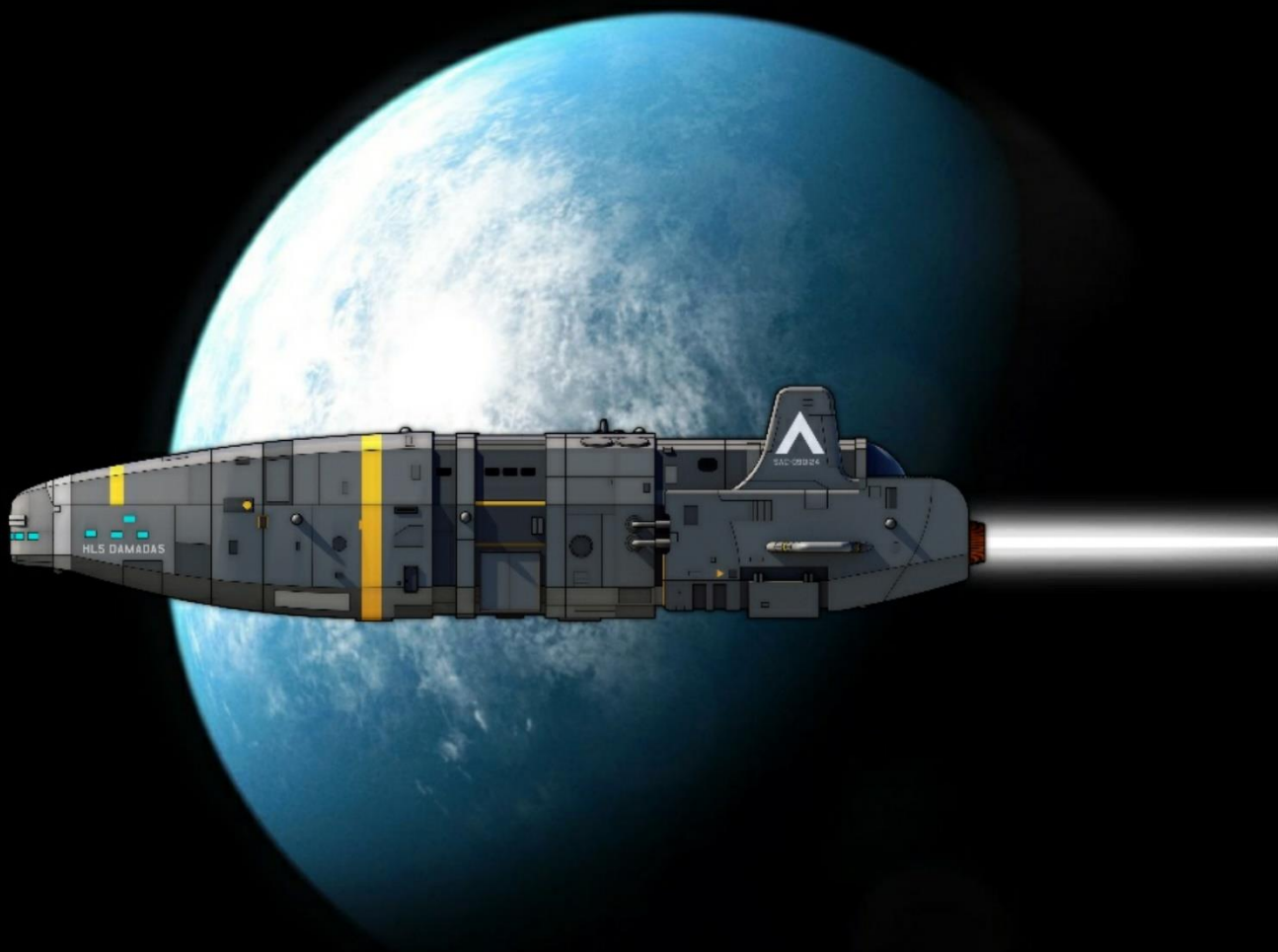


MAINSTAY CLASS FREIGHTER



SHIP FILE



Ian Stead Tom Price Ade Stewart
Moon Toad Publishing



Mainstay Class Freighter

Created by Ian Stead, Tom Price and Ade Stewart

Additional art by Tim Osbourne

Compatible with a number of 2D6 Science Fiction role-playing systems, including the 2d6 SCIFI OGL and The Cepheus Engine SRD

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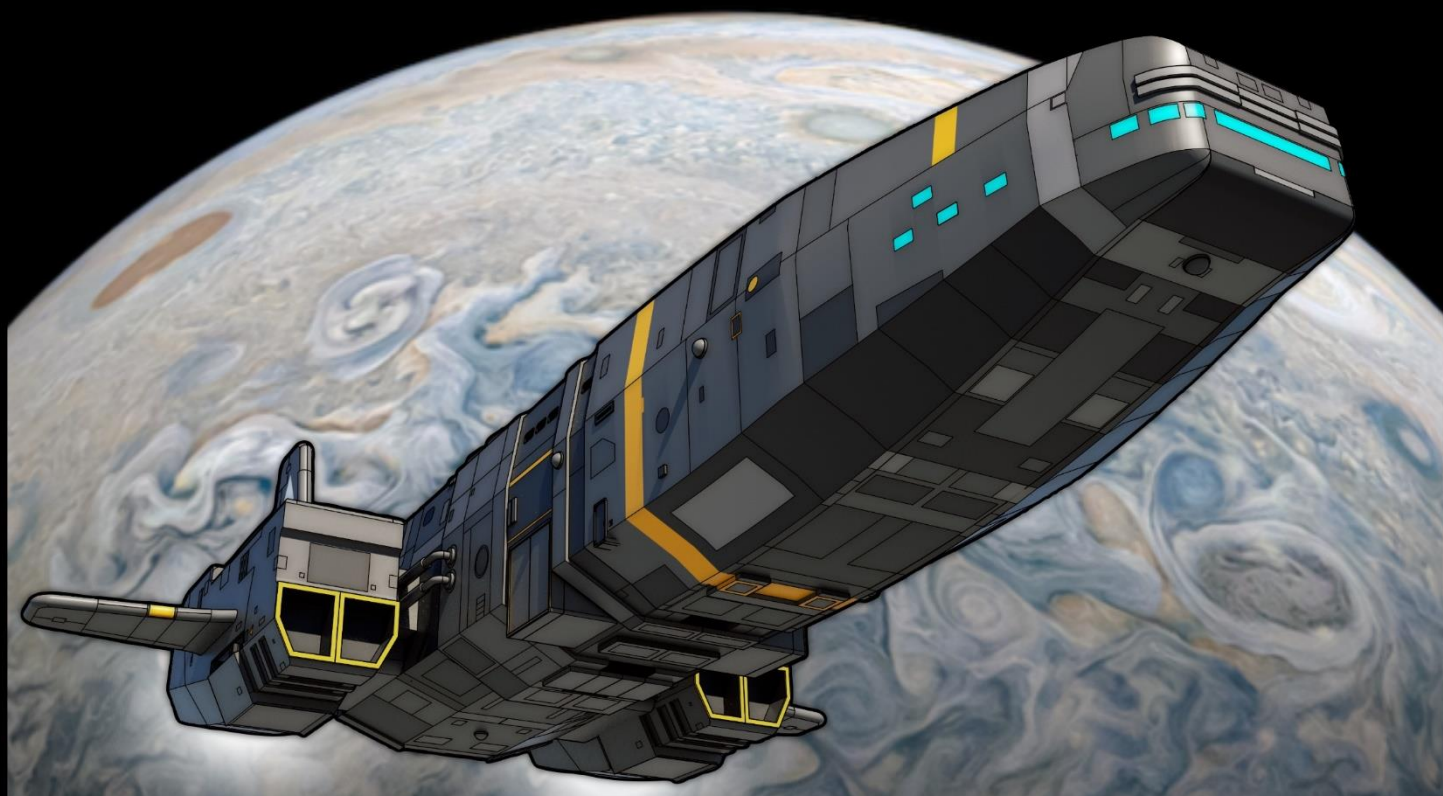
This game material is dedicated to Andy Slack, Bob McWilliams and Marcus Rowland whose writings have sparked the imagination for countless youngsters over the years, and to the inspirational Ron Kline, James Lam and Craig Cook.



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Mainstay Class Freighter

by Ian Stead, Tom Price and Ade Stewart

Technical Specifications

Tonnage	3000 dTons. 40,500 m ³
Configuration	Streamlined wedge, aerofoil surfaces to improve atmospheric performance.
Accommodation	Captain's cabin, Captain's office. 24 x standard staterooms. Galley / dining area, crew lounge.
Bridge	Primary bridge with standard controls. Reserve bridge located in engineering.
Engineering	190 dTons total machinery volume. Engineering workshop.
Manoeuvre	2 x Arodyne M-200 maneuver units mounted in nacelles.
FTL	Halden Farstar Dual-Node J2 drive.
Power Plant	Tokamax P2 fusion plant.
Gravitics	Standard 1G internal field with vectored Higgs field ICs.
Electronics	2 x Sigma-700 series synaptic core Model 3. Basic civilian commercial sensor package.
Fuel Capacity	655 dTons internal tankage.
Range	Jump-2 and 3 weeks unlimited manoeuvre.
Refuelling	Fuel scoops and processors. Processors can refine 4.16 dTons per hour / 100 dTons per day.
Armament	10 x triple turrets, each mounting 3 x pulse lasers. All turrets are controlled from a single gunnery station on the bridge.
Defences	None.
Internal Features	6 x flush decks. Autodoc, 1 x medical bed. Ship's locker.
Cargo Capacity	1937 dTons. Bow loading ramp, Stern clamshell doors. Gantry cranes and walking floor. Administration office.
Subcraft	20 dTon launch in a dedicated hangar. 6 x Container handler pods
Notes	This vessel has a 15m x 21m "double height" deck (6m) and a separate 13m x 31.5m "quad height" (12m) large cargo bay for oversized items.

General Description

The Mainstay class freighter is a general purpose 3,000 dTon commercial vessel, capable of 2G acceleration and Jump-2. It was designed as a feeder ship operating within small clusters of worlds, carrying freight between them and transporting selected cargos back to a primary port to be transhipped to distant markets on larger bulk carriers. While it continues to be widely used in this role, many smaller transport companies employ the craft as multi-purpose goods carriers.

Overview

The vessel is designed to operate independently and is able to make surface landings, provided it has a stable surface (such as a blast pad or a starport apron) to stand on. The hull is streamlined and the design incorporates fuel scoops and refining equipment to further enhance its functionality in remote regions.

Construction Details

The vessel has an enclosed volume of approximately 40,500 cubic meters. The main hull is a boxy wedge with a broadly rectangular cross section and is primarily constructed of layered crystaliron. The heavy machinery is mounted in a pair of aft nacelles. The vessel has four huge articulated landing legs that fold from wells in the belly. They serve to keep the ship upright and stable when it is landed.

The Mainstay has flush decks, with a ramp forming the bow, smaller side doors that also drop to form ramps, and a ramp and clamshell doors at the stern: the rear ramp lifts and the doors close around it. Decks are bulkhead walls. The interior is divided into sections by bulkhead walls: these increase the structural rigidity of the vessel, they help to prevent damage in the event of an emergency, and they create airtight compartments that can be sealed in the case of a hull breach.

"You see them all over, big plain things decked out in Corp livery, scorched from a thousand atmospheric transits and sun-bleached from endless days stood on starport aprons or lonely blast pads. You pay them no more attention than you would a passing delivery truck."

Ambience

Mainstays are working vessels and their appearance reflects this. While transport companies and individual crews take pride in the way their ships look, they inevitably receive knocks and dings, they get dirty and stained, their colours become washed out, and repairs and replacement panels dot their hulls.

Internally they are utilitarian, with institutional colour schemes, functional furnishings, hard-wearing surfaces, and ducting and cabling running along corridor ceilings. They tend to be shadowy, with lower levels of lighting, recycled air laden with the scents of exotic cargo and the odours of hot machinery, and the constant low hum of heavy equipment.

Armaments

The vessel has ten triple turrets dotted around the hull. These are civilian pattern remote weapon stations and are not intended to be manned: they are controlled from a gunner's position on the bridge.

- Each turret has an internal maintenance space located behind a hatch, giving access to power cables, banks of capacitors, the turning mechanisms and their motors, interface equipment, electronic control and targeting systems, and the weapons themselves.

The laser turrets are as much a deterrent as they are an effective defence, a show of force that will make would-be raiders think twice before attacking. If they do land a hit, however, they can inflict considerable damage.

Computer

The vessel includes two independent Sigma-700 series synaptic core Model 3 computers. One is located adjacent to the bridge and has a dedicated workstation and the other is located in the engineering control room. The bridge unit is nominated the primary and the engineering unit the backup, though in reality both run simultaneously and constantly hand tasks off to one another.

The cores are connected to shipboard systems via kilometers of ducted cabling that passes through junctions and network intersections. There are workstations and terminals throughout the ship that have computer interfaces, as well as multiple control panels that give more limited access. The entire vessel has onboard wireless communications, primarily to the library data, allowing personal hand computers to utilize the onboard network.

Computer programs

The computer has four fundamental programs: maneuver to allow normal space operations, jump control to allow FTL navigation and travel, a multimedia library program, and intellect – the computer is able to verbally interact with the crew and take orders through voice commands.

Personality

It is normal for a computer to adopt a given name and take on a pre-programmed persona. Six personality options are considered standard, though some computers may have alternative options. An older vessel may have an established personality, though new owners may choose to delete this and start afresh. It is not unusual for computers to develop odd personality quirks.

1. **Mother** (caring, compassionate). May offer soothing words of advice or affirmation of character's actions. It may also suggest healthy meal options or sensible bedtimes.
2. **Father** (educational, supportive). May mildly admonish the crew, find teachable lessons in events, or request additional confirmation for orders ("are you sure?").
3. **Servant** (subservient, does as requested). It sees itself as a butler or housekeeper. It uses titles such as "ma'am", "sir", or "master" when addressing the crew.
4. **Technician** (precise, clipped). It tends to itemize every technical detail and hazard. It will list the chances of outcomes as exact percentages.
5. **Stickler** (bureaucratic, officious). A tendency to list rules and regulations and enquire whether protocols and procedures have been followed.
6. **Playful** (suggestive, sexy). May use innuendo, make inappropriate comments, or may giggle. Male and female voice versions are available.

Many crews choose not to have a personality for their computer.

Internal Security, Sensors, and Communications

Bridge access is restricted and unauthorized personnel are not usually permitted to enter. The bridge can be sealed off in the event of an emergency.

The computer monitors the vessel as part of shipboard security, including internal cameras and environmental sensors. Security functions are routed through security stations located both on the main bridge and the reserve bridge. Communications can be broadcast throughout the vessel, sent to individual decks or computer terminals, or transmitted directly to a personal communicator.

Decks

The Mainstay has six flush decks, labelled A Deck, B Deck, C Deck, D Deck, E Deck, and F Deck respectively, with A Deck being uppermost and F Deck being the lowest. The primary means of changing deck is through elevators, though deck access hatches are located in the engineering nacelles.

Elevators

Elevator shafts are located at the centre of the ship and allow movement between decks. Traditionally, elevators are held on D deck when they are not being used. Elevators are located on different sides of airtight compartments, to ensure that inter-deck access is possible in the event of an emergency.

The elevators run on vertical mechanical rack and pinion systems and their motors have battery power packs: in the event of a main power failure the elevators continue to work. Independently powered pressure-tight sliding doors set within the deck open and close around the elevator as it travels past. Each elevator has simple external and onboard controls.

Passenger elevator shafts are fully enclosed and contain a single car that has a maximum capacity of six people (approximately 500 kg). The control panel within the car includes a voice communicator and an emergency stop button. There is an access hatch in the roof. Freight elevators consist of a flat platform with the same footprint as a small craft container. They travel within an open frame rather than a shaft for ease of loading.

Open Decks

The Pit is a large cargo hold located at the stern of the vessel. It can be accessed via the rear ramp and clamshell doors. It is intended to be used with oversize cargos such as vehicles, though cargo canisters can be stacked to fill the space.

- The open area on each deck forming The Pit is around 480 square meters. The space on each deck can be covered over with beams and floor panels if desired: the heavy structural elements are moved into place using the overhead crane located on the ceiling of C Deck.

The High Bay is a cargo hold located in the bow of the vessel and can be accessed via the forward ramp. It is intended to be used with oversize cargos, though cargo canisters can be stacked to fill the space.

- The open area forming the High Bay is around 150 square meters. The space can be covered over with beams and floor panels if desired: the heavy structural elements are positioned using cargo handling vehicles.

Not all vessels carry decking – when it is dismantled and stowed it occupies valuable cargo space.

- Beams and floor panels sufficient to cover one open deck in the Pit have a volume of 135m³ (10 dTons) and costs Cr10,000 new.
- Beams and floor panels sufficient to cover the open deck in the High Bay have a volume of 40m³ (3 dTons) and costs Cr3,000 new.

The decking contains insulation and when properly installed is pressure-tight, but it has no inherent grav plates or inertial compensators. They rely instead on the effects of F Deck's field generators, but these effects are significantly reduced by distance. Individuals located on decked levels of The Pit on C and D decks will experience reduced gravity and feel the effects of manoeuvring.

Good quality pre-made standard decking is widely available at starports. Refurbished or surplus decking may be available at considerably discounted rates, though there is always the danger that such equipment is faulty (not pressure-tight).



Deck Descriptions

A deck – Fuel Deck

Restricted access: authorized personnel only within the hangar and fuel tankage areas.

1. **Fuel Tanks.** Twelve large outer tanks encase smaller fuel bladders, each of which represent about 1% of the ship's fuel capacity. All of the tanks are heavily insulated, have cooling equipment, are interconnected by complex piping, and are fitted with sensors to detect pressure, temperature and their current capacity.

- Pumps rapidly move liquid hydrogen between tanks and into the fuel feed systems.
- All of the fuel tanks and bladders are self-sealing, releasing an expanding foaming agent and hydrogen-absorbing substances if they are ruptured.

2. **Turret maintenance access.** The hatch opens into a cramped workspace. It can only be opened with a keypad access code.

3. **Launch Bay.** The main cargo elevators connect to the hangar housing the ship's launch. The hangar contains maintenance equipment and refuelling gear. Hangar doors located in the roof open to give access to the bay.

B deck – Upper Deck

Unrestricted access: caution is advised as the upper deck can be set to extreme environmental conditions.

1. **Forward Cargo Hold** (Forward Environmental Hold).

2. **Lift Bay.** Elevators can be called via a wall mounted control panel. A collapsible portable airlock designed to fit onto the personnel hatches is stored in this area, allowing access to an environmental hold if it is set to non-standard conditions. There are no airlock facilities for the internal freight doors.

3. **Aft Cargo Hold** (Aft Environmental Hold).

External control panels allow the environmental conditions within the cargo holds to be precisely set. Doors and hatches can be locked to prevent accidental access.

- Both the forward and aft holds are heavily insulated and internal temperatures can be set to extreme levels (–40°C to +80°C). Internal atmospheric pressure can be increased to as much as 10 bar. The holds are constructed from non-reactive and inert materials and can be flooded with specific atmosphere types, including corrosive mixes of gases. The atmosphere can be emptied into gas holding tanks.

- The rear clamshell doors do not open onto the aft environmental hold. This is a practical arrangement, necessitated by the difficulties caused by insulating and sealing joints around the large doors.

C deck – Accommodation Deck

Restricted access: authorized personnel only within engineering.

1. **Crew Mess.** A comfortable area where the ship's crew socialize, eat, and live. The area contains seating, tables, storage space, entertainment systems and games, and exercise equipment.

2. **Galley.** A well-equipped kitchen with storage areas and facilities to heat food, make beverages, clean, and dispose of waste.

3. **Stateroom.** Each is fitted out for one person and contains a folding bunk, a table, seating, a limited access terminal for the ship’s computer, storage space, and a small fresher. Most cabins contain a few personal possessions and nick-nacks. Roll 2D6 to see the condition of the cabin:

<i>Roll</i>	<i>Result</i>
2	Obsessively neat and tidy.
3-8	Clean and orderly.
9	Bizarre artefacts and items.
10	Extreme environmental settings.
11	Exotic scents and odours.
12	Untidy, dirty, and smelly.

4. **Passengers Mess.** An area where passengers socialize, eat, and live. The area contains seating, tables, storage space, and a wall-mounted entertainment system.

5. **Forward Cargo Hold.** A central pathway between the cargo containers is kept clear to give access to the elevators.

6. **Lift Bay.** Elevators can be called via a wall mounted control panel.

7. **Engineering Control.** The surfaces are covered with control panels, switches and buttons, and display screens. All of the ship's machinery is precisely monitored and controlled from this area.

8. **Heavy Cargo Crane.** The crane is mounted on the ceiling of The Pit – a walkway with railings runs around the perimeter of the space.

- The crane can be remotely operated from a control panel mounted on the walkway railing, or can be directly controlled by a member of the crew from an internal cabin. Access to the crane cabin is via wall-mounted rung ladders adjacent to the elevators: the crane must be moved to the ladder to allow crew access. The crane has a transparent floor.

The clamshell doors form the stern wall of The Pit: hydraulic systems are located adjacent to the doors.

9. **Reserve Bridge.** A compact secondary bridge with multiple control panels and display screens. Although it is normally used in conjunction with the main bridge, the vessel can be independently controlled from this area.

10. **Engineering Access.** Each hatch is located close to the outboard wall and has warning markings around it. Each hatch requires an access code and opens onto a wall mounted rung ladder.

11. **Jump Drive Alpha Node.**

12. **Jump Drive Bravo Node.**

- The two nodes serve to create a stable jump bubble around the vessel. This bubble is sculpted to match the contours of the vessel by the hull grid.

13. **Upper Engineering** (port and starboard nacelles). Each nacelle can be entered by bulkhead hatches connecting to the walkway around The Pit. Access codes are required to open the hatches.

- Heavy machinery (the primary hydrogen inlet gear for the jump drive and the vacuum pumping ducts for the fusion plant) can be inspected and accessed for maintenance.

14. **Reserve Computer.** A series of processor cores, memory stacks, cables, screens, and flashing indicator lights. Most work done on electronic and computer systems is trialled and error-tested on the reserve computer, which can be isolated from other onboard systems if necessary.

15. **Fabrication Workshop.** The workshop includes tools, machinery, workbenches, equipment, a 3D printer, and a compact cutting machine able to handle a variety of materials.

D deck – Bridge Deck

Restricted access: authorized personnel only within the bridge and engineering.

1. **Bridge.** The primary control centre for the vessel. There are acceleration couches for the Captain, the pilot, the navigator and the gunner – the Captain's couch is slightly raised while the other couches are sited in recesses in the floor. Surfaces are covered with manual controls, electronic panels, and display screens. Projected, ethereal heads-up displays hang in front of each couch and wide transparent windows overlook the bow. A computer room is located on the starboard (right) side of the bridge.

"It can take your eyes a few moments to adjust to the red light of the bridge. The only time it's actually bright in here is when the ship is dirtside, and even then the window filters kick in and block most of it. They say the best view in the house is the Captain's chair, up on the pedestal, but I'm telling you it ain't. Too many screens, too many distractions. It's down in the pilots couch, looking right out of those big forward windows. That's where you want to be."

2. **Ship's Locker.** The locker is solidly constructed and has keypad access. A variety of firearms, ammo, bladed weapons, tools, and survival equipment are securely stored inside.

3. **Ship's Computer.** A series of reinforced cabinets filled with processor cores, memory stacks, and flashing indicator lights. Cabling within the bulkhead walls and the decks connect it with the rest of the vessel.

4. **Captain's Ready Room.** The Captain's computer terminal has full access to shipboard systems. A high security safe is located in the bulkhead wall.

5. **Watch Officer's Bunk.** The room is fitted with an entertainment system.

6. **Captain's Stateroom.** There are a few old-timey nautical trinkets including a sextant, a brass telescope, and a ship in a bottle. A large ceremonial sword is mounted on the wall.

7. **Purser's Office** (Supercargo's Office). The room is cluttered with all manner of small valuable items, novelties, decorations beads, gewgaws, packets of (legal) stimulants, bottles of alcohol, and other trinkets and baubles that can be traded or swapped. The computer terminal contains an extensive legal database with specialist annexes connected to trade law. A high security safe is located in the floor.

8. **Purser's Stateroom** (Supercargo's Stateroom). The room is immaculate and tastefully furnished. A chess game is set up ready to play.

9. **Officer's Mess.** A comfortable area where the ship's officers socialize, eat, and live. The area contains seating, tables, entertainment systems, and exercise equipment. Lockers mounted on the wall contain supplies, cleaning materials, consumables, and specialist equipment. Despite the name, lower ranking members of the crew are welcome.

10. **Steward's Bunk.** The computer terminal includes direct communication links to and environmental controls for each stateroom, allowing the steward to send communications or alarms or adjust conditions within individual rooms. A high security safe is located in the wall.

11. **Medical Bay.** The suite is brightly lit and includes an Autodoc unit with a robot arm, a recovery bed and monitoring equipment, and cabinets stocked with medical supplies. A locked medicine cabinet contains a variety of pharmaceuticals.

- The Autodoc is capable of diagnosing common illnesses, treating minor injuries, and autonomously conducting minor surgeries such as sutures, resetting a broken or dislocated limb, or dental work. Although it can perform more complex procedures it is recommended that the Autodoc assists a trained physician.

It is not uncommon for the ship's computer to express its personality via the Autodoc. Crews may choose to disable this function.

"The Autodoc, never trusted that thing. I'm not saying it doesn't know it's stuff, but whoever thought pairing it up to the computer's personality was a good idea oughta be sent out the airlock without a suit. If they'd thought to install a separate personality, something bland, or give it none at all, that would have been better. But that's designers for you. Great on paper, not quite so fantastic when you're getting a full medical and it's making ... comments. Personal ones. Throws a man off his stride."

12. **Galley.** A well-equipped kitchen with storage areas and facilities to heat food, make beverages, clean, and dispose of waste.

13. **Turret Maintenance Access.** The hatch opens into a cramped workspace. It can only be opened with a keypad access code.

14. **Forward Cargo Bay.** A central aisle is kept clear to allow access to the personnel elevators.

15. **Lift Bay.** Elevators can be called via a wall mounted control panel. When the elevators are not in use they are traditionally held on the bridge deck.

16. **Engineering Access.** Each hatch is located close to the outboard wall and has warning markings around it. Each hatch requires an access code. Rung ladders built into the walls give access to the upper hatches.

17. **Duty Engineering Crew Bunk.** While these rooms are officially used as rest areas, each duty bunk serves admirably as additional storage space and each is filled with oily lumps of machinery and crates of supplies and spare parts.

18. **The Pit.** A walkway with railings runs around the perimeter of the open space. The clamshell doors form the stern wall: hydraulic systems are located adjacent to the doors.

19. **Engineering** (port and starboard nacelles). Each nacelle can be entered by bulkhead hatches connecting to the walkway around The Pit. Access codes are required to open the hatches.

- Heavy machinery (the coil casings for the jump drive, the cryostat housing for the fusion torus and the manoeuvre primary impulsor units) can be inspected and accessed for maintenance.

E deck – Tween Deck

Restricted access: authorized personnel only within engineering and the forward cargo bay.

1. **Sensors and Avionics.** The sensor bay is sealed and contains sensitive electronic equipment, an all-weather radar array, and optical instruments such as cameras. The ship's radio communicators, transponder, and flight recorder are located within the bay. Hatches allow access for maintenance: the hatches can only be opened with keypad access codes.

2. **Turret Maintenance Access.** The hatch opens into a cramped workspace. It can only be opened with a keypad access code.
3. **Forward Cargo Bay.** The forward section of the hold is separated by lockable mesh gates. Private or valuable cargo may be securely stored within this area.
4. **High Bay.** A walkway with railings runs around the perimeter of the hold.

"E Deck: The Empty Deck, they call it. Mostly it's big spaces and the hum from the machinery way back aft. The air scrubbers are the last ones to get changed so it's always a little musty too, and the lighting is sparse, gives it the feel of an old barn. A lot of folks think it's kind of spooky, avoid going there on their own. Silly I know but starfarers are a superstitious bunch. But, if you want a few minutes away from things, then you could do worse than head forward on E deck."

5. **Lift Bay.** Elevators can be called via a wall mounted control panel.
6. **Engineering Access.** Each hatch is located close to the outboard wall and has warning markings around it. A rung ladder give access to the upper hatch.
7. **The Pit.** A walkway with railings runs around the perimeter of the space and control panels and display screens are mounted in the walls. A fresher is sited in one corner and a storage locker containing cleaning supplies and maintenance tools is located in another. The clamshell doors form the stern wall: hydraulic systems are located adjacent to the doors.
8. **Lower Engineering** (port and starboard nacelles). Each nacelle can be entered by bulkhead hatches connecting to the walkway around The Pit. Access codes are required to open the hatches. Lockers mounted against the wall contain spare components, consumables, specialist tools and testing equipment. Relatively low-ceilinged gangways give access to workstations, maintenance panels, and control points.
 - Heavy machinery (the jump governor and the inversion equipment for the jump field, the coil housings and power transfer mountings for the fusion plant, and the power intake relays for the manoeuvre drive) can be inspected and accessed for maintenance.
 - A narrow access tunnel leads to a turret maintenance hatch that opens into a cramped workspace. The hatch can only be opened with a keypad access code.

F deck – Lower Deck

Restricted access: authorized personnel only within engineering.

1. **Forward Cargo Ramp.** The controls and hydraulic systems are located adjacent to the doors. The ramp allows vehicles to board or exit the vessel.
2. **Forward Cargo Bay.** The bay is equipped with a walking floor and multiple tethering points.
3. **Passenger Airlock.** The external controls for each door can be overridden from the main bridge or from the reserve bridge located in engineering. Each hatch has a camera that allows potential boarders to be viewed.
4. **Side Cargo Doors.** The controls and hydraulic systems are located adjacent to the doors. The doors drop to form ramps. Elevators can be called via a wall mounted control panel.

- The doors are large enough to allow low profile vehicles to drive onto the vessel in order to be loaded or unloaded directly.

Two collapsible portable airlocks, designed for use with personnel hatches, are stored in this area. These are most often used with the passenger airlocks located in the forward cargo bay, allowing personnel to transition to planetary environments without the need to depressurize the entire bay. There are no airlock facilities for the internal freight doors or side cargo doors, other than the lift bay itself.

5. **Fuel Scoops and Processors.** The fuel scoops connect to the compressors and filters, pumping fuel into the primary holding tanks.

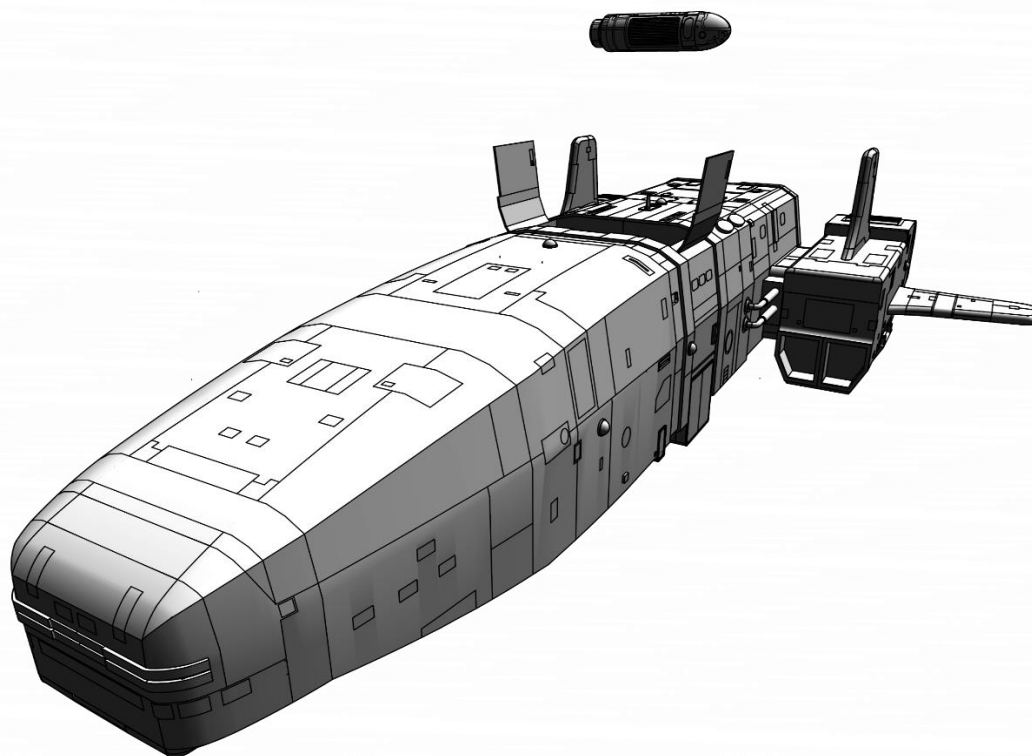
6. **Aft Cargo Bay.** The rear ramp and large clamshell doors are located at the rear of the bay. The controls and hydraulic systems are located adjacent to the doors.

- If the front ramp, the internal freight doors, and the rear clamshell doors are open, it is possible to drive a relatively large vehicle directly through the vessel.

7. **Engineering Access.** Each hatch is located close to the outboard wall and has warning markings around it. A ladder gives access to the upper hatch.

8. **Turret Maintenance Access.** The hatch opens into a cramped workspace. It can only be opened with a keypad access code.

9. **Fuel.** The primary holding tanks and the cycling tanks for the fuel processor. Pumping equipment moves the processed hydrogen into the A Deck fuel tanks.





History

The design was proposed more than half a century ago and detailed architectural plans were drawn up by the Gaspard-Cyprian design bureau. The first example of the class was laid down soon after Flight Authority approval was received and construction was completed in 164 weeks. The Mainstay has become ubiquitous and is a common sight in ports.

Early production models mounted Pinnacle XM series maneuver drives, but these proved to be slow to respond to commands and on occasion would overload their capacitors, forcing a drive stall. Later examples employed older but proven Arodyne drive units.

A number of variants are in service, including the Chainplate commercial fluids tanker and the Topstay livestock carrier. Some Mainstays have seen naval service, primarily operating as logistical transports and ammunition carriers, a role facilitated by their sophisticated onboard cargo handling.

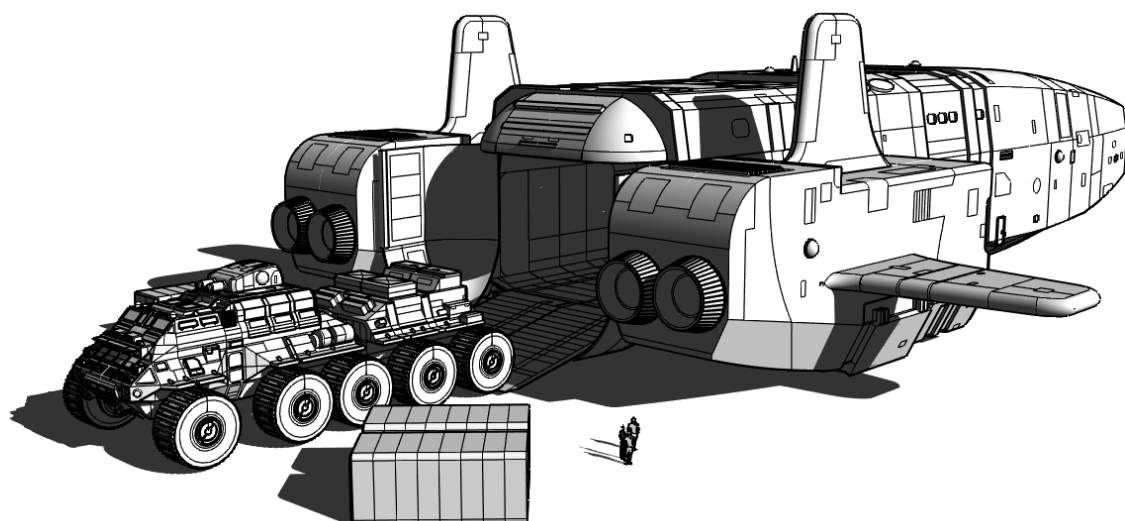
Notable Examples

The Camphor Provident

The Camphor Provident was a Mainstay employed as a mineral transport. It was chartered to carry the output of an isolated mining facility and was laden with billions of credits of precious metals, minerals and crystals. It disappeared en-route to its destination and was widely believed to have suffered a catastrophe during jump transition. The loss of such an enormous amount of wealth destroyed the company. Reports began to surface a few years later about members of the crew who had turned up, vessel was taken over by mutineers, crashed on a remote world, carried off to be looted, rumours of a map of a crash site, etc.

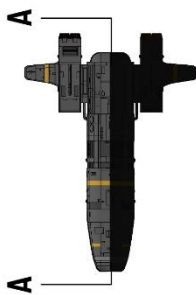
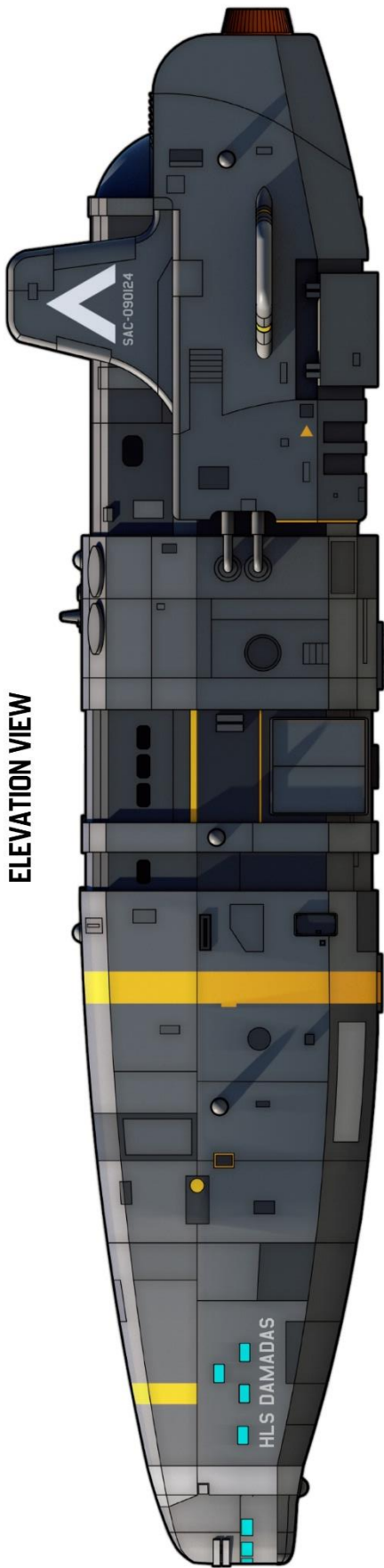
The Journey Through the Long Night

The Long Night was an early model Mainstay that operated under the tyrannical Captain Lukas Vursteen. The story goes that Vursteen drove his crew so hard that they cursed him and called upon the demons of jumpspace to exact revenge. As it tumbled into jump the Long Night was set upon by an entity, malevolent and terrible and which warped time and space around it. But the iron will and rage of the Captain drove them on, preventing them from being devoured. It is said that sometimes, when a vessel transitions into jump, the Long Night hoves into sight, visible through the shimmering glow of jumpspace. The hull plating is torn, the side doors are open, and the drives are aglow as it endlessly flees the monster that pursues it. All the while the anguished crew, who brought down the curse upon themselves, gesture helplessly through the bridge windows.

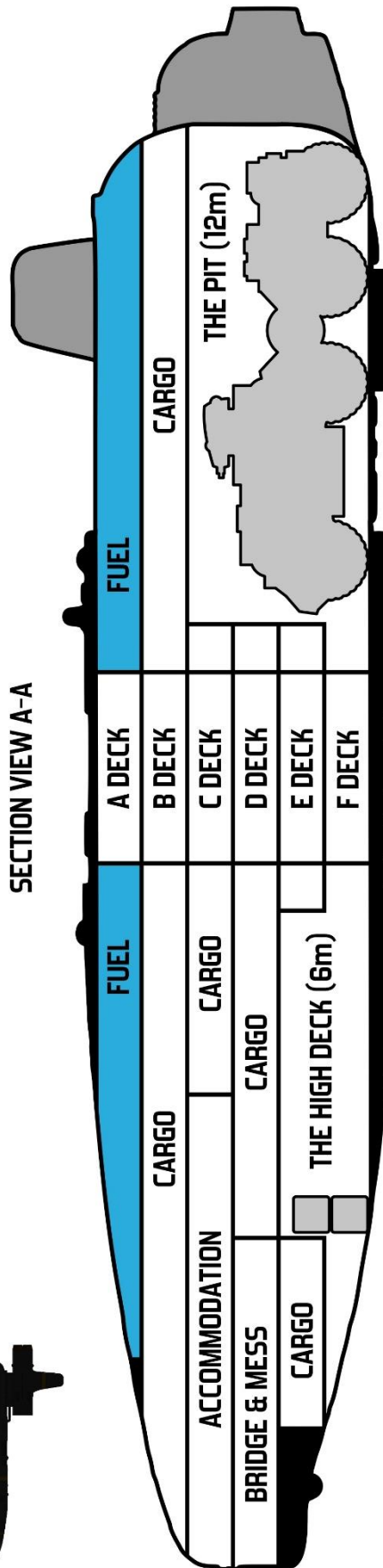


MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2

ELEVATION VIEW

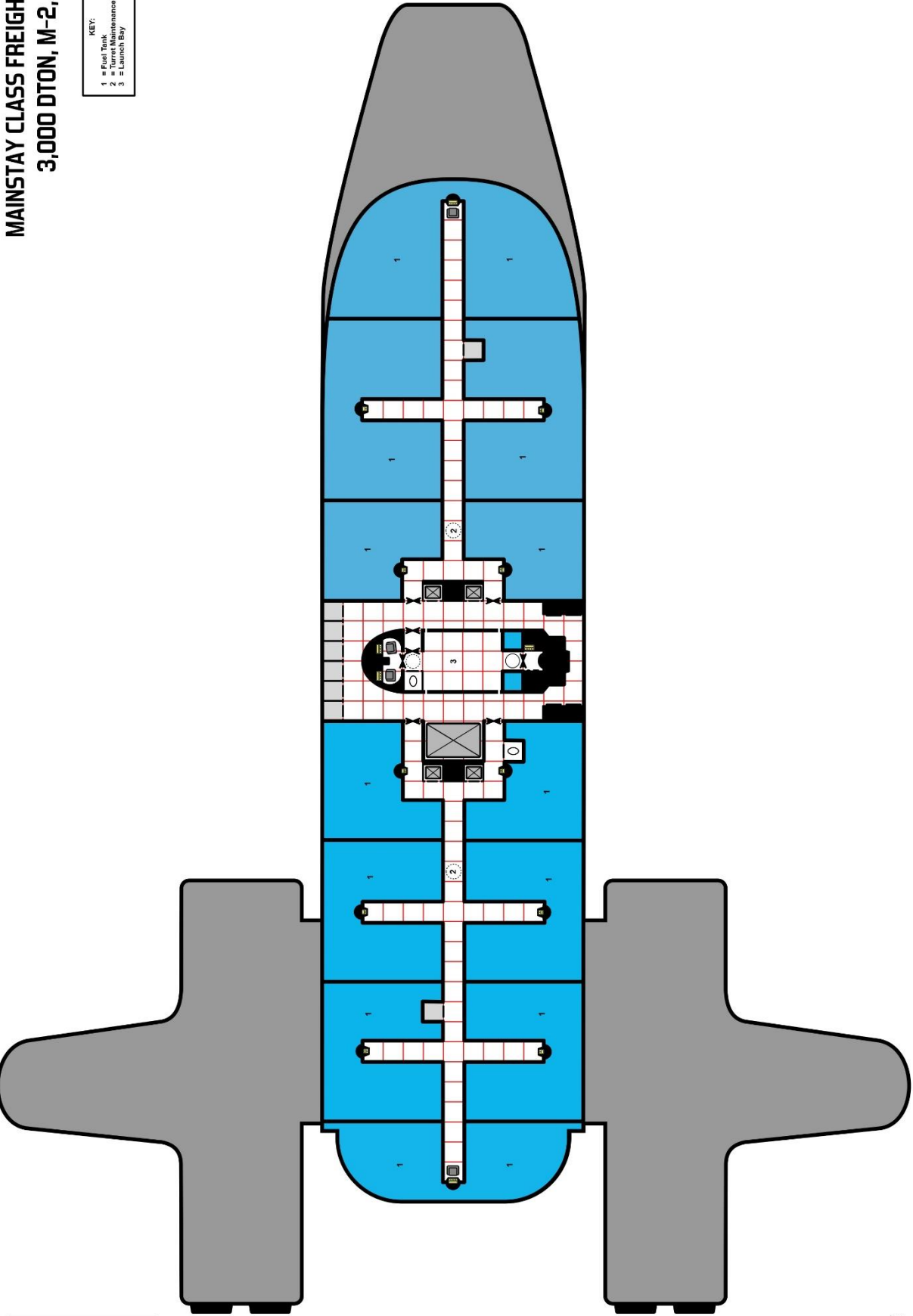


SECTION VIEW A-A



**MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2**

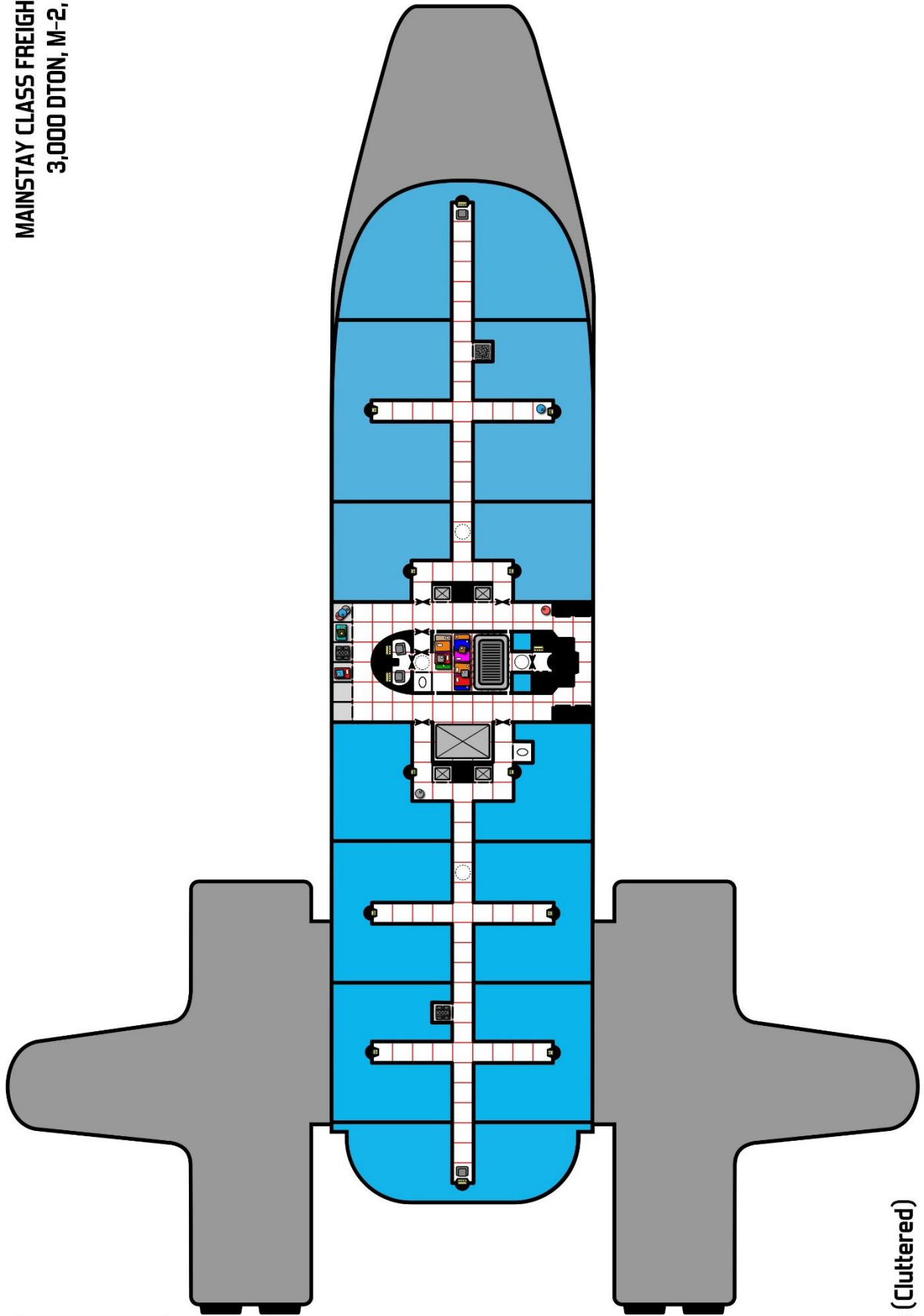
KEY:
 1 = Deck
 2 = Stair Maintenance Access
 3 = Launch Bay



KEY:
 Console
 Couch
 Deck Chair
 Ice Maker
 Refrigerator
 Stove
 Sink
 Stairs
 Toilet
 Bulkhead
 Partition
 Hatch
 Lift
 Propulsion
 Equipment

A Deck

MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2

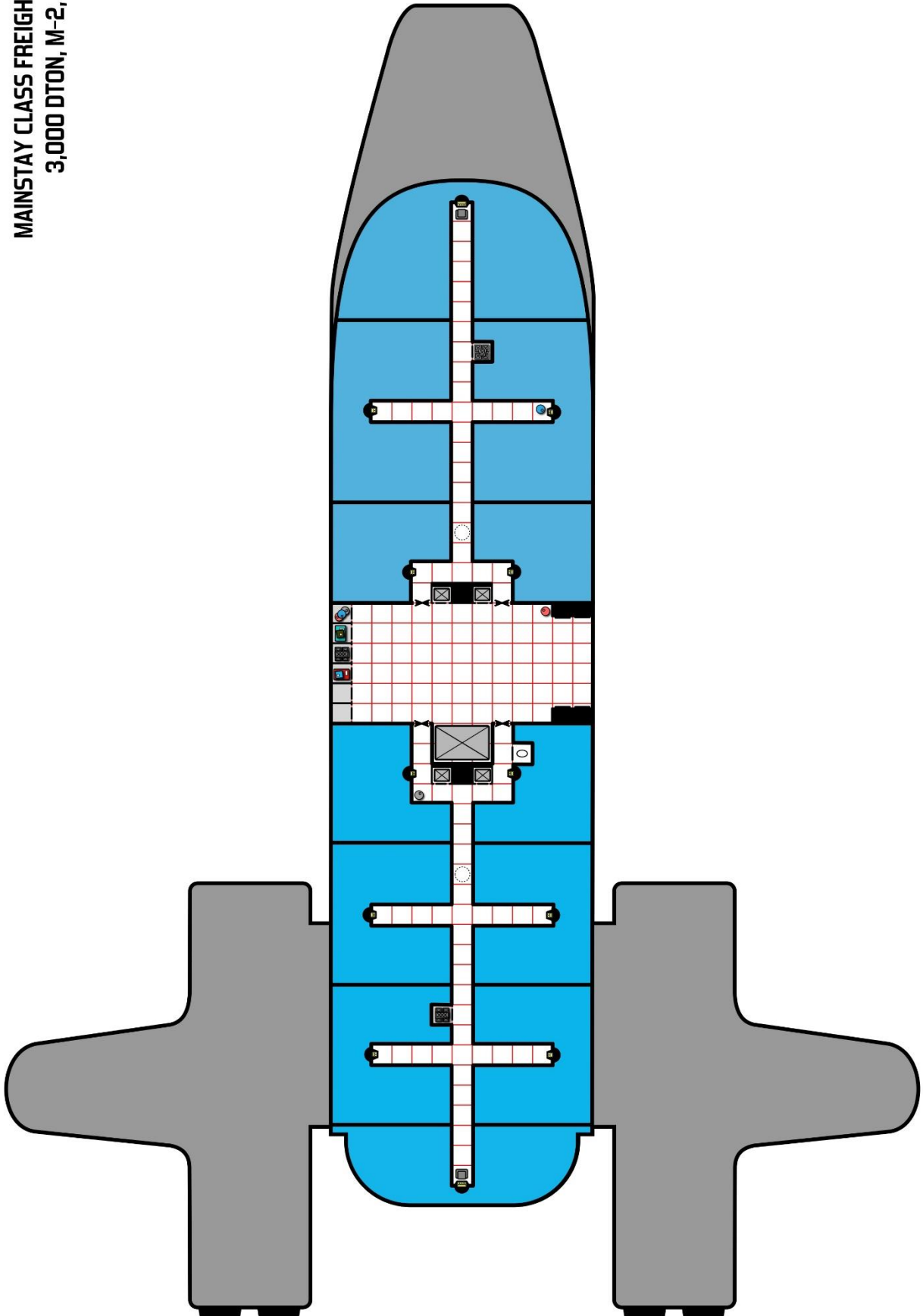


- KEY**
- Seating
 - Storage
 - Crew
 - 10x Vest
 - 10x Vest
 - Aisle
 - Exit
 - Ramp
 - Floor
 - Bulkhead
 - Obstruction
 - Lift
 - Ventilation
 - Project

A Deck (Cluttered)



MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2

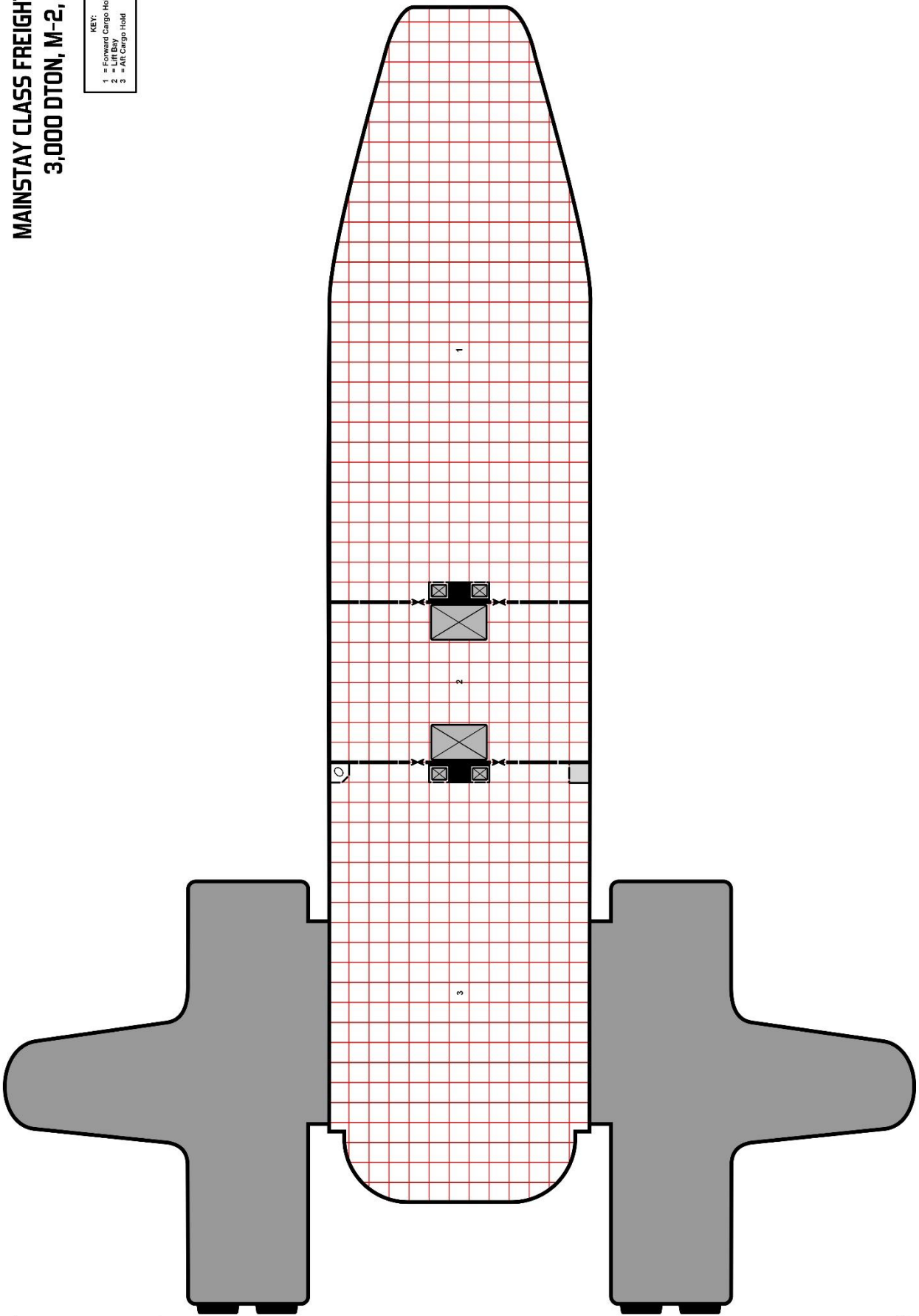


A Deck

MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2

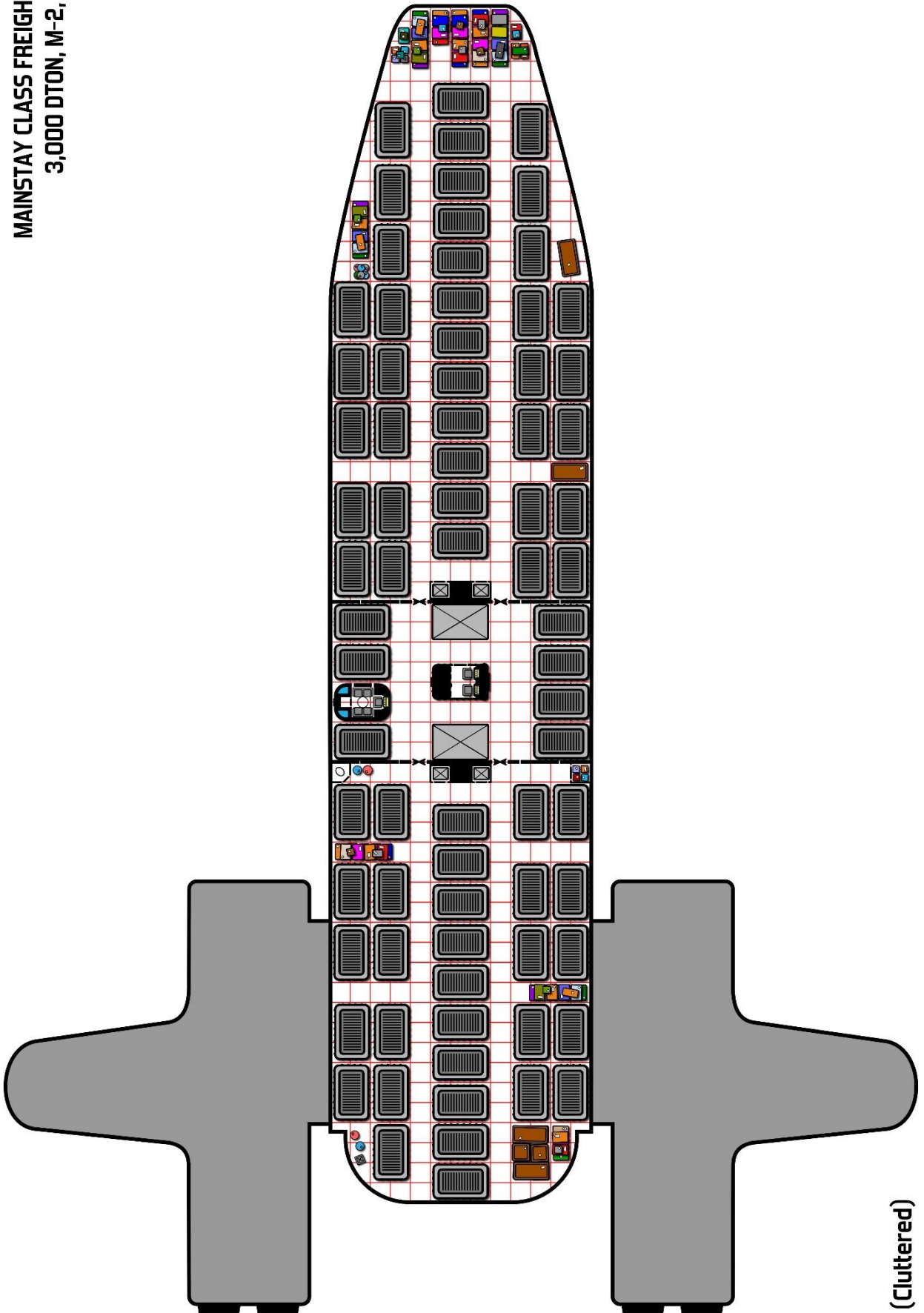
KEY:
1 = Forward Cargo Hold
2 = Lift Bay
3 = Aft Cargo Hold

KEY:
Covers
Inlets
Floor and Ceiling
Inlets
Floor
Bulkhead
Partition
Lift
Inspection Panel



B Deck

MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2



KEY:

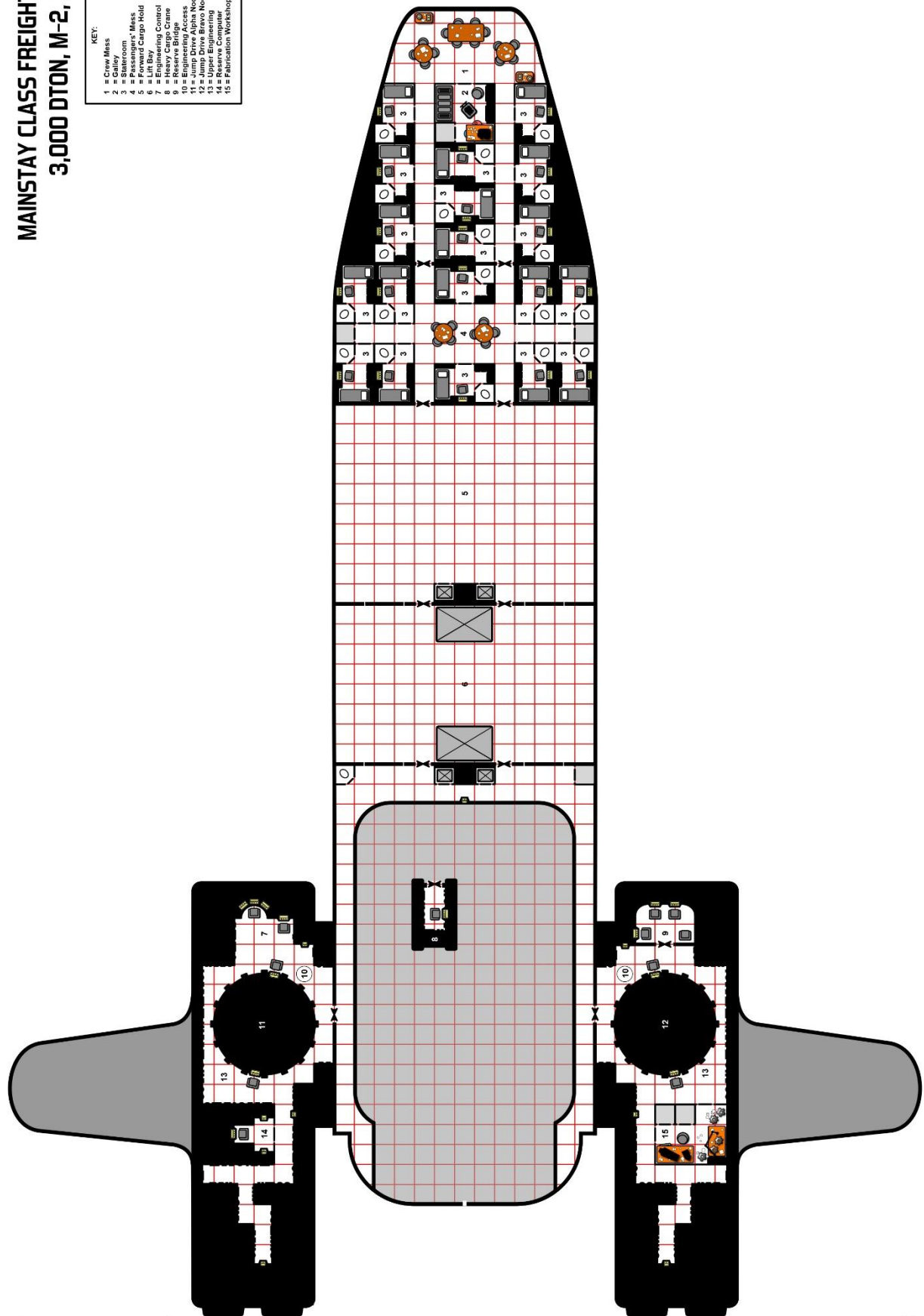
	Console
	Control Panel
	Exit Door
	Fire Extinguisher
	First Aid Kit
	Life Vest
	Oxygen Mask
	Cabin Lighting
	Emergency Lighting
	Exit Sign
	Bulkhead
	Partition
	LIT
	Inspection Panel

B Deck (Cluttered)

**MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2**

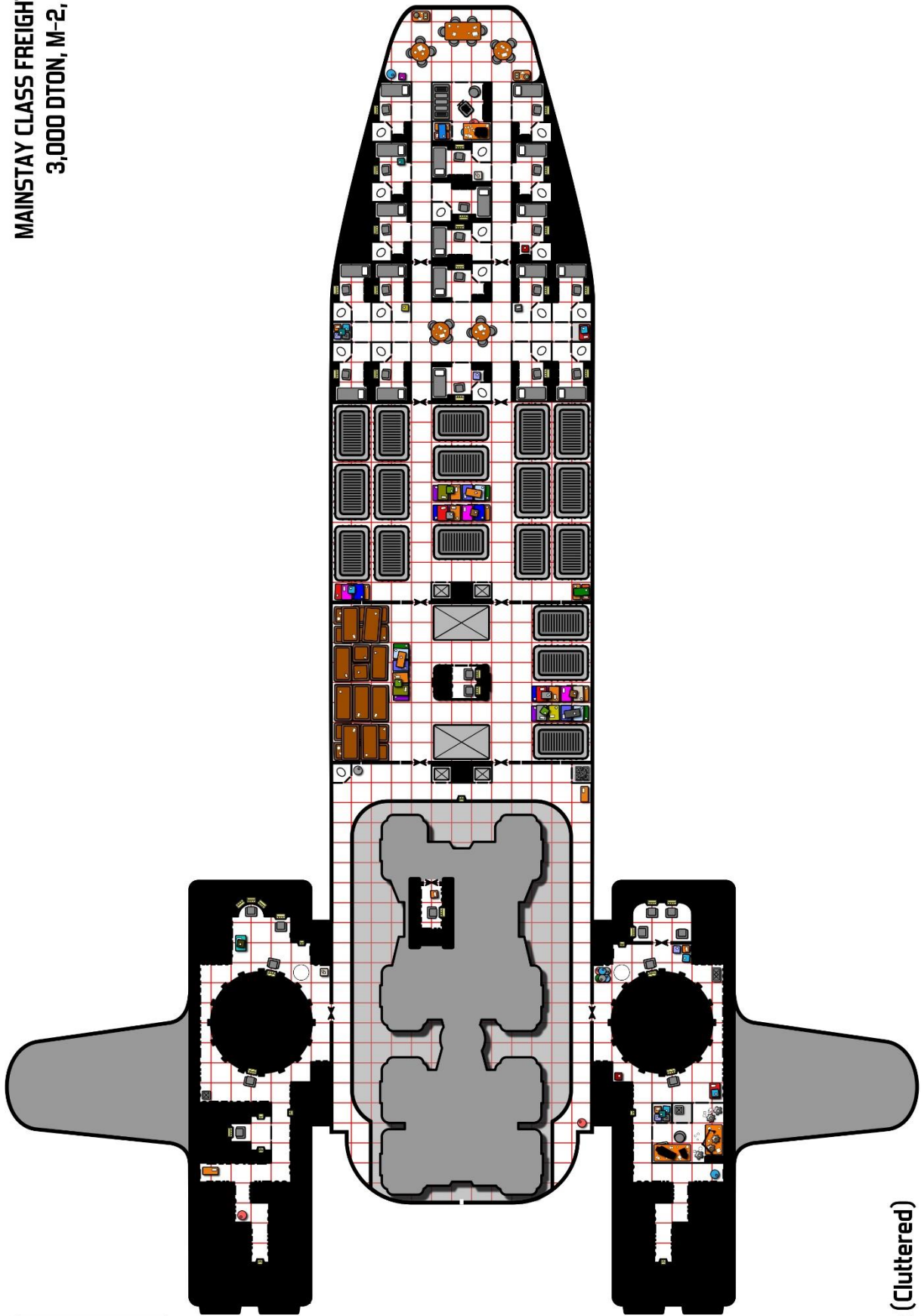
- KEY:**
- 1 = Crew Mess
 - 2 = Galley
 - 3 = Stateroom
 - 4 = Passenger's Mess
 - 5 = Forward Cargo Hold
 - 6 = Forward Cargo Hold
 - 7 = Engineering Control
 - 8 = Heavy Cargo Crane
 - 9 = Heavy Cargo Crane
 - 10 = Bridge
 - 11 = Bridge
 - 12 = Jump Drive Alpha Node
 - 13 = Jump Drive Bravo Node
 - 14 = Reserve Computer
 - 15 = Fabrication Workshop

- KEY:**
- Concourse
 - Corridor
 - Closet
 - In-Voice
 - Phone
 - Phone and
 - 105 X-Ray
 - Galley
 - Room
 - Bulkhead
 - Parition
 - Light
 - Inspection
 - Door



C Deck

MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2



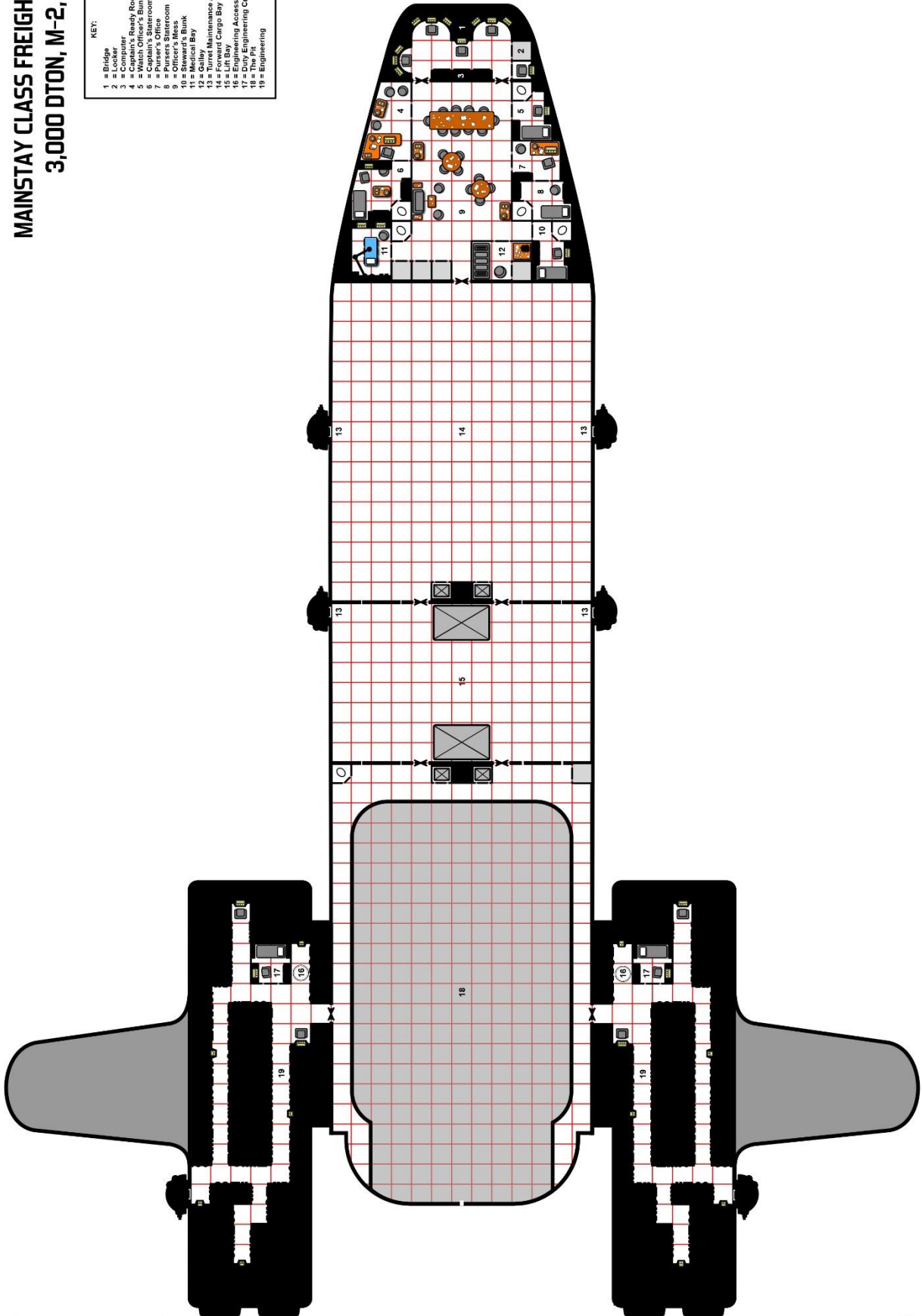
KEY	
○	Exit
○	Staircase
○	Overhead Storage
○	60" Square
○	60" Round
○	60" Octagon
○	60" Hexagon
○	60" Triangle
○	60" Square (Floor)
○	Bulkhead
○	Partition
○	Light
○	Projection

C Deck (Cluttered)

**MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2**

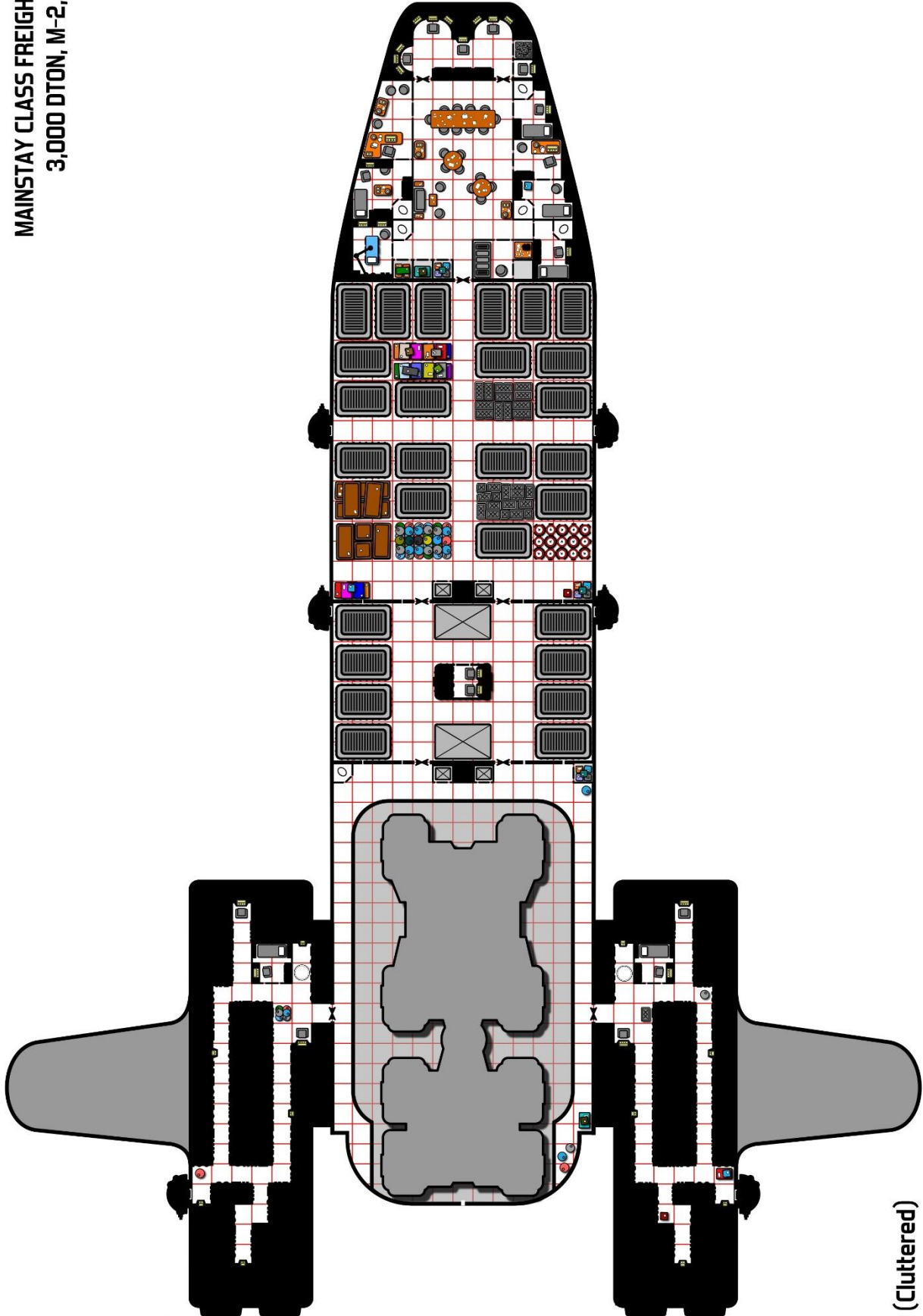
- KEY:**
- Cabin
 - Crew
 - Deck
 - Hatch
 - Inboard
 - Outboard
 - Ramp
 - Stair
 - Tie
 - Vent
 - Wing
 - Bulkhead
 - Floor
 - Parade
 - Lift
 - Inspection
 - Door

- KEY:**
- 1 = Bridge
 - 2 = Locker
 - 3 = Captain's Ready Room
 - 4 = Captain's Bunk
 - 5 = Watch Officer's Bunk
 - 6 = Captain's Stateroom
 - 7 = Purser's Stateroom
 - 8 = Purser's Mess
 - 9 = Officers' Mess
 - 10 = Officers' Bunk
 - 11 = Medical Bay
 - 12 = Galley
 - 13 = Turret Maintenance Access
 - 14 = Cargo Bay
 - 15 = Lift Bay
 - 16 = Engineering Access
 - 17 = Engineering Crew Bunk
 - 18 = Tow Pit
 - 19 = Engineering



D Deck

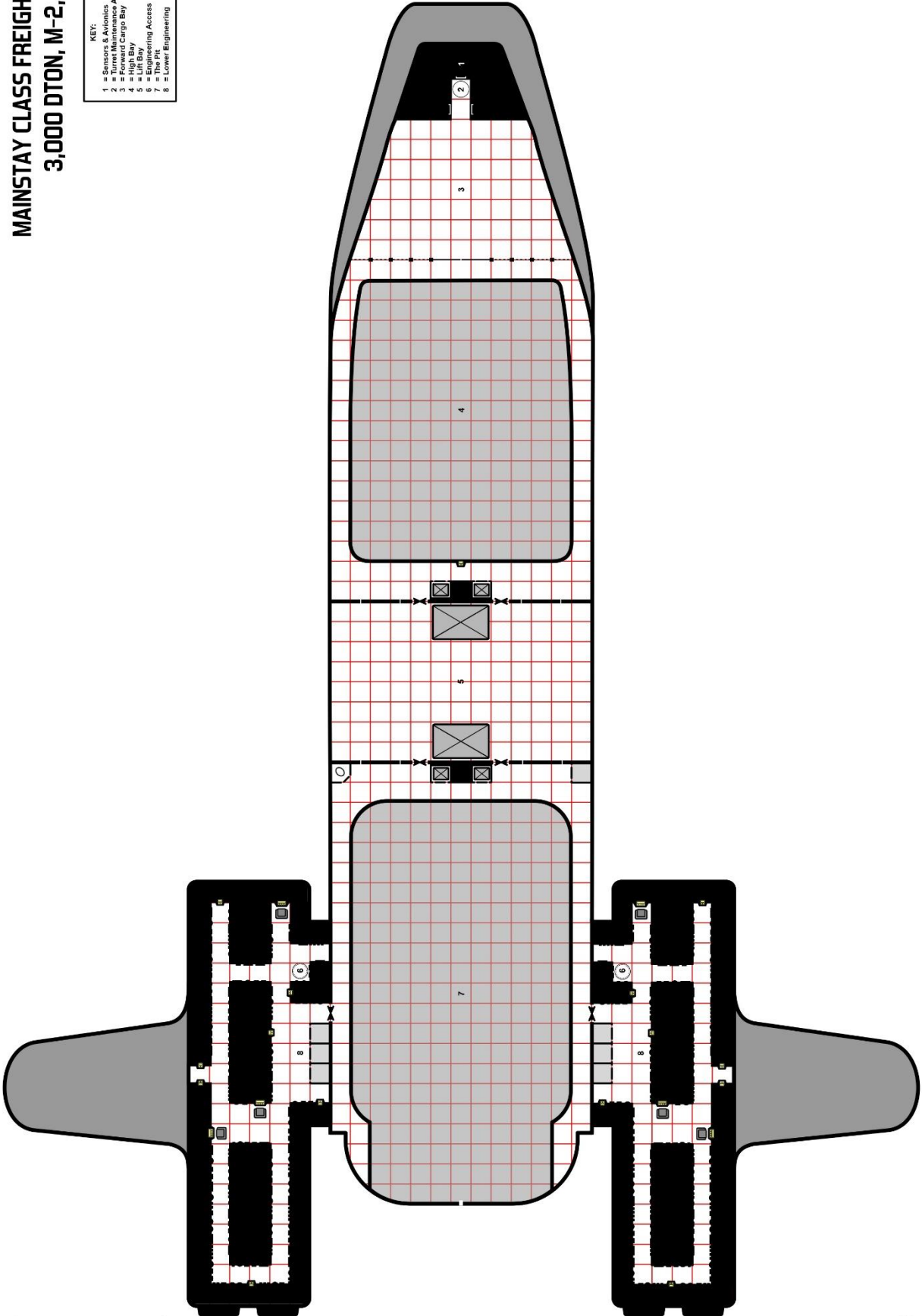
MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2



D Deck (Cluttered)

MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2

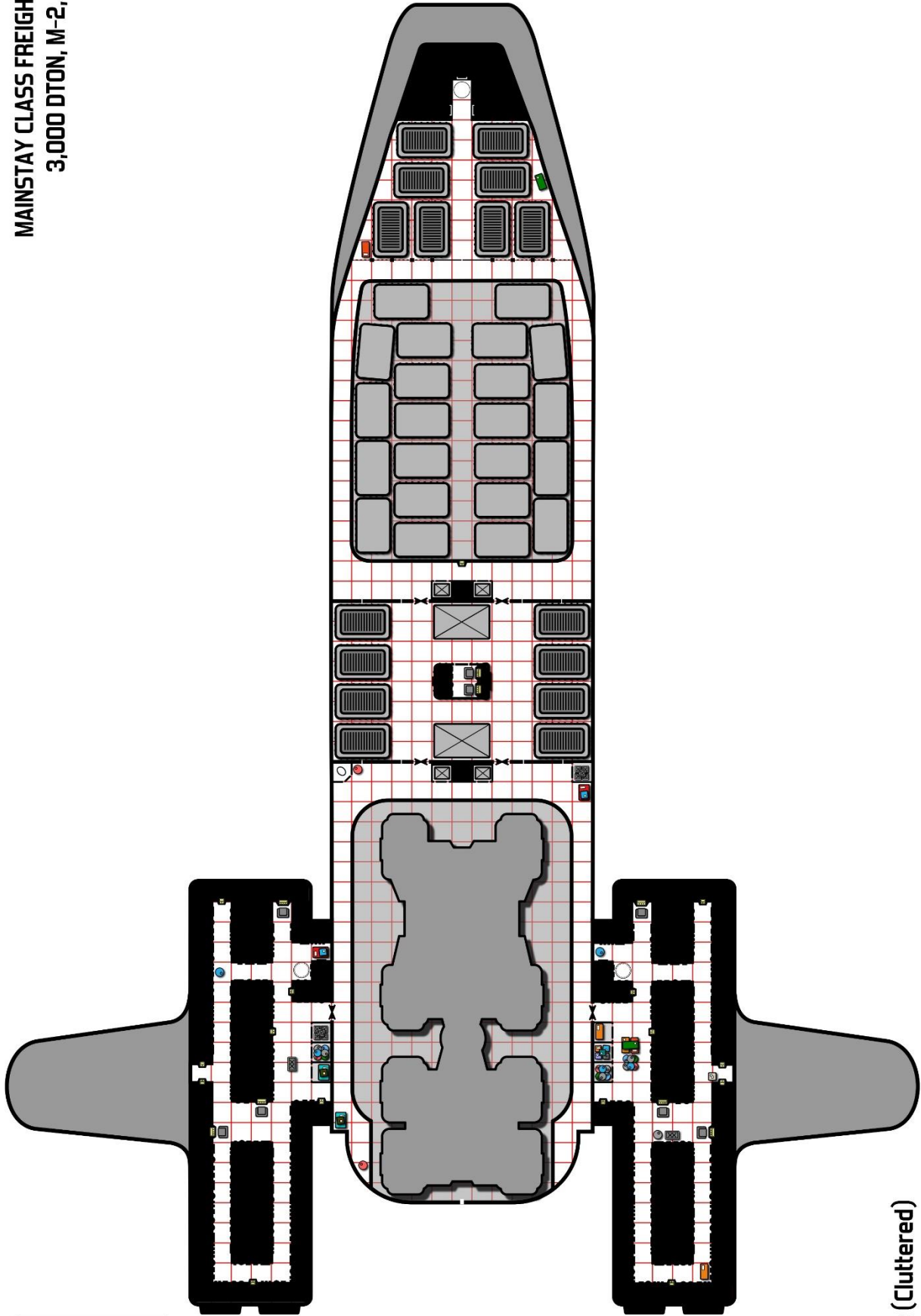
- KEY:**
- 1 = Sensors & Avionics
 - 2 = Forward Cargo Bay Access
 - 3 = Forward Cargo Bay
 - 4 = High Bay
 - 5 = Lift Bay
 - 6 = Lift Bay Access
 - 7 = The PIT
 - 8 = Lower Engineering



- KEY:**
- Floor
 - Acceleration
 - Vibration
 - Ink Valve
 - Gating
 - Gating
 - Ink Valve
 - Ribbon
 - Lift
 - Navigation
 - Panel

E Deck

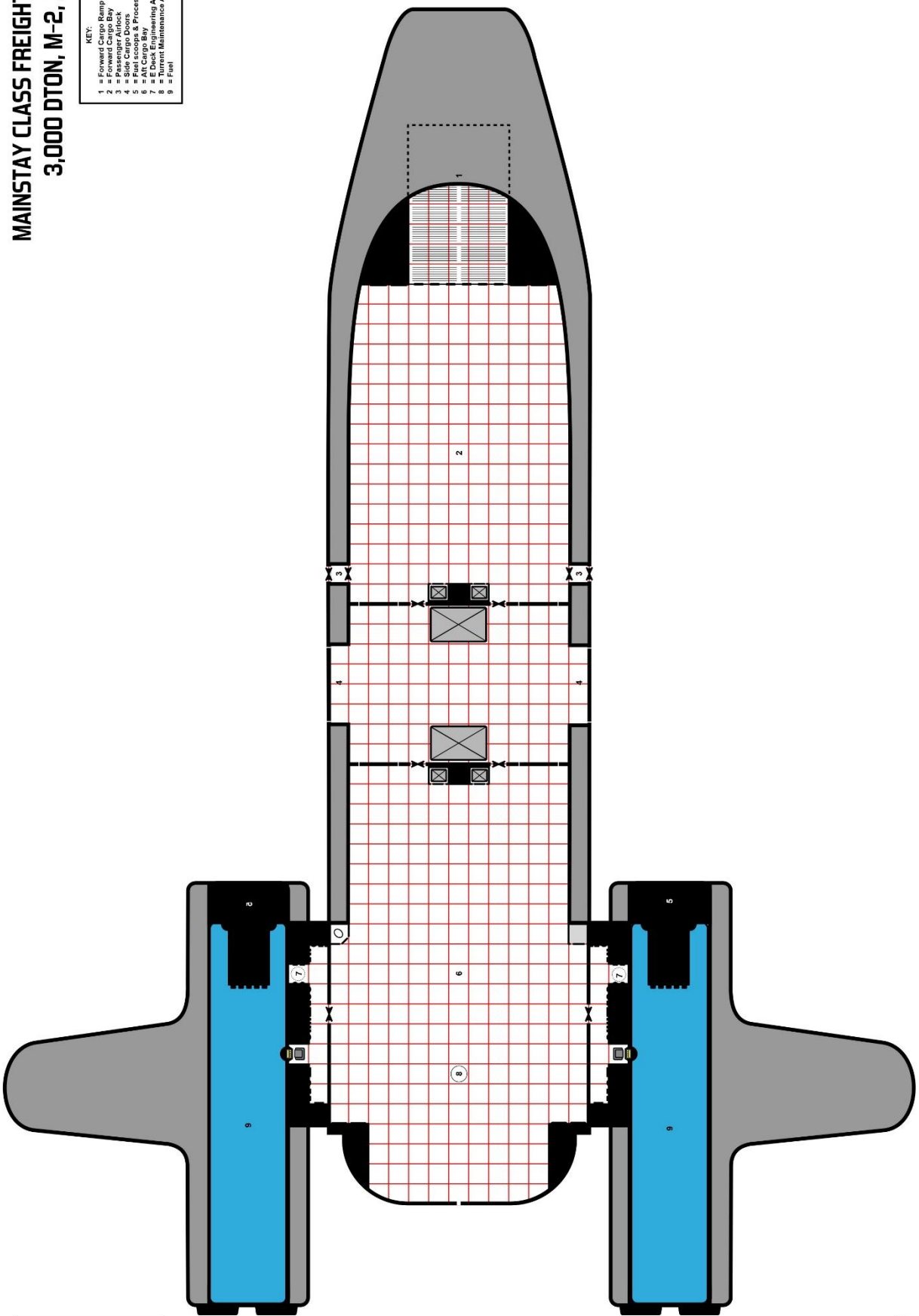
MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2



E Deck (Cluttered)

MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2

- KEY:**
- 1 = Forward Cargo Ramp
 - 2 = Forward Cargo Bay
 - 3 = Side Cargo Doors
 - 4 = Fuel Scoops & Processors
 - 5 = Fuel Scoops & Processors
 - 6 = Deck Panel
 - 7 = Deck Panel
 - 8 = Turbent Maintenance Access
 - 9 = Fuel



- KEY:**
- Concock
 - Insulation
 - Structure
 - Cockpit
 - Ins. Valve
 - Plug and
 - Panel
 - Chasing
 - Ins. Valve
 - Flange
 - Bulkhead
 - Partition
 - Lift
 - Inspection Panel

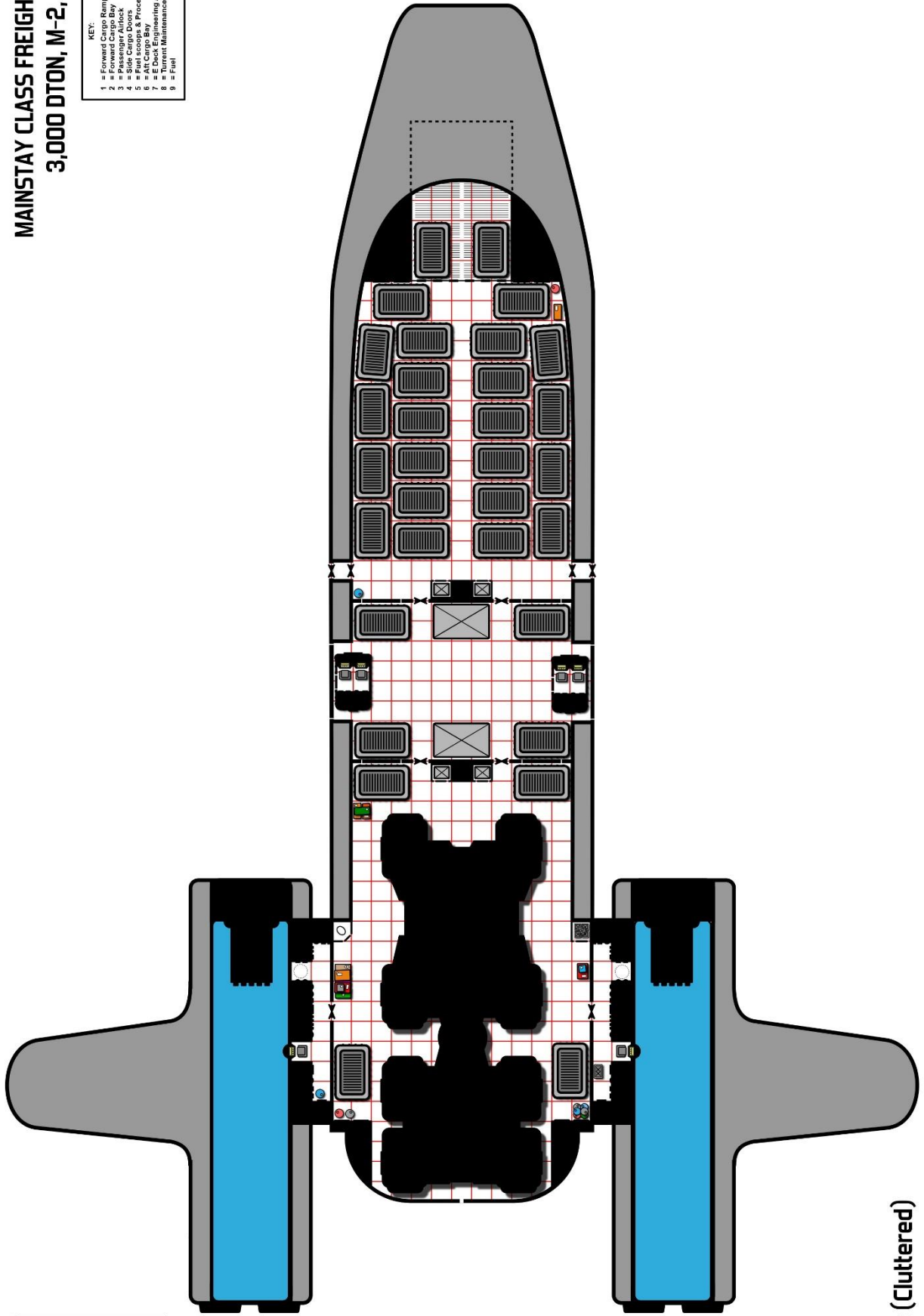


F Deck

**MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2**

- KEY:**
- Acceleration
 - Clutch
 - 100% Vibration
 - 50% Vibration
 - 25% Vibration
 - 10% Vibration
 - 5% Vibration
 - Floor
 - Bulkhead
 - Hatch
 - Lift
 - Station
 - Panel

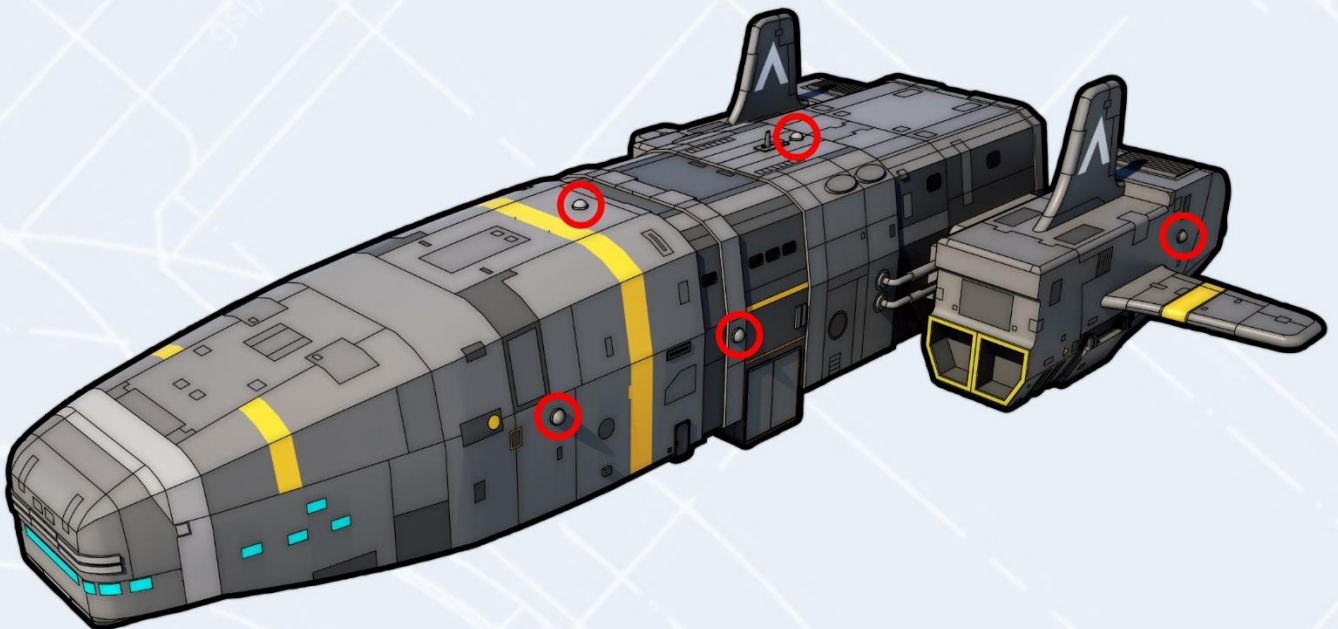
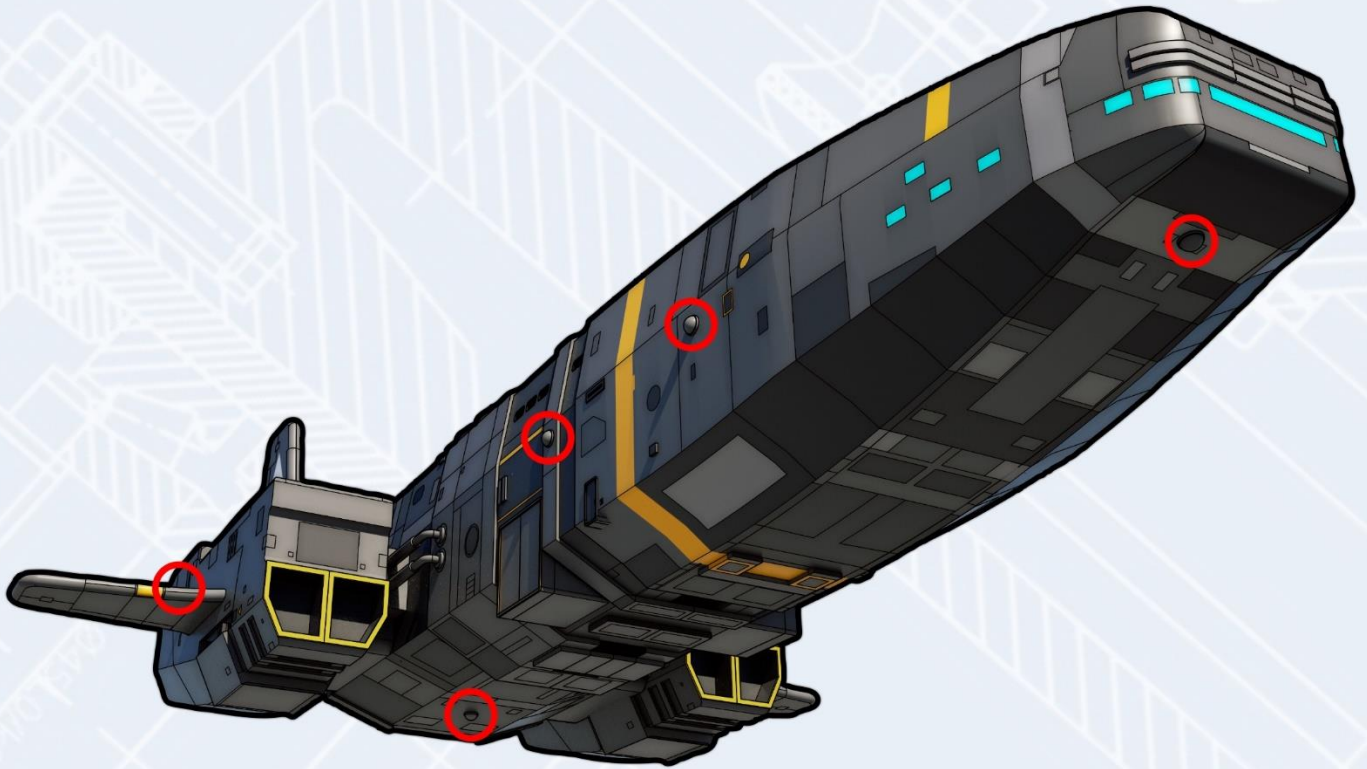
- KEY:**
- 1 = Forward Cargo Ramp
 - 2 = Forward Cargo Bay
 - 3 = Passenger Aftlock
 - 4 = Side Cargo Doors
 - 5 = Passenger Processors
 - 6 = Aft Cargo Bay
 - 7 = E Deck Engineering Access
 - 8 = Front Maintenance Access
 - 9 = Fuel



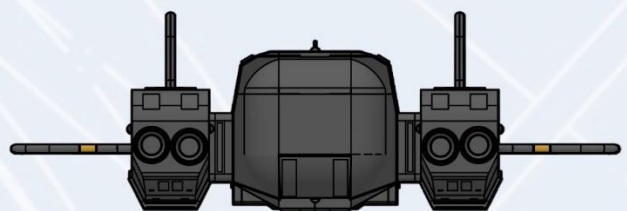
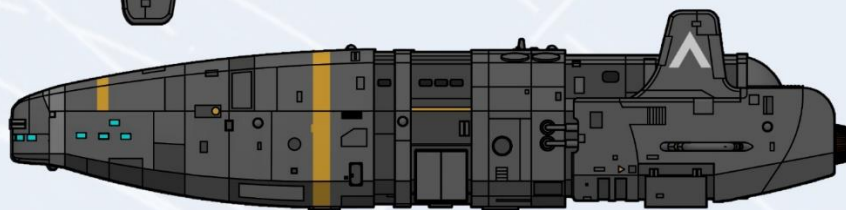
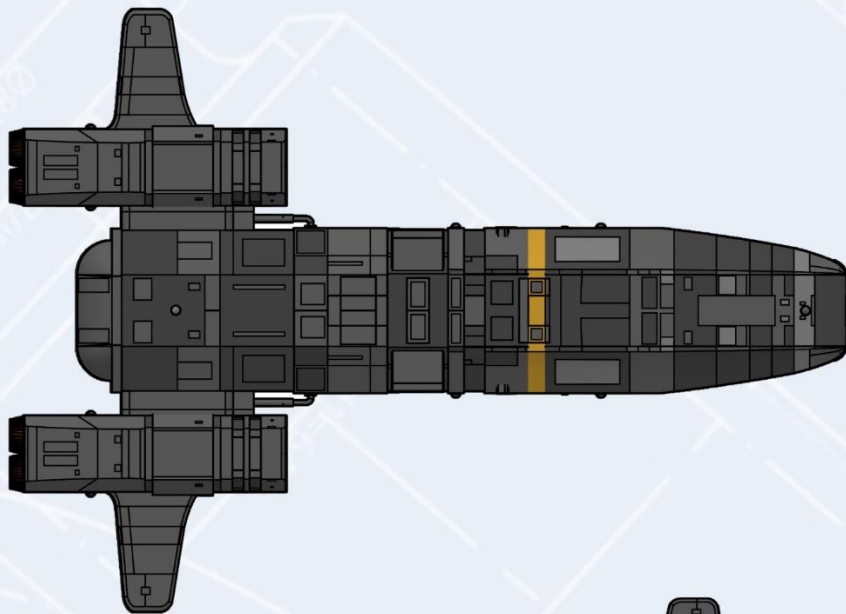
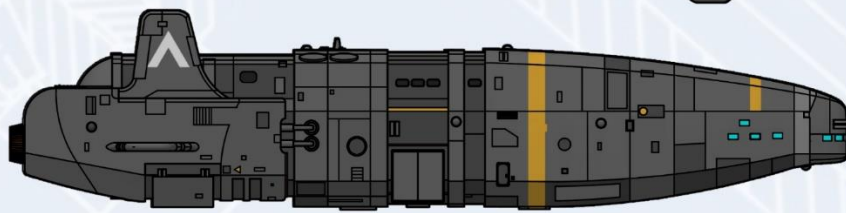
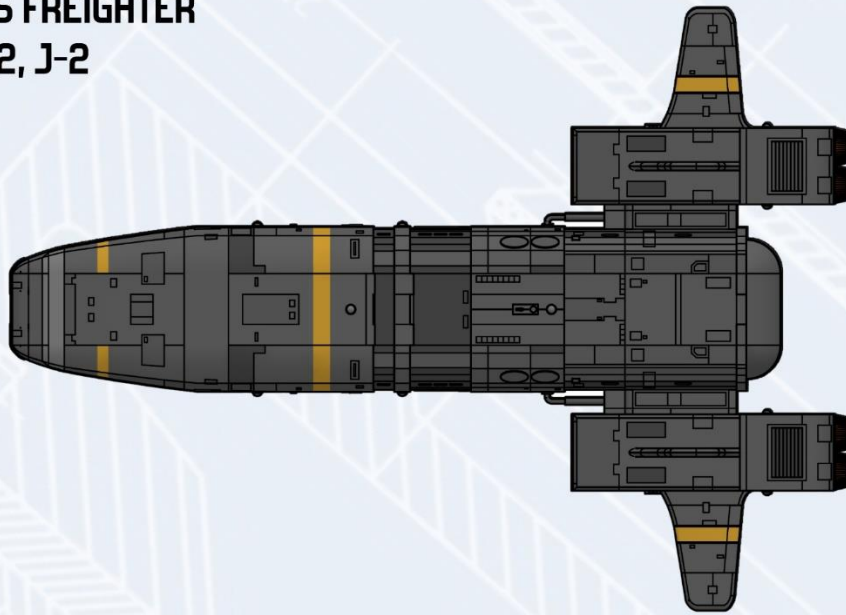
F Deck (Cluttered)



MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2



MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2

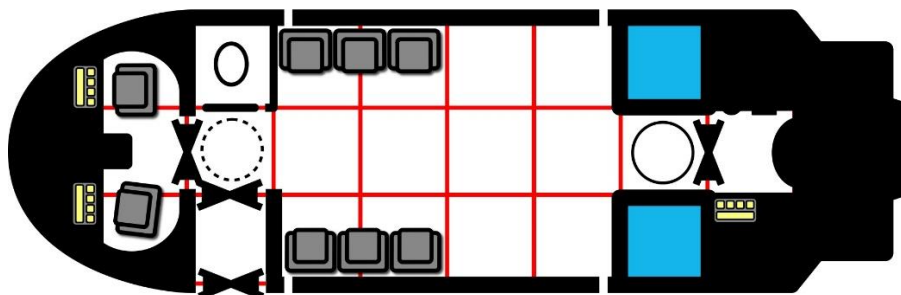
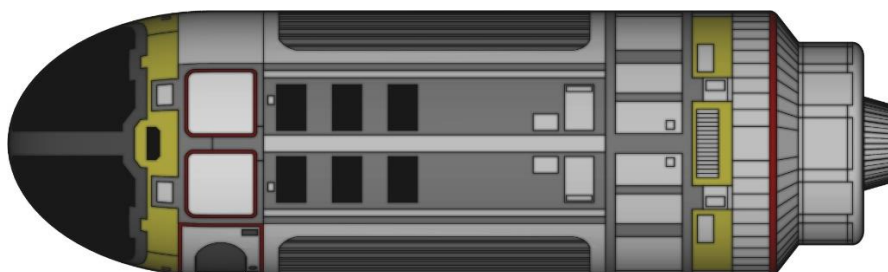


Standard Class Launch

The ubiquitous Launch is the standard reliable way of moving small parties between their parent ship and either planetside or to a nearby Highport. This version has no frills and is intended to take up the smallest volume on board, and is available in a number of different models fulfilling different roles.

SPECIFICATIONS

Tonnage:	20 dtons nominal
Crew:	2
Manoeuvre Drive:	2g Standard Industries Class 2
Power Plant:	Flinthouse Model 2 Power Plant
Jump Drive:	Nil
Gravitics:	Standard 1g Internal Field with Inertial Compensation System
Electronics:	HAL 9M Computer/5
Fuel Capacity:	1 dtons
Range:	4 weeks unlimited manoeuvring
Refuelling Capabilities:	Standard 160mm pump fittings
Armament:	Nil
Defences:	Nil
Configuration:	Streamlined Cylinder Hull
Internal Features:	Single payload bay, with 6 x folding acceleration couches.
Cargo Capacity:	13 dtons
Ship's Vehicles:	Nil
Estimated Cost:	MCr 14



Container Handling Pod

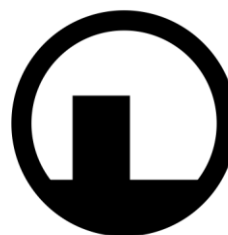
As standard, the Mainstay includes six container handling pods. These small vehicles are used to facilitate moving and positioning standard cargo containers, as well as moving containers on and off of the ship.



The Crew

Owner Corporation

Owner Corp is a shadowy corporation which owns the Starship that the characters serve aboard. It holds the mortgage for the vessel and makes the necessary payments, it covers the costs of insurance and maintenance and repairs, and it pays the crews wages. If the ship makes a decent profit over the course of a year it gives a very reasonable bonus. Agents (mostly brokers with good local knowledge) acting on behalf of Owner Corp secure cargos and have it waiting in port when the vessel arrives.



OWNER CORPORATION
"We are our business"

The figurehead of the organization is a wealthy but reclusive business magnate who is supported by a Board of Directors and funded by investors and revenue generated by the company. Various departments, including an operations office, a shipping department, an accounting department, and an internal security office oversee the day to day running of the business. The character's vessel is not the only one that the Owner operates: there is at least one sister ship in the same fleet. Officers of the company – sharp-suited executives accompanied by corporate lawyers and maybe a few security personnel – may occasionally show up as part of their duties.

The Captain

The Captain is the senior officer on a merchant ship, in charge of the overall day to day operating of the vessel during the voyage. The Captain is appointed by Owner Corp, answers to them, and acts on their behalf. The Captain works with the vessel's senior staff, coordinating their work and making executive decisions as necessary. Owner Corp places the safety of the vessel in the Captain's hands and expects them to take any measures necessary to ensure that safety.

Captain Janet Amanda Caitlin

Janet Caitlin serves as the Captain aboard the vessel. She is lightly built, tall, wiry and looks older than she is. Her hair is greying and she wears it pulled back into a bun. Her eyes are dark and she can cast a piercing stare, though she perpetually seems to have a smile. She is given to wearing the company dress uniform, including a peaked hat, and occasionally sports a fearsome-looking ceremonial sword that was presented to her for twenty years' good service. If there are passengers aboard, she will be keen to host evening dinners and tell tales of her adventures.

Captain Caitlin is smart, well educated, and a lot shrewder than she might appear at first glance. She likes to come across as a matronly grandmother, wise and comforting and perhaps just a little doddering - which gets people to let their guard down. She is sensible, level-headed and patient, and tries not to take sides in the little dramas that inevitably occur on the vessel, though that can make her seem rather aloof. If necessary, she can be cutting and decisive, barking out orders. When not on duty on the bridge she spends much of her time conducting meetings and inspections, going over accounts and completing paperwork, and generally seeing to the administration.

Captain

Janet Amanda Caitlin

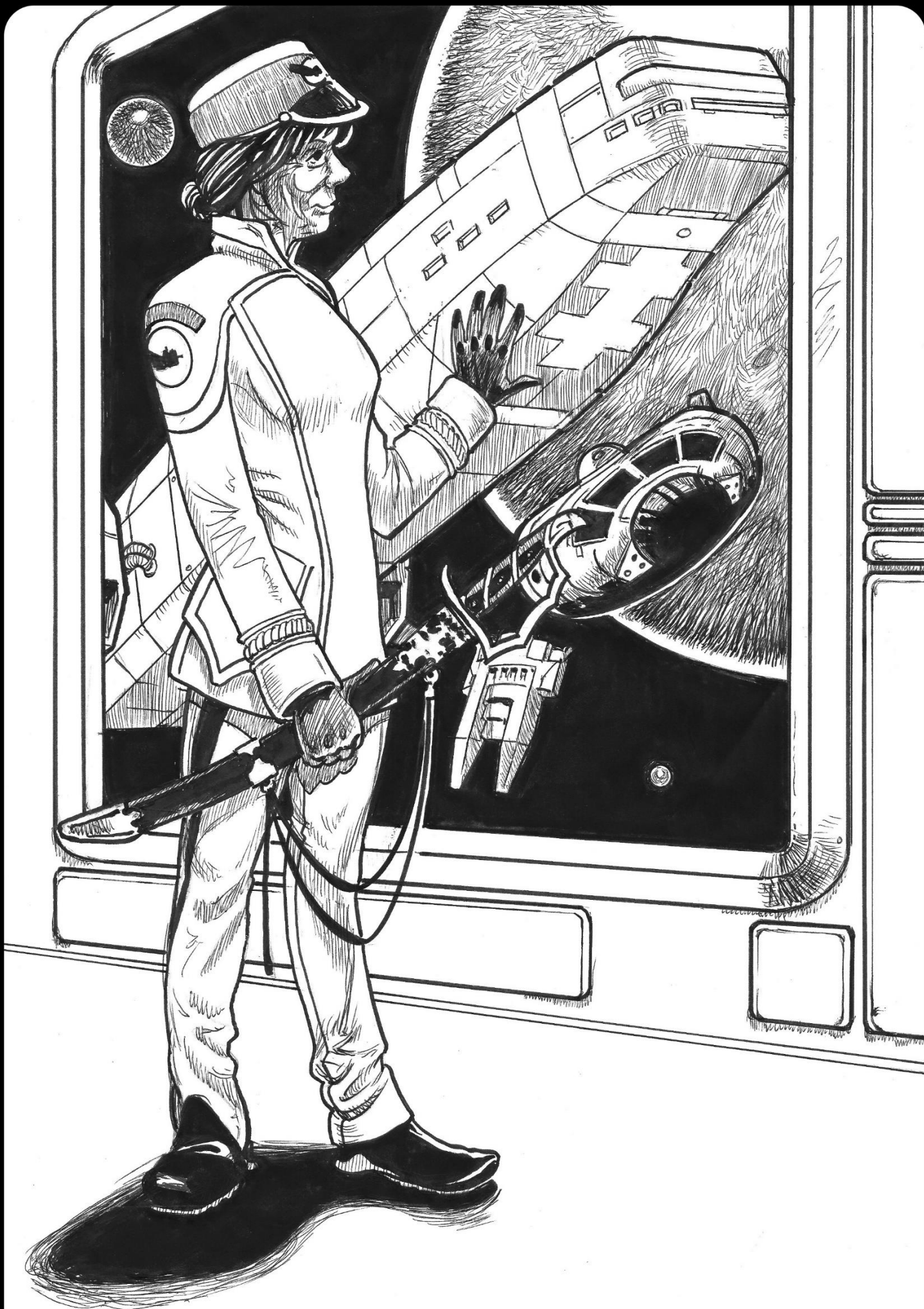
Female,

Age 45

UPP 57A9B9

Skills: Admin-2, Advocate-1, Broker-1, Pilot-1, Comms-1, Liaison-1, Carousing-0, Computer-0, Unarmed combat-0, Wheeled Vehicle-0





The Captains Duties

The Captain has many responsibilities aboard the ship and occasionally may face unusual situations that she doesn't have the time to handle. She will call on trustworthy members of the crew who work well together to take care of things. A good resolution will get favourable reports and additional bonuses.

1. The Captain is to host a large formal gathering of trade delegates and requires that preparations are made. The exotically-clad guests are not necessarily friendly towards one another, some may have strange customs or dietary restrictions that need to be respected, and difficulties with catering (such as late deliveries) combined with far too much pre-dinner alcohol may lead to bad-tempered confrontations. Guests may wander off and become lost, or individuals may have sinister intentions. Despite the character's best efforts, things are unlikely to go entirely smoothly. A budget is set for the event and an appropriate edible meal must be acquired (either as ingredients to be prepared, or perhaps arrangements can be made with a local restaurant). The venue (D-14, Forward Cargo Hold) must be cleared of freight and cleaned, dressed and decorated to look suitable as a dining area, and furniture must be got. The banquet should have entertainment such as a band, the guests must be waited on, and speeches must be given. As the evening draws to a close the guests should be presented with gifts and must be escorted back to their waiting transport.

2. The insurance for the ship requires that emergency drills be conducted on a regular basis. The Captain and senior staff will initiate a large-scale drill and the computer will adjust its responses, it will sound alarms, and it will adjust local environmental conditions including lighting, gravity, and atmospheric pressure in some sections, in order to make the test more realistic. Crew will be expected to be at their duty stations and to efficiently carry out emergency procedures such as firefighting, sealing a hull breach, or defending against boarders. Targets will be set by the Captain and teams will be timed and tested. Consistent failure may result in the ship not getting some necessary certification.

3. The Captain is to broker a complex trade deal in order to secure a regular contract for cargo. The meeting is to take place on neutral ground (aboard the landed ship) and the various involved parties must be transported to it. The characters are assigned to collect one group. The individual and his retinue have a huge amount of power and influence, so must be coddled, but are difficult beyond belief. Staff and inferiors are patronised and spoken down to, but should not speak back. The interior of the transport the characters are using is the wrong colour and it must be changed. The party cannot leave until just the right outfit has been chosen, and such things cannot be rushed. Specific bizarre foods must be provided for the journey. The vehicle must stop or land (at an inconvenient place) for imperative religious reasons. Humouring the individual will be beneficial in terms of the coming negotiations.

4. The cargo is going to be delivered late and the Captain feels that the time should be used to engage in some "team building". The crew are divided into a number of small teams and are set a relatively tricky objective to complete. The teams include individuals from different departments in order to give a broad range of skills and to promote "cross-department cooperation". And, as an extra incentive, the winning team will receive a substantial bonus. The challenge the teams face might be driving across a wilderness, reaching checkpoints around a vast city, hiking through a jungle, or crossing a mountain pass, and will require two overnight stops. Tasks during this time might include finding food and water along the way, building a bridge, or fixing equipment or vehicles. Risks might include getting lost, personal injury, dangerous animals, hostile locals, bad weather, treacherous terrain, or subterfuge by other teams. The teams have communicators and the Captain and the skeleton crew manning the ship are available to effect rescues. Overt sabotage or endangering another team are frowned upon. The teams will be picked up from the finish zone.

5. Representatives of the Owner show up in port and demand to do a spot inspection of the vessel. The Captain entertains them and shows them around the ship, while members of the crew frantically clean

and tidy and hide indiscretions ahead of their progress (such as illegal stills, gambling, dirty crockery in the galleys, untidy rooms, or poorly stowed cargo). The executives can be distracted with things like coffee breaks or interesting shipboard features, perhaps buying some additional time to deal with problems. Getting a passing grade on an inspection is something the Captain is keen on, and if the characters can help pull it off, she will be grateful.

6. By tradition, the Captain may conduct a wedding ceremony. Two passengers, a young and starry-eyed couple, desire to be married in jumpspace. They have all the necessary documentation and the Captain agrees. While the ceremony is impromptu, the Captain wants to make the best of it and the characters are asked to make all the necessary preparations. A wedding dinner with a cake should definitely be involved (finding ingredients could be a challenge) and the chosen venue should be tidied and decorated according to the happy couple's traditions (creative thinking may be needed). Music will be required – scouring the library programs might turn up something appropriate. Dress uniforms for the crew would be a nice touch. The day will be rounded off with singing and dancing and drinking. A thorough clean and tidy may be needed the next day.

Supercargo

The supercargo is an officer on a merchant ship in charge of the commercial concerns of the voyage. They act on behalf of the owner of the cargo and their duties include managing the cargo owner's interests, selling the merchandise on worlds that the vessel is visiting, and buying and receiving goods to be carried on the return voyage.

Abbot Stone

Abbot Samuel Stone III serves as the supercargo aboard the vessel. He is heavily built and rather rotund, with a bald head and a close-trimmed, neatly manicured beard. He wears tasteful tailored garments that fit him perfectly and his turnout is always immaculate. He is elegant and charming and cultured, with a deep voice and a soothing tone, and he has a taste for the finer things in life.

He is the first to admit that he doesn't take care of himself, making light of the fact that he barely has the strength to raise his glass to his lips, he lacks the steadiness of hand not to spill it, and doesn't have the energy to walk across to his cabin change his shirt afterwards. He is a keen chess player but is terrible at the game. He insists on playing at every opportunity, he analyses every move at length, he uses grand-sounding strategies, and reads books by chess masters to improve his skills.


Stone is clever, well-educated, and shrewd, with an eye for detail and a natural affinity for numbers. He uses self-deprecation, compliments, and his easy charm to win people over but is not above veiled threats or bandying about his employer's name, if the need calls for it. He is for the most part honourable and trustworthy (a gentleman's word is his bond), though he is self-interested at heart and has an eye for profit.


Stone's weakness is women, particularly those who are strong-willed and militaristic, and when cupid's arrow has struck, he will do rash, foolish things without a second thought. He will attempt to woo his *amor* in the most old-fashioned of ways, presenting them with gifts and flowers, preparing elaborate dinners, and arranging romantic dates. When his romance fails (and they invariably do, and always at the worst possible time) he will crash hard, drinking heavily to drown his sorrows.

Supercargo
Abbot Stone

Male
Age 43
UPP 657BA7

**Skills: Admin-2, Advocate-2, Broker-2,
Comms-1, Bribery-1, Carousing-1, Gambling-1,
Computer-0, Grav Vehicles-0, Slug Pistols-0**





Stone's Activities

The owner of the vessel has agents and factors on worlds acting on their behalf, negotiating with manufacturers and producers to secure bulk assignments of freight. These cargos are carried for a prearranged fee, and while they can be thousands of tons, they rarely take up the entire hold. Much of Stone's time is spent interacting with the agents and port authorities, and overseeing the handling of the goods and dealing with the administration and paperwork. The supercargo is trusted to fill any remaining empty space within the vessel with small speculative cargos. Stone can't be everywhere so he frequently assigns tasks involved in securing these cargos to members of the crew.

1. Stone has managed to find a good cargo, a large consignment of bulky agricultural produce waiting less than a hundred kilometers away. Only, the export haulage is to be done by pack animals. In previous dealings the consignments have been a little light on arrival and he requires that a few trustworthy associates accompany it to prevent pilfering. The journey will take a few days and the party may experience bad weather, attacks by dangerous local lifeforms, injuries or illness suffered by the pack animals or their handlers, theft by third parties, or having to improvise a means to cross difficult terrain such as a washed-out bridge or deep ravine.
2. A complicated trade has been agreed, but increasingly strange items must be swapped between each party involved before Stone can take possession of the final cargo in the chain of trades (a job lot of refurbished industrial vehicles). He provides the first swap – a couple of cases of aged whiskey in return for a live Yellow-beaked Monkeybird – but needs someone to do the subsequent collections, transportation and handovers and see that it all goes smoothly.
3. The latest deal that Stone has brokered requires an extensive and bizarre tribute be gifted to a local leader. The tribute must be safely transported and ceremonially given in a significant location, such as a Great Hall or a stone circle. The ceremony may have a competitive component to it, with a local strongman pitted against a representative of the crew in a wrestling match or similar acts of bravado, and will likely involve a lot of drinking. The next morning, it transpires that drunken promises were made during the festivities that need to be resolved before the characters can head back to the ship.
4. The assigned cargo that was due to be collected is not available (it was destroyed by freak weather / lost in an accident / manufacturing isn't completed). After some frantic calls over the comms and rushed meetings with local agents, Stone has managed to track down some alternative lots. But they are smaller and each must be collected from the producers. The character's ship is not the only one that has lost its assigned cargo and teams from other vessels are also trying to secure haulage rights for the goods. The other crews will stoop to low means to stop the characters, such as sabotaging their vehicles or bribing officials to cause them problems.
5. Trade negotiations have gone really badly and Stone is being held hostage somewhere in startown by his former associates. His video messages provide fairly obvious clues about his location (hotel livery in shot, distinctive colour scheme to the room, a view from a window). His captors feel cheated and want a better deal. They are amateur at best and things have kind of got out of hand, and while they are angry and hostile, they are not homicidal. Stone must be rescued, either through negotiation or force and with or without the assistance of local law enforcement.
6. Stone got involved in some post-negotiation revelry (or got dumped by his latest whirlwind romance), got blind drunk, and is now missing somewhere in the local startown. He must be found and sobered up. He takes some tracking down and is a mess, with little recall of the evening's activities. He has lost a valuable / important item (such as hand computer full of important data or a treasured heirloom ring) that must be found before the ship departs.

The Crew

The Mainstay is a large vessel and has a crew of 17, including the Captain and the Supercargo. The crew operate under a relatively strict rank system. If a command is given by a senior officer, it is expected to be carried out and failure to do so may have consequences. This would typically be a disciplinary action, forfeiture of bonuses, loss of pay, being confined to quarters, or being formally struck off the crew. This applies to the characters and NPCs equally.

Crew Attitudes

In the course of their duties the characters will often need to interact with other members of the crew. For the most part these will be unremarkable, professional encounters, but occasionally the NPC may behave unusually.

1. **Intoxicated.** The individual is under the influence of alcohol or narcotics. Most likely they are simply having a good time and letting their hair down. However, they may suffer from a bigger substance abuse problem or they may be addicted, and their dependency may be hidden. They may have a different personality or perception of reality when on their substance and it will likely render them unable to safely do their job. The individual may behave inappropriately around others, steal to fund their habit, or suffer withdrawal if they can't get their fix. Someone aboard the ship may be supplying them.
2. **Aggressive.** The individual has problems with anger management. They are constantly getting into arguments, being difficult or confrontational, or plain spoiling for a fight. They may be a bully, they may need to let off steam, they may be lashing out because they are scared or troubled, or they may get easily frustrated (for example with equipment) and hit or throw the offending item, perhaps damaging it or hurting someone else.
3. **Distracted.** The individual seems to constantly be off in a world of their own. They miss conversations and don't pay attention to their surroundings, potentially putting themselves or others in danger. The individual may be a dreamer or just generally vague, or they may be having a personal crisis which is exhibiting itself as an inability to focus on their work. They may need guidance, help, or counselling. Or they may be romantically attracted to a character and become tongue-tied, clumsy, and awkward around them.
4. **Lazy.** The individual shirks at every opportunity. They may do poor quality work, they may leave tasks to others, or claim credit for other people's labour. If things go wrong they will likely blame others. They may be disillusioned with their role, they may be waiting out their time before they move on to something new, or they may just be bored.
5. **Eager.** The individual is keen to please. They may be seeking personal gratification, looking for praise or recognition, or trying to get a promotion. They may be genuine and looking to make a friend, they may be trying to ingratiate themselves for their own benefit, or they may be building alliances for their own reasons. They may have become romantically attracted to the character and are trying to win them over.
6. **Secretive.** The individual has something going on that they don't want anyone to know about. They may be a fleeing criminal, they may be smuggling goods, they may have a pet, they could be using a false identity, faking a qualification, concealing a dangerous illness, or be in love with another member of the crew. They could be being blackmailed.

Character Roles

Aboard the vessel, the characters may take on any crew position that they are qualified for, with the exception of the Captain and the Supercargo (who are appointed by the Owner). Characters who are taking a senior role (such as the chief engineer) should have an appropriate skill level of at least 2, and should be comfortable giving orders to their staff. More junior members of the crew should have an appropriate skill level of 1. The character should replace the appropriate NPC in the crew roster.

Characters holding senior rank might be responsible for planning routes, choosing destinations, or actually operating shipboard systems such as the drives. Lower ranking characters might normally be engaged in mundane duties such as maintenance, cleaning, or minor repairs. While characters may not serve side-by-side on the ship, they are assumed to be friends. Their ingenuity, range of skills, and their ability to work together has been noticed by the senior staff and they will be called upon to act as a team, in order to undertake tasks and solve problems.

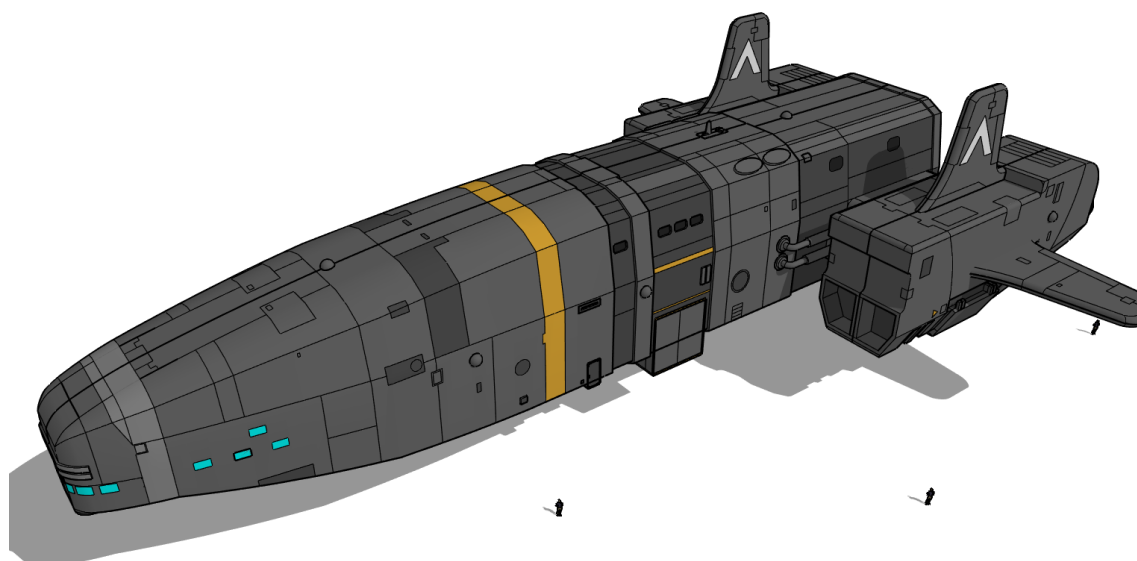
Less experienced players may find it advantageous to operate at a relatively low level aboard the vessel, able to react to situations and explore their environment but not burdened with high-level decisions. Characters will be expected to defend the ship against threats or enemies. They may need to take a managerial role in a crisis, organizing NPCs to accomplish tasks and solve problems. The Captain and crew can provide them with additional tasks and missions to accomplish beyond their normal duties, giving them free reign to do so and potentially also acting as a back-up if things get out of hand.

Travelling

As crew aboard a ship, it is not up to the players where the vessel goes. Often a ship will collect an assigned cargo at a port with instructions from the Owner to deliver it to a particular destination. Occasionally, however, the destination for an assigned cargo may be left to the crew to choose.

The referee will need to consider how much the players influence this choice – the vessel is not a democracy and the Captain and Supercargo have the final say on the ship's destination, but they will take advice from other members of the crew. They are more likely to listen to a character serving as a senior officer than a character serving as a lowly deck hand.

When the vessel picks up an assigned cargo it is common for there to be unused tonnage in the hold (see The Seven Steps of Interstellar Shipping). The Supercargo will try and find additional speculative freight to fill this space. If they desire, the characters can rent this spare hold, at very reasonable rates, in order to engage in their own speculative trading. Such hold space is generally available in lots of 25 tons or less.



Mainstay Class Freighter
Crew Manifest



Command



Captain



Supercargo

Bridge Crew



Executive Officer



Navigator



Senior Pilot



Pilot



Pilot

Support



Medical Officer



Senior Crewman



Steward



Crewman

Engineering



Chief Engineer



Drive Engineer



Assistant Engineer



Engineering Technician



Crewman

Defence & Security



Security Officer










Gunner

Compliment: 18

- 1 x Ships Captain
- 1 x Supercargo
- 2 x First Officers
- 4 x Second Officers
- 2 x Third Officers
- 2 x Petty Officers
- 6 x Ratings

Key:

						
Captain	Supercargo	First Officer	Second Officer	Third Officer	Petty Officer	Rating



Executive Officer
William Hansen

Male
Age 39
UPP 7B88A8

Skills: Advocate-1, Broker-1, Carousing-1, Navigation-1, Piercing Weapons-1, Wheeled Vehicles-1, Comms-0, Recon-0, Zero-G-0



Navigator
Margaret "Maggie" Bell

Female
Age 37
UPP 6A7A86

Skills: Navigation-2, Comms-1, Computer-1, Electronics-1, Space Sciences-1, Admin-0, Carousing-0, Linguistics-0, Slug Pistols-0



Chief Engineer
Gabor Szabo

Male
Age 44
UPP C89577

Skills: Engineer-2, Mechanical-1, JOT-1, Electronics-1, Wheeled Vehicle-0, Gambling-1, Unarmed Combat-1, Admin-0, Comms-0,



Senior Pilot
Jack Callow

Male
Age 29
UPP 788976

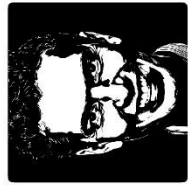
Skills: Pilot-2, Navigation-1, Athletics-1, Carousing-1, Medical-1, Admin-0, Computer-0, Grav Vehicles-0, Zero-G-0



Security Officer
Gabriela Marquez

Female,
Age 33
UPP A9B756

Skills: Comms-1, Computer-1, Recon-1, Slug Pistol-1, Streetwise-1, Unarmed Combat-1, Admin-0, Medical-0, Zero-G-0



Pilot
Wade Ansell

Male
Age 29
UPP 687695

Skills: Pilot-2, Bribery-1, Gambling-1, Slug Pistols-1, Streetwise-1, Advocate-0, Grav Vehicle-0



Drive Engineer
Annette Dubois

Female
Age 35
UPP 566869

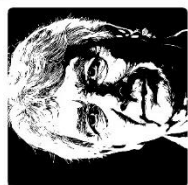
Skills: Engineering-2, Carousing-1, Zero-G-1, Unarmed Combat-1, Computer-0, Mechanical-0, Medical-0, Slug Rifle-0



Assistant Engineer
Niesha Mudin

Female
Age 28
UPP 896766

Skills: Engineering-1, Mechanical-1, JOT-1, Admin-0, Computer-0, Zero-G-0



Engineering Technician
Al Peterson

Male
Age 49
UPP 776A54

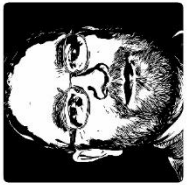
Skills: Engineering-1, Gravitics-1, Electronics-2, Comms-2, Computer-1, Piercing Weapons-0, Gambling-0, Grav Vehicles-0, Zero-G-0



Gunner
Werner Blom

Male,
Age 27
UPP 6A7867

Skills: Turret Weapons-2, Carousing-1, Linguistics-1, Tactics-1, Computer-0, Unarmed Combat-0, Zero-G-0



Steward
Charles Westerham

Male
Age 51
UPP 7A6879

Skills: Steward-2, Streetwise-2, Broker-1, Carousing-1, Gambling-1, Liaison-1, Medical-1, Admin-0, Computer-0, Piercing Weapons-0



Senior Crewman
Anton "Bunny" Petrov

Male
Age 34
UPP 988565

Skills: Mechanical-2, Steward-1, Carousing-1, Unarmed Combat-1, Admin-0, Computer-0, Recon-0



Medical Officer
Sara Vell

Female,
Age 39
UPP 5A79A8

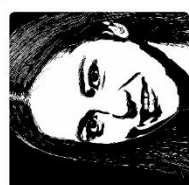
Skills: Medical-2, Advocate-1, Carousing-1, Electronics-1, Linguistics-1, Life Sciences-1, Social Sciences-1, Computer-0, Zero-G-0



Pilot
Tahani Jordan

Female
Age 31
UPP 878987

Skills: Pilot-1, Comms-1, Electronics-1, Computer-1, JOT-1, Slug Pistols-0, Unarmed Combat-0, Zero-G-0



Crewman
Vrishti Basak

Female
Age 38
UPP 798986

Skills: Computer-1, Gambling-1, Gravitics-1, Liaison-1, Mechanical-1, Streetwise-1, Slug Pistols-0, Zero-G-0



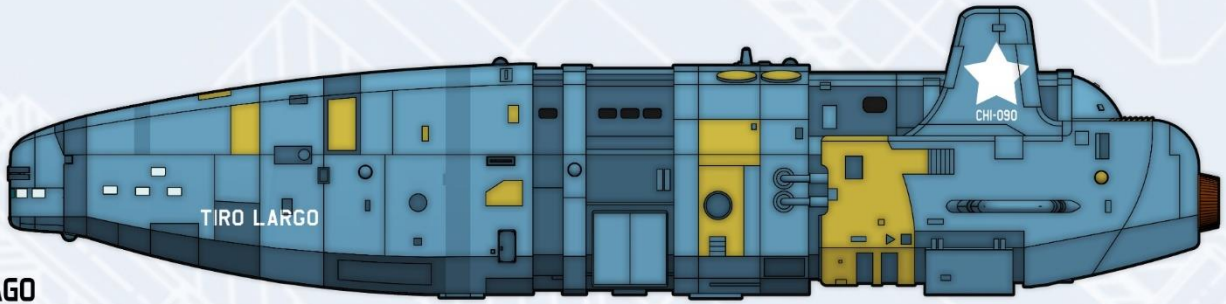
Crewman
Lynna Kren

Female
Age 40
UPP A7A656

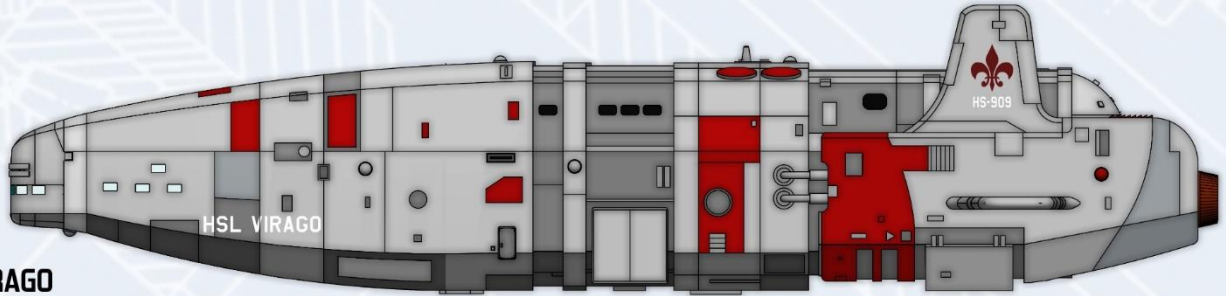
Skills: Athletics-1, Gambling-1, Steward-1, Gravitics-1, Liaison-1, Mechanical-1, JOT-1, Advocate-0, Zero-G-0



EXAMPLE LIVERIES



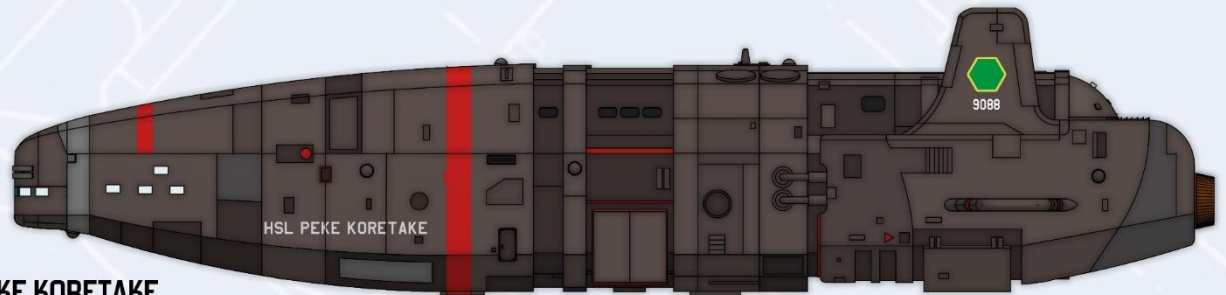
TIRO LAGO
 Captain Walks Quietly With Purpose
 White Star Lines



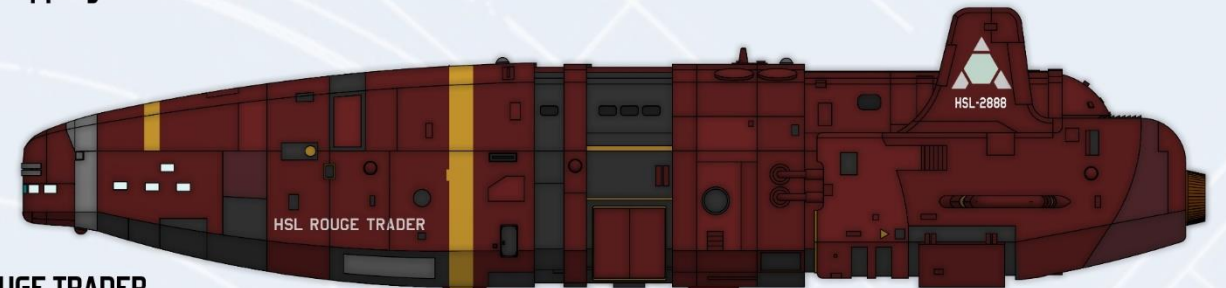
HSL VIRAGO
 Captain Blue Flower Meadow
 Hugin Shipping Lines



HSL LON CHANEY
 Captain Franc Leonidas
 Hugin Shipping Lines



HSL PEKE KORETAKE
 Captain Tauhoro Kaupapa Whutupaoro
 Hugin Shipping Lines

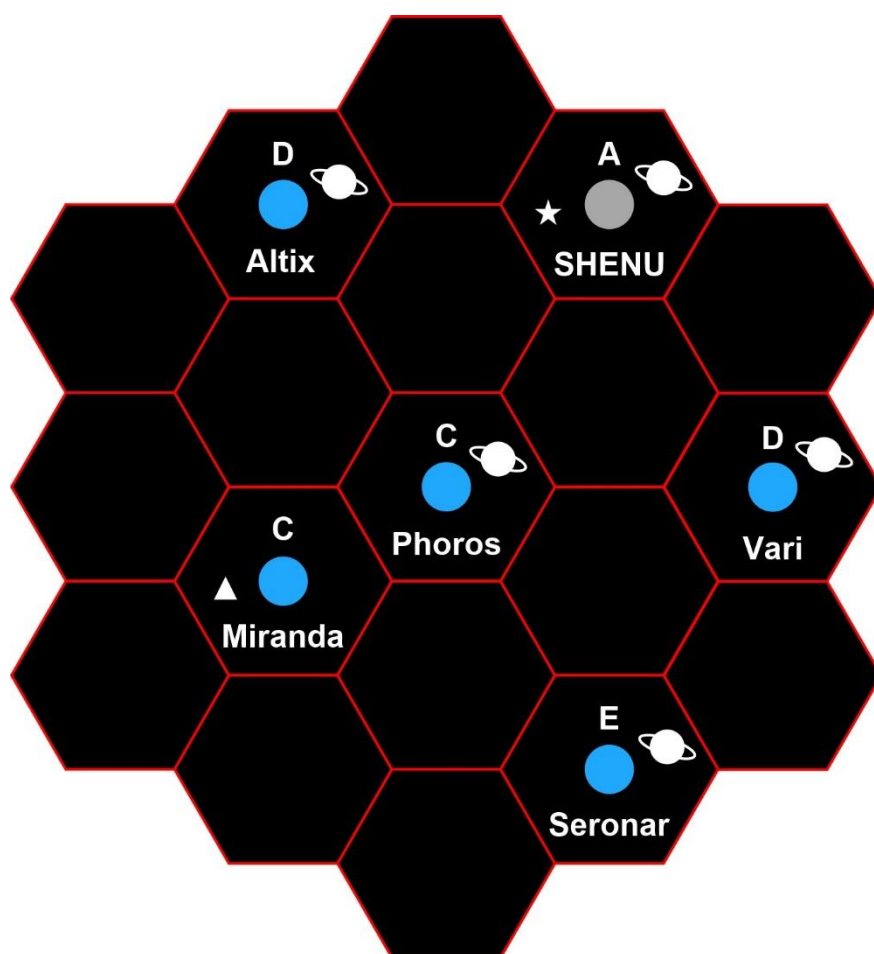


HSL ROUGE TRADER
 Captain Adélarde DeRose Chapelle
 Hugin Shipping Lines

The Bounteous Cluster

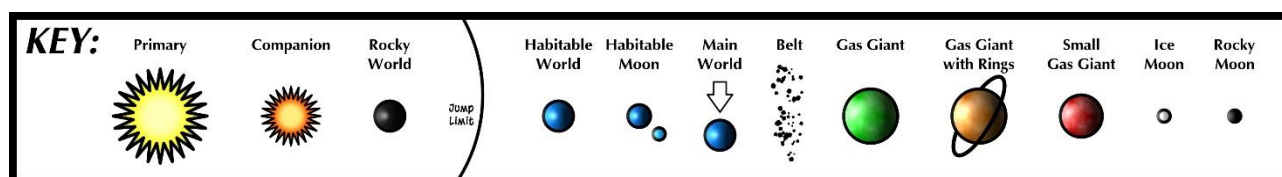
A small group of systems, named the Bounteous Cluster, is provided to allow interstellar trade. Each system is briefly described and its trade characteristics are detailed. The cluster can be used as-is, an interesting and varied playing area with developed worlds and systems. Hex locations for star systems are not provided – if desired, the referee can incorporate individual systems or even the whole cluster into an already existing region.

Each star system has a system diagram, a map of the mainworld, a description, and details about the various secondary worlds that form the system. A secondary world is any world that isn't the mainworld – it can be any rocky world, planetoid belt, gas giant, or moon. No statistics are provided for these worlds, allowing the referee to choose their nature and characteristics as needs or taste dictate.



Orbital distances in astronomical units (abbreviated to AU) are noted within the system diagram. These can be used to plan interplanetary journeys between different worlds located within the same star system.

System Charts Key:



Miranda

UWP:

C	7	6	2	7	7	6
STP	SIZ	ATM	HYD	POP	GOV	LAW

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8
TEC

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BAS

 Ri 714 G1V

Star System

The Miranda system is centred on a solitary yellow star. It retains a family of three rocky worlds, a planetoid belt, and four gas giants, along with their various moons. The safe jump distance from the star is approximately 1 AU.

Umada, a metal-rich vacuum world and Tolgan, a marginally habitable superterran, form the inner system. Chamivar, a superterran world with an exotic atmosphere, orbits in the habitable zone: Miranda is its moon. The outer region of the system contains a narrow rocky planetoid belt, Lox, a very large gas giant, Ardlan and Perri, two large ringed gas giants, and Sallet, an ice giant that marks the system fringe. The frozen inner moon of Lox has sub-ice oceans rich with life.

Mainworld

Miranda is the habitable moon of Chamivar. It is temperate and heavily vegetated. The equatorial regions are dotted with narrow seas and countless lakes, some connected to one another by river systems or artificial canals. The polar regions are covered by expanses of desert and arid badlands. The world is noted for its diverse native species and the beauty of its landscapes.

Society

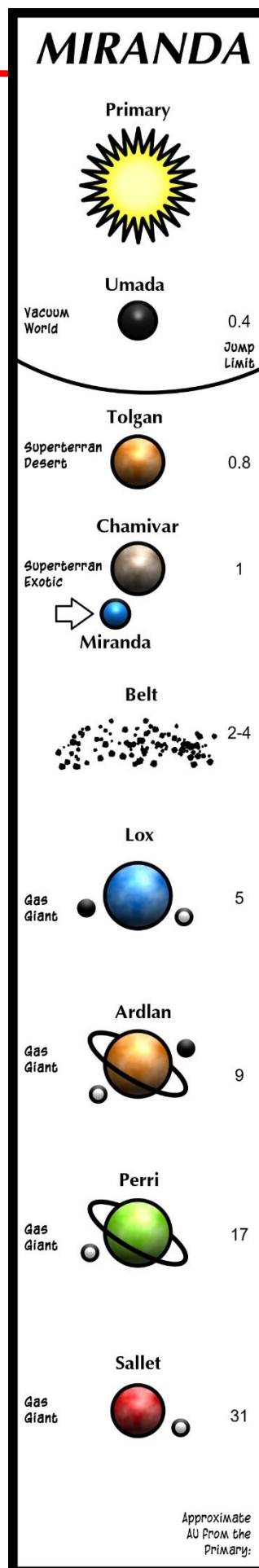
Miranda is divided between two rival factions. The dominant power is an industrialised oligarchy, ruling around 15 million citizens, that lives in luxurious communities around the shores of the seas. Industrial sites are located away from settlements and have associated worker towns. Backlanders, a confederation of primitive warlike tribes descended from the original colonists on the world and numbering in excess of 50 million, inhabit inland regions and the polar deserts.

Although it is largely undocumented, a guerrilla war is raging on Miranda. Tribes are being supplied with advanced weapons by shadowy supporters and are fighting incursions into their ancestral lands. The oligarchy has declared trade with the backlanders to be illegal, and troops from Shenu are operating on the world as peacekeepers, undertaking a large-scale police action in support of the government.

A corporate mineral extraction facility is located on Umada, the innermost world of the system, and a gas harvesting plant is sited on a volcanic region of Tolgan. A corporate mining operation and a small population of independent miners vie for extraction rights within the planetoid belt. The scout service maintains a research facility on Anzo, the inner moon of the gas giant Lox, and a commercial refuelling station orbits above the gigantic world. An abandoned military base is located on Thrist, the only major moon of the gas giant Ardlan.

Trade

Miranda is a major producer of equipment, tools, machinery, and vehicles, and is self-sufficient in food production. Novelty decorative items (produced by the skilled hands of Backlanders) are highly sought but rarely available. There is a constant demand for exotic goods and luxuries, as well as raw materials for its growing industrial base. The world produces fine stone and large quantities of aggregates from huge quarries, complete with their own spaceports, located in the polar deserts. The local tribes are appalled at the desecration of their lands and seek to halt it.

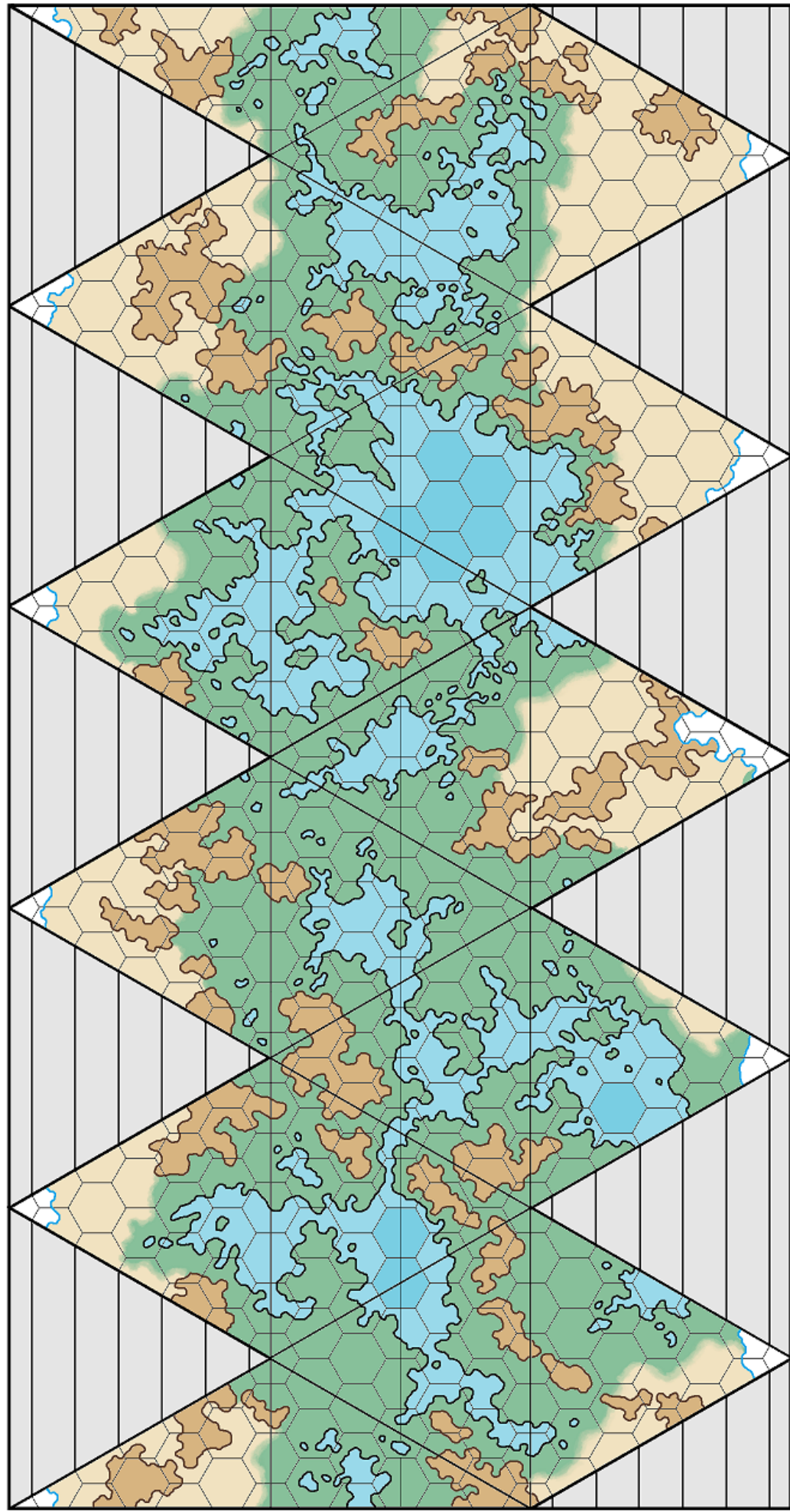


1. World Name
Miranda

2. Location
Bounteous Cluster

UWP: **C 7 6 2 7 7 6 8**

3. Scale
1200 km per hex



4. Map Key
- Deep ocean
 - Shallow ocean
 - Ice cap
 - Desert
 - Highlands
 - Vegetated lowlands

Altix

UWP:

D	8	7	A	5	5	6
STP	SIZ	ATM	HVD	POP	GOV	LAW

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7
TEC

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BAS

 Ni Wa 403 F0 V M2 V

Star System

The Altix system is centred on a solitary yellow-white star. It retains a family of four rocky worlds and three gas giants, along with their various moons. The safe jump distance from the star is approximately 1.58 AU.

Chell and Dursa form the inner system. Both are cratered vacuum worlds with high densities and large mineral deposits. Altix and Corusar, its large habitable moon, orbit within the prime region of the habitable zone and Orlo, a cold world with a very thin atmosphere and two tiny moons, orbits close to the outer edge of the habitable zone. Jasur and Pandle, two very similar ringed large gas giants, and Wavan, an ice giant, form the outer region of the system.

The Sarvax subsystem lies approximately 4200 AU (about 24 light days) from the Altix primary. It consists of a dim red star that retains a single tidally locked world named Sarvax within its habitable zone. Sarvax is marginally habitable and has primitive native life. Radiation levels on the world are dangerously high. The safe jump distance from the star is approximately 0.44 AU.

Mainworld

Altix is a temperate water world rich with life. The atmosphere has an unusually high level of oxygen and though it can be breathed for short periods without harm, a protective filter mask is required to avoid oxygen narcosis. Vast and violent storms constantly roll across the world and huge waves surge across the oceans. While the oceans are rich with all kinds of life there are no land organisms at all. A number of introduced species, including birds, thrive on the world. Some extremely large creatures are known to exist in the ocean depths but they are largely undocumented.

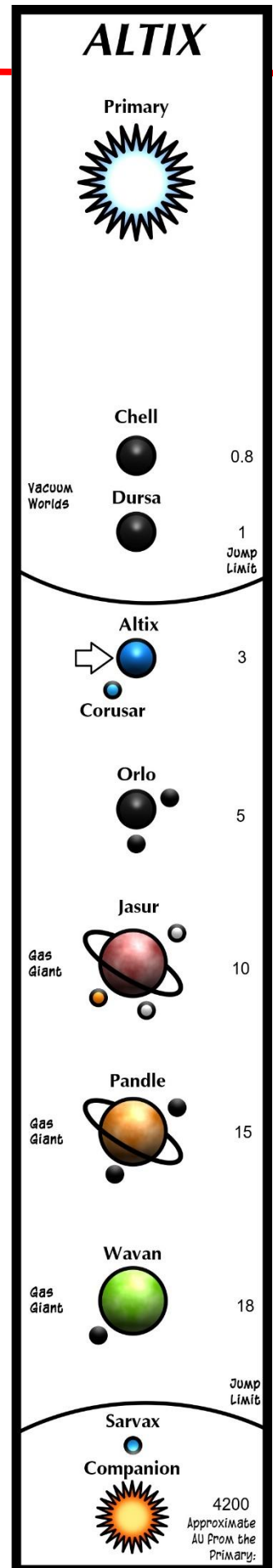
Society

Altix's population, numbering some half million, inhabit a temperate archipelago lying in the southern hemisphere. All trade is conducted through the government, which strictly regulates exports, imports, and local distribution. A growing free trade movement seeks to bypass the strict regulations and individual brokers and traders may try to negotiate private (though illegal) contracts with merchants. Most local trade is centred around the fishing industry and associated processing facilities such as canneries.

Chell and Dursa are both home to independent mining operations. Corusar has a small permanent population engaged in setting up an atmospheric terraforming facility. Orlo has exotic native life and is maintained as a nature reserve by a reclusive extended family. An emergency shelter with a landing pad and a locator beacon is located in the twilight zone of Sarvax.

Trade

Altix's main export is processed food products derived from marine organisms such as fish, seaweeds, and shellfish, gathered by large ocean-going watercraft. The foods produced are considered to be of relatively low quality and their primary markets are the poor and hungry undercities of Shenu. Rare minerals (polymetallic nodules made up of nickel, cobalt, copper, titanium and rare earth elements) are extracted from the deep seafloor using submersibles. There is always a need for maritime equipment, spare parts, clothing, precision electronic equipment, and luxuries.



1. World Name

Altix

2. Location

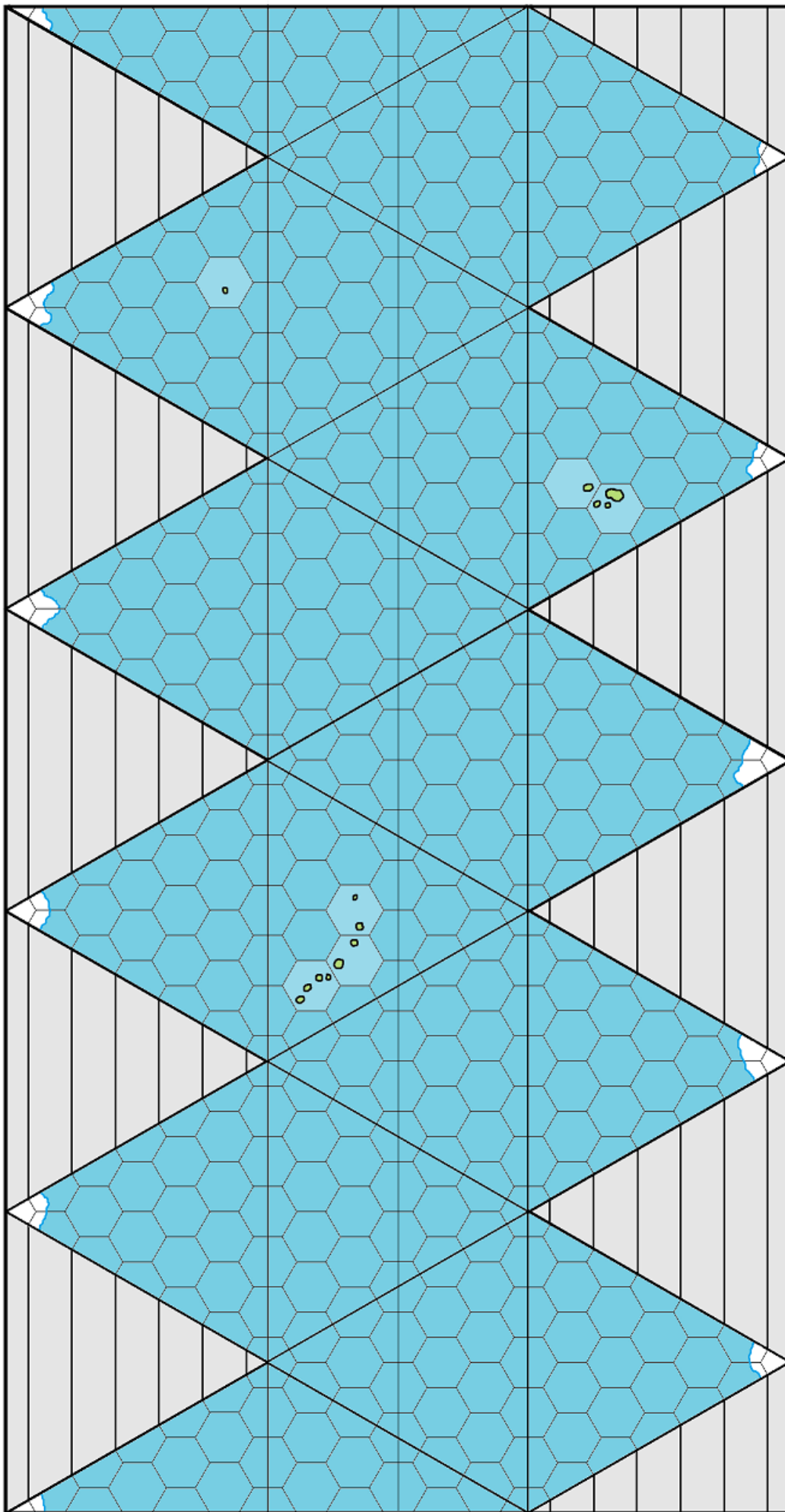
Bounteous Cluster

UWP:

D 8 7 A 5 5 6 7

3. Scale

1300 km per hex



4. Map Key



Deep ocean



Shallow ocean



Ice cap



Island

Phoros

UWP:

C	5	5	3	5	1	4
<small>STP</small>	<small>SIZ</small>	<small>ATM</small>	<small>HYD</small>	<small>POP</small>	<small>GOV</small>	<small>LAW</small>

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7
<small>TEC</small>

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<small>BAS</small>

 Ni Po 102 K6 V

Star System

The Phoros system is centred on a solitary orange star. It retains a family of three rocky worlds and two gas giants, along with their various moons. The safe jump distance from the star is approximately 0.54 AU.

Phoros, the mainworld, is the innermost world in the system and orbits within the habitable zone. Magrat, a cold world with a very thin atmosphere, orbits within the outer part of the habitable zone. Densel, a large world with an exotic atmosphere, Beckit, a ringed small gas giant, and Verdue, a small gas giant, form the outer system. The innermost moon of Beckit is a lava world, turned inside out by tidal forces generated by the gas giant and its large outer moon.

Mainworld

Phoros is tidally locked to its primary, with a scorched hot face constantly facing towards the star and an ice-covered cold face in perpetual darkness. A broad temperate zone lies between the two extremes, dominated by a ring-ocean and dotted with large islands. The world has extensive native life in its oceans but only primitive land organisms, mainly consisting of algae and slimes. An accidentally imported species, spongetrees, grow in great numbers in almost all lowland regions.

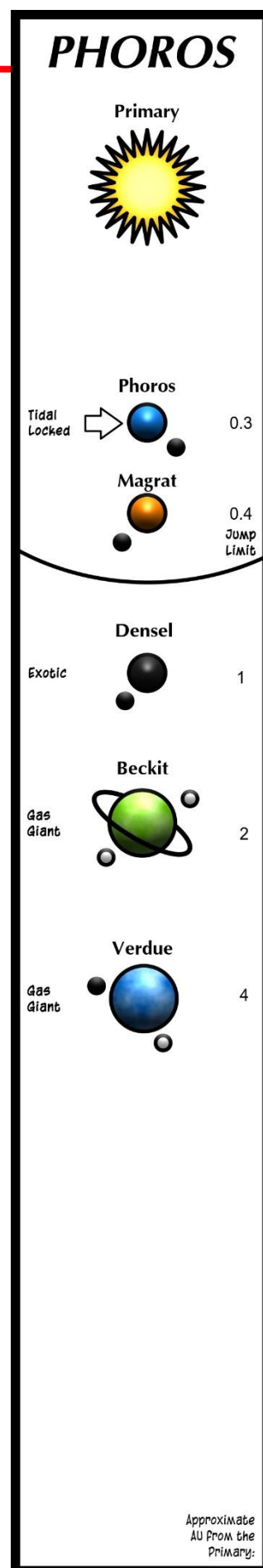
Society

Phoros is a mining outpost run by the Phoros Extraction Syndicate (PES). The world has approximately 100,000 inhabitants, most of whom are company employees, though all of the major sites have adjoining company towns that have privately run service industries such as bars and stores. Almost all of the mining operations are located within the hot face of the world. The temperate twilight zone and the frozen dark face remain as largely untouched wilderness. The company enforces moderate laws within areas it controls.

There are ruins on Magrat corresponding to a community numbering in the hundreds of thousands, buried below the dunes of a cold equatorial desert. The ruins appear to be technologically sophisticated but their age is unknown. An archaeological team is conducting extensive surveys and beginning excavations: the world is off limits to casual visitors. A huge chemical refining facility is located in the upper atmosphere of Densel. PES maintains a refuelling station around Becket, charging a dividend for refined fuel. The outermost moon of Becket is home to a community of independent miners.

Trade

Phoros produces vast quantities of raw ores which are processed and purified into fine grades: a percentage are cast into ingots of pure metal on-site. These mineral products are the worlds' only major export, though they generate a huge amount of wealth for the company. Occasionally PES grants licenses to private foresters to harvest spongetree lumber. The world has a constant requirement for vehicles, tools, equipment and industrial supplies. The independent businesses operating within the company towns require foodstuffs, luxuries, technological items, and consumer goods such as clothing.



1. World Name

Phoros

2. Location

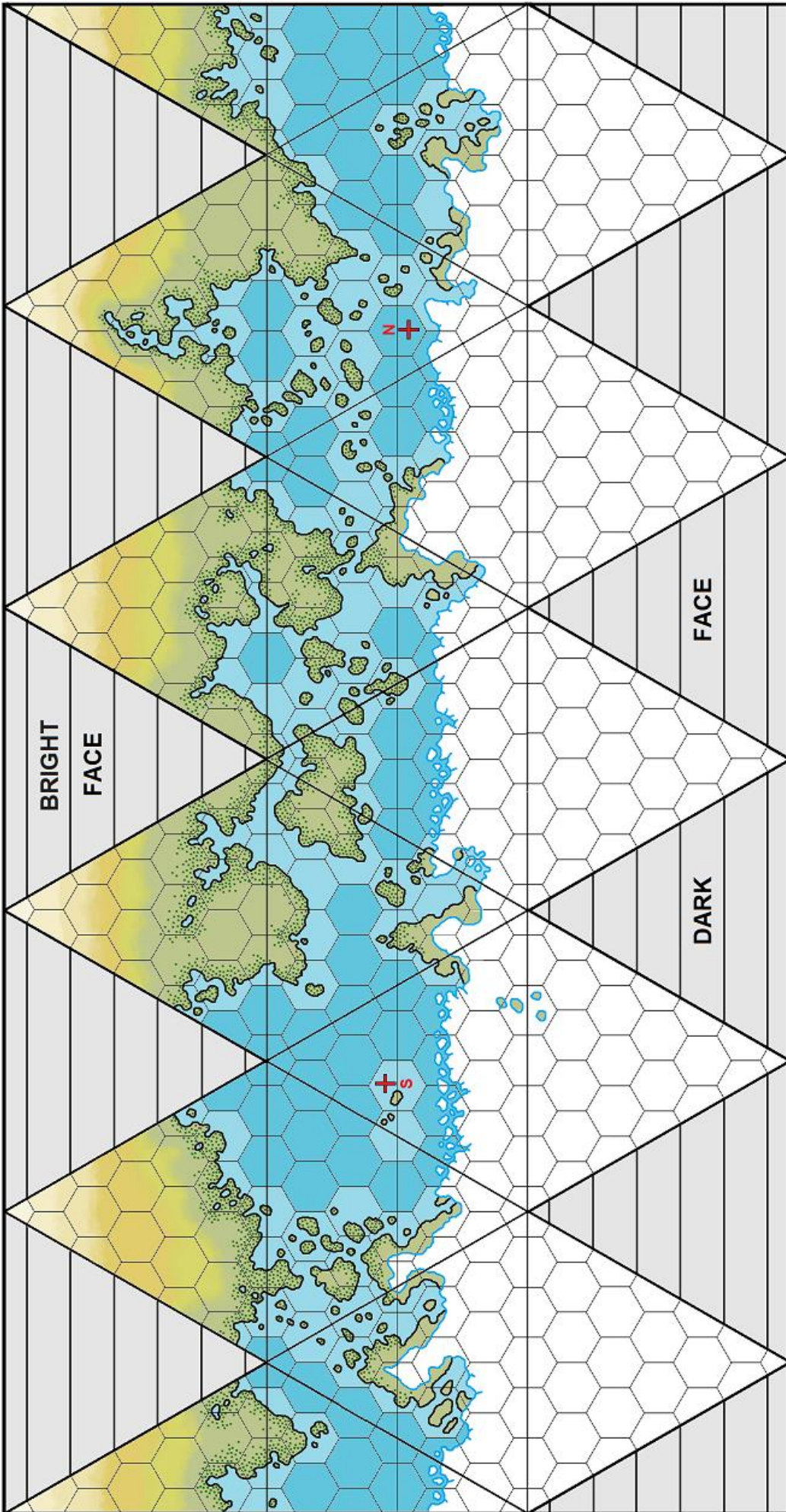
Bounteous Cluster

UWP:

C 5 5 3 5 1 4 7

3. Scale

850 km per hex



4. Map Key

-  Deep ocean
-  Shallow ocean
-  Ice cap
-  Bright desert
-  Sponge forest

Shenu

UWP:

A	3	1	1	9	9	8
STP	SIZ	ATM	HYD	POP	GOV	LAW

 -

B
TEC

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BAS

 Hi Ic In Na 511 M3 V

Star System

The Shenu system is centred on a dim red star that experiences periodic flare activity. It retains a family of two rocky worlds, a gas giant, and a planetoid belt. The safe jump distance from the star is approximately 0.42 AU. Wash and Emmet form the inner system. Both are vacuum worlds that have very dark surfaces and extremely high radiation levels. Emmet is heavily fractured and the floors of the deep rifts that cross its surface are filled with crystals. Karivar, a very small ice giant with narrow rocky rings, is the outermost world in the system. Shenu is its only major moon and is designated the mainworld. Beyond Karivar is a vast icy planetoid belt. The system contains an unusually large quantity of cometary debris and while the larger bodies are known and tracked, micrometeoroid strikes on spacecraft are a common hazard.

Mainworld

Shenu is the only major moon of the small gas giant Karivar. It is a cold, heavily cratered ball of rock and ice with a surface covered by compacted regolith and dust. It retains a trace nitrogen atmosphere with a mean pressure of around 1 millibar. A layer of liquid water exists deep within the world. Two huge craters, both almost a thousand kilometres in diameter, mark the sites of ancient meteor impacts. These were large enough to crack the surface of the world and release fluids from the interior, which remain as frozen surface "seas".

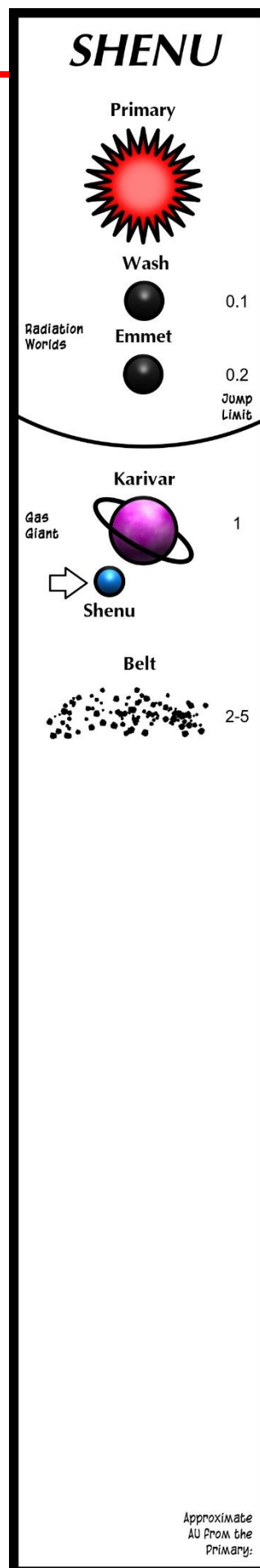
Society

Shenu has a population of more than 5 billion. It is controlled by an impersonal bureaucracy that imposes fairly restrictive laws. There are five subsurface cities, each home to around a billion inhabitants, that extend for kilometres into the crust. The upper levels are the preserve of the rich and privileged and have large public gardens, domed plazas and luxurious villa complexes. Deeper levels are home to industrial facilities and workers housing and are increasingly dark, grubby, and menacing. The lowest levels are given over to power generation and infrastructure such as hydroponics and air and waste recycling. Multiple facilities are in orbit around Shenu, including shipyards, industrial plants, space stations, and a naval base. Mineral surveys are being conducted on Wash and a community of crystal extractors are based on Emmet. Small numbers of independent miners operate within the planetoid belt.

Shenu is not a happy world. A significant amount of the population lives in squalor and poverty, jealous of the wealth and luxury of the privileged few. There are trade unions that act on behalf of the workers and even revolutionary groups that propose the overthrow of the regime. The government clamps down hard on dissent of any kind while dissatisfaction grows. The colony being built on Vari is a dream to the huddled masses, offering the prospect of open landscapes, clear skies, and the chance to prosper on a new world.

Trade

Shenu is a major producer of advanced equipment, tools, machinery, and vehicles and produces manufactured goods and technologically advanced items of all kinds. It is dependent on imported supplies of raw materials and requires large quantities of goods such as food and textiles. The system is a transshipment hub, with large freighters and smaller merchant ships manoeuvring in- and out-system and berthed at its facilities.



1. World Name

Shenu

2. Location

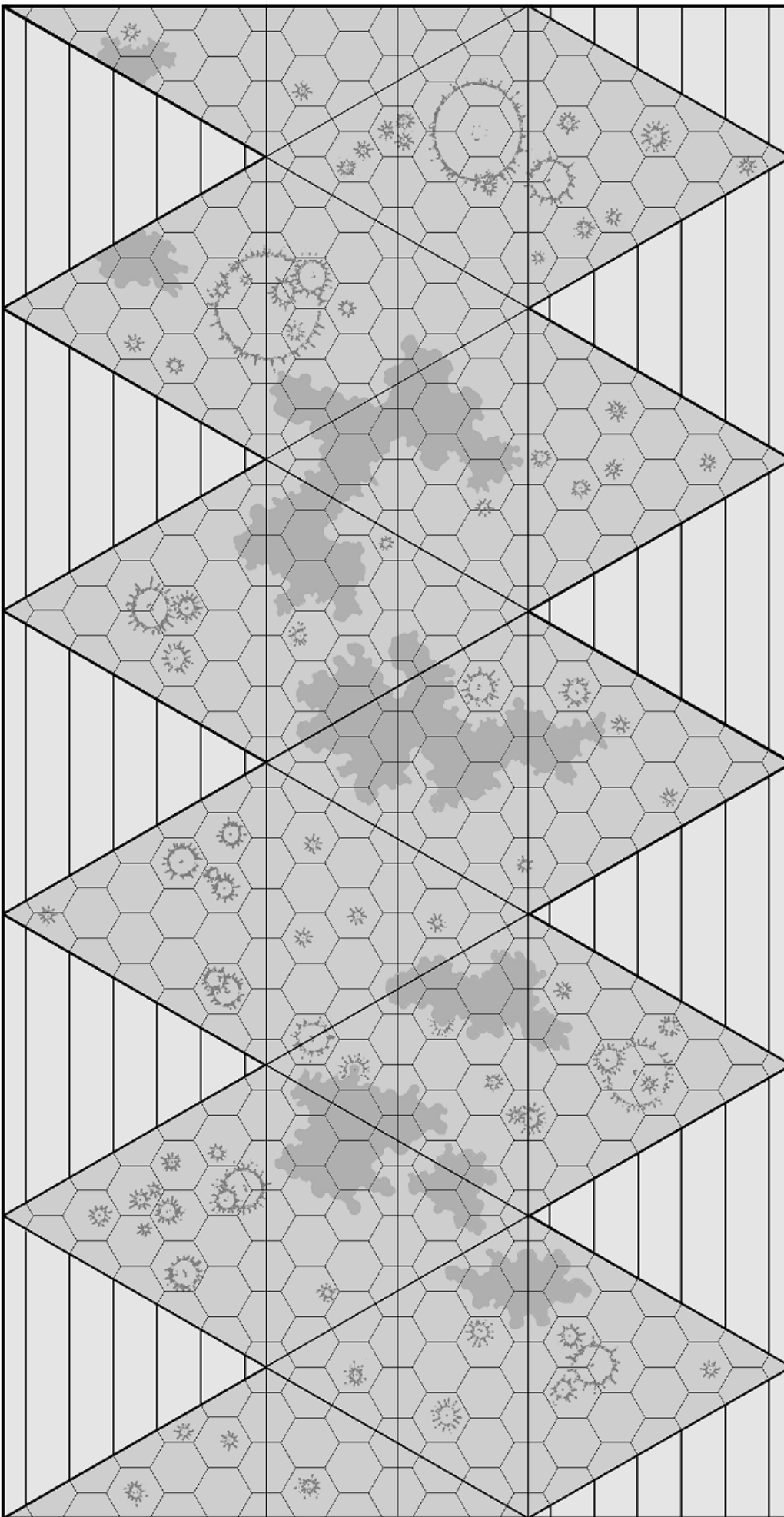
Bounteous Cluster

UWP:

A 3 1 1 9 9 8 B

3. Scale

500 km per hex



4. Map Key

-  Regolith, dust
-  Ice basin
-  Crater

Seronar

UWP:

E	4	4	7	6	4	5
STP	SIZ	ATM	HYD	POP	GOV	LAW

 -

4
TEC

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-
BAS

 Ag Ni 820 K1 V

Star System

The Seronar system is centred on a solitary orange star. It retains a family of two planetoid belts and three rocky worlds, along with their various moons. The safe jump distance from the star is approximately 0.78 AU.

The inner system contains an extensive planetoid belt made up of rocky bodies. Seronar, the mainworld, orbits within the habitable zone and retains a small vacuum moon named Eleget, while a second planetoid belt made up of a mixture of rocky and icy bodies lies beyond it. The outer system consists of two exotic atmosphere, high gravity, superterranean worlds named Arlan and Reach.

Mainworld

Seronar is a small world with a thin atmosphere tainted with microscopic spores that cause extreme allergic reactions. Over open ocean – generally more than a thousand km from land – the density of spores drops to the point where the atmosphere is considered to be untainted. The major landmasses are a supercontinent that extends from the northern temperate zones to the southern pole, a number of subcontinental islands, and various archipelagos. Coastlines are heavily forested. The interior of the supercontinent is ringed by mountains and becomes increasingly arid towards its centre. The poles have permanent ice caps. Powerful weather systems are generated by the ocean and coastal regions experience strong winds and heavy seasonal rains. Seronar is rich with life.

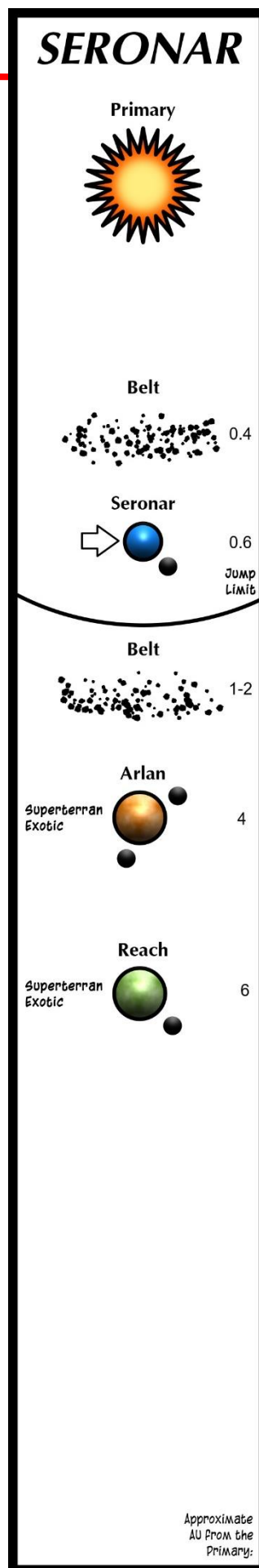
Society

Seronar is home to around 8 million individuals living under a representative democracy that enforces moderate laws. Almost the entire population live on a single temperate peninsula, though a few pioneers explore the vast wilderness in search of natural riches. The world has a deliberately low base of technology – any devices or equipment that the population depend upon must be able to be manufactured or repaired locally, in workshops or small factories. The world runs on steam and steam power, typically using lumber as fuel, and the various communities are linked by an extensive railroad network.

There are persistent rumours of a lost civilization existing within the deep wilderness of Seronar, though multiple orbital surveys have failed to find any trace of it. Both the inner and outer planetoid belts have small communities of independent miners who set up semi-permanent bases and extract minerals and resources from promising rocks. Arlan is known to have bizarre native life, while Reach is the site of a mineral survey being conducted by the Phoros Extraction Syndicate, a company based in the Phoros system.

Trade

Seronar is self-sufficient in its basic needs but imports all of its advanced technology. It produces huge amounts of food, including cereals and grain, fruits and vegetables, and excellent quality meat. It also produces large quantities of raw materials such as lumber, textiles that originate from both plants and animals, resins and waxes, and extremely expensive exotic spices. The world has large petrochemical reserves that have a range of industrial uses. There is high demand for technological goods, vehicles, and luxuries.



1. World Name

Seronar

2. Location

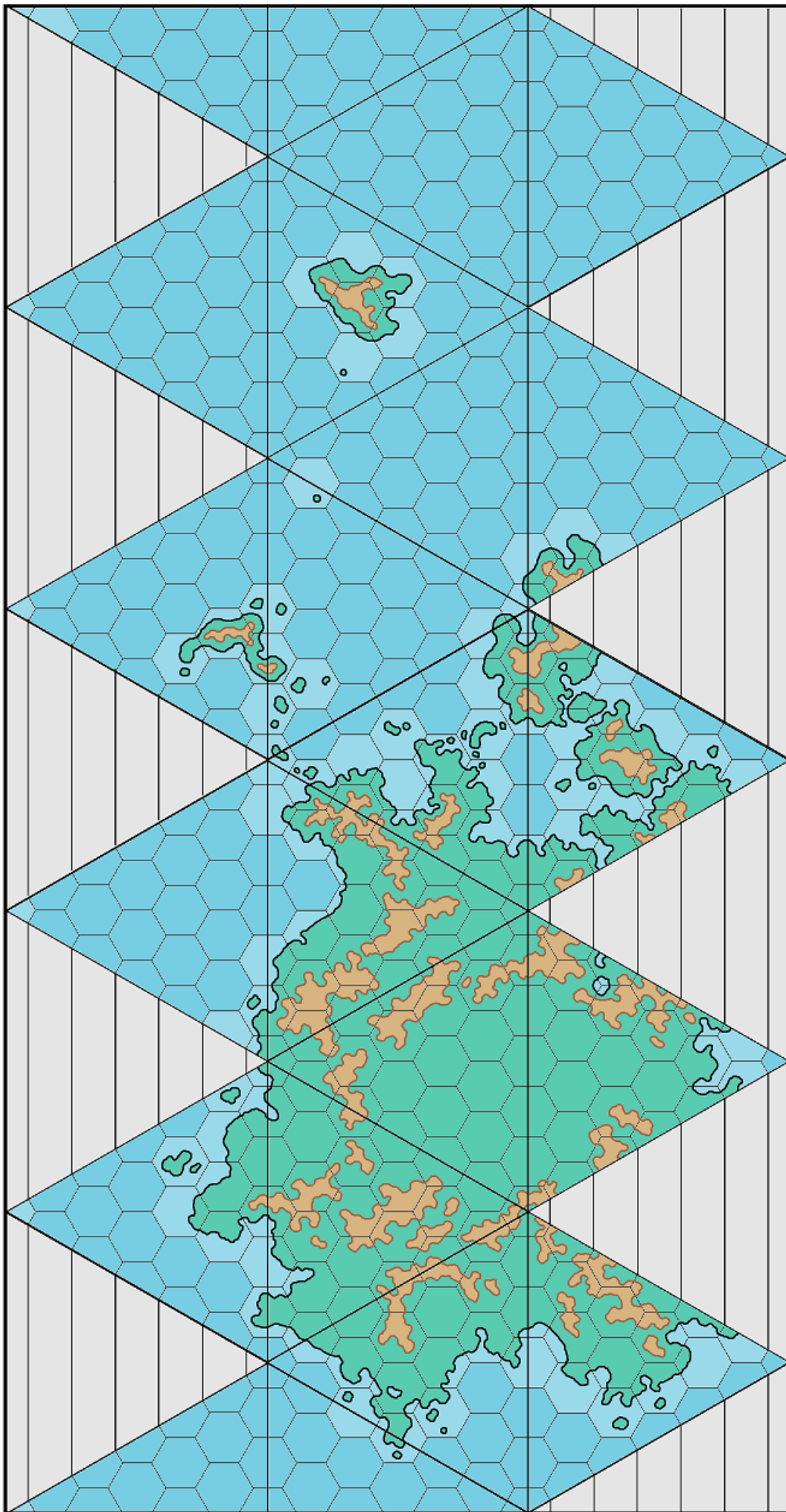
Bounteous Cluster

UWP:

E 4 4 7 6 4 5 4

3. Scale

700 km per hex



4. Map Key

Deep ocean

Shallow ocean

Arid highlands

Vegetated lowlands

Vari

UWP:

D	6	8	8	4	6	7
STP	SIZ	ATM	HYD	POP	GOV	LAW

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Star System

The Vari system is centred on a pair of orange stars lying around 0.16 AU apart and orbiting a common centre of gravity. They retain a family of two rocky worlds, a single planetoid belt, and three gas giants, along with their various moons. The safe jump distance from the two stars lies at approximately 0.72 AU. The inner system is dominated by a wide rocky planetoid belt. Vari and its small vacuum moon orbit within the habitable zone. Meralis, an exotic atmosphere world with two large moons, Garran, a large gas giant, and Inalu, a small gas giant, form the outer system. Hetoso, a second large gas giant with an extremely elliptic orbit, lies in the far outer system.

Mainworld

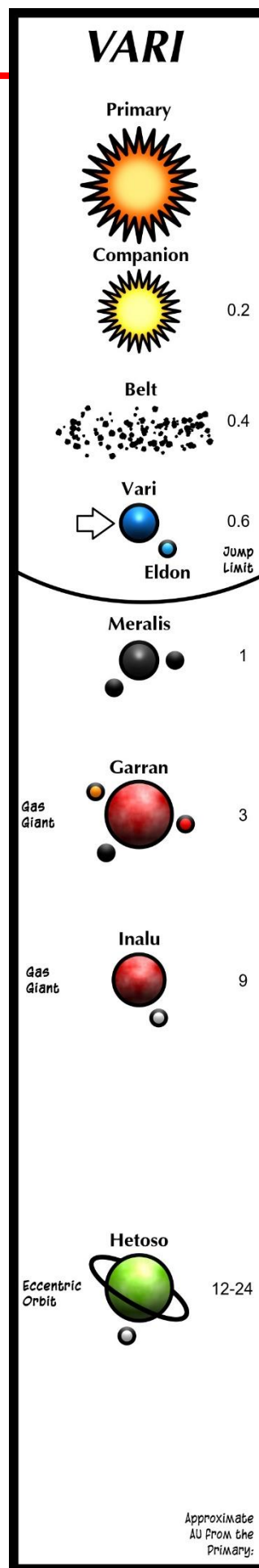
Vari is a temperate-tropical world with two large equatorial continents, a number of subcontinental landmasses, and multiple archipelagos and islands. Wetter coastal regions are clad in expansive forests and jungles, while the interior is dominated by drier grasslands and plains. The world has an extremely diverse and incredibly abundant ecosphere. Plants and creatures of all kinds fill every ecological niche and there are a great many types of megafauna. Apex species include enormous herbivores weighing tens of thousands of kilograms that are hunted by fearsome, speedy, sharp-toothed predators. Local species will repopulate cleared areas with incredible speed, making effective settlement on the world very difficult.

Society

Vari is home to some 30,000 individuals. The world is governed directly from the Shenu system and is the focus of a colonisation effort that seeks to transform it into an agricultural world. Port facilities, communities, infrastructure, and industry are all currently under construction. Building work is hampered by local lifeforms, including fast-growing plants, herds of large animals, predators, and dangerous organisms that bite or sting. Around 20,000 of the inhabitants are construction workers and administrative staff from Shenu involved in constructing the new colony. The first colonists, recruited from the desperately poor undercities of Shenu, are due to begin arriving as soon as the new communities are deemed to be complete. A settlement of refugees from Miranda, numbering around 10,000, exists on the world. These are family groups that have fled conflict in tribal areas of their world. They retain their traditions and customs but have adapted them to the local environment and wildlife. The Mirandan refugees, as a rule, distrust individuals from Shenu. A small community of independent miners operate within the inner system planetoid belt and have previously made some very rich finds. A privately operated outpost offering supplies and refined fuel exists on one of the moons of Garran. A small research facility investigating the origins of the outermost gas giant world is located on the outer moon of Hetoso.

Trade

Currently, Vari produces a limited amount of agricultural goods (chiefly high quality lumber harvested from wild sources, and meat, hides and horns taken from large animals). The world has vast petrochemical reserves, though their extent has only been partially explored. The world requires huge quantities of raw materials, construction materials, tools, vehicles, equipment, and commodities such as clothing and medicine. Supplies of luxuries are always welcome and command premium prices.



1. World Name

Vari

2. Location

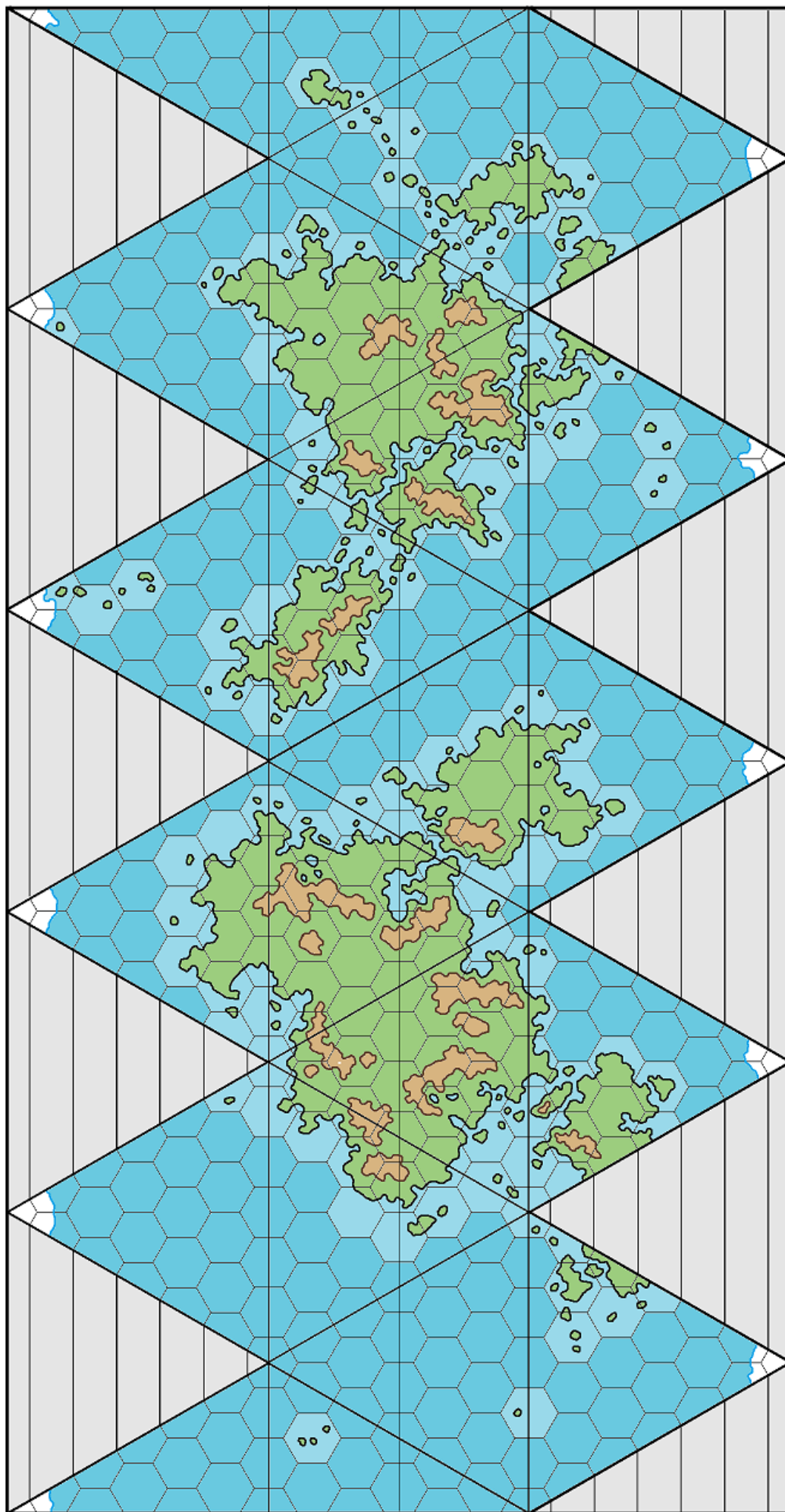
Bounteous Cluster

UWP:

D 6 8 8 4 6 7 6

3. Scale

1000 km per hex



4. Map Key

- ◆ Deep ocean
- ◆ Shallow ocean
- ◆ Ice cap
- ◆ Highlands
- ◆ Vegetated lowlands

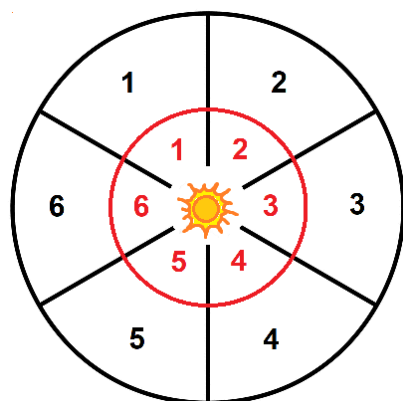
Travel Within A System

Each system diagram details the distances that worlds lie from their star in Astronomical Units (AU). When travelling from one world to another within the same system, it is necessary to check where each world is in its orbital path around the star in order to determine the distance that must be travelled.

Orbit Chart

Each world's orbit around its star is divided into six triangular segments, numbered 1 to 6:

- Roll 1D6 on the red circle to determine which segment the inner world occupies.
- Roll 1D6 on the black circle to determine which segment the outer world occupies.



If the two worlds occupy the same segment, subtract the lower AU from the higher AU.

If the two worlds are one segment apart, add together their orbital distances in AU and multiply the result by 0.9.

If the two worlds are two segments apart, add together their orbital distances in AU.

If the two worlds are three segments apart, add together their orbital distances in AU and multiply the result by 1.1.

Travel Times Chart

Compare the distance in AU to the acceleration in Gs to get travel times in hours. Divide hours by 24 to get days. Values in **bold** show where a micro-jump (a FTL jump within the same system) is faster.

Commo Delay shows the amount of time a signal takes to travel from its origin to its destination.

AU	Distance		Commo Delay	Acceleration in G					
	Kilometers			1G	2G	3G	4G	5G	6G
0.1 AU	15,000,000		50 seconds	21.5	15.2	12.4	10.8	9.6	8.8
0.2 AU	30,000,000		100 seconds	30.4	21.5	17.6	15.2	13.6	12.5
0.5 AU	75,000,000		4.2 minutes	48	34	28	24	22	19
1 AU	150,000,000		8.3 minutes	68	49	40	34	31	28
2 AU	300,000,000		17 minutes	97	68	56	49	43	40
3 AU	450,000,000		25 minutes	118	84	68	59	53	49
4 AU	600,000,000		34 minutes	136	97	79	68	61	56
5 AU	750,000,000		42 minutes	152	108	88	76	68	63
6 AU	900,000,000		50 minutes	167	118	97	84	75	68
7 AU	1,050,000,000		59 minutes	181	128	104	90	81	74
8 AU	1,200,000,000		67 minutes	193	136	112	97	86	79
9 AU	1,350,000,000		75 minutes	204	145	118	102	92	84
10 AU	1,500,000,000		1.4 hours	216	153	125	108	97	88
20 AU	3,000,000,000		2.8 hours	305	216	176	153	136	125
30 AU	4,500,000,000		4.2 hours	373	264	216	187	167	153
40 AU	6,000,000,000		5.6 hours	430	305	249	216	193	176
50 AU	7,500,000,000		7.0 hours	482	341	278	241	216	197
75 AU	11,250,000,000		10.5 hours	590	417	341	295	264	241
100 AU	15,000,000,000		13.9 hours	681	482	393	341	305	278

For simplicity (and to reflect the fact that either world could be just entering, in the center of, or nearly exiting its segment) it is suggested that AU distances should be rounded to the nearest listing on the travel times chart. If preferred, fractional AU distances can be retained and travel times can be interpolated by the referee.

Missions within a single system

On occasion, the ship may be offered a contract that takes it to a secondary world in the same system rather than to a different star system. Such tasks are likely to be between inhabited worlds, though with a little imagination the referee should be able to come up with reasons to travel to uninhabited worlds.

1. Provide urgent assistance to a secondary world in the system. This may involve providing medical care to injured or sick individuals, rescuing trapped or isolated personnel, aiding a spacecraft, undertaking emergency repairs on a structure, or delivering essential supplies such as food, water, or oxygen.
2. Deliver needed equipment, spare parts or life support supplies to a secondary world in the system. This is a routine shipment rather than an emergency delivery.
3. Transport personnel and their equipment to a secondary world in the system. This may be a military unit deploying or returning home, a police unit investigating crime or keeping the peace, construction teams moving between job sites, surveyors or archaeologists studying an interesting location, a scientific organization visiting or setting up a facility, or groups such as colonists or pioneers in the process of relocating, either temporarily or permanently.
4. Collect goods from the mainworld and transport them to another inhabited world within the same system.
5. Collect goods from an inhabited secondary world in the system and transport to another world within the same system. The goods represent a significant percentage of the annual commercial output of the secondary world. Most often, the delivery will be to the mainworld, though occasionally commodities and supplies may need to go to another secondary world.
6. Collect goods from an inhabited secondary world in the system and transport them to a different star system. The goods represent a significant percentage of the annual commercial output of the secondary world.

The referee may wish to offer repeat missions to the same secondary world, perhaps reversing a journey that was undertaken previously or enlarging on activities happening on that world. This can become a narrative plot, with the characters and their ship instrumental in the story.

Sample story arc

A large vessel has crashed on an uninhabited gas giant moon and the character's ship is called upon to rescue the survivors, gaining them goodwill. Later, this goodwill pays off when an accident investigation team, their equipment, and a small portable outpost need to be transported to the crash site and the character's ship is offered the contract. A few weeks after that (corresponding to the character's next visit to the system) the investigation team need to be recovered, along with any evidence and valuables that they have collected, though the base is to remain in place.

Sometime later a team of salvagers need to be transported to the crashed ship. Over a few months or more they harvest the remaining cargo and all manner of materials from the derelict – periodically, supplies must be ferried out to them and in turn the scrap they gather must be returned to the mainworld. When everything valuable has been stripped from the hulk the salvagers need to be collected and returned, and a little time after that the abandoned outpost must be dismantled and returned to the mainworld.

The Seven Steps of Interstellar Shipping

1. **Export Haulage.** Goods travel from their place of origin (such as a farm, a mine, or a factory) utilizing local transport. They are delivered to a bonded warehouse, a secure holding facility located close to or within the starport.

2. **Origin Handling.** Within the bonded warehouse the goods are checked by customs officials and cleared for export. If necessary, they are packed within appropriate transportation containers (a small craft container is standard) though this is commonly done at the place of origin – the dimensions of the goods or special circumstances may prevent the use of containers.

3. **Export Customs Clearance.** Local administration is dealt with and all necessary documentation is completed. Cargo lots receive a customs seal, declaring them legally able to be exported.

Steps 2 and 3 run concurrently.

4. **Interstellar Freight.** The goods are moved from the bonded warehouse and placed aboard a starship. They are transported to their destination, unloaded, and placed in a receiving bonded warehouse associated with the starport.

5. **Import Customs Clearance.** Customs seals are checked, local administration is dealt with, and all necessary documentation is completed.

6. **Destination Handling.** Within the bonded warehouse the goods are inspected and cleared, allowing them to be legally imported. If necessary, they are removed from their transport containers.

Steps 5 and 6 run concurrently.

7. **Import Haulage.** Goods travel from the bonded warehouse to their final destination utilizing local transport.

Although this process gives a basic understanding of the normal procedures for transporting cargo, various steps may need to be skipped depending on local circumstances. This typically occurs on worlds lacking good quality starports.

In such cases the ship may collect goods directly from the producer, serving as the export haulage and self-certifying the origin handling and customs clearance. Similarly, goods may be delivered directly to the importer, with the ship acting as the import haulage and the destination handling and customs clearance being self-certificated.

Documentation for each step of the process will be required for the ship's paperwork and for later inspection by customs authorities.

Assigned Freight

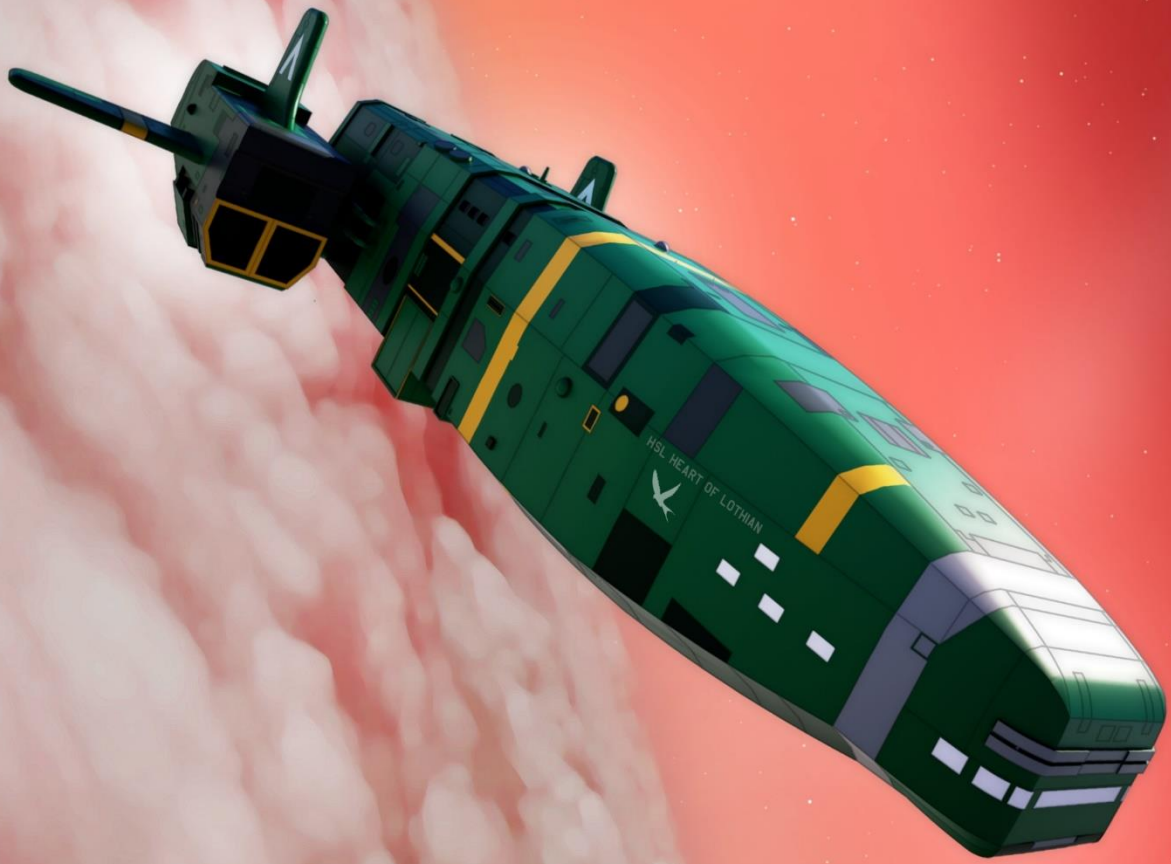
The owners of the ship have agents acting on their behalf, negotiating with manufacturers and producers to carry bulk assignments of freight to their destination. These prearranged consignments are waiting (usually at the bonded warehouse) to be loaded when the vessel gets to the port. The loading and administration is overseen by the Supercargo. However, it is rare that the cargo takes up all of the space within the holds - it is normal to have a few hundred tons of empty cargo space remaining.

The Mainstay has 1,937 displacement tons of internal cargo hold.

- Roll 3D6-4 x 25 tons to determine how many tons of unused cargo space remains after the assigned freight has been loaded. A result of 0 or less indicates that the assigned freight occupies the entire cargo hold.

Speculative Freight

The Supercargo is empowered by the ship's owner to procure local speculative cargos and arrange their transportation aboard the vessel, in order to avoid travelling with dead space. The Supercargo will allow members of the crew to hire space in the hold at preferential rates: characters may use this to speculate in incidental cargo, if they desire.



Scenarios

Introduction

Three developed scenarios are provided, framed as voyages that the ship undertakes. They are structured as a series of events that occur over a period of time and are deliberately open ended, allowing the referee to choose the worlds that they visit and the order in which the events that they experience occur. Most of the events occur during time spent in jumpspace.

Working the ship

Day to day activities carry on throughout the course of a voyage. These include mundane shipboard tasks such as jumping the ship, piloting the vessel through normal space, refuelling, restocking supplies, maintaining and running the ship's systems, and handling cargo. This daily routine will be interrupted by the events and activities outlined in each scenario.

Character Roles

Aboard the vessel, the characters may take on any crew position that they are qualified for, with the exception of the Captain and the Supercargo (who are appointed by the Owner). Characters who are taking a senior role (such as the chief engineer) should have an appropriate skill level of at least 2, and should be comfortable giving orders to their staff. More junior members of the crew should have an appropriate skill level of 1. The character should replace the appropriate NPC in the crew roster.

This follows the concept of a working passage aboard a Starship:

- Characters holding senior rank might be responsible for planning routes, choosing destinations, or actually operating shipboard systems such as the drives. Lower ranking characters might normally be engaged in mundane duties such as maintenance, cleaning, or minor repairs. While characters may not serve side-by-side on the ship, they are assumed to be friends. Their ingenuity, range of skills, and their ability to work together has been noticed by the senior staff and they will be called upon to act as a team, in order to undertake tasks and solve problems.
- Less experienced players may find it advantageous to operate at a relatively low level aboard the vessel, able to react to situations and explore their environment but not burdened with high-level decisions. Characters will be expected to defend the ship against threats or enemies. They may need to take a managerial role in a crisis, organizing NPCs to accomplish tasks and solve problems. The Captain and crew can provide them with additional tasks and missions to accomplish beyond their normal duties, giving them free reign to do so and potentially also acting as a back-up if things get out of hand.

Travelling

As crew aboard a ship, it is not always up to the players where the vessel goes. Often a ship will collect an assigned cargo at a port with instructions from the Owner to deliver it to a particular destination. Occasionally, however, the destination for an assigned cargo may be left to the crew to choose.

The referee will need to consider how much the players influence this choice – the vessel is not a democracy and the Captain and Supercargo have the final say on the ship's destination, but they will take advice from other members of the crew. They are more likely to listen to a character serving as a senior officer than a character serving as a lowly deck hand.

Overlapping Events

Where it is possible, the referee is encouraged to run plot hooks and side scenarios (such as tasks carried out for the Captain) simultaneously with voyages, in order to add to the complications and intrigue that the characters face.

Strange Passengers

Three middle-aged celebrities and a media documentary team effectively charter the vessel. Effectively, because they request that the vessel continue trading along its routes and carry out its normal routines while they film.

The party consists of the three celebrities, the director, a producer, a media technician, a savvy, streetwise "fixer", and an android assistant. They have a considerable amount of luggage, including extremely expensive filming and editing equipment and camera drones.

The group occupy all but one of the passenger staterooms and travel middle passage: their cabins are booked on an indefinite basis. During their time aboard the celebrities live by their own means and skills within their cabins. The film crew, on the other hand, enjoy a full steward service, provided by the android, and are well stocked with luxuries. One stateroom is set aside as a production office.

The owner of the ship and the Captain have granted the celebrities and film crew reasonable rights to access the ship (the film production company are paying the owner an obscenely large amount of money for the privilege). Members of the ship's crew will be assigned to assist in the filming and keep an eye on things.

Filming.

The effects of filming will be many and varied, from mildly annoying to downright dangerous. Any crew members who don't wish to be filmed will be bribed and pressured to approve footage if they happen to be in the background of a "great shot".

Activities Aboard


Both the film crew and the celebrities are generally friendly and personable, but after a few weeks they will become increasingly tense and difficult to work with. The celebrities become far more precious, expecting special treatment and demanding things such as strange foods. The film crew become short-tempered and harassed, worrying over budgets and schedules, and will treat the vessel's crew poorly.

The film crew encourage the celebrities to take on minor tasks within the vessel and to interact with the crew. The captain and any of the crewmembers involved in the filming can expect to receive a small cash dividend for their trouble.

All of the celebrities have enough skills to be dangerous, but neither appear to have the sense or inclination to use them safely. Encouraged by the film crew, they will play increasingly dangerous practical jokes on one another and interfere in the everyday working of the ship.

1. The celebrities purchase their own supplies at each port where the vessel stops, then try and survive a week on what they've been able to get. None of them have Steward skill, their culinary purchases are ... unusual ... and their use of the galley facilities is reckless to say the least. During their time aboard


PASSENGER



Clarke Jerryson

UPP: 87665A Age: 50
Skills: Intimidation-2, Bribery-2, Carousing-2, Streetwise-1, Close Combat-1, Mechanical-1, Pilot-1


PASSENGER



Hamilton Richards

UPP: 69788A Age: 48
Skills: Broker-2, Mechanical-2, Comms-2, Carousing-2, Streetwise-1, Electronic-1, Gambling-1, Pilot-1

PASSENGER



Mames Jay XXIII

UPP: 57698B Age: 52
Skills: Mechanical-2, Broker-2, Pilot-2, Electronic-1, Carousing-1, Streetwise-0, Navigation-0

their food will escape or prove to be toxic, and at least once they will accidentally start a serious fire while attempting to cook.

2. They constantly play childish pranks on one another. They will steal and break one another's possessions, hide tools and equipment, fill hygiene products such as shampoo with dye, change locking codes on doors, set booby traps, damage vehicles, and generally fool around. These pranks will frequently annoy and occasionally endanger the ship's crew.

3. The production crew will occasionally set the celebrities tasks aboard the ship that they must accomplish. These may include painting a section of the ship, "emergency drills" such as getting from one end of the vessel to the other without using either the internal lighting or the grav plates, or preparing a celebratory meal for the entire crew. These tasks have been sanctioned by the captain but are unlikely to go smoothly.

4. The celebrities decide to construct small one-man vehicles from spare parts found around the vessel and race them on a course laid out around the decks. The characters are encouraged to form their own team, build their own vehicle, and compete against them. The celebrities have no qualms about dismantling parts of the ship to get components that they need, sabotaging a competitor's vehicle, or cheating during the race to try and make sure that they win.

5. One of the production crew steals and hides all the celebrities' cash and valuables. The celebrities must engage in a treasure hunt to recover their property before they reach the next port, where they must purchase urgently needed supplies. The celebrities become increasingly frantic as they desperately try to find their items, including going into restricted areas, opening maintenance hatches, and searching through private lockers. The items are hidden inside of the android.

6. The celebrities decide to "repair" or "upgrade" an onboard system and sneak off, accompanied by a camera drone. Roll on the damage tables to see what shipboard system they interfere with, and determine the amount of damage they do before the ship's crew become aware of the unfolding disaster.

Activities off the Ship

The celebrities and film crew have planned an expedition across a planet to achieve a vehicle themed goal. Members of the ship's crew are to accompany the expedition to serve as assistants and backup. Typically, this will be a race through spectacular scenery but could also be an attempt to scale a mountain, cross a desert, or discover a lost city. Various difficulties and hazards must be overcome during their journey, and it must be concluded within a set time.

During the course of the voyage the film crew will need exterior shots of the vessel. These need to be photogenic, with backgrounds of planets, moons, and stars, or show the ship travelling through the atmosphere and above the serried landscapes of a world. Using the gig to film the craft in flight.

Conclusion

Eventually the film crew will reach their destination. A final party will be held, drunken farewells will be said. Assuming nobody important was actually killed during filming, media exposure and recognition will follow and a certain degree of notoriety throughout the Sector (and beyond among a certain population demographic) which can both help and hinder the crew and ship operations.

There will be a dividend and bonus payment made (assuming the Stars survive), along with draconian non-disclosure agreement clauses in the event of any fatal accidents. Damages to the ship will be repaired and the cost of essential medical procedures reimbursed.

Troop Ship

Introduction

This voyage is structured to work within the Bounteous Cluster, though it requires little additional work to convert for use in a different setting. The ship is contracted from Owner Corp by a private security company, First Corps Inc, to carry a battalion of troops from Shenu to Miranda. They are then to embark a second unit of troops at Miranda and return to Shenu.

Duration of the Voyage

Prior to the voyage the vessel will spend around a week at an orbital shipyard in the Shenu system, being fitted out as a transport. The planned voyage will consist of four jumps (though circumstances will result in five jumps) with halts for refuelling and resupply between each one. The final jump will take the vessel back to Shenu.

Preparing the Ship

The Captain, the senior staff and a few crewmembers remain aboard as the vessel is converted to a transport to oversee preparations: the remainder of the crew are given startown leave. The characters may assist with preparations (perhaps carrying out mechanical tasks like welding or operating equipment such as cranes), they may take the time to kick back in startown, or perhaps they are assigned missions by the Captain or the Supercargo.

Work teams from the port come aboard and the ship becomes a hive of activity. Holds are planked over and walkways are demarked on the floors. It is fitted out with habitation and sanitation modules, each serving a separate company of troops. Eventually preparations are done and lines of military personnel file in and out of the vessel carrying equipment and supplies.

The Troops

The unit being transported is Gladius Battalion, a mercenary unit run by First Corp Inc. It is composed of three companies of light infantry, a support platoon, and a HQ section. In total they number around 340 personnel. Their intended role is rear area security and key point defence. They are well trained and the individual soldiers have combat experience, though this is the first time the Battalion has served as a unit.



The Battalion is equipped to TL-10 standards. Troops carry Advanced Combat Rifles and wear cloth armor, helmets, and integrated electronics as standard. Each soldier also carries personal kit and preferred weapons such as pistols and knives. Platoons have various support weapons such as heavy machineguns. They operate as dismounted infantry, though when they arrive on Miranda they will have a few APCs and local trucks to supplement their force. The Battalion expect to spend the majority of their time patrolling, manning check points, and guarding key locations.

Scimitar Battalion, the unit that is returning to Shenu, is similarly equipped. It currently has around 290 personnel – it has suffered casualties, some soldiers have resigned from the unit during its tour, and there have been a number of desertions. The soldiers are looking forward to getting back home.

The Route

The ship follows a pre-planned route. The referee is encouraged to play up how cramped and crowded the vessel feels.

- The vessel travels from Shenu to Phoros, carrying the battalion, and the atmosphere aboard is jocular and upbeat. There is a stop at Phoros to refuel and take on additional supplies. The troops are given a brief shore leave, though they are restricted to the starport and only have a limited time ashore.
- The vessel travels from Phoros to Miranda. The mood aboard the vessel is noticeably more sombre. Rumours were going around the starport that conditions on Miranda are not good, and there was at least one desertion.

Incidents Aboard

During the voyage from Shenu to Miranda a number of incidents play out aboard the ship. The referee should pace them as desired, using them during the two weeks spent in jump. Some days nothing other than normal routines happen, while on others one or more unusual events may occur. Earlier events (such as somebody getting cheated at cards) may trigger later events (a vicious brawl to get even), which allows recurring NPCs to keep cropping up.

Daily Routines

The Battalion has a number of daily routines that it follows, such as reveille and lights out – these are shifted daily to acclimatize the soldiers to Mirandan day / night cycles. Each company has a morning parade and the commanding officer does a quick inspection. Incidents that occur aboard the vessel are likely to disrupt daily routines.

- Meetings take place on a daily basis with the Battalion's officers and senior NCOs in attendance. Company clerks often hurry back and forth with stacks of forms, boxes of pass cards, and miscellaneous office supplies. Characters may be required to liaise in meetings or assist in various administrative roles, such as counting supplies or filing reports.
- The Battalion provides two cooked meals a day and the troops queue up to get hot chow. Every morning the company kitchens cook 340 breakfasts then clean up, then prepare 340 dinners and clean up again. This takes time and effort and characters may be asked to lend a hand, particularly if they are trained Stewards. Characters may have to deal with supply issues or with soldiers who object to their culinary skills.
- Training takes place throughout the voyage. This includes classes where troops are taught subjects such as Mirandan history, the culture and traditions of the Backlander tribes, or are shown dangerous local flora and fauna. Characters are welcome to sit in on classes and may pick up some useful information.
- Physical training is encouraged and platoons do exercises or engage on runs around the decks. Target drill, using virtual battlefields and blank rounds, is a daily occurrence and causes gunfire to echo within the vessel. Weapons and equipment checks are conducted regularly. If the characters elect to join in with training the soldiers won't hesitate to make it a competition.

Free Time

Soldiers have a variety of pastimes and will indulge them at every opportunity. And they never miss a chance to enjoy a celebration.

- A senior Sergeant has his 100th Jump. A formal ceremony with officers, soldiers and the ship's crew takes place and a party ensues: bizarre costumes are required by all. Alcohol is imbibed and weird rituals of humiliation take place (such as eating ghastly food, distasteful anointings, or reciting bawdy tongue-twisters). The sergeant is essentially prey for everyone – the characters are encouraged to contribute to his

misery. Everybody gets horribly drunk and the next morning the sergeant is missing. After the characters conduct a search, he is found, fine but out cold, naked, taped to the jump drive (C11), and painted all over in hot sauce.

- Gambling and games of chance are endlessly popular. Soldiers play cards or dice, dare each other, or set up challenges, and the characters are very welcome to join in. Alcohol is invariably involved and money inevitably changes hands. Bad feelings and grudges may be generated, especially if cheating is suspected. At least one game will be crooked.
- Vandalism and damage occur around the vessel. This may be idle and unintentionally harmful, such as names or symbols carved into bulkheads or written on walls, it may be the result of vented frustrations (a locker door beaten and dented by an angry trooper), or just general wear and tear (broken control panels). It is rarely deliberately malicious, but whatever the cause, the damage needs to be put right.

Fights

When people are in close proximity tensions and rivalry inevitably start to build up, especially in the testosterone-laden Gladius Battalion. Some of these are personal grudges or old scores while some are slights against a whole platoon or company. On more than one occasion these tensions break out into fights.

- A brawl breaks out between other ranks over some petty issue. The characters, who happen to be nearby, become involved. Insults and blows are traded, furniture is thrown, but other than a few bruises and wounded egos no real harm is done. When officers get involved, no blame is assigned (all of the parties claim it was "good natured") but all involved personnel from the Battalion receive menial duties as a discreet form of punishment.
- Rather than endlessly sanction the individuals involved in fights, the commanders decide to organize an inter-platoon melee combat (such as wrestling or boxing), with strict rules and umpires to enforce them. Not only does it help let off steam, but it also fosters a sense of esprit de corps within the unit, and in addition a prize is offered (a small trophy and a lot of drinks). The crew of the ship are invited to form their own team and take part.

You'd Never Believe It

Sometimes, the activities that the troops get up to defy any kind of reason or logic. Pranks and jokes help to relieve the tension and hardened soldiers can often behave like children. The referee is encouraged to come up with additional stupidity as ideas and opportunity presents themselves.

- Stupid pranks are pulled. They may mess the place up (shaving cream in lockers), they may be childish or amusing (ink around the eyepieces of equipment), or dangerous (firecrackers going off during gun drill). Victims may be the intended target or the wrong person in the wrong place at the wrong time, like a passing character.
- A trooper kept a strange fist-sized rock as a memento from a previous mission. Now it has vanished, though there are fragments of it within his locker. Piecing the fragments together indicates that the rock was hollow. It's almost as though it hatched, although there's no trace of whatever came out. Thorough searches will turn up nothing. Perhaps it's just a practical joke, though none of his comrades claim responsibility. Who knows, maybe there's ... something ... crawling around through the innards of the ship.
- A group of soldiers decide to make a slip and slide by opening a water valve and spreading soap around. Competitive sliding-type antics happen, stuff gets soaked, unsuspecting passers-by slip over, and

hilarity ensues. The water starts to get into things and shutting the valve doesn't work – flooding occurs. Somebody needs to do emergency repairs and clean up the mess. Command is not impressed.

Engagement at Miranda

Arrival

The vessel arrives in the Miranda system and heads to the mainworld. Early in the morning local time it lands at a secondary starport, located in the northern hemisphere, more than a thousand kilometres from the closest sea. The port is a dismal, smelly, garbage-strewn D class facility. It is located atop a broad forested plateau and has a ramshackle shanty town lying beside it. A vast logging facility, stacked high with tree trunks and sawn lumber, lies a few kilometres away. Temperatures are chilly, visibility is low, and it is raining.

The First Few Hours

Things are busy. The commanders of Scimitar Battalion, the unit the ship is to pick up, are there to greet the arriving troops and direct them to their assigned areas. Gladius Battalion's officers liaise with their counterparts, organizing schedules and getting up to speed with the local situation.

The troops disembark and their kit is unloaded. A number of the habitation modules are moved out of the vessel, ready to be transported, and the ships launch is landed on the starport apron and readied. A preplaced supply of refined fuel is pumped aboard the ship. The rain doesn't ease up.

- The characters and crew oversee unloading and sweep through the decks to make sure nothing has been left behind.

Deployment

Eventually, around the middle of the day, orders are given for the troops to begin moving out.

- The characters can be involved in the process as crew and cargo handlers working with the launch, as vehicle drivers, as cargo loader operators, assisting in setting up the new facilities at the outposts, or generally carrying out their shipboard duties.

Alpha Company is the first to leave, embarking on scruffy locally manufactured trucks. They head to an outpost that overlooks a bridge across a gorge, a strategic point controlling the road that heads to the starport. The launch ferries the habitation modules and stockpiles of supplies to the outpost. After the handover the trucks return to the port carrying the troops of Scimitar Battalion. It takes a few hours to complete everything.

Bravo Company is the next out aboard the trucks, with their deployment area located on a dammed freshwater lake that provides drinking water and hydroelectric power to the region. A similar process is followed: while the trucks trundle along the launch ferries modules and supplies, the new facilities are set up, and there is a handover. The trucks are due to return to the port with Scimitar Battalion's troops.

Meanwhile Charlie Company, the support platoon (which has inherited a trio of tough, well-used imported APCs) and the headquarters section deploy around the starport. The weather stays miserable throughout the day.

It All Kicks Off

A few hours before nightfall, just as the trucks are getting ready to haul back from the hydroelectric dam with Scimitar Battalion's troops, communications start getting picked up. Coded burst transmissions, and from different sources too, not like anything the insurgents normally use. Then troops of Alpha Company

start reporting seeing movement around the gorge and bridge. Everything goes on alert and soldiers scramble to grab their gear and get into defensive positions.

It is the beginning of a huge attack. A regimental size force of native Backlanders, supported by offworld mercenaries serving as commanders and NCOs and specialists, have infiltrated themselves into the area. They are largely armed with traditional TL-5 and TL-6 weapons, but a few units as well as the mercenaries have far more advanced equipment including gauss rifles. They are launching their attack to coincide with the units being cycled, in order to profit from their enemies' disorganization and maximise the casualties they cause.

The shooting starts with indirect fire weapons dropping in on the two outposts and the port. Huge ear-ringing explosions kick up big clouds of shrapnel and dirt and dark smoke and leave craters in the ground. The distinctive rattle of small arms fire is heard, rounds begin impacting, and the communications channels are alive with shouts, codes and commands.

- It is suggested that the referee implement a few near misses, concussions, or grazes, rather than subjecting the characters to random deaths from incoming fire.

The fighting escalates rapidly and headquarters manages to get a message through to Cutlass Battalion, a powerful First Corp unit operating a few tens of kilometres to the south, before jamming from the attackers' cuts in. Alpha Company is heavily engaged but is in a good defensive position. Bravo Company is also under heavy fire but they still have Scimitar Battalion's troops with them. Most of their trucks are destroyed.

Character Involvement

There are a variety of ways that the characters will be involved in the action.

- If the characters are assisting the troops at the bridge or the dam, they may have a shootout with a few attackers. They may face a desperate drive along dirt roads back to the port in the surviving trucks or they may have to be rescued by the launch.

- The launch will be called upon to conduct an aerial reconnaissance of the area. It will need to carry military observers – its onboard sensors are of no use trying to spot personnel in woodland – and will come under fire during the flight. It will combine this recon run with picking up evacuees or casualties to transport back to the port. Risky landings and poor weather will make the mission more difficult. There is fire against the launch from the ground.

- Depending on how events unfold, the launch may be required to travel to orbit separately from the ship. It will rendezvous and dock at the first opportunity.

There is action at the port.

- A number of attackers, possibly with the intention of sabotaging the ship, have got inside the port compound and need to be dealt with. A few of Charlie Company's troops may get involved too but most are scrambling to the defences.

- The characters may be called upon to effect rescues. Buildings are hit and some are burning, and there may be people trapped inside. Supplies in the open may need to be moved into cover. Casualties who have been hit by shrapnel or bullets need to be rescued and treated.

Time To Go

The port itself comes under increasingly heavy fire. It becomes apparent that a large enemy force have got close to the plateau and are approaching the shanty town. The troops and APCs defend the perimeter in an increasingly uneven fight while the population, hundreds of displaced native Backlanders from a friendly

tribe, rush onto the port apron towards the ship. Incoming artillery continues to land – casualties are seen going down.

It is only a matter of time before the ship gets hit. It is nothing short of a miracle that it hasn't been already.

Everything is chaos. Gladius Battalion soldiers block the ramps onto the ship but the desperate refugees, a throng of the elderly and men and women and crying children, all laden with baggage, push forwards. Shouts and blasts and the rattle of gunfire ring in the background, the glow of fire and acrid smoke fills the air. Rain pours down from the darkening skies.

Gladius Battalion's commander understands what needs to be done. The refugees need to be got out, and fast. The Captain agrees without hesitation, and so does the commander of Scimitar Battalion – his troops will be staying after all. The guards move aside and the refugees surge aboard as a series of explosions tear up the ground a little way off.

- Any additional supplies that can be got should be grabbed, if it can be done in time. Starport buildings may contain useful stores (dried and preserved food) but many have been hit by the incoming fire and are unstable or ablaze. There may be insurgents lurking around too.
- Refugees will need to be moved around inside the ship via the elevators. A rough headcount should be taken and the injured should receive medical attention. It is easy for people to get hurt or lost inside the ship and interfere with stuff that they shouldn't.
- The characters will need to perform their necessary procedures and preparations for take-off, depending on their role aboard the ship. As soon as the last evacuee or character is inside the thing it will be flying, even before all of the exterior doors are closed and sealed.

The insurgents provide a parting gift to the vessel.

- The ship detects a missile lock as it gains altitude, and a weapon is fired, streaking up from the dark forest below. Evasive manoeuvres and skilful piloting may be employed. The referee should play for tension (maybe a second target lock and another weapon fired) but ultimately the incoming fire fails to hit. It is a close call, though, near enough for shrapnel to rattle off of the vessel's hull.

And Away

As they gain altitude the scale of the battle becomes clearer – the explosions, streaks of tracer rounds, and flashes of gunfire show up in the deepening darkness, ringing the port and visible for hundreds of meters around. Cutlass Battalion and local forces are supposedly pushing through to relieve the defenders, but their situation doesn't look good.

Once the ship reaches orbit and is under way to the jump point, it is effectively in the clear. The launch can be docked if it is still operating independently.

The Return Journey

The Route

While the vessel felt cramped and crowded with Gladius Battalion aboard, the situation with the refugees is far worse: a final head-count reveals that there are close to 500 people packed inside. The Captain makes the decision to travel to the Vari system, where there is an established settlement of Mirandan Backlander peoples.

- As was previously arranged, the vessel travels from Miranda to Phoros, but carrying the refugees rather than Scimitar Battalion. There is a stop at Phoros to refuel and take on as many additional supplies as possible. Casualties are transferred out but the refugees are kept aboard.

- The vessel travels from Phoros to Vari to deliver the refugees to their new home. The ship refuels and may be able to pick up speculative freight.
- The vessel travels from Vari to Shenu and the voyage ends

The Refugees

Most of the refugees are members of an extended Backlander tribe called the Sevakim. They are to be resettled on the new colony at Vari. There are already Sevakim settlers on the world: these are blood relatives of the refugees, their distant cousins, and the refugees are happy to join them.

The Sevakim are spiritual folk with a rich history and culture. They venerate the ancestors, practise age-old rituals, and speak their own language. They have a strong warrior ethos and are headed by Elders, wise men and women who make decisions and judgments for the good of the tribe as a whole. As a rule moral decency and honour are important aspects of Sevakim life, though as is normal within any society there are selfish or greedy individuals and a few bad actors.

Trouble at Phoros

The vessel arrives at Phoros but the welcome is less than warm. The landing zone is changed to an isolated region of the port. Armed troops – at least a company in strength – prevent exit from the blast pad and the service areas around it that the crew need to have access to. Medical teams with military escorts disembark all the injured personnel and transfer them to the military hospital. The soldiers guarding the area are not friendly and will not talk.

The ship is authorised to carry out refuelling, which is easily accomplished from fittings around the pad, and resupply, which will be brought to the pad and deposited for collection. No other personnel are let out of the area for any reason, and if it is attempted the perpetrators will be arrested or shot, depending on the circumstances. The refugees choose to stay aboard the vessel.

When everything has been completed the ship is required to continue to Vari. There are still more than 450 people aboard.

Incidents Aboard

During the voyage from Miranda to Vari a number of incidents occur. The referee should pace them as desired, using them during the two weeks spent in jump.

Medical Situations

Medical emergencies will be paramount from the moment the ship lifts off from Miranda. The ship has a full-time medical officer and an autodoc. A number of other crew members have some medical capability and are able to administer first aid. Once the vessel reaches Phoros the medical crises will have subsided and the casualties are unloaded.

- There are a number of badly injured military personnel and civilians, mostly hit by shrapnel (these unfortunates have two characteristics at zero). There are a number of civilians with serious wounds (one characteristic at zero) and many people have minor injuries (one or more reduced characteristics but none at zero). Cases are triaged and surgery must be performed according to urgency. Every crewmember and refugee with medical skill is roped in to assist.
- Medical supplies run out fast and improvisation may be required, such as using medical kits from emergency lockers.

- At least one pregnant woman gives birth during the voyage. The new arrival is an auspicious event and is celebrated with traditional rituals. Any characters who assist in the delivery will be swept up in the celebrations.
- An illness sweeps through the packed passengers and crew. If the illness is contracted the individual will shiver and have stomach cramps (-1D6 Strength) and have a fever (-1D6 Endurance) lasting for a few days. Serious cases suffer double damage and may possibly die. The illness particularly threatens the elderly and the very young. Preventative medicine will help alleviate the situation.

Daily Routines

The refugees have a number of daily routines that they follow, such as morning and evening prayers and ritual appeals to Elders (Day Courts) regarding all manner of squabbles and affairs – the timing of these are shifted daily to acclimatize the refugees to the day / night cycles of Vari. Incidents that occur aboard the vessel may disrupt daily routines.

Catering to the refugees

The sheer number of refugees aboard the vessel will immediately cause issues. Conditions are cramped and immense pressure is being put on the onboard facilities.

- The life support systems are struggling to keep up. The water recyclers are running at maximum to meet demand, the air scrubbers are struggling and the air is becoming increasingly foul, and waste disposal systems are overloaded. The characters will need to fix or jury rig the life support systems throughout the vessel. Failures in systems may have cascading effects: for example, failing sanitation may trigger illness.
- Food is in limited supply and rationing is implemented to ensure that everyone has at least something. Individuals with Steward skill may assist with the situation, but by the time the ship reaches Phoros things are becoming pretty dire. There are likely to be problems with theft, hoarding, cheating the system, or trading for dubious favours as even the basics run low. The characters may have to break up unpleasant situations and police distribution.

Children

A merchant vessel is not a safe environment for unattended children, and there are many lost kids among the refugees. Though the adults try and keep an eye on them they can get up to all kinds of mischief. Inquisitive little souls manage to open maintenance hatches, fiddle with panels, and play with equipment that they really shouldn't be touching. Adults might not think that children could do much harm, but they'd be very wrong.

- An extremely cute little girl runs up and clamps herself onto the leg of the roughest, toughest player character, and thanks them for saving her and her dolly. The child will show up unexpectedly every now and again, usually when the character is in the middle of something, with a gift like a drawing of her hero or a trinket. If there is an outbreak of disease or a tragedy, it could tug on the heartstrings if the little girl is involved.
- Some kids have managed to get into the environmental systems and are crawling around in the ducting within the deck. While they can't leave the section of deck they are within, they can move around inside of that individual section (for example the ducting within (C5), the forward cargo deck). They definitely need to be removed, which won't be easy.
- A young person chances across equipment lost by the troops of Gladius Battalion (a weapon such as a pistol or an explosive device such as a hand grenade). Rumours start going around about a child with a dangerous item. It must be found before somebody gets hurt.

- When Gladius Battalion were aboard the ship ... something ... hatched from a rock that one of the soldiers brought aboard. Nothing was ever found and the whole incident was dismissed as a stupid practical joke. But perhaps the hatchling has been waiting, growing, and learning. Perhaps a child finds it and adopts it, whatever it is, as a pet. Could it pose a danger to the ship and its occupants? Perhaps it has left tiny "pebbles" of its own within the ship, which may later hatch out.

Cultural Strangeness

Backlander tribes follow tradition and the Sevakim are no different.

- Language problems may be an issue and misunderstandings are easy. While many of the younger Sevakim are fluent in the character's language the older members of the tribe are not. Such misunderstandings are mostly trivial or funny or serve as a means to frustrate the characters.
- A much-respected Elder passes away and the necessary rituals must be followed. Incense is lit (which may put additional pressure on the environmental systems) and a funerary area is marked out and sanctified. While there is grief at the loss there is also jockeying for position and the characters may get caught up in a dispute between rival factions seeking power.

Villainy

Though the vast majority of the refugees are decent honest folk there are always a few rotten apples in the barrel. A few of the Sevakim are thieves while others have darker motives altogether. The Elders, eager to preserve their reputation and unwilling to appear in a bad light to their hosts, take this sort of behaviour very seriously. Tribal justice is likely to be summary and brutal.

- Small items are going missing all over the vessel. Jewellery, an ID card, tools, cash, and items of clothing like embroidered scarves. The Elders may work with the Captain to entrap the thief, and the characters may get roped in (alongside the ship's security officer) to assist in the investigation and catch the villain. When that happens, the goods will be discovered and returned to their owners.
- Black Market. When there are shortages, individuals step in to provide goods and services. Some may be acting altruistically, some may be making the best of the situation while they can, and some will be outright profiteers. The black marketeers may have a legitimate source of the desired goods or may be fencing stolen goods obtained by accomplices or thieves. Prices are likely to be extremely inflated. The Captain and the Elders may turn a blind eye or may come down hard, depending on what is being sold.
- An enemy agent, an individual working for an enemy tribe, managed to slip aboard with the refugees on Miranda. They intend to assassinate an Elder of the Sevakim tribe but they suffer some exceptionally bad luck while trying. Two separate attempts against the Elder (a missed shot with a pistol and a discovered but faulty explosive device) give away their presence: they intend to try again. The characters are assigned to protect the Elder. They should be encouraged to assist in any way they can to catch or stop the would-be assassin.

Disembarkation

The ship arrives at Vari and clearance is granted to land at the Mirandan settlement. The refugees will disembark and joyful reunions with friends and family will take place. The habitation modules are unloaded and for the first time in months the decks are clear.

- A new extension to the Mirandan settlement is emplaced using the habitation modules: the characters are encouraged to assist in the design and emplacement of this little bit of urban planning.

The Captain and Supercargo engage in quiet conversations with the Elders. A bonus lot of cargo – a huge consignment of sawn lumber – is secured at a very reasonable price and loaded aboard the vessel. The

characters are welcome to engage in speculative trading during this time. If they have treated the refugees well, they will be offered products like exotic timber, animal skins and hides, translucent resins, or hand-crafted trinkets and novelties, all at extremely competitive rates. Such items can sell for a fortune in the product-hungry markets of Shenu.

The whole community comes together for a huge celebration. An enormous fire roars away and entire beasts, spitted through, roast around it. The Captain and crew are feted as heroes and seated at the heads of tables, honoured guests. Food and drink, pleasant stimulants, and equally pleasant company are in great abundance, and there is singing and dancing and festivity long into the night. The next day, after fond farewells and promises to return, the ship departs Vari.

The Final Leg

The journey from Vari back to Shenu is strange in its own way. The ship seems oddly empty with just the crew, characters included, plus perhaps a few middle passengers. The referee can implement shipboard events as desired, but ultimately the journey is uneventful.

At long last the ship docks and the contract is officially completed. The voyage is over.

Conclusion

When the vessel arrives back to Shenu there will be an investigation regarding the military action at Miranda. Personal statements will be taken from the crew and the ships logs will be examined to determine their involvement in the affair. Most likely it will be found that the ship and its crew acted in good faith or self-defence. They will be absolved of any criminal liability and compensated for their time.

However, if the characters acted in a criminal or bloodthirsty manner they may face more dire consequences. These may include fines, dismissal from employment by Owner Corp, or even imprisonment on Shenu.

- Gladius and Scimitar Battalions were besieged for more than two days, and while both units survived the battle both took heavy casualties. The weather made air operations difficult. Cutlass Battalion, a First Corps armored infantry unit, along with local forces, were able to advance up from the south, break the siege, and relieve the starport. Following the battle, the insurgents just melted away into the forests.

During the process of debriefing and questioning the ship spends time in the shipyard. It receives thorough maintenance and is returned to normal operating standards. Unless they are accused of capital offences (in which case they are probably in jail) the characters will have access to the starport and will be able to sell any cargo they managed to get at Vari.



Gladius Battalion Personalities



Colonel Kaiarahi Nui
Commanding Officer



UPP: 876889 Age: 40
Skills: Leadership-2 Gun Combat-2
Admin-1 Bribery-2 Close Combat-1
Communications-1

Colonel Nui is the Commanding Officer of Gladius Battalion, having been appointed to the role when the unit was first being formed. He is fairly short, solidly built, and has thinning close cropped hair.

He is a tough, no nonsense professional soldier who has spent more than half his life serving. He is dour, surly, and caustic, given to bouts of heavy drinking, and drives the troops hard. He leads from as close to the front as he can get. His temper is feared but he is also respected. He won't promise anything he can't deliver and won't ask anything of his men that he wouldn't do himself.



Captain Maunga Teitei
Adjutant



UPP: 8A76A9 Age: 23
Skills: Admin-2 Law-1 Gun Combat-2
Stealth-1 Recon-1 Medic-1
Mechanical-0

Captain Teitei is the adjutant of Gladius Battalion, assisting Colonel Nui with his administrative duties. His first tour of service was under the Colonel, and when the battalion was being formed he requested a transfer to it. Teitei is tall, athletic and is always impeccably well turned out.

Though he is young he is driven, determined to climb the ranks and earn a name for himself. In action he may act rashly, perhaps endangering others, in an attempt to prove himself. He is something of a barrack-room lawyer and knows every line and word of the First Corps Service Regulations.



Major Wahine Roroa
Second in Command



UPP: 687885 Age: 32
Skills: Communications-2 Sensors-1
Admin-1 Electronics-1 Gun Combat-1
Close Combat-0 Medic-0

Major Roroa is the Second in Command of Gladius Battalion, for the most part specializing in working with the support platoon and communications section. She liaises with the Company and Platoon Commanders and ensures the smooth running and overall integration of the unit.

Roroa has contacts in First Corps, the Battalion's parent organization, and can pull some powerful strings if she feels the need. She is efficient, reliable, rather humourless, and sticks to the rules. She has strong religious beliefs and her faith frowns upon intoxication: she is always sober.



Captain Tangata Rino
Quartermaster

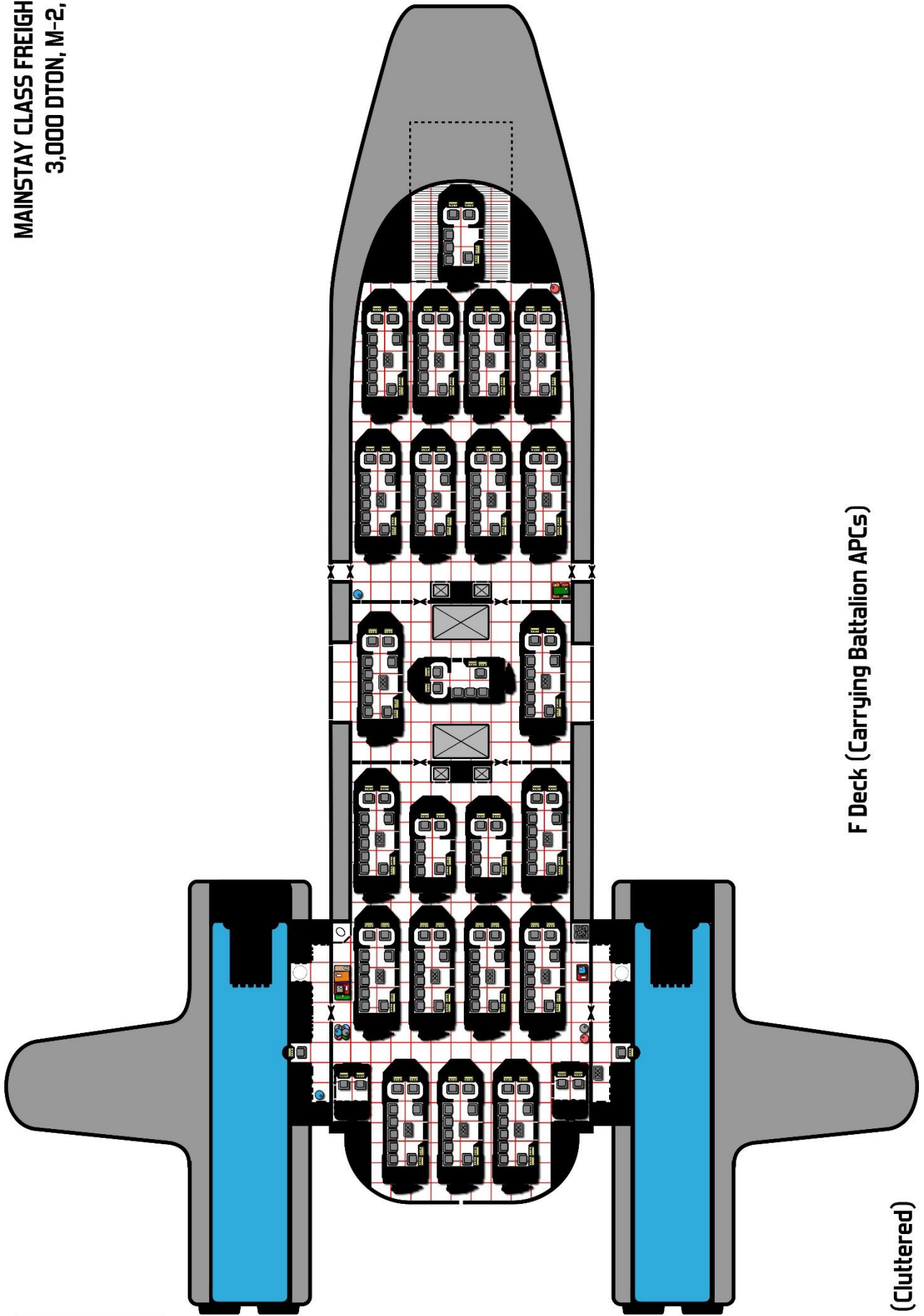


UPP: 987655 Age: 45
Skills: Close-Combat-2 Gun Combat-2
Streetwise-2 Admin-2 Medic-1
Mechanical-1

Captain Rino is the Battalion Quartermaster and was promoted from the ranks. He oversees supply for the unit, a role he takes extremely seriously. He is slightly overweight and is always conscious of his expanding waistline, though he never quite gets around to exercising or dieting.

He is witty and approachable, the life and soul of the party, and will happily join the ordinary troopers in sharing a bottle and a joke. He is given to periods of brooding introspection, particularly if he feels responsible for a problem. Rino is close to his extensive family and he misses them.

MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2



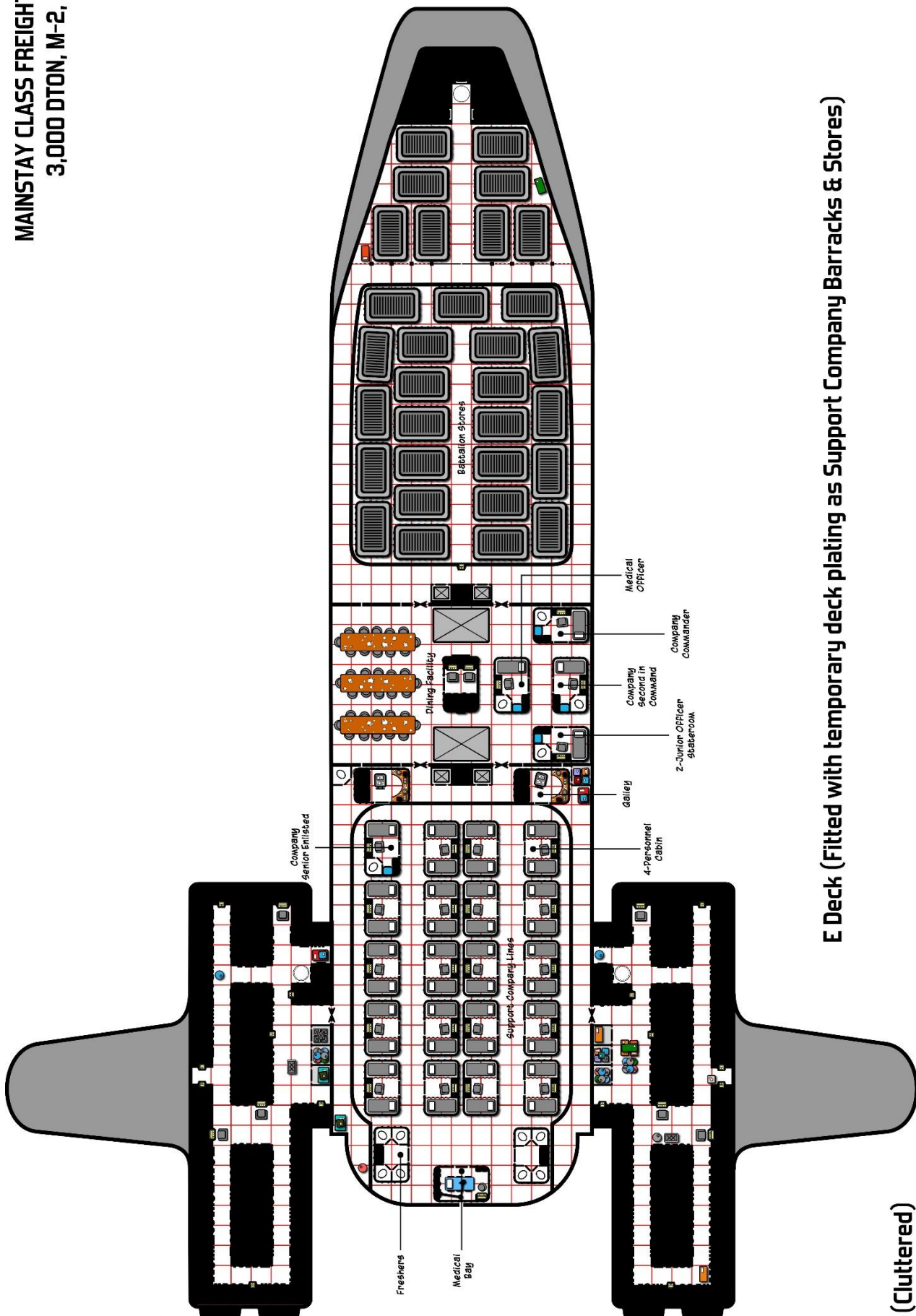
KEY:

	Crew Seat
	Crew Station
	In Valve
	Floor Panel
	Out Valve
	In Valve
	Ceiling
	Ramp
	Bulkhead
	Partition
	UR
	Inspection Panel

F Deck (Carrying Battalion APCs)

F Deck (Cluttered)

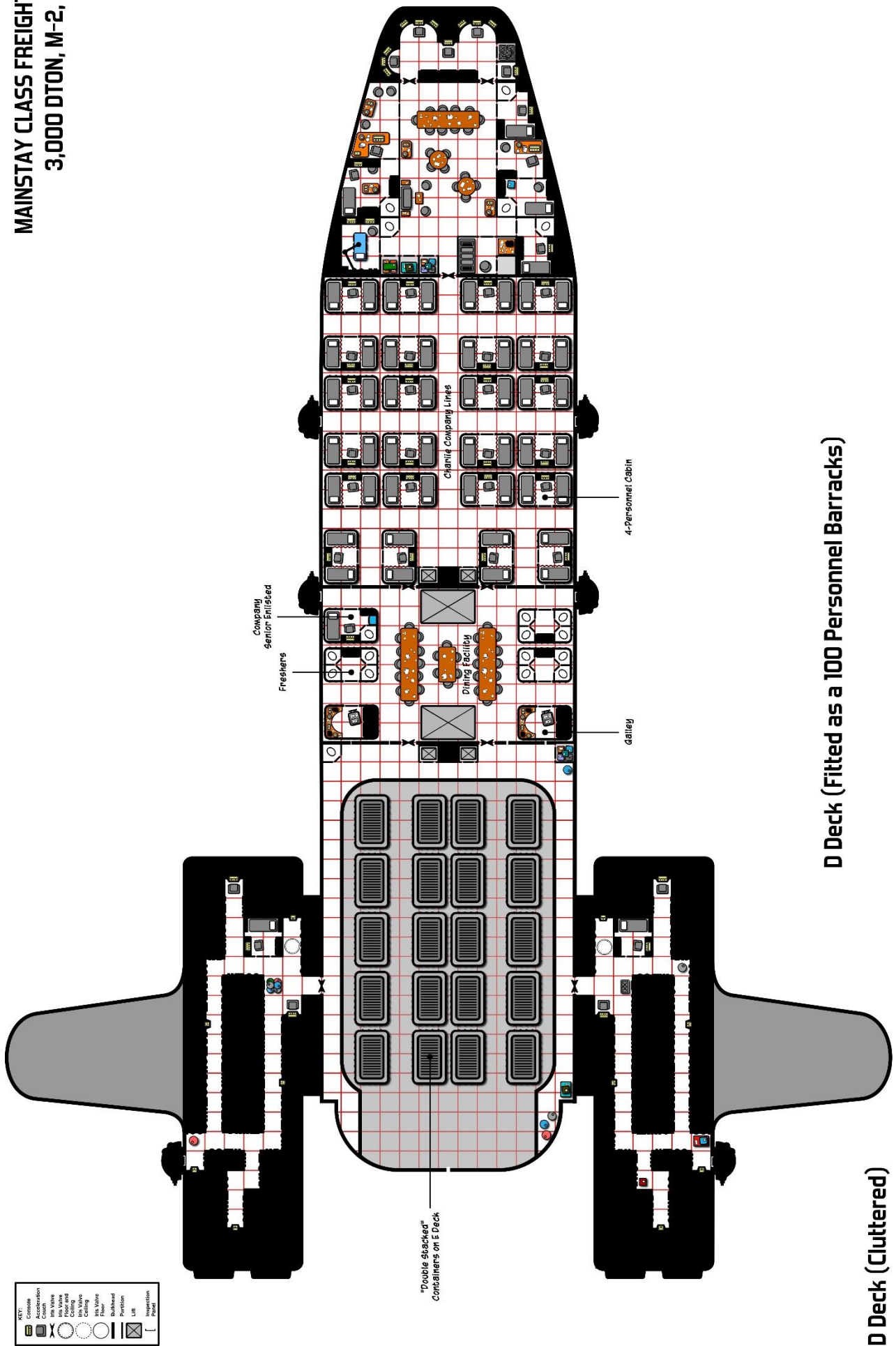
MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2



E Deck (Fitted with temporary deck plating as Support Company Barracks & Stores)

E Deck (Cluttered)

MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2



- KEY:
- Console
 - Ejection Seat
 - Couch
 - Infr. View
 - Floor grid
 - Infr. View
 - Infr. View
 - Ceiling
 - Infr. View
 - Bulkhead
 - Partition
 - URT
 - Inspection panel

"Double Stacked"
Containers on E Deck

Company Senior-Enlisted

Freshers

Charitic Company Linqs

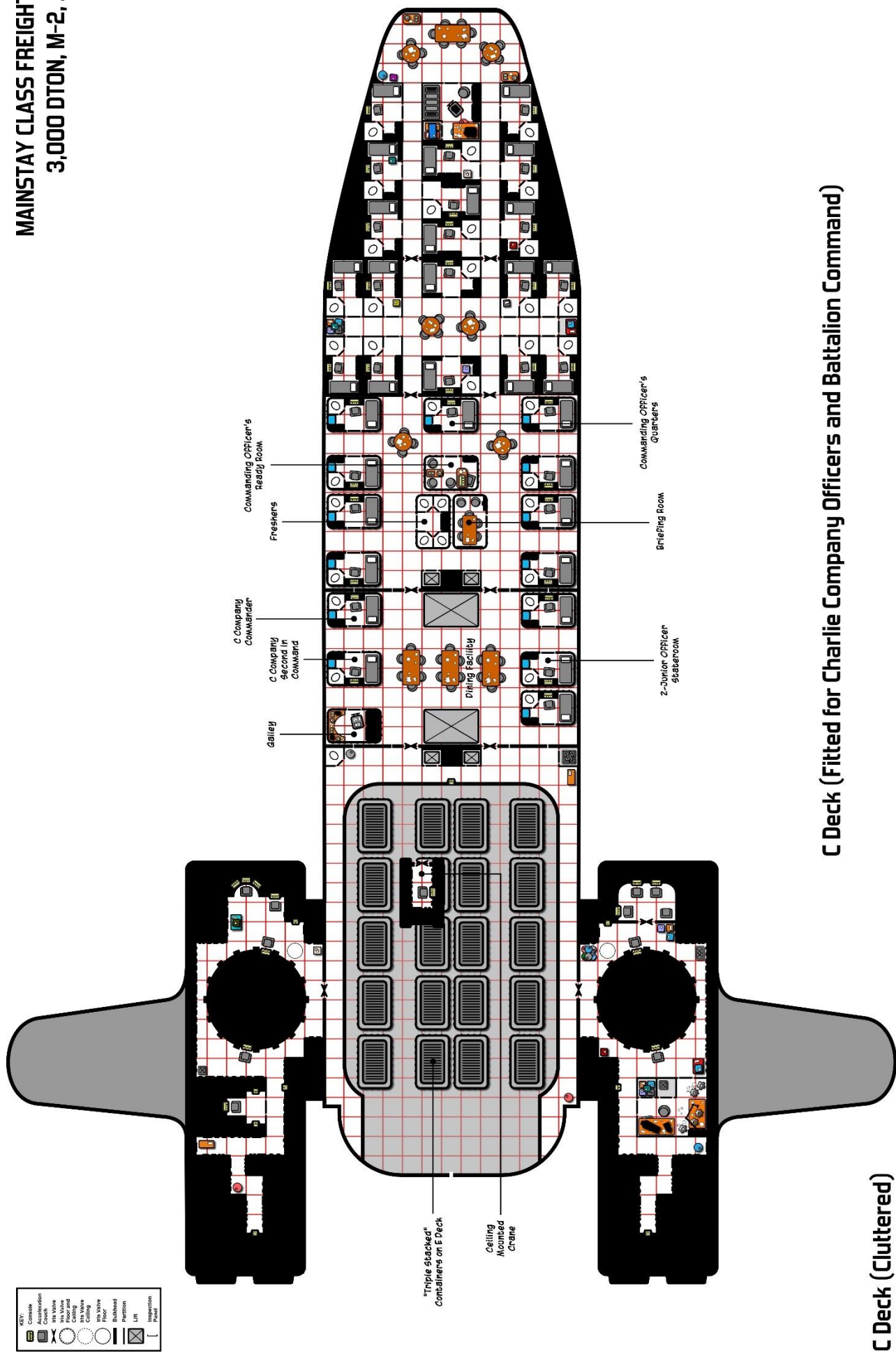
4-Personnel Cabin

garage

D Deck (Fitted as a 100 Personnel Barracks)

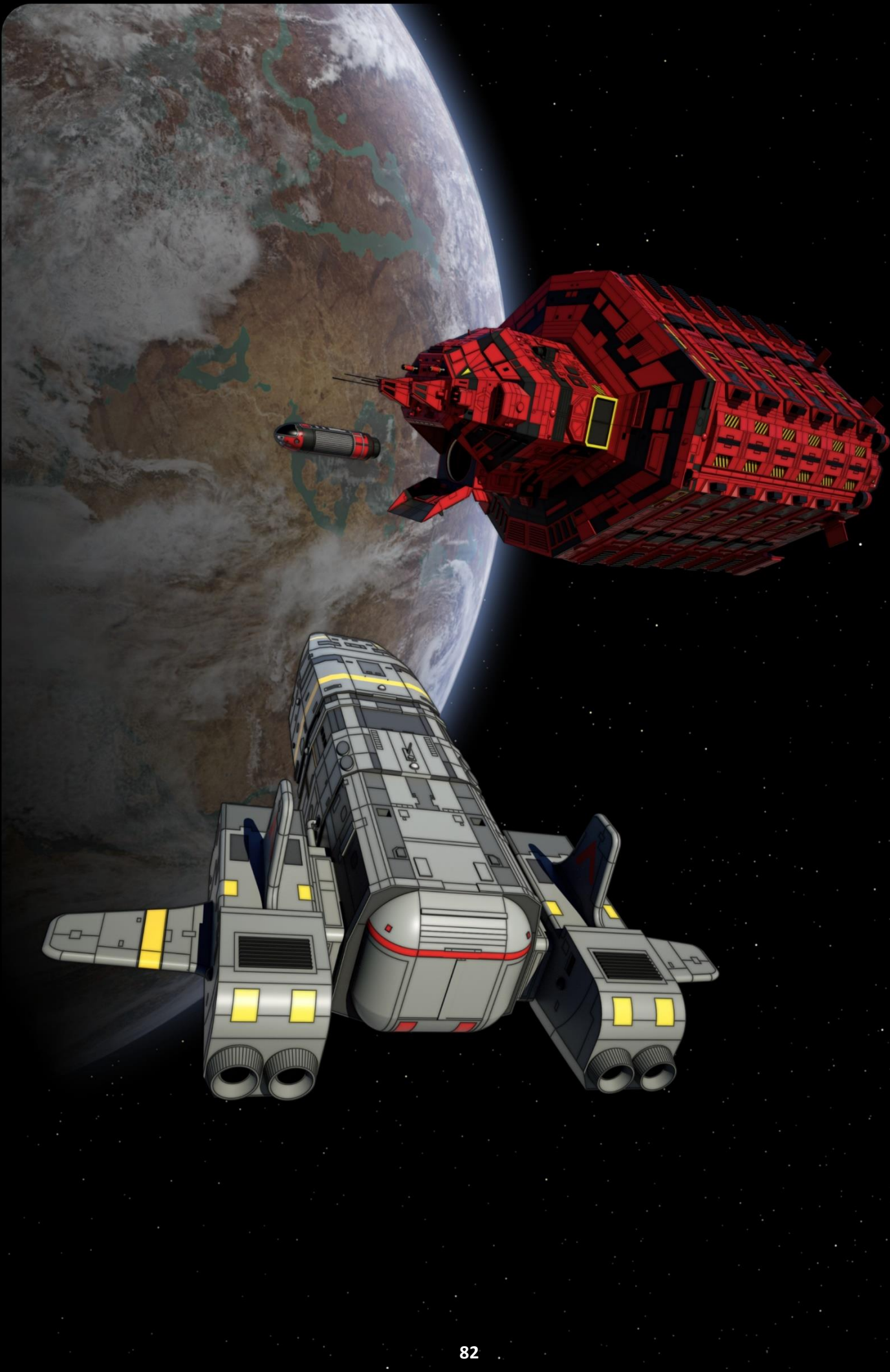
D Deck (Cluttered)

MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2



C Deck (Fitted for Charlie Company Officers and Battalion Command)

C Deck (Cluttered)



Trade War

Introduction

A corporate trade war is a situation in which two businesses try to reduce the commercial capacity of the other. For the most part the conflict remains as a boardroom affair, with rates and tariffs being aggressively adjusted, share prices and stocks being manipulated, production or haulage rights being traded, or influence being exerted on involved parties. The objective is to financially damage the opponent or drive them out of business.

The Opponents

In this particular disagreement one side is Owner Corp, the organization that owns the character's ship. The other is Interstellar Transport Associates Incorporated (abbreviated to ITA Inc), a rival business that is closely equivalent in terms of assets, ships, capabilities, and manpower.

Both organizations operate within the same general area and their vessels follow the same routes. In the past they have worked in parallel, specializing in different types of cargos, with individual crews friendly to one another and even cooperating on occasion. But as the parent businesses have grown, they have begun to impinge on one another's interests. How the dispute between ITA Inc and Owner Corp started is unclear, though it appears to be related to lucrative mineral haulage rights.

Duration of the Voyage

It is suggested that the trade war between the two companies lasts for around five or six jumps (somewhere around two or three months). Over that time, the referee should ramp up the tensions as problems multiply, and trade and commerce becomes increasingly difficult. No particular sequence of events is given. It is suggested that the referee implements events from the Real Effects, below, wherever and however seems most appropriate. Multiple events may occur simultaneously.

Real Effects

During the trade war the character's ship carries on its normal trading. Freight is collected and transported, speculative cargos are bought and sold, and all manner of plot hooks and errands and interesting events occur.

But the boardroom battles do have real world consequences. A ship may find that it has no cargo to collect because their competitor has undercut the haulage rates and contacts have been enticed away. Unanticipated bureaucratic processes will cause problems and delays and additional charges may have to be paid out of pocket. Occasionally the dispute will involve the authorities, either through one of the sides bribing or paying off officials to cause problems for the other, or through events escalating into illegal activities.

Both Owner Corp and ITA Inc are exerting pressure on port officials and suppliers on the various worlds of the region. They are using the same techniques as one another, and as a result the crews and vessels employed by both companies are suffering similar problems. Individual bureaucrats and officials may be put into an impossible situation, caught between two rival factions that are both attempting to coerce or extort them. Or they may be gleefully profiting from both sides.

Convoys

Throughout the duration of this voyage, rumours persist that ITA Inc have retained the services of privateers. There is definitely something behind these stories: commercial vessels have been damaged, taking them out of active service and costing the company money both in terms of repairs and lost

revenue. Any direct links between privateers and the feuding corporations is unproven. ITA Inc crews in turn believe the privateers are working for Owner Corp.

By the time of the ships third jump, a convoy system has been instituted in all systems. This usually consists of Starmercs (small privately operated warships) escorting groups of merchant vessels between the mainworld and an agreed jump point, though naval vessels may also be active. Vessels may freely travel to secondary worlds within a system but they are not provided with escorts.

Owner Corp has dictated that the ship joins convoys where practical and the Captain will abide by these regulations. For the duration of the voyage the Captain will insist on travelling in a convoy, if one is available, and will insist that the vessel be at full alert during any realspace activities, with the crew at their duty stations. She will follow instructions given by the convoy commander.

Rumours

Stories and tall tales circulate at the local starport. While most concern topics like the latest celebrity scandal or unlikely market opportunities on some world, a few mention the trade war. Where reference is made to businesses within the text, the names are divided by a slash: choose which company this particular rumour applies to.

1. A vessel was disabled by an unknown enemy shortly after exiting jump. It was boarded and hostages were taken. Nobody can say exactly which ship was involved, the names of the hostages, or even the system where the incident occurred.
2. A vessel in port was struck by weapons fire, probably lasers. The hull was punctured and teams are carrying out repairs. Privateers are believed to have committed the attack.
3. Crews on shore leave have been assaulted in startown. It seems like thugs were hired to beat up on anyone wearing an Owner Corp logo / ITA Inc colours.
4. Other shipping companies, not just ITA Inc and Owner Corp, have begun to operate convoys because of the danger presented by privateers. Hired Starmerc ships and local defence forces escort them.
5. Owner Corp / ITA Inc stocks and shares have seen a huge dip in market trading. Millions of credits have been wiped off of the value of the company. There is talk of redundancies and layoffs and reductions in crew wages.
6. The privateers have a secret base located in the outer part of a system, though with each retelling of the story the location changes. This base used to be a secret naval facility but was abandoned years ago, supposedly. It is where they hold their hostages.

Administrative Harassment

ITA Inc have ensured that there will be difficulties at the various ports the ship visits. They have used payoffs, called in favours, and threatened and extorted port staff to cause Owner Corp as many problems as possible.

Documentation on worlds of TL-6 or less is likely to be physical paper, filled in by hand using an ink pen. Submitting documentation is usually done by visiting a port office and handing the papers to a clerk. On higher technology worlds (typically TL-7 or more) documents are more commonly in an electronic format and are filled in using a computer. Submitting them to the authorities is done via electronic messaging.

- On multiple occasions, paperwork relating to the ship is not in order. New documents must be completed and submitted. Pages can become separated and lost or electronic transfers can scramble data. Incorrect or incomplete information may cause further delays. Minor issues such as the use of the wrong color ink or an unapproved font may cause all of the paperwork to be rejected.

- Unexpected additional fees must be paid, per ton, on all cargo aboard the ship (explained as a port clearance handling fee). If the characters have purchased speculative cargo, that also incurs crippling additional charges. If the fees can't be paid the goods are confiscated.
- A signature must be obtained on important export documentation. The individual who needs to sign is not available and must be tracked down. The ship cannot depart until all the necessary signatures are acquired.
- Particularly vigorous customs checks are mandated within the port, on the basis of a tip-off. The customs officials arrive in substantial numbers and have cutting gear with them. If they cannot be persuaded otherwise (perhaps through legal arguments or bribes) they will conduct an extremely thorough search of the entire vessel. This will take a considerable amount of time and may involve physically removing sections of the interior to search for hidden spaces or smuggling compartments. Any damage caused will have to be repaired.

Advocate (to use laws and legal loopholes), admin (efficiently working through the bureaucracy), persuasion (sweet talking officials), and bribery (such as a thoughtful gift for a hard-working clerk or a generous donation to the Customs Commemorative Fund) may be required to resolve issues. If a clerk can't be convinced to help, maybe their boss can. A forger may be able to produce appropriate documents. Failure to resolve administrative issues may result in hefty fines and long delays.

Commercial Espionage

For each side involved in a trade war, information is vitally important. Knowing their competitors preferred routes, their contracts and purchasers, maintenance issues with their vessels, and the shortcomings of their crews, can give a crucial advantage. Operatives may be placed aboard competitors' vessels or within surface facilities go gather information.

- A crewmember is an informant for ITA Inc and are attempting to find anything that may be of interest. They may be caught poking around in restricted areas, imaging paperwork, or trying to get computer access. Rather than the crewmember being a sell-out, ITA Inc may have some kind of leverage on them. They may be willing to act as a double agent.
- An agent hired by ITA Inc commits an act of sabotage. Typically, this will involve deliberately damaging a shipboard system. The saboteur may be a port worker or may be a member of the crew. They are sneaky and may try and set up other members of the crew as fall guys. A thorough investigation will eventually reveal evidence directly incriminating the villain.

Difficulties in Port

While the ship is in port it must take on supplies and fuel, supplied by various independent companies. ITA Inc have been able to meddle in the supply chain to cause Owner Corp difficulties.

- The docking bay where the vessel is berthed has the wrong fuel fittings or incorrect maintenance equipment. The fluids supplied for onboard machinery are incorrect (the wrong grades of lubricant, wrong types of hydraulic fluid, or they contain harmful additives). Incorrect fixtures and fittings are delivered, such as square filters for round filter housings. Replacing incorrect supplies will take time and money.
- There are delays in loading or unloading due to difficulties involving union contracts. Vehicles designated to pick up the cargo are late or delayed. The stevedores may have been paid off to be slow or lazy, though they may be re-motivated by the promise of bonuses.
- Poor quality life support supplies are delivered (hundreds of non-returnable and non-refundable pre-prepared meals that cause dietary distress, substandard cleaning products, or low quality hygiene supplies for the freshers).

Confrontations

Showdowns with disgruntled ITA Inc employees are inevitable. They are suffering difficulties that are pretty much identical to the issues employees of Owner Corp are suffering. They have grudges and scores to settle and intend to take out their frustrations on the representatives of that organization, in this case the crew of the ship.

- While the characters are within startown, an individual member of the crew is set upon by a group of assailants. The characters happen to be nearby when this assault takes place and are in a position to intervene.
- Unhappy crews from different companies like drown their sorrows in the local starport bars. When two groups run into each other things degenerate fast. Nobody knows who threw the first punch, but inevitably there is a full-on brawl. Unless the characters escalate the situation (by using deadly weapons such as blades or guns) it remains as a fist fight, albeit with improvised weapons such as barstools. Starport security will turn up fast, and in force. Charges are unlikely to be pressed unless the situation turns deadly.

Attacked!

An incident occurs around the time of the ship's fourth or fifth jump, ideally within a system with a fairly basic starport (class C or worse). The character's ship, along with a number of other merchant vessels, have congregated in high orbit and are travelling in a loose convoy towards the designated jump point. Starmerc fast escorts form pickets around them. Close to the jump point alarms and alerts go off – missiles inbound!

The convoy has been ambushed by an unknown vessel that has fired a broad spread of missiles towards the merchantmen. The escorts put up defences – laser fire and ballooning clouds of magnetic sand with glowing hot noisemakers at their centres – but a few of the missiles get through and lance into the convoy. The characters ship is undamaged but another vessel, the richly laden Prosperity Rose, takes some big hits and is in trouble.

The escorts peel off to hunt down and intercept the unseen intruder. The convoy commander requests that the characters ship gives assistance to the Rose. The vessel is still in communication and reports internal damage and a number of casualties.

Rescue Mission

The Prosperity Rose is a Mainstay class freighter, a sister ship of the character's own vessel with an identical layout. Her holds are laden with processed metals, ingots of all kinds with a multitude of industrial uses and a very high market value. The Rose is only a few minutes maneuver away and skilful piloting will bring the two vessels alongside one another.

- The Rose's bridge (D1), the primary computer (D3), and the medical bay (D11) have been badly damaged. Both the bridge and the officer's mess (D9) have lost vacuum integrity and artificial gravity and are full of floating wreckage and debris.
- The forward cargo bay and high bay (F2/E4) have suffered multiple punctures in the hull and have lost vacuum integrity. Some of the grav plates are offline and there is jagged wreckage and floating cargo. The forward cargo elevator in the lift bay (E5) has been damaged.
- The port side nacelle has taken damage and engineering control (C7) is non-functional. The power plant machinery within the nacelle is offline. Numerous secondary systems across the ship, including life support, have shut down. There is a pinhole air leak somewhere close to the port nacelle turret access (port side D13) and atmosphere is escaping.

- The Captain of the Rose and a number of other members of the crew are injured, some badly. The crew has suffered 1D6 dead and 2D6 injured (potentially everybody aboard) with the worst injuries among the bridge and engineering crew – one of the injured personnel is the Captain. Injured crew are located at their duty stations. Uninjured personnel may be assisting them.

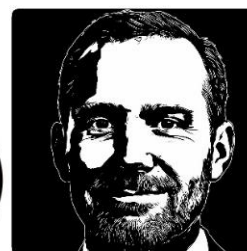
Once the characters' ship is alongside the Rose a boarding must be conducted: the characters are asked to undertake this mission, which will involve a short spacewalk. The characters will enter the Rose in the damaged, depressurised forward cargo bay (F2).

Once inside, depressurised sections must be safely negotiated, sharp wreckage and zero-G conditions must be braved, and at least one interior hatch must be forced open, potentially requiring the use of a portable airlock to avoid depressurizing another section of the hull. Many areas only have dim emergency lighting.

Daring rescues of trapped crewmembers should be undertaken and medical emergencies must be dealt with. Casualties are evacuated onto the character's ship where the medical officer and the autodoc can begin to treat them. The Rose's Captain, though hurt, refuses to leave his vessel. He has cracked ribs and a dislocated shoulder. Ultimately the Rose is secured, though she's dead in space.

Captain

Isaac McDonald



Male

Age 51

UPP A68776

**Skills: Carousing-2, Advocate-1, Broker-1,
Mechanical-1, Pilot-1, Computer-0,
Slug Pistols-0, Zero G-0**

Limping Home

Meanwhile, the other merchant ships jump out, one after the other, and a little after that the Starmerc escorts return. Their sensors detected an unknown vessel jumping away soon after they began their search. Extensive sensor sweeps haven't detected anything else and the area is now considered safe.

After an inspection it is determined that the Rose, though damaged, is capable of jumping. The cargo that she carries is extremely valuable and getting it back could be make or break for Owner Corp. Plus, the local starport isn't really up to doing the repairs anyway. After a brief discussion with the convoy commander, the decision is made to attempt to get her to her destination.

The characters (and any other crewmembers necessary to effect repairs) are asked to go aboard the Rose and act as emergency crew: they work well as a team and have the skills to deal with many situations. While they are free to turn the offer down, the Captain can offer a hefty bonus and danger money if they accept.

As many parts and supplies as can be spared are ferried over to the Rose. The character's ship sends a final good luck message and jumps away, followed shortly afterwards by all but one of the escort vessels. This guardian, the Petulant Blade, remains in place until the Rose is able to manoeuvre under her own power, get to a safe distance, and jump.

The Rose's bridge (D1) is a shambles and is effectively non-functional. The vessel can be controlled from the reserve bridge, located in the starboard nacelle (C9).

- In order to get under way the power plant must be restarted. A minor repair is required – there is a problem with the vacuum pumping ducts (C13). This can be resolved through the use of either engineering skill or mechanical skill and a few spare parts.

- Engineering control (C7) is offline and must be reinitiated, requiring computer skill or electronic skill.

Once this is done the Rose can manoeuvre to a safe jump distance and jump. The transition into jumpspace is bumpy, shaking the crew around and causing lights and control panels to flicker. Ominous creaks and groans echo through the ship.

Time in Jump

For the next 7 days (168 hours) the damaged vessel struggles through jump space. This should be played as a stressful time, with the vessel failing system by system, but with the characters somehow keeping it all working. The referee should ramp up the suspense and give every indication that the Rose will disintegrate and be destroyed in jump.

There are frequently metallic creaks and occasionally loud, deeply concerning bangs, like something under tension has snapped. With each new noise the ship develops worrying shudders that gradually become worse. The odours of shorted electrics and machinery that is running far too hot fill the air. Warning lights blink on and alarms sound. The jump field around the vessel looks odd, somehow, and to a skilled engineer something about the jump drive just doesn't feel right.

- The ship's primary computer (D3) has been damaged. It has a Technician personality but it isn't working correctly and should be considered unreliable. It may start behaving erratically, and while it means no harm it may pre-emptively begin diagnostic processes or shutdown procedures that may trigger additional problems.
- The computer's performance and reliability can be improved through use of computer skill or electronics skill: failure may cause further problems. The reserve computer (C14) has primary control of essential systems like the power plant and the jump drive.
- Environmental systems throughout the vessel are damaged and many areas are in vacuum. Toxic gases may build up in some sections due to the failing environmental systems. Hull damage can be temporarily patched and leaks can be stopped with mechanical skill (or dexterity and some basic instruction) and patches and tools.
- Cargo canisters break loose and fall, perhaps as a result of the vessel shuddering or maybe as a result of grav plates failing. The shifting cargo must be properly secured, which is tiring and time consuming.
- Additional problems plague the vessel. Power distribution nodes around the ship need to be reset, as do grav plates and air circulation and filtration. Sanitation and water supply isn't working at all. Lights flicker or have failed completely. All of the kitchen facilities are inoperable, as is the med bay. At some point a particularly loud noise is followed by an air leak in a new section.

The referee is encouraged to create a sense of tension, claustrophobia, and impending doom. For every problem solved a new one appears. It seems like as soon as a rest break is taken another emergency crops up. It's exhausting and terrifying.

At some point during the repairs a small but powerful transmitter is discovered hidden on the ship – without the repair being done it would likely never have been found. It is possible that the Rose was deliberately targeted in the attack and that the missiles actually locked onto her, rather than randomly targeting her.

- If desired, the referee may have one of the NPCs acting as a saboteur. While the individual isn't suicidal, they may have left evidence of their deeds and will try to cover their tracks. This may involve

damaging or destroying equipment or further messing up the computer. If they are confronted, they may become violent.

Conclusion

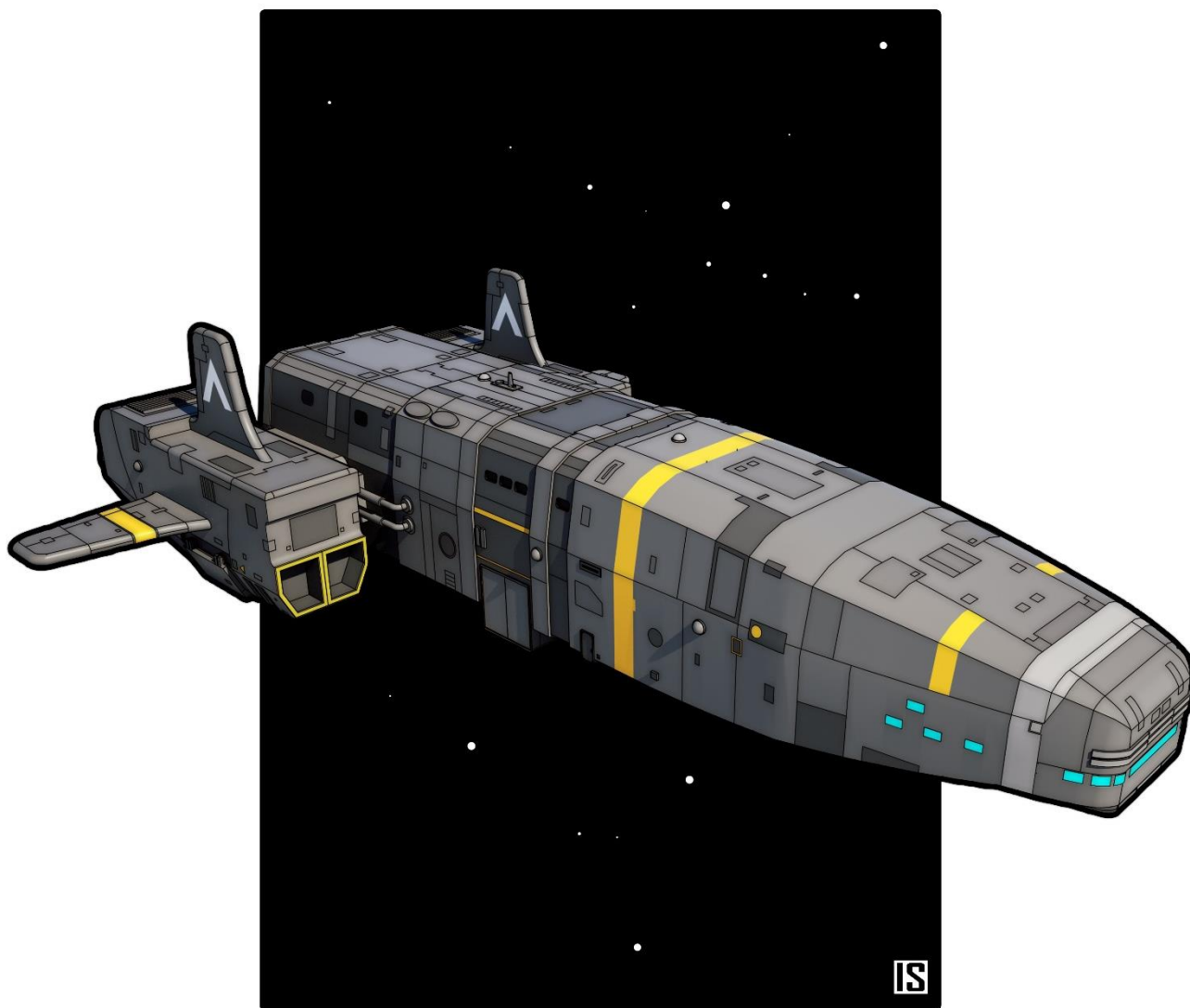
Finally, after 168 nerve-wracking hours, the ship drops out of jump and back into realspace. The transition is violent and multiple alarms go off. Many of the onboard systems are offline again and everything goes to emergency lighting. Communications become active and the transponder beacons and radio chatter of other vessels can be heard.

The Rose may be little more than flying wreckage, but they've made it, she's got them home.

Ultimately the characters are picked up by their own vessels launch and are reunited with their ship and their crewmates. Their actions aboard the Rose get the attention of head office and the board, and generous bonuses are authorised and commendations are given.

The Prosperity Rose affair marks the high point of the trade war. After that, everything winds down.

Behind the scenes the companies go into arbitration and finally reach an agreement. The dispute is over, more with a whimper than a bang, and commerce in the region can begin to return to normal. While the companies may have found a way to coexist, there is likely to be lingering hostility between the crews of Owner Corp and ITA Inc ships.



Plot Hooks

2. Maintenance / Repair

A minor onboard system experiences an issue and must be fixed.

1. Environmental systems within the passenger quarters fail. Temperatures are too hot / too cold. Unless the issue can be tracked down, crewmembers may have to give up their cabins to passengers and go double occupancy with their colleagues.
2. Artificial gravity on a deck partially fails, leaving sections in reduced Gee. This can cause a falling hazard, either personally or from dropped items.
3. Kitchen facilities fail – the primary power keeps tripping and no hot food is available until the power supply can be fixed. Crew morale will suffer and passengers may demand refunds.
4. Waste disposal and recycling break down, filling staterooms with foul odours. The smell is pretty repulsive and you'd be hard pressed to sleep through it.
5. Water management systems aboard the ship suffer a problem. While there is adequate fresh water for drinking and hygiene it has a cloudy appearance and an unpleasant taste that creeps into beverages and rehydrated food.
6. The main lighting fails in the primary habitation areas (the galley, lounges and staterooms) and red emergency lights cut in. The decks are cast into deep shadows and gloom and it becomes easy to get injured from a knock or a stumble.

3. Unusual Cargo – Livestock.

A consignment of live aquatic lifeforms is brought aboard in large cylindrical tanks and a keeper books a passenger stateroom to be able to tend to them during the journey. The creatures are tentacled aquatic lifeforms, massing around 10kg, with a mottled grey skin and resembling Terran cephalopods such as the octopus. The creatures need to be tended regularly by the keeper, who opens a hatch in the vat and provides nutrition pellets.

But they are clever little things and somehow a tanks-worth manage to escape, probably because a feeding hatch wasn't closed properly. They are able to squeeze into tight spaces and while they are mostly harmless, they can deliver a painful bite, possibly severing a fingertip, which means feeling around for them behind equipment is a little more hazardous. And they're a valuable commodity too, so they really should be rounded up. If they are out of water for too long, they weaken and then die. If they haven't all been tracked down by the time they die, they decay and smell really, really bad.

4. Health Issue.

Someone has brought aboard a contaminant, a microorganism that lives on surfaces and transmits through contact and ingestion. It causes unpleasant gastrointestinal issues that leaves sufferers weakened and ill. The outbreak is relatively easy to deal with, but will require most surfaces within the vessel to be thoroughly cleaned. Cleaning is time-consuming and tiring and may mean dismantling inaccessible systems such as the air purification equipment. Unless it is eradicated, the ship will be quarantined at the next port and may face a fine.

If the illness is contracted the individual will feel weak and drained (-1D6 Strength), suffer stomach cramps and run a temperature (-1D6 Endurance), and lack focus and attention (-1D6 Intelligence). These modifiers are an apparent reduction rather than an actual loss of characteristic points and will subside after 1D3+1

days. If this apparent reduction takes any characteristic to 0 the individual has contracted a serious case and will start suffering real physical damage.

5. Distraction

A persistent loud mechanical noise and an accompanying alarm can be heard throughout the ship. All individuals aboard the vessel suffer a minus DM on skill checks until it is fixed. The source needs to be tracked down (determine the origin by rolling on the damage charts) and the faulty component needs to be dismantled and rebuilt. However, the noises are amplified and transmitted by nearby ducting and echo within large empty spaces like the holds, which means pinpointing the origin of the noise is difficult. The accompanying alarm – a slow electronic beep – will be mistaken for other serious dangers such as an oxygen leak by less experienced members of the crew.

6. Internal Security Issue.

The computer receives a big software update. However, there is a cascading problem with the new security programs. Over the coming few weeks minor problems begin to manifest – doors will lock unexpectedly, internal communications will go offline, onboard power will switch to emergency mode, environmental controls won't function – as well as many other minor inconveniences. Ultimately the computer misidentifies one or more crewmembers as intruders and initiates lockdown procedures against them. The computer must be reset and a previous version of the security software must be installed. The computer will attempt to lock out individuals trying to reprogram it.

7. Unusual Cargo – Empty Hold

The assigned cargo is nothing at all. The ship is paid to travel, empty, from one location to another. The reason for this is unclear. It may be a huge clerical error, it may be some odd bureaucratic thing, or it may be a deliberate act by the person who has paid for the freight space (perhaps an insurance scam or a jilted lover looking to waste their ex's money).

But it appears there is nobody is there to check that the vessel is actually travelling empty. The Supercargo is very interested in the idea that speculative cargo could be taken along and sets about making the necessary arrangements. He is very happy to rent space in the hold to the characters, so they can engage in their own speculative trading. There is a risk, however, that somebody will be there to check up when the destination is reached, so maybe a detour to a secondary world in the destination system is in order. Empty the holds and then manoeuvre to the mainworld.

8. Private Charter

The vessel is chartered to take a huge consignment of construction materials to a remote site, a boom town that has sprung up around a huge mineral reserve. Miners, prospectors, adventurers and optimists of every kind have flocked to the area and hastily constructed mining operations dot the landscape for tens of kilometres around the town. And they're striking it rich. The entire operation is a den of inequity and filled with dubious merchants, dangerous saloons, confidence tricksters, con men, card sharps, prostitutes, and other assorted lowlifes looking to fleece the miners however they can.

Unloading the cargo takes a lot longer than usual because of the primitive local conditions and the non-essential crew are given a few hours shore leave. During this time key members of the crew decide to abandon the ship to go work a claim. They must be tracked down and persuaded to return or replacements for them must be found. At the same time newly rich and generally obnoxious miners and prospectors try to book passage aboard (or try to outright purchase) the ship.

9. Shipboard Security

Port security is very poor. Locals decide to graffiti the ship or try and steal fittings. The vandals come prepared – they carry spray paint and tools and equipment and are capable of doing harm, but they are not armed. If they can get aboard they will ransack anything they can get into, steal things, and randomly damage systems. If they are confronted they will scatter and flee.

The locals are youths, egging each other on and in the process committing crimes and causing damage. If no action is taken they will eventually lose their nerve and run, having caused 2D6 x Cr1000 in damages and petty theft. Capturing them will result in their arrest if they are turned over to local authorities, the possible intervention of their maladjusted parents, and the opportunity to claim damages. The use of deadly force against them will result in serious criminal charges and a formal trial. Subsequent events are left to the referee.

10. Unusual Cargo - Loose Bulk Goods

A shipment of small hard nut-like fruits contained in huge fabric containers is moved aboard. One of the sacks splits while it is being lifted and thousands of the nuts spill into the hold. Most can be gathered up using shipboard cleaning equipment but some get stuck in the mechanical parts of the cargo handling system and are crushed, releasing a thick resin that sets and seizes up equipment. Over the coming weeks some of the missed seeds germinate. They begin to grow long creepers and roots, spreading into the machinery and the innards of the ship.

11. Local Customs

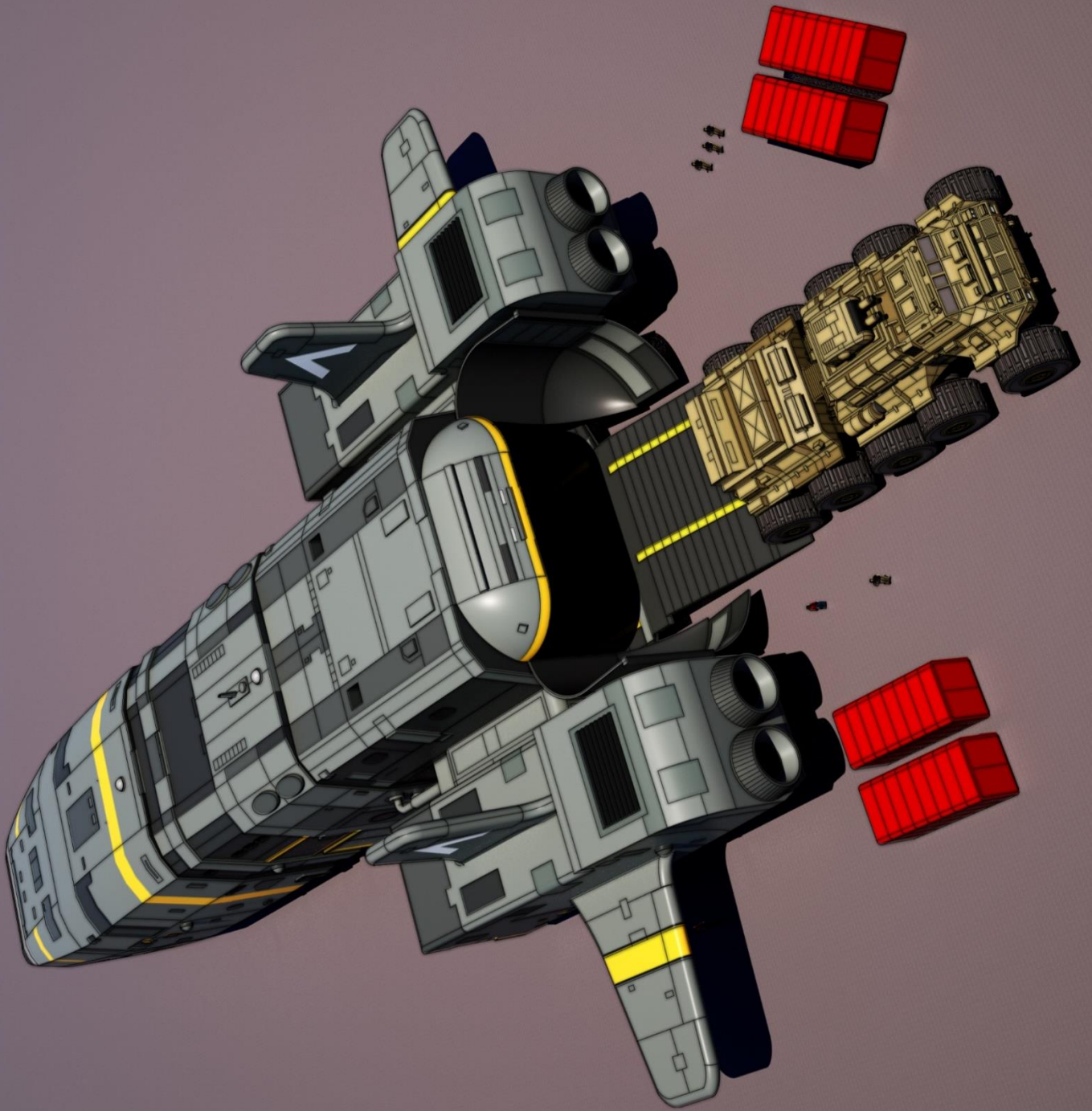
Strange local customs must be followed by the captain and a number of the crew before any trade agreement can be finalized. An outdoor feast around a blazing fire is followed by drinking and dancing and wild drumming that continues long into the night. Overall, a thoroughly enjoyable time is had by all and a deal is successfully struck. However, a number of members of the shore party are missing the next morning – presumed hung-over – and must be tracked down and returned to the ship before departure. They may have got into all manner of difficulties following the partying, including at least one being accidentally engaged to be married to a local

12. Fumigation

The trouble with surface landings is that things can get aboard, no matter how good the precautions. Flying critters, crawling bugs, sometimes even quite large beasties. And quite apart from the multitude of issues with transplanting species onto alien worlds, there's the danger of creatures getting into the innards of the ship, leaving droppings, building nests, and chewing through things. It's a serious hazard.

The current world has proven particularly bad – local vermin (tiny furry creatures weighing no more than 0.1 kgs) are going through their annual migration and are swarming in their millions. Although the port is now clear, some have gotten aboard the ship. Fumigation and removal of the remains is ordered by the port authorities and will be carried out immediately, gratis, although it will take a few hours to complete.

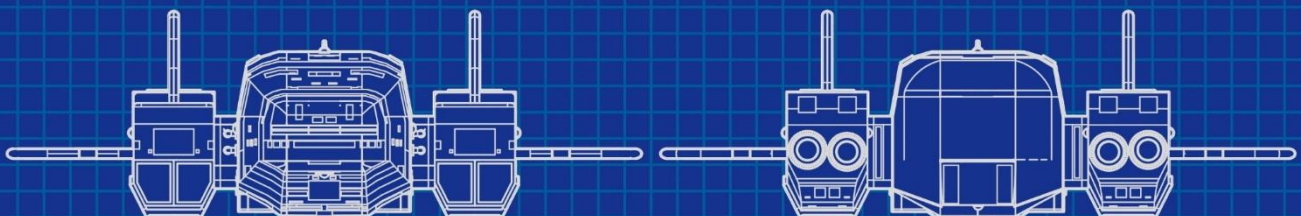
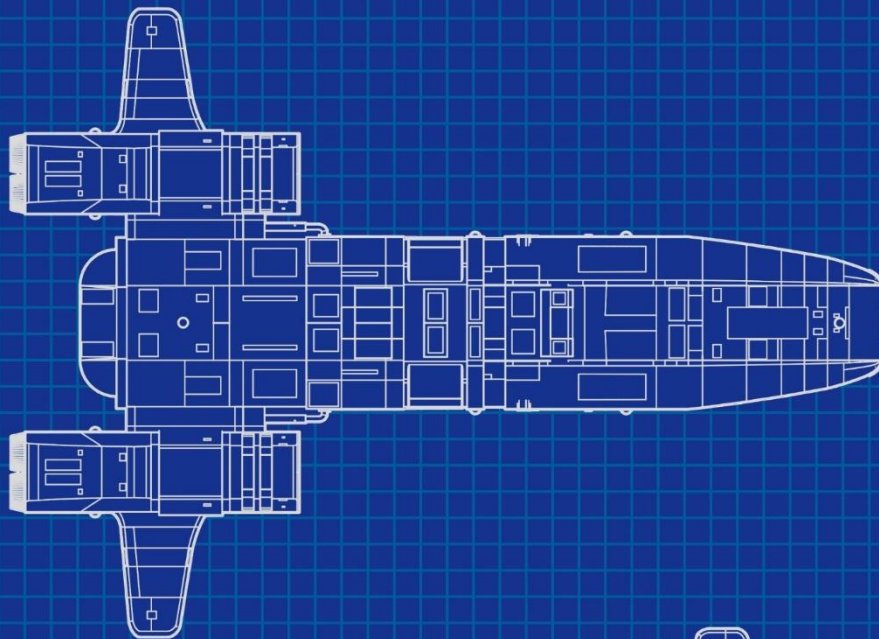
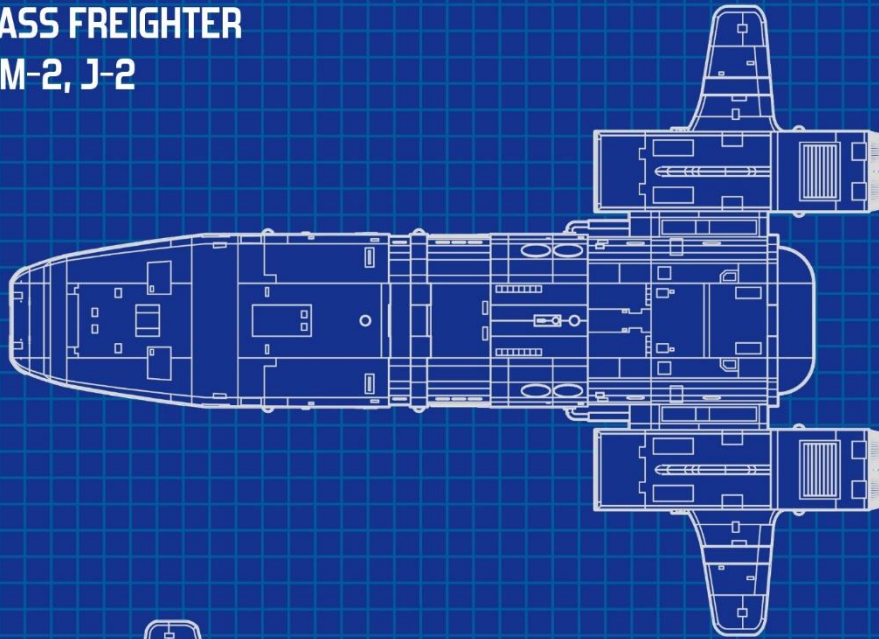
However, just before the fumigation is about to begin, a panicked member of the crew announces that nobody has seen the ship's cat (or similar pet). It must be found and got to safety before sanitation teams finish cleansing the vessel. The sanitation teams work methodically from bow to stern, section by section and deck by deck. The pet is within an inaccessible part of the ship, having the time of its life chasing vermin.



Random Shipboard Location Chart

Roll (1D6)	Deck	Roll (2D6)	Location		
1	A Deck	2	Hatch / accessway / fresher / control panel		
		3-7	Forward dorsal fuel tankage / turret		
		8	Launch hangar / elevators		
		9-12	Aft dorsal fuel tankage / turret		
2	B Deck	2	Hatch / accessway / fresher / control panel		
		3-7	Forward cargo hold		
		8	Lift bay / elevators		
		9-12	Aft cargo hold		
3	C Deck	2	Hatch / accessway / fresher / control panel		
		3-5	Mess areas / staterooms / galley		
		6-7	Forward cargo hold		
		8	Lift bay / elevators		
		9-11	1D6	Result	
			1-2	Port nacelle	Reserve Bridge, jump drive, computer
			3-4	The Pit	Aft cargo hold / cargo crane
			5-6	Starboard nacelle	Engineering control, jump drive, workshop
		12	Rear ramp, clamshell doors		
		4	D Deck	2	Hatch / accessway / fresher / control panel
3-4	Bridge / primary computer / environmental				
5	Mess areas / staterooms / galley / medical bay				
6-7	Forward cargo hold / turret				
8	Lift bay / elevators / turret				
9-11	1D6			Result	
	1-2			Port nacelle	Maneuver drive, jump drive, lateral turret
	3-4			The Pit	Aft cargo hold
	5-6			Starboard nacelle	Maneuver drive, jump drive, lateral turret
12	Rear ramp, clamshell doors				
5	E Deck	2	Hatch / accessway / fresher / control panel		
		3-5	Secure cargo area / turret		
		6-7	Forward cargo hold (gantry)		
		8	Lift bay / elevators		
		9-11	1D6	Result	
			1-2	Port nacelle	Maneuver drive, power plant, storage
			3-4	The Pit	Aft cargo hold
			5-6	Starboard nacelle	Maneuver drive, power plant, storage
		12	Rear ramp, clamshell doors		
		6	F Deck	2	Hatch / accessway / fresher / control panel / landing gear
3	Main ramp, ramp controls				
4-7	Forward cargo hold				
8	Lift bay / elevators				
9-11	1D6			Result	
	1			Port nacelle	Power plant, purification gear, tankage
	2-5			The Pit Floor	Aft cargo hold / turret
	6			Starboard nacelle	Power plant, purification gear, tankage
12	Rear ramp, clamshell doors				

MAINSTAY CLASS FREIGHTER
3,000 DTON, M-2, J-2



Design Specification Worksheet

MAINSTAY CLASS FREIGHTER, TL-11

<i>Component</i>	<i>Details</i>	<i>Notes</i>	<i>dTons</i>	<i>Price</i>
Hull	3000 dTons	Hull Code M (40,500 m ³) 60 hull points, 60 structure points	(3000)	300
<i>Configuration</i>	Streamlined	Wedge, intrinsic fuel scoops		+30
Jump Drive	Type T	Range 2 parsecs	95	180
Maneuver Drive	Type T	Gravitic Drive, Thrust 2	35	72
Power Plant	Type T	Fusion, Rating 2	55	144
Fuel	Internal Tankage	1x Jump 2, 21 day endurance	655	
Fuel Processors		100 tons / day (4.16 tons / hr)	5	0.25
Bridge	Standard controls		60	15
Computer	2x Model 3	Rating 15		4
<i>Software</i>	Maneuver Library Jump Control			0.20
	Intellect	Obeys verbal commands		1
Electronics	Basic civilian	Basic commercial sensor package	1	0.05
Weapons	Hardpoints 1-10	Triple Turrets x30 Pulse Lasers	10	10 15
		Weapons controlled by a single bridge gunner		
	Hardpoints 11-30	Uninstalled		
Crew	17	Captain, Executive Officer, Supercargo, 3x Pilots, Navigator, 4x Engineers, Security Officer, Gunner, Steward, 3x General Crew		
Passengers	Up to 8	Adequate facilities: catering to middle passage only		
Internal Fittings	25x Staterooms		100	12.50
	2x Offices	Captain's Office, Supercargo Office	4	0.20
	Crew Lounge	Spacious (25 people)	5	5
	Galley	Kitchen / Dining area (25 people)	6.25	1.563
	Autodoc		0.50	0.50
	Medical bed	Monitoring equipment	2	0.50
	Ship's Locker			0.10
	3x Airlocks	(2x lateral, 1x stern)	3	
	1x Workshop	Engineering Workshop	4	1
Subcraft	Standard Hangar Launch	Housing 1x 20 dTon Launch	22 (20)	4.40 (+14)
Cargo Hold	Superior	Gantry cranes, walking floors	1937	19.37
SHIP TOTALS				
	2999.75 dTons			
	MCR816.633 before fees or discounts			
	MCR830.633 including launch			

Pre-Generated Characters

Skilled Pilot

Bisa Omagadu, Female, Age 37, UPP 6C9875

Skills: Pilot-2, Admin-1, Computer-1, Grav Vehicle-1, Liaison-1, Medicine-1, Tactics-1, Mechanics-0, Recon-0, Streetwise-0, Wheeled Vehicle-0, Zero-G-0



Competent Navigator

Pravani Chabra, Female, Age 33, UPP 69AA67

Skills: Navigator-2, Bribery-1, Computer-1, Streetwise-1, Tactics-1, Wheeled Vehicles-1, Zero-G-1, Electronics-0, Mechanics-0, Medicine-0, Shotgun-0, Close Combat-0



Proficient Engineer

Ling Chen, Female, Age 34, UPP A8A767

Skills: Engineering-2, JOT-1, Mechanical-1, Recon-1, Gun Combat-1, Close Combat-1, Zero-G-1, Advocate-0, Carousing-0, Electronics-0, Streetwise-0, Tracked Vehicles-0



Handy Technician

Philippe Santos, Male, Age 39, UPP 587AB5

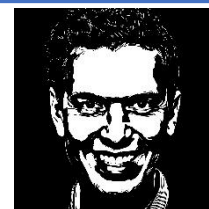
Electronics-2, Comms-1, Computer-1, Gravitics-1, JOT-1, Mechanical-1, Close Combat-1, Admin-0, Engineering-0, Gambling-0, Grav Vehicle-0, Gun Comabt-0, Survival-0, Zero-G-0



Capable Steward

Hishi Nagura, Male, Age 41, UPP 5779A9

Liaison-2, Steward-2, Admin-1, Advocate-1, Broker-1, Carousing-1, Comms-1, Computer-0, Grav Vehicles-0, Linguistics-0, Gun Combat-0, Tracked Vehicles-0, Zero-G-0



Focused Doctor

Mia Bauer, Female, Age 47, UPP 7A6AC4

Skills: Medicine-3, Advocate-1, Computer-1, Liaison-1, Carousing-1, Electronics-1, Life Sciences-1, Admin-0, Mechanics-0, Gun Combat-0, Social Sciences-0, Streetwise-0, Zero-G-0



Security Specialist

Dexter Pace, Male, Age 36, UPP B8A657

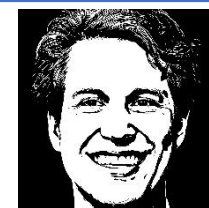
Skills: Close Combat-2, Athletics-1, Mechanics-1, Prospecting-1, Recon-1, Gun Combat-1, Survival-1, Tactics-1, Carousing-0, Computer-0, Gambling-0, Linguistics-0, Zero-G-0



Expert Driver

Matt Black, Male, Age 31, UPP 7A9966

Skills: Grav Vehicle-2, Wheeled Vehicle-2, Comms-1, JOT-1, Mechanical-1, Gun Combat-1, Athletics-0, Computer-0, Gambling-0, Survival-0, Streetwise-0, Close Combat-0, Zero-G-0



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Mainstay Class Freighter

The Mainstay class freighter is a general purpose 3000 dTon commercial vessel, capable of 2G acceleration and Jump-2. It was designed as a feeder ship operating within small clusters of worlds, carrying freight between them and transporting selected cargos back to a primary port to be transhipped to distant markets on larger bulk carriers.

This guide contains:

- Ship art.
- Ship statistics and description.
- 19 pages of deck plans (empty and cluttered).
- The crew roster.
- Pre-generated character cards all 18 of the crew.
- Details of the Bounteous Cluster of star systems.
- Detailed world and system mapping.
- Developed plots and plot hooks.
- Pre-Generated player characters.

