



ARMADA CODEX™



WOLVES OF ALBION

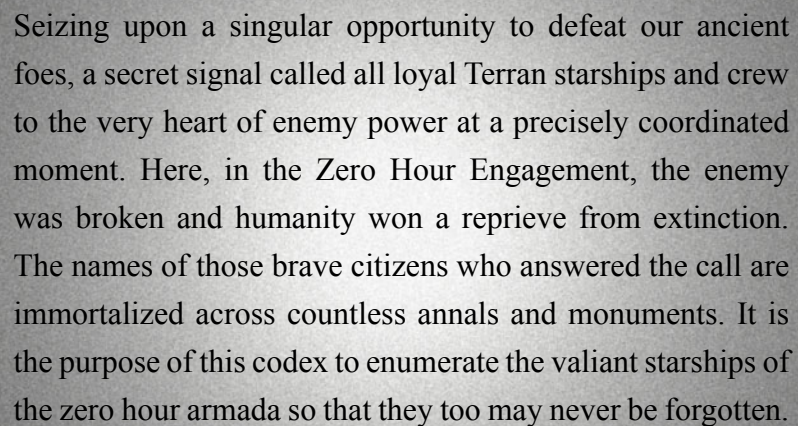
Ryan Wolfe

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WOLVES OF ALBION

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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: Wolves of Albion

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

0-hr.com

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A special thank you goes to *Silveressa* for the idea (and name) of Mourning Wolf.



Overview

From the ruins of our solar system the best of us were selected by ancient beings to begin again. These chosen ones were taken to a far off sector of space and given a new Earth, while the forsaken were left behind to struggle on as best they could. Centuries later the chosen returned from their new Earth (Terra Nova), settled on nearby worlds, and looked towards their old home with the hope of aiding their unfortunate brethren. But instead of welcome they were met with hatred, for the forsaken humanity of dead Earth (Terra Mortis) had clawed its way out of a second dark age and, with the aid of shadowy alien benefactors, expanded to new worlds as well. The Terra Novan colonies and the Theocracy which founded them were seen as a threat and, urged on by sinister advisors, the people of old Earth went to war with those of the new. It is from this time of bloody strife between the chosen of Terra Nova and forsaken of Terra Mortis that the Wolves of Albion arise.

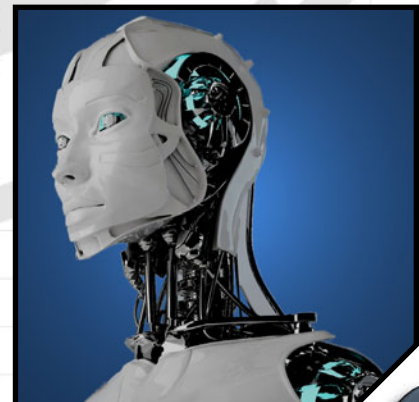
Utilizing an advanced nano virus, the Sol Autocracy of Terra Mortis captured the Theocracy's renown New Albion Shipyards fully intact. Under the guidance of master shipbuilder Andreas of Eldridge, the construction lines were repurposed to serve the fleets of old Earth rather than new. The "wolves" are the result of these efforts – a cadre of a dozen ships designed for a bold offensive into enemy territory. Three are detailed here as representative of the pack.

The first, Mourning Wolf, is named to honor those lost in the long war thus far and is the archetype of the class. She is a small, versatile, and heavily armed warship. With multiple anti-ship weapons, missile launchers, and a dedicated fighter wing, she is capable of fulfilling several roles on the battlefield. The second example, Winter Wolf, is similar to her more formidable sister but lacks the heavy anti-ship guns. This vessel was used primarily for diplomatic and humanitarian missions where bristling armaments could send the wrong message. The final example, Shadow Wolf, uses a stripped down version of the hull – sacrificing firepower and versatility for speed and stealth. This ship was designed for reconnaissance and fast courier duties. Though later superseded by the Tymber and Grey line of escorts, they excelled at their duties while in service.

The Procyon Offensive was well underway, with Autocracy forces on the brink of capturing that key system, when the sinister machinations of the alien Umbral Empire were revealed, and an uneasy truce called between old and new Earth in the face of this common enemy. The wolves were repurposed to battle the Empire and, years later, nearly all participated in the Zero Hour Engagement at Tau Ceti – ending the threat of the Umbral Empire for the time being.

To assist in combat situations vessels of the Mourning Wolf class have a cohort of Synthetics aboard to serve the human crew. These are sentient androids, built as obedient servants, who work ceaselessly and require no quarters or supplies. A standard cohort is six androids designed for maintenance, damage control, and combat duty. They are stored in the escape capsules when not needed - though they would vacate those capsules in the event of an actual emergency.

The state-of-the-art systems, Synthetic cohort, and highly trained personnel allow these ships to be operated with a surprisingly small crew complement. During routine operations, the human crew is divided into two shifts of seven members each. Two humans plus the commanding officer are on the bridge, two are in engineering, and two roam on maintenance and security duty. When battle stations are called, all three bridge seats are filled, four pilots man their ships, and three crewmen are in engineering/medical. The final four plus the synthetics assist where needed or serve as gunners. To account for potential casualties, some of the ships have upgraded their bunk beds from doubles to triples and their single beds to double bunks. This allows for an additional eight crew members (for a total of 22 humans plus the usual 6 synthetics).



Variants

Mourning Wolf

Of the dozen ships constructed for the offensive half were in the standard configuration. Mourning Wolf is the first of these. The other five, being nearly identical, are Gallant, Sacred, Errant, Avenging, and Grim Wolf. Vessels of this base class are easily identified by their large anti-ship turrets. Three of these massive turrets are on the dorsal side of the hull - two forward and one aft. The fourth is on the ventral side facing forward but, like all of the turrets, it can also turn to fire broadsides. Though these six ships are the backbone of the fleet they were not the first of the cadre to be produced.

Shadow Wolf

The first four wolves were constructed both to test key systems and to get ships into the field as soon as possible. They would scout the way and plan the route for the coming offensive while the rest of the fleet was assembled. Shadow Wolf and the three others like her (Ghost, Spirit, and Night Wolf) use a stripped down version of the typical Mourning Wolf class hull. Not only are the big guns gone but so are both of the lower hangar bays. Only the bridge itself remains of the upper deck and it has been repositioned so as to be accessible from farther back along the hull.

With the hangars removed, only the crew quarters remain of the lower deck. The launch bay, which on the Mourning Wolf moves fighters from the hangar up to the launch chamber, is replaced with a cargo hold on the lower level and a fixed bay (containing a single fighter or shuttle) on the upper level. There is no elevator mechanism between the two.

While the lower two engines remain roughly as is, the top one has been replaced by a pair of engines. This increase in thrust, coupled with the greatly decreased mass of the hull, means that the Show Wolf class of ship is considerably faster than the base design. The power which would otherwise be allotted for the large turrets is instead used to boost scanning and communications capabilities. The hull plating is augmented with EM dampening composites. These both reduce the ship's signature on scanners and give it its distinctive dark color.

Winter Wolf

Only two of the twelve wolves were constructed in this configuration and they were the final two off of the New Albion assembly line. Given this and rumors of earlier budget overruns, many suspect that these two ships (Winter and White Wolf) were initially intended to be full blown warships like the rest but were stripped of their big guns to save money. Whatever the reason, this configuration is identical to the Mourning Wolf hull except that it lacks the four heavy turrets of the former. Even so, the point defense turrets, missile launchers (both wing mounted and fixed forward), and fighters leave them more than capable of defending themselves when needed.

The decreased weight and increased available energy make this class of vessel somewhat faster and more maneuverable than the original, but nothing compared to the Shadow Wolf and her ilk. They have also proven to be easier to maintain because they lack the large turret and ammo mechanisms and are not subject to the structural strain caused by firing the big guns.

Winter Wolf and her sister are typically used for diplomatic and humanitarian missions, often leaving behind their fighter wings in order to haul relief supplies (or even refugees) in their hangar bay. The hull armor of these two is infused with a light-colored polymer but this is merely a cosmetic change - helping to visually differentiate these non-combatants from the other warships.

A Note on Names

Contrary to naval tradition, it is acceptable to include "the" before the name of these particular vessels. - so the flagship can be called either "the Mourning Wolf" or just "Mourning Wolf". Each of these ships is the first of the line for their particular variant and so also give their name to the class as a whole.





Components

These ships were constructed by the finest craftsmen under the oversight of master shipwright Andreas of Eldridge. While finely wrought, they are not ornate. They are ships of war and each just one of a dozen that needed to be completed before the Procyon Offensive could begin in earnest. Still, they were built with dedication and care, and every crew member considered it an honor to serve aboard one of the Wolves of Albion.

A cutting edge antimatter reactor serves as the primary power source for the vessel. This powers a trio (or, in the case of Shadow Wolf, a quartet) of large quantum induction engines which provide thrust by converting a flow of zero point energy into a directed stream of highly energetic, though temporary, particles. Standard gravitic systems are used to control orientation and to provide a 1G environment within the vessel.

These ships are built for power rather than agility and so are rated below average for maneuverability both in space and within atmosphere. The Shadow Wolf class with its fourth engine and more powerful gravitic system, manages a green (average) rating, which is impressive for a ship of its size. It also features an enhanced sensor and electronic counter measure system. All twelve ships have standard FTL capabilities and computer systems. As dedicated ships of war, all also have hulls armored with neutronium plating, which is extremely heavy but also very durable.

The distinguishing feature of the Mourning Wolf-class ships is the set of four heavy guns; three on the top side of the ship and one on the underside. These triple barreled mass cannons are designed to quickly dispatch large ships. Energy from the quantum drive is used to vaporize a neutronium wafer with a mix of exotic particles. The resulting incandescent bolt packs a considerable punch, even at long range, but the turrets are not agile enough to feasibly target small craft. They also draw an enormous amount of power and have a significant cool down period; meaning that their rate of fire is slow compared

to many weapon systems. Against capital ships, stations, and ground installations however, these four guns are extremely effective. Each of the three barrels can also be fired independently, allowing for more frequent (though less powerful) shots.

While only Mourning Wolf and her kin have the heavy anti-ship guns, all twelve wolves have a suite of point defense turrets and half a dozen missile tubes. The turrets sport a linked pair of plasma pulse guns and are scattered over the hull to provide protection on all fronts. They can be accessed from inside the ship and can be operated either by human gunners or automated systems.

The larger missile launchers are forward facing and internal to the ship near the bow, behind retractable doors. There are three tubes on each side and each tube holds a pair of heavy missiles. At each wing tip is a rocket pod with six, single-shot, tubes. Typically, the large tubes are loaded with eight anti-ship torpedoes and four nuclear missiles while the rocket pods are filled with a variety of tactical ordinance (decoys, chaff, scatter shot, probes, etc.) and standard rockets. Winter Wolf and her kind replace most of the explosive ordinance with defensive and non-lethal payloads while the Shadow Wolf class vessels carry more probes and decoys. All of the missile and rocket tubes are preloaded and require a starport or spacedock for reloading. They are not accessible from inside the ship

MOURNING WOLF

CLASSIFICATION	light cruiser
ORIGIN	Sol Autocracy / ConFed
REGISTRATION	military
DIMENSIONS	274 x 144 x 58 ft. (LWH)

REGISTER TONNAGE	5676
CARGO CAPACITY	30 register tons
STANDARD CREW	14 + 6 Synthetic
PASSENGER CAPACITY	1

NOTES

- Exceptional craftsmanship
- Neutronium armor plating
- Sythetic crew component
- Vehicles carried:
 - 4 Sunfury-class heavy fighters
 - V-1k armored personnel carrier

TECHNOLOGY LEVEL



RELATIVE COST



F.T.L. SYSTEM



ACCELERATION & MAXIMUM SPEED



MANEUVERABILITY



ATMOSPHERIC PERFORMANCE



DEFAULT ARMAMENT

- 4 triple mass cannon turrets
- 10 point defense turrets
- 6 missile tubes (2 missiles each)
- 2 rocket pods (6 rockets each)

COMMON OPTIONS

- 8 additional crew bunks
- 5th Sunfury in launch chamber
- Sparrowhawks instead of Sunfuries

DURABILITY



OFFENSIVE CAPABILITY



DEFENSIVE CAPABILITY

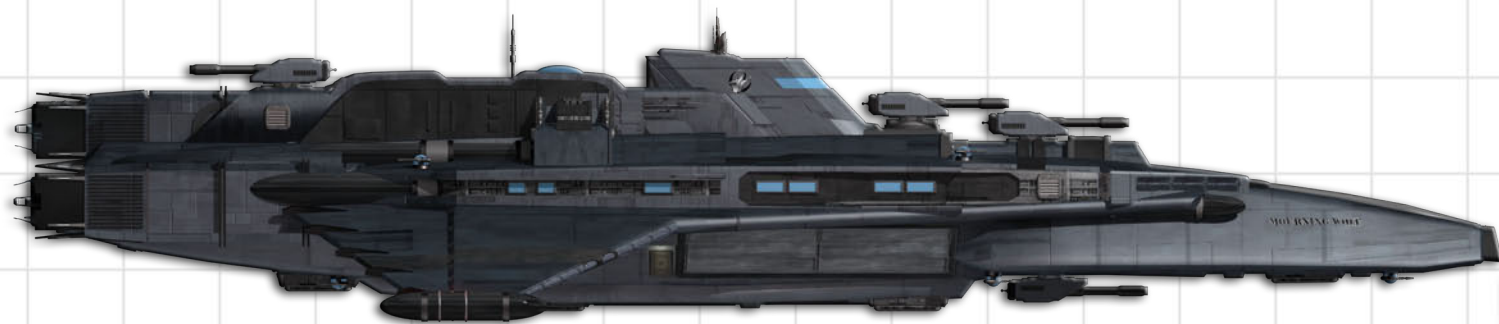


COMPUTER SYSTEM



SENSORS & COMMUNICATIONS





— 35 ft —

SHADOW WOLF

CLASSIFICATION	reconnaissance vessel
ORIGIN	Sol Autocracy / ConFed
REGISTRATION	military (covert)
DIMENSIONS	266 x 144 x 50 ft. (LWH)

REGISTER TONNAGE	3726
CARGO CAPACITY	95 register tons
STANDARD CREW	13
PASSENGER CAPACITY	0

NOTES

- Exceptional craftsmanship
- Stealth composite neutronium plating
- Enhanced sensor suite
- Vehicles carried:
 - 1 Sunfury-class heavy fighter

TECHNOLOGY LEVEL



RELATIVE COST



F.T.L. SYSTEM



ACCELERATION & MAXIMUM SPEED



MANEUVERABILITY



ATMOSPHERIC PERFORMANCE



DEFAULT ARMAMENT

- 10 point defense turrets
- 6 missile tubes (2 missiles each)
- 2 rocket pods (6 rockets each)

COMMON OPTIONS

- Brahma shuttle instead of Sunfury

DURABILITY



OFFENSIVE CAPABILITY



DEFENSIVE CAPABILITY

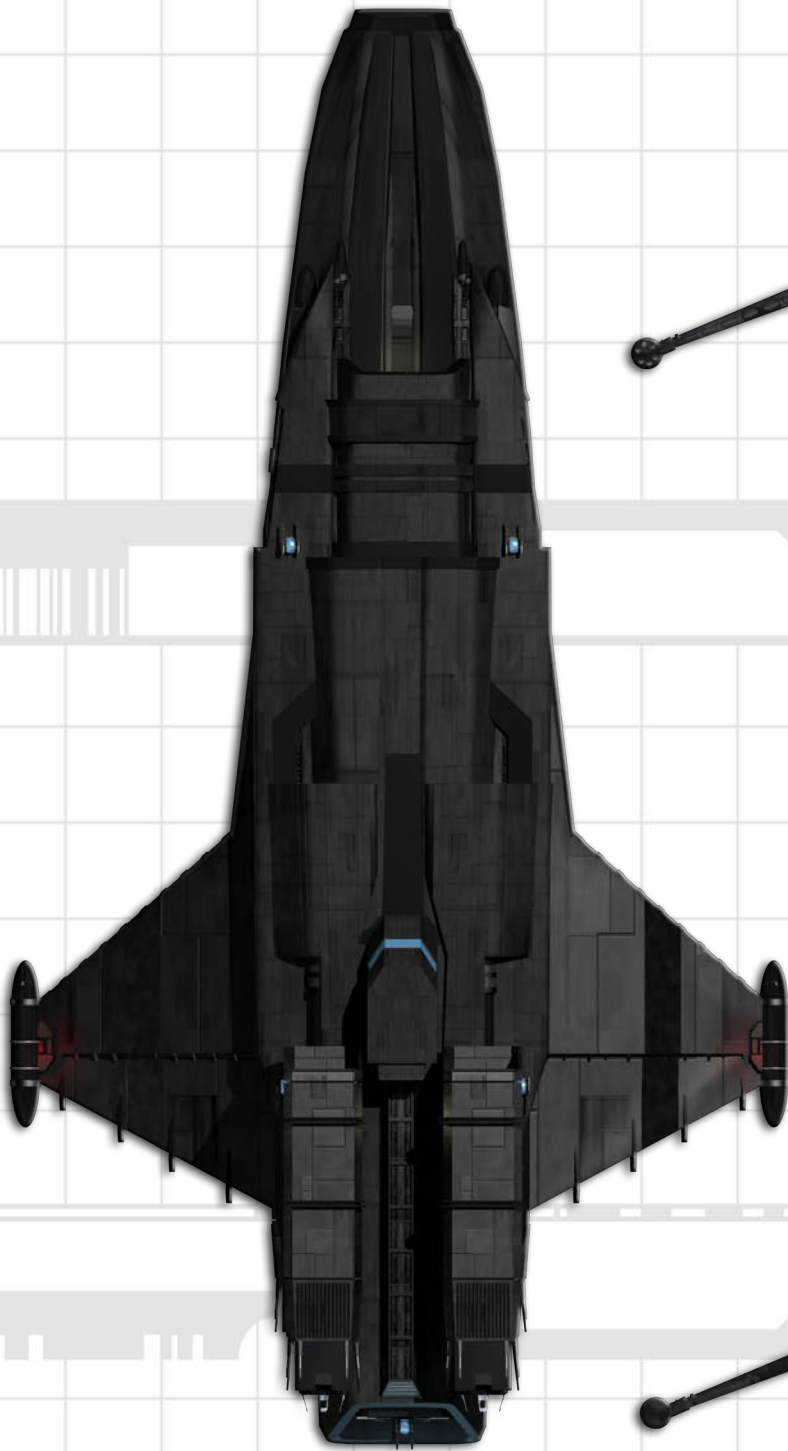
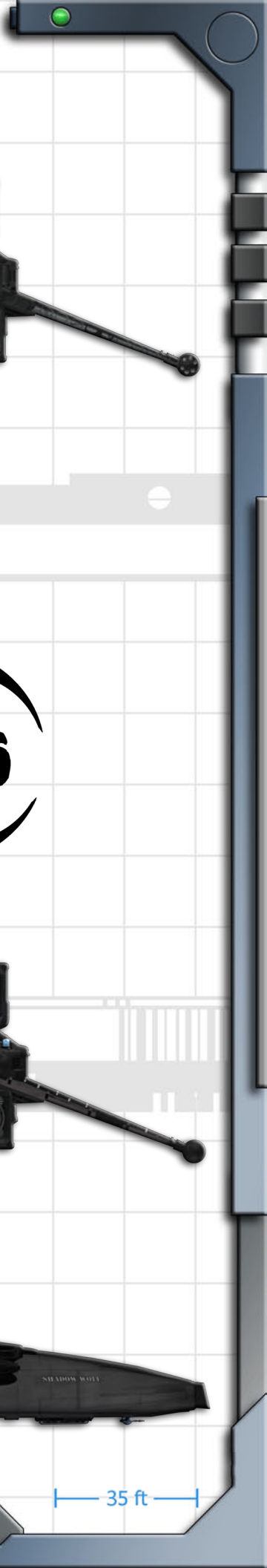


COMPUTER SYSTEM



SENSORS & COMMUNICATIONS





— 35 ft —

WINTER WOLF

CLASSIFICATION	diplomatic envoy
ORIGIN	Sol Autocracy / ConFed
REGISTRATION	military / diplomatic
DIMENSIONS	274 x 144 x 58 ft. (LWH)

REGISTER TONNAGE	5643
CARGO CAPACITY	30 register tons
STANDARD CREW	14
PASSENGER CAPACITY	1

NOTES

- Exceptional craftsmanship
- Neutronium armor plating
- Vehicles carried:
 - 4 Sunfury-class heavy fighters
 - V-1k armored personnel carrier

TECHNOLOGY LEVEL



RELATIVE COST



F.T.L. SYSTEM



ACCELERATION & MAXIMUM SPEED



MANEUVERABILITY



ATMOSPHERIC PERFORMANCE



DEFAULT ARMAMENT

- 10 point defense turrets
- 6 missile tubes (2 missiles* each)
- 2 rocket pods (6 rockets* each)

*mainly defensive loads & decoys

COMMON OPTIONS

- Relief supplies instead of Sunfuries
(adds 260 tons of cargo space)

DURABILITY



OFFENSIVE CAPABILITY



DEFENSIVE CAPABILITY

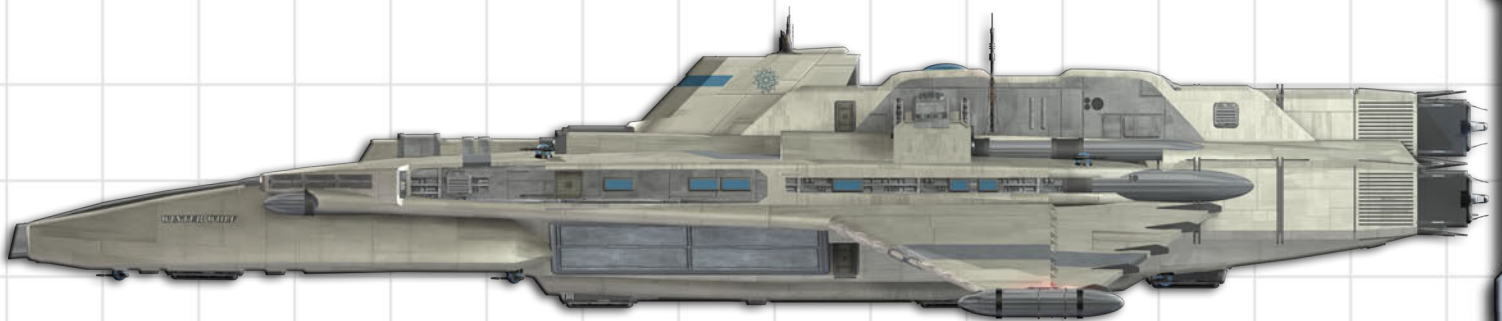
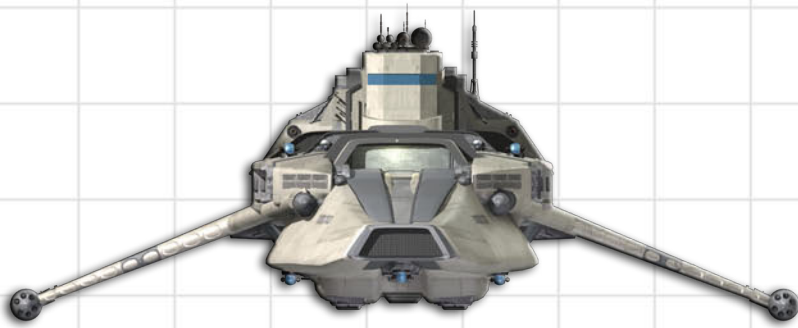


COMPUTER SYSTEM



SENSORS & COMMUNICATIONS





— 35 ft —

Interior Areas

As a representative for the line, Mourning Wolf is described here. Where the variants differ from the base design the changes are specifically noted.

Mourning Wolf has three decks. The uppermost is the smallest and contains the bridge and upper engineering area. The middle deck has off duty areas, a medical bay, and the lower engineering section. The lowest deck has crew cabins at the forward end and large hangar bays in the middle and at the aft end of the deck. All of these areas are detailed in the following pages and labeled on the interior map which follows.

Upper Deck

1. Bridge

A bridge crew of three is sufficient to fully man the stations here, though even a single trained crewman in the pilot's seat can handle routine operations during slow times. The large window provides a good view over the forward dorsal section of the hull and the pair of guns mounted there. At the back of the room is a small lavatory.

2. Captain's Cabin

The captain's cabin is located near the bridge both to allow for easy access and to provide some separation from the lesser crew. The room has a larger bed than a standard room as well as its own restroom complete with a private shower. The closet across the hall is used for additional storage.

3. Air Lock

This is the main airlock for the ship. It is used by officers and visitors while other crew typically enter the ship from the hangar bays on the lower deck. Vacuum suits and related gear is stored across the hall.

The diagram below is an exterior view of the port side of the ship. It shows the location of this air lock as well as the midship access doors on the middle and lower decks. Note that the lower door has a twin on the starboard side of the ship as well.

4. Office

This office is provided for the captain or first officer – giving them a place to conduct ships business or meet privately with visitors or crew.

5. Overlook

Called the “overlook” because it looks down upon the middeck lounge, this chamber is the central thoroughfare of the upper deck. Anyone moving between the bridge, engineering, air lock, and lower decks must cross through here. A couple of steps lead down to the office on the port side and the conference room to starboard.. At the aft end of the chamber are a set of spiral stairs and an elevator which lead to the middle and lower decks, and a short hall leading back to the engineering area.

6. Meeting Room

This well-appointed room holds a large conference table with seating for eight. A wall sized video unit is provided for visual presentations.

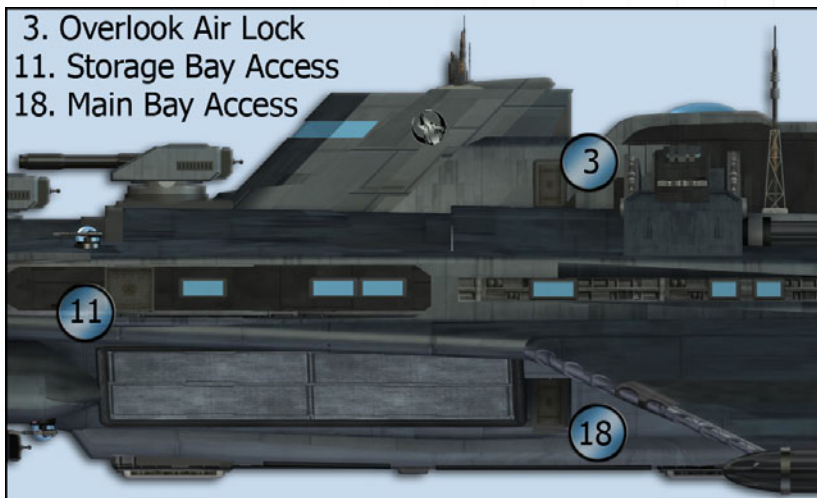
7. Upper Engineering

The top deck houses the upper engineering section of the ship. The lower engineering section is visible through the grating below and accessible via ladder. Another ladder (directly behind the spiral staircase) leads up to a pressure hatch in the ceiling. The column of the antimatter core runs through both of the engineering levels, providing power to the surrounding engines and the rest of the ship. The controls on this level are mainly dedicated to sensors, communications, and computer functions.

Middle Deck

8. Vault / Cell

This well secured chamber is designed to serve a dual purpose. In its default state, it can be used as a holding cell for a single prisoner. The bed, toilet, and sink have built-in covers and can retract or fold into the walls – allowing the now empty room to serve as a secure vault for valuable, dangerous, or classified cargo. The walls and door are reinforced and the door can only be unlocked from the outside.





9. Armory

A pair of heavy duty equipment lockers hold an assortment of firearms and ammo. The ladder in this room leads up to a point defense turret. In addition to the cabinets being code-locked, this entire room is usually secured.

10. Launch Chamber

The launch chamber is the upper half of the mechanism used to move fighters from the main hangar to open space and back. Because of its forward orientation and lack of runway, landing is only feasible when fighter and carrier can closely match course and speed - with the fighter slowly approaching the stationary carrier, or the carrier overtaking the smaller craft. Then the exterior door is closed, the atmosphere cycled, and the floor (actually a hydraulic lift) lowers the craft to the main hangar bay. The reverse process is used to launch a fighter.

11. Storage & Laundry

Half of this room is a storage area and a cargo hatch in the port wall opens to the exterior of the ship. Note that this is not an air lock and so that hatch is only usable in atmosphere or after the entire room has been cycled. This is possible, but takes several minutes (and several security overrides) to reduce the room to near-vacuum. Because the lower decks are devoted to fighters and ground craft, this is the only dedicated cargo area on the ship. As such it is often filled to the ceiling with crates and boxes – leaving only a narrow path between the doors.

The starboard half of the room is dominated by a pair of laundry machines. The cupboards, table, and shelves are also dedicated to processing and storing uniforms, bedding, and other cloth items.

12. Rec Room

This rather spartan exercise area has a large padded practice mat on the floor, a set of free weights on wall racks, and other miscellaneous equipment in a pair of closets. Lockers are provided for individuals. One side of the room (next to the closets) sports a wall-sized mirror. Opposite, the large windows look out upon open space. The flooring has adjustable gravity to allow for a customized workout.

13. Kitchen

Mourning Wolf has a fully equipped kitchen and so the crew rarely has to suffer through prefabricated/rehydrated meals. In addition to the usual ovens and stove, the kitchen is equipped with the latest in automated dishwashing equipment. This device accepts soiled dishes, cups, and flatware; sanitizes them; and routes them to the storage cupboards in the hall. Across from the dishwasher are two closets (one cooled, one not) for food storage with the nearby cargo room used for overflow.

14. Restroom

A restroom stands on either side of the lounge – each with a toilet, shower, and pair of sinks. The shower stalls are completely enclosed and have enough room to dress. The toilet stall is likewise an enclosed chamber, allowing the restroom as a whole to be utilized by multiple personnel. Whether these two restrooms are gender segregated depends on the current crew distribution.

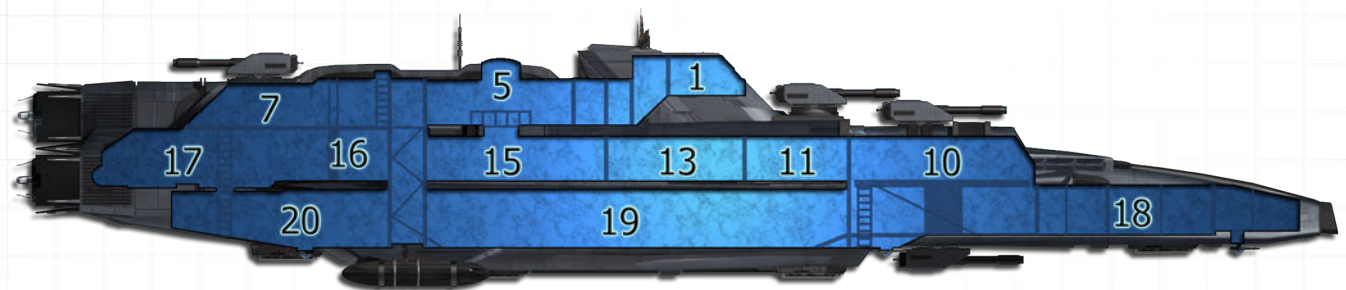
15. Lounge

The most spacious off duty area on board is a combination lounge and dining area at the center of the ship. The room is dominated by a large round table with seating for eight. Meals from the kitchen are typically served and eaten here. Directly above the table the ceiling opens into the “overlook” area of the upper deck. A huge video unit is set into the forward wall, with a couch and overstuffed chair nearby. A similar couch furnishes a semi-secluded alcove in another corner. At the aft end of the large chamber are the stairs and elevator leading up and down to the other decks.

17. Lower Engineering

The back end of the science lab opens into the space between the main engines. Unlike the hybrid engineering/science and science/medical areas, this space is wholly devoted to power and propulsion systems.

A ladder at the forward end of this section leads to the upper engineering area. A ladder further back leads down to the aft vehicle bay. At the very back end a hatch grants access to the tail gunner turret.



16. Medical Bay

The medical bay actually includes the general science lab and portions of engineering. On the port side of the room is a computer workstation and various storage cupboards. On the starboard side is an advanced surgery bay and a pair of beds for patients. While the central area has a rejuvenation chamber and medical scanner, there is also an antimatter reactor and attendant control and monitoring systems in the center of the room. The ceiling is a metal grate that serves as the floor of the upper engineering area.

A secured pantry is used to store medical supplies. A pair of shelf-lined closets hold scientific equipment and tools. Note that the ladders on either side of this area lead to hatches in the ceiling. These allow access to the point defense turrets on the dorsal hull. Though a partition can be slid shut to isolate the surgery and recovery area, the environment still falls far short of being “restful”.

Lower Deck

18. Crew Quarters

At the front end of the lower deck are ten cabins - five on either side of a long hallway. Because the bow of the ship tapers, the forward most chambers are noticeably smaller than those further back. All of the cabins have outer walls that curve inwards towards the ceiling – again following the shape of the hull.

The pair of rearmost cabins are the most spacious and each holds a double-sized bed as well as a workstation desk. One of these rooms houses the first officer. The other is typically reserved for a passenger or VIP – leaving a total of 14 berths on board for crew. The next four cabins forward have bunk beds and whatever other furniture the resident pair could requisition. The four cabins nearest the bow are smaller but house only a single crewperson each – which actually makes them more desirable than the larger, double occupancy, rooms. Note that on Shadow Wolf, the VIP room is replaced by an office.

1. Bridge
2. Captain's Cabin
3. Air Lock
4. Office
5. Overlook
6. Meeting Room
7. Upper Engineering

8. Vault / Cell
9. Armory
10. Launch Chamber
11. Storage & Laundry
12. Rec Room
13. Kitchen
14. Restroom
15. Lounge
16. Medical Bay
17. Lower Engineering

18. Crew Quarters
19. Main Bay
20. Aft Bay

● turret access



UPPER DECK



MIDDLE DECK



LOWER DECK

At the forward end of the hall are a pair of small lavatories. As they are single occupancy they are not gender segregated. A hatch in the floor of the hall allows access to the forward ventral point defense turret.

At the aft end of this area is a cross hallway containing half a dozen escape pods and a few equipment lockers. This cross hall leads to two additional passages. The port side one goes down to the main hangar bay while the starboard one leads up a flight of stairs to the middle deck (specifically, to the hallway outside of the utility room and kitchen).

19. Main Bay

At 85 feet long and 40 feet wide, this is easily the largest chamber on the ship. Even so, the low ceiling (relative to its length and breadth) make it feel a little claustrophobic. The deck holds the magnetic clamps, refueling hoses, and diagnostic gear needed to secure and service a wing of four heavy fighters. Though lacking some amenities, a fifth fighter can also be carried in the launch chamber if needed.

As described in area #10, the launch chamber on this level is an industrial scale hydraulic lift which moves fighters up to (or down from) the actual launch chamber on the middle deck. When the lift is raised, that upper chamber is air tight and can be used as an air lock – allowing for the efficient launching and recovery of single craft while the main bay remains pressurized. If more speed is needed, the side bay doors on either side of this chamber can also be utilized. Though this will expose the main bay to hard vacuum, it also allows the fighters to quickly exit (by sliding laterally to left or right into space and then accelerating away). Fighter recovery can be accomplished in a similar manner.

The Corax-class is the fighter of choice for this type of warship because its retractable wings allow it to fit side by side in this bay and even make it feasible (though not easy) for the rear fighters to squeeze past the forward ones if necessary. A couple of Mourning Wolf's sister ships carry two wings of Stormcrow-class light fighters instead a single wing of heavy Corax. There is sufficient room in the bay for eight of the smaller ships, but it also doubles the number of pilots on board – meaning bunks have to be shared.

The main bay has a pair of human-sized doors next to the massive bay doors. These can be used planetside or in space, though the cramped air-lock dedicated to each door is only large enough for a single person at a time. At the aft end of the chamber are an elevator and set of spiral stairs leading up to the middle deck. There is also a storage closet and a set of doors allowing access to the aft vehicle bay.

20. Aft Bay

The back end of the lower deck is a large chamber second in size only to the main bay. A wide ramp allows access to the ground when the ship is landed, but is not suitable for use in the void. The chamber has ample room for a single armored personnel carrier, or two squeezed in close. The V-1k (or "Viktor class") ground transport typically carried is a large, wheeled vehicle – primitive compared to the latest anti-grav transports but rugged and well armed. As with the main bay, this chamber has the necessary support equipment to secure and maintain the vehicle(s) stored here.

A closet and several lockers are filled with maintenance gear and other tools. Wall mounted systems allow for refueling and rearming when needed. Due to the lack of dedicated cargo space on the warship, it is not uncommon for crates and barrels of various goods to be stored along the walls of this chamber. The easy access to the ground provided by the ramp makes this an even more attractive secondary cargo area.

A standard pressure hatch in the floor opens into space – it's purpose being to connect to other ships or installations via umbilical. Two other hatches (really just hinged floor panels) allow access to the point defense turrets mounted on the underside of the ship here. A ladder near the back of the chamber leads up to the engineering area between the main engines.





Turret Access

Marked by a red circle on the map, it is possible to gain access to the point defense turrets at these locations. These weapons systems can also be operated remotely or, more commonly, by the ship's AI. Human gunners, especially with the Mourning Wolf's small crew compliment, are a luxury rather than a requirement. Note that these turret access points do not serve as an exit from (or entrance into) the ship except in the case of extreme emergency. In those circumstances, explosive bolts can be blown which permanently remove the turret cupola from the hull of the ship – meaning the access hatch now borders open space.

Note that the “turrets” referenced here are small, point-defense emplacements. They are rapid fire plasma guns designed to ward off fighters and incoming missiles. All twelve wolves have these turrets. There are ten total: 4 dorsal, 4 ventral, 1 forward, and 1 aft. All can be accessed from inside the ship and (crew allowing) manned if desired.

The “heavy guns” are the large anti-ship turrets. These neutronium mass cannons are not accessible by crew and are always aimed and fired remotely - from gunnery stations either on the bridge or in engineering. Only Mourning Wolf and her kind have these guns.



Shown on these pages is the interior layout of Shadow Wolf. The major differences are the much-abbreviated upper deck and the missing vehicle bays from the lower deck. The middle deck is largely the same as Mourning and Winter Wolf, except for the escape pods replacing the elevator and the reconfigured aft engineering section.

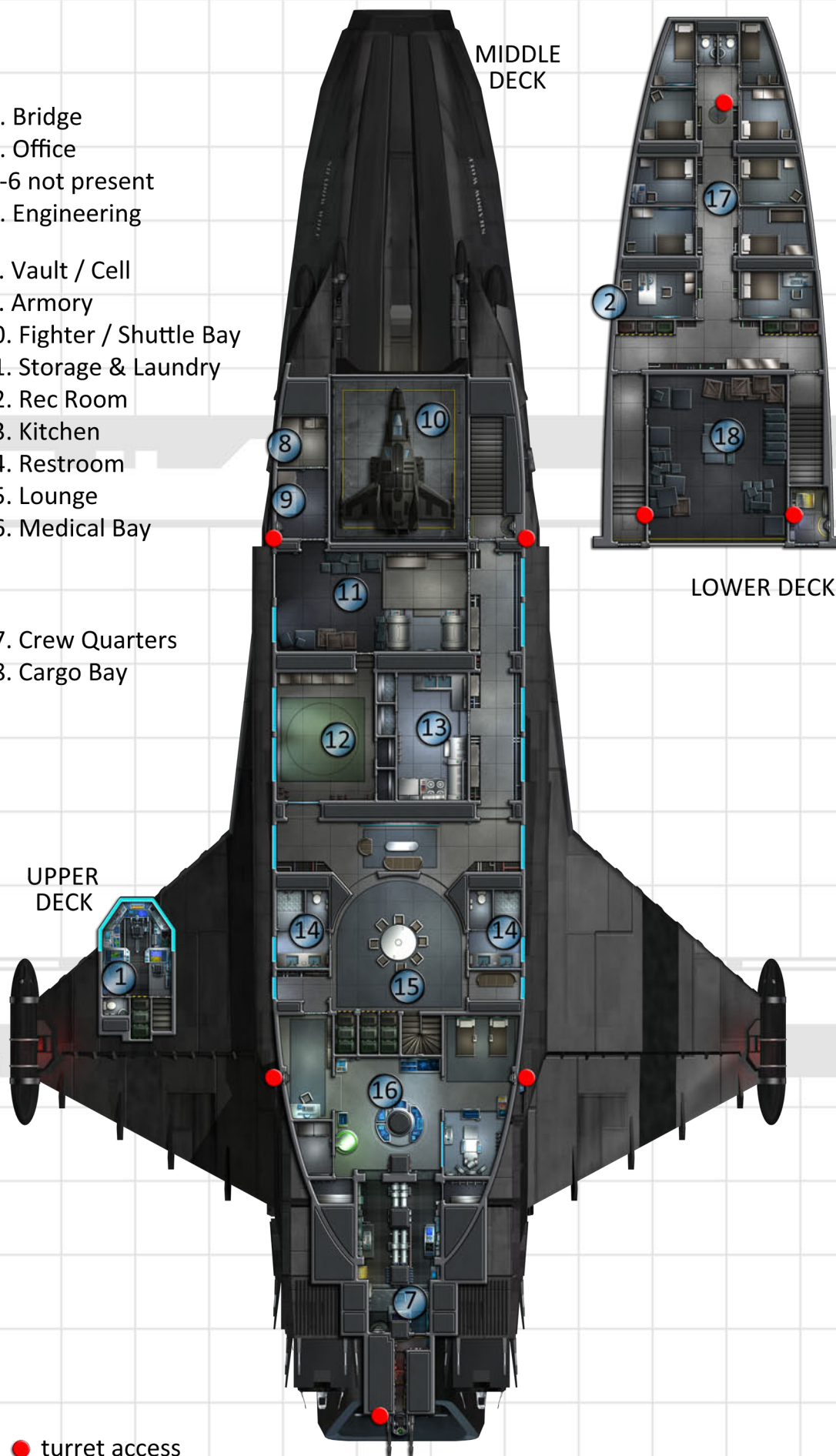
There is no separate image for Winter Wolf as her interior exactly matches that of Mourning Wolf.



1. Bridge
2. Office
- 3-6 not present
7. Engineering

8. Vault / Cell
9. Armory
10. Fighter / Shuttle Bay
11. Storage & Laundry
12. Rec Room
13. Kitchen
14. Restroom
15. Lounge
16. Medical Bay

17. Crew Quarters
18. Cargo Bay



Additional Information

Sunfury-class Heavy Fighter

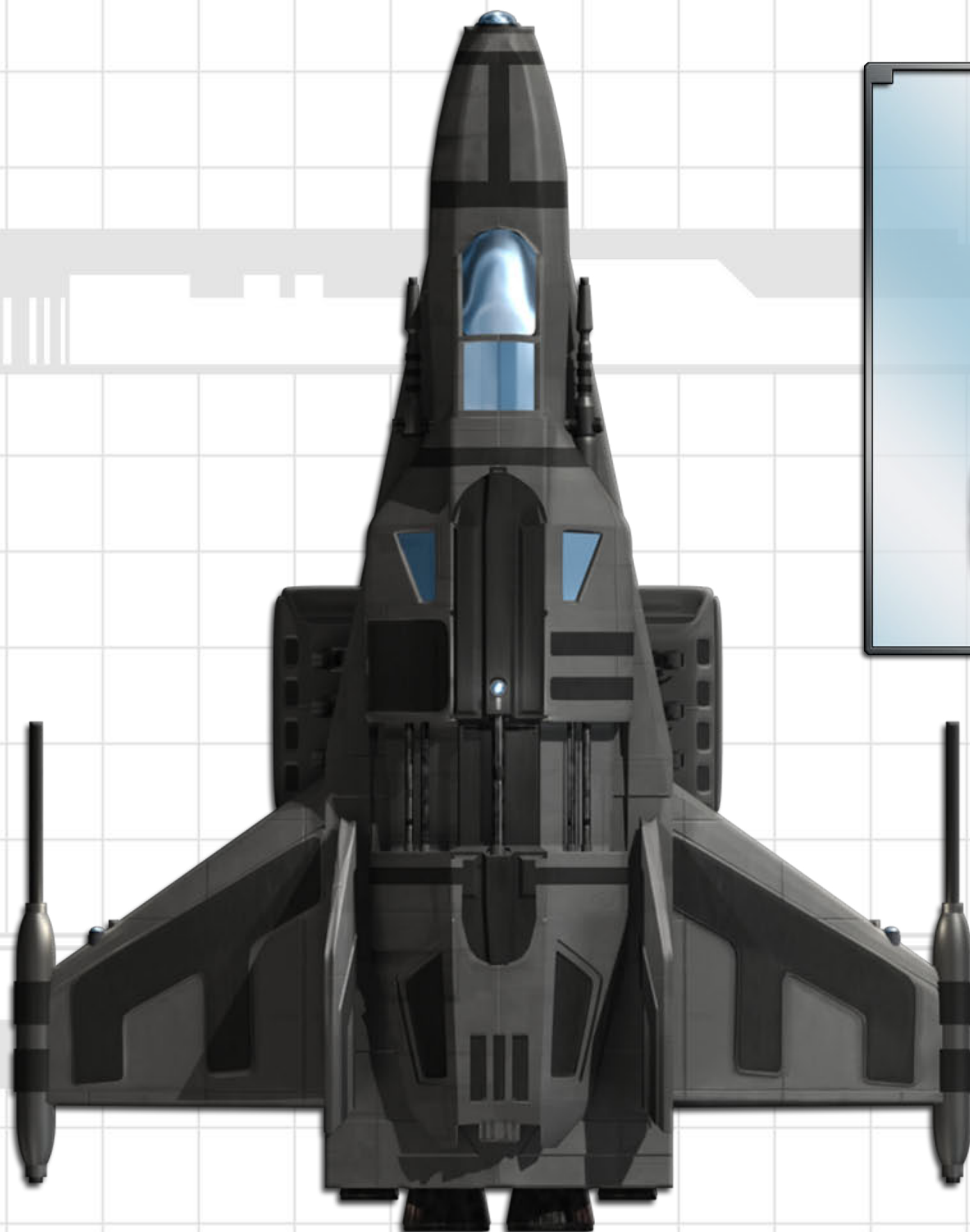
Designed by Diomedes Aerospace and later made famous by the Paladins of Covenant Station, the Sunfury-class is a solidly built fighter designed to carry a heavy payload. The removable ordinance pods can support a variety of missiles or bombs to fit different mission profiles. They can also be swapped out for fuel & oxygen tanks to greatly extend the craft's range. The cockpit can be reconfigured for either one or two crew – depending on the mission. Three pairs of fixed-forward guns round out the armament. Standard fighter-grade plasma cannons are mounted near the cockpit, a long range particle gun is on the tip of each wing, and high caliber slug throwers (typically loaded with high-explosive, armor piecing shells) are set in the nose of the craft.

The Sunfury sacrifices maneuverability in favor of endurance, but performs as well in atmosphere as in space. The wings, which provide atmospheric stability, are partially retractable – allowing this craft to be stationed on carriers which could not otherwise accommodate heavy fighters. Access to the ship is gained via the sliding cockpit canopy or a small hatch on the port side of the cabin/storage area.

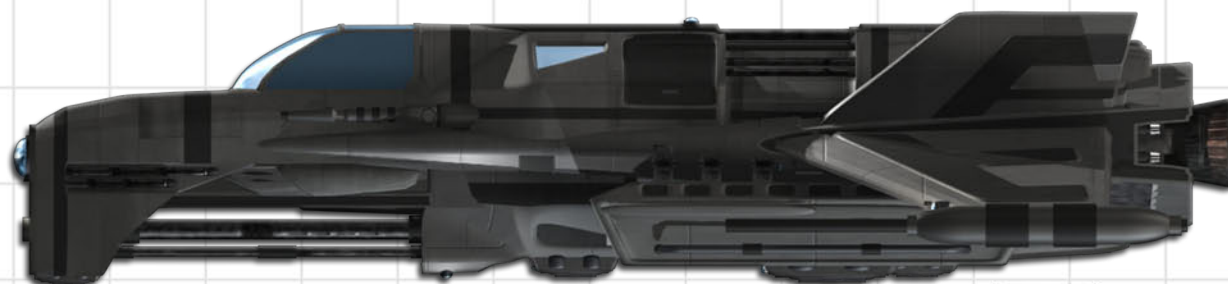
The standard cockpit configuration has two seats, though not all missions will call for a crew of two. Behind the cockpit is a small amount of additional empty space. If the cockpit is configured for a crew of two then this is simply a small storage area. If, however, only a single seat is in the cockpit then this space plus the space vacated by the second seat combine to form a tiny cabin – just high enough to sit up and long enough lie down in. Standard equipment includes a sleeping pad, a small food locker, and a rather awkward toiletry device. These amenities, when coupled with extended fuel tanks, allows the Sunfury to make very long range patrols or extended recon missions.



5 ft



Wings Retracted





— 5 ft —



V-1k Armored Personnel Carrier

Originally dubbed the V-1000, this ground transport is more commonly known as the V-1k or “Viktor” class transport. The design is based on an ancient schematic updated with modern technology. Using wheels instead of anti-grav propulsion does limit it somewhat, but it increases durability and ease of maintenance. It also decreases the costs so much that two V-1000s may be obtained and operated for less than the cost of a single anti-grav transport.

The interior has seating for eight and can recycle atmosphere for up to 48 hours before carbon dioxide build up becomes a problem. To conserve atmosphere, the cabin can serve as an air lock if needed. The duralloy hull has additional armor over key components. The tires are likewise armored and solid.

The turreted plasma cannon mounted on the roof is designed for use against troops and vehicles near ground level as it doesn't have the speed or angle adjustment needed to effectively engage airborne targets. The cannon can be operated in automatic (rapid fire) or single shot mode. In the former case each bolt has less power but is still more than sufficient to eliminate lightly armored infantry. In the latter case, the single bolts are overcharged to provide more punch at the point of impact – making the gun suitable for anti-vehicle use. As the plasma cannon draws from the same power core that drives the wheels, extensive use of the cannon can cause performance problems and reduce the range of the APC.

Escape Capsules

The various wolves are equipped with individual-sized Eleison-class escape capsules - a design “borrowed” from Theocracy research. These compact units are not much bigger than your typical occupant and utilize the latest technology to save space and preserve life. Upon entering, the occupant is secured with automatic restraints and scanned by the onboard medical system. A face mask and femoral artery tap allow for the administration of the necessary chemicals to induce instant hibernation. They also provide the small amounts of oxygen, nutrients, and air/blood filtering necessary to keep the sleeping occupant alive for up to 100 days. In the event of jarring impact or excessive Gs, the interior can also be flooded with an instafoam compound. This frothy foam explosively fills the compartment and instantly hardens to encase the occupant in a more protective environment. A catalyst agent is later used to trigger a chain reaction which converts the solid foam into a greasy, non-toxic liquid.

The exterior of the sarcophagus is fit with grav plates to provide orientation control, station keeping in the void, or a single planetary landing (in which case the plates expend all of their energy in the last ten seconds of decent for a high-G, but survivable, impact). A number of instafoam dispensers also adorn the exterior hull. These can be triggered by the onboard computer to soften impact, to provide buoyancy, or to adhere the capsule to a suitable surface. Unlike the interior foam, which is a dull white, the exterior dispensers include a vivid orange dye to aid in the search and rescue process.

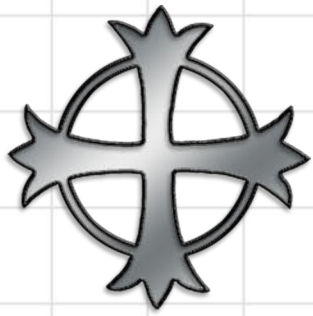
Individual capsules receive telemetry and basic instructions from the ship’s computer at the time of launch. The usual procedure is for the escape pods to launch, get clear of the ship, and then remain (relatively) stationary to await rescue. If a suitable planet is nearby, the capsules may be programmed to run through their landing sequence and then release and awaken the occupant. In either case, it is typical for the capsules to share a common destination.

Mourning Wolf carries eighteen of these units. Nine are accessible next to the elevator, three are located near the bridge, and six are near the crew cabins. The layout on Winter Wolf is the same. Shadow Wolf has the a half dozen capsules near the crew cabins and another nine in what would otherwise be the elevator shaft. On all of the ships the escape capsules launch vertically through concealed apertures on either the top or bottom of the ship. Where only one door appears to allow access to a row of capsules, the ones further back will quickly move up into position after the first one is launched

The official designation is of this specific class of escape pod is the “Kyrie Eleison model 1.4”. It is more typically just called the Eleison, though it is also commonly referred to as an “Ice Box” both because of its hibernation technology and the fact that its overall dimensions and shape are reminiscent of a food storage unit.

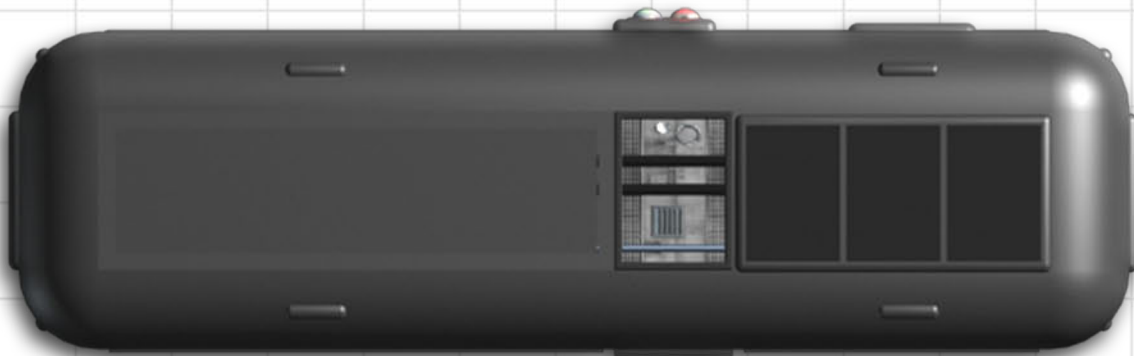
[END OF CHAPTER]





Eleison

escape capsule



2 ft