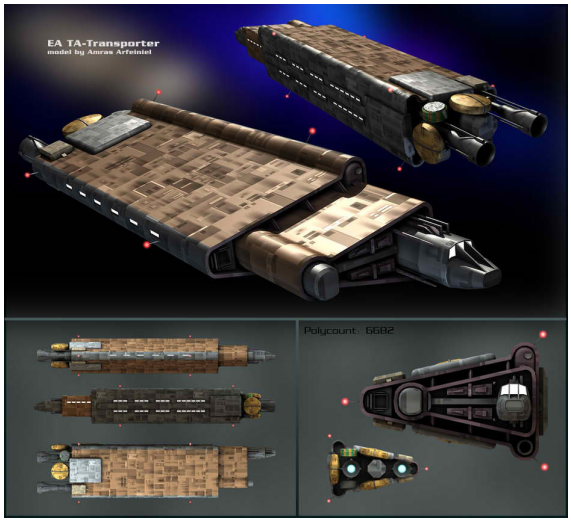
Starships D6 / Earth Alliance TA-300 Transpo



TA-300 TRANSPORT

Craft: M'Gede Technologies TA-300 Series Freighter
Type: Multi-purpose freighter spacecraft
Scale: Starfighter
Dimensions:
-Length: 91.2m
Skill: Space transports: TA-300
Crew: 28
-Skeleton: 7/+10
-Emergency Evac: 800+/3 days
Crew Skill: Astrogation 2D+2, Sensors 3D+1, Space transports 3D+1
Passengers: 200
Cargo Capacity: 6,000 metric tons
Consumables: 1 month
Cost: 945,000 (new), 345,000 (used)
Hyperspace Jump Engines: No
Nav Computer: Yes
Maneuverability: 1D
Speed:
-Space: 2
-Atmosphere: N/A
Hull: 3D+2
Shields: N/A
Sensors:
-Passive: 15/0D
-Scan: 20/1D
-Search: 30/1D+2
-Focus: N/A

AUXILIARY CRAFT CAPACITY:
-2 crew shuttles

WEAPONS: N/A

DESCRIPTION:

The TA-300 is meant as a larger, capital scale variant of the TA-150. It is generally twice the sive of the TA-150 in length, width and height. While certain modifications would need to be made for

the crew and passengers for this larger design, it generally has passenger and cargo space times eight of that of the TA-150. This larger model has much more potentail for creating variants for other business purposes or personal upgrades and modifications. However, as it is still built long the lines of Earth Alliance craft with no gravity or rotating sections, and due to its size, it still has certain limitations, and must also rely on other craft to ferry its cargo and passengers aboard other starships and space stations.

Deign Notes

While the TA-150 was made with similarities to the Space Barge found in the D6 Star Wars Sourcebook, the TA-300 was made to be somewhat similar to the Action Bulk Freighter. Both of these Star Wars ships have more cargo space than the TA series transports. But, they do not have any passenger capabilities, whereas the TA series ships here do. One of the best features of the TA series is how it can easily be modified for other purposes and upgrades. The passenger and cargo space is easily interchangeable. The passenger space is relatively luxurious, so converting it into raw cargo space gives a lot more room for other purposes (by comparison, cramped passenger space would not convert to nearly as much raw cargo space as less general area is taken up for passenger comforts, like general spacing, chairs, or even whole passenger cabins with individual facilities like beds and bathrooms, all of which would take up a lot of space in a luxury level transport. TA series craft are intermediate in this level of quality for passengers, whereas Asimov Liners would be quite higher in standard and therefor passenger space would convert over to a LOT of raw cargo space!).

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