

1248 Starships 1 Small Merchant Ships

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Science-Fiction Adventure in the Far Future

1248 STARSHIPS 1: SMALL MERCHANT SHIPS

A SUPPLEMENT FOR *TRAVELLER*

SCIENCE FICTION ADVENTURE IN THE FAR FUTURE

Based on the award-winning *Traveller* game universe created by Marc Miller

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Avenger Enterprises is the private venture of Martin J Dougherty, author of the *Traveller 1248* sourcebooks.

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ABOUT THIS BOOK

This book contains starship designs for use with Traveller or any other science-fiction game system. It is specific to the New Era 1248 setting, but with minimal alterations most designs can be transplanted to another Traveller milieu or SF game setting. This book is the first of a line of starship supplements for the Traveller 1248 setting. Each book includes a description of a star system in 1248 space and an adventure seed where a ship or ships in the book can be used.

The 1248 game setting builds upon events in the Official Traveller Universe described in the MegaTraveller and Traveller: The New Era editions of the game, but possession of these is not necessary.

Statistics are presented using the Second Edition of Classic Traveller's High Guard system. Individual Referees may of course choose to make different assumptions, depending on what rules set is in use. This will have little impact on the vast majority of games.

WHAT YOU NEED TO PLAY

Please note that Starships and Spacecraft of the New Era is not a standalone game. It requires that you have access to a set of Traveller rules. Any set of rules can be used, but as noted above the default is the Classic Traveller system, published by Far Future Enterprises. The Traveller 1248 setting is published by Avenger Enterprises in association with Comstar Media (www.comstar-games.com/traveller).

You will require a set of Classic Traveller rules that incorporates *Classic Traveller Book 5: High Guard* in order to interpret the statistics for each starship found in this book.

You will also require:

- One or more six-sided dice.
- Pencil (or pen) and paper for keeping notes about your character and the adventure. Graph paper is also recommended for making maps of places your character has visited.

SPACE TRAVEL IN THE NEW ERA

Interstellar travel was commonplace across all of Charted Space until the Civil War that wrecked the Third Imperium and brought about the Collapse. The great battles of 1116-1130 wrecked the fleets of all factions while raids and planetary bombardment destroyed ports, shipbuilding facilities and industrial complexes that might have made good the loss. The merchant fleets fell victim to piracy, commerce raiding and the natural wear and tear of operating without adequate dockyard support.

Those ships that survived were further diminished by the Viral Plague that began in 1130 and raged across the former Imperium for decades. Fleets and system defense squadrons were thrown down to blunt the onslaught of Vampire ships and fleets, or became infected with Virus and turned on their owners. A few pockets survived more or less intact and struggled to maintain a fleet for local security, but

with each passing year it became harder even to maintain security, let alone launch expeditions out into the Wilds to explore, trade or conquer.

After the Viral Plague burned itself out for lack of new victims, interstellar travel remained extremely hazardous. Not only were space travellers at risk from Vampire ships (i.e. those infected with the AI Virus) but many societies had become xenophobic or technophobic as a result of their ordeal. Others were so desperate for working starships that they would murder visiting crews at the first opportunity.

As the dust of the Civil War settled and the Vampire threat became less imminent, ships of the various survivor worlds and powers began to venture back out, seeking trade and contact, and in some cases conquest. Gradually the boundary of the Wilds was rolled back a little as the number of 'safe' systems increased. Trade began to pick up around 1200 or so, and long-range expeditions began to recontact worlds that had not seen a friendly starship for decades.

However, the wars that wracked the former Imperium from 1200 to 1248 set back the recovery by many decades. The carefully husbanded fleets of the Fourth Imperium, the Regency, the Terran Commonwealth and others were fought to extinction against first the Black Imperium and then the Grand Dominate of the Gods of Thunder.

Today, what little remains of the navies of the various factions are terribly overstretched. They must somehow balance local defense and policing of traffic against the need to prevent a resurgence of the Dominate in Gateway sector. They must patrol systems for smugglers and pirates, deal with Vampire ships and rogue traders, and they must secure their borders against other survivor states that might take advantage of their weakness. In this environment, space travel can be hazardous indeed.

Within the 'safe' areas patrolled by the various survivor state navies, civilian ships still come to grief far more often than in the old days of the Third Imperium. Out in the Wilds, things are much worse. There are so many threats that virtually all ships are not only armed but instantly ready to fire on a suspect vessel. This leads in turn to many unfortunate incidents that simply would not occur in civilized space.

Yet interstellar commerce is vital to the survival of all states. There is salvage to be had on dead worlds that can accelerate the recovery of a planet by decades. And of course there are fortunes to be made in the Wilds by those with the wits, daring and weaponry to brave this dangerous frontier. Space and interstellar travel is so important that virtually any state, world or organization that can, will obtain vessels of some kind. These range from shiny new-build high-tech starships to patched-up relics dating back 300 years or more. Low-tech substitutes for old Imperial designs are common, though not always very successful.

THE IMPERIAL LEGACY

Many classes of vessel have been in use for centuries. Indeed, some designs date back to the First Imperium. Tens of thousands of ships of these classes were manufactured, and parts for them were standard components available almost

anywhere. As technology advanced, updated versions of the same ships appeared in some cases, but as often as not the design remained unaltered throughout the centuries.

The majority of these ships were lost in the collapse of the Third Imperium, but there were so many of them that significant numbers survived. Some of these 'relic' ships are still in service today, albeit patched together with whatever parts could be found out in the Wilds.

Additionally, the prevalence of these standard designs was such that any world that found itself able to construct or reactivate space vessels was likely to use the standard designs as a basis. Components might be higher or (more often) lower technology but the overall design would be similar in form and function to one of the standard Imperial designs.

This means that today, most ships encountered in the Wilds are likely to conform at least vaguely to the standard designs presented in other versions of Traveller. Some strange hybrids will be encountered, and the occasional monstrosity welded together from two or more different hulls, but only the most stable and well-developed worlds will have the ability to new-build vessels – and most of those that do will tend to stick with standard designs tailored to local needs or using local resources.

STARSHIP COSTS

The costs of ships noted are as newly built. In the 1248 era, most ships are years or decades old, and can therefore be purchased (complete with obligatory quirks and problems) for a fraction of the new cost. The table below provides guidelines on second hand purchase costs, and may be used for any type of ship, small craft or starship.

The table below shows the discounts available for buying used.

Age of Ship	Discount over New Price
5 years	5%
10 years	15%
15 years	20%
20 years	25%
25 years	30%
30 years	35%
35 years	40%
40 years+	50%

Maintenance for second hand ships is an issue. As the age of a ship increases, so does the maintenance costs. These costs are outlined in the maintenance costs section.

MAINTENANCE COSTS

Maintaining a ship costs money, and the older the ship, the more it costs. Annual maintenance must be undertaken each year, and takes two weeks at an A or B class starport. Missing this maintenance check increases the risk of malfunctions.

Age of Ship

1-10 Years
11-30 Years
31-40 Years
41-50 Years
51+ Years

Annual Cost

0.05% of cost of ship new
0.1% of cost of ship new
0.15% of cost of ship new
0.175% of cost of ship new
0.2% of cost of ship new

ADDITIONAL COMPONENTS

An additional component has been defined for these designs: a 2 ton Galley, costing MCr0.1. This component is defined because of the very real need for such a component in any kind of starship, and so has been added to these High Guard designs.

SMALL MERCHANT SHIPS

Small merchant ships are the lifeblood of trade between the stars. The following designs are commonly encountered in the more civilized regions of charted space, although more heavily armed examples can also be found in the the Wilds.

FREE TRADERS AND FAR TRADERS

Type A, A1 and A2 traders plus their various equivalent designs such as the Jayhawk and Beowulf, were extremely common at the fall of the Third Imperium, and many examples survive to this day. Those that have not been converted to other roles (system defense, sublight freighting, etc), are generally in poor condition at best and contain a mix of systems from different tech levels. Almost all 'Wilds Traders' are armed with at least a mid-tech missile launcher.

TL-9 200 TON WILDS FREE TRADER

A basic merchant ship design that has remained unchanged for centuries, the free trader is a simple ship designed to ply the Jump-1 routes in search of cargo that the large corporate freighters may have missed. Free Traders are commonly seen in frontier and sparsely populated regions of space. Capable of Jump-1 and 1-G maneuver, free traders are usually armed in the 1248 era. The example below is a typical 1248 era free trader with a low tech fission reactor and other low tech equipment.

TL-9 200 TON FREE TRADER

USP A1-2111111-020000-00001-0 MCr76.09 200 Tons
Bat Bear 1 1 Crew: 5
Bat 1 1 TL: 9
Cargo: 83 Passengers: 7 Low: 20 Fuel: 22 EP: 2 Agility: 1
Fuel Treatment: Fuel Scoops and On Board Fuel Purification
Architects Fee: MCr0.76 Cost in Quantity: MCr60.87

HULL

200 tons standard, 2,800 cubic meters, Wedge Configuration (Streamlined)

CREW

Pilot, Engineer, Steward, Medic, Gunner

ENGINEERING

Jump-1, 1G Maneuver, Power plant-1, 2 EP, Agility 1

AVIONICS

Bridge, Model/1 Computer

HARDPOINTS

1 Hardpoint

ARMAMENT

1 Dual Mixed Turret with: 1 Missile Rack (Factor-1).

DEFENCES

1 Sandcaster in the Mixed Turret, organised into 1 Battery (Factor-2)

CRAFT

None

FUEL

22 Tons Fuel (1 parsecs jump and 28 days endurance)

On Board Fuel Scoops, On Board Fuel Purification Plant

MISCELLANEOUS

10 Staterooms, 20 Low Berths, 7 High Passengers, 20 Low Passengers, 83 Tons Cargo

USER DEFINED COMPONENTS

1 Galley (2 tons, Cost MCr0.1)

COST

MCr76.85 Singly (incl. Architects fees of MCr 0.76), MCr60.87 in Quantity

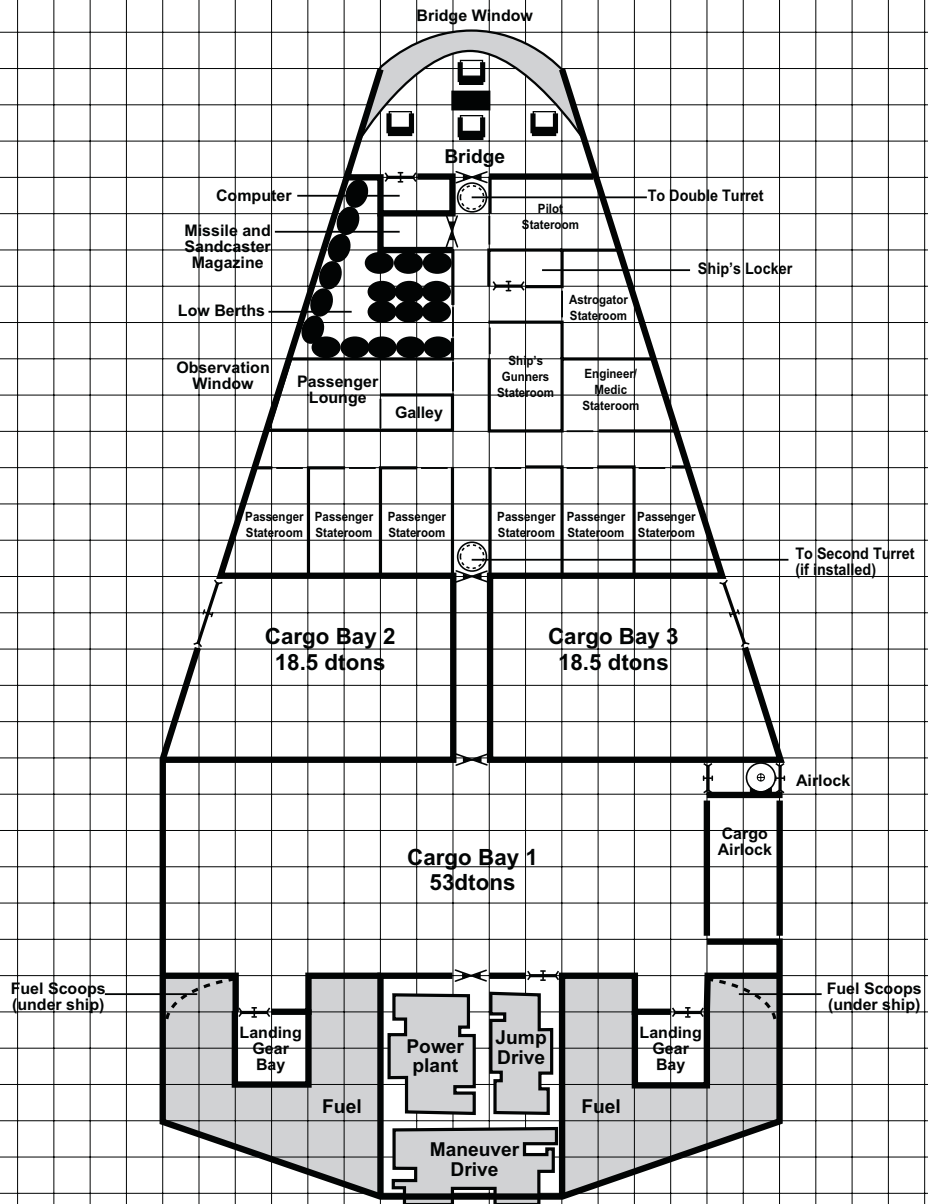
CONSTRUCTION TIME

57 Weeks Singly, 46 Weeks in Quantity

**Wilds Free
Trader
A Deck - 2800m³**

Legend

- 1.5m Square
- Bulkhead
- Interior Wall
- Sliding Door
- Maintenance Hatch
- Crew Station
- Iris Valve
- Manual Hatch
- Overhead Iris Valve
- Floor Iris Valve
- Floor & Overhead
- Floor Hatch
- Overhead Hatch
- Floor & Overhead
- Lift Shaft





A 200 ton Wilds Free Trader with two turrets.

WILDS FAR TRADER

A longer ranged version of the free trader, the far trader in 1248 has the same hull form as the free trader for the sake of ease of manufacture, has Jump-2 capability and is better able to reach isolated star systems than a free trader. The downside is that the far trader has a lower cargo capacity than a free trader.

TL-11 200 TON WILDS FAR TRADER

USP A2-21212R1-030000-00001-0 MCr101.98 200 Tons

Bat Bear 1 1 Crew: 5

Bat 1 1 TL: 11

Cargo: 62 Passengers: 7 Low: 6 Fuel: 44 EP: 4 Agility: 1

Fuel Treatment: Fuel Scoops and On Board Fuel Purification

Architects Fee: MCr1.02 Cost in Quantity: MCr81.59

HULL

200 tons standard, 2,800 cubic meters, Wedge Configuration (Streamlined)

CREW

Pilot, Engineer, Steward, Medic, Gunner

ENGINEERING

Jump-2, 1G Manuever, Power plant-2, 4 EP, Agility 1

AVIONICS

Bridge, Model/1bis Computer

HARDPOINTS

1 Hardpoint

ARMAMENT

1 Dual Mixed Turret with: 1 Missile Rack (Factor-1).

DEFENCES

1 Sandcaster in the Mixed Turret, organised into 1 Battery (Factor-3)

CRAFT

None

FUEL

44 Tons Fuel (2 parsecs jump and 28 days endurance)

On Board Fuel Scoops, On Board Fuel Purification Plant

MISCELLANEOUS

10 Staterooms, 6 Low Berths, 7 High Passengers, 6 Low Passengers, 62 Tons Cargo

USER DEFINED COMPONENTS

1 Galley (2 tons, Cost MCr0.1)

COST


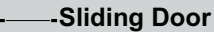
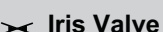
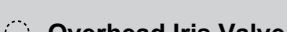
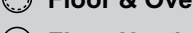

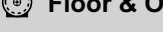
MCr102 Singly (incl. Architects fees of MCr1.02), MCr81.59 in Quantity

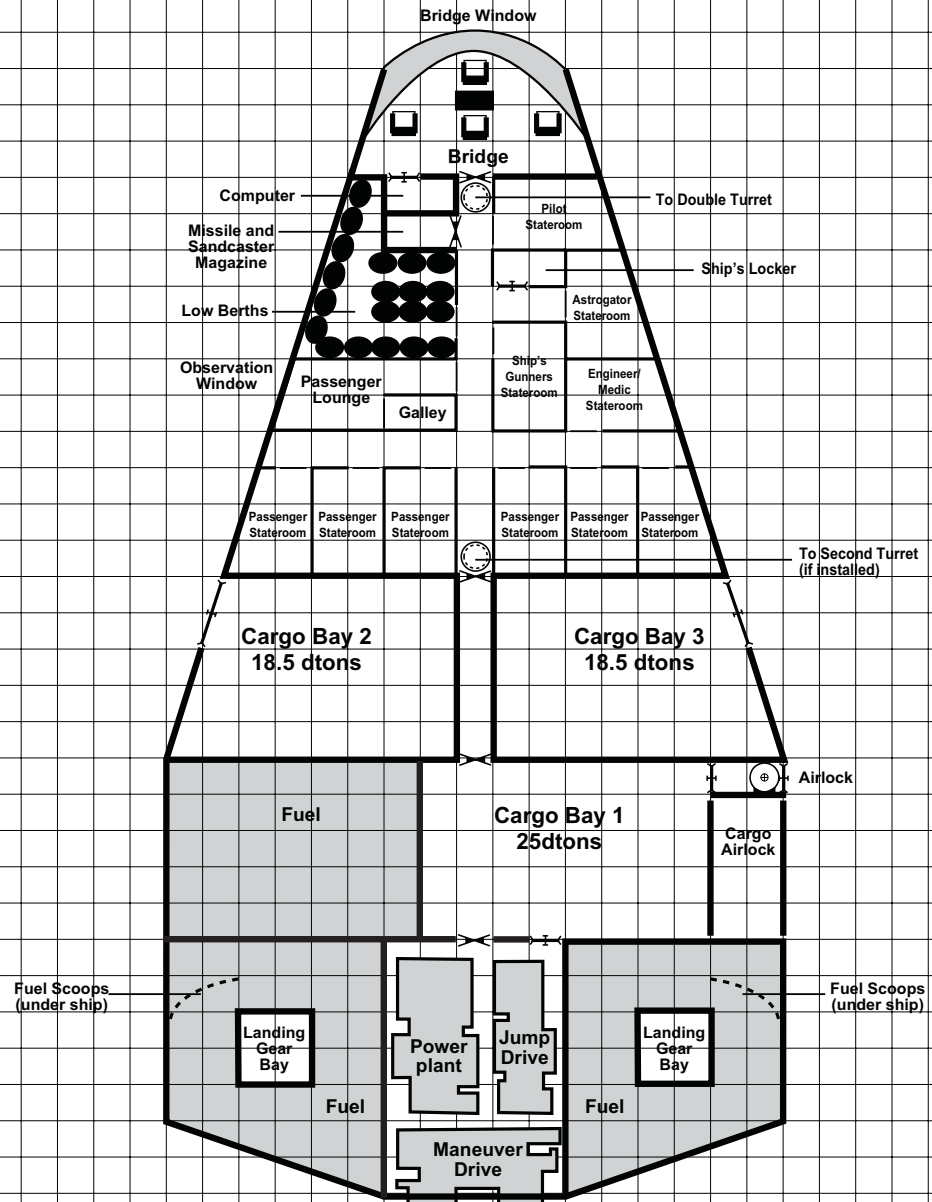
CONSTRUCTION TIME

57 Weeks Singly, 46 Weeks in Quantity

**Wilds Far
Trader
A Deck - 2800m³**

Legend

-  1.5m Square
-  Bulkhead
-  Interior Wall
-  Sliding Door
-  Maintenance Hatch
-  Crew Station
-  Iris Valve
-  Manual Hatch
-  Overhead Iris Valve
-  Floor Iris Valve
-  Floor & Overhead
-  Floor Hatch
-  Overhead Hatch
-  Floor & Overhead
-  Lift Shaft



SUBSIDIZED MERCHANTS

Another extremely common ship design, the Type R 'Fat Trader' dates from the Vilani Imperium and epitomizes the 'cargo van' approach to starship design. The class has plenty of space to allow refitting for whatever role seems necessary. Examples have been encountered operating fighters out of the cavernous cargo bay as a sort of pocket carrier, as exploration ships or with the cargo bay filled with salvage equipment. However, the class is most useful in its original role as a freighter serving a regular route where its cargo holds can be filled more or less completely on each run. More Fat Traders are encountered in their original role than any other class. The 1248 design differs slightly from the "golden age" era model, with a very simple internal layout. Only one aft cargo door is fitted, and the cargo bay is lined with drive rooms and fuel storage. The bow of the lower deck contains the Jump drive, powerplant and low berths, as well as an elevator to the upper deck. The upper deck contains all the living quarters, computer and bridge, as well as access to the 20 ton Launch.

The design below represents a system-defense or expedient warship conversion that may be encountered. However, the Subsidized Merchant will always remain a cargo ship. Even with additional redundant systems and some armor bolted on, it remains a large, slow, fragile target that is only used because nothing better is available. Ideally the vessel relies on its boat and brood of fighters to detect and engage targets while it stands off and supports them with missile fire. If engaged in direct combat, vessels such as this rarely last long.

Subsidized merchants are common merchant ships usually seen hauling cargo and passengers on set routes that are subsidized by planetary governments. A government will issue a proposal for a route between 2 to 12 worlds to be serviced by a subsidized merchant, in partnership with a private company or group.

TL-9 400 TON SUBSIDIZED MERCHANT WITH FIGHTER BROOD

USP R1-4211112-020000-00001-0 MCr139.45 400 Tons

Bat Bear 1 3 Crew: 19

Bat 1 3 TL: 9

Cargo: 213 (153 if carrying fighters) Passengers: 5 Low: 10 Fuel: 44 EP: 4 Agility: 1

Craft: 1x 20T Launch, 4x 15T Fighters (not included in price)

Fuel Treatment: Fuel Scoops and On Board Fuel Purification

Architects Fee: MCr1.4 Cost in Quantity: MCr111.56

HULL

400 tons standard, 5,600 cubic meters, Cone Configuration (Streamlined)

CREW

Pilot, Navigator, Engineer, Steward, Medic, 4 Gunners, 5 Craft Pilots, 5 Craft Mechanics

ENGINEERING

Jump-1, 1G Manuever, Power plant-1, 4 EP, Agility 1

AVIONICS

Bridge, Model/1 Computer

HARDPOINTS

4 Hardpoints

ARMAMENT

3 Single Missile Turrets organised into 3 Batteries (Factor-1)

DEFENCES

1 Single Sandcaster Turret organised into 1 Battery (Factor-2)

CRAFT

1x 20-ton Launch (Crew of 1), not included in price

4x 15-ton Fighters (Crew of 1), not included in price

FUEL

44 Tons Fuel (1 parsecs jump and 28 days endurance)

On Board Fuel Scoops, On Board Fuel Purification Plant

MISCELLANEOUS

14 Staterooms, 10 Low Berths, 5 High Passengers, 10 Low Passengers, 213 Tons Cargo (153 if carrying fighters)

USER DEFINED COMPONENTS

1x Galley (2 tons, Cost MCr0.1)

COST

MCr141.05 Singly (incl. Architects fees of MCr1.4), MCr111.72 in Quantity

CONSTRUCTION TIME

82 Weeks Singly, 65 Weeks in Quantity



FRONTIER TRADERS

Trans-border missions and trading expeditions out into the Wilds remain fraught with risk. The standard small merchant ships, while commercially efficient, are not ideally suited to such a high-risk environment. To encourage frontier trade, Imperial ship designers created the Type AF Jump-2 Frontier Trader. Constructed at TL11, the rugged little 300t trader is not a match for, say a Type A or even an A2 in a trade war, but it is far more likely to come back from a Wilds expedition. The class has three hardpoints and it is very rare to encounter one with less than the full complement of turrets.

The internal arrangement consists of a lower deck with bridge, two separate cargo bays with loading doors each side, and powerplant and drives aft. Living quarters and the majority of fuel are located on the upper B deck.

An area to store missiles is fitted, though it is often used as additional cargo space, and many owners choose a mainly missile armament allowing a heavy punch or the chance to run away while a hostile vessel deals with a missile salvo.

TL-11 300 TON FRONTIER TRADER

USP AF-36222R1-030000-10002-0 MCr137.83 300 Tons

Bat Bear 1 1 2 Crew: 9

Bat 1 1 2 TL: 11

Cargo: 116 Passengers: 6 Low: 6 Fuel: 66 EP: 6 Agility: 1 Pulse Laser

Fuel Treatment: Fuel Scoops and On Board Fuel Purification

Architects Fee: MCr1.38 Cost in Quantity: MCr110.27

HULL

300 tons standard, 4,200 cubic meters, Flattened Sphere Configuration (Streamlined)

CREW

Pilot, Navigator, 2 Engineers, Steward, Medic, 3 Gunners

ENGINEERING

Jump-2, 2G Manuever, Power plant-2, 6 EP, Agility 1

AVIONICS

Bridge, Model/1bis Computer

HARDPOINTS

3 Hardpoints

ARMAMENT

1x Dual Mixed Turret with: 1 Pulse Laser (Factor-1)

2x Triple Missile Turrets, organized into 2 Batteries (Factor-2)

DEFENCES

1x Sandcaster in the Mixed Turret, organised into 1 Battery (Factor-3)

CRAFT

None

FUEL

66 Tons Fuel (2 parsecs jump and 28 days endurance)

On Board Fuel Scoops, On Board Fuel Purification Plant

MISCELLANEOUS

11 Staterooms, 6 Low Berths, 6 High Passengers, 6 Low Passengers, 116 Tons Cargo

USER DEFINED COMPONENTS

1 Galley (2 tons, Cost MCr0.1)

COST

MCr139.21 Singly (incl. Architects fees of MCr1.38), MCr110.27 in Quantity

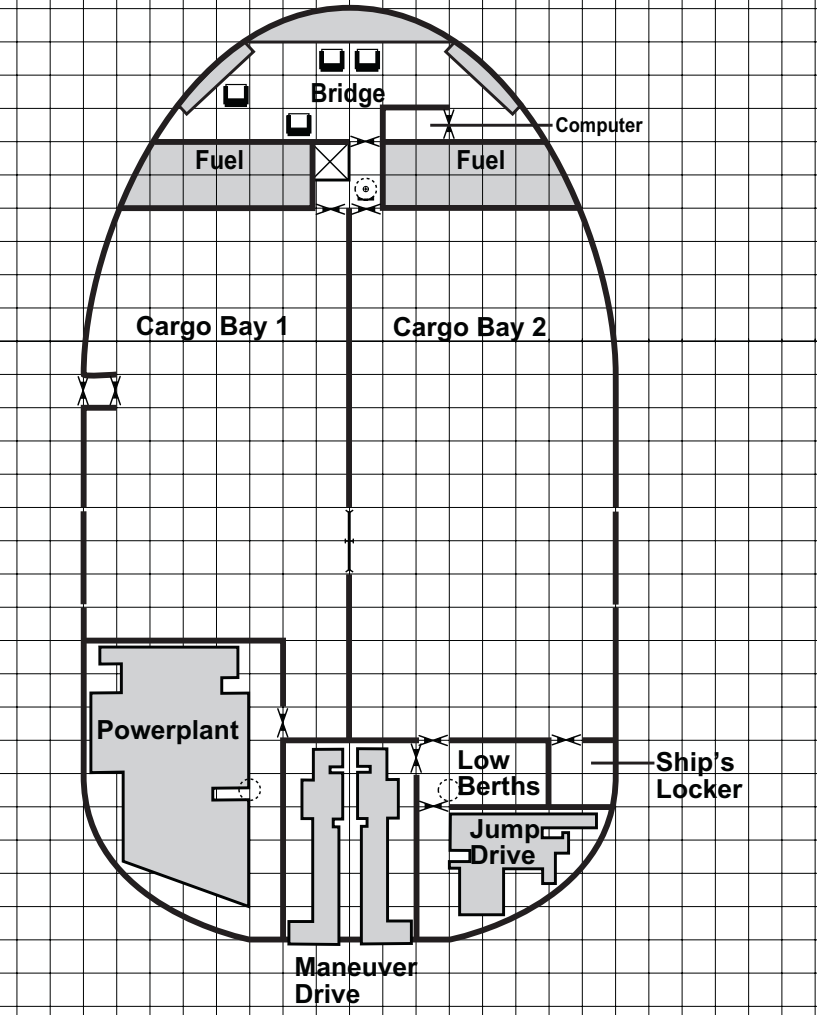
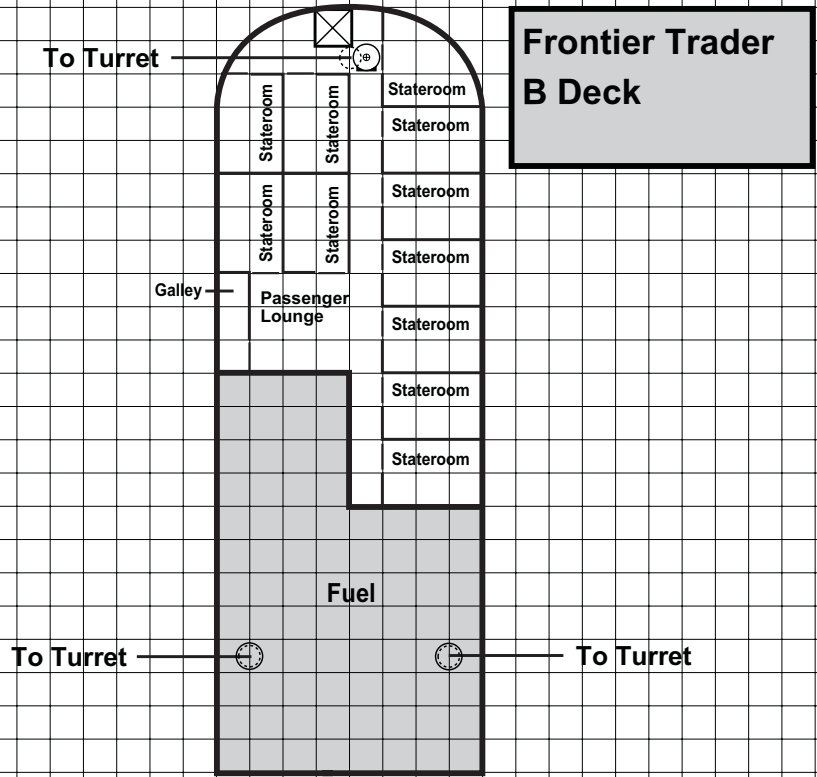
CONSTRUCTION TIME

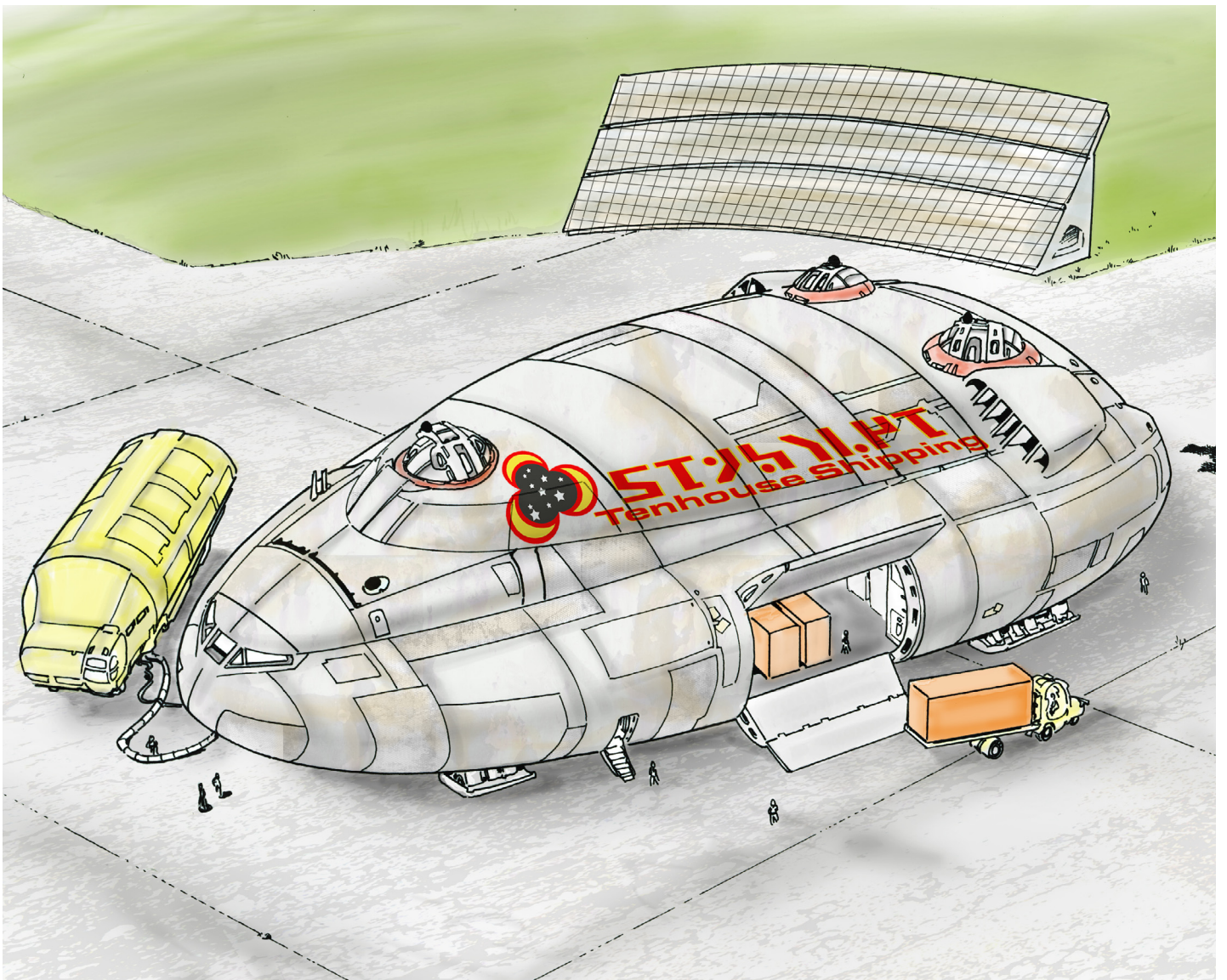
71 Weeks Singly, 57 Weeks in Quantity

**Frontier Trader
A Deck**

Legend

- 1.5m Square
- Bulkhead
- Interior Wall
- Sliding Door
- Maintenance Hatch
- Crew Station
- Iris Valve
- Manual Hatch
- Overhead Iris Valve
- Floor Iris Valve
- Floor & Overhead
- Overhead Hatch
- Floor & Overhead
- Lift Shaft





A frontier trader unloading cargo at Latasel Downport.

STAR SYSTEMS IN 1248: LATASEL/GUSHEMEGE

LataseL (3211 B4577AB-7) is an agricultural world on the Coreward-Trailing fringe of the Fourth Imperium. A fairly well-populated world which has retained a broad mid-tech base, LataseL is becoming something of a breadbasket for the surrounding systems.

LataseL is the only habitable planet in a fairly empty system, with no gas giants and no planetoid belts. A fairly wet world, LataseL is very fertile, though this has been a mixed blessing. For much of the year the thin atmosphere is tainted by airborne spores from the vast floating rafts of seaweed that clog up many bays and shallow areas. The taint is less serious inland and in winter, but filter masks are still advisable as the spores can cause respiratory problems in humans but, curiously, not in Vargr.

LataseL has a population of some seventy million, of whom about a hundred thousand are Vargr. Some of the latter are settlers from various worlds across the region, who have come to LataseL to join one of the largest and most 'charismatic' Vargr communities in the Fourth Imperium.

The world is unified under the rule of Jicondo Remaii, a charismatic dictator who holds the official post of President for the Interim but in practice has been sole dictator for forty years. Law are tight and punishments harsh, with a death penalty imposed for many seemingly minor crimes. This is often commuted to service in a penal unit. These are never armed combat units but conduct hard and dangerous tasks including counter-Virus work, mining in dangerous areas and salvage work on recovered artefacts.

The President for the Interim has repeatedly been accused of abusing Sentients' Rights, and usually responds by laughing in the accuser's face. His official policy is that society is built on order and laws merely enforce a code of conduct that exists for the common good. If an individual chooses to act against the common good and to the detriment of his fellow citizens, he is saying that the code (and therefore laws) do not apply to him. Since sentients' rights are enshrined in these laws, the criminal effectively gives up his rights when he defies the body of law that protects him.

This rather hard line does not seem to bother the Imperium. President Remaii has been nominated to the Moot as a Marquis, and this is likely to be conferred within a year or two.

Much of the world's population dwell in cities of a million or two inhabitants, each surrounded by a broad belt of farmland which provides much of the world's exports. Outlying farms are common, though these more normally take the form of a large multi-family community than a single landholder.

LataseL's B-class starport is a major success story. Constructed using only local resources and salvage, the port is now a thriving trade nexus and home to a small flotilla of freighters which ply semi-regular routes in the surrounding area. The port exists in direct competition with the B-class port at Gvae, and this has led to some ill-feeling with Gvaeport's operators, a private corporation named Development Ports LIC.

LataseL sees a lot of traffic headed Coreward into the less developed regions and beyond the Imperium, and maintains excellent recreation facilities for crews wearied by long hauls upsector and into the frontiers.

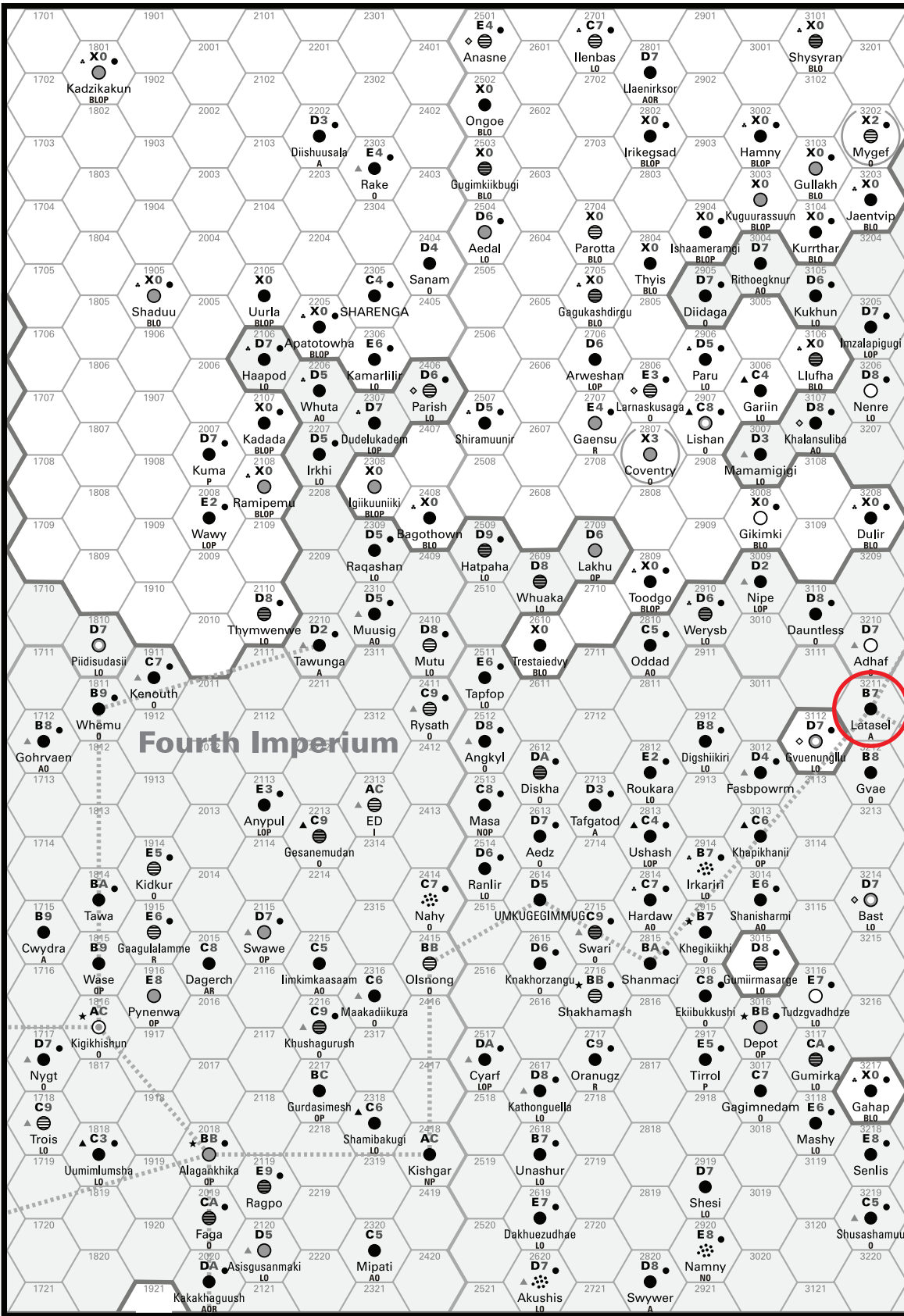
For defence, LataseL has obtained a handful of TL9 System Defence Boats and several small orbital forts armed with missile launchers. These are backed by a large force of torpedo craft. The latter is unusual as these craft are virtually suicidal to operate in combat. However, they have been bought up as other worlds put them into reserve and are crewed by determined individuals (most of them Vargr) who wear a version of the old Usdiki Torpedo Service uniform with great pride.

LataseL contributes two mid-tech 'security' battalions to the Imperial Army. These lightly-equipped formations are deployed in company-sized peacekeeping units across the sector and are highly effective in the urban combat/counter-insurgency role. The rest of the planetary armed forces are quite similar, being light formations designed to defend the towns and cities rather than fight major actions in the open.

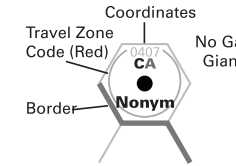
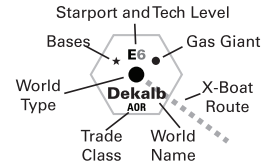
The exception to this is the Presidential Guard Brigade, which is equipped as TL9 Lift Infantry with a single Grav Cavalry company in support. This formation acts as a fire brigade for serious incidents (which are rare). It is efficient enough that the traditionally all-Vargr Third Battalion contributes one company to an elite formation of the Imperial Army on a rotating basis.

LataseL has been targeted for investment by the Reconstruction Service and is using this to try to uplift its technological level. In return, it sends large numbers of competent mid-tech personnel out to join the Reconstruction Service, and also operates some 'goodwill' local assistance programmes.

LataseL is seen as a team player in Imperial affairs, and is emerging as a regional leader. It is possible that the dictator may end his days as a Count in charge of several Imperial worlds, though not all neighbouring worlds would enjoy the sort of hard-line stability this would provide.



MAP LEGEND



WORLD CHARACTERISTICS

- Desert (Trade Class)
- Desert (Other)
- Water Present
- Vacuum World
- Water World
- Fluid Oceans
- ⊛ Asteroid Belt
- Ice-Capped

BASES

- ★ Imperial Naval Base
- Imperial Army Base
- ▲ Other Military Base
- ▲ Ziru Sirka Naval Base
- ▲ Imperial Scout Base
- ⊛ Ruined Base
- ◆ Trade Corridor Forward Base
- ◆ Imperial Trade Mission
- ◆ WildsTrade Nexus
- ◆ Vilani Trade Base

POPULATION

- Thamber under one billion
- DARRIAN over one billion

TRAVEL ZONES

- Amber Zone
- Red Zone

TRADE CODES

- A Agricultural
- B Barren
- I Industrial
- L Low Population
- N Non-Agricultural
- O Non-Industrial
- P Poor
- R Rich

Trade classifications not shown here are encoded in the world type symbol or name.

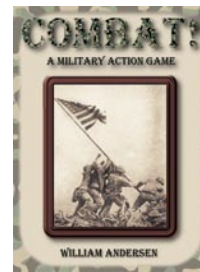
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