

## INTRODUCTION

Trade and commerce are two inseparable pillars of civilization. Every intelligent civilization encountered by the Federation has had trade and commerce integral to its past, currently practiced, and intertwined in its future. The UFP is no exception. With the borders of the UFP expanding by the day, new needs and new opportunities continually open to those able to access and develop them. The common tool for modern trade and commerce in the interstellar community are the freighters, transports, couriers and other trading vessels that ply the spacelanes.

## SCOPE OF THIS MANUAL

This manual describes the major vessels of private commerce that operate within or from UFP space. Although included in this manual is a brief section on private trade operations and regulation, it is intended to be a quick reference for the ships involved in trade. For additional information on trade operations, the reader is directed to *Trader Captains and Merchant Princes* and the periodical *Spacelanes*.

It is important to note that the vessels used in the commerce machinery of the Federation are extremely varied. Even sister ships of the same class in service with a major corporation are rarely alike. The models and variants included in this manual are those that best represent the particular vessel type.

## REGULATION OF THE INDUSTRY

Two major entities help manage and regulate merchant commerce within the UFP. The first is the Star Fleet Merchant Marine Command, which ensures the implementation and enforcement of governmental regulations imposed on the industry.

The second is the private, non-profit trade association called the United Federation of Planets/Independent Traders Association. It performs contractual duties in agreement with the Merchant Marine Command and provides a voice for the private merchant in Federation policy and politics.

## STARFLEET MERCHANT MARINE COMMAND

The Merchant Marine Command, in addition to its other duties, enforces Federation criminal laws, revenue and navigation laws and rules of the spaceways. It also enforces security, including traffic and pollution control. It staffs custom offices, enforces customs regulations and coordinates with local planetary and freeport custom officials. It also plays a role in enforcing quarantines and immigration.

The Bureau of Space Safety is a part of this command which operates life-saving stations and rescue craft, provides emergency medical aid and placement and maintenance of navigational aids (including buoys, beacons, and communication stations). This bureau is responsible for overseeing the safety regulations for constructing and operating private merchant craft, for passenger liners and for private yachts and other non-commercial vessels.

## UFP/ITA

The United Federation of Planets/Independent Traders Association is the private and independent trade association licensed by the Starfleet Merchant Marine Command and the Federation Trade Authority to perform several contractual functions for private and independent traders, including corporations that manage interstellar trading operations. These functions

include regulation of pay grades for merchant spacehands in UFP space and the coordination of testing and certification for interstellar merchants. The organization also maintains a large number of training academies and apprentice programs and offers placement, guidance, and informational services to its millions of members across the Federation and the known galaxy. Membership is open to any being who serves aboard a merchant vessel in space, or in any profession or position affiliated with the interstellar merchant trade. There are several benefits to becoming a member. The reader is urged to consult his local UFP/ITA office or field liaison for additional information.

## IMPORTANT REGULATIONS CONCERNING PRIVATE STARFARING CRAFT

Two major regulations concerning private commerce vessels are included in this manual because they directly affect ships and their crews. The first is the regulation of weaponry aboard private vessels. The second is the adherence to the Prime Directive.

## WEAPONRY ALLOWANCES

In general, private merchant vessels are only allowed to possess ship-mounted weapons for use against spaceborne targets if application for such weaponry is approved by a Star Fleet Merchant Marine Command review board. Weaponry permits are only granted for ships that travel unescorted in areas considered hazardous, such as the Triangle, along the frontier of unexplored space, or in areas of potential hostilities. If allowed, a permit is required for weapon ownership.

The standard by which all weaponry mounts are approved or disapproved is based upon the weapon damage range. In general, a weapon may only have a maximum damage factor of 30 million joules of energy (GM's Note: maximum power of 3). The number of weapons is also considered, with the general layout required to conform to a defensive posture.

It is important to note that the mounting of weaponry is decided on a case by case basis. In addition, some spacefaring races have been "grandfathered" into the regulations, one such example being the Tellarites. The Tellarites maintained a large trade network before the founding of the UFP and as such were allowed to keep their traditional trading regulations and practices regarding weaponry. The reader is urged to remember this fact while using this reference work.

## PRIVATE CITIZENS AND THE PRIME DIRECTIVE

The Prime Directive is the major tenant of the United Federation of Planets. As such, the spirit of the Directive is upheld and enforced within the private sector. However, the Federation government does allow more leniencies towards unintentional violations. This statement in no way is to lessen or imply to lessen the severity of a violation of the Prime Directive. The reader is referred to a paper entitled "Interstellar Law and the Private Spacefaring Citizen", authored by Johann Kleptra of the Federation Department of Justice, Attorney General's Office, for more analysis.

With warp-capable ships at the disposal of qualified private citizens, a major concern is the contact between these citizens and worlds protected under the Prime Directive. Several steps have been instigated to ensure the upholding of the Directive.

All merchants and owners of private vessels are informed and educated about the Directive.

Spacefarers are informed about the protected systems and the systems are listed on all official navigational charts. All space traffic is directed away from these systems.

In addition, an extensive remote monitoring program is in place for all protected systems that are not capable of patrolling their own borders (in most cases, those that are not aware of the existence of the Federation). A network of sensitive monitoring satellites placed in-system monitor and detect any ships that may enter the system. Once detected, the violating ships are contacted by a recorded message that they are in violation. The satellite system immediately contacts Starfleet Command and the nearest starship is dispatched.

Finally, all private ships' computers are programmed with software from Starfleet Command which will not allow a ship to approach a protected system. This program is required for all registered vessels and is loaded at the time of purchase. The program is checked for integrity at every inspection. This program can be overridden in emergency situations. However, in so doing, an emergency transponder signal is immediately broadcasted by the ship. Investigation of the emergency will then proceed to reveal if the ship had a real emergency and if its crew followed all appropriate emergency procedures before overriding the program.

## GLOSSARY

### CARGO CONTAINER/POD

A standardized, pressurized hull used for transport of cargo in space. These are attached to cargo transports to be moved to a destination.

### CARRIER

Vessels which usually transport refined or semi-refined cargos to industries for further processing or use. These ships may carry neutronic fuel, synthetic oils, or similar industrial grade products. There are three main types of carriers:

- Class I: automated vessels with no passengers or crews.
- Class II: vessels which have crews, but are not considered safe enough for passengers.
- Class III: vessels which can carry a maximum of 300 passengers in addition to its cargo.

### COURIER

This vessel is designed for interstellar shuttle use, traveling from one known point to another. It is small and built for speed. Some, designed for VIP use, have luxurious passenger facilities. Outdated couriers frequently are refitted as private yachts or commercial freighters.

### FREIGHTER\*

Freighters are used to carry freight inside their hull. Their speed and maneuver characteristics depend on the load that they are carrying at any moment. Usually mounting engines that can move exceedingly heavy loads, these vessels are among the largest, slowest and least maneuverable starfaring vessels.

### FREIGHTER, ROBOT

Cargo vessels that are controlled solely by computers during interstellar travel, with no living beings aboard. Operation of a cargo vessel by computer alone within a populated star system is illegal in most parts of known space. Thus, these ships either have crews brought aboard when they enter a system or are met and guided by other manned vessels by remote control.

### LINER

Liners are used for commercial passenger transport on specific runs, such as from Vulcan to Terra, or on exotic cruises. They frequently have a wide range of accommodations, from the most luxurious to the most spartan.

### PROSPECTING VESSEL

Small, usually sub-light vessels used primarily by mining concerns to survey bodies for mining potential. Prospectors carry heavy lasers and tractor beams for coring purposes and have on-board facilities to analyze core samples.

### STANDARD CARGO UNIT

A measure of cargo capacity used frequently in the UFP and by most known starfaring cultures. One SCU is roughly equivalent to 6.75 cubic meters of volume, or a square of deck space 1.5 meters on a side (given the average 3-meter height of starship decks for Humanoids). One SCU will hold about 200 bushels of agricultural products, or 6,750 liters of fluid. When figuring the SCU volume required for a cargo, the figure given includes any special support necessary to maintain that cargo.

### TRADER

A small vessel (usually 15,000 mt or less) with small crews and cargo capacity which are available for hire to individuals or corporations on a contractual basis.

### TRANSPORT, COMMERCIAL\*

Also called tugs, pushers or pullers, these vessels move their cargo around in pods, either pushing or pulling it, much like the railroad engines of early Terran history or the tugboats that plied its waterways. Essentially a framework for holding oftentimes enormous warp engines, they, along with freighters, constitute the ships which can haul the most cargo.

### WARPSHUTTLE

These are essentially warp engines with the capability to move cargo and people about. They are a favorite of the Federation Interstellar Postal Service (FIPS) and the Universal Parcel Service.

### YACHT

These pleasure and luxury craft are the private sector's (non-commercial) equivalent of the courier. They are for sell or rent to citizens for personal use.

\*Note: the terms freighter and transport are used interchangeably in everyday usage in the spacefaring industry to describe either freighters or transports. Usually, any ship which carries passengers in addition to its cargo is called a transport, but even this varies. The technical terms are given above.