40m
HEIGHT 1.96m
GROUND CLEARANCE 2.0m
TURNING RADIUS 3.35m
MAX. ROAD SPEED 80 km/hr
FORDING DEPTH Amphibious
GRADIENT 70 percent
FUEL CAPACITY 100 Liters Bio Diesel
FUEL CONSUMPTION 8 liters per 100 KM
VERTICAL OBSTACLE .254m
TRENCH .25m
ARMOR CLASS 400
ARMAMENT: 1 Turreted 20mm firing API and HE Case Less, 2 Box Missile Launchers with 4 Anti Vehicle and 4 Anti Personnel Missiles
AMMUNITION : 6x100 round belts 20mm API and 6X100 round belts HE, 8 Anti Vehicle Missiles and 8 Anti Personnel Missiles (1 reload per box). 30mm API E-Factor: 130, 30mmHE E-Factor: 86
MISSILE as Maverick.
COMMENTS: The APC is the only AFV available to Juneau. A total of 10 have been built (8 at Juneau and 2 at Sitka), and it was decided that was enough for their needs. Driver is equipped with Thermal and Infra Red Vision enhancement and the Gunner is equipped with a Thermal Range Finder.



Juneau Industries Long Range Recon Trekker

- CREW: Driver, Commander, + 4 teammates
- LENGTH: 5.6m
- WIDTH: 3.20m
- HEIGHT: 2.63m
- GROUND CLEARANCE: 1.3m
- TURNING RADIUS: 5.6m
- MAX. ROAD SPEED: 70km/hr
- FORDING DEPTH: 1.4m
- GRADIENT: 60%
- FUEL CAPACITY: 120 Liters (Bio Diesel Engine)
- FUEL CONSUMPTION: 10 liters per 100 KM
- VERTICAL OBSTACLE: 3m
- TRENCH: 3.5m
- ARMOR CLASS: 250
- ARMAMENT: Personal weapons only
- COMMENTS: Based loosely on pre war snow cats with a layout similar to the Project BV-206's now in the founders museum in downtown Juneau. There are 4 of these vehicles in the Principality's inventory, numbered A, B, X and Z. Vehicles A and B are fusion powered, using exact copies of the project power packs (these two vehicles are the only fusion powered ground vehicles in the Principality) and the other two are bio diesel powered. The fusion powered units are used exclusively by the dedicated high endurance, long range recon teams (they always travel as a pair) that scout the wastelands for salvage, threat assessment and trade opportunities and are trained and equipped as Red Berets. Vehicle X (Painted Orange) is a lumber tractor used by the Forrest Crews and Vehicle Z is used as a Search and Rescue Vehicle (pictured above) while the A&B vehicles are painted winter camouflage, to blend in with their surroundings.



Juneau Fishing Boat (typical)

Locally built at the Douglas and Sitka boat yards, these high endurance, shallow draft coastal fishing boats are mostly crewed by Native Inuit🔹s. Most have a small bio diesel 3 cylinder inline engine and are equipped with a forward mast with sail and a detachable jib boom for loading and unloading the catch. Family owned and crewed, they are the backbone of the Principality's fishing fleet. They rarely travel more than 200 miles from Sitka, but a few have ventured as far south as Eureka, and as far north as the Aleutians. Their very sturdy design and high quality construction make them highly sought after by everyone they encounter. All are armed with simple black powder shotguns and a fair number of crews have pre war rifles (curiously, of these, most are AKM🔹s and an ever dwindling supply of brass cartridges).

SS MURPHY



History and stats for the Principality of Juneau's SS *Murphy*.

The coal-fired steamship known as the SS *Murphy* began life in 1949 as the coastal packet freighter *Dianzghou*, built at the Jiangdau Shipyards. She displaces 2,640 tons empty and 3,120 tons with a full load of passengers (all of 30), fuel and freight. At a length of 218 feet, and with a beam of 36.8 feet, the *Dianzghou* was a squat, tubby little freighter, not much for speed (max 14 knots) but very seaworthy and stout. A crew of 21 was standard, but a minimum crew of 9 would do in a pinch. She operated in this capacity until 1975 when she was sold to the Pelican Island Fisheries Commission as a supply and storage ship. The vessel was sailed to Anchorage where she was refitted with Ice bunkers aft, ice machines, net booms and the rear cargo deck was refinished as a fish processing station. The small supply of coal from the nearby mines was sufficient to keep the ship running indefinitely and the steam plant was cheap to operate. She was moored at the Pelican Harbor docks in 1976 and remained there until the war in 1989, only getting underway every couple of months to refuel up the coast. Her fuel bunkers hold enough fuel to supply the ship for eight months just sitting at the pier, or 45 days under way, but the unpredictable nature of the weather of Alaska necessitated not letting her bunkers ever go below 50% full for safety reasons. Also, her fuel often doubled as ballast.

Her new Captain, one Lars Jurgenson, wanted a new name for the ship, and after much debate, they named the ship after her mascot, a Schipperke named Murphy. To this day, a Schipperke named Murphy sails aboard the ship (this one is # 11, they are long lived) as the spirit and good luck mascot of the ship. Schipperkes (circa 2139) are the second most popular dog breed in the Principality after Huskies.



The start of the war was a shock to the crew of the SS *Murphy*, and the ship served as a hospital ship, mother ship for the Pelican Island Seaplane Base, and as a relocation ship for the outlying communities. By 1991, it was clear that no help from the States was forthcoming and the people of Pelican Island wanted to move to Juneau for safety. The *Murphy* made the 100 mile intra coastal trip 18 times, ferrying every person and supply to Juneau for safety. She was used to carry sick and injured from Hoonah and Sitka when the pre-war stocks of diesel fuel ran low and the trawlers were unable to put to sea. The small supply of coal at Juneau eventually ran out and the vessel was secured to the pier for the last time in 2002. She sat there until the coal mines were re-opened in 2018, when she was again able to resume her duties. This ♦Flag Ship♦ of the Principality served the fisherman of Juneau faithfully for another 80 years until it became clear she was no longer seaworthy. In 2099, the ship was pulled into the newly finished Port Douglas Shipyard and underwent a yearlong overhaul. Every single hull plate was removed, re-cast and replaced. 95% of her skeleton was replaced or reworked. Her keel was reinforced, her boilers totally replaced, all the ancient steam lines repaired or replaced, even the lifeboats were replaced. When the ship was re commissioned in early 2101, she was a totally new ship with an expected service life of at least another 80 years.

Naturally, it would have been cheaper and easier to simply scrap the old ship and build a new ♦Murphy♦, but the ship was an icon of the past. All the other freighters at the docks had been scrapped for steel to begin the process of building the proposed ♦Trade Fleet Subs♦, and as the scrapping of the USS *Daniel Boone* was imminent, this activity would serve as a test to see if the shipyard and staff were up to the task ahead. Also, the re-plating allowed the shipyard to develop the riveting, fabricating and welding skills needed to build the trade fleet. Therefore, the *Murphy* served on multiple levels above and beyond her expected service, and in a small way is responsible for the trade subs themselves. By 2130, it was becoming clear the *Murphy* had outlived her usefulness. She was just too slow to be efficient anymore, the new trawler fleet was performing most of her duties already and they were smaller, faster and easier to maneuver.

Therefore, it was decided to use her to perform the one service no other vessel dared to try. She would be used to sail south to the former US West coast and see if anything (or anyone) remained. To date she has made eight such trips to scout the area, and has set up two trade routes. The first is a Japanese village at Eureka, California (now re named Imperial Yureka) that trades high quality porcelain and bamboo woodworks for fishing tackle and nets. Lately, they have requested a 4-ton heavy truck for their wish list. The Imperials will only meet with the two Vietnamese deckhands even though they speak passable English. The crews are not allowed to come ashore for any reason and other than the Harbormaster; no one will even speak directly to them. She has also opened trade with Catalina for fruit and vegetables, in exchange for Hoonah fishing nets, mountain bikes and marine radios. In the past, she has tried to pull in at San Francisco on two different occasions, but was met with gunfire both times. Rather than endanger the crew, she has given up on this activity. The next trip the crew intends to try their luck with Washington State near Seattle. They are aware the city was nuked, but there used to be fishing in the area, and perhaps there is some now. It is hoped that there are Morrow Teams in the area, or that they have an active installation nearby, as they would like to make contact with any survivors of that beloved organization. Just as a precaution, the crew of the *Murphy* monitors Project frequencies when off the coast, just in case.