

# Chasm Crosser Heavy Materials Hauler

Khorsoi Transport Ship A rather old and ungainly model of freighter, the Chasm Crosser was created for exactly one purpose: to move raw materials from their point of origin in the asteroid belt and in nearby planets to foundries and refineries on Khorsovarolor. It is not the largest ship in their inventory or the oldest, but it is the one vessel most likely to be seen outside of what space the Khorsoi claim as their own.

## History of the Crosser

Created by Khorsoi Arms, the Chasm Crosser was originally intended to be a military transport, in order to ferry troops and vehicles to points of conflict. However, they quickly realized that they had no enemies whatsoever, and therefore no reason to build such a massive ship. It would have been scrapped entirely, but an accidental leak of information brought it to the attention of the Secretary-General's office itself.

The staff of this high-ranking position saw an opportunity to cut down on the number of ships needed to service Khorsovarolor's mining operation and within months of obtaining the information Khorsoi Arms had signed a deal to produce as many of the ships as was deemed necessary.

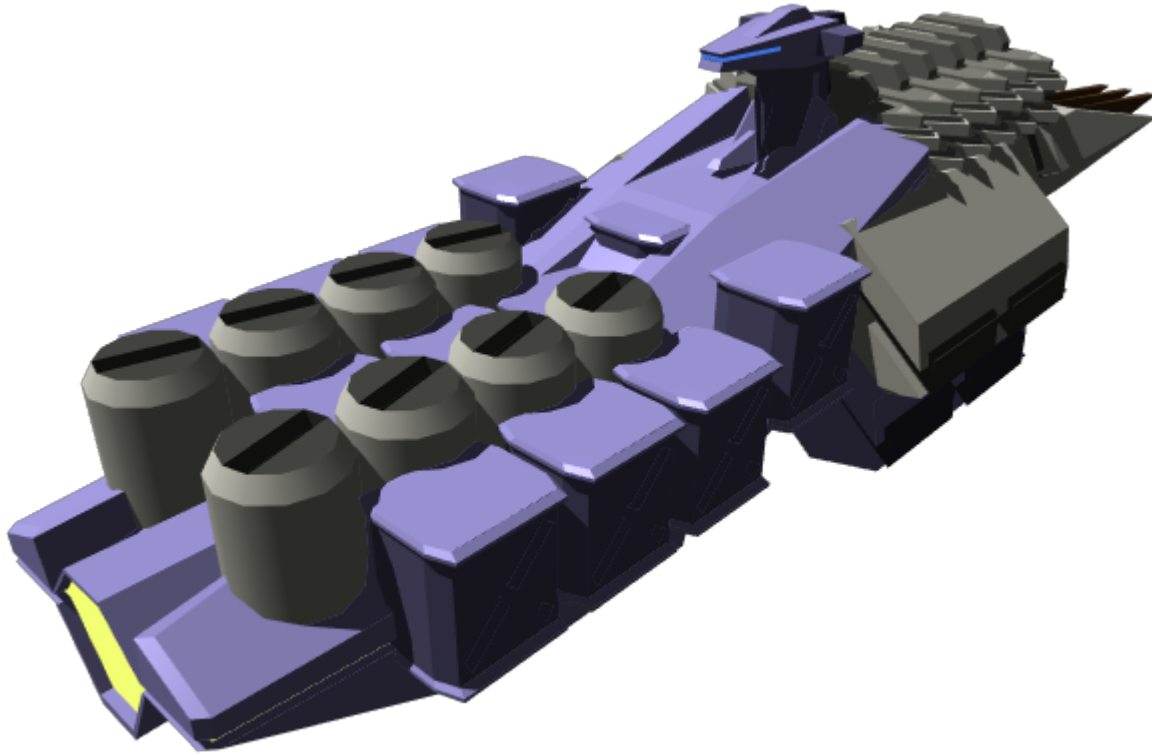
Today they are the most valued freighters to Khorsoi shipping and though jockeys and battleship captains scoff at them, the men and women who work and drive in Khorsovarolor's transport fleet view themselves as the cream of the spacebound crop.

## Dimensions and Crew Complement

Planet(s) using this vessel: Khorsovarolor Type: Cargo transport Class: TC-1800 Chasm Crosser Designer: Khorsoi Arms Manufacturer: Memphis Shipping and Refining Production: 150

Crew: 68 Passenger Capacity: 400 base, adjustable to 2,000

## Appearance



Length:

200 meters Width: 55 meters Height: 42.24 meters Decks: 8 Mass: 188,262 tons Cargo Capacity: 69,000 tons dry materials, 69,000 tons liquid/gas materials

## Performance Statistics

Speed (Sublight): .06c Speed (FTL): 2,200c Speed (Aerial): 500 kph Speed (Water): 6 knots Speed (Submerged): 3 knots Range (Distance): 80 lightyears Range (Support): 1 year of food and water Lifespan: 20 years Refit Cycle: recommended overhaul and refit should occur every 3 years or as needed.

## Inside the Crosser

Bridge: The Chasm Crosser utilizes a standard bridge layout. As it has no weapons whatsoever there are no weapons stations or tactical consoles. One enters the bridge from a hatch set into the floor; this hatch opens onto a steep staircase with handrails for climbing, and lets one onto the bridge aft of the navigation console. Directly visible from the top of the ladder are the Ops and Engineering consoles, which are used to monitor cargo status and engine activity, respectively. The last station, directly behind and looking down onto the hatch, is the captain's chair, which doubles as the Comms station.

Crew and Passenger Areas: Deck one is the embarkation and debarkation platform. It is essentially a

wide gathering area with several stations where a map of the interior can be accessed and passengers can be processed. It is also from here that the Ventral Accessway is reached, which runs the length of the ship and is used to keep an eye on all the valves and exchangers.

Deck two contains the passenger areas; while a cargo vessel at heart most captains strive to make their passengers comfortable. These areas are typically carpeted and include libraries and game rooms, and also a small movie theater for exceptionally long trips should any be taken. For the most part, though, these areas are comprised of cabins, hallways and small lounge alcoves.

Deck three contains the crew areas. While passengers can enter these areas, they would find them to be rather like the passenger areas, only with different colored carpet and more informative computer consoles, though the consoles are usually locked to prevent use by non-crew.

Deck four is expansive and designed somewhat like a parking lot; there is space for personal conveyances to be stored and tied down, and an elevator system allowing said vehicles to be moved on and off the ship at a rate of ten vehicles per minute, with a total capacity of 200 vehicles. It can be converted to carry extra passengers quite easily and on relatively short notice.

Between all four decks listed is both an elevator system and a stairwell, and each deck has, as safety laws require, the proper number and type of [Fire Extinguisher](#) □s, sprinkler systems, bulkhead doors, hallways, and such.

Deck five is actually not set above the previous four but rather set behind them; it is as tall as two decks combined. The engine room is here, and a massive amount of machinery runs from the engine room to the cargo holds and all other areas of the ship, providing the necessary services. This network is serviced by the Central Accessway, between decks four and six.

Deck six is a recreational area usable by both passengers and crew. There is a weight room (ranging from 0.5g to 2g influence), a weightlifting room, a small pool and a sauna. There is also a mess hall on this level, as well as the main computer banks.

Deck six is the auxiliary operations area. It also contains food and water storage, supplies for crew and passenger needs, laundry and comms gear.

Deck seven is the travel operations area. On this deck there is a secondary generator system which supplies power to the shields and to the gravity plating.

Deck eight is a secondary vehicle storage area. This deck can open out onto space and since the Chasm Crosser has no guns or missiles, it is usually stocked with fighters along with a maintenance bay in case an escort cannot be procured.

Information on operations within the main cargo areas is restricted by Khorsovarolor law, however it is required by same law to state that all monitoring systems have external displays that can be accessed by crew, that damage control systems are in place and that there is adequate room for cargo loaders to operate without requiring illegal modification.

# Ship Systems

**Hull:** Chasm Crossers are built of titanium alloy, polymer rods, steel beams and fiberglass moldings. They are actually overbuilt; much of their mass comes from internal structuring that allow them to survive repeated torpedo hits and sustained cannon fire for at least a short period. This overengineering has also proved quite useful in allowing crews to navigate hazardous, meteor-filled areas of space.

**Shielding:** The shields on a Chasm Crosser are rudimentary at best, covering the forward 35% of the ship most strongly and offering a thin layer of protection over all other areas. This is sufficient enough to allow these ships to cross interstellar distances at speed, as the uneven balance causes most space debris to simply bounce off or vaporize. The shields will not survive under direct fire for very long, however.

**Airlock System:** TC-1800s have airlocks on all decks, though at any given time half of them are disabled and kept sealed in the shut position. They are standard airlocks, though utilize a two-chamber system not normally found on ships of this type.

**Escape Pods:** Each pod seats 40; however, they rely on other ships being nearby to pick them up and if they are not retrieved within a few days the evacuees are likely doomed to perish. Slowly. A notable foresight on the part of the designers which has somehow escaped notice by the authorities.

**Grappling hooks:** They are not really hooks as one might expect, but magnetic pads attached to high-test steel cable. Each reel of cable supports enough length to pull something in from a maximum of 2 and a half kilometers away; they are also equipped with maneuvering jets to keep the objects on a stable course until they can be retrieved by the exterior manipulator arms.

**Environmental Systems:** All environmental systems on a TC-1800 are controlled either from the bridge or the engine room. They meet safety standards and passenger load requirements, and are operable through manual backups should the electronically-regulated systems fail. That said there is nothing notable about them and nothing out of the ordinary on most Chasm Crossers as captains must submit an official statement regarding the nature and intent of any modifications they wish to make.

## Sensor and Computer Systems

**Class Two AI:** The main computer is robust enough to support a low level artificial intelligence which aids in the monitoring of cargo status and also keeps track of what is being carried and where it is being taken to. It does not possess enough initiative programming to prevent navigators from altering suggested routes, though it will send an alert to the receiving port to inform dockmasters of the change in schedule.

**Broad-spectrum Array:** Mostly internal, the array is able to analyze most compounds from a distance, and is mainly used to identify leaks in the liquid containers should any develop. Other than that it is primarily tasked towards navigational requirements, such as differentiating a giant space rock from another starship.

**Library:** This is an index of all the ship's records; it contains information on where it has been, where it is going, who has boarded it, the names and background of all crew members and passengers for the last 20 years, what it has carried, discrepancies between sensor observations and log reports, and shipping

law. It also contains a vast array of electronic novels, films and games for entertainment purposes.

Tampering with a Library is considered a federal offense, as is altering one without authorization.

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