



# ARMADA CODEX™



## KINTARŌ RACING YACHT

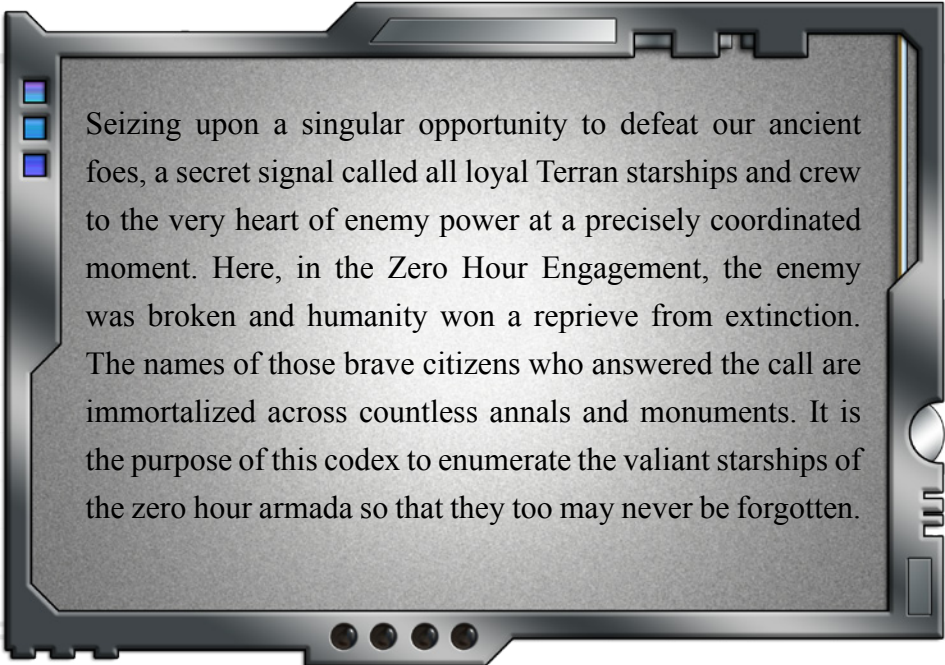
Ryan Wolfe

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# KINTARŌ

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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: Kintarō**

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

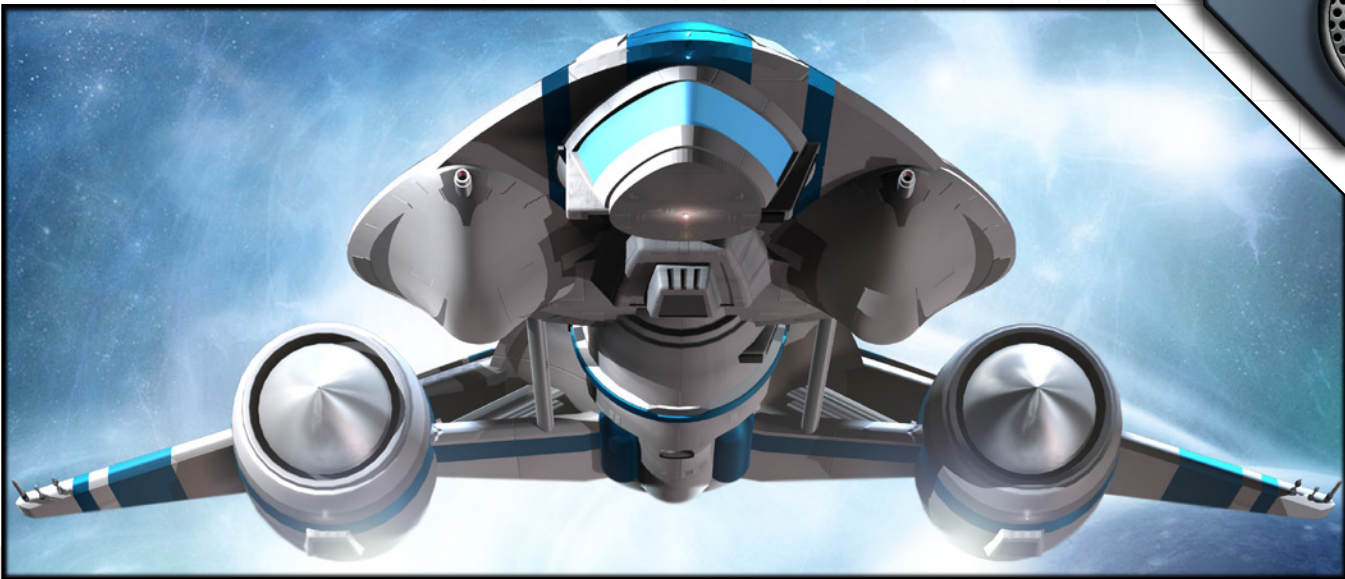
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## Overview

The Kintarō (“Golden Boy”) class vessels are built-to-order starships for the wealthiest of clientele. Originally designed as a hunter-killer for the military but ultimately employed as police interceptors and high-end racing yachts, these sleek ships are built for speed. For the private market, the utilitarian military interior has been remodeled with luxury accommodations and components have been upgraded with cutting edge technology. No expense is spared, making a Kintarō -class yacht a status symbol as well as a top tier racing machine. The smooth lines and exotic engines are eye-catching within the home systems of the Tōhoku Colonies, and stand out even more in the distant ConFederation worlds.

The key to the victory of human forces at the Zero Hour Engagement was absolute surprise. Even the simultaneous attack of all available Terran ships wouldn’t have been enough to win the day if the forces of the Umbral Empire had known of the impending onslaught. A handful of Kintarō racing ships were tasked with intercepting and destroying Umbral scout drones in the days prior to the attack. Their outstanding success in this endeavor saved countless lives, if not the entire human race, and it is for this reason the Kintarō-class is honored within these annals.

The most famous Kintarō-class ship is likely the Hōshō (“Flying Phoenix”), piloted by the self-styled star samurai Hattori X Hanzō - three time winner of the Sigma Draconis Invitational. The most well-known Tachikaze is no doubt the infamous TK-13, better known as the Shidenotabi (“Final Journey”). Stolen by the bandit Zenji Rin and her blood-thirsty crew, she now uses it to prey on unarmed merchant ships between Kurshiro and Brahminbaria. While the former bravely answered the 0 hr call, the latter took the opportunity to run amok in the absence of the fleet and is now one of the most reviled villains in Colonial space.

## Original Design

Built under government contract by Ashigara Industries, the original design (dubbed Tachikaze or “Sword Wind”) was

meant to replace the older Kage-Maru class stealth/recon ship in the Colonial space fleet. After extensive field tests and battle simulations, the Tachikaze prototype was rejected by the Tōhoku Admiralty as an expensive “glass cannon”. It packed an impressive punch with its spinal mounted mass cannon but attempts to add on frontline armor ruined the acceleration profile and made maneuvering sluggish. While the design scored high marks in deep reconnaissance, it needed to do more in order to warrant replacing the well-established Kage-Maru line (still in service to this day).

The police version retains the Tachikaze name but ditches the heavy weapons and armor to focus fully on speed and maneuverability. There are several of these law enforcement ships in service throughout the Tōhoku Colonies as they excel at their pursuit and interception role. They can chase down just about anything heavier than a fighter, but are lightly armed and fairly fragile. This means that they are excellent for law enforcement against common civilians and merchants, but must depend on backup in order to bring more serious criminals to heel.

Note that the Kintarō-class and Tachikaze-class are very similar from a layout and technology standpoint. It is only because of their vastly different costs and functions that the design is given two distinct “class” designations. Technically, the Kintarō is a minor variant of the Tachikaze-class. Customers at this level of wealth and influence, however, prefer to distance their luxury yachts as much as possible from the mundane working ships of law enforcement – and thus the two classes.



# KINTARŌ

CLASSIFICATION	racing yacht
ORIGIN	Tōhoku Colonies
REGISTRATION	private ownership
DIMENSIONS	195 x 120 x 42 ft. (LWH)

REGISTER TONNAGE	1368
CARGO CAPACITY	35 register tons
STANDARD CREW	1 + 4 servants
PASSENGER CAPACITY	5

## NOTES

- Luxury Décor
- “Kurai Kaze” dark energy engines
- Emergency detachable sections
- Vehicles carried:
  - 2 Masakari-class Jetbikes

## TECHNOLOGY LEVEL



## RELATIVE COST



## F.T.L. SYSTEM



## ACCELERATION & MAXIMUM SPEED



## MANEUVERABILITY



## ATMOSPHERIC PERFORMANCE



## DEFAULT ARMAMENT

- 2 fixed-forward particle cannons
- 2 aft-facing missile launchers
  - small assortment of missiles, mines, and decoys

## COMMON OPTIONS

- Custom paint scheme

## DURABILITY



## OFFENSIVE CAPABILITY



## DEFENSIVE CAPABILITY



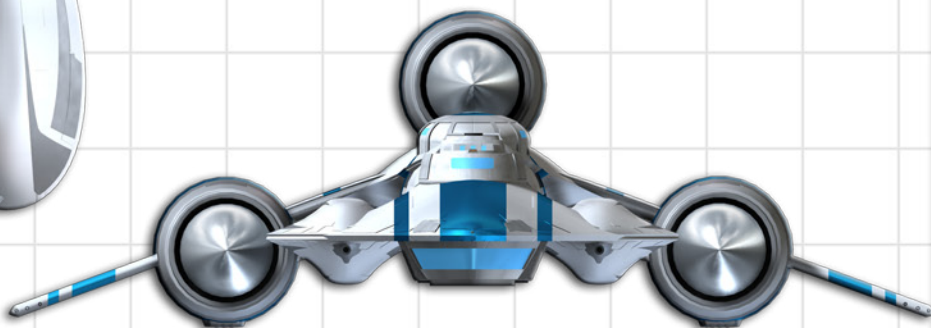
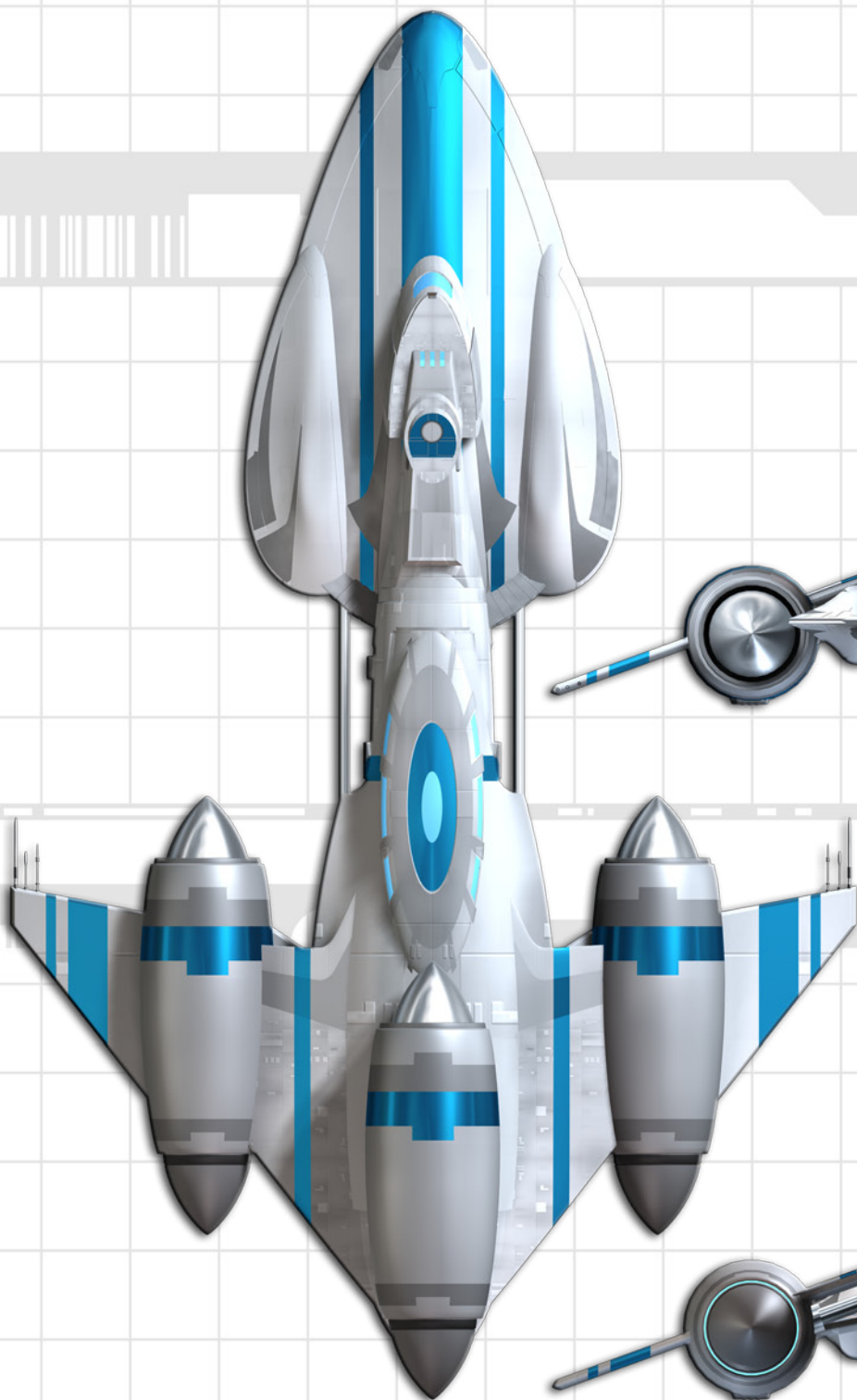
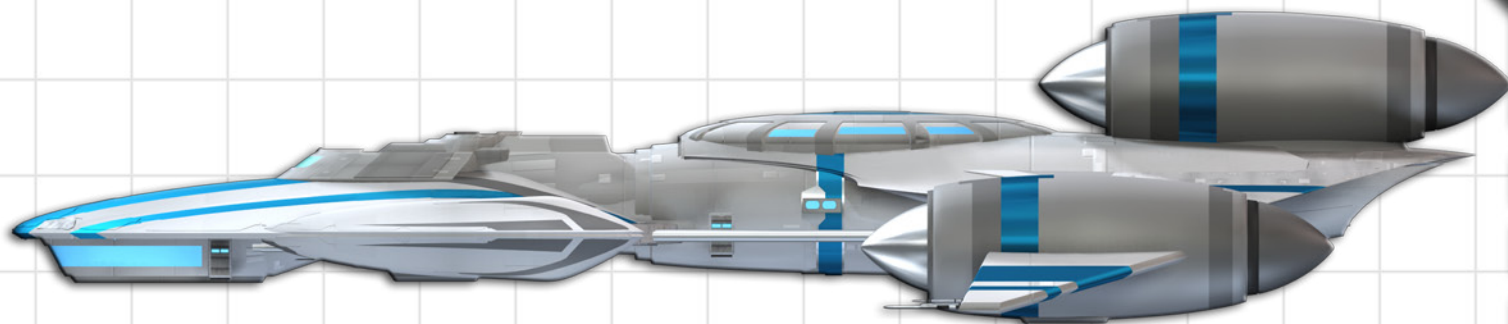
## COMPUTER SYSTEM



## SENSORS & COMMUNICATIONS







— 25 ft —



## Components

What most people notice first on a Kinatro or Tachikaze-class ship is the trio of massive engines. Aside from the small cargo bay, the entire back half of the ship is devoted to these engines and their support systems. . primary power supply is a fairly standard gravitic fusion reactor. As with most human starships, metallic hydrogen (compressed from liquid hydrogen at a refueling station or gathered more slowly from the rarefied expanse of space) is the usual fuel fed into this “star drive”. The reactor provides power to the ship’s systems and primes the engines. Once fired up, they can sustain themselves so long as the fuel holds out.

The Tachikaze prototype was the first ship to use this type of engine for propulsion. The inner workings are a highly-guarded secret, but it is known that the Kurai Kaze (“Dark Wind”) engine design harnesses and enhances dark energy – the primal force responsible for the expansion of the universe. A hydrogen-fed quantum conversion engine feeds a steady stream of matter into the injectors, producing massive amounts of waste heat and a barely discernable ripple in space-time. This same engine configuration allows for seamless transition to superluminal speeds and so replaces the standard caster-based FTL drive used on most Terran ships.

In the Kintarō design, each of the three engines is an independent Kurai Kaze unit – yet all three draw from the central reactor for initialization and all three are controlled as one from the cockpit and engineering. The engine design is very efficient but even so burns a lot of fuel when operating a high speed, meaning range is limited. The engines function in atmosphere with no degradation in performance. They do, however, produce a constant noise much like rolling thunder as air behind the ship collapses back into the temporary void produced by the engine effect. This class of ship only has the one primary propulsion system. If these are off line (or prohibited due to noise concerns) then the ship can only maneuver using gravitics. This allows for very precise, but very slow, movement.

The hull is designed for aerodynamic flight in atmosphere and to minimize resistance from the forward particle screens while tearing through nebula or the near vacuum of space. The plating on the law enforcement version includes dark, sensor absorbing composites and police markings. The civilian design is white by default, though many owners add racing stripes or other distinctive livery. The original prototype was flat black from stem to stern as it was designed for stealth and recon missions behind enemy lines.



Another large difference between the police and racing versions of this design can be found in the onboard computer system. While the law enforcement model has a competent but strictly limited network, the custom model sports a fully sentient artificial intelligence tailored to the owner. The A.I. is capable of running the ship on its own but is typically relegated to voice activated support and engineering roles while the human owner/pilot takes care of the actual flying. The Kintarō personality can also operate or oversee synthetic crewmen for those who do not prefer (or cannot afford) human crew.

Considered lightly armed for a law enforcement vessel of its size, the weapons carried (by default on the police version and by special dispensation on the racing model) are of the highest quality. A fixed-forward particle cannon is mounted on either side of the forward hull section. They are not far from the spacious wrap around window of the dining area and the light can be quite dazzling when the weapons are active. These cannons fire an energized mix of neutral particles and so avoid the dispersion problems common in proton-based guns (where the positively charged particles

repel each other). Though more expensive and finicky to maintain, these neutron guns produce a very precise and long range beam. The cannons draw power only from the reactor and so have little effect on engine output or performance.

A pair of aft-facing missile launchers are built into the stern of the ship with semi-concealed ports on either side of the rear cargo door. The launchers can be loaded with small missiles, decoys, or proximity mines. Their rearward orientation speaks to their defensive nature and works especially well with the civilian version where “flight” rather than “fight” is almost always the best response to a threat. The default load-out includes a wide spread of small mines designed to deter or destroy fighters as the Kintarō can outrun larger pursuers.

The ship lacks turrets and point defense weapons of any sort and so has difficulty engaging targets that are not directly ahead of or behind it. When on offense the usual strategy calls for staying behind the target or making fast attack runs followed by evasive maneuvers while the next flyby is set up.





# TACHIKAZE

CLASSIFICATION	interceptor
ORIGIN	Tōhoku Colonies
REGISTRATION	police
DIMENSIONS	195 x 120 x 42 ft. (LWH)

REGISTER TONNAGE	1370
CARGO CAPACITY	35 register tons
STANDARD CREW	5
PASSENGER CAPACITY	6 marines

## NOTES

- “Kurai Kaze” dark energy engines
- Emergency detachable sections
- Detention cells for up to 4 prisoners
- Vehicles carried:
  - 1 Series-10 Comet

## TECHNOLOGY LEVEL



## RELATIVE COST



## F.T.L. SYSTEM



## ACCELERATION & MAXIMUM SPEED



## MANEUVERABILITY



## ATMOSPHERIC PERFORMANCE



## DEFAULT ARMAMENT

- 2 fixed-forward particle cannons
- 2 aft-facing missile launchers
  - ion missiles & mines

## COMMON OPTIONS

- Replace marines with room for 6 additional prisoners, or 20 more tons of cargo space.

## DURABILITY



## OFFENSIVE CAPABILITY



## DEFENSIVE CAPABILITY

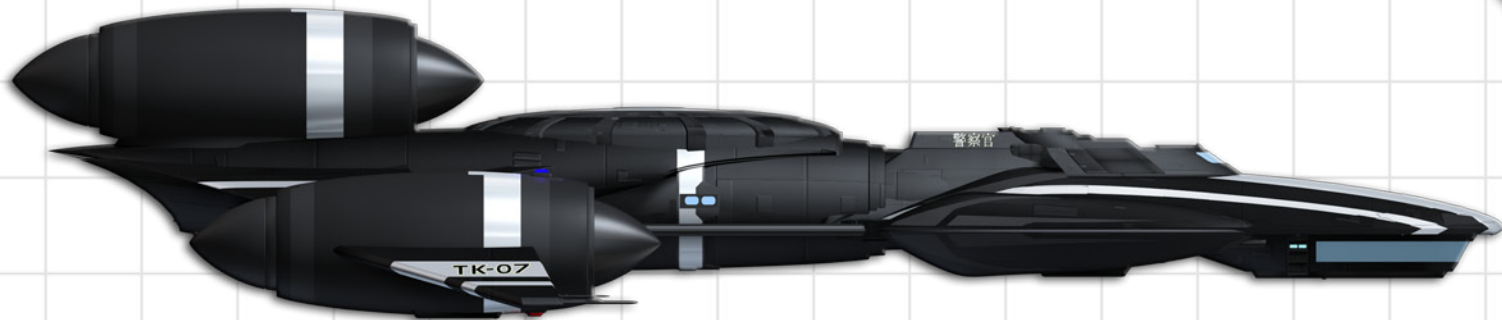


## COMPUTER SYSTEM



## SENSORS & COMMUNICATIONS





— 25 ft —



## Kintarō Interior Areas

Though the Kintaro design technically has three decks, the lowest is but a single chamber. The upper deck is also small, and divided into two unconnected sections. The middle deck contains the great majority of livable space on board.

### Upper Deck

#### 1. Cockpit

The cockpit is designed to provide a single pilot with everything he or she needs to fly the ship. The wrap around control surfaces are fully configurable and the window, which also has built-in display capabilities, provides a clear view forward and to either side.

The usual set up is to have the human pilot control propulsion, maneuvering, and weapon systems from here while the onboard A.I. handles engineering, sensors, communications, and navigation duties. If there is a second biological crew member, they would typically be stationed in engineering. A third crew member (which is rare but some owners have difficulty trusting synthetic sentience) would be in the computer center.

#### 2. Access Area

From here, stairs lead down to the main deck and doors lead forward into the cockpit and back towards the computer center. A smaller door off to one side grants access to a tiny lavatory (located here to minimize the pilot's time away from the controls).

Between this space and the computer center is a small ovoid air lock. A pressure hatch in the ceiling leads outside to the top of the ship. A similar hatch in the floor leads down to the middle deck. Drop down ladders are available for easy access in either direction.

Note that the stairwell can be closed off in an emergency. A composite plate, usually hidden just beneath the hardwood, slides across the opening at floor level – creating an air tight seal. This is a one-time operation as quick hardening epoxy welds the edges of the plate in place. The cockpit and access area together are referred to as the “flight deck” and are capable of detaching from the rest of the ship to serve as a life boat. See the “Additional Information” section for details.

#### 3. Computer Center

The Tachikaze were designed to serve as fast reconnaissance ships as well as police interceptors and so were equipped with a sizeable sensor, communication, and electronic countermeasure suite. In the Kintarō this military-grade equipment has been removed and replaced by high-end civilian components plus an advanced artificial intelligence system.

While this long chamber is still used for navigation, sensors, and communication, it is also the place for direct access to the computer system. Several monitors line the bulkheads and

a giant display unit takes up most of the aft wall above the primary control consol. As in the cockpit, all of the control surfaces in here are customizable and reconfigurable.

#### 4. Pool

Certainly a rare sight on any ship smaller than a cruise liner, the swimming pool is designed as a focus for entertainment while being a flagrant display of wealth and engineering. Though synthetic, the stone floor, tropical plants, and leather furniture look and feel completely real. The spacious windows provide an unobstructed view above and to either side of the ship and include holographic displays for a customizable “exterior” view. Window opacity and interior lighting are adjustable as would be expected, but the chamber also features a high fidelity sound system and deluxe environmental controls (including temperature, gravity, and fog/steam levels).

Even though high powered inertial compensators built into the ship prevent unseemly sloshing except during the most extreme maneuvers, the pool is built into a slight concavity a step lower than the rest of the chamber. This is so that the water will naturally gather back in the 5 foot deep pool after any time at zero G. Because of the real likelihood of such events, the entire room is constructed using water proof materials.

The chamber is an elongated dome truncated at either end. The forward bit is a storage closet and the aft end contains environmental and water processing systems. Meant as secondary means of egress, a hatch set into the floor against the aft wall leads down to engineering via an extendible ladder.

### Middle Deck

#### 5. Kitchen

The yacht has a huge kitchen for its hull tonnage – one easily capable of supporting several lavish dinners and parties over the course of a voyage. The round chambers in either corner provide temperature controlled storage for fresh ingredients (as opposed processed, dehydrated, and condensed food-stuffs). A variety of modern culinary equipment is built into the counters are bulkheads.

Despite its size, the kitchen is designed for use by a single chef, with automated systems to provide support. In addition to food preparation equipment this room also contains machines to handle the cleaning and storage of plates, utensils, and other such items.

Because of the slope of the hull near the nose of the ship, the ceiling at the front of the kitchen is noticeably lower than at the rear. The side walls also curve inwards towards the ceiling. Regardless, the area has plenty of space for a cook and one or more stewards to perform their duties.



## 6. Forward Hall

A long hallway forms the center of the main deck in the forward half of the ship. The front end of this hall slopes up slightly to the kitchen. Just outside of this are stairs leading down to the dining room. On either side are small storage rooms. The port side room is general storage for cleaning supplies, cutlery, etc. and the one to starboard is a secure storage room for weapons and valuables. It has reinforced walls, internal alarms, and a heavy duty door with a sophisticated locking mechanism. The large cabinets inside are likewise reinforced, alarmed, and locked.

In the center of the hallway's run are the stairs curving up to the flight deck. Nearby a hatch in the ceiling provides an alternate route to the upper deck. A concealed ladder drops down out of the ceiling to facilitate access when needed (which is rare). This stairway and the one further forward can be sealed off in an emergency - isolating the airspace on the flight deck and in the dining room.

## 7. Master Suite

The port (left) side of the forward hull is devoted to the master suite: a set of lavishly appointed rooms meant to house the ship owner in complete comfort. Expensive rugs cover the hardwood floors and tasteful artwork adorns the walls. As with most parts of the forward section, state of the art environmental controls and a built in sound system allow

for complete ambiance customization. The rooms do not have windows but these are simulated by advanced holography panels on the wall which can simulate depth of field from multiple viewpoints. They can also be set to display alternate environments, video, or artwork as desired.

The largest room in the suite is the sleeping chamber. It contains a sizable bed, couch, and chair. Sliding doors in the back wall conceal a wide closet. The forward room is an office or den with a desk and computer workstation, as well as another large closet. In between these two areas is a full bathroom.

## 8. Guest Cabins

Across the main hall from the master suite the matching space has been divided into two cabins. Each spacious room has a private bathroom and closet space. Environmental systems, wall screens, and tasteful décor are of the same quality as that found in the owner's rooms. Throughout these rooms the outer walls slope inwards towards the rounded ceiling - following the curvature of the hull.

## 9. Midship Air Lock

The elegant "neck" of the ship holds an air lock and the servant's quarters (as well as considerable internal and external bracing). As with the small air locks off of the dining room, this one has an extendible ramp to allow easy access to



ground level when needed. It is also built several feet below the main deck level (with stairs making up the difference) so as to minimize the drop outside of the ship.

### 10. Servant's Quarters

The servant's quarters are a pair of small cabins - each with a set of bunk beds - and a bathroom divided on either side of the central hall. One side has a shower while the other has a sink and toilet. The bunk rooms are spartan but nice enough, and feature windows with a view to the side of the ship.

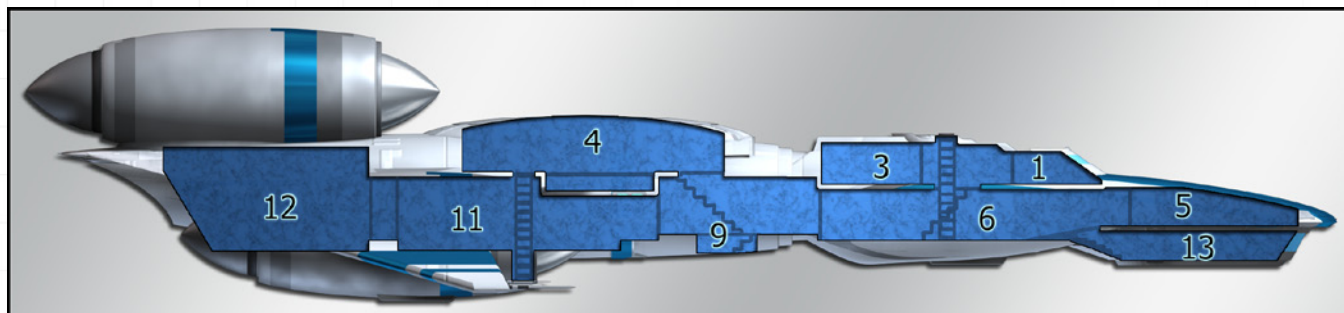
It is important to note that the Kintarō design does not need more than a single crew person (the pilot) so these are not usually crew cabins. They could be used as such if desired - for example if the owner would rather entertain guests than fly the ship, or if he or she prefers a human engineer to keep an eye on things. They could also be used to store synthetic crew (sentient or not), in which case the furniture may not be necessary.

A pressure hatch in the floor provides an emergency exit to the bottom of the ship. The tube between this hatch and the exterior one is about 5 feet long, allowing the space between to serve as a cramped air lock if needed. More typically this hatch is used when docking with other ships in space as the exterior aperture contains the usual extendible flex-tube and attachment mechanisms. A hatch in the ceiling (accessed using a drop down ladder) leads to the pool room above.

At the back of the chamber, a set of large doors leads into the aft bay. Smaller doors on either side lead to utility areas. On the port side are laundry machines. The utility room to starboard is used either as a workshop or a kennel (with the under-counter area converted into a luxury dog house).

### 12. Aft Bay

The rear-most room on the ship is a high-ceilinged vehicle bay. It has room for a single car or very small fighter. For size and versatility, hoverbikes are a common option. The cargo capacity listed in the statistics for the ship encompasses the



A typical ship's roster might include two stewards and a cook, with the cabins segregated by gender if possible. The last position is most commonly filled by a mechanic or back up pilot.

### 11. Engineering

This large chamber is built around the fusion reactor which provides power to the ship and engines. It has rounded walls following the curve of the hull. The ceiling is low in the forward part of the room (because of the swimming pool in the upper deck) but opens up over the back half of the room. The sound and vibration of the nearby dark energy drives fills the chamber when operating at speed, but only the servants quarters are close enough to be inconvenienced.

At the base of the reactor are diagnostic and control displays, with additional stations along the forward wall. In the Kintarō design, this room does not need to be crewed since all of the controls can be duplicated for the pilot on the flight deck. The artificial intelligence and automated systems can handle anything else short of hands-on repairs or modifications.

full bay. If a vehicle is being carried, then this capacity is reduced dramatically.

The floor has mag plates, straps, and other usual mean for securing cargo and vehicles. The back wall hinges down to form a ramp to ground level. While the bay can be used in space it is intended mainly for planet-side access. Cycling the atmosphere takes several minutes and the door-become-ramp that is the back wall is a bit awkward (compared to bay doors that slide to either side or retract into the ship) in the void.

On either side of the bay are smaller storage rooms for tools, parts, and extra ordinance for the missile launchers (which can be accessed via wall panels along either side of the bay). Because this class of ship lacks a true cargo hold, these areas and the bay itself will often hold additional supplies for the ship as a whole.

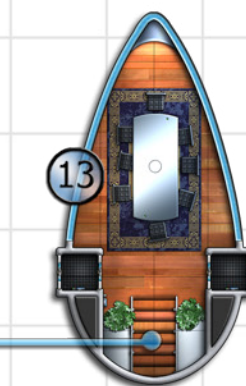
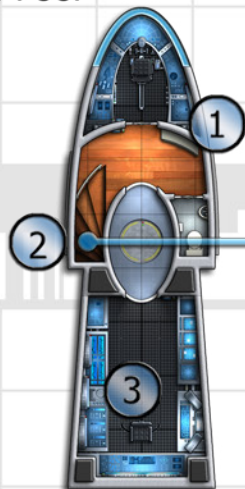
### Lower Deck

#### 13. Dining Room

Hanging beneath the forward hull, this elegant dining room offers an unimpeded view of the space before and to either

## MIDDLE DECK

1. Cockpit
2. Access Area
3. Computer Center
4. Pool

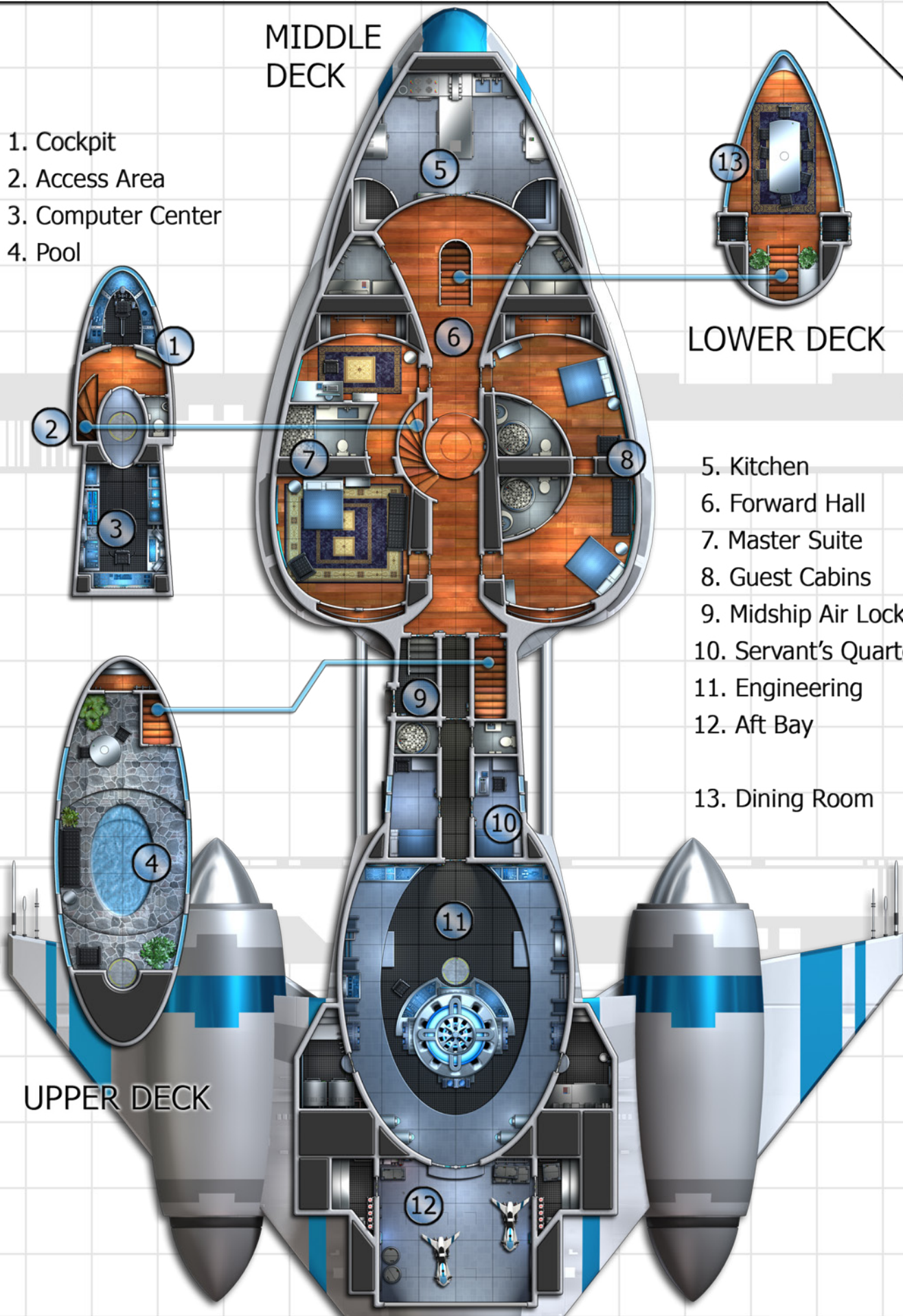


## LOWER DECK

5. Kitchen
6. Forward Hall
7. Master Suite
8. Guest Cabins
9. Midship Air Lock
10. Servant's Quarters
11. Engineering
12. Aft Bay
13. Dining Room



## UPPER DECK





side below the ship. The spacious table comfortably seats eight and has a built in holography unit to provide a centerpiece or overhead art. When in “business mode” this chamber serves as a conference room and the holo unit can be used for the usual variety of presentations and communication duties. The windows can be made opaque or display semi-realistic alternative imagery.

There are exits (and small air locks) on either side of the room. Extendible ramps can lower from here to ground level when the ship is landed. This is the usual boarding route for guests as the garage is clearly unsuitable and the mid ship air lock is considered the “employee entrance”. At the aft end of the dining room stairs lead up into the hall of the main deck. At the very front of the chamber a window seat is provided for those wishing to comfortably watch the forward progress of the vessel.

In an emergency this section of the ship can detach from the main hull and serve as a lavish life raft for several people.

to mass produce and so was scaled back and later sold to the police forces (and later yet to private citizens in a modified form). The spinal cannon is gone but the sensor and electronic counter measure equipment is still in place.

### 5. Galley

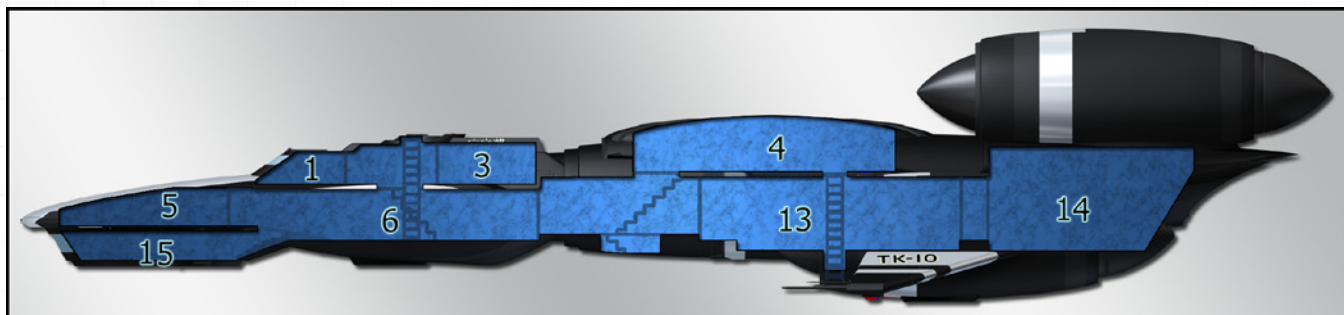
Meals are both prepared and eaten in this room. The equipment is designed to rehydrate and prepare pre-packaged food. The pantries on either side carry a bland selection of government issue rations.

### 6. Forward Hall

The small portside storage room is a basic forensics and evidence processing workshop while the starboard side secure area is the ship’s armory. These are the only differences (compared to Kintaro) in this area.

### 7. Captain’s Cabin

The commanding officer has his or her own room which doubles as an office. The adjoining restroom is shared with



## Tachikaze Interior Areas

Many areas of the Tachikaze police interceptor interior are the same as that found on a Kintarō yacht, though without the luxury appointments and expensive décor. Differences are discussed below, with location numbers referring to the Tachikaze map rather than the Kintarō.

### 1. 2. & 3. Top Deck, Forward

The forward areas of the top deck are nearly identical to the parallel spaces on a Kintarō-class ship. The cockpit, computer center, and area between have the same layout and purpose though the Tachikaze lacks the sophisticated artificial intelligence apparatus of the yacht.

### 4. Sensor/ECM Dome

Of course there is no swimming pool on the police interceptor. In the military prototype this elongated dome on the top of the ship housed electronic countermeasure equipment and a spinal mounted mass cannon. This was because the initial idea by Ashigara Industries was to market the Tachikaze as a military hunter-killer warship. It proved to be too expensive

the crew. Note that none of these cabins have windows or holographic window simulators.

### 8. Medical Bay

A small medical bay is provided for emergencies and at least one crew member will be a certified medic. Though well stocked, there is nothing fancy or particularly impressive about the facility.

### 9. Crew’s Quarters

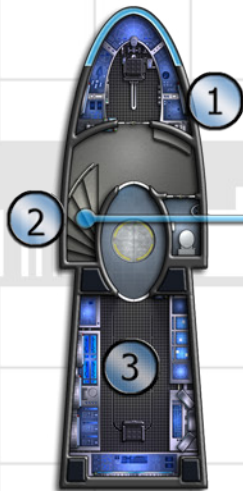
A Tachikaze runs with a standard crew of four in addition to the commanding officer. The four share this room among themselves and the nearby restroom with the captain. The room has four bunks, four lockers, and a small table. There is little in the way of decoration or entertainment.

### 10. Marine Barracks

An interceptor can carry half a dozen marines and their equipment. These extra crew members are meant to provide manpower (and fire power) for boarding actions, inspections, search & seizure, and other such “away” activities. Each

## MIDDLE DECK

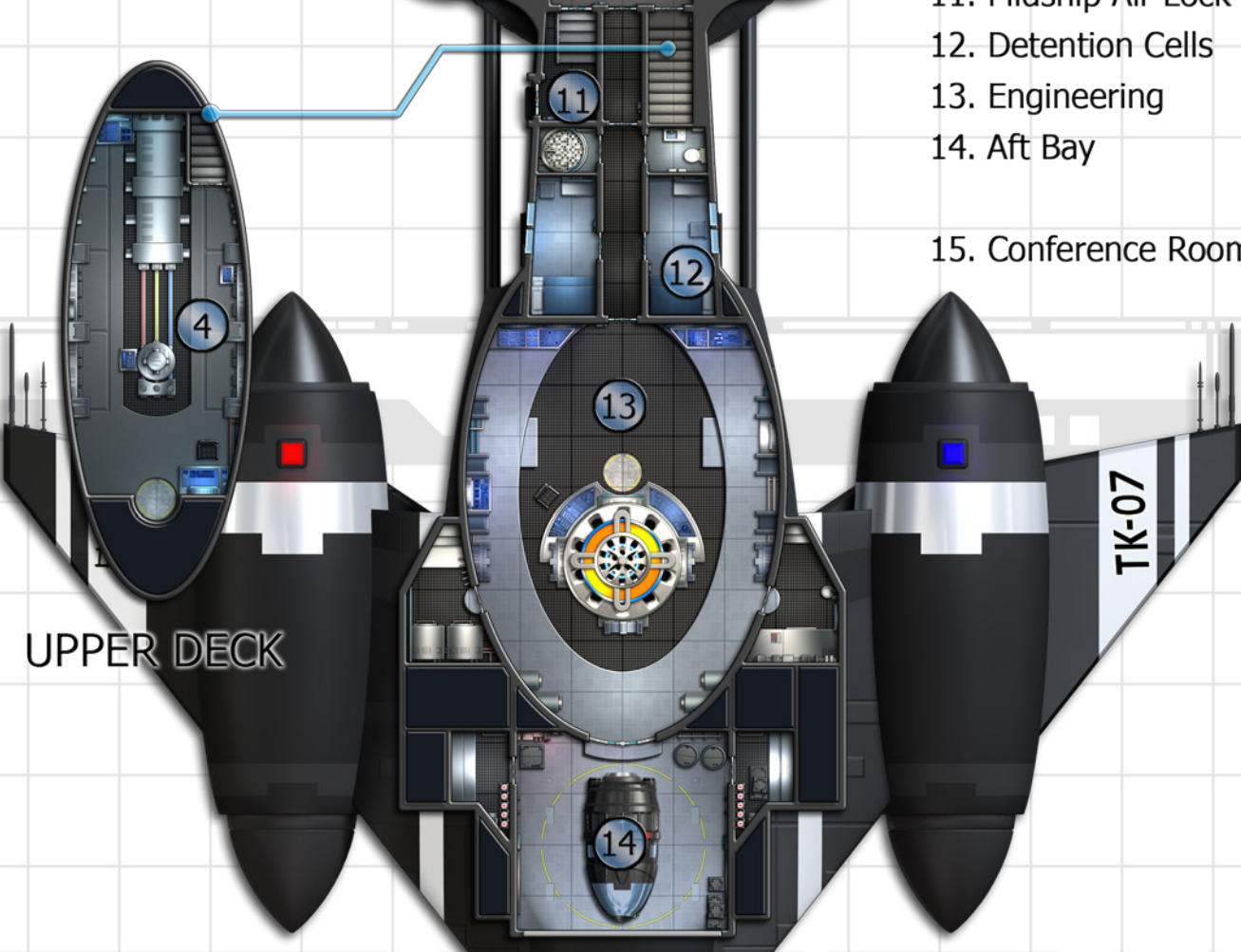
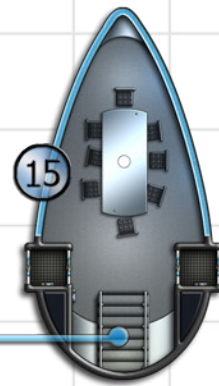
1. Cockpit
2. Access Area
3. Computer Center
4. Sensor/ECM Dome



## UPPER DECK

## LOWER DECK

5. Galley
6. Forward Hall
7. Captain's Cabin
8. Medical bay
9. Crew's Quarters
10. Marine Barracks
11. Midship Air Lock
12. Detention Cells
13. Engineering
14. Aft Bay
15. Conference Room





marine has a bunk and a locker for personal effects. Weapons and armor are stored in the armory at the forward end of the main hall.

This bunk room and the adjoining restrooms can instead be secured so that the area can serve as a holding room for up to six prisoners. With the dedicated detention cells, this allows a Tachikaze to transport up to ten prisoners if needed – though without a marine presence.

Depending on the patrol route and mission profile, the Tachikaze may carry a reduced (or no) complement of marines (which are technically law enforcement rather than military personnel, though their training and gear is the same). An empty version of this room is provided in the map book. It can be used as a cargo area, rec room, or customized as desired.

#### **11. Air Lock**

This is the same as the midship airlock described in the Kintarō description.

#### **12. Detention Cells**

On a Tachikaze the servants quarters are detention cells. Using automated doors, the hall in between can be secured so that prisoners can use the toilet and shower facilities without risking access to the rest of the ship. The cell doors have meal slots as well.

#### **13. Engineering**

The engine room is the same as on Kintaro though the ceiling is higher since there is no swimming pool on the upper deck. The utility room on the port side is still used for laundry. The workshop on the right side is equipped to maintain arms and armor as well as perform light repairs on ship's systems.

#### **14. Aft Bay**

An interceptor sometimes needs to send people to (or from) a ship which has been stopped for whatever reason. While the Tachikaze itself could dock with the suspect, it is often more desirable to leave the interceptor at range where it can bring its weapons to bear if needed. For this reason, Tachikaze interceptors carry a modified Series-10 Comet from Canopus Industries. Even this small shuttle is a tight fit in the bay, especially when supplies and miscellaneous cargo need to share the space.

#### **15. Conference room**

The single chamber on the lower deck is a utilitarian conference room though it is frequently used for meals or off-duty socializing. The wrap around window has built-in display technology (not holographic or 3D, but it can project a standard display screen anywhere and at any size along the window). This is very useful for presentations but is more commonly used for entertainment – due to the lack of a lounge on board or video screens in the crew quarters.

### **Military Tachikaze Interior**

The interior of the original military prototype design is the same as the police version except the top dome is completely filled by a mass cannon and its supporting structures/ammo magazines. The “detention cells” are normal bunk rooms for engineering crew. The ship carries no vehicles in the aft bay as this space is typically filled with the supplies and ordinance needed for extended missions.







## Additional Information

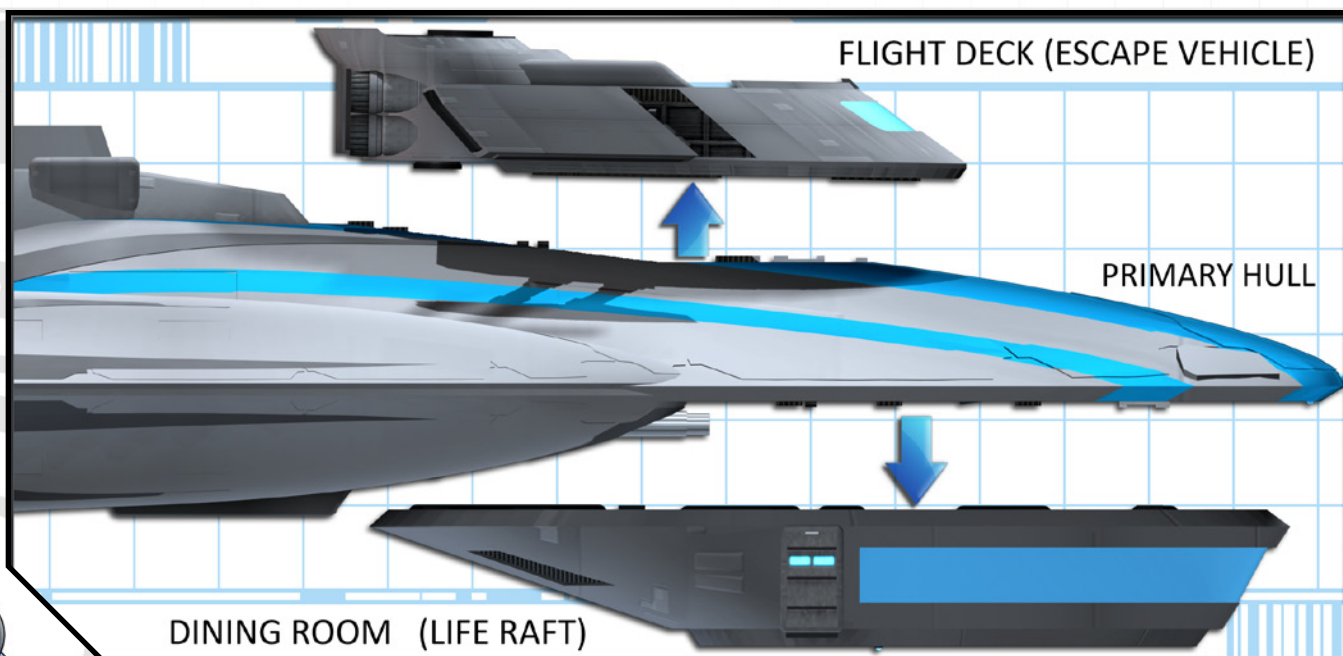
### Emergency Escape Mechanisms

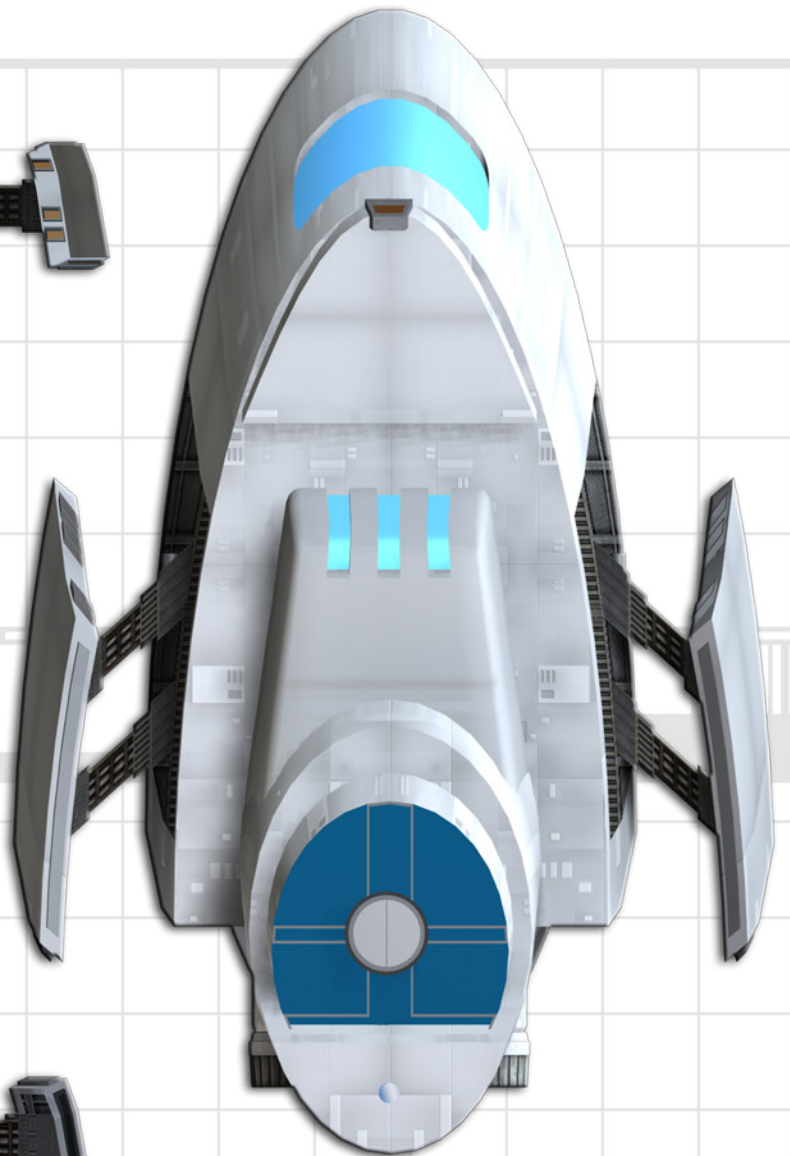
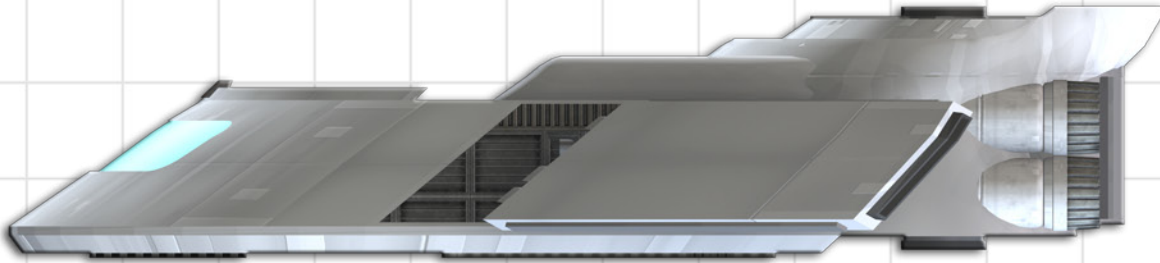
When a ship of this caliber suffers a catastrophic failure there may not be time for the pilot to get into a life boat or escape pod. For this reason (and just to push the design envelope) the entire flight deck is designed as an emergency escape vehicle. It can detach from the rest of the ship and operate independently with complete flight control. There's room for several more people in the access area. Safety harnesses and attachment points are concealed behind wall and floor panels, as is a small supply of emergency rations.

Note that reattaching the flight deck to the hull requires a spacedock as explosive bolts and emergency seals have to be replaced and reset. Without the cockpit, the rest of the ship can do little more than maintain orbit, stay on course, or drift.

Employing similar technology, the dining area can also detach from the main hull of the ship while maintaining life support. This section, however, has nothing more than station keeping thruster and so is a life raft rather than an emergency vehicle. It will keep guests alive and comfortable while they await rescue, but gives them little control over how or when this happens. It has a built in distress beacon but, unlike the flight deck, cannot navigate or make more than a crash landing planetside.

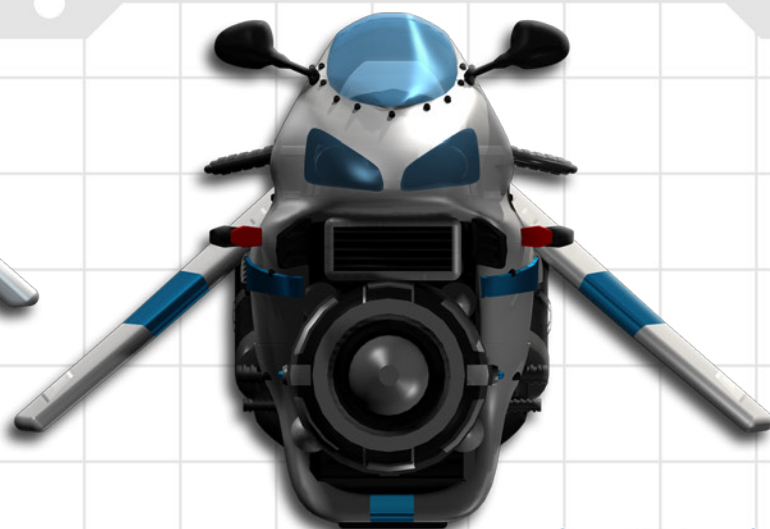
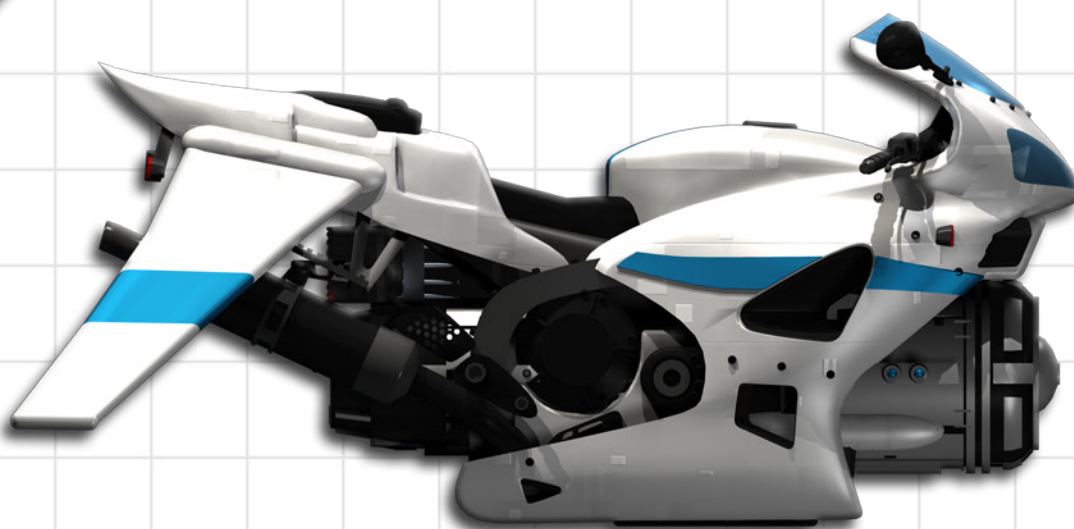
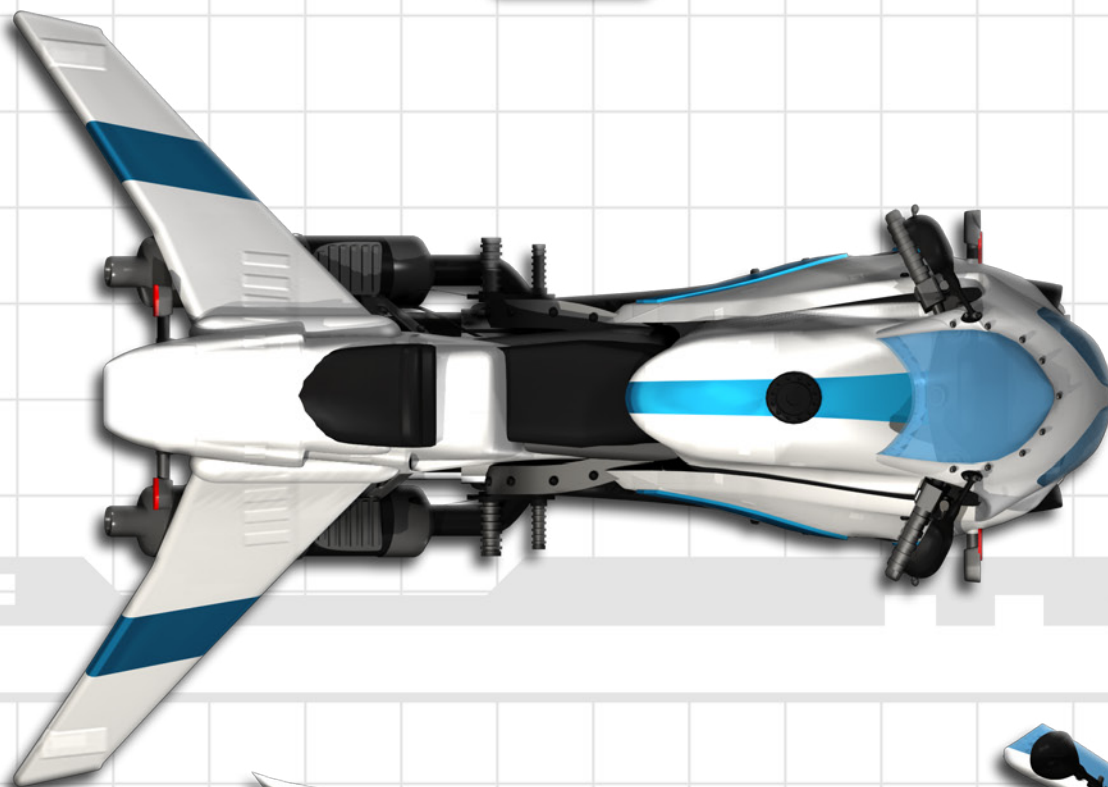
Storage lockers in the floor hold food and water, as well as the equipment needed to turn one of the air locks into a temporary restroom. The well-padded chairs are bolted to the floor and have harnesses hidden beneath the cushions. There are additional harnesses and strap-in points concealed in the wall and floor - all designed to keep people safe in the event of an emergency separation or landing.





5 ft





1.28 ft



### Masakari-class Jetbike

Designed by Oshiro/Nakamura Overland, the ONO-Masakari jetbike blends modern and retro styles while maximizing performance. The old school frame houses advanced gravitic systems to control suspension and steering. A powerful particle induction engine forms the core of the machine, providing as much thrust as the driver can handle while a forward-focused particle screen is employed to reduce wind shear. When parked the bike rests on its ventral scuff pad. The rear “wings” provide stability both at speed and when grounded.

For all of its expensive components and cutting edge engineering, the Masakari does have its limitations. The engine requires an atmosphere (of any sort) as a source of mass to accelerate out the back of the jet. In a vacuum only the gravitic system is available for thrust, limiting speed to little more than a brisk walking pace. Another limitation of the gravitics is the maximum altitude. The bike is designed to operate just a few feet above the ground – “pushing” off of the solid surface below to provide precise attitude control and instant responsiveness. While impressive jumps are possible, the Masakari cannot fly. Still, this vehicle is a status symbol designed for the utmost in performance; and it’s top of its class within that niche.



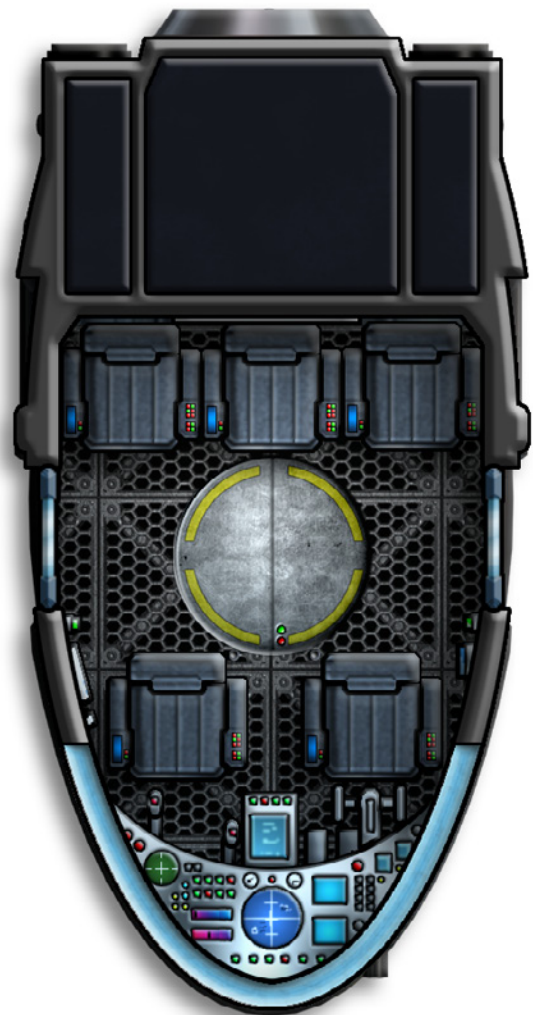


### Series-10 Comet

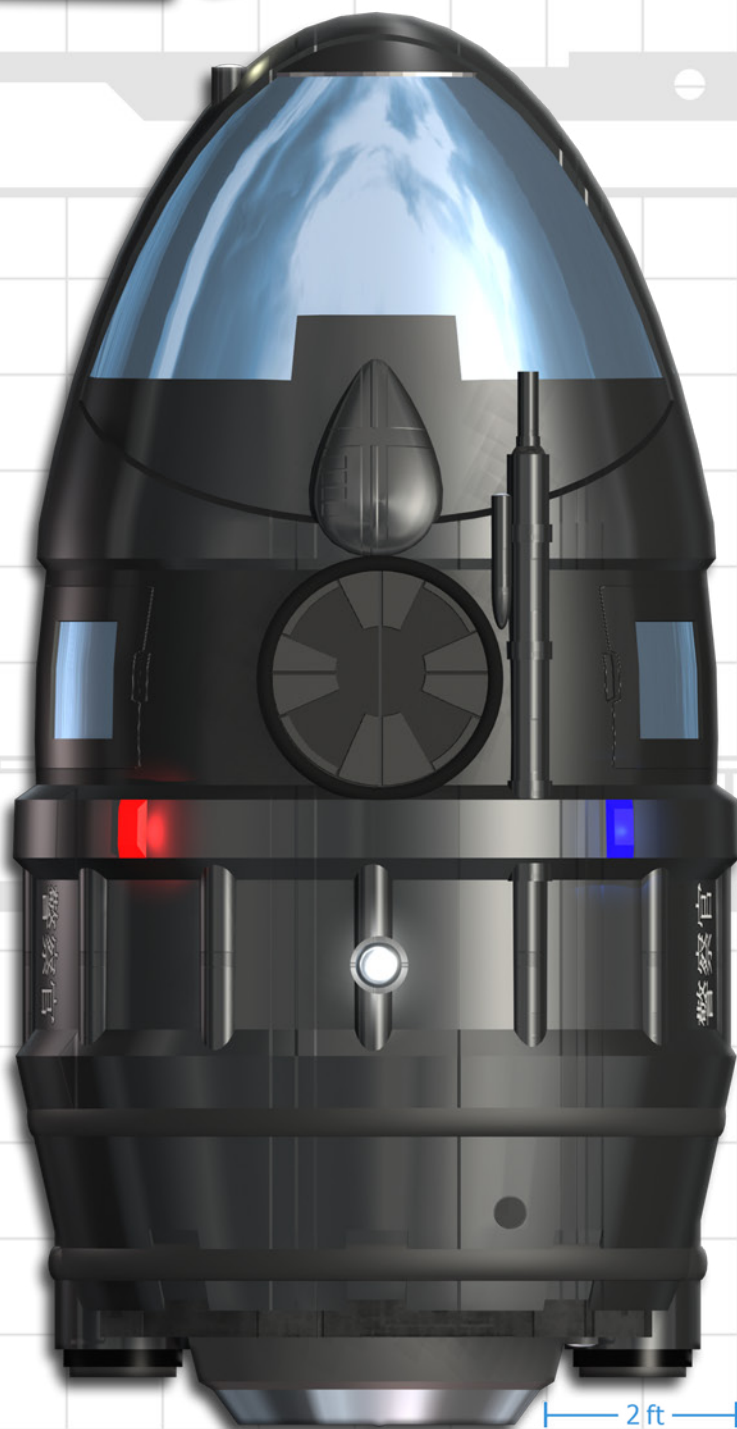
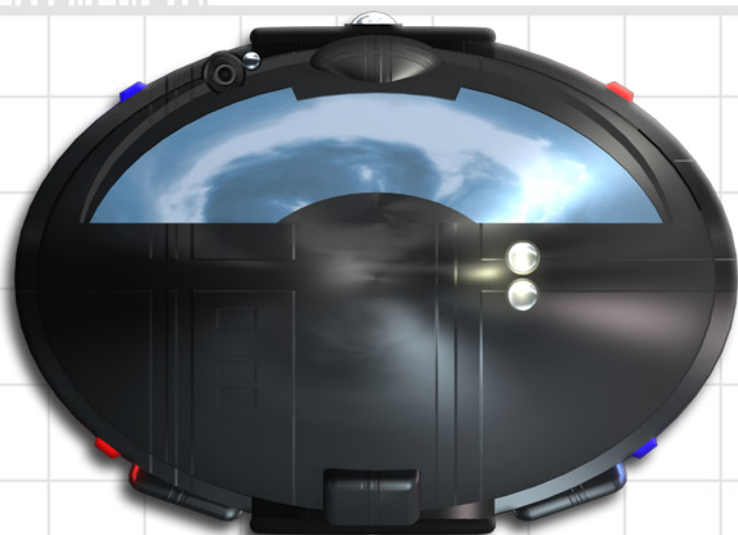
The S-10 Comet is the latest iteration of a popular civilian shuttle. The design is an evolution of the Magnum-class escape pod (the hallmark product of Canopus Corp). It is designed to operate well in atmosphere and low orbit, though it is capable of both deep-space and underwater travel. With its expensive induction engine, the standard version is considered a little pricey but not quite a ‘luxury craft’.

The Comet can be entered through doors on either side. These doors part horizontally in the middle, with the lower half acting as a step down to ground level. There is an emergency docking hatch on the top of the craft but (in normal-G) it’s difficult to climb out without using the seat backs. There are acceleration chairs for five and room for a couple more passengers on the floor. There is a storage locker underneath the rear row of seats.

The “Series 10b” is a law enforcement upgrade. With a more powerful engine it is faster than the original and can support the single particle cannon mounted on the dorsal side of the hull. An additional docking hatch is present in the bottom of the ship – meant to allow for a more efficient boarding action under normal gravity: officers can quickly drop down through the lower hatch rather than climb awkwardly one by one through the upper hatch. A black paint scheme and red/blue warning lights round out the modifications.



[ END OF CHAPTER ]



2 ft