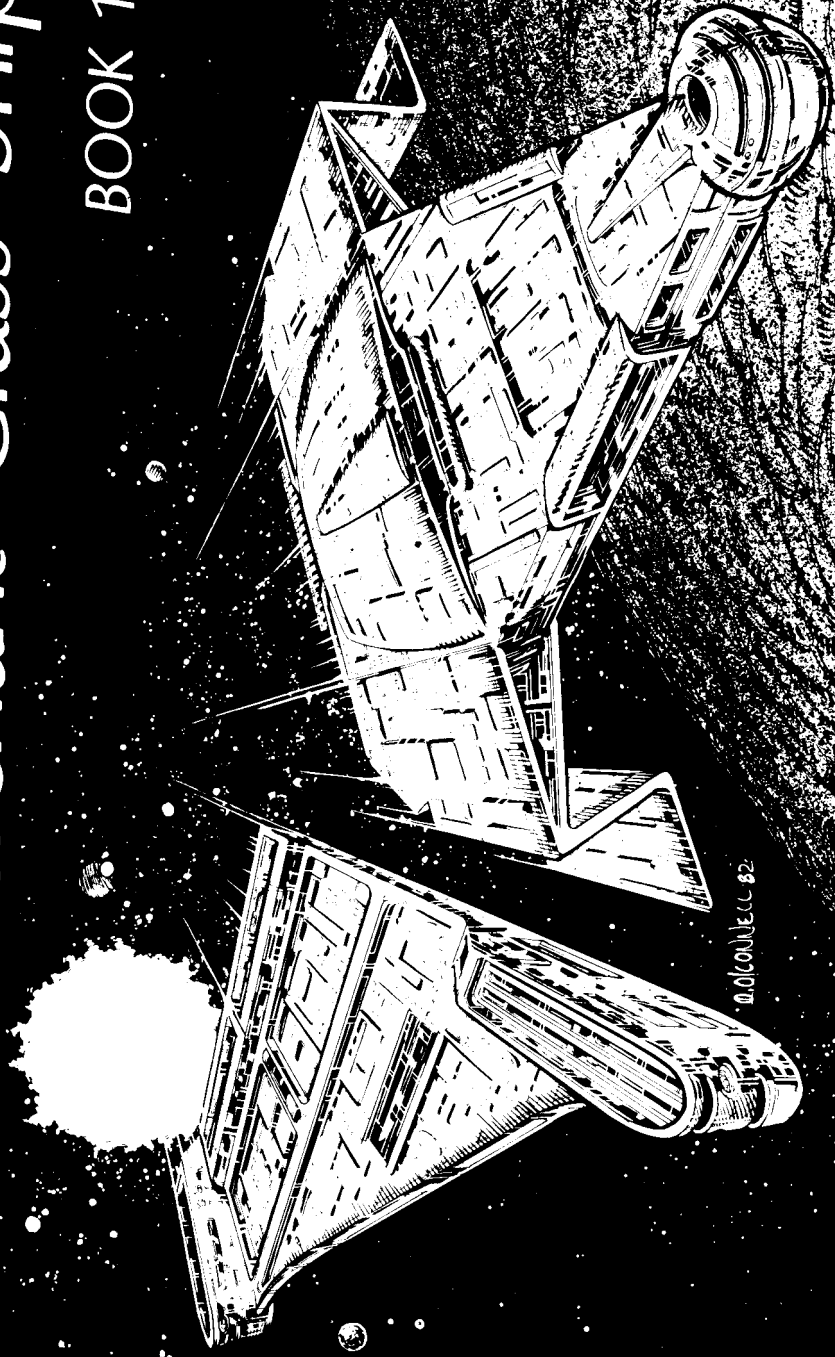


Merchant Class Ships

BOOK 1



© 1982 FASA



INTRODUCTION

Merchant ships are a crucial bond, tying together the far-flung worlds of the Third Imperium and other interstellar societies. Trade and commerce are only the most visible of the benefits such shipping confers; in addition to these purely economic factors, merchants help to improve communications, spread knowledge, and bring about an almost constant cross-fertilization of ideas and cultures.

Included in this package are complete deck plans and descriptions of six 1000 ton merchant vessels typical of those which can be encountered almost anywhere in civilized space. A second booklet in this set discusses certain ways the referee can use these ships to bring about a variety of adventure situations for *Traveller*.

For those who are interested in merchant characters and adventures, we recommend the use of the Merchant Character Generation pullout booklet published in the Journal of the Travellers Aid Society 13. Also of potential interest are two ongoing columns appearing in High Passage magazine: one, the Port Authority Handbook, provides insights into procedures and operation of ships of all kinds; the second, Awaiting Shipment, deals specifically with various cargos that may be carried by trading ships. Both magazines are available in most hobby stores where *Traveller* materials are sold.

Good luck . . . and good profits!



USING MERCHANT CLASS SHIPS

The six merchant vessels described in this booklet can have a variety of applications to the typical *Traveller* game or campaign. They are, of course, likely ships for a band of adventurers to try and acquire, though expenses make this possible only for a particularly well-financed group. Barring this, however, player-characters might at the least be able to seek employment on board such vessels.

Adventurers who do not have a ship of their own must seek commercial transport to travel between worlds. The merchant ships provided in this set are particularly useful for fulfilling this function. They may be regarded as typical of the category of ships falling somewhere between the very small free traders and small merchants (those discussed, for example in *Traveller* Book 2 and in Supplement 7, *Traders and Gunboats*), and at the other end of the spectrum, the really large bulk freighters or luxury liners which are operated only by very large corporations - and are thus much less common.

Because they will have, as passengers, little or no control over their surroundings, the referee will find that use of ships like these to get from one system to another will be a useful way of guiding players into an unusual situation or adventure. These can range from murder mysteries to misjumps to piracy . . . and, in all cases, the players can be placed in the situation whether they like it or not. This gives the referee much more control over the development of the adventure than is normally possible. Suggestions for adventures like these can be found in the section entitled Adventure Possibilities in the second booklet of this set.

Merchant ships like these may appear in other guises, too. Some of these inoffensive ships could turn out to be carefully altered pirates or privateers or they might be pressed into service as troopships or supply vessels during a war.

Finally, the ships discussed here are generally useful in all kinds of chance encounter situations. One might be in need of assistance; another might be held by a band of terrorists with hostages aboard. Time and again they can be brought into the flow of events just like any of the other *Traveller* starships. They help to relieve the endless appearance of 100, 200, and 400 ton ships to which referees have, in the past, been limited.

It should take even the speediest *Traveller* groups quite some time before they exhaust the uses of these ships. And, by the time you do, don't worry! Fasa will be ready with more ideas to keep your games interesting.



STAR CLASS MERCHANT LINER

ML - A2212132 - 000000 - 30000 - 0 MCr 510.5 1000 tons
batteries bearing 2 TL - 15
batteries 2 Crew - 15
Passengers - 71. Low Berths - 50. Cargo - 172. Fuel - 220. E.P. - 20.
Agility - 1. Lifeboats - 6.

Tonnage: 1000 tons (standard). 14000 cubic meters.
Crew: 6 officers, 9 crewmen.
Performance: Jump - 2. 1 - G. Power Plant - 2. 20 EPs. Agility - 1.
Electronics: Model/3 computer.
Hardpoints: Ten hardpoints.
Armament: Two double laser turrets.
Six triple missile turrets.
Defenses: None.
Craft: Six 20 ton lifeboats.
Accommodations: Twenty-three high passage cabins. Forty eight middle passage cabins. Fifty low berths. Three stewards.
Fuel Treatment: None.
Cost: MCr 510.5 singly. MCr 408.4 in quantity.
Construction time: 30 months singly. 24 months in quantity.
Comments: STAR class merchant liners are found throughout the Imperium, wherever there are passengers to be carried from one world to another. Primarily designed for passenger service, these liners have accommodations for over seventy high and middle passage voyagers, plus fifty low berths. Cargo capacity, 172 tons, is also available for routine shipments, mail, and other loads.

Because the ship is designed with passenger comfort in mind, special touches have been added. A gymnasium, a library, a separate dining salon and lounge for high passage patrons, and other amenities keep these ships especially distinctive and very much in demand.

Ownership: Few STAR class ships are operated by private individuals or partnerships; they are normally part of a fairly large company. This is due primarily to the high expenses incurred in operation of the ships, plus the potential for great fluctuation in the number of tourists and travellers that may be carried. Small firms find it very difficult to keep a liner profitable. Thus those encountered in normal *Traveller* adventures will usually be owned by corporations which own and operate a fair-sized fleet (with a variety of different vessels) over an area of up to a subsector's size.

Naming: Typical ships of the class have names such as Morning Star, Starburst, Star of Vland, or Starshine. Some lines, of course, prefer to name their vessels according to some other pattern; these names are merely one set of possibilities.

Crew: A crew of fifteen is standard on STAR class liners. Included in the ship's usual crew are the following individuals:
Pilot (Captain)
Chief Engineer (First Officer)
Purser/Chief Steward (Second Officer)

Navigator (Third Officer)
Doctor (Third Officer)
Chief Gunner (Fourth Officer)
1 Engineer
1 Nurse/Medical orderly
2 Stewards
2 Gunners
3 General Hands

Most gunners aboard have other skills to allow them to supplement the stewards or take care of other shipboard jobs - cargo handling, maintenance and repair, etc. - as needed. Some ships in particularly quiet areas omit many of the gunner positions entirely, and carry additional passengers instead.

INTERIOR LAYOUT

Bridge Deck: The uppermost level of the ship contains the bridge, plus associated space devoted to ship operations. The control area holds five consoles, though only two - helm and navigation - are normally manned. Other positions are monitor consoles which do not normally require crews; these check engineering status, weaponry, and life support. The latter panel contains controls to allow special environmental conditions to be established in any of the ship's staterooms.

At the rear of the deck are two compartments, one housing the computer, the other a conference room and office area. Two double laser turrets are also mounted here, commanding an arc of fire covering the rear of the ship.

Lounge Deck: The second deck is filled by the Starview Lounge, holding a bar and galley, plus tables for passengers using the area and a small dance floor. Magnificent windows allow a view of space from almost any point on the deck; while the ship is in jump, however, the view is normally replaced by any of a variety of computer-displayed holographic scenes. Many individuals without experience in interstellar travel find views of the unreality of jump space unsettling; it is standard practice in all merchant ships to avoid the discomfort often produced by looking outside during a jump.

Two lifeboats and two double laser turrets are also present on the deck.

High Passage Deck: The forward portion of the deck holds a smaller bar and common area, used by both high and middle passengers. The remainder of the deck contains first class staterooms for twenty-three high passage guests and five of the ship's officers (the sixth, the doctor, usually is berthed on the main deck, to be closer to the Sick Bay). Two triple turrets holding missile racks, and two more lifeboats, are also located on this deck.

Main Deck: At the bow of the ship is another galley catering to middle passengers and to the crew. The dining room is used by these same individuals. Also present is a small library, where terminals allow access to the computer library program; at these terminals passengers can learn about the ship's destination, entertain themselves with a variety of electronic simulations and computer-moderated role-playing games, or have assorted books reproduced for on-board reading. Terminal time must be reserved through the ship's purser.

A gymnasium is also provided for recreation aboard. Cabins on the deck hold the ship's crew (in first-class accommodations) and forty-eight middle class passengers in smaller cabins. Middle class passengers share eight communal fresher units.

Sick bay and low berth space are located on the deck, near the two cargo bays. The deck mounts the remaining two lifeboats, four triple missile racks, and all of the ship's fuel tankage and engineering space.

Note: The above descriptions specify turret locations and type of weapon mounted. Most ships of this class are not so armed and follow the statistics on the preceeding page.

TRADER CLASS PROVINCIAL TRANSPORT

PT - A621232 - 040000 - 30000 - 0	MCr 414.0	1000 tons
batteries bearing 2 2	TL - 15.	
batteries 2 2	Crew - 17.	
Passengers - 40. Low Berths - 50. Cargo - 332. Fuel - 220. E.P. - 20.		
Agility - 1. Lifeboats - 4.		

Tonnage: 1000 tons (standard) 14000 cubic meters.
Crew: 6 officers, 11 crewmen.
Performance: Jump - 2. 1 - G. Power Plant - 2. 20 EPs. Agility - 1.
Electronics: Model/3 computer.
Hardpoints: Ten hardpoints.
Armaments: Two double laser turrets.
Defenses: Two triple sandcaster turrets.
Craft: Four 20 ton lifeboats.
Accommodations: Twenty high passage cabins. Twenty middle passage cabins. Fifty low berths. Three stewards.
Fuel Treatment: None.
Cost: MCr 414.0 singly. MCr 331.2 in quantity.
Construction time: 30 months singly. 24 months in quantity.
Comments: Ships of the TRADER class are often found in a variety of settings. These ships are an excellent compromise between passenger and cargo transport capabilities. Thus they are able to earn a good income no matter what the local trade situation may be like. However, they only earn a good profit when both cargo and passengers are available for carriage.

Because of their great versatility, ships designed along these lines are common, especially among local and regional government-controlled shipping lines. The label 'Provincial Transport' acknowledges this prevalence of use by such groups.

Ownership: Though popular among government lines, use of TRADER class transports is by no means limited to them alone. The ship is a dependable, versatile type of merchant vessel, and is used both by larger lines (though usually in backwater areas) and by smaller companies that are little more than glorified Free Trader operations.

Naming: Names for the TRADER class of provincial merchants are widely varied. One common system, however, is to name ships of the

class for various famous merchants of fact and fancy. For example, one line based in the Solomani Rim drew from the names of great Terrestrial merchants and merchant groups to name their fleet of Provincial Transports - Phaecian, Hanno of Carthage, Hakluyt, Prince Henry, and van Rijn are among the names used.

Crew: A crew of seventeen is normally required for TRADER class

ships. Positions to be filled include:

- Pilot (Captain)
- Navigator (First Officer)
- Purser/Chief Steward (Second Officer)
- Doctor (Third Officer)
- Chief Engineer (Third Officer)
- Chief Gunner (Fourth Officer)
- 1 Engineer
- 1 Nurse/Medical orderly
- 2 stewards
- 4 gunners
- 3 General Hands

Gunners on board are trained in other duties, allowing them to assist stewards, perform maintenance and repair jobs on board, handle cargo, and generally back up the rest of the crew. Crew positions are omitted as required; for example, stewards are not carried if passengers are not common. Gunners may be left out of the crew in areas where little trouble is expected. And though a nurse or medical orderly is supposed to assist the doctor when passengers are carried, cost-conscious captains often leave the position vacant.

INTERIOR LAYOUT

Bridge Deck: The entire upper deck is occupied by the ship's Bridge. Consoles here include helm and navigation (the only positions normally manned), an engineering monitor, a weapons status repeater, and a communications console (crewed only when needed). Three of the ship's triple sandcaster turrets are also placed on this deck.

High Passage Deck: The second deck holds twenty large staterooms, used by high passage travellers. A large lounge area with panoramic view windows dominates one end of the deck. Three triple sandcaster turrets and two of the ship's lifeboats are also located here.

Main Deck: The largest of the ship's decks is the central, four-lobed Main Deck. The port and starboard lobes of the deck contain large cargo bays, each holding 60 tons of cargo. Between these two bays are accommodations for twenty middle class passengers and the ship's seventeen crewmen. It is customary for the captain to make use of two of these cabins, one as sleeping quarters, the other a dayroom or office. At the very center of the deck a library, a bar and lounge, and the ship's galley flank the central elevator shaft.

The forward lobe holds the ship's dining facilities. The after lobe is the location of engineering spaces, the crew common area, and a small theater for passenger entertainment. The theater is fitted out to show holographic movies, live shows (often 'amateur shows' featuring passenger or

crew performers), and other group amusements.

Four double laser turrets are also located on the deck.

Lower Decks: The Cargo Deck, next below, holds 212 tons of cargo, plus the ship's Sick Bay and low berths. The lowest deck of the ship holds fuel tankage.

Note: The above descriptions specify turret locations and type of weapon mounted. Most ships of this class are not so armed and follow the statistics on the preceeding page.

TRIAD CLASS MERCHANT VESSEL

MN - A121232 - 040000 - 30000 - 0	MCr 393.5	1000 tons
batteries bearing 2 2	TL - 15.	
batteries 2 2	Crew - 13.	
Passengers - 0. Low Berths - 10. Cargo - 592. Fuel - 220. E.P. - 20.		
Agility - 1. Lifeboats - 1.		

Tonnage: 1000 tons (standard). 14000 cubic meters.
Crew: 5 officers, 8 crewmen.
Performance: Jump - 2. 1 - G. Power Plant - 2. 20 EPs. Agility - 1.
Electronics: Model/3 computer.
Hardpoints: Ten hardpoints.
Armaments: Two double laser turrets.
Defenses: Two triple sandcaster turrets.
Craft: One 20 ton lifeboat.

Accommodations: None.

Fuel Treatment: None.

Cost: MCr 393.5 singly. MCr 314.8 in quantity.

Construction Time: 30 months singly. 24 months in quantity.

Comments: The unique design of this ship was developed by architects of Triad Lines, LIC., a large corporation which operated along the Imperial fringe in the Old Expanses. The distinctive triangular form adopted for the ships was an advertising gimmick. After Triad declared bankruptcy in 1088, ships of their fleet were sold off to help pay the line's creditors. Over the course of the years since the line folded, these unusually designed ships have shown up far away from their original home; one report places the Triplex, last built of the class, in the Five Sisters subsector of the Spinward Marches shortly before the outbreak of the Fifth Frontier War.

Ships of the class are uncommon, to say the least. Little is known of their performance or profitability, as so few are actually in service.

Ownership: As cast-offs of a bankrupt shipping line, TRIAD class ships are almost exclusively found in the hands of small-time operators, beginning firms, individuals or small partnerships, etc. Most larger companies will usually not seek out this type of nonstandard craft for their fleet, preferring to go with more common ship types or with freshly built craft of their own design.

Naming: Ships of the class were originally named to fit with the Triad image. Thus they bore names like Triangle, Tricorn, Triplet, Triad, and the like. Since that time, of course, ships have had new names bestowed upon them by new owners, and almost any name is found in use.

Crew: As this ship carries no passengers, crews are smaller than on those vessels which cater to passenger needs. Standard crew positions are as follows:

Pilot (Captain)

Navigator (First Officer)

Chief Engineer (Second Officer)

Chief Gunner (Third Officer)

Doctor (Fourth Officer)

1 Engineer

4 Gunners

3 General Hands

Gunner positions are occasionally omitted to save money; some captains have even been known to carry a handful of passengers (middle passage, usually in cabins left vacant in this fashion).

INTERIOR LAYOUT

Bridge Deck: The uppermost deck of the portside 'tower' holds the ship's bridge and four administrative offices. Two double laser turrets are mounted facing aft.

Upper Quarters Deck: Next down in this portion of the ship is the deck housing the ship's officers and some crew members. Two laser Turrets facing forward, are also located on the deck.

Lower Quarters Deck: The balance of the crew quarters, plus the galley and common area, are located here. The ship's lifeboat is stored here as well. If crew members are omitted in favor of passengers, this is the deck where the passengers are berthed.

Gun Deck: The tower on the starboard side is topped by the Gun Deck, holding the ship's two triple sandcasters (which fire port and starboard) and four triple missile racks. The remainder of the deck is taken up by ordinance storage.

Main Deck: Most of the deck is taken up with cargo area; aft and to port are the engineering spaces. Under the port-side tower are low berths, the sick bay, the ship's locker, and an air lock. Under the gun deck is a machine shop and missile magazine space. The slanting forward bulkhead opens out and down to form a cargo ramp for loading and unloading freight.

Note: The above descriptions specify turret locations and type of weapon mounted. Most ships of this class are not so armed and follow the statistics on the preceeding page.



MAGNADON CLASS PROVINCIAL MERCHANT

MP - A211131 - 040000 - 30000 - 0 MCr 305.6 1000 tons
batteries bearing 2 2 TL - 15.
batteries 2 2 Crew - 11.
Passengers - 1. Low Berths - 2. Cargo - 738. Fuel - 110. E.P. - 10.
Agility - 0. Lifeboats - 1.

Tonnage: 1000 tons (standard), 14000 cubic meters.
Crew: 5 officers, 6 crewmen.
Performance: Jump - 1. 1 - G. Power plant - 1. 10 EPs. Agility - 0.
Electronics: Model/3 computer.
Hardpoints: Ten hardpoints.
Armaments: Two double laser turrets.
Defenses: Two triple sandcaster turrets.
Craft: One 20 ton lifeboat.
Accommodations: One spare cabin can be used to accommodate a passenger as required. Two low berths. A crew member with steward skill is usually available.

Fuel Treatment: None.

Cost: MCr 305.6 singly. MCr 244.48 in quantity.

Construction time: 30 months singly. 24 months in quantity.

Comments: The workhorse of merchant fleets from Regina to Sol, the Magnadon class of Provincial Merchant ships are designed for nothing except cargo capacity. Ships of the class are slow, cramped, and have absolutely no frills. They are, however, reliable and sturdy, and ships like these are generally considered to be the backbone of any merchant fleet.

Ownership: Ships of this class are generally owned by companies, rather than small individual or partnership type firms. Cargo transport can be a chancy thing; it often takes good connections or backing to keep a bulk transport vessel profitable.

Naming: Provincial Merchants of this type are traditionally named for beasts of burden (Magnadon, for example, refers to a magnadon of Aghidda, a massive beast domesticated by early Solomani settlers during the period of the Interstellar Wars). Ships have borne names such as Camel, Llama, Sumpter, Pachyderm, LummoX, and Gooney Bird (all of Solomani origin), or similar names applied by the Vilani to large animals used for carrying large loads. At times, of course, local pride or other influences will cause other names to be given to these ships, such as Pride of Caledon. In practice, though, these ships tend to be known (among their crews, at least) by far less polite -- or printable -- handles.

Crew: Because the ship does not handle passengers (except for an occasional occupant in the single spare cabin), the crew is considerably smaller than usual. Central direction of sandcasters allows the total number of gunners required to be cut down too. Crew positions are as follows:

Pilot (Captain)
Navigator (First Officer)
Chief Engineer (Second Officer)
Doctor (Third Officer)
Chief Gunner (Fourth Officer)
1 Engineer
4 Gunners
1 General Hand

Gunner positions are hardly ever omitted on these ships; the large amount of cargo carried on board makes the ship especially attractive to pirates and privateers.

INTERIOR LAYOUT

Upper Deck: The ship's upper deck is divided into three roughly equal sections. Forward is the crew area; this includes the Bridge, computer, communications room, and the sandcaster control center. The EVA room and air lock are also located in this area.

Most of the area, of course, is taken up by cabin space. The Captain and the Chief Engineer each have slightly larger cabins than the others, and these include some office space. The spare passenger cabin is also located in the area. Sick Bay, which is also the doctor's sleeping cabin, and low berth space, are located in the after section of the crew area. There is also a galley and a crew common room.

Amidships, large cargo doors on port and starboard open into the upper cargo bay, which can hold 150 tons. Access to the lower cargo deck is accomplished by way of twin ramps, one on each side of the ship. Between these are ship's parts and stores, and a machine shop. The entire aft section is taken up by fuel tankage and drives.

Lower Deck: This deck holds 588 tons of cargo and the ship's launch. There are cargo doors on each side of the ship, forward, and across the rear of the vessel.

Turrets: Sandcaster turrets are rarely manned (they are usually directed from a central control room), but can be reached by special dropdown ladders located in the two corridors of the upper deck. These ladders are pulled down only when turret access is required, and swing up again behind the person who occupies the turret.

The four double laser turrets are placed on either side of the ship, and can be reached from the low cargo deck.

Note: The above descriptions specify turret locations and the type of weapon mounted. Most ships of this class are not so armed and follow the statistics on the preceeding page.



SEEKER CLASS ARMORED MERCHANT

AA - A441441 - 400000 - 40004 - 0 MCr 543.1 1000 tons
batteries bearing 2 3 TL - 15.
batteries 2 3 Crew - 17.
Passengers - 8. Low Berths - 20. Cargo - 216. Fuel - 440. E.P. - 40
Agility - 1. Launches - 2.

Tonnage: 1000 tons (standard). 14000 cubic meters.
Crew: 5 officers, 12 crewmen.
Performance: Jump - 4. 1 - G. Power Plant - 4. 40 EPs. Agility - 1.
Electronics: Model/4 computer.
Hardpoints: Ten hardpoints.
Armaments: Six triple missile turrets. Four double laser turrets.
Defenses: Armored Hull (factor 4).
Craft: Two 20 ton launches.
Accommodations: Eight passenger cabins. Twenty low berths. Crewmen
with steward and medical skill available when passengers
are carried.
Fuel treatment: Ship is equipped with fuel scoops for wilderness refueling.
Cost: MCr 543.1 singly. MCr 434.48 in quantity.
Construction time: 30 months singly. 24 months in quantity.
Comments: SEEKER class armored Merchantmen represent a

compromise which has proven only marginally successful, a compromise between capacity and security. Developed for commercial use in wilderness areas along the fringes on the Imperium (such as the Spinward Marches and Reavers' Deep), these vessels were, unfortunately, badly flawed. Cargo capacity and passenger space are both too low in comparison with the amount of space devoted to fuel and other useless weight. Expenses to fuel and to operate the ship tend to be much too high in comparison with the income the ship can generate. Finally, the ship was built as an orbit-to-orbit freighter, but without sufficient cargo-carrying small craft on board to allow the ship to be independent from high-priced port shuttle services. These factors taken together make the ship basically unprofitable in most normal mercantile situations.

Balanced against these problems, though, is the ship's superior survivability in dangerous areas. Armored Merchants are widely preferred for use in areas in which piracy or war makes interstellar trade hazardous. Longer range, high agility, and an armored hull make this ship much more likely to reach its goal than less well-protected vessels.

An even more useful role, however, in which armored merchants are employed with ever-increasing frequency is the field of trade pioneering. This involves the exploration of new worlds in search of untapped resources or profitable, unopened markets. When employed in this fashion, passenger space is used to carry scientists and specialists in establishing trade and commerce with new cultures. Cargo space is split between special equipment, vehicles and extra small craft,

and some cargo for trade purposes. Additional cargo space is reserved for cargos acquired during the voyage.

Ownership: Ships of this type are hardly ever owned by anything less than a large (subsector-wide) trading company. When smaller firms acquire them, they soon discover the truth in a saying attributed to Elasdu of Vlanki, a popular humorist, which likened these ships to a black hole - a small body in space which absorbs a great deal of energy (and money) and yields nothing in return.

Naming: SEEKER class ships are usually named differently according to the tastes of various owners. One common source of names, though, is to draw from words relating to discovery and exploration, or from the names of noted explorers. Examples include Seeker, Searcher, DeGama, Argo, and Falkayn.

Crew: Crew varies according to the purpose of the ship. Most ships encountered in the course of adventures have crews with the following positions:

- Pilot (Captain)
- Navigator (First Officer)
- Chief Engineer (Second Officer)
- Chief Gunner (Third Officer)
- Doctor (Fourth Officer)
- 2 Engineers
- 9 Gunners
- 1 Steward

One or more gunners carried on ships carrying passengers will usually have some medical expertise, to allow backup for the ship's medical officer. Ships employed on trade pioneering missions usually replace the steward position with a small craft pilot; gunners are expected to have some ground combat skills to function as a ground recon and security team during excursions ashore.

INTERIOR LAYOUT

Bridge Deck: The spherical bow of the ship has three levels; the upper deck of this houses the bridge. Four consoles are present. Of these, helm and navigation are usually crewed, while the panels monitoring gunnery and engineering functions are only repeaters. Separate computer and communications compartments open on either side. The remainder of the deck is ringed with ship's weaponry. All ship's turrets are located here.

Main Deck: In the spherical bow area, a lounge allows passenger relaxation. The panoramic view, however, is an illusion; holographic viewscreens, rather than windows, are used to produce the scenic vistas.

Immediately aft of this are large compartments holding the galley, library, and EVA prep room. Twenty-five cabins, low berths and storage compartments occupy much of the area amidships. Engine spaces, storage areas, and an electronics ship are located aft, with fuel tanks (and the ship's fuel scoops) located on either side.

Cargo Deck: The lower deck holds the ship's two launches and cargo space. On some trade pioneering vessels, this deck is modified to permit additional small craft or vehicle storage.

IRIS CLASS ARMORED PACKET

MA - A621241 - 900000 - 46004 - 0 MCr 488.5 1000 tons
batteries bearing 21 2 TL - 15.
batteries 21 2 Crew - 15.
Passengers - 5. Low Berths - 10. Cargo - 499. Fuel - 220. E.P. - 20.
Agility - 0. Lifeboats - 1.

Tonnage: 1000 tons (standard). 14000 cubic meters.
Crew: 5 officers, 10 crewmen.
Performance: Jump - 2. 1 - G. Power plant - 2. 20 EPs. Agility - 0.
Electronics: Model/4 computer.
Hardpoints: Ten hardpoints.
Armaments: Four triple missile turrets. Four double laser turrets. Two double fusion gun turrets.
Defenses: Armored Hull (factor 9).
Craft: One 20 ton launch.
Accommodations: Five cabins. Two low berths. Gunners on board have steward or medical training.
Fuel treatment: None.
Cost: MCr 488.5 singly. MCr 390.8 in quantity.
Construction time: 30 months singly. 24 months in quantity.
Comments: The IRIS class armored packet was developed as a safe means of transporting cargo in dangerous areas. It is highly favored by planetary governments (which often subsidize such vessels) and by firms which have dealings beyond the Imperial border. Their powerful armor makes these ships particularly safe against most enemies normally encountered; excellent weaponry (including fusion gun turrets) makes them more than a match for many pirates and small warships that might attempt to prey upon them.

Ownership: Ships of this type are not often possessed by individuals or small firms, but subsidies are occasionally awarded to such by local governments. *Traveller* book 2 gives rules on how subsidies work. Government shipping and mail contracts are usually awarded to subsidised packets of this type.

Armored packets are often found in planetary merchant services, or even attached to a planetary navy as small transports.

Naming: IRIS class packets are frequently named for those who carry messages. Some sample names might include Hermes, Mercury, Ariel, Courier, Herald, and Envoy. Other names, however, may also be applied to such ships according to local custom or preference.

Crew: Crew positions aboard Armored Packets include the following:

Pilot (Captain)
Navigator (First Officer)
Chief Engineer (Second Officer)
Doctor (Third Officer)
Chief Gunner (fourth Officer)
1 Engineer

9 Gunners

One gunner is trained as a paramedic (at least medic - 1), and another as a steward (at least steward - 1) if passengers are to be carried on board.

INTERIOR LAYOUT

Upper Deck: This deck holds the Bridge, plus all ship's accommodations and space for recreation - including a library, a lounge, and the galley. Sick Bay and low berths are also present. All of the ship's turrets are located on this deck.

Tween Deck: Forward is the ship's launch. Remaining cargo space, machine shops and ship's stores, and the engineering section are all on the deck.

Cargo Deck: The lower deck is entirely devoted to cargo space (150 tons).

GENERAL INFORMATION

Conditions Aboard: All starships discussed here maintain standard shipboard conditions, i.e. gravity at 1G, standard pressure and composition for atmosphere throughout the ship, and normal lighting. Some passenger vessels do have a limited capacity to alter environments in staterooms to accommodate passengers used to exotic or alien conditions.

Counters: A set of 112 counters has been provided in this package to represent crew members, intruders, passengers, and other individuals who might be encountered on board a typical merchant vessel. They can be used in conjunction with rules from *Snapshot*, *Azhanti High Lightning*, or *Striker* to resolve encounters and conflicts on board.

Small Craft: Two types of small craft have been mentioned in connection with these ships. Both have been designed according to the small craft design system from *Traveller* Book 2.

Launch: Using a 20 ton hull, the launch is capable of 1-G acceleration, carries one ton of fuel, and has a crew of two. The launch carries one fixed mount missile rack. Fourteen small craft couches and five tons of cargo are also provided. Cost is MCr 15.45. Lifeboat: Using a 20 ton hull, the lifeboat is capable of 1-G acceleration, carries one ton of fuel, and has a crew of two. The lifeboat is unarmed. Seven emergency low berths (holding a total of 28 people) are installed, as well as space for eight small craft couches and two tons of cargo. Cost is MCr 15.1.



Ships Designed and Drawn by	Ross Babcock Jordan Weisman
Written by	J. Andrew Keith
Cover and Box Art.	Mitch O'Connell
Interior Art	William H. Keith Jr.

Copyright 1982, by FASA
 All Rights Reserved.
 Printed in the United States of America

No part of this book or accompanying drawings may be reproduced in any form, or by any means without written permission from the publisher.

Traveller is Game Designers' Workshop's trademark for its role-playing game of science-fiction adventure in the far future. The Traveller trademark and selected materials contained in this adventure are used under license.

Published by FASA
 P.O. Box 6930
 Chicago IL 60680-6930

A catalogue of other FASA products may be obtained by mailing a self-addressed, stamped envelope to the address above.

Produced at Game Center Institute, Chicago.