

Anaconda Freighter 1

TECHNICAL BRIEFING



The Anaconda is an ageing class of freighter, capable of shipping large loads considerable distances with a high level of speed and reliability.

Overview

The Anaconda is one of the largest civilian ships that are designed for use by private owners. A light freighter, it ships trade along semi-regular routes, often with enough flexibility to make the odd detour if more profitable speculative trade is spotted.

They are not the most modern of designs though, and tend to have out of date systems which are best described as quaint. Capable of jump-2, they are slow and difficult to manoeuvre in real space. Though technically rated for atmosphere and surface landings, most crew prefer to transfer cargo in orbit.

Crew

Anacondas are an aging design that is heavily reliant on a crew to keep its systems running. The extensive passenger quarters often require a steward to at least keep an eye on things, but basic accommodation and passenger services are normally all that is offered.

The crew is large enough to be split into four departments: Bridge, Engineering, Weapons and Service. All answer to the ship's captain, but there is a senior crew member in charge of each department.

Bridge Department

The bridge is expected to have three crew members, though as always some crews will try and double up roles with a smaller number of crew.

- Captain
- Pilot x3
- Astrogator
- Administrator

The captain is overall in charge of the ship, though may answer to the Administrator if the ship is owned by a company rather than the Captain or crew.

For the most part, the ship's computer can keep things running smoothly on auto-pilot. Real crew like to be able to take over just before docking or landing however, since the Anaconda has a reputation for botching such attempts if they are done on automatic.

Two extra pilots are needed to man the shuttles. However, this is not a full time role, and often it is handled by the rest of the crew.

The ship's administrator is normally the broker and company representative. They are in charge of ensuring that the ship is fully fueled, as the necessary supplies and that finances are in order.

Source: Elite (1984)
Company: RimLiner Galactic
Technology Level: 11
Total Tonnage: 2,400t
In Service Date: 756
Cost: MCr462.51

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TL 11	Anaconda	TONS	COST
Hull	2,400t Streamlined hull	-	120
	Crystal iron armour 4	144	28.8
M-Drive	Thrust 1	24	48
J-Drive	Jump 2	125	187.5
Power Plant	TL8 Fusion Power Plant, 900 Reduced size -10%	81	49.5
Fuel	2 Parsec Jump	480	-
	4 weeks operation	4	-
Bridge	Bridge	60	12
Computer	TL 11, Computer/15	-	2
Sensors	Basic sensors	-	-
Weapons	Pulse laser turrets x12	12	24
	Missile rack fixed mount x2	-	1.5
Systems	Fuel Processor (400t/day)	20	1
	Fuel Scoop	-	-
	Cranes	17	17
	High Efficiency Batteries, 160	4	0.4
Staterooms	Standard x32	128	16
	Low Berth x4	2	0.2
Software	Manoeuvre, Intellect, Library	-	-
	Jump Control/2 [10]	-	0.2
	Virtual Crew/0 [5]	-	1
	Virtual Gunner/0 [6]	-	1
Common Areas		56	3.8
Cargo		1,243	-

Crew

Captain, 3xPilot,
Astrogator, Administrator,
12xGunner, 7xEngineer,
3xMechanic, 1xSteward

Hull: 960 Armour: 4

Costs

Maintenance Cost

Cr 38,543 / month

Purchase Cost

MCr 462.51

Power 900

Basic Systems

480

Manoeuvre Drive

240

Jump Drive

480

Weapons

36

Low Berths

1

Fuel Processors

20

Engineering Department

The engineering team are expected to keep the ship systems running. The extensive drive and power systems are spread across decks 2 and 3, and most engineers are expected to operate from here.

Unlike in later designs, easy operation of the engines and power systems is not easily done from the bridge. Attempts to do so inflict DM -1 on Engineering checks.

- Chief Engineer
- 2nd Engineer (Jump Drive)
- 3rd Engineer (Power Systems)
- 4th Engineer (Drive Systems)

- Petty Engineers x3
- Maintenance Chief
- Maintenance x2

All report to the Chief Engineer, who reports to the captain. The two maintenance crew report to the Chief Maintenance Officer. Not all ships will have such a regemented crew structure.

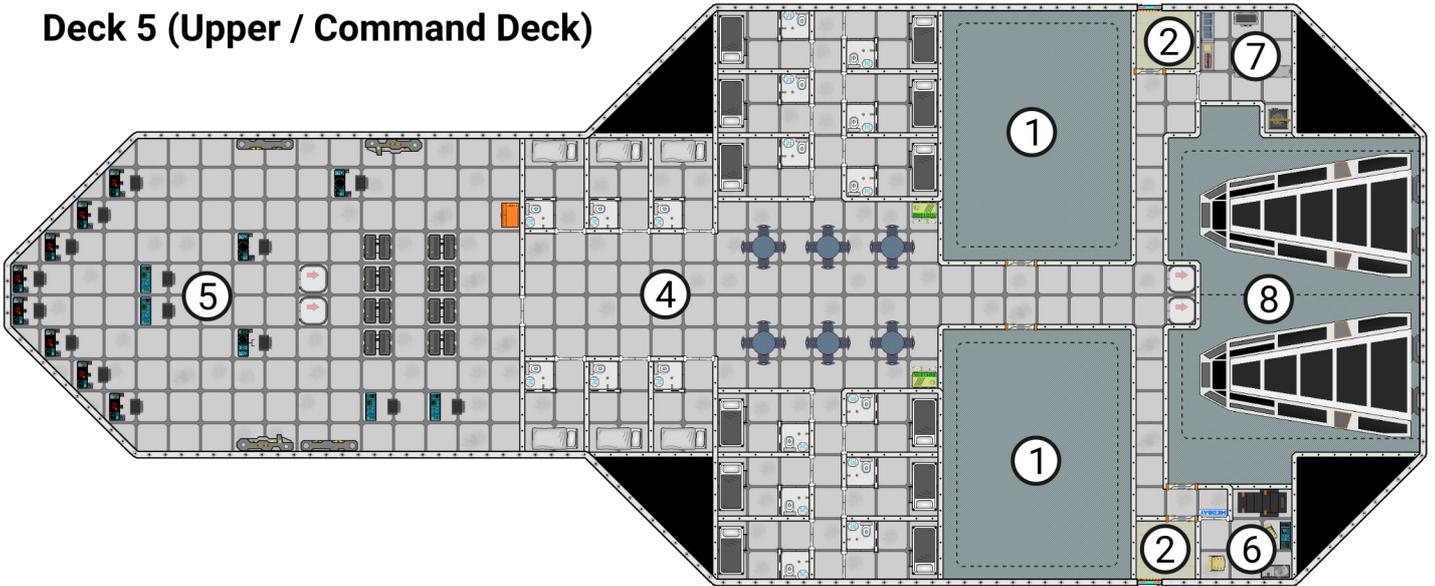
Weapons Department

The weapons team is often considered optional. Not only do most ships not consider the risk of combat high enough to be worth full time turret gunners, the ship is capable of running virtual gunner software.

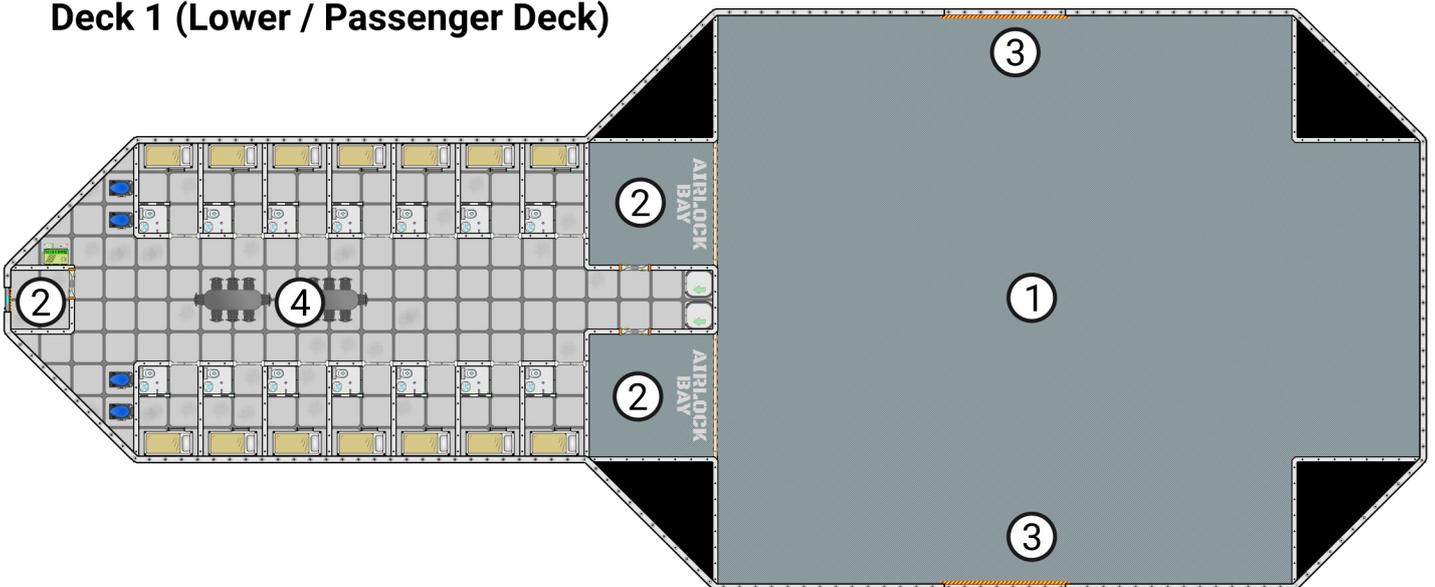
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Deck 5 (Upper / Command Deck)



Deck 1 (Lower / Passenger Deck)



- ① Cargo Holds
- ② Airlocks
- ③ Cargo Hatch/Ramp
- ④ Living Quarters
- ⑤ Bridge
- ⑥ Medical Bay
- ⑦ Workshop
- ⑧ Docking Bays

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The twin missile systems are generally operated by the pilot or captain rather than by a dedicated weapon's operator.

•Gunner x12

Service Department

The service department is in charge of all passenger facilities. It can range from one to 3 crew members, depending on the type of passengers being carried.

The Anaconda has a medical bay as standard, though medical staff aren't normally included with the crew. If there is a doctor on board, then they are considered part of the Service Department.

Common Roles

Light Freighter

The Anaconda was designed as a light freighter, and that is the most common use to which it is put. With a cargo capacity of over 1,000t, and 14 passenger staterooms as standard (on top of staterooms for crew) it is most commonly found at C, B and A starports.

Due to its running costs, it will rarely be seen at smaller ports. There generally isn't enough trade at such places to offset the costs in fuel and crew, and the trader maxim that "an empty hold means an empty head" applies doubly so for a ship the size of an Anaconda.

Mother Ship

Another use to which the Anaconda is sometimes put is as a base of operations for a small fleet. On the right side of the law, this might be a survey expedition, or even a mercenary force.

On the darker side of things, it has been known to be used by pirates and outlaws as a mobile base.

It isn't that hard to convert the mid-deck into a docking bay for small craft. Other bays can be converted to carry fuel rather than cargo, making it an excellent base of operations.

Other Uses

Anacondas have been around for a long time, and the uses to which they have been converted are difficult to list. Hospital ships, prisons, refugee ships, museums, mausoleums, churches, private yachts and transports for world leaders are just some of the examples.

Deck Layout

The Anaconda has five decks. The main deck is the middle deck which protrudes out the front of the craft. The other decks reduce in size as you go up or down from there.

All decks are connected by lift shafts. Engineering on decks 2 and 3 are disconnected from the fore cargo bays by the fuel tanks, with engineering on deck 2 only reachable via stairs from deck 3.

An open shaft runs through the cargo holds in decks two through four. This shaft is serviced by cranes, and can be vacuum sealed if needed.

The lift shafts have a safety setting by default that prevents a lift opening onto a deck that has a hostile environment (such as vacuum). This can be overridden by the ship's captain from the Bridge.

Alternatively, it's possible to force a particular set of doors to open with a difficult *Electronics (Computer)* check when located at the doors.

Deck 1 (300t)

The lowest deck on the Anaconda is designed for use by passengers, with the fore of the deck containing 14 staterooms along with living quarters.

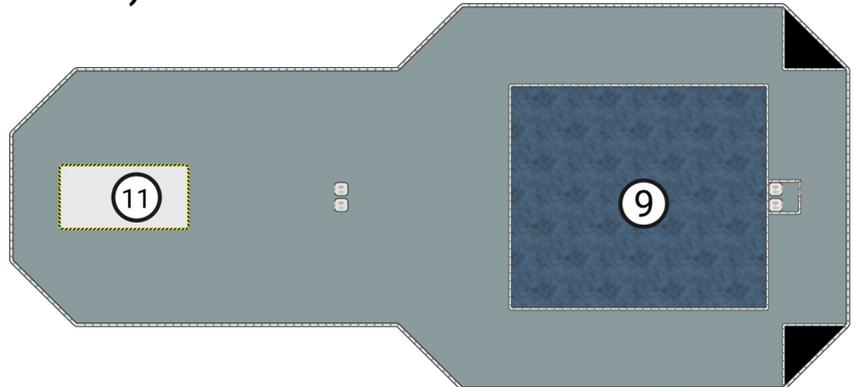
The main passenger airlock leads out through the front of the ship, normally directly into a hanger bay or onto a landing pad.

There are two large interior airlocks which open onto the lower cargo bay. Each is 8t in capacity, and they are designed for storage of passenger goods which may need to be accessed during the flight. They are also suited for storing small vehicles, being equipped with

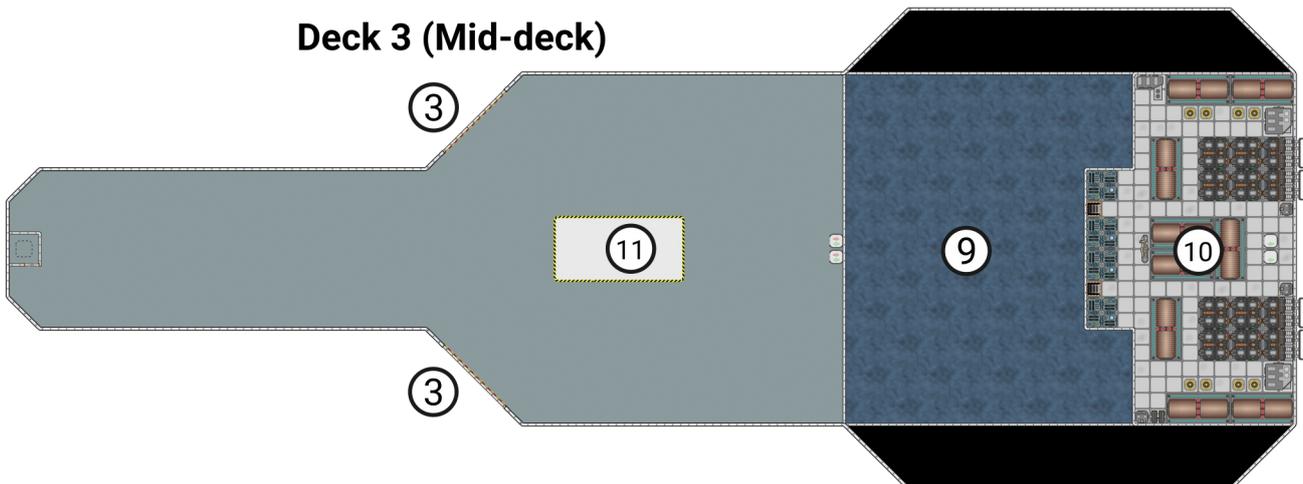
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Deck 4 (Upper Hold)

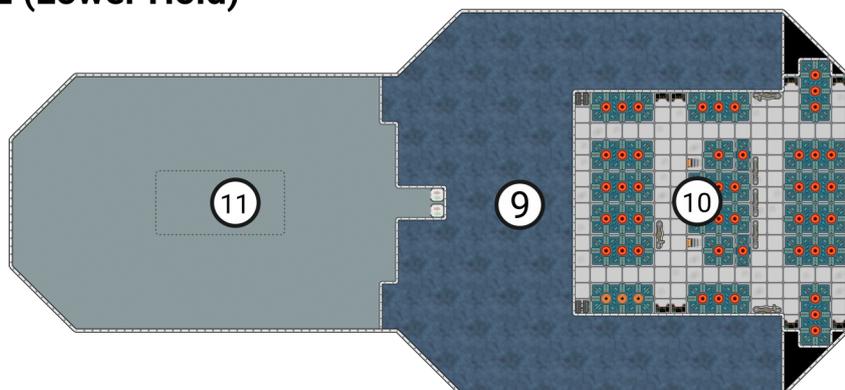


Deck 3 (Mid-deck)



Deck 2 (Lower Hold)

- ⑨ Fuel
- ⑩ Engineering
- ⑪ Cargo Shaft



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suitable floor fasteners for securing large loads.

These airlocks have 6m wide doors which open onto the lower cargo hold. This is normally pressurised, but if not the interior airlocks provide safe access to it.

There are starboard and port bay doors which are designed to open directly onto a landing pad or hanger bay floor.

Some Anacondas (such as the *Bazaar of Wonders*) set this lower bay up as a bring and buy trade hall, selling directly to consumers at small star ports.

It's also not difficult to convert the entire deck into staterooms, sports facilities or other combinations.

Distribution:

- Cargo 202t (including 16t of internal airlocks)
- Staterooms 56t
- Low Berths 2t
- Common Area 22t
- External Airlock 2t
- Armour 16t

Deck 2 (504t)

The jump drive is located at the aft of this deck, with a large proportion of the fuel tanks between it and the cargo hold. There are no connecting corridors between the cargo hold and engineering.

The entire front of this deck is given over to cargo hold. Lift shafts connect this deck to decks 1 and 3. If a vacuum or otherwise hostile atmosphere is detected in the cargo bay, then the lift doors will refuse to open.

The ceiling can be opened to deck 3 above, allowing containers to be shifted between decks via a crane gantry on deck 4.

Distribution:

- Fuel 189t
- Cargo 184t
- Engineering 125t
- Armour 6t

Deck 3 (800t)

This middle deck is the largest of the Anaconda's five decks, and is the location of the main cargo hold and external cargo doors.

An open throughway between decks two and four runs through the middle of the deck, with cranes capable of shuffling the cargo between the decks.

This deck is where the external cargo doors are located. There is no cargo airlock between the decks and the doors, though the opening between each deck can be sealed shut if necessary.

The lift shafts on this deck won't open if there is a vacuum or otherwise dangerous atmosphere detected in the hold. There is a single crew airlock on the nose of the Anaconda, which opens onto the upper hull. This is normally used for maintenance purposes rather than in normal use.

Engineering is located at the aft of the vessel. Lifts connect engineering to Deck 4 above, and two flights of stairs (with vacuum rated hatches) connect to Deck 3.

Distribution:

- Cargo 394t
- Fuel 183t
- Engineering 125t
- Armour 96t
- Airlock 2t

Deck 4 (504t)

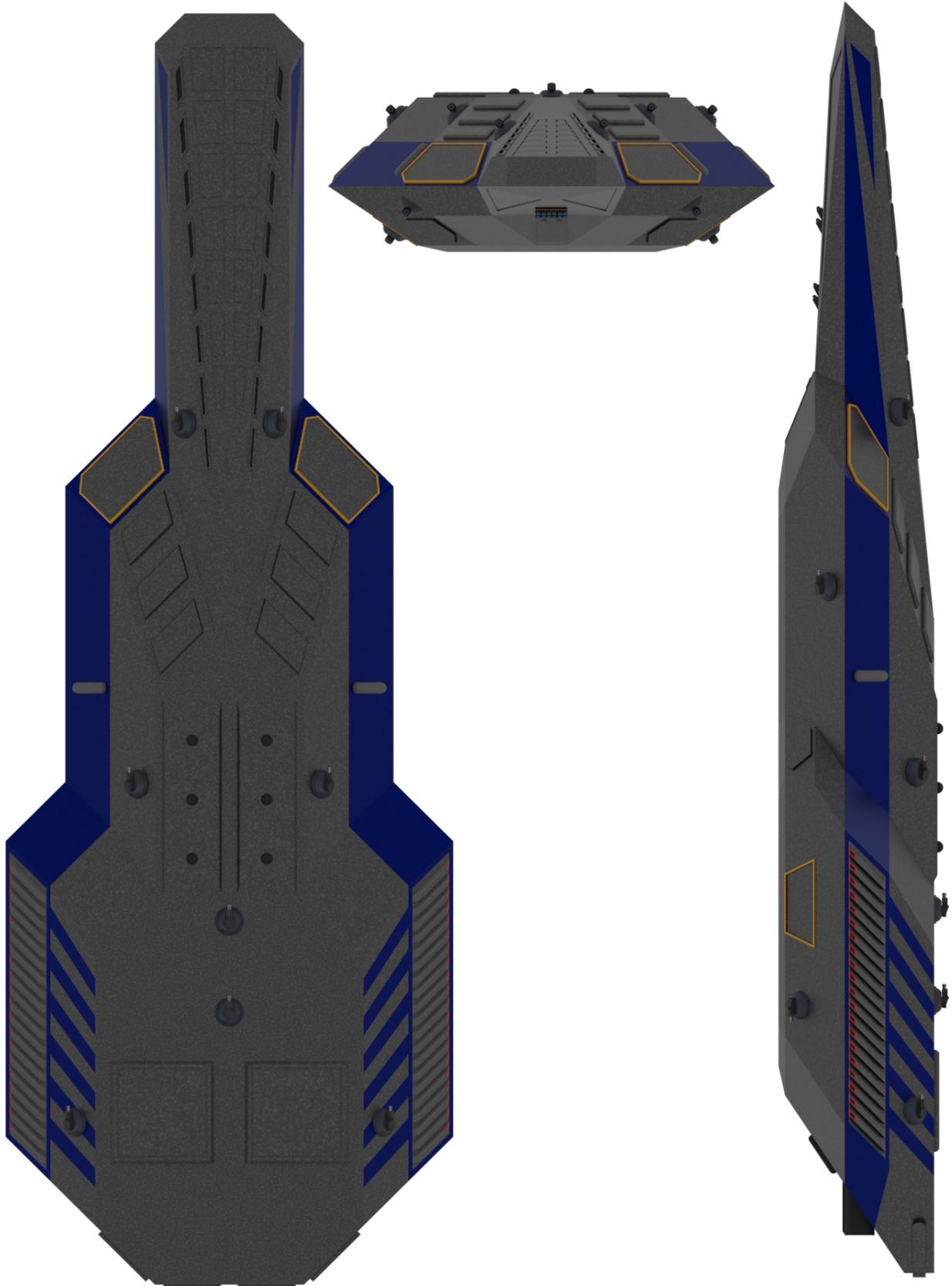
Deck Four, also known as the Upper Hold, is the third and highest of the three main cargo decks. It also contains more fuel tanks for the jump drive, centrally located for safety.

The cargo hold here is not one big area, since it wraps around the fuel tanks. This makes it look smaller than it actually is, but also complicates the distribution of cargo.

Two sets of lift shafts open onto this deck, again they automatically seal if the hold is in vacuum or has a toxic

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environment. The rear shafts open into a small inner airlock which allows access if the cargo bay is in vacuum.

Distribution

- Cargo 384t
- Fuel 112t
- Armour 8t

Deck 5 (300t)

The bridge and crew living quarters are located on the fore half of the upper deck. This is sometimes referred to as the Command Deck. The bridge contains a dozen fire control stations for the ship's gunners.

There are also docking bays for two shuttles, and cargo holds located in the aft. The cargo holds and shuttle bays have doors in the top of the Anaconda.

There is also a medic bay and a workshop located here, along with two airlocks for use by the crew.

Lifts connect the bridge directly to all the decks below. The aft lift shafts connect down as far as engineering.

Distribution

- Bridge 72t
- Armour 16t
- Docking Bay 44t
- Cargo 48t
- Airlock 4t
- Medical Bay 4t
- Workshop 6t
- Crew Staterooms 72t
- Common Areas 34t

Weapon Systems

The Anaconda comes with twelve laser turrets as standard, along with two fixed missile racks. By civilian standards, it is a heavily armed vessel capable of fighting off attacks by unprepared pirates.

Some militarised versions of the Anaconda come with bay weapons, but there are no officially published

details on these designs.