

Traveller®

DECK PLAN 1:

BEOWULF-CLASS FREE TRADER

Based on the award-winning
Traveller science-fiction
universe by

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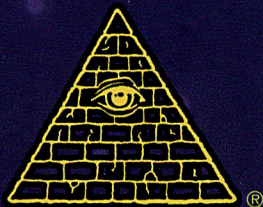
Cardboard Heroes drawn by

TOM BIONDOLILLO

Colored by

ALEX FERNANDEZ

Compatible with
all forms of *Traveller*:
Classic, MegaTraveller,
T:NE, and
GURPS Traveller.



**STEVE
JACKSON
GAMES**



The Free Trader Beowulf is under attack! Help retake the ship with our first set of *Traveller* Deck Plans. Thirteen double-sided maps join to form the full Beowulf – with hexes on one side and squares on the other, every *Traveller* fan will be able to use them! And there's a sheet of *Cardboard Heroes* miniatures with crew and hijackers – start adventuring immediately!

Hang in there, *Traveller* fans . . . help is on the way . . .

Production Management by Russell Godwin ■ Production and Cover Design by Alex Fernandez
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USA.

Traveller® DECK PLAN 1: BEOWULF-CLASS FREE TRADER

LEGEND

Deck 1 is the passenger deck, and most ships restrict passengers to this level except when they board or disembark. The large, black areas on this and other decks represent machinery or areas too cramped for normal access except during annual maintenance.

1. Galley: On most ships, the forward portion of the passenger lounge (2) is used as a galley and storeroom by the steward. It

is usually closed off from the passenger area by curtains or light partitions which are not shown on this plan.

2. Passenger Lounge: The area where the passengers take their meals and spend most of their time when not in their staterooms. Furnishings and amenities vary according to the taste and resources of the ship's owner(s).

3-8. Deck 1 Staterooms: On most vessels, these are the passenger staterooms.

Furnishings vary widely from ship to ship (as the owner's finances dictate) but most include a bed, at least one chair, and a fresher. Each ship has its own system for naming or numbering the staterooms.

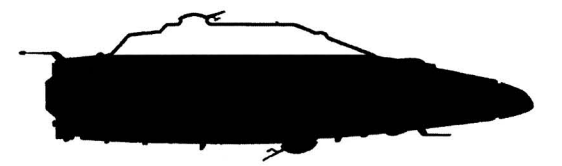
9. Air/Raft Dock: On some vessels, the air/raft is not carried, and the space used for extra cargo or for galley supplies. Since there is no airlock, the entire dock must be evacuated before the outer hatch is opened (on this version the dock is not accessible from the passenger lounge). On ships where

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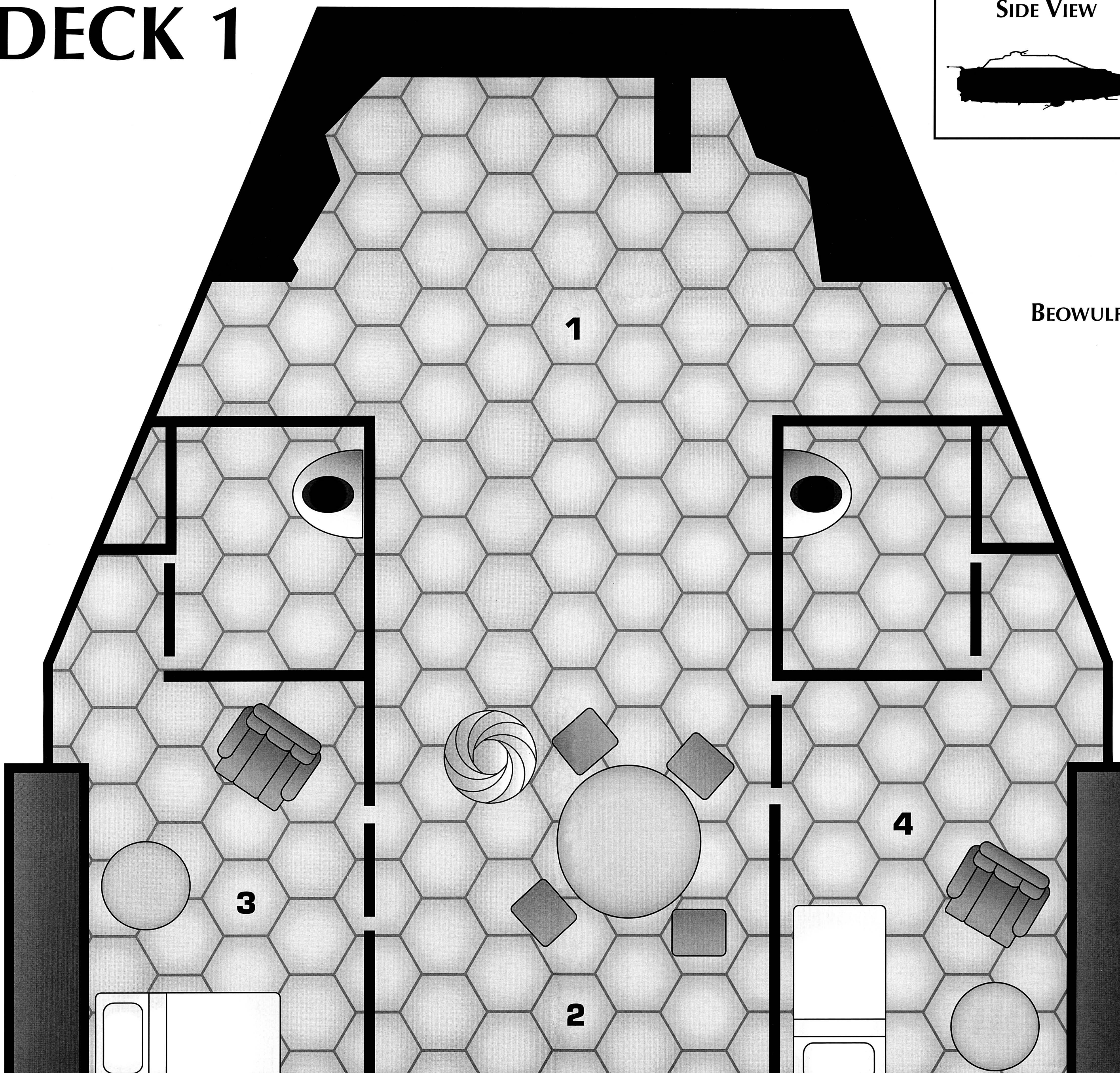
10-11. Turret Fire Control Stations (Port and Starboard): These stations control the dorsal and ventral turrets by remote control, if weaponry is installed. Both stations can control either turret, but it is most efficient to have one gunner per turret. On vessels without weaponry, these areas will be used for other purposes (as will the turrets themselves, which are not shown on this plan).

DECK 1

SIDE VIEW



BEOWULF 1A



Traveller[®]

DECK PLAN 1:

BEOWULF-CLASS FREE TRADER

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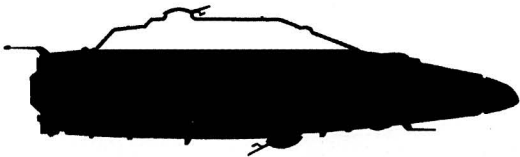
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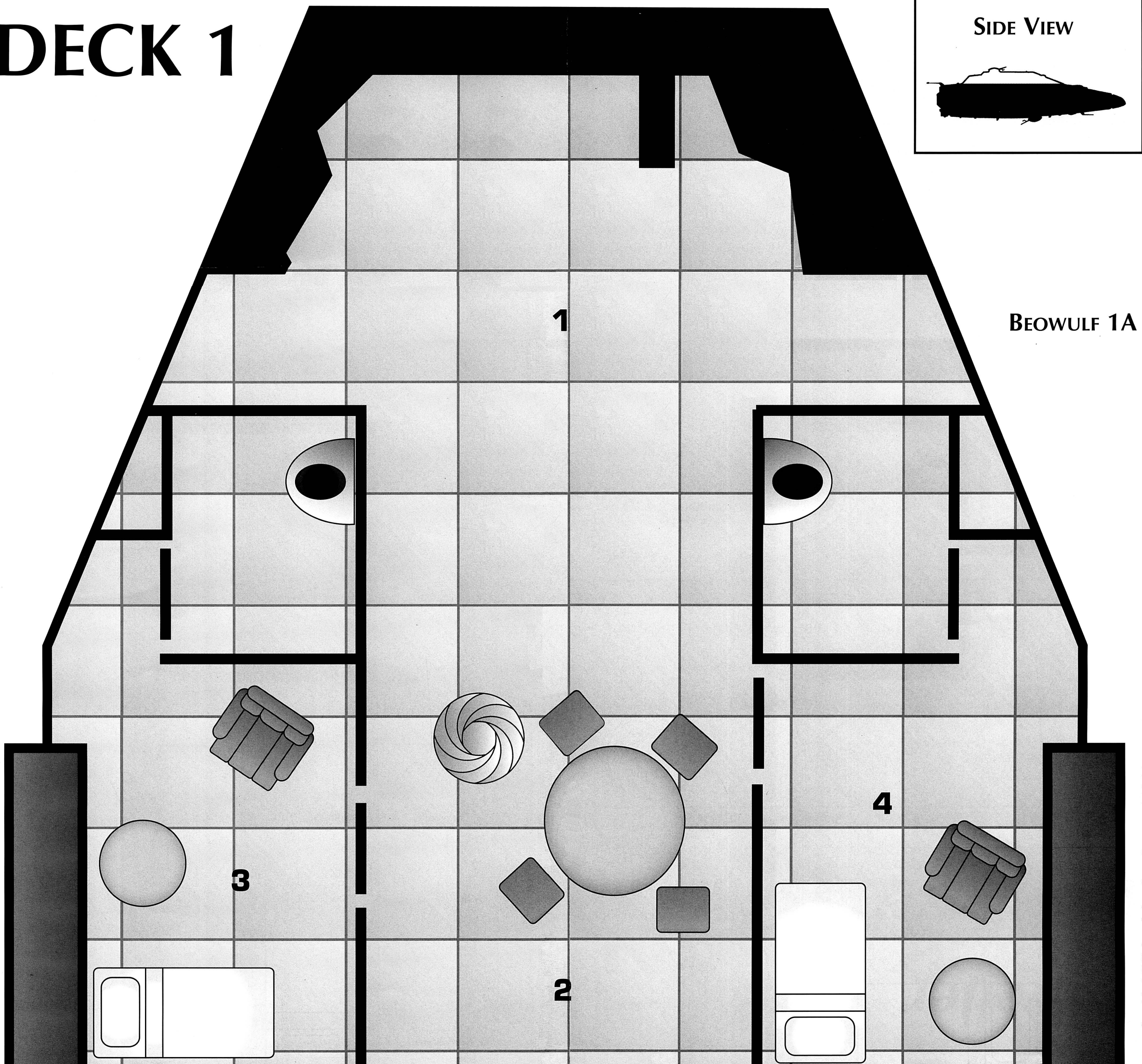
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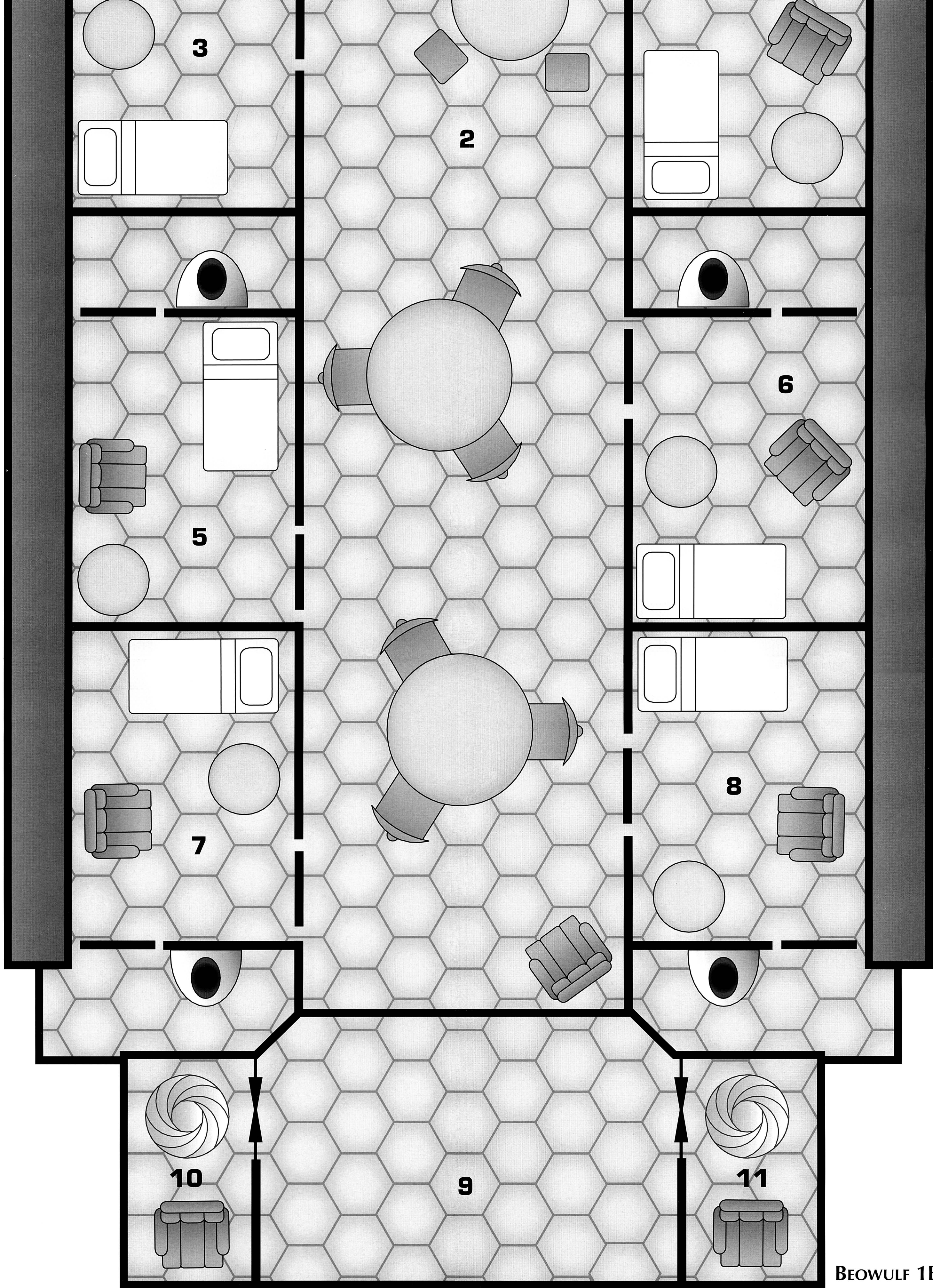
DECK 1

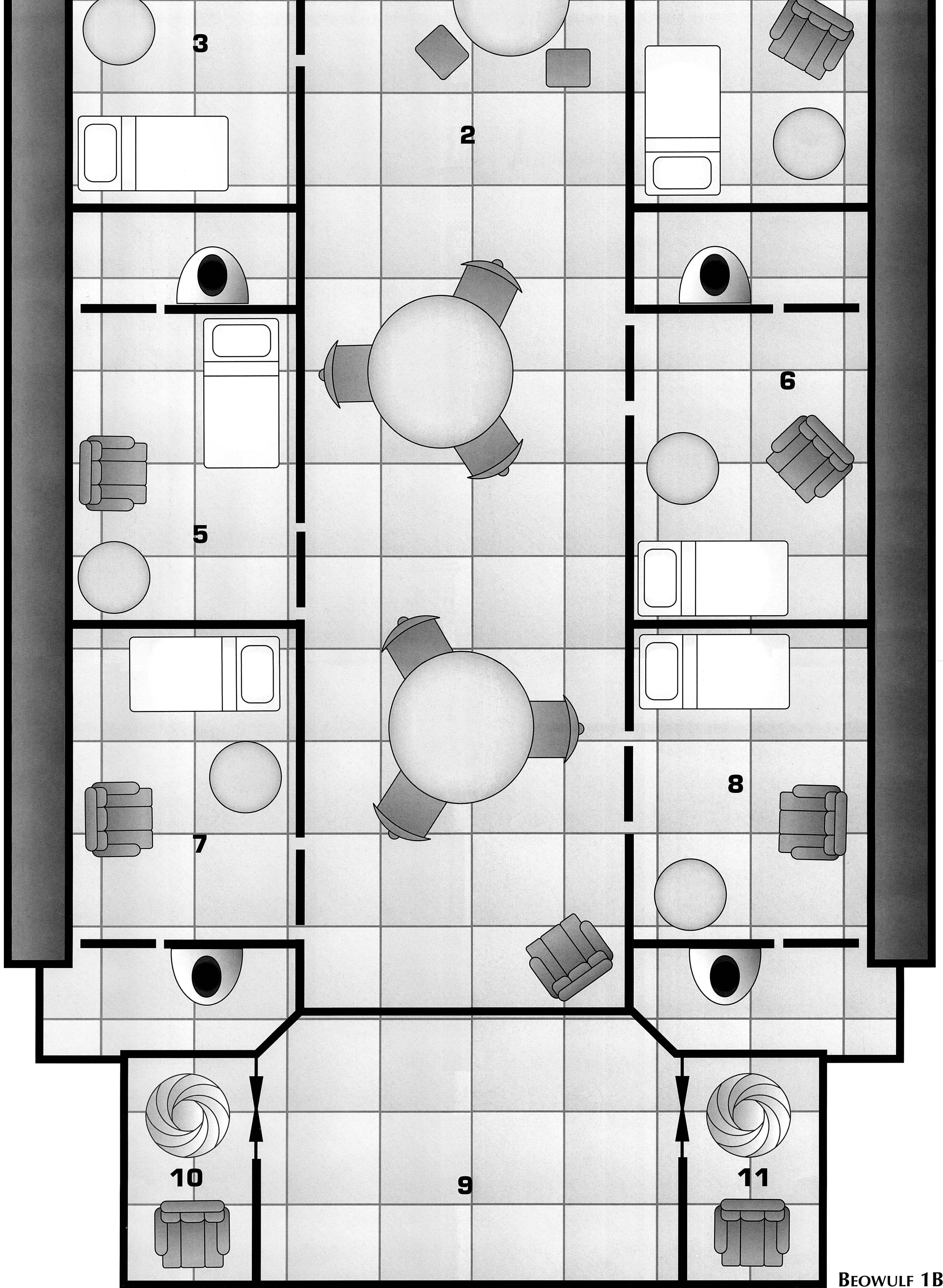
SIDE VIEW



BEOWULF 1A

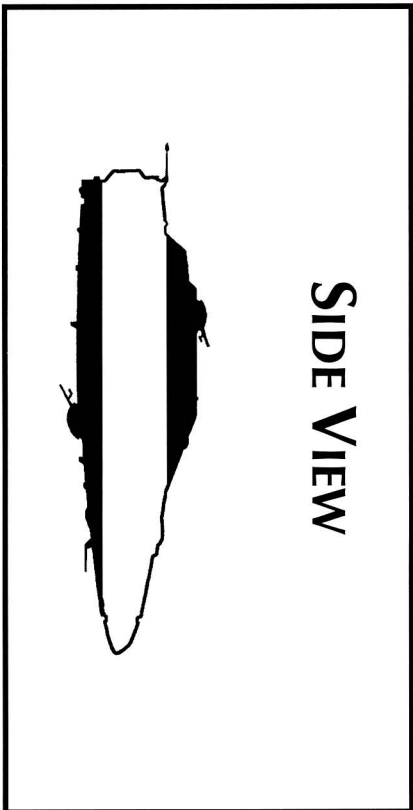
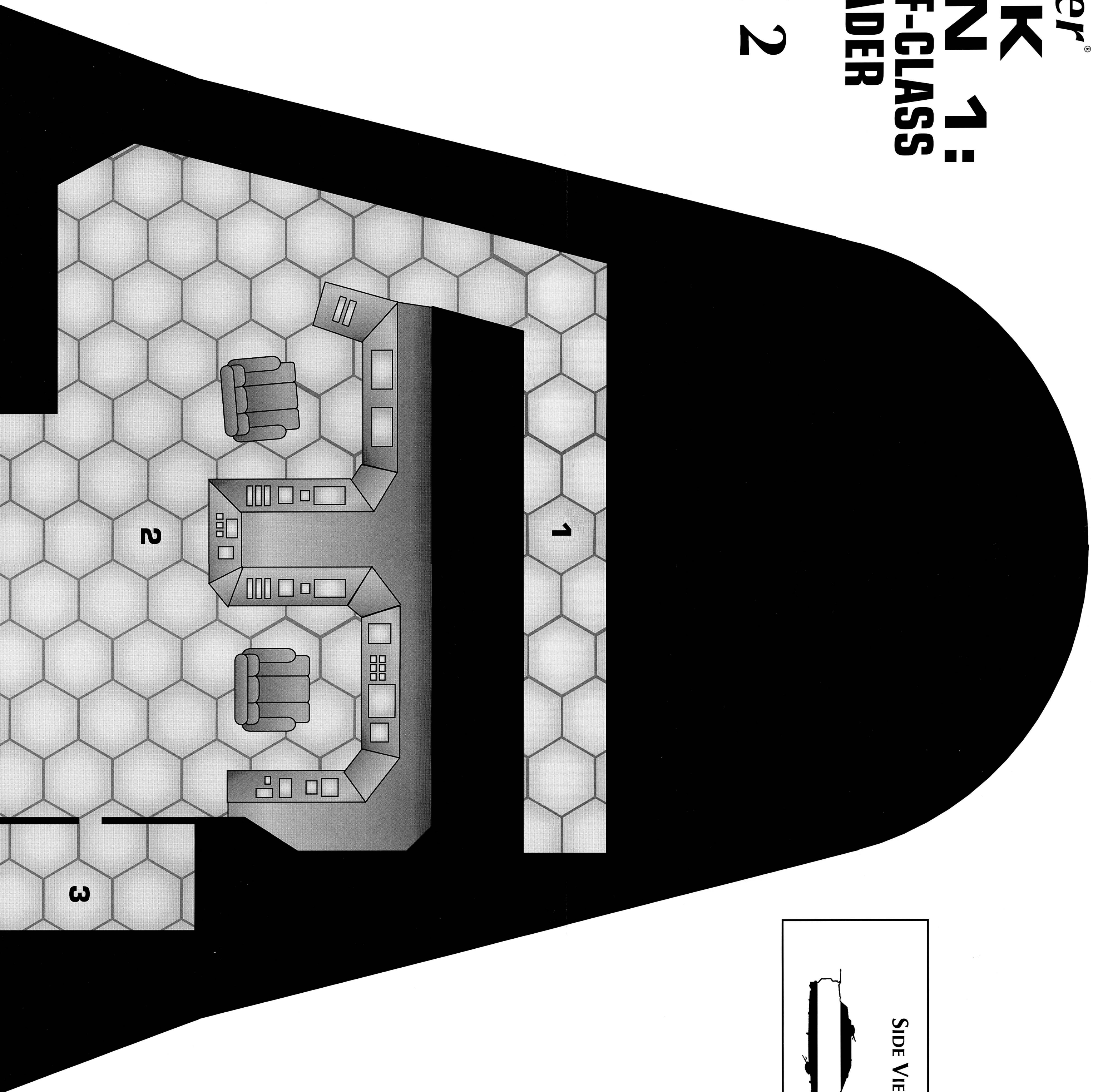






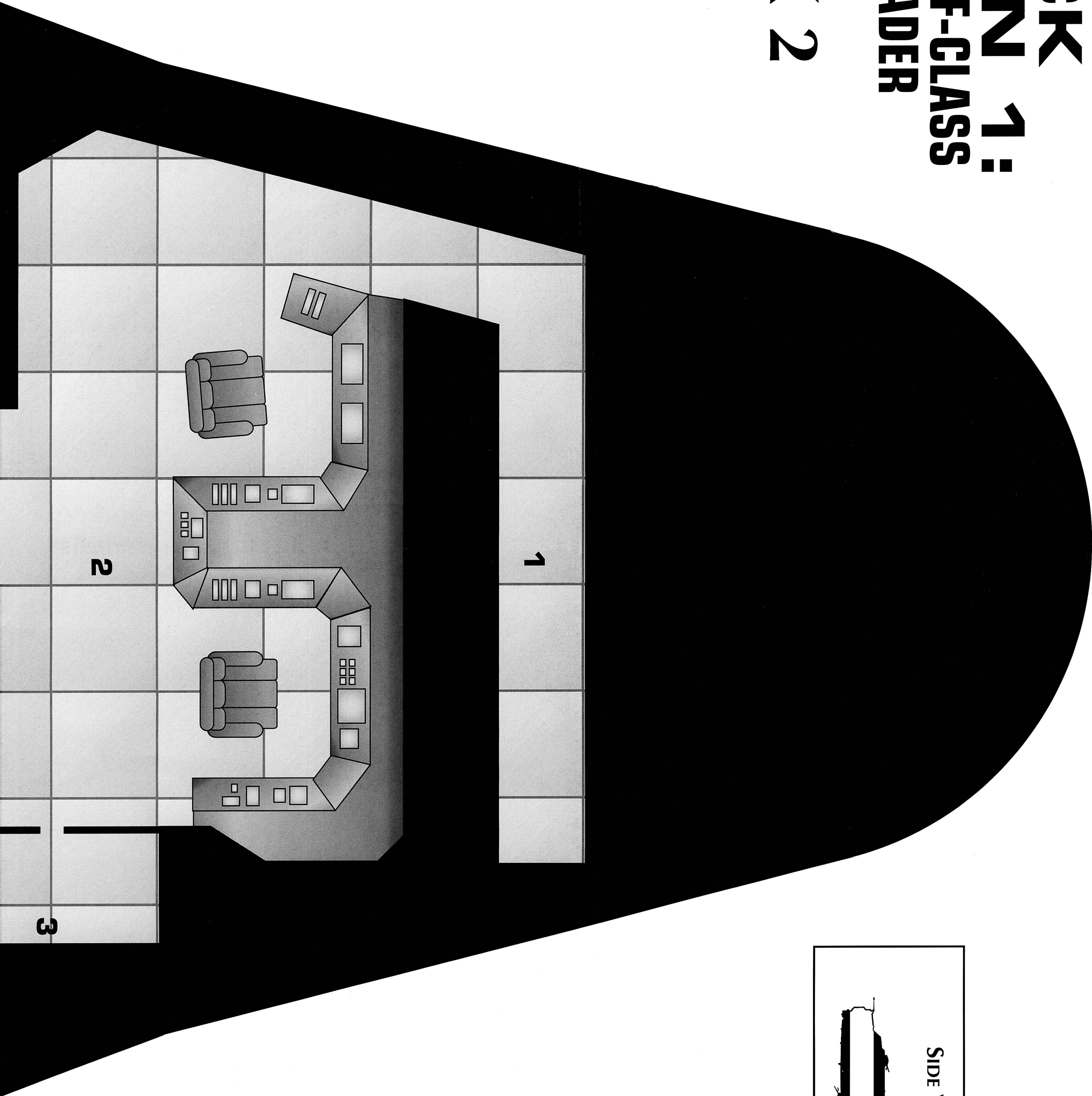
Traveller[®]
DECK
PLAN 1:
BEOWULF-CLASS
FREE TRADER

DECK 2



Traveller[®]
DECK
PLAN 1:
BEOWULF-CLASS
FREE TRADER

DECK 2



SIDE VIEW



BEOWULF-CLASS 200-TON FREE TRADER

Hundreds of thousands of small “tramp freighter” starships, of hundreds of different designs, can be found throughout the Imperium. They operate on the fringes of major trade zones, normally servicing routes and worlds that are beneath the notice of the large mercantile corporations, eking out a living by hauling small cargoes. Often the owners are also crew members, sometimes desperately working to pay off a bank loan on the ship.

Such ships usually displace around 200 tons, are capable of jump-1 and 1G maneuvering, and mount a simple and inexpensive electronics suite.

One of the most successful of these designs is the *Beowulf*-class Free Trader.

HISTORY

The original *Beowulf* design dates back to 1061; it was originally released, with modest success, as the Chortii C-4. In 1072, Chortii was acquired by a division of GSBaG, and a slightly modified C-4b went into wide production. Within ten years the design had become the standard against which other small freighters were measured, and GSBaG had licensed the plans to dozens of firms throughout the Imperium.

One of those ships was purchased by Nashu Wanatabe and his son Daffyd before the Fifth Frontier War. They named her *Beowulf*, and her adventures in the Spinward Marches inspired the popular holovision series *Tales of the Beowulf*. When the show became popular, C-4 operators started calling their ships “Beowulfs,” and shipyards quickly picked it up. *Beowulf* is now the official class name . . . if your ship came from a yard that pays royalties to the Wanatabes! Otherwise, it may look and perform the same, but technically it’s a C-4b.

The name, incidentally, is of Solomani origin (Beowulf was a character in an epic poem from pre-spaceflight Terra).

The design remains popular today, its aura of romance backed up by true practicality. It is a rare shipyard that is not currently carrying out repairs and/or customizations on at least one *Beowulf* at any given time.

LIFE ABOARD

Crew: The ship was designed to be operated by a crew of 6: captain/pilot, navigator, sensor/commo operator, steward, and two engineers. Many crew “double up” whenever possible to reduce operating expenses (shaving one or two paychecks from the budget can do wonders for a vessel’s profit margin). The pilot often doubles as navigator, and if an air/raft is carried, one of the crew also doubles as air/raft pilot. Since ships cannot communicate with the outside world while in jump space, the sensor/commo operator may double as a steward. Few owner/operators are so desperate as to cut back on engineering staff. Some ships include a full-time medical technician (to make low berth revivals safer), but often this is merely a crew member with some medical training, not a fully-trained doctor or nurse.

In the version depicted in this deck plan, two crew staterooms have been combined into

one, which is shared by three people (either one of the beds is a bunk bed or the crew “hot bunks” – two people use the same bed at different times of the day). Other variants convert part of the special cargo space into additional quarters – sometimes a suite for the owner if he is not a member of the crew.

Crew quarters are spartan, but adequate. Specific furnishings vary with each individual ship, and often are designed to collapse or fold into the walls in order to save space. Each room has a computer terminal that doubles as an intercom, and some sort of shelves, cabinets or racks for storing personal possessions.

Crew members share the very compact fresher facilities. Sinks fold into the walls. The shower is combined with the toilet (similar to those on many recreational vehicles), and usually consists of a drain on the floor and a nozzle in the ceiling.

Passengers: Passenger staterooms have individual freshers, which are usually better appointed than those intended for the use of the crew, but still a little cramped by most standards. The walls of each stateroom can be adjusted to display a variety of color schemes or murals, and passengers can adjust the appearance of their quarters to suit their individual requirements. The computer terminal in each stateroom provides a large library of reading matter, music, and games, as well as serving as intercom and life support monitor.

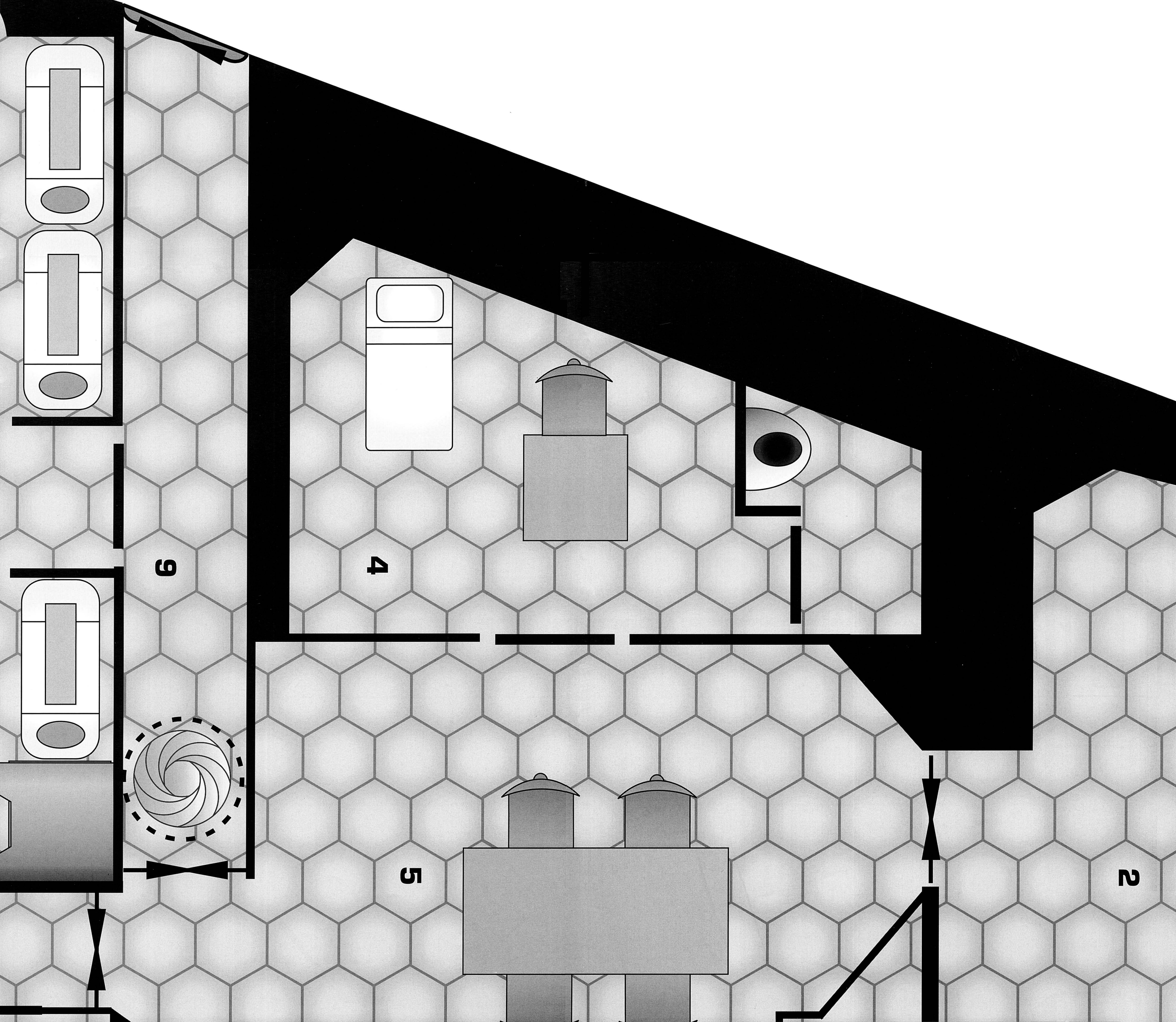
Stewards on some vessels try to arrange special diversions for the passengers, but most ships make do with group games and the occasional holovision show.

SAFETY AND SECURITY

Imperial regulations require a minimum level of emergency equipment (primarily rescue balls and first aid kits). The life support section of the computer monitors atmosphere pressure and quality, temperature, and other conditions. Alarms will sound if the gas mixture strays out of certain limits, if atmospheric pressure drops too low, or if a fire is detected. Air and water quality is also monitored for known pathogens, and for any condition that threatens the health of anyone aboard.

Security measures on board depend on the resources (and paranoia) of the owner/operator(s). Anti-hijack programs of varying levels of sophistication are installed on most ships’s computers. Suspicious captains monitor passenger (and crew) movements by various sensors, and train their crew in detecting suspicious behavior.

On most ships, passengers must check any weapons and dangerous devices before boarding. They will usually be restricted to Deck 1 throughout the voyage. This area contains their staterooms, a passenger lounge, and (usually) a galley. Other than a courtesy tour of the bridge, passengers should not expect to see any working areas of the ship, and will certainly not be permitted to wander through engineering or life-support areas unattended!



BEOWULF 2B

BEOWULF-CLASS 200-TON FREE TRADER

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The name, incidentally, is of Solomani origin (Beowulf was a character in an epic poem from pre-spaceflight Terra).

The design remains popular today, its aura of romance backed up by true practicality. It is a rare shipyard that is not currently carrying out repairs and/or customizations on at least one *Beowulf* at any given time.

LIFE ABOARD

Crew: The ship was designed to be operated by a crew of 6: captain/pilot, navigator, sensor/commo operator, steward, and two engineers. Many crew “double up” whenever possible to reduce operating expenses (shaving one or two paychecks from the budget can do wonders for a vessel’s profit margin). The pilot often doubles as navigator, and if an air/raft is carried, one of the crew also doubles as air/raft pilot. Since ships cannot communicate with the outside world while in jump space, the sensor/commo operator may double as a steward. Few owner/operators are so desperate as to cut back on engineering staff. Some ships include a full-time medical technician (to make low berth revivals safer), but often this is merely a crew member with some medical training, not a fully-trained doctor or nurse.

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Crew quarters are spartan, but adequate. Specific furnishings vary with each individual ship, and often are designed to collapse or fold into the walls in order to save space. Each room has a computer terminal that doubles as an intercom, and some sort of shelves, cabinets or racks for storing personal possessions.

Crew members share the very compact fresher facilities. Sinks fold into the walls. The shower is combined with the toilet (similar to those on many recreational vehicles), and usually consists of a drain on the floor and a nozzle in the ceiling.

Passengers: Passenger staterooms have individual freshers, which are usually better appointed than those intended for the use of the crew, but still a little cramped by most standards. The walls of each stateroom can be adjusted to display a variety of color schemes or murals, and passengers can adjust the appearance of their quarters to suit their individual requirements. The computer terminal in each stateroom provides a large library of reading matter, music, and games, as well as serving as intercom and life support monitor.

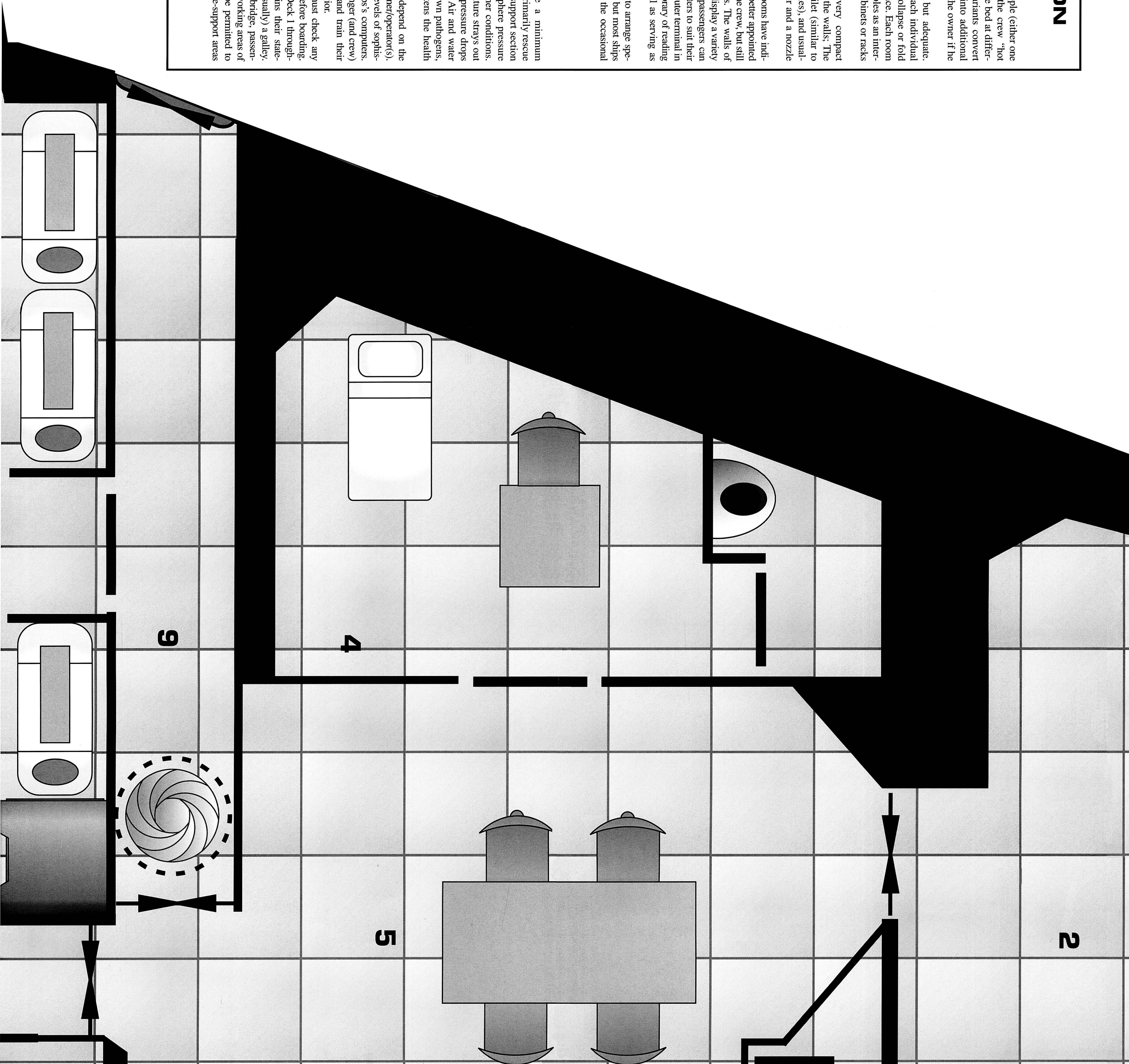
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Security measures on board depend on the resources (and paranoia) of the owner/operator(s). Anti-hijack programs of varying levels of sophistication are installed on most ships’s computers. Suspicious captains monitor passenger (and crew) movements by various sensors, and train their crew in detecting suspicious behavior.

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BEOWULF-CLASS 200-TON FREE TRADER (TL10)

The *Beowulf* class is the most common design of Free Trader, at least in the frontier regions of the Imperium and the surrounding client states. Huge megacorporate transports dominate mercantile service in the Imperial core regions. These little freighters fill the irregular and small-lot needs of the fringes, while keeping overhead and crew administration needs to a minimum.

Numerous formal variants, and a myriad of individual modifications, mean that the deck plan layout presented is subject to considerable change.

The *Beowulf*'s most serious limitation is that it is only capable of jump-1, meaning that it is restricted to the "mains," as the stretches of J-1 linked star systems are called.

Captains often omit the air/raft and use the space-dock for additional cargo.

■ **Crew:** Captain/pilot, navigator, sensor/commo operator, steward, and two engineers. One of the crew will serve double duty as a pilot for the enclosed air/raft if carried aboard.

■ **Design:** 200-ton SL Hull, DR 100. *Modules:* 1 Basic Bridge, 1 Engineering, 16 Maneuver, 4 Jump, 20 Fuel, 5 Low Berths (capacity 20), 10 Staterooms, 1 Spacedock (up to 250 cf air/raft), 1 Utility, 2 Fuel Processors, 2 Turrets, 68 Cargo (+6 in Turrets).

■ **Statistics:** EMass 257, LMass 598, Cost MC28.9, HP: 22,500. Size Modifier: +8.

■ **Performance:** Accel 1.1 Gs, Jump 1, Air Speed 1,700.

BEAM WEAPONS COMBAT TABLE

Name	Type	Acc	SS	Damage	1/2D Range	Max Range	RoF	FP
Laser, 250-MJ	Imp.	32	30	5d×50 (2)	17,045*	51,135*	1/60	3
Laser, 405-MJ	Imp.	33	30	5d×100 (2)	26,022*	78,068*	1/60	7

(2) after damage means DR protects at half normal.

* Range is in miles. In a planetary atmosphere, divide range by 100.

SIM-10 Missile (TL10)

A standard TL10 space-interceptor missile.

Features: Very good streamlining.

Propulsion: 1,800 lbs. vectored thrust (135 lbs., 2.7 cf, 90 kW, Cr2,700).

Armament: 250mm "small" HEAT warhead self-destruct device (15,625 lbs., 0.3125 cf, Cr468.75).

Communications: Laser communicator, receive-only, very long range (1 million mi., 50 lbs., 1 cf, Cr625, 0.16 kW).

Sensors and navigation: None – guided by controlling ship.

Computer: Hardened robot brain small computer (1.5 lbs., 0.03 cf, Cr1,250, Complexity 4).

Power: Rechargeable power cell stores 324,576 kWS (18.17 lbs., 0.1817 cf, Cr1,817), good for one hour of operation.

Body: 6 cf (including 0.4875 cf empty space). Area: 20 sf. Medium frame, very expensive materials, very good streamlining, robotic (20 lbs., Cr20,000, 30 hit points).

Armor: PD 4, DR 40 advanced metal (50 lbs., Cr1,000).

Surface Features: Basic Stealth and Emission Cloaking (20 lbs., Cr3,000.)

Statistics: Volume 6 cf. Weight: 310.295 lbs. (0.15 tons). Price: Cr30,860.75. HT: 12 (30 hit points). Size Modifier: +0. Space acceleration: 6 Gs (for one hour).

SIM-12 Missile (TL12)

A TL12 space-interceptor missile.

Features: Very good streamlining.

Propulsion: 3,000 lbs. vectored thrust (90 lbs., 1.8 cf, 150 kW, Cr9,000).

Armament: 250mm "modest" HEAT warhead self-destruct device (31.25 lbs., 0.625 cf, Cr937.5).

Communications: Laser communicator, receive-only, very long range (1 million mi., 50 lbs., 1 cf, Cr625, 0.16 kW).

Sensors and navigation: None – guided by controlling ship.

Computer: Hardened robot brain small computer (1.5 lbs., 0.03 cf, Cr1,250, Complexity 6).

Power: Rechargeable power cell stores 540,576 kWS (20 lbs., 0.2 cf, Cr2,000), good for one hour of operation.

Body: 6 cf (including 0.93 cf empty space). Area: 20 sf. Medium frame, standard materials, robotic, very good streamlining (20 lbs., Cr4,000, 30 hit points).

Armor: PD 4, DR 120 advanced metal (60 lbs., Cr1,200).

Surface Features: Basic Stealth and Emission Cloaking (20 lbs., Cr3,000).

Statistics: Volume 6 cf. Weight: 292.75 lbs. (0.15 ton). Price: Cr22,012.5. HT: 12 (30 hit points). Size Modifier: +0. Space acceleration: 10 Gs (for one hour).

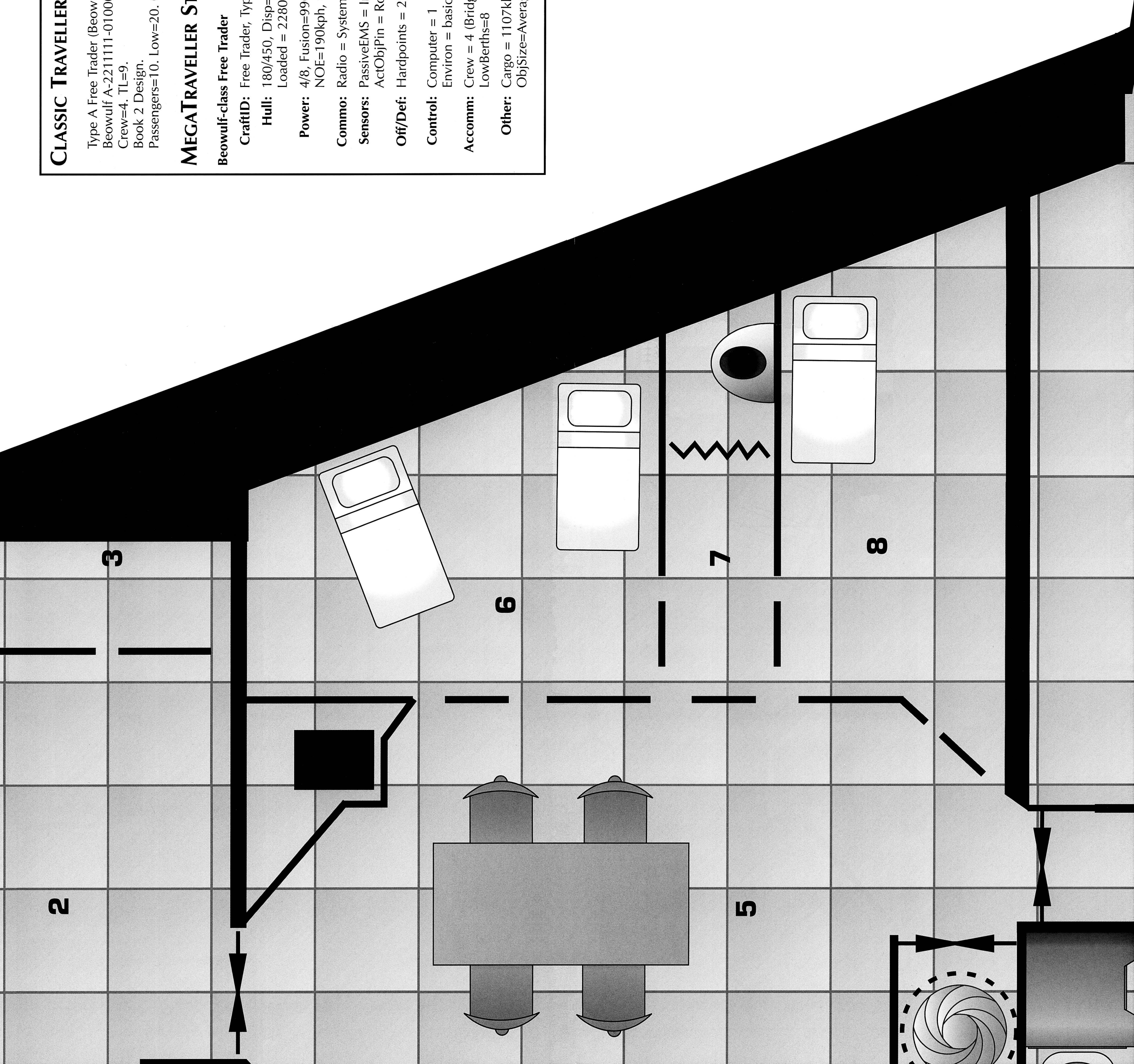
CLASSIC TRAVELLER (HIGH GUARD) STATISTICS

Type A Free Trader (Beowulf-Class)
Beowulf A-221111-01000-10001-0 MCr59.56 200 tons
Crew=4. TL=9.
Book 2 Design.
Passengers=10. Low=20. Cargo=82. Fuel=30. Hardpoints=2. Agility=0.

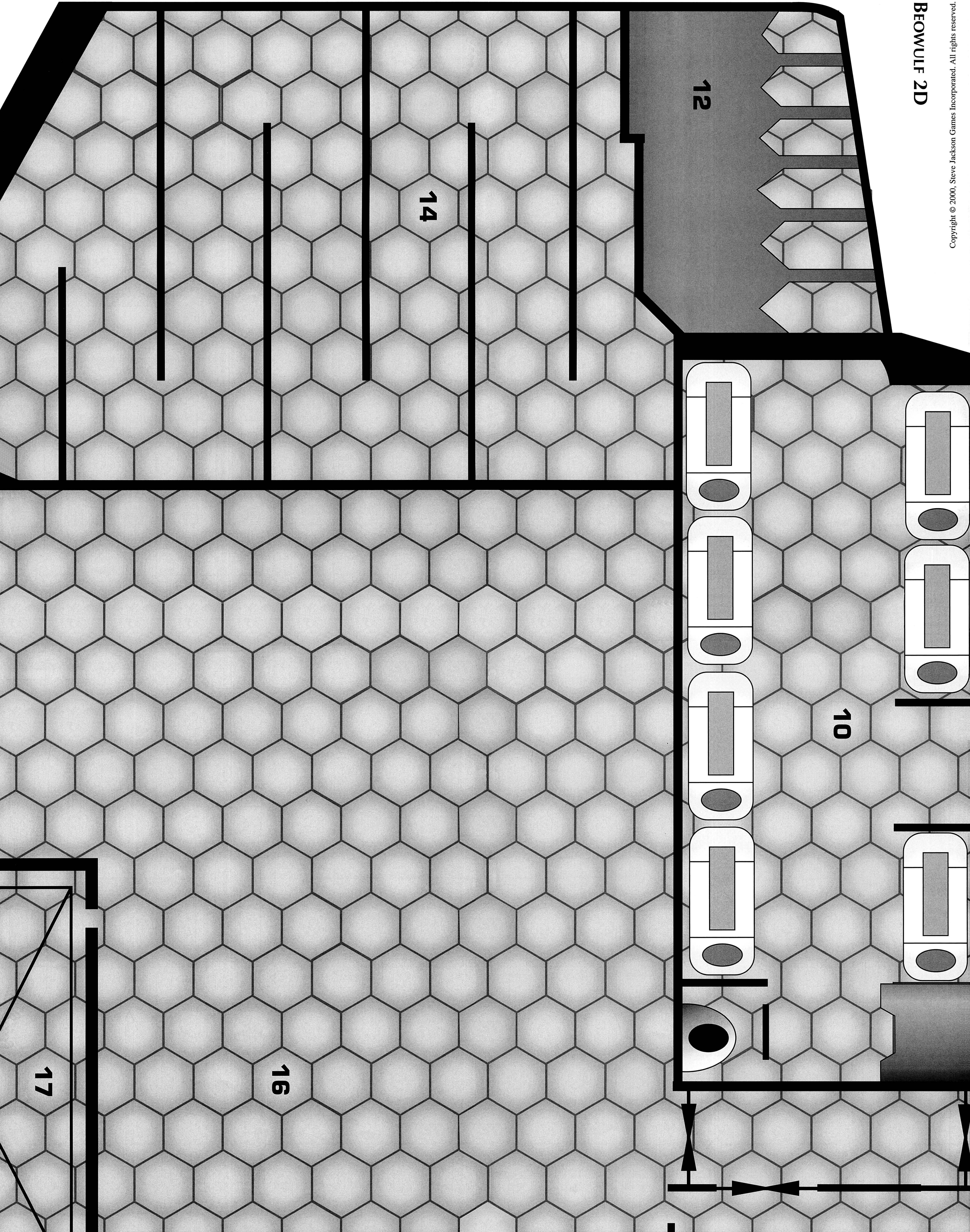
MEGATRAVELLER STATISTICS

Beowulf-class Free Trader

CraftID: Free Trader, Type A, TL 15, MCr36.915
Hull: 180/450, Disp=200, Contig=1SL, Armor=40G, Unloaded = 1130tons, Loaded = 2280tons
Power: 4/8, Fusion=99OMw, Duration=30/90 Loco: 4/8, Maneuver=1, 4/8, Jump=1, NOE=190kph, Cruise=600kph, Top=800kph, Agility=2
Commo: Radio = System
Sensors: PassiveEMS = Interstellar, ActiveEMS = FarOrbit, ActObjScan = Rout, ActObjPin = Rout, PasEngScan = Rout
Off/Def: Hardpoints = 2, DefDM = +4
Control: Computer = 1 x 3, Panel = holodynamic link x 3s4, Special = headsUp x 2, Environ = basic env, basic ls, extend ls, grav plates, inertial comp
Accomm: Crew = 4 (Bridge = 1, Engineer = 1, Steward = 1, Medical=1), Staterooms=8, LowBerths=8
Other: Cargo = 1107kliters, Fuel = 627kliters, PurificationPlant, Scoops, ObjSize=Average, EMLevel = Faint

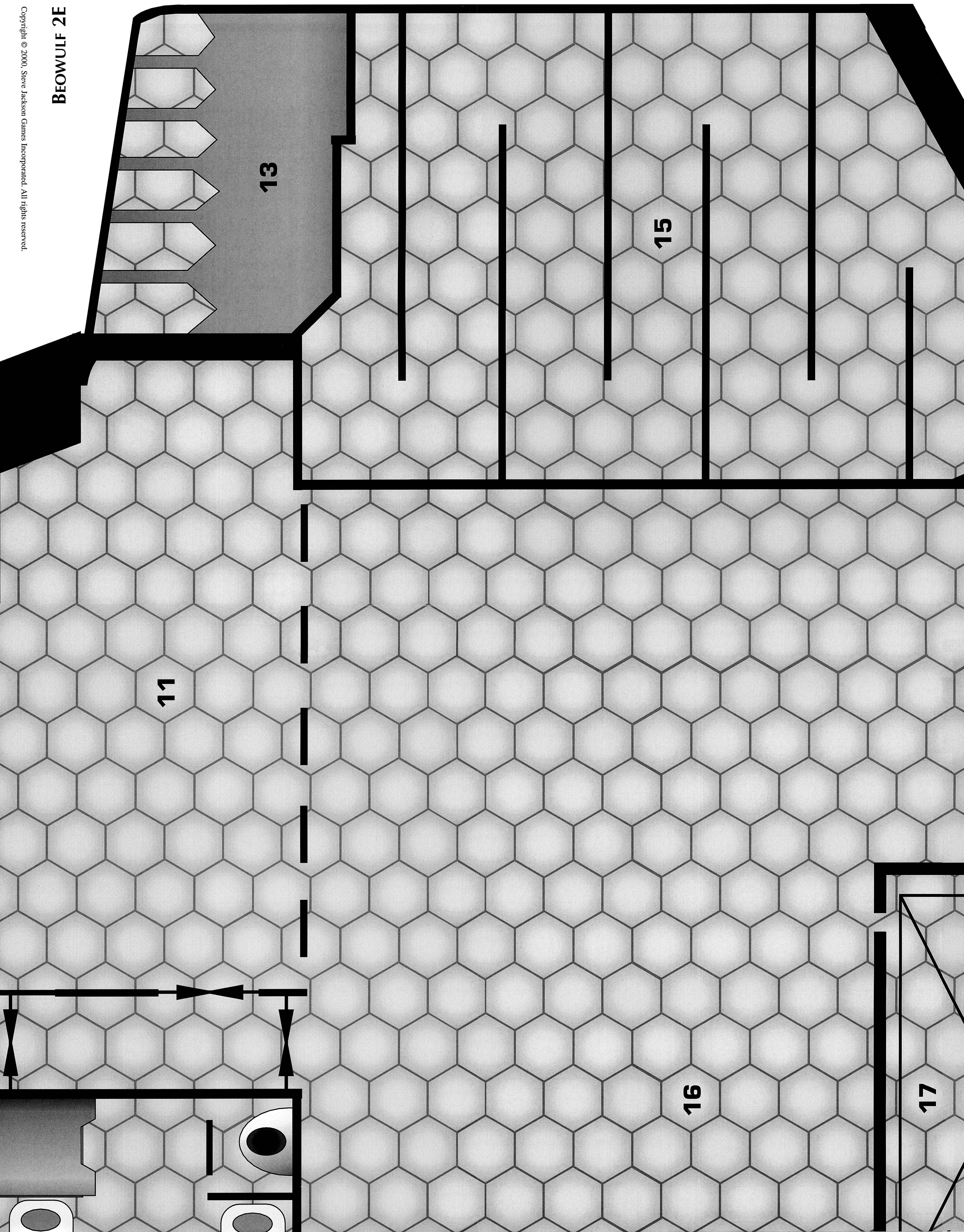


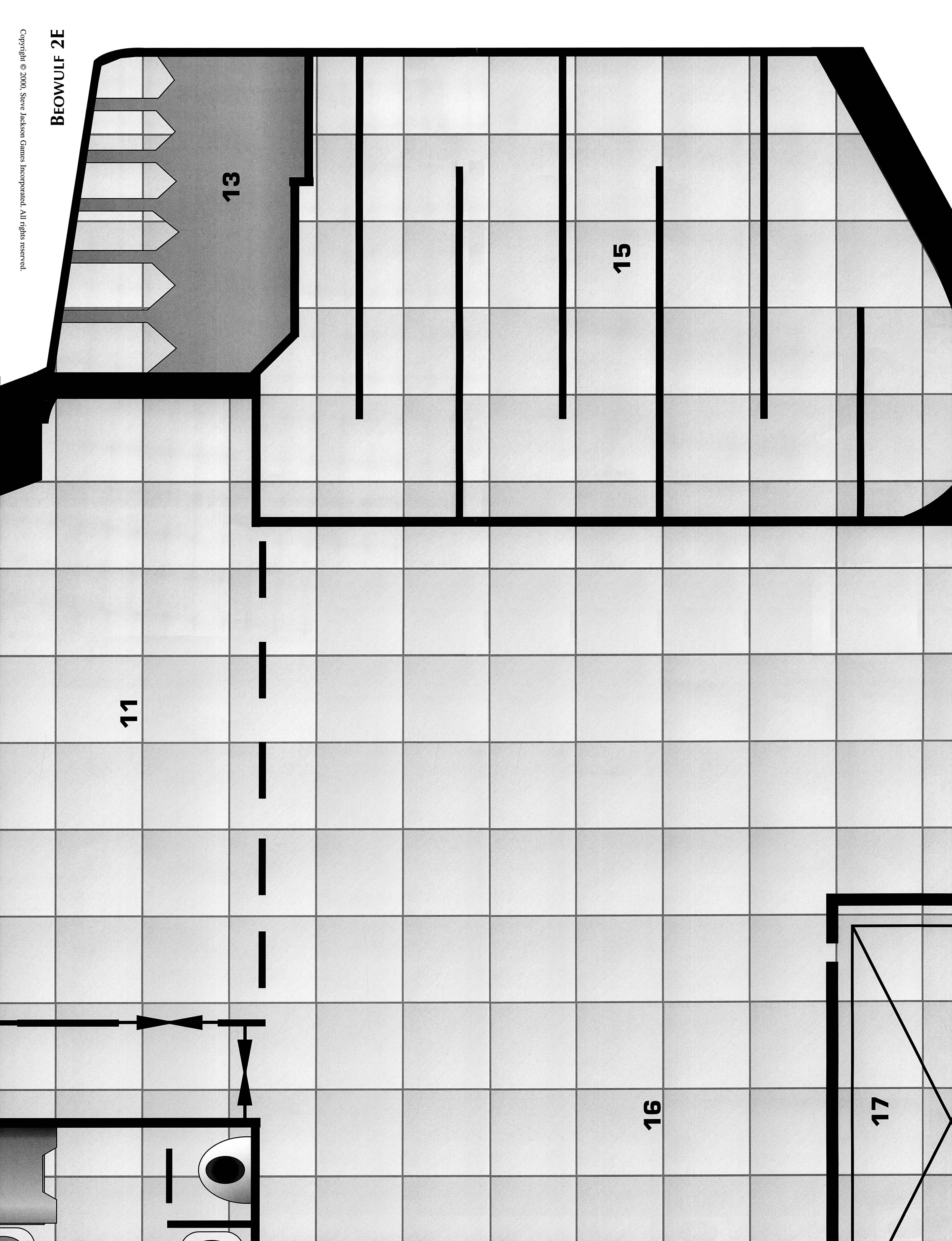
BEOWULF 2D



BEOWULF 2D







LEGEND

1. Maintenance Accessway: This provides access to the equipment in the nose during flight, and is too cramped for normal Humans to stand upright. It is sometimes closed off by a removable access panel (not shown on this plan), not a normal hatch.

2. Bridge: This contains the main flight controls of the ship, as well as the ship's locker (3). Since this is a critical area, passengers are not normally allowed here, and the door is usually locked at all times.

3. Ship's Locker: This area contains weapons and other emergency equipment. Rescue balls and individual first aid kits are stored in various locations throughout the ship.

4. Captain's Stateroom/Office: The captain's quarters are larger and more spacious than those of the rest of the crew (witness the private fresher).

5. Crew Common Area: This is where the crew members spend their time when not sleeping or on duty. On most ships, it is less well-appointed than the passenger areas.

6-8. Crew Staterooms: This model shows a common variant, where two crew staterooms have been combined (making a total of nine for the ship as a whole instead of the normal 10). Crew staterooms are not as well appointed as passenger staterooms (the crew must share a common fresher, for example), and may incorporate bunk beds to accommodate more crew.

9. Passenger Airlock: This variant shows the large airlock which permits all the passengers and their luggage to board at one cycling of the airlock. Some ships install another pressure-tight iris valve outboard of the hatch to the low berth. Ladders provide access to the upper and lower decks from this area.

10. Low Berths: This area contains the low berth units, medical supplies used in awaking passengers, and a fresher.

11. Special Cargo Hold: This area is reserved for cargoes of high value or which require special handling. On ships where the main hold is evacuated, this hold will keep life support.

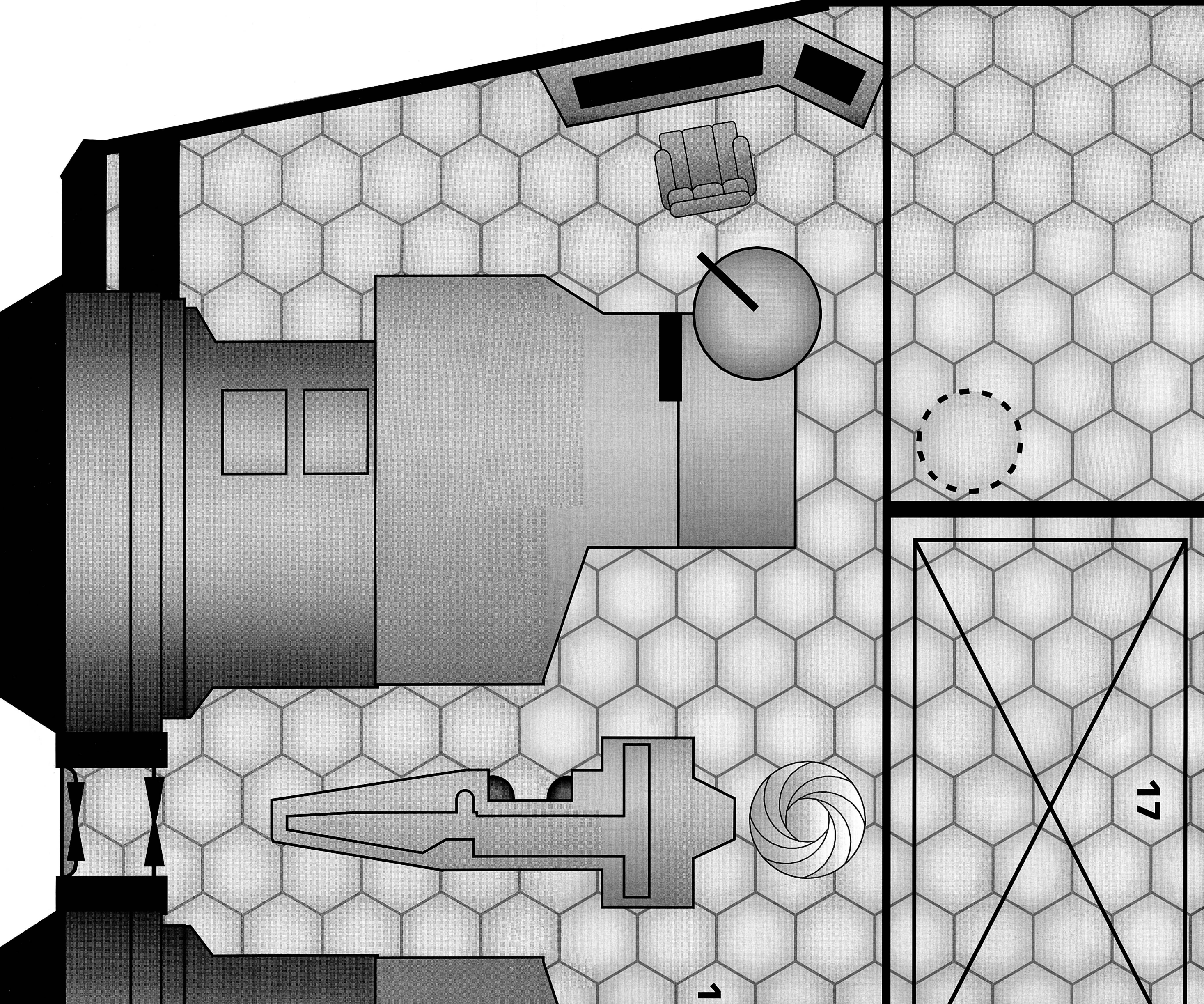
12-13. Fuel Processing Machinery (Port & Starboard): This machinery refines fuel during wilderness refueling operations.

14-15. Fuel Tanks (Port & Starboard): These incorporate internal baffles, and are not normally accessed during flight. For maintenance purposes, they can be entered through access panels at locations which vary from ship to ship. The heavy lines represent internal anti-surge baffles, which are necessary when artificial gravity is not operating.

16. Upper Cargo Hold: As a cost-saving measure, most captains close off the hold from life support; a few flood it with nitrogen to control pests and prevent fires. Some evacuate it to vacuum if the cargo will stand such treatment. Iris valves in the ceiling on either side of the cargo elevator provide access to the turret fire control stations and (indirectly) to the air/raft dock. Passengers are not normally allowed in the holds during flight.

17. Cargo Elevator: This enables cargo to be moved quickly and easily to and from the lower cargo hold. The elevator shaft can be sealed if the air is evacuated from one or both cargo holds.

18. Upper Engineering: This area contains the maneuver drives, power plant, and other machinery. It is another critical area of the ship, and is kept locked at all times. An iris valve in the deck provides access to lower engineering. The aft airlock is primarily used as an emergency escape route, although some use it as a shortcut to the air/raft dock.



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1. Maintenance Accessway: This provides access to the equipment in the nose during flight, and is too cramped for normal Humans to stand upright. It is sometimes closed off by a removable access panel (not shown on this plan), not a normal hatch.

2. Bridge: This contains the main flight controls of the ship, as well as the ship's locker (3). Since this is a critical area, passengers are not normally allowed here, and the door is usually locked at all times.

3. Ship's Locker: This area contains weapons and other emergency equipment. Rescue balls and individual first aid kits are stored in various locations throughout the ship.

4. Captain's Stateroom/Office: The captain's quarters are larger and more spacious than those of the rest of the crew (witness the private fresher).

5. Crew Common Area: This is where the crew members spend their time when not sleeping or on duty. On most ships, it is less well-appointed than the passenger areas.

6-8. Crew Staterooms: This model shows a common variant, where two crew staterooms have been combined (making a total of nine for the ship as a whole instead of the normal 10). Crew staterooms are not as well appointed as passenger staterooms (the crew must share a common fresher, for example), and may incorporate bunk beds to accommodate more crew.

9. Passenger Airlock: This variant shows the large airlock which permits all the passengers and their luggage to board at one cycling of the airlock. Some ships install another pressure-tight iris valve outboard of the hatch to the low berth. Ladders provide access to the upper and lower decks from this area.

10. Low Berths: This area contains the low berth units, medical supplies used in awakening passengers, and a fresher.

11. Special Cargo Hold: This area is reserved for cargoes of high value or which require special handling. On ships where the main hold is evacuated, this hold will keep life support.

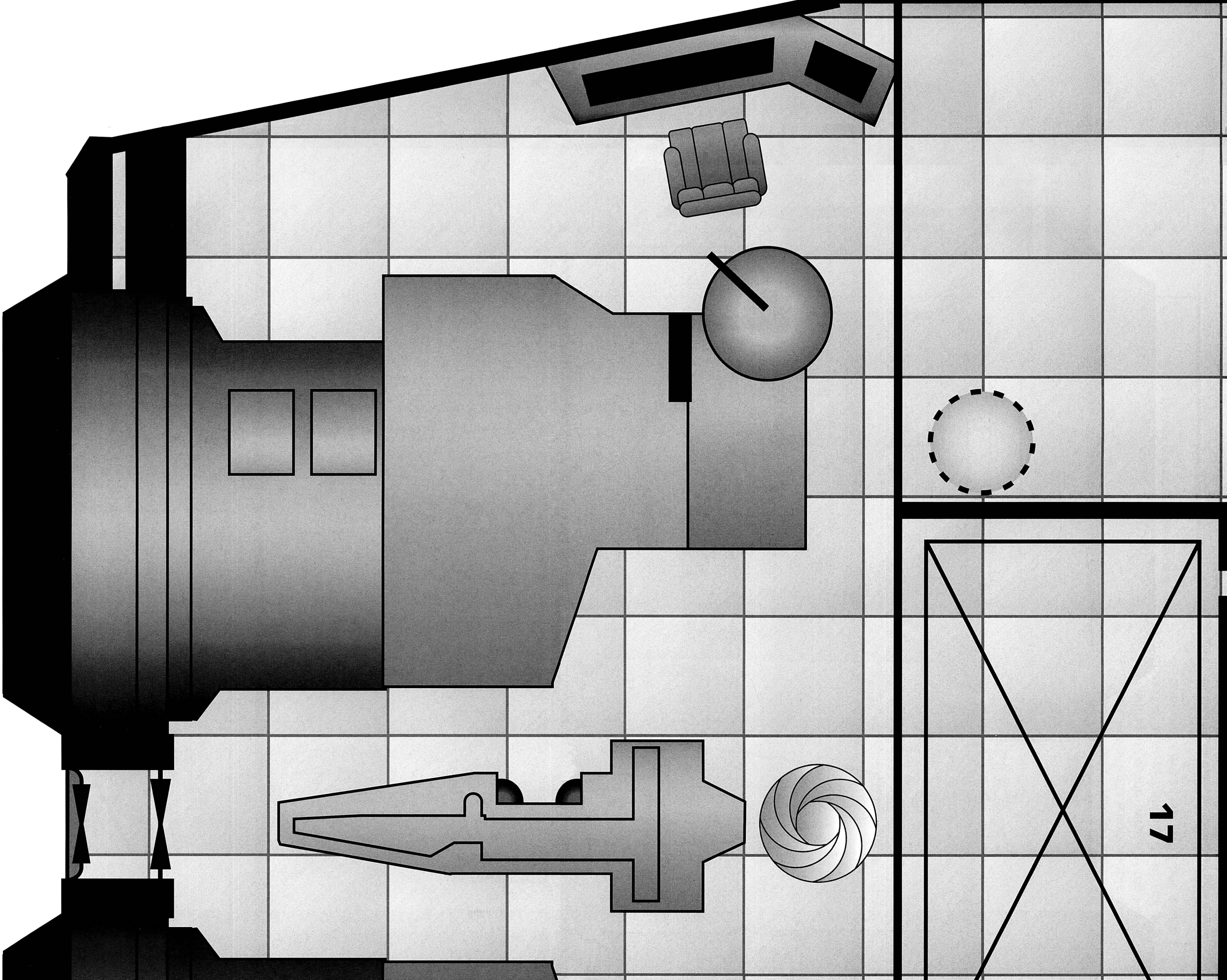
12-13. Fuel Processing Machinery (Port & Starboard): This machinery refines fuel during wilderness refueling operations.

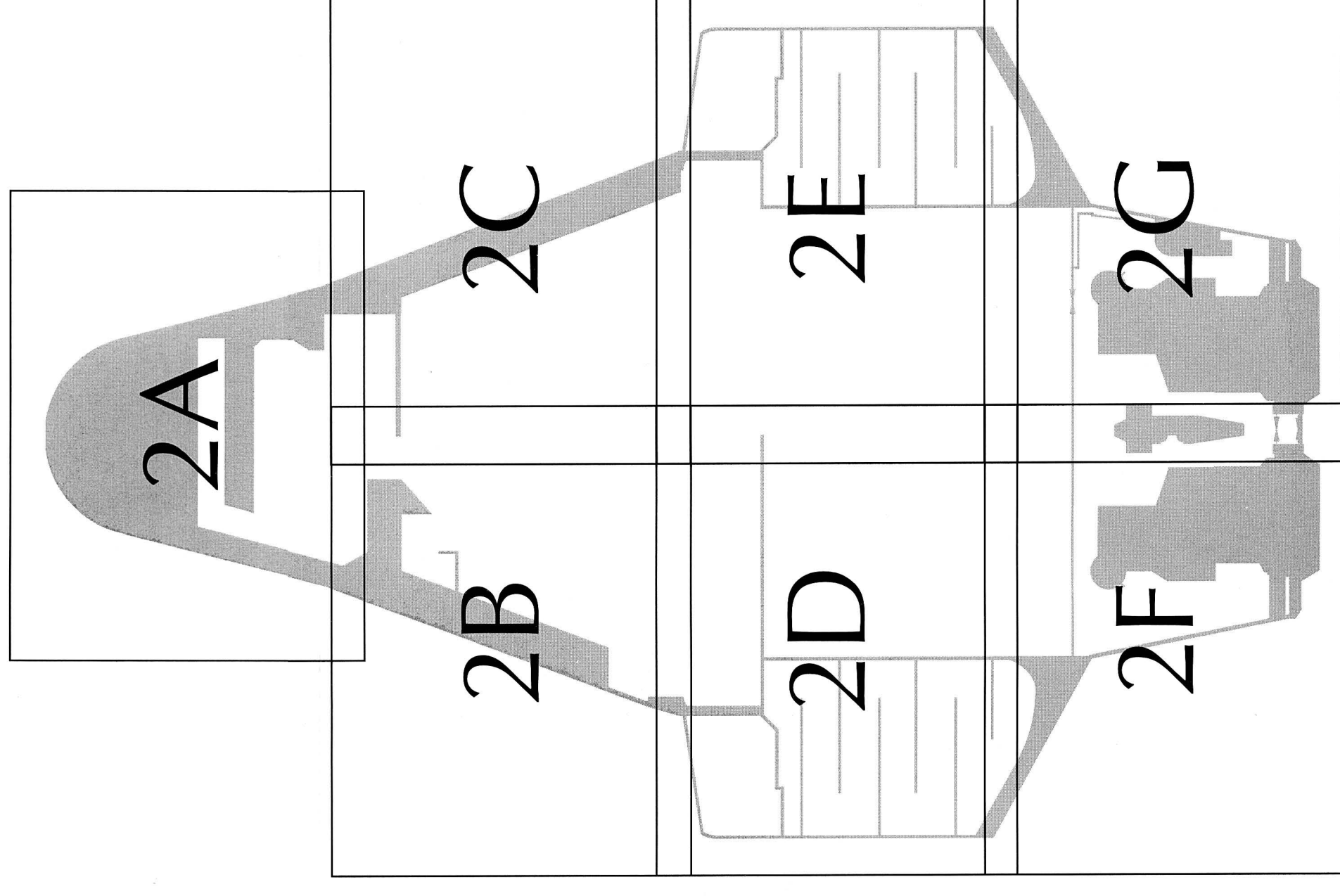
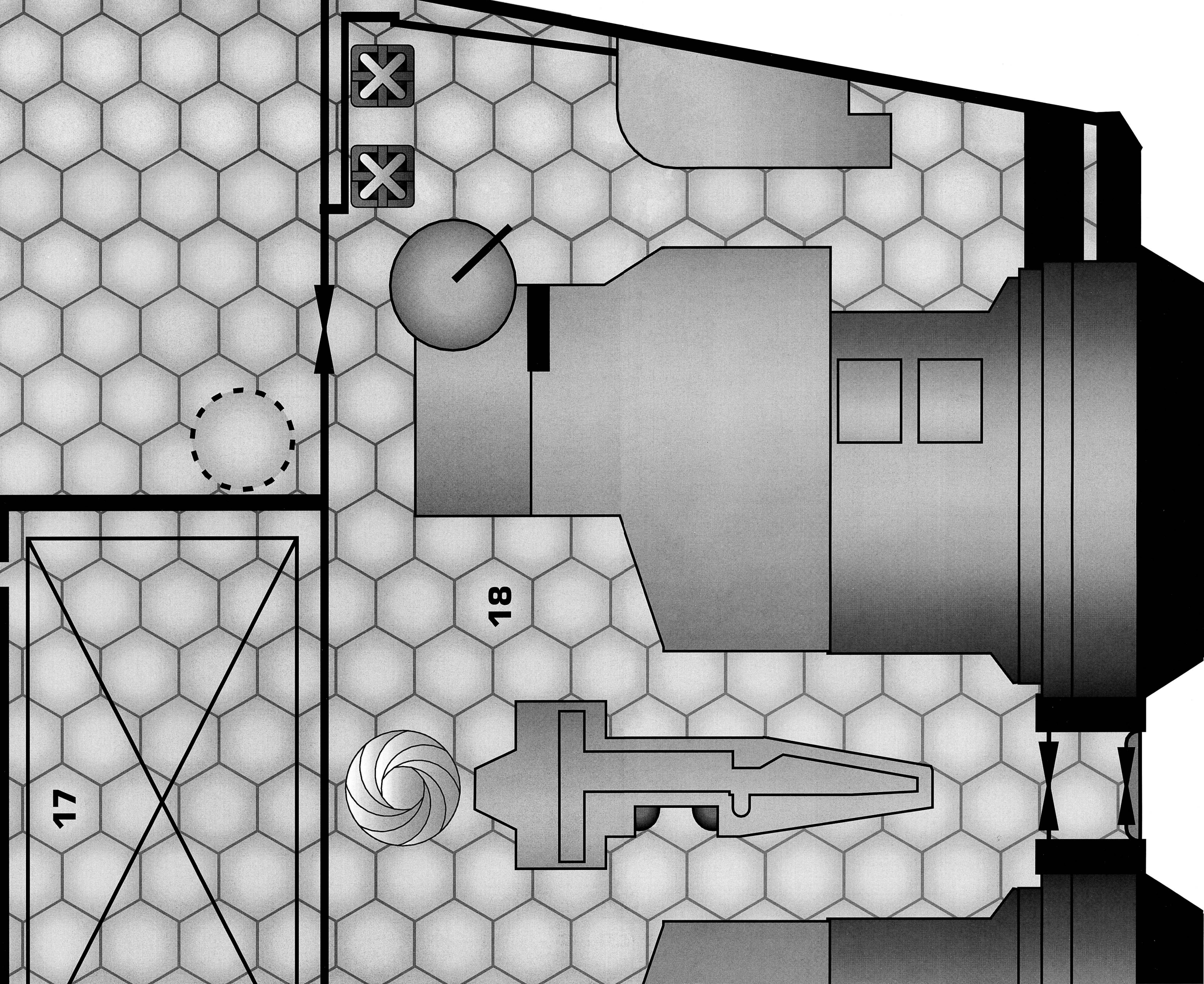
14-15. Fuel Tanks (Port & Starboard): These incorporate internal baffles, and are not normally accessed during flight. For maintenance purposes, they can be entered through access panels at locations which vary from ship to ship. The heavy lines represent internal anti-surge baffles, which are necessary when artificial gravity is not operating.

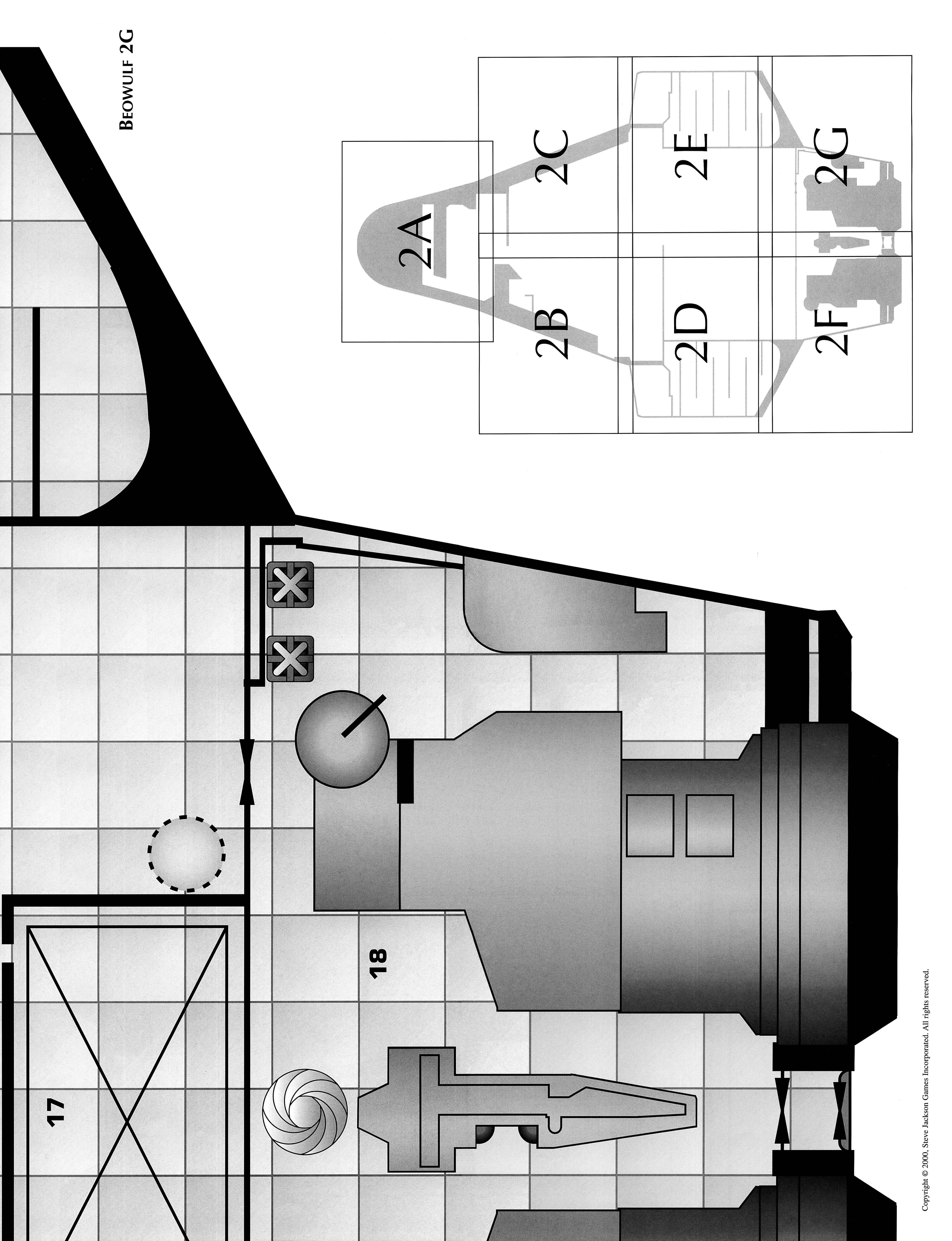
16. Upper Cargo Hold: As a cost-saving measure, most captains close off the hold from life support; a few flood it with nitrogen to control pests and prevent fires. Some evacuate it to vacuum if the cargo will stand such treatment. Iris valves in the ceiling on either side of the cargo elevator provide access to the turret fire control stations and (indirectly) to the air/raft dock. Passengers are not normally allowed in the holds during flight.

17. Cargo Elevator: This enables cargo to be moved quickly and easily to and from the lower cargo hold. The elevator shaft can be sealed if the air is evacuated from one or both cargo holds.

18. Upper Engineering: This area contains the maneuver drives, power plant, and other machinery. It is another critical area of the ship, and is kept locked at all times. An iris valve in the deck provides access to lower engineering. The aft airlock is primarily used as an emergency escape route, although some use it as a shortcut to the air/raft dock.







BEOWULF 2G

17

18

2A

2B

2C

2D

2E

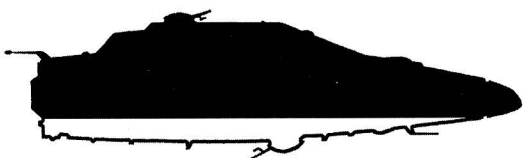
2F

2G

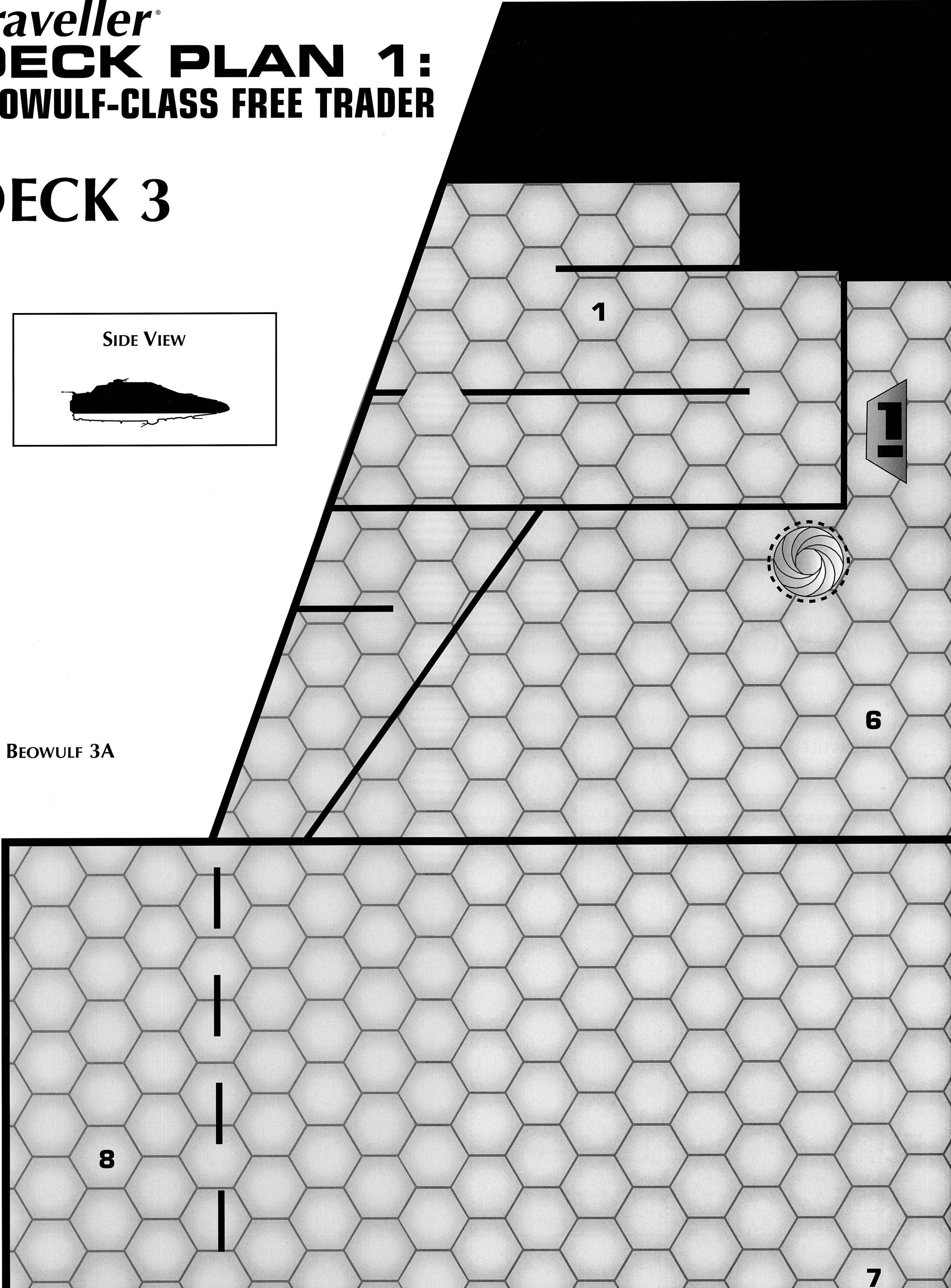
Traveller
DECK PLAN 1:
BEOWULF-CLASS FREE TRADER

DECK 3

SIDE VIEW

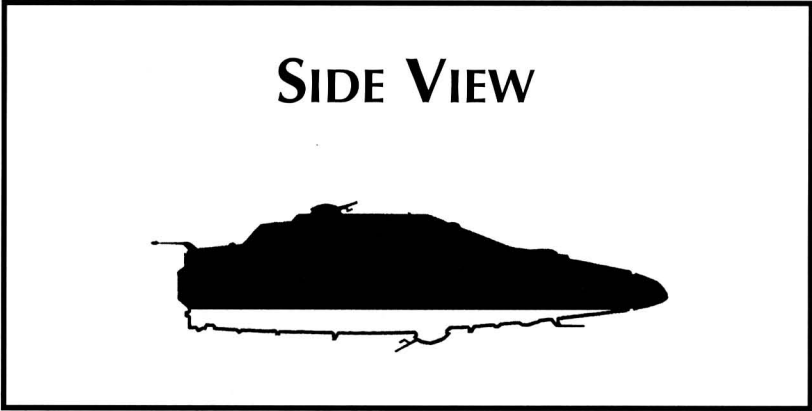


BEOWULF 3A

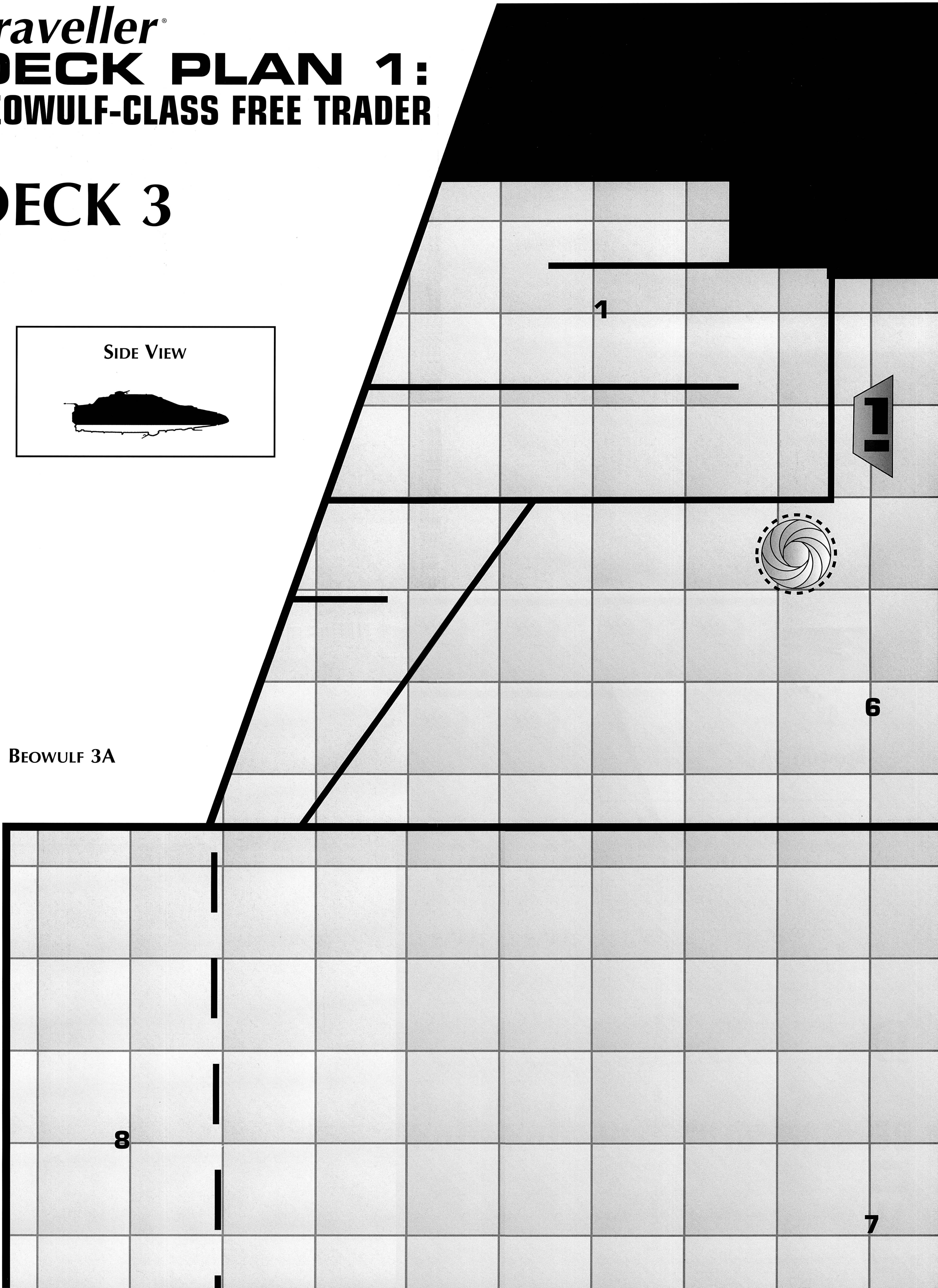


Traveller
DECK PLAN 1:
BEOWULF-CLASS FREE TRADER

DECK 3



BEOWULF 3A



DECK PLAN SYMBOLS



Sliding Door



Interior Partition



Airtight Partition



Airtight Bulkhead



Iris Valve



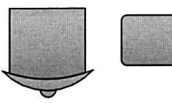
Iris Valve, Overhead



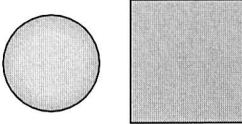
Iris Valve, Floor



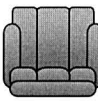
Iris Valve, Floor & Overhead



Chair



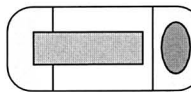
Table



Acceleration Couch



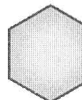
Fresher



Low Berth



Bed



1 hex (1") = 1 yard

BEOWULF 3B

9

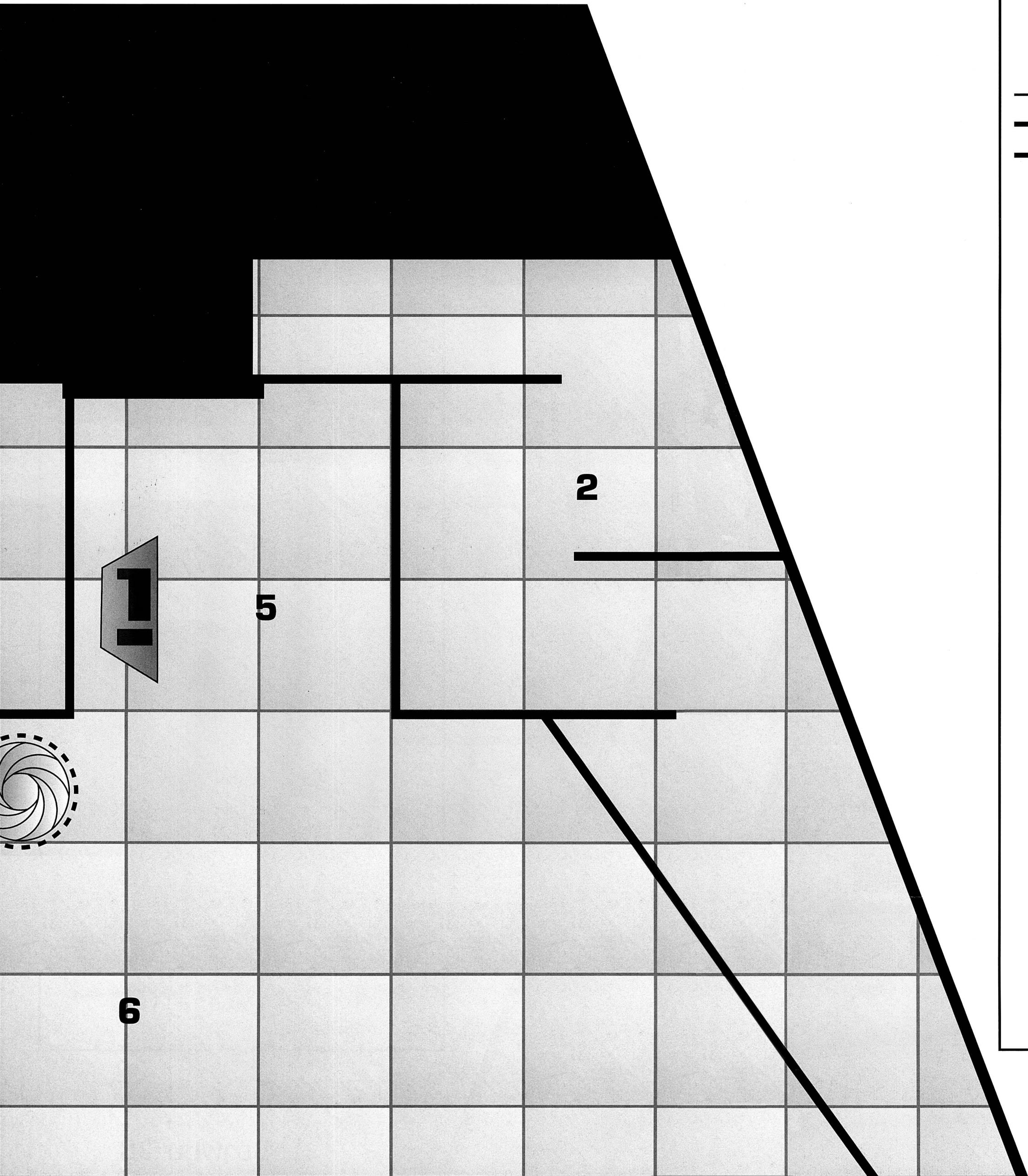
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2






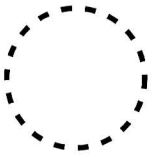


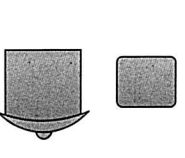

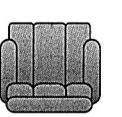
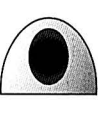
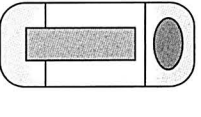
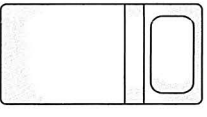
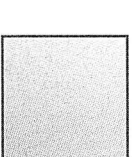
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E

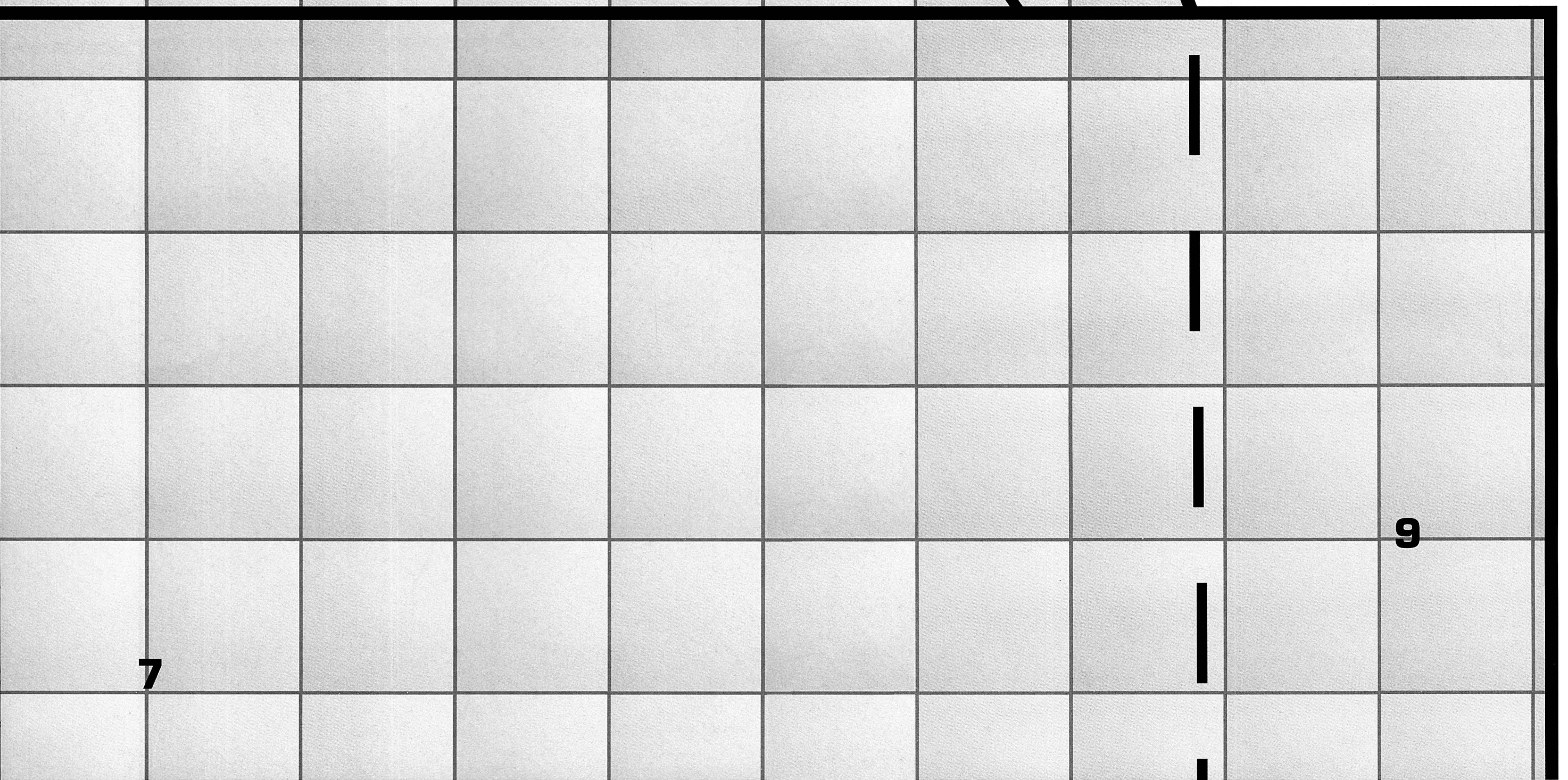
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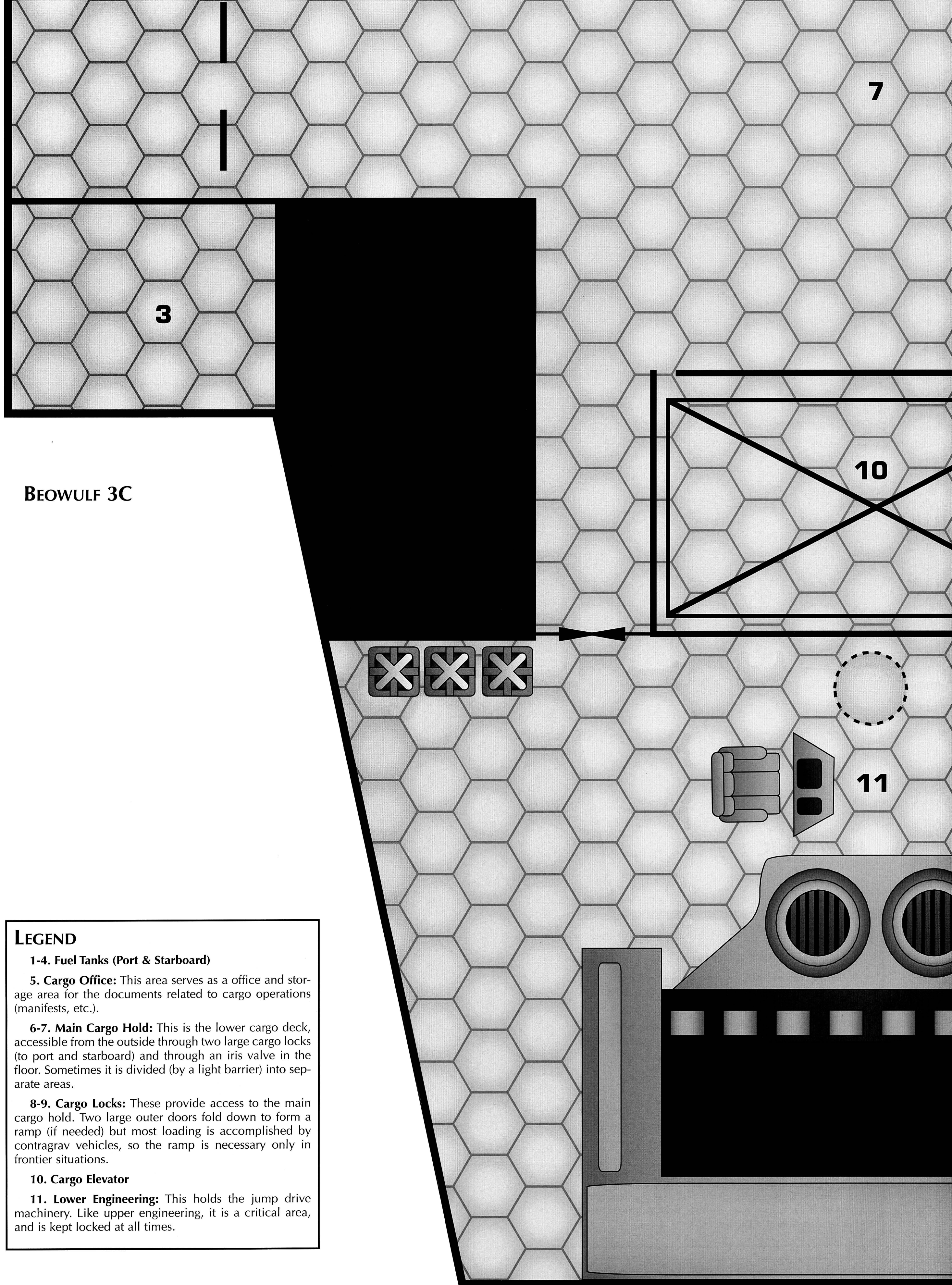


DECK PLAN SYMBOLS

	Sliding Door
	Interior Partition
	Airtight Partition
	Airtight Bulkhead
	Iris Valve
	Iris Valve, Overhead
	Iris Valve, Floor
	Iris Valve, Floor & Overhead
	Chair
	Table
	Acceleration Couch
	Fresher
	Low Berth
	Bed
	1 square (1.5") = 5 feet

BEOWULF 3B





BEOWULF 3C

LEGEND

1-4. Fuel Tanks (Port & Starboard)

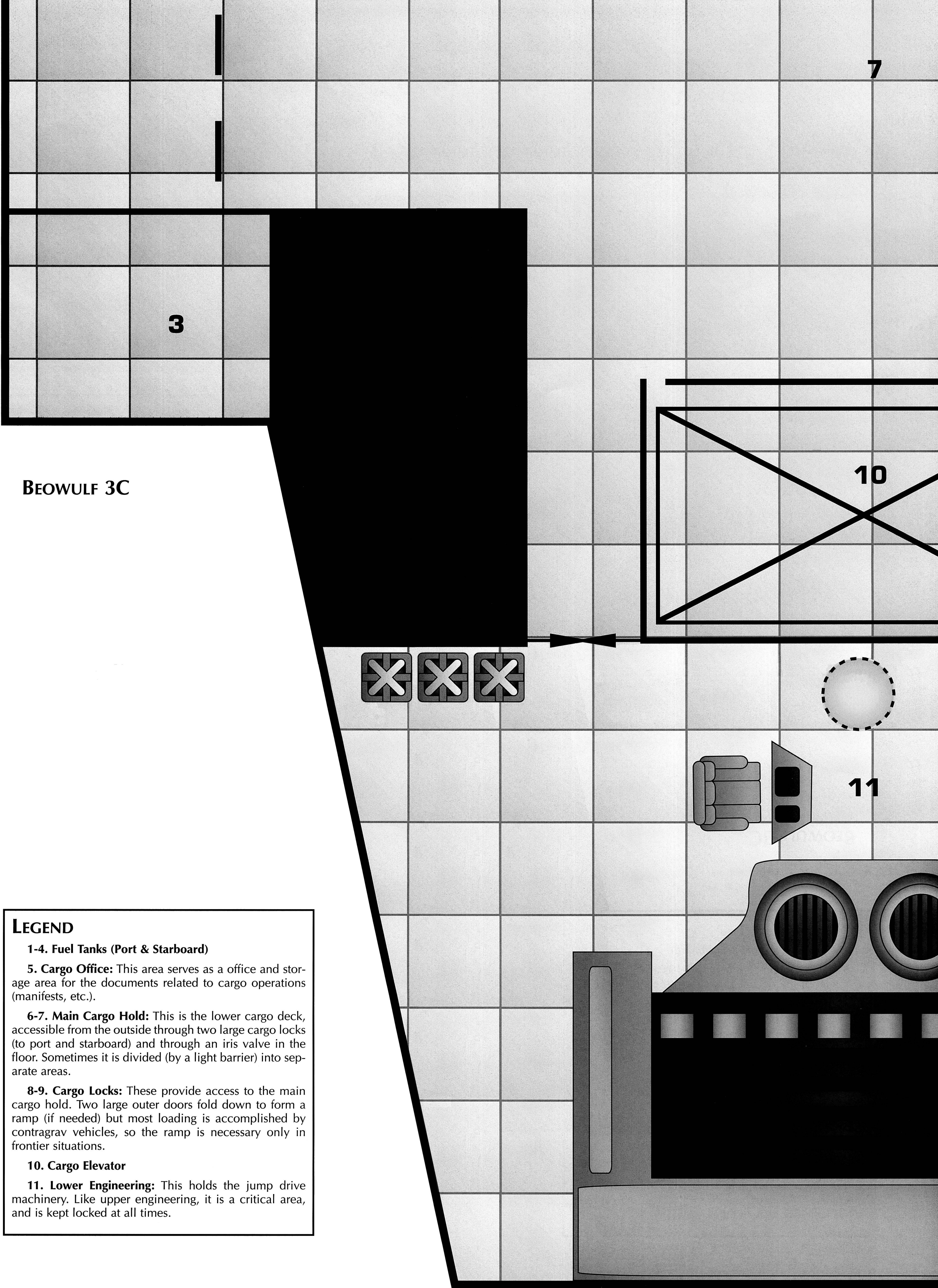
5. Cargo Office: This area serves as a office and storage area for the documents related to cargo operations (manifests, etc.).

6-7. Main Cargo Hold: This is the lower cargo deck, accessible from the outside through two large cargo locks (to port and starboard) and through an iris valve in the floor. Sometimes it is divided (by a light barrier) into separate areas.

8-9. Cargo Locks: These provide access to the main cargo hold. Two large outer doors fold down to form a ramp (if needed) but most loading is accomplished by contragrav vehicles, so the ramp is necessary only in frontier situations.

10. Cargo Elevator

11. Lower Engineering: This holds the jump drive machinery. Like upper engineering, it is a critical area, and is kept locked at all times.



BEOWULF 3C

LEGEND

1-4. Fuel Tanks (Port & Starboard)

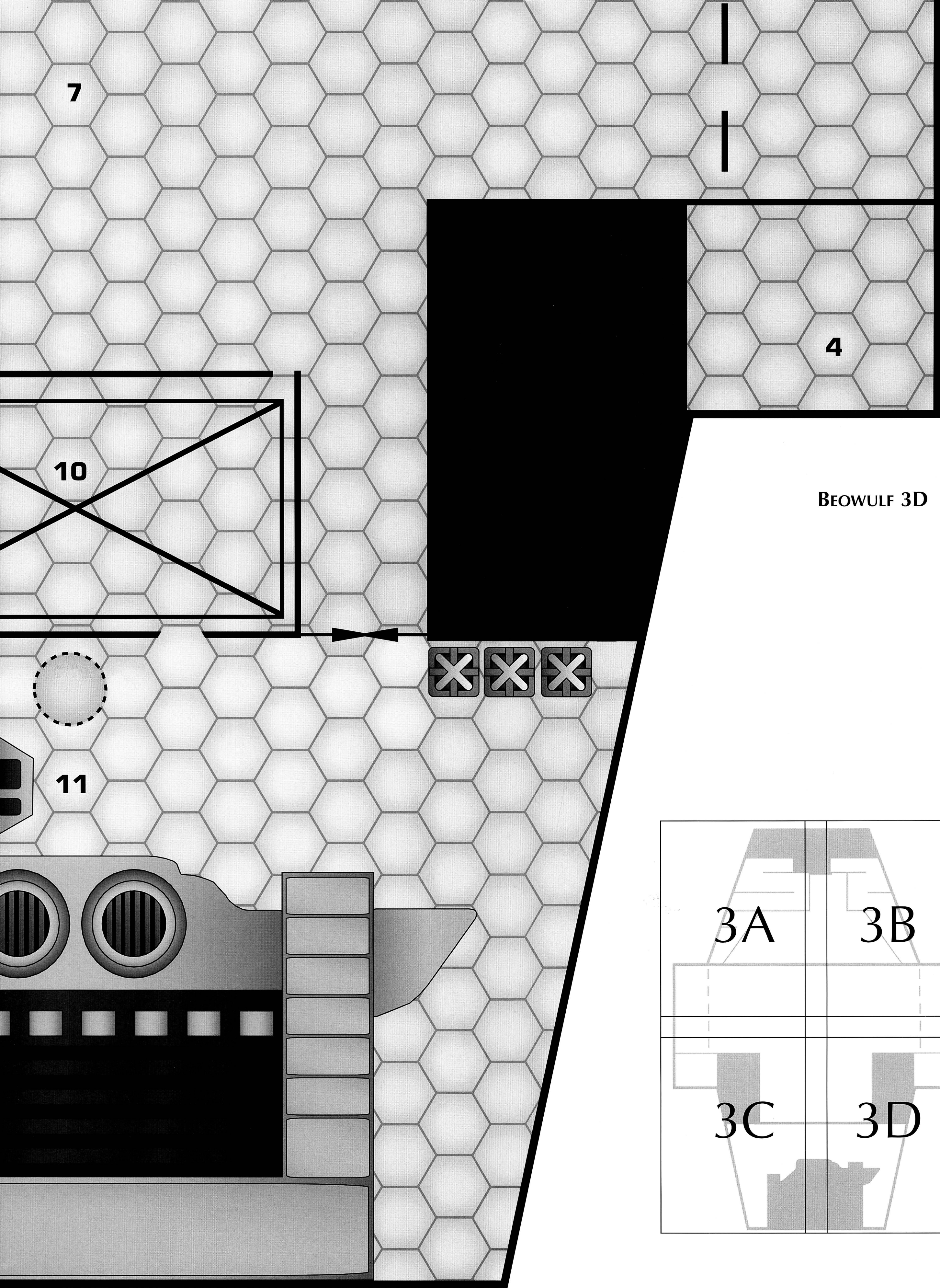
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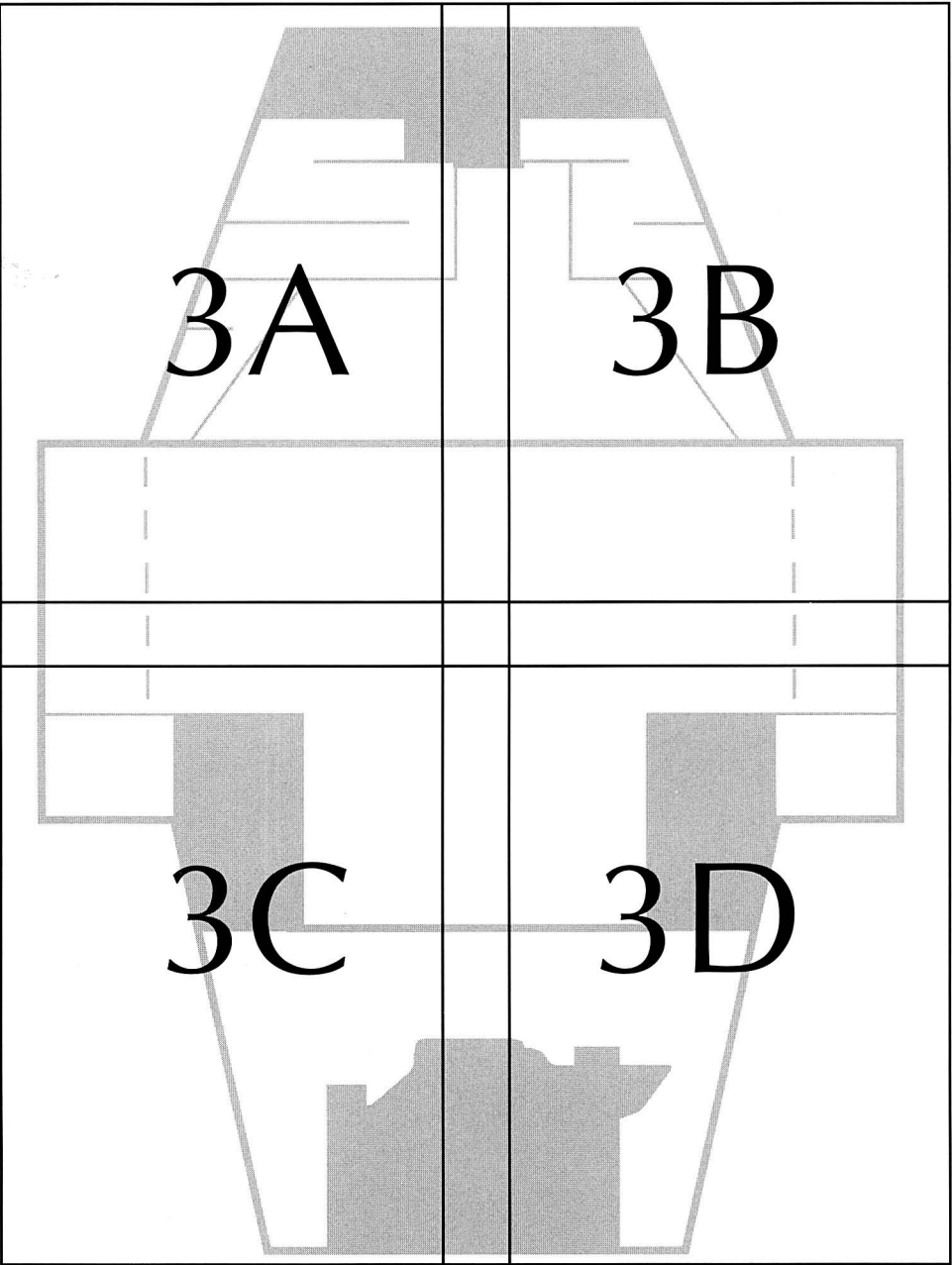
8-9. Cargo Locks: These provide access to the main
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ramp (if needed) but most loading is accomplished by
contragrav vehicles, so the ramp is necessary only in
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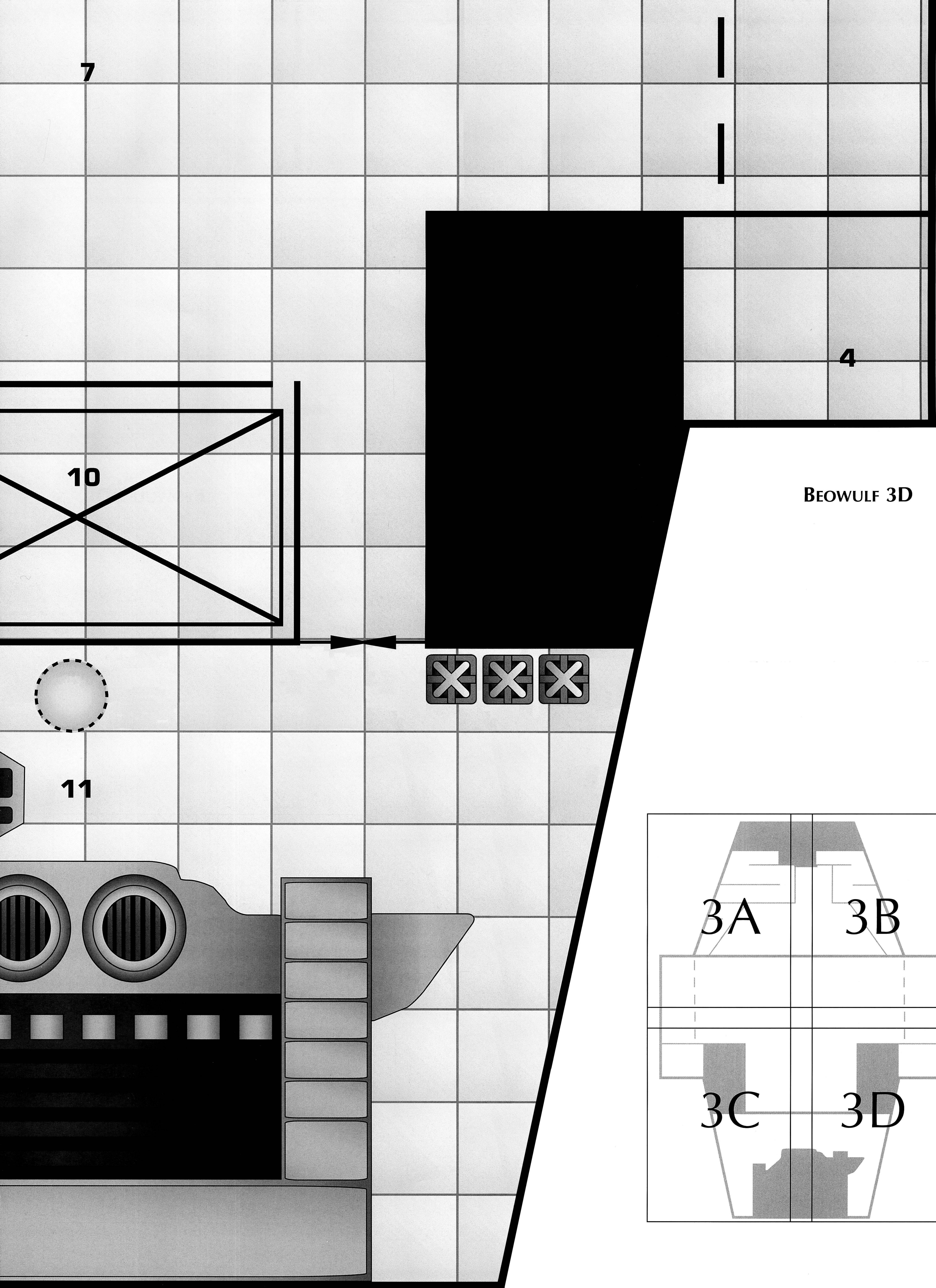
10. Cargo Elevator

11. Lower Engineering: This holds the jump drive
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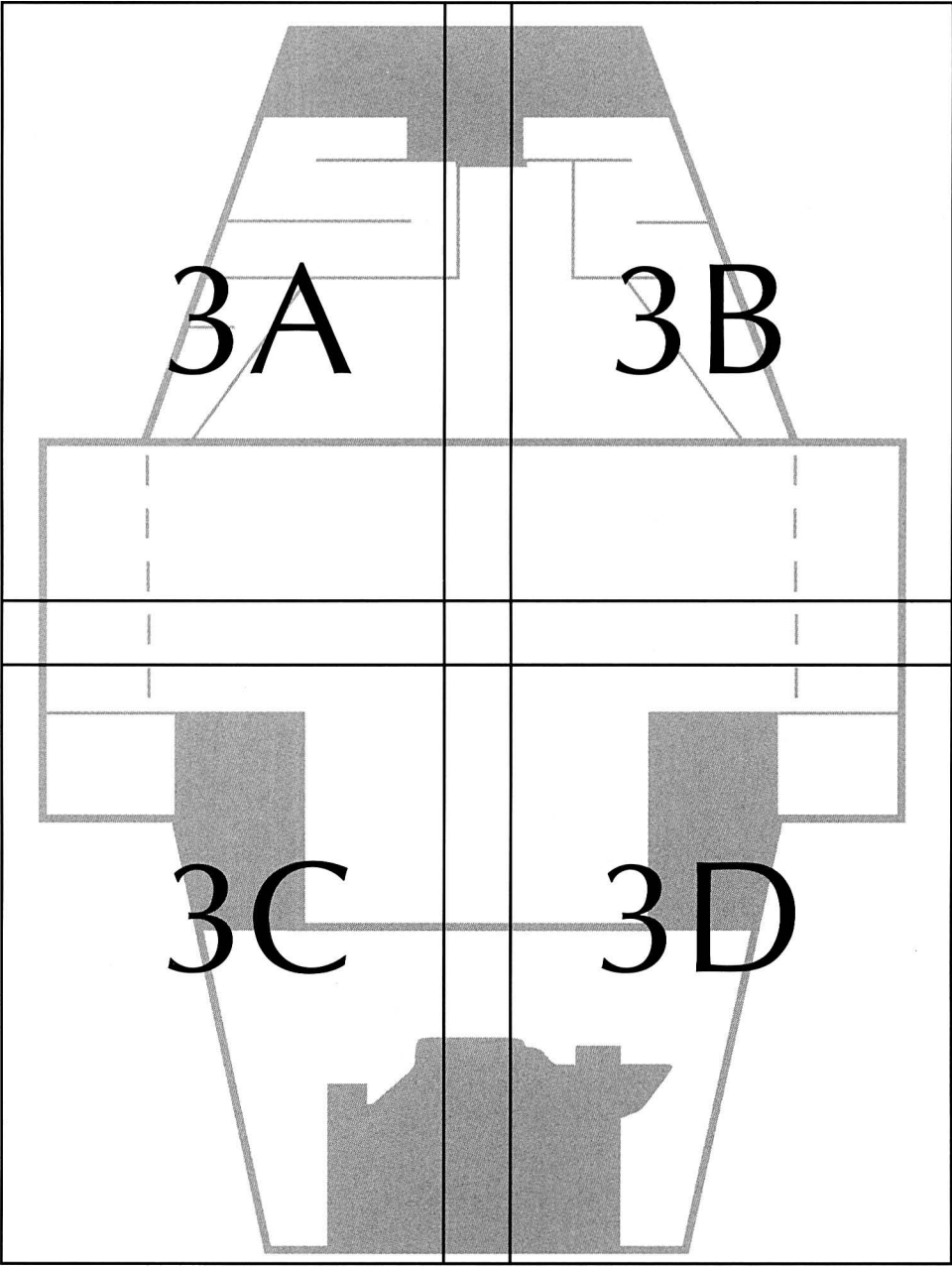


BEOWULF 3D





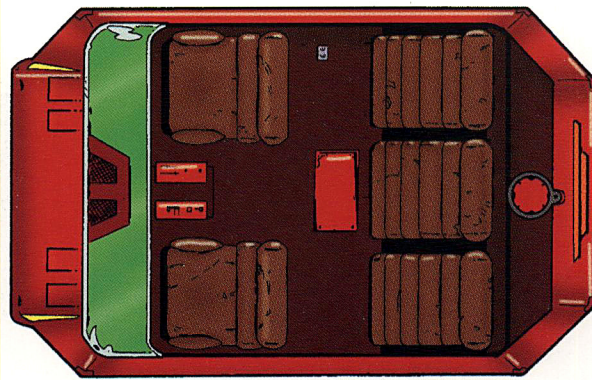
BEOWULF 3D





INSTRUCTIONS

Cut the figures along the dotted yellow lines.
DO NOT cut on the solid lines – these are the fold lines. Use the back of a table knife to score along each fold line before folding. Interlock the tabs at the base, and the figure will stand up.



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Journal of the Travellers' Aid Society

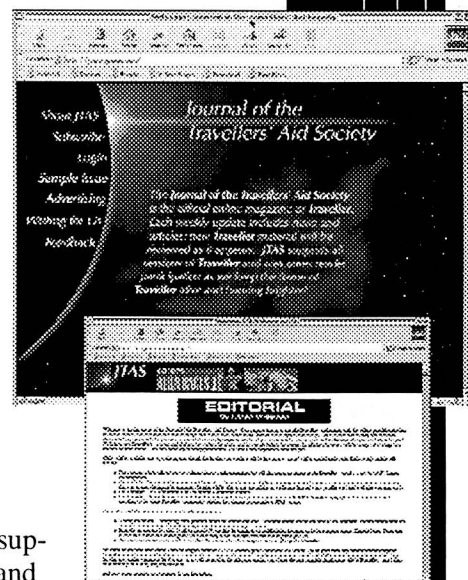
The *Journal of the Travellers' Aid Society* was first published in 1979 by GDW, Inc. to provide additional material (rules, variants, adventures, equipment and background development) for *Traveller* and related products, and to keep *Traveller* fans informed on what was happening with the game. The hardcopy version of *JTAS* ceased publication in 1985, merged into GDW's magazine *Challenge*.

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-  Discussion boards on an increasing variety of topics.
-  Live Chat sessions at Brubek's, the virtual bar.
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