

600-ton Subsidized Liners

by Loren K. Wiseman

Subsidized liners are common in the more settled areas of charted space, where there is a constant enough demand for passenger traffic and the spaceways are relatively safe. Like subsidized merchant ships in general, the construction costs of a subsidized liner are financed by an agency who, in return, expects to receive a portion of the ship's revenue until the subsidy is paid off. This generally means that the vessel is contractually obligated to operate along a route agreed upon in advance by both parties. After the subsidy has been paid off, subsidized liners are known as "free liners" and can be used anywhere their operators wish (sometimes after a refurbishing, sometimes not). It is not uncommon for older liners to be refitted and used for another purpose, such as a large yacht or small mercenary cruiser (examples of both are included).

Liners (subsidized or free) are designed to carry more passengers than ordinary merchant starships, and are found on routes with greater potential passenger traffic.

Financial Arrangements

The subsidy is provided by one or more businesses or planetary governments, and is secured by a bank, financial institution, or (rarely) the shipyard itself. The details of the contract should be created by the referee and should state the number of years the contract will run (usually 00), and the size and frequency of payments the ship's operators owe the sponsor.

A common arrangement is for a consortium of worlds to subsidize one or more passenger liners to guarantee their worlds will receive adequate interstellar passenger service. Occasionally, the liners will be the

only legal passenger carriers for the worlds in question, but such arrangements are rare.

Common Types

The 600-ton *Bastien*-class and *Stellar*-class are two common designs for a similar type vessel that differ slightly in certain minor details. Vessels modified for other uses are seldom given a new class name, as each one is a customized reworking of a standard design, and never built in bulk. This work can be done at any starport or shipyard capable of the construction of spacecraft, since the jump drive is already installed and is presumably fully functional. Any reworking of the jump drives the referee deems necessary must take place at a shipyard capable of building jump drives.

This book deals with the *Bastien*- and *Stellar*-class liners, and with two variants, a yacht and a light mercenary cruiser modified from the basic *Stellar*-class Hull.

Bastien-Class

The differences between the *Stellar*-class and the *Bastien*-class 600-ton liners are in the placement of the defensive hardpoints, and the *Bastien*'s internal lifeboat bay.

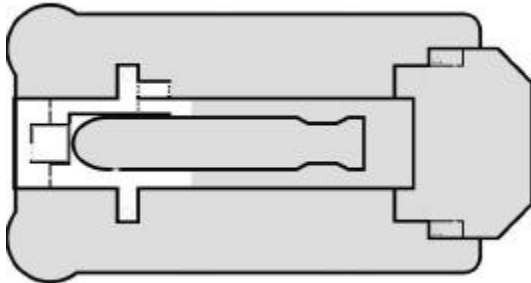


Deck One

The bulk of this deck is devoted to the docking arrangements for the lifeboat (and

differ slightly depending on the type of lifeboat carried). Passengers are only allowed on this deck during lifeboat drill and during actual emergencies.

The remainder of the deck consists of the fuel tanks atop the bow section (which is not normally accessible) and upper engineering in the stern, which is accessible only through the crew section or through the two aft airlocks.



1/1. Forward Turret Hardpoint: This marks the position of the maintenance access panel to the turret. If no turret is fitted, this panel is sealed. If turrets are fitted, one is installed in the hardpoint here. The turret is remotely operated from a gunner's station elsewhere on the ship (usually a workstation is added to upper engineering for each turret, but none are shown on these plans).

1/2. Elevator: This connects all three decks, and is the primary means of getting passengers from one deck to another.

1/3. Transverse Corridor: This connects the two longitudinal corridors on this level with the elevator and the turret/hardpoint.

1/4. Longitudinal Corridor (P/S): The port corridor connects to the lifeboat entryway, and is used by passengers during emergencies. The starboard corridor connects the dorsal airlock with the transverse corridor, and is used by crewmembers only.

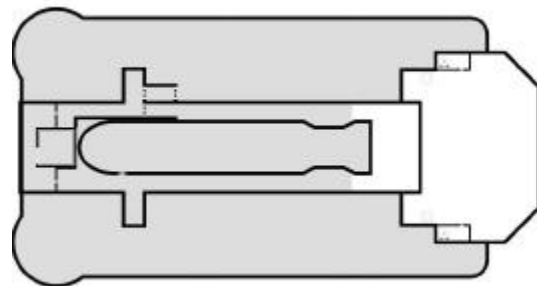
1/5. Dorsal Airlock (Bow): This airlock is primarily used by the crew for maintenance EVAs and emergencies that require access to the dorsal surface of the ship.

1/6. Lifeboat: Liners are constructed to use one of two sizes of lifeboat (20-ton or 30-ton) or a 50-ton modular cutter fitted with a lifeboat pod. The main differences are in the details and dimensions of the docking equipment for the small craft. The appendix

shows the individual setup for each separate lifeboat type on a different page.

Deckplans and details of the specific lifeboats carried are available in other products, available where you bought this one.

1/7-1/8. Forward Ladders (P/S): These are accessible only from the crew section, and connect all three decks. In an emergency where the elevator is out of service, the crew will conduct the passengers to the lifeboat using these.



Upper Engineering

Upper engineering connects to the lifeboat bay via two iris valve hatches.

1/9-1/10. Aft Ladders (P/S): These are accessible only from the crew section, and connect all three decks.

1/11. Engineering Fresher: This is provided for the relief of the engineering crew.

1/12-1/13. Dorsal Airlocks (Aft P/S): This pair of airlocks are also used by the crew (primarily engineering crew) for maintenance EVAs and emergencies that require access to the dorsal surface of the ship.

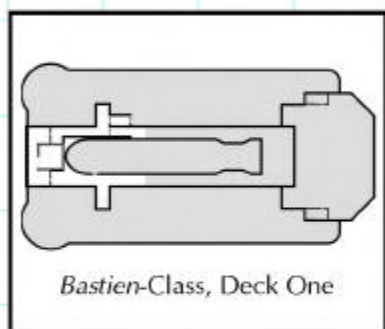
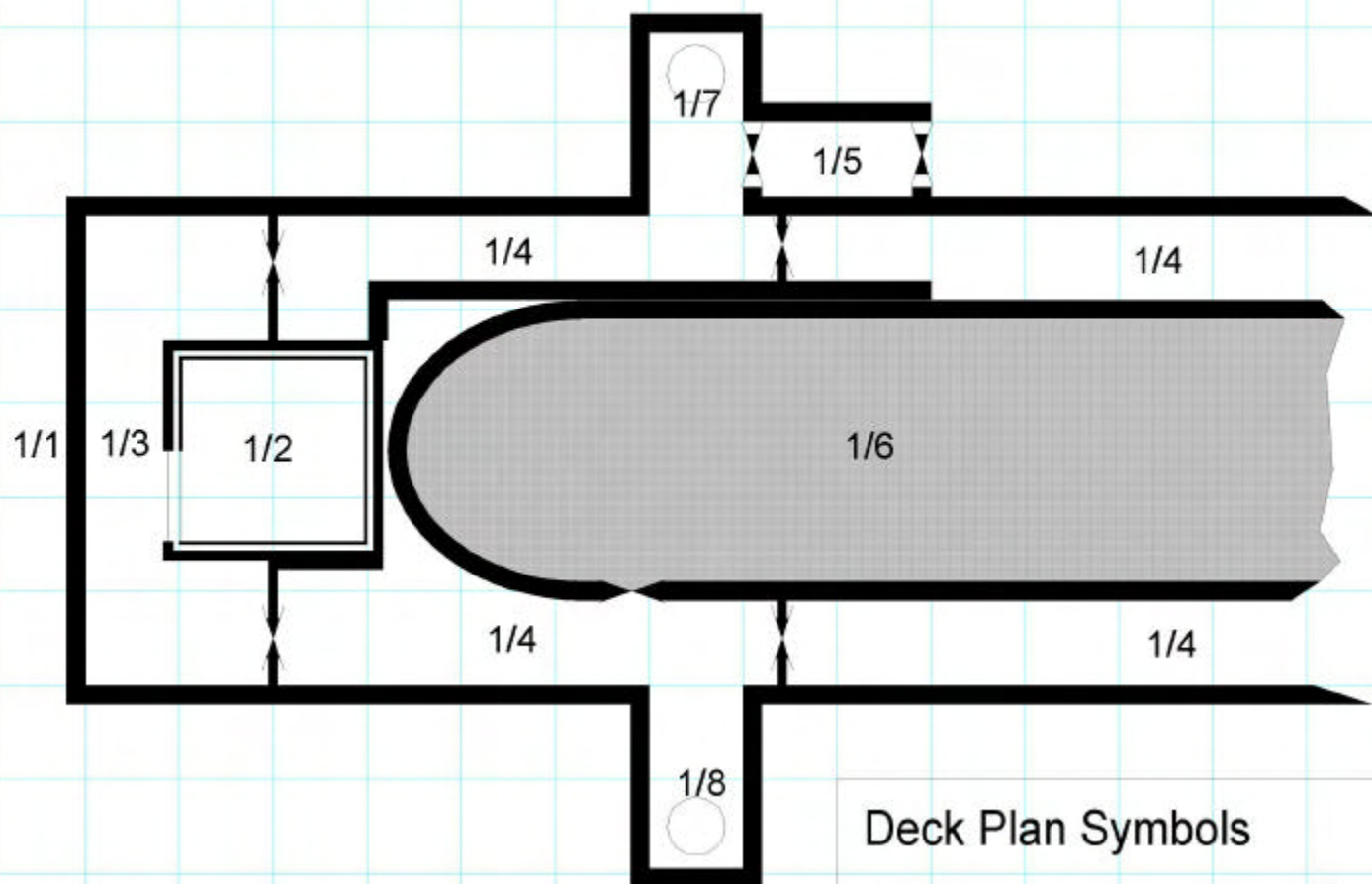
1/14. Jump Drive: The vessel's jump drive and its associated machinery are located in upper engineering. At least one engineer is on duty in upper engineering at all times.



Deck Two

Passengers are normally restricted to the passenger section of deck two during flight. The only exceptions are when embarking or disembarking, and during emergencies.

Crew may go anywhere, but normally only stewards interact with the passengers.



0 1 2 3 4 5
Scale in meters

Deck Plan Symbols

- Interior Wall
- Sliding Door
- Bulkhead
- Maintenance Valve

IRIS VALVE

Iris Valve

Overhead

Floor

Floor and Overhead

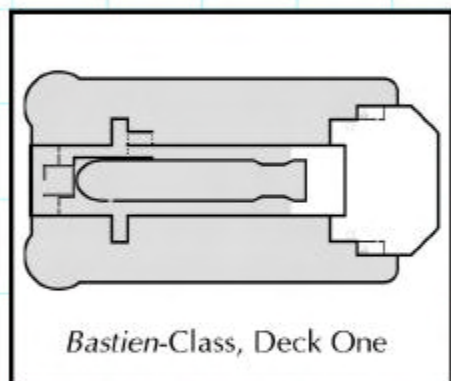
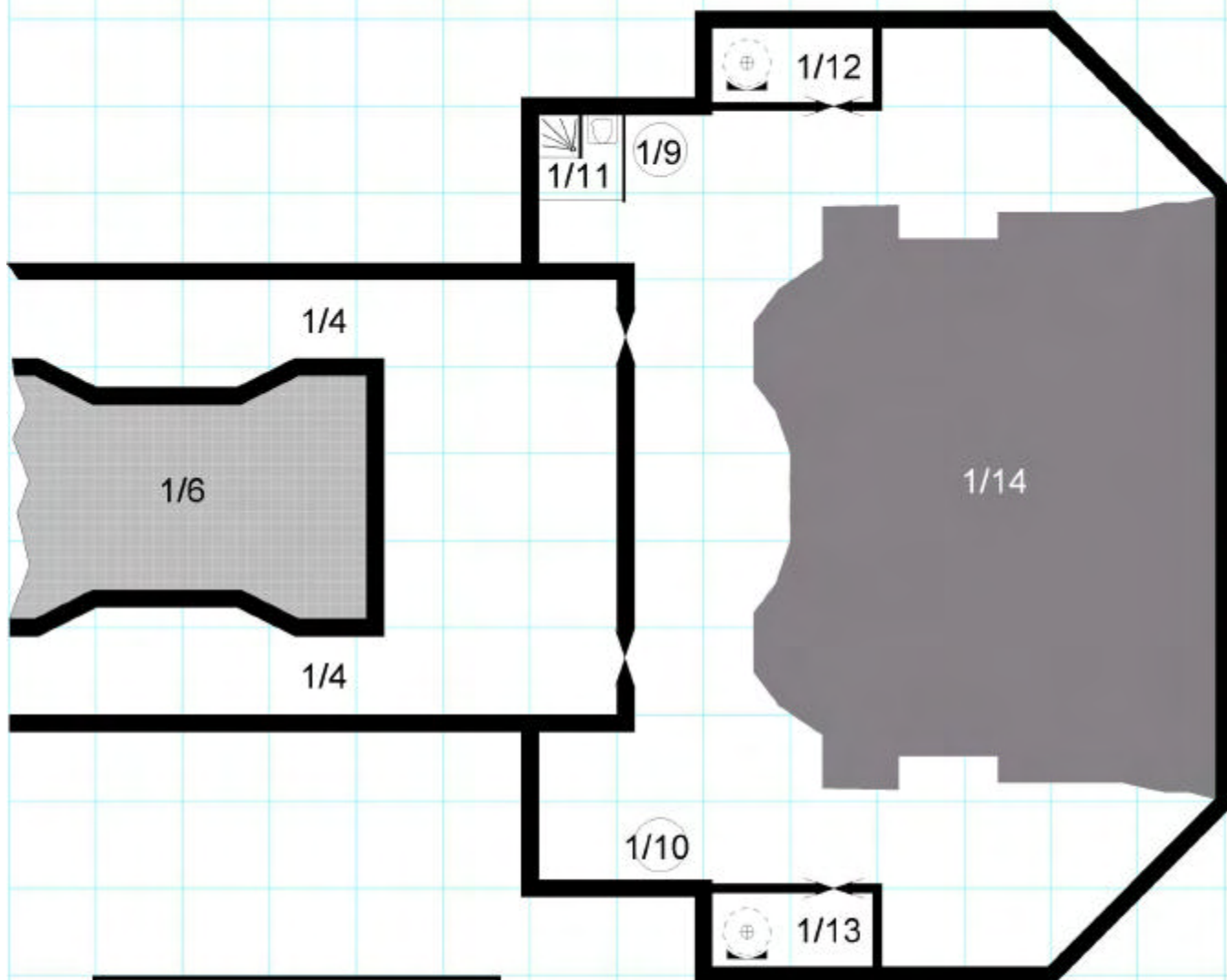
MANUAL HATCH

Hatch

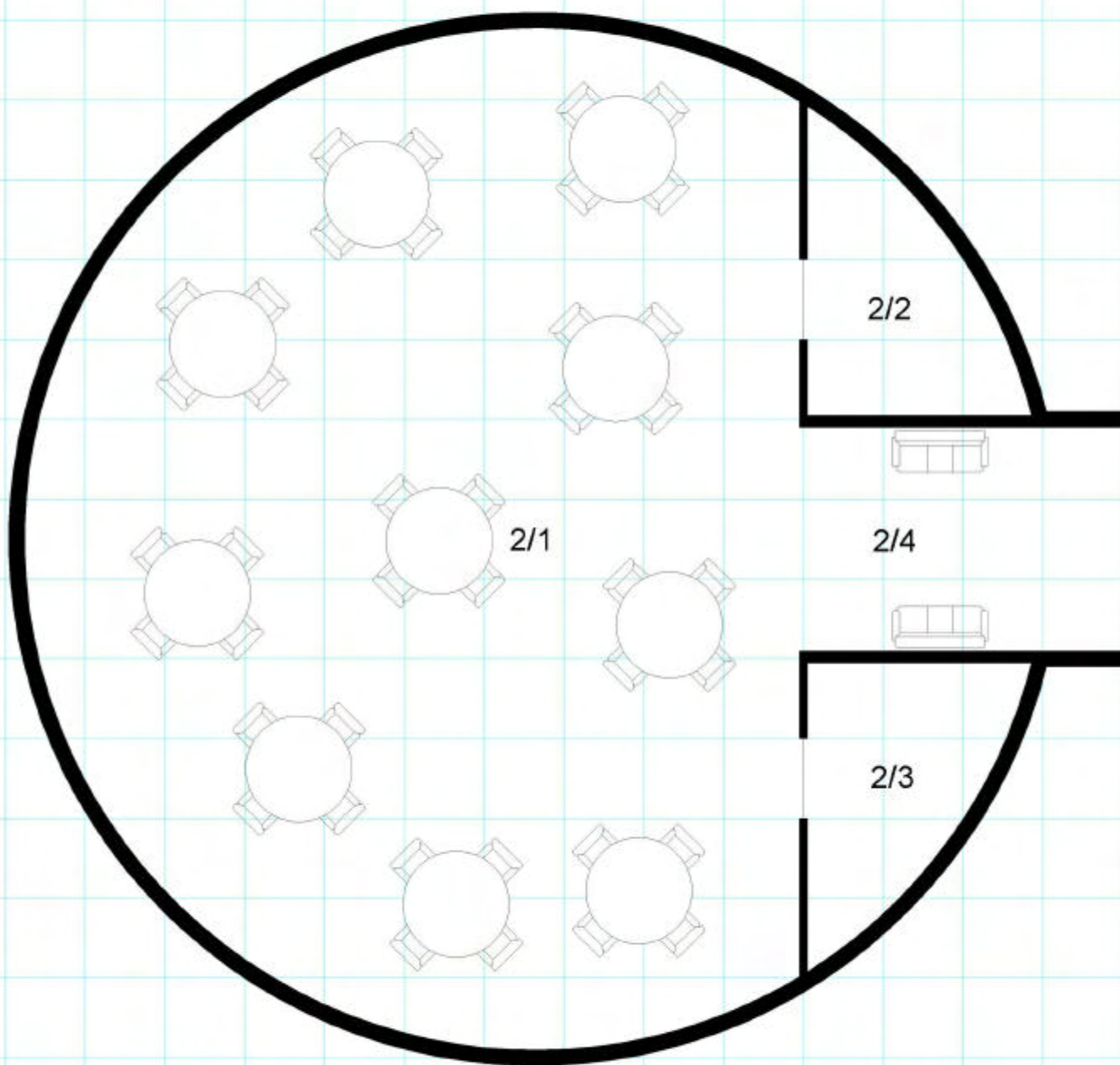
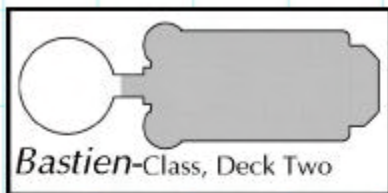
Overhead

Floor

Floor and Overhead

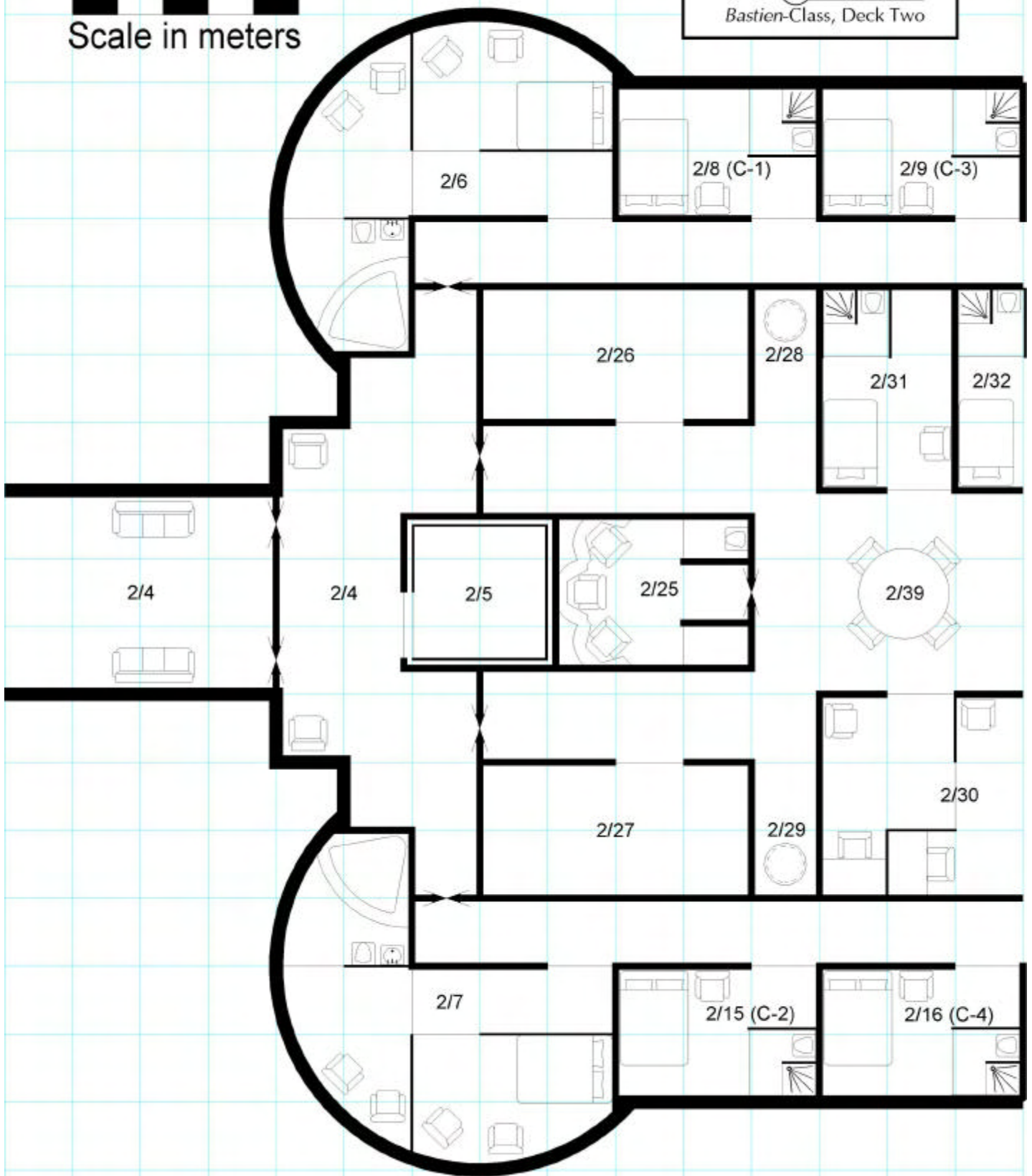
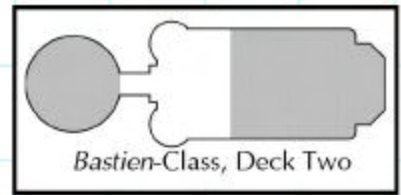


0 1 2 3 4 5
 Scale in meters



0 1 2 3 4 5
Scale in meters

0 1 2 3 4 5
Scale in meters



Passenger Section

2/1. Passenger Lounge: All passenger meals are served here, and the passengers are encouraged to entertain themselves here or in their cabins during flight. Temporary partitions (not shown on the plan) can be erected to divide the space into smaller rooms if desired. These partitions are soundproof, but are not pressure-tight.

The walls can be decorated with a panoply of artwork or can show a view of the outside if desired.

2/2. Passenger Storage: This is used as a pantry for the passenger galley, and as a storeroom for various furnishings associated with the passenger lounge.

2/3. Passenger Galley: The passengers' meals are prepared here.

2/4. Gallery: This area connects the passenger lounge with the rest of the ship, and serves as a secondary lounge and steward's headquarters. The walls are often decorated with an ever-changing panoply of pictures, similar to the passenger lounge.

The captain and the executive officer dine here with the passengers from time to time, usually the main meal of the day.

2/5. Elevator: See 1/2.

2/6-2/7. Suite (P/S): The liner contains two luxury suites for wealthy passengers (high passage), located conveniently near the stewards' headquarters for ease of service. They can hold two to four passengers each, and are usually referred to by the names "Port Suite" and "Starboard Suite," unless they are given different names on a particular liner.

Each suite contains a bath with a spa tub, a sitting room or parlor, a bedroom (with a collapsible closet not shown on the plans), and a short hallway connecting all three. Furnishings include a spacious bed, several chairs and end tables, and other items on request.

2/8-2/21. Staterooms (P/S): There are seven ordinary staterooms per side, for a total of fourteen, holding two passengers each at double occupancy (some have double beds, and some bunk beds). Normal practice is to number each cabin (odd numbers on the starboard side of the ship, even on the port side), and preface each number with the letter "C" for "cabin" – C-1, C-12, and so on.

Each stateroom contains a bed, a fresher, a chair, and a collapsible closet not shown on the plans.

2/22. Corridor (P/S): These connect the passenger cabins on each side with the gallery toward the bow.

2/23-2/24. Laundry (P/S): There are two of these (one on the port, one on the starboard), primarily to handle the bed-clothes, towels, and private laundry of the passengers and crew. The stewards handle the labor involved in collecting, cleaning and distributing the ship's laundry.

Crew Section

For security, passengers are not allowed in the crew section at any time, except for those in the infirmary.

2/25. Bridge: The ship is piloted from here, and all ship's systems can be monitored and controlled from this station.

2/26-2/27. Storage (P/S): Food and other consumables for the crew are stored here. Engineering spares and tools are kept in compartments in the engineering section.

2/28-2/29. Forward Ladders (P/S): These are accessible only from the crew section, and connect all three decks. In an emergency where the elevator is out of service, the crew will conduct the passengers to the lifeboat using these.

2/30. Captain's Quarters: The ship's captain sleeps here, close to the bridge. All important documents and records are in the safe in the attached office.

2/31. First Officer's Quarters: The first officer sleeps here.

2/32-2/38. Crew's Quarters (P/S): The seven crew's quarters may be single or double occupancy.

2/39. Crew's Lounge: This area serves as an off-duty meeting area for the crew.

2/40. Infirmary: The infirmary has entrances from both the passenger section, and the crew section. It is considered part of the crew section, and is therefore off-limits to passengers except for those in need of medical treatment.

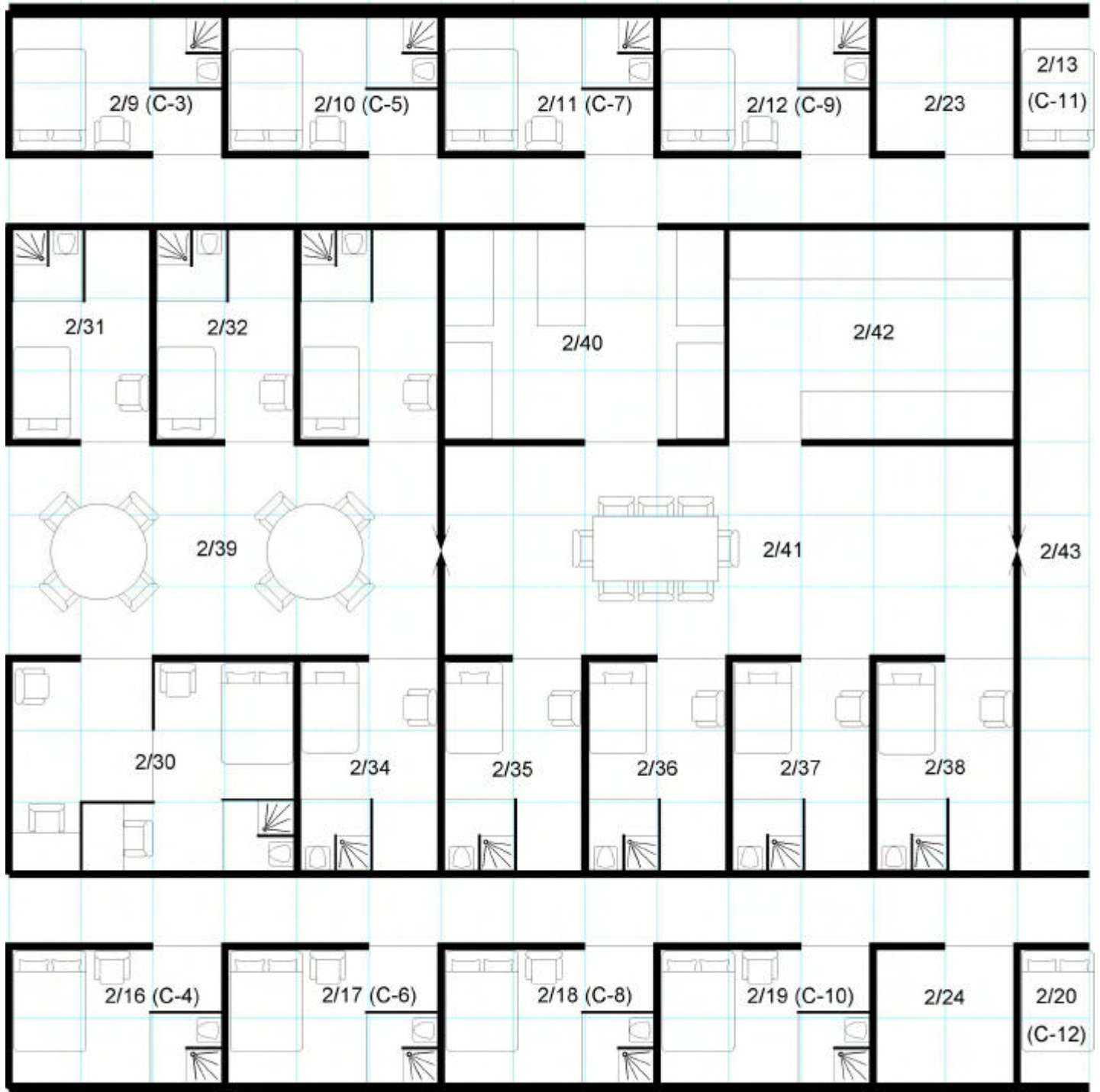
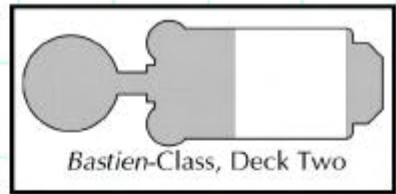
Access from the infirmary to the crew section is restricted to crewmembers only – the door is locked at all times.

2/41. Wardroom: The crew eats their meals here.

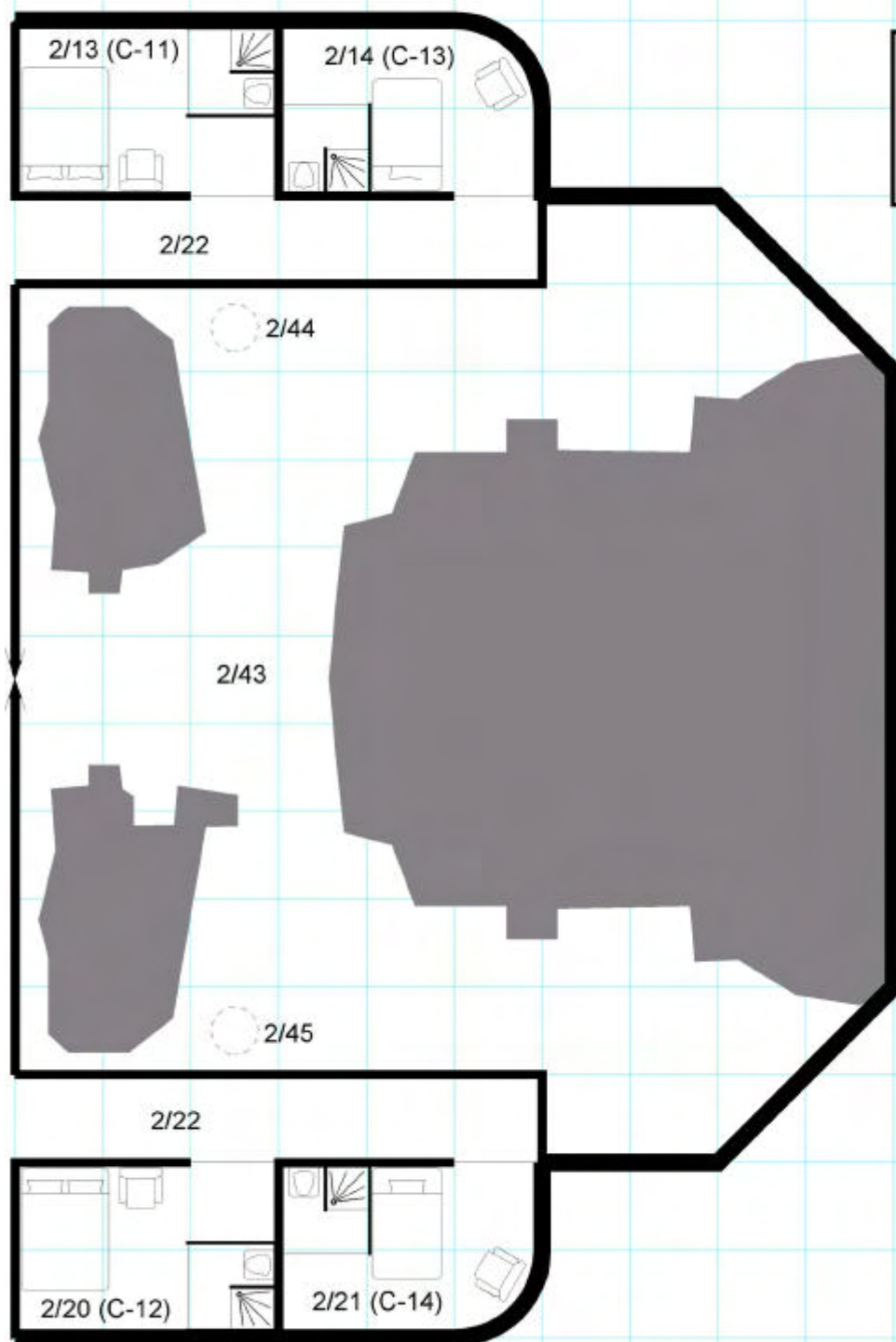
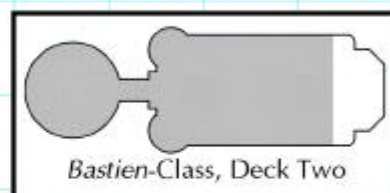
2/42. Crew's Galley & Pantry: The crew's meals are prepared here, by the stewards, either one with experience in cooking or by all of them in rotation.

2/43. Lower Engineering: This section of engineering contains the ship's maneuver drives, life support, and other machinery essential to the operation of the ship.

0 1 2 3 4 5
 Scale in meters



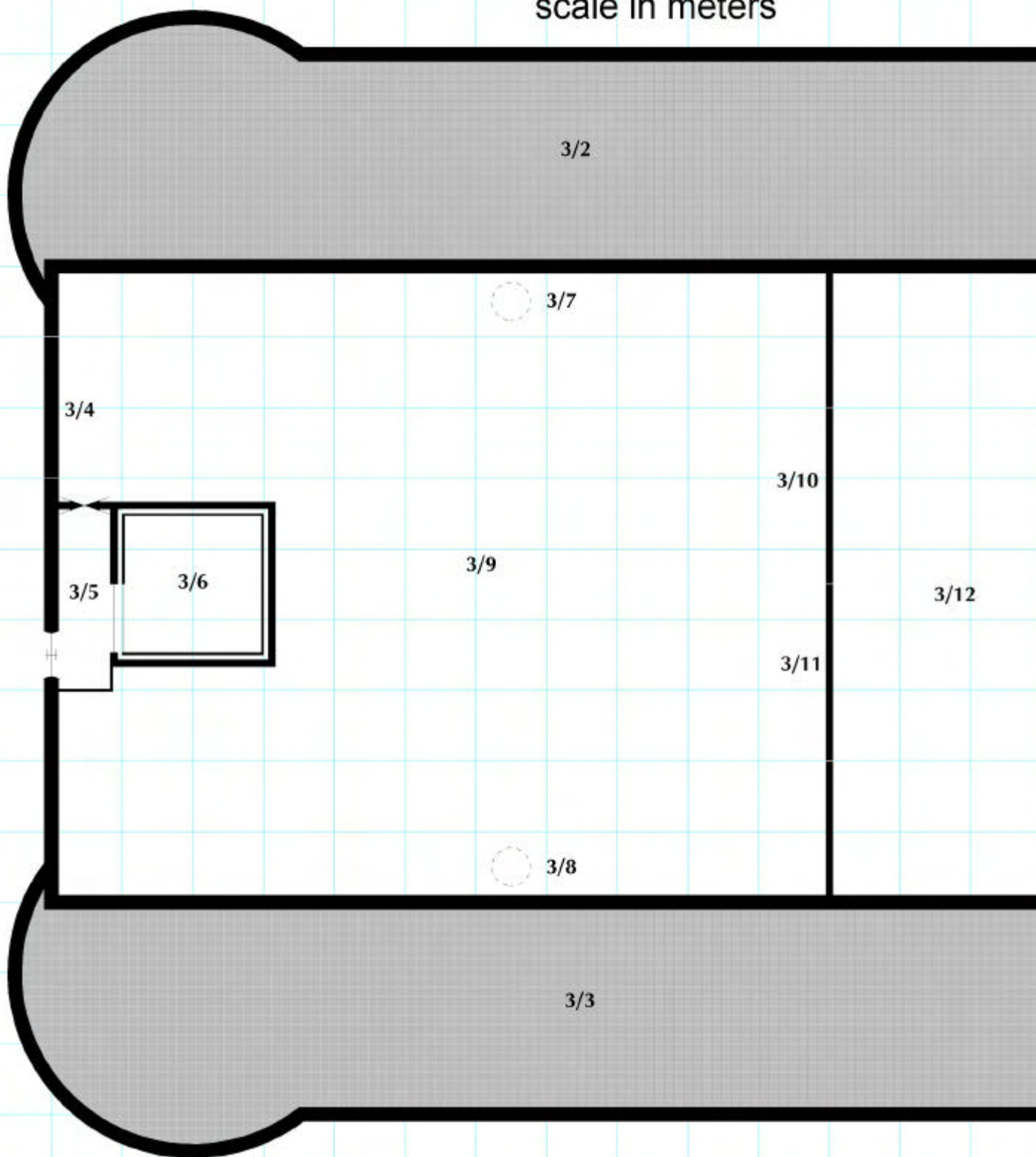
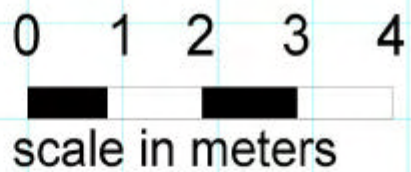
0 1 2 3 4 5
Scale in meters



3/1



Bastien-Class, Deck Three



0 1 2 3 4



scale in meters



Bastien-Class, Deck Three

3/2

3/10

3/12

3/11

3/13

3/15

3/14



3/16



3/17

3/3

0 1 2 3 4



scale in meters



Bastien-Class, Deck Three

3/2



3/16

3/13

3/15



3/19

3/18

3/14



3/17

3/3

2/44-2/45. Stern Ladders (P/S): These provide access between upper and lower engineering.



Deck Three

3/1. Forward Fuel Tank (lower): This tank is under the passenger lounge and interconnected with the other tanks, including the corresponding fuel tank located over the passenger lounge.

3/2-3/3. Fuel Tanks (P/S): These tanks are on either side of the cargo holds.

3/4. Bow Cargo Hatch: This hatch opens directly to the outside, and can only be used in a safe atmosphere.

3/5. Deck 3 Airlock: This provides controlled access to the outside even in the absence of an atmosphere.

3/6. Elevator: See 1/2.

3/7-3/8. Forward Ladders (P/S): These are accessible only from the crew section, and connect all three decks. In an emergency where the elevator is out of service, the crew will conduct the passengers to the lifeboat using these.

3/9. Forward Cargo Hold: Deck three contains three cargo holds to allow segregation of various classes of cargo as circumstances may dictate.

3/10-3/11. Forward Bulkhead & Hatch: This pair of retractable doors provides pressure-tight separation between the forward and midships cargo holds.

3/12. Midships Cargo Hold: See 3/10.

3/13-3/14. Stern Bulkhead & Hatch: This pair of retractable doors provides pressure-tight separation between the midships and after cargo holds.

3/15. Stern Cargo Hold: See 3/10.

3/16-3/17. Stern Ladders (P/S): These provide access between decks.

3/18. Stern Cargo Hatch: These hatches open directly to the outside, and can only be used in a safe atmosphere.

3/19. Stern Turret Hardpoint: This marks the position of the maintenance access panel to the turret. If no turret is fitted, this panel is sealed. If turrets are fitted, one is installed in the hardpoint underneath this spot. The turret is remotely operated from a

gunner's station elsewhere on the ship (usually a workstation is added to upper engineering for each turret, but none are shown on these plans).

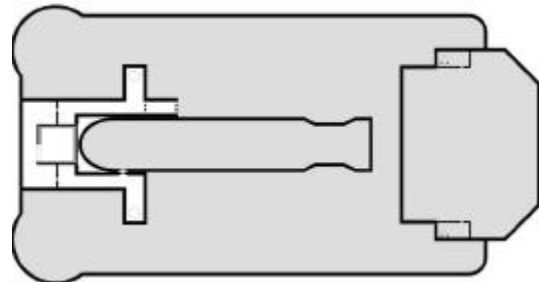
Stellar-Class

The primary differences between the *Stellar*-class and the *Bastien*-class 600-ton liners are in the placement of the defensive hardpoints, the external mounting of the small craft, and a few minor internal details. Entries are repeated here, to prevent the need for the referee to flip pages between types. Maps are given only where there are differences between the classes.



Deck One

The two hardpoints on *Stellar*-class liners are both located in the stern, one dorsal and one ventral.



1/1. Transverse Corridor: This connects the two longitudinal corridors on this level with the elevator and the turret/hardpoint.

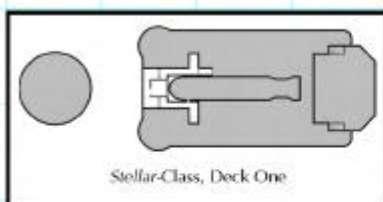
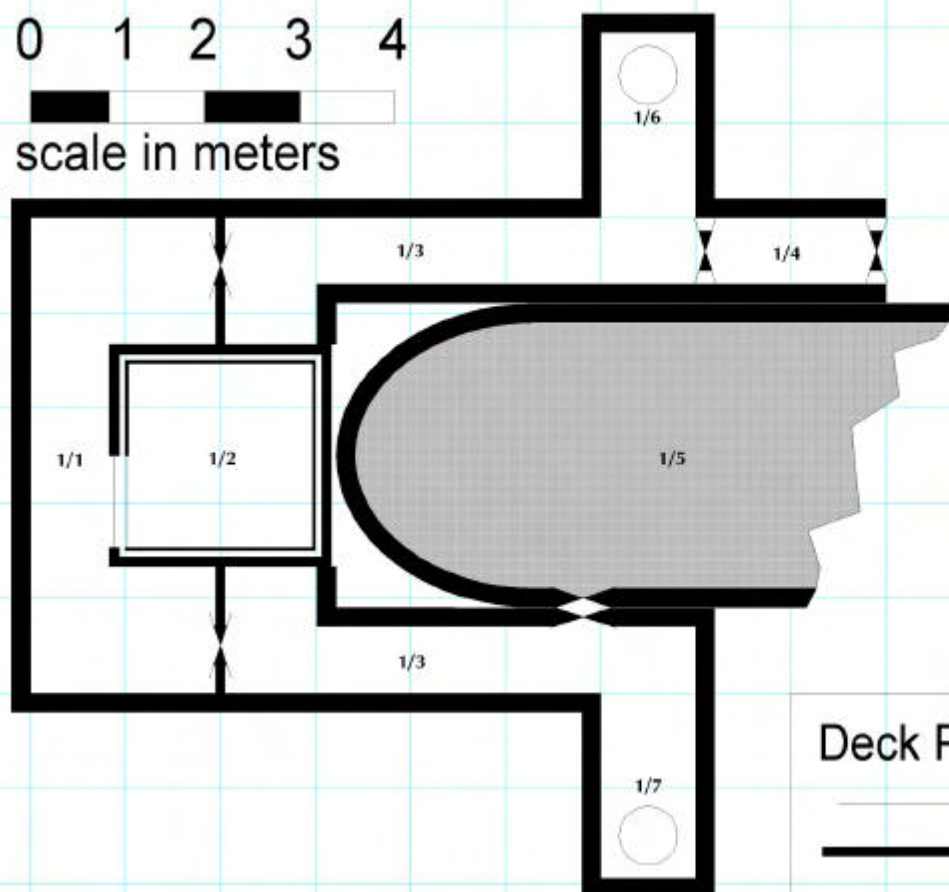
1/2. Elevator: This connects all three decks, and is the primary means of getting passengers from one deck to another.

1/3. Longitudinal Corridor (P/S): The port corridor connects to the lifeboat entryway, and is used by passengers during emergencies. The starboard corridor connects the dorsal airlock with the transverse corridor, and is used by crewmembers only.

1/4. Dorsal Airlock (Bow): This airlock is primarily used by the crew for maintenance EVAs and emergencies that require access to the dorsal surface of the ship. In emergencies, passengers in rescue balls may be evacuated through this airlock by members of the crew.>

0 1 2 3 4

scale in meters



Deck Plan Symbols

	Interior Wall
	Sliding Door
	Bulkhead
	Maintenance Valve

IRIS VALVE

Iris Valve

Overhead

Floor

Floor and Overhead

MANUAL HATCH

Hatch

Overhead

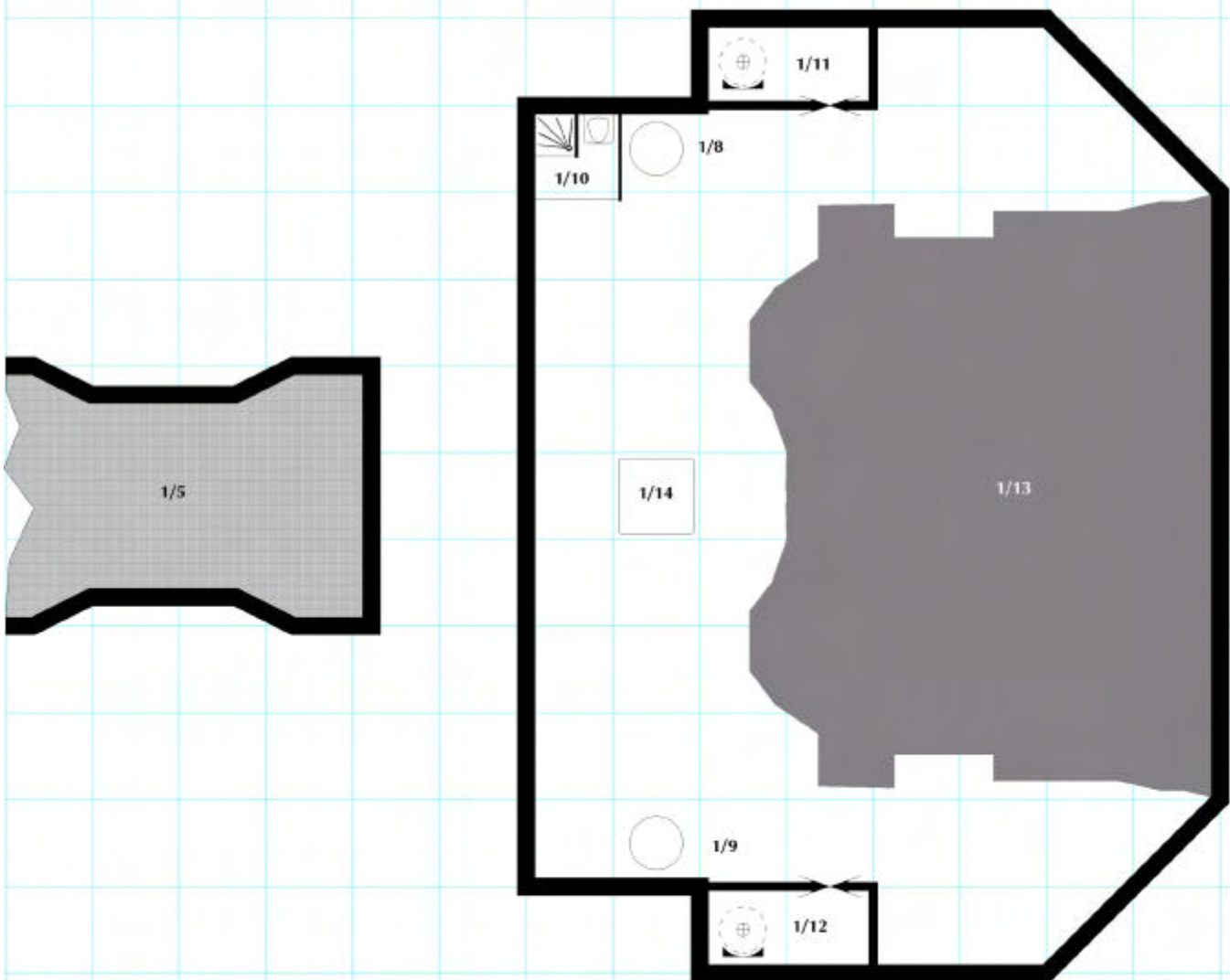
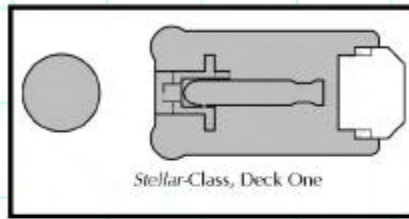
Floor

Floor and Overhead

0 1 2 3 4



scale in meters



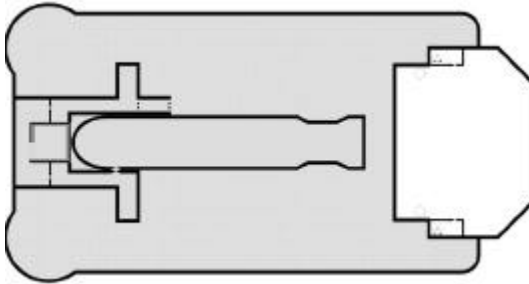
1/5. Lifeboat: Liners are constructed to use one of two sizes of lifeboat (20-ton or 30-ton) or a 50-ton modular cutter fitted with a lifeboat pod. The main differences are in the details and dimensions of the docking equipment for the small craft.

Deckplans and details of the specific lifeboats carried are available in other products, available where you bought this one.

1/6-1/7. Forward Ladders (P/S): These are accessible only from the crew section, and connect all three decks. In an emergency where the elevator is out of service, the crew will conduct the passengers to the lifeboat using these.

Upper Engineering

1/8-1/9. Aft Ladders (P/S): These are accessible only from the crew section, and connect all three decks – upper and lower engineering on decks one and two respectively, and the aft cargo bay on deck three.



1/10. Engineering Fresher: This is provided for the relief of the engineering crew monitoring and overseeing the jump drive machinery.

1/11-1/12. Dorsal Airlocks (Aft P/S): This pair of airlocks are also used by the crew (primarily engineering crew) for maintenance EVAs and emergencies that require access to the dorsal surface of the ship.

1/13. Jump Drive: The vessel's jump drive and its associated machinery are located in upper engineering. At least one engineer is on duty in upper engineering at all times, two when the ship is entering or leaving jump space, and more when maintenance or repairs to the jump drive are undertaken.

1/14. Aft Turret Hardpoint: This marks the position of the maintenance access panel to the turret. If no turret is fitted, this panel is sealed. If turrets are fitted, one is installed in the hardpoint here. The turret is remotely operated from a gunner's station elsewhere on the ship (usually a gunner's workstation is added to upper engineering for each turret, but none are shown on these plans).



Deck Two

Passengers are normally restricted to the passenger section of deck two during flight. The only exceptions are when embarking or disembarking, and during emergencies.

Passenger Section

2/1. Passenger Lounge: All passenger meals are served here, and the passengers are encouraged to entertain themselves here during flight. Temporary partitions (not shown on the plan) can be erected to divide the space into smaller rooms if desired. These partitions are soundproof, but not airtight.

The captain and the executive officer dine here with the passengers from time to time, usually the main meal of the day. The walls can be decorated with a panoply of artwork or can show a view of the outside if desired.

2/2. Passenger Storage: This is used as a pantry for the passenger galley, and as a storeroom for various furnishings associated with the passenger lounge.

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2/4. Gallery: This area connects the passenger lounge with the rest of the ship, and serves as a secondary lounge and steward's headquarters. The walls are often decorated with an ever-changing panoply of pictures, similar to the passenger lounge.

2/5. Elevator: See 1/2.

2/6-2/7. Suites (P/S): The liner contains two luxury suites for wealthy passengers (high passage), located conveniently near the stewards' headquarters. They can hold two to four passengers each, and are usually referred to by the names "Port Suite" and "Starboard Suite," unless they are given different names on a given liner.

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2/23-2/24. Laundry (P/S): There are two of these, primarily to handle the bedclothes, towels, and private laundry of the passengers and crew. The stewards handle the labor involved in collecting, cleaning and distributing the ship's laundry.

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2/30. Captain's Quarters: The ship's captain sleeps here, close to the bridge. All important documents and records are in the safe in the attached office.

2/31. First Officer's Quarters: The first officer sleeps here.

2/32-2/38. Crew's Quarters (P/S): The seven crew's quarters may be single or double occupancy.

2/39. Crew's Lounge: This area serves as an off-duty meeting area for the crew.

2/40. Infirmary: The infirmary has entrances from both the passenger section, and the crew section. It is considered part of the crew section, and is therefore off-limits to passengers except for those in need of medical treatment.

Access from the infirmary to the crew section is restricted to crewmembers only – the door is locked at all times.

2/41. Wardroom: The crew eats their meals here.

2/42. Crew's Galley & Pantry: The crew's meals are prepared here.

2/43. Lower Engineering: This section of engineering contains the ship's maneuver

drives, life support, and other machinery essential to the operation of the ship.

2/44-2/45. Stern Ladders (P/S): These provide access between decks.



Deck Three

3/1. Forward Fuel Tank (lower): This tank is under the passenger lounge and interconnected with the other tanks, including the corresponding fuel tank located over the passenger lounge.

3/2-3/3. Fuel Tanks (P/S): These tanks are on either side of the cargo holds.

3/4-3/5. Bow Cargo Hatch: This hatch opens directly to the outside, and can only be used in a safe atmosphere.

3/6. Deck 3 Airlock: This provides controlled access to the outside even in the absence of an atmosphere.

3/7. Elevator: See 1/2.

3/8-3/9. Forward Ladders (P/S): These are accessible only from the crew section, and connect all three decks.

3/10. Forward Cargo Hold: Deck three contains three cargo holds to allow segregation of various classes of cargo as circumstances may dictate.

3/11-3/12. Forward Bulkhead & Hatch (P/S): This provides pressure-tight separation between the forward and midships cargo holds.

3/13. Midships Cargo Hold: See 3/10.

3/14-3/15. Stern Bulkhead & Hatch (P/S): This provides pressure-tight separation between the midships and after cargo holds.

3/16. Stern Cargo Hold: See 3/10

3/17-3/18. Stern Ladders (P/S): These provide access between decks.

3/19. Stern Cargo Hatch: These hatches open directly to the outside, and can only be used in a safe atmosphere.

3/20. Stern Turret Hardpoint: This marks the position of the maintenance access panel to the turret. If no turret is fitted, this panel is sealed. If turrets are fitted, one is installed in the hardpoint here. The turret is remotely operated from a gunner's station elsewhere on the ship (usually a workstation is added to upper engineering for each turret, but none are shown on these plans).

Security Features

The main security feature on the *Bastien*- and *Stellar*-class liners is the segregation of the passengers from the crew. All entrances to the crew section are locked, and require fingerprint or retinal activation to open. This includes the door between the infirmary and the rest of the crew section. Entrance to the bridge requires fingerprint, retinal, and/or voiceprint activation at the door. Some vessels issue RFID chip-equipped pins or other jewelry to passengers, which automatically unlock any doors they are authorized to enter.

The inter-deck ladders are normally sealed by iris valves in the floor. These may or may not be locked constantly, depending on the policy of the individual captain.

Anti-hijack programs may be installed on the ship's computer, and other security procedures implemented at the discretion of the owner.

On some vessels, body pistols (usually one for each crewmember), riot shotguns (usually one per officer), and assorted non-lethal weaponry are carried in the ship's locker (on the bridge), and issued at the captain's discretion. Other weapons may be stored in individual crew quarters if the captain approves.

Emergency Equipment

Besides the lifeboat, the main emergency equipment is the rescue ball, which is ubiquitous on passenger liners:

Rescue Balls: These are standard equipment, and drills to acquaint the passengers with their operation are normally conducted at regular intervals. They are allocated as follows:

- 4 in each normal passenger and crew cabin.
- 6 in each suite.
- 20 in the passenger lounge.
- 10 in engineering.
- 10 in each cargo bay.
- 10 in the crew lounge.
- 1 every few meters along every corridor.
- 6 on the bridge.
- Other locations at the discretion of the ship's owner or the captain.

Passenger vacc suits are not standard equipment, but may be carried as baggage by individuals. Additional emergency gear may be carried at the owner's discretion, such as patch kits for minor leaks, sensor systems for fire and loss of pressure, and emergency "one-size-fits-all" vacc suits.

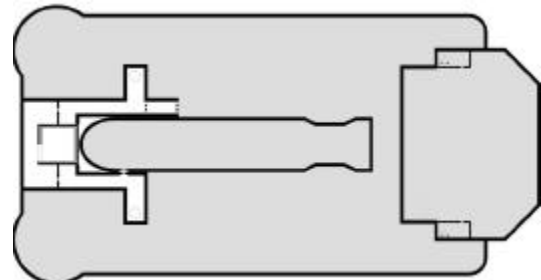
Variant: Yacht

This particular variant represents a 600-ton *Stellar*-class liner converted to the personal use of a noble who wanted more room than the standard 200-ton yacht could supply.



Deck One

No changes to the standard *Stellar*-class deck one have been made for the conversion to a yacht, except for the elevator car. The maps for deck one are identical to those on pp. 14-15.



1/2. Elevator: This connects all three decks, and is the primary means of getting passengers from one deck to another. The elevator car has an additional door, but it cannot be used on this deck, only decks two and three

1/3. Transverse Corridor: This connects the two longitudinal corridors on this deck with the elevator and the turret/hardpoint (if one is fitted).

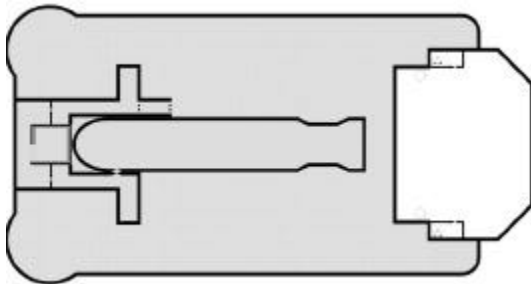
1/4. Longitudinal Corridor (P/S): The port corridor connects to the lifeboat entry-way, and is used by passengers during emergencies. The starboard corridor connects the dorsal airlock with the transverse corridor, and is used by crewmembers only.

1/5. Dorsal Airlock (Bow): This airlock is primarily used by the crew for maintenance EVAs and emergencies that require access to the dorsal surface of the ship.

1/6. Ship's Boat: This particular yacht uses a standard 30-ton ship's boat docked on the upper deck. The boat can serve as a lifeboat in emergencies, since the number of passengers carried by the yacht is smaller than that carried by a standard liner. An additional vehicle (an air/raft) is carried on deck three.

Deckplans and details of the 30-ton ship's boat are available in other products, available where you bought this one.

1/7-1/8. Forward Ladders (P/S): These are accessible only from the crew section, and connect all three decks. In an emergency where the elevator is out of service, the crew will conduct the passengers to the lifeboat using these.



Upper Engineering

1/9-1/10. Aft Ladders (P/S): These are accessible only from the crew section, and connect all three decks.

1/11. Engineering Fresher: This is provided for the relief of the engineering crew.

1/12-1/13. Dorsal Airlocks (Aft P/S): This pair of airlocks are also used by the crew (primarily engineering crew) for maintenance EVAs and emergencies that require access to the dorsal surface of the ship.

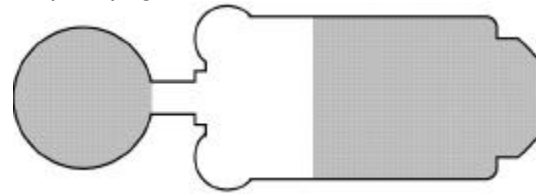
1/14. Jump Drive: The vessel's jump drive and its associated machinery are located in upper engineering. At least one engineer is on duty in upper engineering at all times.



Deck Two

The main modifications to the basic hull have been carried out on this deck and the next. Some of the passenger cabins have been expanded to provide more space for the owner's guests.

The forward map of deck two on the yacht is identical to the map on p. 5. The aft map of deck two on the yacht is identical to the map on page 9.



Passenger Section

2/1. Main Lounge: This serves as a sitting room and lounge for the owner and guests.

Temporary partitions (not shown on the plan) can be erected to divide the space into smaller rooms if desired. These partitions are soundproof, but not airtight.

The walls can be decorated with a panoply of electronic artwork, landscapes of various worlds, or a view of the outside, as desired.

2/2. Pantry/Storage: This is used as a pantry for the galley, and as a storeroom for the various furnishings associated with the main lounge.

2/3. Galley: The owner and guest meals are prepared here. Meals for the crew are prepared in the crew's galley (2/39).

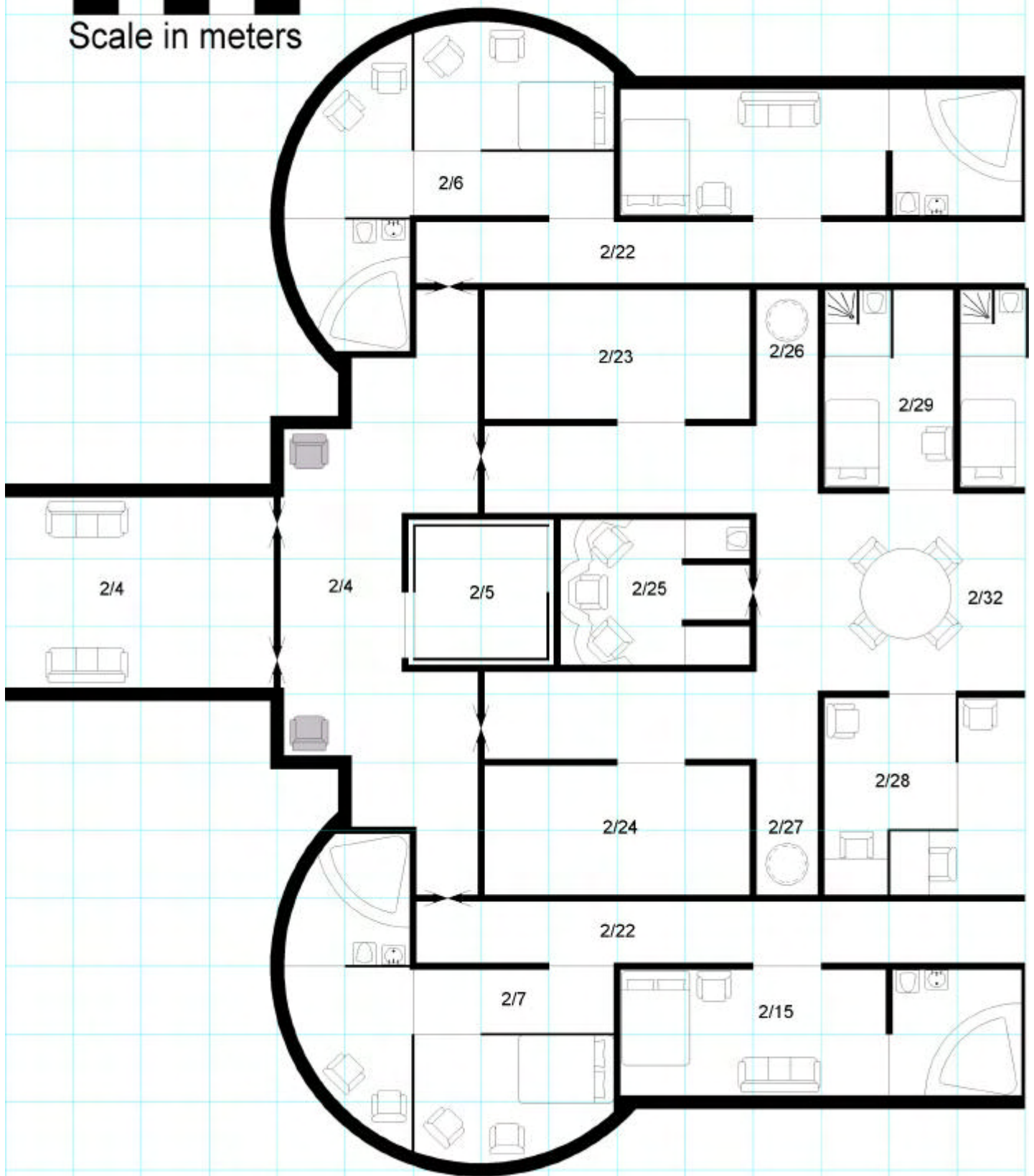
2/4. Gallery: This area connects the main lounge with the rest of the ship, and serves as a secondary lounge and steward's headquarters. The walls are often decorated with an ever-changing panoply of pictures, similar to the passenger lounge.

2/5. Forward Elevator: See 1/2.

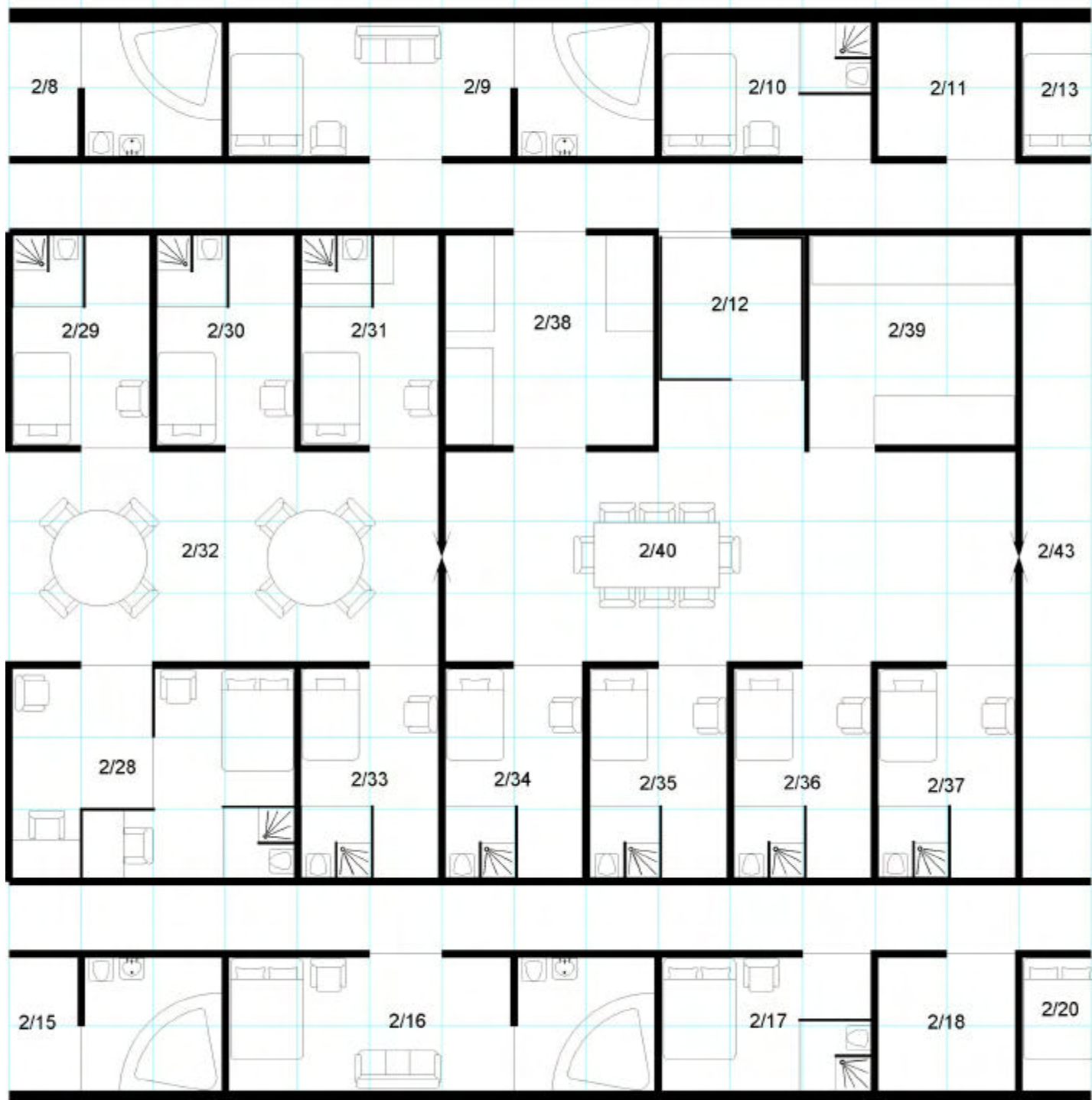
2/6, 2/7. Suites (P/S): The two suites remain unchanged from the liner's design except for more expensive appointments. These are reserved for special guests of the owner. Each suite contains a bath with a spa tub, a sitting room or parlor, a bedroom (with a collapsible closet not shown on the plans), and a short hallway connecting all three. Furnishings include a spacious bed, several chairs and end tables, and other items on request. The walls are decorated with an electronic display of landscapes, wall patterns, photographs, and holographic projections, shown either as a static display or in slideshow fashion, according to the occupants' preferences.

2/8, 2/9, 2/15, 2/16. Large Staterooms (P/S): Four staterooms have been combined into two larger ones on each side, for the

0 1 2 3 4 5
Scale in meters



0 1 2 3 4 5
Scale in meters

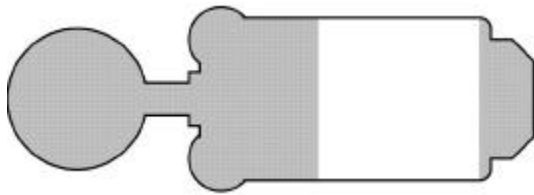


use of guests. Again, these rooms feature more expensive appointments and luxuries.

2/10, 2/12-2/13, 2/17, 2/20-21. Small Staterooms (P/S): Six staterooms (three per side) have been left at the standard size, for the use of lesser guests, servants, staff, and entertainers. Fittings and appointments are similar to those on the standard liner.

2/22. Corridor (P/S): These connect the passenger cabins on each side with the gallery in the bow.

2/11, 2/18. Laundry (P/S): There are two of these (one on the port, one on the starboard), primarily to handle the bed-clothes, towels, and private laundry of the passengers and crew. The stewards handle the labor involved in collecting, cleaning and distributing the ship's laundry.



Crew Section

2/25. Bridge: The ship is piloted from here, and all ship's systems can be controlled from this station. It contains a lavatory and a weapons locker.

2/23, 2/24. Storage (P/S): These two compartments are used for food and other supplies.

2/26, 2/27. Forward Ladders (P/S): These connect all three decks. In an emergency where the elevator is out of service, the crew will conduct the passengers to the lifeboat using these.

2/28. Captain's Quarters: The ship's captain sleeps here, close to the bridge. All important documents and records are in the safe in the attached office.

2/29. First Officer's Quarters: The first officer sleeps here.

2/2/30-2/37. Crew's Quarters (P/S): The seven crew's quarters may be single or double occupancy.

2/32. Crew's Lounge: This area serves as an off-duty meeting area for the crew.

2/38. Infirmary: The infirmary has entrances from both the passenger section, and the crew section. It is considered part of the crew section, and is therefore off-limits

to passengers except for those in need of medical treatment.

2/40. Wardroom: The crew eat their meals here, and use the room as an auxiliary lounge when meals are not being served.

2/12. Aft Elevator: This has been installed to provide a more convenient means for passengers to get from their quarters to the lower lounge (see 3/20, below).

2/39. Crew's Galley & Pantry: The crew's meals are prepared here.

2/43. Lower Engineering: This section of engineering contains the ship's maneuver drives, life support, and other machinery essential to the operation of the ship.

2/44-2/45. Stern Ladders (P/S): These provide access between upper and lower engineering.



Deck Three

On the yacht in question, this deck reduces the size of the forward hold, converting it into a passenger baggage hold and an air/raft bay. The midships cargo hold has been converted to an owner's suite, and stern cargo hold has been converted to a second gallery for in-flight entertainments.

Forward Fuel Tanks: These fuel tanks are both above and below the main lounge (area 2/1) on deck two.

3/1, 3/2. Fuel Tanks (P/S): These tanks are on either side of the owner's suite/gallery section.

3/3. Air/Raft Bay: A single air/raft is docked here. There is no airlock, so the entire bay must be evacuated if the vehicle is to be employed in a vacuum.

3/4. Forward Elevator: See 1/2.

3/5. Passenger Baggage: Provision for guest baggage is here. The owners baggage is carried within the owner's suite, elsewhere on this deck. No airlock is provided, so the hatch to the outside can only be used in a safe atmosphere.

3/6, 3/7. Forward Ladders (P/S): These connect all three decks. In an emergency where the elevator is out of service, the crew will conduct the passengers to the lifeboat using these.

0 1 2 3 4



scale in meters

3/1

3/3

3/4

3/5

3/2

3/6

3/10

3/12

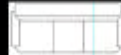
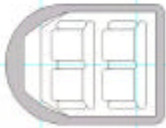
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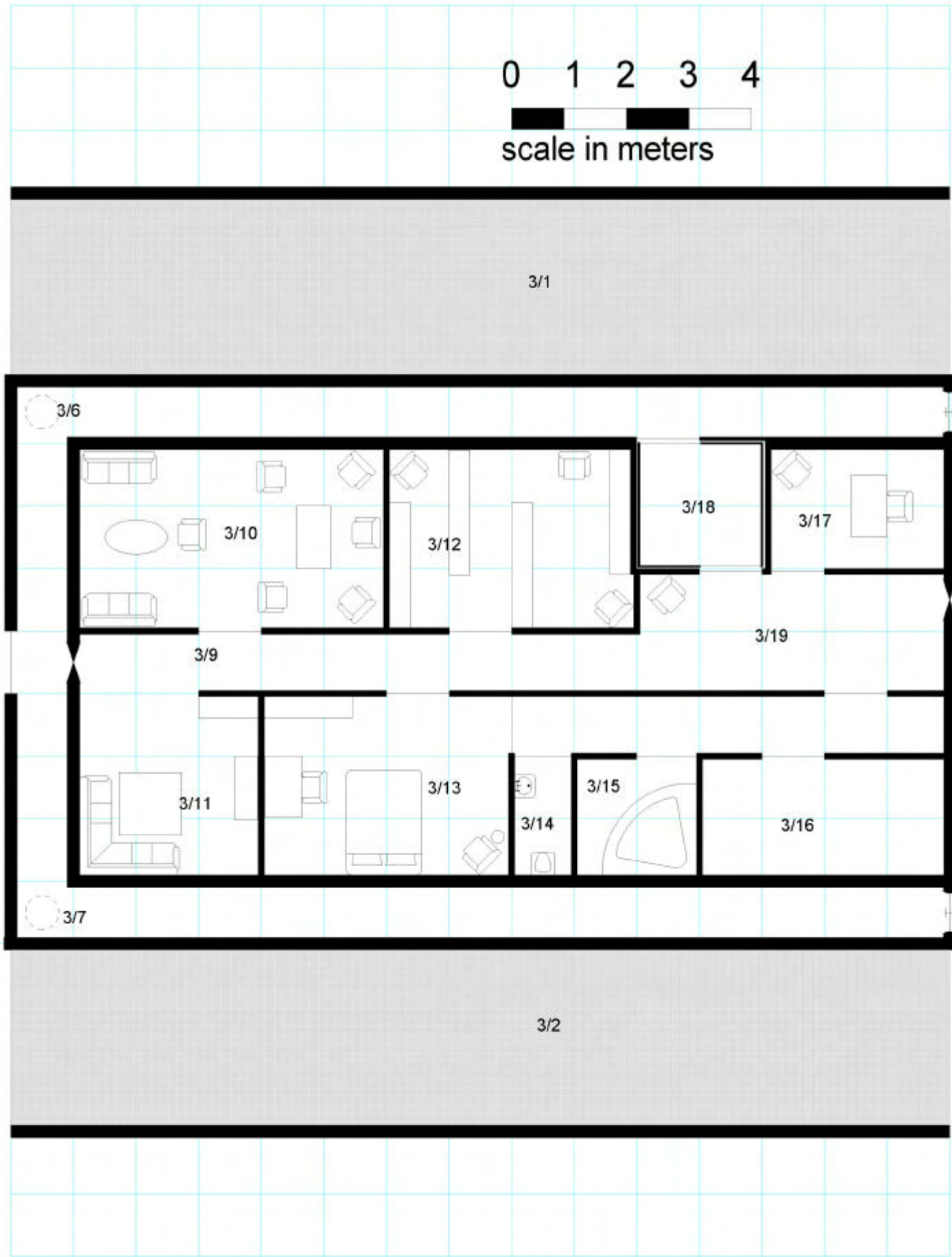
3/9

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3/7

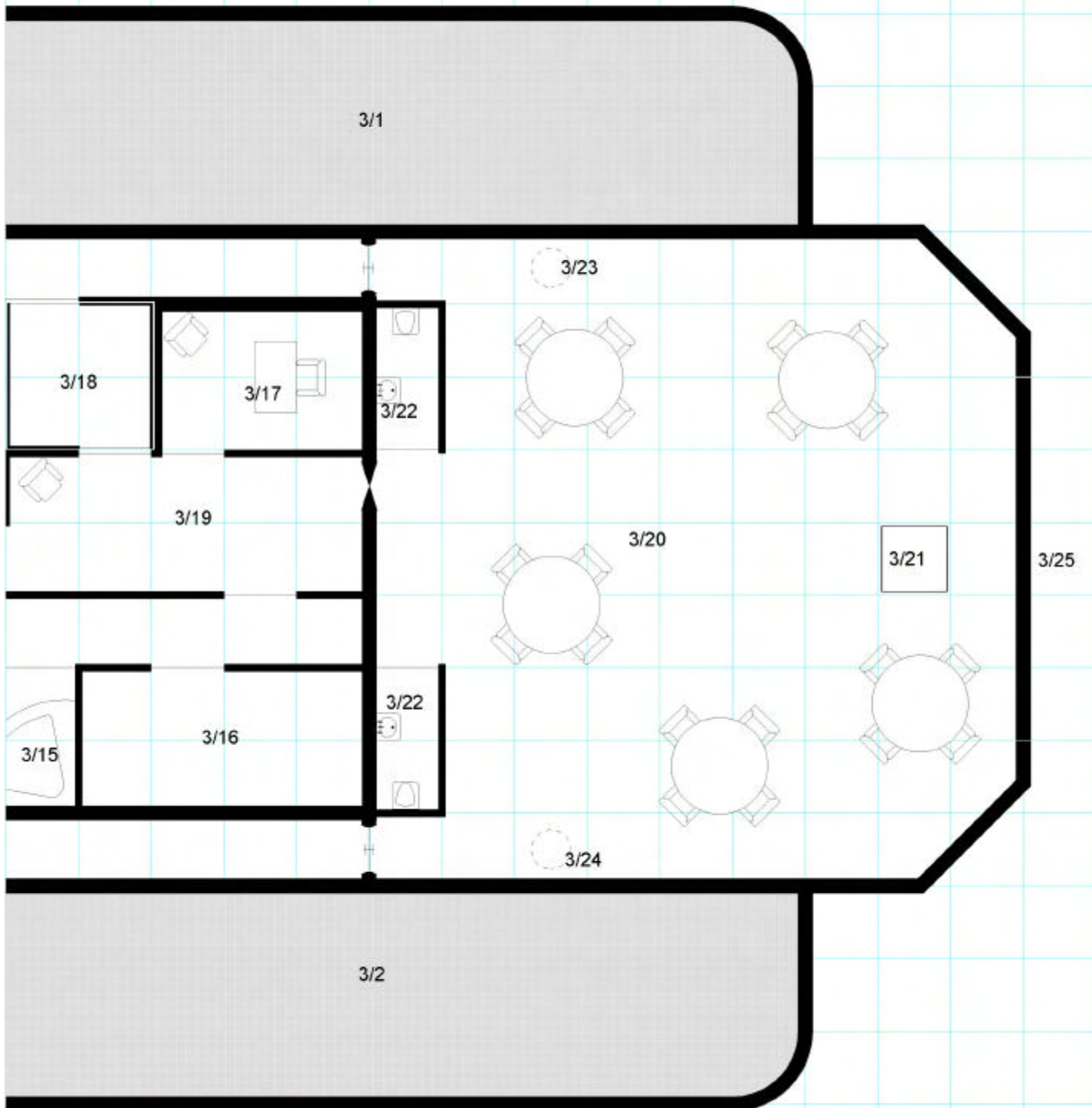




0 1 2 3 4



scale in meters



3/8. Hall: These provide passage for the crew and such passengers who are allowed on this deck) without disturbing the owner.

Owner's Suite – General Notes: The owner's suite is sumptuously appointed, with luxurious fittings, carpets, original artwork, and other refinements. These are superior to those of the rest of the ship.

3/10. Owner's Suite – Sitting Room: This area serves as a private lounge for the owner and his family, as well as any special guests invited to the inner-sanctum.

3/11. Owner's Suite – Private Dining Room: This is rather small by formal dining room standards, but is perfectly suited to small family meals, snacks, and so on.

3/9. Owner's Suite – Halls: These connect the various rooms of the owner's suite with each other and with the rest of deck two.

3/12. Owner's Suite – Library: On this particular yacht, the library contains rare and exotic books and artwork, making it more of a small museum than a true library.

3/13. Owner's Suite – Master Bedroom: Although small by planetary standards, this room is luxuriously appointed and fitted with every convenience.

3/14. Owner's Suite – Lavatory: A compact fresher fitted with a commode and a sink, for the private use of the owner.

3/15. Owner's Suite – Master Bath: The master bath is small by planetary standards, but fitted with every bathing amenity.

3/16. Owner's Suite – Dressing Room: This room holds a variety of clothing, from casual to ultra-formal.

3/17. Owner's Suite – Office: The owner conducts business from this fully-equipped office. It ties in to the ship's communications section, and contains a safe for storage of important documents.

3/18. Aft Elevator: See 2/12.

3/19. Owner's Suite – Aft Hall: This area serves as a private waiting area for the owner's business contacts.

3/20. Lower Lounge: This is ordinarily used as a gymnasium/exercise area for the owner and guests, but can be re-fitted for dances or other entertainments with very little effort. It includes two freshers for the use of guests.

3/21. Stern Hardpoint: This marks the position of the maintenance access panel to the stern turret hardpoint. No turrets are fitted on the yacht, but this is where the

access panel to the turret would be if one were installed. It is ordinarily locked to prevent unauthorized use and cannot be opened except by crewmembers.

3/22. Freshers (P/S): These are provided for the convenience of guests in the lower lounge (see 3/20).

3/23, 3/24. Stern Ladders (P/S): These provide a connection between deck three and lower engineering. They are normally used only by crewmembers (engineering is ordinarily off-limits to passengers, who are permitted to enter only in emergencies).

3/25. Stern Hatch: This hatch opens directly to the outside, and can only be used in a safe atmosphere. It is ordinarily locked to prevent unauthorized use and cannot be opened except by crewmembers.

Variant: Mercenary Cruiser

This vessel shows a *Stellar-Class* liner that has been converted to carry a platoon of mercenaries and their equipment, including surface interface craft and ground transport.

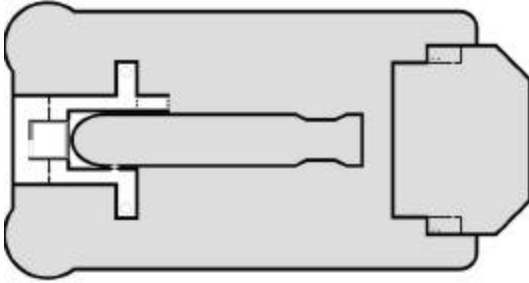
This ship is not an optimal design for a troop-carrying vessel (it is not especially well-armed for a ship its size, and cannot hold its own in a ship-to-ship fight), and is typical of many jerry-rigged mercenary vessels in the hands of the less well-funded merc units. Such vessels are often sold to other merc groups as their original owners either earn enough to afford better or go out of business.



Deck One

The main difference in deck one between the merc cruiser and other versions is the use of a 50-ton modular cutter as the lifeboat/surface interface craft. This normally carries a standard cargo/passenger pod in the cutter and a second pod (usually an armed pod for close support of troops on the ground) on deck three. Other arrangements are possible and equally common.

1/1. Forward Turret Hardpoint: This marks the position of the maintenance access panel to the turret. The turret is remotely operated from a gunner's station



elsewhere on the ship (usually a workstation is added to upper engineering for each turret, as shown on these plans). One of the stewards serves doubles as the gunner for this turret.

1/2. Elevator: This connects all three decks, and is the primary means of getting passengers from one deck to another.

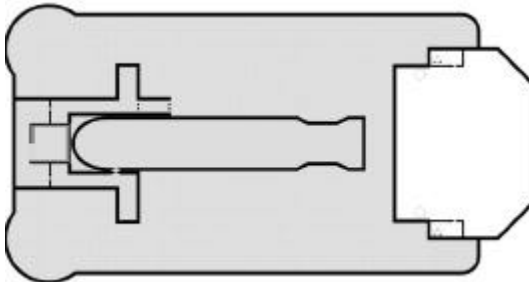
1/3. Transverse Corridor: This connects the two longitudinal corridors on this level with the elevator and the turret/hardpoint.

1/4. Longitudinal Corridor (P/S): The port corridor connects to the lifeboat entry-way, and is used by passengers during emergencies. The starboard corridor connects the dorsal airlock with the transverse corridor, and is used by crewmembers only.

1/5. Dorsal Airlock (Bow): This airlock is primarily used by the crew for maintenance EVAs and emergencies that require access to the dorsal surface of the ship.

1/6. Cutter: The cutter normally carries a passenger/cargo module. If any other modules are carried, they are stored in the cargo hold and must be installed outside the ship during an EVA.

1/7, 1/8. Forward Ladders (P/S): These connect all three decks. In an emergency where the elevator is out of service, the crew will conduct the troops to the lifeboat using these.



Upper Engineering

Upper engineering connects to the rest of the ship via the two aft ladders. It has emergency escape panels, but these are only used when all personnel are in vac suits or rescue balls and the deck has been

evacuated. The two airlocks exit on the dorsal surface of the ship.

1/9-1/10. Aft Ladders (P/S): These are accessible only from the crew section, and connect all three decks.

1/11. Engineering Fresher: This is provided for the relief of the engineering crew.

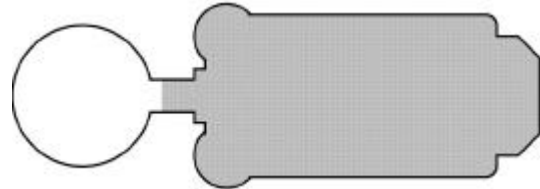
1/12-1/13. Dorsal Airlocks (Aft P/S): This pair of airlocks are also used by the crew (primarily engineering crew) for maintenance EVAs and emergencies that require access to the dorsal surface of the ship.

1/14. Jump Drive: The vessel's jump drive and its associated machinery are located in upper engineering. At least one engineer is on duty in upper engineering at all times.



Deck Two

This area has been converted to troop quarters, at triple occupancy. There is no crew/passenger distinction, but only key personnel are allowed on the bridge and in the engineering section.



2/1. Troop Lounge (forward): Fitted out with entertainment and exercise equipment, this area is used by the troops in rotation.

2/2, 2/12. Troop Lounges (P/S): Smaller lounges similar to 2/1.

2/3. Corridor: This area provides access to the quarters area, and often serves as an impromptu lounge.

2/4-2/11. Troop Quarters: These are fitted with three-level bunks for triple occupancy.

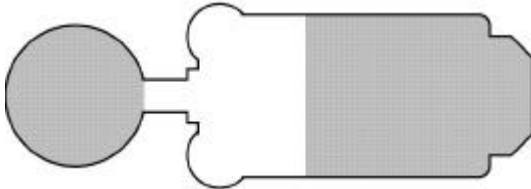
2/13, 2/14 Pantries: These are storage for food and other consumable supplies (except air and water, which are in life support..

2/15 Gallery: This area is fitted with a number of temporary partitions (not shown on the plan) which can be erected to provide the troops with a small degree of personal privacy, which helps ameliorate the overcrowding of the quarters.

2/16. Transverse Hall: This connects the port and starboard corridors leading to the staterooms.

2/17. Elevator: See 1/2.

2/18. CO's Quarters/Office (P/S): The starboard suite has been converted into quarters and an office for the commanding officer of the ground forces.



2/19. Arsenal: The port suite has been converted into a facility for maintenance and repair of their weapons and equipment. It is not an armory – the weapons are not stored here.

2/21-2/26, 2/29-2/34: Staterooms (P/S): These are triple occupancy troop quarters, incorporating three-level bunks.

2/27, 2/35 Laundry (P/S): There are two of these (one on the port, one on the starboard), primarily to handle the bed-clothes, towels, and private laundry of the troops and crew. The stewards handle the labor involved in collecting, cleaning and distributing the ship's laundry.

2/36 Storage: Food and other consumables for the crew are also stored here to supplement the storerooms located elsewhere. Engineering spares and tools are kept in compartments in the engineering section, and weapons in the armory.

2/37. Armory: The troops' weapons are stored here until they are issued just before going into combat. Other equipment for the troops is stored in various places throughout the ship.

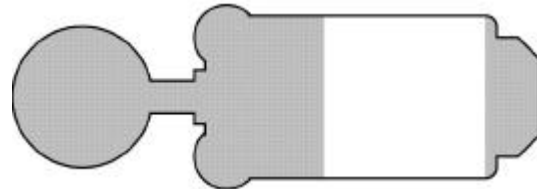
2/38, 2/39 Forward Ladders (P/S): These provide access between decks.

2/40. Bridge: The ship is piloted from here, and all ship's systems can be monitored and controlled from this station. It has a fresher for use by the bridge crew and the ship's locker.

2/41. Captain's Quarters: The ship's captain sleeps here, to be close to the bridge in case of emergency. All important documents and records are in the safe in the attached office.

2/42. Crew's Lounge: This serves as an area for the crew to relax when off-duty, but also serves as an auxiliary wardroom for the unit's NCOs.

2/43. First Officer's Quarters: The ship's first officer sleeps here, also close to the bridge.

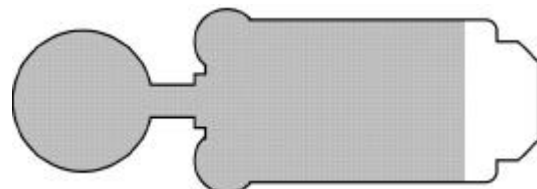


2/43-2/50. Crew's Quarters (P/S): This is the quarters for the ship's crew, including a pilot for the cutter. Lower ranking crew members are double occupancy.

2/51. Crew's Wardroom: The ship's crew and the soldiers are messed here in shifts, because there is not room for everyone to eat at once. Some choose to take their meals in their quarters.

2/52. Infirmary: This area is equipped for immediate emergency medical care, and is not suited to long-term care of military casualties. Long term medical care must be provided off-ship.

2/53. Galley: Meals for the ship's crew and troops are prepared here, almost continually because of the large number of people aboard.



2/54. Lower Engineering: This section of engineering contains the ship's maneuver drives, life support, and other machinery essential to the operation of the ship.

2/55, 2/56. Stern Ladders (P/S): These provide access between decks.



Deck Three

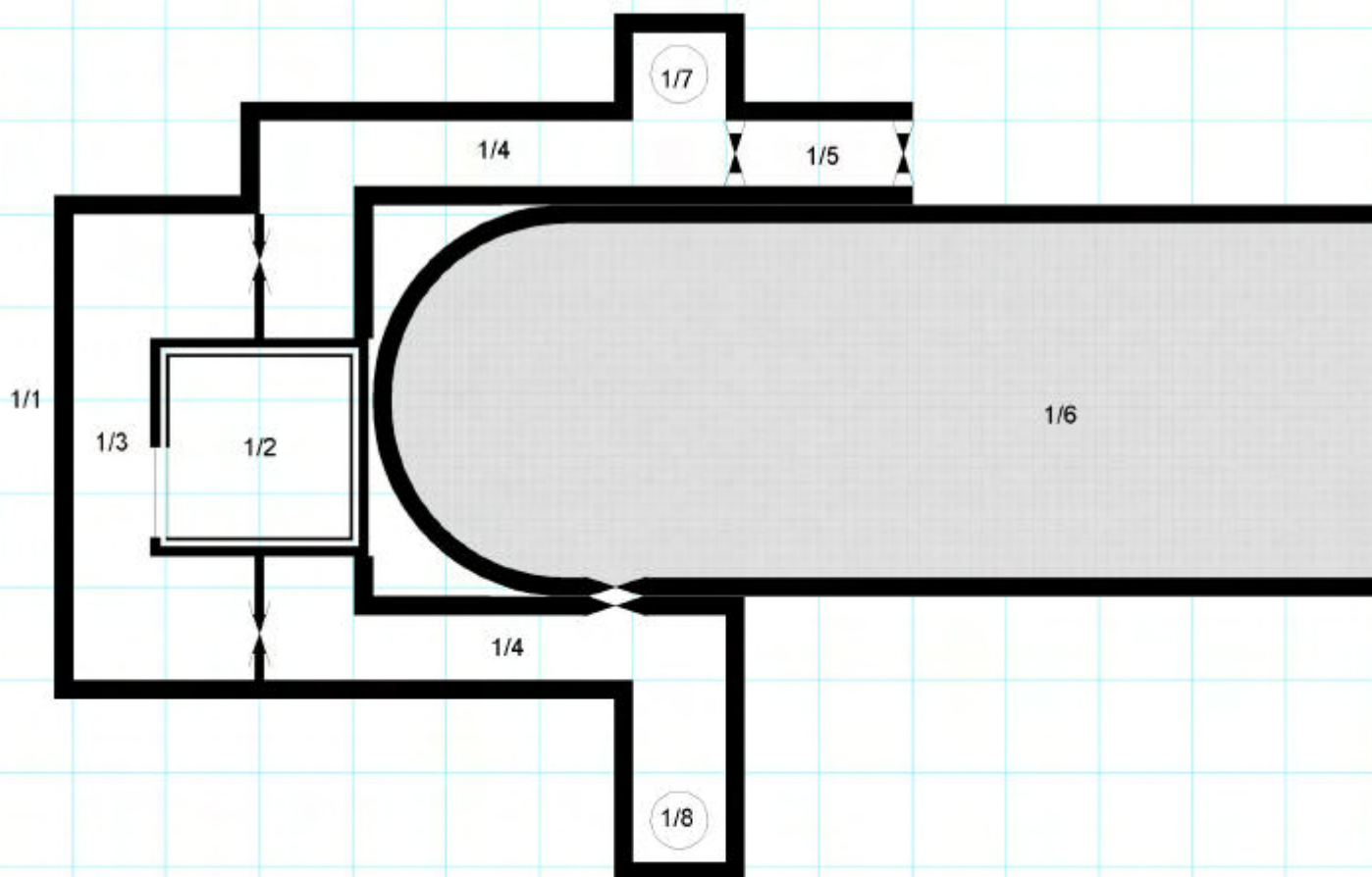
This deck is devoted primarily to storage and maintenance of the unit's vehicles and equipment.

Forward Fuel Tank: This tank is under the forward lounge/quarters area and interconnected with the other tanks, including the corresponding fuel tank located over the lounge/quarters area on deck one.

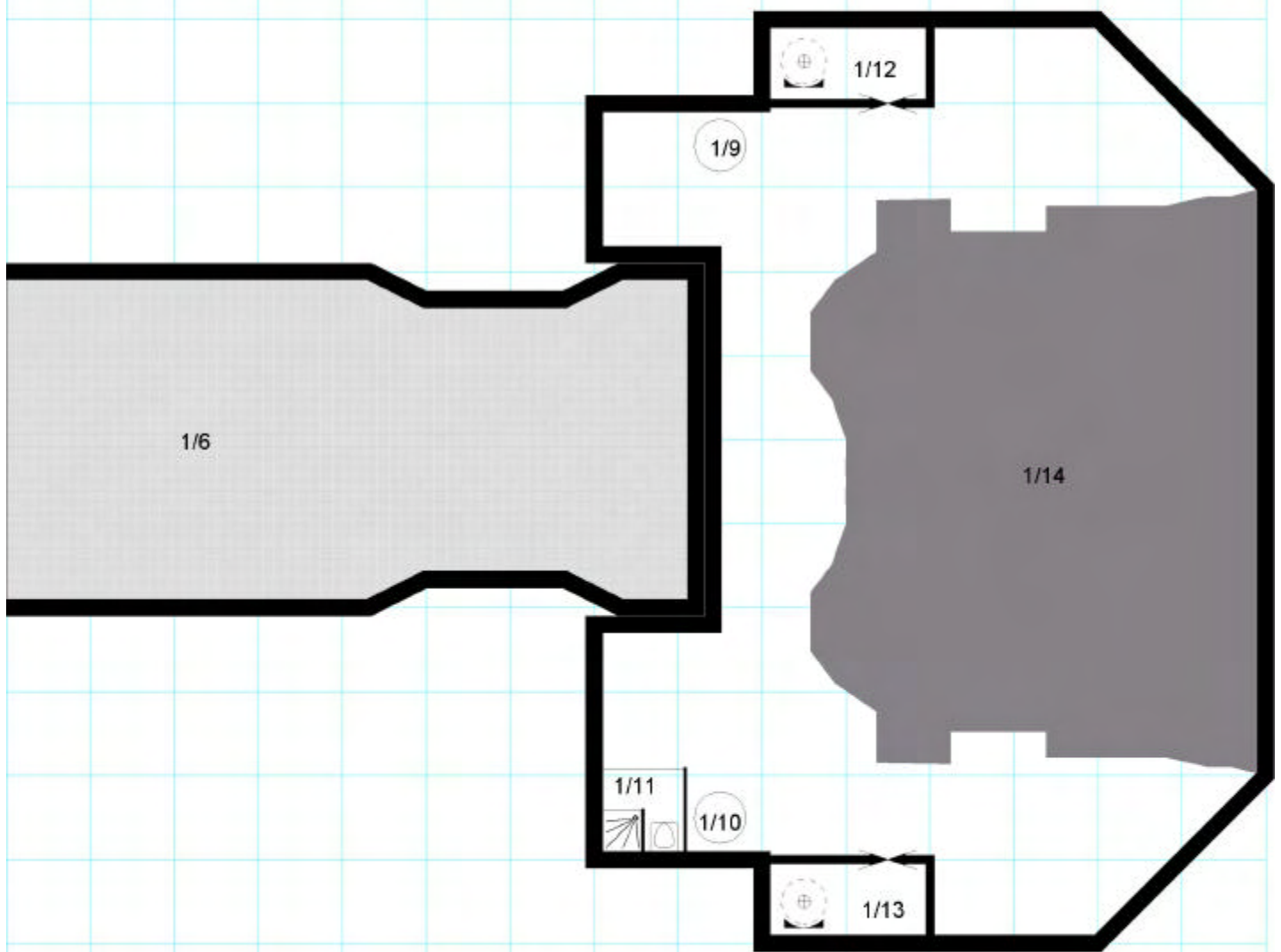
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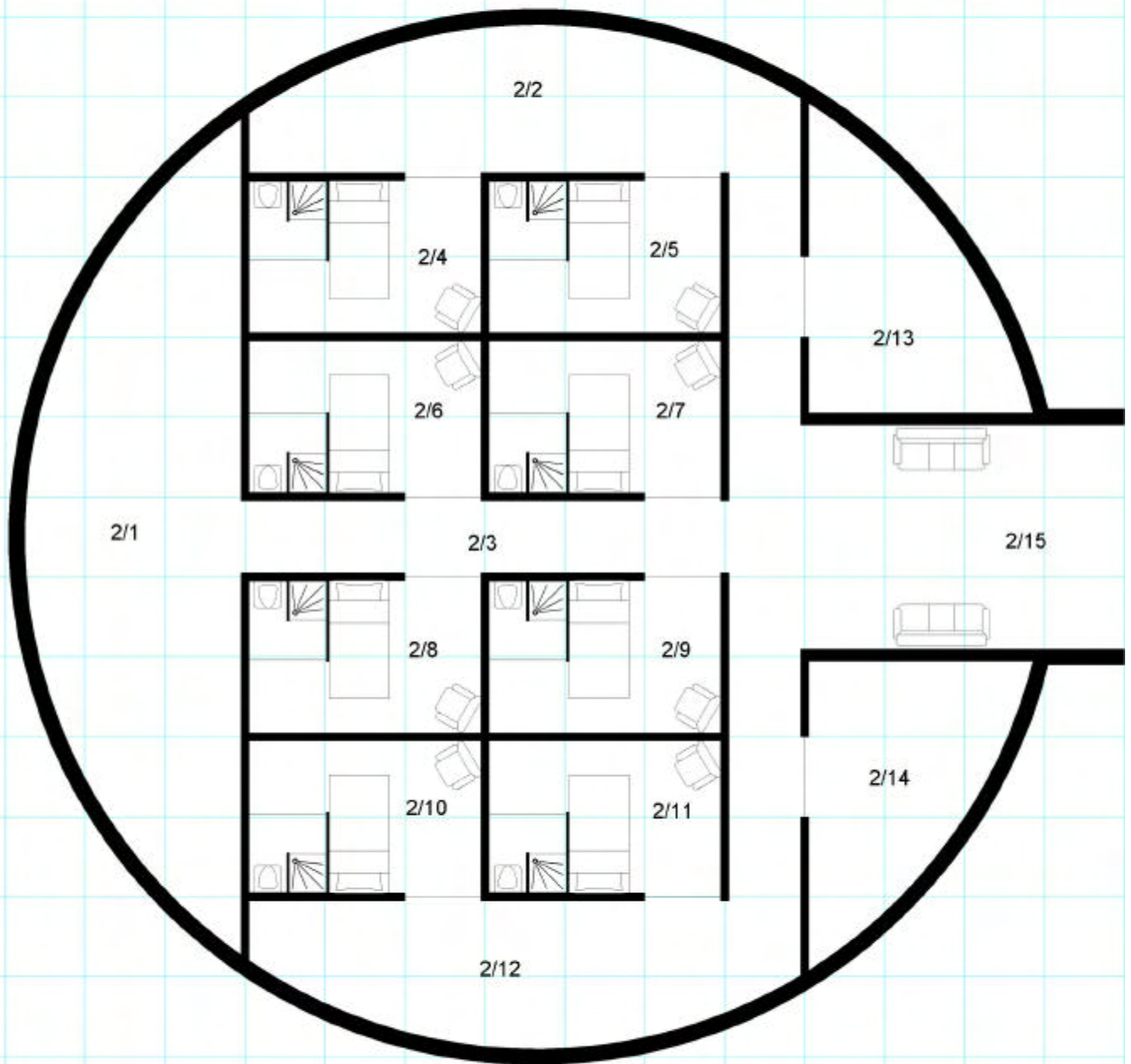
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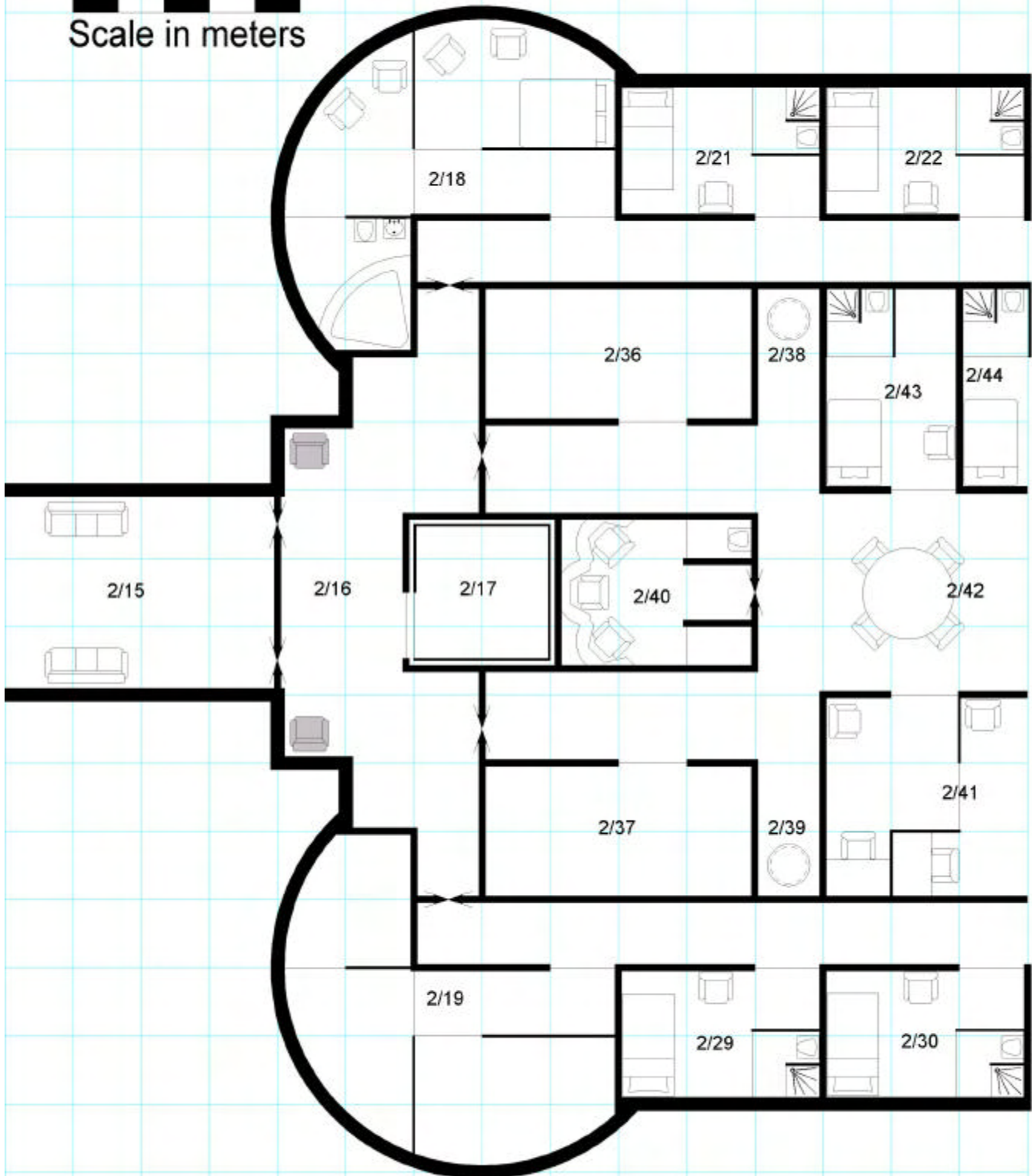


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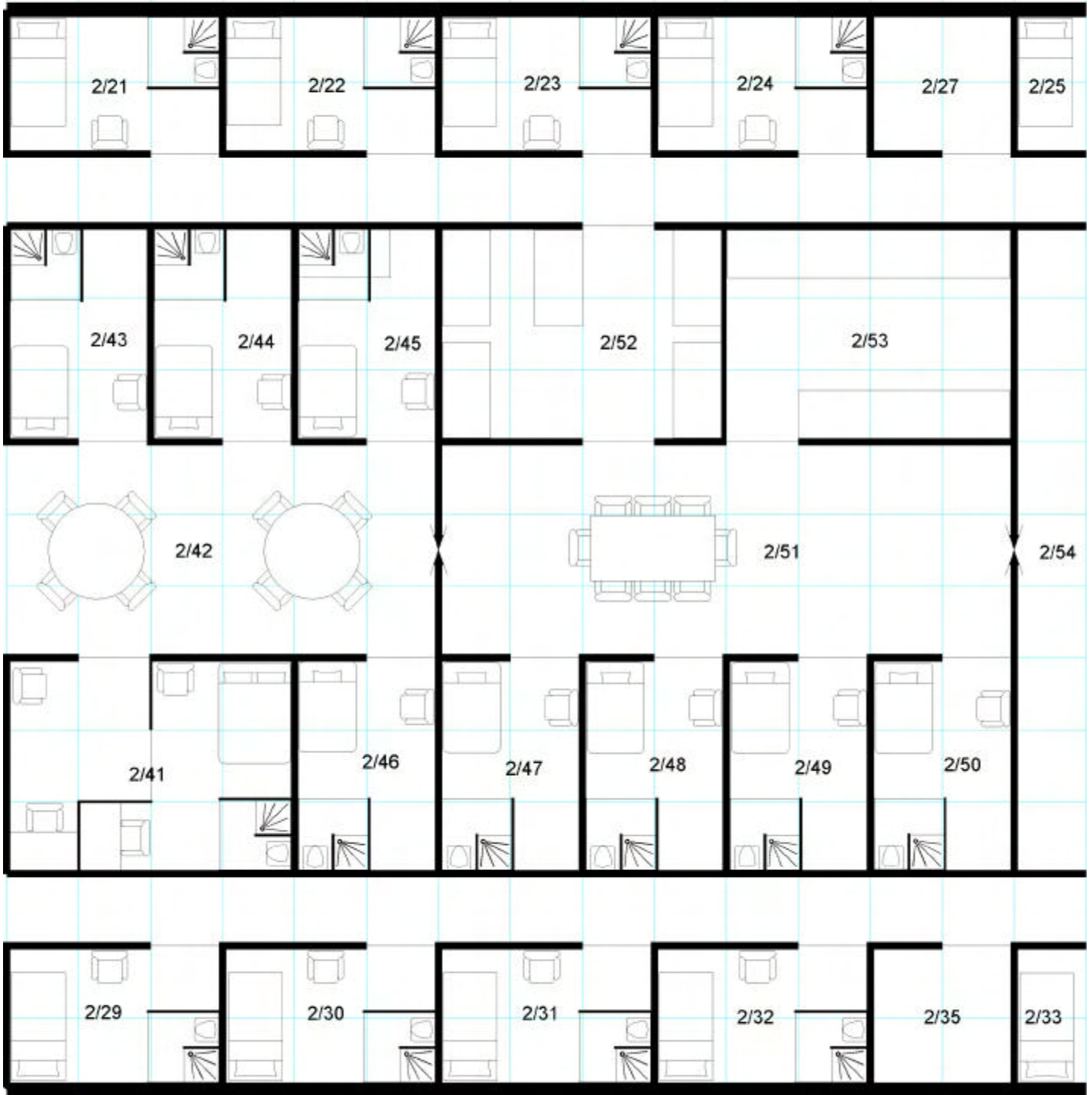


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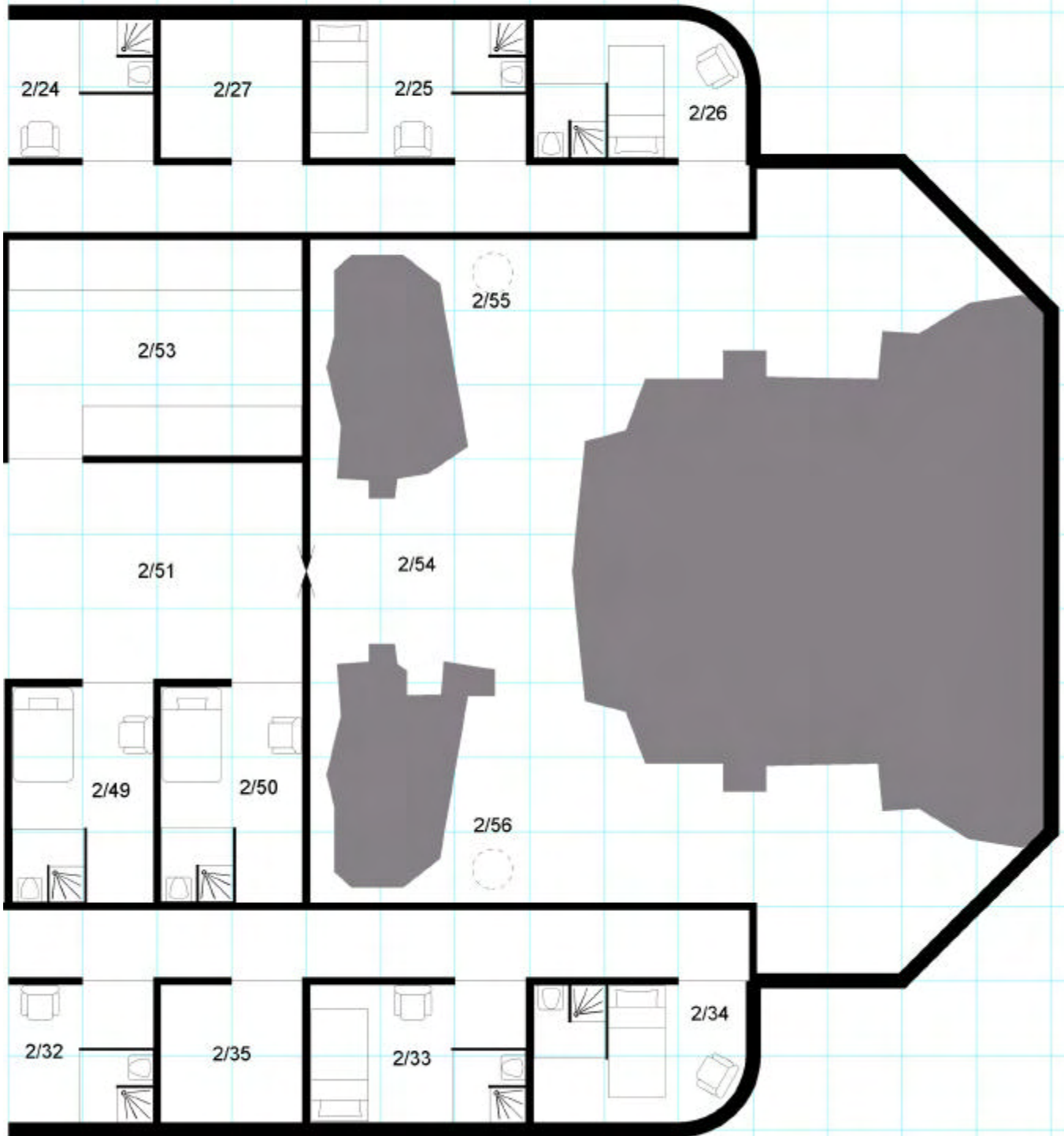
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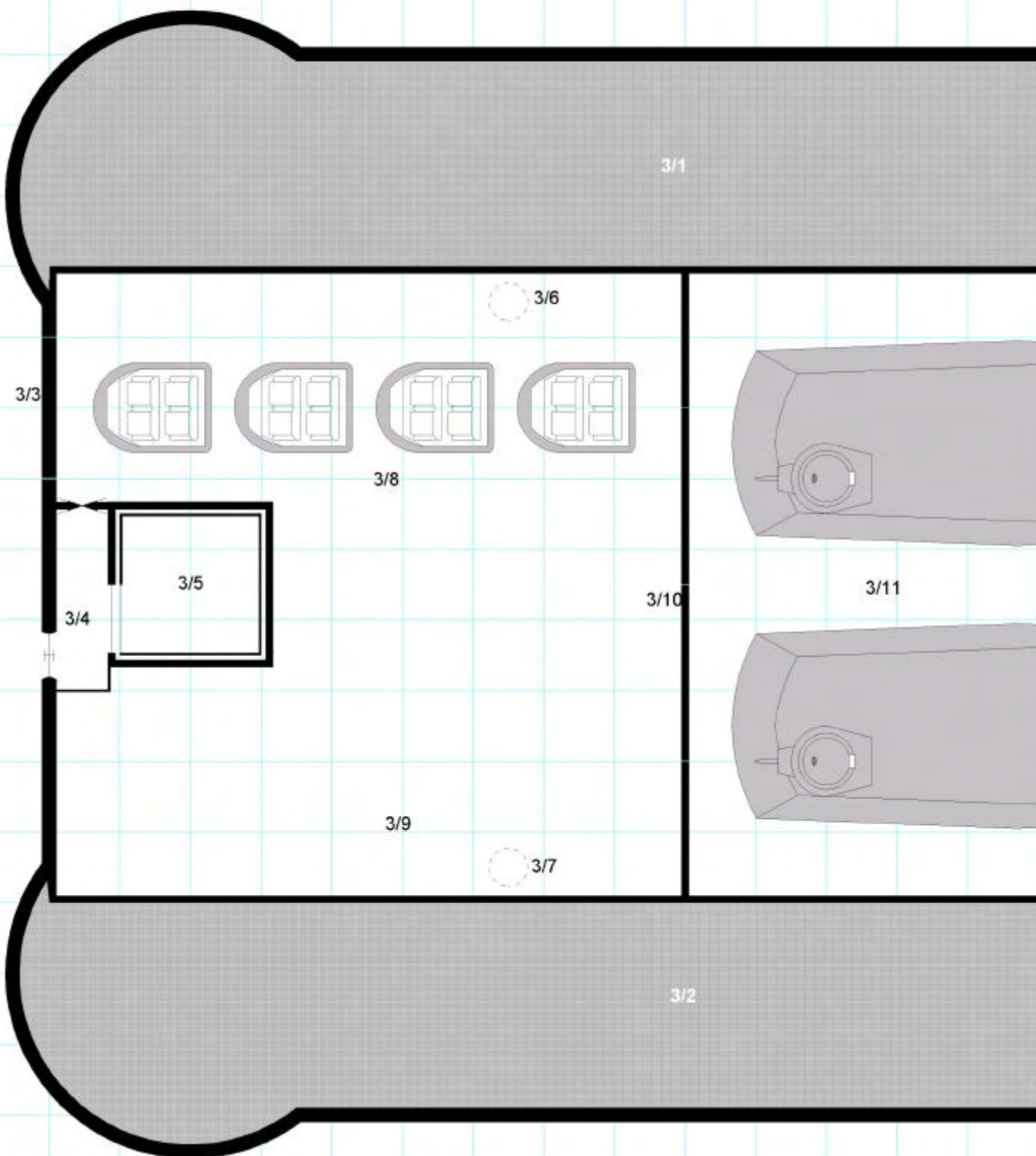
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Scale in meters



0 1 2 3 4



scale in meters



0 1 2 3 4



scale in meters

3/1

3/10

3/11

3/12

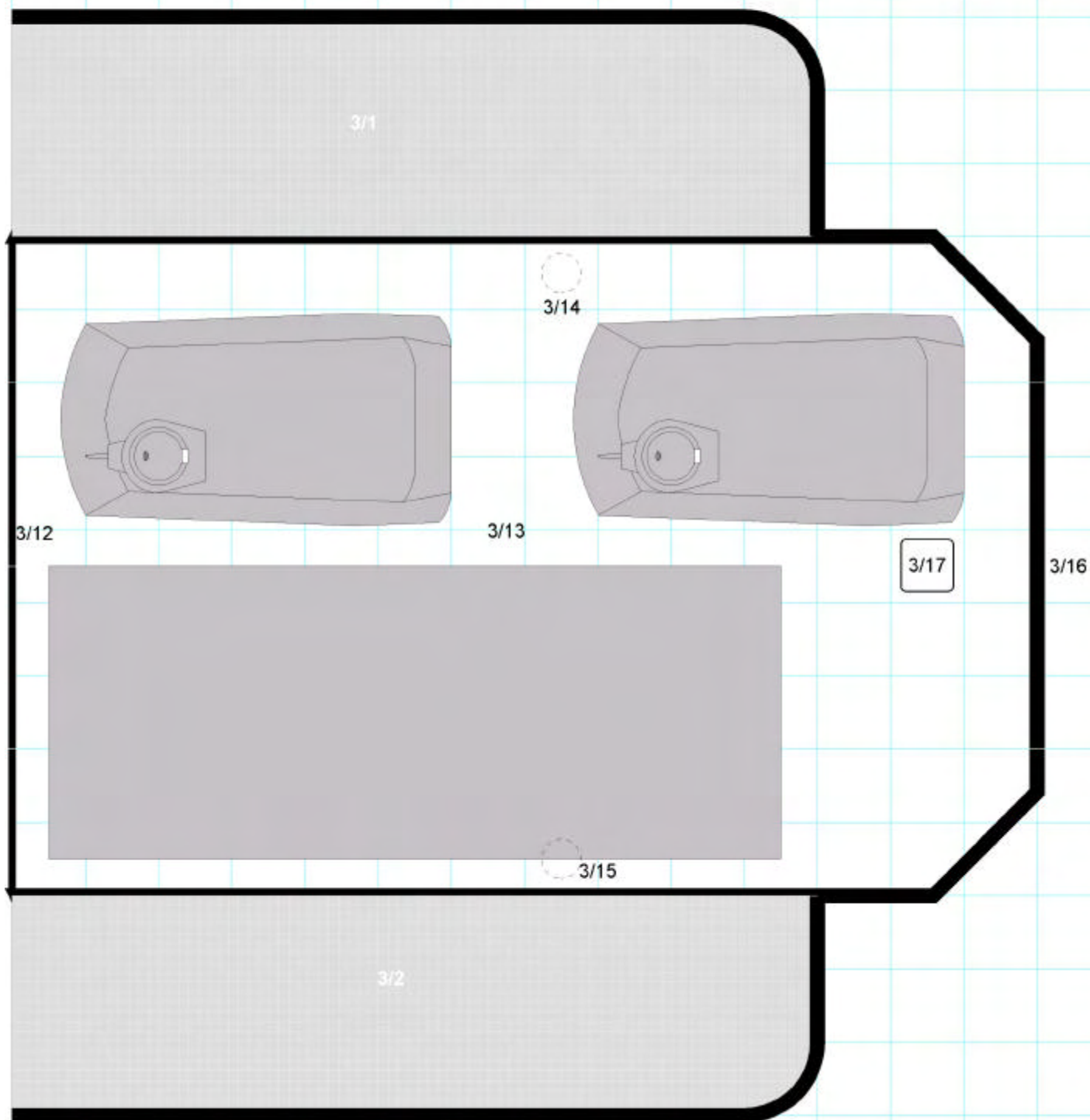
3/13

3/2

0 1 2 3 4



scale in meters



3/1, 3/2. Fuel Tanks (P/S): These tanks are on either side of the cargo holds.

3/3. Bow Cargo Hatch: This hatch opens directly to the outside, and can only be used in a safe atmosphere.

3/4. Deck 3 Airlock: This provides controlled access to the outside even in the absence of an atmosphere.

3/5. Elevator: See 1/2.

3/6, 3/7. Forward Ladders (P/S): These provide access between decks.

3/8. Air/Raft Bay: This is a docking bay for the four air/rafts carried by this particular vessel (two used by the mercs, two by the ship's crew). Tools and spare parts are carried in bins not marked on the plan.

3/9. Forward Cargo Hold: This area holds ammunition and supplies for the soldiers, carried in storage bins not marked on the plan.

3/10. Bulkhead & Hatch (P/S): This pair of retractable doors provides pressure-tight separation between the forward and midships cargo holds.

3/11. Midships Cargo Hold: This area carries two G-Carriers. The stern hold must be unloaded before these vehicles can be unloaded.

3/12. Bulkhead & Hatch (P/S): This pair of retractable doors provides pressure-tight separation between the midships and after cargo holds.

3/13. Stern Cargo Hold: This is used to carry an additional cutter module, and two G-carriers.

3/14, 3/15. Stern Ladders (P/S): These provide access between decks. Note that 3/15 requires the user to squeeze between the bulkhead and the cutter module when the module is in place (the ladder itself is mounted on the bulkhead), and is rarely used in this circumstance.

3/16. Stern Cargo Hatch: These hatches open directly to the outside, and can only be used in a safe atmosphere or if all personnel in the stern hold are in vacc suits.

3/17. Stern Turret Hardpoint: A turret is fitted at this hardpoint, and is controlled from a remote workstation in upper engineering. One of the stewards serves doubles as the gunner for this turret.

Unit Organization

The organization of the unit carried by this particular vessel is determined by the

number of soldiers it can carry and available space for vehicles in the hold. In this particular case, the unit is organized as a platoon with sixty-two effectives, as follows:

Platoon Headquarters: The platoon headquarters consists of the platoon leader (a lieutenant) the assistant platoon leader (a sergeant), a corporal and four enlisted men. The headquarters contains two air/rafts armed with pintle-mounted VRF gauss guns (the enlisted men providing the drivers and gunners).

First Squad: The squad is formed into three four-man fireteams (carried in one G-carrier armed with a cupola-mounted VRF gauss gun), plus a driver and gunner. The squad leader doubles as the 1st fireteam leader, the assistant squad leader doubles as the 2nd fireteam leader and a corporal leads the 3rd fireteam.

Second Squad: Same as 1st squad.

Third Squad: Same as 1st squad.

Weapons Squad: The weapons squad is formed from two weapon teams, each containing a tactical missile launcher system (and 4-man crew) and a gunner (a corporal). The weapons squad is commanded by a sergeant, and is carried in a G-carrier (with driver and gunner) armed with a cupola-mounted VRF gauss gun.

Weapons and Equipment: All soldiers are equipped with helmets and web gear, and are armed with ACRs. Specifics of additional support weapons and other equipment are left to the wishes of the referee and the players. The air/rafts and G-carriers may be armed with different weapons at the referee's discretion.

Game ratings for these weapons and vehicles are contained in several paces and will not be repeated in this book.

Note that little room is allowed on this ship for maintenance of the vehicles and other equipment. Major overhauls of the air/rafts or G-carriers must be undertaken outside the ship (on the surface of a world or at a starport or space station) – not the most efficient of situations.

Adventure Seeds

The possible adventure situations fall into different groups depending on the relationship of the characters to the vessel, and to the type of vessel. The referee should adapt these ideas to the tastes of the players.

Liner

Since there are more than a dozen crew positions on the liner, only the largest gaming groups will have all jobs filled by player characters. It is suggested that the key positions (captain, exec, pilot, navigator, chief engineer, etc.) be filled by player characters, and the lesser positions (gunner/stewards, junior engineers, etc.) be filled by NPCs. With a few NPCs available to serve as “red shirts” the referee has more freedom of action in dangerous situations (to “show how the monster works” as designer John Harshman used to say).

Subsidized liners have a route they are contractually required to travel, and have less freedom of action than ordinary starships. This will probably be irrelevant to characters who are passengers on a subsidized liner, and may or may not make a difference to characters who are hired as crew on one.

If the liner is paid off and free to run a non-subsidized trade route, and it is owned by one or more of the player characters, the group will be able to travel pretty much wherever they want.

Smuggling: A liner on a regular route is the perfect vehicle for a smuggler, either a regular passenger or a member of the crew. The material smuggled must be determined by the economics of the route traveled.

Hijacking: Liners with large numbers of passengers are prime targets for hijackers, especially anti-Imperial terrorists such as the Ine Givar, or simply to sell the ship for a profit several subsectors away.

Murder (or other crime): This is an old notion, where the adventurers are under pressure to solve a crime before the vessel arrives at its destination and the suspects scatter to the stars. The large number of passengers and crew make the pool of suspects larger, and give the referee more room to create red herrings and distractions for the adventurers.

Rescue: In this situation, the liner receives a distress call while maneuvering to or from the jump point in a system, and must divert to come to the rescue of another vessel, deep space installation, or remote settlement. The problem needs to be something that the liner can help with, such as evacuating the staff of a research station or the crew and passengers of a small starship.

Yacht

The owner of the yacht (either PC or NPC) will have control over where the yacht goes and why it goes there. Since yachts are usually owned by nobles, and nobles are often involved with local or Imperial government, diplomatic and political situations can be added to the mix of adventure possibilities. If the noble is a player character, the others can be his assistants or family.

On a yacht, it is suggested that most of the crew be NPCs, reserving player characters for the command positions among the crew and the staff of the owner.

Smuggling: Smuggling on board a yacht is more problematic than aboard a liner, but the chance that the owner has diplomatic status (and his ship is immune from local searches) means that it can still occur.

Murder (or other crime): The pressure on the adventurers here is to solve the crime quickly to avoid political repercussions to the owner.

“Power behind the Throne”: In this campaign situation, the adventurers are the staff and aides to the NPC noble, who work in the background to give the noble greater success than his actual abilities deserve. It is the referee’s choice whether the noble is of average talents (a la Yes, *Minister*) or less than average (a la Jeeves and Wooster).

Family Affairs: The NPC noble has placed the adventurers in charge of his family while he carries out negotiations. The group must act as bodyguards and/or babysitters to one or more noble children. Depending on the age and personality of the family members involved, this situation can be slapstick, mildly humorous, or deadly serious (or a combination of all of these).

Merc Cruiser

There are so many mercenaries aboard the merc cruiser that it is doubtful that they will all be player-characters. It is better if the players take the roles of the senior crew of the cruiser and/or the command staff of the mercenary unit.

The details of individual mercenary tickets are beyond the scope of this publication, but several suitable tickets are given in the GDW publication **Supplement 6, 76 Patrons** (available in **The Classic Supplements: 1-13**, a facsimile reprint edition from Far Future Enterprises).

Game Ratings

The author wishes to express his thanks to Kevin Walsh and Mike Wallis for their assistance in preparing game ratings for the ships in this book. Any errors in the book are, of course, my own.

Classic Traveller Ratings

Bastien/Stellar-Class Subsidized Liner

AM-6431332-000000-00000-0 MCr355.14 600 tons Crew=16, Passengers=28 Cargo=108
Fuel=198 Agility=1 TL=12

MegaTraveller Ratings

Bastien/Stellar-Class Subsidized Liner

CraftID: *Bastien/Stellar* class Liner, Type M, TL 13, MCr 179.498

Hull: 540/1350, Disp=600, Config=4USL,
Armor=40F

Unloaded=4377 tons, Loaded=6171 tons

Power: Fusion-13=1575Mw, Duration=30/90

Loco: Maneuver=1G,
Jump=3,
NOE=40kph, Cruise=225kph,
Top=300 kph,
Agility=0

Commo: 1xRadio (System)-12, 1xLaser Comms (System)-12,

1xMaser Comms (System)-12

Sensors: 1xEMS Active Array-12 (Planetary), 1xEMS Passive Array-13 (Substellar),
1xNeutrino Sensor-13 (100Kw)

ActObjScan=Difficult

ActObjPin=Difficult,

PasObjScan=Difficult,

PasObjPin=Difficult,

PasEngScan=Routine,

PasEngPin=Difficult

Offensive: None (6 hardpoints)

Defense: DefDM=+4

Control: Computer=3x3, Panel=Holo Linked x528,

Environ=BasEnv, bls, els,

Environ=Artificial Gravity Plates, Inertial Compensators, Air Locksx4

Accomm: Crew=16 (Bridge=7, Engineering=3, Medical=1, Command=1, Stewards=4)

Staterooms=30, Sickbay, Passenger's Lounge, Reception Area/Secondary Lounge,

Upgrade 2 suites to luxury size (extra room), Crew's Lounge, Lifeboat x 1

Other: Cargo= 1080kliters, Fuel = 1772kliters,

Object Size=Average

EM Level=Faint

GURPS Traveller Ratings

Bastien/Stellar-Class Subsidized Liner

Crew: 16 Total. 7 Command and Control, 2 Jump Drive, 2 Maneuver Drive, 1

Medical, 4 Stewards (2 double as gunners, one as small craft pilot).

Hull: 600-ton USL, non Lifting Body, Medium Frame, Standard Materials,

Crystaliron (Expensive) Armored Hull (DR 100), Heavy Compartmentalization.

Control Areas: Basic Bridge (Hardened, Complexity 7), Basic Security, EW (Hardened, Complexity 8), Enhanced Commo Suite.

Communicator Range (mi)	Radio	Maser	Laser	Meson
Basic Bridge	50 million	0	100 million	0
Enh Commo Suite	50 million	500 million	1 million	1 million
Sensors Range/Rating (mi)	PESA	AESA	Radscanner	
Basic Bridge	20,000/37	100,000/41	2,000/31	
EW Range/(Rating) (mi)	Area Jammer	RDF	Radio Jammer	
	EW45/7	500,000,000	50,000	

Engineering: Engineering (15.4 dtons[641.4 MW], 56 Continuous Life Support), 25 Jump Drive, 78 Maneuver Drive (1.00 / 1.28 Gs, 3,120 stons thrust), 181 Cryonic Internal Tank (Fire 0, Loaded with 180 stons), 2 Utility, 86.9 Man-Hours/day Maintenance. Accommodations: 28 Stateroom, 2 Sickbay (4 Patients), 2 Brig/Armory/Safe (50 Users), 2 Complete Workshop (6 Users), 2 lounge (8 Users).
 Armaments: None fitted, 2 hardpoints.
 Stores: 96 Hold.
 Statistics: EMass 2,429.56 stons, LMass 3,114.56 stons, Cost MCr327.87, HP 45,000, Damage Threshold 4,500, Size Mod 9, HT 12, CP 86.
 Performance: Jump-3, sAcc L/E 1.00 / 1.28 Gs, Airspeed 330 mph, Aerostatic Lift 3,120 stons.
 Sample Times : Orbit 129.97 Hrs, Escape Velocity 183.78 Hrs, 100D 6.38 Hrs, Earth-Mars 109.53 Hrs.

Classic Traveller Ratings

Custom Yacht Variant

YY-6431332-000000-00000-0 MCr402 600 tons
 Crew=16, Passengers=28 Cargo=108 Fuel=198 Agility=1 TL=12

MegaTraveller Ratings

Custom Yacht Variant

CraftID: Yacht, Type Y, TL 13, MCr211
 Hull: 540/1350, Disp=600,
 Config=4USL
 Armor=40FUnloaded=5442 tons,
 Loaded=6800 tons
 Power: 2/4, Fusion-13=1575Mw,
 Duration=30/90
 Loco: 2/4, Maneuver=1G, 3/6, Jump=3, NOE=40kph, Cruise=225kph, Top=300kph, Agility=0
 Commo: 1xRadio (System)-12, 1xLaser Comms (System)-12, 1xMaser Comms (System)-12
 Sensors: 1xEMS Active Array-12 (Planetary),
 1xEMS Passive Array-13 (Substellar),
 1xNeutrino Sensor-13 (100Kw),
 1xHi Pen Densitometer-13 (100m),
 ActObjScan=Difficult, ActObjPin=Difficult,
 PasObjScan=Difficult, PasObjPin=Difficult,
 PasEngScan=Routine,
 PasEngPin=Difficult
 Offensive: None (6 hardpoints)
 Def: DefDM=+8
 Control: Computer=7x3,
 Panel=Holo Linked x189,

2xHolds-up Holodisplay
 Environ=basic Env. basic Is,
 extend Is, gravity plates,
 inertial comp

Accomm: Crew=16 (Bridge=7, Engineering=3, Medical=1, Command=1, Stewards=4)), Double
 Staterooms=2, Staterooms=10, Small Staterooms=2 (Offices), Medical Bay x 1, Lounge x 2,
 Ship's Boat x 1

Other: Cargo= 1282.5kliters (95 Tons), Fuel = 1020kliters (66kliters for subcraft).
 Object Size=Average
 EM Level=Moderate

GURPS Traveller Ratings

Custom Yacht Variant, (TL10)

Crew: 16 Total. 7 Command and Control, 2 Jump Drive, 2 Maneuver Drive, 1
 Medical, 4 Stewards (1 doubles as small craft pilot).

Hull: 600-ton USL, non Lifting Body, Medium Frame, Standard Materials, Crystaliron
 (Expensive) Armored Hull (DR 100), Heavy Compartmentalization.

Control Areas: Basic Bridge (Complexity 7), Enh Commo Suite.

Communicator Range (mi)	Radio	Maser	Laser	Meson
Basic Bridge	50 million	0	100 million	0
Enh Commo Suite	50 million	500 million	100 million	1 million
Sensors Range/Rating (mi)	PESA	AESA	Radscanner	
Basic Bridge	20,000/37	100,000/41	2,000/31	

Engineering: Engineering (19.6 dtons[818.12 MW], 28 Continuous Life Support), 25 Jump Drive,
 128 Maneuver Drive (3.01/4.88 Gs, 5,120 stons thrust), 181 Cryonic Internal Tank, 2 Utility, 58.8
 Man-Hours/day Maintenance.

Accommodations: 10 Stateroom, 2 Luxury Double-size Stateroom, Sickbay (4 Patients), Luxury
 suite (8 Users), Luxury Hall/Bar/Conference Room (50 Users), Brig/Armory/Safe (25 Users),
 Lounge (20 Users), 2 Normal Office (8 Users).

Armaments: None.

Stores: 30 Vehicle Bay (30-ton Gig), 95 Hold.

Statistics: EMass 1,048.34 stons, LMass 1,703.33 stons, Cost MCr149.91, HP
 45,000, Damage Threshold 4,500, Size Mod 9, HT 12, CP 72.

Performance: Jump-3, sAcc L/E 3.01 / 4.88 Gs, Airspeed 8,267 mph, Aerostatic Lift 5,120
 stons.

Sample Times : Orbit 0.11 Hrs, Escape Velocity 0.16 Hrs, 100D 3.68 Hrs,
 Earth-Mars 63.23 Hrs.

Classic Traveller Ratings

Mercenary Cruiser Variant

MC-0206601-000000-00000-0 MCr16 30 tons

Crew=16, Passengers=63 Cargo=6 Fuel=6.5 Agility=6 TL=9

MegaTraveller Ratings

Mercenary Cruiser Variant

CraftID: *Bastien/Stellar-class* Liner Mercenary Variant, Type MC, TL 13, MCr 329.171

Hull: 540/1350, Disp=600, Config=4USL, Armor=40F

Unloaded=5576 tons, Loaded=6781 tons

Power: 6/12, Fusion-13=3717Mw, Duration=30/90
 Loco: 16/32, Maneuver=1G, 32/64, Jump=3, NOE=40kph, Cruise=225kph, Top=300kph, Agility=2
 Commo: 1xRadio-12 (System), 1xLaser Comms-12 (System), 1xMaser Comms-12 (System)
 Sensors: 1xEMS Active Array-12 (Planetary), 1xEMS Passive Array-13 (Substellar), 1xNeutrino Sensor-13 (100Kw), 1xHi Pen Densitometer-13 (100m), ActObjScan=Difficult, ActObjPin=Difficult, PasObjScan=Difficult, PasObjPin=Difficult, PasEngScan=Routine, PasEngPin=Difficult
 Offensive: BeamLaser = x 0 2
 Bear x 0 1 Bear x 0 1
 Defense: DefDM=+10
 Control: Computer=7x3, Panel=Holo Linked x257, 2xHeads-up Holodisplay, Electronic Circuit
 Protection Environ=Basic Environment, Basic Life Support, Extended Life Support, Environ=Artificial Gravity Plates, Inertial Compensators
 Accom: Crew=16 (Bridge=2, Engineering=1, Gunnery=2, , Medical=1, Command=3, Stewards=1)
 Staterooms=10, Bunks=63
 Medical Bay x 2, Gymnasium x 4, Brig, Modular Cutter x 1, Cargo Module x 1, GCarrier x 4, Air/Raft x 4
 Other: Cargo= 1080kliters (80 Tons), Fuel = 1772.4kliters (165.6kliters for subcraft), Object Size=Average
 EM Level=Faint

GURPS Traveller Ratings

Mercenary Cruiser Variant

Crew: 16 Total. 7 Command and Control, 1 Jump Drive, 1 Maneuver Drive, 1 Medical, 2 Turret Gunners, 2 Stewards, 2 A/R pilots.

Hull: 600-ton USL, non Lifting Body, Medium Frame, Standard Materials, Crystaliron (Expensive) Armored Hull (DR 100), Heavy Compartmentalization.

Control Areas: Basic Bridge (Hardened, Complexity 7), Basic Security, EW (Hardened, Complexity 8), Enh Commo Suite.

Communicator Range (mi)	Radio	Maser	Laser	Meson
Basic Bridge	50 million	0	100 million	0
Enh Commo Suite	50 million	500 million	100 million	1 million
Sensors Range/Rating (mi)	PESA	AESA	Radscanner	
Basic Bridge	20,000/37	100,000/41	2,000/31	
EW Range/(Rating) (mi)	Area Jammer	RDF	Radio Jammer	
	EW45/7	500,000,000	50,000	

Engineering: Engineering (15.4 dtons[641.4 MW], 56 Continuous Life Support), 25 Jump Drive, 78 Maneuver Drive (1.00 / 1.28 Gs, 3,120 stons thrust), 181 Cryonic Internal Tank, 2 Utility, 86.9 Man-Hours/day Maintenance.

Accommodations: 28 Stateroom, 2 Sickbay (4 Patients), Low Berth (4 Cryoberths), 2 Brig/Armory/Safe (50 Users), 2 Complete Workshop (6 Users), 2 Gymnasium (8 Users).

Armaments: None.

Stores: 96 Hold 6 dtons free for cargo), 5 Anti Blast Magazine (5xLt Missile Turret Load [x82], 0 dtons free for cargo).

Statistics: EMass 2,429.56 stons, LMass 3,114.56 stons, Cost MCr327.87, HP 45,000, Damage Threshold 4,500, Size Mod 9, HT 12, CP 86.

Performance: Jump-3, sAcc L/E 1.00 / 1.28 Gs, Airspeed 330 mph, Aerostatic Lift 3,120 stons.

Sample Times: Orbit 129.97 Hrs, Escape Velocity 183.78 Hrs, 100D 6.38 Hrs, Earth-Mars 109.53 Hrs.

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– Loren Wiseman