

600-ton Subsidized Liners

by Loren K. Wiseman

Subsidized liners are common in the more settled areas of charted space, where there is a constant enough demand for passenger traffic and the spaceways are relatively safe. Like subsidized merchant ships in general, the construction costs of a subsidized liner are financed by an agency who, in return, expects to receive a portion of the ship's revenue until the subsidy is paid off. This generally means that the vessel is contractually obligated to operate along a route agreed upon in advance by both parties. After the subsidy has been paid off, subsidized liners are known as "free liners" and can be used anywhere their operators wish (sometimes after a refurbishing, sometimes not). It is not uncommon for older liners to be refitted and used for another purpose, such as a large yacht or small mercenary cruiser (examples of both are included).

Liners (subsidized or free) are designed to carry more passengers than ordinary merchant starships, and are found on routes with greater potential passenger traffic.

Financial Arrangements

The subsidy is provided by one or more businesses or planetary governments, and is secured by a bank, financial institution, or (rarely) the shipyard itself. The details of the contract should be created by the referee and should state the number of years the contract will run (usually 00), and the size and frequency of payments the ship's operators owe the sponsor.

A common arrangement is for a consortium of worlds to subsidize one or more passenger liners to guarantee their worlds will receive adequate interstellar passenger service. Occasionally, the liners will be the

only legal passenger carriers for the worlds in question, but such arrangements are rare.

Common Types

The 600-ton *Bastien*-class and *Stellar*-class are two common designs for a similar type vessel that differ slightly in certain minor details. Vessels modified for other uses are seldom given a new class name, as each one is a customized reworking of a standard design, and never built in bulk. This work can be done at any starport or shipyard capable of the construction of spacecraft, since the jump drive is already installed and is presumably fully functional. Any reworking of the jump drives the referee deems necessary must take place at a shipyard capable of building jump drives.

This book deals with the *Bastien*- and *Stellar*-class liners, and with two variants, a yacht and a light mercenary cruiser modified from the basic *Stellar*-class Hull.

Bastien-Class

The differences between the *Stellar*-class and the *Bastien*-class 600-ton liners are in the placement of the defensive hardpoints, and the *Bastien's* internal lifeboat bay.

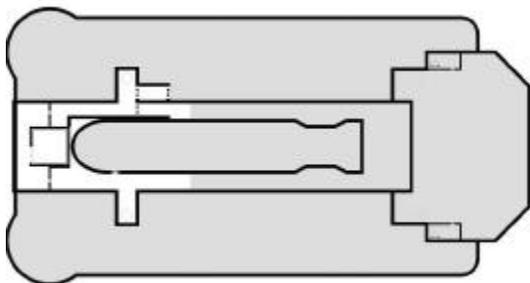


Deck One

The bulk of this deck is devoted to the docking arrangements for the lifeboat (and

differ slightly depending on the type of lifeboat carried). Passengers are only allowed on this deck during lifeboat drill and during actual emergencies.

The remainder of the deck consists of the fuel tanks atop the bow section (which is not normally accessible) and upper engineering in the stern, which is accessible only through the crew section or through the two aft airlocks.



1/1. Forward Turret Hardpoint: This marks the position of the maintenance access panel to the turret. If no turret is fitted, this panel is sealed. If turrets are fitted, one is installed in the hardpoint here. The turret is remotely operated from a gunner's station elsewhere on the ship (usually a workstation is added to upper engineering for each turret, but none are shown on these plans).

1/2. Elevator: This connects all three decks, and is the primary means of getting passengers from one deck to another.

1/3. Transverse Corridor: This connects the two longitudinal corridors on this level with the elevator and the turret/hardpoint.

1/4. Longitudinal Corridor (P/S): The port corridor connects to the lifeboat entryway, and is used by passengers during emergencies. The starboard corridor connects the dorsal airlock with the transverse corridor, and is used by crewmembers only.

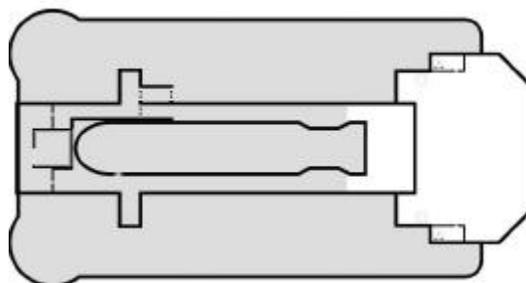
1/5. Dorsal Airlock (Bow): This airlock is primarily used by the crew for maintenance EVAs and emergencies that require access to the dorsal surface of the ship.

1/6. Lifeboat: Liners are constructed to use one of two sizes of lifeboat (20-ton or 30-ton) or a 50-ton modular cutter fitted with a lifeboat pod. The main differences are in the details and dimensions of the docking equipment for the small craft. The appendix

shows the individual setup for each separate lifeboat type on a different page.

Deckplans and details of the specific lifeboats carried are available in other products, available where you bought this one.

1/7-1/8. Forward Ladders (P/S): These are accessible only from the crew section, and connect all three decks. In an emergency where the elevator is out of service, the crew will conduct the passengers to the lifeboat using these.



Upper Engineering

Upper engineering connects to the lifeboat bay via two iris valve hatches.

1/9-1/10. Aft Ladders (P/S): These are accessible only from the crew section, and connect all three decks.

1/11. Engineering Fresher: This is provided for the relief of the engineering crew.

1/12-1/13. Dorsal Airlocks (Aft P/S): This pair of airlocks are also used by the crew (primarily engineering crew) for maintenance EVAs and emergencies that require access to the dorsal surface of the ship.

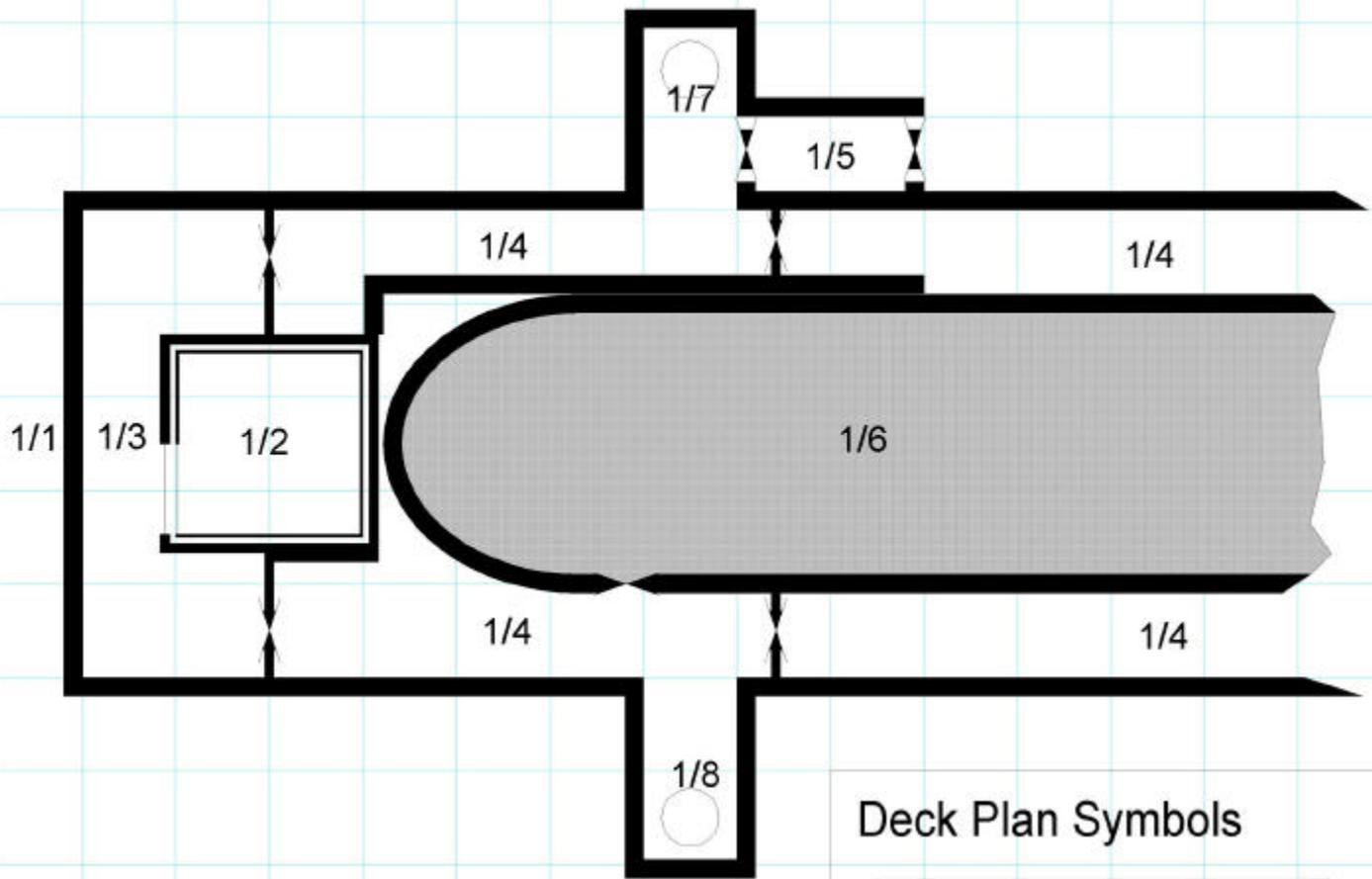
1/14. Jump Drive: The vessel's jump drive and its associated machinery are located in upper engineering. At least one engineer is on duty in upper engineering at all times.



Deck Two

Passengers are normally restricted to the passenger section of deck two during flight. The only exceptions are when embarking or disembarking, and during emergencies.

Crew may go anywhere, but normally only stewards interact with the passengers.



Deck Plan Symbols

-  Interior Wall
-  Sliding Door
-  Bulkhead
-  Maintenance Valve

IRIS VALVE

-  Iris Valve

MANUAL HATCH

-  Hatch

-  Overhead

-  Overhead

-  Floor

-  Floor

-  Floor and Overhead

-  Floor and Overhead

