FUTURE ARMADA

DELUXE STARSHIP DESIGNS



MIDNIGHT ROSE

PRIVATEER

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

OGL SCI-FI

Future Armada: Midnight Rose

by Ryan Wolfe of Ki Ryn Studios
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Overview

Midnight Rose is an old, well worn ship that has seen many owners and extensive modification over the years. A common Grendel-class transport, it was designed for light cargo and passenger duty needing a minimal crew (though with bunks for more). After a decade in the hands of Captain Graham Jacobi the ship has been modified and customized dozens of times, but cleaned less than twice. It may look like a derelict from the outside but she has it where it counts.

The ship is well armed for a vessel of its size and unassuming demeanor as Jacobi has outfitted the vessel for use as a privateer as well as a transport ship. With improved armor and a turret augmenting the fixed forward guns, Rose can deter casual pirates and add the occasional bounty to smuggling profits.

Even apart from the dirt and corrosion, Mignight Rose is less attractive than most Grendel-class ships because she is missing much of the hull plating that covers the engines and general systems. During his continuous tinkering, the captain spent so much time removing and replacing hull plates that he eventually just stopped putting them back on.

Originally from southern Mars, Graham Jacobi joined in the Terran Star Force at the age of 18 and served a full 20 years. He participated heavily in the wars and saw the transition of the stellar navy into the ConFederation. In the service he became a skilled mechanical and electrical engineer – though he also developed some strong prejudices and a coarse demeanor that makes it difficult for him to navigate more refined social circles. Grievously injured on more than one occasion, the navy paid for replacement parts. Over the years Graham has done his own maintenance on these parts, swapping elements with various ship components as the need arises.

When fresh out of the service, Graham Jacobi was squandering his mustering out bonuses in a dice game when he scored big. On a whim he bet everything he had on one final throw.

Though he was going to put it all on *snake eyes* (double 1's) a cocktail waitress named Rose, his current "lucky charm", told him to bet on *midnight* (double 6's) instead. He followed her advice and won a small fortune. That became the down payment on a well-used cargo ship, which Mr. Jacobi named Midnight Rose in honor of the winning bet.

That was a decade ago. Though he began as a simple cargo hauler, Graham (whom everyone calls Jacobi) has since branched into smuggling and the occasional privateer work. He typically runs prohibited cargo across the border – crossing forbidden space to buy and sell from black markets on both sides. With Letters of Marque from the ConFederation he is free to fire upon or seize any Umbral ships he comes across doing the same thing. He'll also go after the occasional bounty if he has nothing better to do and it doesn't look like it will be too difficult.

Captain Jacobi prefers to work alone or use cobbled-together robots as most organic crewmembers don't stay very long. They either prove untrustworthy, lazy, or unwilling to deal with their captain's harsh personality. Under normal conditions Midnight Rose can be operated with a single crew member. It is in combat and emergency situations that the extra hands really make a difference.

Using his technical savvy, Graham has tinkered with or modified almost every system on his boat. While most modifications are improvements, it does make it difficult for anyone other than him to operate or repair the equipment with any sense of confidence. The captain is also more interested in customization than repair – typically jury rigging a quick solution to a problem rather than taking the time to fix something properly.

Graham Jacobi (48) – an aging, overweight has-been with one eye and a multitude of mechanical parts (many of which are interchangeable with ship components). He has a bristly grey beard and likes to dress in an ostentatious fashion – mimicking his best guess as to what a privateer ought to wear. He sports a black patch over his cybernetic eye – a black orb which only displays internal data from the ship's computer – and likes to wear a wide brimmed hat with a plume. A smell of engine oil and old whiskey seeps into any area he inhabits for long.

Though mercenary and uncouth, Captain Jacobi is not complete villain. He will cheat and steal but is very reluctant to seriously hurt anyone. While full of bluster and bravado, he will usually back down (or flee) when it comes to real danger.

Please modify this material however you desire to fit your game and story. On the interior maps, one square is equal to 5 ft. or its rough equivalent in your system of choice.

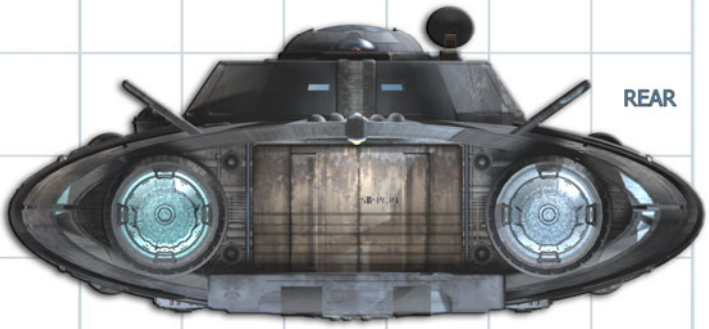
The Art directory contains a large image of Rose's interior. If printed out at 150 dpi, this will yield a miniature-scale map which is 24x36 inches. An oversized printer and additional software may be required in order to do this. A similar image is provided for the Breca variant.

MIDNIGHT ROSE

Progress Level	6	**Size**	Colossal (-8 size)
Type	Ultralight	**Tactical Speed**	3,500 ft. (7 squares)
Subtype	Transport	**L x W x H (feet)**	118 x 68 x 32
Defense	5	**Tonnage**	1550
Flat-footed	5	**Targeting Bonus**	+3
Autopilot	7	**Crew**	1
Hardness	30	**Passengers**	6
Hit Dice	17d20 (380 hp)	**Cargo Capacity**	158 register tons (110 cargo bay, 38 lower hold, 10 forward hold)
Initiative	+2	**Grapple Mod.**	+16
Pilot's Class Bonus	+3	**Base Purchase DC**	52
Pilot's Dex Mod	+0	**Restriction**	Restricted (+2)
Gunner's Attack Bonus	+3	**Grappling Systems**	grapplers
Engines	Ion Engine, Thrusters	**Armor**	Vanadium
Sensors	Class II sensors, Targeting system	**Communications**	Laser transceiver, Radio transceiver

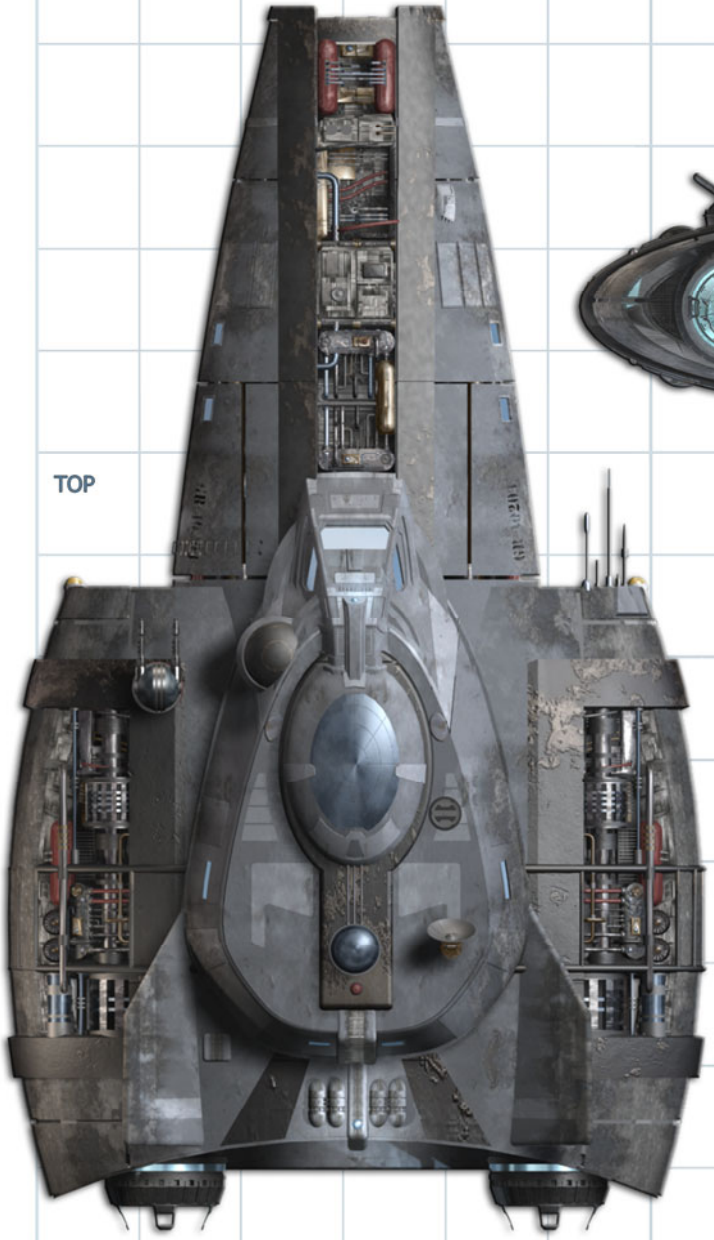
Defense Systems	Improved autopilot system, improved damage control (2d10), magnetic field, decoy drone launcher, sensor jammer
Weapons	2 fire linked fusion beams (range 3000 ft), fixed forward 2 fire linked heavy lasers (range 4000 ft), turreted
Attacks	2 fire linked fusion beams -2 ranged (15d8) and 2 fire linked heavy lasers -7 ranged (12d8)
Attack of Opportunity	none

MIDNIGHT ROSE



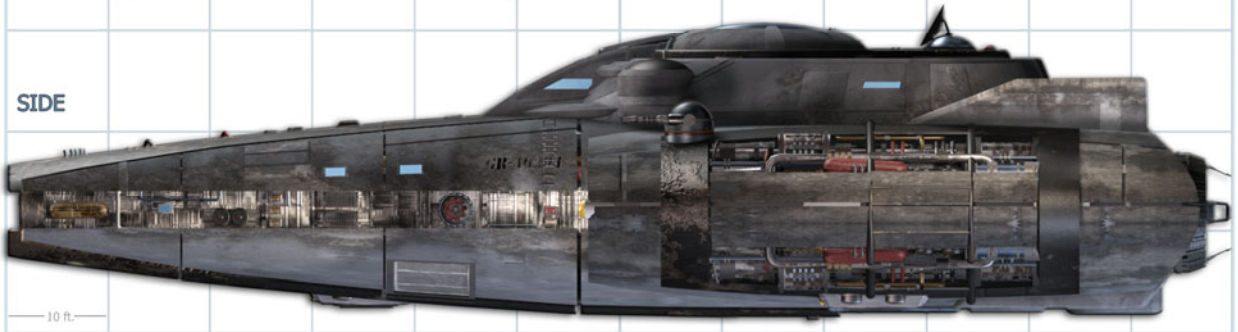
REAR

TOP





SIDE



10 ft.

Interior Areas

Midnight Rose has three decks with living, working, and storage areas mixed throughout. These areas are detailed in the following sections and labeled on the interior map which follows.

The upper deck is a scaled up Kestrel bridge section – ironic given that the Grendel design (including the bridge) was later scaled up itself for production as an inexpensive cruiser. The lower two decks are in the main body of the hull. The aft third is a single, high ceilinged cargo bay. The narrow front nose is another (much lower ceilinged) storage room with the main exit ramp. In between the main hull is just tall enough to squeeze in two decks for living areas, engineering, and additional cargo. In these areas ceilings tend to be just a little lower than is comfortable, especially given the exposed pipes and other fixtures overhead.

Upper Deck

Cockpit

The pilot and co-pilot seats are surrounded by consoles and flight controls. The bridge placement coupled with the wide windows allows for good visibility forward and to either side of the ship. As with most of the equipment on board, the instrumentation here is old and jury-rigged but for the most part functional.

Upper Central Area

The central third of this deck is an oval chamber with a transparent domed ceiling. The floor is a railed metal walkway surrounding an open drop to the decks below. This open column design is meant to help alleviate the claustrophobic layout of the lower decks and to allow natural light (when planetside) into the core of the ship. On Rose it mainly serves to let the odor of the moldy red carpet far below permeate all levels of the vessel.

To one side of the central column a set of spiral stairs leads down to the middle and lower decks, as does a ladder in an access tube on the other side of the oval chamber. This tube has pressure hatches at the top and bottom, allowing access to the exterior of the vessel. The shaft itself can be sealed to function as an air lock. It also has an adjustable gravitic field so that the tube can be easily used by wheeled bots who would have trouble with the stairs or ladder.

Competing with the smell of the grungy carpet, a small restroom is situated just outside the bridge, allowing the pilot to use the facilities without have to go far from his station. The mildew and crusted grime in this poorly ventilated chamber are an incentive to make such visits as short as possible.

A storage closet holding emergency equipment and other bric-a-brac stands next to the restroom. Set into the walls near the midline of the chamber are the escape pod access doors.

Escape Pods

Rose carries seven Xuanguan-class escape capsules. Four are located on one side of the midship column and three on the other. The escape pods are on a track system such that when the one at the front of the line launches (though a hatch in the top of the ship), the rest move forward. The system hasn't been used (or maintained) in years but will probably still function. This was one of several expensive modifications added to bring the ship up to code for top-rated passenger transport.

Staterooms

The ship has a pair of spacious cabins at the aft end of the upper deck. Captain Jacobi occupies the port (left) side room and has decorated it with his traditional mix of used food cartons and half finished mechanical projects. Exterior windows provide a view to the side and back of the ship. The captain uses canceled areas behind the wall panels in this room for his personal valuables. Though not shown on the map, assume that nearly every room on board has a small cubby or two behind a wall, under a floor panel, or within a piece of equipment.

The starboard cabin is kept fairly clean and is reserved strictly for passenger use. This is often a source of contention with the itinerant crew as Rose hasn't carried a passenger for months and the cramped bunk rooms on the lower deck are not very pleasant.

Middle Deck

Forward Hold

The primary feature of this room is the 5x15 foot ramp set into the floor. When Rose is on the tarmac the forward end of this ramp can lower, allowing easy access to ground level. This is the primary means of entering the ship while planetside.

Though the chamber is called a “hold” it is only used for cargo storage if everything else is filled up. More typically it is a “mud room” where the crew discards gloves, boots, and environment suits as they come on board. Rodent repellent is slathered around the edges of the room to deter the entrance of vermin. At the forward end of the room are access panels for the bow sensors and weapon systems.

Because the hull narrows vertically towards the front, this hold sits higher than the bottom deck but lower than the middle deck. The primary exit goes up a few steps to the galley. On the starboard side of the aft wall a half door reaches from the floor to about waist height. This opens into the lower hold (coming out about three feet above the floor of that room). This same narrowing of the hull means that the floor slopes slightly upwards while the ceiling gets lower towards the front.

A slightly raised walkway runs down the middle of the room. Beneath the walkway is enough hidden room for a few people to lay. Entrance is from the side of the walkway as the floor panels themselves do not lift up, but are shielded to obscure bio signs.

Galley

The nicest room on the ship aside from the passenger cabin, this is where the hired crew spend most of their time. Though a support column rises though the middle of the chamber and the ceiling curves down near either side, it is still comfortably open. The wide windows allow in exterior light and some old rugs make an attempt to soften the metal and composite flooring. Only the piles of dirty dishes and general flotsam of a crew unconcerned with cleanliness mar the ambiance (though a close look at the expiration dates on the items in the refrigerator may reveal additional issues).

Half of the room is dedicated to a full kitchen and large dining table. As they haven’t broken down, the appliances have not been jury rigged or modified by Jacobi (yet) and so function reliably and as intended. The forward part of the room holds a couch and large video screen on one side and a set of lockers on the other. These contain a wide assortment of entertainment items and miscellaneous gear.

Pantry

Aft of the galley a short hallway leads to the central column area. A door on the port side of this hall opens into a large pantry. Food stuff and forgotten cleaning supplies fill the shelves and racks. There is also an impressive assortment of insecticides and rodent traps – none of which have been completely successful in eradicating these unwanted passengers.

Restroom

The door on the other side of the hall opens into the primary restroom for the ship. It contains a sink, two toilets (so one is usually working), and a shower. Note that the hull curves downward over the shower, putting the occupant’s head in close proximity to the thick layer of mildew that carpets the wall and ceiling.

Mid Central Area

The whole middle section of this deck is open, both to either side (the workrooms) and above and below. The stairs and ladder go both directions. The door forward leads past the panty and restroom to the galley. The back wall holds a large set of windows which look down on the cargo bay. Unless the ship is in atmosphere and it is daytime, this area is dimly lit and generally drab.

Portside Workroom

While the whole central area is used for various projects, with many spread across both rooms, the portside chamber contains a shiny new manufacturing table. This semi-automated, extendable workbench assists in a wide range of mechanical and electrical engineering projects. Disassembled robots or obscure ship parts commonly litter the floor and counter tops. The old metal lockers hold various tools and spare parts. A section of the floor can raise up to form an additional table. A heady smell of burning oil and chemical fumes permeates the area.

The ship's turret is also accessed from here. Though it can be operated remotely, a dedicated gunner can best utilize the system from within the copula itself.

Starboard Workroom

In the original design this space was available for customization as anything from a lounge to additional crew quarters. Jacobi used it as a work room and planned to install a second turret to match the one on the port side. Eventually though, he opted for a medical bay – hoping to cater to wealthy passengers who expect the highest safety ratings. While that hasn't panned out, a refit would now cost more than he is willing to spend. The result is an almost unused medical station in the middle of a grungy workshop. It is not uncommon to find Captain Jacobi sleeping on the examination table after a long night working on some project or other. At the back end of the room a door leads onto the starboard cargo bay balcony.

Cargo Bay Balcony

The space over the engine housings is usable for additional cargo due to the balconies built on either side of the bay. Made of heavy metal grating and with collapsible railings, these areas leave about six feet of headroom - a space suffused with the heat and constant vibrations of the engines below. Ladders on either side of the rear cargo door lead up to the balconies. The starboard area also has an access door leading into the medical workroom.

On Rose, these balconies are used to store combat drones. When the command is transmitted, they launch through the bomb bay doors in the floor of the cargo bay to harass enemy ships or defend Rose.

Drones

Captain Jacobi has procured four “Rover” army surplus drones and rearmed them for his own use. Little more than flying weapon platforms, they rely on the ship’s computer for tactical guidance and do not venture beyond communication range. Both in space and in atmosphere they can fill reconnaissance and combat roles.

Each drone is shaped like a small starfighter – an elongated orblike central body with engines mounted on either side and a variety of guns and sensors facing forward. They employ a gravitic generator to control hovering and orientation, with powerful rear facing thrusters for rapid forward propulsion. As these are Jacobi’s babies they are well maintained and polished mirror bright.



RVR (series 12) Combat Drone				
PL	7		**Size**	Huge (-2 size)
Type	Ultralight		**Speed**	1,500 ft. (3 squares)
Subtype	Drone		**L x W x H (ft)**	9.6 x 5.7 x 3.8
Defense	13 (Flat 11)		**Tonnage**	0.52
Hardness	30		**Targeting**	+3
Hit Dice	3d20 (60 hp)		**Crew**	0 (trained artificial intelligence)
Initiative	+4		**Passengers**	0
Pilot’s Class	+3		**Cargo**	0 lbs
Pilot’s Dex	+2		**Grapple**	+0 (no grappling system)
Gunner	+2		**Base Pur DC**	52 Military (+3)
Engines	Induction Engine		**Armor**	Cerametal
Sensors	Class II Improved Targeting System		**Comm**	RadioTransceiver
Defensive Systems	Particle field			
Weapons	Laser (range 3,000 ft) +13, 6d8		**AoO** none	

Lower Deck

Lower Hold

The low overhead clearance and sloping floor make this already cramped room even more restrictive. Aside from half a dozen crew lockers at the back of the room, this area is used only for cargo. Large, low doors on either side facilitate loading and unloading. A half door (from about waist height up to the low ceiling) in the forward bulkhead allows access to the forward hold. The lights, when they are functional, tend to flicker and buzz.

Bunk Rooms

Though barely fit for human habitation, these chambers house whatever crew (if any) Captain Jacobi currently has on board. Each room contains a set of sagging bunk beds and pair of rusting lockers. The floor past the end of the bunks curves upwards to follow the hull, making that space difficult to use for anything other than storage. A dirty carpet remnant covers the level part floor and various mystery fluids stain the walls.

Lower Central Area

The low ceiling and composite flooring make this area cold and claustrophobic, though the open central column and light from above help offset that somewhat. Chill air and a damp, moldy smell tends to settle in these lower reaches of the ship. Both the spiral stairs and the ladder shaft end here, though a pressure hatch at the bottom of the hatch allows access to the exterior of the vessel. When landed, that hatch is not usable.

Engineering

On either side of the oval central area are engineering rooms with diagnostics and controls for the power and propulsion systems. These dim and dank areas don't see a lot of use, though the captain will station a crewmember here if they need something useful to do. The thrum of the engines is strong here, broken only by the persistent clicking of a radiation detector and the occasional drip of coolant from the overhead pipes.

The port chamber contains the ship's semi-functional laundry machine and so is often piled with dirty bedding and clothing. When turned on, the machine instantly cuts off the hot water supply to the rest of the ship (particularly noticeable in the mid deck shower).

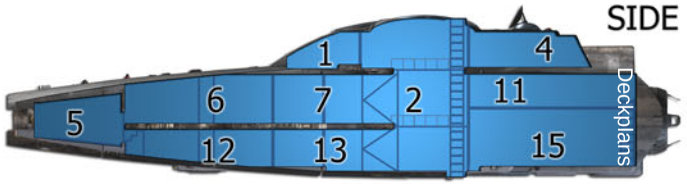
Cargo Bay

The main cargo area is a large, high ceilinged room flanked on either side by engine housings which extend though here from internal (and inaccessible) parts of the ship. A metal mesh balcony is over each housing to make use of the upper part of the chamber on the sides. Most of the aft wall is a huge, hinged set of cargo doors. These swing open and a ramp can extend down to ground level. There is also a set of bomb bay doors in the floor. The hold is depressurized when these doors are used to launch drones.

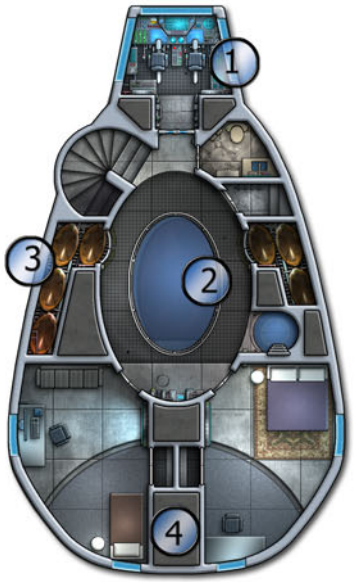
Access to the rest of Rose is though a set of double doors in the middle of the forward wall, or through a smaller side door up on the starboard balcony. This second door was added because the middle door is blocked when a HMT-337 cargo container is loaded. Though the Grendel-class was not designed to haul such containers, there is room enough if the cargo doors are left open (with the last 5 feet of the container hanging out the back). Jacobi has installed mag plates in the floor to secure such containers. While not up to specs for hauling passengers, it is passable for cargo containers. Smaller HMT-225 containers fit easily into the hold and are a more common freight for this particular ship.

Unlike the rest of the lower deck, this room is often stuffy and warm – either from engine heat or the laundry machine (which vents into the hold during its drying cycle).

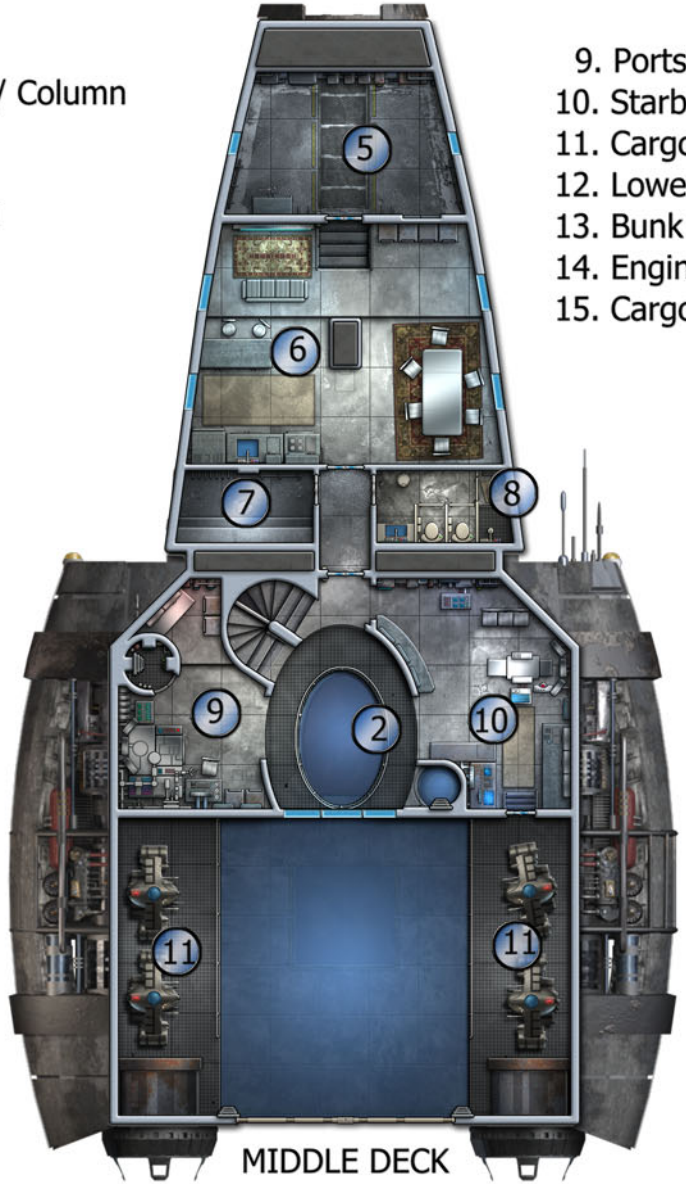
Midnight Rose



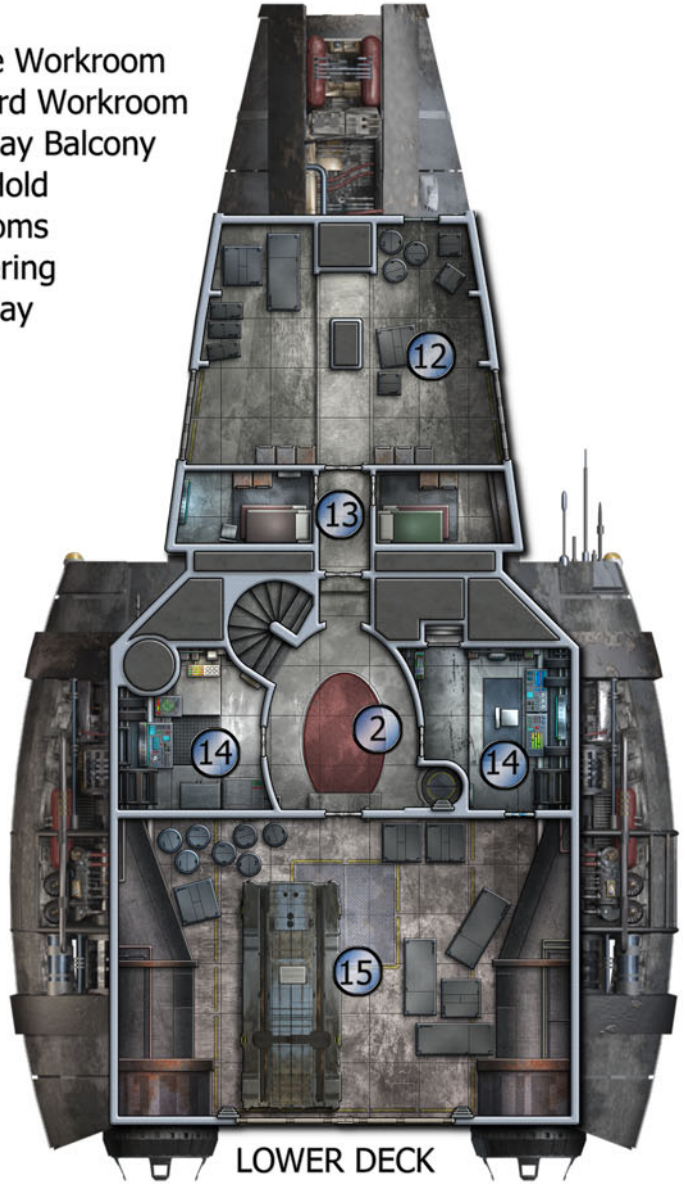
1. Cockpit
2. Central Area / Column
3. Escape Pods
4. Staterooms
5. Forward Hold
6. Galley
7. Pantry
8. Restroom
9. Portside Workroom
10. Starboard Workroom
11. Cargo Bay Balcony
12. Lower Hold
13. Bunk Roms
14. Engineering
15. Cargo Bay



UPPER DECK



MIDDLE DECK



LOWER DECK

FUTURE ARMADA

Crew

Graham Jacobi

Strong Ordinary 3 / Tough Ordinary 1

CR 4; human; HD 1d10+2 plus 3d8+6; HP 30; Mas 14; Init +0; Spd 30 ft; Defense 13, touch 13, flatfooted 13 (+3 class); BAB +3; Grap +6; Atk +5 melee (1d6+2, wrench), or +3 ranged (2d8, .9mm pistol); SV Fort +6, Ref +1, Will +0; AP 2; Rep +0;
Str 14, Dex 11, Con 14, Int 11, Wis 9, Cha 6.

Occupation: Military (Craft [electronic], Craft [mechanical], Repair)

Skills: Pilot +4, Craft (electronic) +3, Craft (mechanical) +4, Intimidate +1, Knowledge (Streetwise) +3, Profession (mechanic) +2, Repair +7

Feats: Personal Firearms Proficiency, Simple Weapons Proficiency, Gearhead, Windfall, Starship Operations (Ultrtalight)

Possessions: 9mm pistol; Wealth +7

The Breca-class Transport

Overview

The Breca-class transport was developed in parallel with the Grendel – sharing the same hull and system designs but with an interior layout that maximizes available cargo space. The engineering areas, work shops, and bunk rooms found on ships like Midnight Rose are gone so that the adjacent cargo holds can be expanded as much as possible. The two cabins on the top deck are used as crew quarters, with a set of bunk beds in each. The escape pod compliment is also still at the original four as the design is not rated for passengers.

While the exterior of a Breca-class is not much different from a normal Grendel, it *is* very distinct from Rose because she has been extensively modified and neglected. For this reason, separate renderings of the Breca are included – though these could also be used to represent a Grendel-class transport that is still under warranty.

Interior

Layouts between Rose and a standard Breca are similar in many ways, including low ceilings and curved or sloping hull and floor sections. Interior décor, however, is vastly different. With the lighting system and air filtration systems fully functional, the depths of the ship are far less dingy and claustrophobic. Newer carpet and walls free of grime make most ships comfortable if not luxurious by comparison.

Because of the open central column and spiral stair, a Breca-class transport could suffer more from a hull breech than most ships. Decompression (whether on purpose or not) of the main cargo bay will affect the air space throughout all decks of the ship. While individual rooms can be easily sealed, they may be isolated if the central column is a vacuum. To connect the cockpit and galley area in such an event, an emergency hatch has been installed. A ladder outside of the pantry leads up through a removable floor plate into the cockpit. As on Midnight Rose, the smaller forward hold is used as an airlock when needed.

Upper Deck

The cockpit and central column areas are the same, functionally, as those on Midnight Rose. The staterooms are the crew cabins, with a pair of bunk beds in each. With a little squeezing, these could be triple bunks (for six beds total) instead. During normal operations the ship can be operated with a single crewman on duty. A copilot in the cockpit and an engineer down below can be kept busy during less routine activities. The central column looks down past the cargo balcony to the floor of the hold. Note that the ladder here leads up to a pressure hatch in the ceiling but does not go down any further.

Middle Deck

In the aft half of this deck, the cargo bay has been enlarged. Where before there were workrooms, now the bay balcony has been extended. There is still an oval shaped opening in the ceiling through which can be seen the upper deck. A couple of ladders lead down to the cargo bay floor, as dose the spiral stair case. The front half of the deck is the same layout as on Midnight Rose, with a pantry, restroom, galley, and a forward hold with an exit ramp.

Lower Deck

The lower deck is nothing but cargo space on a Breca-class transport. The cargo hold has been expanded to include the former engineering rooms, though the engine machinery is still accessible. The lower hold has likewise taken over the space that was formerly bunk rooms. Where the access tube used to be, a pressure hatch set into the floor of the cargo bay allows access to the exterior of the ship. Without the tube to function as an air lock, this hatch is for emergency use only.

Other Notes

It is possible to mix and match some of the interior maps if desired, if the juxtaposition in styles is not too disconcerting. The Breca plans provided include the turret from Midnight even through the class does not usually mount anything there. On a generic Breca, the turret mounting can either be ignored (treating the interior as filled with an auxiliary power system) or can represent an installed hardpoint with no weapon system yet installed. It could also be a concealed or “pop up” turret as the model doesn’t depict such a weapon on the exterior

BRECA-CLASS TRANSPORT

Progress Level	6	**Size**	Colossal (-8 size)
Type	Ultralight	**Tactical Speed**	3,000 ft. (6 squares)
Subtype	Transport	**L x W x H (feet)**	118 x 68 x 32
Defense	7	**Tonnage**	1550
Flat-footed	5	**Targeting Bonus**	+0
Autopilot	7	**Crew**	4 (trained)
Hardness	20	**Passengers**	2
Hit Dice	16d20 (360 hp)	**Cargo Capacity**	238 register tons (176 cargo bay, 52 lower hold, 10 forward hold)
Initiative	+2	**Grapple Mod.**	+16
Pilot's Class Bonus	+3	**Base Purchase DC**	52
Pilot's Dex Mod	+2	**Restriction**	Restricted (+2)
Gunner's Attack Bonus	+2	**Grappling Systems**	none
Engines	Ion Engine, Thrusters	**Armor**	Alloy Plating
Sensors	Class I sensors	**Communications**	Laser transceiver, Radio transceiver

Defense Systems	Autopilot system, damage control (1d10)
Weapons	2 fire linked fusion beams (range 3000 ft), fixed forward
Attacks	2 fire linked fusion beams -6 ranged (15d8)
Attack of Opportunity	none

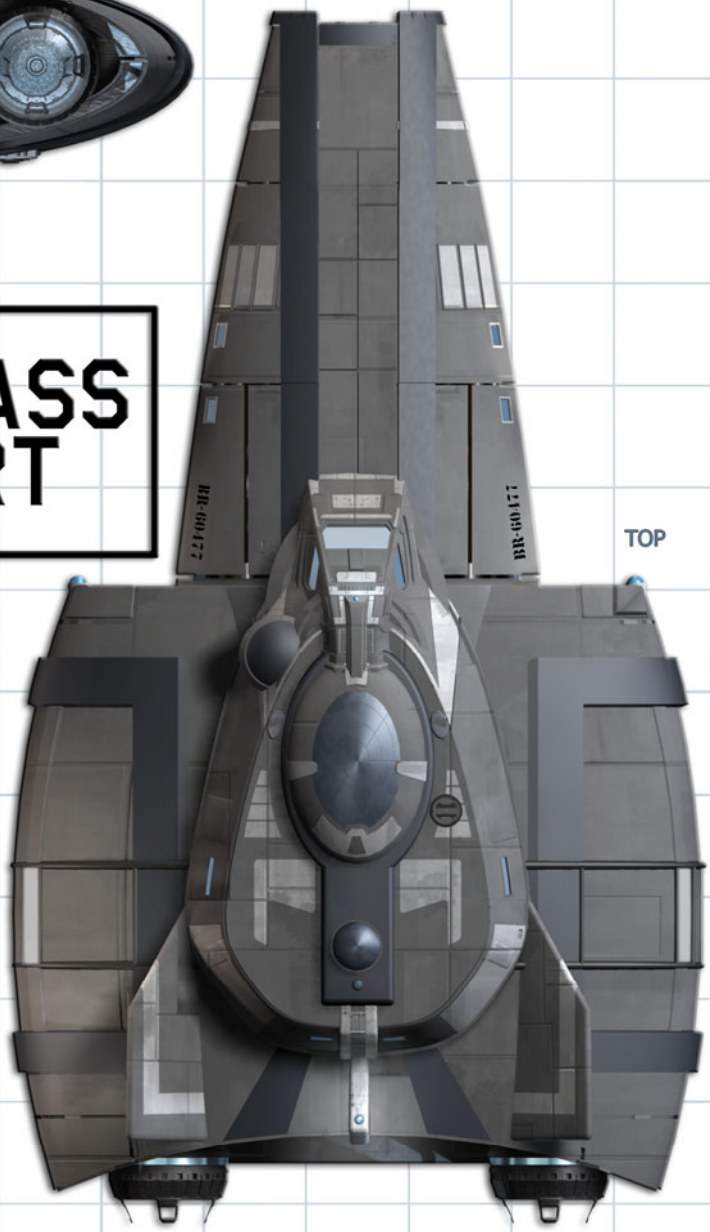


REAR

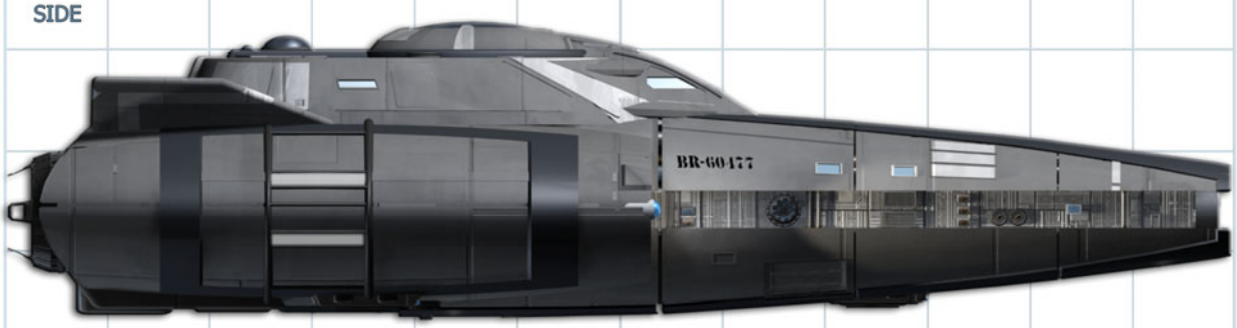


BRECA - CLASS TRANSPORT

TOP

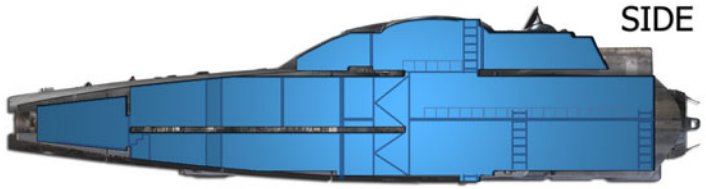


SIDE



10 ft.

BRECA-CLASS TRANSPORT



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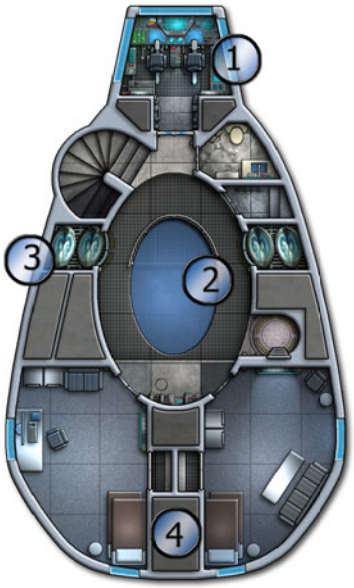
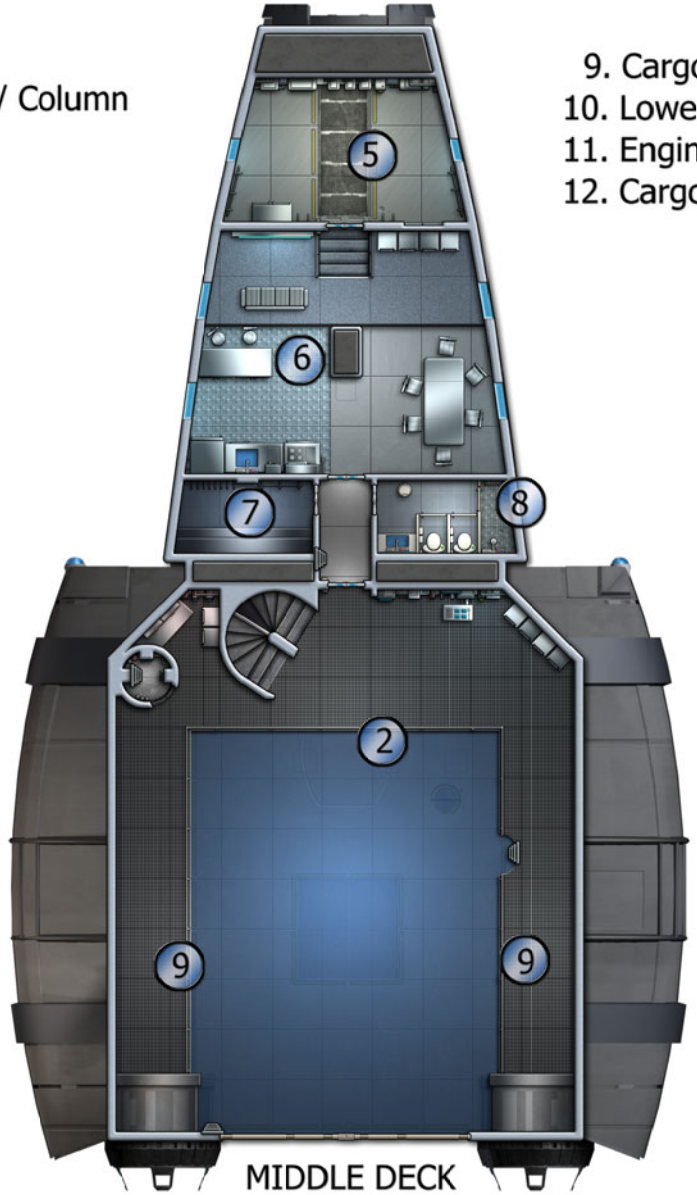
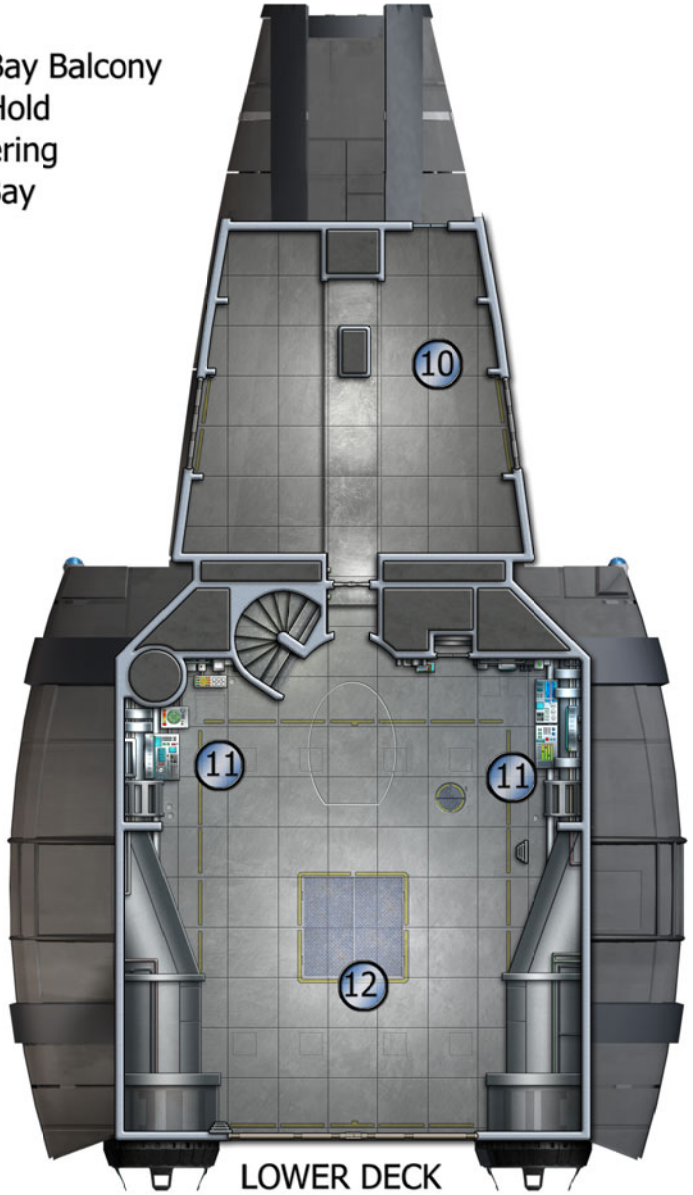
11. Engineering
12. Cargo Bay



UPPER DECK



MIDDLE DECK



LOWER DECK

Additional Information

Xuanguan Escape Capsules

Used on both Grendel and Breca-class ships, each of these “hanging coffin” escape capsules is just large enough for a single person. Inside the pod is an adjustable harness to support the occupant in a standing position. It is also equipped with heads-up-displays and a voice-activated computer system. Air recycling is good for 48 hours but there are no supplies onboard.

The top dome of the capsule holds a set of micromesh parachutes for atmospheric descent. This dome is detachable so that the pod can be entered or exited from the top if needed. At the midsection of the capsule are concealed two inflatable pods which can cushion a landing or act as a floatation system.

The bottom portion of the capsule contains the thrusters used for initial launch and final breaking. For a planetary landing, the pod can do a tail-first decent (using the chutes and breaking thrusters) or nose-first (coming in at a shallow angle and skidding to a stop) depending on its analysis of surface conditions.



Xuanguan Escape Capsule			
PL	6	**Size**	Medium (+0 size)
Type	Ultralight	**Speed**	1,500 ft. (3 squares)
Subtype	Escape Pod	**L x W x H (ft)**	9.8 x 2.4 x 3.5
Defense	12 (Flat 10, Autopilot 12)	**Tonnage**	0.65
Hardness	20	**Targeting**	+0
Hit Dice	2d20 (40 hp)	**Crew**	0
Initiative	+0	**Passengers**	2
Pilot’s Class	+0	**Cargo**	0 lbs
Pilot’s Dex	+0	**Grapple**	+0 (no grappling system)
Gunner	+0	**Base Pur DC**	27 Licensed (+1)
Engines	Maneuvering jets	**Armor**	Alloy Plating
Sensors	Class II	**Comm**	Radio transceiver with distress beacon
Defensive Systems	Improved autopilot system		
Weapons	none		
AoO	none		

HMT-225 Cargo Containers

Hyperion Manufacturing & Transport makes the industry standard “HMT-337” cargo container. This is a 15x15x35 foot hull which can be customized with various interiors. The 225 is a smaller, less common, customizable container. It measures 10x10x23.33 feet and so is exactly two thirds the size of the larger type (which allows for efficient mixed stacking).

The HMT-225 cargo container also has a variety of standard interiors – some with life support and some without. The exterior has magnetic attachment skids and power couplings compatible with all HMT cargo container models and most freighters. They lack deep titanium stud wells, though they do have shallower indentations meant to add stacking stability and to give a place for non-magnetic lifts to grab hold.

At one end of most containers is a small control station to monitor and adjust environmental systems (if any) and external couplings (if plugged into a ship or other source). There is also a small storage space on the other side of the step from the control terminal. This end of a standard container has a human sized door. The other end typically has a large cargo door, but with a smaller (postern) door inset. This allows passage from container to container when they are lined up end to end.



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