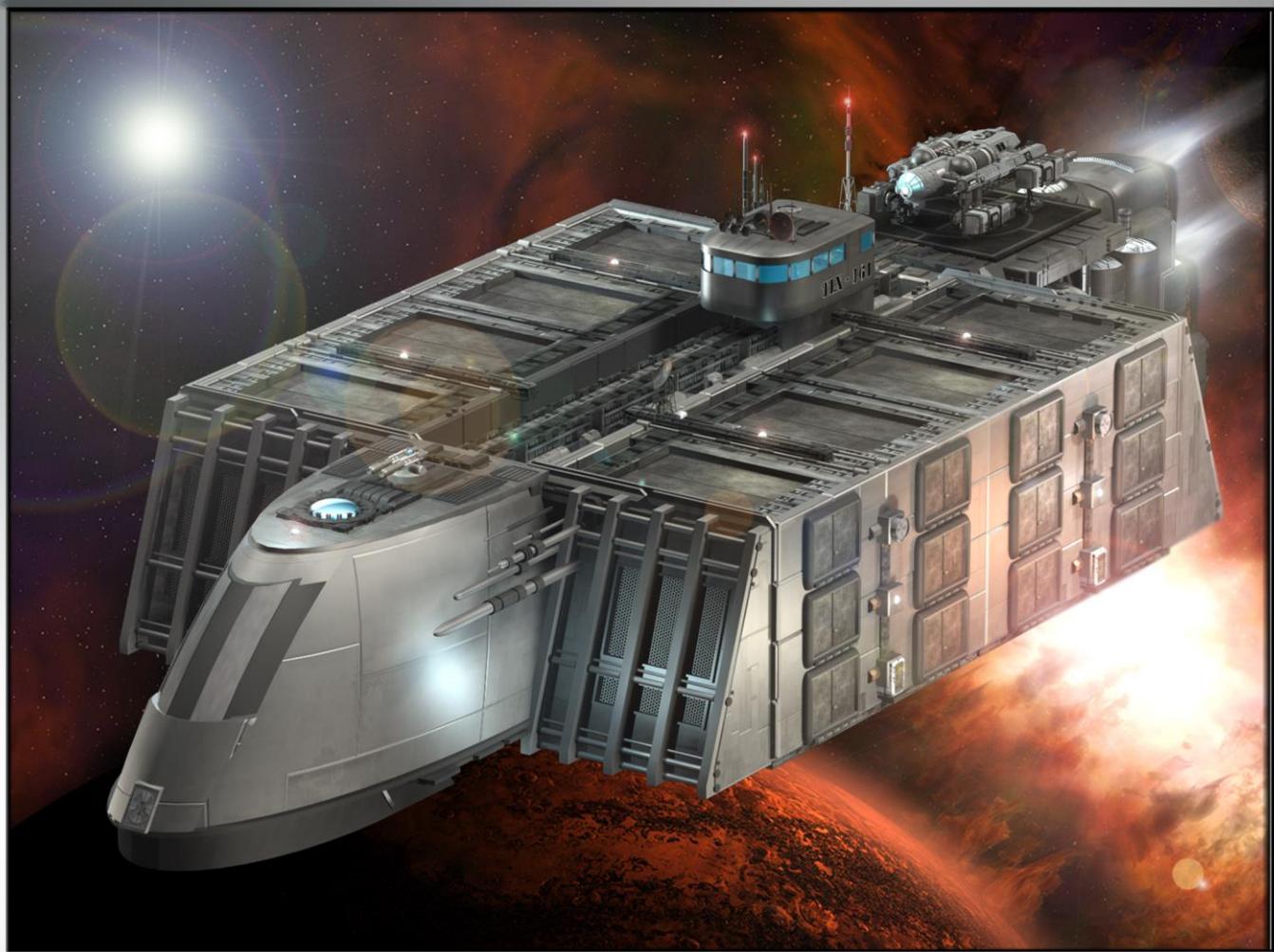


FUTURE ARRIVADA

DELUXE STARSHIP DESIGNS



TELEMION BLOCKADE RUNNER

20_A

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

OGL
SCI-FI

Future Armada: Telemon

by Ryan Wolfe
0-hr.com

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Overview

Developed in tandem with project Ajax (a container-ship designed for the military), the Telemon class was built to perform similar duties but in a less Spartan fashion. After the navy adopted the Ajax design, the Telemon specs were shelved until recently, when a rising demand for civilian freighters made the old designs a viable commercial venture.

Whereas the Ajax relies on cargo containers for crew quarters and other facilities, the Telemon design has dedicated hull space for cabins, barracks, and other niceties such as medical facilities and even a small brig. This means that Telemon can operate just fine even when carrying zero containers, and it can dedicate all of its cargo capacity to paying freight. This approach also made it possible to make a version of the ship that has 12 dedicated cargo bays instead of 48 linkages for containers.

Four variants of the Telemon-class are currently in production. Two are container ships and two instead use permanent cargo bays. These latter ships also include additional armor and shielding, and are designated as “blockade runners”. Two of the variants are the standard size while two are extended versions with double the cargo space. All have a landing platform for a Sherpa-class or similar freight mover, and a pair of plasma cannon emplacements for defense.

The container ship version Telemon was designed as a deluxe 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 Telemon container 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, this ship 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, four dozen such linkages require a lot of power and support systems. Removing these is what allowed the blockade runner designs to add their particle and magnetic shielding systems.

The Telemon-class uses a rather antiquated fusion torch technology for primary propulsion in space. The main engines share an interconnected array of fuel and reactor chambers, and a common control core which runs vertically through the engineering room. Aside from this, most of the technology (life support, grav plating, comms, etc.) are up to current standards.

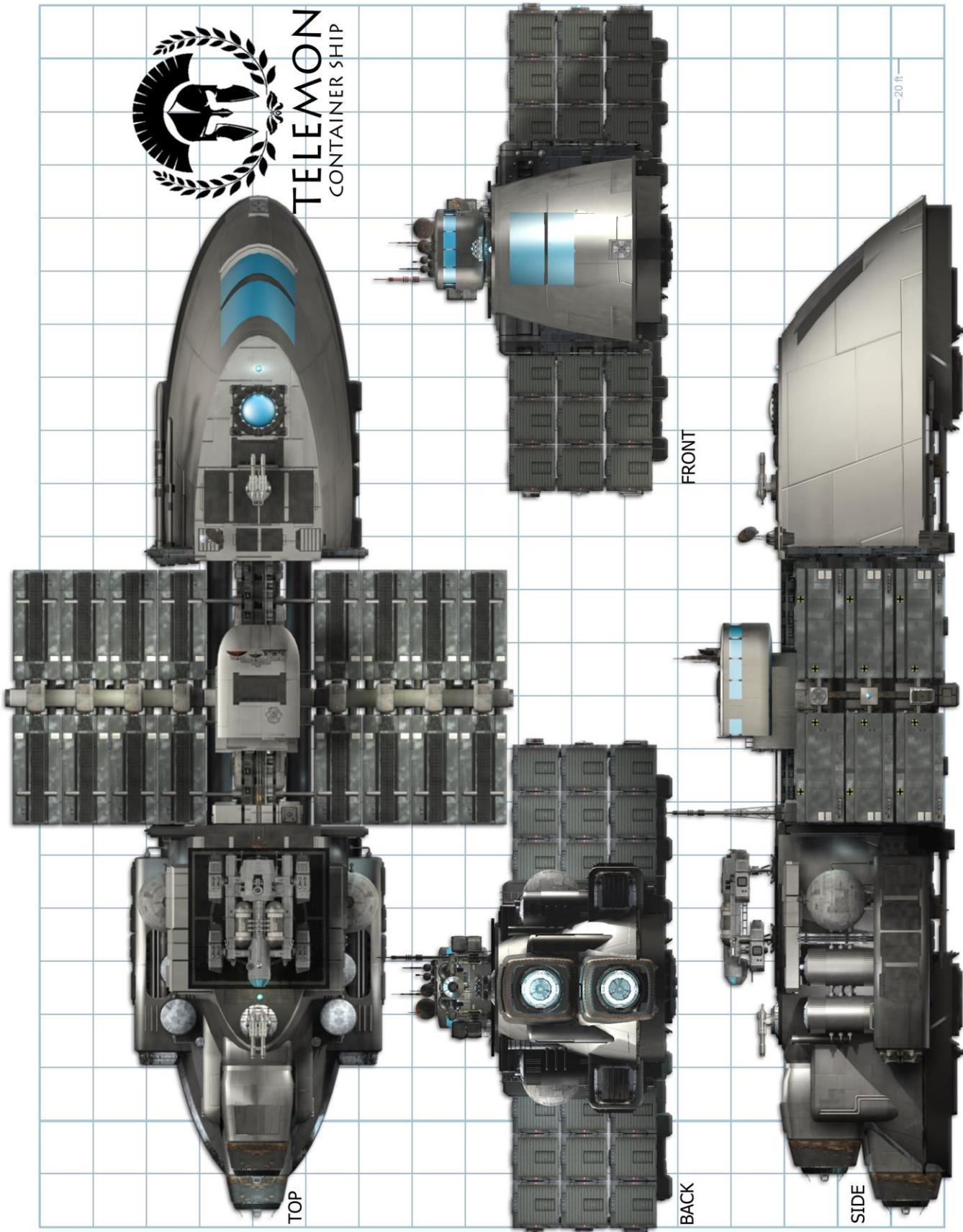
TELEMON

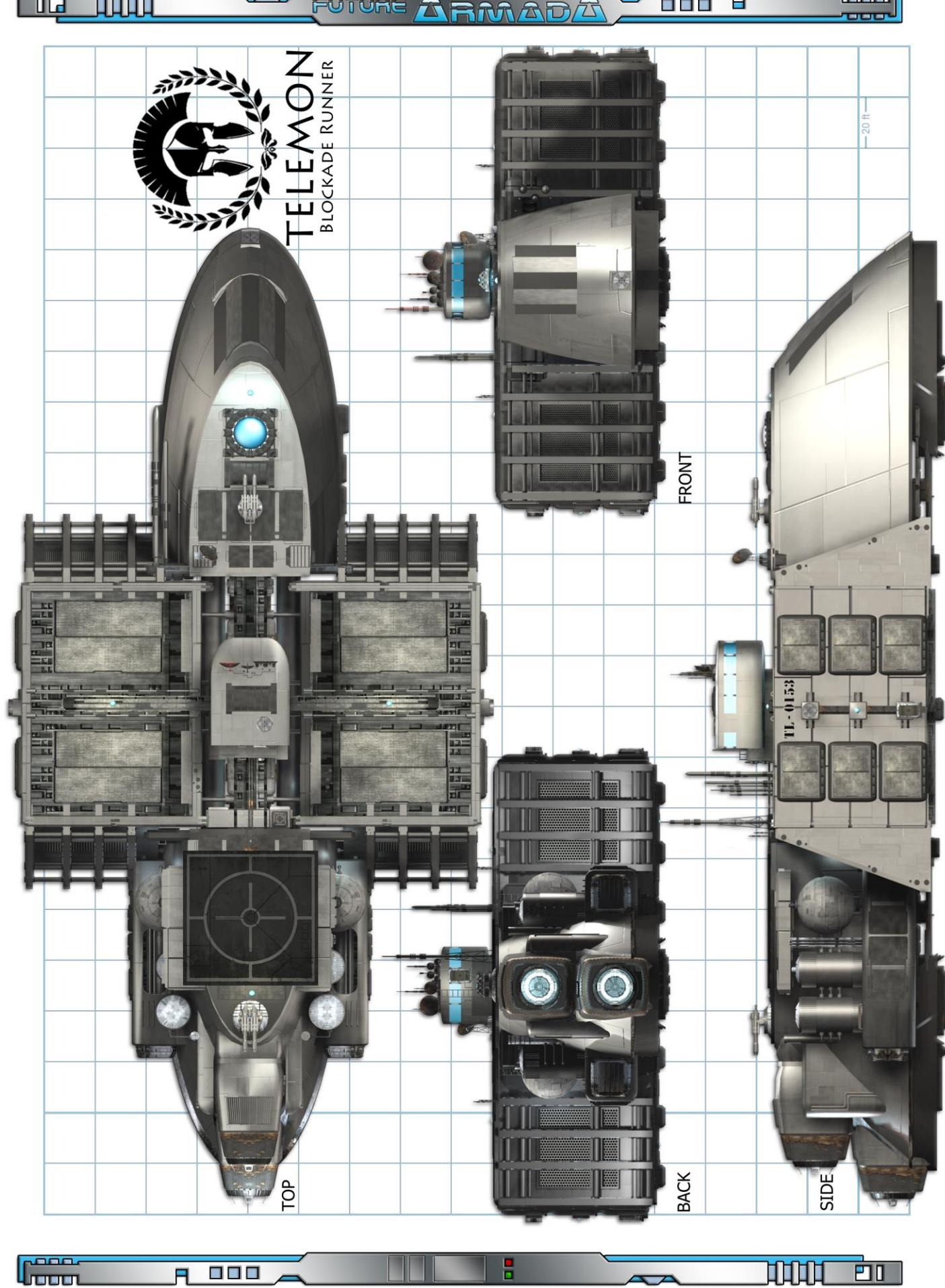
Progress Level	7	Size	Colossal (-8 size)
Type	Light	Tactical Speed	3,500 ft. (7 squares)
Subtype	Container Transport	L x W x H	386 x 247 x 138
Defense	7	Tonnage	8,830 +3,600 fully loaded 13.110
Flat-footed	5	Targeting Bonus	+3
Autopilot	5	Crew	9 (trained +4)
Hardness	20 30	Passenger Capacity	4 in main hull
Hit Dice	75d20 (1500 hp)	Cargo Capacity	48 containers, each with a 64 ton capacity (3,072 max) 3600 total in 12 bays
Initiative	+2	Grapple Modifier	+16
Pilot's Class Bonus	+3	Base Purchase DC	55 57
Pilot's Dex Modifier	+2	Restriction	Restricted (+2) Military (+3)
Gunner's Attack Bonus	+2	Grappling Systems	Grapplers (+16)
Engines	Fusion torch, thrusters	Armor	Polymeric
Sensors	Class II 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.)		
Blockade Runner variant stats shown in red			
Attacks	2 fire-linked plasma cannons -3 ranged (21d8 / 20) 2 fire-linked plasma cannons -3 ranged (21d8 / 20)		
Attack of Opportunity	none		

Extended variants double total cargo capacity and add 660 Tonnage in addition to the cargo increase.



TELEMON
CONTAINER SHIP





Interior Areas

Rather than list areas deck by deck, the Telemor interior sections are grouped forward, center, and aft as this is how they are arranged functionally. Within each section, areas are described top to bottom.

Forward Section

Upper Cabins

The highest area of the forward section holds a couple of private cabins, each with their own closet and restroom. These well-appointed rooms are intended for passenger use but are appropriated by ranking officers on some ships. Each cabin can comfortably hold two people and the couches fold out to provide sleeping space for a third.

The hallway outside of the cabins holds miscellaneous storage lockers. At the aft end stairs lead down to the galley. At the forward end is a private area overlooking the lounge two stories below. On the container ships, the well-padded couch and chairs here also provide an excellent view out the massive forward window.

Barracks

Directly beneath the cabins are the crew barracks. This long room hold bunks and personal lockers for eight. The hallway on the port side of the barracks provides access to a pair of shared restrooms and the captain's cabin (assuming the captain is not living upstairs). The cabin has a single bed, work desk, and windows looking down on the lounge area. On the starboard side of the barracks is the crew break room. A couch sits before a giant wall screen flanked by a couple of vending machines.

Lounge

The forward-most part of the ship above deck one is a large observation lounge. The ceiling is three decks high and the forward window runs the entire height. The carpeted floor space is left mostly empty, providing a comfortable open area in what could otherwise be a rather claustrophobic environment.

The blockade runner variant replaces the front window with armored plating to provide better protection at the expense of ambiance.

Galley

This is both the kitchen and dining area for the ship. A raised section holds a bar with a grill and other food preparation devices behind it. A trio of food storage units line the port-side bulkhead and additional goods are kept in the stored below. There is a vending machine tucked away behind the lift and a dish washing unit on the starboard wall. A single round table provides seating for four, while the bar provides stools for four more. It is also not uncommon for people to take their meals to the lounge or break room.

From the galley stairs on the left lead down to the barracks and lounge while stairs on the right lead up to the passenger cabins. The aft door leads to the spine on level 3, while a hatch in the floor and a small elevator near the aft door lead down to the forward stores.

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. Each also has a small restroom. Hatches and fold-down ladders allow for access between decks and beneath the ship.

Bow Docking Tube

On deck one (the lowest deck in the ship), there is a small air lock in the front bulkhead of the forward stores area. This grants access to a long corridor that ends at another lock and universal docking coupling at the nose of the ship. This can be used to access the ship on the ground or can link up with another ship in space. A retractable ramp can be deployed to cover the short distance from the hatch to the ground.

Note that it is 90 feet from one air lock to the other, though 70 feet of this is excluded from the map to save space.



Central Section

Bridge

Atop the ship is a small deck that serves as the bridge. There is a seat for a pilot and a pair of stations for supporting functions. This deck also has two dedicated gunnery stations – one for the forward guns and one for the aft. Though the view is excellent from this vantage point, the gunners rely on video screens for targeting.

Note that this top-most deck cannot be accessed by stairs or lift. Instead there is a hatch in the floor which leads down to Telemon's spinal corridor. Another hatch is set into the ceiling and a pressure door is set into the back wall. Both of these lead to the exterior of the ship. The door leads to a small balcony where a ladder leads down to the landing pad. Another, much longer ladder heads down the side of the ship to ground level. These ladders are the only way to access the landing pad.

Spine & Containers

On the lower three decks a 5 foot wide corridor runs from the forward section of the ship to the aft. These corridors are referred to as the "spine" of the ship and the cross corridors to either side the "ribs". Where these corridors cross in the center of the ship is a hatch and retractable ladder that leads to the other cargo decks or up to the bridge.

The spine on the lowest deck leads to forwards stores (and the docking tube) in the front and dead ends in the back. On the middle deck are more stores in the front and engineering at the aft end. On the upper deck, the galley is at the forward end of the spine and the medical/workshop area is at the back end. On all three decks, the ribs provide access to loaded cargo containers or the cargo bays. Along the spine on each deck is also a pair of utility rooms with controls to monitor the containers or bays on either side.

The spine is two container rows long on the basic design and four on the extended variant. Movement between decks is possible using ladders and hatches, or the single small lift in forward stores. Any of the unoccupied coupling doorways on the lower deck can be used to exit the ship while landed, though there are dedicated (if small) air locks at the end of the ribs on that deck and pressure hatches at the end of the ribs on the top deck.

Since the Telemon-class is not equipped with cranes, it must rely on the Sherpa or ground vehicles for loading and unloading. 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.

On a Telemon-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 Telemon-class relies purely on the electromagnets and clamps at one end of the container – plus the usual bracing against the container above, 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.

Note that on the lowest deck, the aft end of the spine does *not* enter into a habitable area. On this level that part of the ship is taken up by the fusion drive. 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.

Blockade Runner Cargo Bays

Though the blockade runner variant has the same spine and ribs set up, each block of four containers is replaced by a single large cargo bay. Each bay has large retractable doors on the sides, top, and bottom. This means that – under normal gravity – cargo can be dropped from a higher bay to a lower one and even out the bottom of the ship. This would only be done with loose cargo such as ore or garbage as considerable damage could result.

The bays are capable of loading and hauling liquid cargos and each can also (slowly) cycle atmosphere as a large air lock if needed. Fore and aft of the bays are heavy shield grids and additional armor plating to protect the cargo from the front and rear. Along the ribs there are two human-sized doors into each bay and two view ports which cannot be opened.



Aft Section

Landing Pad

While the Telemon-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 of the bridge. A dedicated Sherpa is optional equipment – useful for moving containers around, but not strictly necessary since ground loaders are usually required either way. In combat situations having a Sherpa magnetically clamped to the back deck can be a liability, though the Sherpas typically carried by a Telemon have a turreted cannon for defense.

Medical & Workshop

Because the middle deck has ample space dedicated to engineering, the upper has been largely repurposed for other uses. Though the front part of the chamber still contains redundant life support and systems controls, the central section of the chamber has been refit with a surgical bay and medical equipment. Meant only for emergencies, there are no facilities for routine examinations or private recovery. In fact, the whole set up is lacking in privacy of any sort.

Beyond the medical bay is a workshop containing all of the machines and tools necessary to perform routine maintenance and repair duties on the ship and its equipment. A ladder in the medical section leads down to engineering.

Brig

The aft-most section of the middle deck has been reinforced to serve as a secure detention center. It has a bunk bed, restroom, and video screen. Meals are brought down from the galley or taken from the vending machines just outside.

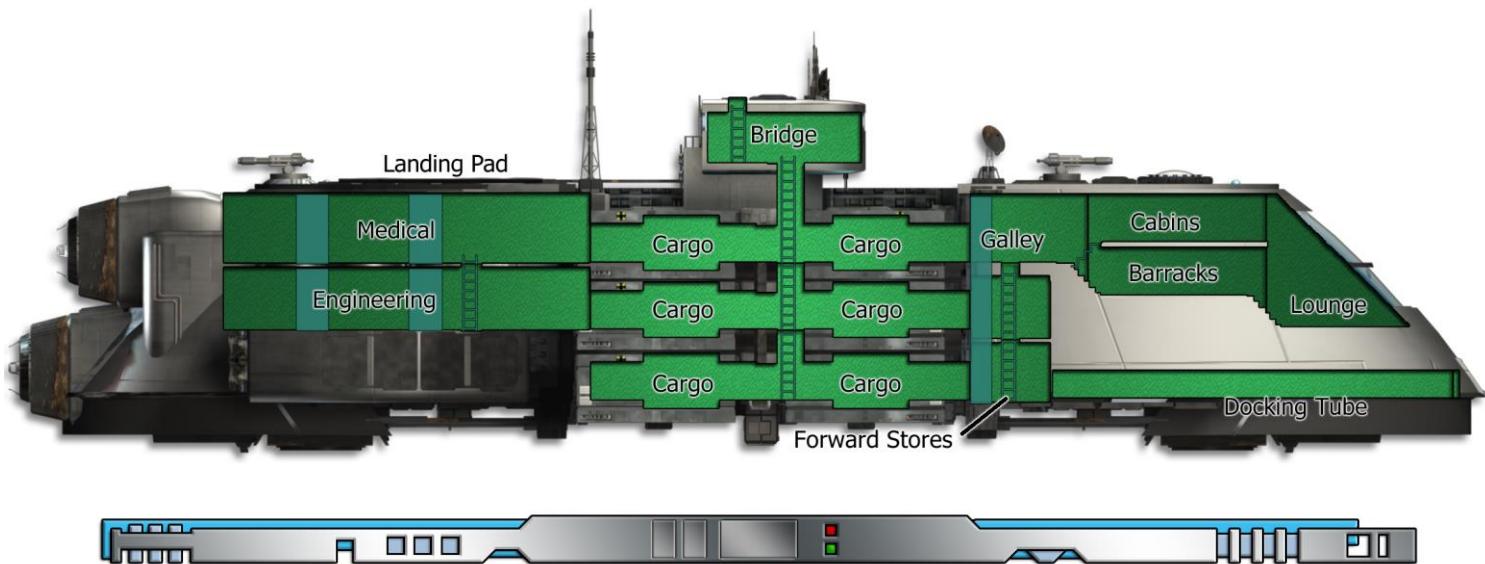
The small area opposite the brig holds a pair of laundry machines and the ship's linen closet.

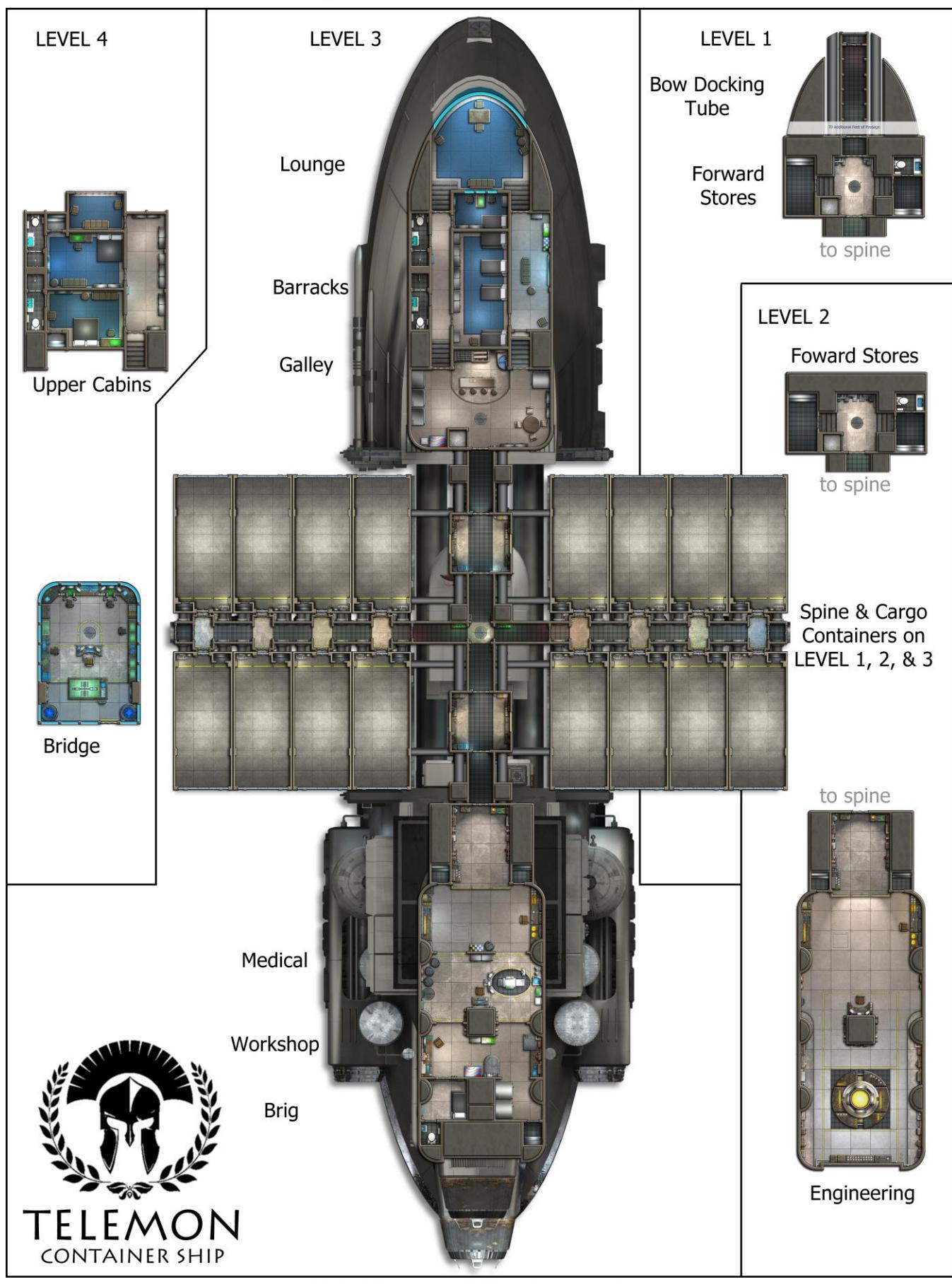
Engineering

A hold over from the original Prosperity design, the engine room is more spacious than it needs to be. The large open area contains the fusion core and primary diagnostics and controls. A ladder along the port side wall allows access to the medical area above.

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 Telemon 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.

On the following maps the lowest level of the ship is designated Deck 1. The middle level is Deck 2 and the upper level is Deck 3. The bridge, which sits above all of these, is designated Deck 4 as are the cabins even though they are really a split level on Deck 3.





FUTURE ARMADA

LEVEL 4



Upper Cabins

LEVEL 3

Lounge

Barracks

Galley

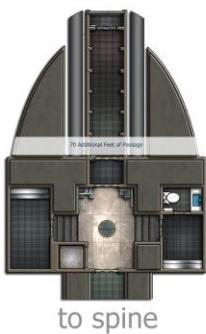


Bridge

LEVEL 1

Bow Docking Tube

Forward Stores



to spine

LEVEL 2

Forward Stores



to spine

Spine &
Cargo Bays on
LEVEL 1, 2, & 3

to spine

Medical

Workshop

Brig



TELEMON
BLOCKADE RUNNER



Engineering

Crew Stats

Below are sample stats for typical 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

Additional Information

Extended Configurations

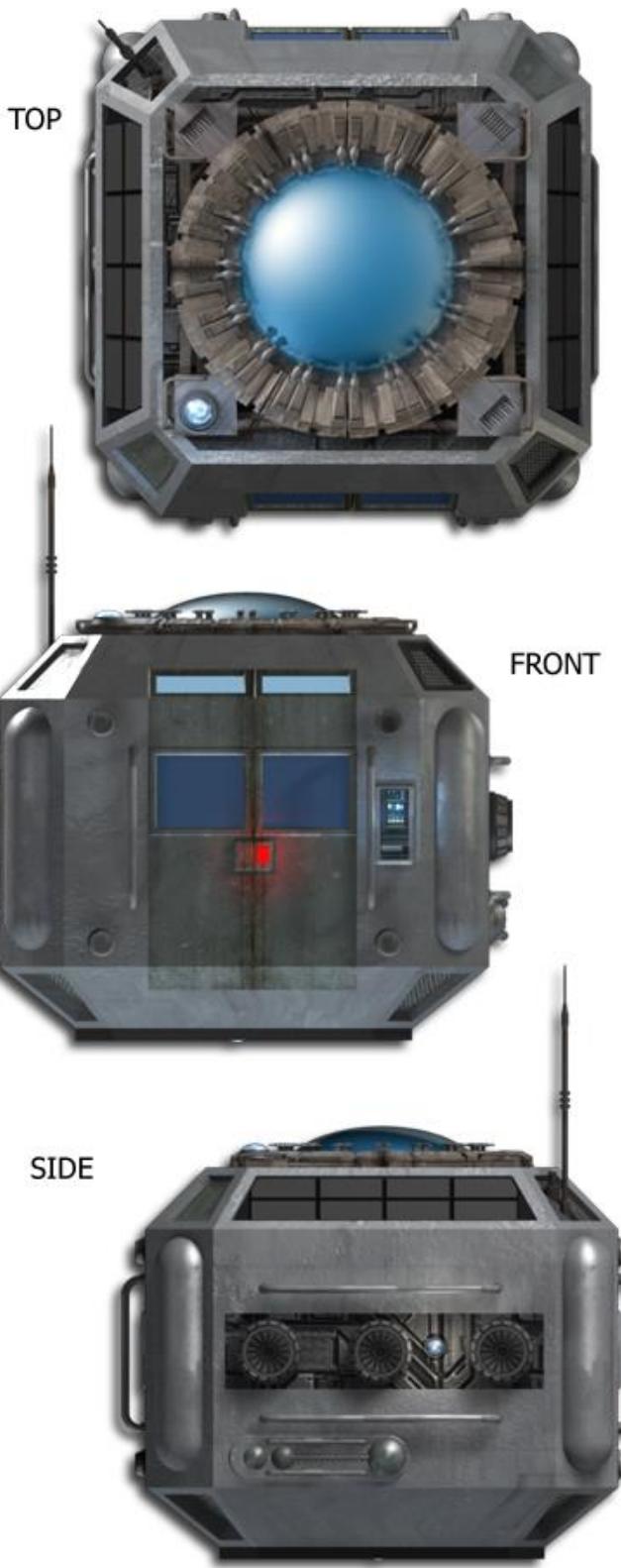
As with the original Ajax, there is a longer variant of the Telemon container ship and blockade runner. These double the cargo capacity by duplicating the “spine” section of the ship. Additional supports, landing skids, and a third ventral thruster are also added to support the additional mass. Otherwise the extended versions of the Telemon are the same as their shorter counterparts.

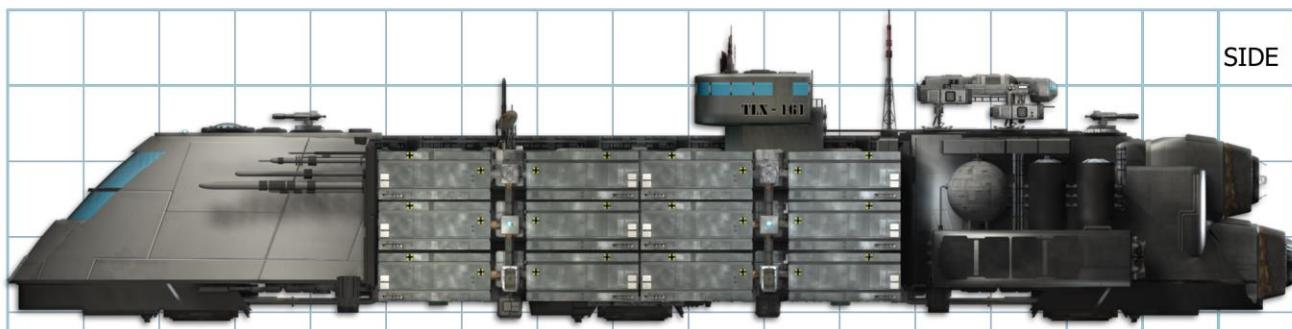
None of these configurations include escape pods or life boats. Because of the large cargo areas and easy access to the void, the most common evacuation upgrade is a set of Quad Biopods. These can be hauled like any other cargo, with each 4-person pod taking up a roughly 7ft cube of space. (3.5 register tons). In the event of an emergency, the nearest of Telemon’s external doors are opened and the pods jettisoned into space along with any other cargo in the area. Sometimes magnetic rails are set into the floor to provide for a more controlled exit, but these are not strictly necessary.

Quad-capacity biopod, type 1

Typically designated as “Qb’s” (pronounced “cubes”) these rather outdated, miniature life boats contain four seats and can keep four people alive for four days. Food, water, and emergency supplies are stored under the seats. The pods are capable of a single planet-fall (using grav induction thrusters for breaking) and will float in water. They have the usual emergency beacons and distress radios. Trajectories and destinations are determined by the parent vessel at time of launch and cannot be altered.

The images on the right depict a Qb life boat. On the following pages are portraits of the extended versions of the Telemon container ship and blockade runner.

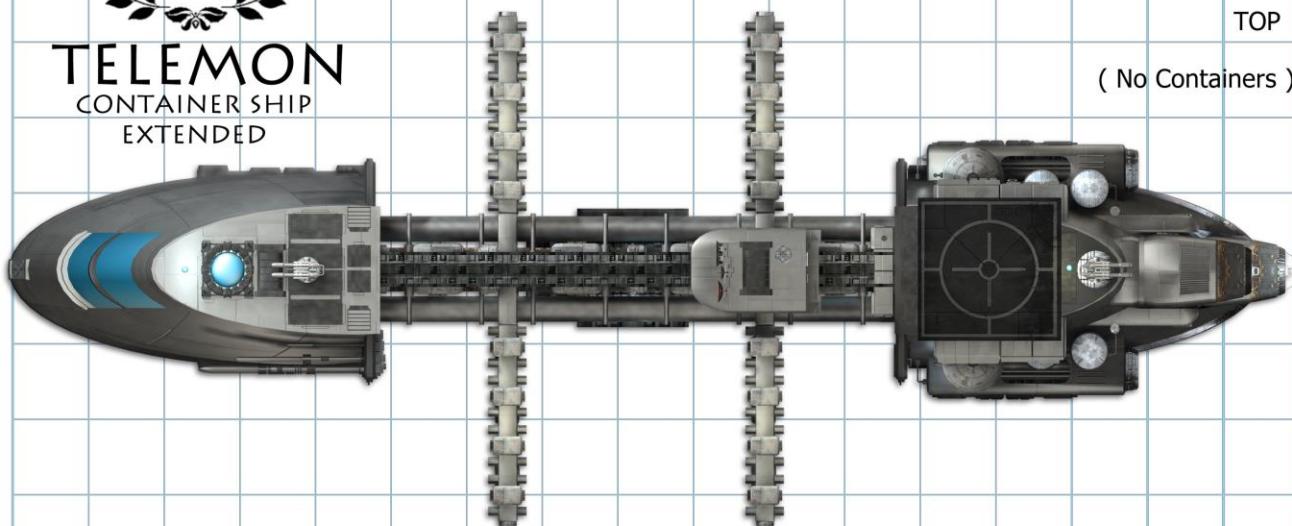




SIDE

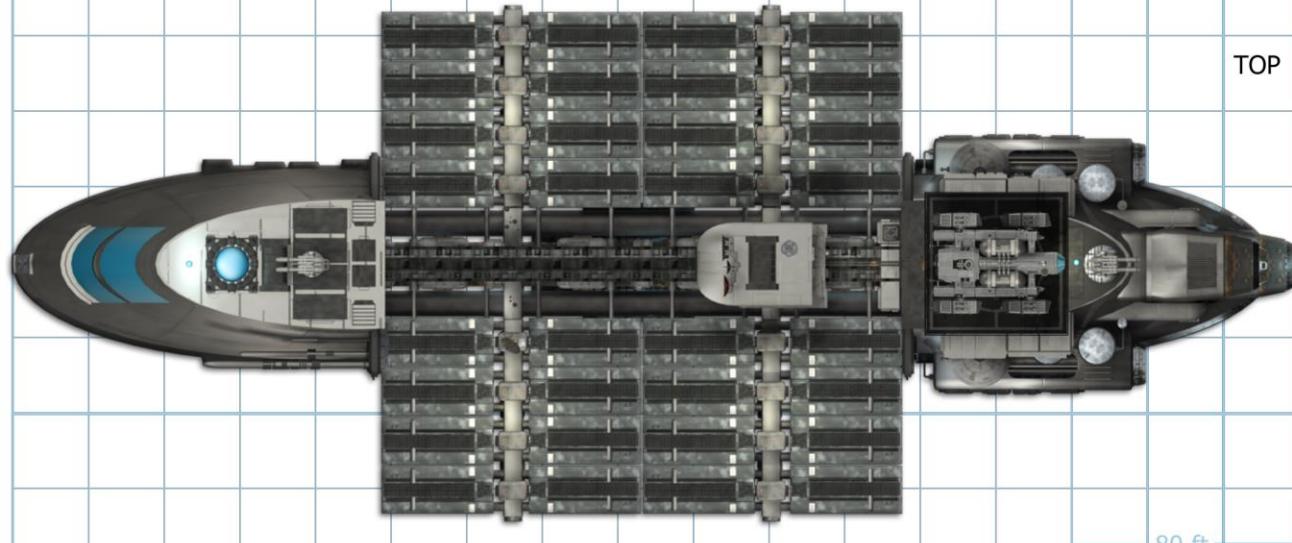


TELEMON
CONTAINER SHIP
EXTENDED



TOP

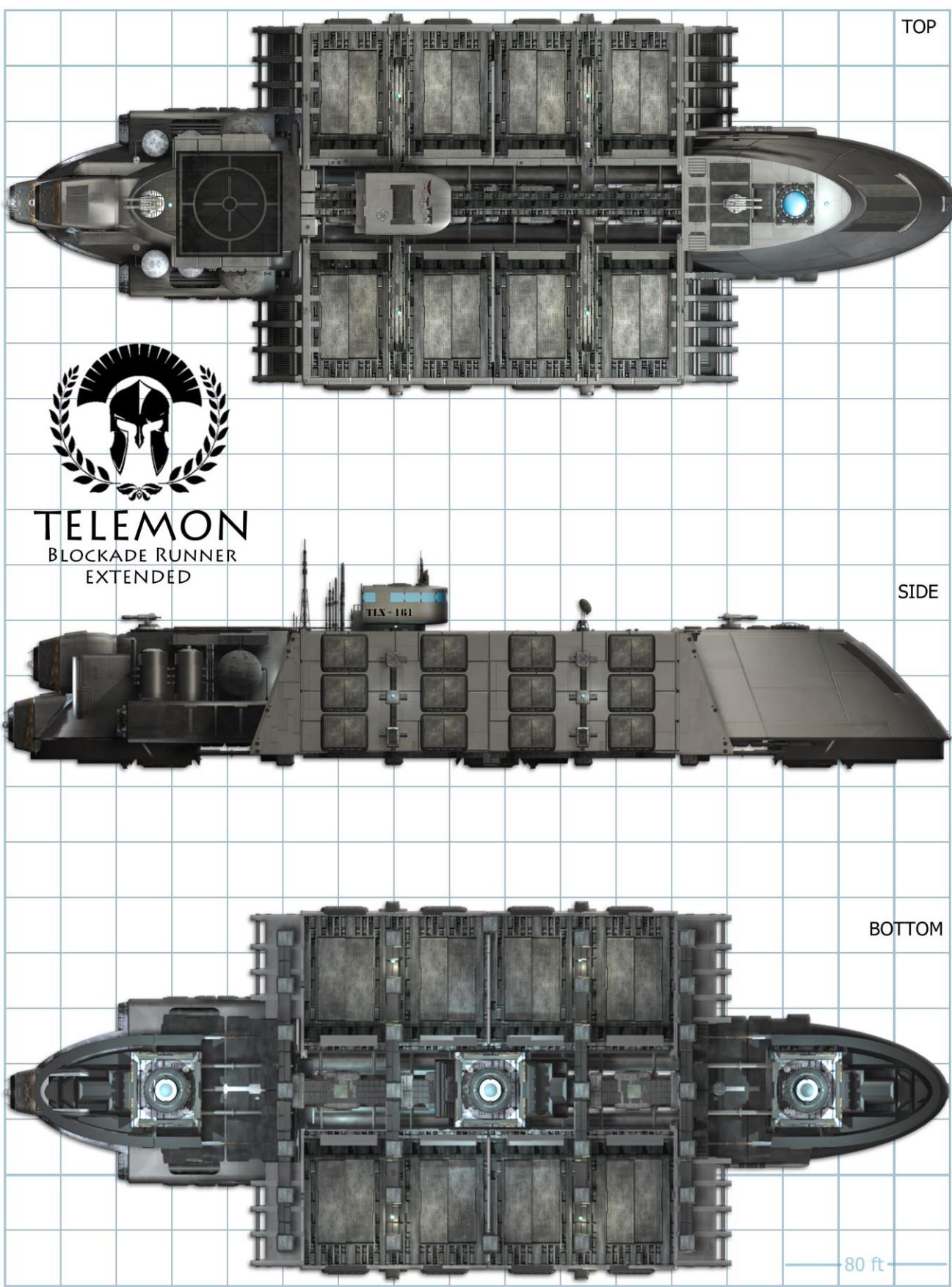
(No Containers)

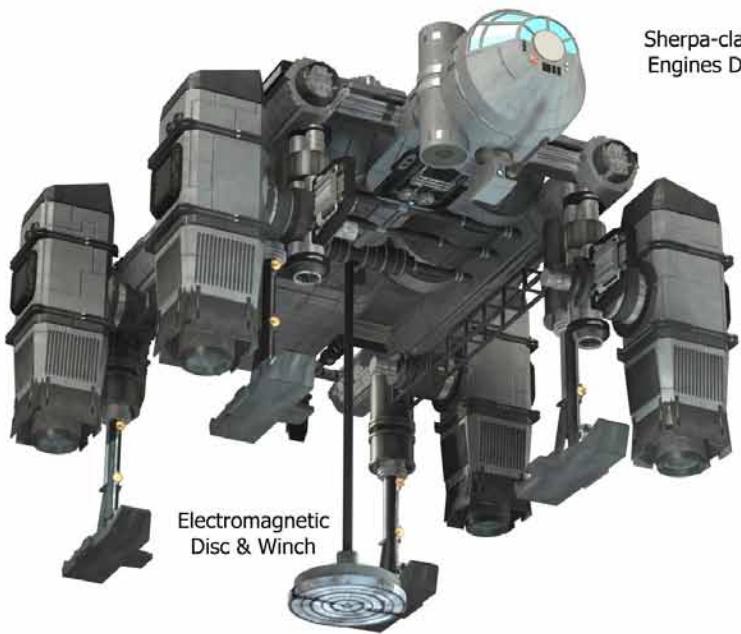


TOP

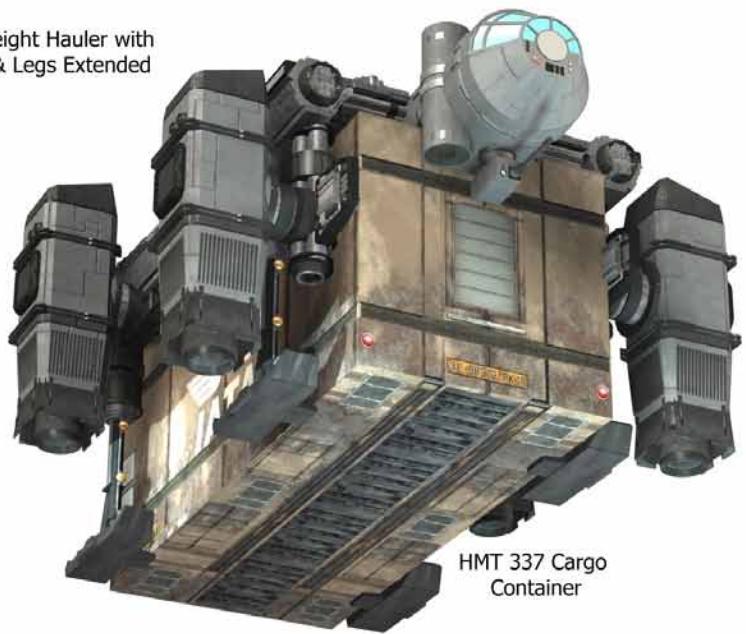
80 ft







Sherpa-class Freight Hauler with
Engines Down & Legs Extended



HMT 337 Cargo
Container

Sherpa-class Freight Hauler

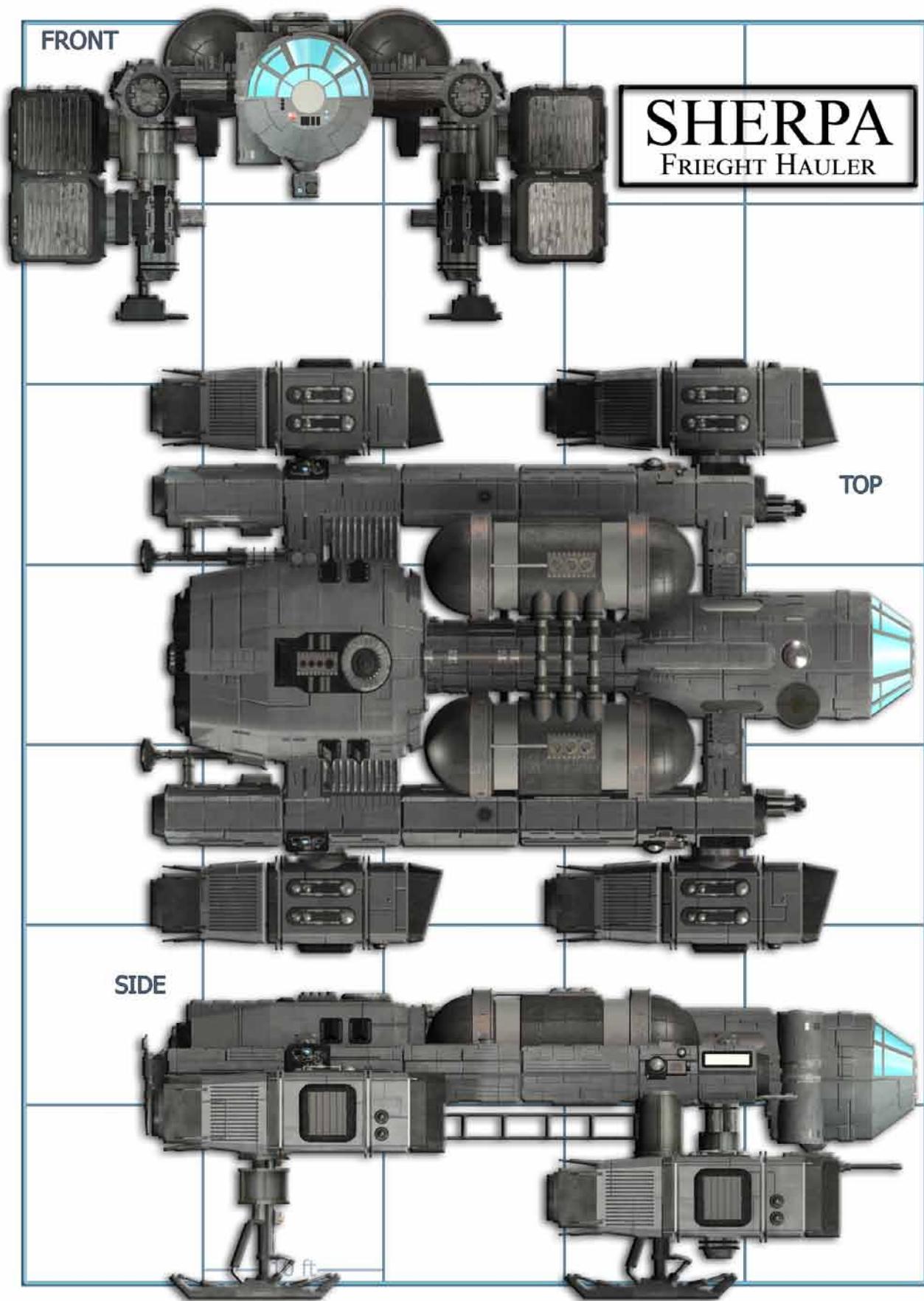
The *Sherpa*-class freight hauler is the best known product of Xigaze Shipyards (now a wholly owned subsidiary of Hyperion Manufacturing and Transport). The ugly but functional vehicle was designed to move standard HMT 337 cargo containers and is little more than a frame with engines and a cockpit attached. The ship maneuvers over a container, picks it up, and takes it to its destination.

The four side-mounted engine pods on a *Sherpa* can independently rotate from straight back to 45 degrees down-forward (a 135 degree arc). Each is also equipped with side vents to vector horizontal thrust. It takes a little practice to get the most out of the unique set up, but with a skilled pilot at the controls the *Sherpa* can perform some very precise and impressive maneuvering. There are thousands of these blocky little ships out there and they will likely be around for a long time to come.

The *Sherpas* carried by the Telemor family of freighters are equipped with a gauss gun mounted underneath the cockpit. The design is meant to allow a *Sherpa* to help secure its landing zone before depositing or picking up cargo. This set up makes it impossible for the *Sherpa* to add the optional Longhaul cabin which would also attach beneath the cockpit.

Telemor type *Sherpas* also have an electromagnetic disc on a retractable cable mounted at the center point of its frame. This allows the ship to pick up or deposit containers where there is no clearance on either side. The container is winched up into normal carrying position before the *Sherpa* maneuvers away.

SHERPA			
Progress Level	6	Size	Colossal (-8 size)
Type	Ultralight	Tactical Speed	3,500 ft. (7 squares)
Subtype	Freight Hauler	L x W x H (feet)	44 x 33 x 21 44 x 33 x 15 with gear retracted
Defense	11	Tonnage	20 +75 tons with container
Flat-footed	7	Targeting Bonus	+0
Autopilot	6	Crew	1 (Expert)
Hardness	20	Passenger Capacity	0
Hit Dice	8d20 (160 hp)	Cargo Capacity	One container, 64 tons max
Initiative	+4	Grapple Mod.	+16
Pilot's Class Bonus	+5	Base Purchase DC	56
Pilot's Dex Modifier	+4	Restriction	Restricted (+2)
Gunner's Attack Bonus	+4	Grappling Systems	none
Engines	Ion engine, thrusters	Armor	Polymeric
Sensors	Class II	Communications	Radio transceiver
<hr/>			
Defense Systems	Autopilot system, Damage Control System (1d10), EM disc with cable & winch		
Weapons	1 Guass gun (range increment 3,000 ft.)		
<hr/>			
Attacks	1 Guass gun -1 ranged (8d12)		
Attack of Opportunity	none		



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