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Subsidized Merchant **400 ton** **15mm scale**



R-4211111-000000-00000-0 MCr100.035 400 tons.
Crew=5. TL=9. Passengers=8. Low=9. Fuel=50. Cargo=200. EP=1.5. Agility=1.

CREDITS FOR SUBSIDIZED MERCHANT

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Original Deck Plans by: Marc W. Miller.

Information on the Subsidized Merchant
is taken from Supplement 7, Traders and Gunboats.

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Subsidized Merchant

R-4211111-000000-10000-0 MCr100.035 400 tons.

Crew=5. TL=9. Passengers=8. Low=9. Cargo=200. Fuel=50. EP=1.5. Agility=1.

R80199.1 Assistant Launch LB-0101101-000000-00000-0 MCr14 20 tons.

Crew=1. TL=9. Passengers=8. Cargo=9. Fuel=1. EP=6. Agility=1.

The following data should be considered to be available in any library program within the imperium and available under the keywords-Subsidized-Subsidized Trade-Subsidized Merchant-Free Trade.

History of the Subsidized Merchant

Trade within the Imperium is carried on at several levels; large scale trade in resources and finished goods, subsidized trade to increase the interchange of technology, and free trade by individual merchants.

Large scale trade consists of the flow of basic resources from areas rich in them to areas that need them. Ore is mined on frontier worlds where the veins are close to the surface or in asteroid belts where the metals are already separated into manageable chunks. After some local refining, the metal or basic compounds are shipped to other star systems where they are used in the industry. Or organic materials which are easier gathered than synthesized may be discovered and mined (for example, oil for lubricants or rare plants for drugs). In either case, the ultimate profit is derived from the fact that it is cheaper to transport the raw materials parsecs than to mine or synthesize them locally. Large scale trade is a two way flow. The industry that uses the raw materials ships finished goods back to the areas that sent the raw materials. In either case, large scale trade calls for large scale ships to carry it out. Such trading ships are generally huge bulk carriers with displacements in the multi-kiloton range.

Subsidized trade is the result of government policies. A simple profit and loss analysis of interstellar trade on a small scale can prove it unprofitable.

The costs of the ship, crew, goods, and fuel may well exceed the potential sale price of the goods carried. The result is no trade; no imports or exports; no markets off world. Local governments may come to the conclusion that there are other benefits to off-world trade that can be seen on a mere balance sheet. They may determine that the benefits of offworld technology can help their own world in its development. Local population, once aware of what can be had, may then develop it by itself, cheaper, and while providing local jobs. Local resource meanwhile may be sold off world to produce needed hard currency. For whatever the reason, local government may elect to provide subsidies, which will assist in the creation of interstellar trade routes. The ultimate plan, in such cases, is that eventually such trade will pay for itself.

Free trade is the most widespread type of interstellar commerce. Individual starships purchase goods on a speculative basis, carrying them and absorbing freight costs until goods are sold. Such free trade practices are even possible without a starship, but most are carried out by small tramp ships that wander from system to system, theoretically buying goods at low prices and selling them at high prices. Those which buy and sell low don't stay in business for very long.

Subsidized Commerce

In subsidized commerce, a local government (or a group of several worlds) will agree to subsidize the construction of a commercial starship in return for its servicing an established route. Ideally, the route will be a profitable one, and the subsidy can soon be ended. But, even without profits, the route

provides a channel for interstellar trade, producing markets for resources and finished goods alike, and acquainting the people of all the worlds with the higher technology or better quality that is possible. Whether this makes the people ambitious to duplicate the artifacts by their own means or simply makes them disheartened depends on the people themselves.

Typically, a subsidized merchant will establish a route which will attempt to guarantee profits. Individual ports of call may not always provide sales at high margins, but overall on the route; sales can be expected to produce reasonable income.

For example, a route may begin with an industrialized world where manufactured goods may be cheaply procured. The first port of call could be a non-industrial world, on which provides an excellent market for the manufactured goods. That world could export raw materials such as radioactives or textiles. The ship then jumps to a rich agricultural world and sells those goods while buying agricultural products. The ship would then make a return journey, again buying goods at low prices, especially those in high demand at the next world. The route needn't even be profitable at each port of call. Sometimes, goods might be picked up along the way with the intention of selling them farther down the line, where the captain knows that there is a market.

Finally, the ship can always fall back on carrying cargo and passengers if no worthy cargos are found.

Subsidized Merchant (Type R): Constructed using the type 400 hull, the subsidized merchant is equipped with class C drives capable of producing jump-1, 1-G acceleration, and power plant-1. Fuel tankage is 50 tons, sufficient for one jump, plus some maneuver. Fuel scoops are integral with the hull, and a fuel purification plant allows use of unrefined fuel. The rather ordinary bridge is complemented with a Model/1 computer and two tons of fire control for the ship's two turrets. The ship has thirteen staterooms (five for the crew; eight for high or middle passengers) and nine low berths.

The crew consists of a captain/pilot, navigator, medic, steward, and engineer. There exists the potential for two gunners as crewmembers if

weaponry is installed. The ship carries a 20-ton launch for passenger shuttling and minor errands; it is piloted by the navigator or an engineer. Cargo capacity is 200 tons.

The subsidized merchant cost MCr100.035, including discounts for volume production. The ship is a standard design, and there are no architect's fees.

Interior Details: The subsidized merchant is built on a two level plan. The lower deck contains a full access tunnel-type cargo area adapted to containerized cargo. Each cargo module (of 3.85 tons) can be positioned on the deck and removed through bow, rear, or side doors. The cargo-loading templates show the actual configurations which will pass through the various doors.

Deck Layout

The lower level also contains the drives and fuel scoops for the ship's tank. Fuel is contained in the wings and wing-tips. Small crawlways extend into the wings (locations 4 and 5) for access to the landing legs and for exiting beneath the wings.

The upper level contains passenger and crew staterooms, the lounges, the bridge, and the galley. The rear portion of the upper level contains the ship's power plant and the low berths. The transverse bulkhead midway through the upper level is a pressure barrier designed to reduce losses in the event of a hull puncture.

The type R subsidized merchant is streamlined and capable of landing on world surfaces. It generally does so to load and unload cargo. The ship has articulated landing gear, and once positioned for cargo, the ship can kneel, allowing a straight drive on and drive off with cargo. When the landing gear is fully extended, the ship has excellent ground clearance for takeoffs and for underbody maintenance.

Passenger loading is generally performed using the 20-ton ship's launch. The launch calls at the main starport or even at a local hotel's landing pads and picks up passengers booked for the flight. The ship itself is already in orbit and the launch mates

directly with the berth on the ship's dorsal surface. Passengers then board using the launch access hatch. The launch has provision for eight passengers in addition to the pilot. It can carry 9 tons of cargo. The launch can also serve as a lifeboat when necessary.

Costs and revenues: The monthly payments for a ship of this type amount to Cr416,812. Further expenses for crew, life support, maintenance, and berthing fees amount to Cr82,337 per month, assuming one jump every two weeks. Fuel is free for the skimming at most systems, but would add another Cr5000 per jump if it is required to be purchased. This type of merchant can gross approximately Cr546,000 per month, assuming full passenger manifests and a full cargo bay for each jump. A ship owner who depended on full loads for every jump would soon be in trouble.

This ship, however, is a subsidized merchant. The government makes the monthly payments, and also takes 50% of the gross receipts. The owner pays all expenses, and thus is responsible for paying the overhead of Cr82,337 per month. The owner also receives half of the gross of up to Cr546,000 per month. In fact, the ship could run at 35% of full load and still make a small profit.

The usual text of a subsidy agreement calls for the ship to service an agreed upon route for at least 70% of each year; for the remainder of the year, the ship can undertake charters or service routes to other worlds. In all cases, however, the subsidizing government is entitled to 50% of all receipts, before expenses are paid. In practice, however, the shipowner may sell cargo space to himself and ship speculative goods in that space rather than give up 50% of the profits on such transactions.

Variants: The low jump potential of the ship's drives has prompted the production of demountable fuel tanks for this ship. A modular 40-ton fuel tank can be installed in the cargo bay. Installation cuts off rear doors and makes them unusable. Using these tanks, the ship can make a second one parsec jump with only a twenty hour delay. The delay is required because of standard safety checks required on the ship, and to allow pumping the fuel from the demountable tanks to the wing tanks. Fuel must be in the wing tanks for proper feed to the drives. cargo

capacity of the ship is reduced to 160 tons. The demountable tanks cost MCr0.5.

It is important to remember that these demountable tanks are not collapsible. When removed or not in use, they still take up 40 tons of space, and must be stored or warehoused in some manner.

Subsidized Merchant

Lower Deck (2)

1. Cargo deck, with four access bay doors.
2. Port Jump drive, Maneuver drive, and Fuel scoops.
3. Starboard Jump drive, Maneuver Drive, and Fuel scoops.
4. Port side crawlway access to landing leg.
5. Starboard side crawlway access to landing leg.

Upper Deck (1)

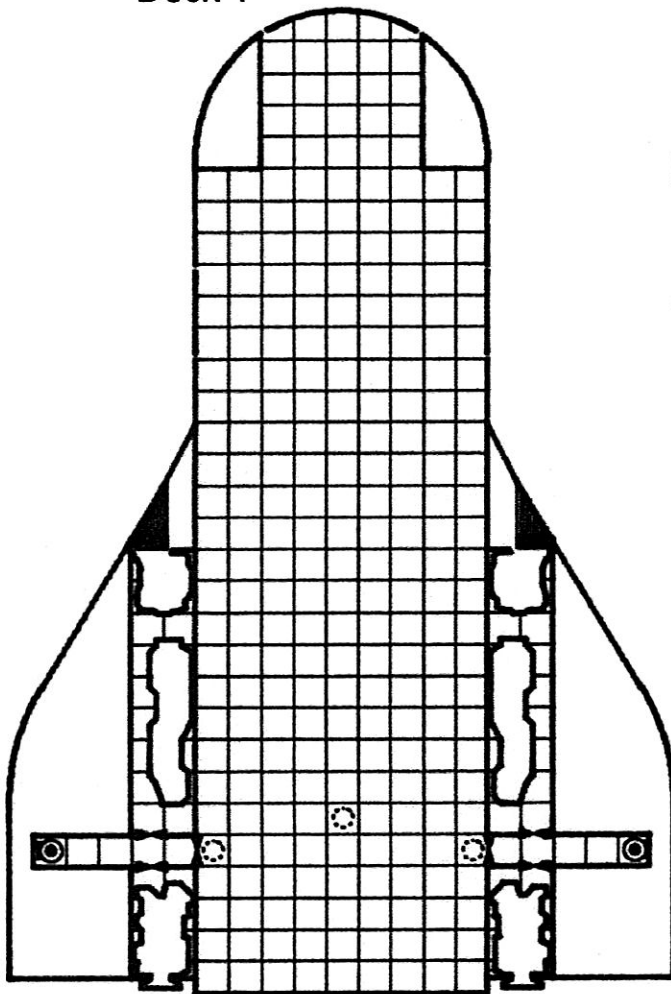
6. Bridge.
7. Forward Passenger Lounge.
8. Passenger stateroom.
9. Passenger stateroom.
10. Passenger stateroom.
11. Passenger stateroom.
12. Crew stateroom.
13. Crew stateroom.
14. Crew stateroom.
15. Crew stateroom.
16. Crew stateroom.
17. Passenger stateroom.
18. Passenger stateroom.
19. Passenger stateroom.
20. Passenger stateroom.
21. Galley, and Launch Access hatch.
22. Low berths.
23. Power Plant.

Launch

24. Bridge.
25. Passenger/Cargo area.

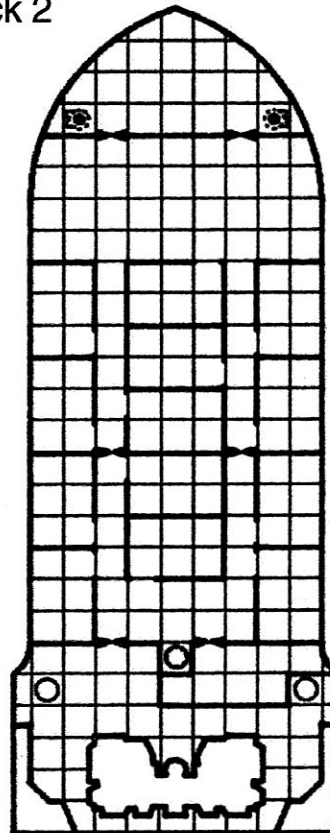
Complete Deck Plans of the Subsidized Merchant

Deck 1

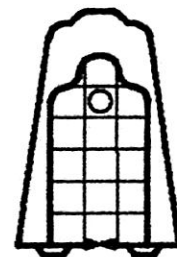


Master Deck Plan
Referee

Deck 2



Launch



Five Small Craft of the Imperium



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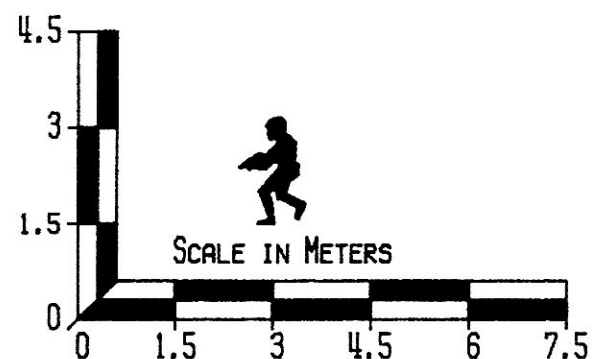
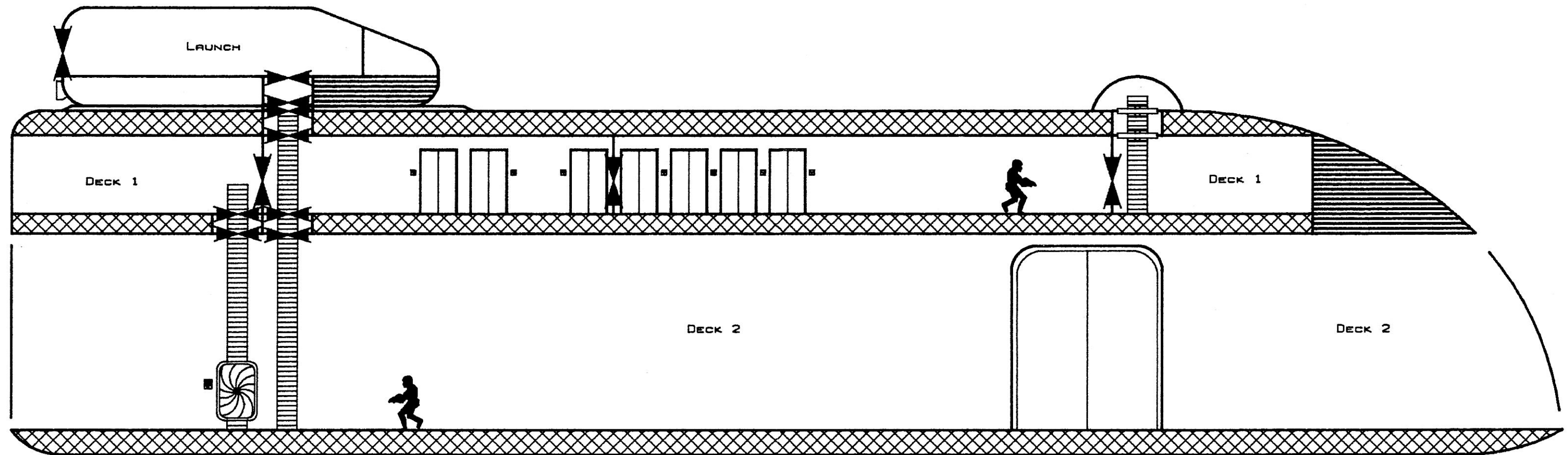
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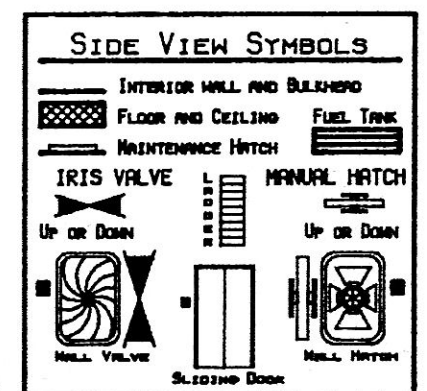
Subsidized Merchant

400 - ton



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Side View



Drawn by S.R. Greene

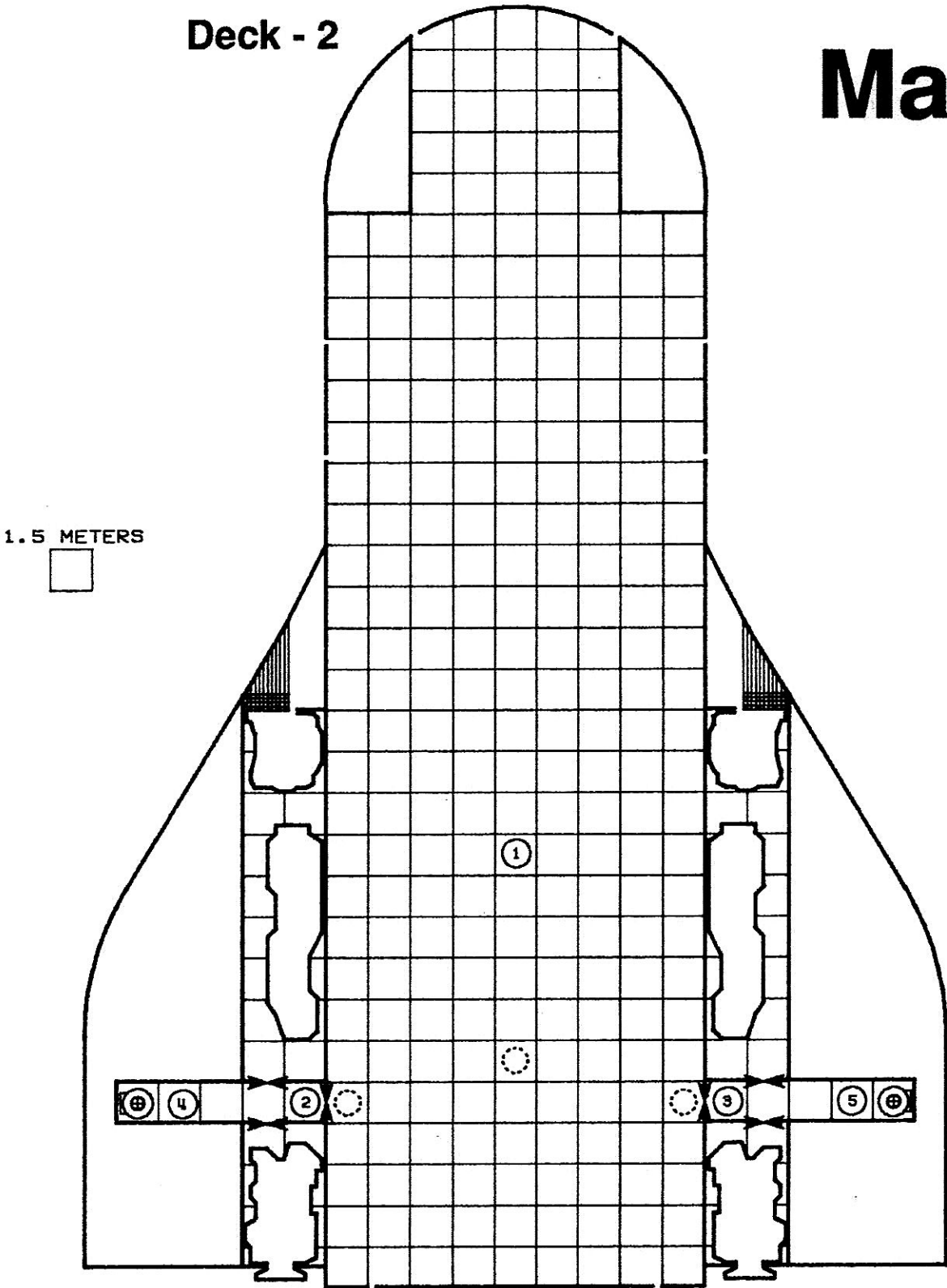
Subsidized Merchant

400 - ton

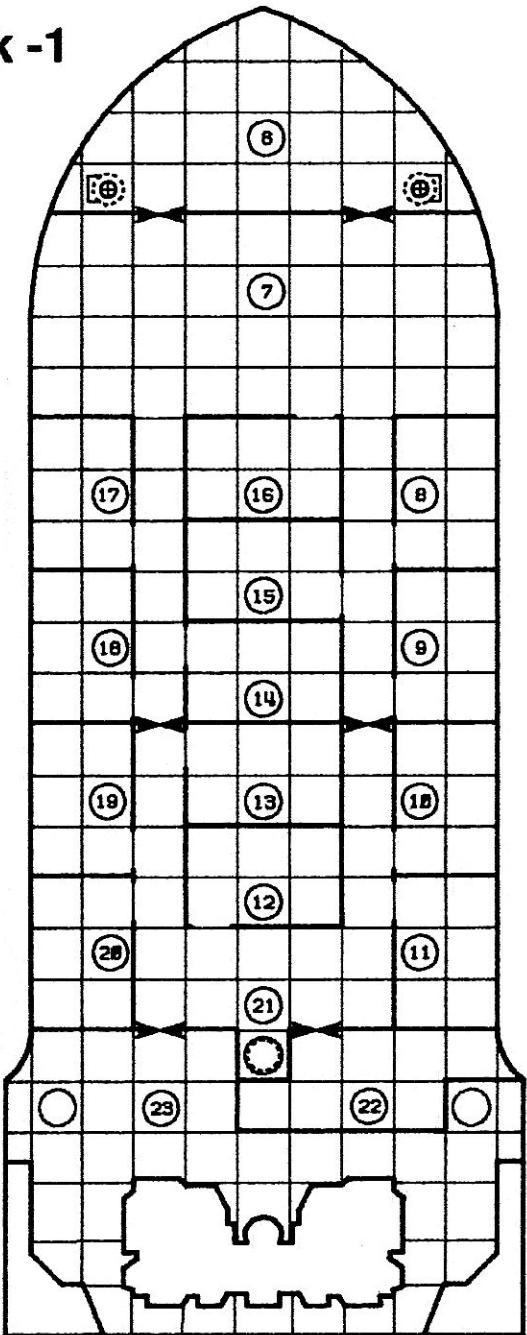
Master Deck Plan



Deck - 2



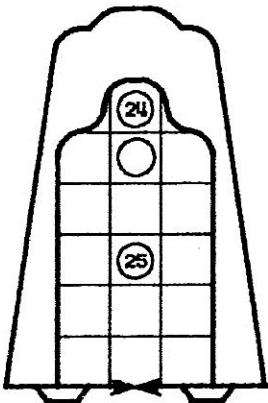
Deck -1



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		

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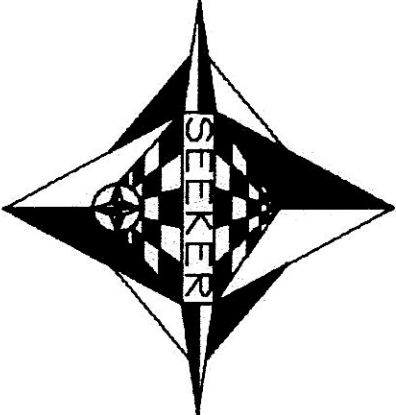
Launch



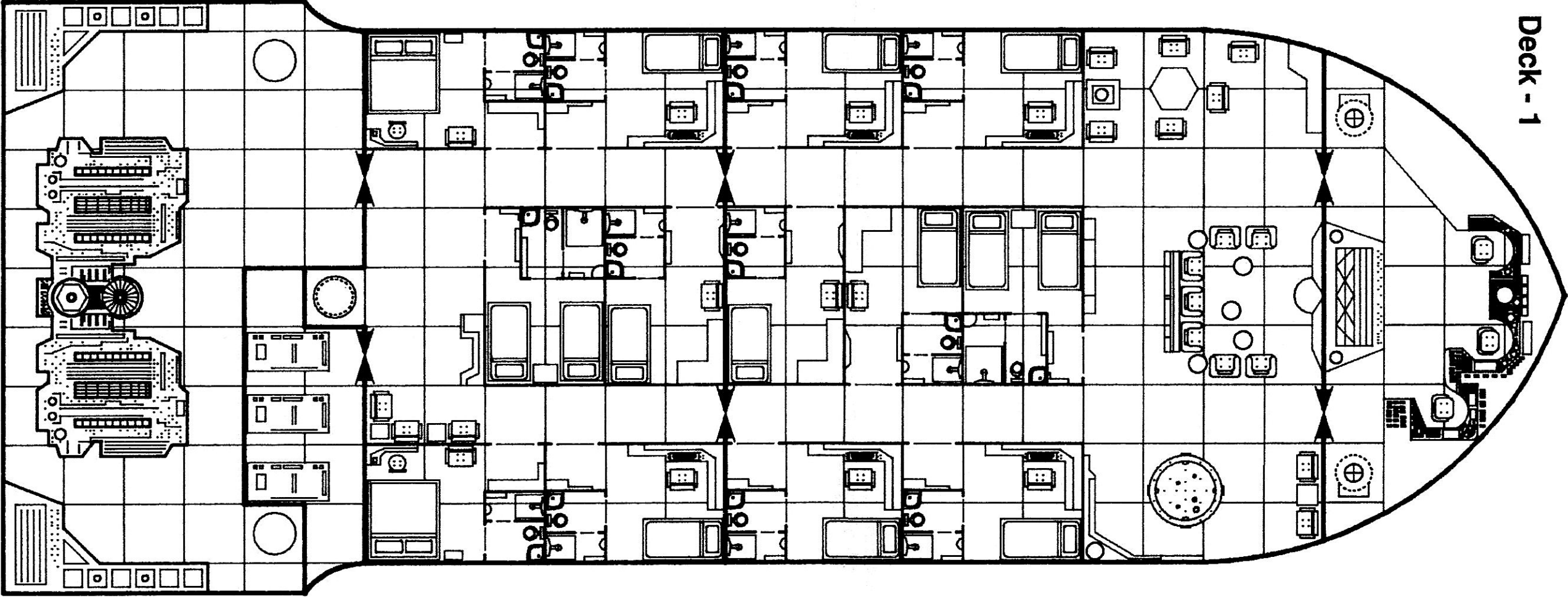
Subsidized Merchant

400 - ton

Drawn by S.R. Greene



Deck - 1

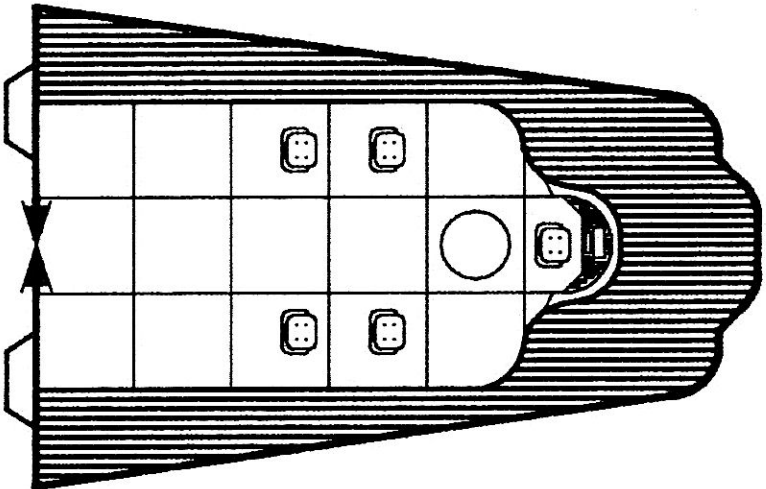


DECK PLAN SYMBOLS			
INTERIOR WALL AND BULKHEAD			
SLIDING DOOR			
MAINTENANCE HATCH			
IRIS VALVE	MANUAL HATCH		
IRIS VALVE	HATCH		
OVERHEAD	OVERHEAD		
FLOOR	FLOOR		
BOTH FLOOR AND OVERHEAD			

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Launch

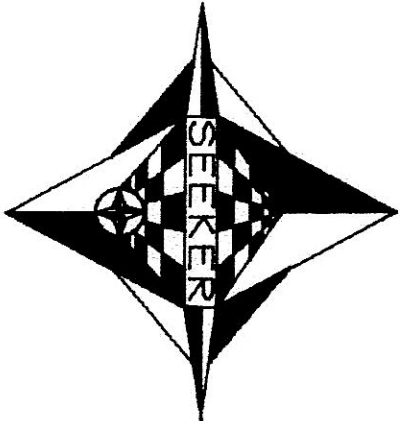


Subsidized Merchant

400 - ton

Drawn by S.R. Greene

Deck - 2



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			

