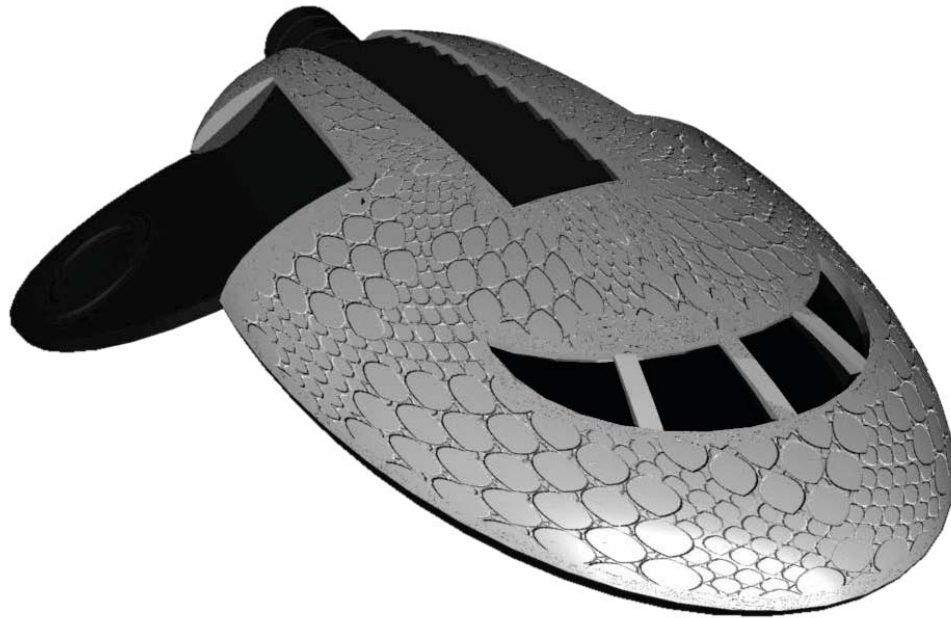


JUNKER CLASS I COURIER



THE QUINTESSENTIAL STARTING ship, the *Junker* Class I Courier is small, cheap, and commonplace.

Originally designed mainly for inner-system travel, the *Junker's* operational range is limited. However, later models included FTL-engines which extended its range and helped transform the little vessel into something more suited to intergalactic travel.

MK1: A MODDER'S DREAM

No new *Junkers* have been built in decades. When new, the original Mk I *Junker* did not have a hyperdrive; it was strictly an inner-system ship, and FTL travel within populated systems is usually illegal. However, private owners quickly found that adding a small Cui-Green Alliance SH-1 hyperdrive was an easy task, giving the ship that much-needed FTL capability. Of course, inner-system FTL travel was still illegal, and the 0.8 parsec range of the vessel meant that travel to other star systems wasn't possible. It wasn't illegal to own a modded *Junker*, but it was certainly illegal to use one to break the speed limits. *Junkers* soon gained a reputation as a cheap ship for those who didn't mind bending a few rules.

WRITING RUSS MORRISSEY
ART DARREN MORRISSEY

JUNKER CLASS I COURIER

Weight 2,842 tons; **Cargo Units** 50 (27 available)

Hull Class I (INIT -); **Length** 31m; **Width** 14m;

Height 11m

Crew 4 (cost 800Cr/m); **Troops** 0; **Passengers** 0 (0 standard, 0 luxury)

Command & Control Systems

Computer Highwatch SM-1 (CPU cycles 8; max FTL 2; checks +0d6)

Sensors Chen-Collins SS-1 (range 2; check +0d6)

Engine & Power Data

Subluminal 1x Newline-Silverwide Systems SL-1 liquid fuel rocket (power 11; SPEED 11; fuel efficiency 0.5)

FTL 1x Cui-Green Alliance SH-1 hyperdrive (power 4; FTL 4 (2); fuel efficiency 0.8)

Operational Range 0.8 parsecs

Defensive Data

Superstructure 3; **DEFENSE** 20; **E-DEFENSE** 10

Armor -

Shields 1x DayCorp Systems SSN-1 navigational shield generator (power 1; SOAK 1)

Point Defenses -

Weapons Data

None

Facilities

Luxury 100% (adequate; +0d6)

Facilities Messhall (4)

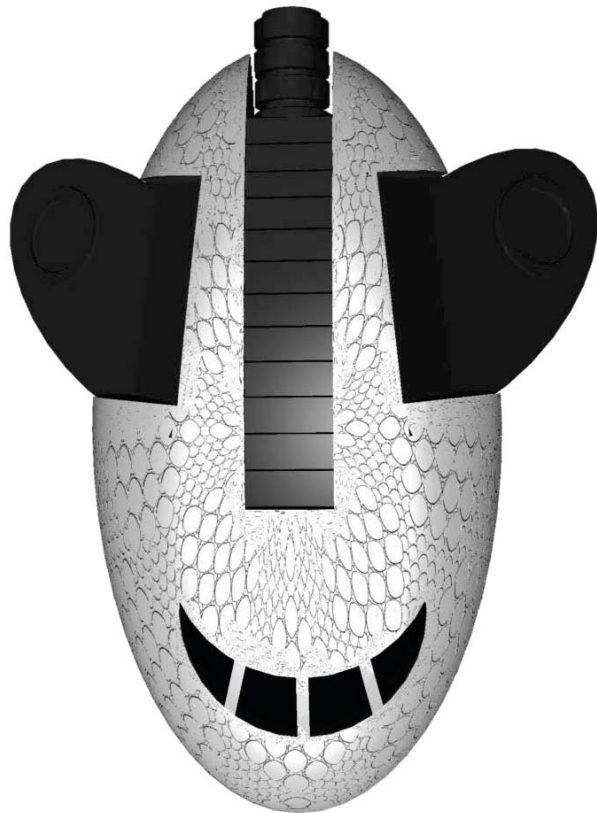
Other Systems -

Shuttles 0; **Fighters** 0

Market Value 35 MCr (23 MCr w/o hyperdrive)

While a *Junker* does technically have a market value of 35 MCr, the ships are so commonplace that selling them is a difficult task indeed. It is very much a buyer's environment, with thousands of the cheap ships flooding the market.

Junkers come with a small 4-person messhall. Accommodation is dormitory-style, and the little ship carries no escape pods or emergency shuttles.



These days, older Mk I *Junkers* are almost always sold with the hyperdrive modification. This modification is so commonplace, in fact, that it is near impossible to find a *Junker* without one. Without the hyperdrive, a *Junker* can be had for as little as 23 MCr if you know where to look.

An extended fuel bay is often added by owners to transform the little *Junker* into a long-range vessel. The most common way to do this is to add ten fuel units capacity for a cost of 5 MCr; this uses just 1 CU of space, and immediately increases the vessel's range to 8.8 parsecs (nearly 30 light years), although its speed is still limited to FTL-2, or eight times light speed. Such a modification makes visiting a nearby star system a practical possibility, although the journey time is still measured in months.

THE MK II 'SURANO' JUNKER

30 years after the Mk I entered service, following extensive research into the types of modifications that owners were making to it, Sullivan Industries introduced the Mk II. The Mk II was designed by legendary modder Cain Surano, and came to be colloquially known by that name.

In addition to the obvious factory inclusion of the very Cui-Green hyperdrive so favored by modders, this iteration included an upgrade to the original navigational shield generator to a more robust Parsec Group SSC-2 civilian deflector screen which gave the new ship four times as much protection while taking up the same space as the original. Additionally, an upgrade of the control computer to the SM-1H model from Highwatch Industries drastically improved the ship's FTL speeds, allowing it to actually make use of all the power provided by the hyperdrive, and an extended fuel bay dramatically increased its range.

Of course, all of these modifications dramatically increased the price of the ship, with the MK II seeing a fourfold increase in cost to 146 MCr. This drastically limited the MK II's popularity, and only 3,000 were ever constructed.



MKII JUNKER CLASS I COURIER

Weight 3,080 tons; **Cargo Units** 50 (23 available)

Hull Class I (INIT -); **Length** 31m; **Width** 14m;

Height 11m

Crew 4 (cost 800Cr/m); **Troops** 0; **Passengers** 0 (0 standard, 0 luxury)

Command & Control Systems

Computer Highwatch SM-1H (CPU cycles 16; max FTL 4; checks +1d6)

Sensors Chen-Collins SS-1 (range 2; check +0d6)

Engine & Power Data

Subluminal 1x Newline-Silverwide Systems SL-1 liquid fuel rocket (power 11; SPEED 11; fuel efficiency 0.5)

FTL 1x Cui-Green Alliance SH-1 hyperdrive (power 4; FTL 4; fuel efficiency 0.8)

Operational Range 8.8 parsecs

Defensive Data

Superstructure 3; **DEFENSE** 20; **E-DEFENSE** 10

Armor -

Shields 1x Parsec Group SSC-2 civilian deflector screen (power 4; SOAK 4)

Point Defenses -

Weapons Data

None

Facilities

Luxury 100% (adequate; +0d6)

Facilities Messhall (4)

Other Systems Extended fuel bay

Shuttles 0; **Fighters** 0

Market Value 146 MCr

MKIII JUNKER CLASS I COURIER

Weight 2,680 tons; **Cargo Units** 50 (29 available)

Hull Class I (INIT -); **Length** 31m; **Width** 14m;

Height 11m

Crew 3 (cost 600Cr/m); **Troops** 0; **Passengers** 0 (0 standard, 0 luxury)

Command & Control Systems

Computer Chemerkin-Liang LM-2 Command

Computer (CPU cycles 20; max FTL 5; checks +0d6)

Sensors Chen-Collins SS-1 (range 2; check +0d6)

Engine & Power Data

Subluminal 1x Newline-Silverwide Systems SL-1 liquid fuel rocket (power 11; SPEED 11; fuel efficiency 0.5)

FTL 1x Warpydyne Asteroid Mining SA-2 Antimatter Engine (power 8; FTL 8 (5); fuel efficiency 1.1)

Operational Range 9.1 parsecs

Defensive Data

Superstructure 3; **DEFENSE** 20; **E-DEFENSE** 10

Armor -

Shields 1x Parsec Group SSC-2 civilian deflector screen (power 4; SOAK 4)

Point Defenses -

Weapons Data

None

Facilities

Luxury 100% (adequate; +0d6)

Facilities Messhall (4)

Other Systems Extended fuel bay

Shuttles 0; **Fighters** 0

Market Value 116 MCr

MK III: THE FASTEST YET

After the disappointing sales of the Mk II Junker, Sullivan Industries went back to the drawing board. The entire ship got an overhaul, with the twin goals of designing a capable inter-system starship and maintaining an affordable price. It was these two design briefs which gave rise to the modern 'Gallivant' model, so named after Sullivan Industries' CEO Nigel Gallivant who pushed for the design.

The Mk III took the unprecedented step of using an antimatter engine rather than the hyperdrive of previous models. The new Warpydyne Asteroid Mining SA-2 antimatter engine was perfect for the job, and Sullivan Industries' order of 10,000 of the engines is widely considered the act which saved that failing company. Doubling the power available from the previous hyperdrive, this change finally made the *Junker* a true intergalactic courier, able to reach remarkable speeds of FTL-8.

Of course, this necessitated a computer upgrade, as the older Highwatch SM-1H was unable to handle FTL calculations at greater than FTL-4. Enter the Frontier Products MM-3H command computer, a system able to match the FTL-8 speed calculations and simultaneously reduce the crew requirement to 3, obviating the previous need for a co-pilot.

At this point, the project was running into budget problems. The ship itself cost an astronomical 405 MCr to build, which was drastically higher than the design briefs required, and it was all the fault of the expensive new control computer. Gallivant struggled with the problem for months, trying to figure out how to handle the intense calculations of FTL-8 travel at an affordable price. It soon became apparent that the FTL-8 dream was not going to happen - at least not at that price - and Gallivant was forced to settle for FTL-5 using the popular Chermerkin-Liang LM-2 command computer. That was still a doubling of the speed of the previous ship, though and a nearly 30% reduction in cost from the Mk II.

The result was widely popular, with the *Junker* Mk III being one of the best-selling new civilian vessels in history - at least for those private owners willing to take out a small mortgage!



SPEED TRIALS

Find below the results of the official speed trials for all three Junker models. Speed trials are conducted at SUB-L and FTL speeds over standardized distances according to Regulation 147-A. Note that appropriate permits and clearances were obtained for in-system FTL speed tests under Code 17A.

MK I

SUB-L 11 (0.26c). 1 AU recorded in 29 minutes. Earth-Saturn standardized run recorded in 4.64 hours. Straight-line velocity recorded at 86939.8kps.

FTL-2 (8c). 1 parsec recorded in 149 days. 1 AU recorded in 60 seconds. Earth-Saturn standardized run recorded in 9.6 minutes.

MKII

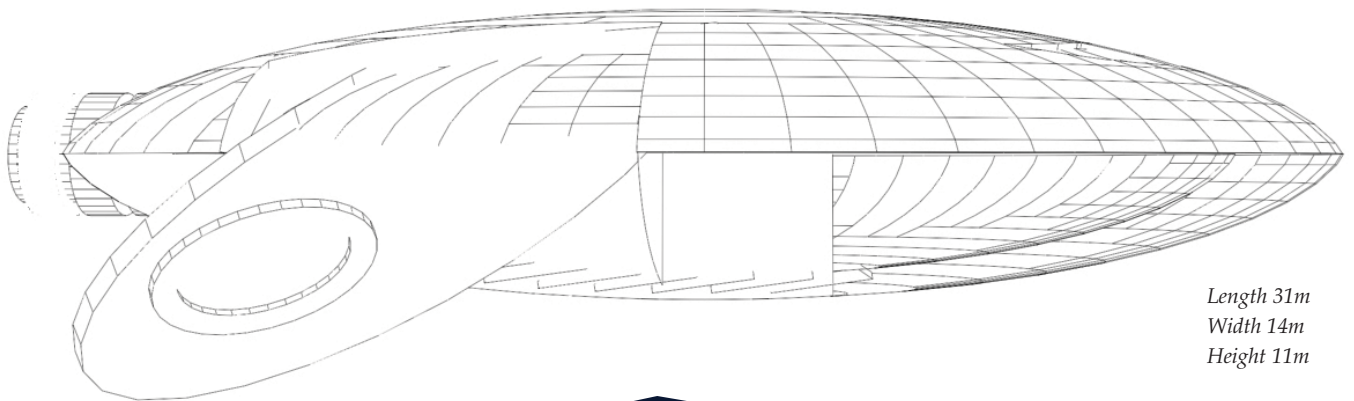
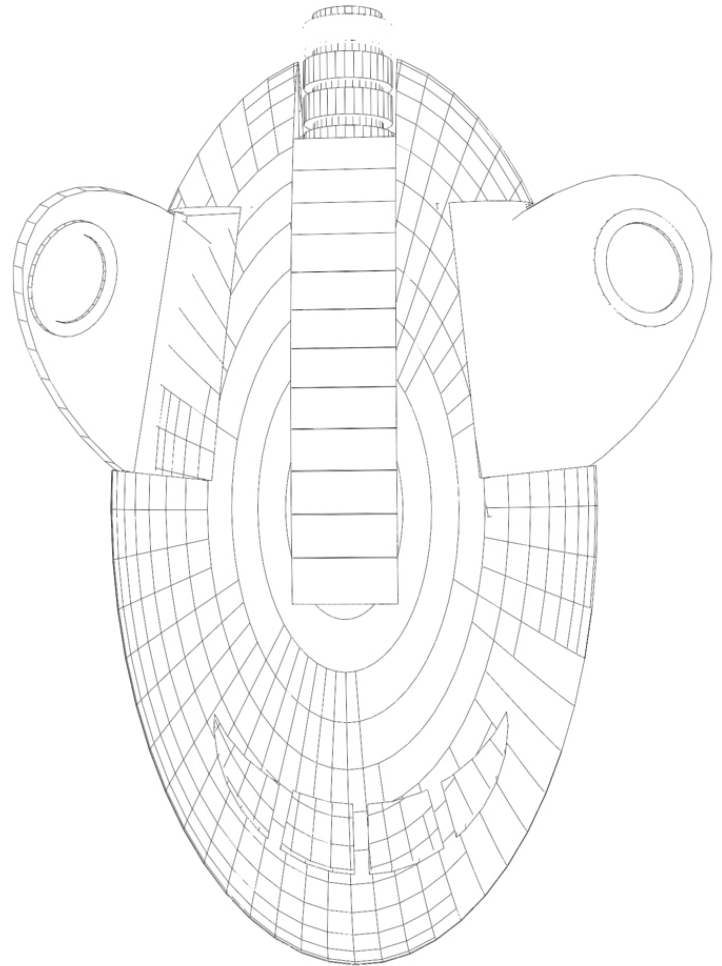
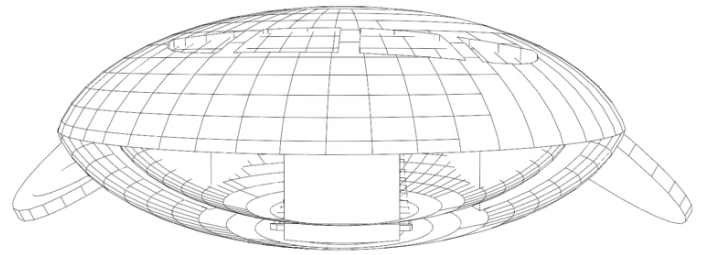
SUB-L 11 (0.26c). 1 AU recorded in 29 minutes. Earth-Saturn standardized run recorded in 4.64 hours. Straight-line velocity recorded at 86939.8kps.

FTL-4 (64c). 1 parsec recorded in 19 days. 1 AU recorded in 7.5 seconds. Earth-Saturn standardized run recorded in 72 seconds.

MKIII

SUB-L 11 (0.26c). 1 AU recorded in 29 minutes. Earth-Saturn standardized run recorded in 4.64 hours. Straight-line velocity recorded at 86939.8kps.

FTL-5 (125c). 1 parsec recorded in 10 days. 1 AU recorded in 3.8 seconds. Earth-Saturn standardized run recorded in 36.5 seconds.



Length 31m
Width 14m
Height 11m