

# ***Approved For Use With Traveller®***

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## **Empress Marava II 400-ton Merchant 15mm scale**



**A2-42244S1-000000-10000-0 MCr188.6 400 ton.**

Crew=5. TL=9. Passengers=7. Low=4. Cargo=88. Fuel=120. Hardpoints=4. Agility=4.

Dedicated to those who  
Served and survived  
In the Adventures aboard  
The Aire'll  
1106 – 1108

Captain Logan Grey  
Lieutenant Dameon Scannor  
Officer Rock  
Navigator Stewart Chadwick  
Medic Tetra Dorvis  
Comp Tech Juryl Wynnai

## Credits for the EMPRESS MARAVA II

Cover Art: William H. Keith, Jr.

Deck Plans drawn in Scale by: S. R. Greene

Original Deck Plans from Supplement 7: By Marc W. Miller

Information on the Empress Marava II is taken from  
Supplement 7: Traders and Gunboats (Empress Marava).

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# Empress Marava II

## 400 ton Merchant

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Crew=5. TL=9. Passengers=7. Low=4. Cargo=88. Fuel=120. Hardpoints=4. Agility=4.

The following data should be considered to be available in any library program within the imperium and available under the keywords-Empress Marava-Marava II-far trader-Merchant ship.

### History of the Empress Marava II

The basic ship involved in free trade is called the free trader. Variations on the basic ship have resulted in variations in the name. The subsidized merchant, partly because of its size, and partly because of its subsidy, is called the fat trader. Some well-equipped high-G traders employed beyond the Imperial border are called fast traders. The type A2 far trader derives its name from its jump capability: its drives are capable of jump-2, twice what the standard free trader can do.

The far trader can be encountered anywhere in the Imperium. It ranges far and wide, and deals with every world it finds. Even amber zones and red zones are not considered off-limits by its captains, provided there is profit to be made and the risk of being caught is slight.

**Far Trader (Type A2):** Using a 400-ton hull, with a cargo capacity of 88-tons, the far trader is capable of 4-G acceleration and jump-2. Fuel tankage is for 120-tons, and the ship incorporates fuel scoops for gas giant skimming. The bridge is standard and has a computer Model/2-bis installed. Two tons of fire control supports the ship's two turrets. The far trader is equipped with two additional hardpoints; neither fire control nor turrets are installed in accordance with the standard design. The ship has ten staterooms (three for the crew; seven for the passengers) and four low berths. A single air/raft is

carried for various ship duties. The ship itself is streamlined for atmospheric landings.

The far trader costs MCr188.6 to construct. The price includes architect's fees and design plan costs, but does not include weaponry; weapons are added to the turrets following completion of the ship.

**Interior Details:** The far trader is constructed on a two level system. Cargo, bridge, and some drives are located on the lower level; passengers, fuel, and power plant are on the upper level.

### Deck Layout

The bridge occupies the forward starboard section of the lower deck. Its two control positions are surrounded by transparent screens allowing a view of forward and above. Note that the lower level extends farther forward than the upper level. Behind the bridge proper are the computer room (2) and a spare stateroom. When fewer than seven passengers are carried, this stateroom is used for the crew on duty; otherwise it holds a single passenger. A common area (4) is used for passenger reception, after which they use the lift shaft to the upper passenger deck. In flight, the common area is a crew lounge.

The forward port section of the lower deck is the crew quarters. The spacious captain's cabin (24) has transparent screens along one wall and above as a skylight. Bordering the three cabins (23) is the life support equipment and atmosphere recyclers.

Between the crew quarters and the bridge (25) is the forward cargo-loading ramp. Although this

ramp and door is not equipped with an air lock, it does allow a straight vehicle approach for cargo loading on hospitable worlds.

The upper level forward is the passenger deck. Six passenger staterooms line the outer bulkheads while a large central area (30) provides recreational facilities and a galley. The grav plate floor fields for individual staterooms and for sections of the common area may be adjusted from 0.1 to 2.0 g, depending on the preferences of the individual passengers. Centered above the cargo-loading ramp is the ship's air/raft, with easy access and launch from inside the ship.

The center of the ship (26) is occupied by the 88-ton cargo bay. Reinforced deck planking and strategically placed tie-downs make the bay capable of handling modular cargo containers, palletized shipments, or individually packaged items and bulky mechanisms. Above the cargo bay is the ship's 120-ton fuel tank area.

To both port and starboard on the lower level, corridors run the length of the ship, connecting the forward control areas with the aft drive rooms. Each corridor provides access to the ship's turrets, to a cargo air lock, and to the fuel scoop and purification mechanisms. The port corridor provides access to the ship's four low berths. These low berths (17) were originally intended for carrying livestock in the 100 to 400-kilogram range. For this reason, the berths are close to the port cargo lock, and the entire area can be sealed off with hatches and doors in the event that an animal gets loose. The starboard corridor provides access to (8) the ship's locker, which contains the ship's armory, survival equipment, cold weather clothing, and other essential materials.

Aft, the drive rooms contain the ship's jump (12,13) and (11, 14) maneuver drives, with the power plant mounted transversely on the upper deck.

**Weaponry:** The ship's two weapons turrets (6, 19) provide tremendous potential for armament in the event that the ship should require it. The standard weapon mix for the ship is two dual laser turrets. Gaining favor, however, among free traders is a homogeneous mix consisting of one laser, one missile rack, and one sandcaster in each turret. The

result is a set of weapons that can respond to many different threats and penetrate the defenses of several different types of targets.

**The Air/Raft:** The ship's air/raft (31) is a standard vehicle intended to provide the means to run small errands on planet while the ship is in port loading and unloading cargo. Massing four tons, the air/raft is an anti-gravity vehicle capable of lifting four tons, including passengers and cargo. It can maintain a 100 kph cruising speed, and is capable of speeds up to 150 kph. In extreme situations, the craft can achieve sub-orbital flight, but this performance requires approximately six hours. All passengers would be required to wear vacc suits, as the air/raft is open and not pressurized.

The air/raft operates off capacitors charged from the ship's main power plant. One charge is sufficient for about one week or about 10,000 kilometers of cruising. Recharges take about two hours; since they use energy from the ship they are essentially free.

**Peculiarities:** The design of the far trader has ship security in mind, and so all passengers are segregated onto a passenger deck. Their access to the bridge and to other areas of the ship is limited. Unfortunately, when a seventh passenger is carried, he or she is berthed adjacent to the bridge. Original specifications did not envision more than six passengers, but the profit motive has led them to be overridden.

**Costs and Revenues:** The monthly payments for a ship of this type amount to Cr785,834. Further expenses for crew salaries, life support, maintenance, and berthing fees amount to Cr72,120 per month, assuming a jump every two weeks. Fuel is free for the skimming, but would add another Cr12000 per jump when its purchase is required. This type of merchant can gross approximately Cr324,000 per month, assuming a full manifest of high and low passengers and a full cargo bay at Cr1000 per ton of cargo. Obviously, even with a full load, this ship would be unable to make its payments. Should the crew agree to go on shares, thereby forgoing salaries, and the owner engage in trade and speculation, the ship could conceivably come close to breaking even. Doing so could make up the difference between what the ship normally earns and what must be paid every month. Charters may also be seen as an attractive alternative.

## **Lower Deck (1)**

1. Bridge.
2. Computer Room.
3. Stateroom/Crew Room: Usage of room dependent on the presence of a seventh passenger.
4. Common Area: Passenger reception/Crew Lounge. Lift shaft to upper deck.
5. Starboard Airlock.
6. Starboard Laser Turret.
7. Starboard Cargo Airlock.
8. Ship's Locker.
9. Maintenance Access Airlock.
10. Starboard Fuel Scoop.
11. Maneuver Drive.
12. Jump Drive.
13. Jump Drive.
14. Maneuver Drive.
15. Port Fuel Scoop.
16. Maintenance Access Airlock.
17. Low Berths.
18. Port Cargo Airlock.
19. Port Laser Turret.
20. Port Airlock.
21. Crew's Quarters.
22. Crew's Quarters.
23. Life Support System.
24. Captain's Cabin.
25. Forward Cargo Ramp.
26. Cargo Area.

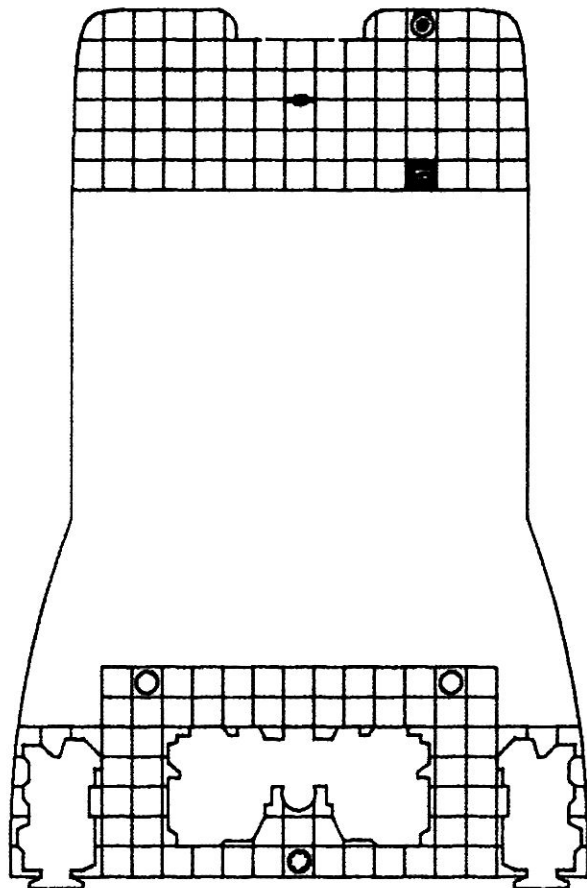
## **Upper Deck (2)**

27. Passenger Stateroom.
28. Passenger Stateroom.
29. Passenger Stateroom.
30. Recreation Area/Galley Facilities.
31. Ship's Vehicle Bay.
32. Passenger Stateroom.
33. Passenger Stateroom.
34. Passenger Stateroom.
35. Power Plant.
36. Maneuver Drive.
37. Maneuver Drive.

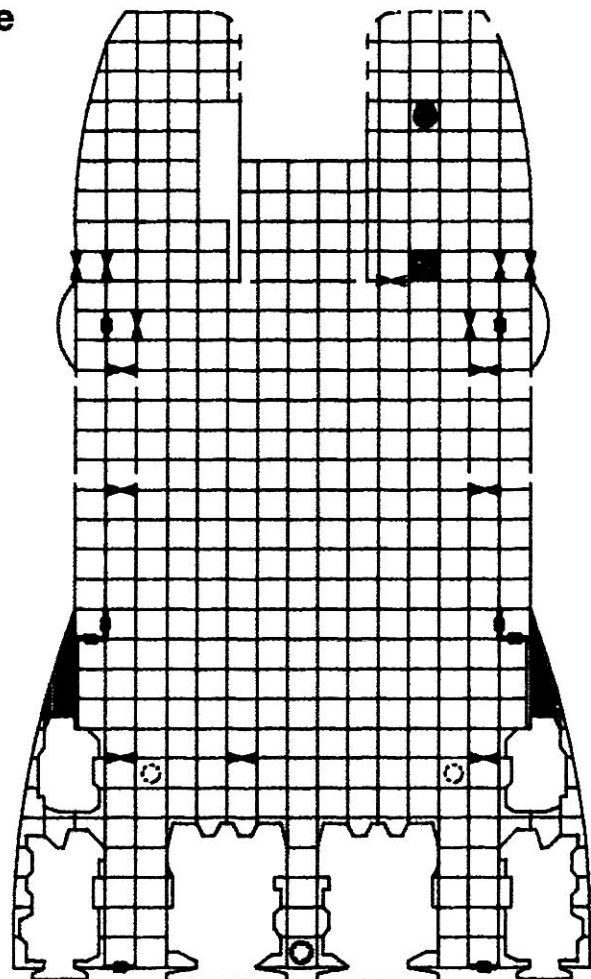


# Complete Deck Plans of the Empress Marava II

## Master Deck Plan Referee

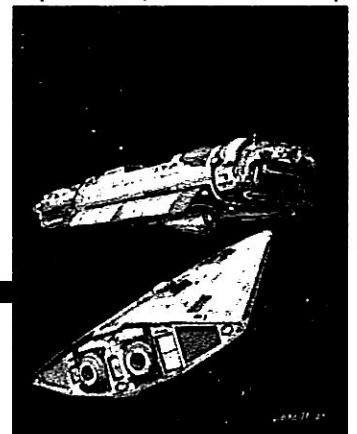


Upper  
Deck



Lower  
Deck

Express Boat, Tender & Scout Ship

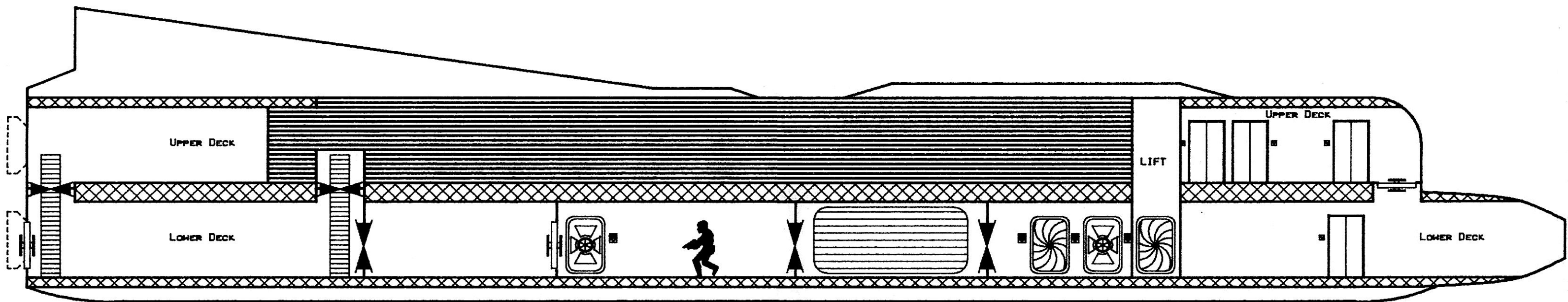


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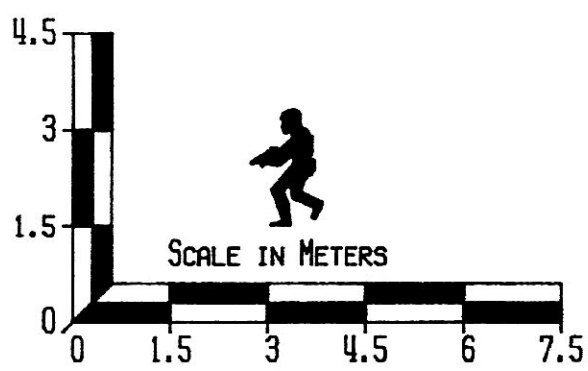
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# Empress Marava II



## Side View

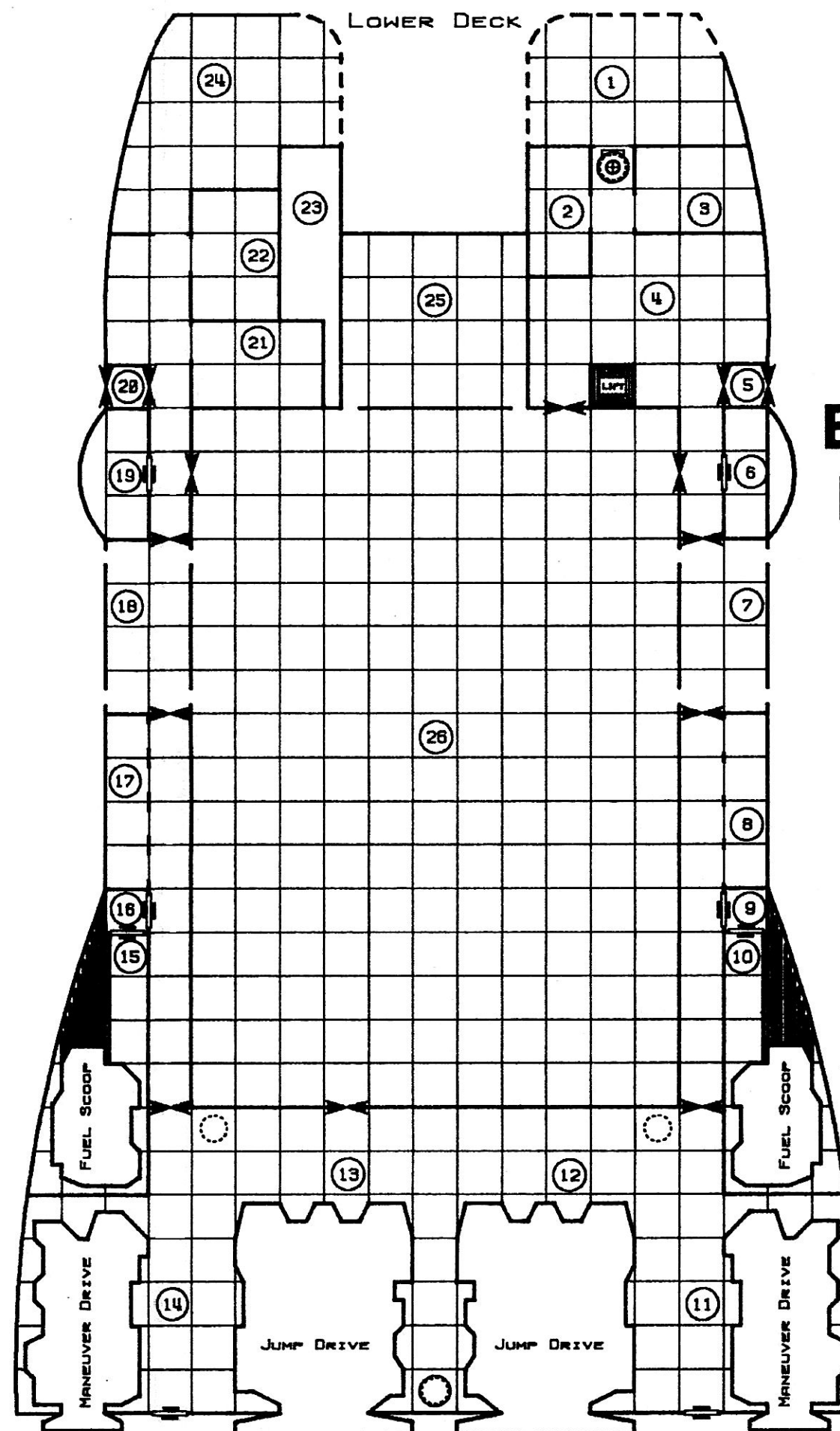
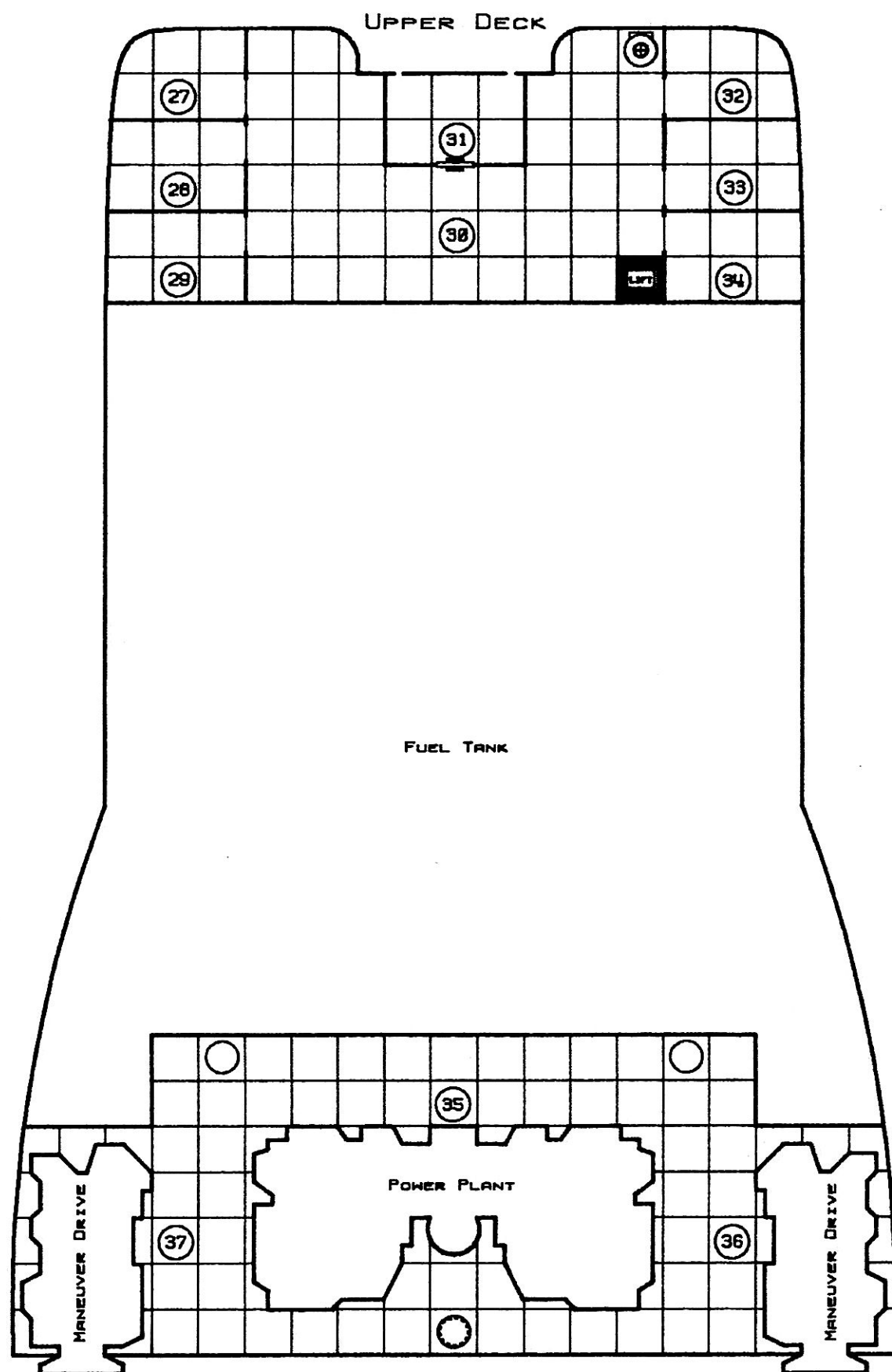


SIDE VIEW SYMBOLS

|  |                            |  |              |
|--|----------------------------|--|--------------|
|  | INTERIOR WALL AND BULKHEAD |  | FUEL TANK    |
|  | FLOOR AND CEILING          |  | MANUAL HATCH |
|  | MAINTENANCE HATCH          |  | UP OR DOWN   |
|  | IRIS VALVE                 |  | LADDER       |
|  | WALL VALVE                 |  | SLIDING DOOR |
|  | WALL HATCH                 |  |              |



# Empress Marava II Master Deck Plan



LIFT SHAFT 1.5 METERS

| DECK PLAN SYMBOLS |                            |
|-------------------|----------------------------|
| —                 | INTERIOR WALL AND BULKHEAD |
| - - -             | SLIDING DOOR               |
| ⌌                 | MAINTENANCE HATCH          |
| ⌌                 | IRIS VALVE                 |
| ⌌                 | IRIS VALVE                 |
| ⊙                 | OVERHEAD                   |
| ⊙                 | FLOOR                      |
| ⊙                 | BOTH FLOOR AND OVERHEAD    |
| ⊕                 | MANUAL HATCH               |
| ⊕                 | HATCH                      |
| ⊕                 | OVERHEAD                   |
| ⊕                 | FLOOR                      |
| ⊕                 | BOTH FLOOR AND OVERHEAD    |

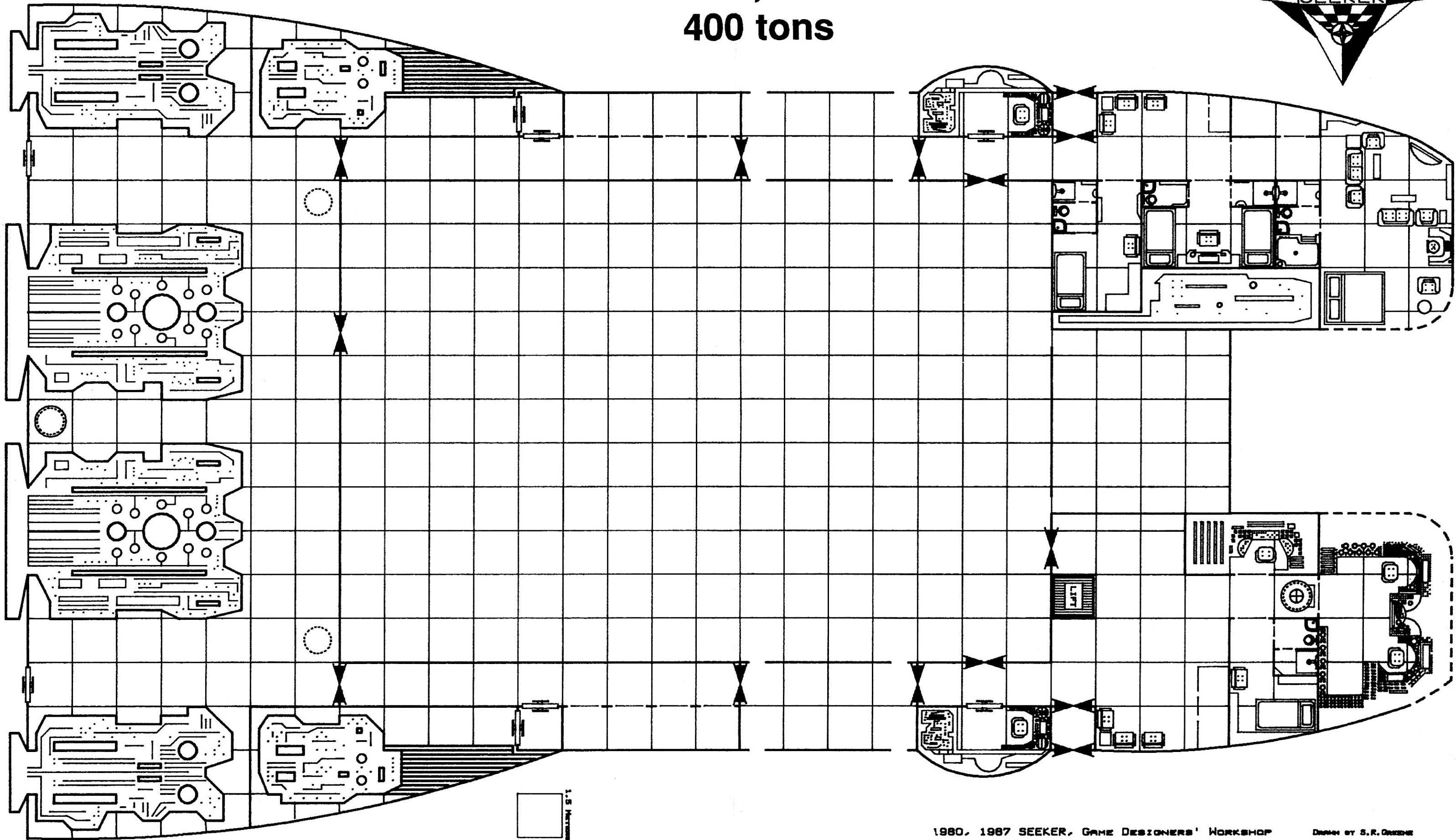
DRAWN BY S.R. GREENE



# Empress Marava II

## Deck 1, Lower

### 400 tons



# Empress Marava II

## Deck 2, Upper

### 400 tons

