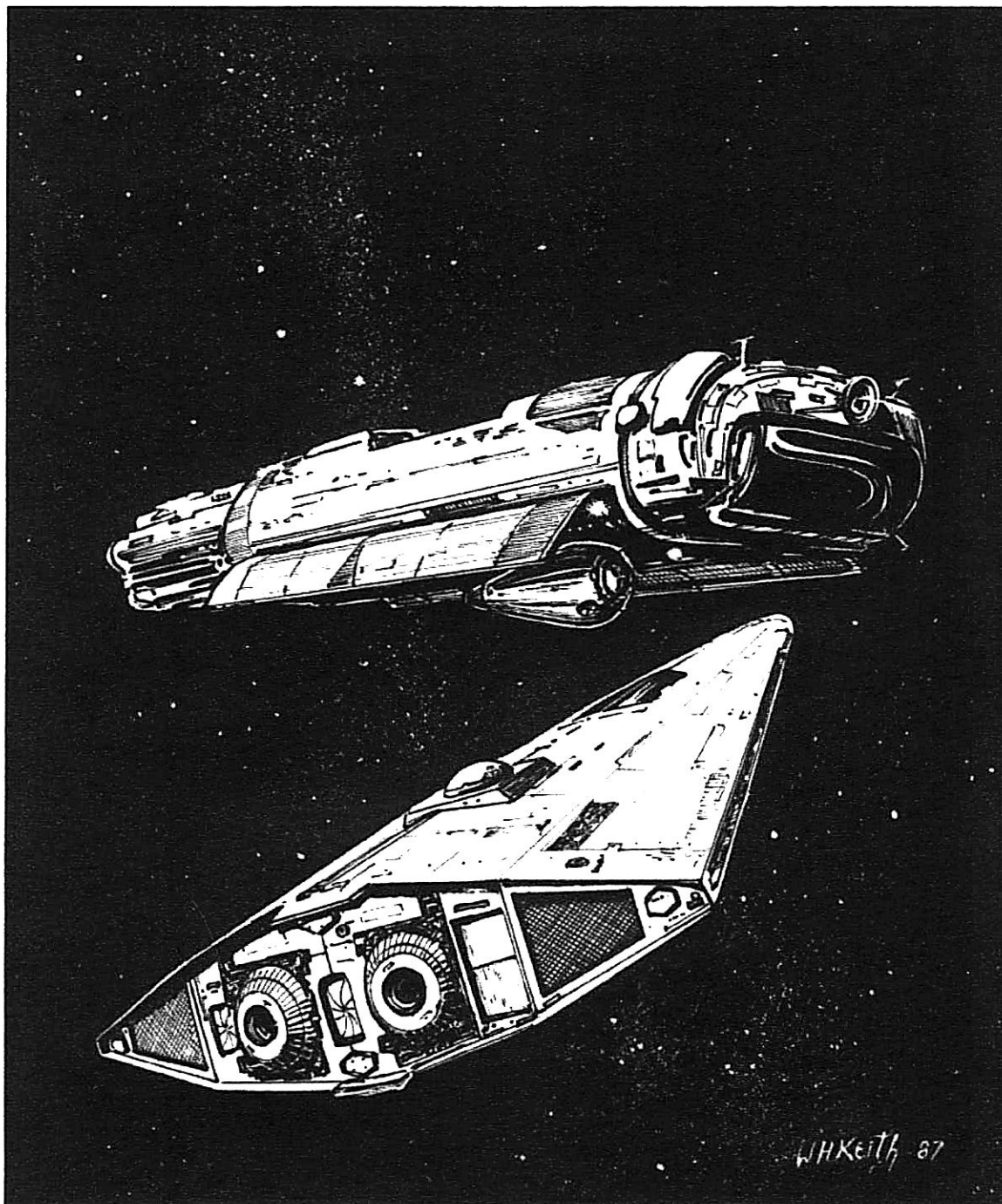


# *Approved For Use With Traveller®*



## **Express Boat, Tender and Scout Ship**

**15mm scale**



XT-A411132-020000-30002-0 MCr280.17 1000 tons.  
Crew=6. TL=10. Passengers=4. Low=20. Fuel=150. Cargo=60. EP=10. Agility=0.

# Credites for the Express Boat, Tender and Scout Ship

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

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

Information on the Express Boat, Tender, and Scout Ship is taken from  
Supplement 7: Traders and Gunboats.

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# Express Boat, Tender and Scout Ship

**XT-A411132-020000-30002-0 MCr280.17 1000 tons.**

Crew=6. TL=10. Passengers=4. Low=20. Cargo=60. Fuel=150. EP=10. Agility=0.

The following data should be considered to be available in any library program within the imperium and available under the keywords-Express-Xboat-Tender-Scout Ship.

## Express Boat "Xboat"

The express boat is almost useless for any purpose other than that for which it was originally designed – carrying messages from one location to another at the fastest possible speed. Its cramped hull doesn't even have room for maneuver drives; the ship is helpless until picked up by a tender.

Starships can generally expect to encounter express boats in the Imperium's major star systems, specifically those which have scout service communications stations and which are situation on major jump routes. When express boats are encountered off the main routes, the event would be a strong indication of some special Imperial activity or of a mishap with the xboat itself. High population and high technology star systems can be expected to have up to twelve xboats present at one time, probably distributed evenly between arriving and departing ships. Lower population systems will have fewer xboats. The presence of a scout base will increase the probability of xboats being present. Imperial Way Stations, maintained by the scouts to service and overhaul all scout vessels, will have many xboats present, although most will be in some state of disrepair.

**Express Boat (Type X):** Constructed using the type 100 hull, the express boat is fitted with drives producing jump-4, and nothing else. There is no power plant or maneuver drive installation. Fuel tankage is forty tons, enough for one jump. The standard bridge is complemented by a Model/4 computer, massive communicators, and message banks. The ship has two staterooms; one is necessary for the single crewmember, while the other can carry a passenger. More often, the pilot uses the second room for additional living space. There is a one ton cargo bay, which is occasionally used to carry vital cargo such as vaccines or sophisticated repair parts.

The express boat costs MCr70.65 to construct, assuming no architect's fees (the designs are standard and long since amortized) and a 10% discount for production in volume.

**Interior Details:** The deck plan shows the most important interior details of the express boat. Dual air locks are mounted side by side on the hull. The hatches are intended as safety back-ups to the powered iris valves. Adjacent to the air locks at (6) is the ship's locker, containing vacc suit, survival equipment, an inflatable rescue ball, and the ship's only armament, usually a shotgun or a sub machinegun. Staterooms are positioned at locations (4 and 5), while an open living area is located at (3). The drive room is accessed through a long tube that passes through the fuel tankage. Note the maintenance hatches which provide

direct access to the drives from outside and incidentally serve as emergency exits.

**Peculiarities:** Express boats are not named, at least not officially. Each carries an identifying number. Since pilots are rotated between ships frequently, there is little chance to build any lasting ties to the xboats. However, on the fringes of the Imperium, express service is understandably slower, and some branches of the network tend to keep pilots and xboats together. Names for such boats have been seen in service, and tend to be types of flowers.

The express boat is also capable of only limited endurance. While it can sustain its crew of one and a passenger for the week it spends in jump space, its power, atmosphere, and food reserves are good for only about three days after breakout.

**Variants:** No known variants of the xboat are actually in regular service. Two variant models have been built for experimental purposes. One model-incorporated maneuver drives sufficient to produce 1-G; the loss of jump potential (reduced to jump-3) was deemed unacceptable, however, and was not produced. The second variant included a four-ton light sail (replacing the second stateroom). This model was intended to provide emergency acceleration away from a star in the event of breakout at too close of a distance. The apparent benefits from this modification were also deemed too small for mass production. However, there are reports that some examples were produced any may be in service in the Spinward Marches.

## Express Boat Tender

The express boat system would not work without the express boat tender. These tenders, stationed in each system that express boats stop in, serve two purposes. First, they tend express boats, recovering them when they arrive, refueling them and repairing minor problems, and then sending them on their way. Second, they serve as a relay station between the planetary surface based message center and the express boat itself. Messages are forwarded to the tender for transmittal to the xboat just before it leaves for the next star system.

Express boat tenders are encountered anywhere that xboats may be expected. High population, high technology systems will probably have several tenders operating in order to handle the flow of information. Express boat tenders are jump capable, and each may carry up to four xboats in its cavernous ship bay. As a result, the tenders can be found in fringe or off-route systems ferrying extra xboats to areas that need them. They also undertake recovery missions to pick up damaged xboats or boats which have misjumped to off-route systems.

**Express Boat Tender (Type XT):** Constructed using the type 1000 hull, it is fitted with H model drives, producing jump-1 capability and 1-G acceleration. Fuel tankage is 150 tons; jump requires 100tons of fuel,

but in insystem operation, the ship uses this tankage to refuel express boats instead. The standard bridge is complemented by a Model/3 computer and fire control for three turrets, plus communicator relay facilities. The ship has ten staterooms and twenty low berths. The crew consists of six: a captain/pilot, navigator/medic, communications specialist, and three engineers. Three gunners may be added to the crew where necessary. Additional slots for the crew are taken up by replacement xboat pilots awaiting missions. There is a sixty-ton cargo bay used for repair parts and replacement equipment. Three weapons turrets arm the ship sufficiently to take care of most situations. The major part of the ship (600 tons) is taken up by a cavernous ship bay. This area can accommodate four express boats or two scout/couriers with little or no problem.

The express boat tender costs MCr274.77 to construct, assuming no architect's fees (the design is standard and any costs have been amortized by the government) and a 10% discount for production in volume. Weapons costs have not been included in this price.

**Interior Details:** The most striking interior detail for the express boat tender is the ship bay. It measures 40 meters by 28.5 meters by 12 meters; this twelve meter dimension can be expanded to 24 meters through the simple expedient of leaving the ship bay doors open. Any ship or group of ships that can meet this dimensional requirement, up to a total of 600 tons, can be carried by the tender through jump space. Solid frame brackets within the bay are used to secure any ships or cargo to prevent damage while under acceleration. The entire ship bay, with the door closed, can be pressurized to allow access to the exteriors of any ships or boats carried within while avoiding the interfering bulk of vacc suits.

The forward end of the ship bay connects via a large port to the cargo bay of the ship. This cargo bay (of 60 tons capacity) carries consumables for the tender and to replace food and consumables when resupplying express boats.

Low berths for medical cases and spare pilots are situated adjacent to the cargo bay. Also on the cargo level are an electronics repair shop and a machine shop.

The fuel level contains tankage for the ship and for therefueling of express boats without taking them into the ship bay or requiring crew to don vacc suits. A fuel lab on the tankage level monitors fuel quality. The lowest level of the ship is the drive deck with all jump drives, maneuver drives, and the main power plant. An air lock allows access to the exterior from this end of the ship.

Note the two lift shafts, which run the length of the ship. The duplication allows faster access when one shaft is already in use, and provides damage control in the event of combat or disaster.

The bridge deck, located extreme forward, contains crew quarters and the controls for the ship. The bridge itself includes a bay window providing visual scanning of the ship bay doors and an overhead view. Surrounding the bridge are individual crew staterooms (capable of double occupancy when necessary). A communal fresher facility (location 12) allows more room in each stateroom, and decreases total costs for the ship.

**Weaponry:** The armament for the ship is unusual in that the types of turrets used are not standard. Forward, two tracked turrets are accessible through iris valves adjacent to the bridge. Once a gunner is inside, the turrets may be moved along tracks on the circumference of the hull. This arrangement allows positioning of the gunnery turrets for the best possible shot. Normally, such arrangements are not necessary, but this type of tender is often occupied with a mission to recover a specific ship or express boat, and cannot maneuver while doing so. Instead, the turrets themselves may maneuver.

Aft, a different arrangement dictates installation of a pop turret. Although the pop turret cannot maneuver, it can retract into an armored citadel in the event of enemy fire, rising above the line of the hull only to deliver its own fire.

**Peculiarities:** The weaponry of the express boat tenders varies wildly depending on what particular armament was available at the time of construction. Thus, it is difficult to predict what type of guns or launchers will be encountered on any specific tender. Further, although the tracked turrets are a reasonable idea for the situation they are intended to cope with, they are also poorly equipped to handle many other situations. As a result, any weapons on express boat tenders can be expected to fire at -1 at all times.

Although essentially unstreamlined, the tender is aerodynamic enough to allow fuel skimming from gas giants, thus making acquisition of hydrogen fuel a matter of only minor importance.

**Variants:** Three known variations exist for the express boat tender.

**Bulk Ore Carrier:** Several examples of the ship were constructed with the large ship bay fitted to carry bulk ore from asteroid belts to surface refinery plants. The model has a limited use, because the system must have both a producing asteroid belt and a refinery plant established on an airless world.

**Fuel Tanker:** The Imperial Navy has acquired approximately one hundred and forty-four ships with the central bay converted to carry starship fuel. The total capacity of 750 tons of fuel makes the ship an ideal nursemaid for fighters patrolling frontier systems.

**Corsair:** The third variant of the tender is altogether unofficial. Express boat tenders are a prime target for hijackers. The tenders make excellent corsairs, especially if upgunned. Typically, a tender will be surprised and hijacked by a band of thugs, often feigning a shipwreck in order to attract the ship's attention. If they are lucky, the tender will have with it a scout/courier or a couple of xboats, which are then used to make the tender look more realistic when it plies the space lanes. The large ship bay allows most smaller ships to be enveloped and then boarded at the pirate's leisure.

## Scout Ship

One of the most common starships within the Imperium is the tested and tried type S scout/courier. Originally produced to specification for the Imperial Interstellar Scout Service, this sleek and simple ship was intended for common courier duties within the Imperium, and simple survey and exploration duties beyond the Imperial borders.

While the xboat system provides fast forwarding of messages and information along the major xboat routes within the Imperium, it falls to the Scout Service's fleet of scout/couriers to relay information from worlds along the routes to outlying fringe worlds. The jump-2 capability of the scout/courier places nearly all such worlds within its range.

Beyond the Imperial Borders (and in relatively unexplored regions within the Imperium) the scout/courier is pressed into service as an exploratory vessel. It can roam though most areas, refueling itself from gas giants or planetary oceans as necessary, checking up on local conditions, and filing reports when it returns from a mission. In some areas, an exploratory cruiser of perhaps 10,000 tons will carry a squadron of ten or more scout/couriers. As the cruiser passes through an area, individual scout/couriers will range ahead or to the flanks and perform actual data gathering missions.

Because the scout/courier is a standard design, the Scout Service has a large quantity of vessels on hand, with the natural result that some are sold as surplus and find their ways into private or commercial hands,



while others are scrapped. In addition, however, many are diverted to a scout program called detached duty. Under the direction of the Scout Service's Detached Duty Office, some former or retired scout personnel are provided with scout/couriers for their own use. The ships are too small for profitable commercial operations, but they do serve as a form of reasonable transport for those with wanderlust. In addition, the Scout Service derives a reasonable intelligence return on its investment through the examination of the ships' logbooks when they are serviced, and through routine interrogation and debriefings of crews. Finally, such detached duty scout/couriers are subject to recall and activation (with crew) in the event of a war scare or mobilization alert.

**Scout/Courier (Type S):** Using the type 100 hull, the scout/courier is equipped with four staterooms (allowing a total of eight passengers and crew if double occupancy is assumed), but there are no low berths. The crew consists of a pilot who doubles as a navigator, engineer, and gunner; additional crewmembers to fill these slots may be hired on as desired. The ship has jump drive A, maneuver drive A, and power plant A, producing performance of jump-2 and 2-G acceleration. The bridge has a computer model/1 bis (with a standard software package) and one tone of fire control space allocated to the ship's single hardpoint. The ship is fitted with a dual turret; the weaponry installed varies with the specific ship. The ship has a specially fitted hold which carries a single air/raft; there is a separate three-ton cargo hold. The hull is streamlined for atmospheric landings, and fuel scoops allow local refueling from oceans or gas giants.

Total fuel tankage is 40 tons. Base price to the government for a scout/courier is MCr27.63, which includes savings based on standardized designs. Architect's fees are not necessary, as they were amortized long ago.

**Weaponry:** The actual weaponry carried on the scout/courier varies with the mission accorded the ship. Couriers generally mount a single laser and a single missile rack. Exploratory scouts mount two missile racks. Detached duty scout/couriers are provided without weaponry, but the crew generally acquires some sort of firepower in a short time.

**Interior Details:** The deck plan includes the interior layout for the typical scout/courier. The staterooms (4, 5, 6, and 7) are large and spacious, an essential consideration when the crew may be forced to spend long hours together. The common area (8) contains recreation equipment, a galley and eating facilities. The rear section (13) serves many purposes; on scouts, it carries laboratory and sensor equipment; on couriers, it carries communication equipment and data banks; on detached duty ships, it is cleared out and becomes a lounge for the crew. The forward cargo compartment (20) carries three tons of cargo, and is accessible from just behind the bridge, or from outside. The upper gallery contains the gunnery position (16), a storage area (18) much like an attic, and a forward sensor position (19). The void spaces within the hull (9) contain fuel, pumps, and other equipment. Two specific areas (10) contain the landing feet for the ship, including retraction equipment.

**Peculiarities:** The major fault of the type S scout/courier is its air system. Although of respectable quality for life support, it begins to smell after about three weeks of use. Thereafter, the smell becomes increasingly obnoxious, and most crewmembers find the smell intolerable after six weeks. The problem can be corrected by flushing the air system, which costs Cr1,000 for parts and components. Temporary respite may be obtained (for about a week) by replacing the system's air filters (at Cr200). Both these processes also require a plentiful supply of breathable air. Instead, the entire air system may be replaced with a better model; it costs Cr70,000 and requires sacrificing one ton of cargo space.

**Costs:** A new type S scout/courier, direct from the builder, costs MCr27.63. Using a standard financing arrangement, a down payment of MCr5.53 would be made, with monthly payments of Cr132,600 for 480 months following.

Surplus scouts/couriers can generally be had for MCr15 to MCr18 but those prices are for cash, and financing is difficult to obtain for such used vessels.

## Express Boat "Xboat"

### Deck 1

- (1) Bridge and Communicators.
- (2) Communicators

### Deck 2

- (3) Data Banks.
- (4) Living area, recreation, and galley.
- (5)-(6) Stateroom.
- (7) Ships Locker.
- (8) Manual Hatch Airlock.
- (9) Iris Valve Airlock.

### Deck 3

- (10) Drive Deck.

## Express Boat Tender

### Deck 1

- (1) Galley.
- (2) Mess and Recreation.
- (3)-(11) Crew stateroom.
- (12) Communal Fresher.
- (13) Computer room.
- (14) Bridge.
- (15) Captain's Cabin.
- (16) Common/Lounge room.
- (17) Port Turret.
- (18) Starboard Turret.

### Deck 2

- (19) Electronics Shop.
- (20) Machine Shop.
- (21) Cargo Area.
- (22) Low Berths.

### Deck 3

- (23) Observation Platform.

### Deck 4

- (24) Fuel Lab.
- (25) Fuel Probe/machinery.
- (26) Pop Turret.

### Deck 5

- (27) Power Plant.
- (28) Jump Drive.

## Scout Ship

### Main Deck

- (1) Avionics
- (2) Bridge.
- (3) Main Corridor.
- (4)-(7) Stateroom.
- (8) Common Area.
- (9) Landing Pads/Retraction equipment.
- (10) Drive Room/maneuver, jump, and power plant.
- (11) Galley.
- (12) Air/raft bay.

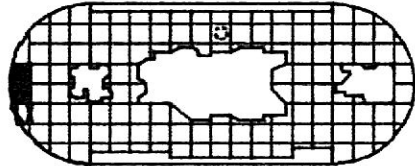
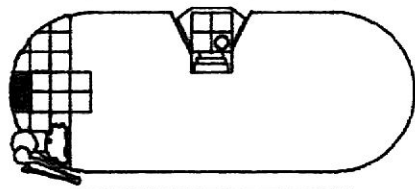
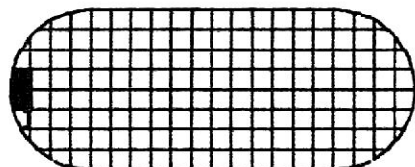
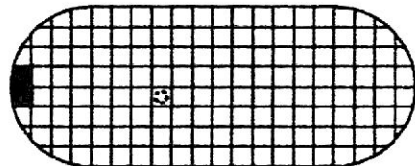
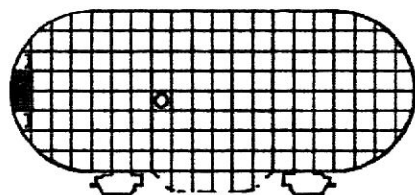
### Upper

- (13) Gun Turret.
- (14) Storage area.
- (15) Forward Sensory equipment

### Below

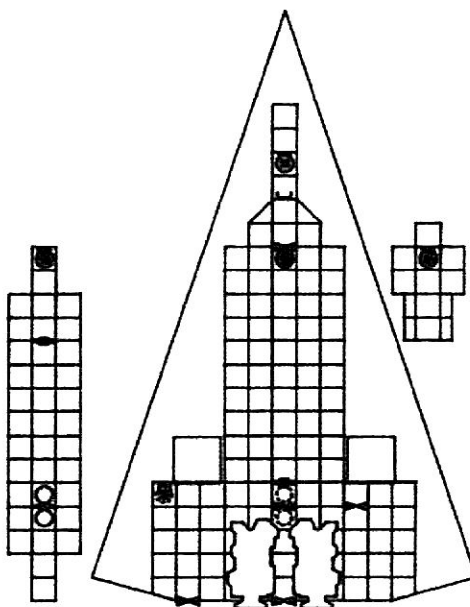
- (16) Forward Cargo bay.

# Complete Deck Plans of the Express Boat, Tender and Scout Ship

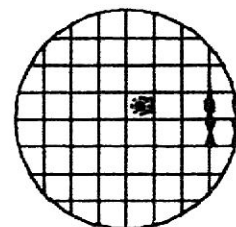
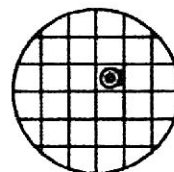


Express  
Tender

Master Deck Plan  
Referee

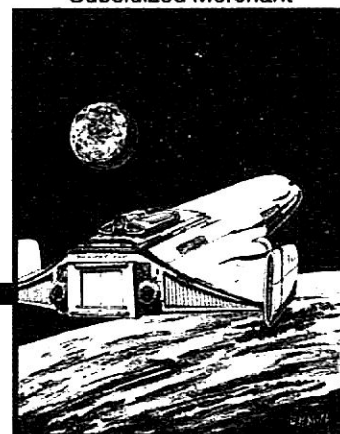


Scout  
Ship



Express  
Boat

Subsidized Merchant



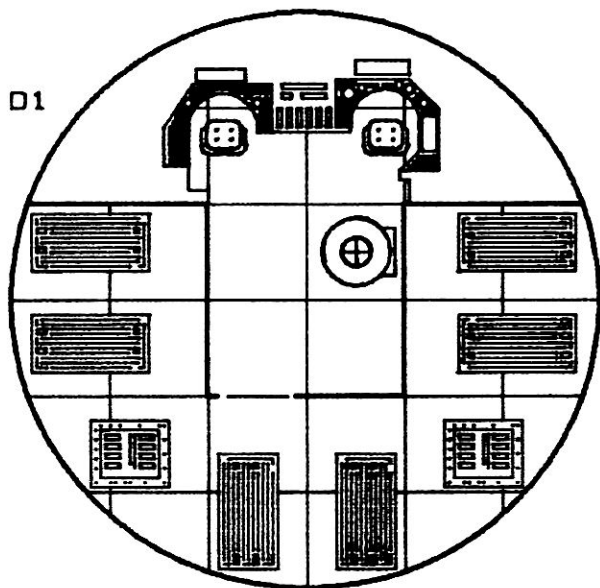
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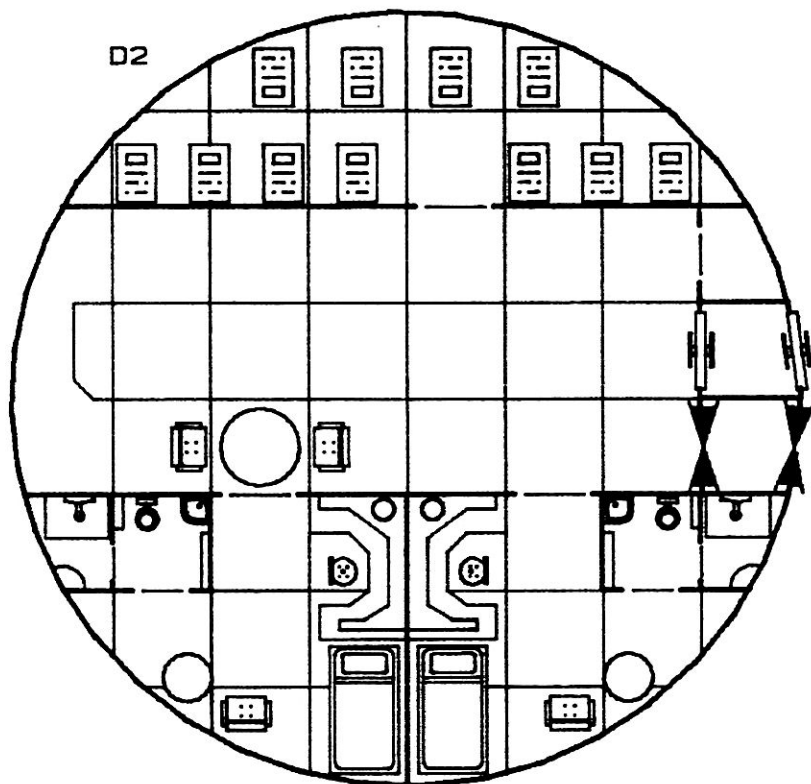


D1

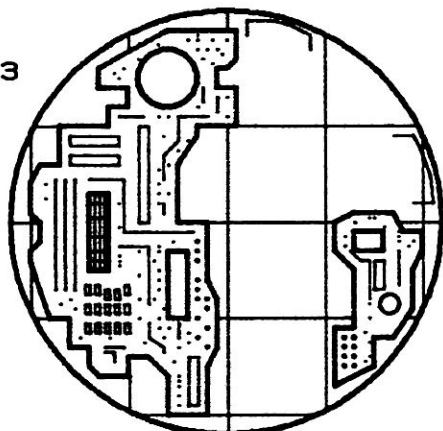


# Express Boat 100 tons

D2



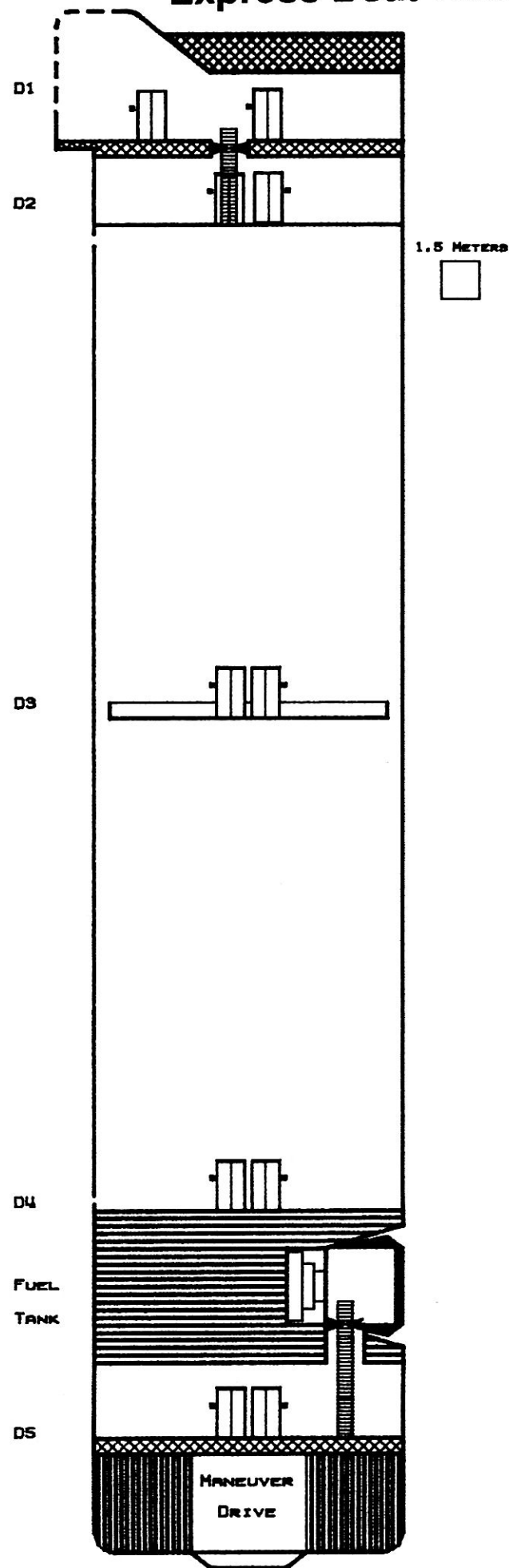
D3



## DECK PLAN SYMBOLS

— INTERIOR WALL AND BULKHEAD	
- - - SLIDING DOOR	
┌ MAINTENANCE HATCH	
IRIS VALVE	MANUAL HATCH
IRIS VALVE	HATCH
OVERHEAD	OVERHEAD
FLOOR	FLOOR
BOTH FLOOR AND OVERHEAD	

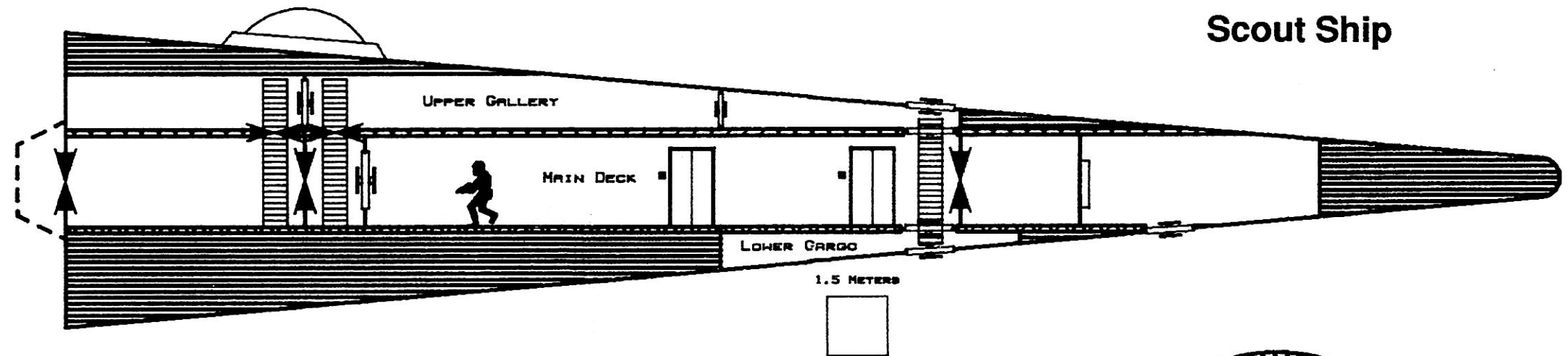
Express Boat Tender



# Express Boat

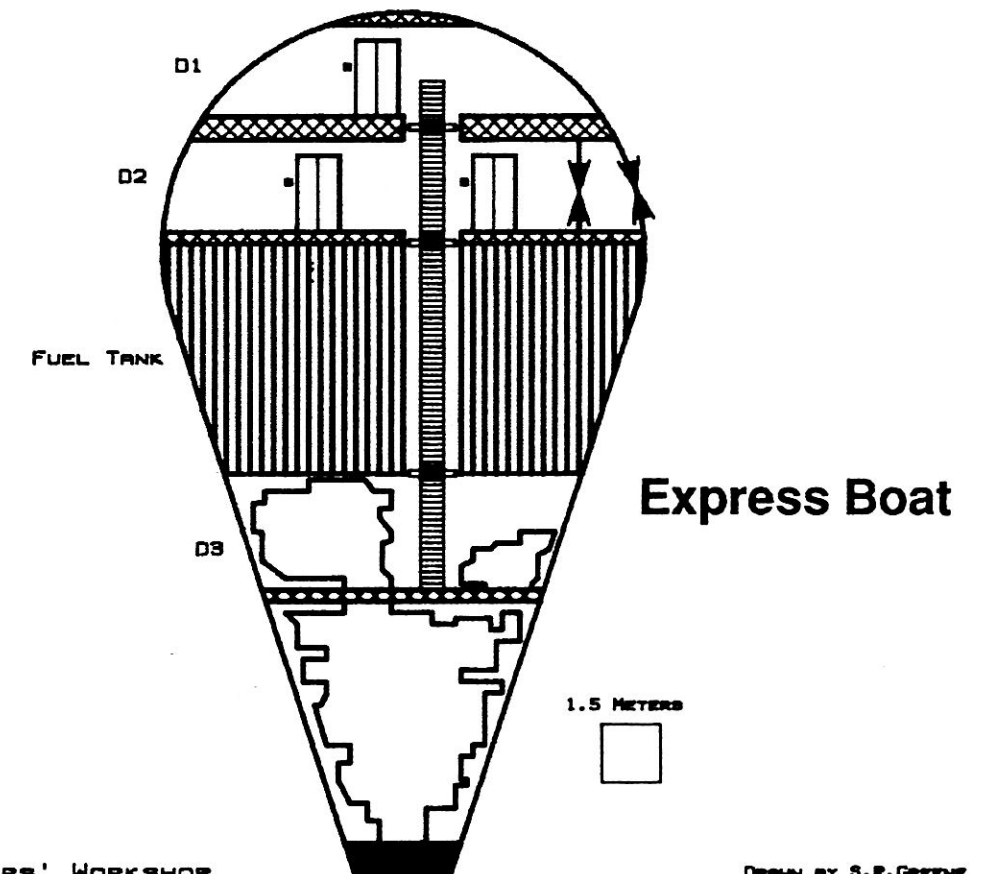
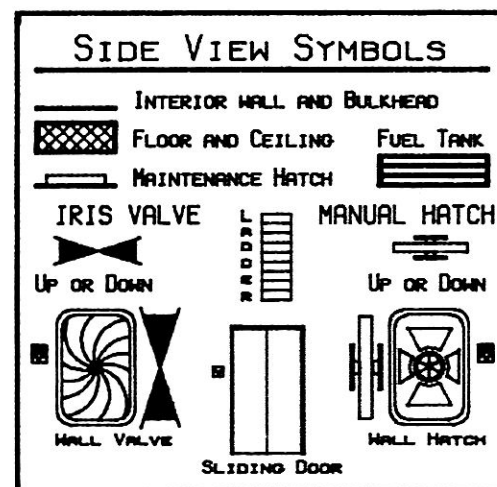
## Express Boat Tender

### Scout Ship



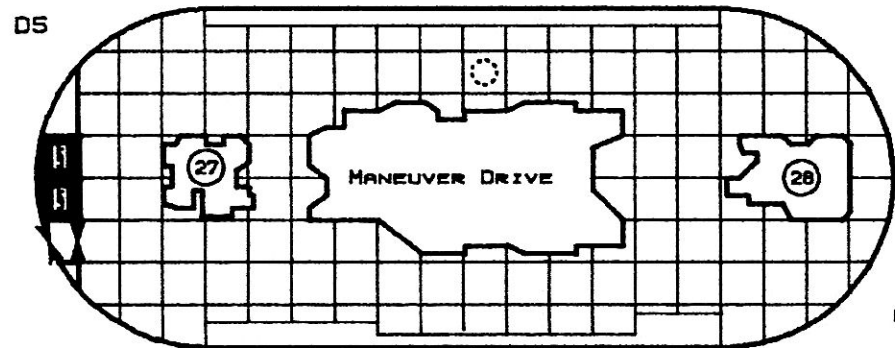
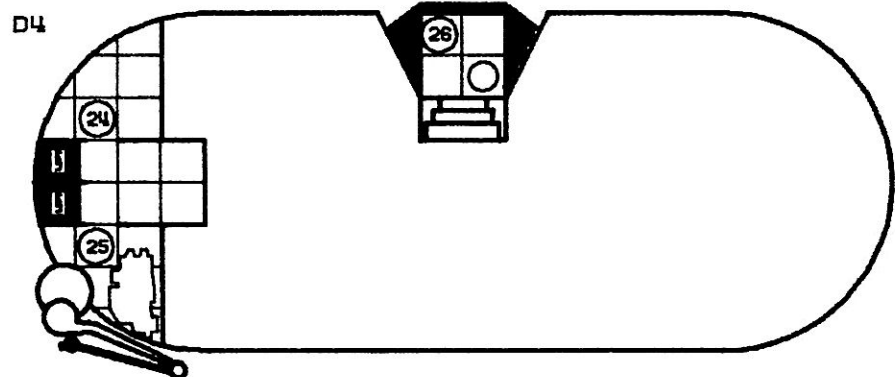
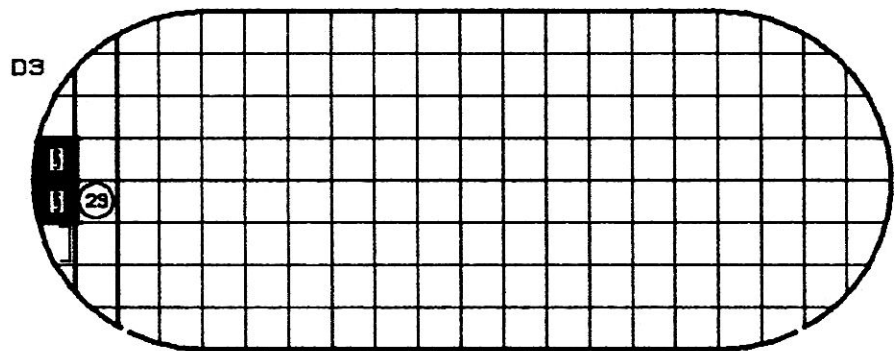
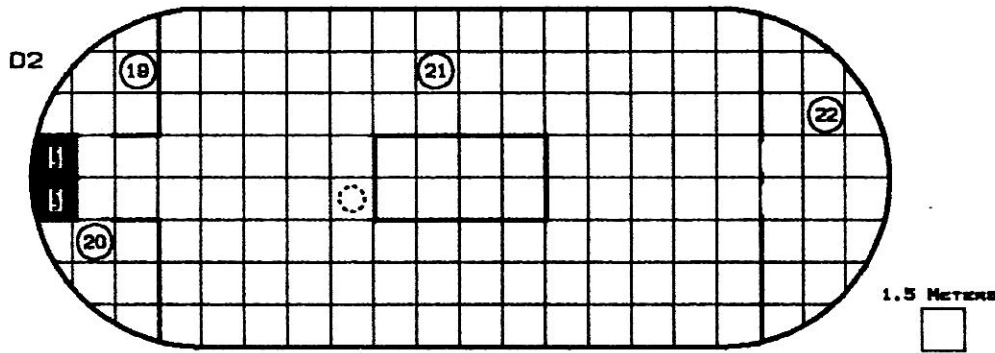
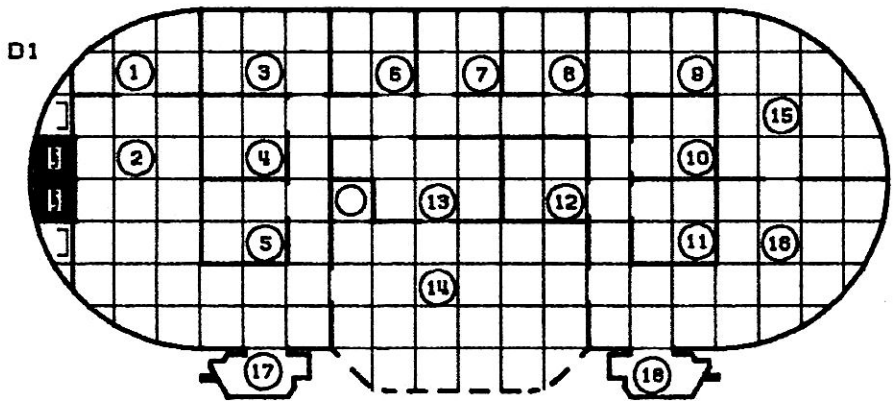
Scout Ship

## Side View





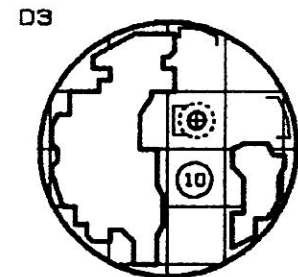
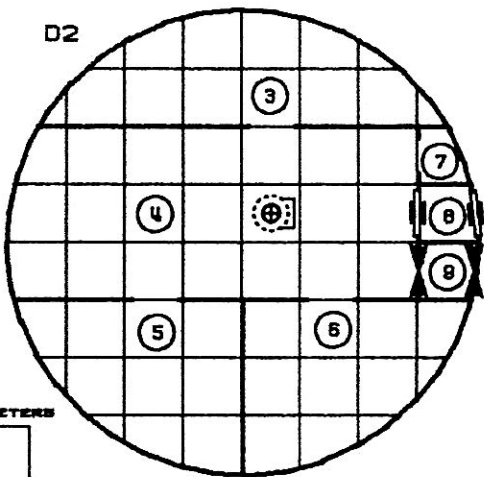
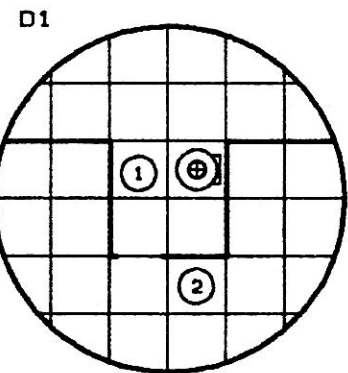
Express Boat Tender



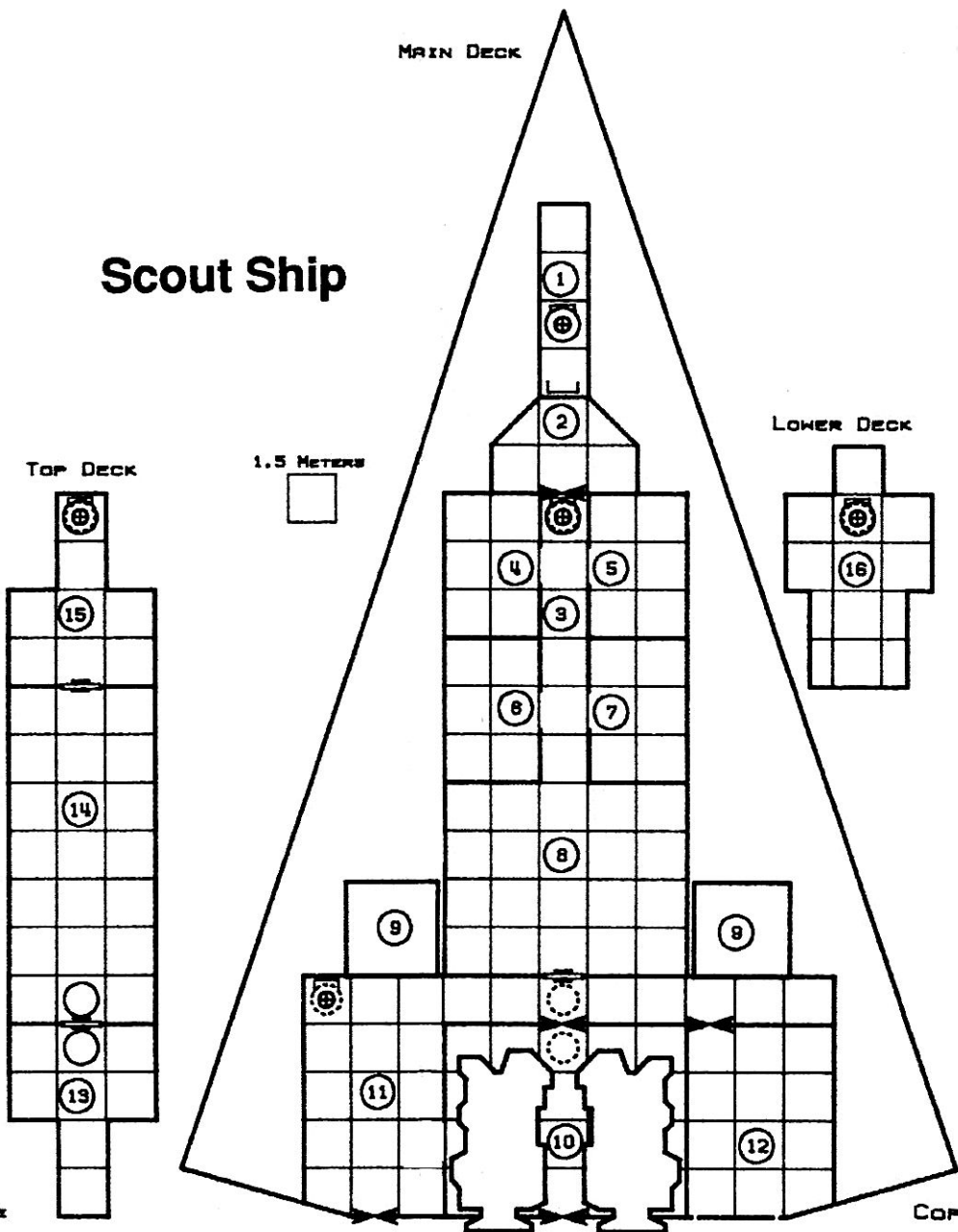
Express Boat  
Express Boat Tender  
Scout Ship  
Master Deck Plan



Express Boat



Scout Ship



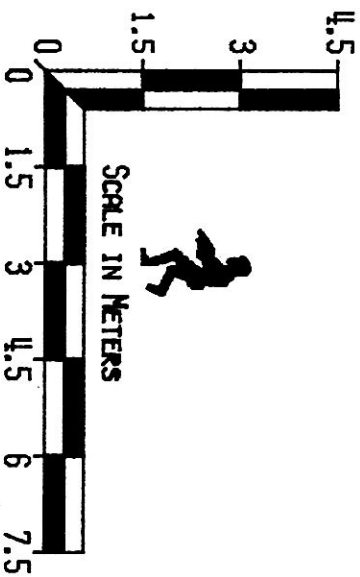
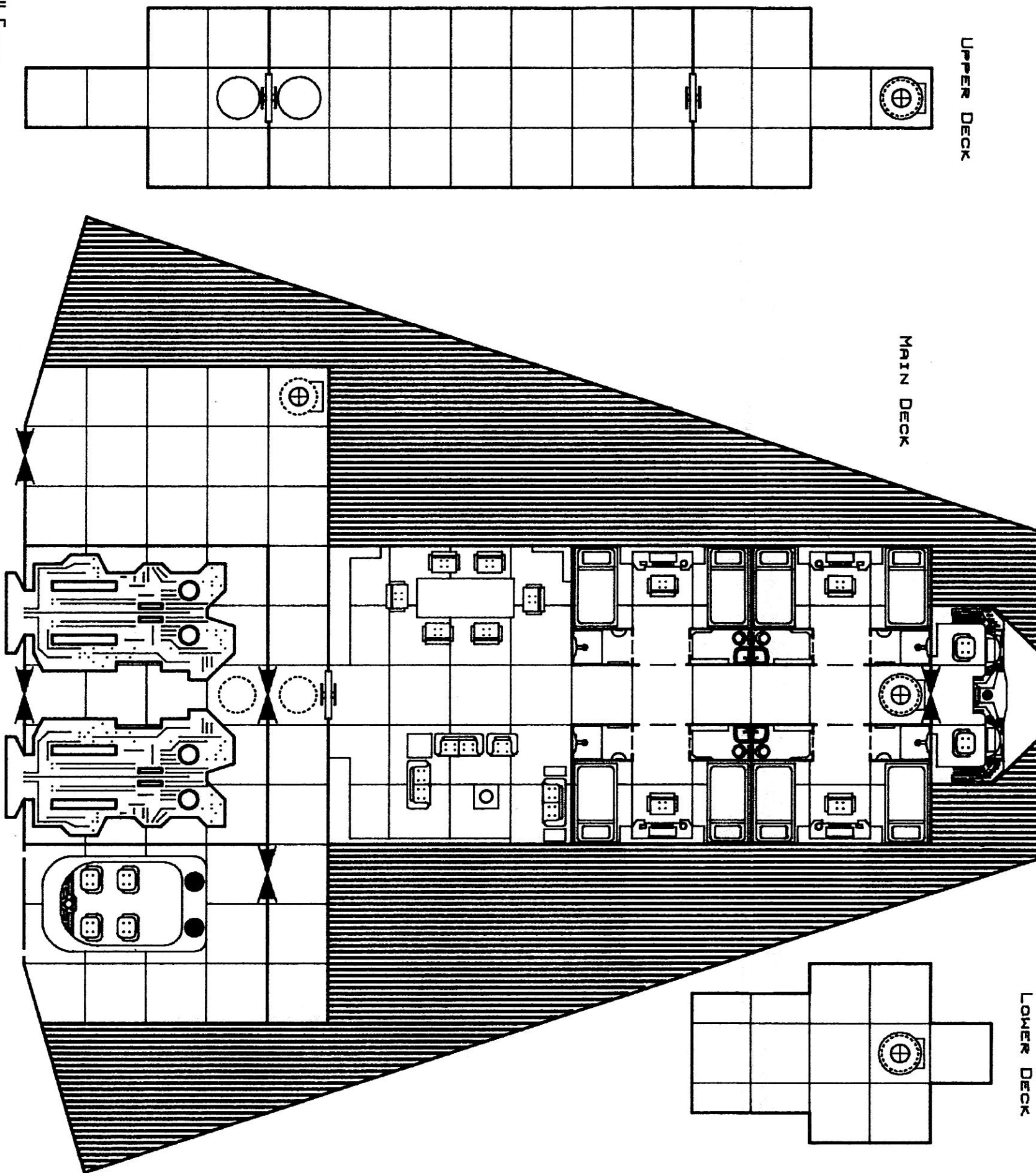
DECK PLAN SYMBOLS			
—	INTERIOR WALL AND BULKHEAD		
- - -	SLIDING DOOR		
⌈	MAINTENANCE HATCH		
⊗	IRIS VALVE	⊗	MANUAL HATCH
⊗	IRIS VALVE	⊗	HATCH
⊗	OVERHEAD	⊗	OVERHEAD
⊗	FLOOR	⊗	FLOOR
⊗	BOTH FLOOR AND OVERHEAD	⊗	

# Scout Ship

## 100 tons



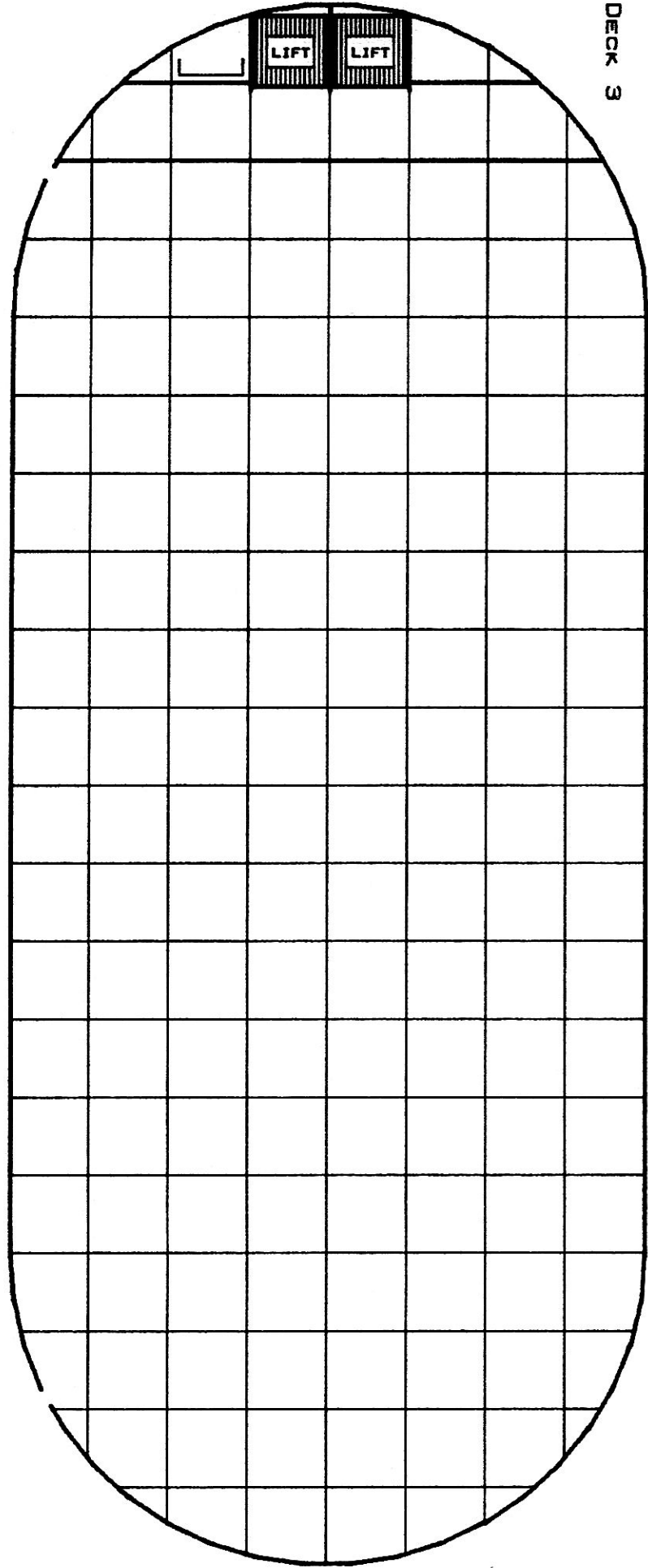
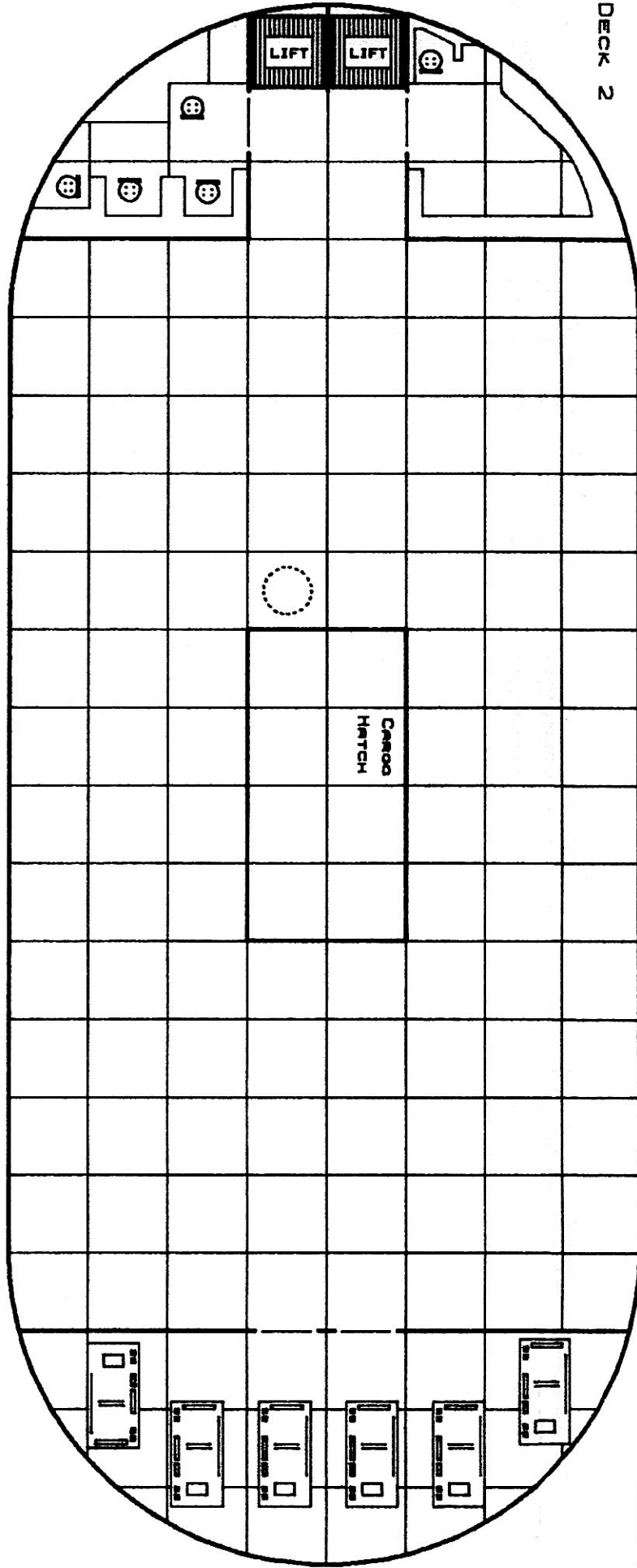
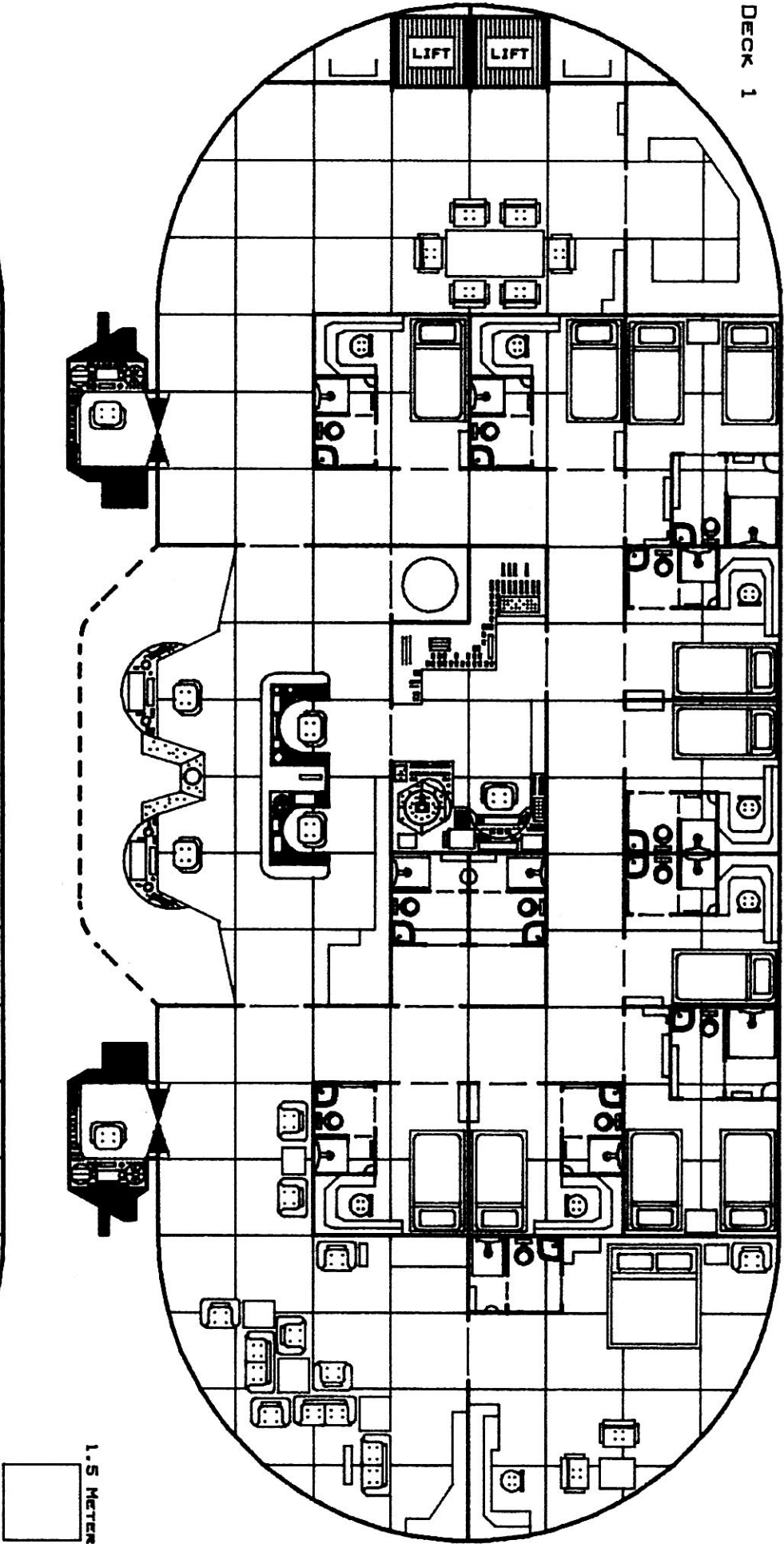
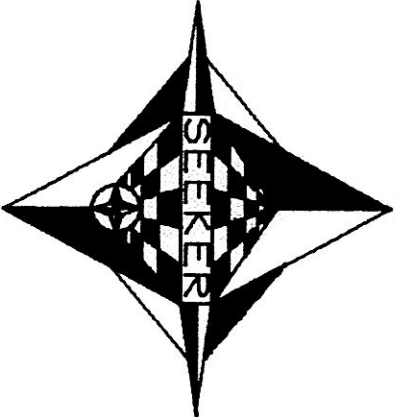
Deck Plan Symbols			
	Interior Wall and Bulkhead		Sliding Door
	Maintenance Hatch		Manual Hatch
	IRIS VALVE		IRIS VALVE
	Overhead		Hatch
	FLOOR		Overhead
	Both Floor and Overhead		FLOOR



DECK PLAN SYMBOLS			
	Interior Wall and Bulkhead		Sliding Door
	Maintenance Hatch		Manuel Hatch
	IRIS VALVE		Hatch
	IRIS VALVE		Overhead
	Overhead		Overhead
	Floor		Floor
	Both Floor and Overhead		

# Express Boat Tender

## 1,000 tons





DECK PLAN SYMBOLS			
	INTERIOR WALL AND BALCONY		MANUAL HATCH
	SLIDING DOOR		HATCH
	IRIS VALVE		OVERHEAD
	IRIS VALVE		FLOOR
	OVERHEAD		BOTH FLOOR AND OVERHEAD

# Express Boat Tender

## 1,000 tons

