



ARMADA CODEX™



RENEGADE CORSAIR

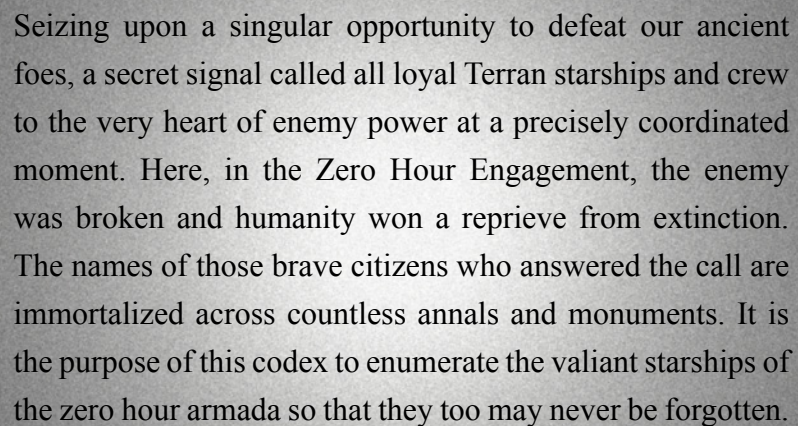
Ryan Wolfe

01:01

RENEGADE

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Seizing upon a singular opportunity to defeat our ancient foes, a secret signal called all loyal Terran starships and crew to the very heart of enemy power at a precisely coordinated moment. Here, in the Zero Hour Engagement, the enemy was broken and humanity won a reprieve from extinction. The names of those brave citizens who answered the call are immortalized across countless annals and monuments. It is the purpose of this codex to enumerate the valiant starships of the zero hour armada so that they too may never be forgotten.

0 hr: Renegade

by Ryan Wolfe of *0 hr: art & technology*

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Overview

The Renegade class of starships was designed as a multipurpose vessel capable of hauling cargo, moving passengers, exploration, reconnaissance, and light combat duty. As with many such designs the ship is adequate for a variety of roles but particularly excels at none. Aimed at independent pilots who want to take on many different types of jobs (on either side of the law), the Renegade is Aves Engineering's answer to the Kestrel produced by Vuldun Yards and the civilian refit of the Clydesdale produced by the ConFed navy.

In terms of luxury and sturdiness it falls between the sleek Kestrel and rugged Clydesdale, and has captured a respectable amount of market share – though this is due in part to the very limited number of Kestrel-class ships Vuldun was able to manufacture before closing its doors. The small crew requirement and ease of maintenance have made the Renegade popular with independent captains and smugglers on a tight budget. During the war, the class earned a reputation as a capable corsair – able to efficiently engage targets of opportunity and then easily return to their normal duties.

More than one former criminal – be it smuggler or pirate – earned pardons (and fortunes) by using their skills to aid Terra in her conflict with the Umbral Empire. Perhaps the most notable of these is the notorious “Black Jack” Renard who, aboard his ship *Mako* carved out a bloody reputation

as a pirate in the Nexan Colonies. Fleeing the colonies and the considerable bounty on his head, he and his crew became Terran corsairs and gained an even greater reputation as ruthless hunters of Umbral ships among the Border Worlds. It was their work which, in a large part, made the Renegade synonymous with “corsair” in this area of space.

Though pirates-turned-privateer may make for a better story, even honest captains are often glad to carry letters of Marque and so gain the chance to capture (and sell) enemy ships and cargo. Since Umbral warships typically don't discriminate in their treatment of combatants and non-combatants, there typically isn't much reason not to register as a Terran corsair if given the opportunity.

At 2,624 register tons (262,400 cubic feet internal volume) and 192 feet long, the Renegade is a solid mid-sized ship. It's functional and no-frills, built to meet though not generally exceed today's standards in privately owned commercial starships. Versatility is the name of the game with this one, which has made it popular in the commercial sector and a viable option for militia and security roles as well. With a sleek shuttle and rugged ground vehicle as standard equipment, this ship has something for everyone.

RENEGADE

CLASSIFICATION	multipurpose vessel
ORIGIN	Confederation of Terra
REGISTRATION	commercial or military
DIMENSIONS	192 x 102 x 50 ft. (LWH)

REGISTER TONNAGE	2624
CARGO CAPACITY	110 register tons
STANDARD CREW	5
PASSENGER CAPACITY	4

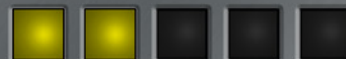
NOTES

- Standard components
- Secondary atmospheric engines
- Reconfigurable science lab
- Vehicles carried:
 - Lokai-class "life boat"
 - G4 Rover

TECHNOLOGY LEVEL



RELATIVE COST



F.T.L. SYSTEM



ACCELERATION & MAXIMUM SPEED



MANEUVERABILITY



ATMOSPHERIC PERFORMANCE



DEFAULT ARMAMENT

- 2 quad missile launchers
4 + 12 missiles each
mix of explosive, decoys, and ECM

COMMON OPTIONS

- 2 or 4 plasma cannons fixed forward
- Alternate missile types
- Alternate color scheme

DURABILITY



OFFENSIVE CAPABILITY



DEFENSIVE CAPABILITY

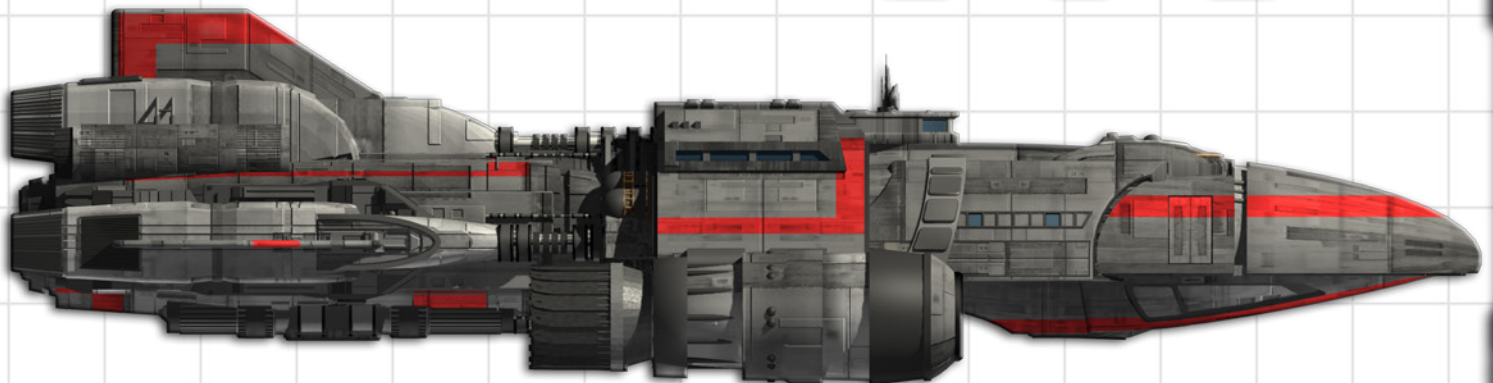
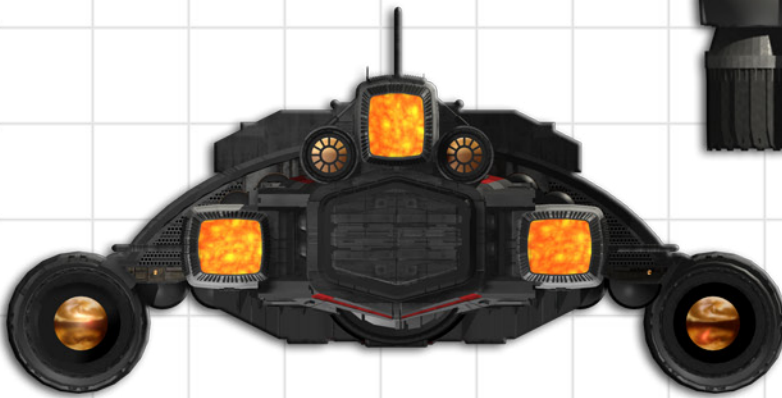
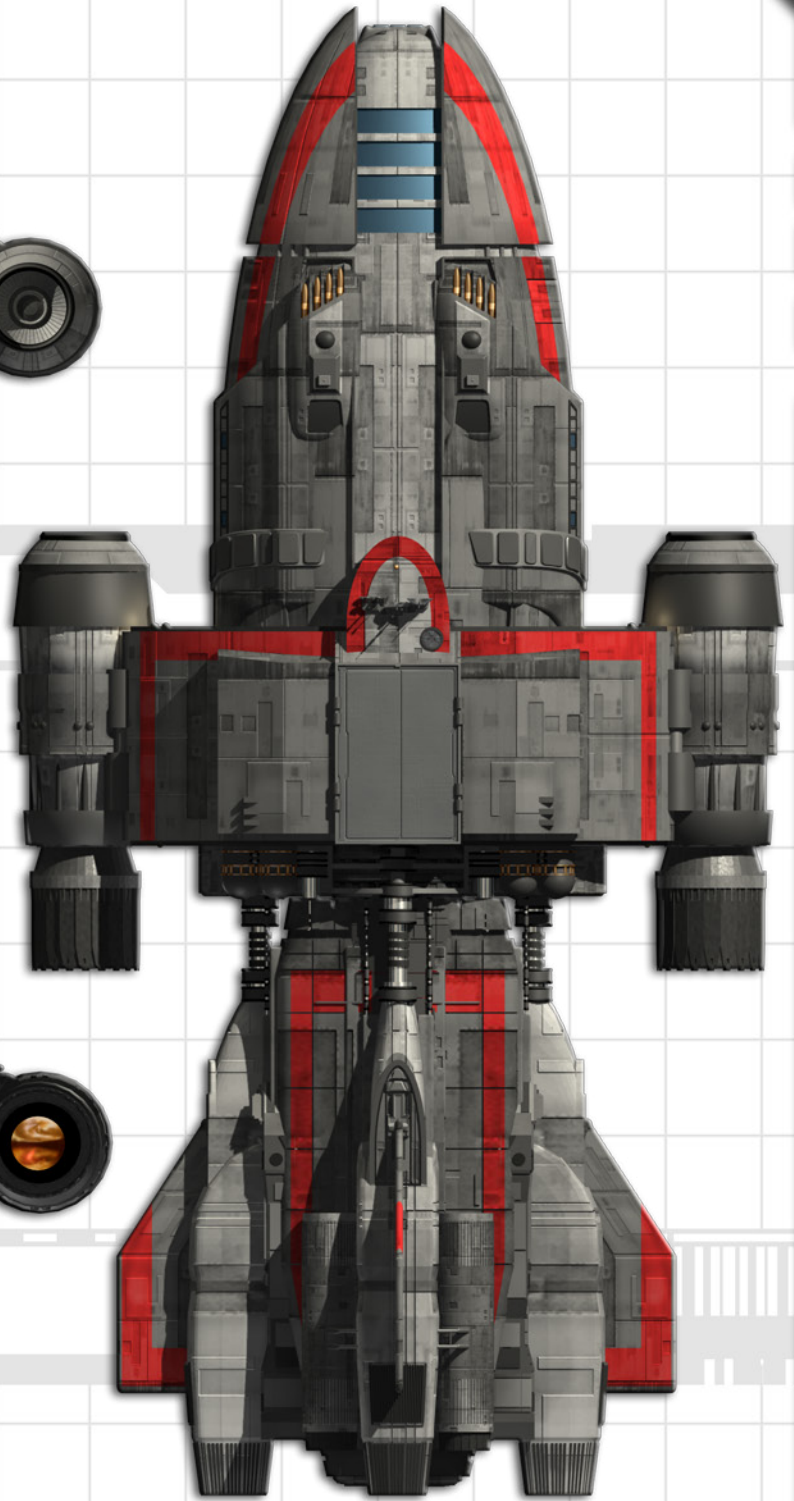
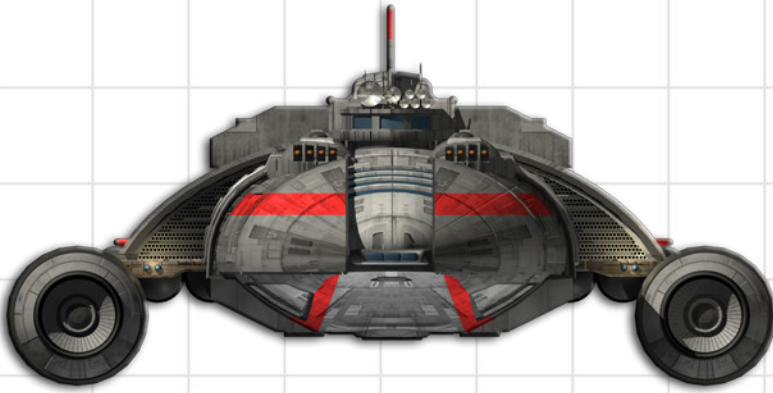


COMPUTER SYSTEM



SENSORS & COMMUNICATIONS





— 25 ft —

Components

A Renegade is built using standard parts and systems, with custom or experimental hardware employed only when required to support the multipurpose nature of the design. This results in a cost effective design that performs pretty close to average in most categories. Of course, with a proper investment of time and money, the ship can be modified and customized to excel.

As with the majority of Terran starships, the Renegade-class employs a “star drive” system for primary propulsion. The reactor employs gravitic technology to overcome the Coulomb barrier and sustain nuclear fusion – first between hydrogen nuclei and then in successively heavier byproducts up to iron (which can then be used as reaction mass for the ship’s engines). This is the same process carried out in the heart of stars - hence the name.

In addition to the trio fusion-fed plasma drives at the aft end of the ship, the Renegade sports a pair of air-fed thruster pods on its “wings”. These pods hinge upwards to keep the engines clear of the ground when the ship lands. They are designed to provide sustained, superior thrust in atmosphere - using whatever passes for air on a given planet as reaction mass. In the void of space they can be fed from the ship’s fuel reserves but their high consumption rate makes them suitable only for quick bursts of acceleration in such circumstances. The ship is highly rated for atmospheric duty due to its high top-end speed rather than any great maneuverability. The dual systems also offer a degree of reliability when on extended missions far from repair facilities. In addition to the subluminal engines the Renegade class has a single, standard-grade F.T.L. (Faster Than Light) system installed.

The Renegade-class ship has no escape pods – instead relying on the small craft carried to serve as a life boat in an emergency. In addition long-stay vacuum suits, with extended rebreathers, are typically carried as a last resort. While legal, this set up is not popular with passengers and has earned the ships a reputation as a death trap for those who don’t work next to the shuttle bay.

Coming off of the assembly line a Renegade is equipped with a pair of prominently displayed missile launchers. Each launcher carries four standard missiles ready to launch and can reload from an internal magazine of up to a dozen more missiles on each side. The default tubes are loaded with cheap chemical explosive rockets and a sampling of defensive munitions, but several upgrades are available including drones, better decoys, proximity mines and various explosives, plus a wide range of guidance and A.I. systems.

The ship has a pair of forward-facing lights on either “wing”. These innocuous glass-domed cylinders cover empty gun ports pre-wired into the ship’s power system. Though the monetary cost is substantial, filling these ports with plasma cannons is a quick and mechanically easy upgrade to the basic ship design. With the gun ports closed it is very difficult for a would-be attacker to know if a given Renegade is carrying this additional weaponry, so this feature helps protect even those who did not lay down the cash for guns. On the other hand the missile launchers, along with their current load of ready ordinance, is clearly visible at the bow of the ship. This has lead some cash poor captains to fill their launchers with dummy missiles rather than have empty tubes visible for all to see. Note that there is a single rear facing light/port on either wing as well. These can likewise be used to conceal guns, though the ships’ power and plasma systems could have trouble supporting so many cannons.

The vanilla Renegade design is rated yellow (below average) in both offensive and defensive capabilities. This is because green level is “average” for a combat ship and the Renegade is not a military design. In reality a yellow rating in these categories is pretty good for a commercial vessel. The dual missile launchers are the reason for it having any offensive rating at all, and this rating would certainly move into green territory with the addition of a pair plasma cannons in the provided hard points. The defensive rating derives from the option to launch decoy or ECM missiles and (more importantly) the ability to escape unwanted encounters by using the wing pods as afterburners. Improving this rating would be difficult as it would entail the addition of point defense turrets, shield generators, or extensive hull armor.





Interior Areas

A Renegade-class ship has three decks. The uppermost contains the bridge and a couple of small rooms on either side of the shuttle bay. The middle level is the main deck; containing crew quarters, science areas, and engineering. The bottom deck is divided into two unconnected sections. The forward section is a large cargo bay and the aft section is a vehicle bay with a pair of utility rooms adjacent. All of these areas are detailed in the following pages and labeled on the interior map.

Upper Deck

1. Bridge

The flight deck of a Renegade has stations for two crew, though a single pilot can operate the craft if needed. The pilot's seat has an excellent view through the wrap-around windows and a full suite of control surfaces. The co-pilot station doesn't share the view but has configurable control surfaces to handle sensors, communications, navigation, and various other support functions.

The door in the aft wall of the cabin leads to the dorsal vehicle bay. Since this area may sometimes be exposed to the elements (or hard vacuum), there is a secondary means of egress. This is in the form of a ladder which leads down

to the balcony area of the middle deck. The same ladder also leads up to a pressure hatch in the ceiling. This hatch opens to the exterior of the ship and is fitted with a standard docking collar and umbilical to allow coupling with other vessels in the void.

2. Armory

On less martial ships of this class this chamber is used as an office or small conference room. The original design, however, designates the room as a secure storage area for small arms and combat armor. Lockers and gun racks are provided. Because the lift from the lower decks opens into this area, the room itself is usually not locked. Instead the individual cabinets and racks require passcodes to access. There is also a closet/vault with a reinforced door which is secured at all times.

3. Dorsal Bay

At roughly 20x25 feet, this vehicle bay is large enough for most air cars and personal shuttles. The entire ceiling opens up to allow such craft to enter or exit and anti-grav or VTOL is required. A refueling, diagnostic, and maintenance station is built into the wall of the chamber. Exits lead to the armory and captain's cabin on either side and the bridge towards the

front of the ship. A second door on the starboard side allows access to the stairs which lead down to the middle deck. The chamber is equipped for efficient atmospheric cycling since it is built to function as a vehicle sized air lock.

4. Captain's Cabin

Due to the open nature of the crew quarters on the middle deck, an individual cabin is provided for the ship's captain. A private restroom and closet are included.

It should be noted that because of the odd deck layout, this room is inaccessible when the dorsal vehicle bay is open to (or has been cycled to) vacuum. This peculiarity of architecture was once used to stage a mutiny (with the captain being effectively confined to quarters because the dorsal bay doors were locked open). Since then, an emergency vacuum suit is kept in the cabin's closet. It is also possible, with the proper tools, to remove the wall panels in the closet and so gain access to the stairwell on the other side.

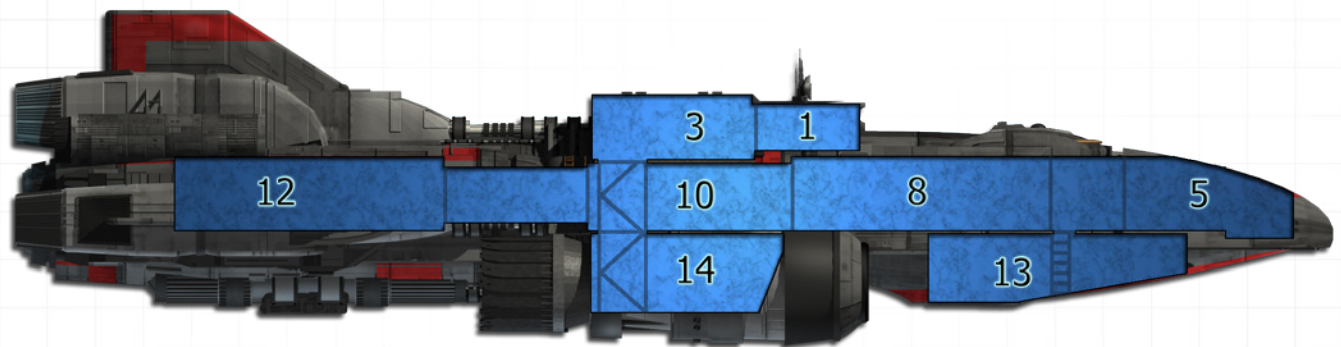
6. Kitchen

While this kitchen is fully equipped for proper cooking, there is not a great deal of room for the storage of fresh food and cooking implements. Given this and the small crew size (which precludes a dedicated chef), the automated meal preparation equipment sees a lot of use.

Typically, prepackaged food trays are rehydrated and heated in the kitchen and then passed over the counter to the waiting crew in the lounge area. Diners typically handle their own beverages and pass the dirty trays back into the kitchen for recycling. A small lift allows easy access to the cargo hold below. This is where the extra crates of meal trays and barrels of drink mix are stored. This same lift can open into either the kitchen or the outside hall as it also used to move general supplies from the cargo hold to the rest of the ship.

7. Air Lock

Renegade has a large air lock for personnel use. Sliding doors allow access to a storage closet containing vacuum suits. A ladder leads through a hatch in the floor to the cargo bay



Middle Deck

5. Lounge

The nose of the ship is dedicated to a combination lounge and dining area. The chamber is spacious though the ceiling along the outer edges of the room (particularly near the front) curves down, limiting headroom. There are no windows in the walls but the ceiling has four wide bands of transparent hull plating (what is used for glass on modern starships) overhead.

The forward half of the lounge holds a large dining table with seating for eight. A counter along the aft wall opens into the kitchen and also supports a drink station and small sink. The carpeted back half has an additional, smaller, table and a conversation area with a pair of small couches and a padded chair. There is a video screen available for entertainment, but it is mounted near the dining table and is small given the size of the room. This area is usually quiet and more dimly lit than the duty areas of the vessel.

beneath. Aside from the small lift in the kitchen, this is the only way to access the hold without going outside of the ship. The air lock doors are extra wide in order to accommodate small cargo crates as well as vacc-suited personnel.

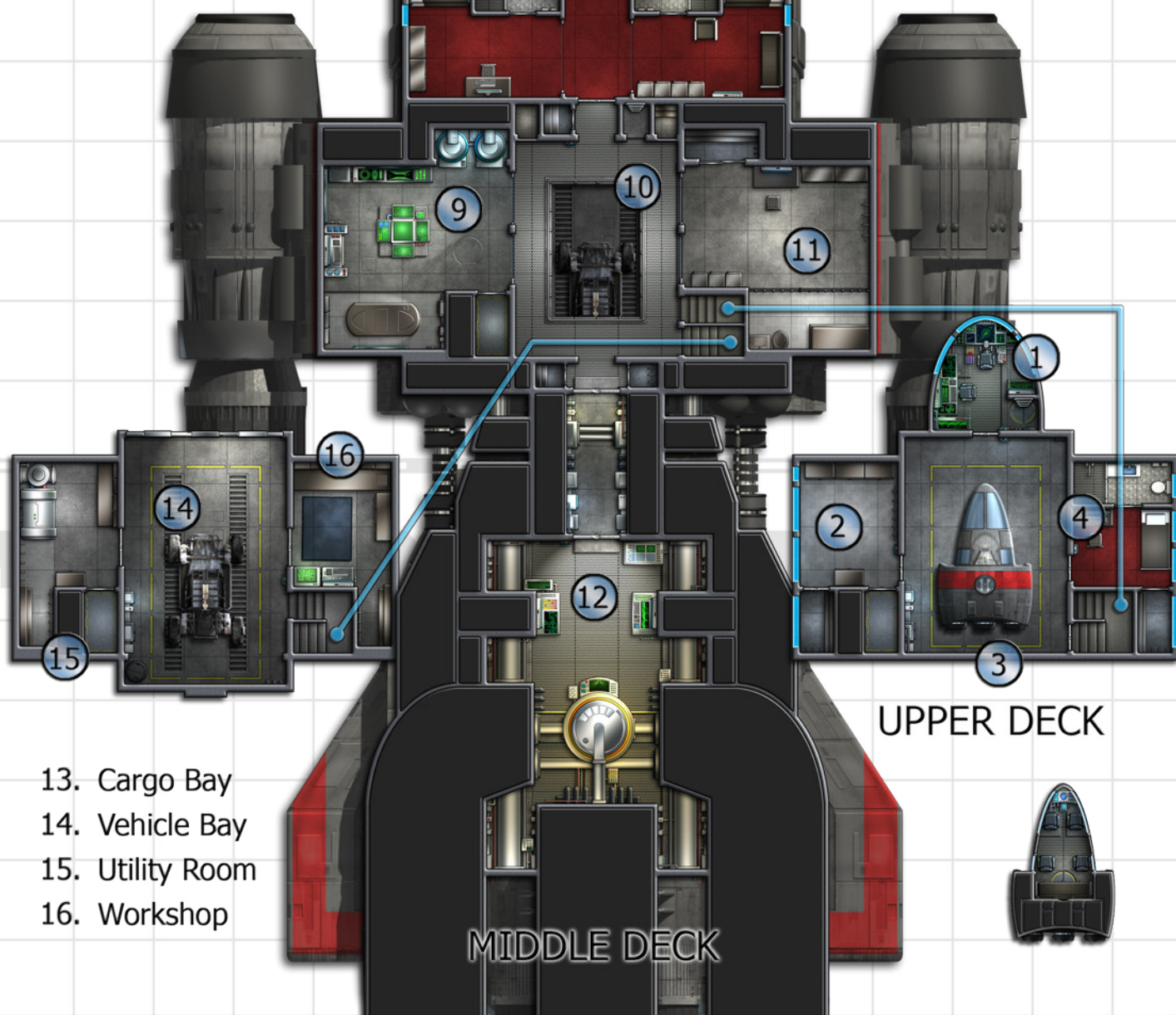
8. Crew Quarters

The crew cabins employ an open design unique to the Renegade class of starships. There are four distinct areas, each with a pair of bunk beds and restroom. A sliding partition can close off each area, but during "daytime" these are usually kept retracted to create a large common area shared by the occupants.

Because the ship can be operated with a small crew, these same cabin spaces can be used for hauling passengers. In this case the partitions are typically kept shut – effectively creating four individual cabins, each with their own restroom.

LOWER DECK

1. Bridge
2. Armory
3. Dorsal Bay
4. Captain's Cabin
5. Lounge
6. Kitchen
7. Air Lock
8. Crew Quarters
9. Science Lab
10. Balcony
11. General Purpose Area
12. Engineering



9. Science Lab

The science lab on a Renegade is a multipurpose area designed to support research and development in several fields as well as medical diagnosis and treatment. A holographic display table with multi-configuration control surfaces is the centerpiece of the lab. Additional work stations line the walls and a small operating theater with an examination table is provided. A pair of liquid suspension tanks occupy an alcove in the forward wall. These state-of-the-art medical chambers are designed to hold an unconscious individual for rejuvenation treatments. They can also be modified and refilled for use in interrogation or long term hibernation.

10. Balcony

The core area of the ship is an open space which connects the other sections. A steel mesh catwalk runs around the perimeter of the room, creating a balcony looking down on the vehicle bay below. Forward are the crew cabins. Aft is engineering. To port and starboard are the science lab and general purpose area respectively. Stairs lead up and down to the other decks.

Three small closets hold various supplies and tools. Where the fourth closet would be a ladder leads directly up to the cockpit (for use when the dorsal bay is inaccessible). There are also two secret closets hidden behind removable wall panels. On the map the regular closets are shown with thin, but normal looking, doors. The two secret storage areas (on either side of the forward wall) are shown with thin wall sections where their doors would otherwise be. These are the removable wall panels.

Sliding partitions, similar to those found in the crew cabin area, can be used to close off the rooms to either side of the

balcony. As with those in the crew area, these are typically kept retracted unless there is a good reason to close them. This increases the sense of open space in the ship which, combined with the drop to the lower vehicle bay and perforated flooring, give this area a spacious feel rare on a vessel this small.

11. General Purpose Area

Though the room is dominated by the large cell and wall of steel bars, this isn't necessarily a detention center. In fact, the "cell" is designed to serve as a storage area as easily as a prisoner containment environment. The sink and toilet can be retracted into the bulkhead. The bunk beds fold up into the wall. These design features are included so that the ship can serve as bounty hunter or prisoner transport, but without unduly limiting other mission types.

Aside from the cell, the room is largely open space with lockers and cabinets along the walls. A sizable closet provides even more storage space. The chamber can be used as a rec room, a workshop, or even for live animal transport – with the cabinets and closet holding whatever additional materials are needed to support the chosen function.

12. Engineering

A narrow mechanical corridor leads from the central balcony area to the engineering section of the ship. This section lies between and beneath the main engines and holds the ship's fusion core as well as a number of diagnostic and control stations. Nearly all of the primary power and propulsion systems can be accessed from this location – though some parts require the removal of wall or deck plating in order to gain full access.



Lower Deck

13. Cargo Bay

The forward half of the lower deck is a single, large cargo area. Because of the shape of the outer hull, the floor slopes up gently towards the front of the room and more sharply along either side. A pair of magnetic tracks run down the center of the area. This somewhat outdated technology can be employed to move and secure vehicles or large cargo containers. Off of the tracks, normal tie downs and clamps must be employed.

The bay is partially divided by a thick wall containing various ship systems and structural support. A lift plate attached to this wall can carry cargo or people up to the galley on the middle deck. Across from this a ladder leads up to the middle deck air lock and down through a pressure hatch to the exterior of the ship. Next to the ladder are a few lockers packed with miscellaneous odds and ends.

Since the hold is isolated architecturally from the rest of the ship, only small cargo items (those which can fit onto the 4x4 lift) can be moved to and from this chamber while the ship is in flight. Larger containers are typically only added or removed when the ship is on the ground.

14. Vehicle Bay

Because it opens to ground level and houses a wheeled vehicle, the floor of this garage is typically dirty and oil stained. The ceiling is quite high as the chamber goes up through the middle deck with a catwalk balcony running along each wall. The floor is set with magnetic and mechanical clamps to hold a wheeled vehicle securely. A refueling and maintenance station is set into the starboard wall. This, along with the adjoining machine shop, provide just about everything needed for the long term care of a variety of small craft.

As with the cargo bay, the large exterior door of this chamber lowers to become a shallow ramp to ground level. The cargo bay entrance is directly in front of the vehicle bay exit and the whole area is somewhat sheltered by the engine pods on either side. Because the personnel air lock is up on the middle deck, unless the ship is at a starport these bays are the easiest way into or out of the landed ship.

15. Utility Room

A large, cylindrical textile processing unit (that is, a washing machine/dryer combo) and water recycler fill one corner of this room. The shelves and cabinet are filled with folded clothing, bedding, and other laundry items. A row of small cupboards over the counter contain a variety of cleaning chemicals and miscellaneous supplies.

16. Workshop

This room is a cluttered workshop used primarily for servicing the vehicles carried on board. There are basic diagnostic and fabrication units here as well as shelves and cabinets crammed full of tools and spare parts.

Additional Information

Lokai-class Shuttle

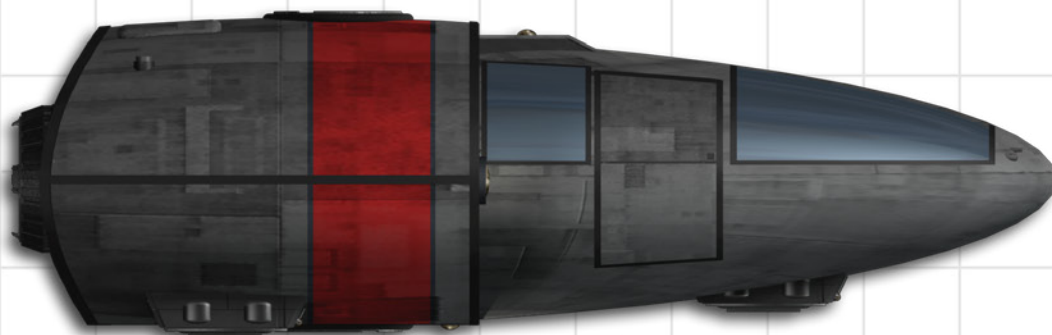
Clearly a product of Hrothgar Shipworks, the Lokai-class shuttle shares the same general lines as the ubiquitous Grendel-class transport and the larger patrol cruisers based on the design. The Renegade ran into legal difficulties due to its lack of escape pods and so, to avoid delaying the launch of the line, a quick deal was put together. The Lokai was licensed from Hrothgar as a “life boat” and made standard equipment in the upper vehicle bay. It has individual seats for four plus a couch in the back with room, and harnesses, for three more passengers.

Though the Lokai is technically classified as a life boat, in reality it is just a standard passenger shuttle with a deluxe survival kit and enhanced CO2 and water filtration systems. The kit includes a tent, rations, disassembled hunting rifle, and other miscellaneous camping gear. It is stored beneath the back row of seats.

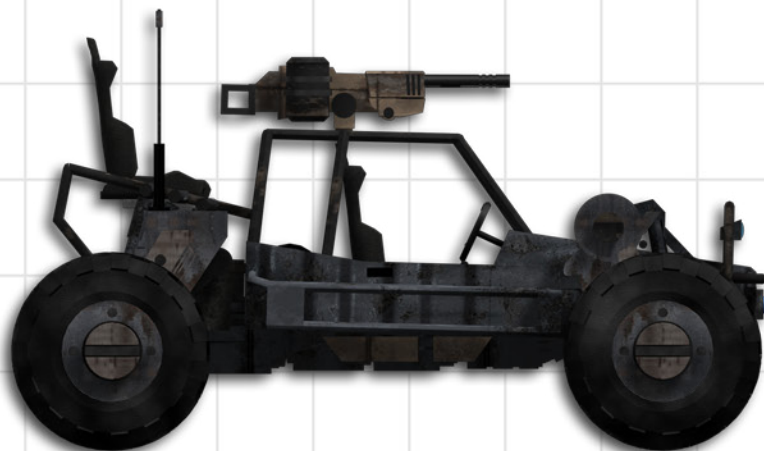
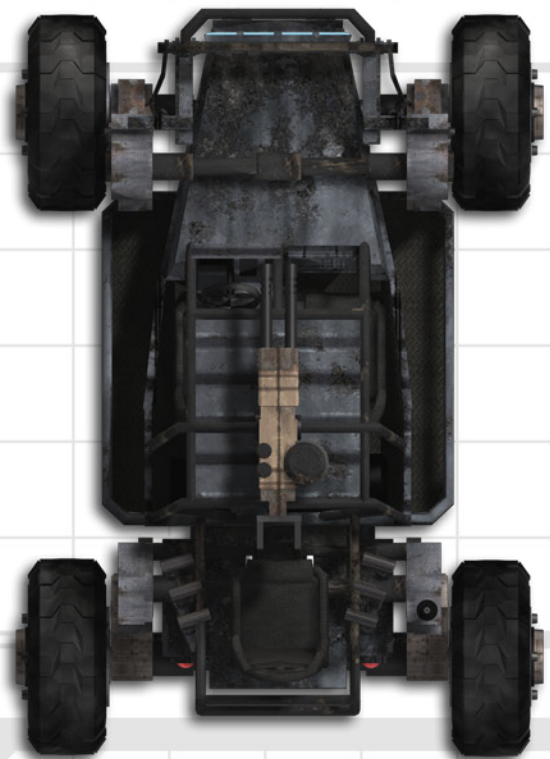
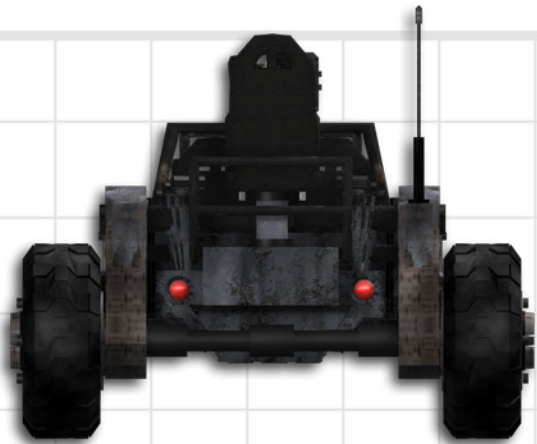
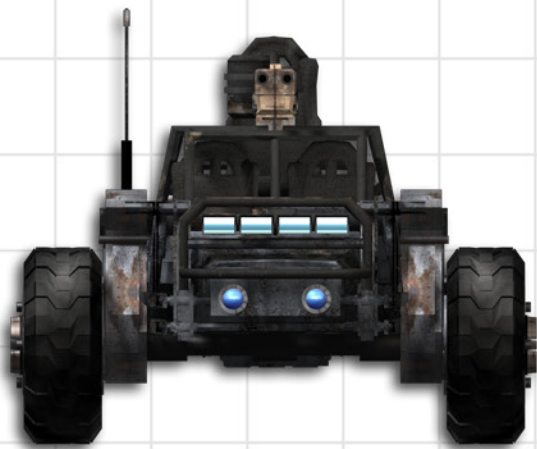
In addition to the doors on either side, the shuttle has a hatch in the top and bottom of the hull as well. The center back seat folds down to become a high step, or fold up to clear the lower hatch. Combined with the hand/foot holds in the back wall, this allows easy use of the hatch even under gravity. With some tricky customization a turret can be mounted in place of the hatch and fired from the co-pilot’s seat. Fixed guns on either side of the hull (typically just below the spot lights), and fired by the pilot, are an more common option. By default, however, a Lokai-class shuttle comes unarmed.

The shuttle is not particularly fancy or maneuverable but is known for atmospheric speed. The large intakes collect atmosphere which is gravitically fused and expelled as reaction mass. In space, metallic hydrogen fuel cells are used as is typical with such drives. The ship’s anti gravity system is used for vertical take off and landing.





5 ft



5 ft



G4 Rover

While this four wheeled ground vehicle may seem too primitive to be found in the hold of an interstellar transport, it is sturdy, reliable, and affordable – just what Aves Engineering was after with the Renegade project. The G series off-road buggy was originally built for racing and recreation, but it didn't take long for it to be adapted for other uses. With the addition of a roof mounted turret, the G4 became popular with militias and military units on a tight budget. Though limited compared to anti-grav vehicles, a Rover can handle a wide variety of ground terrain. It is, however, open to the elements and so environmental suits are required if the theater of operation is not amicable to human life.

The G4 features a unique 3rd seat situated behind and above the usual pair of front seats for the driver and passenger. This extra station can be used for an additional passenger, a “spotter” during cross country races, or a gunner if the

vehicle is armed. The position is very exposed, lacking even a roll bar, and so is sometimes jokingly called the “suicide seat”.

When a weapon is mounted, it is usually a cheap pulse gun in a plastic housing drawing from the vehicle's power plant to recharge a built-in capacitor. The reason for this, aside from cost, is because the roof mount cannot handle a lot of weight or recoil. Also, anything mounted on the roof is almost guaranteed to be damaged should the Rover roll. So cheap, light, energy weapons make sense. A small but rechargeable capacitor allows for a large number of brief engagements rather than a single drawn out fight. This fits the hit-and-run mission profile for which the armed version of the G4 is most often used.

[END OF CHAPTER]