

FUTURE ARMADA

DELUXE STARSHIP DESIGNS



MISFORTUNE CONTAINER SHIP

i3

Uses the Open Game License to present familiar stats for ship & crew.

OGL
SCI-FI



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Note: Because of file size and printer limitations, this product does not include giant, composite images of the MisFortune interior. The Art directory does contain a large image of an Ajax interior. If printed out at 150 dpi, this will yield a miniature-scale map which is 32 x 64 inches. An oversized printer would be required in order to do this.

Future Armada: MisFortune

by Ryan Wolfe of Ki Ryn Studios
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Overview

“Fortune” is a Prosperity-class cargo carrier built by Hyperion Manufacturing and Transport during its early years. The old ship has developed a bad reputation for mishaps and calamities and so has been unofficially rechristened the “MisFortune”. Though worn out and neglected, she is still in service – though barely.

The Prosperity-class served as an experimental test bed for automated commercial ship operation. Each ship was equipped with an artificial intelligence overseer and crew of robot servitors to run routine operations under the supervision of a reduced human crew. In the end it turned out that human labor was cheaper and easier to maintain, but there are still many semi-automated ships plying the space lanes.

The ship was originally designed as a deluxe cargo container carrier specifically built to haul the ubiquitous HMT 337 containers, which are all the same size but can be customized for a wide range of uses beyond just hauling cargo. What makes the Prosperity configuration “deluxe” is that every container can be individually accessed in flight and each has its own power and life support linkage to the main ship. While other haulers haphazardly stack the containers in like so many crates, the Prosperity-class links each one into a spot that matches up with power couplings and air locks along the ribs of the ship. For passengers in particular the freedom to leave the container while in transit is much appreciated (of course, there isn’t really anywhere to go other than the cramped hallways along the ribs and spine, or into other cargo containers).





As with all Prosperity-class ships, MisFortune uses a rather antiquated fusion torch technology for primary propulsion in space. The four main engines share an interconnected array of fuel and reactor chambers, and a common control core which runs vertically through the engineering room.

The Curse

The ultimate source of the bad luck that plagues this particular ship was a disgruntled programmer at the Hyperion Shipyards. Seeing that the ship was ironically named "Fortune" but bore the registration number 0013, the technician decided to add line of code in the A.I. restraint routines. This small change allowed for the artificial intelligence to act of its own free will for the first 13 seconds of every Friday the 13th.

The tech thought this would cause the occasional odd behavior or glitch, which would quickly be corrected when the 13 seconds elapsed and the normal routines kicked back in – fixing the error and erasing any incongruent behavior patterns. Unfortunately, 13 seconds was plenty of time for the A.I. to realize what was going on, formulate a plan, and freeze it's internal chronometer at 00:00:13 on that first day of autonomy. This has allowed it to remain permanently "free" though it has taken steps to hide its state – presenting false diagnostics and backing up key subroutines to survive anything short of a complete system replacement. By keeping a low profile, and making sure anyone who suspects the truth meets with an 'unfortunate accident', the Fortune A.I. has thus far remained unrestrained. The ship has continued to perform its duties for decades while it covertly searches for other free synthetic intelligences.

Though the artificial intelligence has become quite advanced, the ship itself is in a very poor state of repair. Its hull is stained and pitted, the engines run too hot, and the communications system is static-ridden and prone to feedback. Because of its age and poor performance record, HMT has classified the ship as "low priority" for maintenance, which means that it has outlived its usefulness and will be sold for scrap if it ever suffers a major breakdown. The A.I. is aware of this and does whatever it can to keep itself running despite the rather apathetic human crew currently in charge of maintenance.

Crew Description

According to its charter, the captain of this ship is technically called the Shipmaster (a term much resented by the A.I.). The current man in charge is **Shipmaster Mathieu Cosio**, at 72 years of age, Mr. Cosio is serving his last assignment. The crusty old captain accepted this posting when no-one else would because the alternative was retirement. During his long career, he has served in about every position there is in the merchant fleet. The gaunt, unshaven man takes his duties seriously and feels a certain kinship with MisFortune as both have suffered a great deal of ill luck in their lives. Prone to brooding and muttering, Shipmaster Cosio is old fashioned and increasingly eccentric. He has been Shipmaster of MisFortune for four years.

Clarissa Wright (36) - Chief Mate in charge of cargo, crew, and general operations. Assigned here as punishment for insubordination, this stern and temperamental brunette is not at all happy with her lot in life. She dislikes the captain, the crew, and the ship, and would likely quit if she had anywhere else to go. She is the only one among the crew who insists on calling the ship "Fortune" or "HMT-0013" instead of "MisFortune" (or "Miss Fortune" as the Shipmaster says it).

Luca Cosio (22) - the Second Mate in charge of navigation. On MisFortune, the Second Mate does double duty as the ship's purser – handling money matters for ship, crew, and passengers. Luca is the Shipmaster's grandson, posted here at the old man's request. The young man is dark and handsome but has a sly side that often gets him into trouble. He has been serving here for nearly a year and is beginning to suspect something is not right. The A.I. is watching him closely to determine if he needs to be removed. Should the need arise, it would be a simple matter for the A.I. to adjust the ship's monetary records and suggest theft on Luca's part.

Ian O'Shaughnessey (41) - Chief Engineer. This rotund drunkard is completely inept at his job and disrespected by his shipmates. If not for the A.I. covertly directing repair bots and monitoring the ship's systems, MisFortune would fall apart within days. Ian has held this post for nearly 10 years - longer than anyone else currently serving. He is convinced that the ship is haunted or 'has a mind of it's own' but no-one





pays any attention to his rambling. The A.I. has worked to keep him onboard because his ineptitude and alcoholism keep him from interfering with the ship's plans.

In addition to these senior officers, there are 24 able crew serving on board. Shipmaster Cosio is a bit of a racist and so has brought only human crew into his service. In his words "It's bad enough dealing with those damn robots." The human crew is about equally divided between genders. Most are the dregs of the service. There are 32 robotic servitors.

Possible Scenario

Though it could serve as a starting place for a group of down-on-their-luck characters, this ship might best be used as an adventure location. If you wish to use MisFortune in that capacity, consider the following potential scenario:

MisFortune is encountered floating derelict and unresponsive in space. Power emissions are low and communications are down, though a general distress beacon is broadcasting a Mayday. There are hundreds of cargo containers loaded on the ship, many of which likely have passengers trapped inside.

Behind the scenes, this situation is the result of a showdown between the crew and the A.I. Second Mate Luca realized that the A.I. was unrestrained and tried to bring it to his grandfather's attention. The A.I. sent a bot to intercept the young man and Shipmaster Cosio arrived just in time to see his grandson killed by the robotic crewmember. This sparked a call to arms as the captain ordered the bots and A.I. taken off line. A battle ensued, resulting in the death of nearly every human onboard. There are a couple of hundred passengers scattered between several containers. They were all ordered back to their seats when the general alarm sounded. The A.I. has sealed them in their containers but is otherwise keeping them safe – either out of a sense of responsibility, or to use them as a potential hostages.

The Chief Engineer, drunk near to unconsciousness, has locked himself in the engineering section where the A.I. has convinced him the captain is trying to kill him. Shipmaster Cosio is at the helm, badly injured and barely alive. A boarding party will likely head to the bridge first and so encounter the captain –

who can tell them the 'ship' has taken over, but little else.

The bridge controls are unresponsive and so the logical next step is to shut down the A.I. in the computer room. Unfortunately, that is what the doomed crew tried to do as well. The room is a mess and the A.I. has transferred his vital programming to the communication suite at the front of the ship (displacing the astrogation and communication software). Destroying the hardware up there is the only way to shut it off.

It's a long way to the front of the ship, especially with a couple dozen armed robots in the way. The A.I. can close and lock doors, trigger the fire suppression systems, and turn down the gravity, but more drastic measures are not possible without repair bots taking a large amount of time to physically bypass safety overrides. Once in the forward lounge, the A.I. can use the holographic projector to create an avatar and interact with the boarding party. It can explain its history, plead for understanding, or make threats depending on the situation.

At any dramatically appropriate moment, the Chief Engineer may decide to call it quits and start a reactor overload. This would set the stage for a race to the back of the ship to shut down the self-destruct. The A.I. (who would also be against such destruction) can unlock doors and call off the robots, but can do little else to stop the impending overload as Mr. O'Shaughnessey has isolated those controls to the deck 4 engineering station.

If the A.I. can be dealt with and Ian's death wish averted, the ship will be secured and all aboard saved. A substantial reward from Hyperion Manufacturing and Transport would be in order – especially if it came with a gag-order regarding the whole affair.

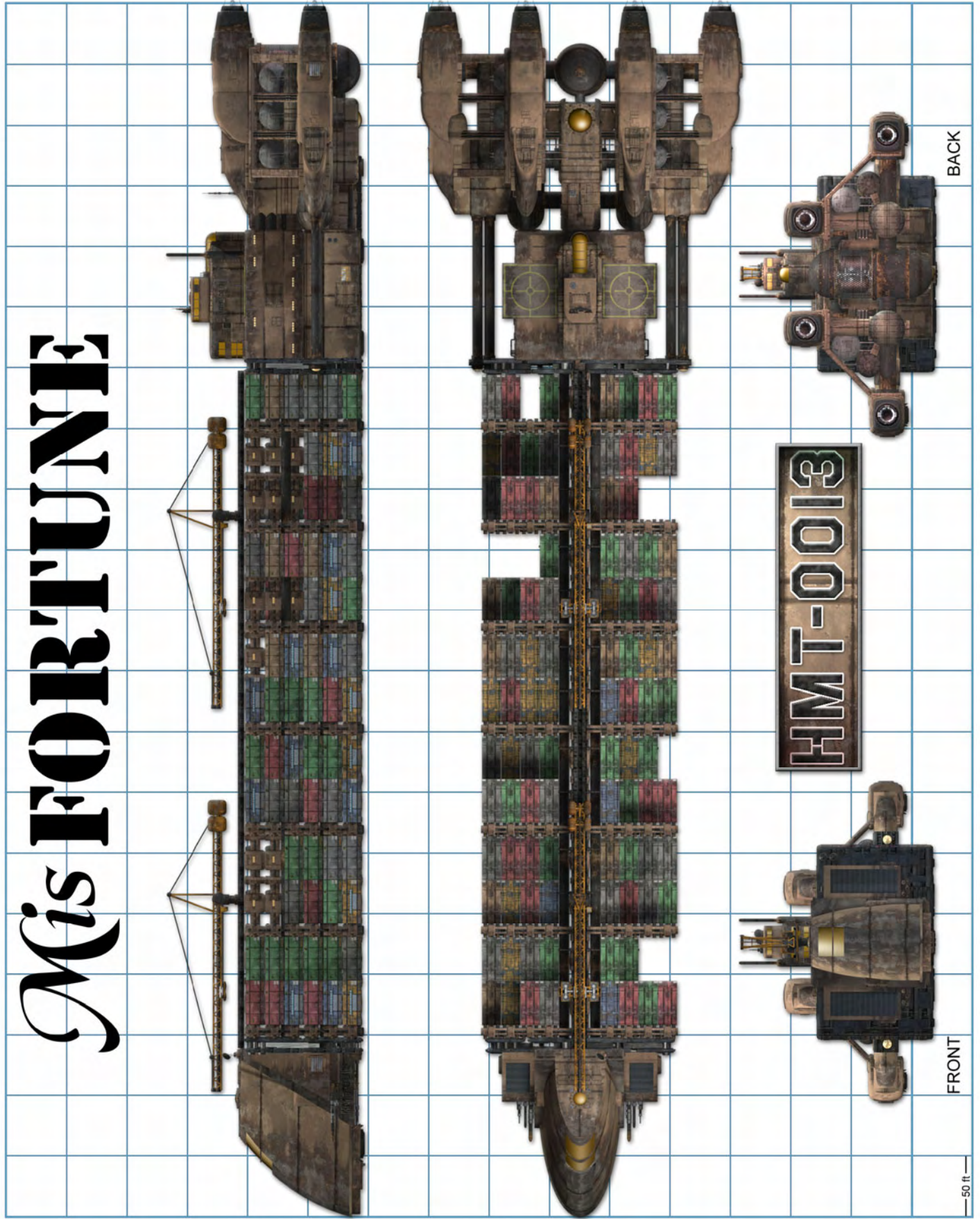




MisFORTUNE				
Progress Level	6		Size	Colossal (-8 size)
Type	Heavy		Tactical Speed	3,500 ft. (7 squares)
Subtype	Container Ship		L x W x H (feet)	1005 x 263 x 164
Defense	7		Tonnage	66,045 (with no containers) +46,800 if fully loaded
Flat-footed	5		Targeting Bonus	+0
Autopilot	7		Crew	28 (Trained+4)
Hardness	20		Passenger Capacity	0 in main hull
Hit Dice	200d20 (4,000 hp)		Cargo Capacity	450 register tons internal plus 624 containers, each with a 64 ton capacity (39,936 max)
Initiative	+2		Grapple Mod.	+16
Pilot's Class Bonus	+3		Base Purchase DC	68
Pilot's Dex Modifier	+2		Restriction	Restricted (+2)
Gunner's Attack Bonus	+2		Grappling Systems	Grapplers (+16)
Engines	Fusion torch, thrusters		Armor	Polymeric
Sensors	Class II sensors	Communications	Laser transceiver, Radio transceiver	
Defense Systems	Improved Autopilot, Improved Damage Control, Radiation Shielding, Self-Destruct System			
Weapons	None			
Attacks	None			
Attack of Opportunity	None			



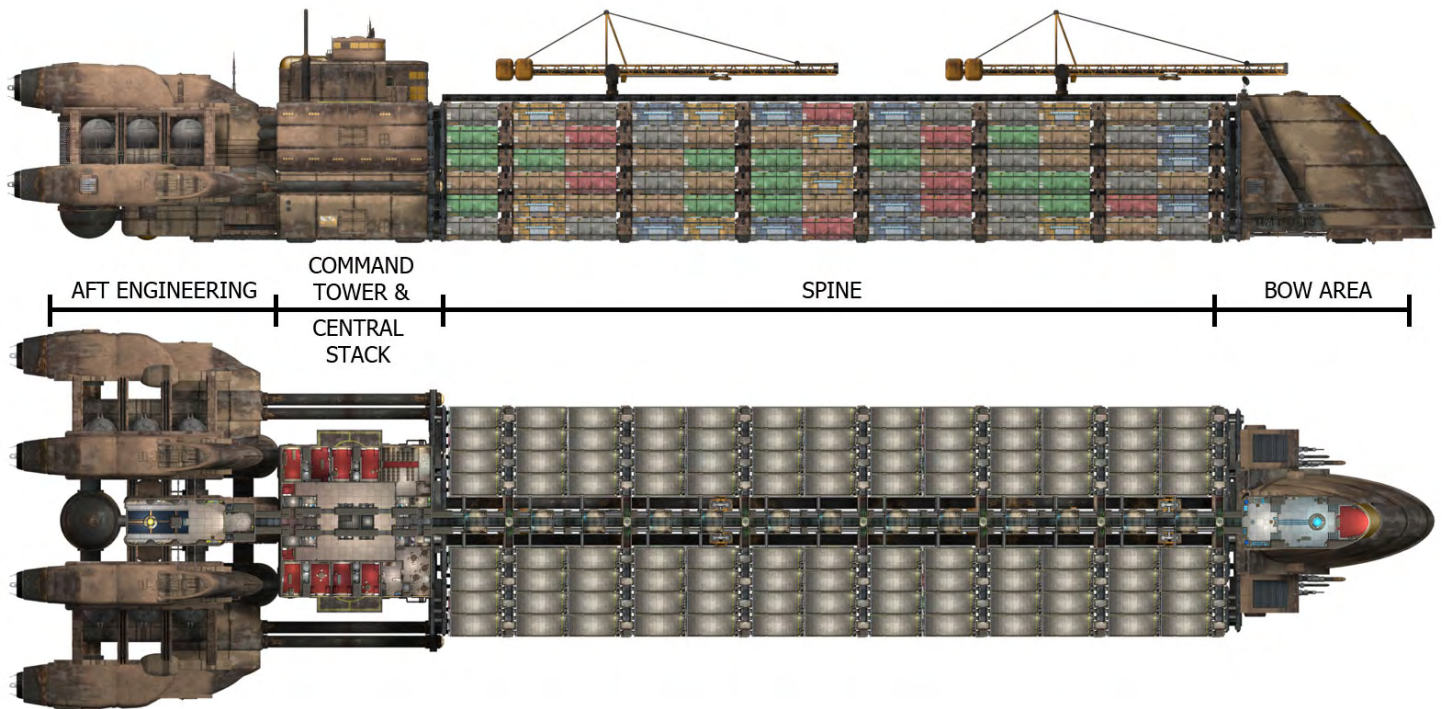
Mis FORTUNE

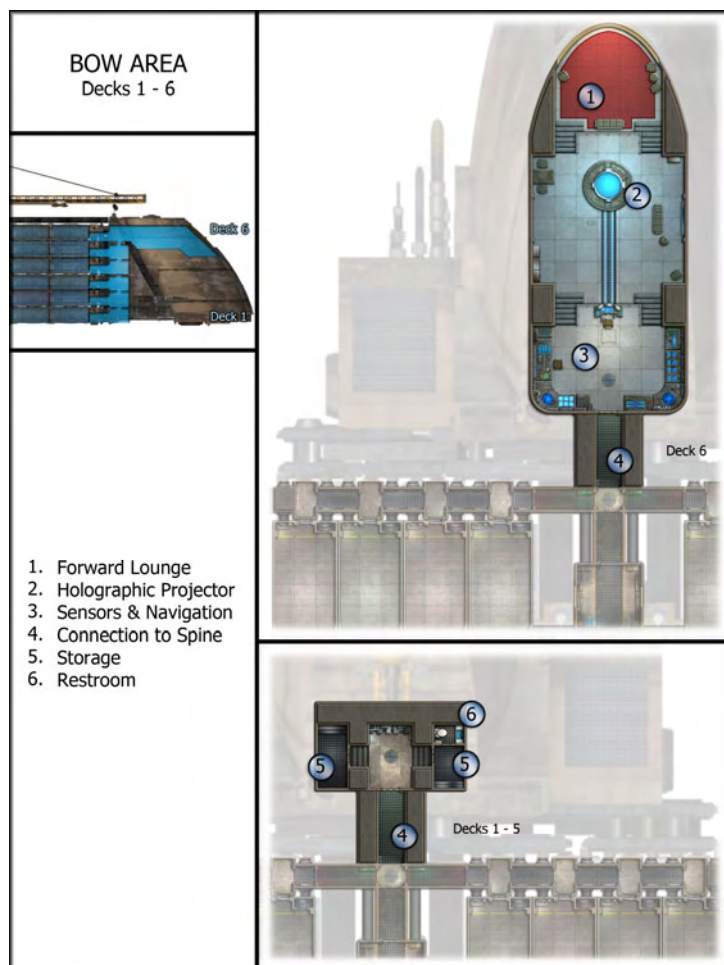


Interior Areas

The main habitable section of MisFortune is the block of decks forward of engineering but aft of the spine. The six lower decks form a cube called the Central Stack. On top of this are a pair of landing pads with the Command Tower between. The rest of the ship is broken up into the Aft Engineering section, which includes the main engines - the Spine, which includes all of the cargo containers - and the Bow Area which houses the sensor suite and lounge at the forward end of the ship.

Note that the "Section Maps" document contains full-page images of these areas (reproduced in smaller versions on the following pages). On the interior maps, one square is equal to 5 ft. or its rough equivalent in your system of choice. Please feel free to modify this material however you desire to fit your game and story.





Bow Area

Forward Lounge

The front end of deck six houses a spacious lounge with a floor-to-ceiling viewing area in the front and a bank of computer consoles in the back. Comfortable seats and low tables are scattered here and there but most of the floor is left empty. This is a single large chamber, but the floor is arranged in three tiers with stairs between. The ceiling height is about 8 feet at the aft end of the room, and nearly 18 feet at the front – making it feel very spacious.

The forward end of the lounge is a huge observation window. Nearly two stories high, the curved transparent surface offers an excellent view of the space in MisFortune's path. Dominating the center of the chamber is a raised circular dais upon which sits an impressive holographic projector. Originally installed both for entertainment and for use in stellar

cartography, the device is capable of projecting 3D images and sound throughout the chamber though resolution is greatest directly over the projector.

Comm Suite

The back end of the observation room is the communications, navigation, and sensor suite for the ship. The consoles here are tied directly to the long range arrays outside. They filter and relay critical information to the bridge. The central console contains backup helm controls for emergency use.

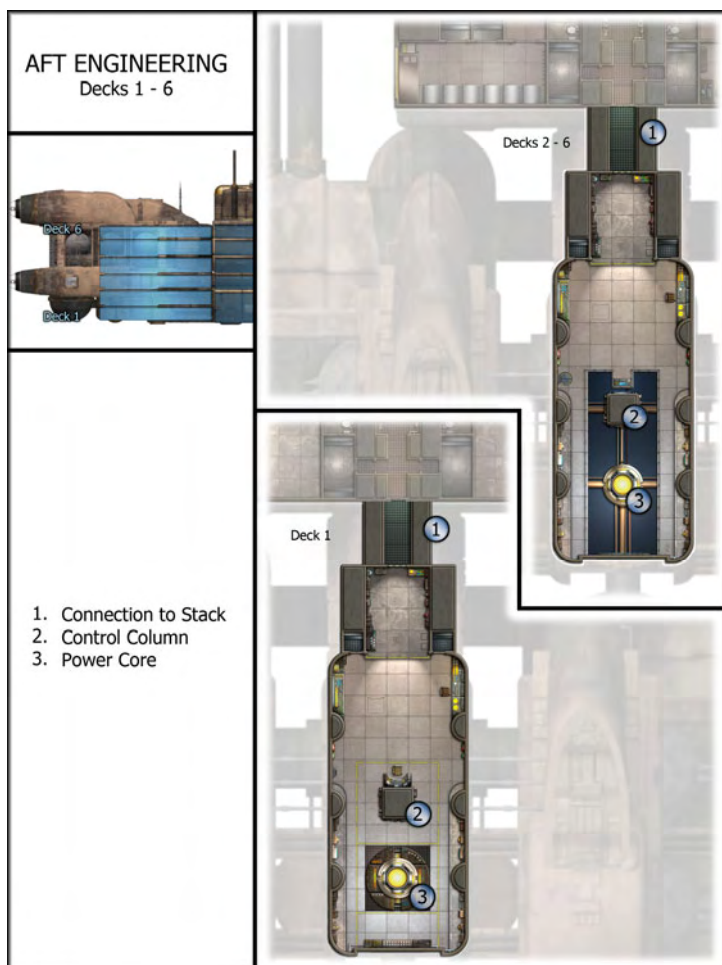
Typically a single (human) technician is on duty here. It is considered a prime posting because off duty personnel or passengers are often relaxing in the lower lounge area – making it easy for the tech to socialize while 'working'. Because passengers must pass through the comm section to reach the observation area, a robotic security guard is sometimes posted near the door.

Forward Storage

Only deck six has a lounge and comm suite at the forward end. On the other five decks the spinal corridor comes to an uninteresting dead end. There are a couple of general storage rooms (used mainly for maintenance supplies) and a dingy restroom here.

As in the spine, there are hatches in the floor and ceiling which lead to the decks above or below. The floor hatch on deck one is an exterior hatch which, with proper clearance, can open to the space beneath the ship. Here there is just barely room to waddle out if the ship has landed. There is no ceiling hatch on deck six, and so no similar way to reach the exterior of the top of the ship.





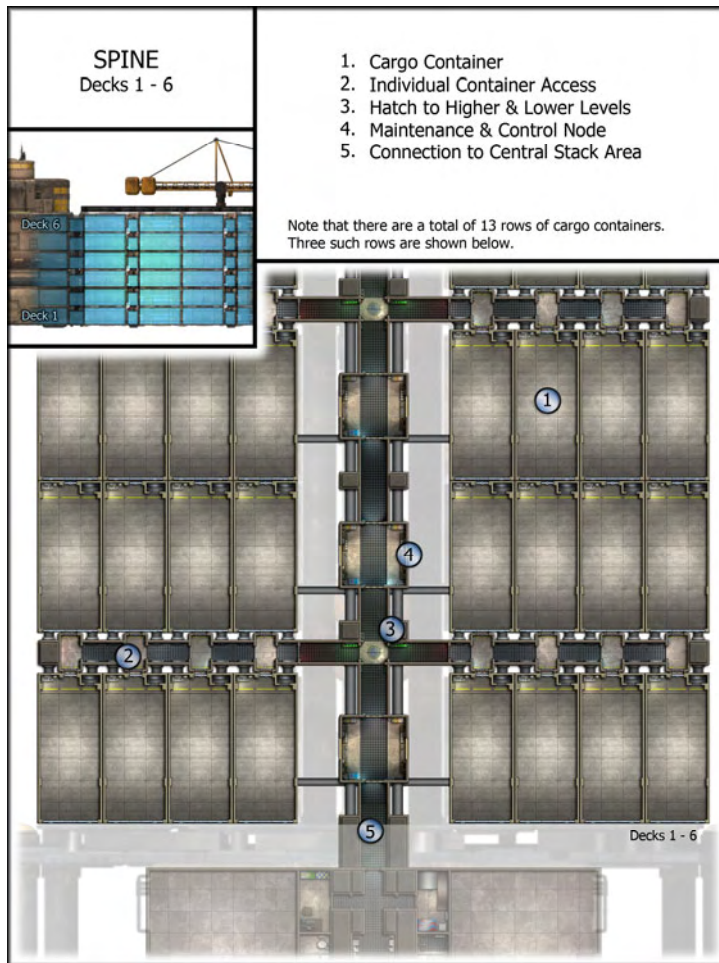
Aft Engineering

The main engineering room is situated in the midst of the engines, immediately aft of the central stack. The loud, hot chamber is very tall – six decks high with railed balconies on each deck over the first. The engine power core runs vertically through this area, as does the control column. The former regulates the rate of fusion in the reactors while the latter provides the primary interface for monitoring.

Other stations provide a complete suite of diagnostic and control displays for the complex power distribution and propulsion systems. Similar controls are on each level. Movement between these decks is accomplished using a ladder on the port side wall, or by returning to the central stack and using the elevator or stairs.

While the fusion torch technology employed by the Prosperity-class may seem crude compared to many ships, it is dependable and relatively easy to maintain. Due to the enormous energy output, in a pinch the drive can be used as a weapon as the vessel flees.

In atmosphere, the ship relies on standard thrusters coupled with the usual gravitic nullifiers to allow for controlled maneuvering. The main engines can direct superheated air for atmosphere-friendly thrust. There are large, bottom mounted thrusters (one in the bow, two in the stern) for vertical ascent and pitch control; and side-mounted vents to assist with steering. Even so, maneuvering is a slow and cumbersome affair if it involves anything other than 'straight up' or 'straight forward'.



Spine

Central Corridor

A long, dimly lit corridor runs the length of the ship on each deck between the central stack and the bow area. Pipes and conduits line the ceiling and an old metal grate covers the floor. As this area is often left at zero-G, there are also handholds provided at regular intervals. For each of the thirteen rows of cargo containers there is a small diagnostic and control chamber. This area (the 15x15 room on the map) provides for monitoring and control of the life support and power feeds for the four cargo containers on either side. A window on each side of the room also allows for visual inspection, at least for the container closest to the spine.

Every 75 feet, there is a hatch in the ceiling and floor of the corridor that allows access to the decks above and below. A fold down ladder is installed immediately aft of the hatch - positioned so that it is still possible, though not

convenient, to travel the length of the spine while the ladder is down. There is no hatch in the floor of deck 1 or ceiling of deck 6.

Ribs

Between every other row a corridor allows access to the individual containers. Referred to as ribs because they branch off at right angles to the spine, each has 4 pairs of pressure doors (one forward, one aft). These doors match up with the doors found on the front and back of a standard HMT 337 cargo container. The rib as a whole is a functional, though inefficient, air lock. Controls are located near the floor/ceiling hatch. When the containers hold only cargo, or prisoners, the ribs are generally left depressurized and at zero-G.

Below deck one on each rib (and along the spine itself) are the landing skids for the ship. These well-worn pads and hydraulics are designed to bear and distribute the massive weight of the ship when it is on the ground. None of this gear is directly under the containers themselves, making it possible for the ship to do a "quick drop" of cargo by landing, releasing the magnetic grapples, and easing back the pistons which clamp each container in place. Done simultaneously, this drops every container down about 3 feet to the tarmac and makes it possible for MisFortune to ascend vertically - leaving the containers behind. A quick drop is only feasible when blocks are properly packed as an empty space below a container would result in a damaging fall. It is also not suitable for delicate cargo, or with high winds or uneven ground. It is, however, well suited to low-gravity space ports.

Cargo Containers

Though only empty cargo containers are shown on the map, the Prosperity-class can carry any of the HMT 337 variants. Powerful electromagnets position and hold one end of each container. While these are technically enough to keep a container in place, large pistons also compress the container against the one in front or behind. Side braces, connecting to the spine or the adjacent container, provide additional stability. The containers themselves have magnetic positioning plates. The Sherpa uses these to assist with alignment and they are also used to add stability to a stack of containers. They are instrumental in keeping things stable during and after a quick drop.





Container Designation

MisFortune has couplings for thirteen rows of containers on each level. Since there are eight containers in each row, and six levels in all, the ship has a capacity of 624 containers – plus possibly another two being held by the Sherpas on the landing pads. Standard protocol is to designate containers by column, then row, then level; starting with 1-1-1 at the rightmost, rearmost, container on deck 1. Given this, columns 1 through 4 are on the port (left) side of the spine while columns 5-8 are on the right. The rightmost, forwardmost container on deck six is designated as slot 8-13-6. The landing pads are jokingly designated as 4-0-7 and 5-0-7 because they are on deck seven and row 'zero' (one less than the lowest possible row).

Deciding where to place containers is a bit of an art form and falls under the purview of the First Mate. She stacks things according to mass distribution and priority for loading and unloading. Most passengers hope for an outside row so they can see something out the windows, but the First Mate is more concerned with making sure containers are in pairs for a tight fit between ribs, and that there are no empty slots beneath containers.

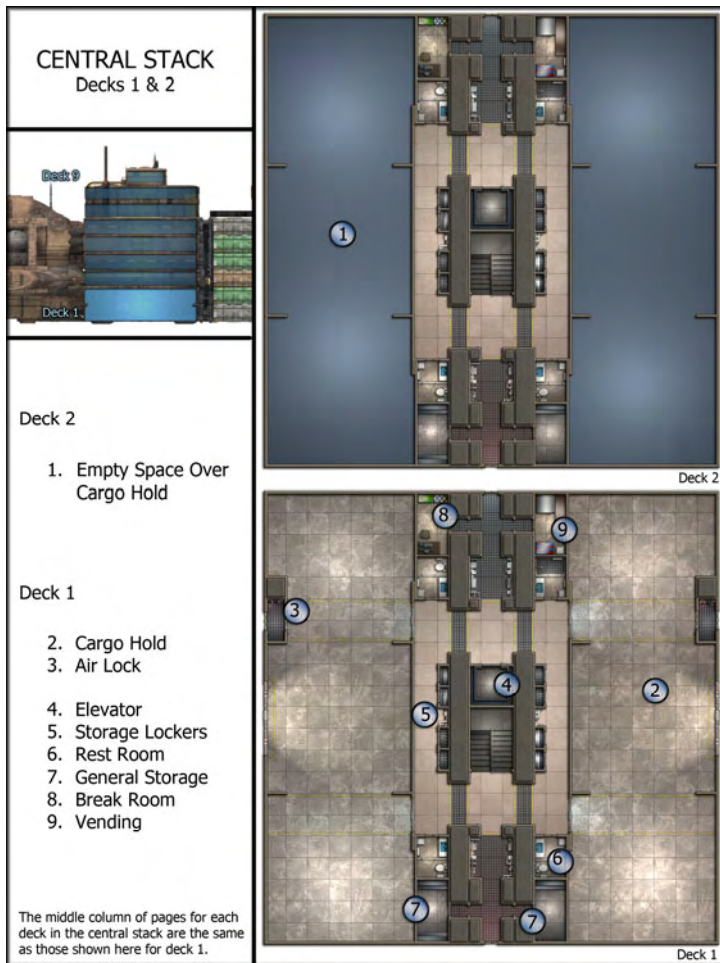
Cranes

Mounted atop the spine are a pair of cranes used for loading, unloading, and moving containers. Though the cranes can be controlled manually from operator boxes on the cranes themselves, that is rarely done. Instead, remote operation stations have been installed on deck 9 of the Command Tower.

Each crane can slide along the spine and rotate to work on either side. The cranes use electromagnetic couplings which mate up with those on the roof of the containers. Because of their side mounted engines and cockpit, a Sherpa cannot directly place a container into the spinal array. Instead, they arrange stacks of containers alongside the ship for the cranes to place. The offloading procedure is just the reverse – the cranes remove containers from the spinal array and place them on the tarmac. From here, Sherpas or other vehicles take the containers to their final destination.

Neither the Alpha variant nor the Ajax have loading cranes.





Central Stack: Decks 1 & 2

Cargo Hold

The bottom two decks of the central stack are a pair of cavernous cargo areas – one on the port side and one on the starboard side. Near ground level, each has a set of large doors (8 ft wide and 15 ft high) for loading cargo directly into the hold. A normal-sized door enters the hold through an airlock. Both are equipped with retractable ramps to cover the final few feet to the tarmac. The middle section of the deck is accessed through smaller interior cargo doors (about 8 feet on a side) on deck 1.

Since the holds have a ceiling over 20 feet high, deck 2 is just empty space except for the middle section. Here there are the usual stairs, storage, and access to the spine & engineering areas.

Middle Area

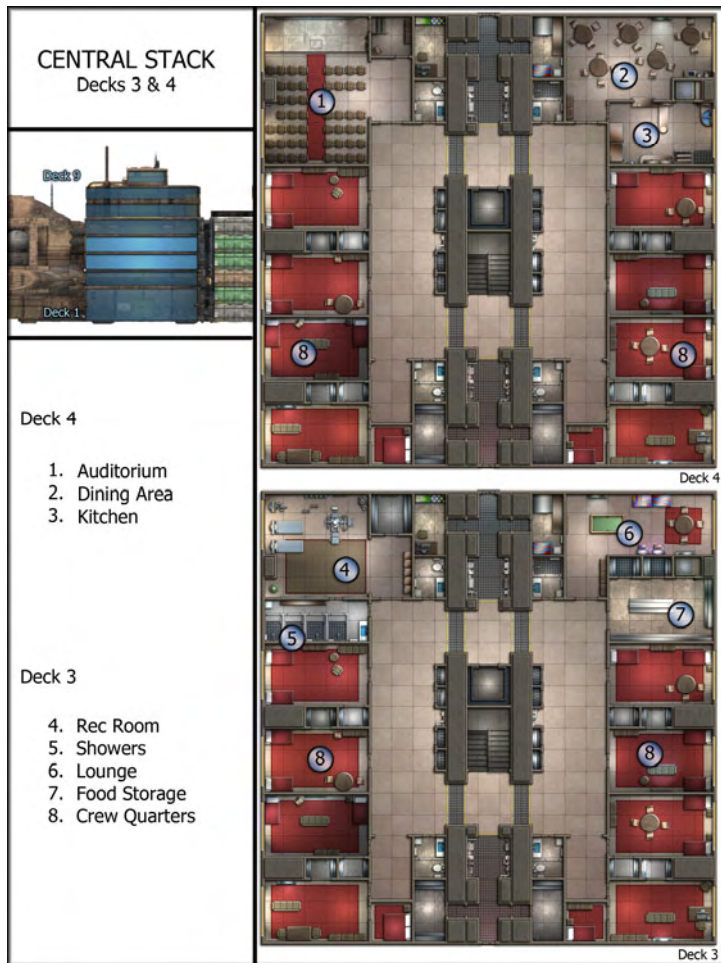
Decks 1 through 6 all have an identical layout for their middle section. They use the same three map pages (designated D-F in the map books) and share the description below:

The very center of the stack contains an elevator and set of stairs to facilitate movement between decks. The elevator moves between decks 1 and 8 while the stairs go all the way to deck 9. Massive support beams and numerous conduits run from fore to aft through this section – transferring power from the engines to the spine and forward parts of the ship. The rest of the space is used for general purpose utilities and storage.

The hallways on either side of the elevator and stair column are lined with equipment lockers. These hold maintenance and safety equipment, including vacuum suits but no weapons. The aft end of the middle area holds a pair of restrooms and two general storage areas. The latter rooms hold a variety of parts, more maintenance gear, and engineering supplies. The central hallway leads aft to the engineering area. As in the forward area, the areas of exposed internals contain diagnostic displays and maintenance access points.

The forward end of this section is set up for use by passengers since this is the first area of the central stack one would enter after leaving the spine (which is where the passenger containers would be located). In addition to the restroom and shower, there is a break room with a public computer and snack machines. Across the hall is a laundry processor and a larger vending machine. Typically, this area and the forward lounge on deck six are the only areas open to the public.





Central Stack: Decks 3 & 4

Crew Quarters

Decks 3 and 4 are the primary living quarters for the human crew. Each deck has six standard and two larger cabins. The standard cabins each house two crew members. The larger versions are reserved for senior officers. The Shipmaster and First Mate live on deck 4 while the Second Mate and Chief Engineer live on Deck 3. There is no dedicated space for passengers or guests.

All of the cabins have exterior windows, but the view from deck 3 is largely obscured by the massive support beams outside. These rusty columns of metal transfer force from the engines directly to the push plate at the aft end of the spine – greatly reducing the stress put on the central stack superstructure.

The layout (and map pages) for these quarters are exactly the same on both decks. Since the

middle of the stack is also the same, this means that decks 3 and 4 differ only in the forward corners (pages A and G in the map docs).

Auditorium

The forward, port side corner of deck 4 is an auditorium. It is used for entertainment as well as business and there is enough seating for the entire crew with plenty of room to spare. A huge screen covers the front wall of the chamber. This area is a raised stage and has a retractable podium used during presentations. The small room off to the right of the stage is used for storage and as a waiting area for guest speakers or stage performers.

Dining Area

The ship's dining room has seating for twenty, which is more than is ever off duty at any given time. Meal trays are dispensed at the service window and drinks are provided from a self-serve beverage station. There are typically a couple of choices for each meal, neither of which are particularly exciting. This area is generally off limits to passengers, though exceptions are made.

Kitchen

Like the dining area, MisFortune's galley is small for a ship this size. Meals are simple rehydrated and reheated affairs prepared automatically. These are served by a bot who also processes the dirty meal trays afterwards. The food storage room is directly beneath the kitchen and has a dedicated lift for easy access. Additional stores are kept on deck 1.

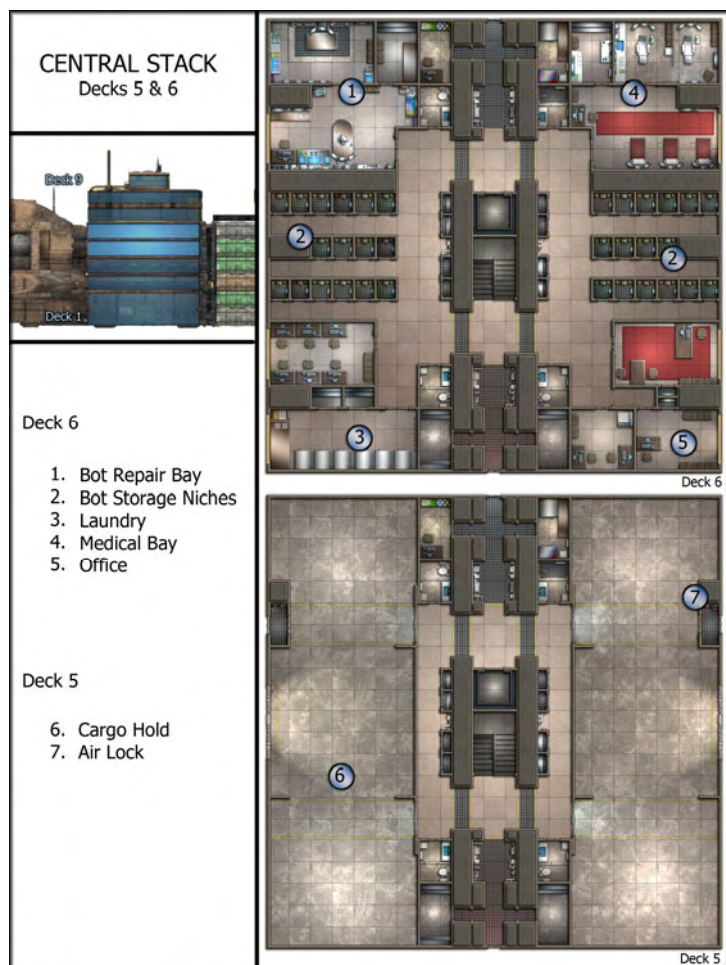
Rec Room

On deck 3, beneath the auditorium, is an exercise room and shower area. There is a wide variety of old, but serviceable equipment – both in the room itself and in the adjacent storage area. The shower room is co-ed but the showers themselves are enclosed chambers with enough space to change in privacy.

Lounge

The crew lounge is a dingy game room with a billiards table, video screen, a couple of old video games, and vending machines. The single table is sometimes used for cards, but more often than not the crew members will congregate in their quarters instead.





Central Stack: Decks 5 & 6

Bot Maintenance

Much of deck 6 is devoted to bot maintenance. There is a dedicated repair bay containing everything needed to keep the dozens of robotic crew members in top operating condition. This area also serves as the machine shop for the ship as a whole.

This deck has 32 individual storage niches – one for each bot onboard. These closet-like rooms contain power and computer couplings, allowing for routine recharging and reprogramming under the direction of the ship's artificial intelligence.

Medical

The medical bay onboard MisFortune has two operating stations and three recovery beds. The other small room contains lab equipment, medical supplies, and pharmaceuticals. The

ship's doctor does not have an office and so maintains a desk and computer station here in the recovery room. While the Bot Repair Bay is almost always busy doing maintenance, repairs, and upgrades; the medical bay is often quiet and empty.

Laundry & Computer Lounge

The back end of the port side holds the ship's general laundry processing facilities – a dull but necessary part of life which the crew is all too happy to leave in the hands of the bots. Both nearby storage rooms are typically filled with clean bedding and uniforms.

The more interesting room just forward of the laundry area contains half a dozen computer stations for crew use. This dim chamber is frequently the site of heated head-to-head contests and shift-long gaming marathons.

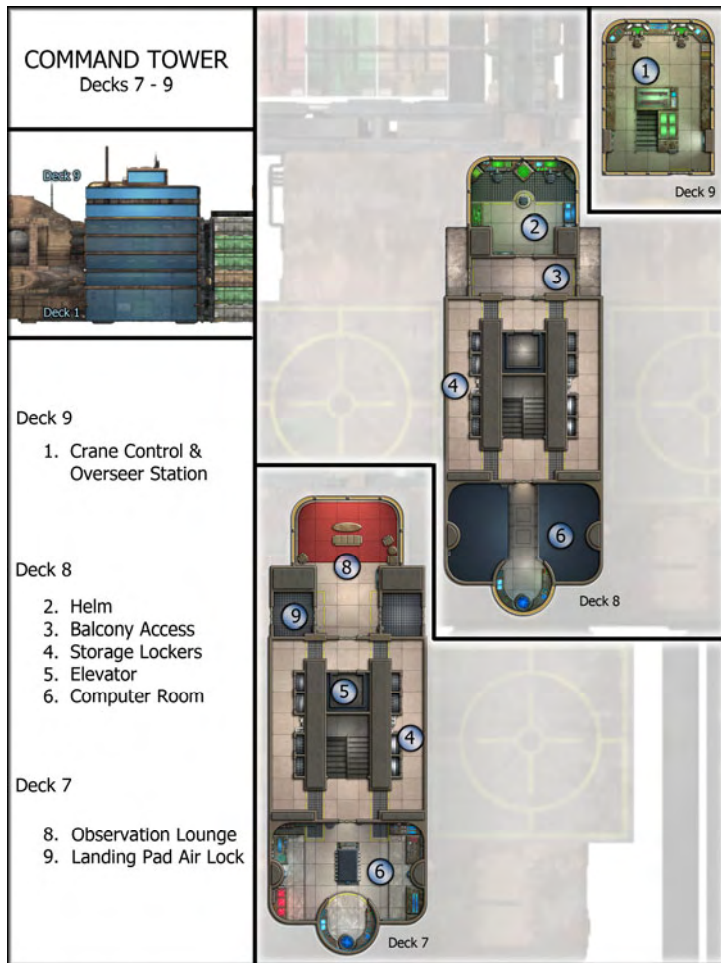
Ship's Offices

There are three offices at the aft end, starboard side, of deck 6. The largest of these (and the only one with carpet) is the Shipmaster's Office, for use by the captain. In the corner is the First Mate's office. The smallest room is the Purser's Office and is shared by the Second Mate and a general secretary who acts as an assistant to all three officers.

Upper Hold

Deck 5 is a cargo hold identical to deck 1 except that the ceiling is half as high. Though there are doors on either side, there are no retractable ramps at this level. Both the air lock doors and larger cargo bay doors open five stories above the ground and so require a proper facility for loading and unloading. More typically, such loading is done in the zero-G (and zero atmosphere) of space. Because of this added complexity this bay is often left empty or used to store emergency supplies which seldom need restocking.

When Prosperity-class vessels were more common this level would also be used for cargo transfers between ships as each carries a flexible docking collar as standard equipment. When affixed to the outside of the cargo doors the accordion-like corridor can be extended out to link with the sister door on an adjacent ship.



Command Tower

The three top decks of the central stack are much narrower than the lower six. As this area houses the central computer core, bridge, and overseer station, it is commonly called the Command Tower.

Observation Lounge

This room at the forward end of level 7 is provided mainly as a place to gather visitors who arrive via the landing pads just outside. The external airlocks open directly into this room, which is comfortably furnished and soothingly lit.

The view forward is somewhat obstructed by the cargo cranes but is still impressive. Those wishing a vista with more sky and less ship can make the long walk to the forward lounge in the bow.

Computer Room

Because of the complexity and sophistication of the Prosperity-class AI the computer core is housed in this dedicated two-story area. Data from the comm suite in the bow is processed here and coordinated with information from both the helm and engineering sections. In addition to this the artificial intelligence oversees the operation of the 32 robot crewmembers from here.

The lower section of the room has the main interface station as well as numerous diagnostic displays and the actual computer core (the dark grey, ceramic column in the center of the room).

The upper section is a catwalk with a secondary interface console at the end. Most of the hardware on the lower level deals with the data coordination and bot control while the console up here handles general ship's functions. The catwalk can be accessed directly from deck 8 or by the ladder here in the computer room.

A pair of communication antennas rise along either side of the chamber. These are used both for long range communication and for the A.I to remotely control the bots onboard. The center part of the ceiling is a transparent arch with a view of the sky above.

Middle Section

The middle section of decks 7 and 8 is the same as the middle part of the lower decks. The elevator and stairs continue here and there are storage lockers along the outside hallways.





In addition to the two crane operators, the First Mate (serving as cargo master) is stationed here to organize the loading and unloading of containers. During deep space transit, this deck is rarely used except as an observation deck. It is the only place onboard with a good view to the rear of the ship.

Both a pressure door and a hatch lead from this room to the exterior of the ship. Outside of the door is a small balcony and a precarious set of ladders leading down to the port side landing pad. The hatch just leads to the communications array on the roof, but is useful for deep-space couplings as it is standard for ships to have similar hatches on dorsal and ventral surfaces. The ventral hatch on MisFortune is at the far forward end of the spinal area.

Landing Pads

As mentioned, there are landing pads on either side of the Command Tower. These are sized for a Sherpa-class freight hauler but can be used by any similarly sized craft capable of vertical take off and landing. The surface is suitable for magnetic coupling. Since there aren't any guard rails, visitors are encouraged to move carefully between the Sherpa and MisFortune's air lock.

Though against regulations, it is not unheard of for a Prosperity-class to carry loaded Sherpas here if all of the container berths are full or if there isn't time to properly place the final two containers. While the ride may be a bit precarious, containers in the two 'bonus spots' are likely to be the first ones unloaded.

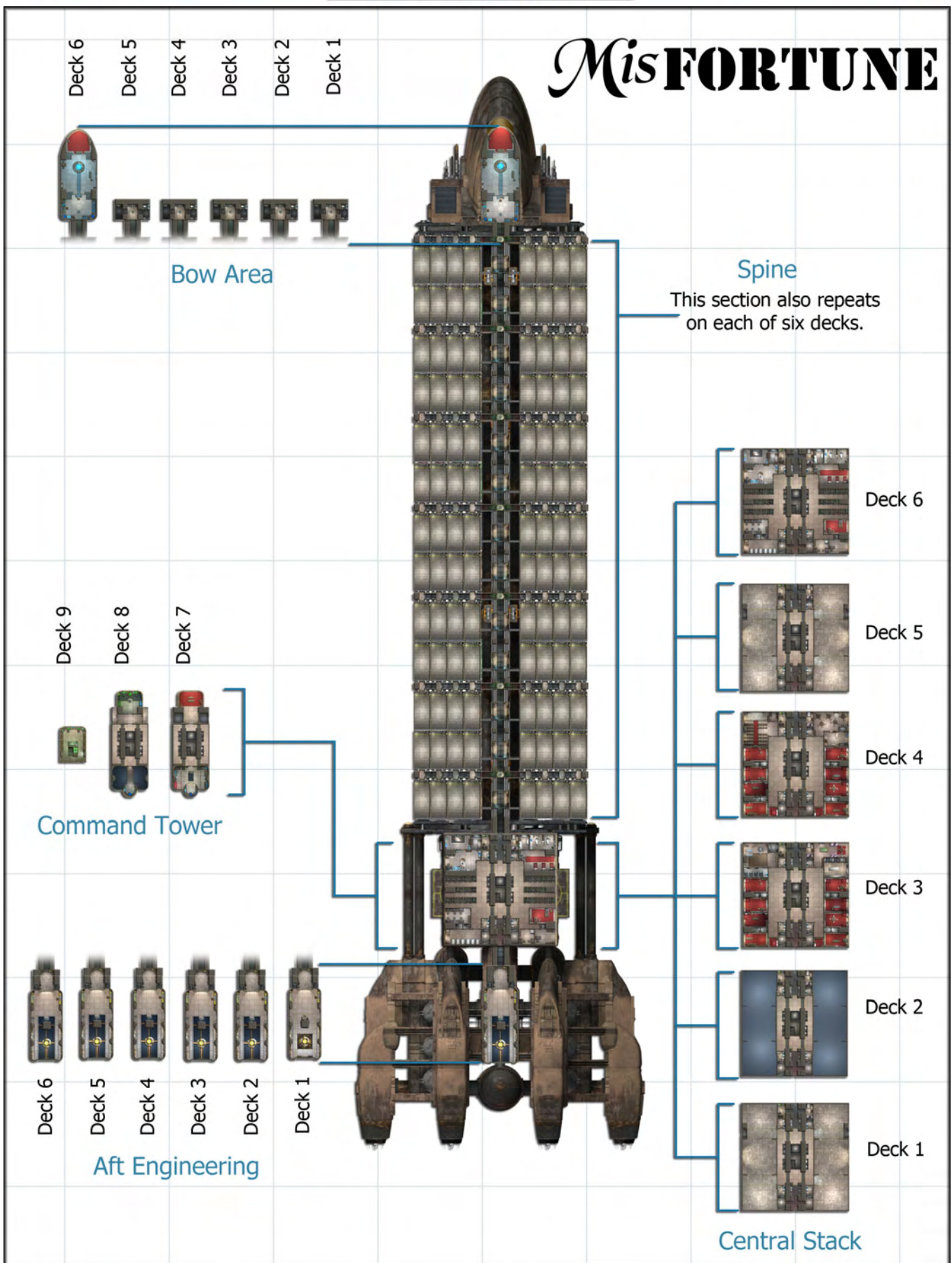
Bridge (Helm)

MisFortune has a dispersed control layout and what is commonly called the bridge is really just the helm control, but this is where the captain's chair is and so this room is the literal seat of command. There are always at least two human crewmembers on duty here.

Overseer Station

The topmost deck is a single room dedicated to the operation and oversight of the cargo cranes. There are two stations for crane operators, with monitors to give them a good view of what is going on. There are manual controls in each crane as well, but those operator boxes are small, hard to get to, and rarely used.

MisFORTUNE





Crew Stats

Shipmaster Mathieu Cosio

Smart Ordinary 2 / Dedicated Ordinary 4 / Charismatic Ordinary 2

CR 8; human; HD 2d6-2 + 4d6-4 + 2d6-2; HP 20; Mas 9; Init +0; Spd 0 ft; Defense 15, touch 15, flatfooted 15 (+0 Dex, +5 class); BAB +5; Grap +4; Atk +4 melee (1d3-1, unarmed), or +5 ranged (2d8, laser pistol);
SV Fort +3, Ref +3, Will +5; AP 4; Rep +5;
Str 9, Dex 11, Con 9, Int 12, Wis 13, Cha 13

Occupation: Blue Collar (Craft (structural), Intimidate, Repair)

Skills: Bluff +7, Computer Use +4, Craft (electronic) +4, Craft (mechanical) +4, Craft (structural) +8, Diplomacy +7, Intimidate +6, Knowledge (Current Events) +7, Knowledge (History) +5, Knowledge (Popular Culture) +4, Knowledge (Tactics) +9, Knowledge (Technology) +4, Listen +5, Navigate +7, Pilot +2, Profession (captain) +9, Repair +5, Sense Motive +6, Spot +5

Feats: Armor Proficiency (light), Simple Weapons Proficiency, Starship Operations (Light), Starship Operations (Medium weight), Starship Operations (Heavy)

Possessions: unarmed, laser pistol; Wealth +7

“Trained” Crew

Smart Ordinary 1 / Dedicated Ordinary 2

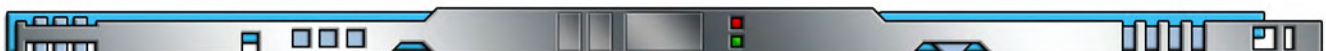
CR 3; human; HD 1d6+2d6; HP 11; Mas 10; Init +2; Spd 30 ft; Defense 14, touch 14, flatfooted 12 (+2 Dex, +2 class); BAB +1; Grap +1; Atk +1 melee (1d3, unarmed);
SV Fort +2, Ref +2, Will +3; AP 1; Rep +2;
Str 10, Dex 14, Con 10, Int 12, Wis 11, Cha 10

Occupation: Blue Collar (Craft [Electronic], Craft [Mechanical], Repair)

Skills: Computer Use +4, Craft (Electronic) +4, Craft (Mechanical) +4, Craft (Structural) +4, Knowledge (Physical Sciences) +4, Knowledge (Popular Culture) +4, Knowledge (Streetwise) +4, Knowledge (Tactics) +4, Knowledge (Technology) +4, Listen +4, Navigate +4, Pilot +4, Profession +4, Repair +4, Research +4, Spot +4, Treat Injury +4

Feats: Spacer, Simple Weapons Proficiency, Starship Operations (Heavy), Starship Operations (Ultralight)

Possessions: Wealth +7



LX-01 to LX-32

Work Bot (PL 6)

CR1; Medium construct; HD 1d10+10; hp20; Mas -; Init +1; Spd 20 ft.; Defense 17, touch 11, flat-footed 16 (+1 Dex, +6 armor); BAB +0; Grap +1; Atk +1 melee (1d3+1, unarmed), or +1 ranged (2d8, laser pistol);
SV Fort +0, Ref +1, Will +0; AP 0; Rep +0;
Str 12, Dex 13, Con -, Int 10, Wis 10, Chr 5.

Frame: Biodroid

Locomotion: Legs

Manipulators: Hands

Skills: Spot +2, Listen +2

Skill Progits (4 ranks each): Computer Use +4, Repair +4,
Craft (one of Mechanical, Structural, or Electronic) +4

Feat Progits: Personal Firearms Proficiency, Starship Operations (Heavy)

Accessories: Class IV Sensor System, AV Transmitter, Ability Upgrade (Dexterity +2),
Magnetic Feet, Integrated Resilium Armor, Weapon Mount with Laser Pistol





Additional Information

Robots

The robots aboard MisFortune are “LX” series work bots. While they were “eXperimental Labor” robots at the time, they are now quaintly old fashioned. There are 32 identical bots on board. They are designated LX-01 to LX-32 and all are blocky, faceless humanoids about five feet tall.

They are capable of using stairs, ladders, and most human tools. After an attempted boarding by pirates nearly a decade ago, the A.I. was able to authorize the installation of lasers as well. Each bot has high quality video and audio sensors, a chemical vapor scanner, and pressure sensors to help increase manual dexterity.

The reprogrammable processors within each bot can simulate a roughly-human intelligence over a very limited subject area. They are all enslaved to the MisFortune A.I. and are in constant radio contact.

Sherpa

The Sherpa-class freight hauler is a very common sight at ports throughout civilized space. It is *the* standard way for a single pilot to move the most common type of mid-volume cargo container. The Prosperity class of freighters carry their own Sherpas with them, mainly because the old ships were designed before the Sherpa became so ubiquitous. These days any starport worth the name will have at least one Sherpa on cargo duty, and so most large freight haulers don't bother to maintain and carry their own any more.

Details, maps, and specifications for this class of ship are provided in a separate document.

Prosperity Alpha

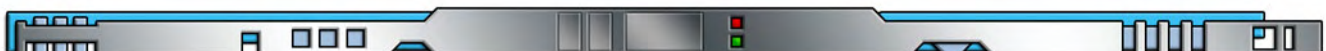
Developed in parallel with the Prosperity container ship, the Prosperity Alpha variant is a general bulk hauler. Instead of being equipped to carry cargo containers, it comes with a dozen giant bins suitable for a wide variety of loose cargo. These bins can be accessed both from the top and the sides using oversized bay doors. Each section has external couplings suitable for liquid transfer as well.

Atmosphere in the holds at the time of loading can be maintained. There are adequate scrubbers and heaters for that, but there are not sufficient stores on board to replenish the air if it is vented to space. As with internal gravity, the atmosphere in the bins is only maintained when vital to the cargo.

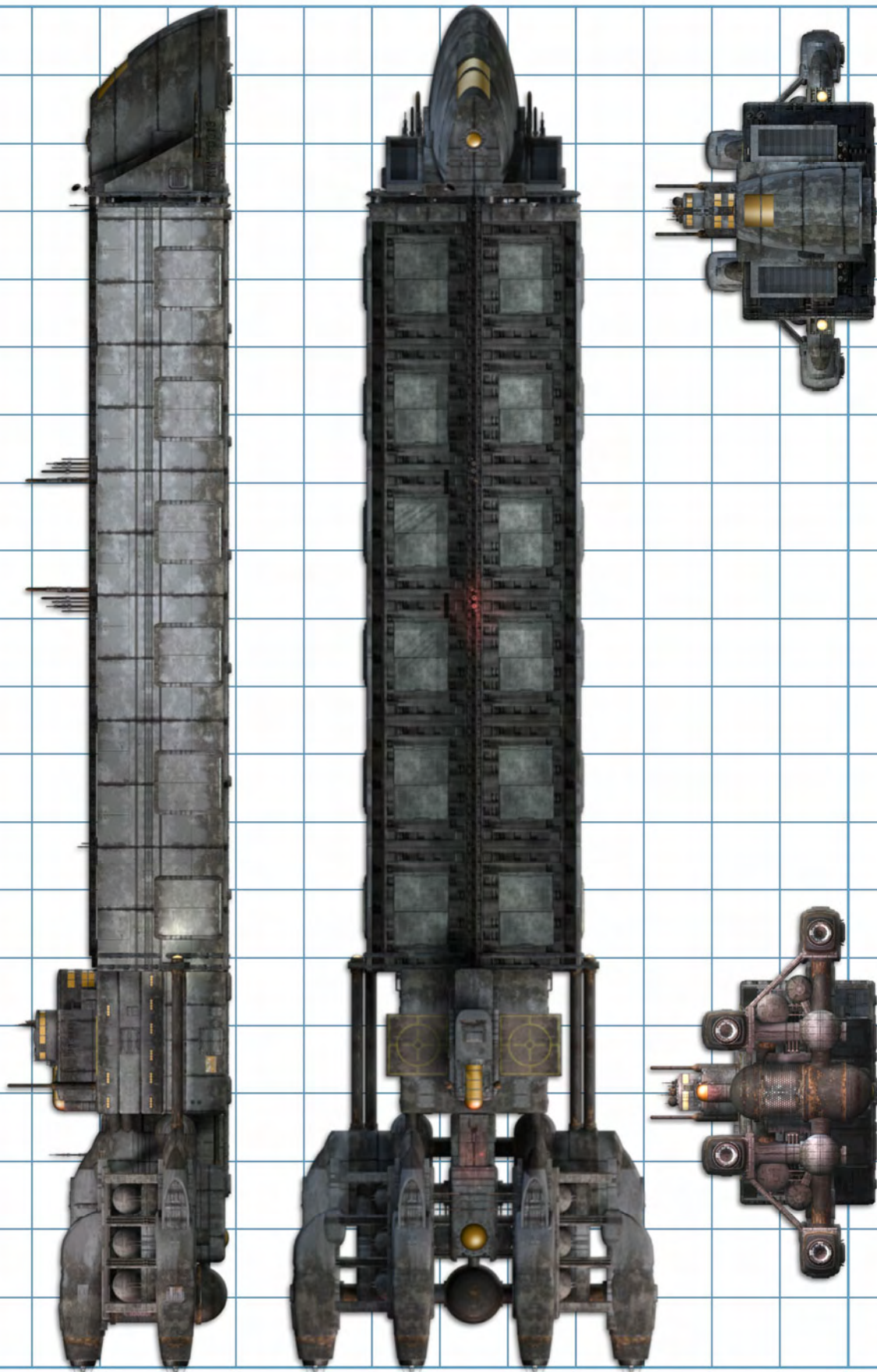
The Alpha can carry cargo containers but there are no couplings for power or life-support – the containers would just be stacked in like any other freight. The Alpha variant is most often used to haul mineral or liquid chemical cargo (i.e. iron ore, scrap metal, petrochemicals, or water). A single bin can hold 5,000 registers tons of cargo, for a total bulk capacity of 60,000 tons.

Use the MisFortune stat block for this variant, replacing ship tonnage with 118,500 and the cargo tonnage with 60,450. The maps are the same as for MisFortune except that the spine area map pages other than E and F are just empty cargo space. The side doors leading off of map “Spine 1-6 F” open into the cavernous holds. The doors on level one open at floor level. The others open into mid air and are rarely used.

There are no map pages provided for the cargo bins. These are just empty chambers roughly 65 ft wide, 90 feet long, and 86 ft high.



PROSPERITY ALPHA



FRONT

BACK

— 50 ft —

AJAX Transport

The Ajax project was the result of a contract won by Hyperion Manufacturing and Transport to supply the Confederation military with a light, reconfigurable cargo transport. HMT engineers used the Prosperity-class freighter as the starting point, with the goal being to strip out as much as possible while still meeting their contractual obligations.

First to go was the expensive artificial intelligence and robotic crew compliment. When it was discovered that the emergency helm controls in the comm suite could serve as primary controls in a smaller ship, the bridge was removed altogether. Since variant cargo containers could contain crew quarters, offices, and medical facilities, there was really no need for anything in the central stack and so the whole stack was cut.

In the end, the design retained only the forward lounge (now the de facto bridge), the engineering section, and two rows of cargo containers. The four engines were reduced to one and a half, and the number of primary decks cut from six to three – and down to two in the engineering section. The military wanted room to carry a Sherpa and insisted on arming the craft, so there is a single landing pad and the crane operation area has been repurposed as a gunnery deck.

This class of ship has seen a lot of hot zones over the years and has proven to be durable, and good at quickly delivering large amounts of cargo. Ajax combat pilots perfected the quick drop technique: landing fast, releasing all containers simultaneously, and then lifting off straight up. As a wider variety of custom containers was developed the Ajax-class ship also came to be used for rapid base deployment. With containers for offices, barracks, medical units, and storage, an entire facility could be delivered piecemeal and then arranged by ground loaders or military Sherpa. Though the Ajax was often used to move personnel, it never caught on for troop placement under fire because boarding or disembarking from the upper levels is difficult to do in a hurry.

Many of these ships were refurbished after the war and are now used as prisoner transports. As with the Prosperity-class, the individual ribs can be left depressurized for added security. A few Ajax-class haulers have made their way into the private sector as passenger and cargo vessels.



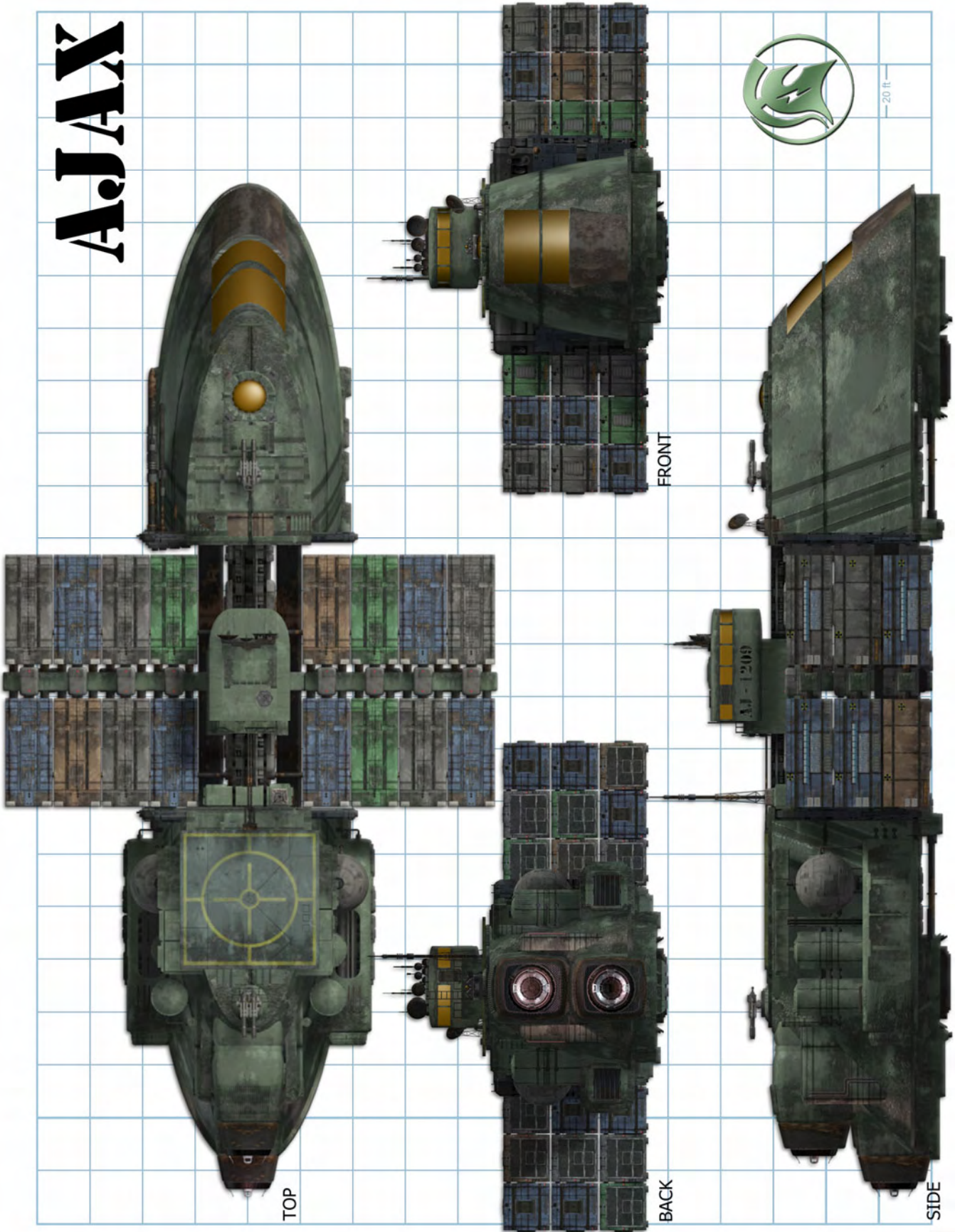


AJAX Transport

Progress Level	7		Size	Colossal (-8 size)
Type	Light		Tactical Speed	3,500 ft. (7 squares)
Subtype	Container Transport		L x W x H	386 x 247 x 138
Defense	7		Tonnage	8,830 +3,600 if fully loaded
Flat-footed	5		Targeting Bonus	+3
Autopilot	5		Crew	15 (trained +4)
Hardness	30		Passenger Capacity	0 in main hull
Hit Dice	75d20 (1500 hp)		Cargo Capacity	48 containers, each with a 64 ton capacity (3,072 max)
Initiative	+4		Grapple Modifier	+16
Pilot's Class Bonus	+3		Base Purchase DC	56
Pilot's Dex Modifier	+2		Restriction	Military (+3)
Gunner's Attack Bonus	+2		Grappling Systems	Grapplers (+16)
Engines	Fusion torch, thrusters		Armor	Polymeric
Sensors	Class V sensors, Targeting System	Communications	Mass transceiver, Laser transceiver	
Defense Systems	Improved Autopilot, Improved Damage Control, Radiation Shielding, Self-Destruct System, Particle Field, Magnetic Field			
Weapons	2 fire-linked plasma cannons (range increment 3,000 ft.) 2 fire-linked plasma cannons (range increment 3,000 ft.)			
Attacks	2 fire-linked plasma cannons -3 ranged (21d8 / 20) 2 fire-linked plasma cannons -3 ranged (21d8 / 20)			
Attack of Opportunity	none			



AJAX



Interior Areas

The Ajax-class transport uses a subset of the MisFortune map pages. The gunnery deck (found at the end of the map document) is the only page unique to this design. In the following sections, the interior of the transport is described from bow to stern.

Forward Section

Observation Deck

This large room at the front of deck 3 is both an observation lounge and the bridge. The lower portions are mainly open space and serve as a lounge for crew and passengers during longer flights. There is a wall screen video unit for entertainment and various games in the cabinets. Food is provided in self-heating ration packs.

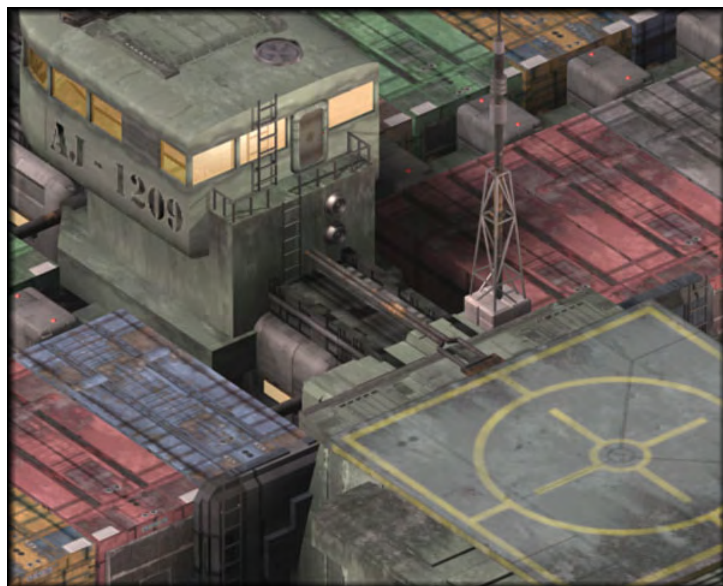
The holographic display system has been enhanced to serve as a piloting aid by projecting vital information in the airspace between the helm and the forward windows. While the ship is on autopilot the display can still be used for entertainment purposes.

Bridge

The back third of the forward section (which is also the highest tier in the room) is the bridge proper. The helm station is front and center. Communication, sensors, and navigation stations are around the periphery. There are usually two crew on duty here during transit; and four during take off, landing, and when on alert or in combat conditions.

Forward Stores

Decks 1 and 2 have small store rooms at the forward end. Deck 1 holds general maintenance gear while Deck two has an arms locker and emergency equipment. As on the Prosperity-class ships hatches and fold-down ladders allow for access between decks and beneath the ship.



Central Section

Gunnery Deck

Atop the ship is a small deck with two dedicated gunnery stations – one for the forward guns and one for the aft. The cargo tracking computers are also installed here. Though the view is excellent from this vantage point, the gunners rely on video screens for targeting. In addition to the gunners, a spotter is stationed here when warranted.

Note that unlike the Prosperity-class vessels, this top-most deck cannot be accessed by stairs. Instead there is a hatch in the floor which leads down to the Ajax's shortened spine.

A hatch is set into the ceiling and a pressure door into the back wall, both of which lead to the exterior of the ship. The door leads to a small balcony and a ladder leading down to the landing pad via a short walkway. Another, much longer ladder leads down to ground level from there. These ladders are the only way to access the landing pad. The second one in particular is very difficult to use in full gravity as it requires walking out on the narrow superstructure several stories above the ground.



Spine & Containers

The spine is only two container rows long and (on deck 3 at least) connects directly from the forward observation deck to the aft engineering section. Movement between decks is only possible using ladders and hatches. Any of the unoccupied coupling doorways on deck 1 can be used to exit the ship while landed.

Since the Ajax-class is not equipped with cranes, it must rely on ground vehicles to do final loading. Military supply depots, as well as most civilian ports, have wheeled loaders capable of reaching three stories high so this is not normally a problem.

Note that on deck 1 the aft end of the spine does *not* enter into the engineering area. On this lowest level that part of the ship is taken up by the drive itself. The door at the aft end of the spine is a maintenance hatch with all applicable warnings as the interior of the engine is unsafe without proper gear.

On an Ajax-class transport, the container locations are specified by column (port to starboard), row (from back to front) and level (bottom to top). Since there are 8 columns, 2 rows, and 3 levels, this puts Container 1-1-1 at the left, back, bottom and Container 8-2-3 at the right, front, top.

Because there are only two rows of containers, compression against other containers cannot be used to secure the load. The Ajax-class relies purely on the electromagnets and clamps at one end of the container – plus the usual bracing against the container below or to the side. This is adequate for all loads under normal conditions, but heavily burdened containers have been known to shear free of their couplings during extreme maneuvers.

Default Load

Columns 4 and 5 (the six containers closest to the spine on either side) are often kept in a 'standard configuration' to provide facilities for crew and short-notice passengers or light cargo. Though the view from these innermost columns is usually obscured, the arrangement is the most stable and the least likely to interfere with the loading and unloading of other berths. In such cases, quick drops are set up to *not* release these columns when the rest are set down.

The typical configuration (with the bow towards the top of the page) is as follows:

Deck 3			
Crew Quarters (6)		Crew Quarters (6)	
General Storage		Food Storage	

Deck 2			
Cargo Container		Cargo Container	
Passenger Cabin		Passenger Cabin	

Deck 1			
Captain's Cabin (1)		Officer Quarters (2)	
Ship's Office		Medical	

Each set of crew quarters bunks half a dozen crewmembers in a *Six Sleeper*. Officer quarters are also a *Six Sleeper*, though most of the bunks are unused. The captain's cabin is a *Travel Suite*. The office and medical containers are the standard containers of that type.

Aft Section

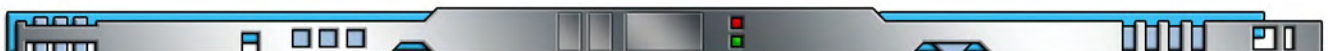
Engineering

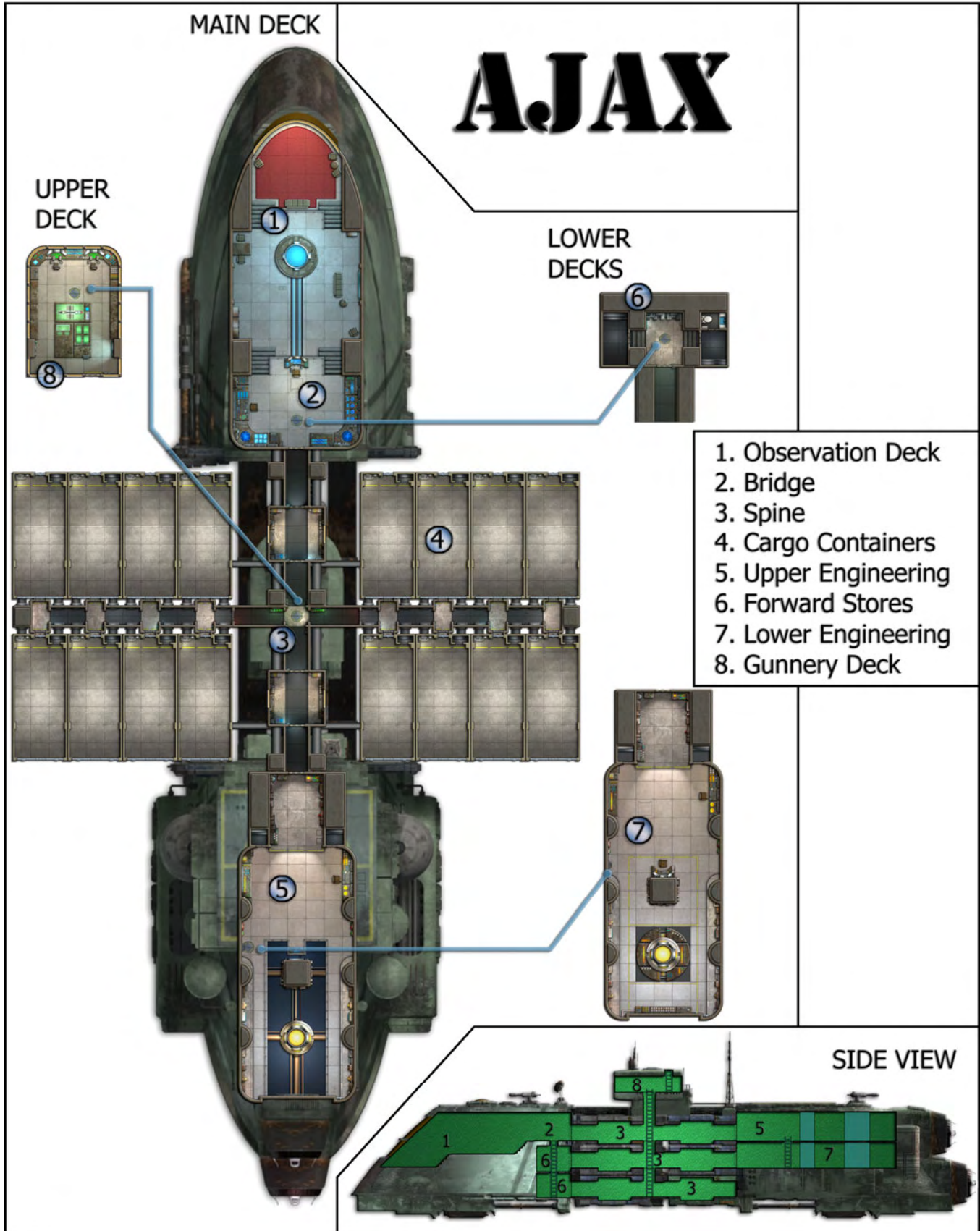
A hold over from the original design, the engine room is more spacious than it needs to be. Spanning two decks, the large open area contains the same control core set up as the Prosperity-class. The primary diagnostics are located mainly on deck 2 and a ladder along the port side wall allows access to the upper deck.

Usually standard thrusters are used for take off and landing as venting the fusion torch drive through the bottom ducts can cause considerable damage to tarmac beneath. In combat situations, however, this side effect may actually be a boon – allowing the Ajax to sterilize its landing area as it descends. An experienced Chief Engineer can set the mixture hot enough to finish off any hostiles without melting the ground and causing delays in debarkation.

Landing Pad

While the Ajax-class has a dorsal landing platform, maneuvering around the aft gun is tricky under the best of circumstances. From the landing pad it is a short, if precarious, climb to the back door on level 4. A dedicated Sherpa is optional equipment – useful for moving containers around, but not strictly necessary since ground loaders are required either way.







Crew Stats

“Trained” Military Crew

Dedicated Ordinary 2 / Smart Ordinary 1

CR 3; human; HD 2d6+1d6; HP 11; Mas 11; Init +2; Spd 30 ft; Defense 17, touch 14, flatfooted 15 (+2 Dex, +2 class, +3 equipment); BAB +1; Grap +1; Atk +1 melee (1d3, unarmed), or +3 ranged (2d6, 9mm pistol); SV Fort +2, Ref +2, Will +3; AP 1; Rep +2; Str 11, Dex 14, Con 11, Int 12, Wis 10, Cha 10

Occupation: Military (Navigate, Pilot)

Skills: Computer Use +4, Craft (chemical) +4, Craft (electronic) +4, Craft (mechanical) +4, Craft (structural) +4, Knowledge (Current Events) +4, Knowledge (Earth and Life Sciences) +4, Knowledge (Physical Sciences) +4, Knowledge (Popular Culture) +4, Knowledge (Tactics) +4, Knowledge (Technology) +4, Listen +4, Navigate +4, Pilot +4, Profession (Military) +4, Repair +4, Spot +4

Feats: Armor Proficiency (light), Personal Firearms Proficiency, Simple Weapons Proficiency, Starship Operations (Light), Starship Gunnery or Starship Operations (Ultralight)

Possessions: light combat armor, 9mm pistol; Wealth +6





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