

FUTURE ARMADA

DELUXE STARSHIP DESIGNS



ARGOS III DEEP SPACE PORT



Requires the use of the d20 Modern™ Roleplaying Game, published by Wizards of the Coast, Inc.





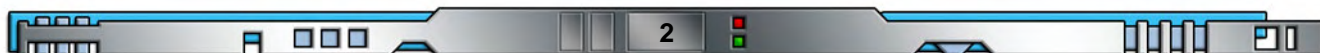
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Future Armada: Argos III

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Overview

Argos III is a deep space port stationed in the void between the Confederation core worlds and the distant Tōhoku ("Northeast") Colonies.

There are a total of five Argos stations, but the other four are much smaller and of little consequence. Argos I and V (at either end of the trade route) are small Vigilance-class outposts while II and IV are simply unmanned navigation beacons plus minimal emergency facilities. Argos III, commonly called "Midway Station" lies at the center of the trade route and is the only one of the stations that warrants a stop.

The station was originally designed and begun as a government project. The goal was to develop a system of components that could be used to construct large stations and capital ships by reusing a set of standard pieces and technologies. But as costs rose and deadlines slipped, construction (and ownership) was taken over by various private contractors. When Argos III was completed, it was discovered that most of these contractors were ultimately owned by the Sendai Corporation – which itself turned out to be a front for an organized crime syndicate run by "daimyo" Mitsuru Suyama.

So it was that Midway Station became a new base of operations for organized crime. There are various legal actions pending to rectify the situation but it will take several years to resolve the issue (if it ever can be). In the meantime House Suyama legally owns the station, though it is still bound by law to allow government personnel to handle flight operations and matters of taxation, public safety, and security.

Though d20 statistics are provided, you are welcomed and encouraged to make any modifications that you desire to fit your system of choice. On the interior maps, one square is equivalent to 5 ft (or 2m if that better fits your game system).

NB: Because of file size limitations, this product does not include giant, composite images of the interior of the station.



Sendai Corporation

Sendai Corporation is based in the Tōhoku Colonies and uses Argos III as its main center of trade with the Confederation core. As such, it is in the corporation's best interest to keep things running smoothly. So while there are certainly undesirable elements present, the station is still safe for your average travelers and tradesmen. For the most part the port is clean and efficiently run, with no obvious signs of the criminal element running things behind the scenes. To a casual observer Argos III looks much like any other deep space port.

There are a few notable differences however. First, the laws are very lax. For example, it is permissible to openly carry weapons and there is little risk of being detained due to minor infractions such as bar fights or public intoxication. Laws against gambling, prostitution, and drug use are only enforced when it benefits the House. Taxation is at the minimum possible levels, making this an attractive place to do legitimate business. The computer systems are also isolated and heavily screened for maximum privacy – contracts, bank transfers, and other electronic transactions can be completed without leaving an electronic trail. This, of course, appeals most to those doing not-so-legitimate business.

All of the real estate on the station is ultimately owned by Sendai, though most is leased out. The main administration area, bridge, and portions of the hangar ring are on permanent lease to ConFed for legal reasons. Revoking these leases would allow the law to declare the station unsafe and so shut it down.

Station Characteristics

General Layout

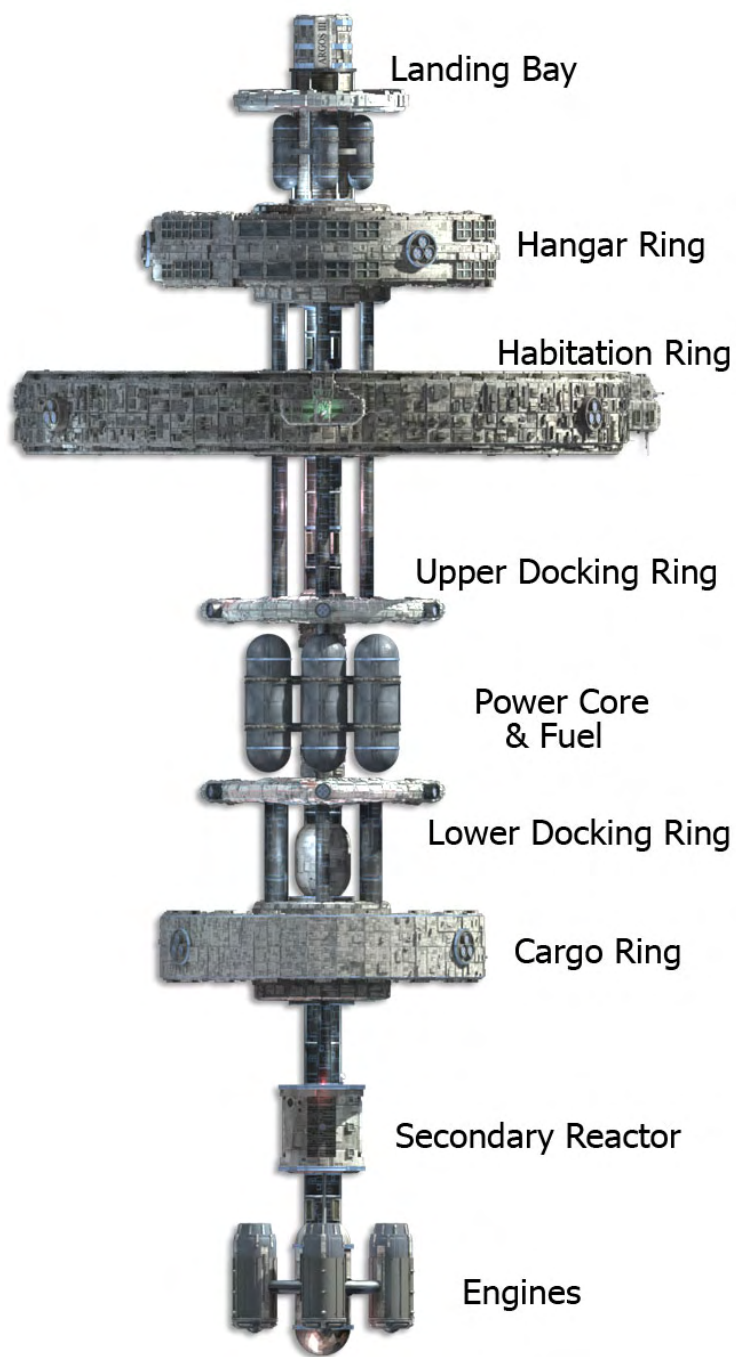
There are three independently rotating rings on the station: the large habitation ring, and the smaller hangar and cargo rings. Viewed from the top (where the landing bay is), the habitation ring rotates clockwise and the other two rotate counter-clockwise.

Gravity is almost Earth-normal in the habitation ring but less than half as strong in the other two rings. Other areas of the station have no artificial gravity at all. Any area designed for human use is well signed with visual cues to keep occupants oriented with regards to location and spin. While the rotational speed (about 2 revolutions per minute) is low enough to prevent most adaptation problems, the subtle Coriolis effects can still catch newcomers off guard.

Because rotation is used to simulate gravity, the "floor" of the mapped areas is the outer wall of the ring and windows look either up or down the length of the station (if up and down are considered to be oriented like the diagram to the right). In any of the longer hallways the curvature of the floor is apparent and it can take some getting used to. One always seems to be at the lowest point of a corridor that curves up both before and behind. Luckily, this low point seems to move with you so (aside from slight Coriolis effects) there is no extra effort required to walk up that apparent slope.

The three rings mentioned are the areas mapped out in this product. The other areas of the station consist of equipment and narrow crawlspaces, or empty areas enclosed by equipment (such as the landing bay and Transportation Tube system). In either case, a miniature-scale map is impractical and of little use. Vacuum suits would also be required in such areas as they lack life support.

Aside from the engines, the station is built using Progress Level 7 and lower technology. The rotating rings may seem primitive, but they are efficient and work well with Sendai's component system. Inside, the rotational mechanism actually uses contained magnetic fields rather than large gears and motors. It is the same basic technology used to push transit spheres through the T² tubes.



There is a landing bay at the top of the station – designed only for small craft which are then shuttled internally to the hangar ring. Far below the habitation ring is the power core and fuel storage area. There are docking rings above and below this – provided for larger ships to dock (externally) with the station. At the very bottom of the station are the secondary reactor and main engines, used to adjust position or to relocate Argos III as required.

Those in Charge

Three people rule over the station. One runs the private and criminal factions. The other two control the military and government presence.

Mitsuru Suyama

From the streets of Newedo, Mitsuru started as a gang leader and eventually founded his own crime syndicate. He is now the head of House Suyama and CEO of Sendai Corporation – the business front for the family and public owner of Argos III. He has taken up residence here as his current focus is in establishing ties with factions in the ConFed core worlds. Midway Station provides a perfect meeting place.

Mitsuru Suyama is built like a sumo wrestler, though he is advancing into his later years. His fringe of hair and goatee are both well gone to grey and his face is creased by both wrinkles and scars. Mr. Suyama has a reputation as a shrew businessman and merciless opponent. He is often blunt and to-the-point in his dealing. Few who cross him live to boast of the feat. He always dresses in expensive, tailored suits as befits his station. While he carries a small pistol concealed in his sleeve, he relies on his retinue of bodyguards for real protection.

Suyama's wife was killed several years ago and since then he has gone through a number of mistresses. The latest's is Katsuko Ashida: a beautiful and ruthless woman in her mid thirties. She runs the Red Lantern brothel and has become very accustomed to her expensive lifestyle.

Station Commander Claire O'Brien

Commander O'Brien was given this assignment because her past record and psych evaluations indicated that she would be highly resistant to corruption. She is a person of steadfast honor with a deep-seated dislike for criminals. From a long line of planet-side police enforcers, she was drafted into the military and decided to stick with the career after becoming an officer. Her job here is to keep an eye on House Suyama / Sendai Corp and to protect the station from threats both internal and external. Argos III is an important part of the trade route and the government needs to keep it functional.

Claire O'Brien is almost thirty, which is still young for someone in her position of authority. She is tall and lean, wearing her reddish hair

pulled back from her face. She is always in uniform and always considers herself on duty. She doesn't socialize with anyone other than her senior officers. As the highest authority in the station, both the Chief Administrator and Chief Engineer report to her, as do the squadron leaders and other military officers on board.

Chief Administrator Alexander Vansant

The sophisticated Alexander Vansant is a government official in charge of the non-military operations of Argos III. He is also the main liaison between the station commander and the Sendai leadership. He handles legal and administrative matters while Commander O'Brien takes care of the military & security side.

Mr. Vansant is well educated and gained his position through politics and personal favors. Unlike Commander O'Brien, he is not above the occasional bribe or blackmail. He is tall and impeccably dressed. He speaks with a dignified accent and often sounds condescending (which is an accurate assessment of his attitude)

Overseer

Argos III has an extensive and ubiquitous public computer network – designed to provide information to the citizens and to provide for the efficient operation of the station. This system, dubbed "Overseer", is free for public use. In addition to all the normal information and communication abilities common in such systems, it can also be used to reserve time at everything from a restaurant to a public toilet. The availability of almost any resource or facility can be checked and reserved online.



Overseer Logo

The computer can be accessed from any station terminal or handheld computer with access to the station's wireless network. Almost every residence has an overseer screen built into the wall near the door. The system uses touch screens and voice recognition as its most common interface.



Miscellaneous Station Information

While Argos III is large for a free-floating structure, the community itself is fairly small and tightly knit. It is a small town rather than a city, and one with a feel of lawlessness to it – rather like a frontier settlement of the Old West.

The station has room for about 350 residents and almost 200 military/government personnel (150 of which are pilots & officers barracked on the hangar ring). The jail has an internal capacity of 32 prisoners and the hospital has beds for 28 patients. The hotel has room for just over 80 guests. At present, the station is running at a healthy 80% capacity with regards to residents and guests.

It is clear that the great majority of people here are for work or 'just passing through'. There are few children or elderly people. The people that live here permanently are here to keep the station running or to make money off of the travelers and traders using the port. It's not the kind of place to put down roots or make long-term plans.

Of course all habitable parts of the station are strictly climate controlled. There is very little variance in temperature or humidity. The station keeps to Earth-standard time, dimming the lights during evening and nighttime hours. Businesses are also encouraged to follow these schedules. Engineering areas are dimly lit regardless of the time of day. Areas without atmosphere or gravity are generally unit except for the light put out by machines and their diagnostic displays.

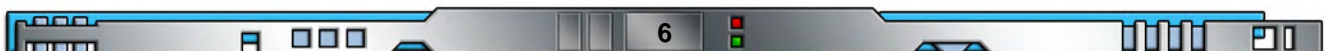
The default interior décor of the station is rather plain and does not vary much from location to location. Every piece of furniture and equipment on board was bought in bulk for use on Argos III. It is all of medium quality – dependable but not fancy – and all considered station property. There are only a handful of chair, bed, and cabinet styles and even fewer carpet and blanket choices. Computer terminals, video units, and other common electronics are also all drawn from a common pool (with the extras stored in Cargo Bay 24). While a few inhabitants add a personal touch here and there, large scale decorating is discouraged.

Legally, Sendai Corporation owns everything originally on the station that is not military gear. The shops and suites are all leased and even the chairs and blankets in a given room are just on loan. On the bright side, this makes routine upkeep easy for the residents. For example, bedding is collected and processed by station housekeepers; and if a video unit breaks down it is just replaced by a duplicate when the old one is taken by maintenance staff. You won't have the same blanket week to week, but at least you don't have to wash it yourself.

The station is unarmed (one legal battle that ConFed actually one against Sendai) and must rely on the military presence for defense. This 'presence' consists of 144 armed fighter craft – all capable of nearly simultaneous launch. Thus far, the station has remained undarmed by pirates or other hostile craft.

The Surrounding Space

There is nothing of interest for a great distance in any direction. The nearest man-made objects are Argos II and Argos IV, both unmanned nav beacons. There are no planets or natural bodies along the trade route, though there are a few derelict hulls drifting in the void – stripped of everything of value. There are various small nebulae at a distance of 100+ AU. These stellar nurseries are home to a few forming stars but are still too young for planets. They provide little more than light and a pretty starscape outside the station windows.



Sendai Component System

Argos III was constructed using a prefabricated set of components, also called “blocks”. These are 35 ft by 45 ft areas roughly one and a half stories high (one block is a single 7x9 inch map page). They are sandwiched into a superstructure grid to form the habitable areas of the station. The same system can be used to build capital ships or ground-based structure.

On Argos III the main habitation ring, hangar ring, and cargo ring are all 3 blocks thick. The habitation ring is 72 blocks long (circumference) while the other two are each 36 blocks long. Blocks are typically laid out in groups of 3 rows by 6 columns. This is a “subsector” in one of the rings (and is also what will easily fit onto one page at a decent scale).

The blocks within a subsector are identified by row and column as shown below:

A1	A2	A3	A4	A5	A6
B1	B2	B3	B4	B5	B6
C1	C2	C3	C4	C5	C6

Block Addresses in a Subsector

This is a top-down view of the subsector. For the habitation ring more subsectors would be to the right and left of this one, and windows would be along the outer edge of the A and C rows. The codes shown are used in addressing specific blocks in the given ring (and to help when organizing printed map pages). The area descriptions for each subsector reference these block numbers heavily.

As an aside, the technology for constructing these blocks and the supporting superstructure has become known as the “Sendai Component System” because that company now owns the patents on the technology, though they were originally developed by ConFed government labs.

Bulkheads & Pressure Doors

As the components are meant to be used in a vacuum, many come with emergency bulkheads. These are built into the walls at the edge of the block and close automatically (with appropriate warning sirens, flashing lights, and ominous countdown) in the event of serious depressurization.



On the character-scale maps, the bulkheads look like the adjacent image. The doors are thick steel, painted in black & yellow warning stripes, and are partially visible even when fully retracted into the walls.

There are also large pressure doors built into the side walls of some blocks. These were mainly used for construction but are still sometimes employed to deliver cargo or other equipment which is too large for the T² system.



Unless there is a ship docked to the exterior of the ring, these doors open directly to the void. Because of this security is extremely high for these doors in the habitation ring. In addition to the codes entered at the door, remote clearance is required from the bridge as well. Even so, there is a one minute warning siren and emergency bulkheads will seal if the sensor system detects vacuum on the other side of the pressure door.

Similar doors allow cargo to be loaded and unloaded into the odd-numbered bays of the cargo ring. Security around these is more relaxed as only authorized personnel should be in the area.

Transportation Tube System ("T²")

The Sendai Component System utilizes a unique mass-transit system to provide transportation between sectors and sections of the station. A complex system of automated tubes connects the various stops and people travel in through these tubes in transit spheres. The tubes are like elevator shafts except that they run in circuits and intersect each other through automated switching mechanisms such that any destination can be reached from a given stop. The transit spheres (described below) are akin to spherical elevators in that they carry groups of people along these routes.

The Transportation Tube system is also known as the T² (pronounced "T-square").



Transportation Tube Logo

A transit sphere has a stable inner sphere which serves as the cabin. It has a floor, seats, and destination controls like any advanced people mover. This inner sphere remains properly oriented with the current gravity (or acceleration) because the floor and equipment beneath is more massive than the air-filled passenger area. Encompassing the cabin like a metal shell is a thin outer sphere which can roll and reorient itself freely as the sphere moves along a tube.

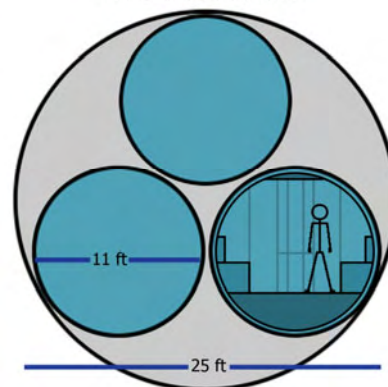
Magnetic force is used to propel a transit sphere along a given tube. It is also used to remove friction between the cabin and outer shell - the cabin actually hovers in the middle of the skin though there is less than a quarter inch of airspace between the two surfaces, and about half an inch between the shell and the tube wall. The outer surface of the cabin and the entirety of the skin are made of a special alloy that responds to the artificial magnetism used to

power the system while shielding people inside from unwanted magnetic effects. This alloy is as strong, and opaque, as normal steel.

When the transit sphere reaches its destination, both the inner sphere and outer skin align so that the door areas in both match up with the doorway at the current stop. The Transportation Tubes do not have gravity generators installed so it is common to experience zero G in the middle part of the trip. Various signs warn about loose items and possible disorientation.

The spokes leading from the center of Argos III out to the main habitation ring each contain three bundled T² tubes – one running spheres to the ring, one bringing them back, and a back-up tube used for maintenance, sphere storage, and shunting spheres during high traffic times. A transit sphere is 11 ft in diameter and the bundled set of three is contained in a cylinder 25ft across.

TRANSPORTATION TUBE
axis cross section



It takes about half a minute to cross from one sector to another, and up to a minute to travel the length of the station top to bottom.

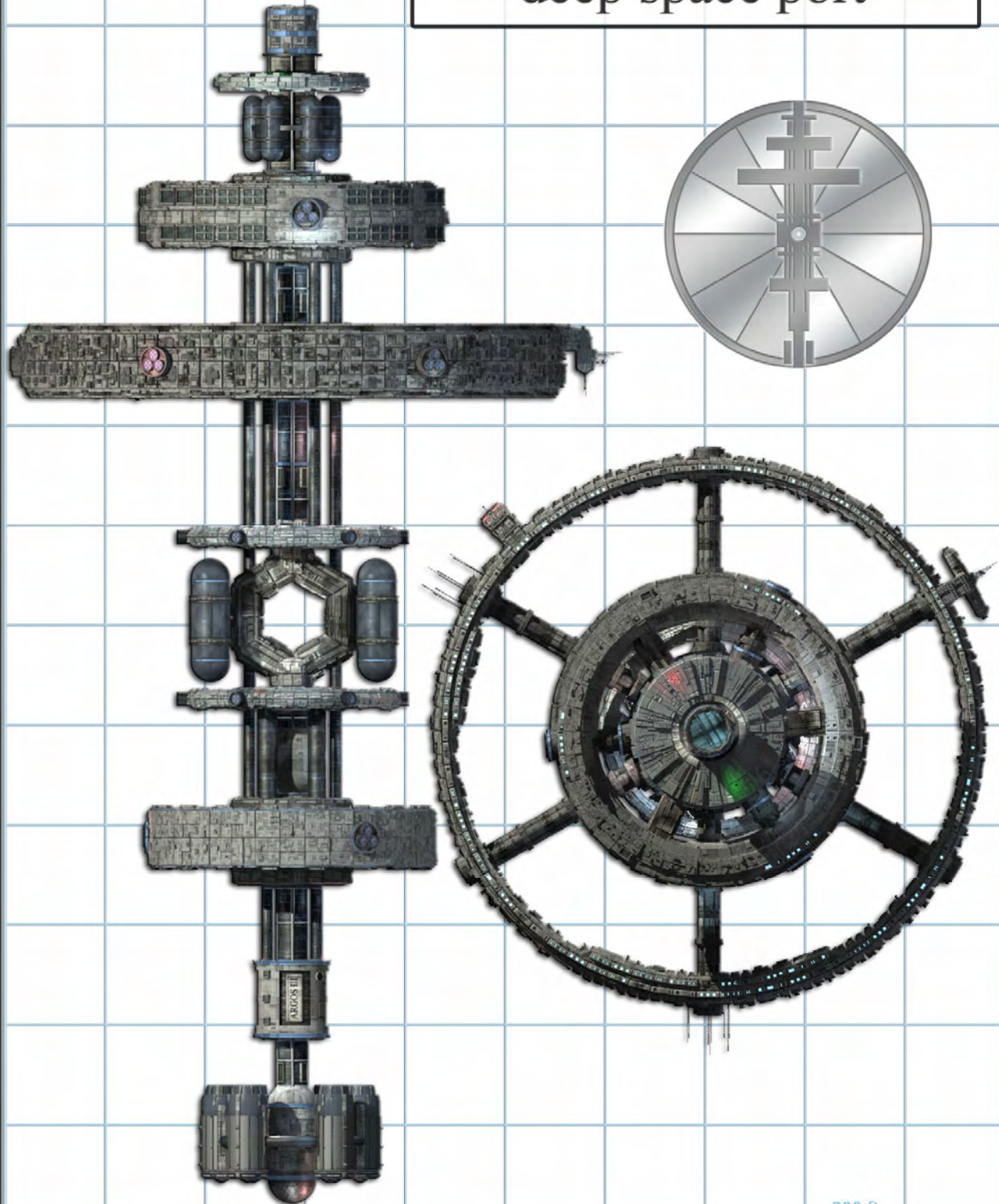
The tubes run the length of the station even though the areas at the end are not mapped out. In all cases, there is a single chamber (block Mi.02) surrounded by various machinery and equipment – most of it very large and complex. Assume that there are numerous maintenance crawlways leading off into the depths, but there is no life support beyond that initial block. Even getting the Transit Sphere to stop at such a location requires proper ID and authorization codes. All are under remote surveillance.

ARGOS III				
Progress Level	PL 7 (+PL 8 engines)		Size	Colossal (-8 size)
Type	Superheavy		Tactical Speed	100 ft (1/5 th sq.)
Subtype	Space Station		Height	2380 ft tall 1185 ft diameter
Defense	5 (always flat footed)		Weight	350,000 tons
			Targeting Bonus	+5
			Crew	200 (trained +4)
Hardness	40		Passenger Capacity	450
Hit Dice	700d20 (14,000 hp)		Cargo Capacity	36,000 tons in cargo ring 10,000 tons elsewhere
Initiative	+2		Grapple Modifier	+16
Pilot's Class Bonus	+3		Base Purchase DC	72
Pilot's Dex Modifier	+2		Restriction	Military (+3)
Gunner's Attack Bonus	NA		Grappling Systems	Grapplers, Tractor beam emitter
Engines	Station keeping thrusters & Gravitic redirectors		Armor	Neutronite
Sensors	Class IV sensor array		Communications	Radio transceiver Drivesat comm. array
Expert crew				
Defense Systems	Improved damage control (6d10), particle field, radiation shielding, magnetic field			
Weapons	none			
Attacks	none			
Attack of Opportunity	none			

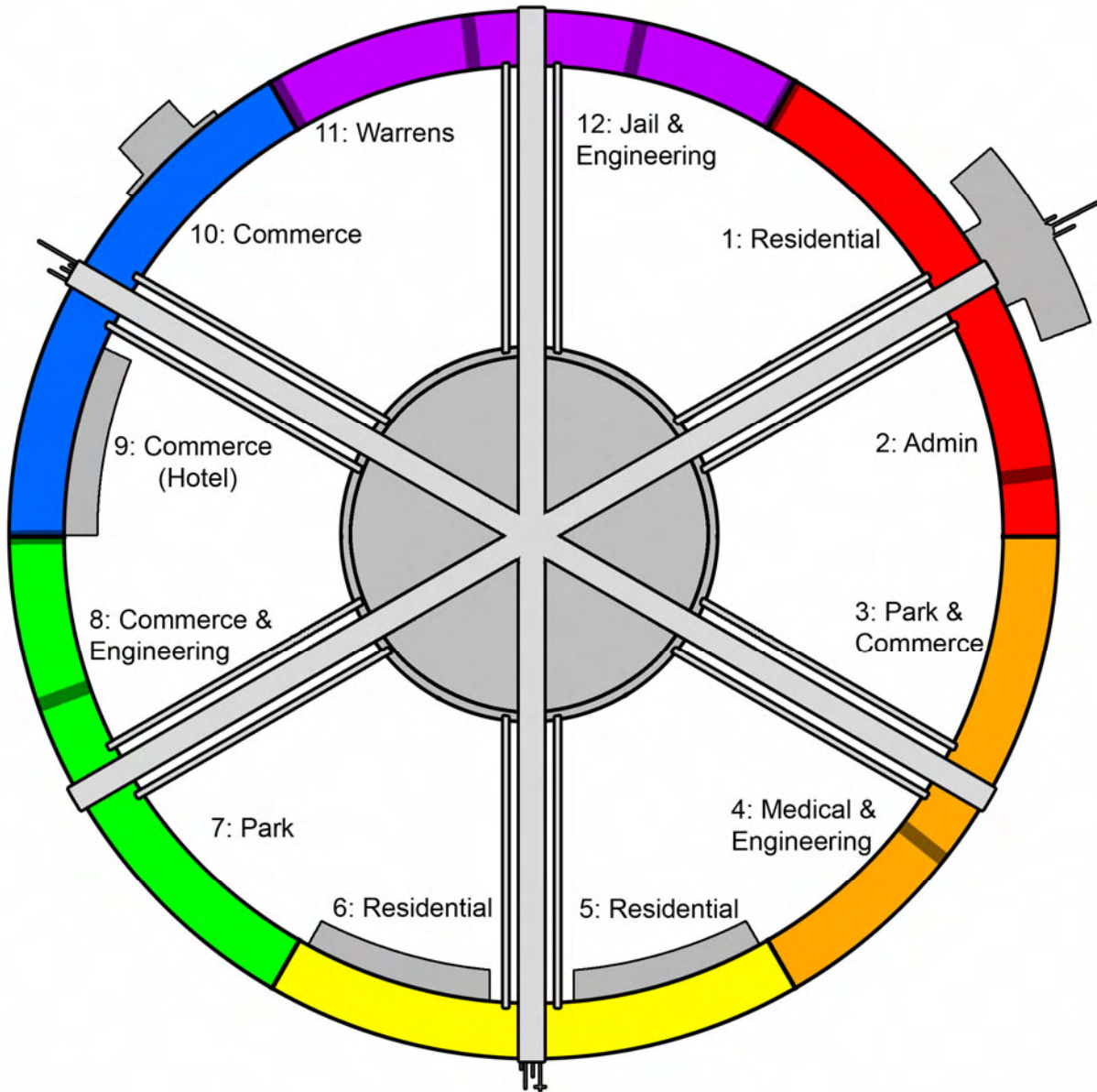
Space station "house rules": Tactical speed is 100 ft, they count as two weight categories higher for equipment with size restrictions, and are always 'flat footed'.

ARGOS III

—deep space port—



200 ft



Interior: Habitation Ring

This large ring contains the vast majority of people and interesting places on the station. It can be argued, in fact, that the rest of the station exists only to serve and support this structure.

The ring is logically divided into six sectors – each identified by a certain color (see the diagram above). While the interior of the station generally follows a blue/white/grey color scheme, there is (at least in public halls) a wide decorative stripe at waist level that matches the sector color. Each sector has its own Transportation Tube stop – also color coded.

Each sector is broken into two subsectors, mainly for the sake of addressing specific locations. If the habitation ring is looked at as an old analog clock, then the subsectors correspond to where the hour hand would be at that time of day (subsector 1 is where the hour hand would be from 1:00 to 1:59).

On the diagram above, the thick dark lines over the colored areas denote restricted passage. While it is usually possible to move past one of these lines, it typically requires a pass code or proper authorization. The thin black lines are just subsector boundaries.



Addresses

Addresses for specific building in the ring are given in the format

subsector.block.building

The subsectors range from 1 to 12 in the habitation ring. The block codes, as explained earlier, range from A1 to C6. The building code determines a specific building in the given block. Start with the building in the upper left and proceed clockwise, labeling the buildings A, B, C, etc. for as many individual locations as are needed (many blocks contain only a single 'building'). In the case of residential blocks, each residence is given its own address even though it is really just a room within a single building.

When possible addresses are also color coded according to the sector. An example address is:

10.B5.D

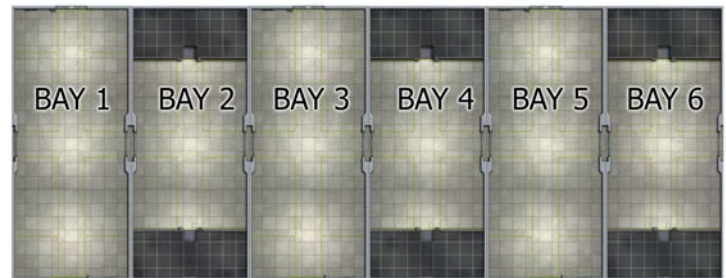
This is the "Quick Shot Sake" bar in blue sector. It is D building in block B5 (that's the middle row, near the right side) of subsector 10. Most buildings have their address displayed near the door, so it is not difficult for citizens to find their way around once they know the system. The ubiquitous computer system is also fully capable of giving directions to any location desired.

Note that the "1" column on a map is often called the "left" side of the subsector while the 6 column is the "right" side. This is just because of the way the maps are traditionally laid out. Moving to the right would take you to the next subsector clockwise around the ring.

The station is very well signed, in both English and Japanese. Even without consulting the Overseer, one can always tell what (legitimate) businesses and areas are nearby.

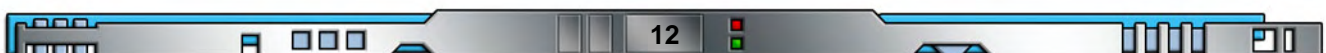
Areas outside of the habitation ring use a similar system. The hangar and cargo ring only have six subsectors so the clock analogy doesn't help. Still, the addresses use the same format as given above. The fighter squadrons have adopted colors (gold, scarlet, and cobalt) and these are sometimes used to refer to each squadron's third of the hangar ring.

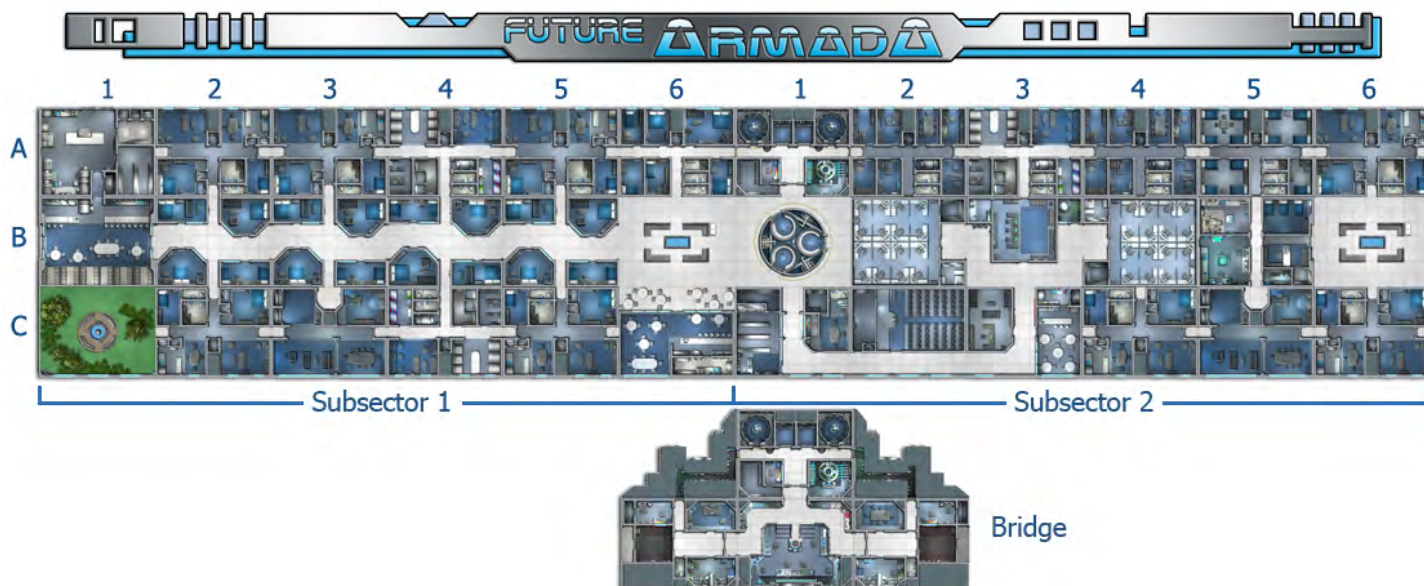
The cargo ring doesn't use any colors, nor are there any buildings. There are just 36 bays, numbered 1 to 36: where a bay is a single column on the subsector map. So in addition to subsector and block number, the areas can be referred to by bay number. Bay 1 is Subsector 1, column 1. Bay 2 is column 2, and so on to Bay 36 which is subsector 6, column 6. The individual bays can also be divided into specific floor/shelf space if that level of detail is needed.



CARGO RING - SUBSECTOR 1

The docking rings are just given berth numbers. Docks 1 to 6 are the upper ring and 7 to 12 are the lower ring. Other areas of the station are only referred to by their technical specification.





Red Sector

Arguably the most important sector on the station, Red Sector is home to the main administration area and bridge as well as the residence of Mitsuru Suyama – CEO of Sendai Corporation and leader of the crime syndicate on Midway Station.

Bridge

The station bridge area hangs below the red sector T² stop. This means the tube cannot be used for evacuation. Luckily, dedicated lifeboats are installed nearby. This entire area is run by ConFed military and is off-limits to House Suyama personnel, though they doubtless have a mole or two in place.

The bridge area is reached through a pair of lifts and ladders that connect to block A1 in subsector two. This block, like the one on the bridge level, also contains a security check point, storage room and the station main computer core (which runs vertically through those rooms and the space between). On the bridge level, the storage room is an armory.

There are emergency “Discus” class lifeboat berths on either side of the lifts. Each can carry 11 people, and they are stacked two-deep on this level, the main level (subsector one), and the machinery level in between. This is enough room to evacuate 132 people and the extra seats will be made available to the public once government personnel are clear.

Note that the “machinery level” above the elevators & lifeboats is not depicted on the maps as it contains no accessible areas. An automated system moves the boats up or down as others are launched.

The actual bridge is a large chamber packed with state of the art technology. It is always fully staffed and buzzing with activity as the room handles both station systems and flight control for ships docking or leaving Argos III.

Beyond the security doors on either side of the bridge are communications and sensor operations areas. On one side is the station commander's officer and on the other is a conference room. Each side also has a large airlock and security checkpoint. The airlocks are almost never used and the security checkpoints next to them are generally unmanned.

To either side of the elevators/lifeboats is machinery accessed through a maintenance hatch in the wall. In general, this is what most of the station “off the map” is like – dark, narrow corridors sandwiched between large banks of machinery, tanks, and ductwork. It is explicitly shown here just to complete the bridge area as the areas beyond this map section are open space on all sides.

Subsector One

The left side of this subsector butts up against the Sector 12 Engineering area, which contains the main engineering controls. The only access is through a security door in the *Blue Lotus*, a restaurant which specializes in Asian cuisine at exorbitant prices. The large kitchen occupies block A1 with the dining room in B1.

At the other end of the subsector (C6) is the expensive *Epicurean Café* – which provides European and American fare. The rest of this area is high-end residential, occupied for the most part by House Suyama leadership and other influential people.

The Mitsuru Suyama “estate” consists of blocks C2 and C3. Area C1 is a private garden that can only be accessed through the residence. Across the central hall are two smaller suites (A2 and A3) belonging to Mitsuru’s two adult sons (Nobuaki and Eijou) and their families.

The residences in the other half of subsector one are not directly affiliated with House Suyama. A6 houses station administration personnel. C5 is the home of Klaus VonMerrick, reclusive owner of VonMerrick shipping. A5 is currently vacant and for sale. The single-room dwellings along B row house servants, guards, and various House lieutenants or Sendai executives.

Subsector Two

Past the *Epicurean* is the T² stop for Red Sector. This is also the boundary of subsector two – the main administration area for both the military and government presence. The central hall branches in either direction here. In one direction (A1) is the first security checkpoint protecting the bridge area. Beyond the checkpoint are elevators leading down to the bridge (which hangs two stories below the ring). Lifeboats - for crew and administration personnel - are to either side of the lifts. The top of the main computer core occupies the chamber across from the guard room.

In the other direction (C1) the hall is unobstructed but there is a weapon scanner built into the walls and a security room behind a large, one-way mirror. A sign mentions a prohibition against weapons past this point and the rule is actually enforced for people who are not military or high-level Sendai.

Just through the security arch is a *1-Stop Omni-Shop* – a common convenience store. The hall runs along side a large auditorium (used for business and government presentations) and then turns again. The Patriot Café occupies the corner of block C3 and the administration area V.I.P. reception area is across the hall.

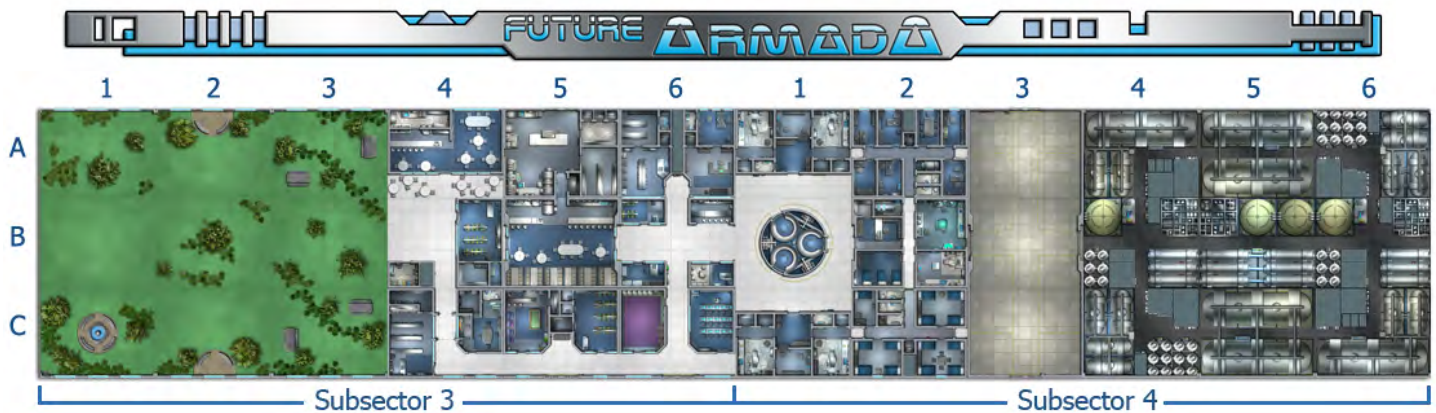
Common visitors are instead directed to the large reception/waiting area in block B3. This is the end of the road as far as public access goes and the majority of common business can be finished here, if one has the time to take a number and wait their turn.

More serious matters are handled in the offices beyond reception. Those in block A2 are military and fleet personnel while those in A4 are civilian officials. The area between has the usual copy room, vending machines, break room, and storage areas.

The cubical farms are off limits to the general public. B2 is dedicated to military operations while B4 handles legal and station administration activities. Each farm has its own copy room and storage closet. There is also a small break room off of main reception (B3) and an unmarked door outside. A small chamber beyond holds a medical immersion tank – this one outfitted for complete bio-analysis and immunizations (a standard procedure for those seeking citizenship).

The right side of subsector two is actually residential. The station commander, Claire O’Brien, has a two-block residence here (C4-C5) and both the chief administrator Alexander Vansant, and chief engineer, Juan Ramos, have one-block suites nearby (C6 and A6 respectively). The remaining residential block (A5) is a set of barracks – home to station security. The open area and fountain plaza in the center row are kept clean and well lit. The space opens up into the small park in subsector three.

The other end of the plaza is the back of the administration offices. That block (B5) contains the forensics lab and the receptionist/personal secretary for Commander O’Brien, whose residence is reached through the hall behind the reception area. The other end of the hall leads through the security barracks and to the “backdoor” of the administration offices. Passcodes are required for entry.



Orange Sector

Orange sector holds a variety of areas ranging from park to shopping to engineering.

Subsector Three

This subsector is divided evenly between parkland and developed blocks. The park lies on the left side, up against the V.I.P. dwellings in subsector two. Though only half the size of Green Park (in subsector seven), this area is better maintained and often less crowded. It uses identical technology and is frequented by the children who attend the nearby educational facilities.

The *Parkside Bistro* occupies block A4, providing a nice view of the park. This is mainly a gourmet sandwich shop and also sells pre-packaged picnics. *Marathon Sportz* (B4) provides an assortment of athletic apparel and sports equipment. At the corner of the hallway in block C4 is a security checkpoint and another *1-Stop Omni Shop* – part of the franchise that bought exclusive rights to run convenience stores on the station.

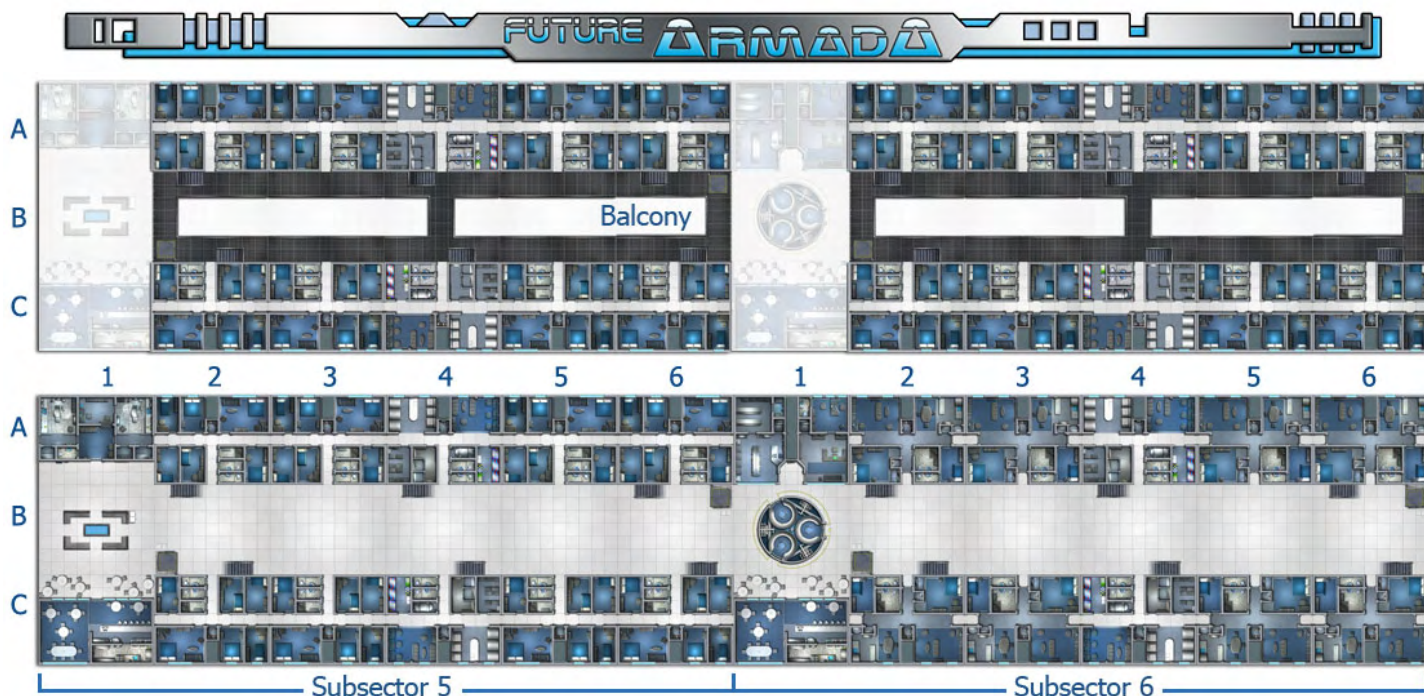
The rest of the developed half of the subsector is dedicated mainly to the youth of the station. Block C6 holds *Kinderhaus Daycare*, which caters to young children; and a public classroom which provides automated schooling for older kids. It also doubles as a LAN gaming club after hours. The head administrator for the facility (aka 'the principal') has her office in block A6, next to the *Kid Stuff* shop, which sells children's clothing and toys. Between (in B6) are a quartet of small shops: *Radwear* teen fashions, a *Pheonix Phast Food* express counter, the *Enhanced Learning Center* (using VR & neural stimulation) and a more conventional computer shop called *Software Joe's*.

In the center of the developed district (column 5) is the *Kwality Kafeteria* – nutritious food at bargain prices. On the outer hallway (C6) is *Hiro's Game Room* and *Hamelin's* children's clothes. Both are affordable but a little run down. There just aren't enough kids on the station to support a thriving business and most travelers go to Blue sector to shop.

Subsector Four

The left side of this subsector is the Argos III Medical Center – the closest thing to a hospital on the station. The Transportation Tube stop is surrounded on three sides by the facility (with the fourth side leading into the youth area of subsector three). There are three entrances to the facility from the T² stop, each leading into a reception/waiting area. A1 is dedicated to outpatient work and exams. C1 is the surgery center, with a pair of identical operation bays. C2 is the primary entrance to the facility. Beyond the receptionist are medical labs and high tech treatment facilities. The upper block (A2) holds the doctor and administrative offices while the lower (C2) has patient wards. The facility is small but well equipped. In the event of a large-scale emergency a hospital ship would be brought in to deal with the extra casualties.

The right side of the subsector is a non-descript engineering section dedicated to the usual power and life support duties. The large cargo bay to its left is shared by station maintenance and the medical facility. The station's main residential area lies beyond the machinery and so, while technically off limits to civilian personnel, there is nothing to keep people from wandering into this engineering area.



Yellow Sector

This area is the primary residential space on the station. Most of the sector is two stories high and the central hall of the upper floor is open to the hall beneath. A metal mesh balcony runs along the edge of this open space and bridges span from one side to the other at regular intervals. The lower central hall is wide and spacious – a long open area broken only by the stairs going up to the balcony and the T² stop in the middle of the sector.

Subsector Five

The left edge of subsector five is up against the general engineering area of subsector four (with the medical facility beyond that). This side is not secured. There are no walls or doors to prevent entry although there are “Authorized Personnel Only” signs and a couple of security cameras. Against the industrial backdrop is an open plaza with a small fountain surrounded by public benches. On one side of the plaza (C1) is a *MacDoonan's* fast food joint and on the other (A1) an urgent care clinic. Opposite the storage tanks of the engineering area, the wide, high hall lined with residential suites curves up out of sight.

The urgent care clinic mentioned above also doubles as the front office for the largest brothel on the station. The receptionist handles both sides of the operation and not everyone in the waiting room is there to see a doctor. The brothel, known

as the *Red Lantern*, owns the rooms in block A2 – on both this level and the balcony level above.

The rest of the subsector is residential property – single rooms rented by the citizens of the station. Restroom facilities are shared and there are public utility areas in the middle of the subsector (Blocks A4 & C4 on both levels). These areas have vending machines, a laundry room, public computer terminals, and a couple of general storage rooms used by maintenance.

Subsector Six

The yellow T² stop is at the left side of this subsector and it is the only break in the balcony that runs along the upper story. Against the ring edge on one side of the stop (A1) is a busy convenience store (yet another *1-Stop Omni Shop*) next to the Security Chief's office. This is also the station tribunal, or court, and is used to defuse local grievances before they have to be dealt with by the station commander or chief administrator. On the other side of the Transit Stop is the *Hong Kong Café*, also known as the “*HK Café*”. It serves a variety of Asian fast food and is always open. Prices and quality are low.

The remainder of this subsector is private dwellings and public utility areas. The dwellings on this side of the Transit stop are family suites rather than the single room affairs in subsector five. As a consequence there are often children playing in the open hall, especially near the right end of the subsector where it opens out into Green Park.



Green Sector

The aptly named Green Sector contains the station's main park – a long expanse of synthetic grass, trees, and shrubbery. It also contains a posh spa area and general engineering section.

Subsector Seven

From end to end, the floor of this subsector is covered in soft, artificial grass. Synthetic bushes and trees are scattered here and there as are picnic tables and the occasional fountain. This park is officially named “Green Park” to distinguish it from the smaller one in Orange Sector. It opens into the main residential area on one end and a small health spa and commerce area on the other.

The ceiling is twenty feet high and painted sky-blue (including the myriad of exposed pipes and ductwork). Special lights are installed to simulate sunlight during the day and bright moonlight during the night – the lamps even cycle slowly through orange and red tones during dawn and dusk hours. To further add to the ambience, air circulation is enhanced and variable to provide an occasional breeze, and background sounds (like birds during the day and crickets at night) are piped in through hidden speakers.

Even with all this, no one could possibly mistake the area for actual wilderness. The grass and other plant life is very realistic but the flat floor, visible walls and ceiling, and unidirectional light make it clear that one is inside and in an artificial environment. Still, it is closest thing to outdoors that Argos III can offer and it makes a nice change from the white tile floors and grey bulkheads throughout the rest of the station.

Picnics are common, as are team sports in the open area. Much of the time park access is unregulated, but a few hours each day reservations are required. This gives everyone a chance to enjoy some time away from the crowds.

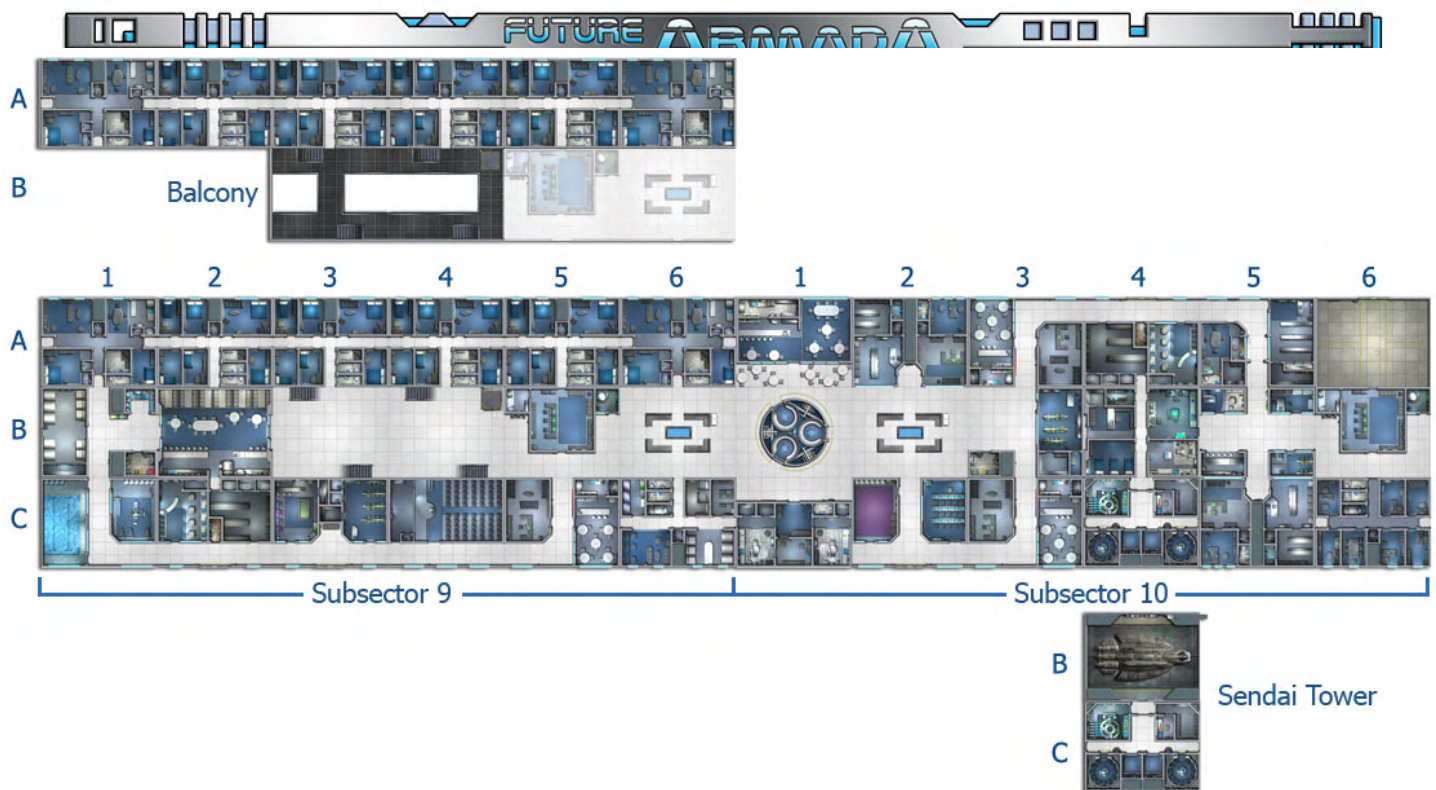
Subsector Eight

The green line T² stop deposits visitors between the park and the *Infinity Health Spa & Clinic*. To one side of the transit stop (A1) is the *Infinity Fitness Counseling* office, which also handles reservations and inquiries. Next to it is *Xeno's Smart Bar* – purveyor of exotic drinks meant to enhance one's health and wellbeing. On the other side of the stop (C1) is a restaurant called *Elan* - specializing in the latest health food plus picnic items. The outside tables are often occupied by people playing chess or go.

Adjacent to the stop is a public communications node – capable of holographic projection and fulfilling just about any legitimate data retrieval or transmissions needs. Also in B2 are a small maintenance room and a large public laundry mat. A door at the back of the mat is the legitimate entrance to the engineering area beyond. It is sometimes locked but knocking for a few minutes will usually bring someone from the *Black Dog* to open it. There is also a less-legitimate entrance in the nearby clinic.

The spa's weight room and pool occupy A2, while the clinic takes up C2. The *Infinity* clinic handles everything from massage and acupuncture to outpatient cosmetic surgery. It also serves as a front for *Icarus Implants*, a black market operation in the adjacent engineering area (C3). That area is also home to *Dirty Dan's*, which sells an assortment of illegal virtual reality programs. Nearby, in block B3, is the *Black Dog Tavern*. Like the other impromptu businesses in the engineering area it is technically illegal, but tolerated in much the same way as those in the Warrens. The *Black Dog* is a seedy, dangerous place to hang out.

The remainder of subsector eight (columns 3-6) is a standard engineering area. There is an auxiliary engineering control center in block B5. Because this is just a backup facility, these controls are usually off line except for a single monitoring station manned by a lone technician.



Blue Sector

Blue Sector houses a hotel-casino on one side of the tube stop and a collection of businesses on the other. It is the main commercial area for Argos III and is a bustling center of trade. Many visitors to the station never leave this sector as everything one needs can be found right here.

Subsector Nine

This entire subsector is taken up by the Yokoso Hotel – the only such facility on the station. While the hotel is clean and generally safe, it is owned and operated by Kasuga Takashi, who is highly placed in the crime syndicate. This is also the only subsector with “authorized” gambling.

The Yokoso lobby is block B5. The guest rooms run the entire length of Row A on the main floor. There are stairs along Row B which lead up to a balcony. From here another row of guest rooms (again the entire length of Row A) can be accessed. Note that the blocks at the end of the row (A1 and A6) are suites rather than small rooms. This is true on both levels, though A6 on the upper level serves as the residence for Mr. Takashi and is not for rent.

Block B1 is an industrial laundry room used exclusively by the hotel. A secured door in the back of the room grants access to the engineering

area in subsector eight and is the only access between Blue and Green Sectors. The hotel casino (*Autumn Moon*) is in block B2. It offers a selection of mostly-fair table games and a wide variety of alcohol. Those looking for a more private drinking experience are directed to the lounge in the outer hall. The central area, blocks B3 & B4 beneath the balconies, is kept clear though occasionally an ambitious street vendor or showman will try to claim a bit of floor space. The public area on the other side of the lobby (block B6) is routinely filled with such entrepreneurs. There is a public utility area in C6 with vending machines, laundry, and public computer terminals.

A long hall runs the length of row C right along the exterior bulkhead and many windows provide an excellent view of the slowly rotating starscape beyond. Starting at the left side, C1 holds the hotel pool and fitness room. Walking to the right, one would pass the *Orchid Blossom Salon*, a food storage room in block C2, and then the *Yosoko Lounge* (featuring karaoke and gambling machines) and *Sami's Boutique* (tourist clothes) in block C3. After this is the *Vogue* film & stage theater, and then the corner where the corridor turns back towards the lobby. On one side of the corner is the *Bento Café* (& card house). Across from it, but still in block C5, is the local franchise of the *PanGalactic Travel Agency*.

Subsector Ten

The blue-line Transportation Tube enters the subsector in block B1 – depositing visitors between the *Yokoso Hotel* and the Blue Sector shopping district. Often busy 24 hours a day, this is also the area thickest with visitors and those who prey upon them. In addition to the listed shops, there are many temporary stalls set up in the open spaces and even tarps spread on the floor for transient vendors selling just about anything imaginable.

Most of this noisy subsector is filled with an assortment of permanent shops and businesses. Next to the T² stop is a full size *Phoenix Phast Food* (block A1) and across from that is the *Argos II Dental Clinic*. Both are clean and efficient, providing their services at a reasonable price.

Moving deeper into the subsector one finds X5 *Collectibles* specializing in alien ‘artifacts’, and the *Argos Employment Agency* - which provides temporary jobs for the unemployed. Both of these occupy block A2. Across the crowded public square are *Dojo 7*, providing group and private lessons in hand-to-hand combat, and the *Smart-U Training Center* which provides adult education and technical retraining. It also sometimes serves as a public classroom during the day.

Just around the corner from *Smart-U* is a digital library and reading room which loans digital texts free of charge. Across the hallway is the *Golden Ki Rin Sushi Bar* – providing cheap food (and illicit substances) of dubious quality.

Moving up through C2 one passes the *Casualwear* clothing store (also a good place to buy shoes) and then finds the *In-Person Game Café* – providing a place for face-to-face board and table-top games. The clientele is generally a mix of gamblers and casual gamers, though often special events and tournaments are held which attract a specific demographic.

Across the hall, but still in block C3, is *Sinclair's* digital catalogue showroom. Here shoppers can browse a huge selection of virtual goods – everything from clothes to appliances to sporting goods and foodstuffs. 3D screens and holographic displays are provided to facilitate browsing, but actual merchandise is stored on the cargo level. Delivery is free to anywhere in the habitation ring and takes less than an hour.

After passing the game café and Sinclair's, one must proceed down a stretch of edge hallway (with a lovely exterior view and ever-changing crowd of street vendors) to reach the nexus of shops at the other end of the subsector. Along this stretch (block A4) is a locked storage room and the *Nu-U* barber and beauty shop. Like most of the businesses here, *Nu-U* is franchise quality and provides medium level service and pricing.

At the A5 corner is a *1-Stop Omni Shop*, the ubiquitous convenience store in this part of civilized space. There is a security checkpoint opposite. It is manned but the guards present rarely scan or question citizens. They are mainly here to respond to situations as they arise - so long as the situation does not involve the Sendai syndicate.

The intersection that is block B5 holds a quartet of businesses that cater to mercenaries and soldiers of fortune. *Omar's Arms* is across from *Omar's Armor*. Both are, unsurprisingly, owned by the same person (Omar Grey) and provide medium and high quality guns, armor, and accessories. The other two shops are an unnamed tattoo parlor and the *Quick Shot* sake bar. Between the two is the main entrance to the Sendai Corporate HQ (detailed below) and so it is common to find syndicate personnel in this area.

At the end of a short cul-de-sac in block C5 are two larger businesses. The first is just a *Gadget Shack* – providing an assortment of electronic, computer, and surveillance gear. The other is *New Ronin* contracting. This is a branch office for a well known mercenary company which operates throughout the border areas. While much of this office's business comes indirectly through Sendai, the company is not owned or controlled by them. They are, however, careful not to accept contracts that openly oppose the syndicate. The local commander is the gruff Lieutenant MacArthur. There are usually half a dozen or so company soldiers on the station and it is not uncommon for one of the mercenary ships to visit for one reason or another.

At the far right end of the subsector (B6) is the lobby for *Knox Storage Solutions*. They have a small cargo bay behind the offices and lease a much larger area in the cargo ring. For a fee, they will store whatever the customer wants and retrieve it when desired. Anything from a safe-deposit box to a modular cargo container

(15x15x45 ft) is fine. Security cost extra. Past the Knox office is a tiny shop called *Re-Juve Whole Body Treatments*. Inside is a single rejuvenation chamber – rentable by the hour. Beyond that is the security checkpoint which marks the start of subsector eleven.

C6 is an office block with offices for rent to various professionals. The current tenants are *Jonathan Cavalier* (a private investigator), *T'zara* (a dralasite specialist in Xenotech and translations), and the *Law Firm of Goldstein & Ruelle*. They take up a pair of offices, leaving two currently vacant. There is also a door here that leads into the warrens. It is kept locked and sometimes a guard is posted as well. The guard can generally be bribed to open the door or, for a higher fee, reveal this week's lock code.

Sendai Corporate HQ

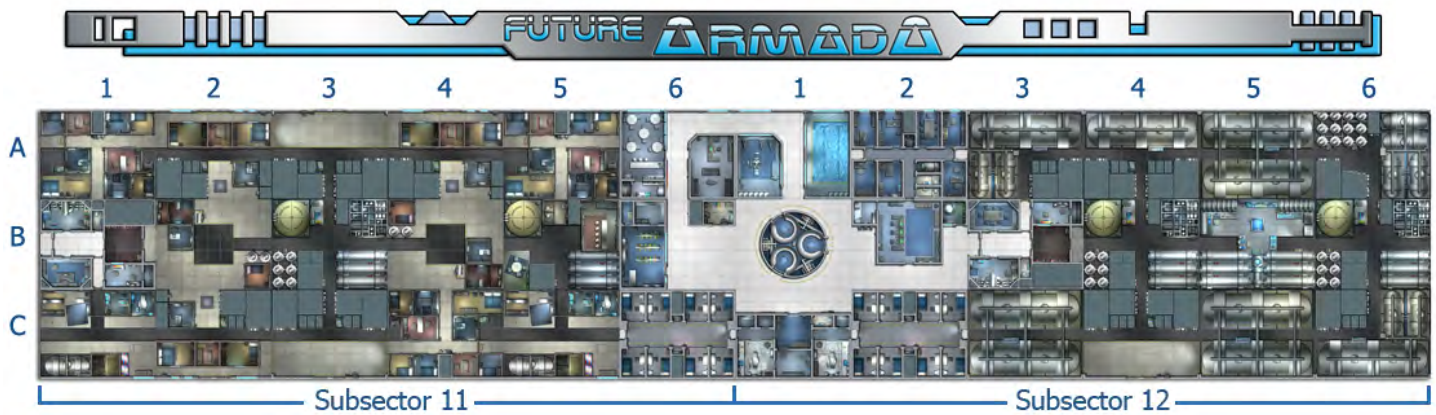
The Sendai Corporation business front is centrally located in blocks A4, B4 and C4. The business is an engineering firm in charge of monitoring the state of the component system and Transportation Tubes on the station. The lab area in B4 is dedicated to this, but the other areas serve House interests. There is a small guard room housing a few syndicate enforcers so some muscle is always on site and a private surgery suite is set up for injuries best kept off the public record.

The storage room in A4 is the main armory for House Suyama. Block C4 contains more sensitive areas. Here is a state-of-the-art computer core which holds complete technical specifications (and maps) for the station. It can also serve as an emergency backup for the main system. A general storage area is across the hall. Past the security post are a set of lifts leading down to "Sendai Tower", which holds the private shuttle bay.

This 'tower' hangs from the bottom of the habitation ring much like the bridge area. There is a single shuttle bay used for Mitsuru Suyama's luxury ride, and also to bring sensitive material on board the station off the record. Docking manually with this bay requires a bit of skill as it rotates with the habitation ring.

Also like the bridge area, this building contains a set of real life boats (as opposed to just transit spheres). These are to insure that important syndicate personnel have a means of escape in the event of catastrophe. They are not for public use.





Violet Sector

The least visited of the habitation sectors, no area here is open to the general public. Subsector eleven is an undeveloped stretch now occupied by squatters and miscreants. Subsector twelve is the station detention center on one side and primary engineering on the other.

Subsector Eleven

Originally slated for mixed residential and commerce, work on this subsector was abandoned when the true owner of Sendai corporation came to light and the government pulled funding. Once standard residential areas were full, some ambitious (or motivated) people began to move in and set up ad hoc shelters among the machinery. Instead of adding the area to its patrol routes, station security built a checkpoint to isolate the subsector. Even so, people found other ways into the area.

The area is dark, dirty, and generally lawless. It has become a haven for the downtrodden, dispossessed, and outcast of Argos III. Emergency services are notoriously slow to respond to calls from the subsector – a problem only compounded by the lack of Overseer terminals in the area.

The security checkpoint is at the left side of the subsector (block B1). Entry is not prohibited but anyone passing through is subjected to strong scrutiny by the guards and scanners. The checkpoint itself is a functioning air lock with a one-way window on one side (and the guards behind). There is a small office nearby, used for questioning and administration. Across the hall is an industrial-strength scanner suite – employed when the simple x-ray device in the air-lock chamber isn't enough. It is sometimes possible to bribe your way past here, depending on exactly which mix of officers is on duty.

The checkpoint can also be bypassed by using a (locked) maintenance door at the end of the hallway outside, or a door in the office complex in subsector ten. Others circumvent security by docking a ship to the exterior doors on the hull. It is also possible, though difficult, to gain access through air ducts or by removing wall panels on either side of the warren area.

Most structures in the warrens are built out of discarded materials and scraps – corrugated metal sheeting, plastic wall sections, and even cardboard scraps to fill in the cracks. Lighting is low and uneven – the dim engineering lights being augmented by the occasional camping lamp or electric bulb. Power cords and data cables run here and there, and the poor ventilation causes the smells from portable cooking stoves and improvised restrooms to linger in the hazy air.

There are a number of transient businesses set up in the Warrens, changing location and offerings from day to day. There are vendors and hustlers offering various goods and services at nearly every corner. Against the shifting backdrop of prostitutes, thugs for hire, and dealers in stolen or illegal wares, a few entrepreneurs have stood the test of time. *O'Mally's* is the oldest of these – a grimy drinking establishment at the far right end of the subsector (block B5). Sean O'Mally, a dour vet heavy with old military-grade prosthetics, runs the place and has a low tolerance for misbehavior.

Old Doc Gruber has been her nearly as long as O'Mally. He runs a one-chair street clinic in C1 with a pharmacy next door where he sells both medical and recreational pharmaceuticals. His wife, Bess, assists with both endeavors. Recently, Gruber opened a second chair at the other end of the Warrens (C5). This one is set up for cybernetic work and the occasional interrogation. The nameless shop next door is the Warren's equivalent of a convenience store and is not affiliated with the clinic.



The last semi-permanent business in the Warrens is known as *Hacker's Haven*. It is a gang of tech-savvy youths who specialize in illegal computer operations and data retrieval. They have terminals set up at various locations throughout the warrens but their 'main office' is a shack in block B4.

The far right column of this subsector is part of the detention center in subsector twelve and is detailed there.

Subsector Twelve

The left half of this subsector is the Argos III Detention Center, commonly known as 'the jail'. It's not large, but can usually handle the activity on the station because House Suyama takes care of its own. If all the cells fill up, it is also possible to confine the less serious offenders to residential quarters, or ship the more serious one off station to one of the nearby Vanguard facilities.

Block B1 is the Transportation Tube stop. Warning signs indicate that this is a restricted sector – visitors are required to check in at the reception area immediately. There is always an armed guard or two in the area. The tube stop doors are also routinely locked while prisoners are moved about the facility. Visitors can either wait in the transit sphere, or come back later.

The reception area & processing center is block B2. Visitors for both prisoners and the legal officers wait here, and the three reception posts double as security monitoring stations – watching the video feeds and securing the T² doors when needed. The small room outside holds "the tank" – an off-the-record interrogation chamber that is state of the art in coercion and punishment technology.

Because the jail is centered around the tube stop, the left-most edge of the detention area is actually in subsector eleven. A6 in that subsector is the cafeteria, with the counseling/parole office across the hall. B6 is the storage area for inmate and security uniforms as well as some general storage and a utility room. C6 (in subsector eleven) is "Cellblock 1".

Cellblock 2 is block C2 in subsector twelve. Each cellblock has 8 cells, each with bunk beds. This yields a maximum prisoner capacity of 32. The cells are under constant video surveillance but guard patrols only come through a couple of times an hour on a random schedule.

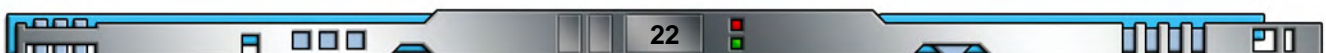
Note that the left-side exterior door in Cellblock 1 leads directly into the warrens. This door is heavily secured and never used, though it must remain functional as an emergency exit. There is a similar door in Cellblock 2 that leads into the engineering area.

There is a medical area between the two cell blocks. The clinic is used for prisoner health care and, occasionally, interrogation. There is a small administration room here and the entry area is sometimes used for visitation (at which point the exit doors and administration area are secured).

On the other side of the T² stop from the medical area, block A2 contains the exercise facilities: a small weight room and pool. Block A3 has the detention center offices. These offices are shared by the warden, legal staff, and other jail administrators.

The right side exit from the detention area is through the checkpoint in block B3. The conference room here is set aside (and secured) for prisoner visitation. The room opposite contains the scanner system used to verify that visitors do not bring anything prohibited to the visit.

Beyond the checkpoints is a general engineering area. This area, however, contains the primary engineering center (block B5) – an area from which the complete technical workings of the station can be monitored and, with bridge approval, controlled. There are always technicians on duty here, often including the Chief Engineer himself. The far side of the engineering area is walled off. The only exit on that side is an emergency door which opens up into the Blue Lotus restaurant.





Interior: Other Areas

While the habitation ring is the most active and populous, there are a few other important areas on Argos III. These are detailed in the following pages.

Hangar Ring

Landing Bay

There is a landing bay at the top of the station. While not actually part of the Hangar Ring, the landing bay is an integral part of the system and so is described here. Note that there are no internal maps of the landing bay as there are no areas suitable for human occupancy.

The entrance to the landing bay is not large because the system can only accommodate craft small enough to pass through the internal mechanisms of the station. Such ships enter the station through the landing bay, but they exit through one of the bays in the hangar ring. The trip from the former to the latter is handled by an automated system and incoming ships are carefully scanned to insure that they are small enough for the system to handle (no more than 41ft x 23ft, and 20 ft high)

After a ship enters the landing bay and comes to a relative standstill, it is magnetically secured to a mechanical docking cradle which contracts to securely hold the craft. Then the ship and cradle are moved out of the bay and along a series of corridors which bring the vessel a short way down the spine of the station, out a spoke of the hangar ring, and then around the ring to a specified hangar. The ceiling of the hangar bay opens, the ship is deposited on the floor, and the cradle disengages and is withdrawn. The mechanized transport cradles can hold a ship as small as 5 feet on a side and can deposit a ship in any quadrant, or in the center, of any given bay.

The transport corridors are quite large (more than 25 ft on a side) and so the ceilings on the hangar ring are more than twice as thick as the other rings. There are 10 cradles in the system so multiple ships can be in transit at any given time. The system is supervised by manned stations on the bridge.

Ships exit the small hangar bays through the large doors in the floor. These open directly into the void (the whole bay is an airlock) and the hangar ring's rotation causes the ship to drop out into space.

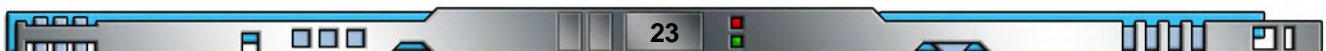
Hangars

All of the hangar bays are the same size, 35x45 with a 25 ft ceiling, but some are designed for 4 small ships and others for a single larger vessel. The ones designed for the Sparrowhawk fighters have 4 sets of bay doors in the floor – one in each quadrant of the room. These exits are 15x20 feet on a side. The rest of the hangars have a single large set of bay doors in the floor which are 25 feet wide and 43 feet long.

The bays that have been outfitted to support Sparrowhawk-class fighters have support booms that swing out from the walls and plug into the coupling on the dorsal side of the fighter. These booms hold uplink, power, and fuel cables. They also support the craft after the bay doors in the floor open, allowing for a synchronized drop. Other ships use maneuvering thrusters for the same purpose.

There are 36 of the 4-ship bays and 12 of the single ship bays. All 36 of the quad-bays are currently occupied to fighter squadrons. The bays are identified using the normal address system. For example, "Hangar 1.A1" is the hangar bay in block A1 of subsector one. The word "Hangar" is put before the address to denote that this is referring to the hangar ring rather than the habitation ring.

Like the cargo ring, the hangar ring is only half as long (circumference-wise) as the main habitation ring, though it is also 3 blocks wide and 1 story high - with considerable machinery and transit areas overhead. The map on the following page repeats three times to represent the entire ring.





Squadron Area

There are three Transportation Tube stops in the hangar ring and a fighter squadron is based around each stop. Each squadron consists of 48 fighters and 48 pilots plus 2 additional senior officers. Given the design of the hangar bays, all 144 fighters can be launched in less than 30 seconds. This rapid (and overwhelming) response was the motivation behind the design of the hangar ring and ship cradle system. Recovery of those 144 ships can take upwards of half an hour.

While the sectors of the hangar ring are not technically color coded, the squadrons have been designated Scarlet, Cobalt, and Gold Squadron and each has taken to decorating its given area with these colors (red, blue, and yellow respectively). It has become common practice to refer to "Cobalt Sector" to mean the living quarters and such for Cobalt Squadron. It is never called "Blue Sector" as that could easily be confused with the area in the main habitation ring.

Subsectors 1, 3, 5

Blocks A1, A2, C1, and C2 are single-ship hangar bays used for visiting ships or shuttle craft from larger vessels. The central corridor (row B) has an airlock and storage room for each bay. The storage room has vacuum suits and other maintenance gear as well as space for visitor use. Each pair of bays shares a small lounge (often used while waiting for customs documents to be processed) and a backup bay-control room. These small auxiliary control rooms are usually unmanned and locked as stations on the bridge handle flight control issues.

Columns 3, 4, and 5 are designed for fighter craft, though they share the same storage room, lounge (called a Ready Room), and control room layout as the larger bays. Each bay holds a "wing" and the pilots of nearest pair of wing gather in their Ready Room when on alert.

Column 6 is part of the squadron living area. The pilots are allowed (and welcome) to visit the main habitation ring, but they bunk and work here. A6 is the uniform & flight suit requisition room. Across the hall is the squadron lounge (each named after the squadron color) for off-duty relaxation. B6 has the security checkpoint for the hangar areas and also a conference room and sensor station – used to verify the launch corridors are clear before any ships are dropped out of the bays. C6 has barracks for 24 pilots and 1 senior officer.

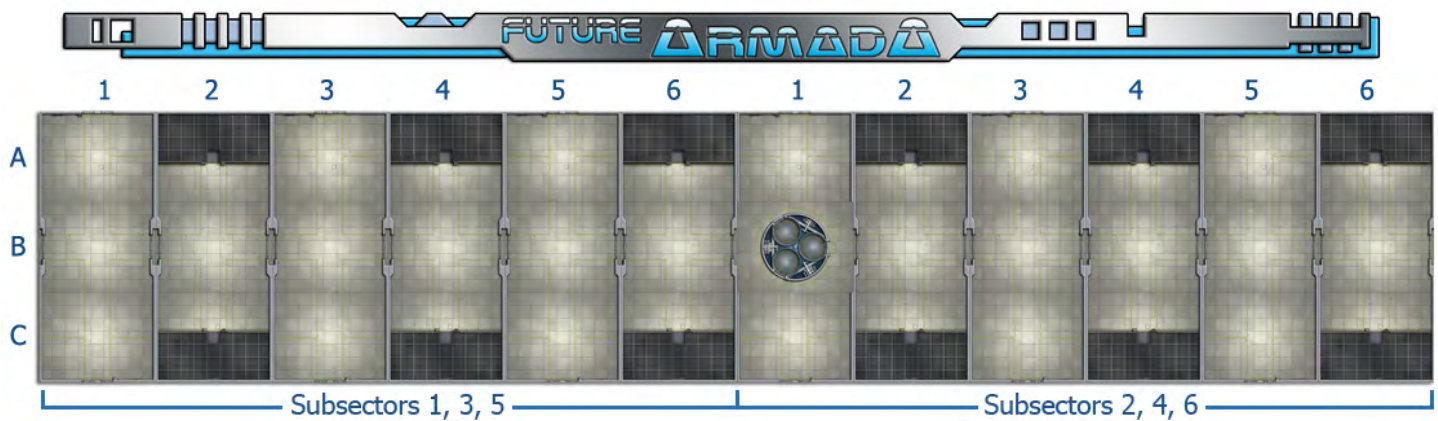
Subsectors 2, 4, 6

The Transportation Tube Stop is in block B1. There are usually a couple of soldiers on duty here to welcome legitimate visitors and turn away tourists. Since common citizens can use the docking bays (with clearance), the area is not officially restricted. Still, those without real business here are discouraged from wandering.

Block A1 has a computerized training room also used for mission debriefings. Across the hall is an exercise studio for martial arts, tai-chi, and general calisthenics. C1 is a utility area much like the ones found in the residential subsectors. It contains vending machines, laundry, and free computer terminals. There are also a couple of storage rooms full of maintenance supplies.

A2, B2, and C2, contain a large briefing auditorium, another security checkpoint, and the rest of the squadron barracks, respectively. In place of the conference room this side has the squadron commander's officer.

Columns 3, 4, and 5 are identical to the fighter bays in the odd subsectors. Column 6 is a cargo bay used for squadron supplies, ship parts, and service craft small enough to fit through the exterior doors. It is also occasionally used for ad-hoc team sports and serves as the boundary between squadron areas.



Cargo Ring

The cargo ring is half the length (circumference-wise) of the habitation ring though it is just as wide edge-to-edge and the floor-to-ceiling distance is actually greater (with 20 feet of open space). It is used both to store goods for the station and as a temporary stop for commodities moving from the colonies to the core. The map above represents one third of the ring. The other two thirds are identical, so there are a total of three Transportation Tube stops in the cargo ring.

There are 36 individual bays in the ring, though most of them are shared. The yellow lines on the floor help partition the floor space between different customers. The marks also indicate which areas need to be kept clear so that freight can be moved efficiently about. The double pressure doors between bays are both for safety and security.

Most bays can only be reached (at least from inside the station) by crossing other bays. This makes the often-crossed bays less secure, and so available for cheaper rates. Since this space is a ring, one can go in either direction and eventually find a Transportation Tube stop. This allows the pattern of secure and shared bays to change over time, though Sendai makes sure that no bays become unreachable (unless the client requests it be made so).

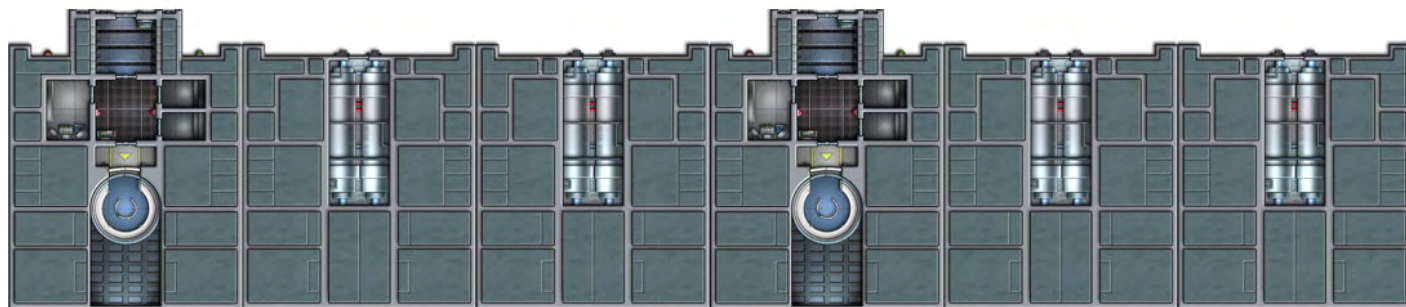
Unlike the hangar ring, there is no elaborate internal system for moving ships or freight from the docking area to the cargo bays. Instead, large doors on the edge of each bay open directly to space. These are meant to match up with a docked cargo ship, though it is also feasible to bring a bay down to vacuum if necessary and clearance is obtained.

When the ring is rotating it can be tricky to dock with these external doors, so the cargo ring is

stopped twice a day, at noon and midnight, for one hour. This also brings the interior gravity to zero, which makes moving freight less strenuous. Smaller items can be moved using the Transit Spheres and there are a dozen cargo spheres in the system for just that purpose. These spheres have had the internal railings and seats removed to make freight hauling easier.

The cargo bays without exterior access have sturdy metal balconies installed 10 ft above the floor. These shelves allow for additional storage and can be accessed via ladder or the small (5x5) lift in the center of the shelf. Containers that are too big for the lift can be move too and from the shelves using fork-lifts or they can wait for the next zero-G hour.

The fork-lifts mentioned above, as well as other small craft used for repair and maintenance (both inside the station and outside) are stored in a couple of bays in subsector one. The cargo ring maintains breathable atmosphere and an even temperature. Some companies keep a guard or two stationed in their bay, and there are always maintenance crews or cargo handlers moving about.



Docking Rings

There are two of these rings, one above the power core and one below. They are identical and each ring has six docking points (so the map section above represents one third of a ring). The docking points are airlocks with extendable couplings able to stretch out to a nearby ship. The couplings can match up with any standard airlock or seal the hull around a smaller hatch, allowing for people to cross from ship to station without needing a vacuum suit.

Any equipment too large to fit through the air lock doors will need to enter the station through the cargo ring or directly through the exterior bulkhead pressure doors near the final destination. Note that the docking rings do not rotate and are at zero-G internally. There are ample handholds, as well as magplates and stickpads, to help facilitate movement. There is breathable air, at a comfortable temperature, throughout the area.

The docking ring has a smaller circumference, and is much thinner, than the other rings in the station. There is also far less habitable space within each ring. Between the extendable corridor and the Transportation Tube access point is the primary airlock. This chamber also has built-in security scanners and a computer terminal. To one side are a pair of storage closets with some EVA and basic repair gear. On the other side is a restricted-access maintenance room. The transit stop connects into the T² system, allowing visitors convenient access to any stop on the station. The Overseer computer system will be glad to suggest destinations to new visitors.

The rest of the ring is inaccessible equipment or structural support areas. The large paired cylinders shown on the map pages between docking points are magnetic grapplers. As a top-down view of the ring, the map section above should actually curve 120 degrees from left to right, but that wasn't feasible to implement artistically.

Engine Area

Argos III has numerous small station-keeping thrusters located at strategic points along its hull. These keep it in the same relative place over time, and are also used to counteract any drift or rotation caused by the turning rings.

The station's main engines are experimental PL 8 Gravitic Redirection pods – located at the very bottom of the station (if the docking bay is considered the 'top'). This type of advanced propulsion is necessary in order to accelerate the station without placing undue strain on the fragile superstructure. The pods generate a microscopic singularity in front of the station, which Argos III then "falls" towards.

The pods are not load-bearing and there is none of the usual strain that normal thrusters or even an induction engine would cause. Should the station need to move a considerable distance the engine area would actually become the front of the station-turned-starship since the singularity effect causes the station to fall forward (as opposed to standard thrusters which push a vessel from the rear).

The engines were employed to initially place Argos III but have seen little use since. They are expensive and would likely be removed for use elsewhere except that Sendai Corporation wants to retain the option of relocating the station should the current location become untenable.



Non-Player Character Stats

Station Commander Clair O'Brien

Charismatic 10

CR 10; human; HD 10d6+20; HP 55; Mas 14; Init +2; Spd 30 ft; Defense 15, touch 15, flatfooted 13 (+2 Dex, +3 class); BAB +5; Grap +5; Atk +7 ranged (2d6, 9mm Pistol); AL ConFed; SV Fort +7, Ref +9, Will +5; AP 5; Rep +8; Str 10, Dex 14, Con 14, Int 10, Wis 10, Cha 12.

Occupation: Military (Knowledge (Tactics), Pilot)

Skills: Bluff +14, Diplomacy +16, Intimidate +13, Knowledge (Behavioral Sciences) +5, Knowledge (Current Events) +5, Knowledge (Tactics) +13, Pilot +8, Profession (Military Officer) +13, Sense Motive +6, Spot +6

Feats: Reknown, Armor Proficiency (Light), Confident, Leadership, Oathbound, Personal Firearms Proficiency, Simple Weapons Proficiency

Talents: Coordinate, Inspiration, Greater Inspiration, Charm, Favor

Bonus Feats: Dodge, Point Blank Shot, Lightning Reflexes, Trustworthy, Iron Will

Possessions: Baretta 92F 9mm Pistol, comm.-link; Wealth +6

Mitsuru Suyama (crime lord)

Charismatic 4 / Personality 10

CR 14; human; HD 4d6; HP 49; Mas 10; Init -1; Spd 30 ft; Defense 13, touch 13, flatfooted 13 (-1 Dex, +4 class); BAB +7; Grap +7; Atk +6 ranged (2d8, laser pistol); AL crime syndicate; SV Fort +7, Ref +6, Will +8; AP 7; Rep +11; Str 10, Dex 9, Con 10, Int 13, Wis 15, Cha 19.

Occupation: Criminal (Gamble, Knowledge [Streetwise])

Personality Class Skills: Spot, Listen

Skills: Bluff +11, Diplomacy +21, Gamble +5, Intimidate +18, Knowledge (Current Events) +10, Knowledge (Streetwise) +9, Perform (Oratory) +10, Profession (House Leader) +15, Sense Motive +11, Spot +17, Listen +17

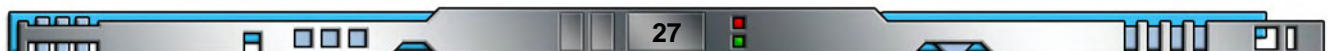
Feats: Personal Firearms Proficiency, Simple Weapons Proficiency, Windfall, Attentive, Reknown, Windfall, Frightful Presence.

Talents: Charm, Favor

Class Abilities: Unlimited Access, Royalty, Winning Smile, Compelling Performance

Bonus Feats: Iron Will, Windfall, Alertness, Confident, Educated (Streetwise, Current Events)

Possessions: 1 Chemical Anti-tox Injector, Universal Communicator, Laser Pistol; Wealth +23





Alexander Vansant (Chief Administrator)

Smart Ordinary 4/Dedicated Ordinary 4

CR 8; human; HD 4d6 plus 4d6; HP 28; Mas 11; Init +0; Spd 30 ft; Defense 14, touch 14, flatfooted 14 (+0 Dex, +4 class); BAB +5; Grap +6; Atk +6 melee (1d3+1, unarmed); AL ConFed; SV Fort +3, Ref +2, Will +5; AP 4; Rep +4; Str 12, Dex 11, Con 11, Int 16, Wis 13, Cha 14.

Occupation: White Collar (Diplomacy, Knowledge [Business])

Skills: Computer Use +10, Decipher Script +5, Diplomacy +15, Gather Information +7, Investigate +16, Knowledge (Behavioral Sciences) +7, Knowledge (Business) +17, Knowledge (Civics) +16, Knowledge (Current Events) +14, Knowledge (Popular Culture) +10, Profession (Administrator) +12, Research +12, Sense Motive +10

Feats: Attentive, Educated (Knowledge (Business), Knowledge (Civics)), Simple Weapons Proficiency, Studious, Trustworthy

Possessions: comm. unit, Wealth +8

Typical Merchant

Charismatic Ordinary 2/Smart Ordinary 1

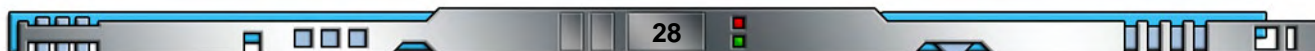
CR 3; human; HD 2d6 plus 1d6; HP 11; Mas 10; Init -1; Spd 30 ft; Defense 10, touch 10, flatfooted 11 (-1 Dex, +1 class); BAB +1; Grap +0; Atk +0 melee (1d3-1, unarmed); AL none; SV Fort +2, Ref +1, Will +1; AP 1; Rep +4; Str 9, Dex 8, Con 10, Int 12, Wis 10, Cha 12.

Occupation: Entrepreneur (Diplomacy, Knowledge [Business])

Skills: Bluff +8, Computer Use +4, Diplomacy +10, Disguise +3, Gather Information +3, Knowledge (Business) +8, Knowledge (Civics) +7, Knowledge (Current Events) +7, Knowledge (Popular Culture) +7, Knowledge (Technology) +2, Profession (Shopkeeper) +7, Sense Motive +2

Feats: Deceptive, Simple Weapons Proficiency, Trustworthy, Windfall

Possessions: weapon, weapon; Wealth +12





Syndicate Thug

Tough Ordinary 5

CR 5; human; HD 5d10+5; HP 33; Mas 13; Init +2; Spd 30 ft; Defense 18, touch 15, flatfooted 16 (+2 Dex, +3 class, +3 equipment); BAB +3; Grap +5; Atk +5 melee (1d4+2, Knife), or +5 ranged (2d6, Glock 20); AL crime syndicate; SV Fort +4, Ref +3, Will +1; AP 2; Rep +1; Str 14, Dex 14, Con 13, Int 10, Wis 10, Cha 8.

Occupation: Criminal (Gamble, Knowledge (Streetwise))

Skills: Gamble +4, Gather Information +1, Intimidate +6, Knowledge (Streetwise) +6, Knowledge (Tactics) +2

Feats: Armor Proficiency (light), Brawl, Personal Firearms Proficiency, Point Blank Shot, Simple Weapons Proficiency

Possessions: Undercover Vest, Knife, Glock 20; Wealth +6

Station Security or Pilot

Fast Ordinary 2 / Dedicated Ordinary 2

CR 4; human; HD 2d8+4 plus 2d6+4; HP 24; Mas 14; Init +2; Spd 30 ft; Defense 21, touch 18, flatfooted 19 (+2 Dex, +6 class, +3 equipment); BAB +2; Grap +3; Atk +3 melee (1d6+1, Baton), or +4 ranged (2d10, 9mm Pistol); AL ConFed; SV Fort +4, Ref +4, Will +1; AP 2; Rep +1; Str 13, Dex 14, Con 14, Int 9, Wis 9, Cha 10.

Occupation: Law Enforcement (Gather Information, Intimidate)

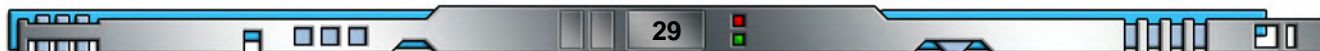
Skills: Drive +6*, Gather Information +4, Intimidate +4, Investigate +3, Knowledge (Streetwise) +3, Profession (Cop) +3, Sense Motive +3

Feats: Armor Proficiency (Light), Personal Firearms Proficiency, Point Blank Shot, Precise Shot, Simple Weapons Proficiency

Pilot Feats: Armor Proficiency (Light), Personal Firearms Proficiency, Starship Gunnery, Starship Operation (Ultralight), Simple Weapons Proficiency

Possessions: Light Combat Armor, Baton, Baretta 92F 9mm Pistol, Handcuffs, Comm Link; Wealth +3

*Pilots have Pilot +6 instead of Drive +6



Additional Information

Station Evacuation

There are only a handful of real lifeboats on the station and these are located behind the bridge and below the Sendai lab. For the general population, the Transportation Tube System provides the only means of evacuation.

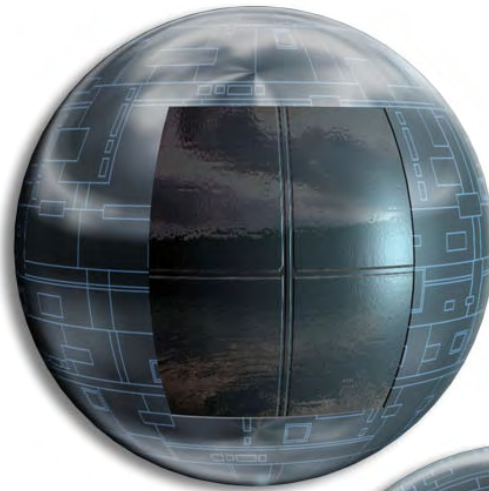
Each transit sphere can serve as a temporary shelter in the void. Beneath the seats and floor are atmosphere scrubbers, ration bars, and water tanks, as well as a distress beacon and simple toilet (which vents outside with no loss of atmosphere). When in good working order, a sphere can keep 10 people alive for 50 hours. These facilities can also be used if a sphere becomes stuck inside a malfunctioning tube or stranded due to a station-wide power failure. The emergency kit also contains a lantern, communication unit, and small blowtorch (to create a doorway in the event that the inner cabin and outer skin are not properly aligned).

During an emergency evacuation, the loaded T2 spheres are just launched out of the bottom of the Transportation Tube and into space. Each sphere has a one-shot thruster in the bottom which can bring it to a near stop once well clear of the station (overrides can be entered from the control panel inside the sphere). The spheres are otherwise without propulsion – meant to simply float in place and await rescue.

Discus-class Lifeboats

These are the “real lifeboats” mentioned above. Each 13ft diameter disc has seating for eleven people. The power, supplies, and air scrubbers are sufficient to keep 11 people alive for 7 days. In addition to the usual distress beacon and radio transceiver, the craft also has an onboard autopilot that can handle travel to a nearby sanctuary or a single planetary landing. There is a built-in toilet facility but little in the way of privacy. Basic camping & survival supplies are stored beneath the floor, including a disassembled hunting rifle.

These lifeboats can be found near the bridge, and by the lifts going down to Sendai Tower.



TRANSIT SPHERES



DISCUS-CLASS LIFEBOAT

Sparrowhawk-class Fighters

This new breed of fightercraft was custom designed for areas where space is a premium (like aboard carriers and space stations). Little more than a cockpit with powerful engines and guns attached, the Sparrowhawk is fast and agile, if not particularly durable or easy to maintain.

The Sparrowhawk is also designed for bottom-opening hangars and so has a coupling mechanism (the round device behind the cockpit) that attaches to a ceiling-mounted boom. When the fighter docks this boom connects to the coupler, allowing the craft to hang suspended while the bay doors are open.

The Sparrowhawk also has standard landing gear and this is employed in the hangar as well – lessening the strain on the suspension boom when the bay doors are closed and gravity is at Earth-normal. Though the primary engines are fixed rear-facing, each fighter has a small, internal gravitic generator. This allows for hovering and precise maneuvering in atmosphere.

Morgan XL Shuttle

Mitsuru Suyama's personal shuttle is a customized version of the ubiquitous Morgan-class. This one (the "XL") has an extended hull, more engine power, and a larger cabin. A dozen of this model have been produced so far. Some are simply for hauling more people than the standard. Others (like this one) are also luxuriously outfitted to serve as a symbol of prestige and wealth. Given the popularity of the variant, it will likely enter mainstream production.

Other Small Craft

The station carries a handful of other small craft for non-combat duties. These include a few (unmodified) Morgan-class shuttles and Sherpa-class cargo movers as well as various small repair ships and bots. Only the Sparrowhawk and Morgan-XL have their statistics reproduced here – the former because of its number and combat ability – the latter because of its novelty. The other craft are too varied, plain, and few in number to warrant such detail in an already overly-large document. They are also, as a whole, noncombatants or are already detailed in other supplements.

Other Uses for the Map Blocks

The components for this station are intended to be part of a larger set and the hope is that they can be used by the game master to construct things other than Argos III. This particular set is aimed at a ring architecture or other long corridor type of set up, but an enterprising cartographer can likely come up with other configurations.

The interior tiles could have other interior tiles above and below them (instead of an edge piece on either side) to allow for maps thicker than 3 pages. The large pressure doors on the top of some edge pieces can also be used as gateways into new areas, making what was once an edge into another interior section. This works especially well if the doors are considered open by default. This may make it possible to model planet-side buildings in addition to the usual space stations and capital ships for which the set is tailored.

This concludes the *Argos III* issue of Future Armada – by far the largest (and most time-consuming) installment to date. I hope that the station can be of use to you in your future adventures. I learned a lot while working on this project (like making smaller ships is more fun) and I hope that you find it a worthwhile investment. After a capital ship built upon these same designs, we will be returning to a series of more traditional designs. I thank you for your support.



Morgan Class Shuttle

PL 6

Type: Ultralight	Gargantuan (-4)
Subtype: Shuttle	Speed: 3,500 ft.
Defense: 11	Length: 37 ft.
Flat: 9 Auto: 7	Weight: 40 tons
Hardness: 20	Targeting: 0
Hit Dice: 8d20	Crew: 2 (trained)
Hit Points: 160	Passengers: 9
Initiative: +2	Cargo: 4 tons
Pilot Class: +3	Grapple Mod: +12
Pilot Dex: +2	Purchase DC: 42
	Res: Licensed (+1)

- Ion Engine
- Thrusters
- Polymeric Armor
- Laser Transceiver
- Radio Transceiver
- Class II Sensors
- Autopilot System

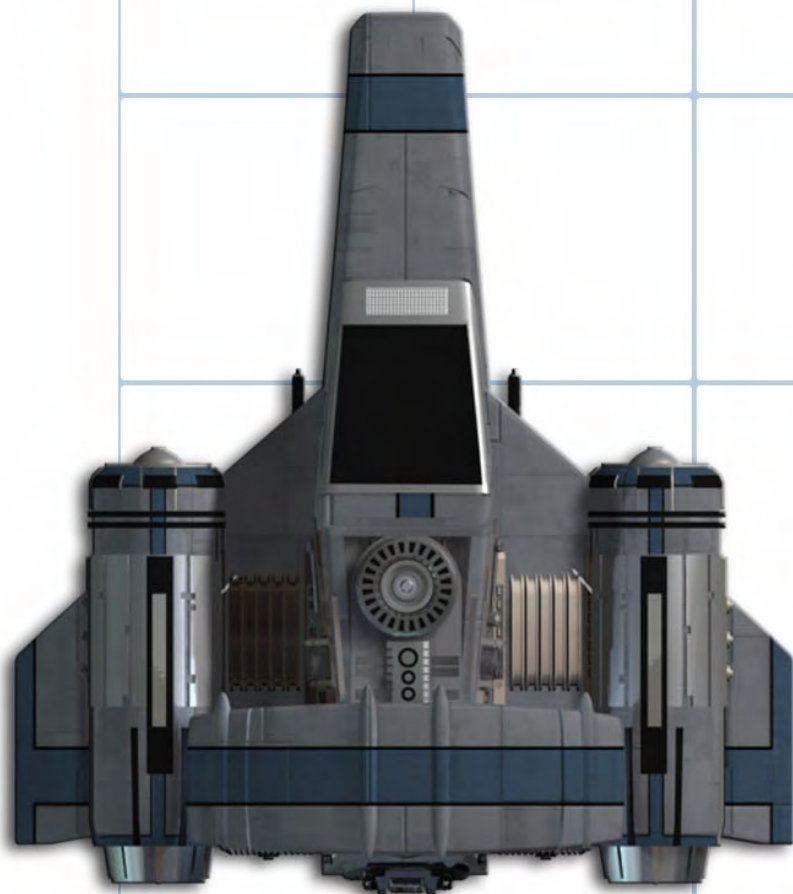


MORGAN XL EXTENDED SHUTTLE





SPARROWHAWK



Sparrowhawk Class Fighter

PL 7

Type: Ultralight	Size: Huge (-2)
Subtype: Fighter	Speed: 4,000 ft.
Defense: 17	Length: 15 ft.
Flat: 13 Auto: 11	Weight: 14,000 lbs
Hardness: 30	Targeting: +3
Hit Dice: 6d20	Crew: 1 (Expert)
Hit Points: 120	Passengers: 0
Initiative: +4	Cargo: 30 lbs
Pilot Class: +5	Grapple Mod: +4
Pilot Dex: +4	Purchase DC: 44
Gunner: +4	Res: Military (+3)

Laser +5 ranged (6d8) 3,000 ft. or
Plasma Missile +5 ranged (18d8/19-20)
2 missiles

- Particle Impulse Engine
- Thrusters
- Cerametal Armor
- Improved Autopilot System
- Particle Field
- Class V Sensors
- Improved Targeting System
- Radio Transceiver

5 ft



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