TWILIGHT SECTOR

SPACE OPERA IO

SHIPBOOK: MIRADOR

John Lees

TRAVELLER

Compatible Product

TWILIGHT SECTOR

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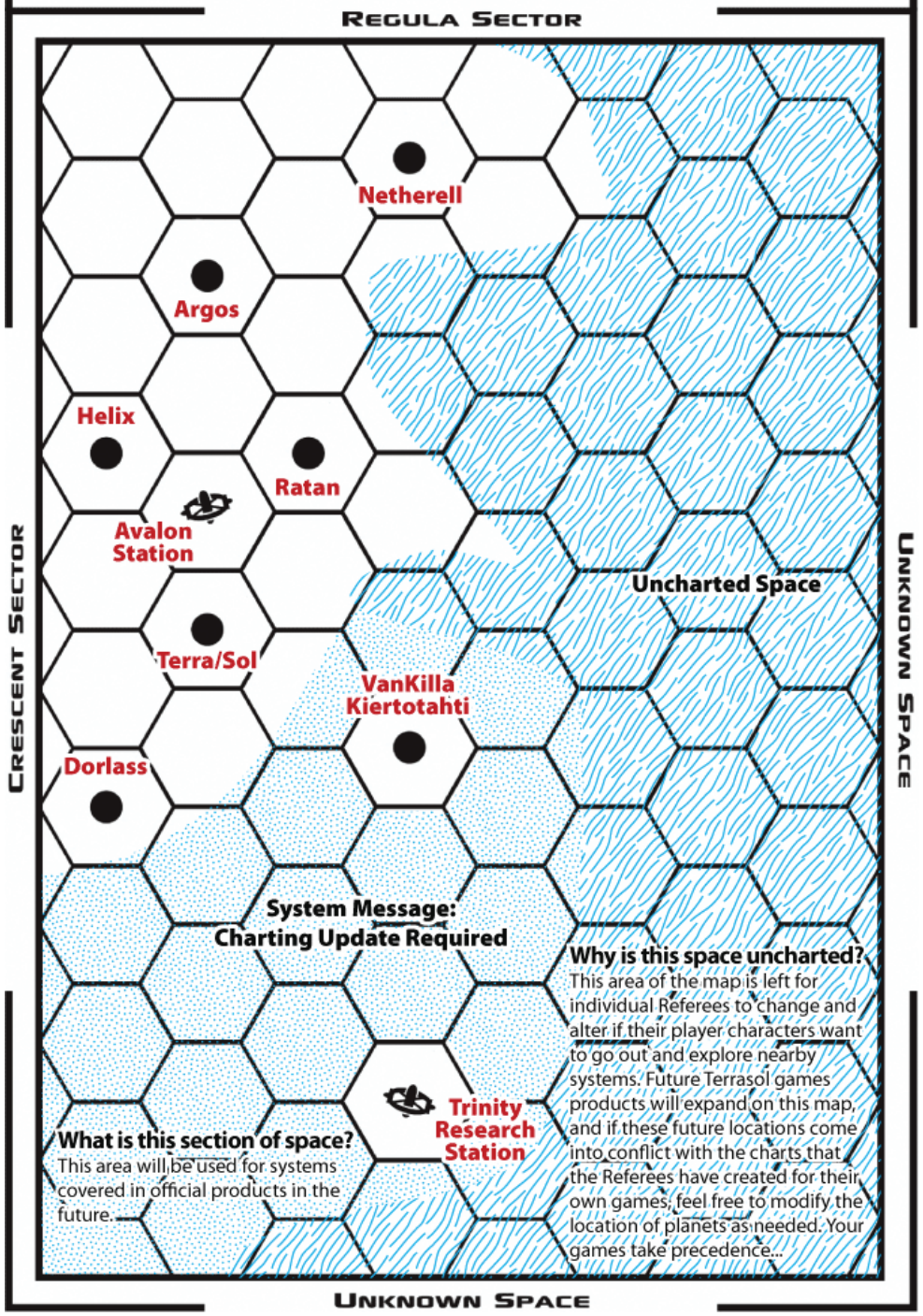
The Twilight Sector



TWILIGHT SECTOR

Vessel Book #1, Mirador-Class

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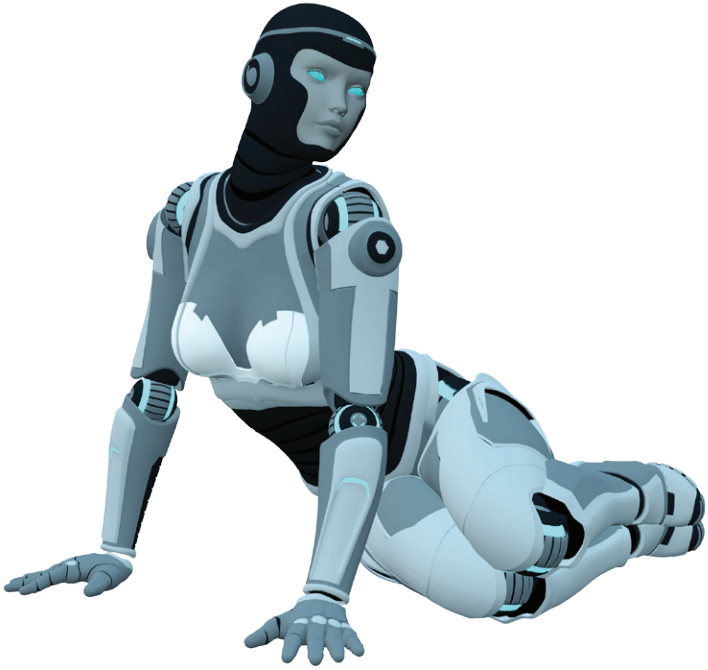


AUTHOR'S INTRODUCTION

Vessel Book 1: Mirador is a science-fiction roleplaying supplement using the Traveller rules from Mongoose Publishing. The Mirador-class is not the most efficient design ever produced, nor was it ever intended to be. Instead the Mirador was designed to be a luxury vessel design that could be used as a foil (the target of vicious pirates), a derelict (luxury vessel floating in space), an adventure location (Murder on the Crescent Express), a viable business opportunity (Excelsior Tours), and as a platform that could be modified for use as the sort of exploration vessel one would want to be seen in conducting a survey mission on the fringes of the Known Galaxy (The *RSS Rosalind Franklin*). This ship is meant to be the kind of utility player that any good team needs to be successful, while still standing out on it's own merits.

Here's hoping that we have come close to the mark.

John Lees

MIRADOR VESSEL OVERVIEW

1000 displacement-Tonnage Superluminal Vessel

see detailed vessel breakdowns, 12 (Base), 45& 47 (Liners), & 55 (Exploration)

Drives:

SLD-L (Rated at 3-Parsecs, onboard fuel for one 3-Parsec Transit)
Thrust L (3G Constant Acceleration, Gravity Drive)
Powerplant L (22 tons of fuel for 2 weeks of full operation included)

Systems:

Bridge: 20 Tons, with Holographic controls
Computer: Model IV (Rating 20)
Electronics: "Military Grade" sensors & communication
Hangar: 40-ton **Full Hangar** with 4-Ton **Machine Shop** (Physics Lab)
Hardpoints: Up to 7 hardpoints available, 4 of which are popup. *Note that for luxury vessel, some of these hardpoints are swapped out for extra escape pods or special embarkation equipment.*
Hull: Unarmored. Streamlined Hull shape **with Fuel Scoops** for Gas Giant Skimming, 5 tons of onboard **Fuel Processor equipment**

Components:

Amenities:
9 Dual-staterooms (double-sized, 8 tons allocated)
(all Passenger)
52 Single-Staterooms (4 tons allocated per)
(13 Crew set-aside, 12 Crew/Passenger overrun, 27 passenger-only)
6 Low berths (generally for medical emergencies on luxury vessels)
24 tons of luxuries
52 Escape Pod Capacity (Passenger limit under Confederation Code)
Specialized Passengers Areas: *Infirmary* (Medical Lab), *Kitchen* & *Bar* (2 Chemical Labs), *Ready Room*, *Ballroom* and a *Club/Recreation Area* (3 Briefing Rooms), forward Lounge, plus *Ship's Library* (library)
Cargo Capacity: 105 tons of cargo, plus 3 tons dedicated storage
(1 ton EVA gear, 1 ton Pharmaceuticals, 1 ton Turret Ammo)

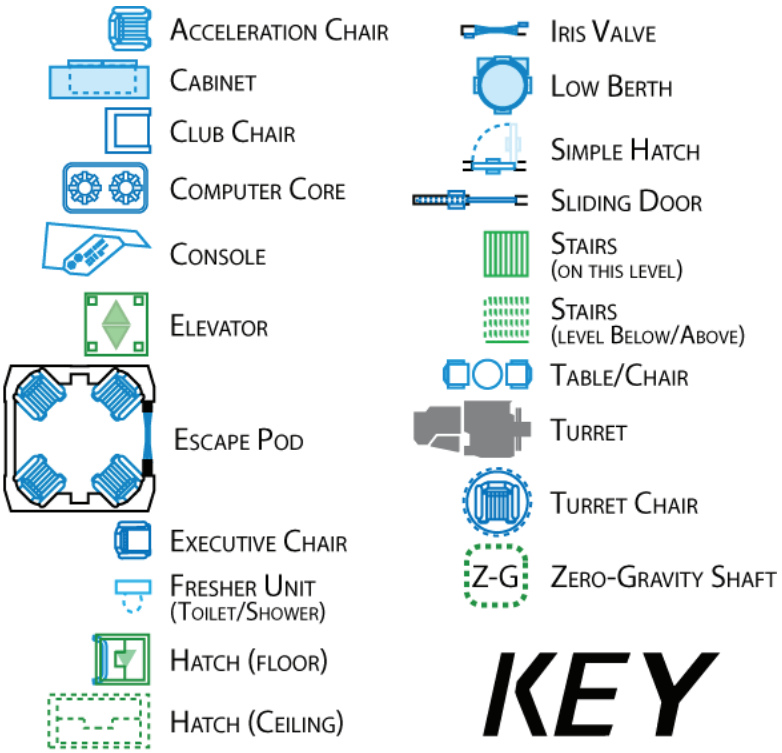
Standard Crew (17+):

3 Pilots, 1 Navigator, 1 Medic, 3 Engineers, ~6 Gunners, ~3 Stewards
Owner usually takes Captain's (double) Stateroom

NOTES ON STARSHIP INTERIORS:

Structure

Partition Walls: *Partitions* are thin walls of metal or composite materials, not considered pressure-tight. Explosive decompression causes most (a d6 roll of 1-3, varies by distance from source) to effectively give way immediately; but even those partitions which do not crumple and tear away leak like sieves. Someone trapped inside of a partition walled section that does not give out with decompression still only has a minute or two (under the best of circumstances) before they find themselves in hard vacuum. Partitions are also unable to withstand significant damage, even from light arms. Most damaging weapons (gauss weapons for example) will at least produce bullet/needle/what-have-you sized holes when they hit partitions. At minimum, the partition wall will seriously



deform where struck. In game terms, consider partition walls to have 4 points of armor for the purposes of penetration and 4 points of structure for the small area that can be "holed" for 8 total points of damage reduction. A significant tear enough to allow a suited person to pass through can be made by generating 100 points of damage.

Bulkheads: *Bulkheads* are more solid by far than mere partitions, built from heavy metal that is then sheathed in composites and bolted or welded into position. These types of wall maintain the structural integrity as well as the pressure/interior environment of the vessel. Bulkheads are far more difficult to destroy than partitions; they require 1000 points from energy-based or explosive weapons before producing a hole large enough for a single person to pass through. Minimal damage from small arms fire is less significant for Bulkheads than partitions: consider them to have 8 points of armor for the purposes of penetration and 12 points of structure in a small area for 20 points of damage reduction. This is one reason a 4d6 Shotgun firing shot-filled rounds (as opposed to armor penetrating sabot or slugs) is such a handy weapon inside of a ship or station as it will not penetrate the bulkhead.

Most interior walls in starships are partitions. All deck floors are bulkheads. The plans generally distinguish between the two by width. Note that wall thicknesses in general are exaggerated slightly to provide better visibility (partition walls are as thin as 25mm in most ships and even bulkheads are rather thin by such standards, the walls would be simple lines at the scale that they are used here without this slight exaggeration).

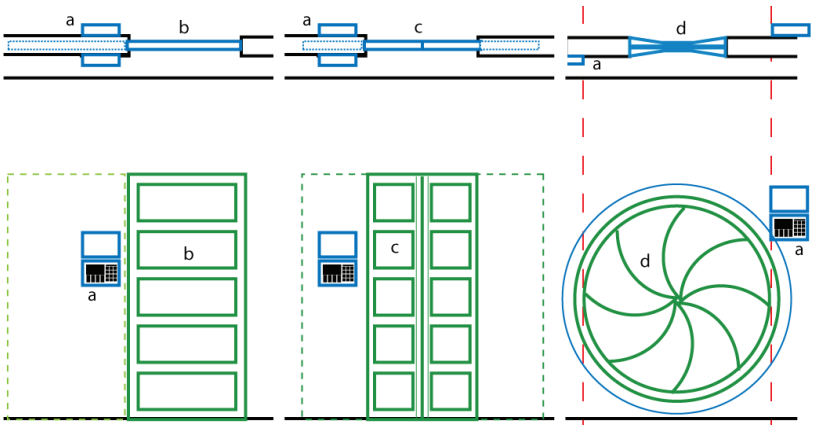
Accessways

Doors: Sliding panel doors (sometimes referred to as Pocket Doors). are commonly used to allow access through partition walls. They are activated by a switchplate stud or control buttons placed nearby the door (with a keypad for locking). Doors function based on the ship's internal power; if power is out, the doors must be manually opened or shut. There is usually a panel next to the door with a built-in winch that is used for this purpose; a crank-key is found on the opposite side of the removed panel to be inserted into the winch mechanism. Using this winch, the door can be hand-cranked from the inside of the room. Getting inside from the exterior requires a similar type of portable winch mechanism carried by damage crews. The electronically-controlled locks on standard sliding doors are meant for privacy only, and cannot take significant punishment (which

freezes the door in place) but can be bypassed with a successful *Electronics* or *Mechanics* test (-2 DM, 10-60 seconds); or, with the right equipment and a good deal of time, a less strenuous *Computer* check (0 DM, 1-6 minutes). Doors can also be battered down by force. Standard sliding doors can take about 50 points of "battering" damage (physical blows, explosives) before they give way, or 75 points of damage from penetrating weapons (like slug weapons).

A special kind of sliding door can be set into bulkheads, which is pressure-resistant and built to withstand significant damage. These are generally denoted by the thickness of the door and are more properly a type of sliding hatch (see below).

Iris Valves: The iconic doorway for starships — well known throughout spacefaring media because of their striking appearance. They are however not the most commonly used doorway in actual ship-designs due to the massive amount of space they take up. Irises are set into bulkheads (similar to hatches), and function much like the aperture of an old-fashioned (pre-digital) camera: a series of metal plates slide into place to pinch off the opening or slide back to allow passage through. Like sliding doors, iris valves are operated by depressing a switchplate stud on the wall near the valve. They are airtight when closed, and are often used to mark transition points between bulkheaded areas, or into some airlocks (although often Hatches are used for exterior-facing airlocks instead). As long as the ship has any power (ship auxiliary power source has not been disconnected), iris valves will close automatically



*Examples of **standard doors** are provided above, control panel (a), single leaf (b) as well as double leaf (c) and Iris Valves (d). Note that the Iris Valve requires those who use them to both lift their feet and duck down, but they are also much wider than normal doors.*

when interior pressure drops. Iris valves are pressure –sensitive (in that they close tighter when vacuum is present on the opposite side of the Iris) and pressure sealed (meaning that they remain sealed against leakage as long as they are not damaged). Once fully closed, iris valves are difficult to force open (although a specialized tool can be used for this purpose). An Iris can be easily bypassed however if they are sabotaged while still open. Any strong object (metal bar or rod) that is placed into the opening will prevent full closure. A partially closed valve may then be opened with relative ease (as opposed to when they get shut, where opening them becomes a nearly impossible task).

Simple Hatches: These are hinged metal doors secured by pins and operated by a handwheel which in turn operates a reduction geared cam system mounted on the inside of the door panel. This system drives the adjustable locking clips onto frame mounted wedges, sealing the door from pressure and liquid environments. These hatches are not controlled by the ship's computer, and there is no doorpad switch or stud that needs to be depressed. Locking hatches are generally not considered necessary, but a metal rod that is inserted into the hatch handwheel on one side will jam the hatch such that it cannot be opened from the other side. Hatches may be present in floors or decks as well as in bulkhead walls. Hatches are as difficult as Bulkheads to damage.

Vertical Hatch *(floor)*

Vertical Hatch *(ceiling)*

Powered Hatches: Hinged metal doors, very similar in construction to simple hatches, that are either partially or fully powered. Sometimes they are much heavier, and sometimes they slide into wall-pockets like standard sliding doors built into thicker bulkheads. They have the advantages of being easier to open than simple hatches (for civilians particularly) and are fully lockable by the ship's computer or room occupant. They are also subject to the same problems as sliding doors when the ship looses power (requiring them to be forced or winched open, this takes much more effort/time than the standard sliding door). Most Vertical hatches are of this type.

Vertical Shafts: These deck-to-deck access shafts are located in many ships, often fitted with hatches (generally powered hatches so that they can be locked). If the image is solid, the hatch (or other mechanism) is located on the floor; if the image is dotted, the hatch is on the ceiling. If located on both floor and ceiling there are shaded triangles to indicate omnidirectional travel and the image is solid. Ladders leading through portals between decks are generally present at vertical shafts.

Z-G Vertical Shafts: These special vertical shafts are subjected to "centigravity" (measured in hundredths of a standard Earth-Sol Gravity to facilitate ease of use). Nonetheless they are marked "Z-G" on the plans. True zero-gravity/microgravity is possible, but not generally desirable. True microgravity traps dust, liquid-balls and small objects wafted by air-pressure that can collect and become a nuisance. Centigravity also cuts down on zero-g sickness in passengers who decide to brave "Z-G" but is still weak enough to secure most of the advantages of zero-g/microgravity. This also reduces the chance of an accidental fall causing harm to passengers.

Z-G shaft

Lift Shafts: Lift platforms provide easy access between decks for crew and passengers. As they pass from one deck to the next they seal the bulkhead, thus preserving the integrity of the deck. They operate as normal earthbound lifts but generally do not have a complete cage. Instead, a contra-gravity controlled device is attached to a separate and notched deck plate that can move up and down per user-command. Sliding bulkheads (essentially powered hatches) prevent "open manhole" incidents. For safety purposes, most lift-shafts can only be operated singly (i.e. with only one lift active in a particular shaft). Although this feature can be over-ridden, particularly on vessels with more than ten active decks. In battle situations some or all lifts may be shut down or the number of decks served reduced, particularly in naval vessels where there is more than one accessway between decks.

Lift Shaft
Note that the arrows indicate the directions (up and down) the lift goes from that deck

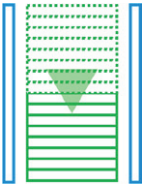
down only

up only

Stairs: Stairwells are occasionally found in ships, although they are very costly in terms of space and therefore not as common as other means of deck to deck transit. Another disadvantage is that they defeat the purpose of having airtight bulkheads between levels (although sometimes the doors into a stairwell are pressure sealed such as a hatch, at the cost of even greater space). Stairs range from standard (approx 35˚), to steep (approx 45˚), to ship's ladders (approx 65˚). Most passenger areas will not use ship's ladders to go between levels (although short ship's ladders are sometimes found between platforms or mezzanine levels where the climb is not as arduous). The advantages of stairs however continue to make them a viable option in ship's plans, both in ease of use for passengers compared to a vertical shaft/ladder and the fact that they require no power to function.

Life Support

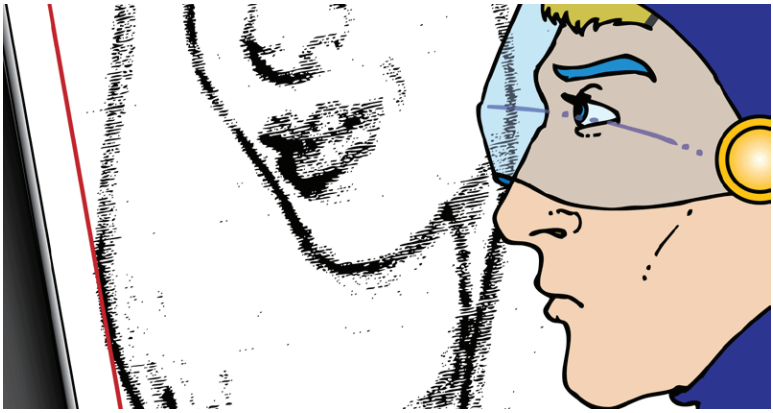
Power: The massive power plants of a starship easily provide power for all other ship functions. The drain produced by a life support or security system comprises a tiny fraction of the power required for maneuver drives or SLD systems. Even during transit (when Power Plants are powered down to "standby" modes) more than enough power is generated by the vessel's power plant for most conventional ship or passenger requirements. Simple wall outlets are used to allow portable devices to hook into the grid. Such connectors are generally (Terran) Union-standard powerclips, although some high-output powerclips are located in certain rooms (and have different, though still standardized, connectors).



Stairwells: *Note that the dotted portion is on the next deck and the green arrow points to highest stair. The stairs pictured above go down because the arrow points to the direction of the stairs still on that level (which are higher)*

Environment: The life support system maintains a steady "Earth-normal" atmosphere and 68˚F/20˚C temperature, and provides more than adequate lighting throughout the ship. Life support systems can be re-tooled to allow pressure-sealed areas to be maintained at specific levels, but this is not commonplace outside of scientific ships and generally requires adaptation by the ship's Engineering (Life Support) Staff and some bypassing of ship command trees on the bridge. Environmental systems also include water and air recycling, although these do require backup filters and the occasional "refreshening" from bulk life support supplies. Vessels sometimes purchase these bulk supplies separately and keep them in storage.

Gravity: The ship's decks have gravplates built in to provide constant gravity; these may be adjusted to provide any consistent gravity between 0 and 1G. Individual plates may be revised or switched off, requiring Bridge-level access. Under normal conditions, the artificial gravity system also acts as acceleration dampers to negate the effects of acceleration or deceleration (to avoid a "sudden deceleration incident"). During combat situations, the dampening effect can be stressed or simply surpassed by combat maneuvers. In these situations, the crew must rely on other measures such as acceleration couches for safety (these are the more sizable chairs located in the Bridge and a few other key areas of the ship on the plans). This is also one of the reasons that commercial transit vessels order their passengers to take to the lifeboats during conflicts (the Life Pod Seats are also rated as acceleration chairs).



Security

As noted in the ***Traveller Main Book*** (pg 143), most ships have internal cameras at various junctions and in most of the rooms (although generally not staterooms). These cameras are small and unobtrusive, some have even been built directly into the walls so as to be nearly invisible. There are also passive sensors spread throughout the ship (including inside of staterooms) that monitor the environment for heat, atmosphere and other gross environmental details. Sensors which provide greater details are not considered standard although they can be rather easily added to the ship. All accessways, from standard sliders to powered hatches, have sensors that will let the bridge know when they are opened or closed, although these are generally simple dead-man type sensors that can be easily (although not necessarily quickly) bypassed. When opened, some of these accessways send priority flags to the security system; these are noted where they appear.

Some accessways have alarms as well as sensors. These alarms are usually both visual and audible, such as those on airlocks which are designed to let everyone know when hard vacuum is just a bit closer. While these alarms can be bypassed, no sane mind would contemplate doing so without some nefarious purpose.

The Traveller Main Book also discusses the security of the Computer databases on ships, all of which apply to these vessels. (***Traveller Core Rule Book*** pg. 143-144).

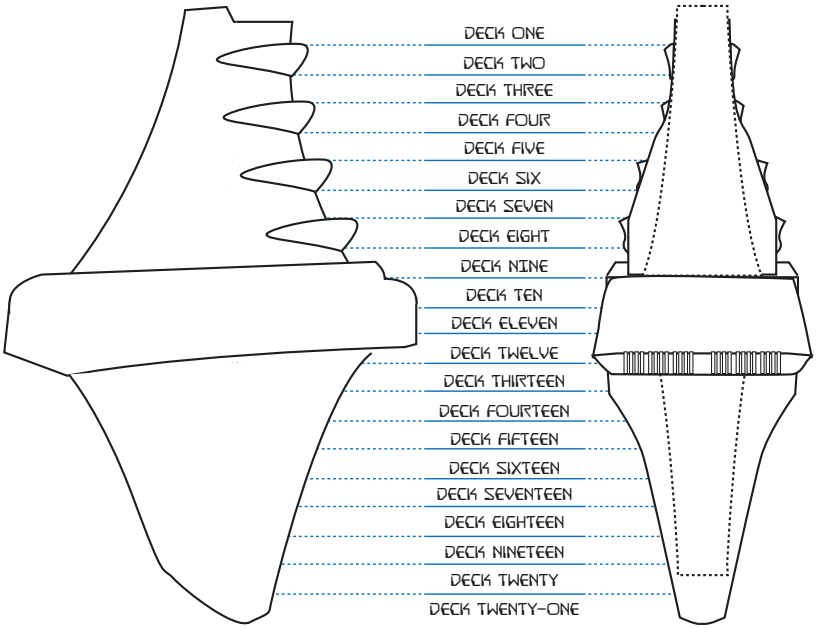
Overage:

All Terra/Sol designs are made with overage in mind. Displacement-tonnage values of rooms and components do not include accessways through them. A range of 5-10% of the vessel's total d-tonnage is set aside to account for this "empty" corridor space, airlocks and a few other components (access lifts/shafts). Individual deck descriptions will note where overage occurs.

Mirador (standard), Vessel Breakdown

			Tons	Mcr
Hull	1000-ton	Hull: 20, Structure: 20	—	100
	Streamlined Hull			10
Armor				
SL Drive	Type L		60	110
Maneuver Drive	Type L		21	44
Power Plant	Type L		34	88
Bridge		Holographic (+2 Initiative)	20	6.25
Computer	Model IV	Rating 20	—	5
Electronics	Military-grade	+0 DM	2	1
Hardpoints				
	T-1	Empty	1	
	T-2 (Popup)	Empty	2	1
	T-3 (Popup)	Empty	2	1
	T-4 (Popup)	Empty	2	1
	T-5 (Popup)	Empty	2	1
	T-6	Empty	1	
	T-7	Empty	1	
		Spare Barrel Tonnage	1	
322 Tons, Fuel		One SLD-3 transit, 2 weeks	322	
105 Tons, Cargo	105 tons		105	
70 Staterooms			280	35
6 Low Berths			3	0.3
52 Escape Pods			26	5.2
Extras				
	24 tons luxuries		24	2.4
	4 "Amenity" Labs	Infirmary, Shop, Kitchen, Bar	16	4
	3 Briefing Rooms	Bridge (N), L-2 & L-4	12	1.5
	Library		4	4
	Dedicated Cargo	Pharma, EVA	2	0
	Fuel Processors		5	5
	Hangar	Rated: 40-Ton smallcraft	52	10.4
Totals			**1000**	**436.05***

* without Standard Design Discount taken into account, 394.445Mcr with the Discount.



MIRADOR

Deck by Deck descriptions of the class layout and her typical (Luxury Cruiser) operation mode.

THE STANDARD MIRADOR

Travel Characteristics:

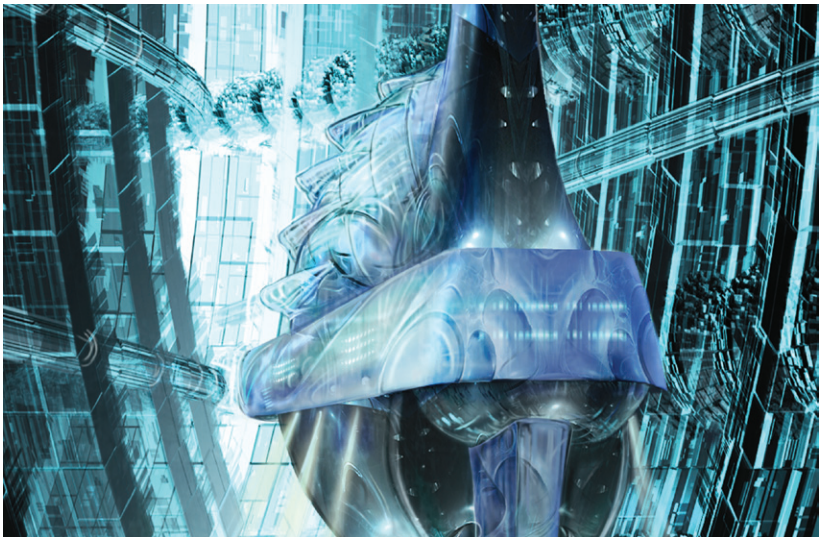
The vessel has a three-parsec rated superluminal drive, and can move at 3G with their conventional maneuver drive. There is sufficient fuel space for a single 3-parsec/week transit and 2 weeks of full-power for the fusion plant.

The vessel is streamlined and thus may enter the atmosphere, but it does not have landing gear. This means that a *Mirador* must light onto special constructed "cradles" (the designs for which come with the purchase of the ship, but they must be constructed separately) for landings. More commonly however, a *Mirador* lands in moderately deep bodies of water (which the vessel has been optimized for) and inflates specially constructed gasbags that allow the ship to float at Deck 12. This is usually how the ship refuels itself (with five processors, the ship can refuel itself from empty to full in approximately 3½ days), although it can also skim what it needs from gas giants as well.

Passenger Characteristics

The standard *Mirador* is a passenger liner, with sixty-one staterooms (nine of which are designated as dual-staterooms, with more than adequate room for two people without any drain on the life support system). Thirty-six staterooms are sumptuously appointed for high class passengers (labelled as "luxury cabins", SR1-SR-36). One standard stateroom is found on Deck Nine (SR 37), reserved for medical personnel as it is across from the Infirmary, and the other twenty-four (SR 38-61) standard staterooms are suitable for middle-class passengers (those on Deck 10) or crew (those on Deck 11). Nothing prevents the luxury cabins from being used as middle-class berths should not enough high class tickets be sold, when pressed into service as such they are often double-occupied (the extra space making up for the loss of privacy).

With standard luxuries, including a robotic staff and extra room in most of the luxury cabins (as well as non-stateroom extras), the *Mirador* is set for 50 passengers without any stewards and legally (under Confederation law) may hold 52 passengers (without resorting to use of the small craft in the Hangar Bay as 'Life Pods'). In practice, most vessel owners include some stewards to provide a "human touch"



and try to fit in as many passengers as they can without reducing the "luxury" experience that travelers expect on a vessel of this type. Usually this means around forty-five "high class" passengers (holding back one of the double-staterooms for the vessel owner/Captain) and twelve "middle class" passengers (using the Deck 10 staterooms).

Exterior views from the inside are found throughout the vessel using monodirectional transparent plates. These plates are "mirrored" on the outward side to allow passengers maximum privacy. Simply put, those looking from the outside of the vessel cannot see inside.

During transits, most passengers render the inside perspective opaque as well to protect them from the distorted effects of T-Space which most find disorienting. In fact there is a control switch in the Bridge that renders all exterior viewplates opaque which is generally activated just before transit.

DECK PLANS

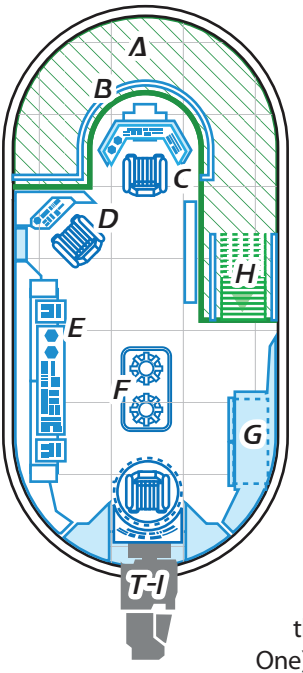
The following plans provide a deck-by-deck description of the standard (or Passenger-Variant) *Mirador* and the features which the ship incorporates. Keep in mind that individual ship owners are going to make modifications, some of which involve deckplan alterations. The *RSS Rosalind Franklin* deck plans, pg. 59-67, demonstrate how a vessel can be modified for a different role (in that case, exploration).

Deck One and Two: The Bridge Decks

At the top of the *Mirador*-class vessels is a two-deck command section, or ***Bridge***, which also incorporates a single aft-directed hardpoint and the vessel's expanded electronic suite (rated "military" grade). The Bridge utilizes TL 12-level astronautics and control interfaces, with programmable stations and holographic display capabilities on both levels.

Deck One is partially open (**A**) to Deck Two, with a *banister* (**B**) that runs around the edge of the open area. The *command workstation* (**C**) is extended out and ahead of the rest of the deck in a central position for maximum visibility (to see and frankly, to be seen). The *astrogation station* (**D**) is located against the portside wall, behind which is a long console. In the aft-most portion of the Deck is the ship's *tailgunner position* (**T-1**), as well as the *main computer table* (**F**) and *programming console* (**E**). To the starboard of the aft section is a tall *equipment cupboard* (**G**) which is part of the ship's locker.

DECK ONE



Access between the decks, unlike most of the other decks on the ship, is by a steep (45°) L-shaped conventional *stair* (**H**).

Deck Two has large windows in front that extend up to the top of Deck One, where the *helm station* is (normally) located (**K**). Behind the helm station are the two access points for the Bridge to the rest of the ship, B-Lift (starboard) and B-Shaft (port). Behind this on the port side is an *equipment cabinet* (**L1**) and a *bridge console* (nominally) dedicated to communications and sensors (**M**). On the starboard side of the deck behind B-Lift are the *stairs* (**H**) that lead up to the "upper" Bridge Level (Deck One), underneath which (not shown on plan) is the somewhat cramped *Bridge fresher unit* (**J**). All along the edges of the deck are consoles with various indicator panels, beneath which are various equipment lockers (**L2-L5**). Deck Two is one of four decks that incorporates an aft "Observation Dome" which extends beyond the line of the deck. In this case, the space is used for various consoles as well as the *Bridge Briefing Area* (**N**) that seats six and

possess the same holographic technology used for bridge stations that provide it with excellent tools for planning.

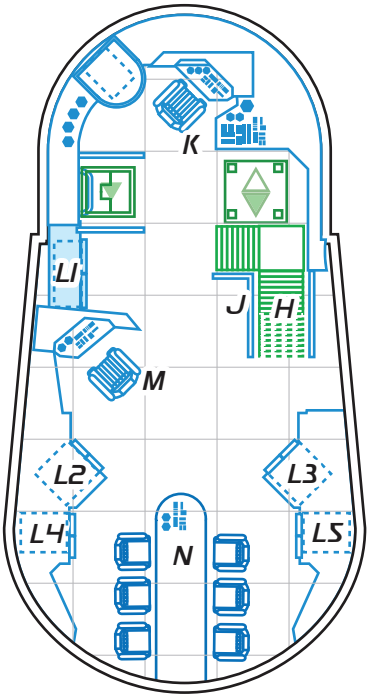
Access between the Bridge and the rest of the ship is by B-Lift and B-Shaft, which are normally locked off from the rest of the ship. These locks are computer-controlled and require biometric checks or entering keypad codes in order to take anyone from the lower decks upward (different ships employ different levels of security).

Ship's Locker: Unlike many bridges, the "Ship's Locker" is not one place crammed with many pieces of equipment, but a series of storage areas which are spread around the room. Two of these areas (**L1**, **G**) are almost as tall as the deck itself and others (**L2-L5**) are cupboards located underneath consoles. While each ship's master uses a different arrangement for the ship's locker, most weapons (the perennial player question) are located the security-locked cabinet in the briefing area (at **L2)** and more in the locker on Deck One (**G**). Spare vacc-suits (another mainstay) and such are actually found on Deck Five across from *Airlock-1* (**Deck Five, M-1**)

Stations: ***Stations*** (which have a secured acceleration chair in front of them as well as command function controls over the ship's systems) are separate from ***consoles*** (which have more limited control functions and are generally used for diagnostic and monitoring systems like screens and other indicators). The Bridge uses both. All stations and consoles are also "holographic" style, thus any (with the exception of the command station) can be reconfigured as needed. It would require a sharp programmer (making a difficult *Computer* skill check) to modify a console so that it functioned as a station, but this can be done if needed.

There are several established stations on the *Mirador* Bridge (more for formal designation than anything as these are fully configurable and can be swapped

DECK TWO



for one another) for: command (**C**), astrogation (**D**), helm (**K**), and communications (**M**). The "Flying" command station has override control over all other stations, but is also biometrically locked to the Captain and (if a separate individual) Ship's Master. The main computer control console (**E**) also can act as a Bridge station (with a standard *computer* check rather than a difficult one), but is generally used solely for computer programming functions.

Notes: *The Bridge comprises 2 decks and 60 spaces or 30 tons. The vast majority of this, 20 tons are allocated for the Bridge; 2 additional tons are used for the military-grade electronics and 1 ton for the aft-mounted turret fire control (total: 23 tons). The Bridge Briefing Area is purchased as a separate briefing room (4 tons). The remaining tonnage is "expended" as overage and comprises the open deck area in the forward section of Deck One (roughly 6 squares of which, thus 3 tons). These overage tons are accounted for in the total Overage numbers.*

Deck Three: The VIP Deck

Deck Three is used primarily for two large staterooms (**SR-1** and **SR-2**), the forward of these (**SR-1**) is referred to as the ***VIP Stateroom*** as it is generally used by any visiting VIP's. This is primarily due to the proximity of the stateroom to the Bridge rather than the size of the room itself (which, at approximately 4 tons, is larger than a standard stateroom). The stateroom has a large (queen-sized) bed centrally located and molded cabinets around the outer perimeter of the room (except the space where the bed rests).

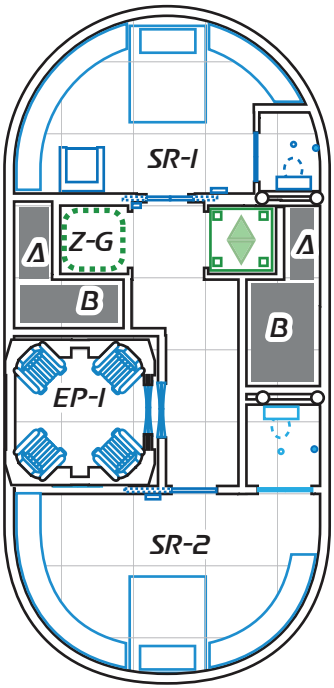
The Aft Stateroom (**SR-2**) is also known as the ***Captain's Roost*** since it is most commonly used for the Ship's Master or the Captain. This is the last room to be handed over to passengers, and on some vessels is never used for passenger service. One of the larger single staterooms on the *Mirador* (at 4½ tons), SR-2 is well-appointed, with plenty of interior room and considerable personal storage in the molded cabinetry. The fresher for this unit is large and offset from the stateroom itself.

Other features of Deck Three are far more utilitarian. The Deck Three escape pod (**EP-1**) is a 4-person Pod which is accessed by an iris valve on the port side aft-center of the deck. There is also a considerable amount of machinery located behind the walls of the hallway: small areas behind the B-Lift and B-Shaft are raw material reservoirs for the bar synthesizers on Deck Four (**A**). Behind these, sandwiched between the staterooms is a space (**B**) used to store any of the Exercise equipment from Deck Four when that deck is being used as an open area ("Club-mode") rather than a gymnasium.

Access to Deck Three is by B-Shift and B-Lift, both of which can be sealed to prevent noise from Deck Four spilling into the hallways.

Notes: *Both staterooms are rated as single-occupancy, but can easily accommodate dual occupancy (especially by a couple who share the larger bed). The escape pod is a standard 4-person pod (2-tons). The gymnasium equipment storage and supplies for the Deck Four synthesizers are purchased as luxuries and the synthesizer raw material reservoirs are variations of "glop" but in luxury form the approximately 1 ton worth stored here provides 1225 man-days of nutrients.*

DECK THREE



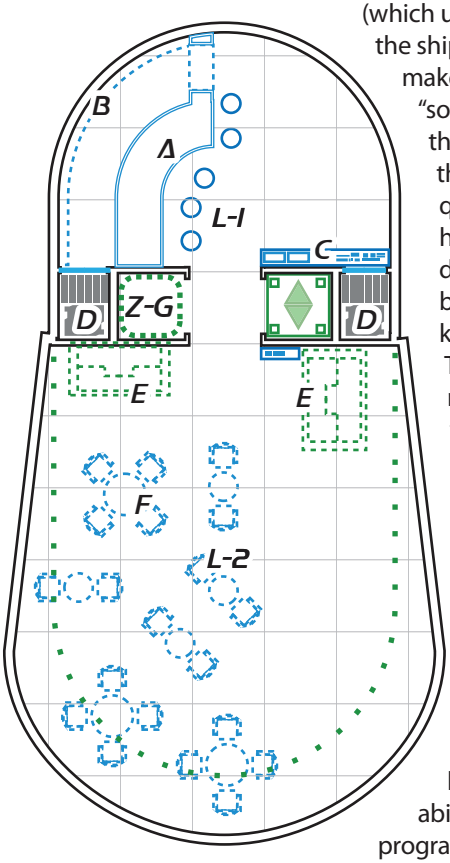
Deck Four: Club Deck

Deck Four of the *Mirador* class line is the ***Club Deck***, so named for one application of the wide open aftward section (**L-2**) which is often used as a social space and/or ship's gymnasium. There is gymnasium equipment (weights and other strength and endurance training gear) located here for the health and recreation of crew and passengers, although this space is certainly not limited to that purpose. Removal of this equipment is relatively simple, the gear compacts together and is rolled into place, then robotic arms come down from the ceiling hatches (**E**) to lift the equipment up for storage on the deck above (**Deck Three-B**). Once removed, the floorspace is open from port to starboard exterior walls and aftward of B-Lift and B-Shaft for social gatherings.

Chamber L-2 also benefits from being one of the four "Observation Domes", giving occupants a spectacular aftward view. There are several memory-plastic table and chairs that (when condensed) fit into notches along the walls and ceiling in this area for storage. When opened and put to use, they provide seating for 20 while still leaving a large amount of the chamber open (if necessary, more tables can be brought up from the Grand Ballroom on Deck Eight). The seats and tables are also employed when the L-2 space is used as a music

chamber (by design the acoustics of the room are as excellent as the view). There are audio-visual pickups and displays around the room, with a small control consoles against the forwardmost starboard wall (which also control the ceiling-mounted lifting racks for the gymnasium equipment, **E**).

Forward of chamber L-2 is the ***Ship's Bar*** (**L-1**) which is also designated for use as a recreation area. The *bar-counter* itself (**A**) is a regulation height of 1.065m (42") and made from an exotic hardwood (the price of which is incorporated into the costs of the "luxury" components, although some owners have them replaced with truly fantastic materials). Beyond the bar-counter itself there are stools on the "customer" side and molded shelves along the back walls (**B**) for the use of the bartender. These shelves hold various bottles of liquor and other alcoholic delights from a variety of worlds (which unfortunately do not come with the ship on purchase, most stewards make a point to pick up various "souvenirs" in different systems that the ship has passed through so that over time each bar becomes quite unique). Most of the time however, for "average" food and drink production the bar uses a bulk version of the automated kitchens found in most homes. The *synthesizers* (**D**) have raw material supplies that extend to the deck above (**Deck Three-A**) and lengthen its use between "refills". The port side synthesizer is used for liquids and is accessed behind the bar while the starboard side synthesizer is used for solid foods and is controlled via the *console-counter* (**C**) which also contain the output openings for the final product. The synthesizer has somewhat limited sampling ability. The console can also be programmed with a variety of different



foodstuffs, or users may pick from those that have been logged into the system already. Like the alcohol behind the bar, the synthesizers of *Mirador* vessels tend to become very idiosyncratic over time, reflecting the tastes of crew and previous passengers. It should be noted however that the synthesizer technology in use here does not replace the food service of the entire ship, the Ship's Galley on Deck Eight (**Deck Eight, M-3**) feeds the ship, this is a supplemental system to be used for tasty snacks and beverages.

Access to the Deck is by way of B-Lift and B-Shaft only.

Notes: *Both L-1 and L-2 are comprised of a combination of leftover living space from staterooms, luxury tonnage and a "core", which is essentially a ship's component that has been modified for the specified purpose. The "core" of the bar is a 4-ton laboratory (chemistry of course), and the synthesizer can be modified to perform moderately complex chemical analysis (which is essentially what it does when it samples foodstuffs to reproduce them) with a little effort and time. The "core" of the gymnasium/ club (L2) is a briefing room, which provides it the audiovisual equipment. The space can easily be used to conduct briefings as well, obviously.*

Deck Five: Passenger Deck E or Executive Deck

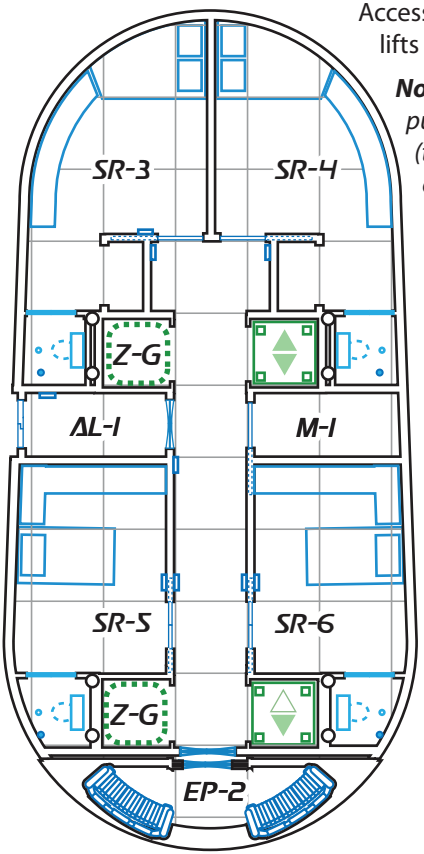
Deck Five of the *Mirador* — the so-called ***Executive Deck*** — contains four staterooms, an airlock and a dedicated equipment storeroom. This is the uppermost of the standard passenger staterooms (the VIP stateroom being reserved for special circumstances) which are labeled from the bottom up of the ship.

The forward pair of 4¾ ton staterooms (**SR-3**, **SR-4**) are rated as dual-occupancy, but are listed as single occupancy in all official documentation for port authorities (because of the escape pods on this deck and the mandatory evacuation regulations). Nonetheless, they are generally priced as dual occupancy for ticket purchase. The molded bed is larger than normal in these staterooms however and can easily accommodate a couple. These staterooms also boast far more storage than those in other portions of the ship. The aftward pair of staterooms (**SR-5**, **SR-6**) are smaller (though still above average at approximately 3½ tons each) and rated for single occupancy. These are sometimes reserved as a block for tickets, a useful arrangement for senior executives traveling with junior colleagues, political leaders with assistants and so forth.

The escape pod (**EP-2**) is arranged as a pair of cramped couches and rated for four persons. If the forward staterooms are sold as dual

occupancy tickets, one pair of passengers (usually from the smaller set of staterooms) are generally told to head for the escape pods on Deck Three (which have two extra seats).

Deck Five also contains *airlock-1* (**AL-1**) on the portside which is generally used for small vessel transfers and some spacedocks. The access from the airlock into the vessel is by an iris valve, but the exterior doors are powered sliding hatches for a more durable (and secure) access to the exterior of the vessel. Opposite the airlock is a small, *dedicated storage area* (**M-1**) for EVA equipment (spare suits, EVA thruster rods et al), three repair kits and similar gear for use in the airlock. Access to this area is by way of a standard (although security-accessed) sliding door.



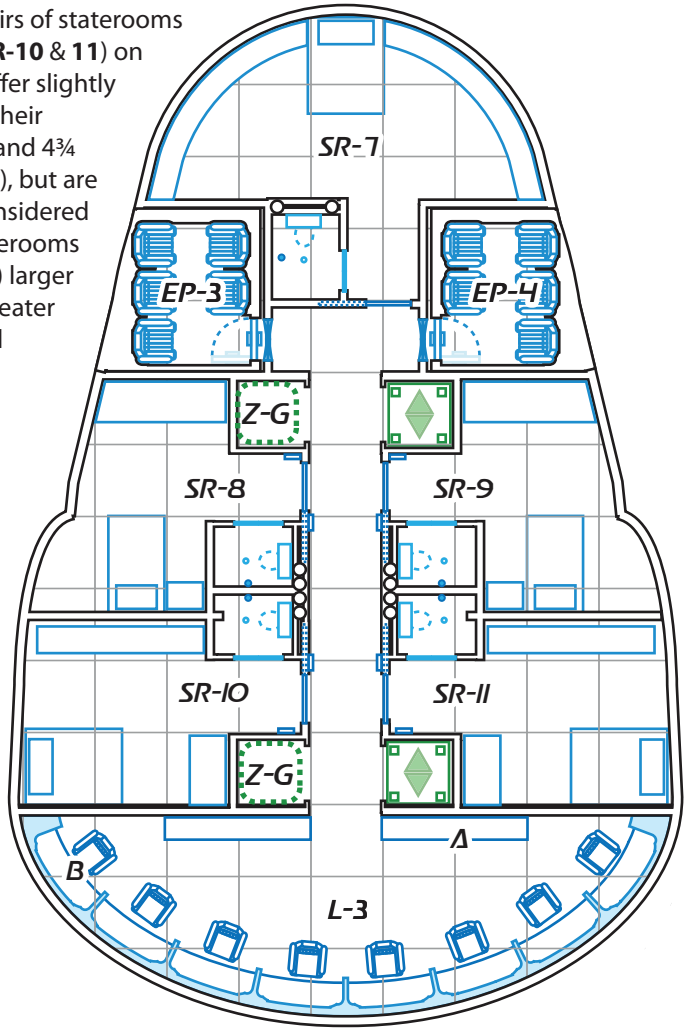
DECK FIVE

Access to Deck Five is by way of B and C lifts and shafts.

Notes: *Staterooms 3 and 4 are purchased as double-staterooms (thus dual occupancy is not a strain on their systems). Staterooms 5 and 6 are purchased as single staterooms. The airlock tonnage is taken from overage while the dedicated storage area tonnage is accounted for as part of the vessel's "dedicated equipment tonnage" (including this room and the pharmaceuticals in the Infirmary on Deck 9).*

Deck Six: Passenger Deck D/Honeymoon Deck

Deck Six of the *Mirador* is known as the ***Honeymoon Deck*** because of the five double-staterooms located here. The most prominent of these is the extremely large forward stateroom (**SR-7**), a full 7 tons with a dramatic view as well as ample space. The room has a larger (queen-sized) bed and standard molded cabinets that arc around the perimeter of the room. The next two pairs of staterooms (**SR-8** &**9**, **SR-10** & **11**) on this deck differ slightly in terms of their tonnage (5 and 4¾ respectively), but are both are considered double-staterooms with (single) larger beds and greater than normal space.



DECK SIX

Ironically this deck features the "heartbreakers", two five-person *escape pods* (**EP-3** & **4**). Their nickname stems from the fact they are in odd numbers, forcing at least one couple to split up in case of an evacuation.

The ***Entertainment Center*** (**L-3**) (aka 'Ship's Library') is located at the aft end of the deck, utilizing the "Observation Dome" to both provide it with an excellent aftward view and extra floorspace. Along the forward wall of the library are 3 meter wide and floor-to-ceiling tall shelves (**A**) jammed with data wafers, books and similar material. There are a total of eight *carrel-stations* (**B**) along the aft wall, each of which outfitted with a dedicated computer terminal and modified holographic display system. By wearing special visor and earpieces (or directly jacking in with the right type of cybernetic implant), the displays are visible only to the person at that individual carrel. This allows several crew or passengers to conduct their studies or watch audiovisual entertainments with a degree of semi-privacy.

Access to Deck Six is by way of B and C lifts and shafts.

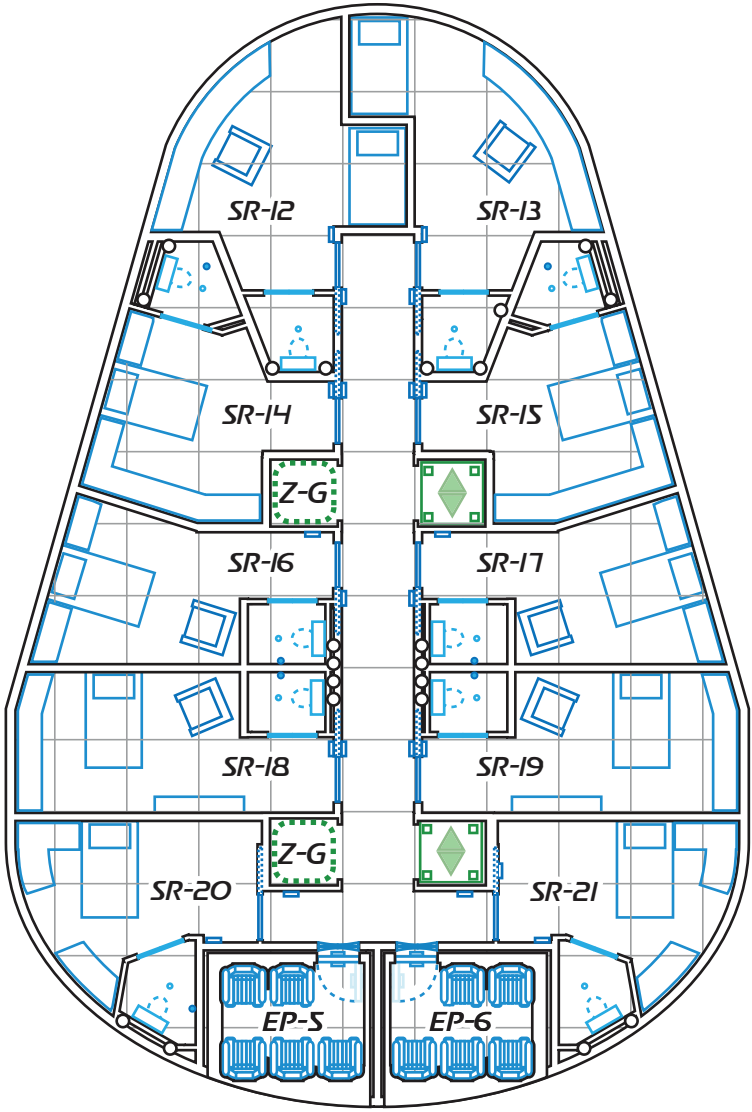
Notes: *All staterooms on this deck are purchased as double-staterooms (thus dual occupancy is not a strain on their systems). The Entertainment Center, like many of the other larger rooms on the ship, is purchased with a combination of "spare" stateroom tonnage, luxuries, and a "core" functional room. In this case, the "core" is a 4-ton ship's library, providing the technological basis for the carrel stations.*

Deck Seven: Passenger Deck C

Compared to the other passenger decks of the ship, Deck Seven of the *Mirador* is relatively boring, consisting only of relatively standard (for this luxury vessel) passenger staterooms (ranging from approximately 4½ tons, **SR-12** & **13**, **SR-18** & **19**, to approximately 4 tons, **SR-14** & **15**, **SR-16** & **17**, **SR-20** & **21**) and two 5-person escape pods (**EP-5** & **6**) at the aft edge of the deck.

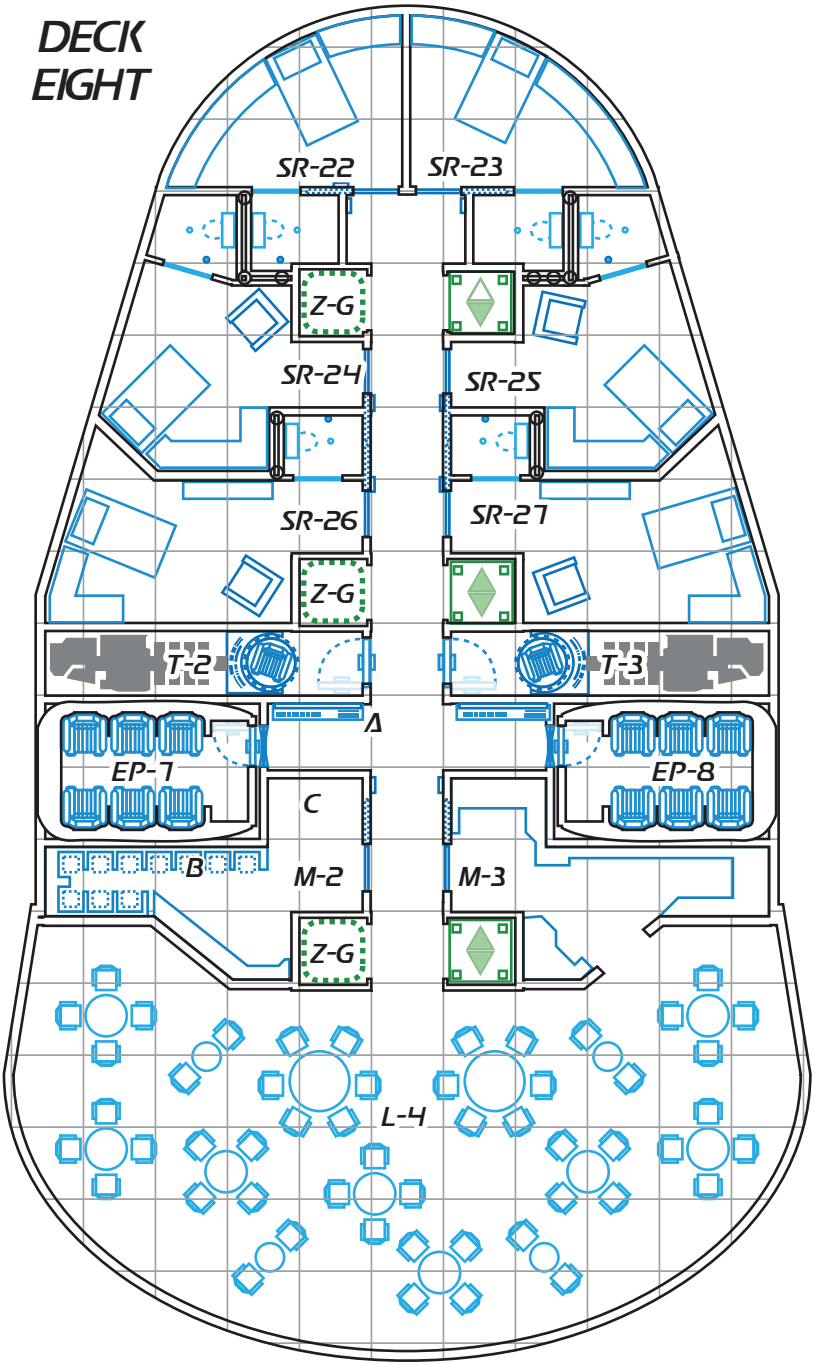
Access to Deck Seven is by way of B and C lifts and shafts.

Notes: *All of the staterooms on this deck are purchased as single-staterooms.*


SR-12
SR-13
SR-14
SR-15
Z-G
SR-16
SR-17
SR-18
SR-19
Z-G
SR-20
SR-21
EP-5
EP-6

DECK SEVEN

DECK EIGHT

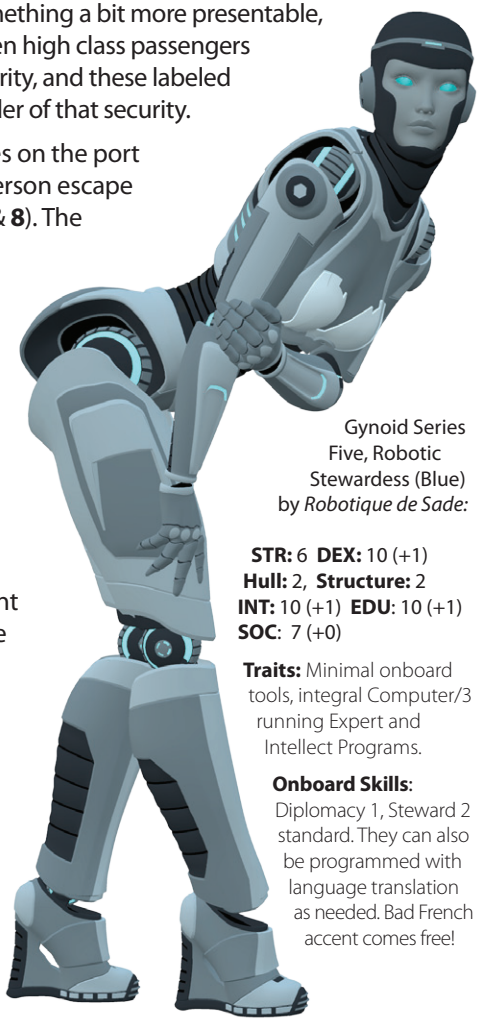


Deck Eight: Passenger Deck B/Ballroom Deck

Deck Eight of the *Mirador* class vessel consists of six relatively standard (for this luxury vessel) passenger staterooms (ranging from approximately 4 tons, **SR-22** & **23**, 4½ ton **SR-24** & **25**, and approximately 4¼ tons, **SR-26** & **27**). None are designated as dual-staterooms, although the larger single-staterooms can be used as double occupancy without much diminished service.

The middle section of Deck Eight contains two simple hatch doors, leading to the pop-up turrets (**T-2** & **3**). Some vessel owners substitute these hatches for something a bit more presentable, but studies have shown that even high class passengers expect a certain amount of security, and these labeled hatches provide a visible reminder of that security.

Behind the turret access hatches on the port and starboard side are two 6-person escape pods for the passengers (**EP-7** & **8**). The spare passenger space is used either by any passengers in the lower deck medium-passage staterooms or the crew as needed. The short hallway leading to the pods on this deck also include a pair of *information consoles* (**A**) used by passengers to access the public portion of the ship's computer (some ship owners make these independent computer terminals with simple low-bandwidth interfaces to the ship's systems on secure lines to prevent any mischief). These are generally used to communicate with crew or query information about the ship's itinerary. They also serve as public comm stations for internal communication.



Gynoid Series Five, Robotic Stewardess (Blue) by *Robotique de Sade:*

STR: 6 **DEX:** 10 (+1)
Hull: 2, **Structure:** 2
INT: 10 (+1) **EDU**: 10 (+1)
SOC: 7 (+0)

Traits: Minimal onboard tools, integral Computer/3 running Expert and Intellect Programs.

Onboard Skills: Diplomacy 1, Steward 2 standard. They can also be programmed with language translation as needed. Bad French accent comes free!

Aft of the escape pods are limited-access rooms to port and starboard. The port room (**M-2**) is the *R**obot Maintenance and Repair Station**,* used by crew and the robotic "staff" to recharge, restock and repair minor problems with the robotic portion of the staff. While the room has standard door access, there is a smaller "bot door" closer to the deck floor that cleaning and passenger maintenance robots can slip through unobtrusively. In addition to consoles and kit-bays, there are several *recharge plates* (**B**) inside and a large open area (**C**) where robots that are not in use go for self-storage.

The starboard room (**M-3**) is the ***Ship's Galley***, which is established for the use of the stewards who cook for the passengers (or more often simply reheat packaged mealpacks). While certainly compact, this kitchen-area has enough automated equipment to allow a small steward staff to serve several dozen passengers at the same time (more often, passengers are given staggered mealtimes).

The aftmost portion of the deck features the largest single chamber in the Passengers Decks, the ***Grand Ballroom*** (**L-4**), which stretches across the entire ship's aft. This is the final deck with an "Observation Dome", as well as the largest of these protruding sections, and the view from here is spectacular if nothing else than for the sheer breadth it provides. Normally, the Grand Ballroom has seating for 44, the full high class passenger compliment including double staterooms. The chairs and tables in this room are, like those on the Club Deck, made from memory plastic, can easily be stored in M-2/C.

The Grand Ballroom is also used for large-scale audiovisual and live theatrical presentations and as a music chamber with the appropriate entertainment talent and/or programs onboard. The acoustics of this space are as spectacular as the views.

Access to Deck Six is by way of A, B and C lifts and shafts.

Notes: *All of the staterooms on this deck are purchased as single-staterooms. The Robotic Maintenance& Repair Station, M-2, is purchased directly from luxuries, as the robots used standard are there to assist the Stewards in taking care of the guests. The kitchen (M-3) is purchased as a laboratory (chemistry) but has also been optimized to it's current function for all but the most elementary labwork to be performed (without extensive adjustments that would inhibit its functioning as a Kitchen). The Grand Ballroom (like many of the other larger rooms on the ship) is purchased with a combination of "spare" stateroom tonnage, luxuries and a "core" functional room. In this case, the "Core" is a 4-ton briefing room, providing the audio-visual systems.*

LIFE SUPPORT 101

Or "What's good in the Galley?"

Every Stateroom comes with 56 man-days of Life Support, at a cost of 2,000cr per Stateroom per month. This is a combined total of food supplies, fresh air and water (the system recycles, but there are always losses and require periodic refreshment), filters for the airscrubbers, special consumables used for those who live onboard the ship (everything from handsoap and detergents to various types of napkin).

A ton of life support can be purchased separately from this expense, either to extend supplies or to provide more luxury for passengers and crew. Life support comes in three forms (costs for one displacement ton of Hydrogen):

- **Standard Life Support** costs 12,500 cr and covers 350 man-days (50 weeks for 1 person, 1 week for 50). Buying bulk life support this way is the same unit-cost as listed in the book *(unit cost:250 cr per week per person)*
- **Economy Life Support** costs 12,000 cr and covers 420 man-days (60 weeks) of "economy" rations which consists of a tasteless glop, and a lot more air and water *(unit cost: 200 cr. per person per week)*
- **Luxury Life Support** costs 15,750cr and covers 245 man-days (35 weeks) of High class fare with about the same air and water but a lot more luxuries, including better food *(Unit Cost: 450 cr per person per week)*

If the character decides that they want to purchase food separately from air and water (for extended stays on a planet with 'free' air and water for example), they can get it in the following amounts (again, each is for one dton of supplies):

- **Standard Food Supplies** consist of 1750 man-days of hearty, and somewhat tasty, food which has been pre-prepared and pre-packaged in as efficient a method as possible. These are not rations, but they aren't like restaurant meals in a Core world either. Comes with syrups that can be combined with water sources for tasty beverages. *(21,000 cr; Unit cost:4cr per meal)*
- **Economy Food Supplies** consist of 2100 man-days of the same type of tasteless glop used for economy life support (GudGruel® hyper efficient food substitute) and "food chips", syrups for beverages at this quality tend to be either sugary or bland and are designed to help cut the dusty flavor of the chips… or de-grease an engine *(12,600cr; unit cost: 2 cr. per meal)*
- **Luxury Food Supplies** consist of 1225 man-days of high-quality fare which is both tasty and nutritious. And while it too is pre-prepared and pre-packaged, these meals have a much wider variety than the standard fare on ships. These meals are also better than dine-in at middle-class restaurants in the Core worlds, despite their pre-packaged origin (but not better than "true" high quality dinners of course). This level of support comes with much more sophisticated syrups for a wider variety of excellent beverages. *(29,400 Cr; Unit Cost: 8cr per meal)*

The reason that the food-only supplies tend to cost much more than a dton of bulk life support is that only a small portion of bulk support is made up of foodstuff (about 20%) as compared to the other goods (air, water, other goods) and tends to be the more expensive of the materials in the bulk support tonnage by percentage.

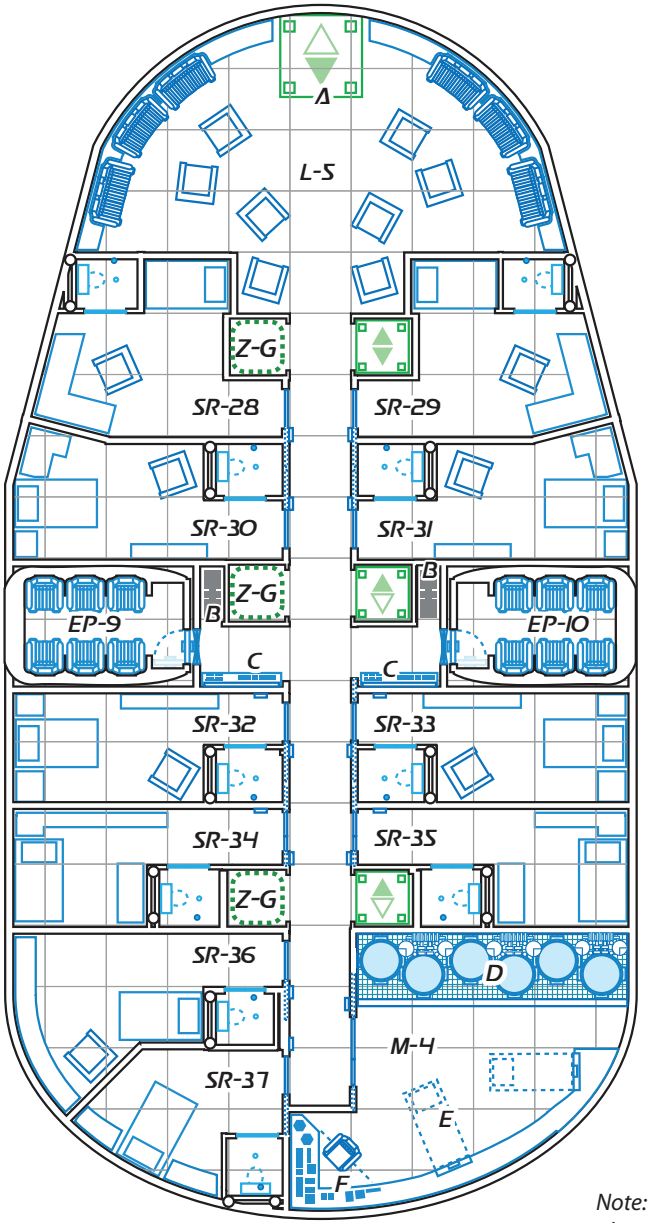
Deck Nine: Passenger Deck A

At the forward-most point of Deck Nine there is a large area designated as the ***Forward Lounge*** (**L-5**) which is set aside for the use of passengers and crew to congregate socially. There are several vertical window slits in the forward which afford the Forward Lounge an excellent view of space to the front of the vessel (the only public space in "passenger territory" to do so). A number of couches against the outer perimeter and "club" style chairs allow passengers to sit and have discussions. This area is also known as the "Entry Lounge" because for passengers coming onboard from the Shuttle Bay (**Deck 12/H-1**), on the *cargo lift* (**A**), this is the first passenger area in which they arrive.

Deck Nine also consists of ten staterooms ranging from a pair of dual-staterooms (at approximately 4¾ tons), **SR-28** & **29**; the rest are single: 4½ tons **SR-30** & **31, SR-32** & **33**, and **SR-36**, 4 tons, **SR-34** & **35**) and a "mere" 3½ tons **SR-37**.

In the middle of the Deck is a pair of escape pods (**EP-9** & **10**), one to either side, each of which is sufficient for 6-people. As with the pods on Deck Eight, the short hallway leading to the pods on this deck also include a pair of *information consoles* (**C**) used by passengers to access the public portion of the ship's computer (a full description is found in **Deck Eight/A**). Nestled behind the B-Shaft and B-Lift are two support closets that contain *backup life support equipment* (**B**) to supplement the system.

At the Aft of the deck, leaning to the starboard side, is the *Ship's* ***Infirmary*** (**M-4**). All along the perimeter of the Infirmary are diagnostic consoles and overhead compartments (containing 1 dton of dedicated storage for medical supplies and pharmaceuticals under lock and key). Two drop down medical cots (**E**) extend from the consoles into the room, allowing for two patients to be treated in the Infirmary. Generally, passengers do not come here unless in trauma, more often the Ship's Doctor will come to a passenger's stateroom for treatments or for a simple diagnosis. This area has all of the equipment for surgery to be performed as necessary. Along the forward wall of the Infirmary are six *cryogenic tubes* (**D**), used either for low passengers or (more commonly on ship's used for the original purpose of the *Mirador*-class) any medical emergencies to the high class passengers during transit (a so-called "Safety Blanket"). The *Physicians Console* (**F**) is where the Ship's Doctor uses the ship's computer system and places samples for testing.

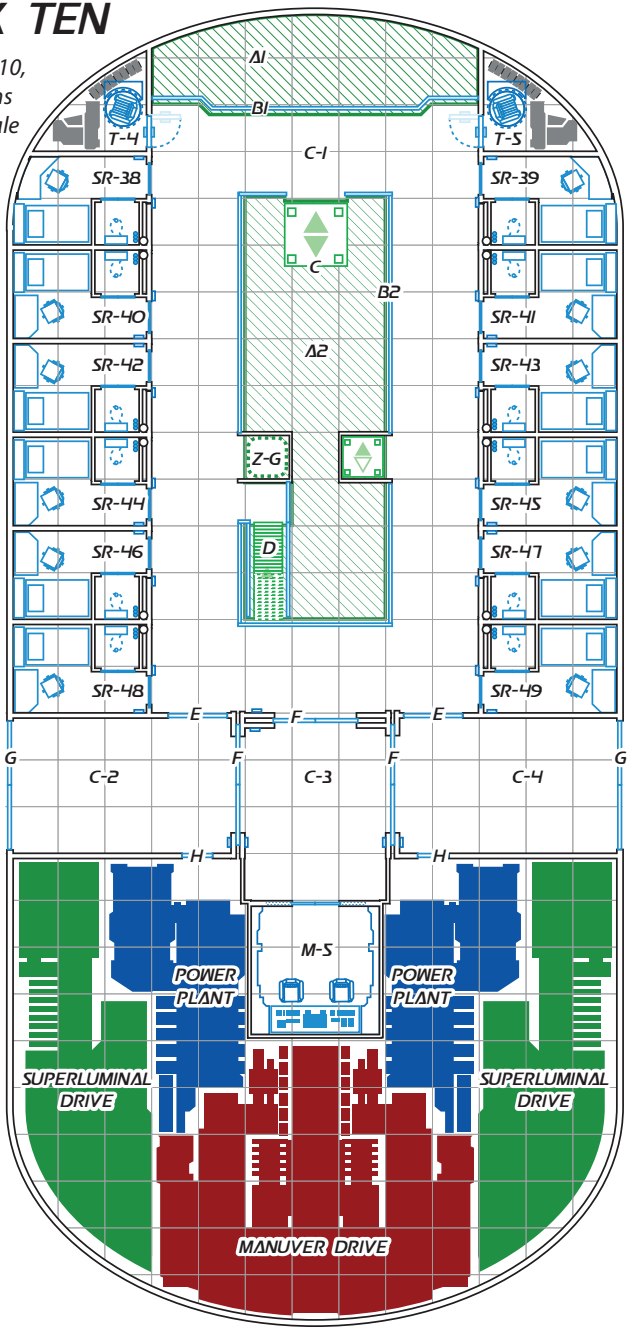


DECK NINE

Note: Deck 9 plans are at 85% scale

DECK TEN

Note: Deck 10, and 11 plans are 65% scale



Access from Deck Nine to the Passenger Decks above is by way of A, B and C lifts and shafts. The A-Lift and A-Shaft also extend "downward" to Deck Ten, as does the *cargo lift* (**A**) that comes up to Deck Nine in the Forward Lounge. The B and C lifts and shafts terminate on this level.

Notes: *All of the staterooms on this deck except SR-28 and SR-29 are purchased as single-staterooms. The Forward Lounge, L-5, is purchased from luxuries and leftover staterooms. Alone for the passenger areas, there is no "core" here, the room is simply allocated leftover stateroom and luxury tonnage. The 9-ton Infirmary, M-4, has been purchased as a biology lab (4 tons), 6 low passage berths (3 tons), dedicated pharmaceutical/medical equipment cargo space (1 ton), and 1 ton of luxuries. The "backup life support" system is accounted for as part of the ship's stateroom/luxury pool of tonnage; but whether it functions as a "true" backup (at the least giving a few more hours or minutes) or simply to provide extra hot water (and thus a pure "luxury") is entirely left to an individual Referee.*

Deck Ten: Upper Engineering Deck

As the ***Upper Engineering Deck***, Deck Ten is the highest (orienting towards the Bridge) of the two Engineering Decks. Also as the name would suggest, this is largely a utilitarian deck, although some of the staterooms on this deck may be used for passengers if the vessel's high class berths have been sold out. By far however the most common use of this deck is for crew staterooms, baggage cargo and drive-space. There are no escape pods in this section for the crew, although some ship masters have removed two staterooms (one on either side or two on the same side) so that the space can be replaced with two 8-person escape pods (more often, the crew simply use the small craft on the Shuttle Deck if they need to escape... or they don't escape at all).

At the front of the Upper Engineering Deck is a space (**A1**) open to the deck below, with a tall banister (**B1**) running along the edge. This open area is often used for taller cargo (generally stacks that go higher than 3m), but also allow for excellent views of the forward slit windows and thus forms part of the informal "Forward Crew Lounge" (see Deck Eleven).

On either side at the forward edge of the deck are two *pop-up turrets* (**T-4** & **5**) with simple hatch doors that open outward into the cargo area. The turrets are connected to the *Upper Cargo Platform* (**C-1**) which facilitates access to the crew staterooms as well as serving as an area for Cargo (which is mainly in the form of baggage for the high class passengers). At the center of the Upper Cargo Platform is

another space (**A2**) open to the deck below for taller cargoes, with its own railing (**B2**). The cargo lift (**C**) grazes the Cargo Platform edge as well as the A-Lift and A-Shaft (which is where these access points to the rest of the ship terminate).

All of the *crew staterooms* (**SR-38-49**) are identical, and have far more in common with the "standard" staterooms found in many other ship designs at 3-tons. Each of these staterooms has its own fresher and desk, along with storage space underneath the bed and a draw down "top bunk" that folds into the wall and allows the stateroom to be quickly transformed into a dual occupancy space (which is not overly comfortable, but still a viable option for members of the crew). The crew staterooms are occasionally put to use as passenger staterooms, particularly in those ships which operate with less-than-full crew compliments (or ships that get seriously overbooked).

Behind the staterooms are three isolated cargo sections which are sealed off by full bulkheads from the rest of the ship.

The *Pressurized Cargo Holds* (**C-2** & **C-4**) are each 7½ tons and have large cargo hatches that open into space (**G**) . The exterior of these cargo hatches have standard fittings for the type of airlock connectors used in spacedocks. In effect, these two areas are huge cargo-bearing airlocks, allowing for cargo to be transferred even in vacuum without any docking sleeves if necessary. The Pressurized Cargo Holds can also act as small hangars (with some cargo space to spare) for an Air/Raft or other Grav Vehicle. Each of these sections have access points to the interior of the deck by way of either *pressure tight panels* (**E**) or *powered pressure doors* (**F**). The panels must to be removed by tools and labor to allow for access, which would normally only be done when the pressures of both sides are equalized. The pressure doors however operate like airlock doors: powered hatches which open at the touch of a switch, or in this case by those personnel who have been authorized to do so.

Between the two pressurized cargo holds is a *Central Pressurized Hold* (**C-3**) of 6 tons which extends slightly deeper into the aft of the ship, where the Drive Sections are located. This intermediate area is designed to act as a firewall in case there is a breach in the pressurized cargo holds.

From the Central Pressurized Hold, crewmembers may access the *Engineering Room* (**M-5**), which contains consoles and banks of monitors which allow the engineering staff to supervise the output of the drive systems and power plant. There are various access panels

(not shown) underneath the consoles which allow the engineers to climb into the drive systems themselves to repair or perform direct equipment checks.

This deck and the deck below these systems have drive systems which are designated on the plans. The Superluminal-Drive is rated at 3 parsecs and the Maneuver Drive is rated at 3-G's of Thrust. There are crawlspaces (not pictured on the plans here) which allow the Engineers to crawl into these systems for maintenance and repair (not considered safe when the ship is actually in transit).

Access to and from Deck Ten and the Passenger deck above is by way of A Lifts and A Shaft as well as the Cargo Lift (**C**) that goes up to Deck Nine in the Forward Lounge and down to the Lower Engineering Deck and Shuttle Deck. There is a set of conventional stairs that lead down to Deck Eleven along one edge of the interior edge of the Cargo Platform. The A-lift and A-shaft terminates on this level.

Notes: All of the *staterooms on this deck are purchased as single-staterooms. The open spaces are calculated as cargo area. The Engineering Room tonnage is calculated from the ships overage. Also counted as overage both on this deck and the one below are what would normally be hallways to allow for access to the staterooms on this level. The space/tonnage for this has been accounted for as part of the total overage of the ship.*

Deck Eleven: Lower Engineering Deck

The ***Lower Engineering Deck*** is in many ways identical to the deck above. The largest area of the deck is the *Main Cargo Hold* (**C-5**), which extends from the fore of the vessel to the back wall of the drive/fuel portion of the deck. At two points (**B**), the Main Hold is open to the deck above for the storage of tall stacks of cargo. Also of interest is the forward part of the Main Hold (**A**) which has several tall and moderately thin (compared to others on the ship) windows which have been set into the front of the ship. Thanks to the dramatic view possible from this area, the crew will often drag comfortable seating here and use this are as an informal "Crew Lounge" when the ship is carrying less than a full load of cargo.

On either side of the main hold are two small 2 ton rooms (**C-6** & **C-7**) used as secure cargo areas. These rooms are accessed by powered hatches which are also outfitted with biometric access pads that may be keyed to select personnel. These small holds can also used to house an individual should anyone require isolation. While the word

"prisoner" sounds relatively odd when discussing a vessel used as a Luxury Liner, the situation may develop (especially if the ship is re-tasked for other purposes) and the use of these smaller bulkheaded holds would be an adequate stopgap measure. For those Ship Masters interested in such things, these rooms could also be used to mount hardpoints and fire control for additional ship's weaponry (either popup style or a standard turret with weapons that require spare ammunition to utilize the extra ton of space).

All of the *crew staterooms* (**SR-50** to **61**) are identical not only to one another, but also to those in the Upper Engineering Deck (see full descriptions there). Only under the most dire circumstances (which would necessarily include running a skeleton crew for the ship) would these staterooms be used for passenger berths.

On the port and starboard side of the ship, there are also standard turrets which have an extra half-ton of dedicated storage in each. These are usually outfitted with double-turrets mounting sandcasters to take advantage of the extra ammunition space (The extra ammunition cargo space gives each 10 extra barrels of sand for each of the turrets and more sand can be stored in the cargo hold).

Access to Deck Eleven is by way of the cargo lift (**C**) or a set of conventional *stairs* (**E**) that lead up to Deck Ten in the Main Hold Area. There is also a *pressure-sealed hatch* (**D**) on the floor which leads down to Deck Twelve. This hatch is security code access (from this side) and will set off local audible alarms and a security flag on the bridge when it is opened (from either side).

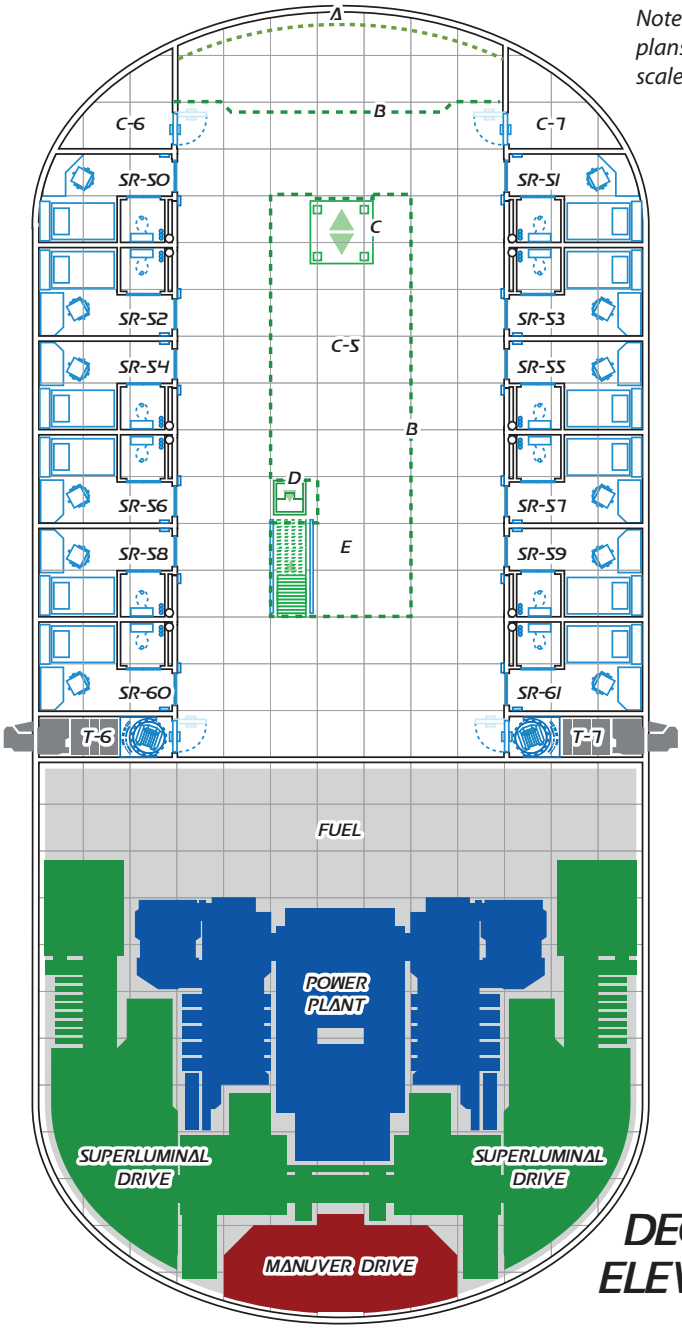
Notes: All of the *staterooms on this deck are purchased as single-staterooms. The secured storage area is calculated as cargo.*

Deck Twelve: Shuttle Deck

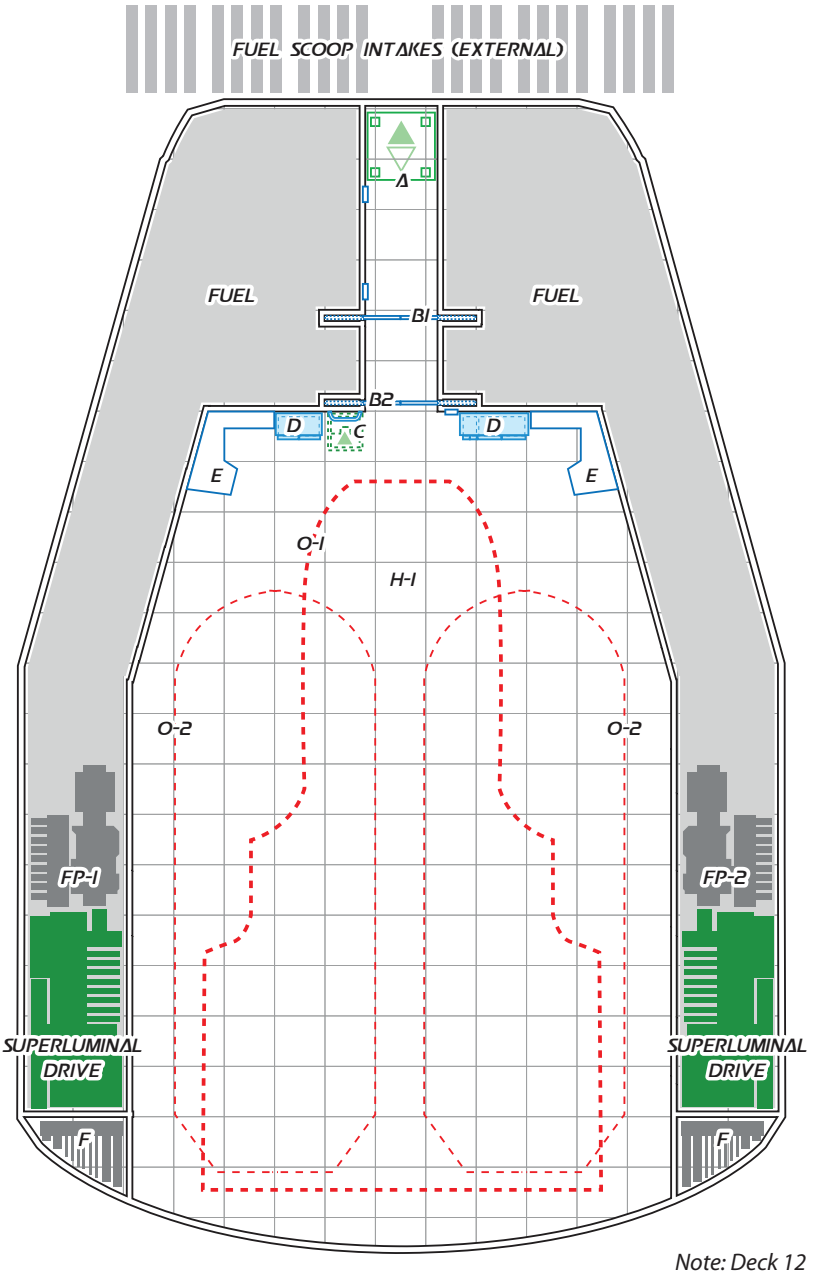
The Shuttle Deck is dominated by the aft ***Shuttle Hangar*** area (**H-1**). Outlines of a 40-ton Pinnace (**O-1**) and two 20-ton Launches (**O-2**) are provided as examples of the size craft that can be held in this area. No small craft comes with the vessel as "standard".

Entry and egress into the Hangar area is through an extra-wide 2.1m hallway that leads back to the *cargo lift* (**A**). Two sets of *sliding pressure doors* (**B1** & **B2**) separate the cargo lift from the hangar, which together act as an airlock if the hangar bay is open to space and keeps any atmosphere from escaping. In the Hangar Bay itself are two sizable *workbenches* (**E**) and *long equipment cabins* (**D**) for the storage of repair and maintenance gear for any shuttle craft in the hangar.

Note: Deck 11 plans are 65% scale



DECK ELEVEN



DECK TWELVE

Note: Deck 12 plans are at 70% scale

A rather large proportion of the deck is taken up by fuel, which is obviously a bulkhead away from all inhabitable spaces. On the port and starboard side of the ship, submerged into the fuel section, are a set of 2½ ton *fuel processors* on port and starboard (**FP-1** & **FP-2**) which are capable of a combined 100 tons of fuel purification per day. Deck Twelve also has (aft of the fuel processors) the final elements of the Superluminal-Drive unit built in, with (unmarked) panels for repair and maintenance from within the hangar area.

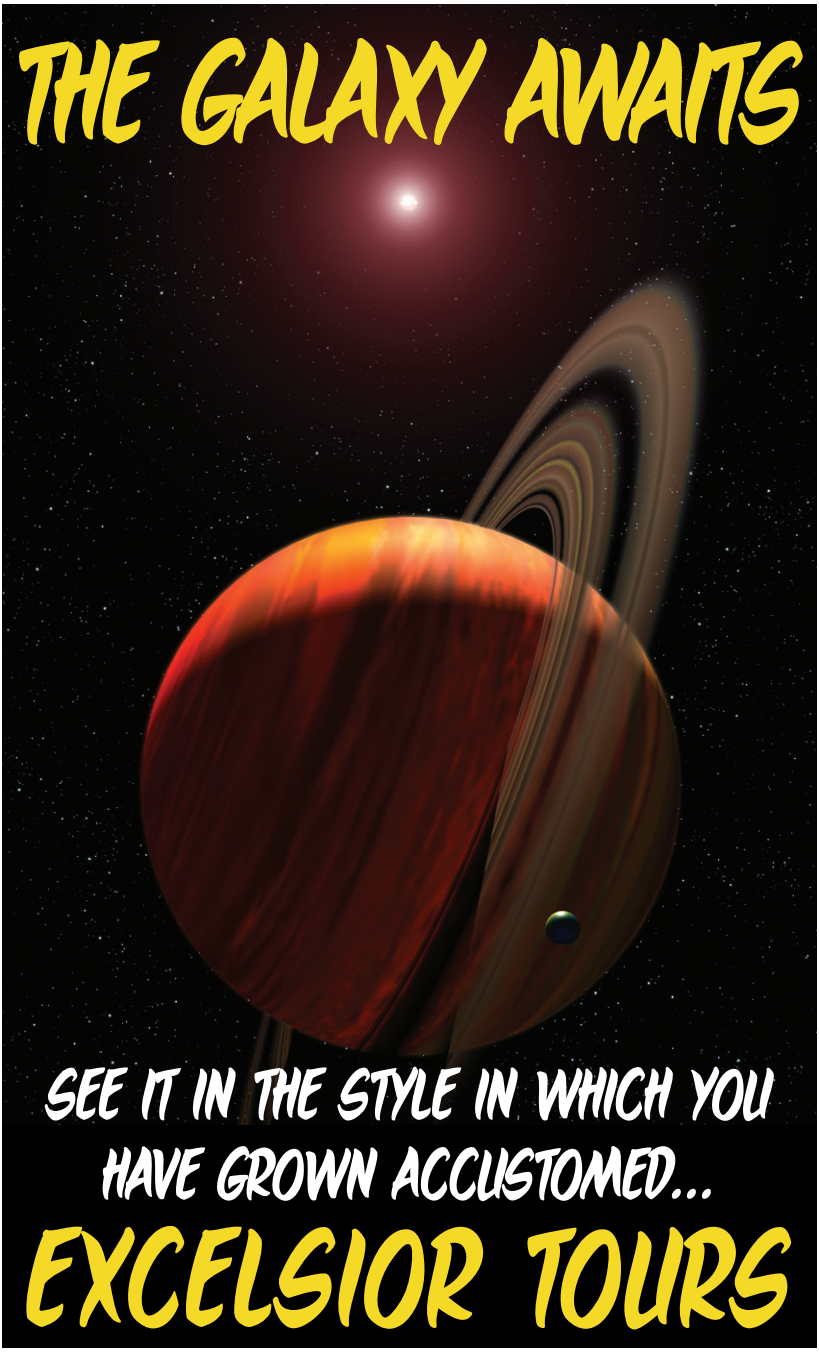
At the end of the deck are the *Bay Door Mechanisms* (**F**), which not only open and close the bay doors for the shuttles, they also draw out all of the atmosphere in the hangar bay (so that costly life support is not lost to vacuum every time that the doors are opened for a shuttle to enter or leave).

Access to Deck Twelve is exclusively by way of the cargo lift (**A**) or the ceiling-mounted pressure-door hatch for a *vertical access shaft* (**C**) that leads up to Deck Ten in the Main Hold Area. From Deck Twelve, the hatch is not security coded on this side (a safety feature), but it will still set off an audible alarm (on both decks) and send a security flag as soon as it is opened (to prevent a decompression accident if it were left open when the Shuttle Hangar is decompressed). There is also a floor-mounted hatch beneath "C" that leads "downward" into the Fuel Decks, but this is rarely used and does require a security access code to open.

Notes: *The Hangar Bay is rated for 40 tons, the repair equipment normally considered part of a Hangar of this type is supplemented by a 4 ton shop (purchased as a physics lab) which is part of the tonnage of this area. In game terms, this gives the capability of performing repairs on two craft at the same time (one for the repair equipment that is considered a part of the hangar and the other for the lab/shop. The Bay Door mechanisms are considered part of the ship's "overage" and calculated as such for the purposes of these plans. The shuttle bay itself is much larger in these plans than as it should be for the calculated tonnage, but within the 20% allowance for individual components. This extra tonnage has also been accounted for as part of the total overage.*

Fuel Decks:

All of the rest of the Decks (Thirteen to Twenty-one) are used entirely for fuel. Other than the Floor Mounted Hatch (directly under **Deck Twelve, C**), they are unremarkable, used only for fuel.



Background Image: NASA, ESA, and G. Bacon (STScI)

EXCELSIOR TOURS

Excelsior Tours is a relatively small concern by 30th century standards, consisting of two liners of the Mirador Class (the *Lady May* and the *Silver Spirit*) which ply the Terra/Sol-Ratan Run. The company gives pleasure seekers the opportunity to make reasonably-priced excursions in opulent style. The interiors of the Excelsior Tours vessels have been upgraded over the years and kept up rigorously so that the line continues to have an excellent reputation (which in turn attracts a significant clientele-base). Excelsior's on-Terra Operation works hard to drum up clients as the vessels of the Liner are making their runs. They use a variety of slick advertising campaigns and well-paid celebrity shills to maximize the draw for their company. At peak times of the year, there is often a waiting list for passengers.

…circumstances continue to conspire against them to keep Excelsior Tours one entity.

James and Neville Vasek own Excelsior Tours and play a major role in both finances and operations for the small company. They have a small ground staff, made up of a variety of service personnel, booking agents and a former Grav-Ball Player, **Brick Overton**, that helps them drum up business with his fading popularity. James and Neville have a strong relationship, although they are also very competitive towards one another. In the past, this has driven them to seek out different careers, but in their present circumstances, they each know that they are better off protecting one another's back. At various times, the two have been tempted to split the business along equitable lines for both, but circumstances continue to conspire against them to keep Excelsior Tours one entity.

Company History

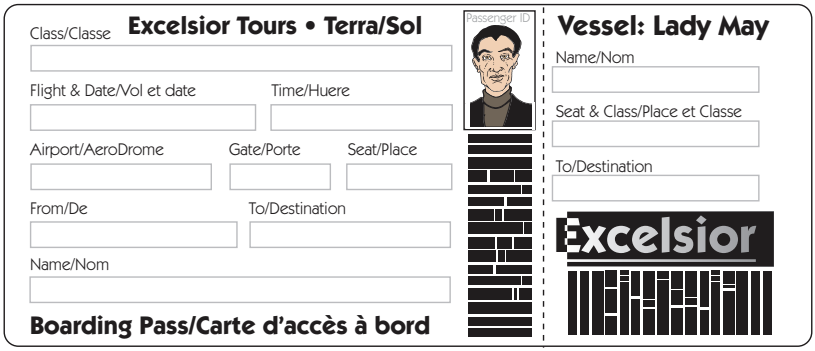
The elder of the brothers, James, was a staff negotiator for a Master Trader matriarch for many decades. When the Master Trader died (succumbing to *ennui*), she left him a major amount of cash to add to an already impressive severance. This allowed James to purchase the *Lady May* nearly outright and to re-outfit the vessel. He sought out a captain from another line and began his tours, raking in major profits as he did to put away for another vessel.

Not long after the end of the War, Excelsior began to have more trouble with piracy.

At this point in the company's history the younger of the brothers, Neville Vasek, was a member of the Confed Navy, but he was already a part of the business. Neville recommended one of his comrades, Captain **Julia DeMarcosa**, to his brother while still serving out the last vestiges of the War. DeMarcosa arrived just after the previous captain of the *Lady May*, a man named Agol Nub'ashi, had to be cashiered for taking liberties with one of the paying customers hired "companions" for the voyage (she – the customer – was not amused).

Not long after the end of the War, Excelsior began to have more trouble with piracy. While Space Piracy is difficult to practice, this does not appear to dam the hopes of desperate men and women who have turned to the loathsome custom. DeMarcosa has fended off seven Pirate attacks since 2980, which is on the high side of average for the Terra/Sol-Ratan Run. These pirate attacks, even when unsuccessful, have proven problematic for Excelsior in higher costs and greater turnover.

After his final tour with the Confed Navy was completed in 2984, Neville Vasek made his own way home to the Terra/Sol system and used his Naval portfolio to purchase another Mirador-class vessel that had recently come on the open market. This vessel was a newer model named the *Silver Spirit* which he captains. He also brought an APR Shuttle which had been granted to him during the war as a prize-ship. Over the last few years, the shuttle (which Neville has since named *Jewel of Terra*) has been modified to make it look like something other than a combat shuttle from the foreign power, but experienced spacers can still see her origins in her lines.



BUSINESS PROFILE

Excelsior Tours works primarily on the Terra/Sol-Ratan Run, taking high-rollers to the casinos of the Independent Pleasure World. Their clientèle are largely upper-middle class and high class. Currently, the Luxury Liner service is in the black, but their competition is growing more fearsome every day. In addition to the larger lines, there are a number of other small lines, the same size as themselves, which also make the well-trod Terra/Sol-Ratan run and are vying for their high-profile customers.

The Vaseks have considered adding another ship, perhaps a ship other than a Mirador-class vessel, to their line but have thus far held off. A different ship class would mean more parts and non-interchangeable parts, added to the uncertainty and unanticipated costs of doing business generally (a major engine failure on the *Lady May* has already set the company back quite a few megacredits).

In addition to the Vaseks, "Brick" Overton functions as a silent partner. He contributed a significant amount of cash during the first stage of the company's existence and has received a good return for that investment.

While Excelsior Tours is presented here as a business already in operation, players may want to use this material as a basis for their own startup Luxury Tour/Liner company. Feel free, adapting any of the material as needed, change names, places, whatever meets your needs. As with most of Terra/Sol Game's setting material, this is simply a starting point or sample for your own campaign material. Have fun!

Players will find a wealth of information about how to set up Trade Lines like Excelsior Tours in the Appendix of this book "Alternative Trade, Passenger & Cargo Rules" and Excelsior Tours itself on page 86-89.

The ships of Excelsior Tours

The two Mirador Vessels of ***Excelsior Tours*** both differ only slightly from the basic design of the line. Both of the Lines' vessels are outfitted in her colors (distinctive logos and coloration that proudly proclaim their corporate brand). Additionally, the crew wears the uniform of the Tour, form-fitted blue and silver tunic and pants with a decidedly militaristic design flair (complete with sturdy boots). The style was big during the war but is starting to wear thin and the Vaseks (as usual) are arguing over whether to keep it or not.

The ***Lady May*** is the older of the two vessels, and has begun to experience some of the problems that come with age, failures of major systems. The interior of the vessel however is in excellent repair, and reflects the sort of grandeur that is so often expected in the Mirador vessels. The *Lady May*'s Executive Chef is part of her Steward compliment.

On the *Lady May*...

- One turret (T-2, Deck 8) has been replaced by an extending gantry/airlock. This allows a more elegant way to embark/disembark from the ship when docked at a station. The maximum extension of the Gantry is 12 meters beyond the hull (8 squares), but it generally only extended half of that to provide good clearance.
- Another Turret, T-3, is used for storage space in lieu of weaponry. In this case, it is dedicated storage for life support/luxury foodstuffs (290 Man-days of high class fare) for her expert kitchen maestro.
- The Executive Chef also has been granted the use of a passenger cabin on this floor. He often brings on "companions", some of which are very wealthy members of Terra/Sol's elite classes (sometimes dragging friends who *are* paying passengers along with them).
- The Vessel carries a 30-ton Shuttle Pod, the *Outrigger Jane*, outfitted for passenger carrying for those times when the vessel takes on passengers from space habitats.
- Captain DeMarcosa does not occupy the traditional Captain's Stateroom (SR-1), but uses one of the quarters on Deck 10 (SR-44) as she spends very little time there in any case.
- Crew: Captain DeMarcossa, 3 Pilots, 0 Navigator (Captain does this job), 1 Medic, 3 Engineers, 5 Gunners, 3 Stewards, including the Executive Chef. Total: 16. They use all of the Deck 11 Staterooms.

The Lady May, Vessel Breakdown

			Tons	Mcr
Hull	1000-ton	Hull: 20, Structure: 20	—	100
	Streamlined Hull			10
Armor				
SL Drive	Type L		60	110
Maneuver Drive	Type L		21	44
Power Plant	Type L		34	88
Bridge		Holographic (+2 Initiative)	20	6.25
Computer	Model IV	Rating 20	—	5
Electronics	Military-grade	+0 DM	2	1
Hardpoints				
	T-1	Double Turret (BL/BL)	1	.5+2
	T-2	Extended Gantry	2	0
	T-3	Storage	2	0
	T-4 (Popup)	Triple Turret (BL/BL/BL)	2	2+3
	T-5 (Popup)	Triple Turret (BL/BL/BL)	2	2+3
	T-6	Double Turret (SC/SC)	1	.5+.5
	T-7	Double Turret (SC/SC)	1	.5+.5
		Spare Barrel Tonnage	1	
322 Tons, Fuel		One SLD-3 Transit, 2 weeks	322	
105 Tons, Cargo	105 tons		105	
70 Staterooms			280	35
6 Low Berths			3	0.3
52 Escape Pods			26	5.2
Extras				
	24 tons luxuries		24	2.4
	4 "Amenity" Labs	Infirmary, Shop, Kitchen, Bar	16	4
	3 Briefing Rooms	Bridge (N), L-2 & L-4	12	1.5
	Library		4	4
	Dedicated Cargo	Pharma, EVA	2	0
	Fuel Processors		5	5
	Hangar	Rated: 40-Ton smallcraft	52	10.4
Totals			**1000**	**446.55**[8]

* without Standard Design Discount taken into account

The Silver Spirit, Vessel Breakdown

			Tons	Mcr
Hull	1000-ton	Hull: 20, Structure: 20	—	100
	Streamlined Hull			10
Armor				
SL Drive	Type L		60	110
Maneuver Drive	Type L		21	44
Power Plant	Type L		34	88
Bridge		Holographic (+2 Initiative)	20	6.25
Computer	Model IV	Rating 20	—	5
Electronics	Advanced-grade	+1 DM	3	2
Hardpoints				
	T-1	REMOVED	—	0
	T-2 (Popup)	Triple Turret (BL/BL/BL)	2	2+3
	T-3 (Popup)	Triple Turret (BL/BL/BL)	2	2+3
	T-4 (Popup)	Triple Turret (BL/BL/BL)	2	2+3
	T-5 (Popup)	Triple Turret (BL/BL/BL)	2	2+3
	T-6	Double Turret (SC/SC)	1	.5+.5
	T-7	Double Turret (SC/SC)	1	.5+.5
		Spare Barrel Tonnage	1	
322 Tons, Fuel		One SLD-3 transit, 2 weeks	322	
105 Tons, Cargo	105 tons		105	
70 Staterooms			280	35
6 Low Berths			3	0.3
52 Escape Pods			26	5.2
Extras				
	24 tons luxuries		24	2.4
	4 "Amenity" Labs	Infirmary, Shop, Kitchen, Bar	16	4
	3 Briefing Rooms	Bridge (N), L-2 & L-4	12	1.5
	Library		4	4
	Dedicated Cargo	Pharma, EVA,	2	0
	Fuel Processors		5	5
	Hangar	Rated: 40-Ton smallcraft	52	10.4
Totals			**1000**	**455.05***

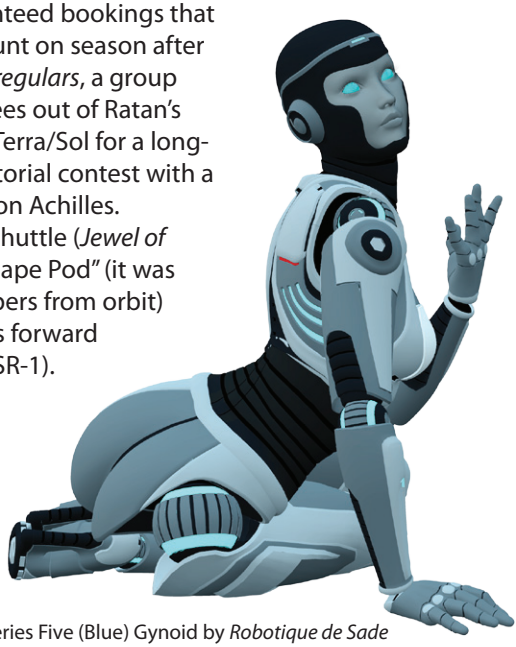
* without Standard Design Discount taken into account

The ***Silver Spirit*** is a newer vessel, and has been modified with a much more defense-oriented internal structure, including filling six of the seven hardpoints (in practice, Mirador owners generally only arm some of these, as has been done on the *Lady May*). The interior if the vessel still reflects the sort of grandeur expected in the Mirador vessels.

The *Silver Spirit* tends to be "marketed" towards a much younger, more action-oriented clientele base than the *Lady May*. They more often use the Club Deck (Deck Four, L-2) for their recreation rather than as an oversized lounge with many dances, games, concerts and such going on all the time. While the vessels menu suffers from not having an on-staff Executive Chef (the Chefs they hire for the *Spirit* keep quitting on them), it still provides better than normal meals for the passengers. People simply don't rave about the meals onboard the *Silver Spirit*, as they do for those on the *Lady May*… (you can almost *taste* the envy, no?)

On the *Silver Spirit*…

- T-1 has been removed entirely. The Space has been replaced by additional processing equipment for the sensor net (upgrading the ship's Electronics to "Advanced")
- The Club (L-2, Deck Four) has been optimized for gaming, with several pieces of equipment installed here to assure a solid connection and supplemental processors for the intraship game grid. One of the guaranteed bookings that the Silver Spirit can count on season after season is the *Sin City Irregulars*, a group of Monument employees out of Ratan's New Vegas who go to Terra/Sol for a long-standing digital gladiatorial contest with a group of Terraformers on Achilles.
- The prize-APR 30-ton Shuttle (*Jewel of Terra*) is used as an "Escape Pod" (it was designed to drop troopers from orbit)
- Captain Vasek occupies forward Stateroom on Deck 3 (SR-1).
- Crew: Captain Vasek, 3 Pilots, 1 Navigator, 1 Medic, 3 Engineers, 6 Gunners, 2 Stewards, Total: 17. The Crew uses all of the Deck 11 staterooms.



A Series Five (Blue) Gynoid by *Robotique de Sade*

EXCELSIOR'S MAJOR PERSONNEL

Co-Owner: James Vasek

James Vasek

James is the money man. He has a sense of purpose that drives him to exceed the expectations which his brilliant career has carved out before him. Formerly the Factor (a kind of financial agent) of Dame Trader Angelica Montessori, he has a long list of high class contacts and friends, many of whom have taken voyages on one or both of his vessels. Of the two brothers, James is the more reserved, and he is also the more stylish by some measure. He has cultivated an image of himself that has served the company well in the recent past, and may well prove vital to them in the storm-tossed waters in which they are soon to be found.

Co-Owner/Captain: Neville Vasek

Neville Vasek

Neville Vasek joined the Navy because his brother was, by the time of his birth, already a major success in the financial world. He also has a 'take-charge' personality, and yet much more of a risk-taker than his brother who is more of a calculated planner. Neville's naval career was distinguished in the field and disastrous in the Command Mess and Strategic Planning Commissions. Twice he was passed over for promotions because of "indiscretions" (the last time with a civilian), and had he not chosen to leave the service in all likelihood he would have been asked to do so involuntarily. Still, he was well-liked by both immediate superiors (he scored them battle successes) and subordinates (who he treated well if sometimes firmly). Those contacts have also paid off for the company.

The Brothers Vasek

The Two Vasek Brothers (who have six half-siblings not involved in the business) are generally *able to work and live harmoniously but are also intensely competitive. It is not uncommon for them to fixate on one another's successes and try to "outdo" them. The situation can sometimes become quite comic, especially since the brothers seem to be completely unaware of how they act when they compete.*

Captain: Julia DeMarcosa

Captain DeMarcossa

Julia was born in T-Space, something which Spacers often take as a significant sign. She worked as a civilian merchant marine, and knew Neville from the War. He recommended her to the position. Julia is very efficient, but does not feel that this requires her to be overly cold or "stiff" but sensible; in fact she is much more easygoing than the Vaseks (not as much as Brick though). Her crew adore her, but at times her "sensible" nature lacks flair for the Luxury types that fly with Excelsior Tours. She likes her job, but is starting to get a bit bored with it.

Partner: Sebastian "Brick" Overton

The Brick

The "Brick" of Grav-Ball fame spent sixteen years in the Grav-Ball leagues, only to succumb to a career-ending injury. Rather than grind himself down further in the semi-pro (augmented and reconstructed) leagues, Brick turned his hand towards politics for a time. He served for another 8 years as a politician, circulating in the halls of power. But at heart, Brick knew that was not to be his calling, and decided to 'drop out' for a while. Take things a bit easier. In Brick's case, 'dropping out' has been to join *Excelsior Tours*, re-living his days as a sports figure through viddie ads and billboards, as well as schmoozing with high rollers. He thinks of it as harmless fun, and has also placed a good deal of his own money into the company as a silent partner. This has netted him some tidy profits, which he has salted away along with his old investments and other monies while he tries to figure out what "the Brick" (as he refers to himself) wants to do next.

Like James Vasek, Brick is part of the ground operation. He spends some of his time on Terra/Sol but is more often found on Ratan, chasing after his own brand of fun. Brick shuffles between worlds whenever he feels like doing so though, usually several times in a year. When he does so, he usually takes an unpurchased stateroom (since these two ships make the run frequently, this is generally not an issue). On special occasions, Brick will also make the journey in order to lure on a particularly wealthy client who wants to spend time with the former sports star and requires a little "hand-holding".

Ground Assets

Excelsior Tours Inc is a subcorp, more specifically a Trade Line (see Page 80-83 medium sized firm with moderate-sized facilities on both Terra/Sol and on Ratan). Each office has a modicum of employees (about 15-18) who handle the advanced bookings for the Line, store any spare equipment, and serve as a point of contact for the customer base when the ship's are in transit.

In addition to securing the bookings, the staffers handle insurance and legal issues, run advertisements, and perform other mundane functions. Much of the overhead for the ground assets are absorbed by sideline enterprises: sales of insurance packages, luggage, nifty traveling gizmos, and guided tour packages when they reach their destination. Above and beyond this, the company pays out several thousand credits a month for advertisements and smartads.

[In game terms, each office costs 10 Shares during chargen per TSPS; they are medium-sized firms and thus absorb half of the cost of C-Class Line Support, which is also the game mechanic function this business performs. As it has been "purchased" with Shares, the business is more or less self-sustaining, using incidental sales and investment to fund daily operation].

- ***Emerald Coast Offices:*** On Terra/Sol, the offices of Excelsior Tours are located in the Eastern Federal Republic, in the Emerald Coast region of the Gulf (what would be the area of Destin Florida in the 21st Century on Earth). There on white sand beaches rests the Tour's first place-of-business, where James Vasek grew up and still lives and works. The ships of the Tour land in the water just outside of the elaborate pier, which the municipality maintains and from whom the company leases access.
- ***Montego Offices:*** On Ratan, the offices of Excelsior Tours are found on the Montego Inslet, just outside of New Vegas, which is both eerily similar and completely unlike the Emerald Coast Office. Here too the sand is sugar-white, but the sea has a pale reddish cast, and the air is hot but also much thinner than that of Terra/Sol (as indeed is common generally on Ratan). This is where "Brick" Overton spends most of his time, not so much leading the Montego Office as being the "team's" star player. Brick prefers to leave most of the management to the young man Vasek sent to be his aide, Ricardo Soames. As Soames has a pretty good handle on things, Vasek has let the matter drop. On Ratan, the vessels land further out in the water, on a small island that the company has purchased and is considering relocating the office to in time.

Adventure Seeds for Excelsior Tours

Excelsior tours can be used in a variety of different ways for the campaign. The following should serve simply as examples of how to use them.

One timer/Single Arc: Excelsior Tours is a good employer for troubleshooters.

- ***What if the principals at Excelsior encounter a problem that they don't have the skills to navigate?*** Maybe a security issue, or the theft from one of their clients currently on a junket on Ratan that they need to get back before the client returns.
- ***Deadheading in Style.*** The PCs need to catch a ride to Ratan for another adventure (or maybe just because what happens in Ratan stays in Ratan); one of them has a contact in Excelsior (either a principle or a crewmember) that provide them with an opportunity to work for their passage. What happens from there is of course at the heart of the game…
- ***A ship in need is a job indeed.*** The PCs ship encounters another vessel in trouble with some pirates, do they help? And there are other kinds of troubles as well, maybe the players pick up a hurried distress call after a misdrop leaves the *Lady May* deep in the outer system.

Returning Cast: Excelsior Tours can also become a returning element of the campaign. Any of the one-time encounters can serve to get the players foot into the door, leading to several return engagements with Excelsior.

Campaign: As stated before, ExcelsiorTours can serve as an example: players could replace some or all of the principals, or buy into the company with the shares for a third vessel. Every trip is a potential adventure, every different passenger has a story.

Further Complications

Whatever it's use in the campaign, Excelsior can be further modified for some interesting possibilities.

The Love Boat: Romance is in the air, and the staff of **Excelsior Tours** are certainly not immune. Far from it. Some referees have no problem with romance, others avoid it; but romance between NPCs (or NPCs and PCs) can provide a good background for the Referee.

- **Triangles and other unsafe Shapes:** As written, it is a strong possibility that the "civilian" Neville Vasek was nearly cashiered over might have been Julia DeMarcossa, and since there is a considerable gap between her arrival and Neville's a possible triangle might exist between DeMarcossa and the Vasek Brothers. Given their highly competitive nature, this is a strong possibility and has some excellent potential for complicating any interaction with the company.
- **Family Troubles:** Beyond romance, there are other kinds of love, including familial love. The Brothers Vasek are at each other's throats half the time, but the other half they are watching one another's backs. What would they do if one was taken hostage? Hurt? Killed?

Murder on the Ratan Express: The trip between Terra/Sol and Ratan takes four days and sixteen hours, but there are T-Space Anomalies and astronavigation miscalculations that can make the journey take much longer. This provides plenty of time for the players to be stuck on this luxurious vessel during a heinous murder, possible espionage venture, or some other "mystery" style situation. The close (although very nice) confines, the time limit (before the authorities intervene), and limited cast make for a solid adventure mix.

RSS ROSALIND FRANKLIN

The *RSS Rosalind Franklin* (usually just referred to as the *Rosalind* for short by the crew) is a research vessel of the *Mirador* Class (suitably modified for it's present role) owned by **Talia Mason**, an eccentric but very successful explorer and academic. The vessel currently operates in Uncharted Space around the Twilight Sector.

THE OWNER: TALIA MASON

Talia Mason was born into the fabulously wealthy Mason family, who own a considerable amount of the planet Hanover in the Deramus Enclave. The Masons are guided by their matriarch Hanna Mason and a collection of fourteen Mason family Ghosts that stretch back for two centuries, an arrangement not altogether uncommon in the Enclave, blending the lines further between organic and digital.

Talia Mason, Ph D.

Talia however bridled against the sterile conditions imposed by the Masons, and elected to not only to embark on a University education outside of Hanover (the family gives generously to *Herrenhausen University*) but outside of the Enclave as well. She set her eyes on the prestigious universities of the Terran Union. This was just after the Treaty of Assent, and though the Enclave and Terran Union had officially settled their differences, tensions still existed. Her perseverance (and family fortune) eventually got her to the **University of St. Mary of Mars** (at the main campus of *Arsia Mons* on Mars in the Earth/Sol system) where she earned a prestigious doctorate of Planetary Sciences (a multidisciplinary field), and a reputation as a serious researcher.

After this academic achievement, Mason moved to the Orion Confederation, and eventually to the fringe of the Confederation with the private exploration firm of **Haddrick-Bosch**. While working with Haddrick-Bosch, Mason was watched very closely by Orion State Security (the OSS), especially after the discovery of the **Kadenfeld Artifact** in 2975, when she was forced out of the company despite early gains she made in unravelling the Precursor's secrets.

Of course the auction did not cover everything. In the end, she did have to take on an investor or two.

Mason became an academic some time after that, moving to Terra/Sol and becoming part of her alma mater at the **University of St. Mary of Mars-Kansas City,** and later at the **VanKila Kiertotahti branch**, until she decided that she much preferred the thrill of exploration to the somewhat dry and predictable life of the University.

Gathering her finances — only a small portion of which came to her from her family in the Enclave — Mason purchased an aging *Mirador* and had the vessel reconditioned. In true Mason-fashion, she auctioned off portions of the ship to collectors, hyping the nostalgia value of the pieces and managed to get most of what she needed for the retrofit.

Of course the auction did not cover everything. In the end, she did have to take on an investor or two. One of these was **Heymore Karsh**, an explorer and prospector. He has since died during a mission in uncharted space. His only daughter is about to come of age and Talia wonders whether she should allow the girl to adopt the rough and dangerous lifestyle that killed her father or just get a cut of the profits. The other investor was a bit more nebulous, the enigmatic **Gannon Consortium**. Mason received a rather hefty grant from the Consortium which has (currently) imposed very little on her work. Whether that state of affairs continues or not is another matter entirely.

Rather than conduct all research herself, Mason rents out the Labspace onboard the ship. Her contacts and good name in Academia help her to get scientists looking for field opportunities and to procure grants from major institutions to go to specific worlds. On occasion, she hosts Xeno-Safari hunting expeditions (even during scientific surveys). Even though Dr. Mason finds these somewhat gauche, they have become very popular among the upper classes on Terra/Sol.

The Rosalind Franklin

			Tons	Mcr
Hull	1000-ton	Hull: 20, Structure: 19	—	100
	Streamlined Hull			10
Armor				
SL Drive	Type L		60	110
Maneuver Drive	Type L		21	44
Power Plant	Type L		34	88
Bridge		Holographic (+2 Initiative)	20	6.25
Computer	Model VI	Rating 30	—	20
Electronics	Survey Sensors,	+1 DM (+5 scans w/ below)	10	10
	Enhan. Signal Proc.	+4 DM, +2 Range bands	2	8
Hardpoints				
	T-1	Double Turret (BL/BL)	1	1+2
	T-2 (Popup)	Triple Turret (BL/BL/BL)	2	2+3
	T-3 (Popup)	Triple Turret (BL/BL/BL)	2	2+3
	T-4 (Popup)	Triple Turret (BL/BL/BL)	2	2+3
	T-5 (Popup)	Triple Turret (BL/BL/BL)	2	2+3
	T-6	Double Turret (SC/SC)	1	.5+.5
	T-7	Double Turret (SC/SC)	1	.5+.5
		Spare Barrel Tonnage	1	.01
322 Tons, Fuel		One SLD-3 transit, 2 weeks	322	
105 Tons, Cargo	105 tons		105	
40 Staterooms			160	20
6 Low Berths	"Crew" Berths		3	0.3
48 Escape Pods			24	4.8
Extras				
	8 tons luxuries		8	.8
	3 "Amenity" Labs	Infirmary, Shop, Kitchen	12	4
	2 Briefing Rooms	Bridge (N), L-2B	8	1.5
	Library		4	4
	Dedicated Cargo	Pharma, EVA, Lab Storage	5	
	Fuel Processors		5	5
	32 Labs		128	32
	Sensor Probes	5 Extra Sensor Probes	1	.5
	Armory		2	.5
	Specimen Cryo	4 mini, 2 "standard"	2	0.2
	Hangar	Rated: 40-Ton smallcraft	52	10.4
Totals			**1000**	**505.26**

Purchasing the RSS Rosalind Franklin

The following illustrates one example of how a game group can purchase the ***RSS Rosalind Franklin***. Of course these are suggestions only…

- First, Talia Mason brings with her 20 shares. This is a mite steep, but Mason is a 10 Term character with a high social status background; thus not entirely impossible. **[20 Shares]**
- Second, An additional 10 Shares comes from each of her "fellow investors", in a gaming group this might be the other players, but for this example they are plot complications, and the Referee should make them count (the possible irritation/sidekick-as-kidnapee value of Lilly Karsh is an adventure goldmine, the nebulous Gannon Consortium should prove to be just creepy enough to keep the players guessing for some time. Friends or foe? Government of Corporate? Which government/corporation? What is their secret objective? This should provide more than enough material for one or more arcs. Each investor gets a $^{1}/_{8^{th}}$ share of profits (after things like ship payments, repairs, and life support are paid off). **[20 shares]**
- Third, the age of the vessel (30 years) at the time of purchase garners an additional 3d6 Shares. Rolls three times on the "Old Ships" table (Traveller Main Rulebook, pg 136) indicate poor Sensors (swapped out anyway), a good reputation (not relevant to her new role), and -1 Structure. The 3d6 roll = 6+1+4 **[11 Shares]**
- Lastly, the Referee takes pity on the player, despite the fact that this is a variant of the Mirador, technically unable to get "bulk" or "standard" discounts. The Referee applies a discount for the standard Mirador (the full price of the standard version without weapons is 436.05 Mcr, so he reduces the price by another 43.605 Mcr before shares)

The price of this vessel is 505.26 Mcr, subtracting the "bulk discount" allowed by the magnanimous Referee, the price is (505.26-43.605=) 461.655 Mcr. With 51 Shares to reduce the cost, Talia only has to finance 49% of the ship. This means she has to obtain a loan for 226,210,950 credits. This makes her payment 942,546 cr per month (1/240th the financed amount). The Referee then throws in the monthly repair costs (a requirement he adds on behalf of "the Bank" because he doesn't want to bother with these costs on a monthly basis and has given plenty of leeway up to this point): 505,255 cr/year (0.1% total cost) divided by Twelve or 42,105 cr. This means the total monthly costs of operating the RSS Rosalind Franklin are 984,651 cr, just short of a megacredit/month. Add to this the Crew salaries, which amount to a further 53,000 cr, and life support costs for 40 staterooms (80,000 cr). This is a total of 1,117,651 cr. per month.

Referee's may want to take a look at the ***Economics of the RSS Rosalind Franklin*** on page 71 for a rundown on possible fees and charges that Mason might use to help her make these payments. None of those suggestions are carved in stone, they simply serve as one example. Certainly grants from major institutions like Universities and governments will be of great assistance to paying the bills.

MEET THE ROSALIND FRANKLIN

The *Rosalind Franklin* is hardly the first *Mirador* to be modified, not even the first to be modified for use as an exploration vessel; but it is an excellent example of the kind of changes that make the *Mirador* a remarkably flexible design. The standard-version's luxury cabins, while they take up entirely too much space for "optimal" passenger traffic, are perfect for swapping out more utilitarian components like labs.

Beyond her design though (described below), the *Rosalind Franklin* has a personality all her own. The ship was 30 years old when acquired by Talia Mason, a passenger liner from the Crescent Sector operating under the name *Faraday's Mirror* for the lustrous exterior her original owner had clad her with (this vessel graces the cover of the book). The high mirror shine of the exterior made for a splashy entrance in the ports of the sector. Mason not only retained the *Rosalind*'s exterior but has lovingly restored it every time it has been damaged.

As for any vessel 30 years out of the yards, the *Rosalind Franklin* has her quirks. The retrofit completely replaced several components of the original system, but left whole decks untouched as well. The sensor system of the original ship had suffered severe degradation, but as Dr. Mason was upgrading them entirely this posed little issue. There was also a very good reputation that the ship had garnered as the *Faraday's Mirror*, but as Mason was renaming it that benefit made for little effect as well. One thing that Mason could not 'fix' as easily however was the fact that as the ship was thirty years old, her superstructure is simply not that of a new ship. Without a serious rehauling of the *Rosalind*, which Talia cannot currently afford, this will simply have to wait.

The crew consists of fifteen: three Pilots, one Navigator, one Medic, three Engineers, and seven gunners, who double as planetside security. The Crew all double-up in staterooms, with the exception of the Medic who gets a stateroom of their own (ostensibly because of the odd hours, they use **SR-37** across from the Infirmary). This uses up 8 staterooms plus the Captain's Roost (**SR-2**) which Dr. Mason uses. The vessel has 36 physical staterooms (4 of which are considered double staterooms for the 40 purchased). This leaves 27 staterooms (and 30 berths with the three double-staterooms other than hers) for the scientists. With a total of 32 labs, the *Rosalind* can host a full compliment of scientists quite easily and additional ground surveyors and security can also be brought on by doubling up on some of the staterooms. As this is a "working" ship, the tonnage devoted to "luxuries" will have to placate 'passengers' (no human Stewards).

EXPLORATION VARIANT

The *Rosalind Franklin* differs in several ways from the Passenger Variant *Mirador*, but not as much as one might imagine. Most of the Luxury Cabins have been modified to provide for Laboratory space, and several "luxury" items have been removed, but the only major layout/structure changes in the vessel have taken place on Decks 4-8.

The vessel's original hardpoints have all been restored and weaponry has been mounted in them, mostly triple-turrets with Beam Lasers. The traditional sandcaster hardpoints (Deck 11, T-6 and T-7) are indeed filled with sandcasters, and some thought has been given to converting the secure cargo areas on Deck 11 (C-6 and C-7) into additional hardpoints (the ship comes with 7 and can mount as many as 10). Thus far, this has been deemed unnecessary.

Perhaps the most serious change to the internal functioning of the ship came with the upgrading of the sensors. The standard *Mirador*'s military-grade electronics are significant for a vessel of that type, but less useful for a vessel which is designed for scientific use. The sensors have been upgraded to survey sensors [***High Guard***, pg. 45] with enhanced signal processing and an extra five sensor probes (the survey sensors include a suite of probes specifically for planetary surveys). This system is distributed into four different parts of the ship (as described below).

Decks One and Two

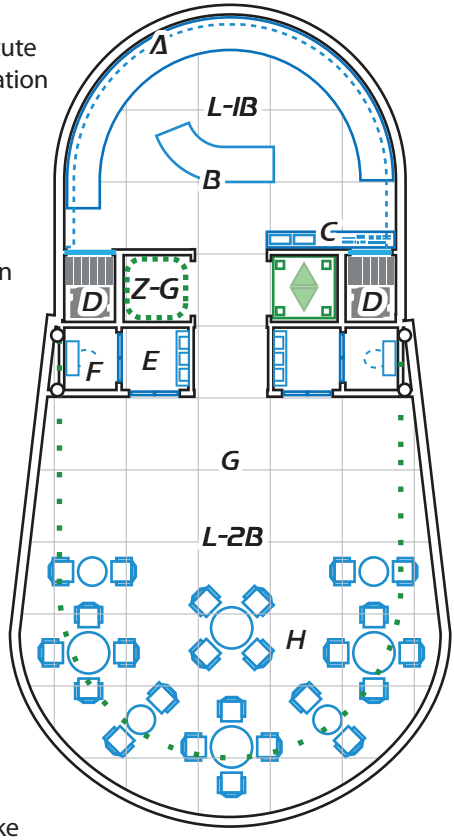
Other than control interfaces, the Bridge has not been physically altered (use basic plan). The new Survey Sensors replace the old Military-grade sensors, but tonnage allocated for the old system are integrated into the new system (making the changes transparent for the layout of the Bridge). While not reflected in tonnage, the computers have also been upgraded to a Model VI (from a Model IV).

Deck Three

The only change on Deck Three is behind the walls of the central hallway and is again invisible to the layout; specifically area "**B**" on the Deck Three plan. The space normally used for exercise equipment is devoted to raw material reservoirs for the food synthesizers on Deck Four (in essence, the entire area is used for raw materials). The synthesizer reservoirs (2.25 tons) hold approximately 2,756 man-days of Luxury - class food and drink capability. Otherwise use the basic plan for this deck from the standard *Mirador*.

Deck Four: Mess Deck

The Changes to Deck Four constitute what is at best a minimal modification of the original design of the class. The forward section of the deck features full-fledged Kitchen (**L-1B**) for the entire vessel. The area combines food storage as well as food preparation areas. In addition to the counters along the entire forward curve of the deck, under which is food storage. There is a multi-layered shelf above (**A**) and an "island" counter (**B**), under which are several heater units to warm up foodstuff. The food synthesizer (**C**) functions exactly as it does on the classic *Mirador* design (although it has a larger raw materials reservoir to draw from).



DECK FOUR

The rest of the Deck is used for the Mess Area (**L-2B**). Unlike the standard *Mirador*, Deck Four also includes a pair of combination fresher (**F**) and washroom (**E**) (unlike the Passenger variant, staterooms are as much as 7-8 decks away).

The tables here lower to the floor with the press of a switch, and the chairs are made from memory plastics that, when "folded" can be fitted into the surrounding walls. The area between the Washrooms/Freshers and the *dining area* (**H**) has been left bare to allow for a *small exercise area* (**G**). Like the standard variant of the *Mirador*, this room also has holographic equipment to make the area useful for demonstrations/presentations.

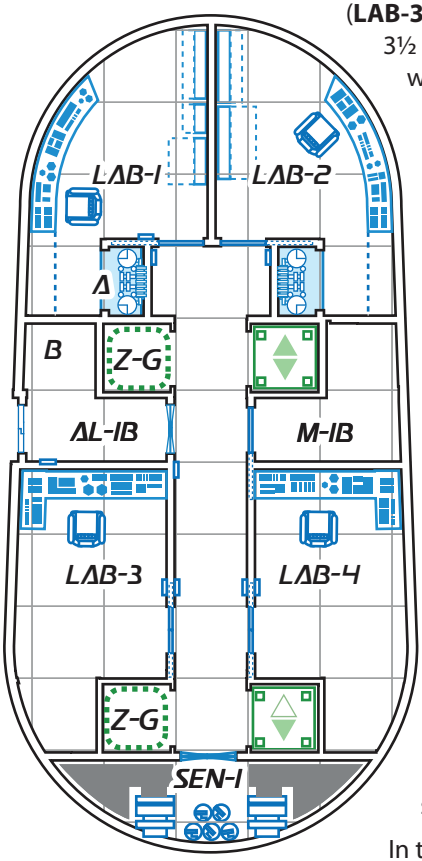
Access to the Deck is by way of B-Lift and B-Shaft only.

Notes: *Both L-1B and L-2B are comprised of a combination of leftover living space from staterooms, luxury tonnage and a "core". The "core" of the Mess Area (L-2B) is a briefing room, which provides audiovisual equipment. Indeed, L-2B is often used as a briefing room. The Kitchen is a 4-ton*

laboratory (the food synthesizer has the capacities described in the standard variant). **Note on Life Support:** *remember that stateroom tonnage includes 56 man-days of life support, that means a total of 2,240 man-days in the Kitchen, and an additional 2,756 man-days for the Synthesizers, allow at least 100 days with a crew of 50, with no additional food stores.*

Deck Five: Lab Deck A

Deck Five of the *Mirador*, contains four labs, an airlock, a dedicated equipment storeroom and part of the Survey Sensor system. The forward pair of Laboratories (**LAB-1**, **LAB-2**) are generally used for biology, and each features a *small lifeform low berth* (**A**) for long term storage of live samples. Even with the addition of these units, the Labs are standard sized (4 tons). The aftward pair of *laboratories* (**LAB-3**, **LAB-4**) are smaller (approximately 3½ tons each) and can be used for a wider range of scientific fields.



DECK FIVE

Deck Five contains *airlock-1* (**AL-1B**) on the portside. The access from the airlock into the vessel is by an iris valve, but the exterior doors are powered sliding hatches for a more durable (and secure) access to the exterior of the vessel. There is also a ½ ton *storage area* here, (**B**) used for EVA gear (thrusters, extended life support packs and several spare suits) not present in the standard variant.

Opposite the airlock is a 1½ ton *dedicated storage area* (**M-1B**) for EVA equipment (spare suits and scientific gear for use in the void of space), four repair kits, and gear to facilitate the recapture of satellites and probes. Access to this area is by way of a standard (although security-accessed) sliding door.

In the standard variant of the *Mirador*, this deck features an escape pod, but the

exploration variant instead uses this area for a *satellite disbursement mechanism* (**SEN-1**) that is part of the survey sensor system. The satellites are dispatched from here as the ship orbits, and are generally taken back onboard using the airlock (which is why this area is on Deck Five).

Access to Deck Five is by way of B and C lifts and shafts.

Notes: *The Labs are purchased as normal in* ***High Guard*** *pg. 47. The airlock tonnage is taken from overage while the dedicated storage area tonnage is accounted for as part of the vessel's "dedicated equipment tonnage". The satellite disbursement mechanism is 2 tons of the total Sensor Package (13 tons total).*

The Rosalind's Crew: Jaeg Hamil

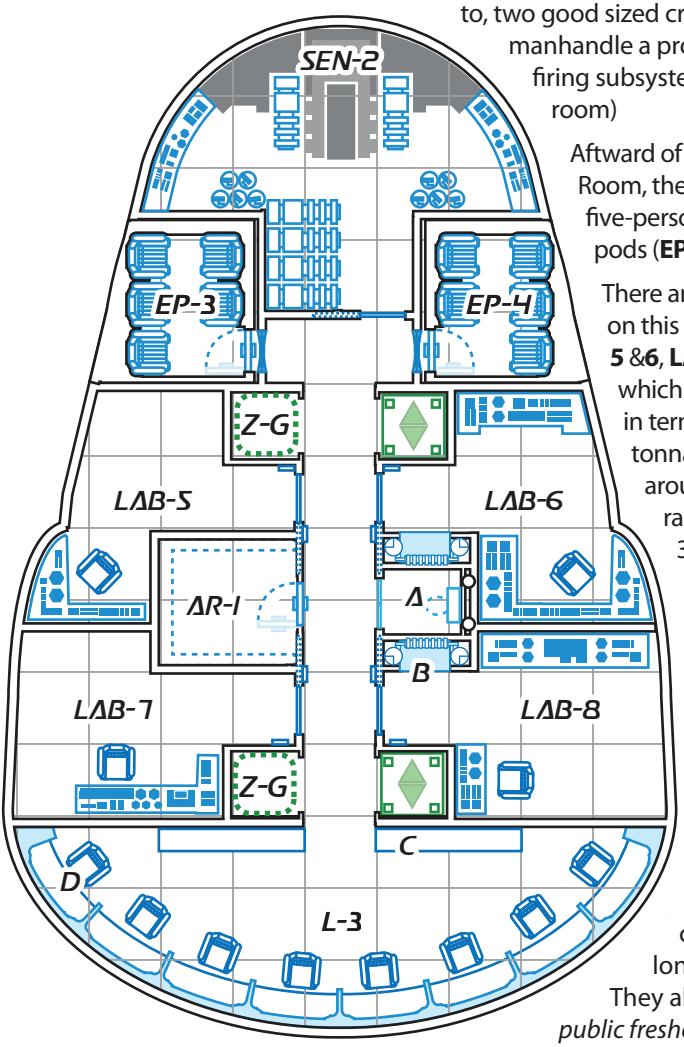
The RSS *Rosalind Franklin*'s Chief Engineer is Jaeg Hamil. The exceptionally muscular technician grew up on the tough streets of the Heavy-gravity world Legios, where he was a petty criminal (part of a vehicle theft operation). Like 90% of Legiosians, Jaeg is a High-G Mod SIM (Legios has a surface gravity of more than 2-g). After a short stint in an offworld prison, Jaeg was dumped on the Industrial world Hephestus, where he furthered his education and training and was able to break the cycle of poverty and crime. He eventually branched into Starship Engineering and was picked up by the Exploration firm Haddrick-Bosch.

Jaeg and Talia Mason both served onboard Haddrick-Bosch's deep space Research vessel *Semperia*. When the crew of the *Semperia* stumbled across the Kadenfeld Artifact in 2975, both of them were given the boot at the insistence of the OSS: Talia because she was born in the Deramus Enclave, and Jaeg because he had a criminal past. When Mason retreated into academia, Jaeg worked on a Gas Mining Operation over Moria, but never quite settled into life on the La Grange colonies (partly because of his preference for higher Gs). Jaeg jumped at the chance to join the *Rosalind Franklin* and is well-liked by the crew. He is known for his physical strength and great booming voice and well as his good humor.

Plot Points: Jaeg's past comes back to haunt him: one of the guards who tortured him while in prison shows up unexpectedly, or an ex-cellmate he liked/disliked, or an ex-member of the same gang from Legios. Jaeg is also something of a brawler, and might get into many a bar-scuffle that could get him involved with players from other vessels.

Deck Six: Main Sensor Deck/Lab Deck B

Deck Six of the *Mirador* is known as the Sensor Deck because of the M*ain Sensor Room* (**SEN-2**) which incorporates the heart of the survey sensor system as well as the enhanced signal processors. Control panels in this area allow crew to monitor and control the sensors directly for maximum results. The room also contains five extra probes, located and "fired" from this area (a robotic arm does the loading, although were they to have to, two good sized crewmen can manhandle a probe into the firing subsystem from this room)



DECK SIX

Aftward of the Sensor Room, there are two five-person escape pods (**EP-3** & **4**).

There are four labs on this Deck (**LAB-5** &**6**, **LAB-7** & **8**) which differ slightly in terms of their tonnage (all are around 4 dtons, ranging from 3½ to just over 4 tons). Lab's 6 and 8 also feature small life-form Low Berths (**B**), suitable for placing medium dog-sized animals into cryosleep for long durations. They also make the *public fresher*, **A**, feel a bit chilly.

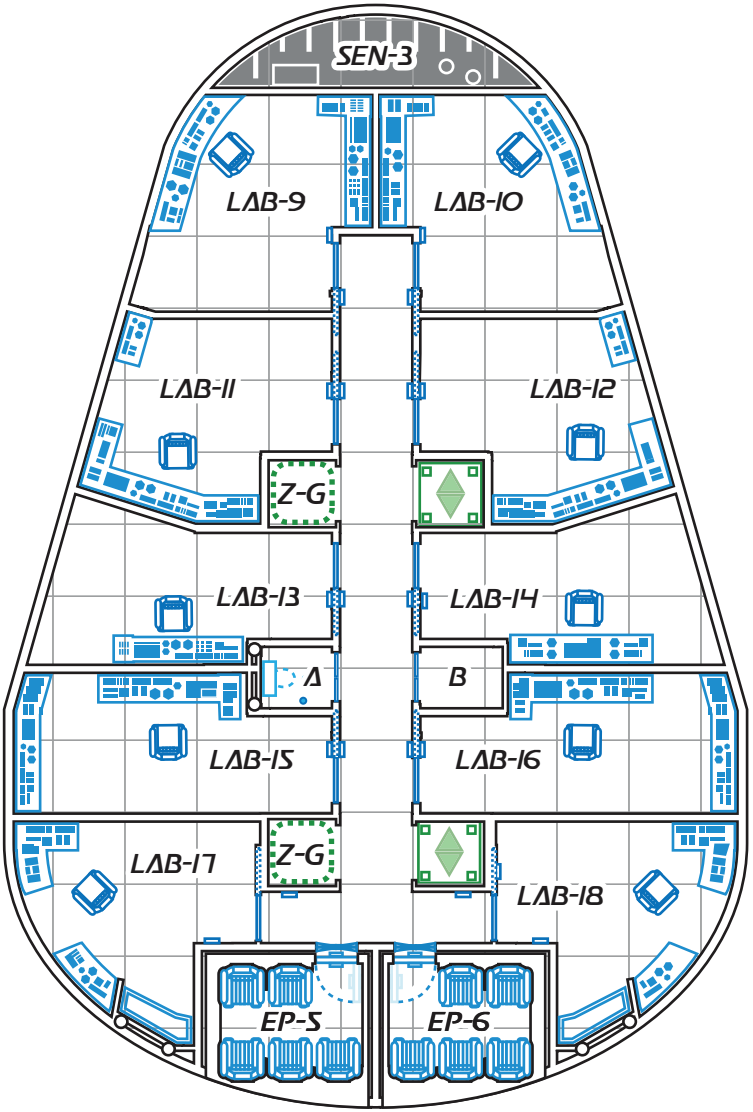
The ***Armory*** (**AR-1**) holds a substantial number of armaments, enough to arm at least 50 people. The chamber is secured with a powered hatch, which requires an authorized crewmember's ID (code, voice and retinal print). The partition walls here have been reinforced to prevent breaking through (consider it to have 12 points of damage reduction for projectiles and require 250 points of total damage to tear open a man-sized section of wall, but it is no more pressure tight than any partition wall).

Also found on the deck is a small *public fresher* (**A**). While these are not found on the standard passenger variant of the *Mirador* class, they have been placed here because of the distance to most of the staterooms (several decks) and the fact that the labs are working spaces. While a liner passenger might spend a few hours in a lounge and go back and forth to their cabin, the scientists on a *Mirador* might spend the better part of a day doing research in their lab, hence the public freshers.

The ***Entertainment Center*** (**L-3**) (aka 'Ship's Library') is located at aft end of the deck, utilizing the "Observation Dome" to both provide it with an excellent aftward view and extra floorspace. Along the forward wall of the library are 3 meter wide and floor-to-ceiling tall shelves (**C**) jammed with data wafers, books and similar material. There are a total of eight *carrel-stations* (**D**) along the aft wall, each of which outfitted with a dedicated computer terminal and modified holographic display system. By wearing special visor and earpieces (or directly jacking in with the right type of cybernetic implant), the displays are visible only to the person at that individual carrel. This allows several crew or passengers to conduct their studies or watch audiovisual entertainments with a degree of semi-privacy. While the eight carrels are considered overkill on a liner, time often must be reserved for them on the *Rosalind*.

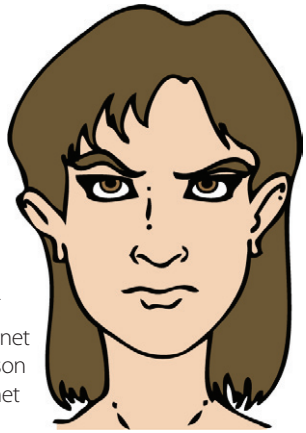
Access to Deck Six is by way of B and C lifts and shafts.

Notes: *All Labs are approximately 4 tons each (as indicated in* ***High Guard****, pg 47) although Lab-5 is a bit smaller. The Armory (2 tons) is purchased as indicated in* ***High Guard****, pg 47 and provides armaments for up to 50 Crew. The restroom is purchased with combined stateroom/ luxury tonnage. The Main Sensor Room is the largest section of sensor on the ship (7 of the 13 tons for the full system, including all 3 of the components: the survey sensors, the enhanced signal processing equipment and the extra probes). The Entertainment Center is purchased with a combination of "spare" stateroom tonnage, luxuries, and a "core" functional room. In this case, the "core" is a 4-ton ship's library, providing the technological basis for the carrel stations.*


SEN-3
LAB-9
LAB-10
LAB-11
LAB-12
Z-G
LAB-13
LAB-14
A
B
LAB-15
LAB-16
LAB-17
Z-G
LAB-18
EP-5
EP-6

DECK SEVEN

Rosalind's Crew: Braia St. John



The *RSS Rosalind Franklin*'s Head Gunner is a Marine Gunnery Sergeant (no longer in the service) named Braia St. John. Braia is a Veteran of the Mutant War, where she served with distinction. She is somewhat gruff and no-nonsense while on duty, but becomes a hellion during the crew's downtime and is generally the last person to straggle back onboard before liftoff.

St. John is also the "Landing Party Officer", in charge of security for scientific teams when they venture on-planet (especially the first time). She has clashed with Dr. Mason on occasion for refusing to allow "her people" (on-planet science teams who are the clients) in unsafe areas. At times, this excessive emphasis on security causes delays and missed opportunities; but Dr. Mason also regards Braia's abilities highly and gives her views good leeway.

Plot Points: Braia's off-duty activities are good for a wide variety of possible encounters, but PC's might also know her from the War; or she could encounter a vet buddy in need; or she might have be asked to perform a final task for one of them. She is an honorable woman, driven and decidedly her own individual.

Deck Seven: Lab Deck C

The forward section of the deck contains the sensor equipment used in the combined sensor system of the variant (the final 2 of the 13 tons of the combined system), the equipment is sealed behind the forward bulkhead, and can only be accessed from Lab-9 and Lab-10.

Lab Deck C contains 10 Laboratories, all approximately 4 tons, **LAB-9** & **10**, **LAB-11** & **12**, **LAB-13** & **14**, **SR-15** & **16**, **SR-17** & **18**).

A *public fresher* (**A**) and *small lab storage area* (**B**) are located off the main corridor, directly in between B and C Shafts. The small lab storage room on this deck (¾ ton) is used for items that are common to all of the labs and general "disposables" that are consumed during research work (slides, beakers, tubing, etc.). Two 5-person escape pods (**EP-5** & **6**) are located at the aft edge of the deck.

Access to Deck Seven is by way of B and C lifts and shafts.

Notes: *Labs purchased as* ***High Guard****, pg 46. Small Lab storage area B, derived from dedicated tonnage for that purpose. The fresher tonnage is from combined living space/luxuries tonnage. The forward sensor notch comprises the final 2 tons of that system*

Deck Eight: Lab Deck D

Deck Eight of the ***Exploration Variant*** consists of eight approximately 4 ton Laboratories. **LAB-19** & **20**, **LAB-21** & **22, LAB-25** & **26** and two slightly larger labs that incorporate full-sized Low Berths (**B**) suitable for larger (human-sized and slightly above) subjects (**LAB-23** & **24)**. A pair of small (¼ ton) lab equipment closets (**A**) are located just outside of the doors of Lab-19 and Lab-20.

The middle section of Deck Eight contains two simple hatch doors, leading to the *pop-up turrets* (**T-2** & **3**). Behind the turret access hatches, on the port and starboard side are two 6-person escape pods (**EP-7** & **8**). The short hallway leading to the pods on this deck also include a pair of consoles (**C**) used by passengers to access the public portion of the ship's computer. They also serve as public comm stations for internal communication. A *public fresher* (**D**) and ¾ ton laboratory equipment closet (**E**) are located on the aftward edge of the Escape Pod Hallway, accessed from those short hallways rather than the main corridor.

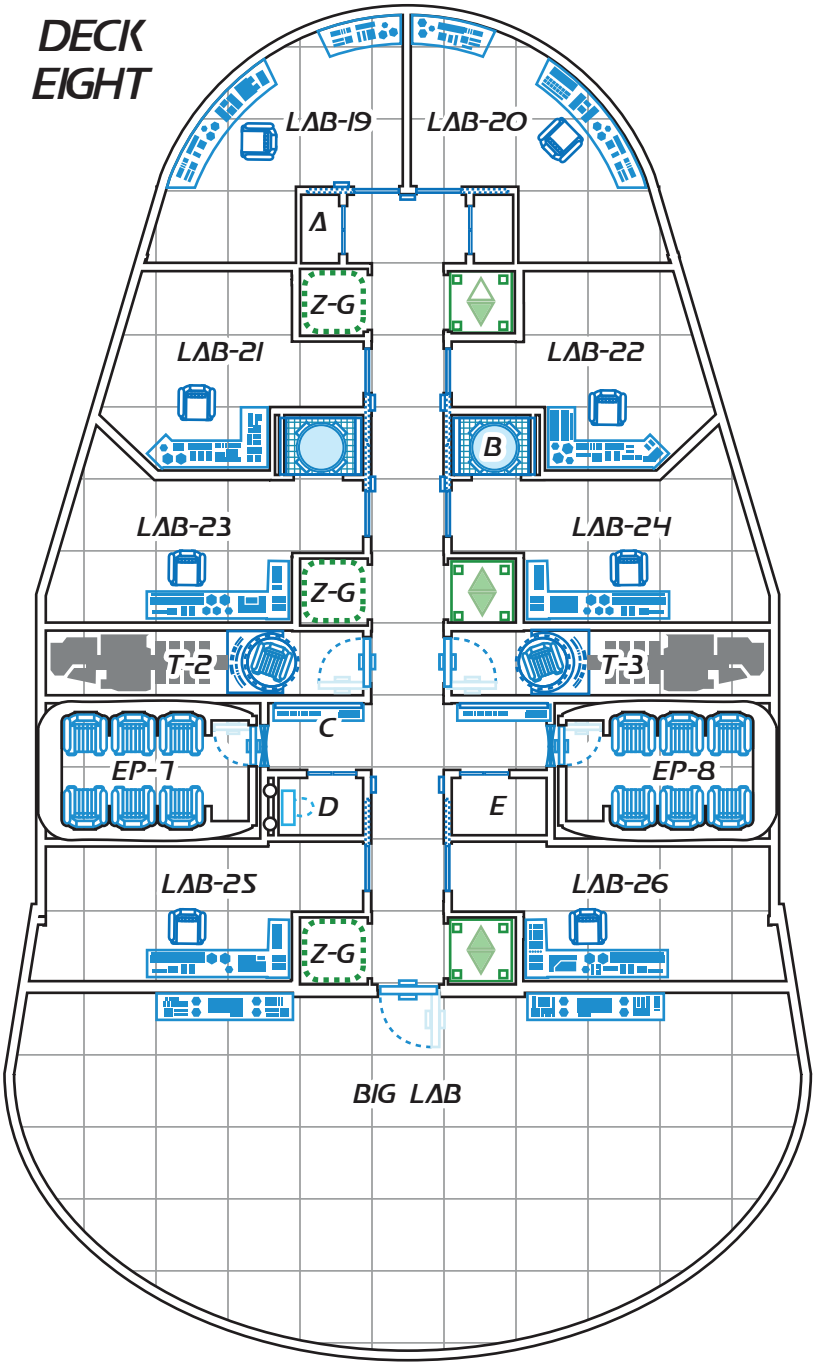
The aftmost portion of the deck features the largest single chamber in the Lab Decks, the *"Big Lab"* (**BIG LAB**), which stretches across the entire end of the ship. This is also the final deck with an "Observation Dome", which has been retained from the Passenger Variant and the view from here is spectacular. There are several ports and fittings in this area with enough equipment and space to accommodate six more research projects. The area has been left open largely so as to allow the scientists maximum flexibility in how they conduct those experiments or research. This has proven to be quite useful for building large pieces of equipment, as these windows can be removed to facilitate loading/unloading. Because the Big Lab is separated from the rest of the deck by a bulkhead and uses a hatch for entry/exit, this is not a difficult operation (although air is usually pumped from the room first rather than allowing it to be lost to space, a process taking more than ten minutes).

When not used for lab space, the Big Lab is often pressed into service as a gymnasium or other common-use space. Access to Deck Six is by way of A, B and C lifts and shafts.

Notes: *The "Big Lab" is a 6-lab bloc (4 tons each like all labs). All other components standard as listed. The restroom is purchased with combined stateroom/luxury tonnage, Equipment areas are dedicated lab storage.*

> ***All remaining Decks (9-21) use the same deck plans as the Passenger Variant. Note that staterooms for this variant have not been re-numbered for the sake of efficiency (thus no new maps below Deck 8)***

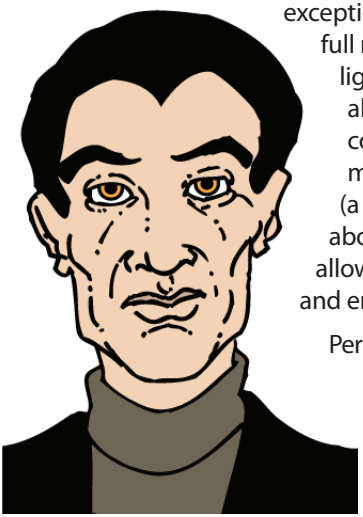
DECK EIGHT


LAB-19
LAB-20
A
Z-G
LAB-21
LAB-22
B
LAB-23
LAB-24
Z-G
T-2
T-3
C
EP-7
EP-8
D
E
LAB-25
LAB-26
Z-G
BIG LAB

The Hunter: Atticus Salaman and Bentsford

The owner of the *RSS Rosalind Franklin* has forged an alliance of sorts with a famous (or infamous) Xenohunter **Atticus Salaman**. Salaman is known for his "Hunt-umentaries" in a wide variety of exotic locales. The *Rosalind Franklin* gives Salaman the ability to take this to the next level: uncharted planets, raw areas of space, new things to hunt and kill. Talia Mason appreciates the funding he brings in (she gets a percentage of his profits), but despises the Xenohunter personally. Atticus, with his usual aplomb, has reserved the double-sized stateroom across from hers. That battle is far from over.

During the Mutant War, Salaman was a sniper in the Free People's Republic, and has a series of medals and awards from that time. As befits someone in a dangerous profession, Salaman has both significant skills and bio-enhancements that help him. Cybernetically, he has replaced his natural eyes (which are normal-looking with the exception of gold irises) that provide him with a full range of visual input (thermographic, low light, flare protection and the like). He has also given himself a waferjack with internal commlink. Bio-enhancements includes muscle grafts, olfactory enhancements (a wolf-DNA adaptation he likes to brag about) and a series of synthetic glands that allow him to temporarily boost his strength and endurance with a mental command.



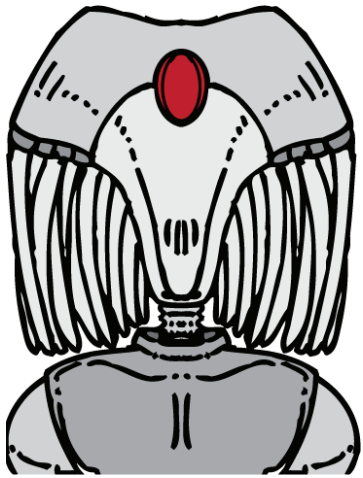
Atticus Salaman

Personally, there is much to both like and dislike about the man. Atticus Salaman is personable, bright, and has a wealth of unique and fascinating experiences to draw upon. He is also vain, boastful and has an opinion of himself and his abilities that borders on the "superheroic." Every time he actually does something beyond the norm, his head swells further (not visibly of course, although Dr. Mason has suggested more than once that a study should be conducted).

Salaman's "Hunt Documentaries", or "Huntumentaries" are justly famous. He has an irregularly broadcast series, *Hunting with Atticus*, that has become very popular on Terra/Sol and Ratan (which has gone on to spread him to a much larger audience). Generally speaking, they are exciting, well-produced and professionally edited.

They showcase the very best of Salaman's personality and character while they tend to soften his shortcomings. He is even something of a butt for ego-humor on the program. Atticus never seems to notice this on-camera, and is seen as the ultimate straight-man.

Salaman's constant companion is the AI simply identified as **Bentsford**. Rumor has it that Bentsford was a trusted manservant of Salaman's seriously mauled during a hunt. The rumor goes on to claim that Salaman had the mauled man's consciousness transferred into a ghost, and the result is the digital entity who continues to act as his personal servant. Whatever his origins, Bentsford never uses a Biocon, preferring instead to use a robot body when he ventures into the physical world. Bentsford's unique automaton was designed by Joshua Robotics, and features a bundle of extendible "tentacles" about the head that looks vaguely like dreadlocks. This has given him an iconic profile that is used in marketing of the *Hunting with Atticus* viddies. This is especially appropriate as much of the video feed comes from Bentsford's point-of-view.



Bentsford

Plot Points

Atticus Salaman allows for a wide variety of adventure possibilities, whether or not he is used in conjunction with the *Rosalind Franklin*. Indeed, Atticus could easily find his way onto an **Excelsior Tours** vessel as well to check on his accounts and conduct interviews on Ratan or conduct some celebrity challenge hunt on the Veldt. He also might not be used at all, he is only included as a potential adventure seed.

Some alternate possibilities about Salaman's "true" nature might include:

- Salaman is actually a plant, an agent from another government who has been inserted into the Confederation as a long-term sleeper asset.
- Bentsford isn't a former manservant, but the 'real' Salaman, and the one who presents himself as Salaman is an actor hired to play the role. The viddie program is cunningly cut to make 'Salaman' seem to be the one taking down game, but he isn't. In fact, his only real skills are looking pretty and dodging.
- The Hunter is what he seems, Bentsford is what was rumored, but Salaman is not just a Xenohunter or celebrity, he is **also** a deep undercover agent for the OSS, using hunts as a cover to keep him onboard the *Rosalind Franklin* so he can keep an eye on the vessel. To further complicate matters, he may have developed feelings for Dr. Mason, who truly hates his 'front' persona…

Adventure Seeds for the Rosalind Franklin

The ***RSS Rosalind Franklin*** presents a number of different possibilities for good Twilight Sector Games, such as:

One timer/Single Arc: The *Rosalind* makes an excellent single-adventure setup for some troubleshooters.

- ***Special Skills Needed.*** The *Rosalind* could find itself on any one of a hundred different kinds of worlds, and players might have some key bit of knowledge, experience or expertise that would make them a good one-time crewmember.
- ***Multiple Employers.*** The PCs might not get hired by Dr. Mason at all. There are a number of different 'players' involved in any survey operation that the *Rosalind* takes part in: Universities, research companies, rival exploration firms, bitter scientific rivals… players could be doing work for any of them.
- ***Pod-io, Pod-io, wherefore art thou?*** The PCs are approached by Dr. Mason to help her locate something that has been pilfered from her ship in Spacedock (say, pods from some alien plant). The situation might be delicate (if for example, Mason didn't advise the authorities of said pods) and thus require something other than "official" help in locating them.

Returning Cast: The nice thing about the *Rosalind* is that it might be in any new system from one month to another, often someplace that they have been before, perhaps somewhere never set foot on by human/uplift/AI. Unlike Excelsior Tours, the *Rosalind* offers a wide variety of new possibilities because the players can adventure with the crew of the *Rosalind* in a slightly different capacity with each trip: cargo bearers one trip, troubleshooters the next, spies on a third trip out into the unknown.

Also, because the ***Rosalind*** fills in a very particular kind of niche market, the players might consider doing something of their own that latches onto a similar niche. Especially if it is done in a way that proves to be to the advantage of both Dr. Mason and themselves.

The hunter Atticus Salaman is an example of just that sort of relationship. He is a hunter with his own program, Atticus needs to go to the places where the *Rosalind* goes for the novelty. Not every adventure he's on has to involve the *Rosalind Franklin* either. As an example, Atticus might have to skip one or two jaunts to take care of business on Ratan. This way the ship and PCs play off one another, but are not inextricably bound.

Campaign: As with Excelsior Tours, the *RSS Rosalind Franklin* can serve as an example, the players can set their own research vessel up. With 32 Labs and SLD-3, the ship has a good profile for scientific expeditions. Also, the 7 hardpoints make it something that can bite back if threatened, and the luxuries and plentiful cargo areas make it good for long term surveys (potentially profitable ones).

Referees may want to add investors to the mix, as the example on pg 56 demonstrates, which layer in plot complications and ease costs. And be fairly free with research grants and interested parties: if the players are going to make their mortgages, they will need to have revenue that isn't going to come in from speculative trading (although that might happen) and carrying passengers (even less likely unless the player is travelling between two inhabited systems). Remember that loads of exotic furs (thank you Atticus) and exotic minerals or plantlife (watch out for the customs agents) could be boom or bust for the PCs of such an operation.

The Economics of the RSS Rosalind Franklin

Because the *RSS Rosalind Franklin* is a research vessel, the 'normal' path of generating revenue, selling stateroom space or generating funds with speculative cargoes, are generally unavailable. "Generally" because there are possibilities here nonetheless. Exotic animals or rare minerals can be found on planets far from the edges of space, and fill the holds for lucrative trade.

If we divide the total labspaces (32) by the costs required to run the ship (1.117 Mcr as worked out in the sidebar on page 56), we get 34,926.6 cr. That assumes **all** of the labspaces will be filled. Approximately 35,000 cr per month however is a reasonable price to pay for the use of these facilities by a University, Corporation or other institution. But just how many will Mason fill on each run however? This I will defer to individual Referees, I simply want to use this amount as a starting point.

Mason spends her time in 3 month increments, which includes all transit time there and back, and charges the following:

- **Lab space:** 105,000 cr per lab to interested parties. (3 months)
- **Personnel:** an additional 20,000 cr each, but for every third (and fifth, seventh, ninth and eleventh) member of the team, the institution is expected to pay for an *additional* lab space (this is to prevent one lab and 60 personnel from being reserved, this would be a considerable loss for Mason).
- **Big Lab Special:** If anyone wants to pay for the Big Lab outright, they could outfit the space as barracks for up to 20 personnel (this is sometimes useful for planetary surveys). The extra three tons for the area is used up for bulk life support for the additional personnel. [Note: they actually need an extra 1¼ ton of supplies at the standard rate of 1 dton=350 man-days (Starfarer's Gazette #1, pg 29, or 4.28 tons of supplies). Mason will 'eat' this extra cargo tonnage because of the utility of selling 6 entire lab spaces all at once]
- **Low Berths** are priced out at 10,000 cr each.
- **Cargo tonnage** (86 dtons) is priced at 10,000 cr per. Cargo space is allotted first-come, first-serve. Mason uses 19 tons of the cargo bay for her own equipment (including extra life support and an Air/Raft in C-2, plus space).

Profits are divided into eighths, Mason receives two shares, her two investors one each, the remaining four shares go into a slush fund for future operating expenses. Occasionally, this is used to provide the crew with bonuses as well. Atticus Salaman is a special case, he pays a flat 60,000 cr to accompany the vessel on surveys, which allows him the exclusive use of the VIP Stateroom (SR-1) and 2 tons of space in the hold. He also has rights to film the crew (but has to negotiate with other parties separately) and 1% of his profits go to the *RSS Rosalind Franklin*'s slush fund.

Near-Best Case Scenario

If Mason manages to sell all of the Lab Spaces, and 32 personnel (one per lab space, a true "best" case scenario would double this), plus all 86 tons of Cargo space (roughly 3 tons per lab space) she will receive 4.86 Mcr for a 3 month survey mission. This breaks down to 1.62 Mcr per month (502349 cr over her monthly costs). However, this also assumes that she can fill the **entire** ship. Often this will not be the case, but this is a matter best left to the Referee to determine based on the flow of the game.

ALTERNATE RULE ADDENDUM: PASSENGER AND CARGO TRADE

Passenger traffic in the Twilight Sector is handled slightly differently than in the Traveller Main Rulebook. These rules are a variant that will be considered default in future Terra/Sol Games products and are presented here for interested Referees to use in their own games.

Goods and Cargo flow from one system to the next in the Twilight Sector, caught up in a web of well-established trade routes, Trade Houses and Hounghai concerns that actively seek to tie worlds together. Trade is the lifeblood of colonies, a fact which was recognized (and demonstrated in a rather macabre way) during the *Long Night*.

BASE TRADE CODES:

The following system incorporates a few elements designed to help Referee's classify how well-trod those trade routes are likely to be. In game terms, this is indicated by the *Base Trade Code*. Each world or system will have a *Population* code and at least three other descriptions that help to determine the trade available to it: *Classification*, *Settlement Stage* and *Production*. Beyond these there are three additional optional characteristics (optional in that some worlds might have designations in all three characteristics, others none): *Visitation Status*, *Development Status*, and *Import/Export Status*.

Trade Codes generate the amount of trade that can be found during an active search lasting one week. Searching is presumed to be using professional agents, online advertising, passenger booking systems at the starports. (See Line Modifiers for further rules on this subject)

Use the Trade Code of the **destination world** as the basis the passengers and cargo generated for a run, modified as follows:

- **First** *(all codes)*: ***reduce*** by the difference in Population code between the departure world and destination world *if the departure world is smaller*. Going from a Population 7 world to a Population10 world for example will reduce the Trade Codes (based again on the destination world) by 3. Going in the opposite direction leaves them unmodified. (**Exception:** Entertainment worlds have enough traffic going to *and* fro that this discrepancy is not taken into account for them)
- **Second** *(cargo only)*: modify the codes using the *departure world*'s Import/Exports, but in "reverse": **add** the exporter values listed (instead of subtracting them) and **subtract** the importer values (instead of adding them). Any "Trade Hub" modifiers of departure world are added in as well. Also, If the departure world possesses a Rare Resource of some raw goods (part of their Development Status), the appropriate code is adjusted by an *additional* +2 (above the export modifier these planets usually have as well) or ignores the Population code for the first step, whichever is *higher*.

Population:

As noted in the ***Traveller Main Rulebook***, page 172 or in ***Tinker, Spacer, Psion, Spy*** (using the same code numbers, but a slightly different means of obtaining the results). The UPP Code for population is used for all Trade and Passenger values as the base number.

Classification:

Early in the First Wave, the UN established a three part designation for the extrasolar planets they discovered (later extended to four as some of the most inhospitable worlds were used for resources). The simple classification system is still ingrained into the popular mindset. Although some of the Interstellar nations have their own more specific classification systems for their Exploration Services. *(Choose one)*

- **Class I:** Worlds which are suitable for colonization without technological adaptation over a vast majority of the surface.
- **Class II:** Worlds which require technological adaptation for survival over a vast majority of the surface (thin atmospheric pressure, tainted atmospheres, high or low temperature, moderately high radiation count etc.)
- **Class III:** Worlds which require sealed habitats for humans to survive (very thin or airless environments, high radiation, poisonous atmospheres, etc.)
- **Class IV:** Worlds which require significant adaptations and completely sealed environments, aka "Hell Worlds" (extreme pressure environments, very high radiation)

Settlement Stage:

The age of a world generally denotes the settlement's stage of development. This is not always strictly accurate however, as some worlds stay 'stuck' in a Settlement Stage long after the time elapses for them to have shifted into a more mature form. This interruption of the "age progression" of the world might be due to resources (poor worlds are notorious for becoming "stuck"), historical event (war, famine, plague), or it might be simply that the area is not desirable as a place to live and thus has not acquired much interest for those born there to stay, nor lure for émigrés to establish new settlements. *(Choose one)*

- **New colony (up to 50 years):** A newly settled world with one or more small colonies. None or very little on world production of resources.
- **Successful colony (50+ years):** A Colony world now well settled and into its second generation. More self sufficient with some exports possible. Some worlds stumble here, never quite making it forward to the next phase of development.
- **Developing World (100+ years):** The World, no longer a 'colony' but a self-sustaining entity, is now extensively settled and developed with established industry and production. These worlds are an emerging market for goods and still require some raw resources.
- **Established world (200+ years)**: A multi generational world with extensive industry and production, well established trade routes. These planets tend to be well populated and prosperous.

- **Mature World (350+ years):** After many generations, these worlds have developed their own cultures and traditions. Highly developed with extensive industry or production capabilities. Worlds such as these are just now emerging outside of the core.
- **Heart world (500+ years):** The first colonies of known space. Very high populations and industrial production, but reduce raw materials available.

Production Type:

Worlds can be classified by their main form of production. Note that hardly any colony does nothing but one type of production, but most will have one form of production that stands out. *(Choose one)*

- **Agricultural:** A world that is focused on growing or harvesting food, such a world may well have limited mining, chemical and manufacturing capabilities but the bulk of its industry is agricultural.
- **Mining:** Primary output of the system is raw or processed minerals, metals or alloys. Mines and refineries on the world, in space or among the asteroids. May have some limited capability in other fields due to pollution.
- **Chemicals:** Production and refining of chemicals, hydrocarbons, plastics. Generally found at a Gas Giant, but also on many planets. Exploitation may be on the system's secondary or tertiary settlements.
- **Manufacturing:** Finished products of all types. Such worlds may have production of raw materials but primary export is of manufactured items.
- **Trade/Luxuries:** A catch all category for any world that does not export its own goods but instead trades on items from other worlds, also includes craft items and special luxuries.

Optional: Development Status

There are some worlds which have developed in a particular fashion which will impact their trade codes, either positively or negatively. *(Choose up to two)*

- **Advanced World:** These are worlds with research facilities and scientists at the cutting edge of science and technology. The world is significantly more automated and technologically sophisticated compared to the "average" planet, where the highest tech is not as much in evidence. Note that even on advanced worlds, not *everything* produced in local factories is found at the highest level of technological sophistication.
- **Entertainment World:** These are worlds and systems that focus on tourism as the primary source of revenue. Pleasure worlds, Sin Worlds, and themed vacation planets such as Ratan are all solid examples. These worlds may have local industries or raw materials production, but tend to import most of their needs. They are a good source of souvenirs and crafted goods along with other luxury items.
- **Throwback World:** These are worlds that have little high technology (TL 8 or lower in general). In some cases the reasons are philosophical or religious, in others, they are worlds which have fallen backwards due to isolation or local industries never flourishing. This can distort the Code for Trade and Luxury goods either positively or negatively as determined by the Referee

- **Rare Resource:** Some planets have rare resources that can affect their development, this could be either a specific resource (a mining world with Astrithyra Crystal deposits like Absolute Zero in the Crescent Sector), or something truly unique about the world (the most impressive natural diamond formations for several sectors in either direction). Note that if based on a raw resource, these worlds are often "Gross Exporters" of this resource as well, the designation here solely measures the increased traffic to the planet as a result of the rare quality it possesses.

Note that up to two can be selected, and that over time, Development status can change: During her early stages of colonization, Terra/Sol was considered a Rare Resource planet because of its unique properties (as an exact copy of earth), but this designation has since diminished over time as the planet has become widely settled (becoming an Advanced World in the Process).

Optional: Visitation Status

Beyond the standard classifications, some worlds have a certain type of visitation profile, either because of their local conditions (Hellworlds, stopovers on Dreadnaught Routes) or because of their purposes (Prison Worlds or Entertainment Worlds for example). *(Choose one)*

- **Specialist Visitors:** Research bases, military or scout bases. Anywhere with only specific visitors and no general passenger traffic. Referees should consider the occasional special charter to one of these locations, especially for non-governmental assets. *Example: Trinity Station in the Twilight Sector is a Deep Space Observatory, populated by Scouts (who have a base here), Naval Assets and Researchers of all kinds*.
- **Low Visitor Levels:** Prison worlds. Worlds with restricted access due to security or where visitors and locals are have restricted movement. Hell worlds that you just don't want to go to. *Example: The prison world VanKila Kiertotahti or APR-controlled and somewhat backward Argos.*
- **High Visitor Levels:** Very popular worlds, transport hubs for ongoing travel such as Dreadnaught stopovers, the most developed system in a sector, worlds that have some kind of 'popular draw' for visitors. *Example: Ratan as a tourist resort or Terra/Sol as the most advanced planet in the sector.*

Note that not all "Entertainment Worlds" would be considered "High Visitor Levels": Indeed, some of the more out of the way Sin Worlds for example, cater to a clientele that is small on purpose.

Optional: Import/Export Status

Some worlds are heavy importers or exporters of goods, usually because of a combination of the local resources and the development of the planet. Occasionally this is due to some other factor, like building massive projects such as a new Dreadnaught. These are generally useful only inasmuch as cargo numbers are concerned. *(Choose as many that apply; Referee's discretion)*

- **Net or Gross Importer:** A world that for reason of high local demand or inability to produce such goods on world imports significant quantities of items. Also for worlds that are selling the items onward along a trade main or are Dreadnaught stopovers. Applies only to a single type of goods (more at refs discretion).
- **Net or Gross Exporter:** A world that produces massive surpluses of goods for export to other worlds. Local trade is distorted around the need to ship such large quantities of goods. Applies only to a single type of goods (more at the Referee's discretion).
- **Trade Hub**: A world or system that carries trade to other worlds or sectors, key worlds on trade routes, Dreadnaught stopovers.

Note that unlike most other classifications, worlds can utilize several of these categories: For example, a world might be a Net exporter of Luxuries (like souvenirs) as well as a Trade Hub, or export more than one thing in great quantity. *This is at the Referees discretion.*

Twilight Sector Planet Examples, Passengers

Within the Twilight Sector, the following worlds would have Passenger Codes as follows according to the codes used on the chart to the right:

- **Terra/Sol:** Pop 10, Class 1, Established World, Manufacturing World, High visitors, Advanced. *Passenger Trade Code: High 17, Mid 22, Low 8*.
- **Ratan**: Pop 7, Class 1, Established World, Entertainment World, High visitors, Advanced World. *Passenger Trade Code: High 16, Mid 22, Low 10.*
- **Argos**: Pop 5, Class 2, Established World, Agriculture, Low visitors. *Passenger Trade Code: High 2, Mid 10, Low 4.*

A trip from Terra/Sol to Ratan would be based on Ratan's code (as the destination world) and entails 16 Hi/22 Mid/10 Low. Because the population of Terra/Sol is greater than that of Ratan there is no adjustment, and since this is not cargo, Import/Export values do not factor in either. Of course Ship Captains can use their own skills (*Diplomacy*, *Admin* or *Streetwise*) to help fill the ship (make a standard skill check with whatever modifiers the Referee applies, apply the Effect of the roll to the appropriate class of berth). Likewise, the Liner rules will adjust the settings as well.

A trip from Argos to Terra/Sol would entail 12 Hi/ 17 Mid/ 3 Low because of the difference in population between the two worlds (-5 to all codes… with Argos, as the departure planet, being the smaller of the two by 5 Population). These base numbers can be modified as above by Line and Crew effort.

GENERATING TRADE CODES:

Compile the relevant characteristics of the planets on the charts below to generate the Passenger and Cargo Trade Codes, using the UPP Population Code as the base number for each, modified by required and relevant characteristics.

Passenger Code Chart

The Passenger Codes are rated for High/Middle/Low class berths sought. These codes can be further modified by Passenger Line Modifiers (see below) if there is a company/business involved in booking, and the Effect of the Captain/Chief Steward's efforts to drum up passengers (*Diplomacy* for High passengers, *Admin* for middle and cargo, *streetwise* for Low passengers)

	High	Mid	Low
Classification			
Class 1	+1	+2	-2
Class 2	+0	+1	-1
Class 3	-1	+0	+0
Class 4	-2	-1	+2
Settlement Stage			
New Colony	-6	-2	+8
Successful Colony	-3	-1	+4
Developing World	-1	+1	+1
Established World	+0	+2	+0
Long Established World	+1	+3	-1
Heart World	+2	+4	-3
Production Type:			
Agricultural (Raw)	-2	+2	+2
Mining (Raw)	-3	+1	+4
Chemicals (Raw)	-1	+3	-1
Manufacturing (processed)	+1	+2	-2
Development Status			
Advanced World	+2	+2	-2
Entertainment World	+3	+5	+3
Throwback World	-1	-1	-1
Rare Resource	+1	+3	+3
Visitation Status			
Specialist visitors only	-1	-2	-4
Low visitor levels	-1	+1	-2
High visitor levels	+3	+4	+4

Note: The planet's Import/Export Status is not used for the Passenger Code determination.

Cargo Code Chart

The Codes for Cargo are listed as Agriculture (or Agro)/Chemicals/Mines/Manufacturing products/Luxury Trade goods. As discussed previously, Destination World values are used as a basis, modified by population discrepancy (if the departure world is *smaller*) and the departure world's Import/Export Status (if any). Also, some of the modifiers for Trade Lines listed on page 80 apply to Cargo vessels, particularly commercial cargo vessels that ply the same trade routes over time.

	Agro	Chem	Mine	Prod	Lux
Classification					
Class 1	-2	+3	+1	+2	+1
Class 2	+2	+1	+0	+2	+0
Class 3	+3	-1	-1	+3	+0
Class 4	+5	-2	-2	+4	+1
Settlement Stage					
New Colony	-1	-2	-3	+1	-3
Successful Colony	+3	+0	+0	+2	-2
Developing World	+4	+1	+2	+1	-1
Established World	+2	+3	+0	-1	+1
Long Established World	+3	+1	-2	-2	+2
Heart World	+4	-1	-3	+3	+3
Production Type:					
Agricultural (Raw)	-6	+3	+1	+2	+1
Mining (Raw)	+3	+2	-6	+3	+1
Chemicals (Raw)	+2	-6	+1	+4	+1
Manufacturing (proc.)	+2	+4	+5	-6	+2
Development Status					
Advanced	+2	+1	+1	+3	+4
Entertainment	+2	-3	-2	+2	+4
Throwback	+0	+0	+0	±2†	±2†
Rare Resource	+1	+1	+1	+2	+2
Import/Export Status					
Net Importer*	+4	+4	+4	+4	+4
Gross Importer*	+8	+8	+8	+8	+8
Net Exporter*	-4	-4	-4	-4	-4
Gross Exporter*	-8	-8	-8	-8	-8
Trade Hub	+3	+2	+1	+4	+3

Twilight Sector Planet Examples, Cargo

Within the Twilight Sector, the following worlds would have Trade Codes as follows according to the codes used on the chart to the left:

- **Terra/Sol:** Pop 10, Class 1, Established world, Manufacturing world, High visitors, Advanced. Trade Hub. *Cargo Trade Code: 20/22/19/9/21*
- **Ratan**: Pop 7, Class 1, Established World, Entertainment world, High visitors, Advanced world. *Cargo Trade Code: 10/10/8/8/17*
- **Argos**: Pop 5, Class 2, Established World, Agriculture, Low visitors. Gross exporter (Agriculture). *Cargo Trade Code: -11/11/6/8/7*

When going from Argos to Terra/Sol, use Terra/Sol's code (as the destination world) as the basis; then **reduce** by 5 (the difference between their population codes since the departure world's is lower), then **add** the Gross Export modifier (the -8 becomes a +8) for a total of 23/17/14/2/16.

When going from Terra/Sol to Argos, use Argos' code (as the destination world) as the basis. Because Argos is smaller than Terra/Sol, there is no change in the first step for population difference. Because Terra/Sol (as the departure world) is a Trade Hub, the modifiers for that are added to the Argos Trade Codes for a total of: -8/13/7/12/10. In fact, "selling agro to Argos" is a regional expression for a fruitless effort (akin to "trying to sell ice to Eskimos"), but there is still a good market in Argos for the finished goods produced on Terra/Sol (as well as Chemicals).

As with middle class passenger berths, Captains may use their *Admin* skill to try and get more cargo space filled. Make a standard skill check with whatever modifiers the Referee applies based on conditions and the player's approach, apply the Effect of the roll to the appropriate class of berth). Likewise, the Liner rules will adjust the settings as well.

†This modifier depends entirely on local conditions and is thus subject to referee approval, if the Throwback world is by choice, often (but not always) there are laws prohibiting (or prevailing opinions depressing) trade in higher technology goods, conversely, lower tech level delicacies might be highly sought out (sometimes a cigar is just a cigar, irrelevant of tech level). Likewise, on planets which have become throwbacks not by choice as much as circumstance, these goods will be highly sought after by locals in higher tech versions. The Referee then might modify based on this characteristic for specific cargos.

* Apply the modifier only to the affected goods/resources, for example a Net Importer of Agriculture should apply the +4 only to their Agriculture category, not to any other. **Reminder:** When modifying the Trade Codes by the departure world's Import/Exports, you add the "exporter" values listed (instead of subtracting them) and subtract the "importer" values (instead of adding them).

TRADE LINE MODIFIERS

Trade Lines (Passenger Lines, Cargo Companies, Trade Houses) modify the amount of cargo or passengers for the run. The assumption is that the character has some kind of business, which includes a ground operation and a distinctive logo and coloration for their services (and used in advertisements). The Passenger Line Modifiers are not used for a Tramp Ship Captain who wanders into port and yells "all aboard" (use the Passenger/Cargo Code).

Brand Name Recognition:

Being a known commodity makes your Line more desirable for booking passengers. The following modifiers can be used for the amount of time that the Line has been in service.

Brand Recognition:	Time in Service	Effect on Trade Code
New company	Under two years	- 2 high passengers
Solid firm	2 – 10 years	+0 passengers (all categories)
Established Service	11 – 50 years	+ 2 all passengers; + 2 cargo
Venerable Institution	51+ years	Passengers: +4 high, +3 Mid, -2 Low; + 3 cargo

Line Size:

How many vessels fly with the Line's "colors" (their logo and any distinctive brand association coloration, uniform) affects bookings as well. **Note:** To count towards a line total all ships must carry the company colors and logo, any ship not easily identified as belonging to the line is not counted.

Line Size	# of Vessels	Effect on Trade Code
Single ship†	1 (ahem)	-2 passengers, -2 Cargo
Small Line	2-5 ships	standard, no modifiers
Medium Line	6 - 15 ships	+1 all passengers. +1 Cargo
Large line*	16+ ships	+2 all passengers. +2 Cargo
Mega line**	100+ ships	+4 all passengers. +4 Cargo

† ***Exception:*** *Trade Houses are* ***not*** *penalized for having only a single ship.*
** Also must be found sector wide, ** Also must be found in more than 2 sectors*

Quality:

This speaks to how well the Vessels of the Line are appointed. It is measured by the number of Stewards available, the luxuries of a vessel and the quality of the Life Support provision paid by the Line for the ship. In Lines which have a variety of different quality vessels, this modifier is accounted separately for each ship. Quality only affects the Passenger Trade Code (no one cares if you wrap their cargo in silk, just get it to Dorlass by such-and-such a date).

Quality	Accommodation/Services	Passenger Code
Poor quality	Low/No stewards, no luxuries	-6High/ -4Mid/ 0Low
Average quality	Stewards at minimum, standard Life Support fare in the Galley	-3High/ 0Mid/ 0Low
High quality	Extra stewards over minimum, high quality fare, good Luxuries (½dton per high class berth)	+2High/ +2Mid/ 0Low
Luxurious	1.5 x stewards for the number of passengers, High quality fare, Significant Luxuries (1dton per high class berth)	+4High /+3M / -4L

Company profile:

Reputations matter in Liner Companies, and as Lines grow, they often accumulate specific reputations. They can also become a "well known" line for a while due to positive press or long and distinguished service. Trade Lines will also hire celebrities to hawk their company to prospective clients.

Reputation	Effect on Trade Codes
Bad reputation (deserved or not):	-3 all passengers; -2 Cargo (unless reputation is criminal and allied criminal elements are hiring in which case -2High/ +2Mid/+2 Low; Cargo +1
Well armed/safe ships:	+1High /+2 Mid/ +1Low; Cargo +1
Well Known	+1High / +1 Mid/ -2Low; no effect on Cargo.
Celebrity name on staff:	(soc bonus) / (soc bonus +1) / (soc bonus -3)*

** use the Fame Bonus from the Visibility Interaction Score if using TSPS*

Special Events:

Referees assign Special Events modifiers as needed (that's what makes them "special"). Some examples Include: *Festivals/tourist attractions* (+2 all passengers), *Major outbreak of unrest or violence on world* (-2 High passengers, -1 middle passengers, -2 cargo).

Support/Advanced bookings:

Lines do not tout for customers on the day of departure. Instead, they have Support Operations working constantly on getting clients. While there is last minute booking, the bulk of passengers and cargo are booked weeks or months ahead of time on regularly scheduled runs. The level of support provided by offices and agents on-world will determine how many passengers and how much cargo is available on the day the ship arrives (Crews can still look for last minute bookings).

- **A-Class support:** Very large support/marketing staff (possibly over one hundred on the lower end of the scale), Multiple offices, multi media campaign including advertising with a high budget. Viddies, consumer tie-ins, marketing deals that stretch over well-populated worlds.
- **B-Class Support:** Large support/marketing staff (21-50 staff), working out of a moderately large office, with a reasonably high advertising budget that includes luxurious brochures and smartads targeted regionally or perhaps globally on some low population worlds. Players dedicating their Large firm/ small subcorp (see TSPS) to this effort get a 50% cost break on this Support.
- **C-Class Support:** Medium support/marketing staff (6-20 staff), working out of a medium office with a moderate advertising budget that hits major cities including well-placed high profile smartads and free-roaming internet advertisements. Players dedicating their own Medium firm (see TSPS) for this effort get a 50% cost break on this Support.
- **D-Class Support:** Small support/marketing staff (1-5 staff), working from a small (quite possibly larger but dingy) office, with a low advertising budget. Mainly eflyers and low-traffic smartads located immediately around the port. Players using their own small firm (see TSPS) for this effort get a 50% cost break on this Support.
- **E-Class Support:** "Come on Board!" or "Anybody want to go to Argos?" That always works right?

Support Level	Advanced Bookings	Cost of Support
A class support	400% of passengers and cargo pre booked.	8000 Cr x UPP Population Code per Month
B class support	200% of passengers and cargo pre booked.	4000 Cr x UPP Population Code per Month
C class support	100% of passengers and cargo pre booked.	2000 Cr x UPP Population Code per Month
D class support	50% of passengers and cargo pre booked.	800 Cr x UPP Population Code per Month
E class support	No advanced bookings	Free

Advanced Bookings are available on day one of *that* week's search assuming that the Support has been up and running for enough time (2 months for D-class, 4 months for C-class, 6 months for B-class and 8 months for A-class). No holdover from week to week (people just find someone else to fly with). These represent the clients Support has lined up in previous weeks/months. As

this process is ongoing, Support must be paid regularly (or they have to restart for a number of months as listed above). Lines should list the Support levels on each world they provide regular service to, which can differ widely from one stop to another. *For example: A-Class Service on Ratan and B-Class on Terra/Sol.*

TRADE CODE RESULTS:

Once you have worked out the Passenger Codes for high, middle, and low passengers and the relevant Cargo Codes, find the specific numbers of each that are available for a world using the Trade Code Results table.

Rating	Pass High	Pass Mid	Pass Low	Cargo in Dtons
1	1	1	2	2
2	2	2	4	5
3	3	3	6	10
4	4	4	8	15
5	5	5	10	20
6	6	6	12	40
7	7	7	14	80
8	8	8	16	150
9	9	9	18	200
10	10	10	20	400
11	11	12	24	600
12	12	14	28	1,000
13	13	16	32	1,500
14	14	18	36	2,000
15	15	20	40	2.500
16	16	23	46	3,000
17	17	26	52	4,000
18	18	29	59	5,000
19	19	32	64	6,000
20	20	35	70	8,000
21	22	38	76	10,000
22	24	42	84	12,000
23	26	46	92	16,000
24	28	50	100	20,000
25	30	54	108	25,000
26	33	58	116	30,000
27	36	64	128	35,000
28	40	70	140	40,000
29	50	80	156	50,000
30	60	100	170	60,000

Reading the Table:

Not all games are involved in high-finance or speculative trafficking of passengers to exotic locations. Thus the tables should be read as appropriate for the (Referee designated) level of trade in the game:

- For **low trade games** (a standard adventure setting for example with incidental trading and passenger service taking place) use the number listed on the chart as the *actual* passengers (a Code result of **14** =14 people for high class, 18 for middle class and 36 for low berths).
- For **high trade games** (involving lots of speculative trade, huge amounts of ships in various lines) use the number as the d6 of both passengers and dtons of cargo. *(Recommended only with multi-ship lines, 3 ships or more)*

Referees are also free to use something in-between for their games if they wish, for example **halve** the number on the chart and count them as d6s (odd numbers producing the occasional d3). The chart merely lists the *progression*, the Campaign's themes and tone will determine the *actual amounts* that these values translate into.

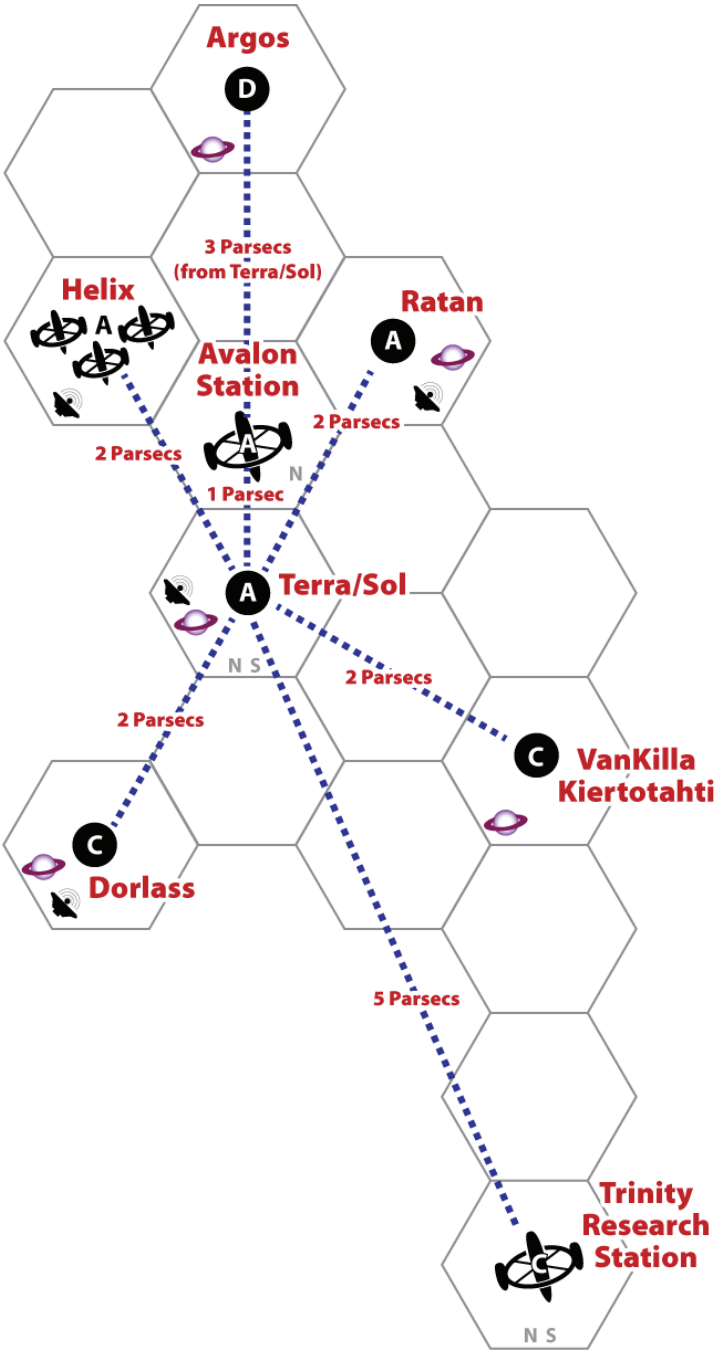
Searching

Total numbers (not including advanced bookings for Line Support) represent approximately a standard week of searching (6 days active). Spending **less** time will reduce the number of passengers and cargo found (figure 1/6 of total per day, round .5 and higher **up**). So if your search found 60 high passengers over the week, you will book them at 10 per day. Advanced bookings are available from day one of that week.

Does it have to be so complicated?

The simple answer to that question is "no." As a Referee, the flow of the game and the needs of the adventure should take precedence over any chart, table or suggestion that we might make. The idea *behind* these charts is not to hem individual campaigns or adventures in, or to give them homework, it is to provide a basis from which the Referee can make an informed guess about the normal trade demands of a given planet. If the numbers start getting in the way, get rid of them and do what you think is the right thing to do given your storyline and the actions of the players.

At ***Terra/Sol Games*** we genuinely believe in giving you options and the ability to make your campaign spark to life. For some, that means having a process by which they can figure out what the trade should be for a given planet on the average day; for others it might not help at all. These addendums in our books are designed to act as a toolbox; nothing more, and nothing less. For those who enjoy using the charts, or have no genuine idea how to figure out the trading needs and ebb and flow for an entire planet (as if we do), we present them with our compliments. And thank you Jim for your hard work.


Argos
D
3 Parsecs
(from Terra/Sol)
Helix
A
Avalon
Station
A
N
Ratan
A
2 Parsecs
2 Parsecs
1 Parsec
A
Terra/Sol
N S
2 Parsecs
2 Parsecs
C
VanKilla
Kiertotahti
C
Dorlass
5 Parsecs
Trinity
Research
Station
C
N S

TRADE LINE EXAMPLE: EXCELSIOR TOURS

Excelsior Tours is a solid example of one of the plucky little Trade Lines out there trying to make their way in the Twilight Sector. The Company is an established service, slightly past their 12th year in 2991. It consists of two ships which are functionally identical. These ships have High Quality Accommodations (Stewards over their minimum, 23 tons of Luxuries for 45 high class berths, high quality fare in galleys and synthesizers). They are known for having safe, well-armed ships (by passenger liner standards), and have a celebrity name on staff (Brick Overton, Fame +2). The ground operations for the company consist of two moderate firms on each (which cost 10 shares each to establish), one is located on Terra/Sol, the other on Ratan with C-Class Support (on each). This costs them half the normal expenditures for marketing (since the firm's overhead is taken care of already):10,000 cr per month on Terra/Sol and 7,000 cr per month on Ratan.

Line Modifiers Chart: Excelsior Tours

Modifier	High	Mid	Low	Cargo
Established Service	+2	+2	+2	+2
Small Line	+0	+0	+0	+0
High Quality Accom.	+2	+2	+0	+0
Well Armed/Safe Ships	+1	+2	+1	+1
Clebrity Name on Staff	+2	+3	-1	+0
Total Modifiers	**+7**	**+9**	**+2**	**+3**

Excelsior Tours: *Established, Small Line, High Quality, Safe Reputation, Celebrity on Staff (+2 Fame), Runs: Terra/Sol (C), Ratan (C).*

Standard Mirador Capacities

- The Mirador features 26 luxury single-staterooms (27 minus the one used for the Captain, or on the Lady May for the Executive Chef) and 9 more luxury dual-staterooms for passengers. This provides 44 possible high class berths (the dual staterooms are purchased as a two-ticket suite if only occupied by 1; usually enough couples wish to take to space that this is not an issue).
- Furthermore, 12 staterooms on Deck 10 can easily be pressed into service for additional middle-class berths, for a potential of 56 passengers. Outside of an emergency, they are not double-occupied because they are standard 3-ton staterooms.
- If there are not sufficient high class passengers, the luxury staterooms are sold as dual-staterooms with no loss of revenue (two middle-class tickets = 1 high class ticket) for a total possible passenger manifest of 84 (undesirable).
- As long as luxury cabins are filled with one high-class or two middle-class passengers, the income from a run adds up to the same amount. A 2-Parsec trip generates 600,000 Cr. per run, 3 -Parsec runs generate 1,000,000 cr.
- Hangar Bay Space is used for extra life pods if needed to comply with Confederation Law. Both vessels have 30-ton Shuttle Pods, leaving 10 tons of the bay for this use (enough for Lifepods for 20 souls).

The Runs

The **Terra/Sol to Ratan** run (see example pg. 76) entails a "Base" Code (with modifiers for Size and Trade Hub Status) of 16 high class berths, 22 middle class berths and 10 low class berths, modified by the Line modifiers on chart to the left for a final value of: **23 high, 31 mid, 12 low Passenger Codes**. The ship is also likely to have more than enough cargo demand to fill their small hold (though not discussed in this example however as this is a Passenger Liner).

Because they have a C-Class Line Support Operation, on day one of the week *The Silver Spirit* pulls in, there are 26 high class passengers booked and over 100 middle-class passengers waiting on a list. Note that the Codes on the chart are not the same as the seats to be filled, the actual number of tickets sold is sometimes much higher. Because they want to stay "luxury", Excelsior only books high class ticket holders in advance, all others are wait-listed. With a "mere" two day layover, the firm searches for more high class ticketholders and will be able to pull in 8 more high class (1/6th of 26=4 per day after rounding down, 2x4=8) for 34 high class passengers on the day the ship leaves. The ten unfilled luxury staterooms (44 berths - 34 high class passengers) can be double-booked due to their size and appointments, holding 20 middle class passengers. As the twelve staterooms on Deck 10 are also booked (with single middle-class passengers in each), this comes to a total of 66 passengers (34+20+12). Since this is more than the Vessel's 52 Life Pods can handle, the 40-ton Hangar Bay is fitted with two 5-ton extra Life Pod Modules (Capacity: 10 each) as well as the 30-ton Ship's Boat which is normally carried by the Vessel (the ***Jewel of Terra***).

The **Ratan to Terra/Sol run** uses the Base Code of Terra/Sol, but is unmodified by Ratan's smaller population thanks to that world's Entertainment World classification (so many travelers coming and going that the lower native population is hardly an impediment) *and* the world lacks an Import/Export classification. Thus the Base Code for Terra/Sol is unmodified. Passenger Trade Codes: High 17, Mid 22, Low 8. Cargo Trade Code: 20/22/19/9/21. These are then modified by the Excelsior Trade Line modifiers (see chart on right) for a total of: **24 high, 31 mid, 10 low passenger Codes.** Again, there are more than enough cargo opportunities available to make for a full hold as well. With C-Class support on Ratan, the company has 28 high class passengers (the code of 24 on the chart yields a slightly higher 28 ticketholders) which are already booked on the day that their vessel arrives in Port. The Line's support staff also has two days to drum up new high class passengers at a rate of 5 high class passengers/day (as 28/6=4.67, rounded up to 5). This means 10 more high class tickets (38 high class passengers total). Once again, over a 100 middle class passengers on the list waiting to get onboard as well, and are booked to fill in the gaps.

After filling 38 high class tickets of the forty-four luxury berths (leaving 44-38=) six remain unfilled, these are double booked for the middle class passengers. and with the twelve middle class berths on Deck 10 (single occupancy) there are 24 middle class passengers, making a total of 62 passengers. Again, the Life Pod Modules in the Bay are used for the excess passengers (although this time only one module is needed rather than two).

Excelsior Tours' Vessels and their Overhead

Assuming 10 shares went towards the purchase of each vessel in the Line, and both receive the standard design discount (based on the basic version, not the final versions with upgrades and weapons), plus maintenance fees, life support costs and crew salaries, the *Lady May* costs about 1.738256 Mcr to operate, the *Silver Spirit* costs about 1.77584 Mcr to operate. (see top chart, this page)

Base Costs (all in Mcr)

	Lady May	Silver Spirit
Base Cost of Ship	446.55	455.05
less Std. Design Discount	402.945	411.445
90% Cost (minus 10 Shares)	362.6505	370.3005
Monthly Payments	1.51104375	1.54291875

Monthly Costs (in Cr)

	Lady May	Silver Spirit
Monthly Payments	1,511,043.75	1,542,918.75
Maintenance (monthly)	37,212.50	37,920.83
Crew Salaries (monthly)	50,000.00	55,000.00
Life Support (monthly)	126,000.00	126,000.00
Subtotal	1,724,256.25	1,761,839.58

Monthly Costs (both ships): 3,486,095.83 cr/month
Monthly Income (3 runs ea.): 3,600,000.00 cr

Note this cost analysis uses the Luxury level bulk life support option (pg. 29); 450 cr per individual per week for four weeks (the standard month) Instead of the 2000cr/stateroom/month figure used in the Traveller Main Rule-book. That figure assumes standard bulk support and the dual-occupancy of staterooms. If more than 70 people are onboard, this figure must be revised.

Both ships need to make at least **three** runs to operate in the black. The ship makes water landings on both planets to disburse the clients/cargo, at which time it takes in unrefined fuel (water) and refines 200 tons of it themselves with their own onboard equipment, having to purchase the 111 more tons at 500cr/ton. This will cut into their profit margin considerably. (see Business Plan)

The Ratan-Terra/Sol Run takes four days, sixteen hours with the ship's SLD-3 drive. Conventional 3G transit to the surface is about four hours, and another 4 hours or so are used for the offload/upload times for cargo & passengers. Crewmembers then have roughly 2 full days off before their next run, and 1 week off per month (used for maintenance and upkeep on the vessels).

Assuming the ship is at capacity on the 2 Parsec Terra/Sol-Ratan Run (600,000cr income from passenger tickets), the total profit for 3 runs with each vessel is 113,904.17 cr/month (since maintenance, salary and bulk life support are all taken into account on the right). The C-Class Support on both worlds adds to 17,000 cr, and that 55,500cr fuel bill for the 111 tons they cannot refine themselves consumes even more (see business plan). Once these are considered, profit is 41,404.17 cr.

While not much, this figure also does not factor in the potential for cargo. Each high class passenger is entitled to a ton of cargo space, which leaves at least (with 44 High Class Passengers on board) 61 tons of the Cargo hold for speculative cargo or for selling to their high class clientèle. There is no way to account for this if speculative trade is attempted, but if the excess is used for simple freight (either

selling the space to a merchant on one or the other end of the trip or to their own clients who want to take things with them across the stars), it would net the company 1,200 cr per ton per trip, or 73,200 cr per vessel/trip (this can add up fast with two vessels making three runs each: 439,200 cr/month).

Assuming this minimal amount (speculative trade could be much more lucrative), the company makes at least 480,604.17 cr (the passenger profits after all costs plus the freight tonnage) per month. At present, there are four partners involved in the operation, The two Vaseks, Captain DeMarcosa and Overton, the companies' silent partner. At minimum, some token amount should be paid these individuals, either a salary of 10,000-20,000cr each or some share of the profits. The rest (400K at least) would go back into the company for investment or for a "rainy day" slush fund. (Note that 10,000cr per month to each partner would allow for a "rich" lifestyle as well as 5,000cr to be banked away per month, not inconsiderable).

Business Plan:

To turn a better profit, the company could perform any one of the following:

- ***Speculative Trade:*** If the company used their 61 tons of cargo space for speculative trade rather than freight they could make considerably more.
- ***Ground Refinery:*** The Company could (and probably would) set up their own fuel refinery on planet, siphoning the water from the planet and refining it while the ships are in transit. With a "mere" dton of equipment (refining 20 tons a day for the week), costing all of 50,000cr (more than they are spending per ship per week), they could easily refine what they need and eliminate the 55,500 cr fuel cost/trip. If they expanded their own ground operation even further (several fuel processors), they could sell their excess fuel to other companies and create a sideline enterprise. Given that they have firms on each world, both located directly on the water, this is almost too easy.
- ***Make an extra run every other month with each ship:*** If this is staggered (which means one extra run/month for the company overall). The crews receive a 25% bonus to their salary when they make the four-run tour (very few complaints). The captain of the ship on extra duty receives a 5,000 cr flat bonus plus their regular profit sharing fee. Any profit after this goes into the coffers of the company (roughly 581,250 cr/month, approximately 7Mcr/year without any cargo considerations) for major expenses and as a hedge against future expenses. The only problem is that this pace is grueling for both the ships and the personnel, and many Referees would either start to impose penalties or plan dastardly side-effects for long term use of such a frenetic pace.
- ***New Partners, New Ships, More Support:*** If the Company were to take on new partners, up to two groups of them, they could literally double their operation. Each group would have to bring with them 10 shares for a ship, and 10 shares for adding to the companies' Line Support. Five shares per planet would increase the size of the firm that the Support is based on from a Medium to a Large, allowing the company to get B-Class Support for twice as many advance bookings at the same ratio as present; with *two* different partners, the additional 5 shares for each world could upgrade Line Support to that of a small subcorp). Any group of players with 20 shares between them could jump into this.