

# TECHNICAL MANUAL 1: REPRIEVE-CLASS ESCAPE POD

BY DONAVAN LAMBERTUS



**TRAVELLER**

Compatible Product

Foreven

**FREE SECTOR**

Requires the use of the Traveller(TM) Main Rulebook, available from Mongoose Publishing.

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## ***Foreven Product Use***

Technical Manual 1: Reprieve-class Escape Pod, by DSL Ironworks.

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## **TABLE OF CONTENTS**

Welcome and Introduction	3
Danger In Space	4
Effective Rescue Envelopes	5
The Reprieve-class Development	6
Design and Construction	7
Systems Overview	8
Operation and Usage	12
Endurance and Space Performance	14
Survival Equipment	16
Random Malfunction and Damage Tables	17
Discovered Escape Pods	19
Quick Reference Data Sheet	20
Quick-Mini Sheet	23
1 inch hex map	24

## WELCOME AND INTRODUCTION

Greetings, and welcome to the first Technical Manual from DSL Ironworks. The Technical Manual series is designed to examine one class of small craft in detail, complete with deck plans, a full description and game stats, interior and exterior full color renders, adventure hooks, class variants, example ships and crew, and more. They are also designed as companions to the forthcoming line of Captains Manuals which will similarly detail a specific class of starship. We hope that you will find both lines to be useful additions to your game.

### TROUBLE ON THE BORDER

Lieutenant Aiden Bycov, Imperial Navy Destroyer *Copperhead*

1108: The *Copperhead* was on patrol on the Trailing edge of the Foreven sector when the Fifth Frontier War broke out. We'd been deployed to keep an eye open for Zho convoy raiders and escort a small squadron of Free Traders. I don't know which system the Zho hit us in, but I distinctly remember hearing the warning claxon sounding battle stations. Vickers, the ensign assigned to the sensor station, picked up at least three Zho frigates in bound, along with at least a half-dozen fighters. We fought like hell for over an hour, standing off several barrages of nuclear missiles, but in the end it didn't make much of a difference. The fighters ended up using one of those last barrages as cover and made it through our screen; once they were in with the convoy, it was all over. From my position in Turret Five, I watched the lambs go to slaughter. We killed several of the fighters, but the frigates stood off and poured missile fire at us until a lucky shot got through and took out the power plant. I watched as one last flight of missiles enveloped the ship. The *Copperhead* shuddered under the fire; most of engineering vanished in a cloud of molten metal and gas vapor as the armor failed. That was when the Captain gave the order to abandon ship. As I made my way out into the corridor, there weren't many of the crew left - I could see several of the escape pods still their bays, and I opened the hatch and got into the first one I came to. Exhausted, I collapsed in the acceleration couch and pulled the handle labeled EJECT. I didn't know who was going to find me, but I was hoping against hope for one of the free traders. The prospect of a couple of years in a Zho prison camp didn't sound like a lot of fun.



## DANGER IN SPACE

By definition in a science fiction setting, star travel is a fairly common occurrence. That does not mean, however, that such travel is always safe. Combat, piracy, hijacking, accidents, environmental hazards, and even simple mechanical failure can affect any ship. While safety systems and redundancy reduce the chances of a serious incident, they can and do occur. In populated systems, where rescue vessels are in relatively close range, this risk is minimal. On the frontier, where ships and populated worlds are scarce, the same situation can put a vessels crew and passengers in serious danger.

When a mishap does occur, the crew and passengers of a vessel in distress have a few options. The first and most common choice is to remain with the ship. Even a badly damaged vessel offers fair odds of survival. Some compartments are likely to retain atmosphere; communications may still be functioning, allowing a distress call to summon aid. Maneuver drives may give the ship some mobility, allowing it to get closer to ships, stations, or planets that may be able to render assistance. It may even be possible to fix enough damaged systems to allow the ship to bring itself into port, given time and persistence.

A variety of additional safety systems are carried aboard most ships. Tiny 1-man rescue bubbles are the first line of defense. These small lifesaving devices are scattered throughout a ship in areas certain to be populated by crew and passengers. With a two hour air supply, however, they are a very short term solution. Rescue bubbles are typically used to allow survival in depressurized compartments , and survivors can expect rescue as soon as damage control personnel can reach them. Given the vastness of space and the relative speeds of ships responding to a distress call, it is unlikely rescue bubbles will allow personnel to survive until rescue craft arrive unless they are supplied with additional oxygen. The nature of their design also limits their usefulness, as they do not allow for self rescue. Thus, rescue bubbles are typically a last resort.

Another commonly used rescue device is the personal vacc suit. With a six hour air supply, the endurance of a vacc suit is roughly three times that of a rescue bubble, and has the added benefit of allowing the wearer much more mobility. This mobility translates into the ability to self rescue, either by transiting damaged compartments to still habitable areas, allowing damage control, or abandoning ship.

Lifeboats come in all shapes and sizes, and are equipped with either passenger couches or emergency low berths. Lifeboats equipped with low berths allow the passengers to be cryo frozen soon after launch, which will increase the endurance of its life support system. Most lifeboats carry enough fuel and sufficient life support to allow for 2 weeks of operations; many are also streamlined to allow landing on habitable worlds.

Escape pods are essentially miniature lifeboats, sufficient for one person to use. They bridge the gap between vacc suits and lifeboats, allowing users to rapidly abandon ship and survive until help arrives. A standard escape pod has a week of usable life support, limited maneuver and reentry capabilities, making them useful far from immediate rescue.

## EFFECTIVE RESCUE ENVELOPES

The primary determination of the success of a rescue device is the ability to keep the user alive until help arrives. A secondary factor in this equation is the speed with which help can be expected to arrive. Cross referencing the two provides the effective rescue envelope. For example, a rescue bubble has an effective duration of two hours. Thus, if a rescue vessel is more than two hours away, it is outside the rescue envelope of the bubble. The table below shows how close (in km) a rescue craft must be to reach the occupant in time. It assumes a standard rescue unit with typical duration, i.e. two hours for a rescue bubble, six hours for vacc suits, and up to a week with an escape pod.

### Maximum Rescue Envelopes (in km)

Device	Acceleration of Rescue Craft					
	1-G	2-G	3-G	4-G	5-G	6-G
Rescue Bubble	200,000	300,000	400,000	550,000	800,000	1,000,000
Vacc Suit	1,000,000	2,300,000	3,400,000	4,500,000	5,800,000	7,000,000
Escape Pod	900,000,000	1,800,000,000	2,700,000,000	3,600,000,000	4,500,000,000	5,400,000,000

As the table shows, the use of an escape pod can greatly increase the odds of survival by giving rescue craft plenty of time to reach the pod. In general, rescue bubbles are most effective close to planets and stations capable of rendering assistance. Vacc suits can extend that time significantly, increasing the working radius by approximately seven times. The use of escape pods, however, will give even slow rescue craft time to cover the majority of the inner system (out to 6 AU), and give specialized high-G craft the ability to cover significant portions of the entire system (out to 36 AU or so).

It is worth noting that a number of factors can buy additional time for the shipwrecked survivor. For standard vacc suits and rescue bubbles, additional air tankage is required; this will strictly limit how long survival is possible. The use of Fast Drug can greatly extend the duration of survival, however. In a rescue bubble, a survivor using Fast Drug has up to 120 hours, or 5 days of life support. In a vacc suit, survival time is extended to 360 hours (15 days). If the suit is equipped with extended life support, this can rise as high as 45 days. For an escape pod with endurance of a week, one can survive for just over a year. Although fairly rare, such incidents have been reported. Currently, the longest successful stint known was accomplished by Ensign Baltheri Galashgi, a crewman aboard the Free Trader *Rogers' Folly*, which was destroyed by a Zhodani fighter. Galashgi was the sole survivor, and managed to survive in a *Reprive*-class escape pod for 451 days. He resorted to using the extended life support of his vacc suit after the pods life support was drained, as well as several doses of Fast taken from sickbay after the ship was attacked. A few hundred others across Known Space have broken the year mark using *Reprive*-class escape pods and Fast Drug.

## REPRIVE-CLASS DEVELOPMENT

The **Reprive** class Escape Pod was developed by Ling Standard Products in early 1056, after a number of faults were discovered with an earlier class of escape pod, the venerable **Savior** class. The **Saviors** were a fairly dependable escape pod design, although a number of the main systems had been built using substandard components. While the vast majority of them functioned quite well, some pods suffered system failures after long periods of deployment. The most common issue was the failure of the ejection system. The **Savior** class utilized four launch rails spaced evenly about the pod, which held it in place during normal operations and guided it out of the bay during launch. About 5% of the launch rails and guides were built with substandard quality metal, which could allow them to warp and subsequently jam the pod in the bay, sometimes with catastrophic results resulting in the destruction of the pod. The other primary problem with the **Savior** was a poor CO<sub>2</sub> filter design, which tended to chemically break down after several years. This could be prevented by regular replacement of the filter canisters, but spotty maintenance on a variety of ships led to a handful of fatalities.

In 1055, the **Savior** class was nearing the end of its normal usage cycle, and development of the **Reprive** was begun as a replacement. Rather than an upgrade, it was decided that the **Reprive** would be a redesign from the ground up. The primary change of design philosophy was to use standard, reliable off-the-shelf systems, which would also enable the pods to be constructed on lower tech worlds. Simpler components could be made more rugged and less failure prone as well. A second philosophical change was reduction of the size and duration of the onboard batteries, and utilizing the space and weight reclaimed to add in a pair of solar panels that could, theoretically, extend the endurance of a pod by several orders of magnitude. The final design addition was that of atmospheric reentry capabilities (something the **Savior** class lacked), further enhancing the lifesaving potential of the design.

After several months of design, the first prototype was constructed in 1056 and testing was begun. Over 200 of the base design (the Mark I) were produced by a variety of manufacturers on various worlds. Power duration testing was accomplished by positioning up a dozen pods at varying ranges from selected stars, utilizing a nominal power load and remote monitoring of power levels. Several old subsidized merchants were retro-fitted with **Reprive** class pods and used as test beds for ejection studies. Beginning with ejection tests in space, the program advanced to atmospheric testing in a variety of conditions, including hostile environments. Over the course of six months, the **Reprive** was put through almost every possible ejection scenario - under maneuver, in atmosphere, even underwater and the upper atmosphere of gas giants. With a failure rate of less than 5%, the class went through its first major revision to correct problems found in testing. The Mark II was fitted with stronger solar panels, a much more radiation resistant hull, and a simplified maneuvering control system. The **Reprive**-class went into full scale production in the Marches in 1057. Currently, this class of escape pod is used on a variety of vessels, both within the Imperium and many Imperial client states. It is well known as being the escape pod of choice for the **Astoria**-class Executive Transports produced by Ling-Standard Products, as well as most ships built in LSP yards throughout known space. It has gained a reputation for reliability and safety over the years.

## DESIGN AND CONSTRUCTION



The **Reprive**-class Individual Rescue System is constructed as a cylinder with a rounded top and tapered base. Overall, it stands 2.75 meters tall with a diameter of 1.328 meters. The outer shell is made of a layered combination of crystaliron, insulation, and radiation shielding. **Reprive** class pods are constructed using a monocoque style of construction, where the outer skin provides structural strength, rather than an internal framework. This makes the pod fairly light while retaining the requisite strength. The pod itself displaces roughly 3.5 cubic meters (or about .25 displacement tons). A complete launch assembly occupies .5 dtons (1.5 m x 1.5 m x 3 m). Empty, the pod weighs about 1,200 kg. The entry hatch is designed to retract into the shell wall to allow entry, covering the entry with an airtight seal when closed.

The upper dome stands roughly 16 cm high, and houses two primary systems - the inert gas maneuvering thrusters and atmospheric reentry parachutes. The primary cylinder is 2.18 meters tall, and contains the majority of the pods systems - acceleration couch, computer, battery banks, solar panels, and various lockers with survival gear. The lower cone of the pod is .48 meters tall, and holds the primary engine fuel pump, fuel lines, and six vectored thrust



nozzles. The underside of the pod is covered with a heat-resistant ablative coating. The single entry hatch is located on the front of the pod, while the two folding solar panels are mounted on either side of the launch rail on the back of the pod.

## SYSTEMS OVERVIEW

In general, the systems aboard a Reprive-class escape pod are designed to be rugged, simple to operate, and relatively easy to repair if need be. The maneuvering thruster assembly is comprised of four primary components - an integrated pump and control system, the inert gas storage tanks, gas feed lines, and six vector controlled thruster nozzles. Four high pressure storage cylinders hold .02 cubic meters of inert gas (typically nitrogen). The integrated pump and control system directs the inert gas to the thruster nozzles, controlling how long and with how much pressure each fires. The vector controlled nozzles are capable of 20 degrees of movement in two axes, and are used to control the direction of the thrust.

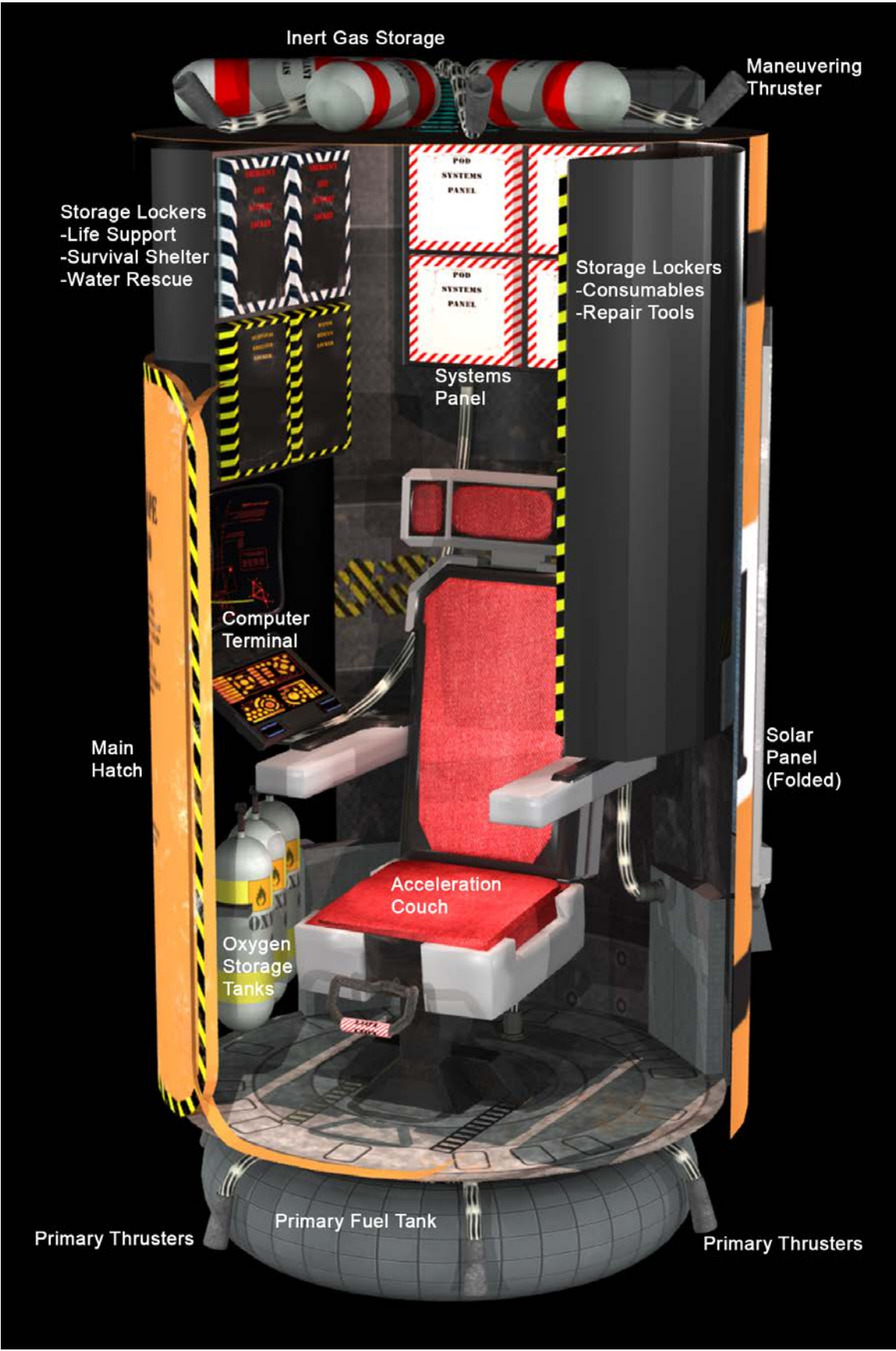
The reentry parachute system is a relatively simple and rugged affair, consisting of two parachutes with a small explosive charge to release the entire upper dome assembly. This is done to free the parachutes for deployment. Each parachute is roughly 10 square meters, which is sufficient to support a fully loaded pod plus one occupant up to 150 kg.

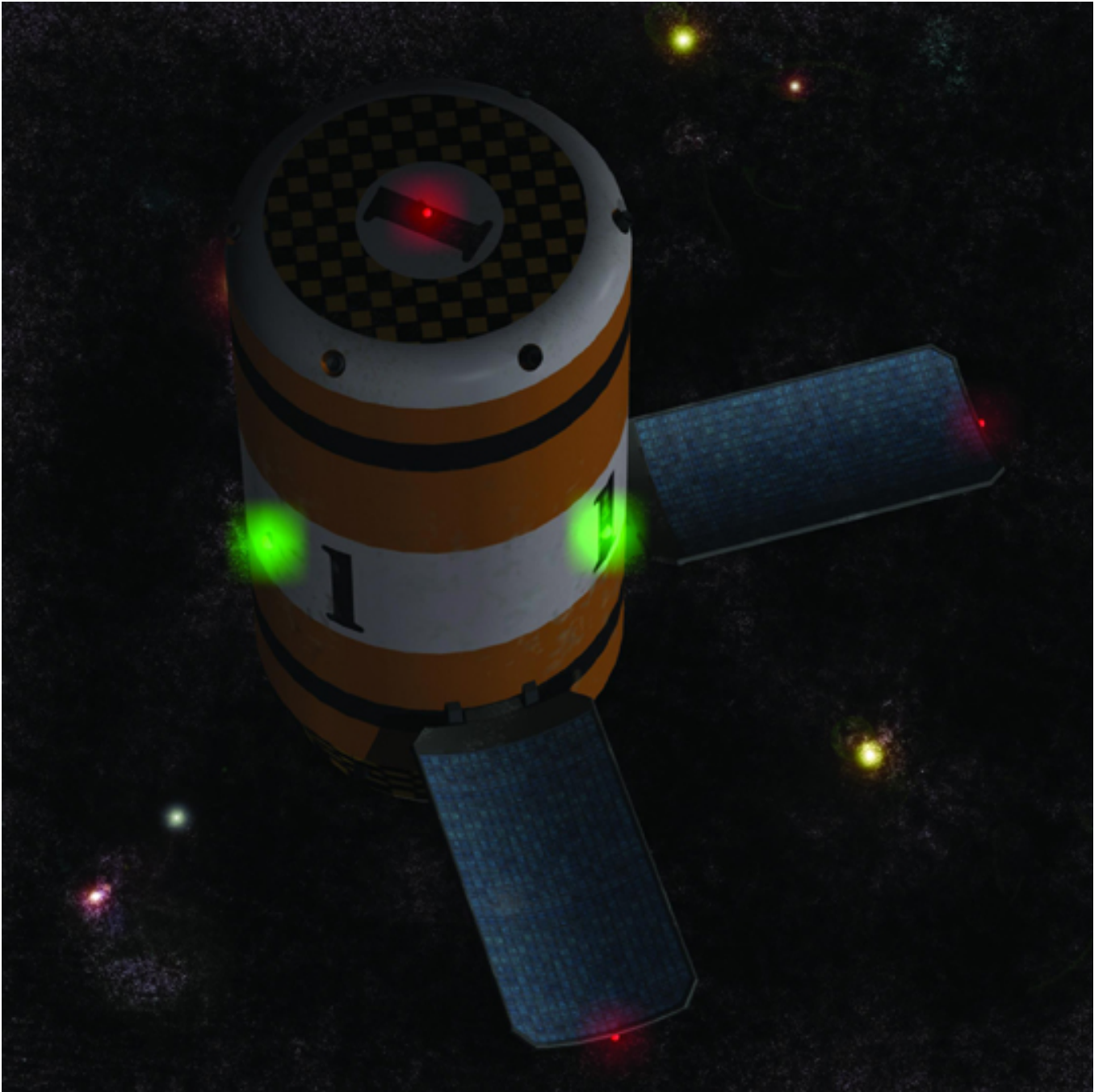
The main cabin of the Reprive class is fairly small, with roughly 75 cm between the lockers to the left and right of the acceleration couch, 95 cm from the couch back to the main hatch, and an interior height of just over two meters. There is sufficient space to move ones legs around, and possibly stand uncomfortably if needed. Anyone who has spent more than a few hours in a *Reprive* describes the experience as uncomfortable at best, and claustrophobic in many cases.

Behind the acceleration couch is the primary systems panel, which contains a pair of small, high capacity batteries, the electrical distribution controls, the main computer core, and a very basic electronics package with radar and radio communications. To the right of the couch is the computer terminal and display. The system is non-holographic to keep maintenance minimal and increase durability under adverse conditions. From this panel, all systems can be monitored and controlled. Equivalent to a model/1 computer, the pod terminal has a fairly extensive collection of useful databases, including basic repair guides, survival guides for various conditions, and even a small selection of entertainment programs periodically downloaded from the computer of the vessel they are carried on.

The sensor and communications package is designed to use an absolute minimum of power. Available sensors include LIDAR and RADAR. The communications suite includes basic radio communications as well as a radio beacon.

A rack containing three spare oxygen tanks is mounted to the hull below the terminal, which can be used to supplement vacc suit life support or the pods life support system. The primary life support system is built into the acceleration couch seat and back. Temperature control is





### **THAT WAS ALMOST HIS LAST MISTAKE...**

Crewman, Regina Downport, Date Unknown

...So, this guy, some executive with a big shot trade union, can't stand the fact the Captain told him no smoking aboard the ship. No particular reason, Captain Gruenwald just doesn't like that kind of stink onboard. After three days, this mental giant sneaks down and starts smoking in one of the escape pods, chain smoking like a fiend. The computer registers it as a fire in the pod, and our pilot gets all excited and starts to eject the damn thing...in jumpspace. Just starts bypassing all of the safety interlocks without so much as a howdy-do. Good thing the Captain came on the bridge before he could get it done. Morons, both of them, I tell ya...

handled by a rugged heating and cooling unit built into the back of the couch, along with a small water filtration system and dehumidifier to collect excess moisture from the air for emergency use. The seat holds the main air filtration system, which scrubs CO<sub>2</sub> and other contaminants from the air and replaces oxygen. The system can be recharged by attaching an oxygen tank to the connection point on the back of the seat. Each oxygen cylinder gives enough air for roughly 20 hours as long as the scrubbers are working. The system is designed to provide up to one week of life support for one person.

Behind the acceleration couch are the solar panel mounts, which contain the deployment mechanism, power regulation, and the actual solar panels. The two solar panels each have a usable surface area of two square meters, with photovoltaic cells on both sides. Each panel folds nearly flush against the pods hull for storage and launch, folding out 90 degrees from the main body for normal operation. They are oriented by maneuvering the pod to provide the optimal reception angle.

Beneath the cabin floor is the primary propulsion system, consisting of a torus shaped fuel tank, a high pressure fuel pump, and the fuel feed lines connected to six vectored thrust nozzles with integrated igniters. The thrust nozzles have a fifteen degree range of motion in two axes to assist with maneuvering during launch and reentry. The system is fairly basic technology, and very durable even in adverse conditions.

Finally, the bottom cone of the pod is coated with an ablative heat resistant layer to protect the pod during reentry. It is also shaped to be an effective blunt body - during reentry, the shape of the cone creates a shockwave that helps protect the pod from excessive heat during the braking stage in the upper atmosphere.

### THE LAUNCH BAY

The launch bay of a Respite-class escape pod is designed to be as simple as possible to install. It will fit into a 1.5 m x 1.5 m x 3 m space, equivalent to .5 displacement tons. Structural framing is added around the pod to help ensure it isn't wedged in by hull buckling, and a portion of the outer hull plating is cut away to provide the launch port. The launch rail is installed opposite the hatch, both to hold the pod in place and guide it out of the port during launch. The launch rail also provides command and control links to the ships computer and bridge. The pod is then lowered into position, secured via a magnetic lock at the bottom of the rail, and final data transfer tests and system diagnostics are preformed. The port itself is then covered by the pod lid and the lid ejection charges are tested and armed. The pod is now installed and ready for use in an emergency.



## OPERATION AND USAGE

Operation of the *Reprive* is designed to be as simple as possible. In the event of an emergency, all the user has to do is sit in the acceleration couch and pull the eject handle located on the front of the seat between the users knees. This triggers the ejection sequence. The onboard computer, equivalent to a model/1, is capable of controlling the various shipboard systems, including limited maneuvering.

When the eject handle is pulled, the pods hatch closes automatically to prevent further mixing with the rest of the ships atmosphere. The computer performs a quick check to ensure all systems are nominal; this usually takes about thirty seconds. During this check, the computer also downloads any available navigation data from the ships' computer, making note of any habitable worlds or stations nearby. The entry hatch is also closed automatically to prevent depressurization of the mother ship. Once both hatches are closed and sealed, the docking ring connecting the entry hatch to the pod hatch is retracted. Up to this point, either the user or crew on the bridge of the mother ship can override the sequence and abort the launch. This is done to insure that the pod isn't ejected accidentally. If the launch is not aborted, the hull plating above the pod launch bay is ejected with explosive charges to minimize the chance of damage from a collision during launch. Ten seconds after the pod cover is blown away, the primary reaction engines in the lower portion of the hull ignite, pushing the escape pod up the launch rail and out of the ship.

Once the pod clears the launch bay, the onboard computer will burn the primary drive for up to 6 minutes to insure that the pod is clear should the mother ship explode, maneuvering toward the nearest habitable planet. If the pod is ejected where there are no habitable planets, the computer will present the occupant with a list of possible rescue points – space stations, high ports, other ships, and other escape pods. Maneuvering jets on the top of the pod will move the pod to the proper orientation then initiate a primary engine burn toward the selected target. It is common for escape pods to be programmed to gather at set distances from their launch point if no target is selected or in range. This saves time for responding vessels by keeping all of the pods localized and easy to retrieve, rather than having to maneuver extensively to collect scattered pods.

If a habitable planet is found in range, the pods' computer will set a minimum-time interception course, keeping enough fuel in reserve to allow an orbital insertion and de-orbit burn. Once the de-orbit burn is begun, the pod will assume the proper angle for reentry and begin its descent. Primary braking is accomplished through descent angle and atmospheric friction; the blunt body design of the lower cone generates a shockwave to protect the pod from excessive heat

. About 15 km from the surface, the upper dome cover is ejected and the first parachute is deployed to further slow the craft. At roughly 8 km, the second parachute is deployed for final descent to the surface.



## ENDURANCE

The endurance of the Reprieve class pods are limited by two factors - power and life support. As noted previously, the onboard battery array is capable of producing full power for 12 hours on its own. The system can also be set to run in a minimum power mode, powering only the absolute lowest level of life support and the distress beacon. In the minimum power configuration, battery life can be extended to 48 hours. This is similar in performance to the Savior class pods; however, the addition of solar panels to the Reprieve class can greatly extend this time. In deep space, where solar output is weakest, the panels can still collect enough power to double the above figures - 24 hours in full power mode, and 96 hours in minimum power mode. In a solar system, enough energy is collected is to power the pod for up to two years.

Life support tends to provide the absolute limit for occupation of an escape pod. The system carried is equipped to keep one person alive for up to one week. This figure includes water, food, and atmosphere. Moisture is collected from the cabin air and recycled (as are liquid wastes), supplementing the water carried in the storage lockers. Food usually consists of high calorie, high density rations designed to provide maximum absorption (and thus reduce solid waste). Water is provided in the form of fourteen 2-liter bottles, located in the survival locker to the left of the acceleration couch.

## SPACE PERFORMANCE

The primary engine is capable of producing accelerations up to 1-G (thrust=1). There is sufficient fuel aboard to allow up to 30 minutes (5 space combat turns) of total thrust, although a 6 minute reserve is maintained to allow orbital insertion if a planet is nearby. Since the escape pod is incapable of sustained thrust, calculating travel times becomes essential to determine if it is possible to reach a target station, ship, or planet. If one assumes a full 24 minute (4 space combat turn) burn toward a given target, the pod can reach a maximum speed of 14.122 km per second. Divide the distance to be covered (in km) by 14.122 to get the travel time in seconds. Divide the travel time in seconds by 60 to get minutes, or 3600 to get hours. As an example, an escape pod is ejected 3,000,000 km from a habitable planet. A 24 minute burn accelerates the pod to its top speed.  $3,000,000/14.122 = 212,434$  seconds, which is 3,540 minutes or 59 hours. Assuming a full burn and a weeks life support, the maximum distance that can be traveled is about 8.5 million km before life support runs out. If the reserve fuel is burned as a well, speed increases to 17.5 km per second, increasing the maximum range to 10.6 million km, but removing the ability to reenter a planetary atmosphere.

In no case can the pod perform more than basic course changes, and is not considered very maneuverable. The *Reprieve*-class should be considered, for all intents and purposes, a flying brick that can reenter a planetary atmosphere. It is designed to serve one function only, and it is generally acknowledged that the *Reprieve* does that quite well.

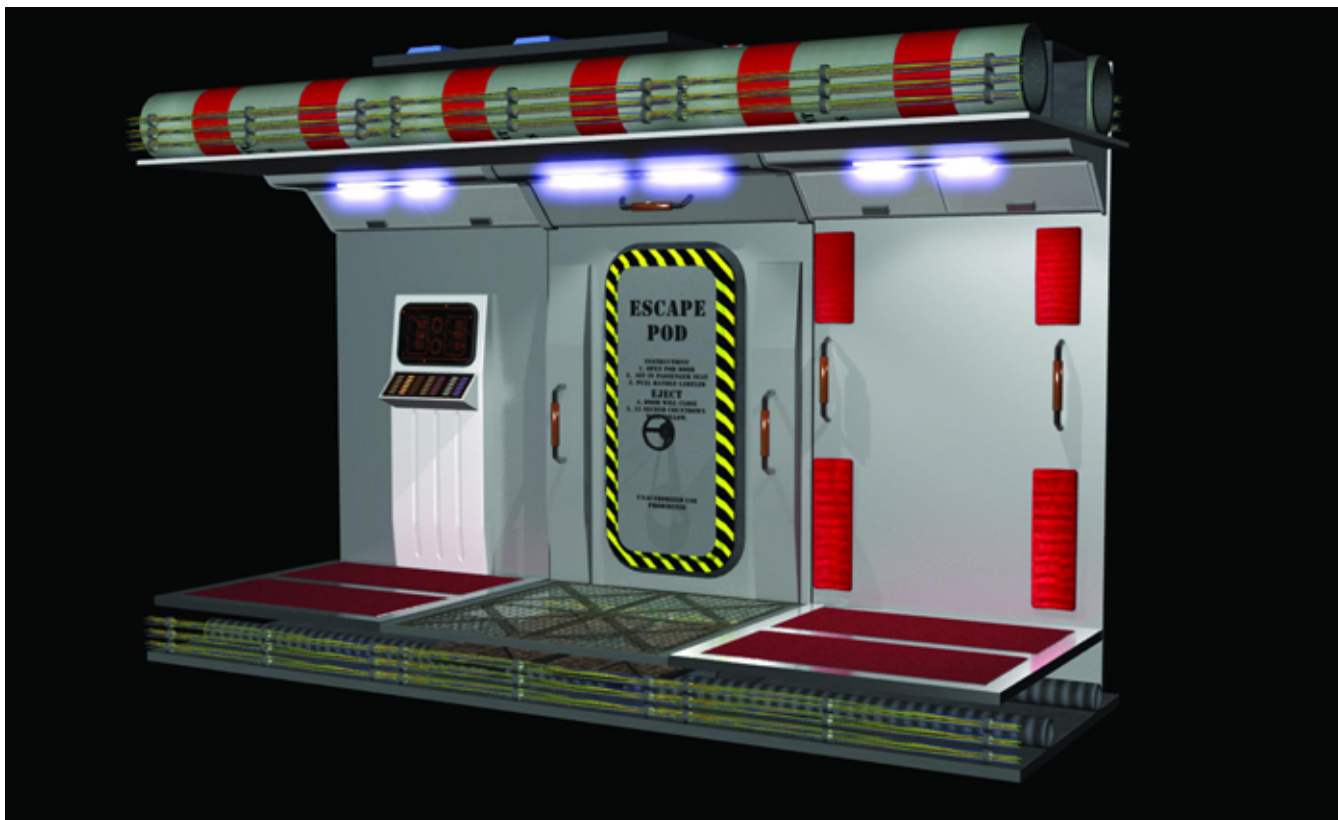
## A SURVIVORS' TALE

Beau Lir Bachmann, Inquest Hearing, LSP Regional Headquarters, Regina 1091

Look, I already told you five times what happened. I'm really sorry about your expensive starship, but it's loss has already cost me plenty. Three hundred seventy days and counting, to be precise. Did you know I've got a kid? He was about ready to start walking when this whole crap deal started - now, he walks and talks and I had to miss his first times for each. Now, you want to sit here and jaw about the whole damn thing again. Fine, fine, whatever, as long as it gets me cut loose and I can go home to my family.

I signed on to the ICS-*Sukhothai*, an *Astoria*-class Executive Transport owned by Ling Standard two years ago. Drive hand, pay grade B9, Jump Drive Specialist, specifically. My dream job, or so I thought, was serving aboard that ship. Good quarters, high end food, working on cutting edge hardware with all of the resources a megacorp provides for its executives and VIPs. Normally, we did relatively short runs over into Foreven, usually a few weeks out and back, with a couple weeks off in between. We spent most of our time hauling mid-level execs to corporate offices and back. Easy money, relatively low stress and...

Did I know that parts of the crew were planning to mutiny? Hell no, and if I had, you can bet your ass I would have screamed bloody murder to the officers and security team and made sure it didn't happen. Anyway, I was down in engineering when it all went down. Venshii, one of the power plant team, pulled out a pistol and shot the Chief Engineer in the back of the head. I was in shock until Barnalzi started talking to me, telling me it was going to be okay and...I lost it for a bit. I remember hitting him with the spanner in my hand, him dropping like a wet towel, and how loud the second shot from Venshii was. I made it around the corner into the corridor, then into the rescue bay as the general quarters alarm went off. I tried to make contact with the bridge from the rescue bay, but all I got in response was silence. When I heard more shooting from below, I hopped in the closest pod and yanked the lever. Damn thing malfunctioned, burned all of it's fuel and put me in a highly eccentric orbit. I watched *Sukhothai* jump, set the beacons and shot up some Fast drug. Sure, it only seemed like six days to me, but I missed a whole damned year. Now, let's talk about my back pay...





## SURVIVAL EQUIPMENT

The lockers mounted on the hull to either side of the acceleration couch contain a wealth of useful survival gear. Most is designed to be light, durable, and useful for survival in as many possible situations as possible. This section will detail what kinds of equipment can be found in the lockers.

### Starboard Locker, Upper Left - Emergency Life Support One

1 Breather mask	1 Environment suit	1 Geiger counter
1 Radio (500 km range) + spare batteries		1 Binoculars
1 Autopistol + 200 rounds of ammunition		
1 Stunstick	1 Dagger	1 Heavy duty backpack

### Starboard Locker, Upper Right - Emergency Life Support Two

1 Water purifier	1 Medikit	1 Hand computer
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Library of data wafers with survival instructions for most common survival environments

### Starboard Locker, Lower Left - Survival Shelter

1 Self-assembling pressure tent
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### Starboard Locker, Lower Right - Water Rescue

1 Artificial gill	1 Inflatable life jacket	1 Inflatable life raft
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### Port Locker, Upper Left and Right - Consumables

14 1-liter bottles water	21 Concentrated rations
7 Fast drug doses	2 Replacement CO <sub>2</sub> filters
2 Anti-rad drug doses	2 Stim drug doses
10 Panacea doses	

### Port Locker, Lower Left and Right - Emergency Repair Locker

1 Mechanical Tool Kit	Various replacement parts and filters.
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While access to the escape pods is generally restricted during normal ship operations, it is not uncommon for things to go missing. Most commonly, the tool kit will be 'borrowed' and not returned. In some instances, the weapons are removed and kept for personal use. Thieves looking to make a quick credit often take the artificial gill or drugs, selling them when they make planet fall.

By the same token, it is not unusual for crewmen to hide contraband in escape pods - illegal weapons, bootleg entertainment programs, drugs, alcohol, and more have been found stashed in these lockers. A good crew will ensure all pods are kept properly stocked and operational. Referees are free to add to or subtract from this list as desired.

## RANDOM MALFUNCTION AND DAMAGE TABLES

If desired, the referee can roll on the following tables to determine random damage, faults, or malfunctions suffered by escape pods. Simply roll 1d6 to find the general class of fault, then 1d6 to determine the specifics of the problem. Effects are left to the referees' whim.

### 1. Electrical Class Faults (1d6)

- 1 Short in lighting system, light flickers.
- 2 Defective battery cell.
- 3 Solar panel connection damaged.
- 4 Solar panel actuator motor defective.
- 5 Blown fuse.
- 6 Bad circuit board in power regulator.

### 2. Mechanical Class Faults(1d6)

- 1 Crack in pressure hull.
- 2 Hatch jammed shut.
- 3 Seat position controls broken, keeping the couch in one position.
- 4 Defective EJECT handle, which breaks when pulled and leaves only the handle base.
- 5 Couch arm loose, which squeaks when weight is put on it.
- 6 Power cable fitting loose, causing intermittent power drops to a random system.

### 3. Life Support Faults (1d6)

- 1 Primary filter had solvent spilled on it; air has a very chemical smell.
- 2 Personal waste collection unit missing from the lockers.
- 3 Empty paint can left in primary exchanger vent, which rattles loudly.
- 4 Loose screws in fan housing which occasionally jam the fan and/or rattle.
- 5 One spare oxygen tank actually contains nitrous oxide.
- 6 Couch heater thermostat bad, and runs either full hot or full cold.

### 4. Propulsion Faults (1d6)

- 1 Random igniter failure, computer is able to compensate.
- 2 Ghost glitch sets off warnings that maneuvering thrusters are offline but they work fine.
- 3 Faulty fuel sensor that randomly shows tanks full or empty.
- 4 Pinhole leak in primary fuel tank.
- 5 Bad fuel regulator, which can cause overpressure and (non-lethal) explosion.
- 6 Random gimbal failure in thrust vectoring system, computer is able to compensate.

### 5. Computer Faults (1d6)

- 1 Survival manuals replaced by bootleg entertainment files.
- 2 Computer virus endlessly plays a video of a small furry animals playing.
- 3 Prototype AI program still loaded, personality determined by the referee.
- 4 Bad computer chip, which overheats and locks up every few hours.
- 5 Computer system blank, with data wafer in slot that reads "Escape pod basic programming".
- 6 Keyboard touch screen has to be pressed hard in order for it to read inputs.

### 6. Other Faults (1d6)

- 1 Stack of magazines wedged into one of the lockers.
- 2 Insect or small animal nest behind acceleration couch.
- 3 Couch is badly stained with what appears to be dried blood.
- 4 Unknown smells emanating from the couch cushions.
- 5 Computer monitor mount loose so it won't stay in position.
- 6 Acceleration couch only held down by 1 bolt, and so tends to be a bit unstable.



## DISCOVERED ESCAPE PODS

Given the wide usage of *Reprive*-class escape pods, it is entirely possible that characters may happen upon pods in a variety of situations. Below are a few ideas for referees to use as plot devices, adventure hooks, or to just add flavor to a campaign.

1. Claim Jumpers (Inhabited system, outer reaches): Floating in the outer reaches of a thinly settled system, the PC ship detects the faint distress beacon typical of an escape pod. Upon investigation, they discover a single pod in orbit around a planetoid. The outer shell is badly burned, but looks intact. Upon recovering the pod, the characters discover a single occupant dead inside, apparently from life support failure. A data chip inserted in the keyboard slot holds the last will and testament of the man, a miner whose ship was attacked and destroyed by claim jumpers. The planetoid the pod orbits is a decent find, rich in heavy metals; players looking to claim it will find a claim has already been filed by the attackers. The miners' will grants the planetoid to whoever finds his body, with the provision that his family on the main-world be notified of his death.

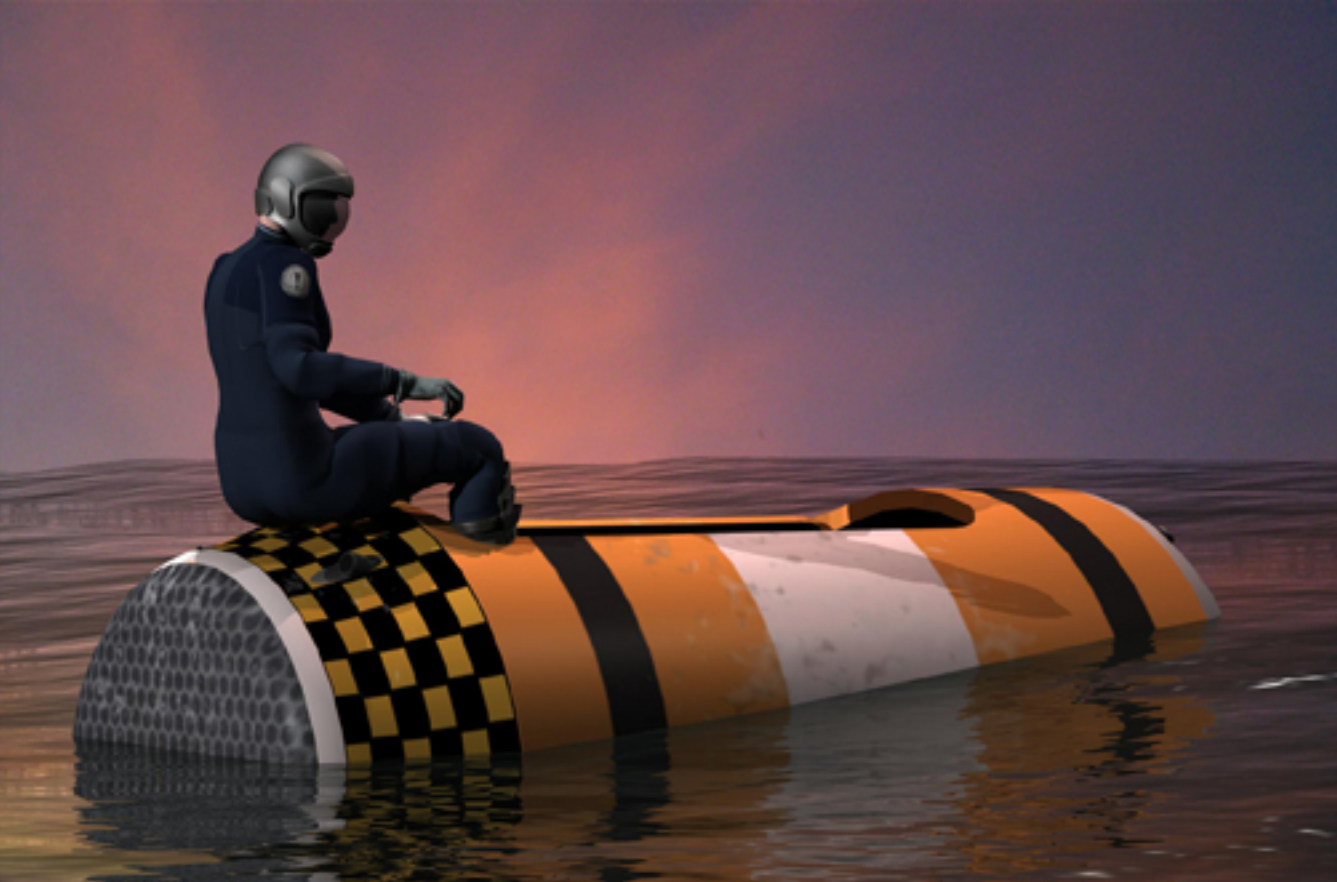
2. Mystery Man (Planetary surface): The party discovers a crashed pod in the wilderness with a dead man inside; the cause of death is obviously a gunshot wound to the chest. Oddly, a set of human footprints is discovered walking away from the crash site, but there are no tracks coming to the pod. The dead man in the pod is dressed in a tailored vacc suit, but bears no identification or valuables aside from an arrest warrant for someone named "Alexi Gimmillil". The occupant could be Alexi or someone else - a law enforcement officer, bounty hunter, or even a fellow criminal. The exact circumstances are left to the individual referee.

3. Orbital Decay (Gas giant, low orbit): While in the process of refueling at a gas giant, the PCs ship picks up the beacon of an escape pod in a low, decaying orbit. It will enter the upper atmosphere of the gas giant within a few hours if not picked up. The pod has a single occupant, a woman who is a pilot for one of the local tankers skimming fuel for transport to the local starport. She claims her ship was attacked by an unknown vessel and broke up in the upper atmosphere, but no other ships have been detected during the fuel skim. It could be that there is a hostile vessel, hiding either in the gas giants atmosphere or behind a nearby moon. It could also be that her ship was lost to an accident or incompetence which she doesn't want discovered, or she could be bait for an actual pirate ship.

4. Finders Keepers (100D limit, outbound): As the PCs ship nears the jump point out of a system, sensors detect an escape pod with no active beacon. If the pod is recovered, it is found to be uninhabited, but filled with an assortment of items one would not expect in escape pods. The major find is a briefcase containing Cr 500,000 in small bills. There are also some bundles of contraband drugs worth another Cr 250,000, and a hand scrawled map of a nearby system with several points in an asteroid belt marked. As the PC ship reaches the jump limit, a free trader hails the ship and demands that the pod be turned over to them. Possibly, the free trader is part of a drug cartel making a pickup. The pod could also have been used to dump contraband before jumping outsystem or after arriving insystem to avoid patrols.

QUICK REFERENCE DATA SHEET

Class Name:	<b>Relieve</b>
Class Type:	One man escape pod
Manufactured By:	Ling Standard Products, LLC
Service Date:	133-1057
Tech Level:	10
Displacement:	3.375 cubic meters (.5 displacement ton)
Dimensions:	1.328 meters radius x 2.75 meters tall
Empty Mass:	1,200 kg
Loaded Mass:	1,350 kg max
Price (New):	Cr 100,000 new (launch bay included)
Price (Replacement):	Cr 75,000 (replace pod only)
Power:	2x 6-cell LSP <b>Durathon</b> Battery Array, 12 hour capacity 2x Solar Panels, 4 square meters surface area
Computer:	Model/1 equivalent
Life Support:	1 person maximum. 7 Standard days atmospheric, water, and food.
Primary Propulsion:	1x <b>Surefire</b> liquid fuel rocket engine with vectored thrust and integrated ignition system, six thrusters total. Maximum rated thrust of 1 gravity standard.
Secondary Propulsion:	1x <b>Palvor</b> maneuvering thruster system (inert gas) with vectored thrust, six thrusters total.
Fuel:	.12 cubic meter fuel tank with sufficient fuel for ejection and up to 30 minutes continuous thrust. (5 G/Turns)  4x .01 cubic meter inert gas storage tanks, with sufficient fuel for 15 minutes of maneuvering.
Reentry Capability:	Full. Blunt body for maximum heat protection during reentry. Ablative, heat resistant coating on lower hull. One deceleration parachute (8 square meters), one descent parachute (10 square meters).
Flotation Rating:	Full when sealed.



## AGRAVANE (FOREVEN SECTOR), 1103

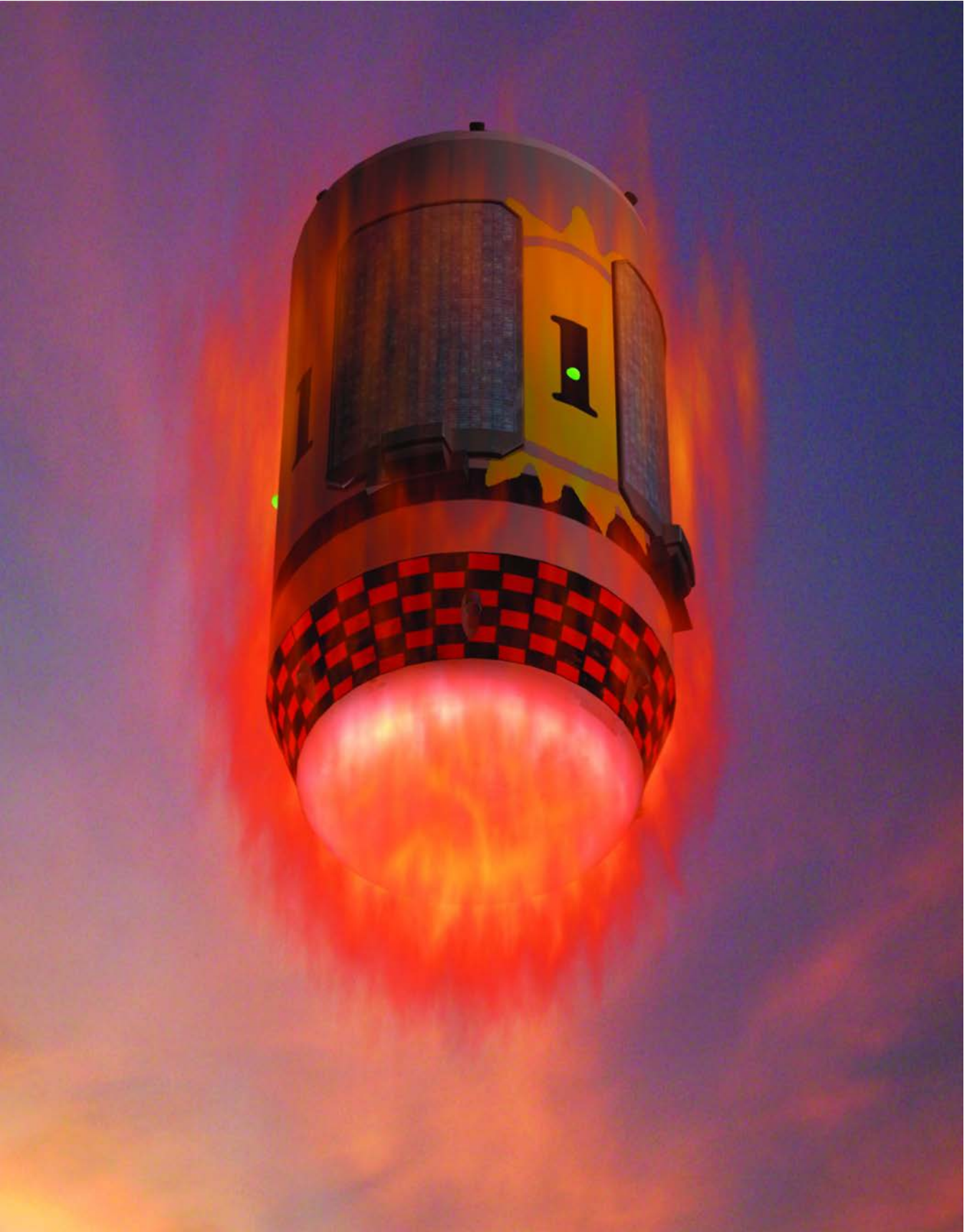
Personal Diary, Captain Trevayn Villinova, ICS-*Scaramouche*

I was in my rack when the General Quarters alarm sounded. After standing watch for 18 hours, I was beat, dead tired. It took me a few moments to realize the alarm wasn't in my dream. Nunez was already hollering for me over the comm; he sounded scared, and that bothered me some. He had flown just about everything from fighters to bulk freighters, and he'd been pilot on the *Scaramouche* for over a year. I hadn't seen him scared in that time, even when we got into that firefight on Jewell.

The *Scaramouche* shuddered violently, overloading the compensators and taking my feet clean out from under me. I was already shrugging into the tailored vacc suit I wore in space as I hit the comm, once I dragged myself off the floor. It was bad, at least according to Nunez. I thought maybe he was losing it, he kept talking about a bird strike. That was silly; birds don't bring down interstellar spacecraft. We had been on approach to the outpost we were supposed to deliver supplies to, a backwater gas giant moon where they were studying the local wildlife. That's when it dawned on me - the wildlife they were studying generally flew, and weighed in the neighborhood of 3 to 5 tons. Bird strike, indeed.

I knew it was bad when I heard Nunez say we were going down, that the animal had hit the fuselage at the port wing root and we had lost the port drive with it. I made my way to the bridge finally, and took a glance at the damage control screen Nunez had up. Even in the low gravity, *Scaramouche* was flying like a brick, and I couldn't see any way to keep her in the air. I gave the order to abandon ship, arming the escape pods as I opened up the two off the bridge. Nunez and I piled into them and ejected. The chutes opened fine, and 15 minutes later I was on the ground. I popped the hatch after testing the atmo; there were some mild contaminants, so I put on the filter mask and stepped outside.

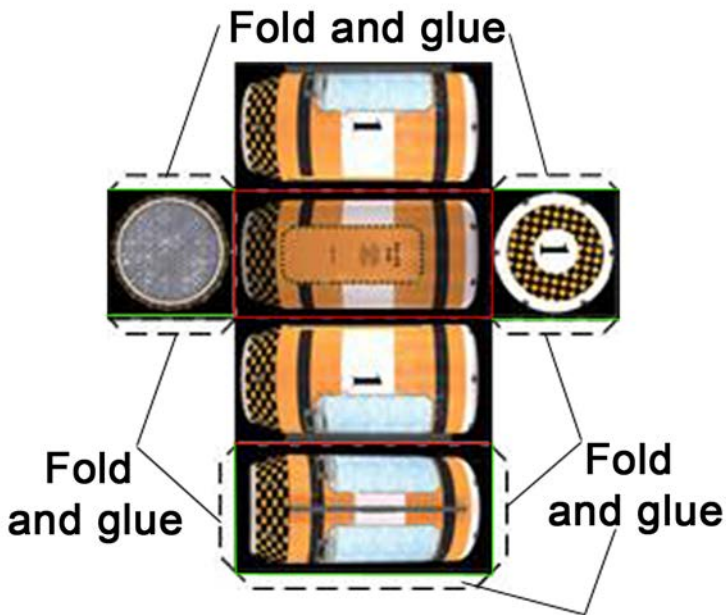
I spotted Nunez's pod as one of the "birds" landed near it. I kind of wish I had stayed on the ship...



**QUICK MINIS NOTES**

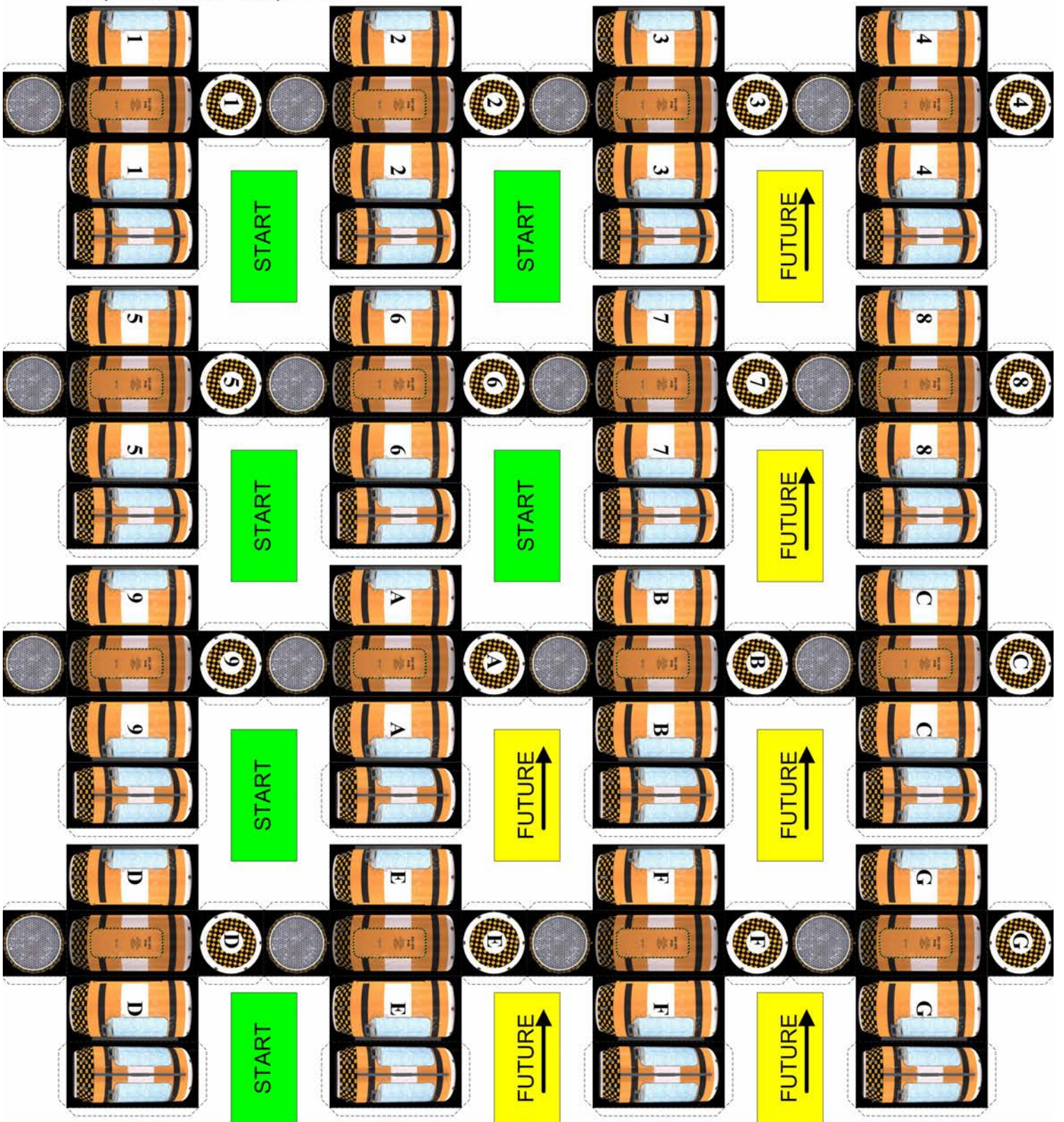
Included is a sheet of Quick Minis paper models representing Reprieve-class Escape Pods, start position markers, and future position markers. Also included is a sheet of 1 inch hexes for use as a combat map, should you be inclined toward vector maneuvering. The hex map may be printed out several times to form a large combat area; simply print it out, cut around the outer edge of the hexes, and mount it to your playing surface.

To assemble a Quick Mini, print out a copy of the sheet on the following page. Cut out each mini. Fold along the red lines to form a rectangular box. Fold the tabs in and glue in place to secure it. Each mini should form a rectangular box as shown below. Start and future position markers just need to be cut out.

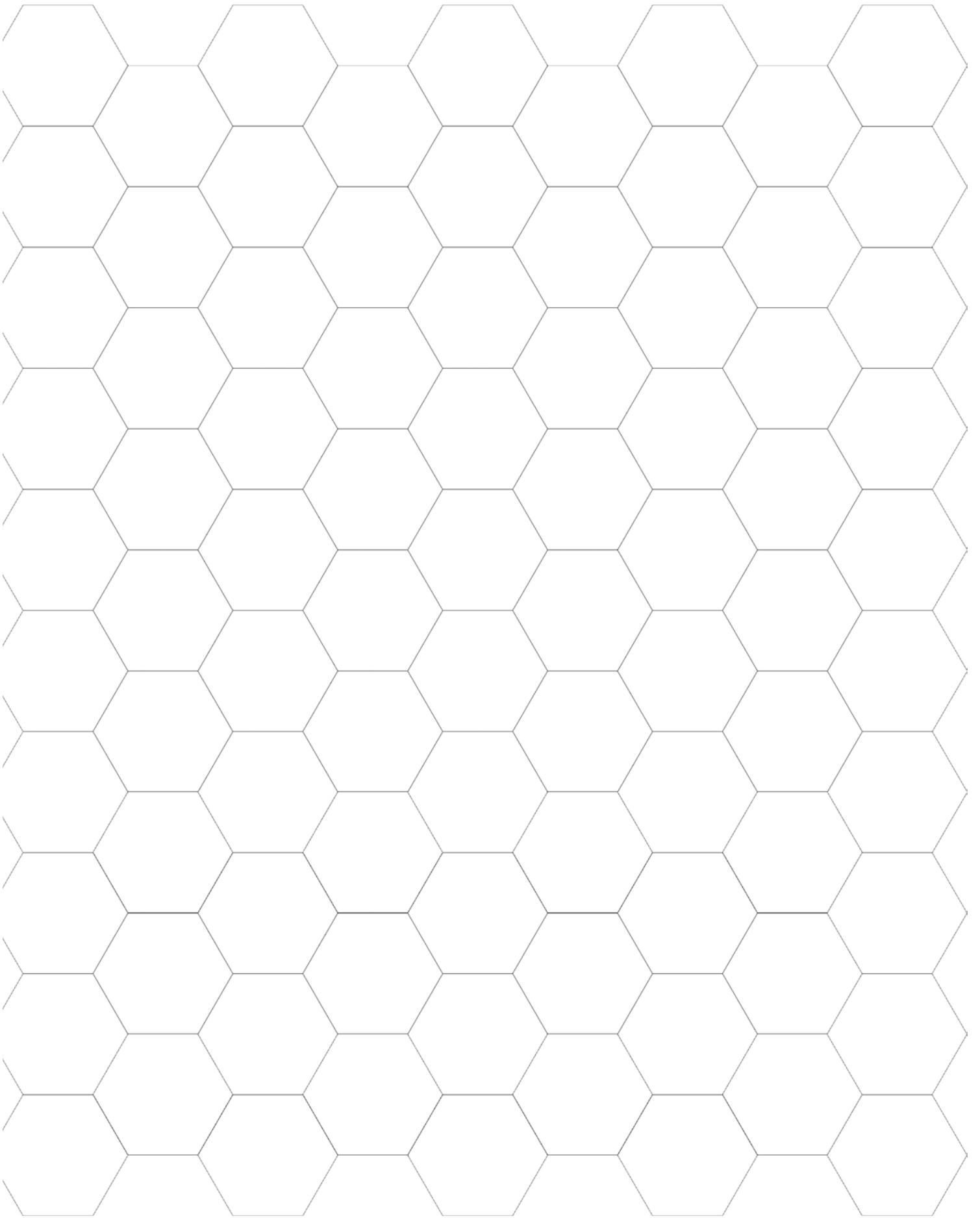




Relieve-class Escape Pod



START	START	START	START	FUTURE	FUTURE	FUTURE	FUTURE
START	START	START	START	FUTURE	FUTURE	FUTURE	FUTURE
START	START	START	START	FUTURE	FUTURE	FUTURE	FUTURE



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