

ADVENTURE 15

Voyages of the Annic Nova

TRAVELLER™

Science-Fiction Adventure In the Far Future

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Episode 1 Scene 2

Regina/Regina (1910 A788899-A)

Date: 003-1100 morning

When everyone gathers for breakfast, Paris gets your attention and says, "I have good news. The police captain says they have a suspect in custody and we are now free to leave. The suspect is named, James Morton and he appears to have been possessed by an extradimensional being called a Tindalosian. The name Tindalosian means "magic power" in the ancient Greek language and they were mention first by Herodotus thousands of years before the Imperium."

"Today, I'd like Conrad and Nicole to see to life support and entertainment supplies for eight crew and two passengers. Let them know if you have any special dietary or entertainment requirements. We'll have to double up on some of the staterooms to leave room for passengers so I'd like Conn and Sylvie to share a large stateroom and Kaiear and Abbey to share a small stateroom. I will have a large stateroom to myself, as will Aenrra as chief engineer, the rest of you will have a small stateroom for your own use. The engineering team should get together to discuss a list of equipment and parts to keep everything well-maintained. Conn and I will be looking over the brokerage manifest I have here so we can agree on cargo, passengers and destination. Hopefully, we can leave tomorrow."

http://www.duttond.topcities.com/Traveller/BrokerageReport003_1100.pdf

Speaking to Paris, Conn asks: "As the Annic Nova is a new design, how much displacement tons of cargo space does she have after allocating space for the crew's personal use?"

"The crew's speculative cargo will require nine displacement tons to be reserved if everyone uses all of what they are allowed, which leaves 141 displacement tons of cargo space," Paris answers.

Aenrra says, "Question Paris, How soon can we get aboard ship to take a quick inventory of what's there and to inspect the engines? If were to make a shopping list for spare parts and such then we need to do that asap." Turning to Sylvia and Kaiear, "If you ladies will join me over there {pointing to a nearby table} after we eat then we can discuss engineering shifts and other related items that need to be sorted out before we take off"

Sylvie goes to the indicated table.

"Is there something you can't get through the onboard cameras and interrogating the ship's AI through Abbey?" Paris answers, "I don't want to make frivolous trips to the ship since that will cost in fuel and life support and you'll have to file a flight plan with the Starport Authority for each trip. You can go anytime you want if you pay the costs and file the proper reports and as long as you don't interfere with the SPA inspectors."

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Aenrra says to Paris "Remote viewing and AI interfacing will only tell us so much, it is much preferred to go over things ourselves so we can familiarize with its layout and any quirks it might present. But if you prefer us waiting until later, then you are the boss and we will respect your wishes"

"Like I said, you are not restricted from access as long as you pay the 2500 Credits for fuel for one of the on-board modular cutters to pick you up and bring you back, fill out a flight plan for the cutter and get my approval," says Paris showing you the flight plan form...

http://www.duttond.topcities.com/Traveller/Flight_Plan.pdf

Aenrra says to Paris " understood"

Turning to Abby, Aenrra continues, "I would appreciate it if you could give the full specs on the engineering section and a List of what spare parts are being carried aboard to enable us to make any in-flight repairs. This would then help us draw up a shopping list for anything we might need that isn't included already"

Abby answers, "Please be more specific in your request and explain what you mean by 'engineering section'. To give you the full technical specifications and parts and tool inventory of the entire ship will take several days at normal reading speeds so, if that is what you want make yourself comfortable and we can proceed."

Aenrra says to Abby "the engineering section is that part of the ship that contains the jump drive, the maneuver drive and the power plant. As for the spare parts list please limit the list to only those things necessary for the repairs to that section for now. If we need a list for parts the rest we will request them by specific section i.e. life support etc"

"Very well," Abby says, "The ship has two jump-drives (type F and type J) which operate independently (as J-2 and J-3 respectively), there are no maneuver drives and no power plant. A stellar collector absorbs and collects energy for internal power and jump drives, enough to power each of the jump drives once and internal life support for 60 days under normal load – it requires one to six weeks to recharge. Two 50-ton modular cutters travel in trailing positions. Each holds 15 tons of fuel and they are used as tugs in replacement of a maneuver drive providing one tenth G." She then goes on to list approximately two million credits of parts spares, test equipment and machinery enough to equip a machine shop, a metallurgical shop and an electronics shop. Then, a couple of hours later continues into the technical manuals which takes several hours to complete. She finishes (unless interrupted) just as dinner is being served.

Sylvie sits in rapt attention as Abby speaks, enthralled like a small child being told a particularly exciting story.

Conn looks at Sylvie and smiles as his wife soaks up what Abby is saying, then returns his attention to Paris.

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Paris asks Conn "do you have any suggestions or preferences as to cargo and destination?"

"As I recall, you have an interest in paranormal phenomena, Captain." Conn says. "If you have a list of worlds where such things are reputed to occur, I can look up data on those worlds and see what they might have a need for from an entirely mundane standpoint. This way, we can get your interests addressed and make it pay while we're at it."

"This brokerage report has all the cargoes that are available today, You'll not find any other 'needs' that somebody will pay for the freight, although thanks for the offer," Paris replies, "Of what's available, with a jump 3 ship we can only take on Knorbes, Forboldn, Ruie, Jenghe, Hefry, Roup, and Yori in one jump. We can make the others in more than one jump but we need to plan the interim jumps as well and take on cargo for them to fill as much cargo space as possible. "

Pulling up a hologram map of the subsector...

http://www.utzig.com/cgi-bin/iai/map_subsector.pl?Sectors=Spinward_Marches&SubSectors=C&SubName=Ragina

...she continues, "As you can see here, Roup and Ruie are amber zone worlds which may be problematic. Ruie is not Imperial, which adds its own level of difficulty. Its usually most cost effective to make as long a jump as we are capable of so I would recommend Knorbes for our first jump. As to paranormal events, you'll find most of that in the lower tech worlds (where they call it magic), at the exceptionally high tech worlds (where it is also sometimes referred to as magic) and the Zhodani worlds (where there are political considerations). In this too, Knorbes is our best bet for our first jump. The further we go coreward the closer we get to the Zhodani Consulate but before we tackle those sort of problems we need to do our research into the Zhodani and the current political situation. Do you concur?"

Conn says, "Yes I do, captain. I further suggest that we avoid amber zone worlds...at least until the crew has worked together long enough to learn each other's strengths and weaknesses and learned to work and operate smoothly as a unit."

"Agreed," Paris says, then she makes the calls to the brokerage to take on 138 displacement tons of electrical equipment for Knorbes. Since the terms are CIF (cost, insurance and freight) the seller will pay for shipping and insurance up front and will deliver the cargo to the Annic Nova in the morning. She notifies them that the ship has room for two high passengers or four middle passengers with no low births. Ten minutes later the brokerage returned her call to say they have two passengers who have accepted high passage – one is Jaime Acosta Vázquez (a broadcast announcer) and the other is Shelly King (a life scientist). They'll be ready at the starport in the morning for transport to the ship.

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Aenrra says, "You might also consider going to Extolay, Dinmon, and Dinomn if you want to jump into the Lanth Subsector. There are also 2 other worlds in Lanth that we can reach namely Wypoc and Djinni, but the first is an amber zone and the other is a Red zone."

"That's true and worthy of consideration," says Paris, "but be sure to consider the whole picture. Dinon, like Hefry, has no water and no air, which is not to say they should not be considered but, like crossing political boundaries, even into another subsector, requires additional thought and preparation. I would prefer to stay in one subsector as long as it is profitable and cross political boundaries as few times as possible. However, thank you for your input Aenrra."

Aenrra says, looking at Sylvia and Kaiear, "Sorry about that, I have to remember to be more specific when I ask Abby to ask the AI about things. Now down to business, as you may or may not know I have been hired as chief engineer. I thin I'm pretty easy to work for as I don't have many rules and am not a stickler for strict discipline, unlike the gentleman who interviewed for the captain's job. I expect everyone to do his job and I really ask that if there is a problem you bring it to me first before discussing it with the more senior staff. If there is something you wish to do on your shift that is not strictly job related, i.e. read mail, newflashes, play a game, that's fine as long as your routine work is done first. Speaking of shifts I was thinking of dividing us into 3 shifts of 8 hrs each, I would welcome any input on this and if it is ok with you do you have any preference as to what shift? Please think it over and let me know, and if you have any questions feel free to ask."

"I assume that while in space, we'll be using the 24 hour standard Imperial clock. Given a choice, I would prefer the designated night shift from 20:00 until 04:00 for my work shift. That leaves 11:00 to 19:00 for sleep, half hour meals at 4:00, 10:30 and 19:30; time to study the onboard technical manuals from 8:00 to 10:30, an hour of exercise at 6:30, a half hour of grooming at 7:30, a couple of hours of some sort of entertainment such as news feeds, movies, virtual reality at 4:30 and, finally, a half hour for my religious observances at 19:00," answers Kaiear.

Aenrra says, "I was thinking more along the lines of 08:00 to 16:00, 16:0 to 24:00, and 0:00 to 08:00 but I can work around that. Sylvia do you have a preference?"

Kaiear answers, "If those are my choices, I'd prefer the 16:00 to 24:00 shift as that would make my sleep time be 07:00 to 15:00."

Aenrra says, "We will see, nothing is written in stone yet so your original choice may still be available. I still have to hear what choices Sylvia will make, then I will make a final decision."

Sylvie says, "As for bringing any problems to you first, that's just ordinary chain-of-command procedure and not a problem at all. With regard to work shifts, I would prefer my off time to match that of my husband. As that has not yet been determined, I can't say which shift I would prefer. Bottom line...as Chief Engineer, yours is the

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final word. I expect that your decisions will be, first and foremost, for the safety and wellbeing of the ship."

Regina/Regina (1910 A788899-A)

Date: 003-1100 afternoon

Paris makes sure all the hotel bills are paid as the crew checks out of the hotel and then takes the monorail to the spaceport. On the way, she tells Abbey to have the ship's onboard computer send down the passenger modular cutter. At the spaceport, she files the crew manifest, passenger manifest, cargo manifest and flight plan.

<http://www.duttond.topcities.com/Traveller/Papers0031100.pdf>

Paris pays the outstanding bills – 160,000 Cr for fuel, 32,000 Cr for provisions and life support, 12 Cr to annual maintenance fund, 12 Cr for spare parts, 14,400 Cr for birthing fees and 2,691 Cr in customs fees. Finally she asks Kaiear to pilot the modular cutter to the ship.

Once docked at the Annic Nova, Paris leads the way down the docking pylon and asks Abbey to show each of the crew to their staterooms, except Conn who should remain with her to witness ship's business.

Abbey shows Kaiear to stateroom 8 where she will bunk with Abbey. She shows Aenrra to stateroom 7 which he will have to himself as chief engineer. She shows Silvie to stateroom 12 which she will share with her husband. Abby points out stateroom 9, which is Paris' as owner. Finally, she shows Conrad and Nicole to stateroom 14 which they will share.

After stowing his gear and generally taking stock of his stateroom, Aenrra heads down to main engineering to inspect the engines, and will remain there once the ship is cleared for launch and until we reach the jump coordinates.

Aenrra finds his stateroom to be 3 meters by 4 ½ meters. It contains a set of bunk beds, a desk with a computer workstation and several drawers, a toilet and a one-person shower. Abbey leads him through the crew / passenger lounge to an elevator, up the elevator to a machine shop, down a long sloping gangway to a hydroponics area, finally to the forward control area with a jump-2 engine room on the left, a jump-3 engine room on the right and a long row of batteries down the middle.

Paris and Conn arrive at the empty cargo hold just as the customer's modular cutter is docking to off load. Paris greets the customer's agent and receives 269,100 Cr for freight fees and the stevedoor's begin filling the hold. The two passengers board and each pays 3,500 Cr for their passage. Paris asks them to wait here until she deals with customs, the Imperial Legate and immigration. The Imperial Legate hands Paris the ship's registry papers, the Customs agent checks the seals on all the cargo as it is loaded and the Immigration agent interrogates every credichron (crew and passengers). Once the Immigration agent is satisfied with the passengers, Paris and Conn, he follows along as Paris leads the passengers to their staterooms (10 & 15) and then finds the rest of the crew to check their passports and visa's.

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After four hours, the agents and customer's leave and the ship is ready to leave for the jump point.