fasa

ACS-3

Adventure Class Ships, Volume 3 – Merchants

Star Merchant Liner
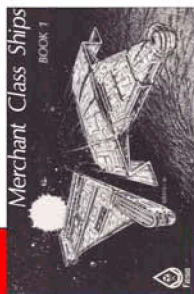*Magnadon* Provincial Merchant
Seeker Armored Merchant

Trader Provincial Transport
Iris Armored Packet
Triad Merchant

Includes
Adventure Class Ships Volume III, Book 1-
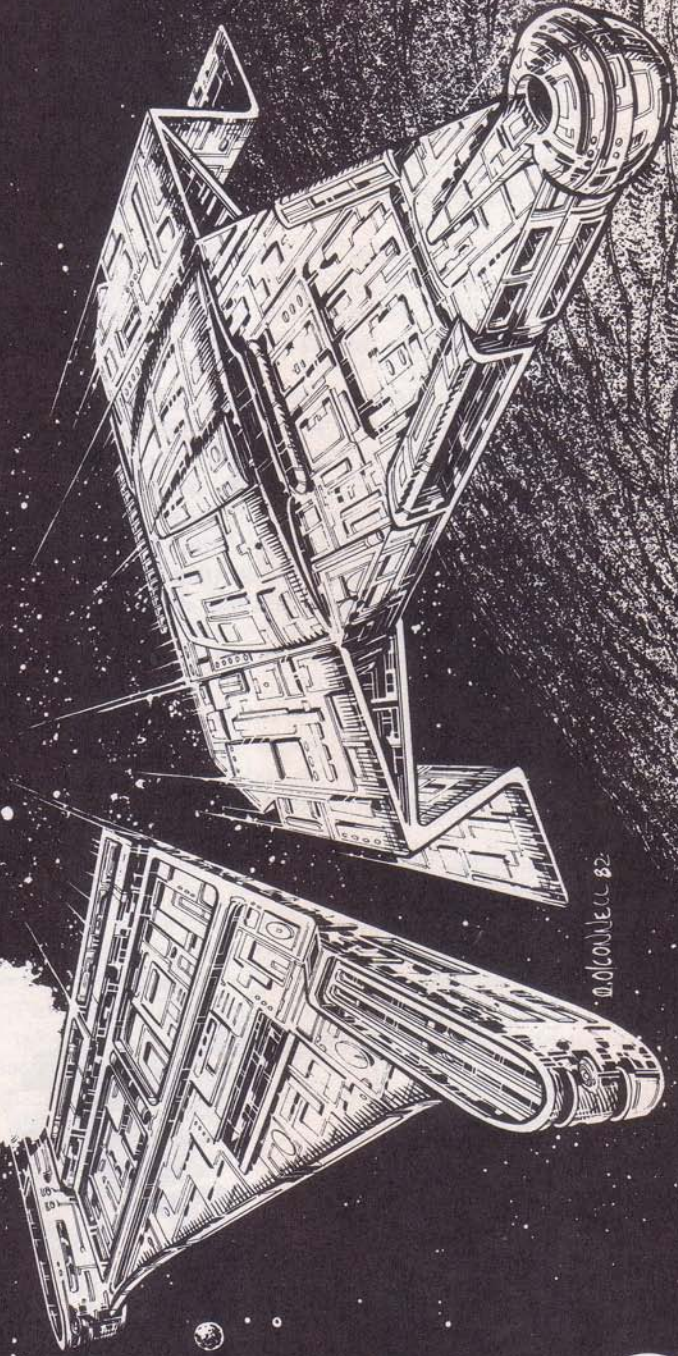Adventure Class Ships Volume III, Book 2-
  Edited to include Deck Plan Images within the text.

Merchant Class Ships — BOOK 1
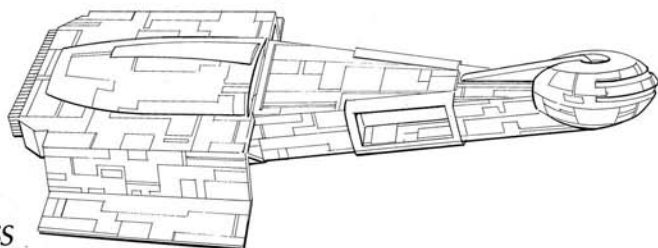
Merchant Class Ships — BOOK 2
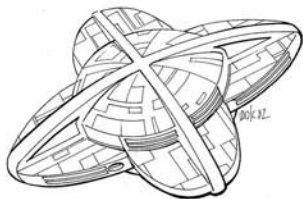
Merchant Class Ships
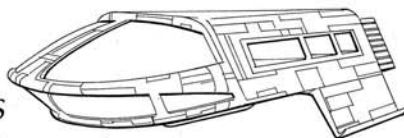
BOOK 1

fasa
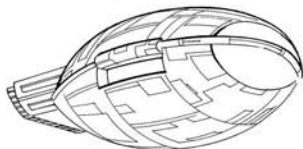
Iris Class
Armored Packet

Seeker Class
Armored Merchant

Trader Class
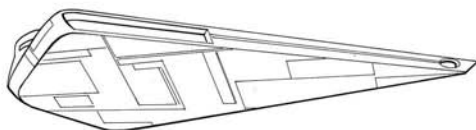Provincial Transport

Magnadon Class
Provincial Merchant

Star Class
Merchant Liner

Triad Class
Merchant Vessel

fasa FFE GAMES

Drawn by L. Ross Babcock III
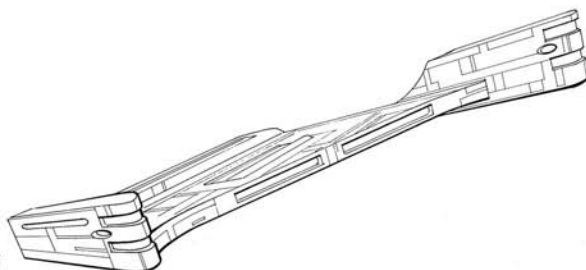
INTRODUCTION

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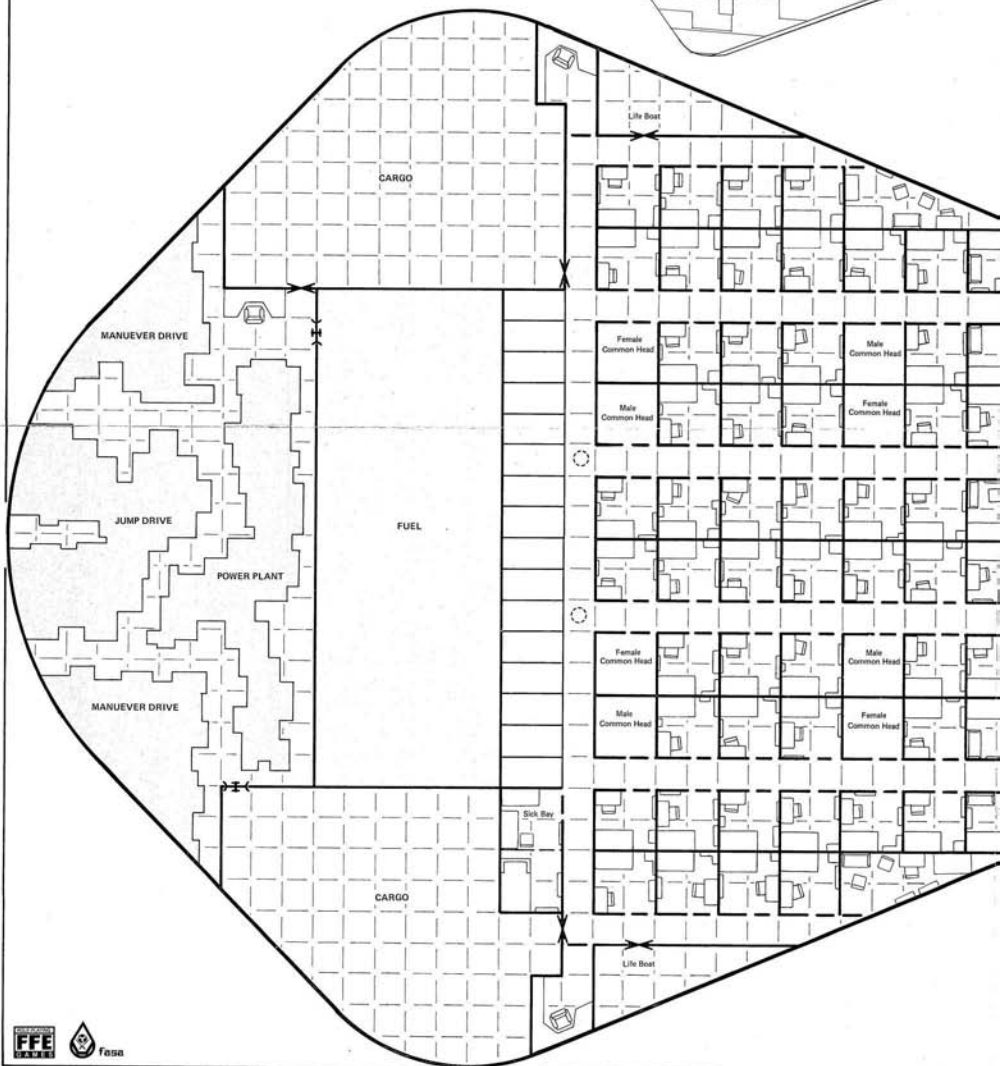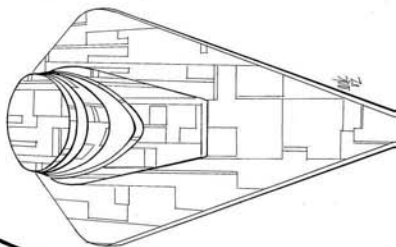
Two lifeboats and two double laser turrets are also present on the deck.

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.

Star Class Merchant Liner

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

CARGO

Life Boat

MANUEVER DRIVE

JUMP DRIVE

POWER PLANT

FUEL

MANUEVER DRIVE

Female Common Head

Male Common Head

Male Common Head

Female Common Head

Female Common Head

Male Common Head

Male Common Head

Female Common Head

Sick Bay

CARGO

Life Boat

Star Class Merchant Liner

HIGH PASSAGE DECK

Head (repeated labels throughout cabins)

Life Boat

Bar and Common Area

Life Boat

BRIDGE DECK

Conference Room

Bridge

Computer

MAIN DECK

Dinning Room

Galley

Gymnasium

Library

LOUNGE DECK

Life Boat

Bar

Common Area

Dinning Room

Galley

Life Boat

Drawn by Jordan Weisman

A gymnasium is also provided for recreation aboard. Cabins on the deck hold the ship's crew (in first-classs 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.
Accomodations:	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 ommitted 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-concious 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.
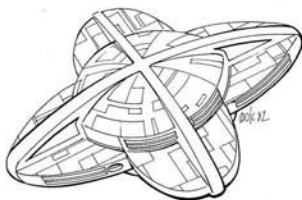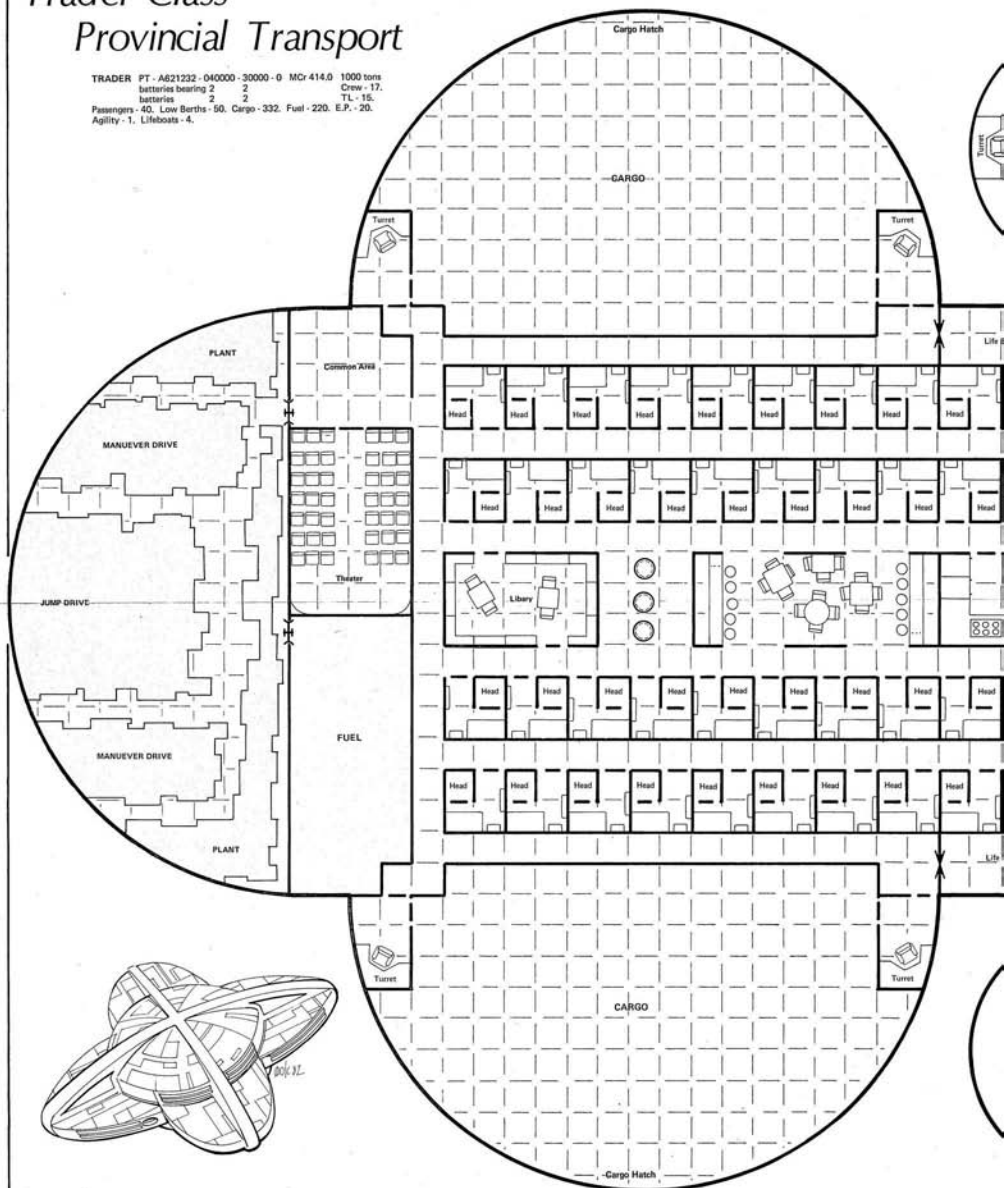
Main Deck: The largest of the ship's decks is the central, four-lobed Main Deck. The port and starboard lobes of the deck contain large cargo bays, each holding 60 tons of cargo. Between these two bays are accommodations for twenty middle class passengers and the ship's seventeen crewmen. It is customary 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 (ofter 'amateur shows' featuring passenger or

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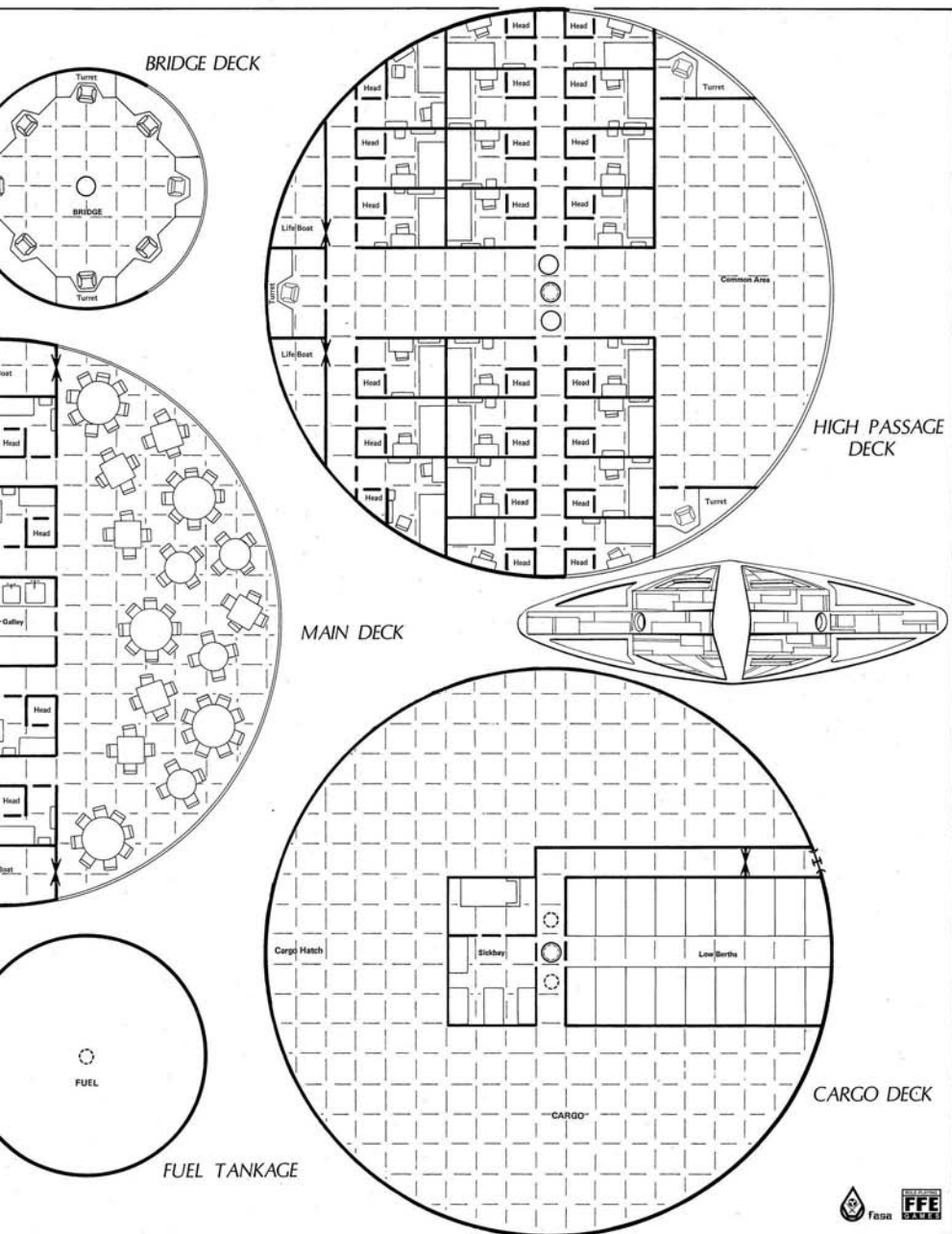
TRADER   PT - A621232 - 040000 - 30000 - 0   MCr 414.0   1000 tons
batteries bearing   2   2   Crew - 17.
batteries   2   2   TL - 15.
Passengers - 40. Low Berths - 50. Cargo - 332. Fuel - 220. E.P. - 20.
Agility - 1. Lifeboats - 4.

Cargo Hatch

CARGO

Turret

Turret

Turret

PLANT

Common Area

MANUEVER DRIVE

Head

Head

Head

Head

Head

Head

Head

Head

Libary

Theater

JUMP DRIVE

Head

Head

Head

Head

Head

Head

Head

Head

FUEL

MANUEVER DRIVE

Head

Head

Head

Head

Head

Head

Head

PLANT

Turret

Turret

CARGO

Cargo Hatch

Trader Class
Provincial Transport

BRIDGE DECK

Turret

BRIDGE

Turret

HIGH PASSAGE
DECK

Head

Head

Head

Head

Head

Head

Turret

Head

Head

Life Boat

Turret

Common Area

Life Boat

Head

Head

Head

Head

Head

Turret

Head

Head

MAIN DECK

Head

Galley

Head

Head

CARGO DECK

Cargo Hatch

Sickbay

Low Berths

CARGO

FUEL

FUEL TANKAGE

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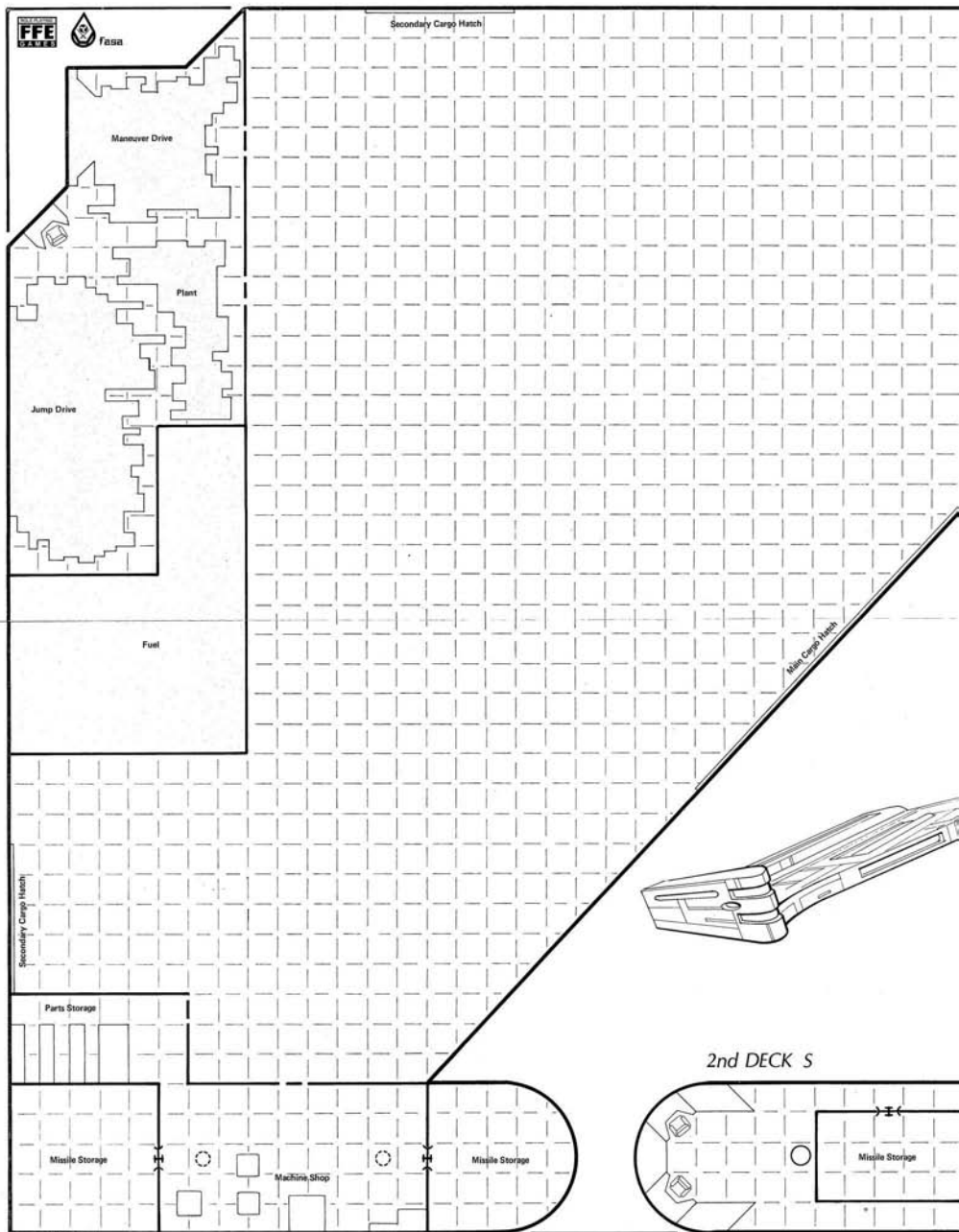
Lower Quarters Deck: The balance of the crew quarters, plus the galley and common area, are located here. The ship's lifeboat is stored here as well. If crew members are omitted in favor of passengers, this is the deck where the passengers are berthed.

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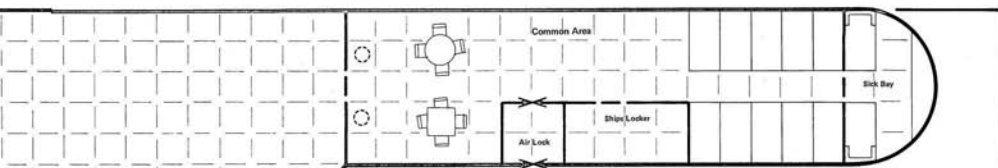
Main Deck: Most of the deck is taken up with cargo area; aft and to port are the engineering spaces. Under the port-side tower are low berths, the sick bay, the ship's locker, and an air lock, Under the gun deck is a machine ship and missile magazine space. The slanting forward bulkhead opens out and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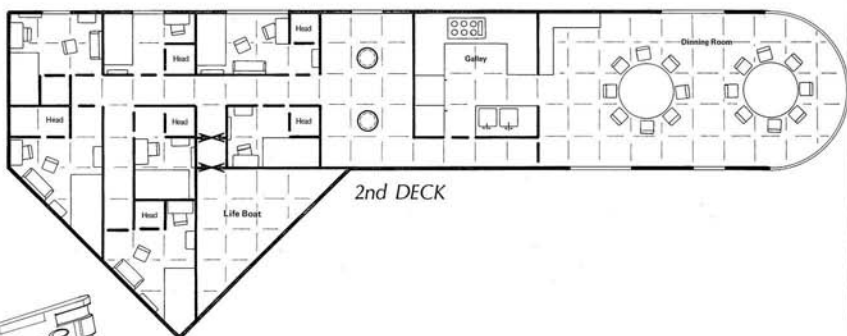
Secondary Cargo Hatch

Maneuver Drive

Plant

Jump Drive

Fuel

Secondary Cargo Hatch

Main Cargo Hatch

Parts Storage

2nd DECK S

Missile Storage

Machine Shop

Missile Storage

Missile Storage

Triad Class
Merchant Vessel

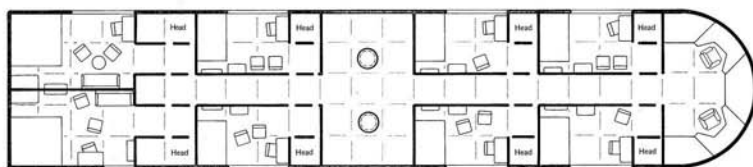Common Area

Sick Bay

Ships Locker

Air Lock

MAIN DECK

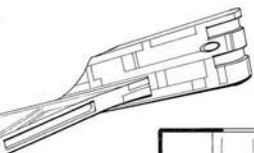## Triad Class Merchant Vessel

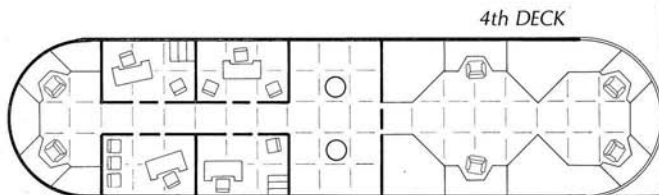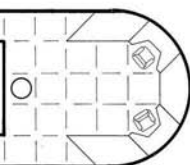TRIAD   MN - A121232 - 040000 - 30000 - 0   MCr 393.5   1000 tons
batteries bearing   2   2   Crew - 13.
batteries   2   2   TL - 15.
Passengers - 0. Low Berths - 10. Cargo - 592. Fuel - 220. E.P. - 20.
Agility - 1. Lifeboats - 1.

fasa   FFE GAMES

Head

Head

Head

Head

Head

Gally

Dinning Room

Head

Head

Life Boat

2nd DECK

Head   Head   Head   Head

Head   Head   Head   Head

3rd DECK

4th DECK

Drawn by Jordan Weisman

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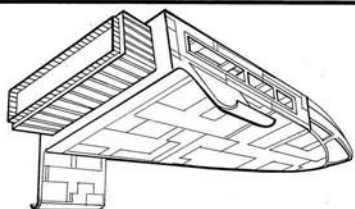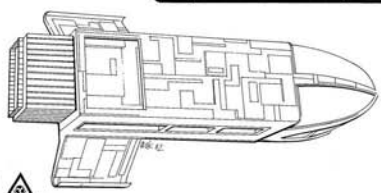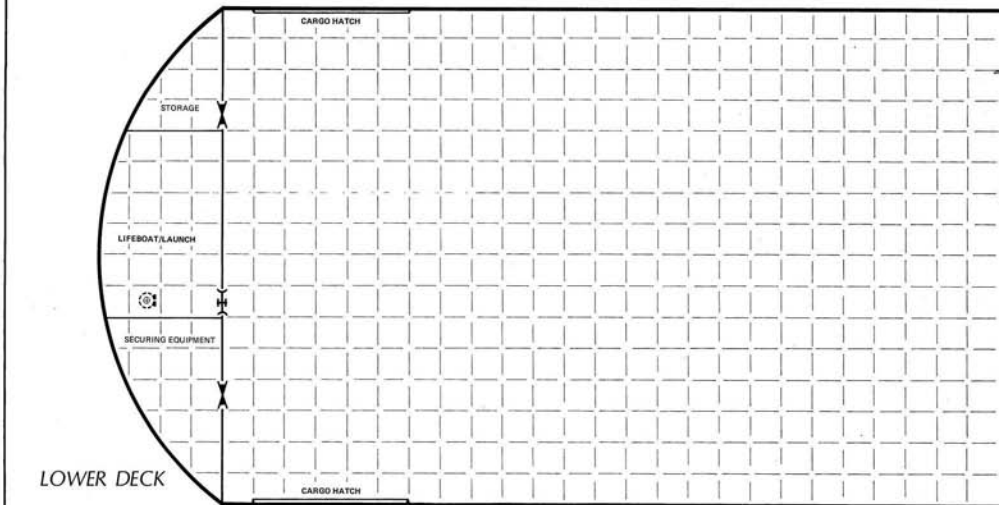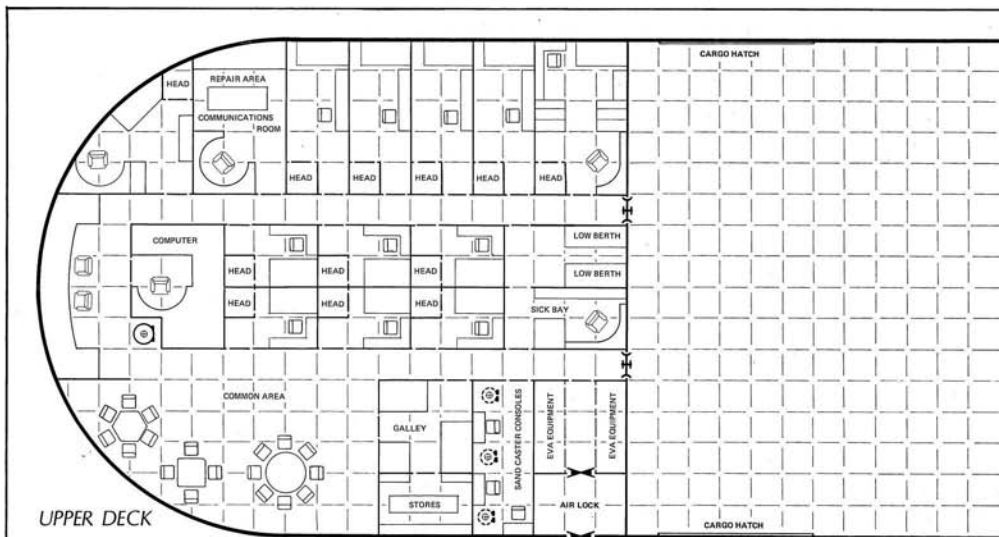
Lower Deck: This deck holds 588 tons of cargo and the ship's launch. There are cargo doors on each side of the ship, forward, and across the rear of the vessel.

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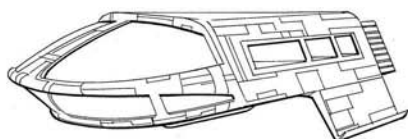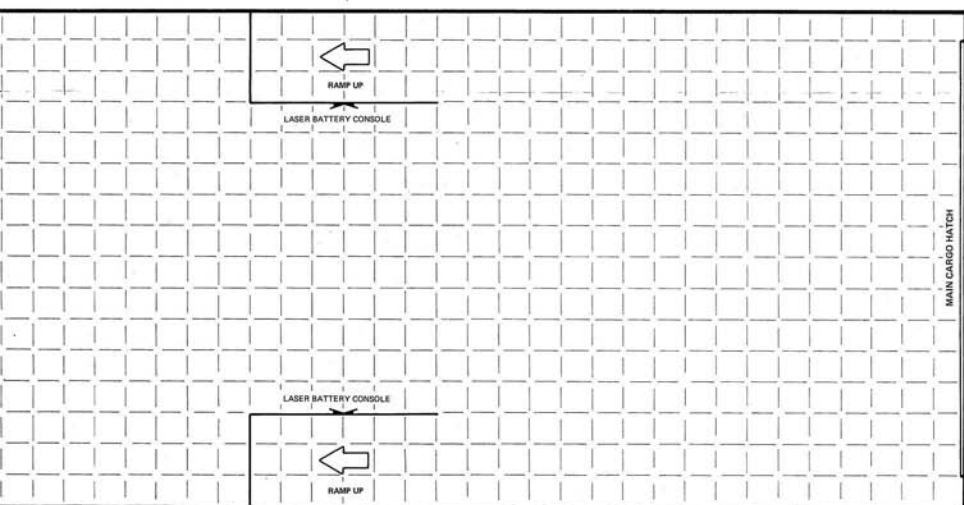
The four double laser turrets are placed on either side of the ship, and can be reached from the low cargo deck.

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.

UPPER DECK

HEAD

REPAIR AREA

COMMUNICATIONS ROOM

HEAD | HEAD | HEAD | HEAD | HEAD

CARGO HATCH

COMPUTER

HEAD | HEAD | HEAD

HEAD | HEAD | HEAD

LOW BERTH

LOW BERTH

SICK BAY

COMMON AREA

GALLEY

STORES

SAND CASTER CONSOLES

EVA EQUIPMENT

EVA EQUIPMENT

AIR LOCK

CARGO HATCH

LOWER DECK

CARGO HATCH

STORAGE

LIFEBOAT/LAUNCH

SECURING EQUIPMENT

CARGO HATCH

Magnadon Class
Provincial Merchant

RAMP DOWN

POWER PLANT

FUEL

MANEUVER DRIVE

MACHINE SHOP

JUMP DRIVE

SPARE PARTS

POWER PLANT

MANEUVER DRIVE

RAMP DOWN

FUEL

RAMP UP

LASER BATTERY CONSOLE

MAIN CARGO HATCH

LASER BATTERY CONSOLE

RAMP UP

Magnadon Class
Provincial Merchant

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

fasa   FFE GAMES

Drawn by L. Ross Babcock III

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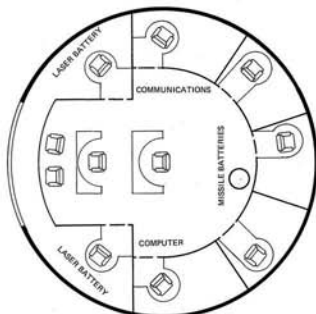
Main Deck: In the spherical bow area, a lounge allows passenger relaxation. The panoramic view, however, is an illusion; holographic viewscreens, rather than windows, are used to produce the scenic vistas.

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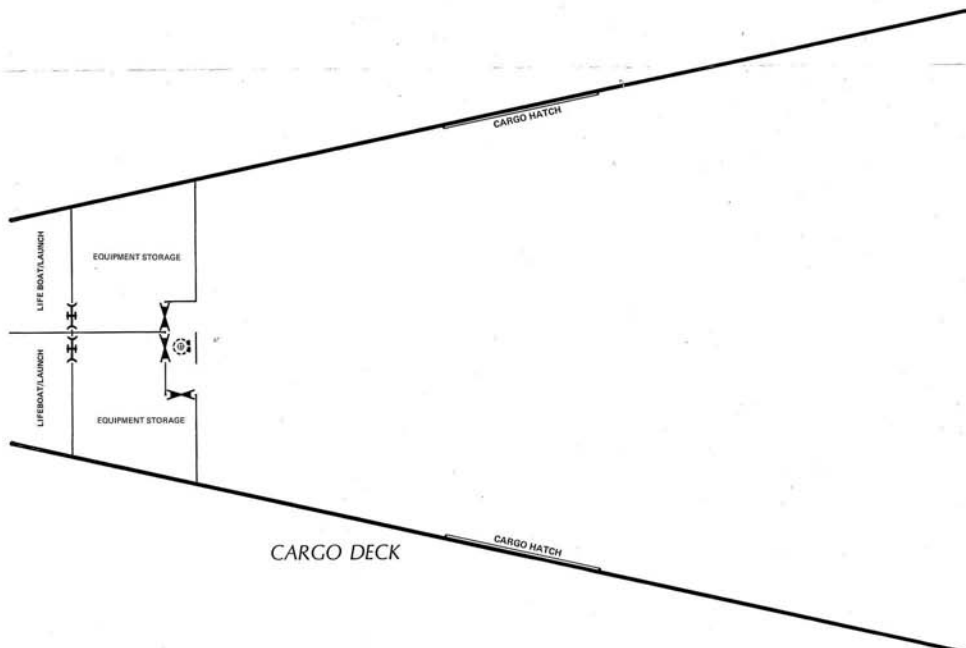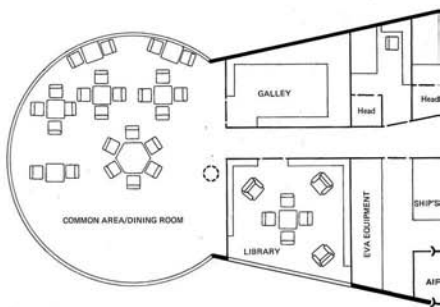
Cargo Deck: The lower deck holds the ship's two launches and cargo space. On some trade pioneering vessels, this deck is modified to permit additional small craft or vehicle storage.
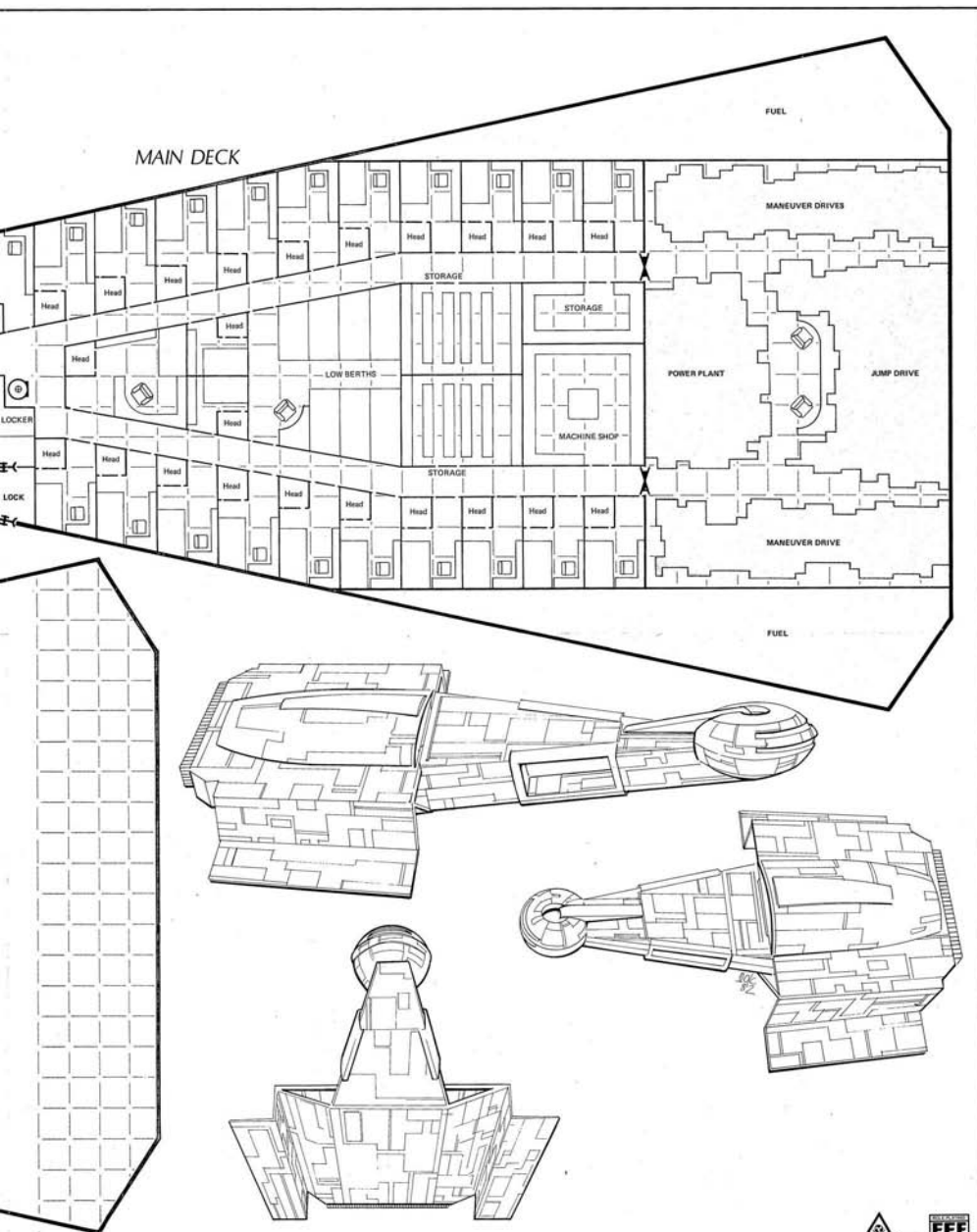
Seeker Class Armored Merchant

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

LASER BATTERY

COMMUNICATIONS

MISSILE BATTERIES

LASER BATTERY

COMPUTER

BRIDGE DECK

GALLEY

Head

Head

COMMON AREA/DINING ROOM

LIBRARY

EVA EQUIPMENT

SHIP'S

AIR

CARGO HATCH

LIFE BOAT/LAUNCH

EQUIPMENT STORAGE

LIFEBOAT/LAUNCH

EQUIPMENT STORAGE

CARGO HATCH

CARGO DECK

Seeker Class
Armored Merchant

MAIN DECK

FUEL

MANEUVER DRIVES

Head
Head
Head
Head

STORAGE

STORAGE

LOW BERTHS

POWER PLANT

JUMP DRIVE

LOCKER

MACHINE SHOP

STORAGE

LOCK

Head
Head
Head
Head

MANEUVER DRIVE

FUEL

fasa

FFE GAMES

Drawn by L. Ross Babcock III

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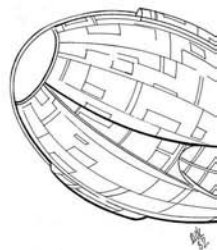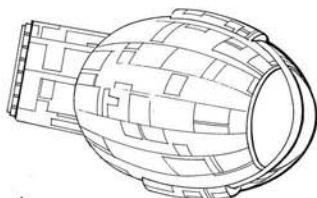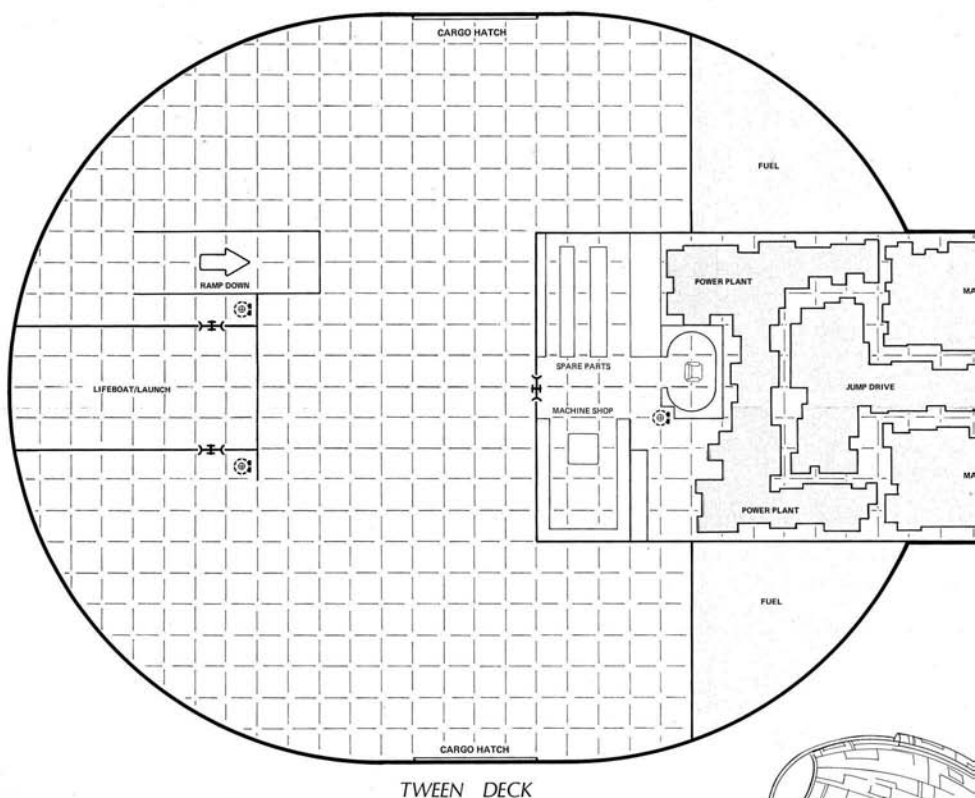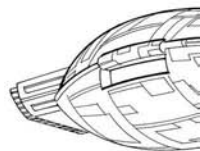
Small Craft: Two types of small craft have been mentioned in connection with these ships. Both have been designed according to the small craft design system from *Traveller* Book 2.

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 tuel, 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.
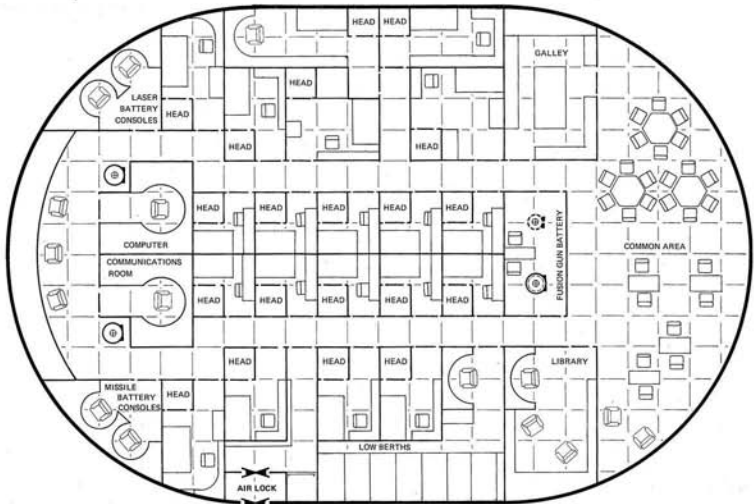
Iris Class Armored Packet

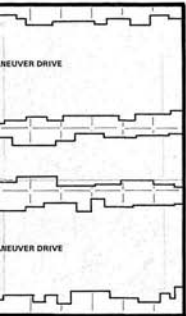IRIS MA - A621241 - 900000 - 46004 - 0   MCr 488.5   1000 tons
batteries bearing   21   2   Crew - 15.
batteries   21   2   TL - 15.
Passengers - 5. Low Berths - 10. Cargo - 499. Fuel - 220. E.P. - 20.
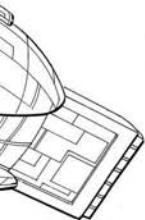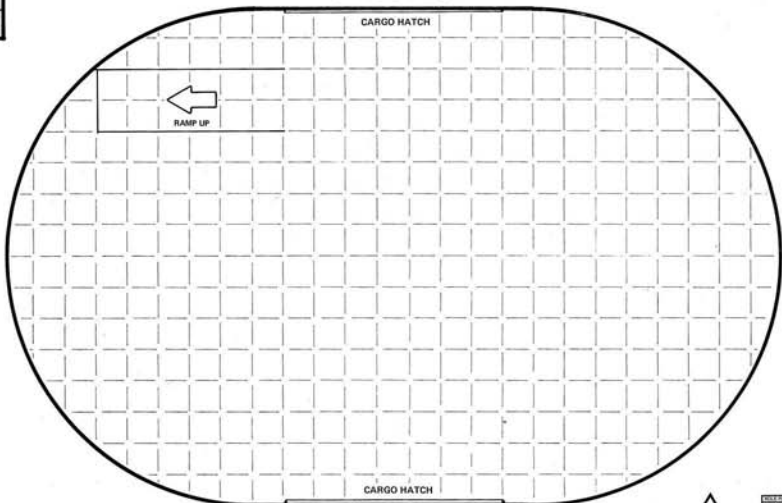Agility - 0. Lifeboats - 1.

CARGO HATCH

FUEL

RAMP DOWN

POWER PLANT

MA

LIFEBOAT/LAUNCH

SPARE PARTS

JUMP DRIVE

MACHINE SHOP

MA

POWER PLANT

FUEL

CARGO HATCH

TWEEN DECK

Iris Class Armored Packet

LASER BATTERY CONSOLES

HEAD HEAD

HEAD

GALLEY

HEAD

HEAD

HEAD

COMPUTER

COMMUNICATIONS ROOM

HEAD HEAD HEAD HEAD HEAD

HEAD HEAD HEAD HEAD HEAD

FUSION GUN BATTERY

COMMON AREA

HEAD HEAD HEAD

LIBRARY

MISSILE BATTERY CONSOLES HEAD

LOW BERTHS

AIR LOCK

MAIN DECK

MANEUVER DRIVE

MANEUVER DRIVE

CARGO DECK

CARGO HATCH

RAMP UP

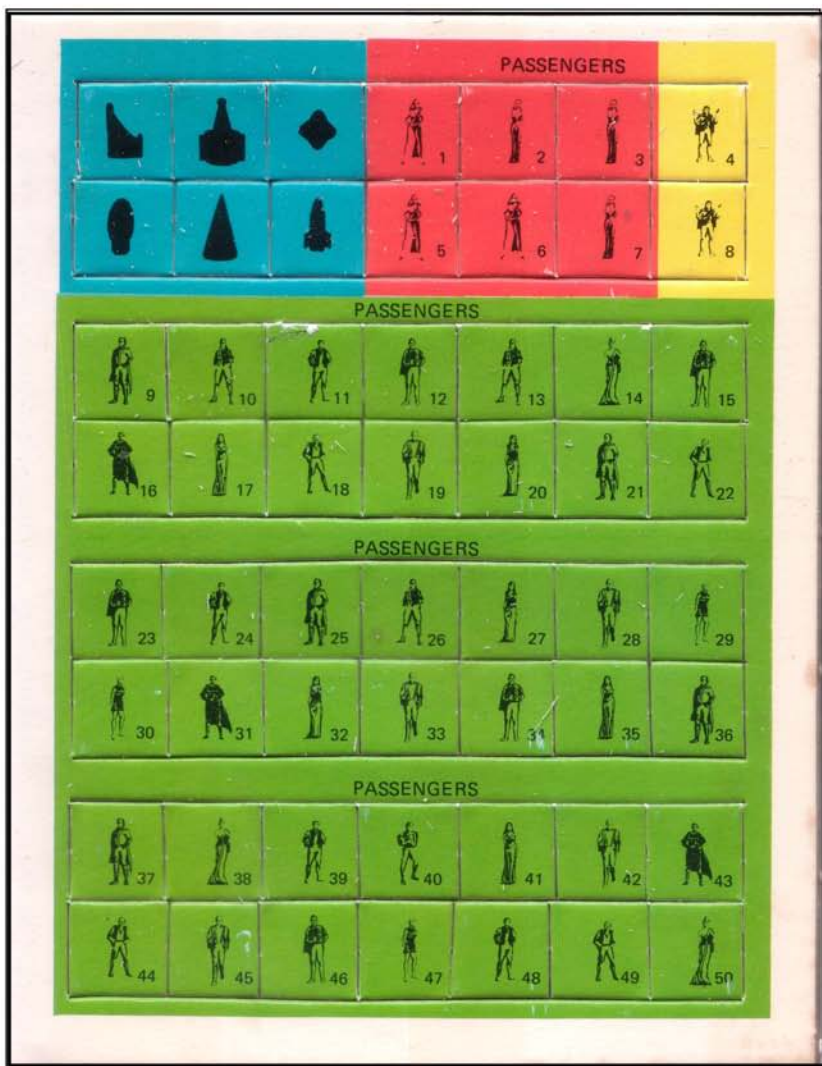**CARGO HATCH**

fasa **FFE GAMES**

Drawn by L. Ross Babcock III

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.

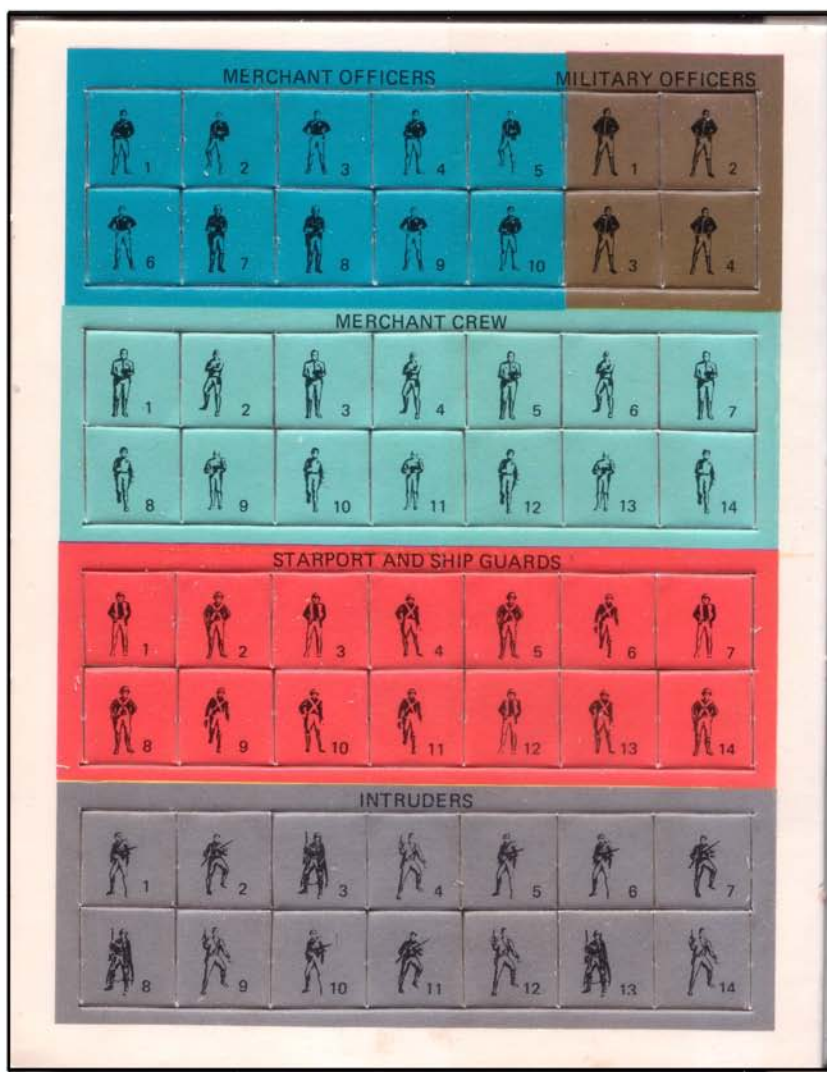# Merchant Ships
Counter Sheet 1

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.

Merchant Ships
Counter Sheet 2

FFE ACS-3

ROLE-PLAYING
GAMES

Copyright © 2009 Far Future Enterprises

UPDATED AND RE-EDITED
The text of this book has been re-edited to correct obvious errors, and reformatted to include smaller deck plans for reference. The Deck Plans have been edited for clarity.

Merchant Class Ships
BOOK 2

fasa

INTRODUCTION

This booklet is a part of FASA's Merchant Class Ships package; it is intended to provide general information on merchant ship operations and how they may be applied to *Traveller* adventures. For more detailed information on the individual merchant ships included in this package, see the other booklet included in the set.

Material provided in this book is designed to expand upon, but not replace, the information given in *Traveller* Book 2, *Starships*. That book remains the prime source of rules for all aspects of mercantile and starship operations. This booklet contains, for the most part, supplemental material which, when added, increases the completeness of those rules.

Some new items are presented on the pages that follow. They are included primarily to add extra detail to the operation of these ships, and to provide more possibilities for conducting adventures geared specifically for characters engaged in trade and other mercantile pursuits. Adventures and campaigns set against a mercantile background can have many advantages not least the fact that they will cover many different star systems, with an opportunity for great variety in backgrounds and options. At the same time, however, merchant adventures do have some serious pitfalls that must be avoided.

All too frequently, players will tend to fall into a pattern of buy low, sell high economics, which soon becomes totally mechanical. It is important for the referee to combat this tendency; originality and variety should be the keys to keeping these adventures from becoming stale. Some of the rules and suggestions presented in this booklet can be applied to accomplish this. The adventures that these ideas can give rise to will stand out in sharp contrast to the routines of a merchant life.

Rules on passengers and on cargo handling have been provided. These by themselves can point the way towards unusual situations or adventures. The section on Adventure Possibilities further points out many options that can and should be explored. Further development, however, has been left up to the referee. Since each group of players will have their own individual character, their own preferences and style of play, the referee will be best able to adapt these situations for maximum interest and enjoyment.

If further guidelines are desired, referees may wish to examine some of the adventure situations already developed for other ships similar to these. Scenarios have been provided in other FASA supplements and adventures; among those that may be especially useful as examples are three starship sets (Tethys, Leander, and Fenris), and Action Aboard, a collection of adventures set aboard a luxury liner.

CARGO

Traveller Book 2 delineates most standard practices and procedures which must be considered when transporting cargo between worlds. A separate section on Trade and Commerce further develops those aspects of cargo transport which are necessary for speculative trade ventures. A thorough knowledge of these *Traveller* rules is highly desireable for the

referee and players alike if the group is to be involved in adventures or campaigns in which the adventurers are owners and/or crew members of a merchant vessel engaged in cargo shipment.

When cargo becomes an important consideration, the referee is strongly encouraged to take a few extra steps in developing the nature of various lots of cargo which are to be shipped on board. This is already done, of course, for speculative trade. Ordinary lots transported for others, however, can also be worked out in the same kind of detail.

In addition to envoking a better picture (there is more flavor to a ship outbound from Regina with a cargo of electronics parts and computers than there is to another ship carrying thirty tons of cargo), knowledge of the type of cargo that is being carried aboard a merchant ship can have several interesting effects on the course of *Traveller* adventures. First of all, some cargos may pose specific problems in handling. A rare wine, for example, must be carefully handled at all times; high accelerations or zero gravity can each have deleterious effects on the wine's value. Thus a breakdown of inertial compensation systems or internal grav plates can render the wine temporarily unusable, and will perhaps lead to trouble with the recipients when the cargo is delivered. Another example of special handling might be the necessity for special equipment; perishable products will require refrigeration to prevent spoilage, and a failure of the ship's power plant could cause a great deal of trouble.

The composition of a ship's cargo can also become importantt when the ship must clear customs on a new world; some items may be subject to duties, while others can be severely restricted by law. Finally, there will be times when adventurers aboard a ship in trouble can divert the cargo to their own use. In all of these cases, it is important to know what the cargo is, and how much it is worth.

Ideally, each world will have its own unique set of imports and exports. A few minutes of work with the trade and speculation rules can establish what these will be. For each world that is visited, an export table can be developed by allowing any item with a 'purchase value' of 90% or less to be a common export. Anything determined to have a resale value of 110% or higher can be designated an import. All normal calculations for purchase and resale values should be followed, except that broker and character skills are not taken into account.

A table for exports and imports for each world can then be set up. Usually a 2 - 12 range will work best. Those items determined to have the best value on the world can be more common. One or two slots should be left open to represent unique products exported or imported by the world, products which are either not on the basic table, or which are in some way exceptional. For example, Zila in the Aramis subsector of the Spinward Marches has veen noted to be famous for wine exports. Special entries on the table will reflect this fact.

When a ship takes on lots of cargo bound for a particular destination world, the referee should use these tables to determine what each lot contains. The export table for the planet where the cargo is taken on, or the import table for the destination world may be used. In the latter case, incongruities that result may be explained by remembering that the cargo may

have been brought from another world and left for transshipment. The information can then be supplied to the players. On rare occasions (roll 11+ each voyage), one of the lots may contain goods that differ from what the adventurers see on the labels.

Cargo Manifests: When engaged in cargo transport, merchant characters should be required to keep a cargo manifest for each voyage. This shows what is being carried, where it is being stowed, and other pertinent information. Generally, on the ships in this set, the Chief Gunner doubles as cargo officer, and should be given the responsibility of keeping the manifest. The captain may, however, delegate some other character to handle the task.

Each cargo hold aboard a ship should be given a separate designation. Capacity of each hold should be determined. Divide each into six parts of roughly equal size - Port Forward, Port Side, Port Aft, Starboard Forward, Starboard Side, and Starboard Aft. Each of these sections holds one sixth of the cargo capacity of the hold in question.

For ease of unloading and administration, cargo lots should be stored as close together as possible. If a lot exceeds the capacity of a given hold section, it should be divided between two adjacent sections. By determining the location of each cargo lot, some idea of the considerations merchants must take into account will be conveyed to the players. More importantly, though, there may be times when this information on lot location becomes particularly interesting; as, for example, when a firefight breaks out in the section of the hold where highly volatile chemicals have been stowed. This can be the source of some slight danger.

A cargo manifest form, suitable for photocopying, is included in the set of Ship's Forms at the center of this booklet. When filling it out, each cargo lot should be assigned a number, and individually entered on the form. A description, cargo size, and location should be specified for each. Further realism can be introduced by dividing each lot into a set number of containers (each of 250 kgs -¼ ton - taking up one volume of 1.5 cubic meters). If this is done, discrepancies in numbers of containers shipped in the lot can be introduced to further plague the player-characters.

OTHER CONSIDERATIONS

Restrictions: Importationt of some items may be limited or prohibited by local laws. For each cargo shipped, roll 2D. If the result is less than or equal to the law level of the destination world, there will be some problem in bringing the cargo in question to the planet. The nature of the problem should be determined by the referee, and can range from imposition of special import duties or hassles over permit forms (easily resolved through bribery, use of admin skill, or other character actions) on up to really strict import penalties on specific items. In the latter case, players could face stiff penalties for their actions. Modifiers should be applied to individual cargo lots at the discretion of the referee; differences in culture, government, law level, and other local conditions will cause a great deal of variety. Past experience by player characters, particularly previous familiarity with the world in question, should provide favorable modifiers to the throws.

Values: Values from the Trade and Speculation charts should be used to indicate the approximate worth of a given cargo. If it is damaged or lost through the actions or negligence of the ship's crew, they may be liable for the amount. Values can also be used to indicate the value of a cargo salvaged from a ship in distress, or to give an idea of the relative chances of hijackers or pirates being interested in a particular ship's cargo. Values can be assigned to special cargos at the discretion of the referee.

Awaiting Shipment: More information on individual types of cargos, with data on their special requirements or hazards, value, and other points of interest, can be found by consulting *Awaiting Shipment,* a new, ongoing feature published in *High Passage* Magazine every quarter. Starting in Issue Number 4 (in which Petrochemical shipments are discussed), this column is of particular value to players and referees interested in getting a detailed view of how various cargo can be handled in the course of a *Traveller* adventure.

PASSENGERS

The second major concern for all merchant vessels is the transportation of paying passengers. *Traveller* Book 2 gives a complete system for determining how many of each type (high, middle, and low) of passenger will be in need of passage from one world to another. Generally, this information will be sufficient. At times, however, the referee may wish to provide more details concerning various passengers carried on board.

Identification and detailing of passengers can take place on any of several different levels. For example, by using the encounter table provided in Book 3, some small amount of basic information can be determined. Rather than just saying that a particular individual is a high passage traveller, a roll on the encounter table may determine that the person is a noble travelling with a small entourage (three others). Other high or middle passage berths can then be given to this entourage - which simplifies the referee's job somewhat - providing for groups travelling together. The referee may wish to further state that the entourage consists of a noble, his bodyguard, his personal secretary, and his wife. By filling out details in this fashion, a better feel for the situation on board can be conveyed; in addition, there will be times when the very arrangement of passengers on board will inspire ideas for adventure situations.

This can be carried further, though, by supplying passengers with a UPP and skills. This can be done quickly through the use of pregenerated sources such as Supplements 1 or 4; another way to bring in such information is to use stats and skills rolled up for other characters and NPCs from the referee's files - characters who appeared, perhaps, in a different campaign or adventure. The addition of stats and skills allows interaction between the players and the passenger NPCs; it also helps paint a better picture of who is aboard, what they are like, and how players will react and behave.

Finally, the most complete - albeit the most demanding - form of passenger description involves a complete development not only of characteristics but of personality and background as well. Motivations, goals, and

likely reactions can be briefly described on paper, with the referee using this information to really bring a character to life. In so doing, interaction between player and non-player characters becomes even more complete and interesting. Referees who want examples of such full NPC development are encouraged to examine the series of *Casual Encounter* articles published in the *Journal of the Travellers Aid Society*, available from **Game Designers Workshop**.

Unfortunately, work put into extensive character development for a number of passengers can be come fairly involved, and should only be done when NPCs will be fairly important to the course of a particular adventure. Referees should, however, be careful to keep players from determining which characters are being more thoroughly developed; if they realize that certain characters have received more attention than others, they will concentrate their attentions on those well-prepared characters . . . possibly prematurely, ruining a planned surpise of some kind. It will sometimes be worthwile for the referee to spend some extra effort working on one or two red herrings, characters who are as fully developed as any NPC the group meets, but are specifically used to distract the group's attention from the real threat or proper focus of attention. Other referees, those blessed with a quick mind and a ready tongue, may be able to improvise fast enough to develop a minor NPC on the spot, thus keeping players uncertain as to whom they should watch most closely.

Passenger Manifest: Passengers abard a starship should be entered onto a passenger manifest filled out for each trip. A sample suitable for photocopying appears in the center of this booklet. Each passenger should be entered by name, UPP, occupation (if this is to be known to others), and an assignment to a particular stateroom on the ship. If players are themselves passengers, the referee should keep the record and assign staterooms as desired. This can be a useful way to keep a group of players together or apart (as needed). Changes in cabin assignments are usually handled by the Purser or Chief Steward. It will sometimes require a gratuity to arrange such changes.

When player characters are owners and/or crew of a passenger-carrying vessel, one of them should be made responsible for keeping the Passenger Manifest each trip. This character should be one of the ship's stewards, or an officer with steward or admin skill. When using characters generated by one of the expanded generation systems, liaison skill can be used as well.

Special attention should be given to passengers aboard a merchant ship. The referee will find in them an interesting means for involving players in new adventures; or at the least they will be useful in helping or hindering characters attempting to achieve some particular goal. Not every passenger, nor even every voyage, will give rise to a spontaneous adventure . . . but the potential will always be there, a useful way to divert player attention (possibly to buy the referee enough time to develop a new planet or situation), and a general source of added interest and enjoyment.

PASSENGER MANIFEST	
Ship:	Type:
Captain:	High Passage Capacity:
Date Prepared:	Middle Passage Capacity:
Date Discharged:	Low Passage Capacity:
Origin World:	Destination World:

High and Middle Passengers

Name/UPP	Occupation	Cabin No.	Notes

Total High Passengers, this trip:

Total Middle Passengers, this trip:

Total Low Passengers, this trip:

SHIP'S PAPERS (COMMERCIAL)

1. Date of Preparation

2. Ship Name	3. Registration Number

4. Ship Type	5. Builder	6. Homeworld

7. Laid Down	8. First Flight	9. Cost *(new)*	10. Occupation

STATISTICS

Basic ship information for classification and registration purposes.

11a. Hull Tonnage	☐ Standard ☐ Custom	11b. Streamlined? ☐ Yes ☐ No	11c. Max Atmosphere
12. Acceleration	13. Jump	14. Power Plant	15. Cargo *(in tons)*
16. Staterooms	17. Low Berths	18. Full Crew	19. Minimal Crew

20. Ship's Vehicles *(describe)*

21. Crew Manifest *(list names, UPPs, skills, salaries, and shares for all crew members)*

22. Owner *(include full particulars on owner, whether present or not)*	☐ Aboard ☐ Absent

23. Ship Name

SHIP'S COMPUTER

Data concerning the on-board computer and available programs.

24a. Computer Model	24b. CPU and Storage	24c. Mass	24d. Value

25. Computer Programs *(note those programs available)*

Routine	Space – Cr	Defensive	Space – Cr	Offensive	Space – Cr
☐ Maneuver	1 – 0.1	☐ Maneuver/evade 1	1 – 1.0	☐ Predict 1	1 – 2.0
☐ Jump 1	1 – 0.1	☐ Maneuver/evade 2	2 – 2.0	☐ Predict 2	2 – 4.0
☐ Jump 2	2 – 0.3	☐ Maneuver/evade 3	3 – 3.0	☐ Predict 3	1 – 6.0
☐ Jump 3	2 – 0.4	☐ Maneuver/evade 4	4 – 4.0	☐ Predict 4	3 – 8.0
☐ Jump 4	2 – 0.5	☐ Maneuver/evade 5	2 – 5.0	☐ Predict 5	2 - 10.0
☐ Jump 5	2 – 0.6	☐ Maneuver/evade 6	3 – 6.0	☐ Gunner Interact	1 – 1.0
☐ Jump 6	2 – 0.7	☐ Auto/evade	1 – 0.5	☐ Target	1 – 1.0
☐ Navigation	1 – 0.4	☐ Return Fire	1 – 0.5	☐ Selective 1	1 – 0.5
☐ Generate	2 – 0.8	☐ Anti-Missile	2 – 1.0	☐ Selective 2	2 – 0.8
☐ Anti-Hijack	1 – 0.1	☐ ECM	3 – 4.0	☐ Selective 3	1 – 1.0
☐ Library	1 – 0.3			☐ Multi-target 2	1 – 1.0
				☐ Multi-target 3	2 – 2.0
				☐ Multi-target 4	4 – 3.0
				☐ Launch	1 – 2.0
				☐ Double Fire	4 – 4.0

ADDITIONAL DATA

Information on armaments, inventories and services performed.

27. Turrets *(list turrets by hardpoint; indicate installed weaponry)*

28. Ship's Locker *(inventory contents)*

29. Annual Maintenance *(indicate date of last performance)*

CARGO MANIFEST

Ship:	Type:
Captain:	
Date Prepared:	Origin World:
Date Discharged:	Destination World:

Cargo	Location	Weight

ADVENTURE SITUATIONS

The guidelines below are intended as suggestions for adventures that might be run aboard any merchant ship. They are far from exhaustive; other ideas will undoubtably present themselves to imaginative referees. These brief suggestions, however, can help to stimulate a variety of possibilities that can lead to anything from a minor encounter to a full-fledged, on-going campaign. Handling of the situation by the referee, and the reactions of the players, will help to shape the course each adventure follows.

Various broad categories of possible adventures are presented separately. Some may not be applicable at all times; for instance, some situations that work on vessels carrying passengers will not work on those ships that are exclusively devoted to cargo transport. Nonetheless, most of the ideas that are presented here can lead in one way or another to adventures that can be applied to almost any group of players in a wide variety of circumstances.

In each situation discussion, guidelines only are sketched out. Details can be filled in later by the referee. This allows the adaptation of the basic scenario idea to the widest possible range of background situations. For example, there is no need to limit player involvement to a particular set of conditions - most of these adventures can take place no matter what role player characters take. Some notes will point up the most useful roles for players, and discuss various matters that should be considered under certain circumstances, but, by and large, these situations can be applied in whatever form the referee desires.

HIJACKING

Passengers on board a merchant ship may attempt to sieze it, for any of a number of reasons. Personal gain is one motive (that which will often appeal to player characters who launch such an attempt). A desire to make some political statement, or further a particular cause, may be another.

Adventures involving a hijacking can take a number of forms. Players taking the role of the ship's crew can be faced with the necessity of putting down the attempt, or at least holding on until aid arrives. If the players are to be the hijackers, they will be forced to plan and execute the attempt. In addition, however, the basic hijacking scenario allows such other adventures as an attempt to retake a hijacked ship or rescue hostages on board (either by a counter attack from within or by a raid mounted from outside); lastly, adventurers taking passage on board a ship may be caught in the middle as another group stages the attempt. In this case, players may be forced to make decisions that could lead to great danger or to great reward.

It should be remembered that anti-hijack precautions cannot be made totally infallible. Passengers cannot be too strictly policed (or the ship will soon be loosing business), nor can any merchant ship really afford to operate and ignore passengers if the ship is fitted out to carry them. This means that the hijacking situation is always viable, no matter what precautions may be taken. No matter how the characters become involved in the situation, all

of these possibilities should be kept in mind by the referee; a single hijacking attempt might well involve more than one of the options discussed above, stretching the single incident into several different sessions of play as required.

VIP

Important individuals - nobles, trading magnates, executives, and other figures of importance - often take passage aboard merchant liners and other passenger-carrying ships. When they do so, they open up a variety of options for *Traveller* adventure.

Bodyguard: A party may be retained as part of a VIP's retinue. In taking such a job, the group will be faced with such needs as protecting their patron from assassination or kidnapping attempts, or otherwise serving his interests. Many adventures can arise from this routine situation.

Terrorism: Characters may themselves decide to perpetrate some act of violence against a travelling VIP. They might be hired to do so, or they may be acting on their own. The latter case might arise out of a desire to get revenge for some past episode in an ongoing campaign.

Murder: One interesting and unusual adventure possibility is to involve players in a murder mystery. A ship in jump space is completely cut off; a crime committed on board will have a narrow range of possible suspects. Amateur detectives might find great enjoyment in unwrapping this kind of complicated mystery. It can become particularly intricate if the players themselves are under suspicion; a cagey referee might even choose to develop a special adventure revolving around a murder which actually was committed by a player character. In this situation, players might be energetically tracking down clues, never realizing that one of their number is himself trying to obscure the trail as they do so. Devotees of Agatha Christie and Dorothy Sayers will find this an entertaining break from the usual routine of *Traveller*.

BOMB ON BOARD

The presence of a bomb on board a merchant ship - planted by terrorists attempting to kill a VIP or by unscrupulous owners seeking to collect insurance on a ship, for example - can lead to a tense and exciting incident. Disarmament of a bomb by a player or group of players should be made the main focus of interest, though the search for bombs could also be important.

The situation can be made particularly exciting by some careful referee preparation. If possible, the referee should carefully diagram the bomb's mechanism, identifying various wires and components. When all is prepared, the adventure should be run 'against the clock' using a stopwatch to convey the sense of an approaching deadline. The stopwatch can be halted any time a point of rules or background needs to be clarified, thus preserving the real-time urgency without having game mechanics disrupt the situation too much.

As the attempt at disarmament takes place, the referee should have a clear idea of each crucial player decision required for disarming the bomb.

At each of these points, the player should be required to choose; however, saving throws against the character's intelligence should be allowed to reflect the difference between a player and the character in the game. Die modifiers can be applied for demolitions experience or skill; other modifiers that might influence the course of the attempt might include JOT, mechanical, or electronics skills.

Tension - through the time factor and the constant chance the wrong choice can prove fatal - should be built up as much as possible during the course of the incident. A well-run bomb scenario could consume a large portion of a single session.

PIRACY

Whether players are a ship's crew, passengers, or are themselves engaged in piracy, this can be an action-packed situation. Pirates must capture ships and cargos intact; thus space combat is greatly hampered if they are to make any profit from the venture. Suprise and sneak attacks will often be the best course in launching such an attack.

A variant of piracy could revolve around privateering. Privateers are 'legal' pirates, preying upon the commerce on an enemy during time of war. Merchant class ships can, of course, be the victims of such attacks; they may also make excellent 'Q-ships', decoys fitted out with extra crews and weapons to make an effective privateer or privateer-hunter. Modifications will include taking on much larger crews, both to help the ship in combat, and to man captured prizes; extra weapons may be mounted (up to *Traveller* limits), or heavily armed small craft could be hidden cargo bays of sufficient capacity. For the most part, this is a good adventure for characters acting as the privateer crew. Sometimes, though, a seemingly harmless merchantman can turn out to be a decoy, causing great problems for characters going about their lawful (or unlawful) business.

BLOCKADE RUNNER

As the Fifth Frontier War rages in the Spinward Marches, profits possible to daring merchants go up astronomically . . . along with risks. Planets still holding out **behind enemy lines** can be lucrative destinations, whether the ship carries speculative goods or a cargo arranged with government or military representatives. Nor is there a lack of passengers - many willing to pay far more than usual to escape their planet.

Against these chances of great profit must be set the hazards of war. Every trip into enemy-controlled space involves a chance (determined by the referee) of an encounter with hostile ships, squadrons, or fleets. Actions involving *High Guard* naval combat or small boarding actions can both result, along with numerous other potential adventures arising from the backdrop of the war.

LOST SHIP

Every now and then, misjumps occur during interstellar travel. A misjump can lead to an interesting situation for the passengers or crew of a merchant ship. If a planet is at hand (if there isn't one, the group is likely to be lost forever), adventures revolving around the need to replenish supplies, discover the ship's whereabouts, and generally face the unknown can provide an interesting alternative to the ordinary run of mercantile adventures.

SHIPBOARD ENCOUNTERS

The passengers and crew of a merchant ship can be the source of many unusual adventure situations that arise out of the interactions between various personalities. Such encounters can range from chance meetings to major clashes, and can even become springboards for further campaigns.

TRADE PIONEERING

Almost any ship (but particularly the SEEKER class armored merchantman in this set) can work well in the role of a trade pioneering vessel. Ships of this type range along the periphery of civilized space, searching for new markets and new resources.

Trade pioneering adventures combine aspects of many popular science fiction themes. In these adventures it is possible to explore alien worlds, contact new cultures and new races, and generally experience a true frontier life far from the confines of civilization. Adventurers on expeditions of this kind will be forced to rely heavily on their own resources and skills. Almost any kind of adventure can plausibly be injected into a trade pioneering situation, and characters of all kinds - from scientists to mercenaries - can be employed with equal ease.

ACS-3

ROLE-PLAYING FFE GAMES

UPDATED AND RE-EDITED

The text of this book has been re-edited to correct obvious errors, and reformatted to include smaller deck plans for reference. The Deck Plans have been edited for clarity.

Traveller is Game Designers' Workshop's trademark for it's 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.

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