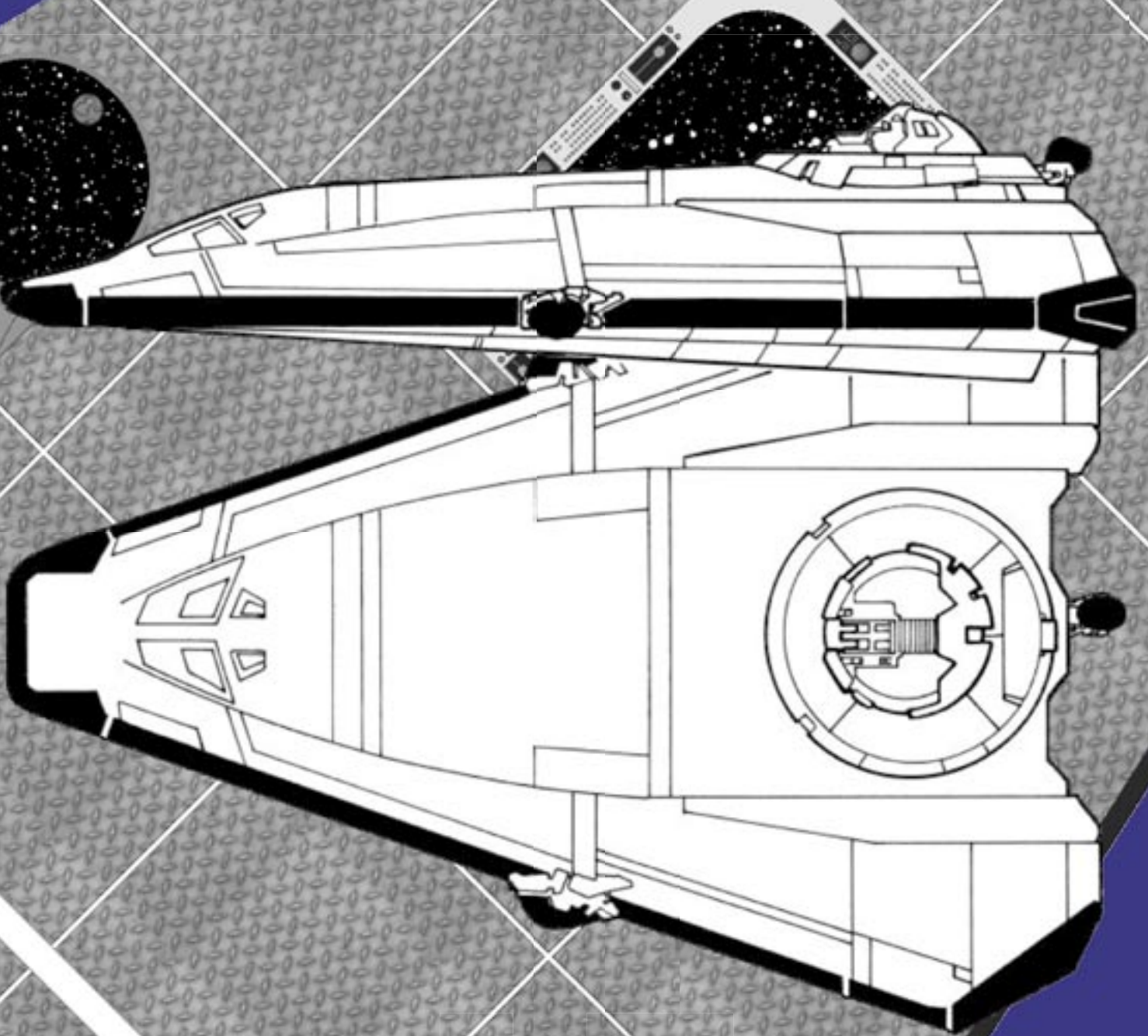


DECKPLANS 1: SCOUT/COURIER (TYPE S)



Includes both 15mm and 25mm scale deckplans

d20
system **FUTURE**

TRAVELLER²⁰

Some portions of this book may require the use of the d20 Modern Roleplaying Game, published by Wizards of the Coast, Inc.

Deckplans 1: Scout/Courier (Type S)

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QLI/RPGRealms
2307 Braffton Ct.
Acworth, GA 30101
<http://www.TravellerRPG.com>
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Traveller for the *d20 System*
Science Fiction Adventure in the Far Future

AUTHOR

Hunter Gordon

LAYOUT AND DECKPLANS

Hunter Gordon

ILLUSTRATIONS

Bryan Gibson

SCOUT/COURIER TYPE-S (TL11/PL 6)

The Type S Scout/Courier is the most commonly seen ship in Charted Space. Small, cheap, and reasonably economical to operate, these ships have become a workhorse for both the government and military fleets; some are encountered in commercial use. Most Scout/Couriers are actually former Scout Service vessels either purchased as surplus from the government or are assigned for the private use of former Scouts currently on Detached Duty. In return for use of the ship the Scouts (and the ship itself) are subject to recall at any time for temporary or indefinite duty, as the Scout service requires.

The ship itself is built using the smallest available hull for a starship, 100-tons. The vessel carries a Maneuver drive capable of up to 2-G acceleration and a Jump-2 drive. The power plant provides just enough energy to power the maneuver drives or the Jump drive. If laser or energy weapons are installed, a larger power plant will be needed. Most ex-Scout vessels have had their powerful computer and sensor arrays removed and replaced with a standard Model/1bis computer. 4 staterooms are available for crew and passengers. Small cargoes may also be carried in the ship's compact 20-ton cargo hold. The vessel also carries a small vehicle bay, usually containing an air/raft.

The Scout/Courier requires a crew of one to operate; the pilot who must assume the duties of pilot and astrogator, and also oversees the highly automated drive section. A second crewmember is desirable. The Type S costs MCr42.578 new,

DESIGN SPECIFICATIONS

<i>Installed Components</i>	<i>Tonnage</i>	<i>Cost</i>	<i>EP</i>	<i>Notes</i>
100-ton Hull (Wedge)	+100	MCr12	-	-
Bridge	-20	MCr0.5	-	-
Computer	-0.1	MCr4	-	Model/1bis
Flight Avionics	-0.4	(MCr0.9)	-	Model/1
Sensors	-0.3	(MCr0.6)	-	Model/1
Communications	-0.2	(MCr0.5)	-	Model/1
Jump Drive 2	-3	MCr12	-2	-
Jump Fuel	-20	-	-	-
Maneuver Drive 2	-5	MCr3.5	-2	-
TL9 Power Plant	-6	MCr18	+4	-
Power Plant Fuel	-4	-	-	-
Fuel Scoops	-	MCr0.1	-	-
1 Hard Point	-	MCr0.1	-	-
Double Turret	-	MCr0.75	-	-
Air/Raft	-5	MCr0.273	-	-
Staterooms (4)	-16	MCr2	-	-
Cargo	-20	-	-	-
Totals	+0	MCr53.223 (MCr42.578 with 20% standard design discount)		

and takes 5 months to build.

BUYING A SCOUT/COURIER

A new scout/courier, as detailed in this supplement, will run in the neighborhood of MCr42.5 straight from the shipyard after a 5 month construction time. This is based on the exact standardized design found here. Any modifications will increase the cost and may increase the construction time required.

Used scout/couriers, to coin an ancient Solomani phrase, are about a dime a dozen. They can be found for sale just about anywhere and just about any price or condition. These of course are ships that have been decommissioned from the Scout Service or the Navy, or they were commercially built originally. Ships that are assigned to 'retired' scouts remain the property of the Imperial Scout Service and cannot be bought or sold. Decommissioned ships will generally be stripped of their armaments and military grade systems before being sold on the commercial market, but mistakes have been known to happen and some ships may be made available with some or all of their original systems intact, though this is rare and if discovered may cause the buyer some Imperial entanglements they may have preferred to avoid.

Down Payment: 20% of total price
Monthly Payment: 1/240 of total price
Cost per Jump: 1/480 of total price

Base Price Based on Age

Description	Base Price		Age
	T20	Fd20S*	
New	MCr42.5870	100%	New
Like-New	MCr38.3202	90%	1-10 years
Young	MCr36.1913	80%	10-20 years
Average	MCr34.0624	70%	20-30 years
Old	MCr31.9335	60%	30-40 years
Very Old	MCr29.8046	50%	40+ years

* Percentage of the total cost of a new version of the ship under any future d20 System™ games.

Modifiers Based on Condition

Ship Condition	Purchase Cost Adjustment	Maint Cost	Overhaul Cost
Spotty	-Cr100,000 per year of age	x2	Cr50,000 per year of age
Poor	-Cr250,000 per year of age	x3	Cr125,000 per year of age
Very Poor	-Cr500,000 per year of age	x5	Cr250,000 per year of age

The maintenance cost multiplier is applied to the ship's per-Jump maintenance costs until it has an overhaul at a qualified starport (Class A or B). Once the overhaul is complete the ship's per-Jump maintenance costs will return to normal levels.

UPGRADES

The following upgrades are the most common on newly acquired scout/couriers, though many other upgrades are also possible. The installed, but empty turret on the ship may be equipped in one of the following configurations:

TRAVELLER²⁰ and CLASSIC TRAVELLER

Configuration	Cost	USP	Tonnage
Dual Missile Launchers	MCr1.5	3	-
Dual Beam Lasers	MCr2	2	-
Missile Launcher and Beam Laser	MCr1.75	1/1	-
Missile Launcher and Pulse Laser	MCr1.25	1/1	-
Standard Missile	Cr5000	-	0.05 tons
Nuclear Missile	Cr50,000	-	0.05 tons
Bomb-pump Missile	Cr75,000	-	0.05 tons
Missile Magazine	Cr100,000	-	1 ton

FUTURE D20 SYSTEM™ GAMES

Configuration	Purchase	
	DC	Damage
Dual Lasers	DC30	6d8 (27) / 6d8 (27)
Dual Heavy Lasers	DC33	8d8 (36) / 8d8 (36)

OPERATIONAL COSTS

The scout/courier is a pretty economical ship to operate as it technically needs only one crewmember to run her, though this is not usually the case. Most scout/couriers in operation are crewed by at least two crewmembers, more often with a full compliment of four particularly when the ships are being operated in their traditional role as a scout or courier. All operational costs are figured on a per-Jump basis or two weeks of continuous operation.

Life Support: Varies per Jump

Life support fees include the replenishment of the ship's oxygen and fresh water supplies, removal of waste products out of the system, the replacement of air scrubber filters, and a restock of food for the next voyage. Crew officers and high passengers tend to expect a bit higher quality of service, even aboard military and corporate ships, hence the slightly higher life support costs for these passengers to cover higher quality food and beverages to be served during their time aboard.

<i>Type of Passengers</i>	<i>Number of Passengers Aboard</i>							
	1	2	3	4	5	6	7	8
Crew	2000	3500	5000	6500	8000	9500	11,000	12,500
High	2000	4000	6000	8000	10,000	12,000	14,000	16,000
Middle	1500	3000	4500	6000	7500	9000	10,500	12,000

Maintenance: Cr750 per Jump

These fees also include a 1/12th payment towards the ship's annual maintenance overhaul in addition to the normal routine maintenance costs. This figure does not include costs for replacement parts and units, repairs to battle damage, or other unexpected repairs. It only includes the costs of the minimum amount of maintenance needed to keep the ship in legal, safe, and reliable operating condition. Skimping on maintenance fees is possible, but it will quickly lead to more frequent problems and breakdowns and ultimately much higher costs.

Unrefined Fuel: Cr2200 per Jump

Refined Fuel Cr11,000 per Jump

While much cheaper than refined fuel using unrefined fuel to power a Jump increases the chance of a mis-jump by 10%. Unrefined fuel is often nothing more than water of liquid ice. What you are paying for is the convenience of having a ready source for your ship at the starport. Unless local laws prohibit it, there is nothing stopping a ship from flying over to a nearby source of water on the planet and pumping their tanks full for themselves.

Gas giants are also a ready source of unrefined fuel for any ship equipped with fuel scoops. A ship may dive through the upper atmosphere of the planet and force the atmosphere into the ships fuel tanks through the scoops. It will usually take more than one such dive through the atmosphere to fill a ship's tanks in this manner, but it is free.

Captain +Cr2,500 per Jump

Pilot Cr3000 per Jump

Astrogator Cr2500 per Jump

Communications Cr1500 per Jump

Sensors Cr1500 per Jump

Engineer Cr2000 per Jump

Unless a crewmember is also part owner in the ship, it is unlikely that they will be working for free unless under duress or other agreement with the owner/captain. The captain of a ship may hold another crew position aboard the ship such as acting as the pilot, or they may not. If the captain is serving multiple roles they earn both the captain's salary as well as the normal crew position salary.

TRAVELLER²⁰	SCOUT/COURIER (TYPE S)	
	Class: Starship, type S	EP Output: 4 (2 excess)
	Tech Level: 11	Agility: 2 (+2 EP)
	Size: Medium (100 tons)	Initiative: +2 (+2 agility)
	Streamlining: Streamlined	AC: 12 (+2 agility)
	Jump Range: 1 x Jump-2	Repulsors: 0
	Acceleration: 2-G	Nuclear Dampers: 0
	Fuel: 24 tons	Meson Screens: 0
	Duration: 4 weeks	Black Globes: 0
	Crew: 1	AR: 0
	Staterooms: 4	SI: 100
	Small Cabins: 0	Main Computer: Model/1bis
	Bunks: 0	Sensor Range: Close (Model/1)
	Couches: 0	Comm. Range: Close (Model/1)
	Low Berths: 0	
	Cargo Space: 20 tons	Cost: MCr42.578 (new)
	Atmospheric Speeds: Cruising = 825kph	NoE = 275kph Maximum = 1100kph
	Other Equipment: Air/raft, fuel scoops.	
TAS Form 3.1 (Condensed)		
Ship's Data (Commercial)		

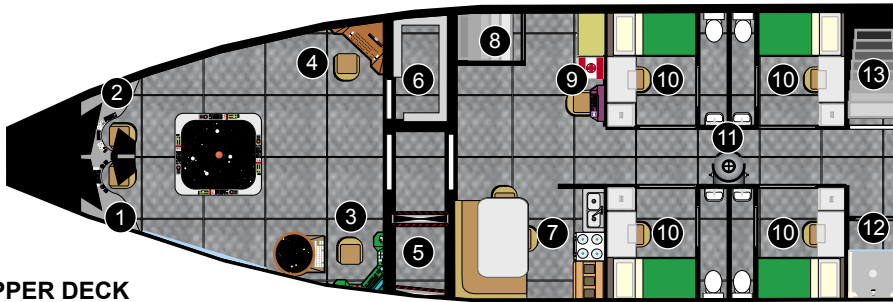
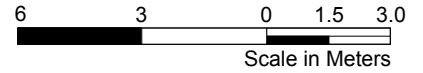
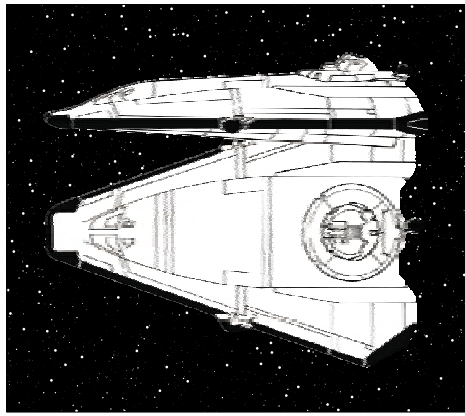
CLASSIC TRAVELLER	SCOUT/COURIER (TYPE S)		
	Scout/Courier	S-1222-R1-000000-00000-0	MCr42.578 100 tons
	One (empty) dual turret installed		
	Passengers = 4, Cargo = 20, Fuel = 24, EP = 4, Hardpoints = 1, Air/raft = 1		
	Tonnage:	100 tons (standard). 1400 cubic meters.	
	Crew:	1 scout. Additional crew positions available.	
	Performance:	Jump-2, 2-G, 4 EP, Agility 2.	
	Electronics:	Model/1bis computer.	
	Hardpoints:	One hardpoint with dual turret installed.	
	Armament:	None.	
	Defenses:	None.	
	Craft:	One air/raft.	
Fuel Treatment:	Fuel scoops integral to ship. No fuel purification plant.		
Cost:	MCr53.223 standard (no architect fees for this standard design ship). MCr42.578 in quantity.		
Construction Time:	5 months.		

FUTURE D20 SYSTEM™ GAME	SCOUT/COURIER (TYPE S)	
	Type: Ultralight	Size: Colossal (-8 Size)
	Subtype: Scout	Tactical Speed: 3500 (7 sq.)
	Defense: 7	Length: 75 feet
	Flat-footed Defense: 5	Weight: 100 tons
	Autopilot Defense: 5	Targeting System Bonus: N/A
	Hardness: 30	Crew: 1
	Hit Dice: 10d20 (200 hp)	Passenger Capacity: 3
	Initiative Modifier: +2 (+2 Dexterity)	Cargo Capacity: 20 tons
	Pilot's Class Bonus: +3	Grapple Modifier: N/A
	Pilot's Dex Modifier: +2	Base Purchase DC: 46
	Gunner's Attack Bonus: +2	Restriction: Military (+3)
	Standard PL 6 Design Specs:	
	Engines: Jump Drives, thrusters	
	Armor: Vanadium	
Defense Systems: Auto-pilot system		
Sensors: Class II sensor array		
Communications: Radio transceiver, laser transceiver		
Weapons: None		
Grappling Systems: None		

IMPERIAL SCOUT/COURIER (Type S)

Tonnage: 100 tons (standard).
Dimensions: 24 m by 18 m by 6 m.
Drives: Jump-2. 2G.
Crew: One person may operate the ship. Facilities for 4; 8 with double occupancy.
Cargo: 20 tons.
Armament: One dorsal hardpoint.
 Weaponry varies.

The scout/courier includes a bay for four tons of vehicle, typically an air/raft.



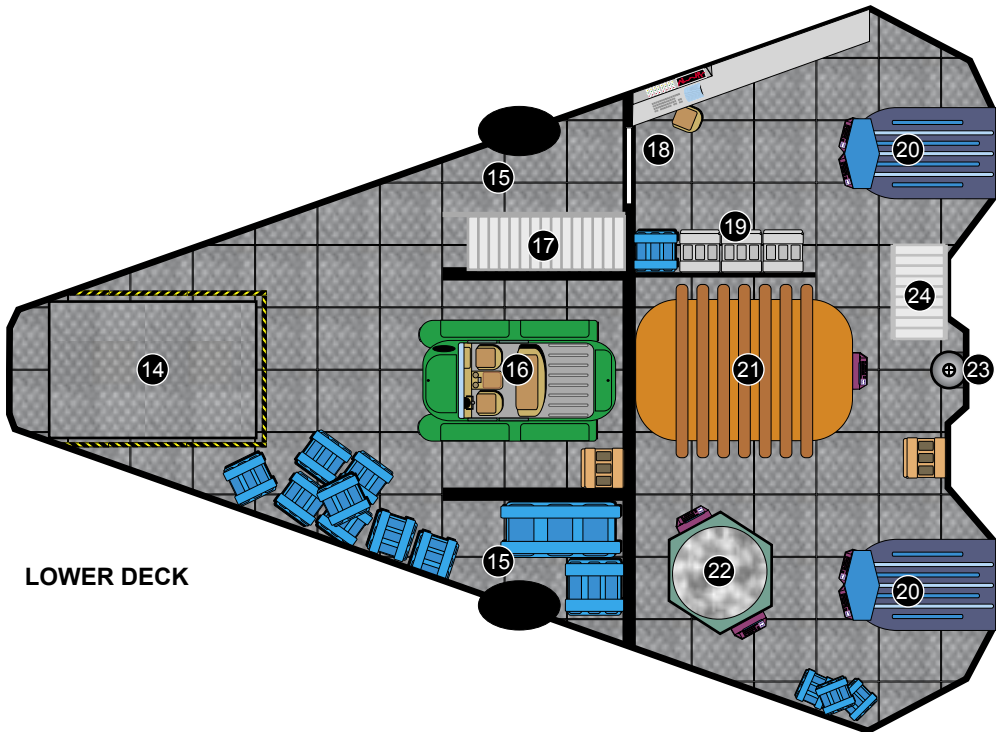
UPPER DECK

Bridge

- 1. Pilot's Station
- 2. Flight Engineer's Station
- 3. Navigator's Station
- 4. Sensor Station
- 5. Airlock
- 6. Avionics

Crew Compartment

- 7. Galley
- 8. Stairwell to lower Cargo Deck
- 9. Medical and Supply Station
- 10. Crew Quarters
- 11. Hatchway to Upper Turret
- 12. Fresher
- 13. Stairwell to lower Engineering Deck



LOWER DECK

Cargo Deck

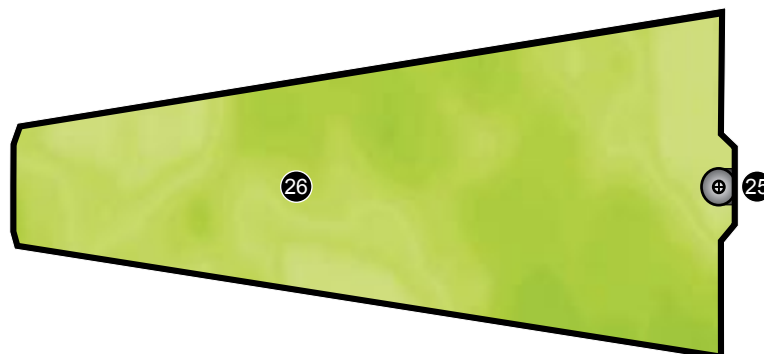
- 14. Loading Ramp
- 15. Sensor Pods
- 16. Vehicle Hanger
- 17. Stairway to upper Crew Compartment

Engineering Deck

- 18. Main Engineering Control
- 19. Tool and Parts Lockers
- 20. Maneuver Drive
- 21. Power Plant
- 22. Jump Field Generator
- 23. Hatchway down to Fuel Deck
- 24. Stairway up to Crew Compartment

Fuel Deck

- 25. Hatchway to upper Engineering Deck
- 26. Fuel Tank



FUEL DECK

SCOUT/COURIER DECKPLAN KEY

Bridge

1. Pilot's Station: The pilot's station is the only station that must be manned in order to operation a scout/courier, and then only during key times such as liftoff, entering Jump space, emerging from Jump space, or landing.

2. Flight Engineer's Station: Most engineering functions and controls can be accessed from this station. This station is typically manned when entering or leaving Jump space, but is not required.

3. Navigator's Station: The navigator's station is generally only manned when plotting a long normal space voyage or a Jump route and upon emergence from Jump space to verify position.

4. Sensor Station: For scout versions of the ship this station is the central collection and processing point for the extensive sensor systems installed on the ship. For courier versions of this ship, while still handling the reduced sensor systems this station houses a much more extensive and sophisticated communications and data storage system.

5. Airlock: This small airlock can hold up to four people, though it will be a tight fit. As with most airlock systems, the opposing hatch cannot be opened until the other is closed and firmly sealed.

6. Avionics: The ship's core sensor, communications, and data processing systems are stored and maintained in this cramped compartment, which fortunately does not need to be accessed very often. All data is sent from a terminal aboard the ship to this node for further routing and processing, and all incoming external data is similarly routed here for preprocessing and identification before being routed on to the appropriated onboard data terminal for final processing and handling.

Crew Compartment

7. Galley: The crew's galley contains a fully equipped kitchen facility and dining area, where anything from quick heat and eat snacks to full meals can be prepared. During non-meal times, the dining area doubles as a conversation, planning, or entertainment pit.

8. Stairwell to lower Cargo Deck: This stairwell is usually kept open for easy and convenient access to the lower deck of the ship, but in times of emergency a pressurized sliding door can be activated and closed sealing this end of the crew compartment off from the lower deck. If the other stairwell doorway at the other end of the compartment is similarly closed off, the crew compartment can be completely isolated from the rest of the ship in terms of both security and atmospheric integrity.

9. Medical and Supply Station: A small ship's locker and fairly extensive medical module are installed here. The ship's locker invariably contains almost nothing a spacer might actually need at any given time, but is full of other junk that has accumulated over the years and 'might someday be useful'. The medical module however is a fairly sophisticated unit stocked with a reasonable variety of medications and supplies that would enable a qualified crewmember to treat most type of injuries and illnesses that might be encountered by the crew. The small computer terminal interface installed here is part of the medical module and provides an extensive medical database to the crew should it be needed.

10. Crew Quarters: Each crew quarter is pretty much identical in furnishing. There are two bunks mounted along the hull wall, one of which is normally folded up into the bulkhead wall unless the compartment is double bunked. Built into each bunk is a 1' tall storage drawer below the mattress, and a small reading lamp above the head that can be folded back into the wall as well. A

small personal locker is also provided, as well as a small deck and chair. Upon the desk is a small personal computer terminal that is networked into the main ship's system but may have access limitations depending on the authority of the user. Each room also has a small personal fresher closet containing a wash basin and toilet facility. Shower facilities are limited to the fresher at the aft end of the crew compartment.

11. Hatchway to Upper Turret: A ladder runs up the wall here leading to a hatchway in the ceiling of the deck. This hatchway allows access to the upper turret of the ship.

12. Fresher: Public showering facilities for the crew.

13. Stairwell to lower Engineering Deck: The doorway to this stairwell and thus direct access to and from the lower Engineering Deck can be closed with a pressured sealed door in the advent of an emergency. If the other stairwell doorway at the other end of the compartment is similarly closed off, the crew compartment can be completely isolated from the rest of the ship in terms of both security and atmospheric integrity.

Cargo Deck

14. Loading Ramp: When the ship landed, this ramp can be dropped to provide easy access for loading and unloading cargo. The ramp area is big enough to accommodate most standard cargo-handling bots and trucks, as well as small vehicles such as the ship's air/raft. When in flight, this ramp can be retracted into the hull instead.

15. Sensor Pods: The ship's primary sensor and communications pods are located here. Some limited access for repairs is available, but extensive repairs will usually require work on the outer hull area of the pod or full replacement.

16. Vehicle Hanger: An area for the storage and maintenance of a small vehicle, typically an air/raft.

17. Stairway to upper Crew Compartment: This stairway leads to the forward end of the crew compartment on the Upper Deck. It may be sealed off at the top, preventing access to and from the crew compartment in times of emergency.

Engineering Deck

18. Main Engineering Control: From this station, any ship's system other than flight control may be accessed, monitored, and maintained.

19. Tool and Parts Lockers: Storage compartment for the various tools, instruments, small parts, and technical manuals needed to maintain the ship's operation.

20. Maneuver Drive: One of two primary maneuver drive units.

21. Power Plant: The maintenance accessible portions of the ship's main power plant.

22. Hatchway down to Fuel Deck: A small hatchway in the floor of the deck leads down into the Fuel Deck. This hatchway is normally kept locked at all times.

23. Jump Field Generator: The maintenance accessible portions of the ship's Jump field generator.

Fuel Deck

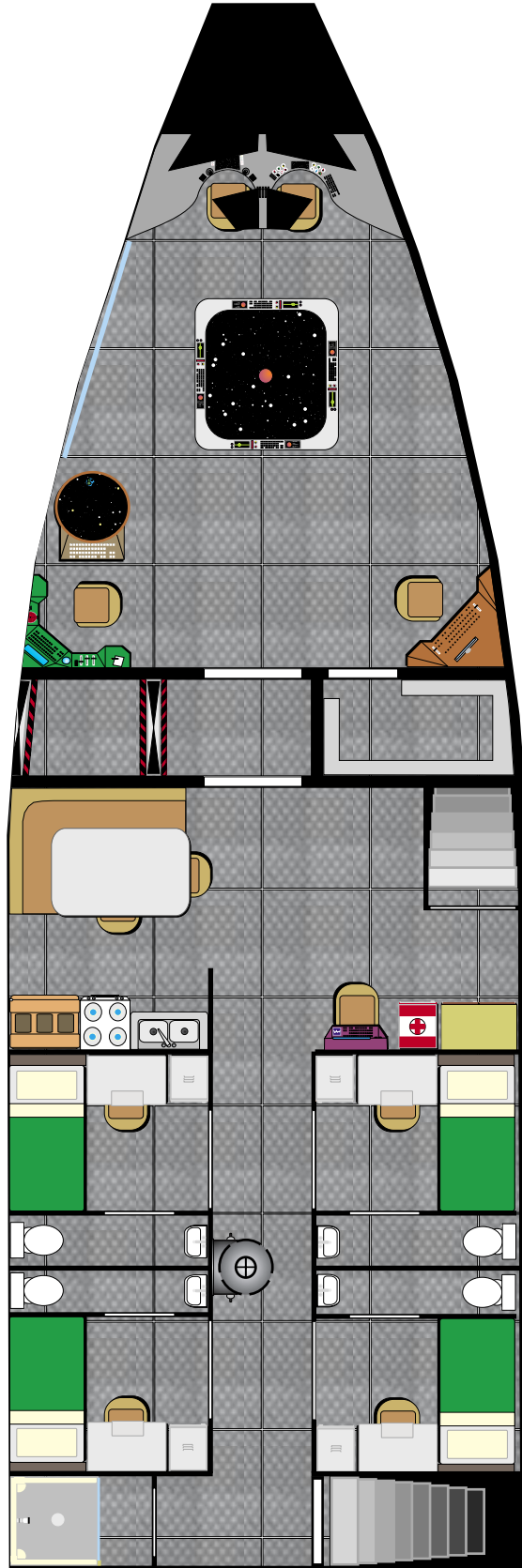
24. Hatchway to upper Engineering Deck: A ladder leading up to a hatchway in the ceiling of the deck for access to the Engineering Deck above. This hatch is normally kept locked on the Engineering side at all times and cannot be unlocked from this side.

25. Fuel Tank: Storage tank for the ship's fuel. May hold refined or unrefined fuel. Towards the front of the tank along the outer edges of the hull can be seen the outlines of the fuel scoop system. Under normal circumstances this tank is only accessed by personnel after it has been thoroughly drained and vented, although is possible for someone in a vac suit to enter a tank and survive.

SCOUT/COURIER (TYPE S)

UPPER DECK

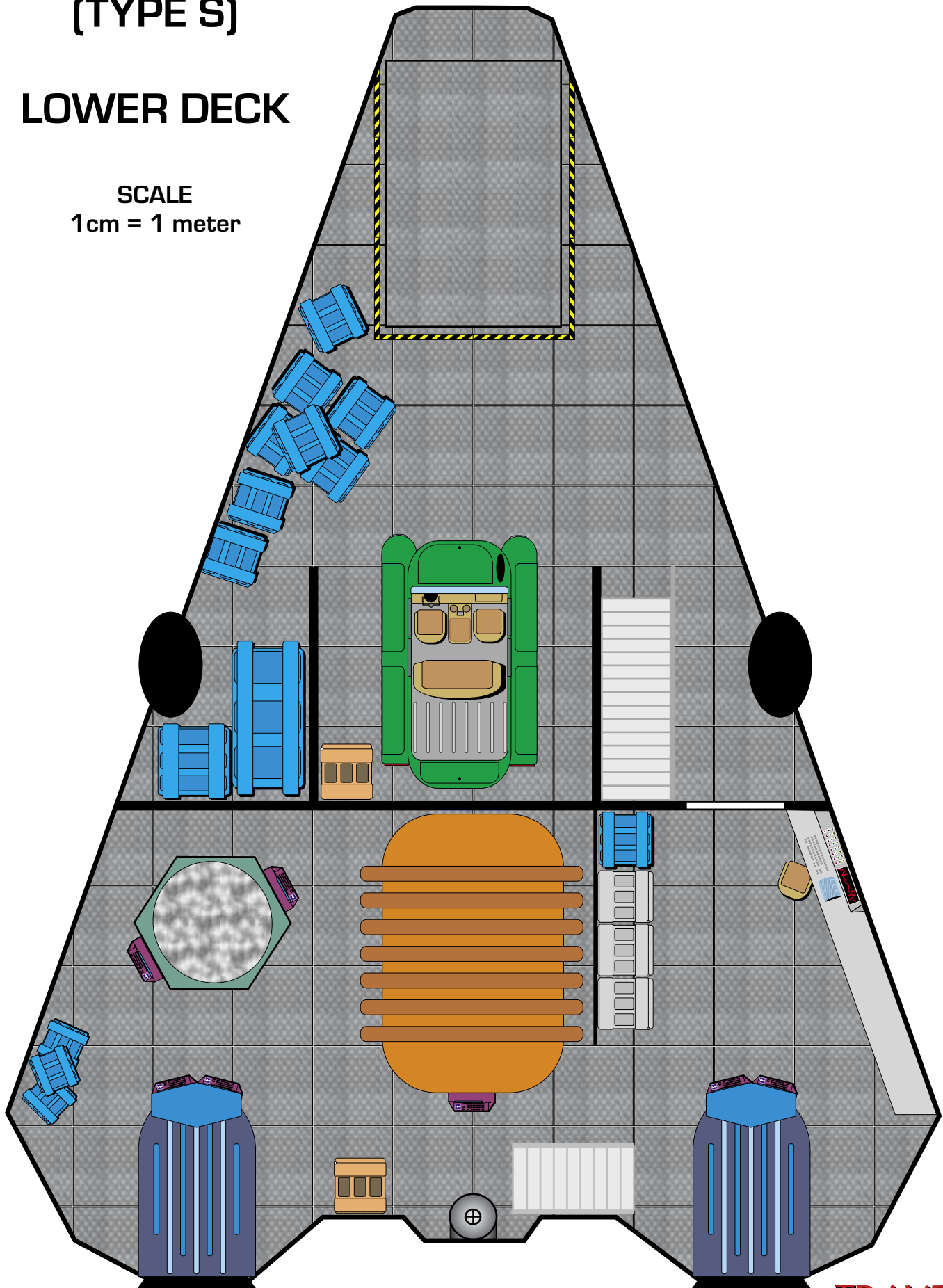
SCALE
1cm = 1 meter



SCOUT/COURIER (TYPE S)

LOWER DECK

SCALE
1cm = 1 meter

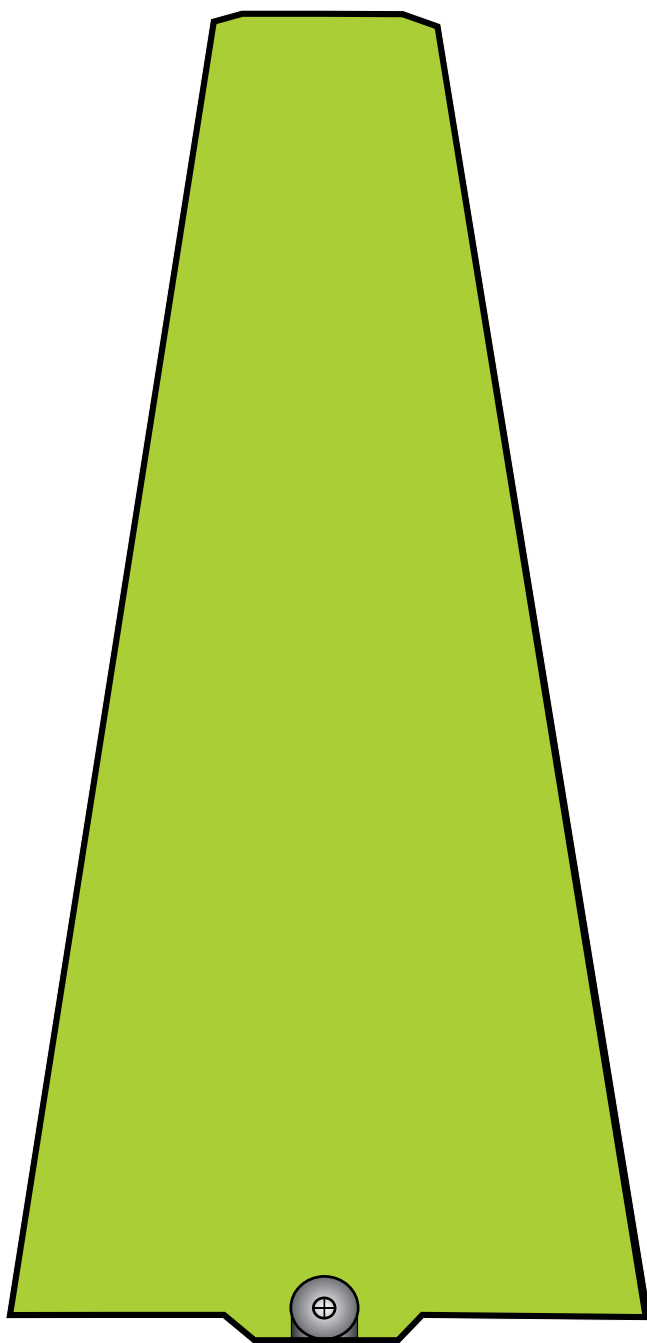


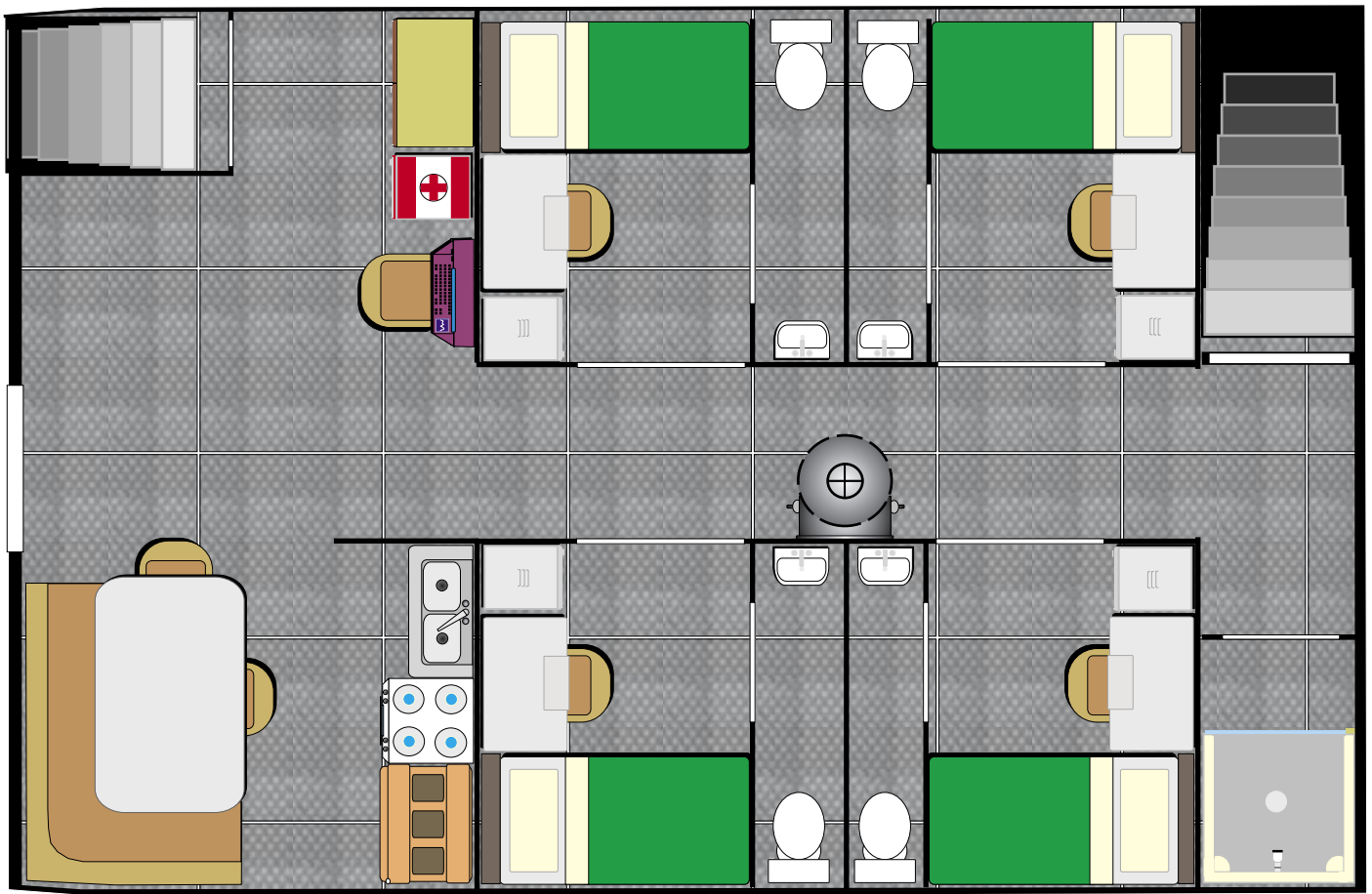
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SCOUT/COURIER (TYPE S)

FUEL DECK

SCALE
1cm = 1 meter

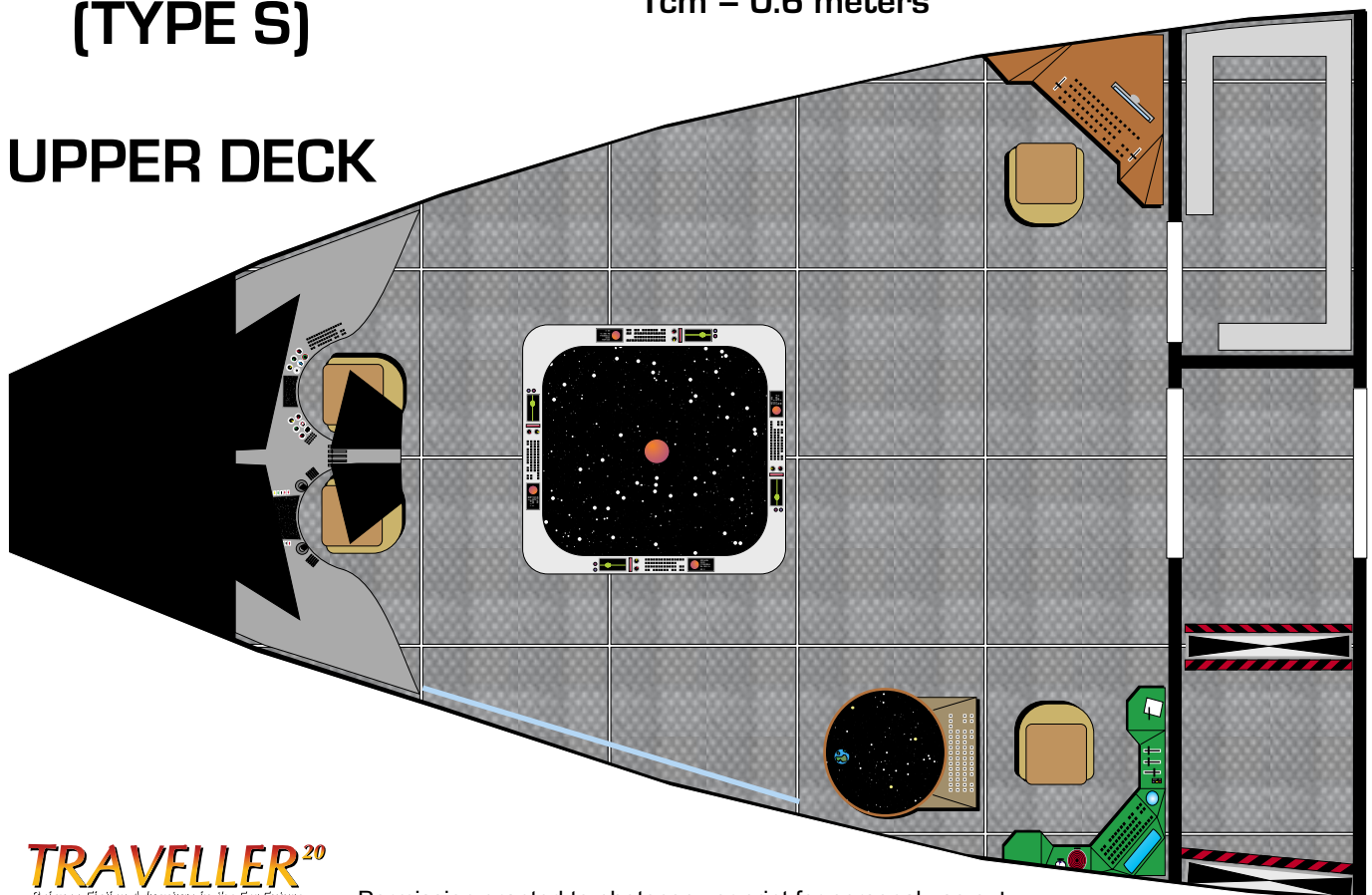




**SCOUT/COURIER
(TYPE S)**

SCALE
1cm = 0.6 meters

UPPER DECK

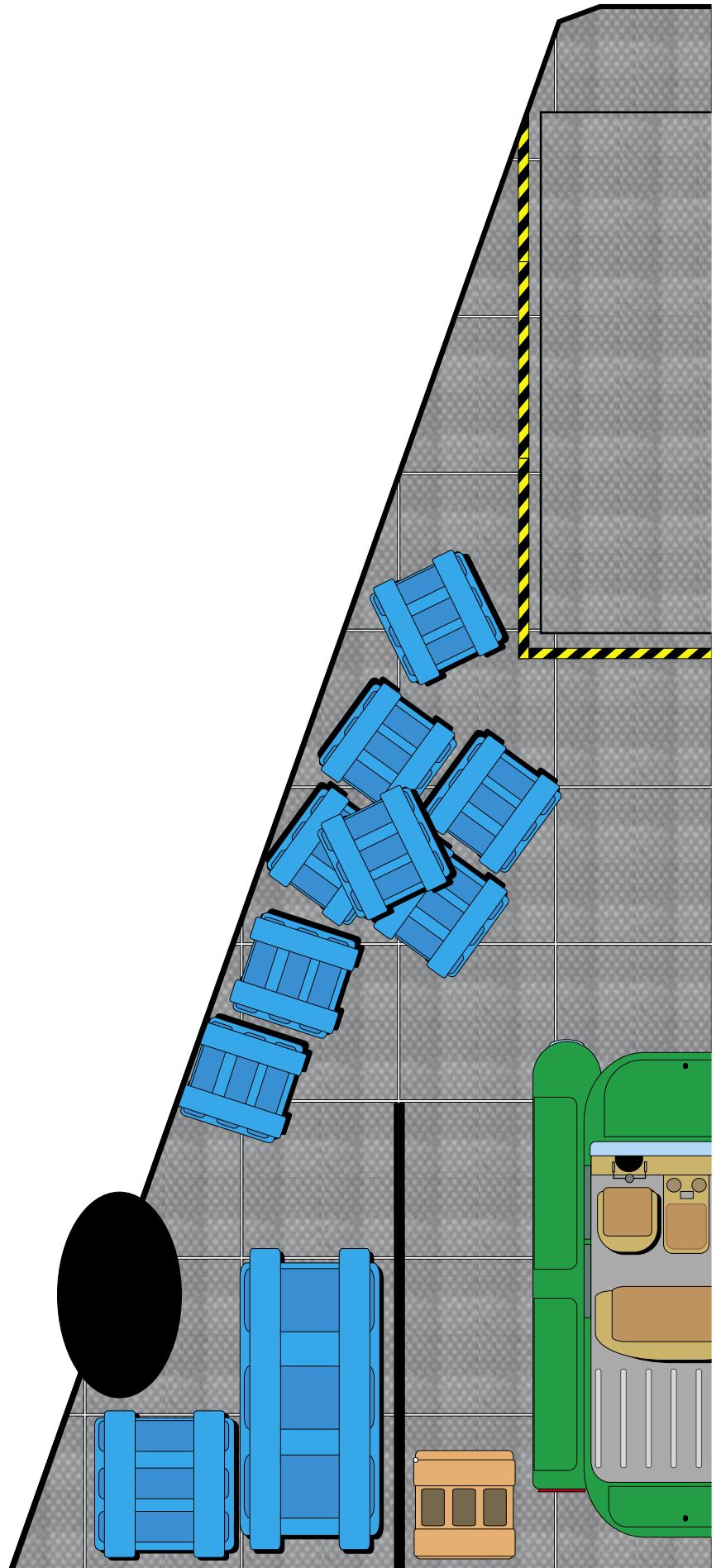


SCOUT/COURIER (TYPE S)

LOWER DECK Part A

SCALE
1cm = 0.6 meters

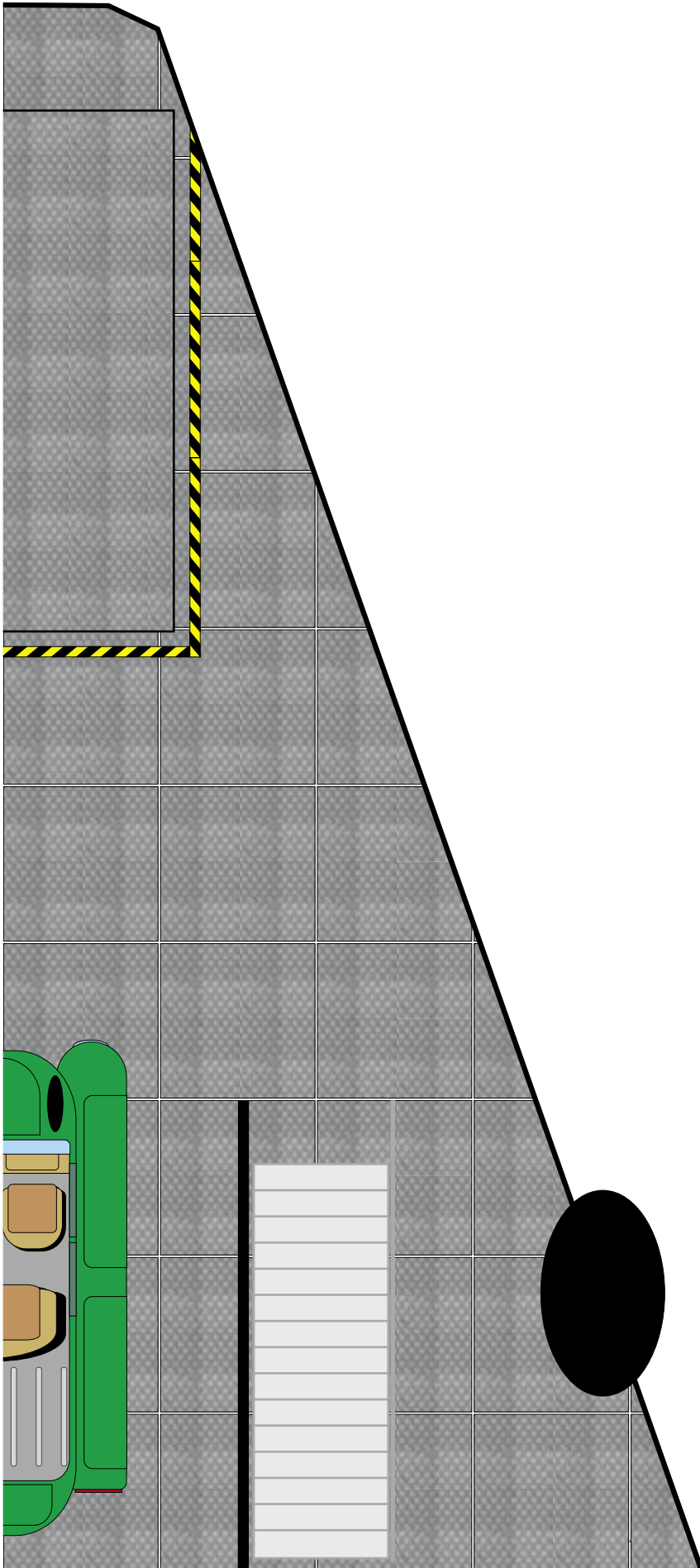
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SCOUT/COURIER (TYPE S)

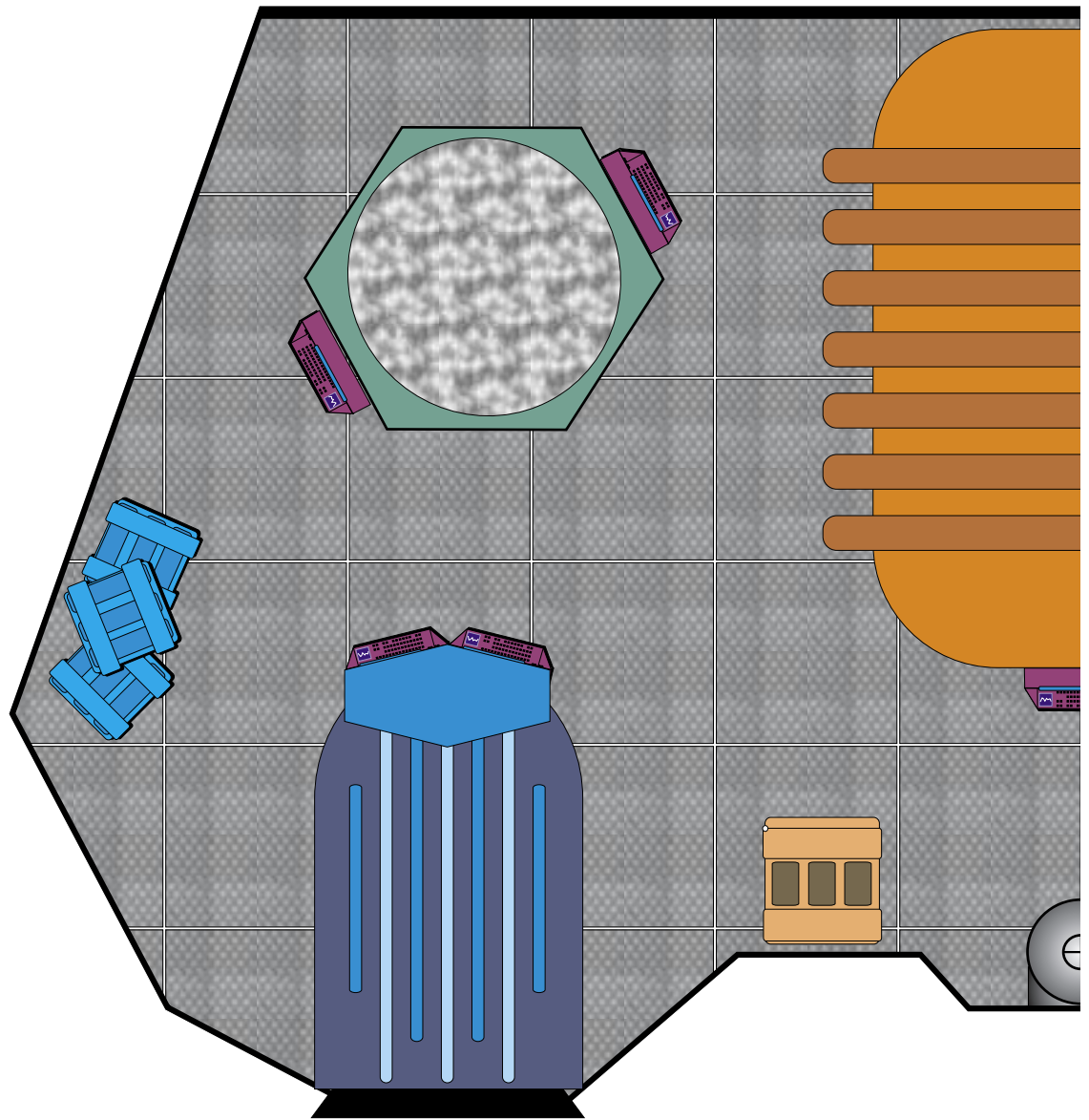
LOWER DECK Part B

SCALE
1cm = 0.6 meters



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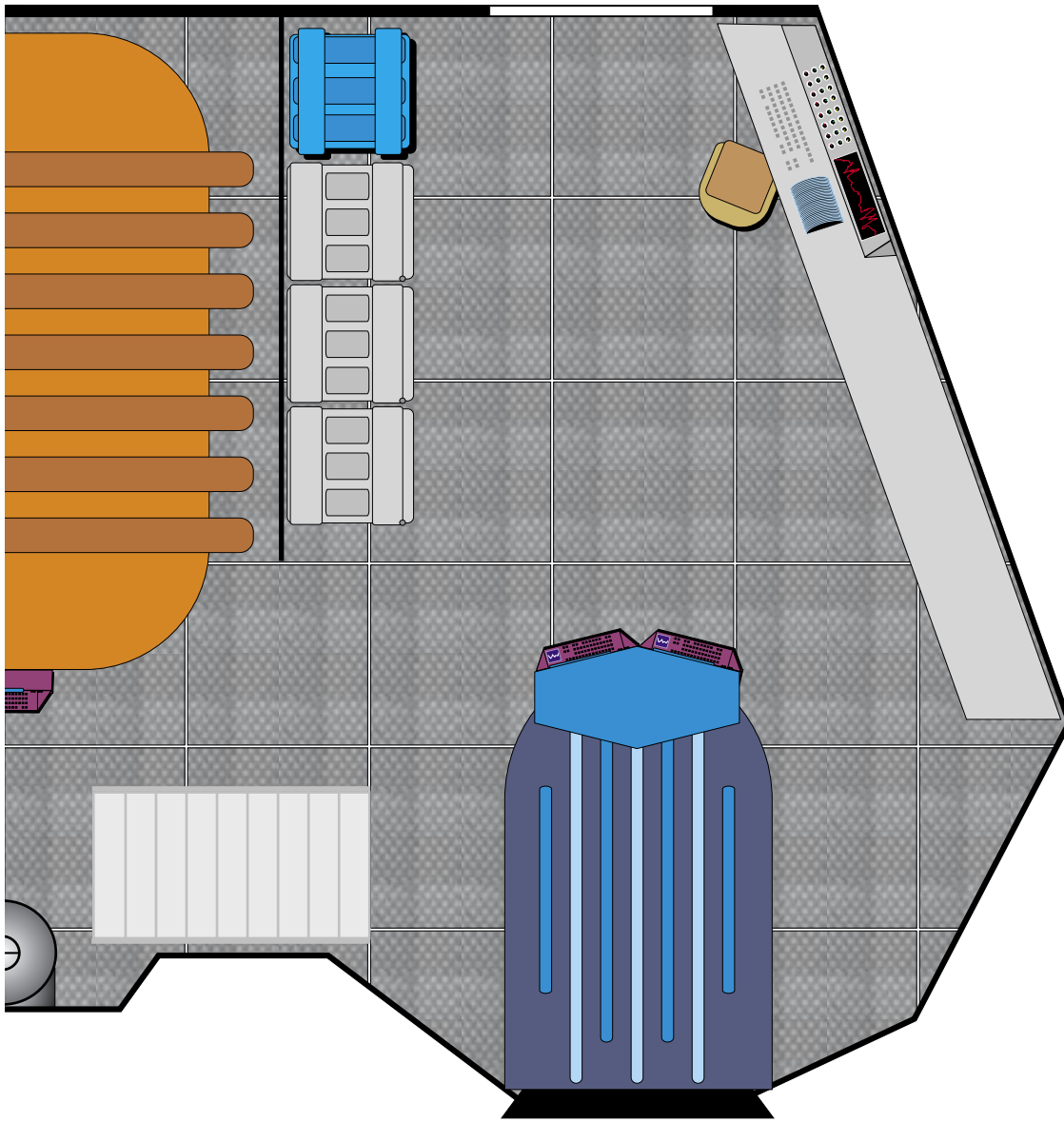
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SCOUT/COURIER (TYPE S)

LOWER DECK Part C

SCALE
1cm = 0.6 meters



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SCOUT/COURIER (TYPE S)

LOWER DECK Part D

SCALE
1cm = 0.6 meters

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