Traveller®

DECK PLAN 3

EMPRESS MARAVA-CLASS FAR TRADER

Based on the award-winning ***Traveller*** *science-fiction universe by*
MARC MILLER

Edited by
LOREN WISEMAN

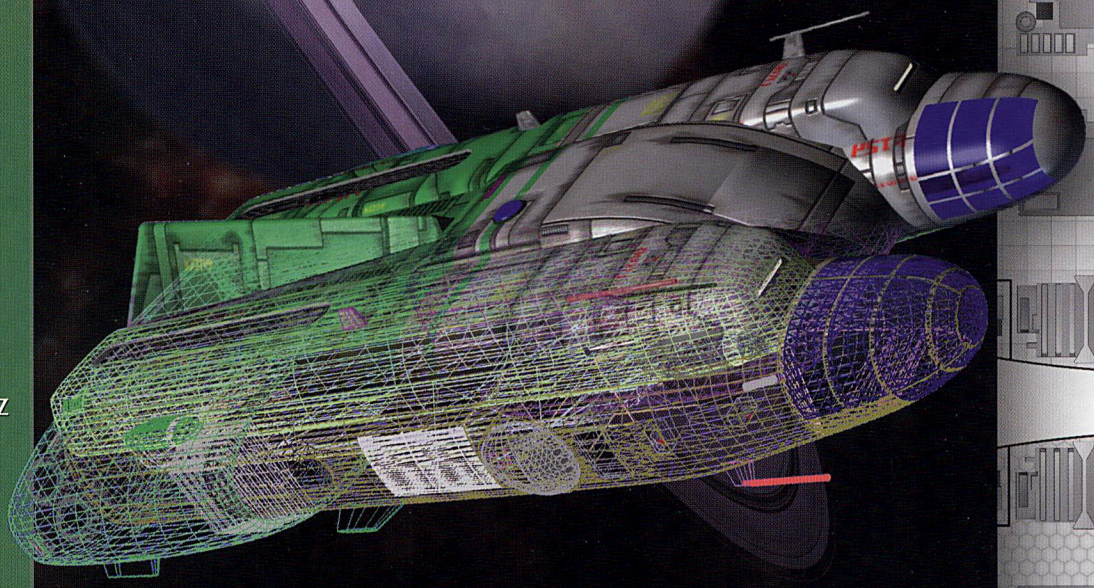
Cover Art by
JESSE DEGRAFF

Deck Plans by
KIEREN YANNER

Cardboard Heroes *drawn by*
TOM BIONDOLILLO

Colored by
ALEX FERNANDEZ
AND MERCEDES MARTINEZ

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



The *Empress Marava*-class Far Trader is a tough, long-range cargo ship. It's a favorite of many adventurous traders . . . which probably includes the PCs in your campaign.

This big package shows every detail of a *Marava* on 16 two-sided maps . . . hexes on one side and squares on the other, to fit any campaign! Also included is a sheet of ***Cardboard Heroes*** miniatures to crew your *Marava,* and a large cargo-hauling air/raft.

STEVE JACKSON GAMES

FIRST PRINTING
PUBLISHED APRIL 2001
ISBN 1-55634-508-9
52295
9 781556 345081
SJG02295 **6621**
Printed in the USA

Production Management by Russell Godwin
Production and Cover Design by Alex Fernandez ▮ Print Buying by Paul Rickert
Art Direction by Philip Reed ▮ Sales Management by Ross Jepson

GURPS, ***Cardboard Heroes***, and the all-seeing pyramid are registered trademarks of Steve Jackson Games Incorporated. ***Traveller Deck Plan 3: Empress Marava-Class Far Trader***, and the names of all products published by Steve Jackson Games Incorporated are registered trademarks or trademarks of Steve Jackson Games Incorporated, or used under license. ***Traveller Deck Plan 3: Empress Marava-Class Far Trader*** is copyright © 2001 by Steve Jackson Games Incorporated. All rights reserved. Printed in the USA. ***Traveller*** is a registered trademark of Far Future Enterprises, and is used under license.

Deck plans shown 1/12 actual size.

Deck Plan Symbols

Sliding Door

Interior Partition

Airtight Partition

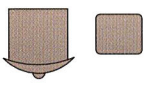
Airtight Bulkhead

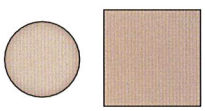
Iris Valve

Iris Valve, Overhead

Iris Valve, Floor

Iris Valve,
Floor & Overhead

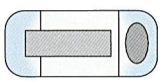

Chair



Table

Acceleration Couch

Fresher


Low Berth

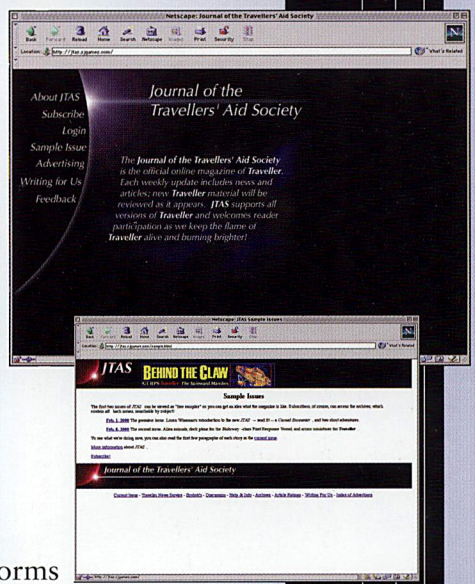
Bed

1 hex (1″) =
1 yard

1 square (1.5″) =
1.5 meters

WE'RE ON THE WEB

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*.

Now *JTAS* continues that same tradition on the web, providing support for *Traveller* in all its forms and incarnations. We cover *Classic Traveller, MegaTraveller, Traveller: the New Era, Traveller 4th edition*, and *GURPS Traveller*. We'll keep you informed on what's happening, what's come out, and what's coming up for the premiere science-fiction RPG. The online format also allows *JTAS* to offer an interactive forum for *Traveller* fans to discuss the game and keep it alive and growing. Updated weekly, *JTAS* features:

- *Traveller* articles, news, and reviews, plus a weekly editorial by Loren Wiseman.
- A searchable archive of back *Traveller* articles in both *JTAS* and *Pyramid*.
- Discussion boards on an increasing variety of topics.
- Live Chat sessions at Brubek's, the virtual bar.
- The equivalent of approximately five full-sized *Traveller* books each year.

Updated Weekly!

Only $15 per Year!

Exclusive to the Web!

JTAS is edited by Loren Wiseman, an original partner in GDW and currently *GURPS Traveller* line editor for Steve Jackson Games. *Journal of the Travellers' Aid Society* and *Traveller* are trademarks of *Far Future Enterprises*.

STEVE JACKSON GAMES

jtas.sjgames.com

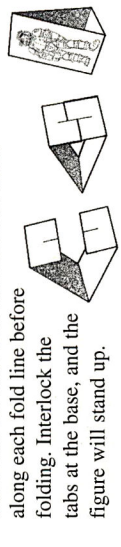
Traveller®

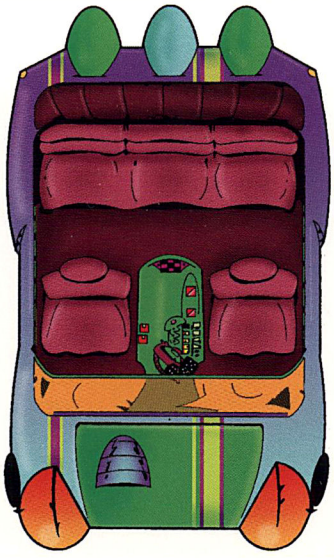
DECK PLAN 3

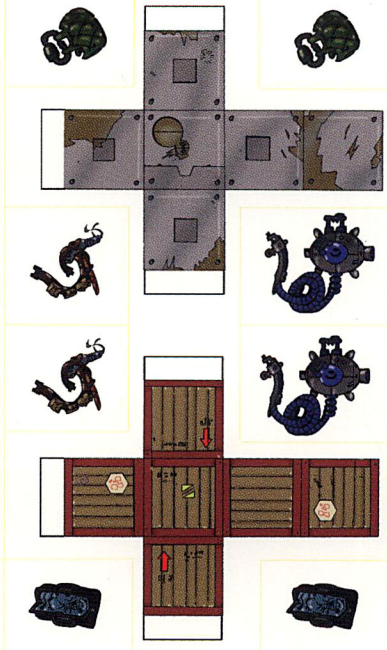
EMPRESS MARAVA-CLASS FAR TRADER

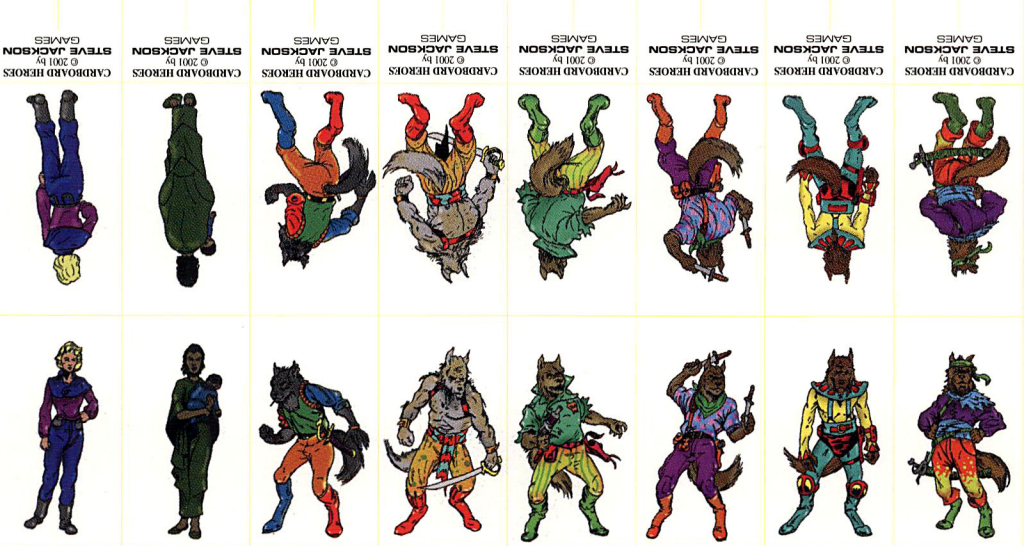
CARDBOARD HEROES®

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.









Passenger TDP3-13	Passenger TDP3-14	Vargr Corsair TDP3-15	Vargr Corsair TDP3-16	Vargr Corsair TDP3-17	Vargr Corsair TDP3-18	Vargr Corsair TDP3-19	Vargr Corsair TDP3-20	Boy Passenger TDP3-21	Boy Passenger TDP3-22	Girl Passenger TDP3-23	Girl Passenger TDP3-24

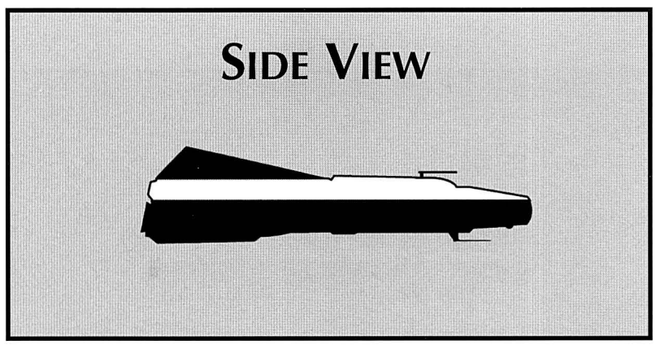
Officer TDP3-1	Officer TDP3-2	Crew TDP3-3	Crew TDP3-4	Crew TDP3-5	Engineer TDP3-6	Passenger TDP3-7	Passenger TDP3-8	Crew in Vacc Suit TDP3-9	Crew in Vacc Suit TDP3-10	Passenger TDP3-11	Passenger TDP3-12

Copyright © 2001 by Steve Jackson Games Incorporated.
Illustrated by Tom Biondolillo • Color and Production by Alex Fernandez and Mercedes Martinez • Art Direction by Philip Reed #6621

Traveller®

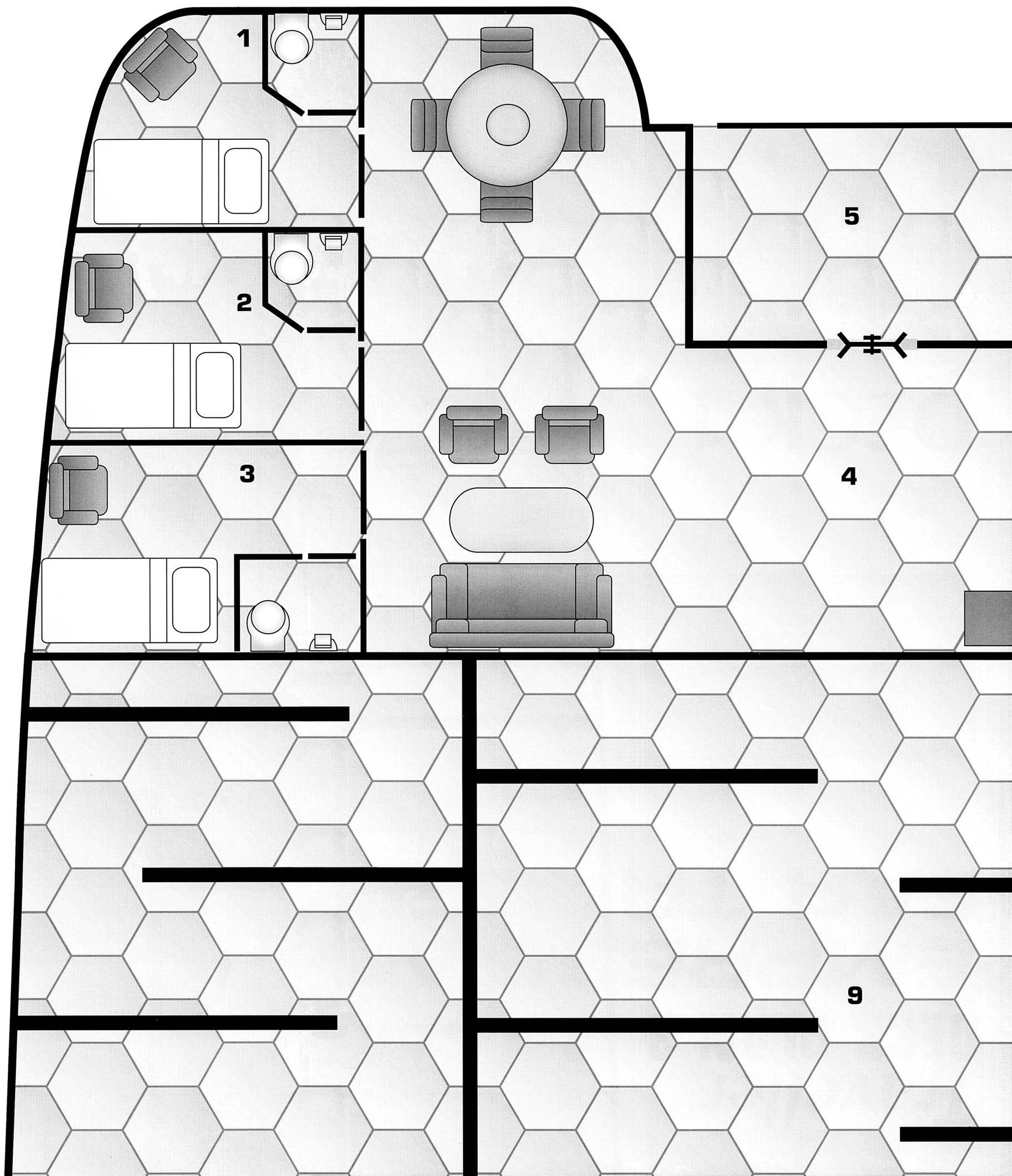
DECK PLAN 3

EMPRESS MARAVA-CLASS FAR TRADER



DECK 1

Marava 1A

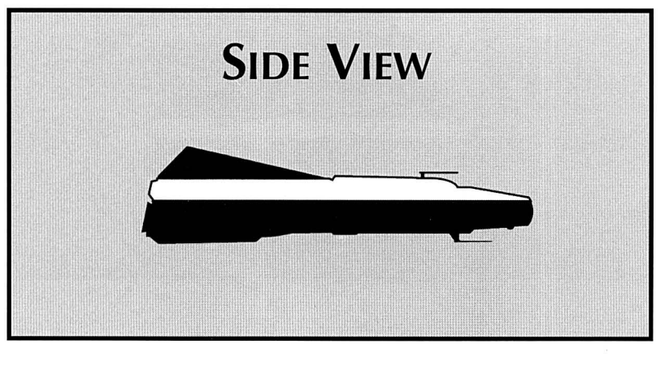


Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

Traveller®

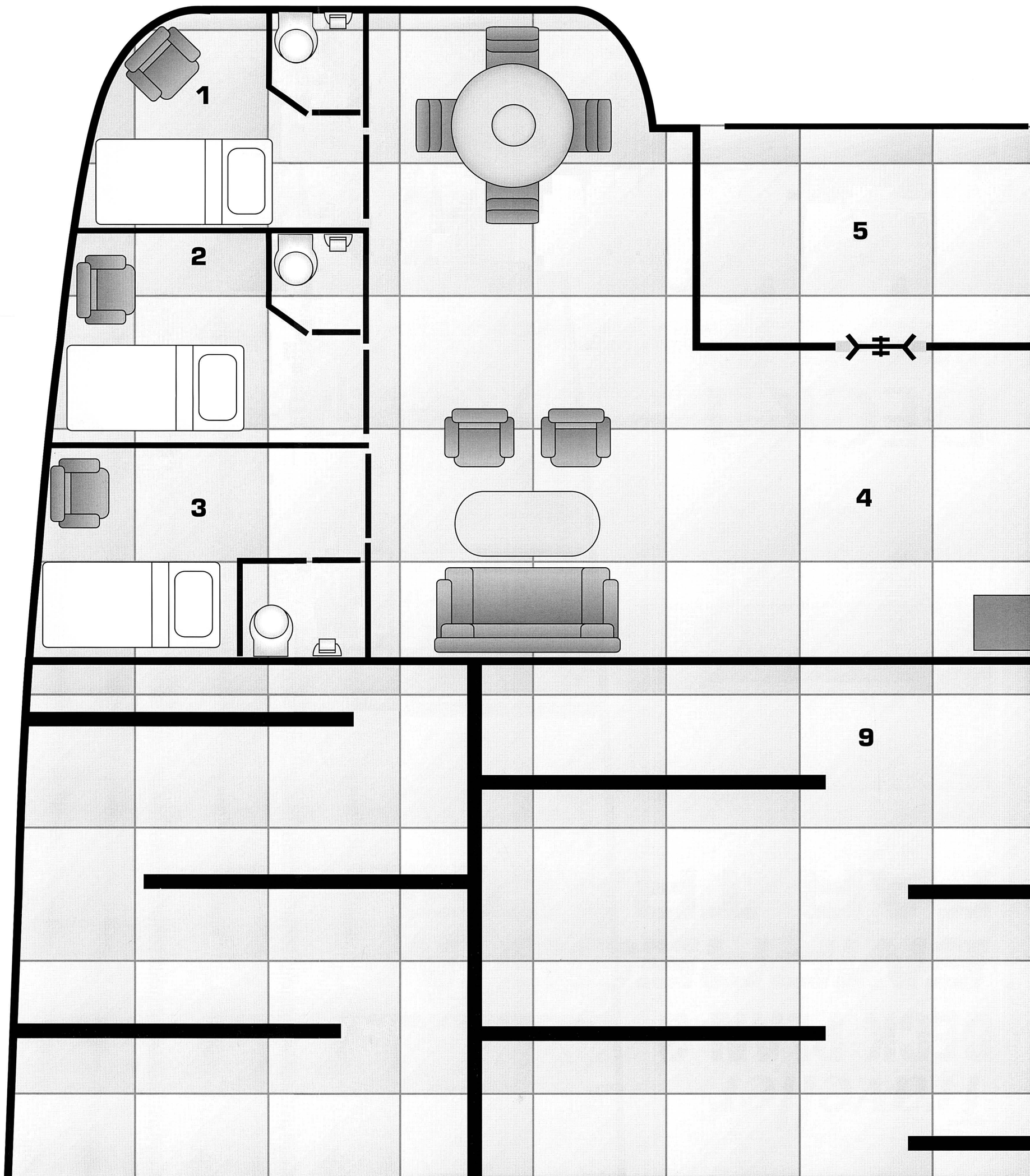
DECK PLAN 3

EMPRESS MARAVA-CLASS FAR TRADER



DECK 1

MARAVA 1A



Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

Empress Marava-Class 200-ton Far Trader

Originally developed in 1042 by Gesichtkries Sternsschiffbau AG (GSbAG), the prototype design was given the code 9/311-A2. The "9/311" indicates that the design originated in GSbAG's Interstellar Design Bureau 9, located on Bolivar (0240 in the Dagudashaag sector), and that it was the 311th design undertaken by the team. The "A" follows the Imperial designation system's code for merchant craft, and the "2" indicates a jump-2 capacity. Records are incomplete, but the design was probably completed by a team headed by Jamal Hamilton, Bureau 9's chief merchant starship designer from 1024-1068.

Development was slow, and the first prototype 9/311-A2 did not leave GSbAG's Bolivar yards until late in 1045. Flight tests uncovered a few minor design problems, primarily in the location of the fuel scoops, but these were corrected by the time the second prototype was built in 1046.

GSbAG executives liked the design, and ordered 12 models built for evaluation by various customers. Tukera Lines, the Imperium-wide shipping megacorporation, evaluated the design, and eventually ordered several hundred. Other groups followed suit, and GSbAG soon had a runaway success on its hands.

It is not known why the class is named after Empress Marava (who ruled for a few months in 620), but it inspired many owners to choose similar names for their vessels, choosing from the list of empresses of the Third Imperium (Jaqueline, Nicholle, Arbellatra, Margaret, and so on). Owners in the Solomani Rim tend to pick names of female rulers from Terran history (Elizabeth, Hatshepsut, Maria Theresa, Wu, etc.).

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, an additional crew stateroom has been added next to the crew common area on Deck 2.

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 quarters make use of 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 (curtains or folding partitions are used to prevent water from splashing everywhere in the room).

Passengers: Passenger staterooms have individual freshers. They are usually better-appointed than those intended for the use of the crew, but are still a little cramped by most standards. The walls of each stateroom can be set 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 an intercom and life support monitor.

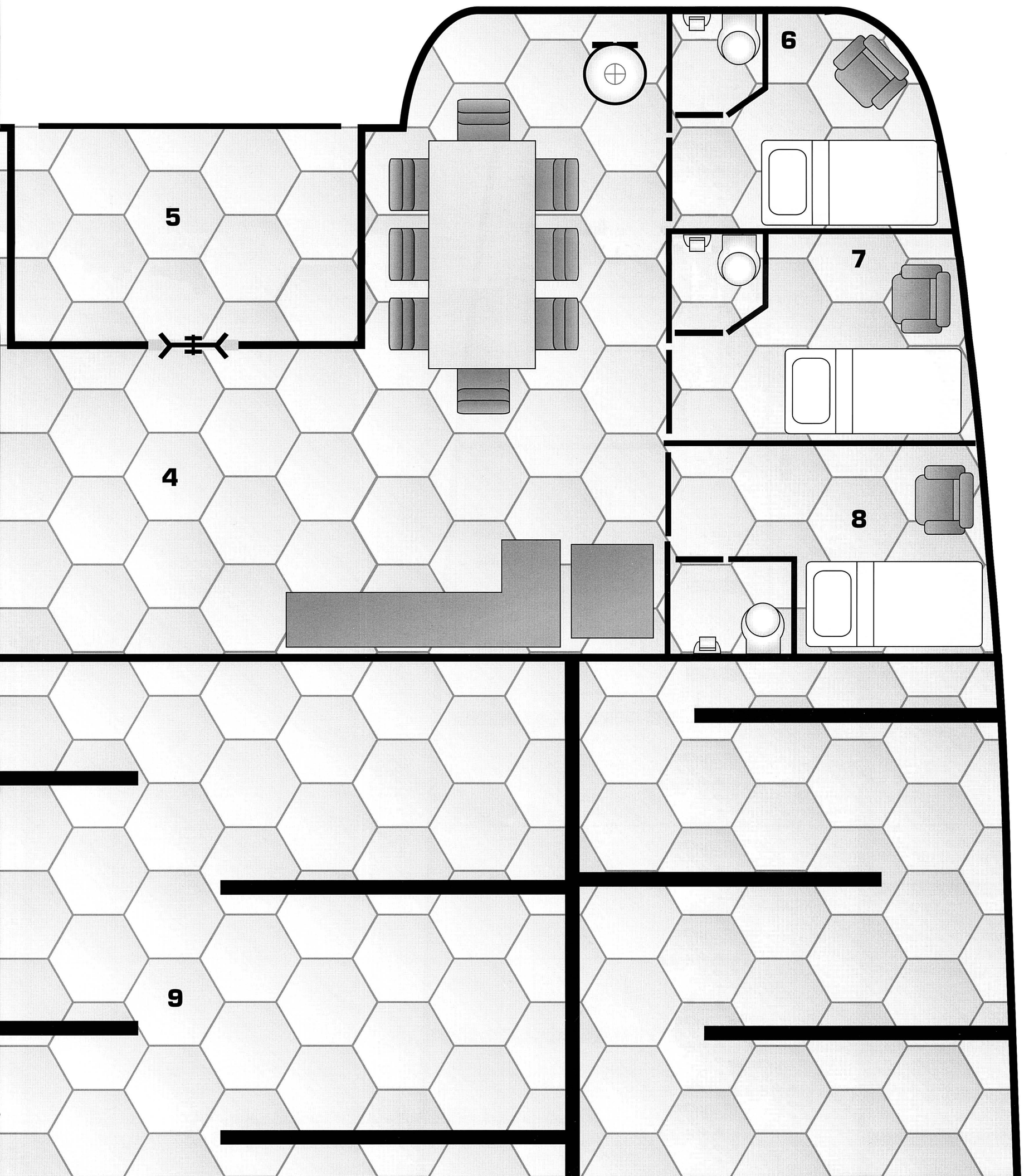
Stewards on some vessels try to arrange special diversions for the passengers, but most ships make do with group games and the occasional holovision show.

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 atmospheric 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 other 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' 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 the forward section of Deck 1 throughout the voyage. This area contains their staterooms, a passenger lounge, and a small 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!



Marava 1B

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

Empress Marava-Class 200-ton Far Trader

Originally developed in 1042 by Gesichtkries Sternsschiffbau AG (GSbAG), the prototype design was given the code 9/311-A2. The "9/311" indicates that the design originated in GSbAG's Interstellar Design Bureau 9, located on Bolivar (0240 in the Dagudashaag sector), and that it was the 311th design undertaken by the team. The "A" follows the Imperial designation system's code for merchant craft, and the "2" indicates a jump-2 capacity. Records are incomplete, but the design was probably completed by a team headed by Jamal Hamilton, Bureau 9's chief merchant starship designer from 1024-1068.

Development was slow, and the first prototype 9/311-A2 did not leave GSbAG's Bolivar yards until late in 1045. Flight tests uncovered a few minor design problems, primarily in the location of the fuel scoops, but these were corrected by the time the second prototype was built in 1046.

GSbAG executives liked the design, and ordered 12 models built for evaluation by various customers. Tukera Lines, the Imperium-wide shipping megacorporation, evaluated the design, and eventually ordered several hundred. Other groups followed suit, and GSbAG soon had a runaway success on its hands.

It is not known why the class is named after Empress Marava (who ruled for a few months in 620), but it inspired many owners to choose similar names for their vessels, choosing from the list of empresses of the Third Imperium (Jaqueline, Nicholle, Arbellatra, Margaret, and so on). Owners in the Solomani Rim tend to pick names of female rulers from Terran history (Elizabeth, Hatshepsut, Maria Theresa, Wu, etc.).

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, an additional crew stateroom has been added next to the crew common area on Deck 2.

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 quarters make use of 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 (curtains or folding partitions are used to prevent water from splashing everywhere in the room).

Passengers: Passenger staterooms have individual freshers. They are usually better-appointed than those intended for the use of the crew, but are still a little cramped by most standards. The walls of each stateroom can be set 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 an 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 atmospheric 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 other 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' 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 the forward section of Deck 1 throughout the voyage. This area contains their staterooms, a passenger lounge, and a small 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!

Marava 1B

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

LEGEND

The forward section of Deck 1 is the passenger area. For security reasons, most ships restrict passengers to this section except when they board or debark.

1-3. Passenger Staterooms: Fittings vary with the taste and finances of the shipowner, but most include a bed (sometimes folding into the wall for additional space), at least one chair, and a fresher. Each ship has its own system for naming or numbering the staterooms.

4. Passenger Common Area: The area where the passengers take their meals and spend most of their time when not in their staterooms. Furnishings and amenities vary.

5. Air/Raft Dock: 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). Some vessels do not carry an air/raft, using the space for extra cargo or for galley supplies. Such ships have a door connecting this space to the passenger lounge, and the outer hatch is sealed.

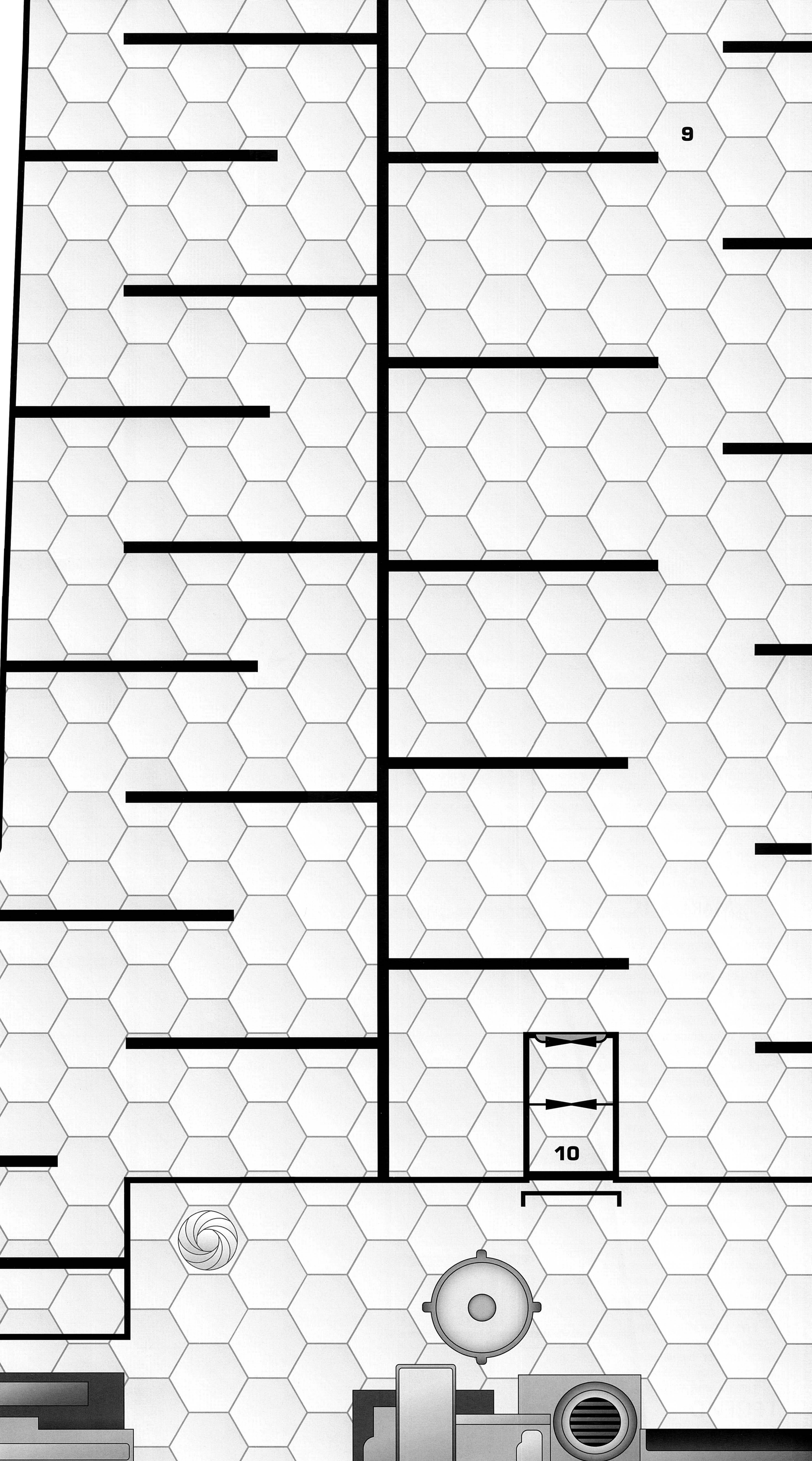
6-8. Passenger Staterooms: See note 1.

9. Fuel Tank: This incorporates internal baffles, and is not normally accessed during flight. For maintenance purposes, this area can be entered through the access airlock at #10. The heavy lines represent internal antisurge baffles, which are necessary when artificial gravity is not operating.

10. Fuel Tank Lock: This allows maintenance crews into the fuel tank, and is not normally used during flight.

11. Upper Engineering: This area contains the upper portions of the maneuver drives, as well as the ship's power plant and other machinery. It is another critical area of the ship, and is kept locked at all times. Iris valves in the deck provide access to lower engineering. Emergency escape panels are provided at several locations, but are not shown on these plans. These are not airlocks and can cause explosive decompression under some conditions.

MARAVA 1C



Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

LEGEND

The forward section of Deck 1 is the passenger area. For security reasons, most ships restrict passengers to this section except when they board or debark.

1-3. Passenger Staterooms: Fittings vary with the taste and finances of the shipowner, but most include a bed (sometimes folding into the wall for additional space), at least one chair, and a fresher. Each ship has its own system for naming or numbering the staterooms.

4. Passenger Common Area: The area where the passengers take their meals and spend most of their time when not in their staterooms. Furnishings and amenities vary.

5. Air/Raft Dock: 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). Some vessels do not carry an air/raft, using the space for extra cargo or for galley supplies. Such ships have a door connecting this space to the passenger lounge, and the outer hatch is sealed.

6-8. Passenger Staterooms: See note 1.

9. Fuel Tank: This incorporates internal baffles, and is not normally accessed during flight. For maintenance purposes, this area can be entered through the access airlock at #10. The heavy lines represent internal antisurge baffles, which are necessary when artificial gravity is not operating.

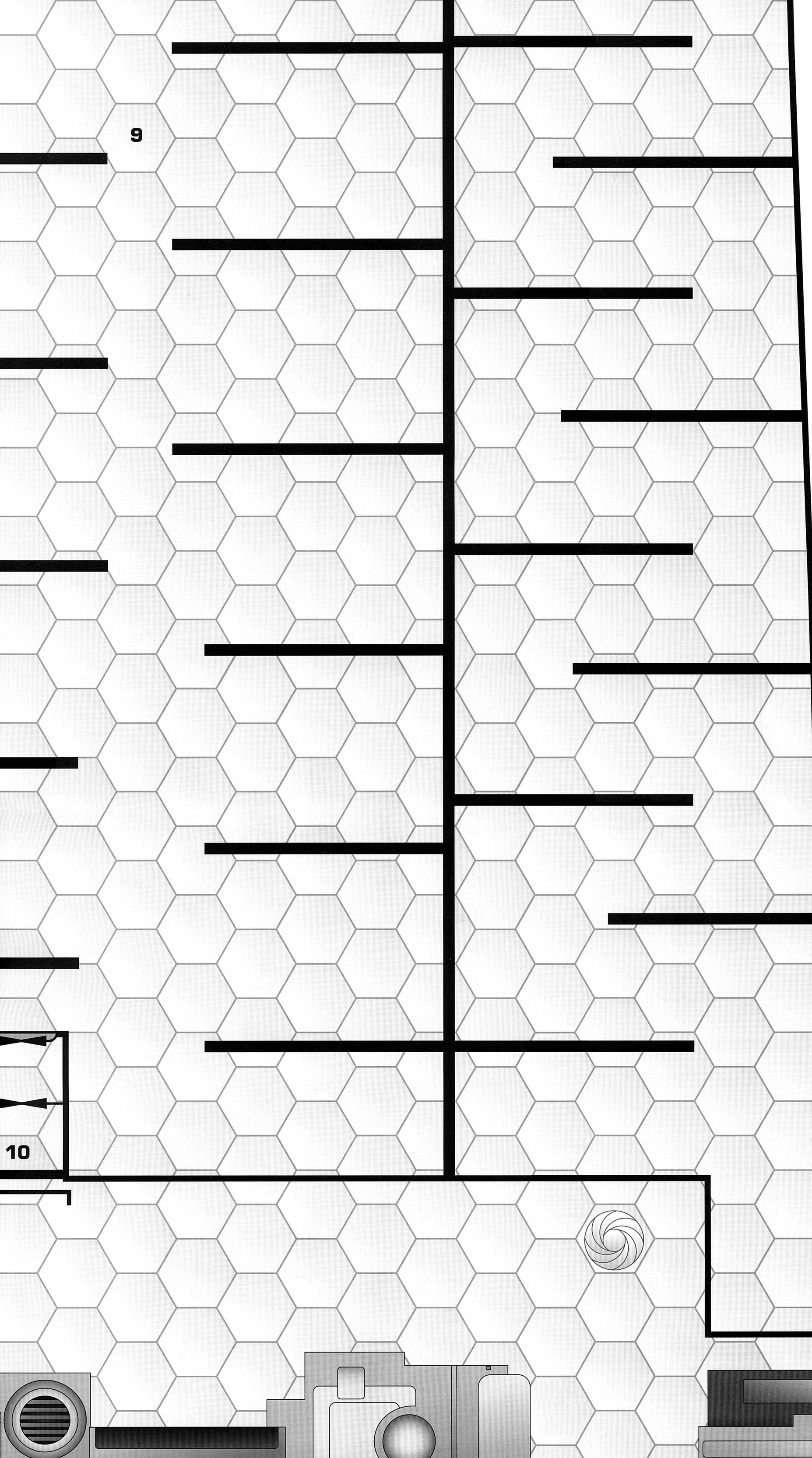
10. Fuel Tank Lock: This allows maintenance crews into the fuel tank, and is not normally used during flight.

11. Upper Engineering: This area contains the upper portions of the maneuver drives, as well as the ship's power plant and other machinery. It is another critical area of the ship, and is kept locked at all times. Iris valves in the deck provide access to lower engineering. Emergency escape panels are provided at several locations, but are not shown on these plans. These are not airlocks and can cause explosive decompression under some conditions.

MARAVA 1C

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

Marava 1D



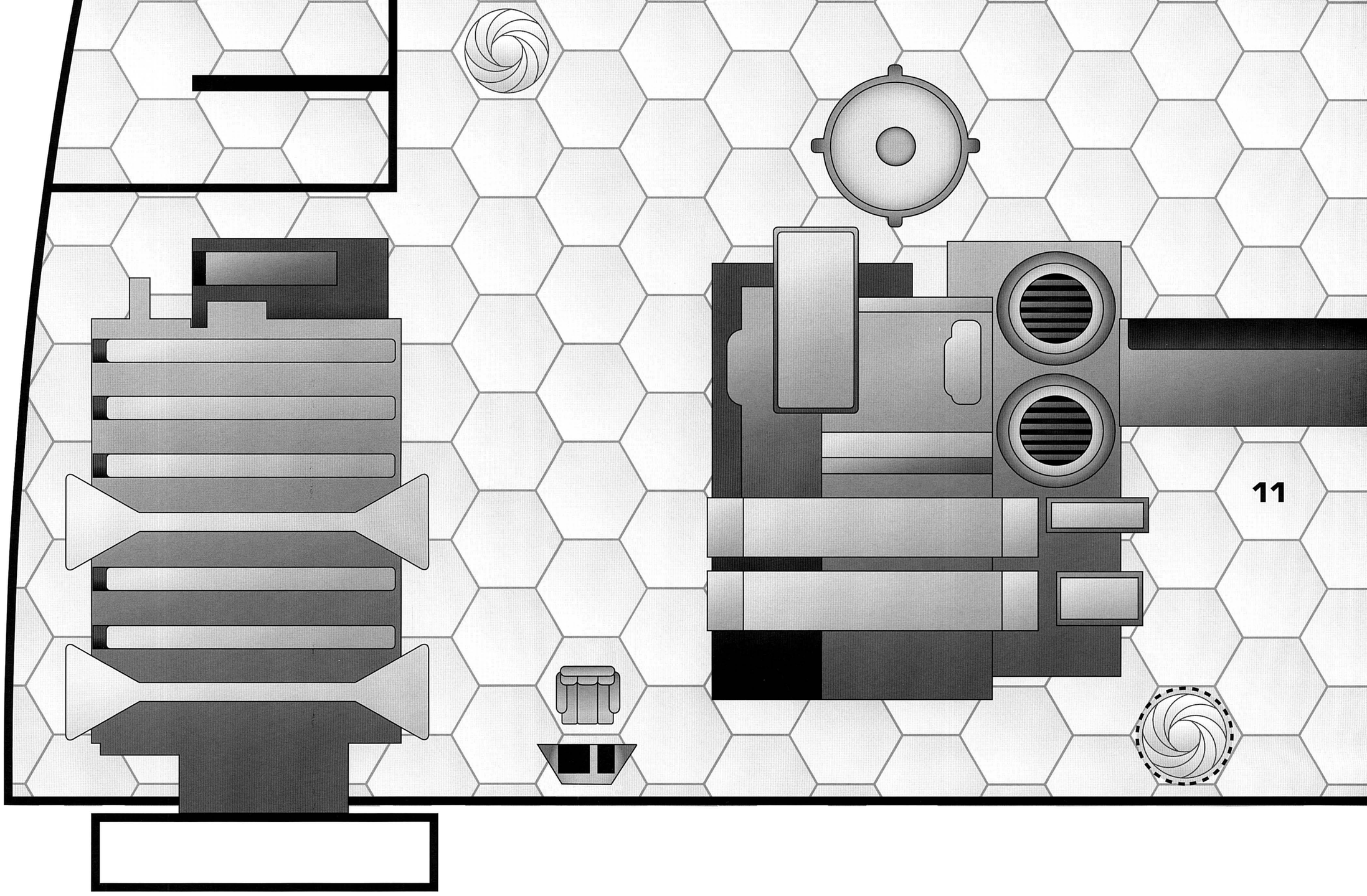
Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

Marava 1D

10

9

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.



Empress Marava-Class 200-ton Far Trader

Far traders earn their name with their jump-2 capability. With longer "legs" than the more common *Beowulf*-class free trader, the far traders can service routes inaccessible to their short-ranged brethren.

The increased jump and fuel requirements mean that cargo capacity and stateroom numbers must suffer, but in some areas no other vessel will do the job as well. A common practice is to hire a steward with some medical training in place of installing a sickbay, to help ensure the survival of low-berth passengers. As with the Free Trader, custom refittings are common. This particular plan shows an additional crew stateroom built into the storage cabinet of the crew lounge area.

Crew: Captain/Pilot, Navigator, Sensor/Commo Operator, Steward, and two Engineers. One of the crew doubles as a pilot for the air/raft carried aboard.
Subassemblies: SL Hull +8, 2 turrets +5.
Power & Propulsion: 15 Maneuver, 6 Jump.
Fuel: 40
Occupancy: 6-12 CCS **Cargo:** 49 dtons

Armor	F	RL	B	T	U
All	4/100	4/100	4/100	4/100	4/100

Equipment
Modules: Basic Bridge, Engineering, 3 Low Berths (capacity 12), 1 Spacedock (holds up to 250 cf of air/raft), 10 Staterooms, Utility, 2 Turrets, Fuel Processor.

Statistics
Dim.: 55'×101'×20' *Payload:* 276 tons *Lwt:* 559 tons
Volume: 200 dtons *SizeMod:* +8 *Price:* MCr36.8
HP: 22,500
sAccel: 1.06 G/2.1 G empty *Jump:* 2 *aSpeed:* 1,646

Empress Marava A1-Class 200-ton J-1 Trader Variant

Reduce jump drives to 4, and fuel to 20; increase cargo to 66. Payload becomes 350 tons, Lwt 551.15 tons, Price MCr25.82, sAccel 1.02 Gs/2.78 Gs empty, Jump 1, aSpeed 740.

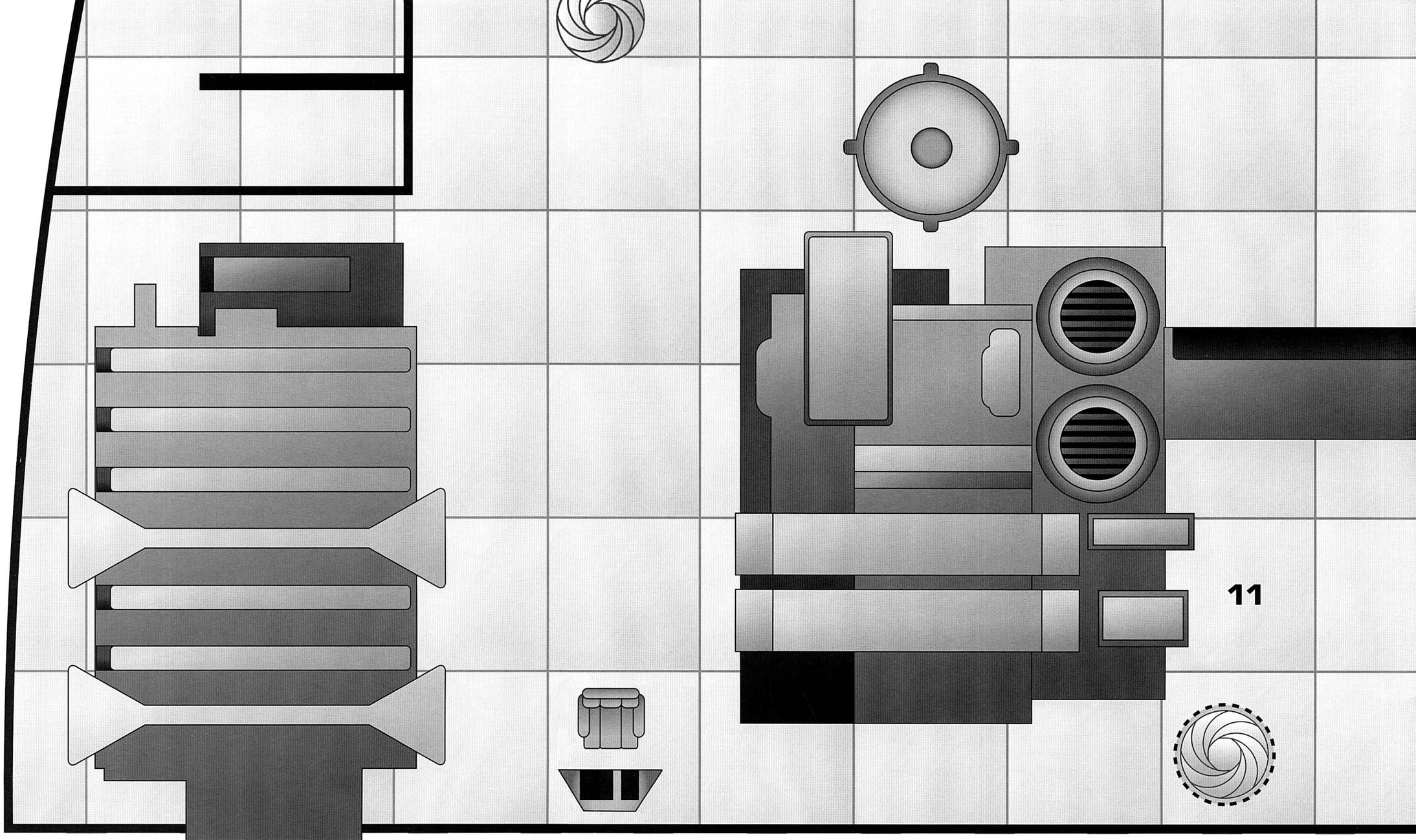
Empress Arbellatra-Class 200-ton Q-Ship Variant

Yard modification of hold and fuel tanks to accommodate three fighters reduces cargo to 0. Payload becomes 0 tons, Lwt 559 tons, Price MCr46.8 (not including fighters), sAccel 1.02 Gs/1.3 Gs empty, Jump 2. Crew is expanded by 3 fighter pilots and 6 ground crew.

Queen Helena-Class 200-ton Bulk Passenger Transport Variant

Add 36 low berths (144 low passengers) at expense of cargo, and add one stateroom. Payload becomes 276 tons, Lwt 349 tons, Price MCr36.8. Crew is expanded by 2 medical technicians.

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.



Marava 1E

Classic Traveller (High Guard) Statistics

Type A2 Far Trader
A-8457 Empress Marava A2-22211R1-010000-10001-0 MCr61.36 200 tons
Batteries=3, batteries bearing=3, Crew=3, Passengers=9, Low Berth=4, Cargo=61, Fuel=50, Hardpoints=2, Agility=0, TL=9

Variants

***Empress Marava A1*-Class J-1 Trader**
Marava A1 A1-2211111-01000-10001-0 MCr49.56 200 tons
Crew=4. TL=9.
Book 2 Design.
Passengers=10. Low=20. Cargo=82. Fuel=30. Hardpoints=2. Agility-0.

***Empress Arbellatra*-Class Q-ship**
Empress Arbellatra Q2-22211R1-010000-10001-0 MCr91.45 200 tons
Batteries=3, batteries bearing=3, Crew=3, Passengers=9, Low Berth=4, Cargo=0, Fuel=50, Hardpoints=2, Agility=0, TL=9, SubCraft air/raft, 3×Rampart

***Queen Helena*-Class**
Bulk Passenger Transport
Queen Helena A2-22211R1-010000-10001-0 MCr71.05 200 tons
Batteries=3, batteries bearing=3, Crew=3, Passengers=9, Low Berth=36, Agility=0, TL=9

MegaTraveller Statistics

***Empress Marava*-Class Far Trader**
CraftID: Far Trader, Type A2, TL 15, MCr41.07
Hull: 180/450, Disp=200, Config=3 SL, Armor=2D6, Unloaded = 1180 tons, Loaded = 2050 tons
Power: 3/6, Fusion = 738Mw, Duration = 30/90
Loco: 4/8, Maneuver=1, 5/10, Jump=2, NOE=190 kph, Cruise 750 kph, Top = 1000 kph, Agility = 1
Commo: Radio = System
Sensors: Passive EMS = Interstellar, Active EMS Far Orbit, ActObjScan = Rout, ActOb1Pin= Rout, PasEngScan = Rout
Off/Def: Hardpoints 2 DefDM= +3
Control: Computer 1 bis ×3, Panel = holodynamic link ×233, Special heads up ×2, Environ = basic ls, extend ls, grav plates, inertial comp
Accomm: Crew 3 (Bridge 1, Engineer=1, Steward/Medical 1), Staterooms= 10, SubCraft air/raft
Other: Cargo = 823.5kliters, Fuel 671 kliters, Purification plant, Scoops, ObjSize = Average. EM Level = Faint

Variants

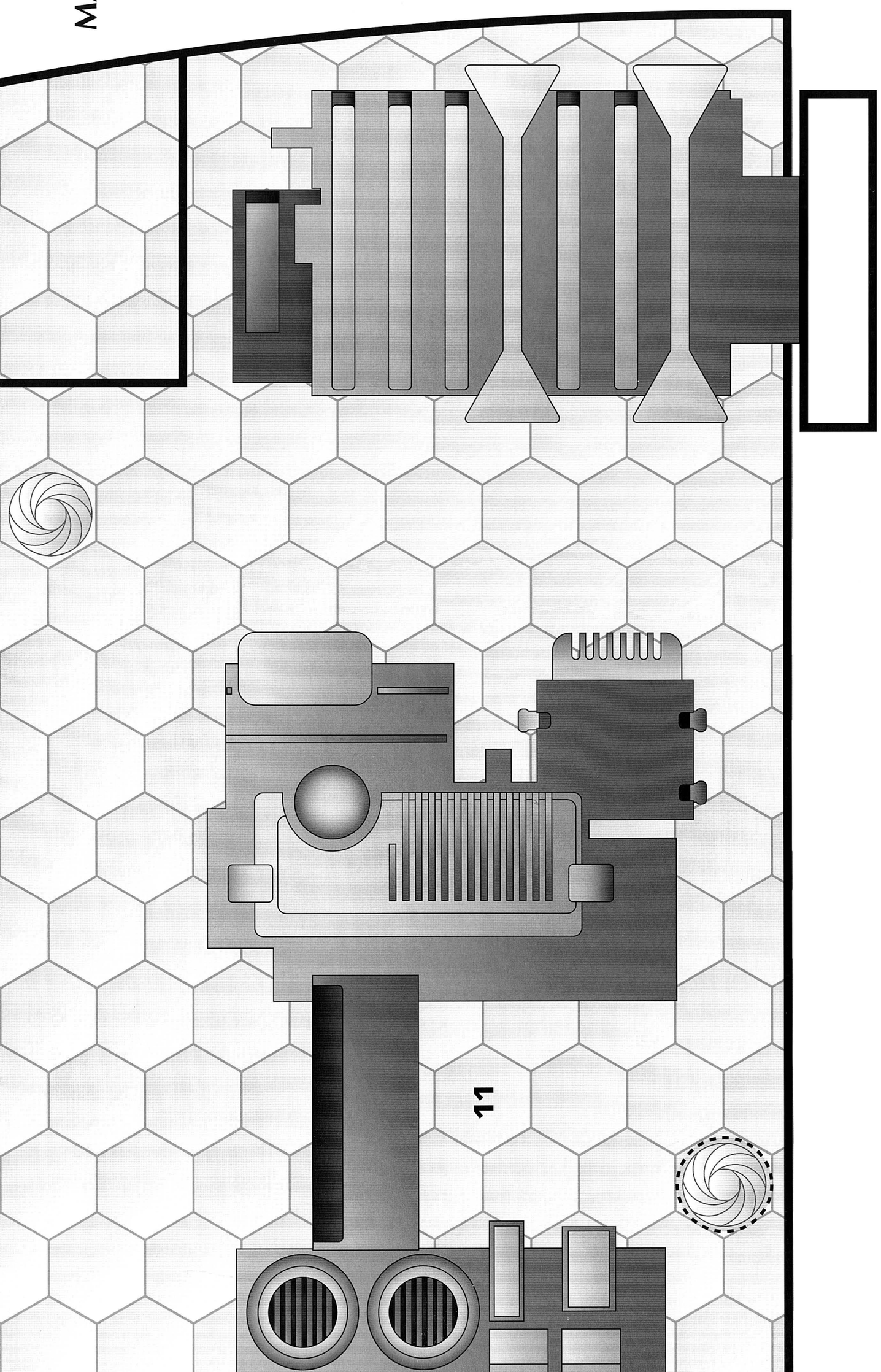
***Empress Marava A1*-Class 200-ton J-1 Trader**
CraftID: J-1 Trader, Type A1, TL 15, MCr54.96
Hull: 180/450, Disp=200, Contig=1SL, Armor=40G, Unloaded = 1130tons, Loaded = 2280tons
Power: 4/8, Fusion=990Mw, Duration=30/90 Loco: 4/8, Maneuver=1, 4/8, Jump=1, NOE=190kph, Cruise=600kph, Top=800kph, Agility=2
Commo: Radio = System
Sensors: PassiveEMS = Interstellar, ActiveEMS = FarOrbit, ActObjScan = Rout, ActObjPin = Rout, PasEngScan = Rout
Off/Def: Hardpoints = 2, DefDM = +4
Control: Computer = 1 bis ×3, Panel = holodynamic link ×3s4, Special = headsUp ×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

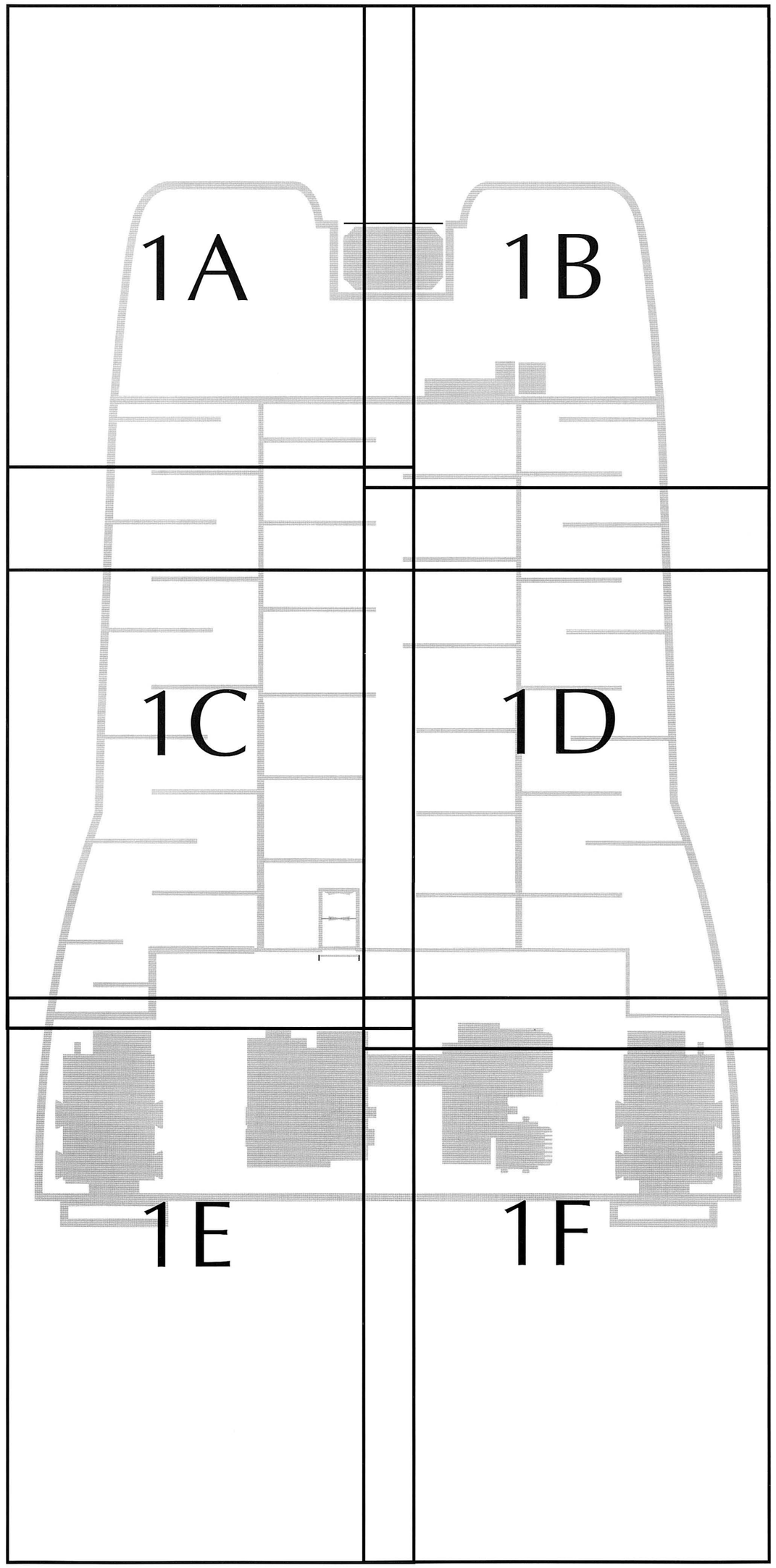
***Empress Arbellatra*-Class 200-ton Q-ship**
CraftID: Far Trader, Type A2, TL 15, MCr41.07
Hull: 180/450, Disp=200, Config=3 SL, Armor=2D6, Unloaded = 1180 tons, Loaded = 2050 tons
Power: 3/6, Fusion = 738Mw, Duration = 30/90
Loco: 4/8, Maneuver=1, 5/10, Jump=2, NOE=190 kph, Cruise 750 kph, Top = 1000 kph, Agility = 1
Commo: Radio = System
Sensors: Passive EMS = Interstellar, Active EMS Far Orbit, ActObjScan = Rout, ActOb1Pin=Rout, PasEngScan = Rout
Off: BeamLaser=×02
Def: DefDM= +3
Control: Computer 1 bis ×3, Panel = holodynamic link ×233, Special heads up ×2, Environ = basic ls, extend ls, grav plates, inertial comp
Accomm: Crew 12 (Bridge=1, Engineer=1, Steward/Medical=1, Pilot=3, MaintTech=6), Staterooms= 10, SubCraft air/raft, 3×Rampart fighters
Other: Cargo = 73.5kliters, Fuel 671 kliters, Purification plant, Scoops, ObjSize = Average. EM Level = Faint

***Queen Helena*-Class 200-ton Bulk Passenger Transport**
CraftID: *Helena* Far Trader, Type A2/LB, TL 15, MCr51.07
Hull: 180/450, Disp=200, Config=3 SL, Armor=2D6, Unloaded = 1180 tons, Loaded = 2050 tons
Power: 3/6, Fusion = 738Mw, Duration = 30/90
Loco: 4/8, Maneuver=1, 5/10, Jump=2, NOE=190 kph, Cruise 750 kph, Top = 1000 kph, Agility = 1
Commo: Radio = System
Sensors: Passive EMS = Interstellar, Active EMS Far Orbit, ActObjScan = Rout, ActOb1Pin= Rout, PasEngScan = Rout
Off/Def: Hardpoints 2 DefDM= +3
Control: Computer 1 bis ×3, Panel = holodynamic link ×233, Special heads up ×2, Environ = basic ls, extend ls, grav plates, inertial comp
Accomm: Crew 5 (Bridge 1, Engineer=1, Steward/Medical 3), Staterooms= 10, LowBerth=36, SubCraft air/raft
Other: Cargo = 117kliters, Fuel 671 kliters, Purification plant, Scoops, ObjSize = Average. EM Level = Faint

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

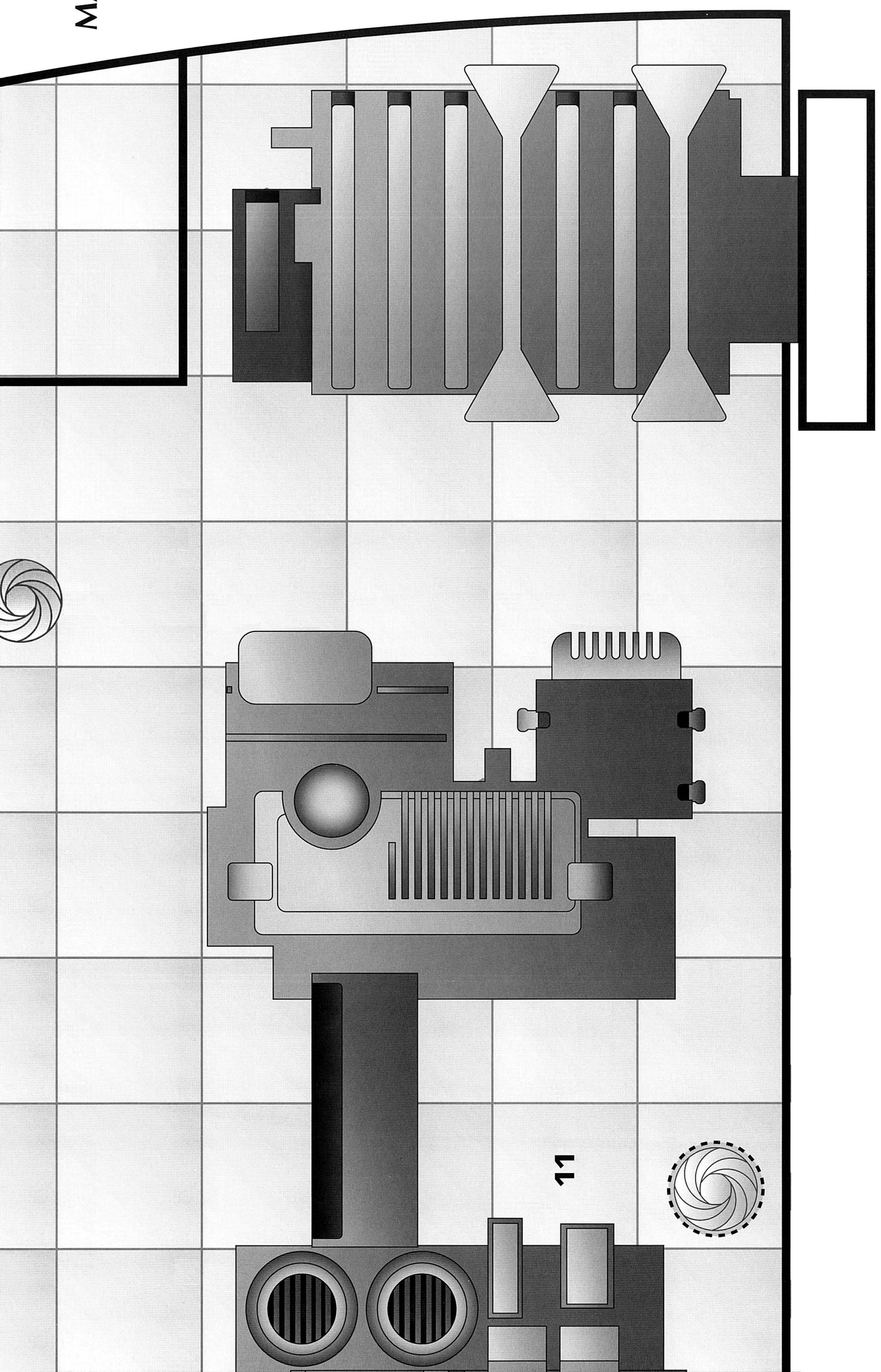
Marava 1F

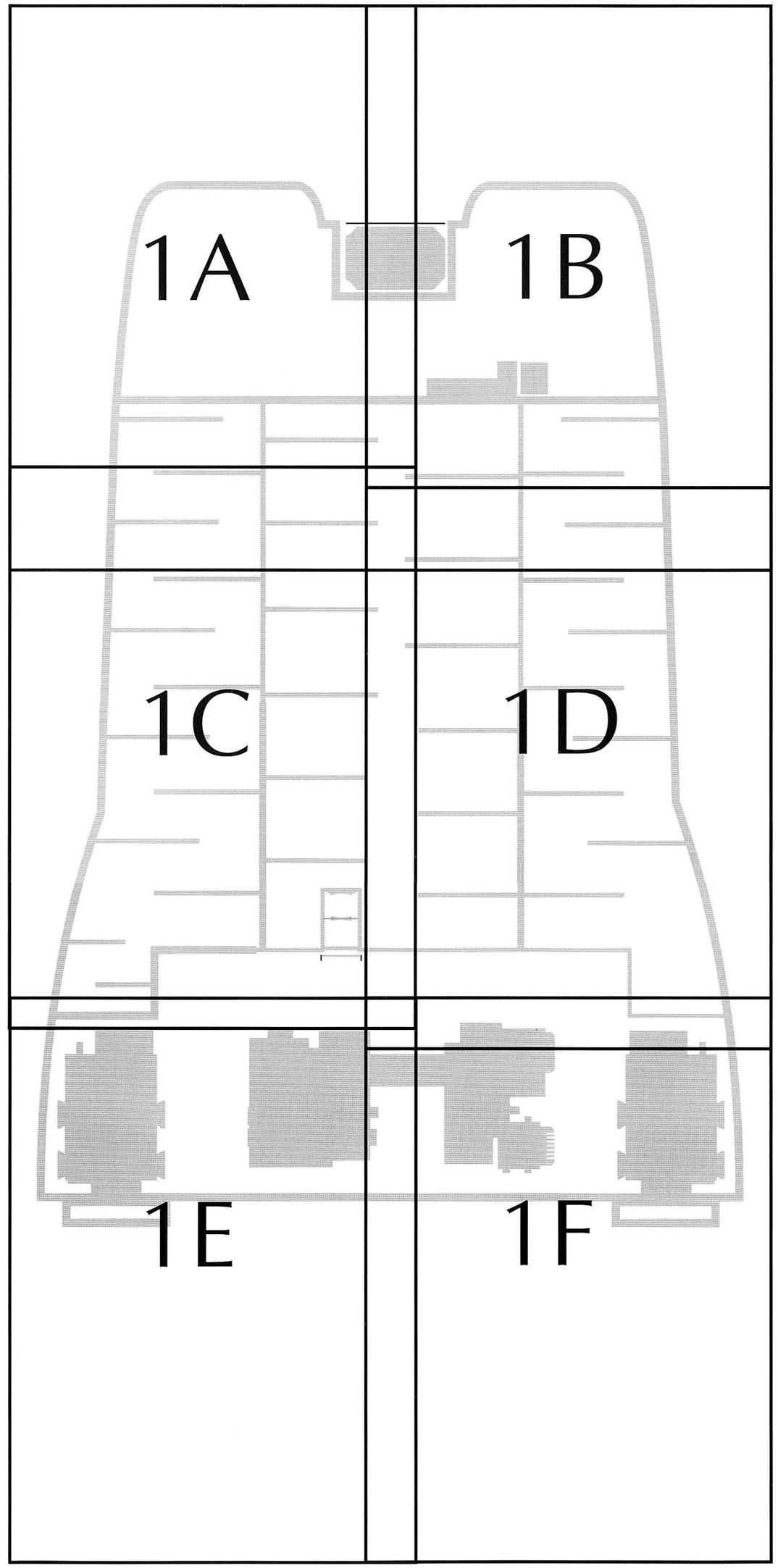




Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

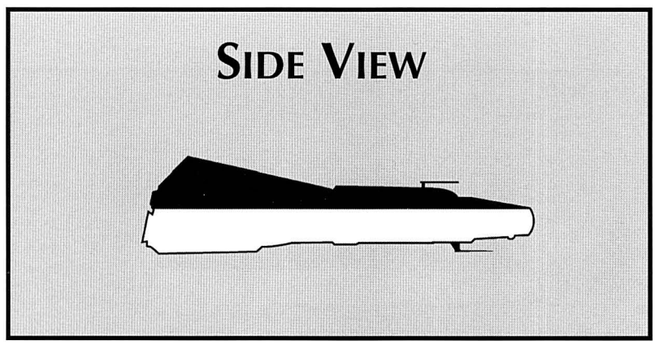
MARAVA 1F



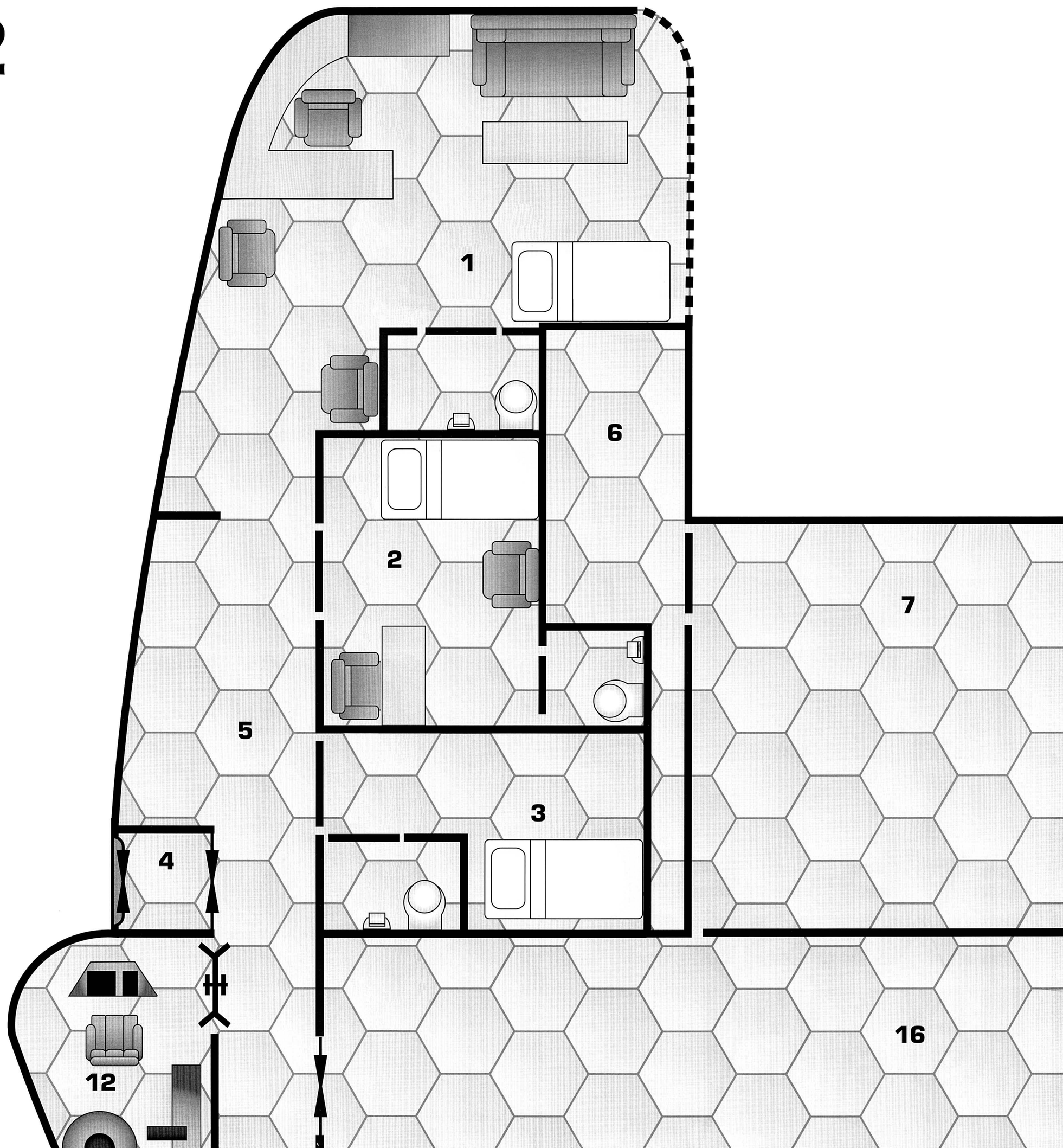


Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

Traveller®
DECK PLAN 3
EMPRESS MARAVA-CLASS
FAR TRADER



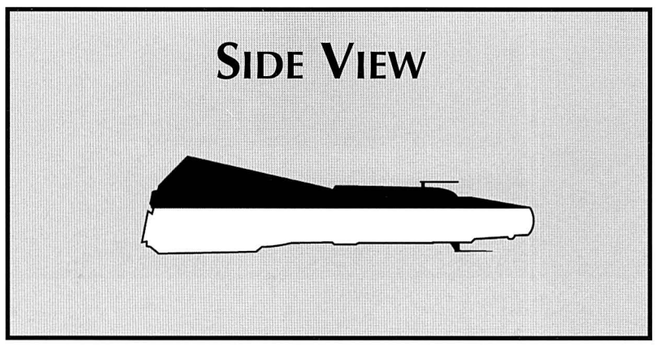
DECK 2



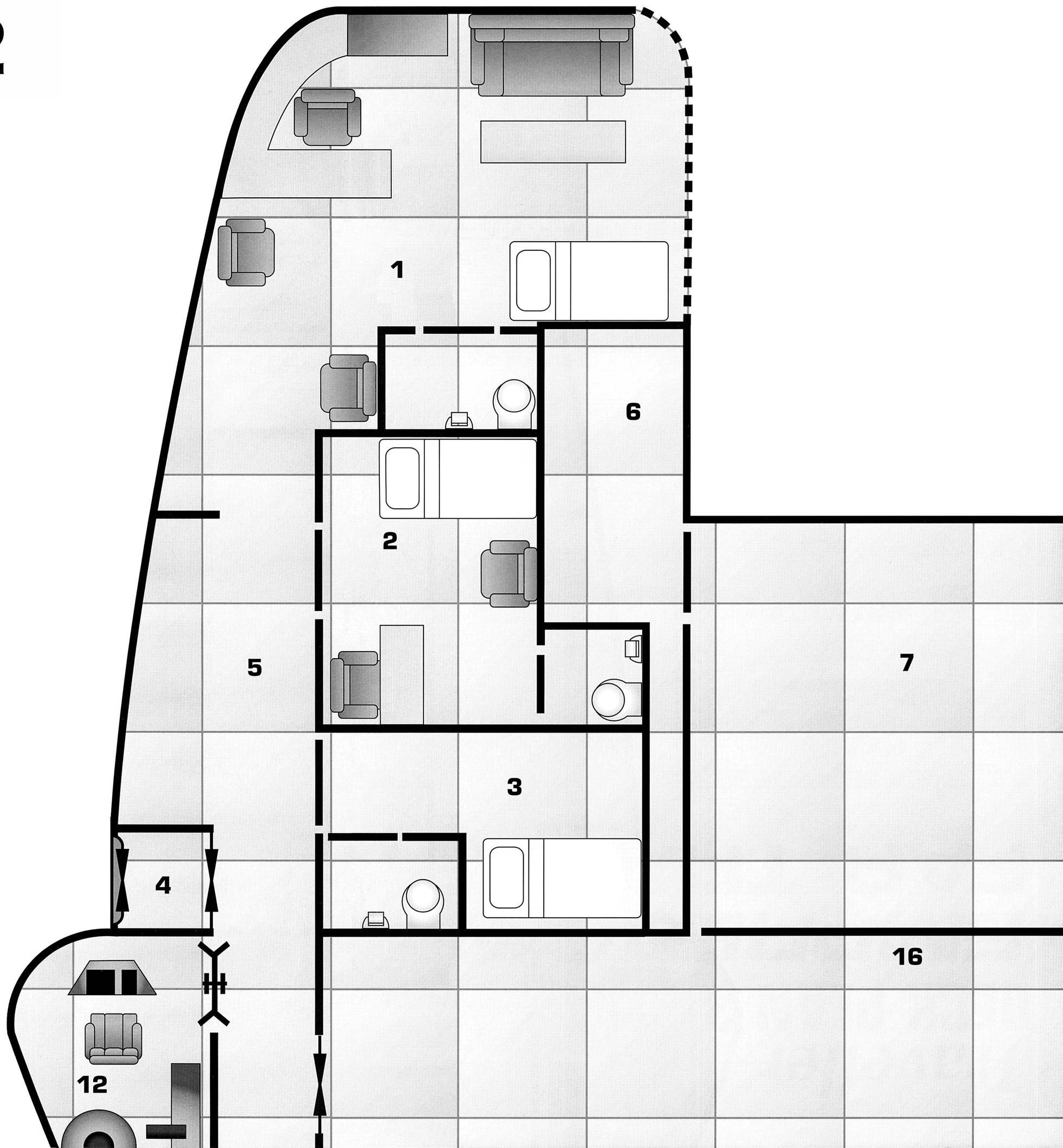
MARAVA 2A

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

Traveller®
DECK PLAN 3
EMPRESS MARAVA-CLASS
FAR TRADER



DECK 2



MARAVA 2A

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

Variants

There are many official and unofficial variants of the basic *Marava* layout. The addition of an extra crew stateroom adjacent to the crew lounge (as shown on this plan) is so common it has become the de facto standard design, and most *Maravas* are constructed with this "option." This extra stateroom is used to eliminate the need to "double up" on other crew quarters, albeit at the expense of some room in the crew lounge. Other special-purpose modifications exist; three of the most notable are:

Queen Helena-Class 200-ton Bulk Passenger Transport

The *Queen Helena* is used where the primary trade is passengers looking for low-cost space travel. The hold is fitted with 36 low berths and an additional stateroom is added to house the two medical personnel to guarantee the safe revival of the low-berth passengers.

Helenas are used to transport staff to scientific stations, factories, colonies, and the like, but a common use is as a prisoner transport (cold sleep simplifies security during the flight).

Empress Arbellatra-Class 200-ton Q-Ship

Both the Imperial Navy and local planetary navies use the so-called "Q-ship" variant to suppress piracy. This variant involves heavy modification of the cargo hold to accommodate three *Rampart* or *Iramda* fighters, fastened to the floor of the cargo hold, which is converted into a large, hinged door. To launch the fighters, the Q-ship opens the door and swings it out (after all air is evacuated from the hold), usually releasing the fighters one at a time to avoid collisions. Once the fighters are released, the Q-ship uses maneuvering thrusters to move away from them and closes the hold. Attacking pirate vessels find themselves facing three high-maneuverability fighters in addition to the two turrets on the Q-ship, and are usually overwhelmed before they can flee.

The ceiling of the hold is too low to accommodate the fighters, so the fuel tankage on the upper deck is cut away to accept them. The ceiling of the hold is lowered in some places to keep the fuel tank at the same capacity – otherwise the tank would have to be extended outside the hull, which would change the silhouette of the ship and ruin the "disguise."

The normal crew is augmented by the addition of three fighter pilots and six technicians (to ready the fighters for flight), and two gunners for the turrets. The six technicians can maintain the fighters in fighting readiness, but the hold does not provide enough space for long-term maintenance on the fighters (which must be performed elsewhere). The Q-ship is not a carrier, and not intended to serve as one.

Empress Marava A1-Class 200-ton J-1 Trader

An apparent afterthought to the jump-2 design, the *Marava A1* variant (the "A" is the Imperial designation system's code for merchant craft, and the "1" indicates a jump-1 capacity), has been less popular then the standard *Marava.* Basically, the design trades jump distance for cargo capacity, converting part of the Deck 1 fuel tank into a cargo hold.

To transfer cargo between the upper and lower holds, a section of the floor of the upper hold has been converted into a freight elevator. Cargo is stored on it in the upper hold, and below it on the lower hold (meaning that the lower hold must be at least partly unloaded before the elevator can be used).

Rampart Fighter (TL12)

The *Rampart* class, introduced during the Fifth Frontier war, is the most recent fighter design adopted by the Imperial Navy and can operate either from a planetary surface or from a larger vessel in space. A number of variants are produced, but almost all are in service with the Imperial military or megacorporations – few have made it to private mercenary organizations.

The *Rampart* features radical stealth and radical emissions cloaking. It has a crew of one pilot.

Subassemblies: SL Hull +6.
Power & Propulsion: 5 Maneuver.
Occupancy: 1 RCS.

Armor	F	RL	B	T	U
Hull	4/1,175	4/1,175	4/1,175	4/1,175	4/1,175

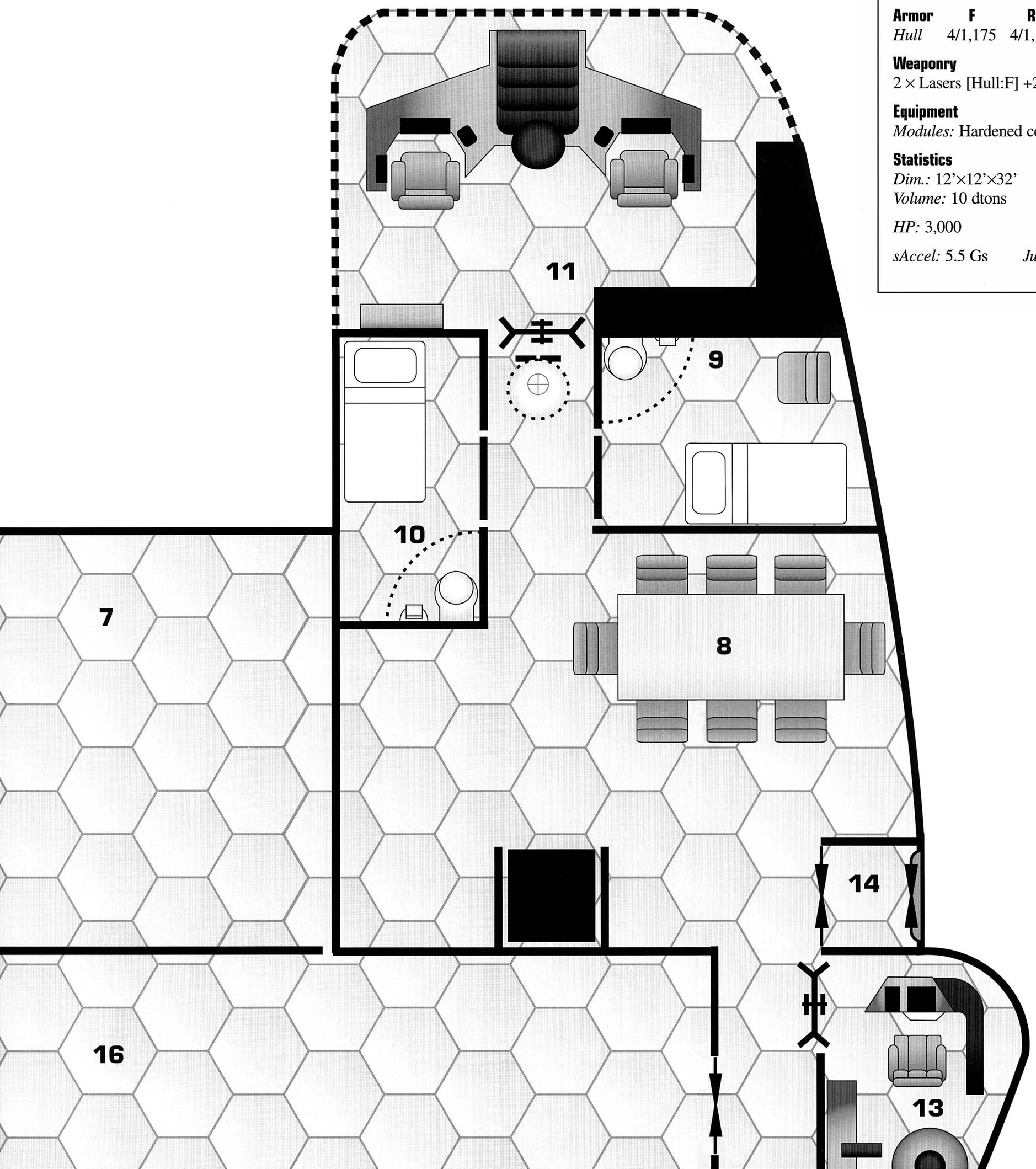
Weaponry
2 × Lasers [Hull:F] +2.

Equipment
Modules: Hardened cockpit bridge.

Statistics
Dim.: 12'×12'×32' *Payload:* – *Lwt:* 90 tons
Volume: 10 dtons *SizeMod:* +6 *Price:* MCr10.8

HP: 3,000

sAccel: 5.5 Gs *Jump:* 0 *aSpeed:* 4,330



Marava 2B

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

Variants

There are many official and unofficial variants of the basic *Marava* layout. The addition of an extra crew stateroom adjacent to the crew lounge (as shown on this plan) is so common it has become the de facto standard design, and most *Maravas* are constructed with this "option." This extra stateroom is used to eliminate the need to "double up" on other crew quarters, albeit at the expense of some room in the crew lounge. Other special-purpose modifications exist; three of the most notable are:

Queen Helena-Class 200-ton Bulk Passenger Transport

The *Queen Helena* is used where the primary trade is passengers looking for low-cost space travel. The hold is fitted with 36 low berths and an additional stateroom is added to house the two medical personnel to guarantee the safe revival of the low-berth passengers.

Helenas are used to transport staff to scientific stations, factories, colonies, and the like, but a common use is as a prisoner transport (cold sleep simplifies security during the flight).

Empress Arbellatra-Class 200-ton Q-Ship

Both the Imperial Navy and local planetary navies use the so-called "Q-ship" variant to suppress piracy. This variant involves heavy modification of the cargo hold to accommodate three *Rampart* or *Iramda* fighters, fastened to the floor of the cargo hold, which is converted into a large, hinged door. To launch the fighters, the Q-ship opens the door and swings it out (after all air is evacuated from the hold), usually releasing the fighters one at a time to avoid collisions. Once the fighters are released, the Q-ship uses maneuvering thrusters to move away from them and closes the hold. Attacking pirate vessels find themselves facing three high-maneuverability fighters in addition to the two turrets on the Q-ship, and are usually overwhelmed before they can flee.

The ceiling of the hold is too low to accommodate the fighters, so the fuel tankage on the upper deck is cut away to accept them. The ceiling of the hold is lowered in some places to keep the fuel tank at the same capacity – otherwise the tank would have to be extended outside the hull, which would change the silhouette of the ship and ruin the "disguise."

The normal crew is augmented by the addition of three fighter pilots and six technicians (to ready the fighters for flight), and two gunners for the turrets. The six technicians can maintain the fighters in fighting readiness, but the hold does not provide enough space for long-term maintenance on the fighters (which must be performed elsewhere). The Q-ship is not a carrier, and not intended to serve as one.

Empress Marava A1-Class 200-ton J-1 Trader

An apparent afterthought to the jump-2 design, the *Marava A1* variant (the "A" is the Imperial designation system's code for merchant craft, and the "1" indicates a jump-1 capacity), has been less popular then the standard *Marava.* Basically, the design trades jump distance for cargo capacity, converting part of the Deck 1 fuel tank into a cargo hold.

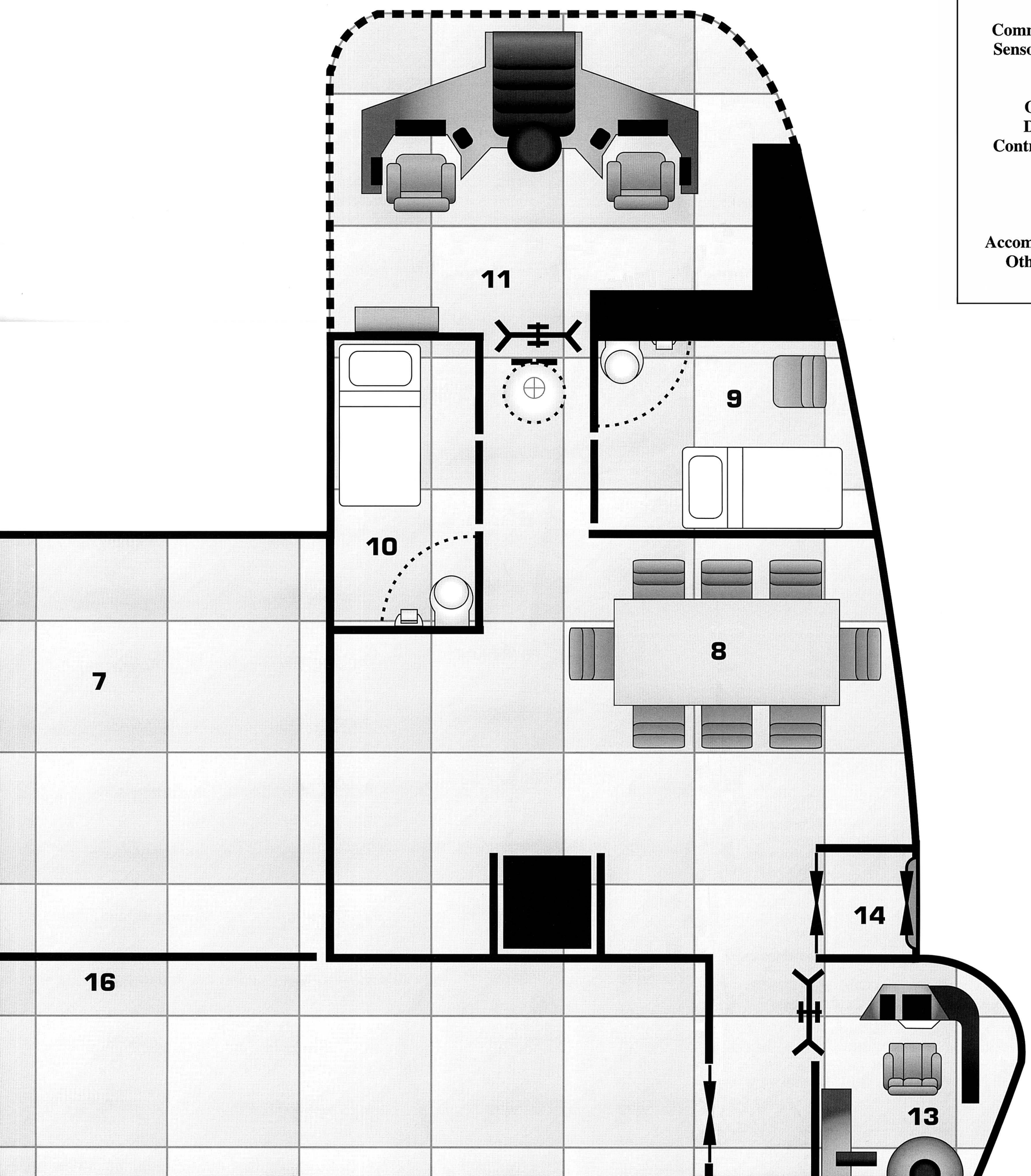
To transfer cargo between the upper and lower holds, a section of the floor of the upper hold has been converted into a freight elevator. Cargo is stored on it in the upper hold, and below it on the lower hold (meaning that the lower hold must be at least partly unloaded before the elevator can be used).

Classic Traveller (High Guard) Statistics

Rampart RF-128 FF-0106611-000000-40000-0 10 tons
Crew=1, Agility=6, TL=15

MegaTraveller Statistics *Rampart* Fighter

CraftID: Fighter, TL 15, MCr14.23
Hull: 9/22.5, Disp=10, Config=3 AF, Armor=40G, Unloaded = 4.6 tons, Loaded = 18.7 tons
Power: 1/2, Fusion = 186Mw, Duration = 5/15
Loco: 1/2, StdGravThrust=1173tons, Jump=2, NOE=120 kph, Cruise 72835 kph, Top = 3780 kph, Agility = 6
Commo: Radio = System
Sensors: Passive EMS = Interplanetary, Active EMS Planetary, ActObjScan = Diff, ActOb1Pin= Diff, PasEngScan = Rout
Off: BeamLaser=×02
Def: DefDM= +10
Control: Computer 2×3, Panel = holodynamic link ×47, Special heads up, Environ = basic ls, extend ls, grav plates, inertial comp
Accomm: Crew 1 (Operator= 1), Seats=Roomy×1
Other: Cargo = 6.5 kliters, Fuel 33.6 kliters, ObjSize = Small. EM Level = Faint



Marava 2B

Copyright © 2000, Steve Jackson Games Incorporated. All rights reserved.

Marava 2C

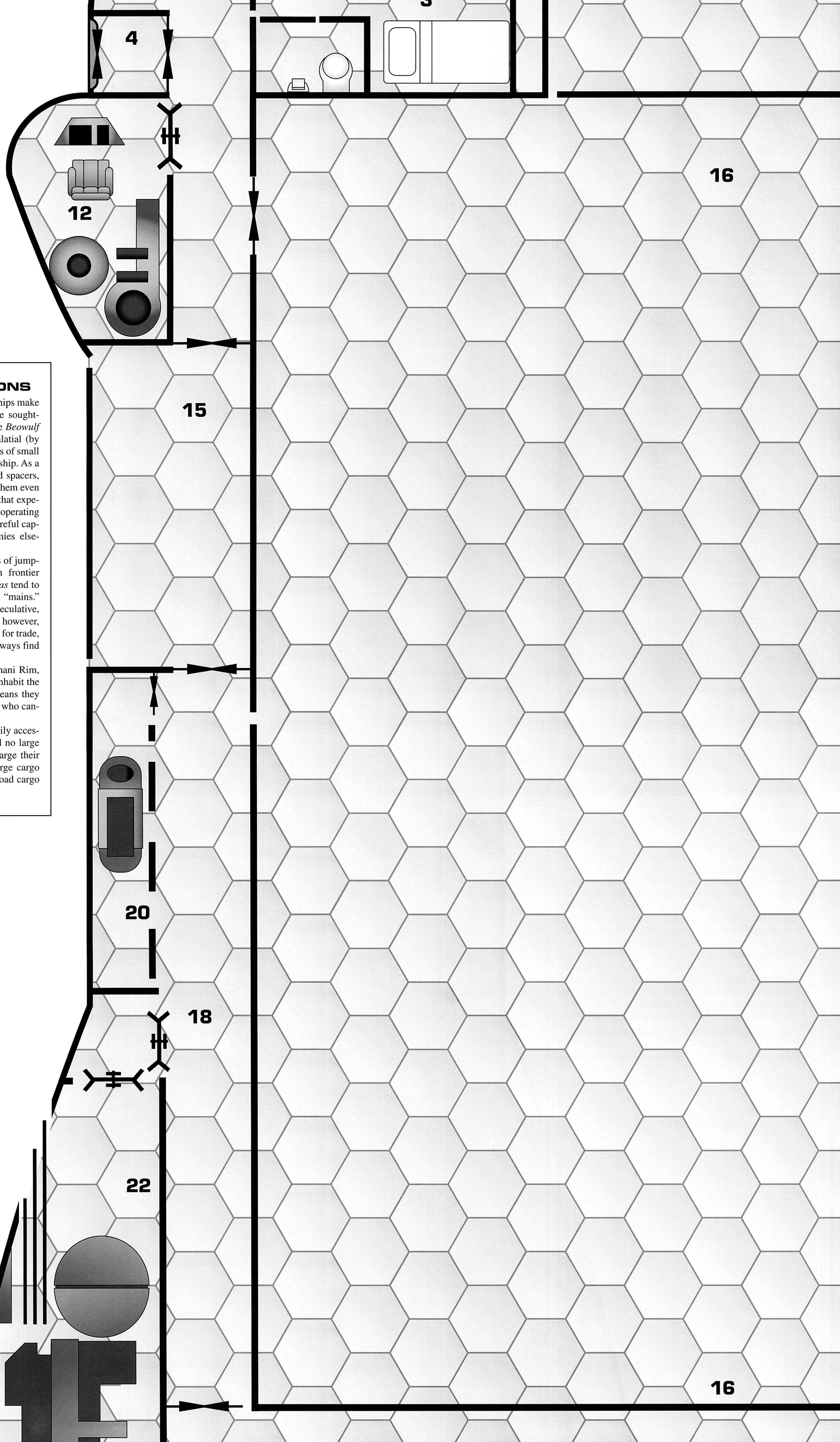
Operating Conditions

The better crew quarters on *Marava*-class ships make crew positions on this type of far trader more sought-after than similar positions on ships such as the *Beowulf* class. The captain's quarters and office are palatial (by comparison to those of the *Beowulf*), and owners of small merchant fleets often make a *Marava* their flagship. As a rule, *Maravas* tend to attract more experienced spacers, and for this reason savvy travelers often prefer them even for shorter jaunts. The drawback is, of course, that experienced spacers demand higher salaries, and operating costs on a *Marava* are thus slightly higher. A careful captain can keep these under control by economies elsewhere, however.

Because of the additional fuel requirements of jump-2, a *Marava's* cargo capacity is smaller. In frontier regions, such as the Spinward Marches, *Maravas* tend to be found servicing feeder routes off the jump-1 "mains." Trade in these areas is less regular and more speculative, and thus more of a risk. At the same time, however, worlds along such routes are often more starved for trade, and an enterprising ship's captain can almost always find a cargo of some kind to fill his hold.

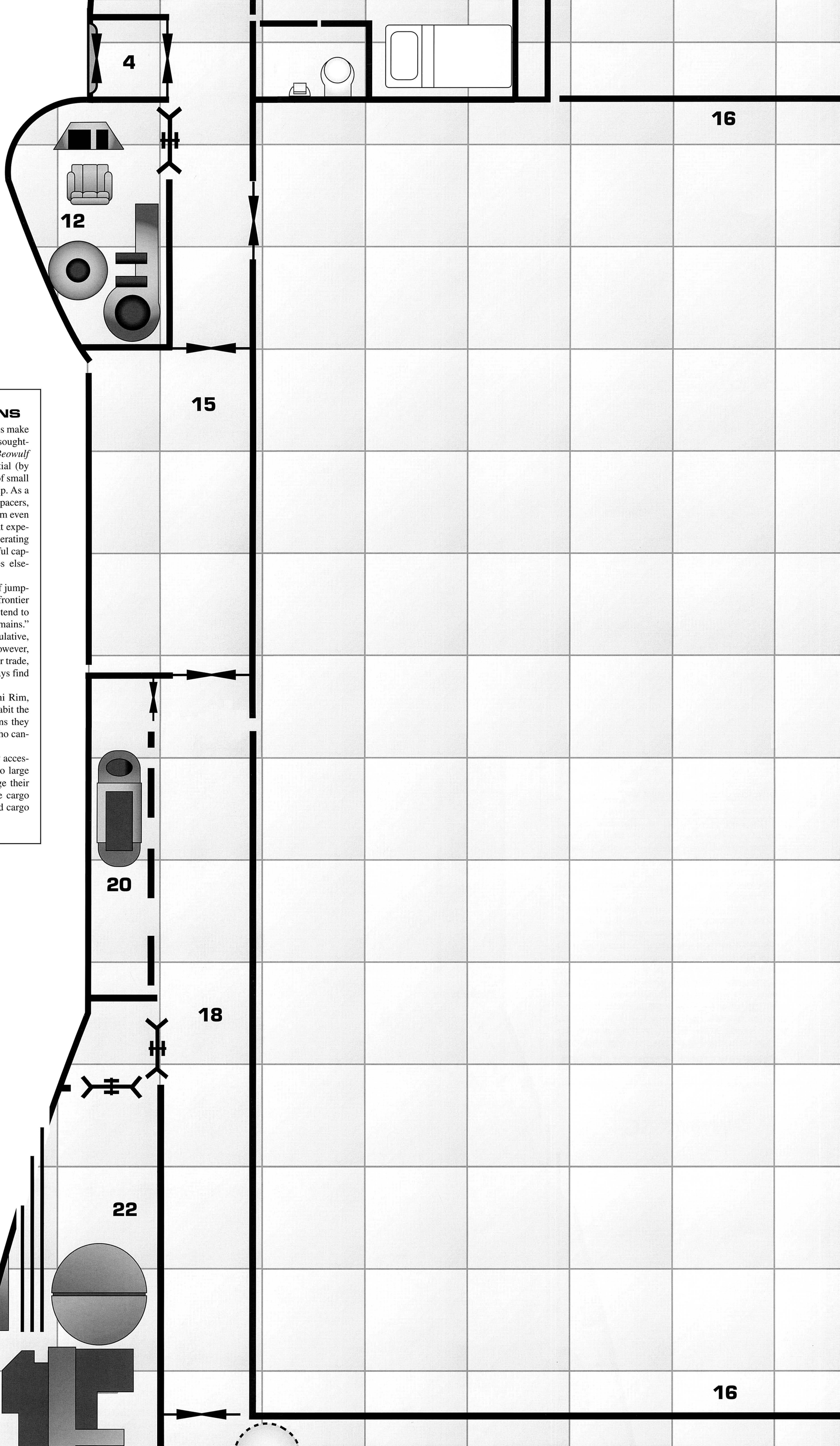
In more settled regions, such as the Solomani Rim, *Maravas* service non-"main" worlds, but also inhabit the mains as well, where their additional speed means they are used for time-critical cargoes or passengers who cannot afford high-speed courier ships.

The single hold of the *Marava* is more readily accessible than the double hold of the *Beowulf,* and no large cargo elevator is required. *Maravas* can discharge their cargo directly to the ground, through three large cargo doors, and their turnaround time to load or unload cargo is faster than other ships of similar size.



Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

Marava 2C



Operating Conditions

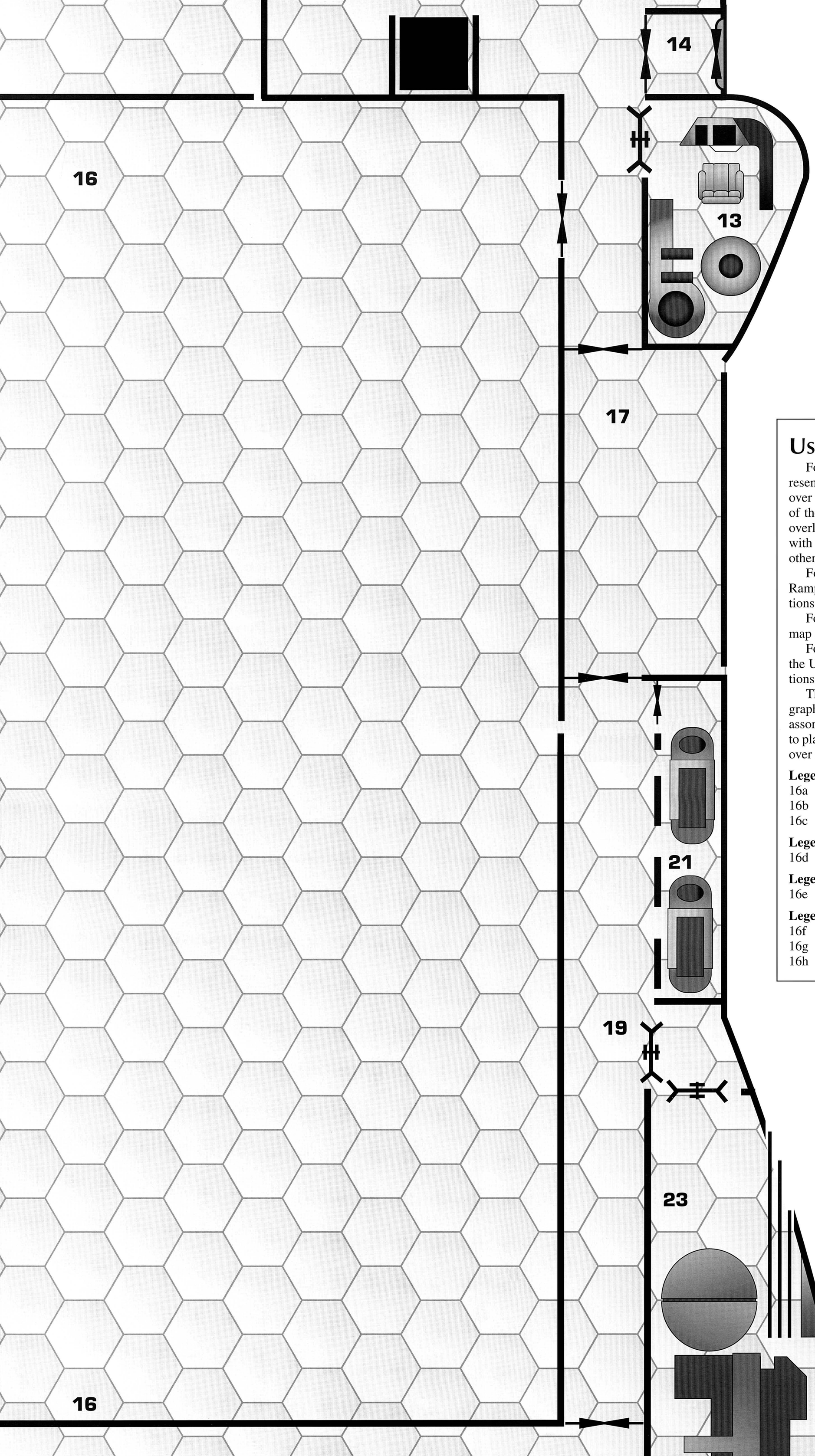
The better crew quarters on *Marava*-class ships make crew positions on this type of far trader more sought-after than similar positions on ships such as the *Beowulf* class. The captain's quarters and office are palatial (by comparison to those of the *Beowulf*), and owners of small merchant fleets often make a *Marava* their flagship. As a rule, *Maravas* tend to attract more experienced spacers, and for this reason savvy travelers often prefer them even for shorter jaunts. The drawback is, of course, that experienced spacers demand higher salaries, and operating costs on a *Marava* are thus slightly higher. A careful captain can keep these under control by economies elsewhere, however.

Because of the additional fuel requirements of jump-2, a *Marava's* cargo capacity is smaller. In frontier regions, such as the Spinward Marches, *Maravas* tend to be found servicing feeder routes off the jump-1 "mains." Trade in these areas is less regular and more speculative, and thus more of a risk. At the same time, however, worlds along such routes are often more starved for trade, and an enterprising ship's captain can almost always find a cargo of some kind to fill his hold.

In more settled regions, such as the Solomani Rim, *Maravas* service non-"main" worlds, but also inhabit the mains as well, where their additional speed means they are used for time-critical cargoes or passengers who cannot afford high-speed courier ships.

The single hold of the *Marava* is more readily accessible than the double hold of the *Beowulf,* and no large cargo elevator is required. *Maravas* can discharge their cargo directly to the ground, through three large cargo doors, and their turnaround time to load or unload cargo is faster than other ships of similar size.

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.



Marava 2D

Using the Variant Maps

Four extra map sheets have been included to represent variant *Maravas*. These are designed to be laid over the main deck plans, giving you several variants of the vessel in one set. Be careful when putting the overlay in place – you might want to secure the maps with weights, drafting tape, poster putty, or some other non-damaging method.

For the *Empress Arbellatra* variant, use the Rampart Fighter map and lay it over the relevant portions of maps 2C, 2D, 2E, and 2F.

For the *Queen Helena* variant, use the Low Berth map and lay it over maps 2C, 2D, 2E, and 2F.

For the *Empress Marava A1* jump-1 variant, use the Upper Hold map, and lay it over the relevant portions of maps 1C and 1D.

The fourth map is not really a variant, merely a graphic representation of a cargo hold filled with assorted crates, boxes, and cartons, to use if you need to play out a combat scene in a partly full hold. It goes over maps 2C, 2D, 2E, and 2F.

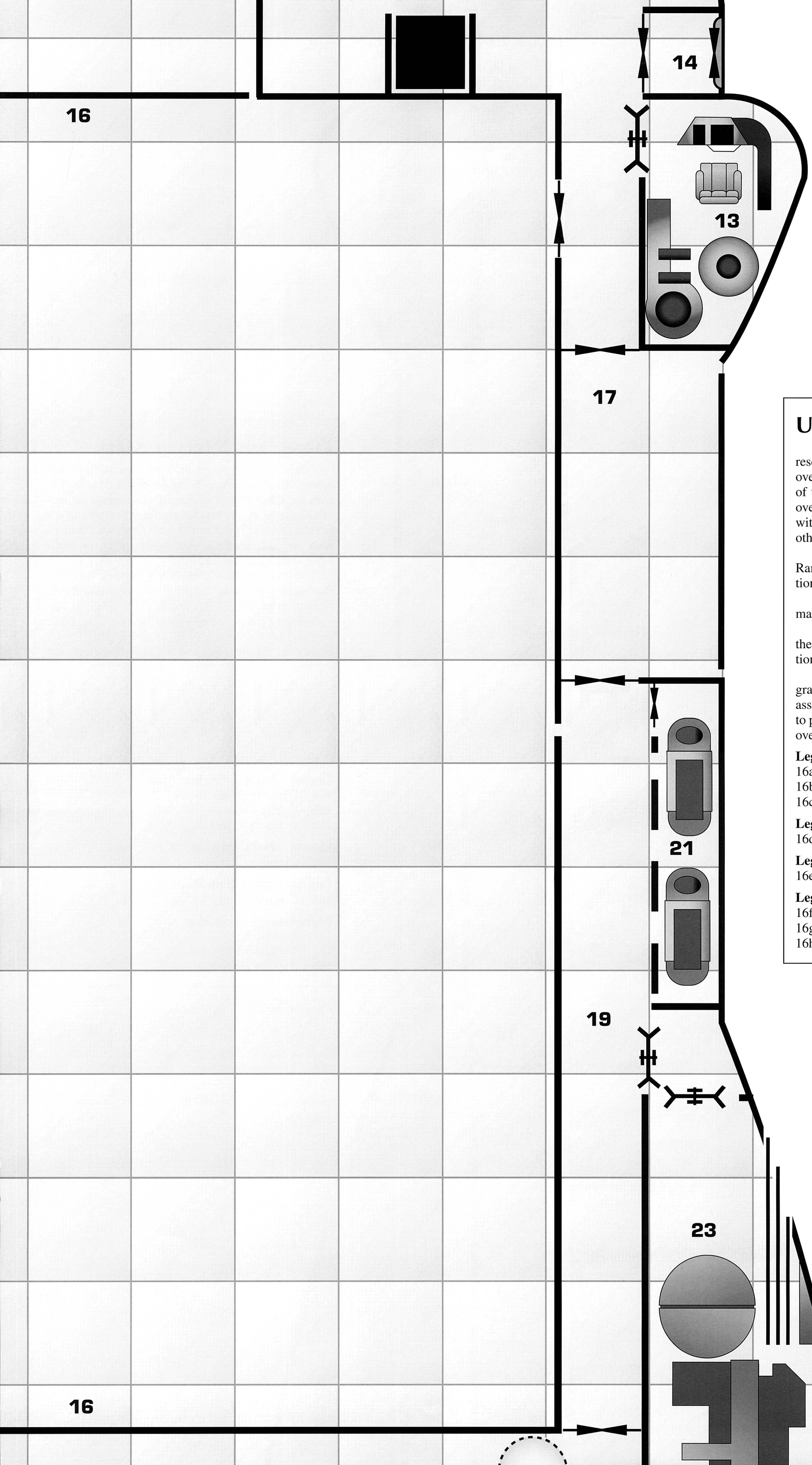
Legend – Rampart Fighter Map
16a Deck Hinge Machinery
16b Fighter Launch Rails
16c Recovery Lights

Legend – Full Hold Map
16d Cargo

Legend – Upper Hold Map
16e Cargo Elevator

Legend – Low Berth Map
16f Low Berth
16g Medical Staff Stateroom
16h Area for Passenger Cargo

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.



Marava 2D

Using the Variant Maps

Four extra map sheets have been included to represent variant *Maravas*. These are designed to be laid over the main deck plans, giving you several variants of the vessel in one set. Be careful when putting the overlay in place – you might want to secure the maps with weights, drafting tape, poster putty, or some other non-damaging method.

For the *Empress Arbellatra* variant, use the Rampart Fighter map and lay it over the relevant portions of maps 2C, 2D, 2E, and 2F.

For the *Queen Helena* variant, use the Low Berth map and lay it over maps 2C, 2D, 2E, and 2F.

For the *Empress Marava A1* jump-1 variant, use the Upper Hold map, and lay it over the relevant portions of maps 1C and 1D.

The fourth map is not really a variant, merely a graphic representation of a cargo hold filled with assorted crates, boxes, and cartons, to use if you need to play out a combat scene in a partly full hold. It goes over maps 2C, 2D, 2E, and 2F.

Legend – Rampart Fighter Map

16a Deck Hinge Machinery
16b Fighter Launch Rails
16c Recovery Lights

Legend – Full Hold Map

16d Cargo

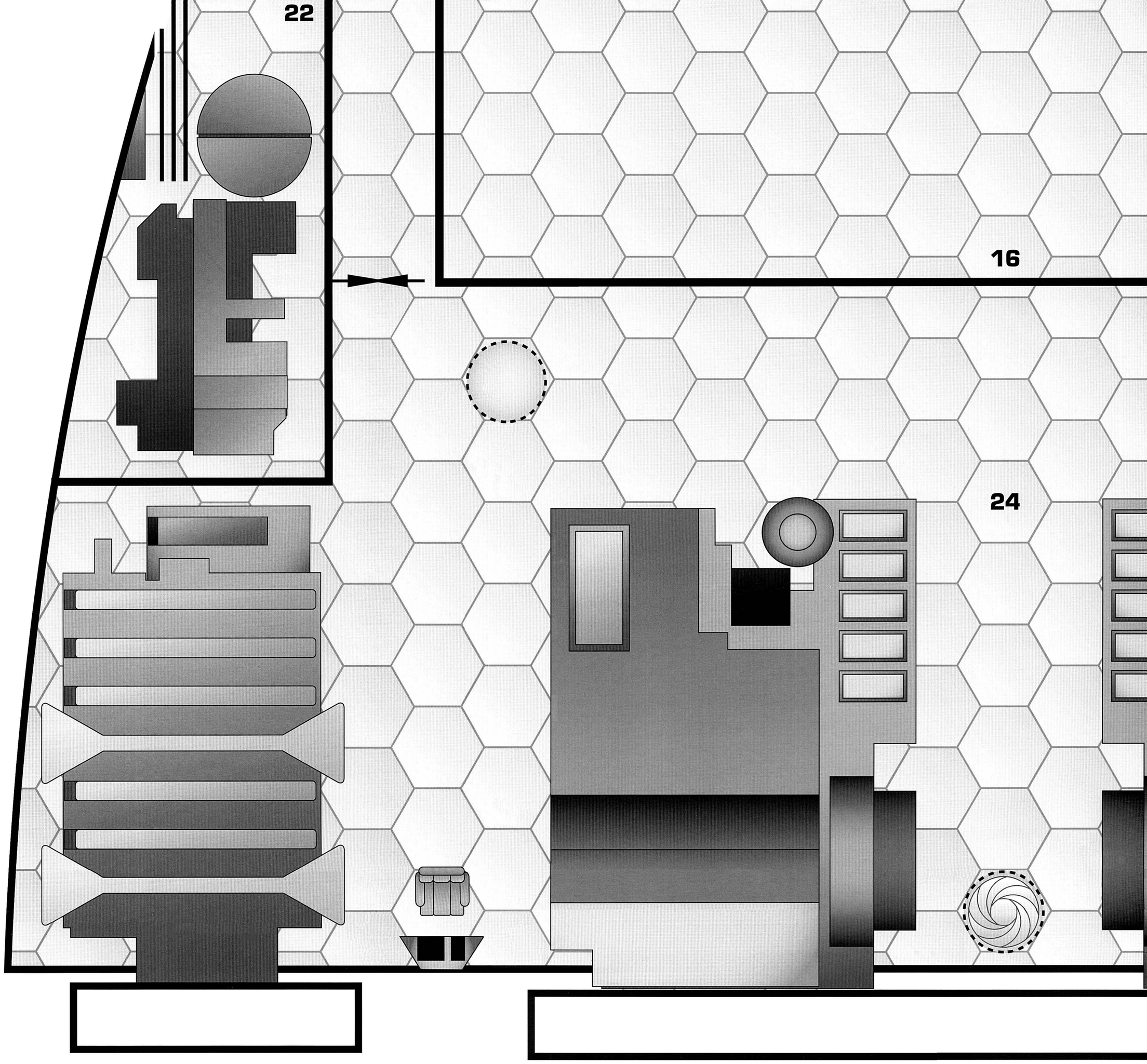
Legend – Upper Hold Map

16e Cargo Elevator

Legend – Low Berth Map

16f Low Berth
16g Medical Staff Stateroom
16h Area for Passenger Cargo

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.



LEGEND

1. Captain's Stateroom/Office: The captain's quarters are larger and more spacious than those of the rest of the crew.

2-3. Crew Staterooms: Crew staterooms are not as well-appointed as passenger staterooms (although those of the *Marava* have individual freshers, unlike those of the *Beowulf*), and may have bunk beds to accommodate more crew.

4. Port Airlock: This is an airlock of conventional design.

5. Corridor

6. 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.

7. Bow Cargo Ramp: This is an adjustable ramp to facilitate loading cargo in frontier situations.

8. 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. A corridor connects to the starboard cargo lock.

9-10. Crew Staterooms: See note 2.

11. Bridge: This contains the main flight controls of the ship. Since this is a critical area, passengers are not normally allowed here, and the door is usually locked at all times. The ceiling hatch just outside the door provides access to the passenger section.

12-13. Turret Fire Control Stations (Port and Starboard): These stations control the port and starboard turrets by remote control, if weaponry is installed. Both stations can control either turret, but it is more efficient to have one gunner per turret.

14. Starboard Airlock: This is an airlock of conventional design.

15. Port Cargo Lock: This provides 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 this is necessary only in frontier situations.

16. Cargo Hold: This is accessible from the outside through two large cargo locks (to port and starboard) and through the ramp in the bow. Sometimes it is divided (by a light barrier) into separate areas.

17.Starboard Cargo Lock: See note 15.

18. Low Berths

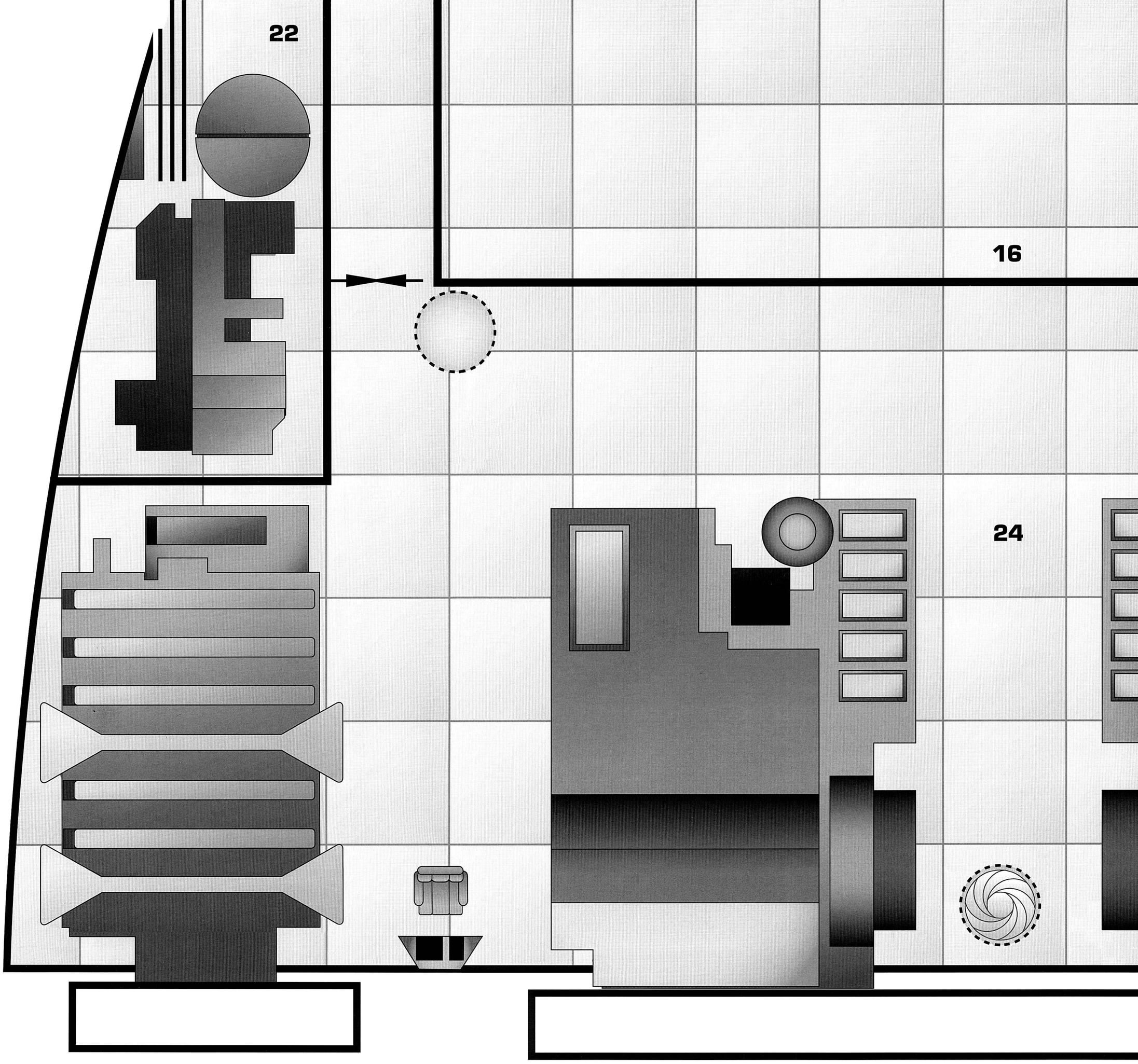
19-20. Corridor (Port and Starboard)

21. Low Berths

22-23. Fuel Processing Machinery (Port & Starboard): This machinery refines fuel during wilderness refueling operations.

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

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.



LEGEND

1. Captain's Stateroom/Office: The captain's quarters are larger and more spacious than those of the rest of the crew.

2-3. Crew Staterooms: Crew staterooms are not as well-appointed as passenger staterooms (although those of the *Marava* have individual freshers, unlike those of the *Beowulf*), and may have bunk beds to accommodate more crew.

4. Port Airlock: This is an airlock of conventional design.

5. Corridor

6. 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.

7. Bow Cargo Ramp: This is an adjustable ramp to facilitate loading cargo in frontier situations.

8. 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. A corridor connects to the starboard cargo lock.

9-10. Crew Staterooms: See note 2.

11. Bridge: This contains the main flight controls of the ship. Since this is a critical area, passengers are not normally allowed here, and the door is usually locked at all times. The ceiling hatch just outside the door provides access to the passenger section.

12-13. Turret Fire Control Stations (Port and Starboard): These stations control the port and starboard turrets by remote control, if weaponry is installed. Both stations can control either turret, but it is more efficient to have one gunner per turret.

14. Starboard Airlock: This is an airlock of conventional design.

15. Port Cargo Lock: This provides 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 this is necessary only in frontier situations.

16. Cargo Hold: This is accessible from the outside through two large cargo locks (to port and starboard) and through the ramp in the bow. Sometimes it is divided (by a light barrier) into separate areas.

17.Starboard Cargo Lock: See note 15.

18. Low Berths

19-20. Corridor (Port and Starboard)

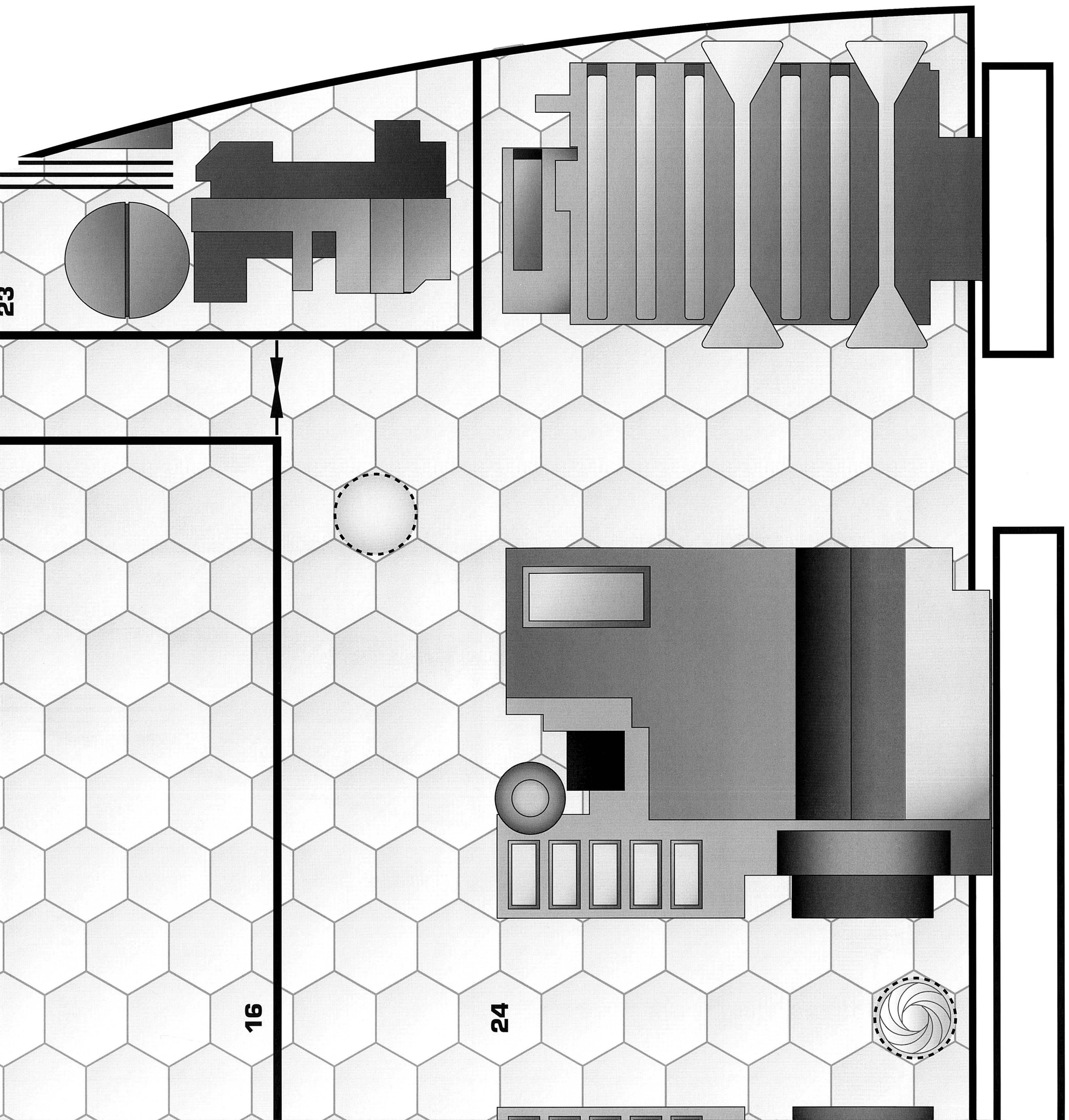
21. Low Berths

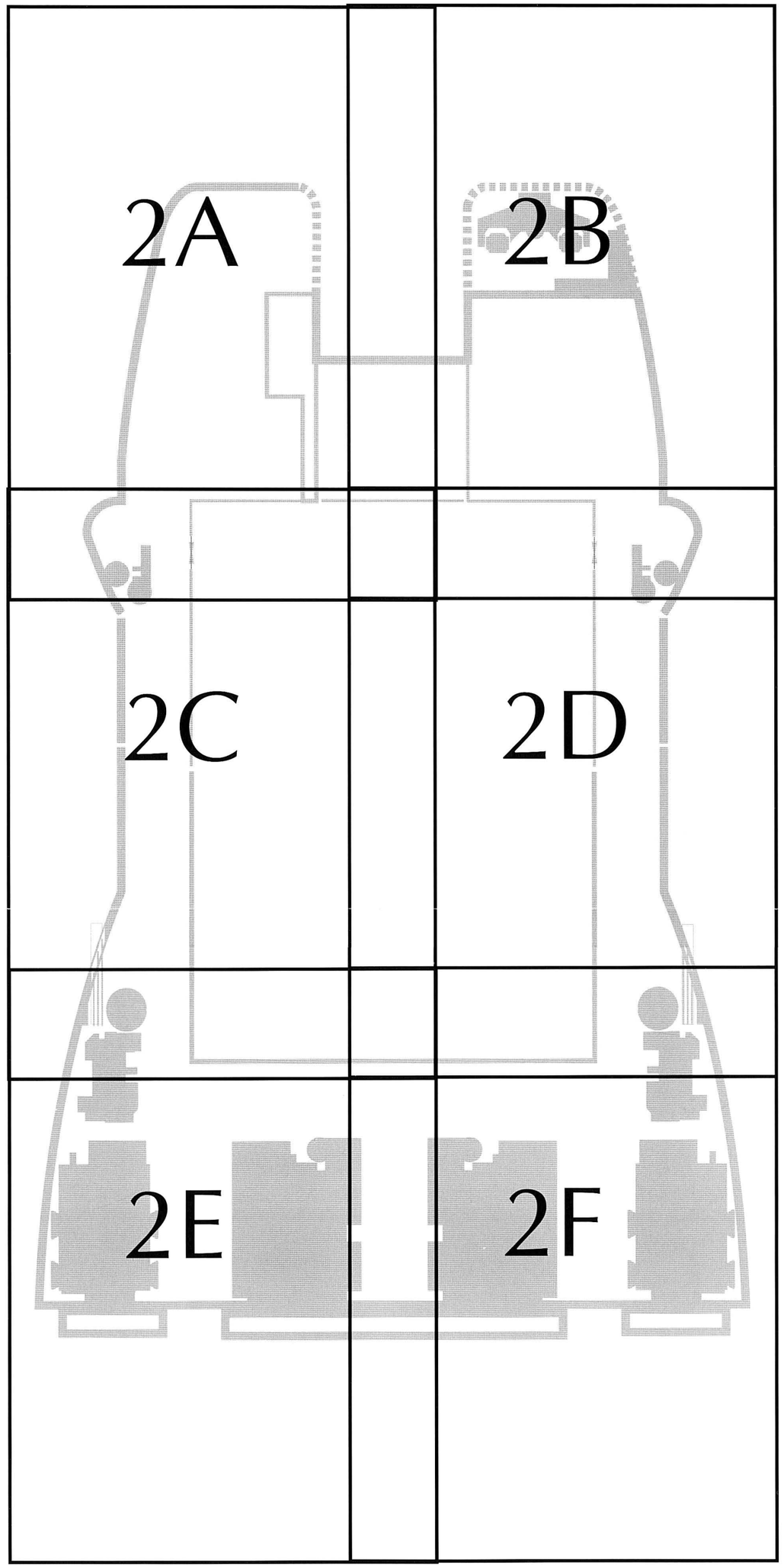
22-23. Fuel Processing Machinery (Port & Starboard): This machinery refines fuel during wilderness refueling operations.

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

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

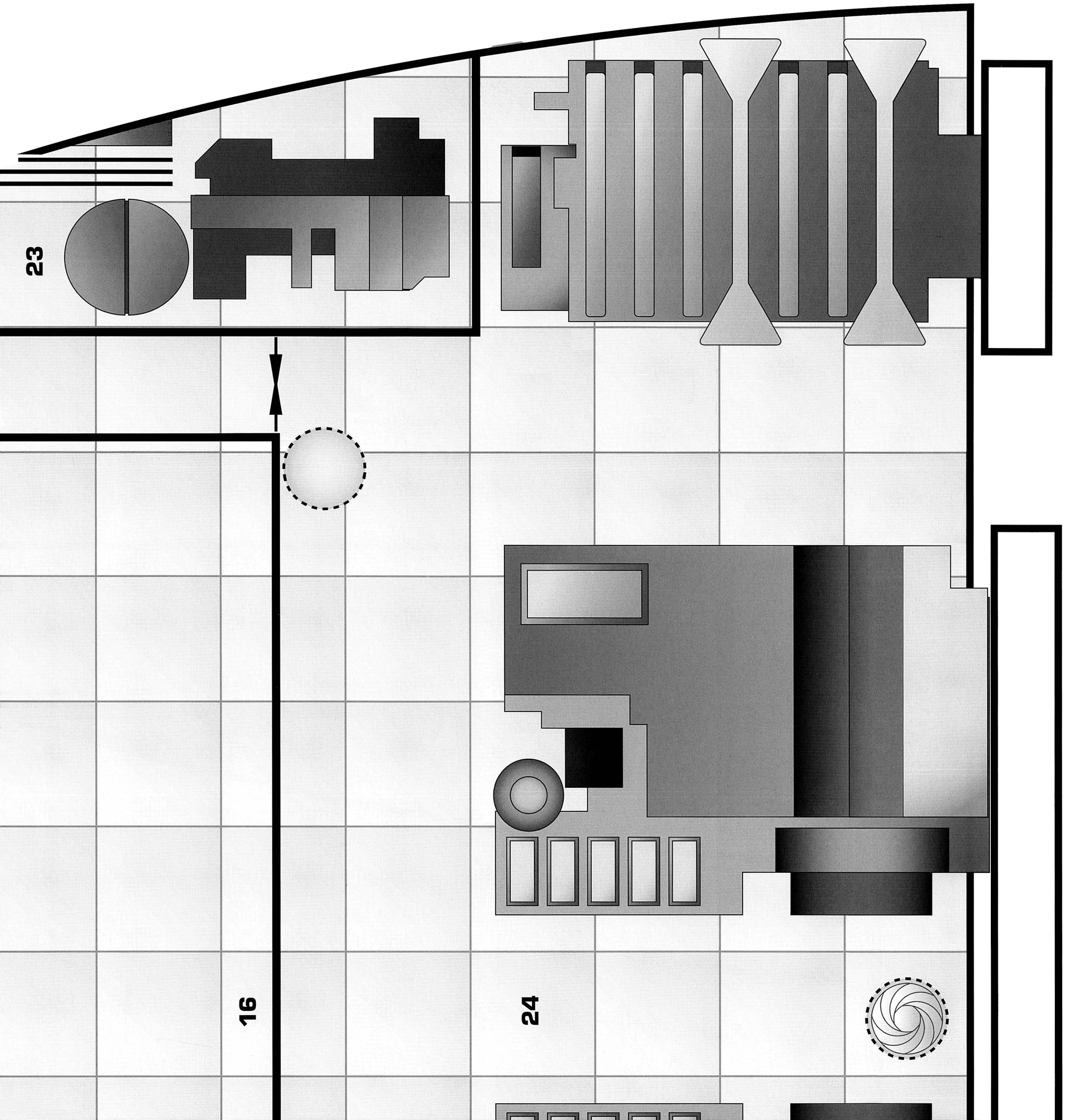
Marava 2F

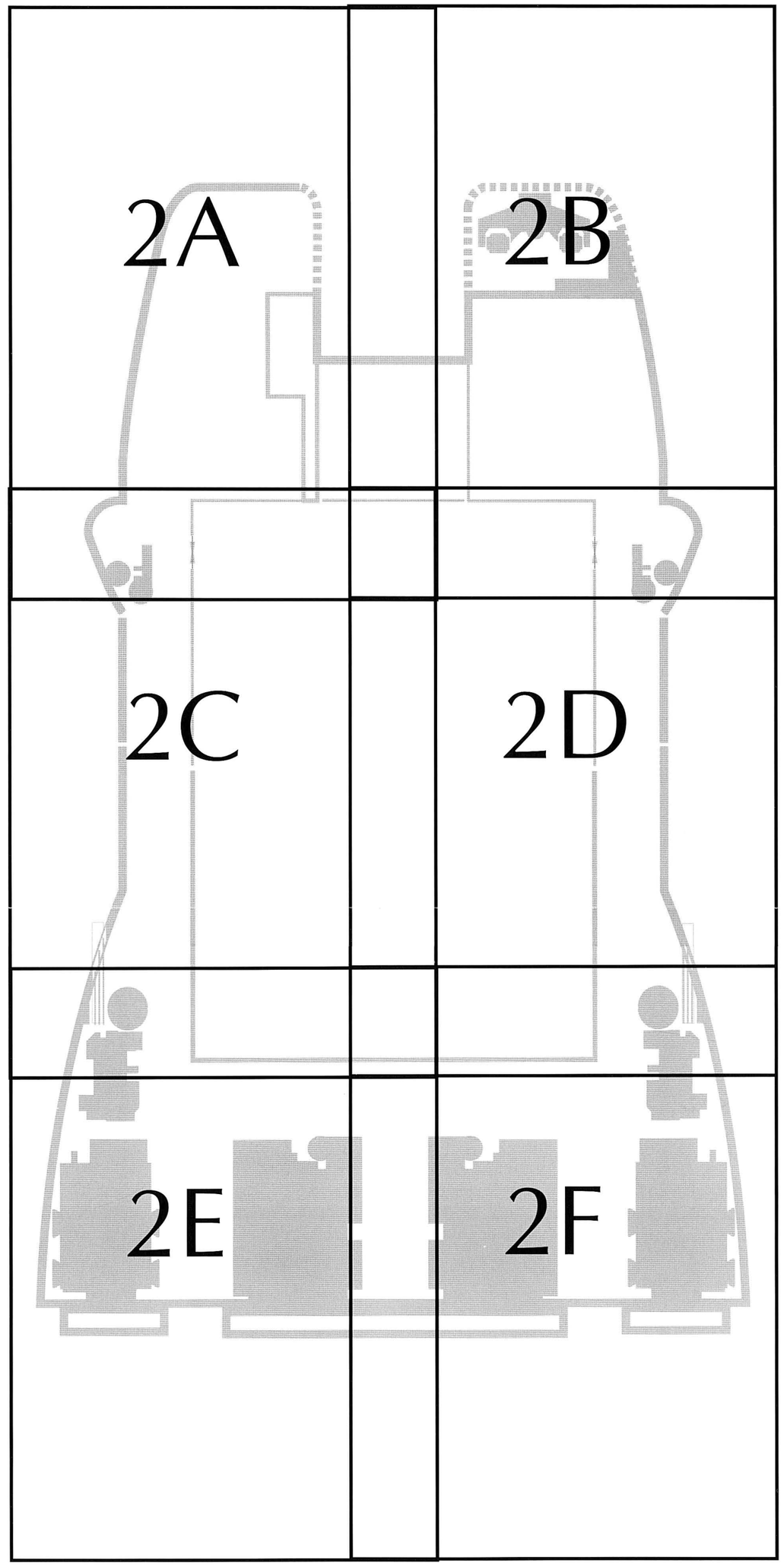




Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

MARAVA 2F





Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

16c
16
16b
16a
15
17
18
20
16

16

16c

16b

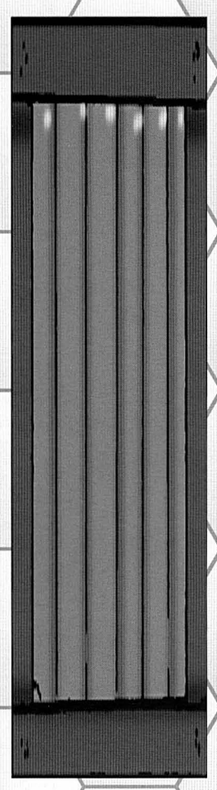
16a

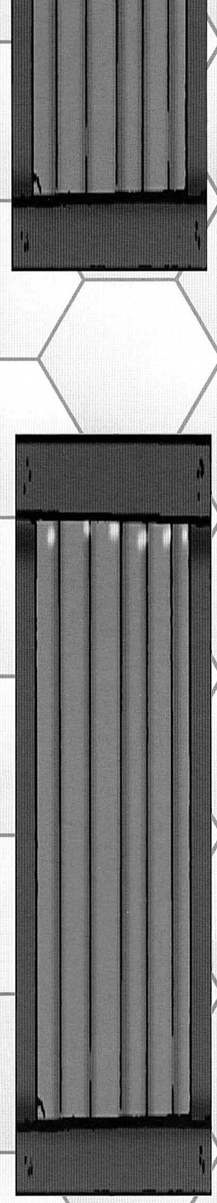
15

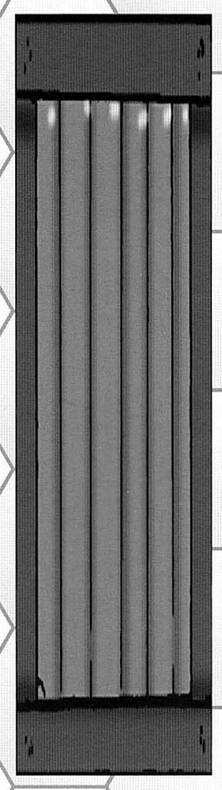
17

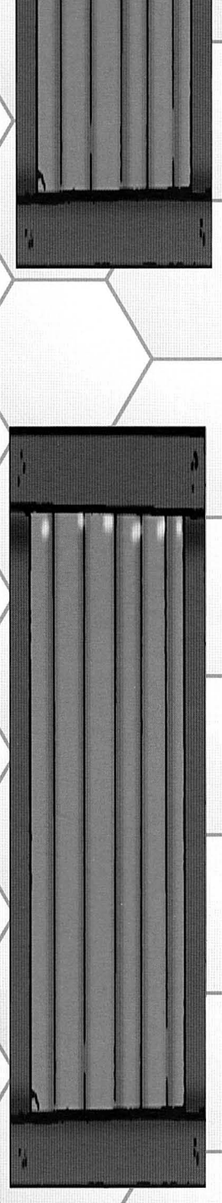
18

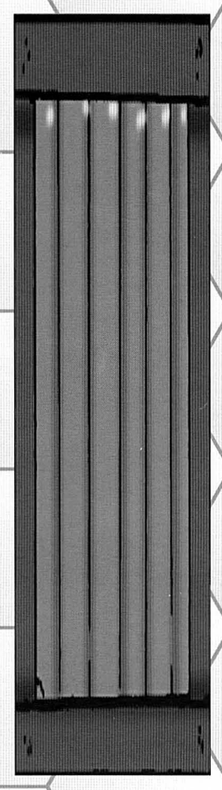
19

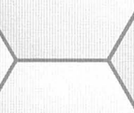


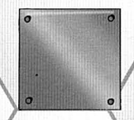


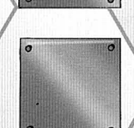


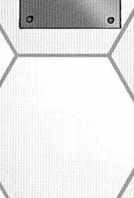


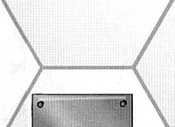


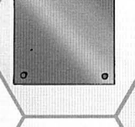


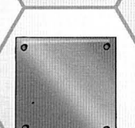


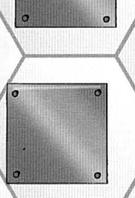


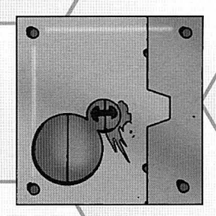


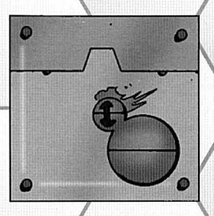


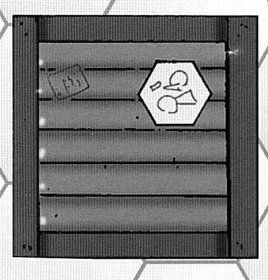


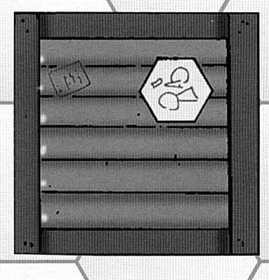


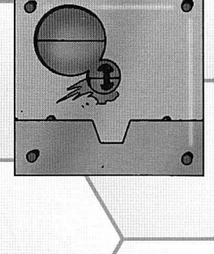


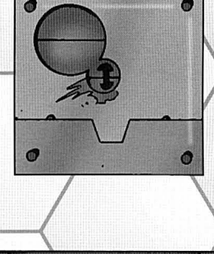


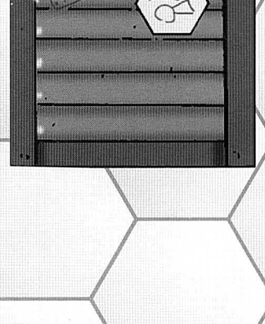


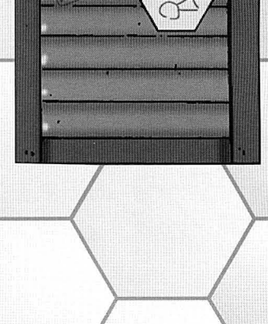


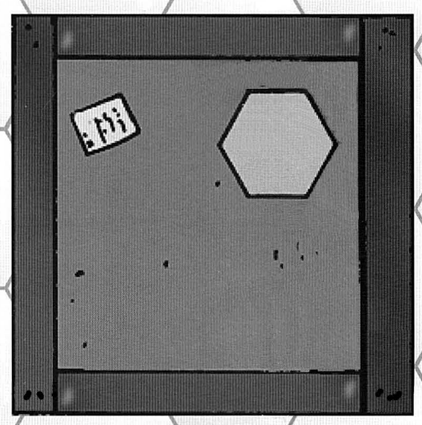


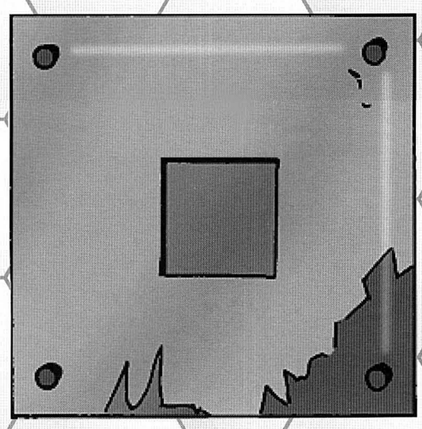


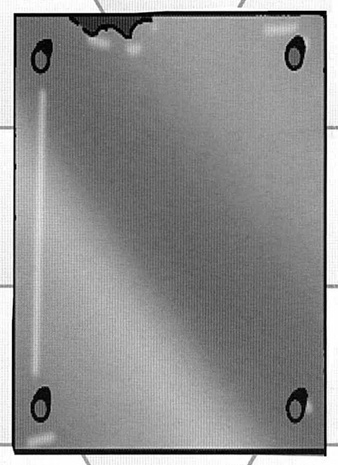


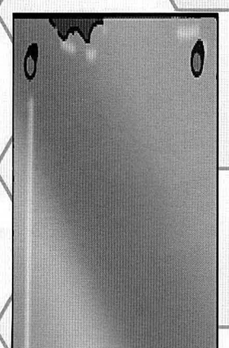


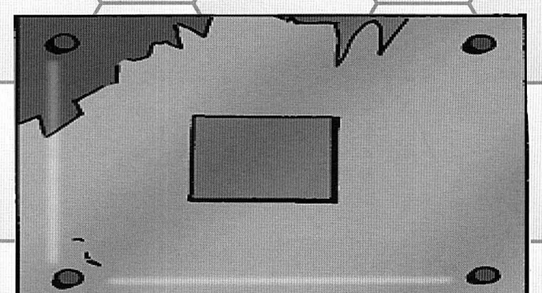


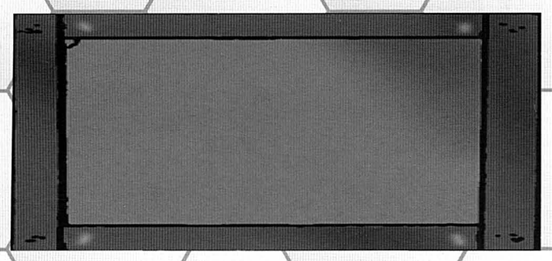


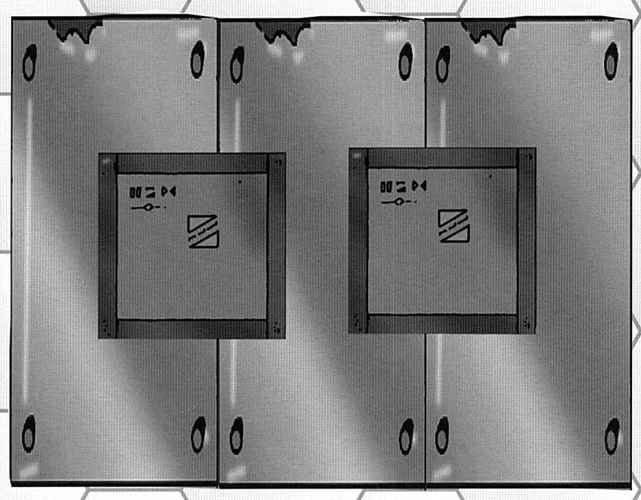


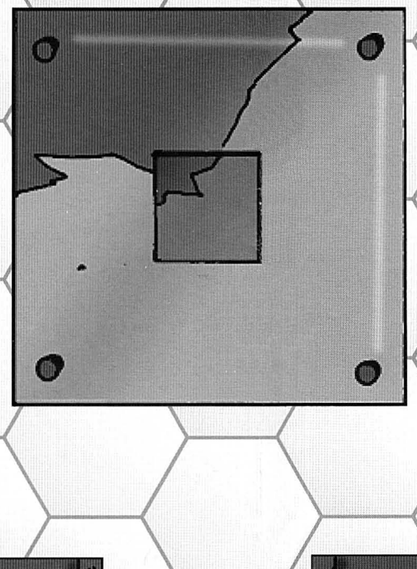


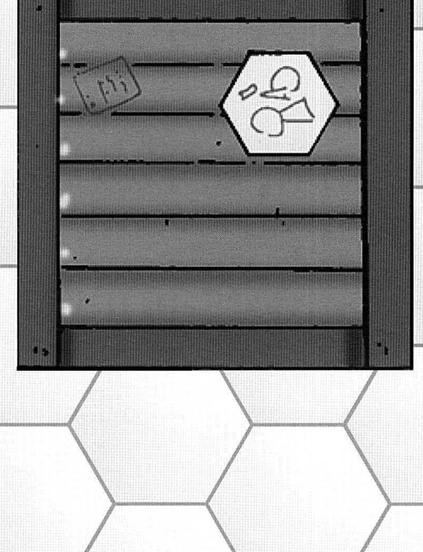


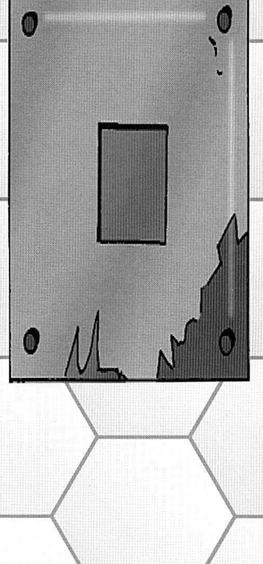


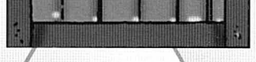












16

15

17

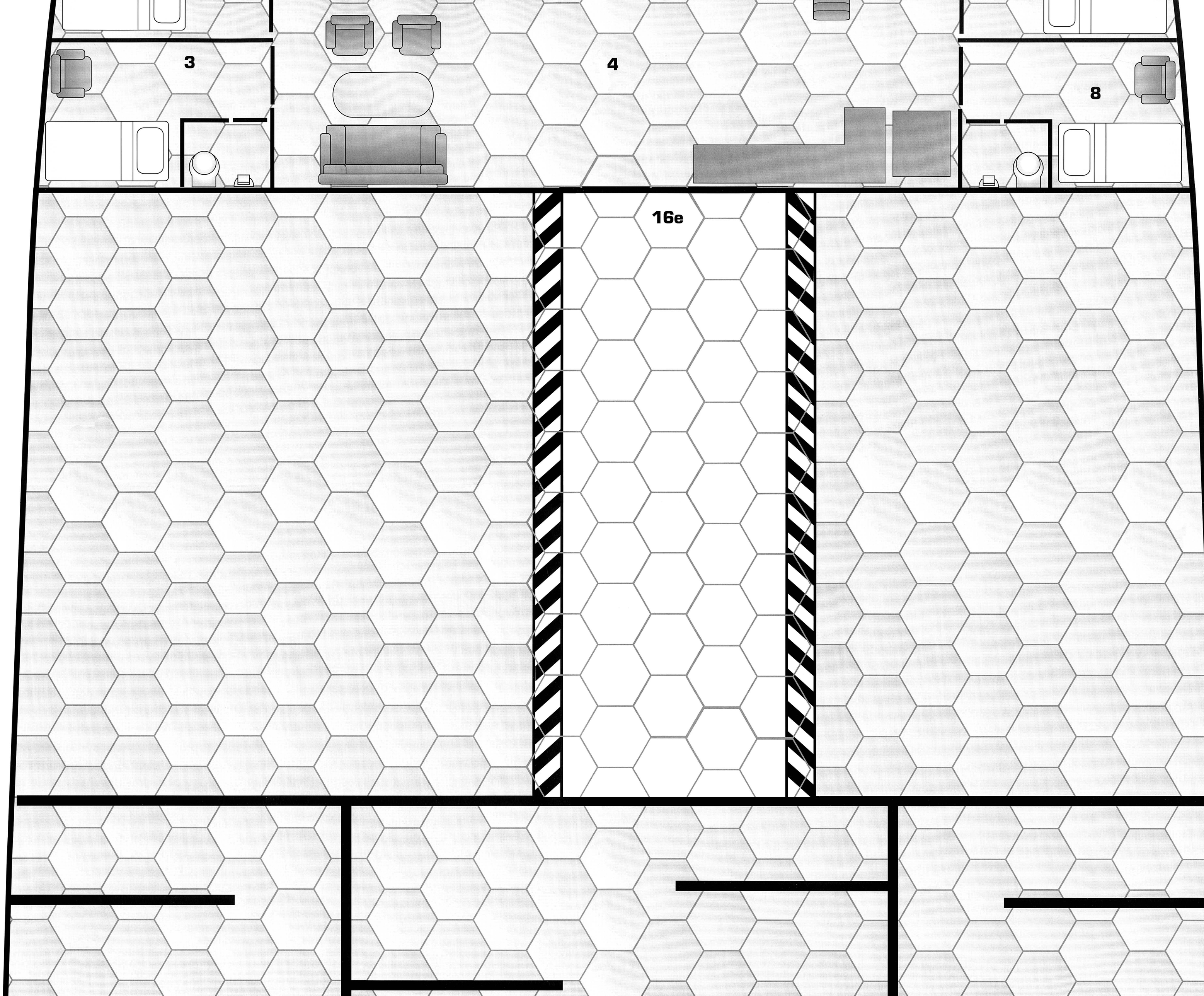
16d

18

19

16

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.



16e

8

4

3

Copyright © 2001, Steve Jackson Games Incorporated. All rights reserved.

16

16h

15

16f

17

18

19

16

16g

16

16h

15

17

16f

18

19

16

16g