

## Binndee Tydeswell TS Type-YS2 Kunderai Class Yacht

### Origins

Though not a common sight, the Kunderai is still classified as an Imperial Standard design, thanks to its long history. While there are countless yachts and pleasure craft dawdling around known space, few are like the Kunderai, specifically built for a single occupant. The origins of the design date back hundreds of years, to a retired X-boat pilot named Vinn Kunderai. Vinn so missed the solitude of his old job that he convinced a megacorp to sponsor him in an attempt to cross the Imperium alone. Vinn intended to fit out a Type-S Scout for the voyage, but he found too many difficulties in unifying the control systems for a single pair of eyes and hands. He looked to the sports yacht market for a better starting point, selecting the Min Shaanrai, a 100-ton custom racing yacht for his voyage, stripping the yacht to its bare bones and refitting it for solo operation. The Kunderai class Yacht is a recreation of the vessel that made this historical journey. In terms of appearance, it is virtually identical to the Min Shaanrai, though it benefits from far more refined systems.

### Construction

Binndee were a family run specialist engineering firm, established as experts in the design of custom small starships for the corporate and civilian markets. They had designed a number of successful touring ships, and had contracts with the sector's Duke for the design fast couriers. When Ernesto Binndee, the company founder died suddenly, the business merged with Tydeswell Trans Stellar,

a maker of mining and heavy plant space craft. Tydeswell TS, facing a shrinking market, aimed to use Binndee's facilities and engineering experience to break into the civilian and blue-chip markets. The Kunderai was conceived as a design that could generate useful publicity, as well as showcase their combined design and engineering prowess.

The Kunderai's hull was a straight recreation of the Min Shaanrai's sleek enclosure, using the original blueprints, only slight modified to reduce the size of the port and starboard baffles. Vinn Kunderai had fitted out the Min Shaanrai using old parts from scrapped Express boats and Scouts, Binndee Tydeswell, instead, adapted their own systems, designed from the outset with maximum automation and minimum servicing in mind.

Binndee's Epsilon Gypsy4 Fusion plant and the Rosen-Alkullan J4 Jump Coil both use a patented modular construction, allowing the main mechanical components to be separated from each other without having to dehouse the whole assembly. Cradles and lifters are built into the drives, making it possible for the pilot to affect repairs that would require a dry dock for most ships. In reality the drive systems are designed to make in-field repairs highly unlikely. The Neurexos G77 Model5 Computer is fully integrated into all drive systems and runs continuous unit tests. Nearly all failures can be predicted days or weeks before they happen. The G77 is installed with an enhanced Intellect program, allowing the Kunderai to virtually fly itself, although officially the ship is rated for autopiloting only in emergencies where the pilot isn't able to fly safely.

# Solo Yacht

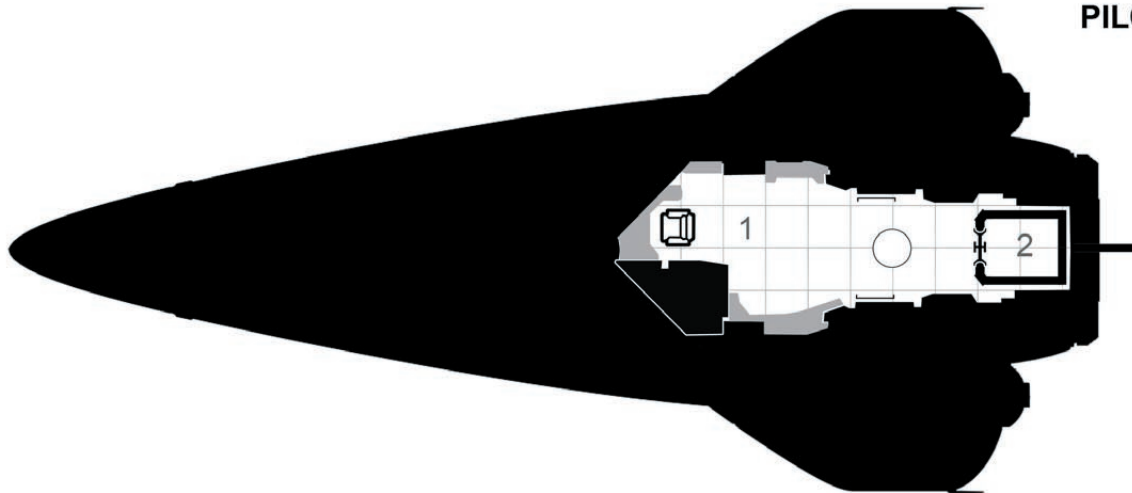
Kundeai Class Solo Yacht			Tons	Price (MCr)
<b>Hull</b>	100-ton	Hull 2		2.20
	Streamlined	Structure 2		
<b>Armour</b>	None	Self-Sealing		1.00
<b>Jump Drive B</b>			15	20.00
<b>Manoeuvre Drive B</b>				
<b>Power Plant B</b>		Emergency Power Plant	7.7	17.60
<b>Bridge</b>			10	0.50
<b>Computer</b>	Model 5 bis	Rating 25		0.15
<b>Electronics</b>	Basic Civilian		1	0.05
<b>Weapons</b>	Hardpoint #1	Triple turret (empty)	1	1.00
<b>Fuel</b>	54 tons	One jump-4 / seven weeks operations	54	
<b>Cargo</b>	1 ton		1	
<b>1 Stateroom</b>			4	0.50
<b>Extras</b>	Ship's Locker			
	Emergency low berth		1	0.50
	Fuel Scoops, 2 tons of processors		2	0.10
<b>Software</b>				
	Intellect			1.00
	Jump Control/4			0.40
	Fire Control/1			2.00
	Auto-Repair/2			10.00
	Library			
<b>Maintenance Cost (Monthly)</b>		<b>Cr 5417</b>		
<b>Life Support Cost (Monthly)</b>		<b>Cr 2000</b>		
<b>Total Tonnage and Cost</b>			<b>100</b>	<b>65.00</b>

## The Vinn Kundeai Mystery

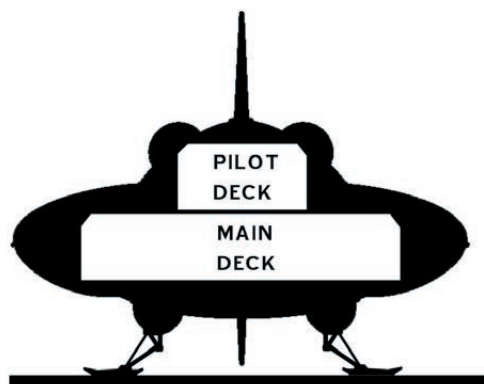
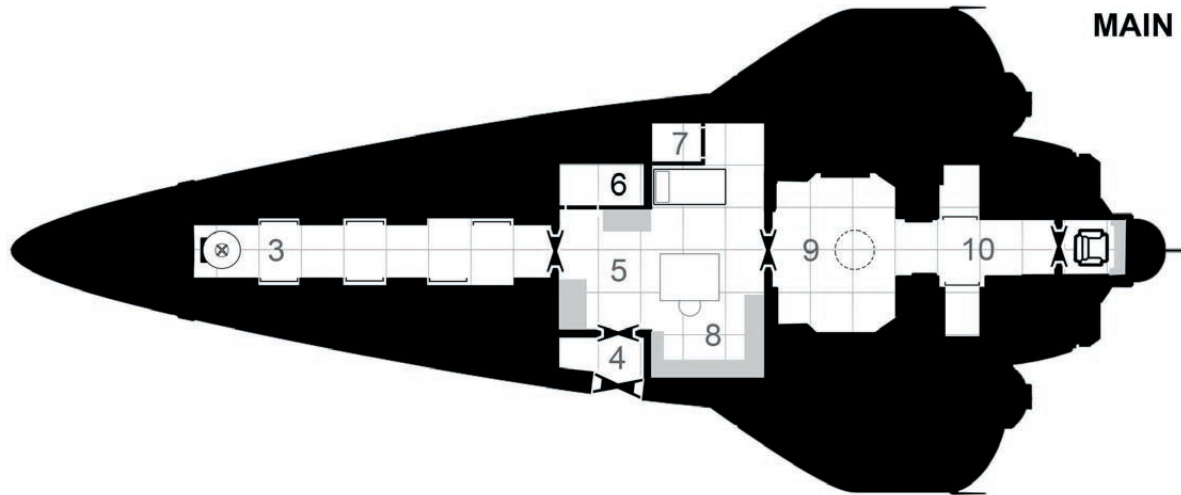
Vinn set out on his voyage to much fanfare, his progress during the early months was closely followed by the public. Tragedy struck, early into the second year of his crossing, Vinn failed to arrive at an expected port of call. The scout service, and his sponsors conducted a search of the surrounding systems, but were unable to find Vinn or the Mun shaanrai. Though his attempt failed, and Vinn was assumed to have died, his endeavour had inspired millions. Today, there are plenty of solo spacers, though most elect to make less ambitious voyages, such as crossing a sector. Amongst this extraordinary group of individuals, the Kundeai class yacht remains a favourite choice, with a design that differs very little from the Mun Shaanrai.

# Solo Yacht

PILOT DECK



MAIN DECK



Deck arrangement (front view)

1.5m squares

## DECK LEGEND

	Iris valve door		Hatch door
	Iris valve (down)		Hatch (down)
	Iris valve (up)		Hatch (up)
	Iris valve (up and down)		Hatch (up and down)
	Bulkhead		Partition / sliding door
	Elevator		Crew workstation
	Maintenance panel		Console/work surface

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# Solo Yacht

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## Interior Description

The Kundeai is split over two decks. The top pilot deck contains the combined bridge and engineering bay, while the lower Main deck contains the living space, turret and access to support systems.

## Pilot Deck

(1) The bridge contains a single crew station, surrounded by an array of consoles and control panels. To the left of the pilot's position is the main computer core which connects to all the ships control systems and can, in effect, take complete control of the ship. The Nbox autopiloting systems are rated for maneuvering, power management and systems control. The RB-J4 Jump drive itself contains a jump co-ordinator that can handle much of the navigation workload, though, like all the ships autopiloting systems, it is intended for emergency use only. The rating board didn't qualify the Kundeai with fully autonomous control, citing a lack of necessary redundant systems. At the centre of the bridge is an access port down into the Jump drive bay (9). To the back of the bridge is the emergency low berth (2), which is contained within its own separate ejectable hull. Should the pilot be unlucky enough to experience catastrophic systems failure, the emergency low berth can place its occupant into cold sleep for up to 6 months, running off its own power cells.

## Main Deck

(3) The access corridor runs through the main fuel tankage. There are access panels that allow the pilot to inspect the pumping, fuel management systems and forward sensor bays. At the end of the corridor is an entry hatch, for use when the ship has landed. A fold-down ladder provides access to the hatch from the ground.

(4) The main airlock. To one side there's a single Vacc suit, strapped into a donning pit, allowing the pilot to suit up within 2 minutes. When the ship is landed, the main airlock is about 3 metres above the ground, so an external boarding bridge or stairs must be fitted in order to use the main airlock for entry.

(5) The living space, containing a single bed, fresher (7) and galley (8) for food dispensing. At the centre of the living space is a table and chair. The table's glass top can project the ship's bridge control surfaces, which would allow the pilot to monitor or even fly the ship.

(9) The jump drive bay provides access to the drive's main components. There are access panels that cover shafts, both to port and starboard. These shafts allow access to the power coupling and allow access to the bottom of the thrusters that are situated on the deck above.

(10) To the aft is the ship's single gunnery turret. Normally, the turret would be slaved to the ship's computer, although it can be controlled manually or even used as an emergency bridge, allowing the pilot to fly the ship from the gunnery console.

