

Compact & Worn Starship Deck Plans



6x6 inch tiles
for use with 25/27mm scale
miniatures in science fiction
role-playing and tabletop
skirmish games



Reconditioned Spacecraft

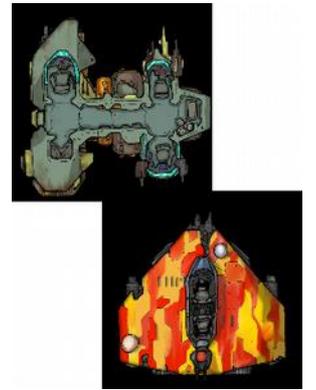
A Buyer's Guide!



Merchant Copy - Do Not Remove



In hangar or on concrete-metal launch pads



*In transit – outer space
– black background*



Desert planet setting

For other environments, the designs are also provided without backgrounds, so that they can be trimmed flush to the outline of the starship without wasting ink.

Compact & Worn Starship Deck Plans are designed to be home printed onto to paper or card, for use with 25/27/30mm miniature figures in tabletop play.

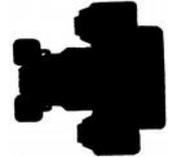


Compact & Worn Starship Deck Plans

Printable Tile PDFs in A4 and Letter size formats

- Starship Tiles with metal/concrete “hangar” background.
- Starship Tiles with desert planet background
- Starship Tiles with black background -for outer space.
- Starship Tile with no background (trim as required)
- Starship Tile -black line-art only*
- Extra Tiles: “blank” desert and hanger tiles, also cargo crates (colour and b/w line art).

**Ideal for saving ink and for colouring by hand.*



Introduction

“Compact”



Sometimes in your sci-fi games you need a starship that's small enough to fit into a carrier hangar or land just behind an enemy base.

The intention behind this pack was to design interior deck plans which fit within a 6x6 inch tiles. This makes them an ideal size on the table for “escape” scenarios from docking bays, a camp HQ for explorers of new planets, or boarding party encounters. The designs here provide the referee with a choice of trimming the print-outs into a square tile or cutting close to the dark outline of the spacecraft so that they can be used against any background or battle-mat.

Print to card, photo-paper or paper, and trim with scissors. In some cases you may need to back the tiles with card to minimise curling caused by ink saturation.

“Worn”

These starships exist in a “used universe”. Characters in sci-fi RPGs are often struggling to get by financially, in a hazardous and expensive setting. They might be stealing what they can and renting the rest. The ships they fly around in could be classed as almost “diesel punk”, they are retro-fitted with exposed power ducts with steam leaking from vents. These rattling hybrids are repaired with power wrenches and patched up with scavenged scrap alloys. Thin electrical fields keep the precious air in whilst the ageing batteries lose their charge. As the adventurers limp into a starport for dry dock repairs, they can jealousy gaze at the sleek streamlined luxury cruisers owned by local dukes and system oligarchs.

Only three more jobs and their junker will be paid for, providing the V-dampners don't blow during descent and they get the shipment through the security scan...

Referee's Discretion

As with many deck plans, the referee might have to relax a games rules regarding exact scale and precise tonnage for interstellar craft. In cases where this is not feasible, these designs can still be used as small vehicles: i.e. ship's boats, life rafts, aircraft or even hovering ground vehicles.

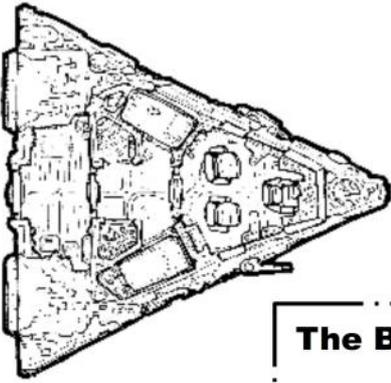
Much of the starship is not visible in the cross sections provided. For example, the Cargo Lifter Micro Freighter has a crawl-way to a comms node and gun placement on top of the hull. There is also a below-floor layer for storage and propulsion related machinery.

Beds might be multiple bunks. If a chair or bed appears to small too small for standard humanoids, explain that they are specially angled against g-force. In the absence of visible beds, the craft might contain military standard hammocks. Fresher and toilet/“head” facilities might extend from a wall or floor panel, along with privacy screens. Just because it's not immediately visible, it doesn't mean it isn't there.

All of the art in these tiles is representational, and the Referee will have “final say” on the function of an area on a tile, and whether or not it is valid in the game.



The rest of this document is a less than serious guide to buying these starships from unreputable dealers. The descriptions are rules-system agnostic (no stats provided). Perhaps a full starship description can be given to players only after they have acquired the chosen spacecraft. “No one said flying about in space would be safe.”



The B3aB6 Ranger (Arrow-point Class)

Also known as a "Baby Scout", due to it being modelled on a much larger ship but "scaled-down". This starcraft serves crews well in short range shuttling and mid-to-long distance exploration roles. With careful planning and pressurised containment crates, the aft hold can be used as an airlock for in-space repairs. The angled gravity bunks can be removed to create for extra space for cargo or scientific equipment. Military specialists call them "sniffers" or "sappers" from wartime missions, which took advantage of the comms & scans array in the nose.

The hull fields are strengthened against micro-asteroids and super-wave-anomalies. These can be boosted for combat defence. However, weaponry on the B3aB6s (when purchased new) is usually very light, if present at all. Fortunately the hardware and chassis architecture allow for dry-dock modifications, such as the fitting of mining lasers.

Re-seller slogans:

"Just because the universe is large, doesn't mean you can't fly small."

"Exploration has never been so compact."

"Excellent for system-scanning – Never miss a thing!"

"Baby, baby, baby! Love your Baby Scout."

Also ranked 11th in a "Mostly Reliable" survey in a recent edition of *Bucket Bolts Weekly*.

K - Trifighter

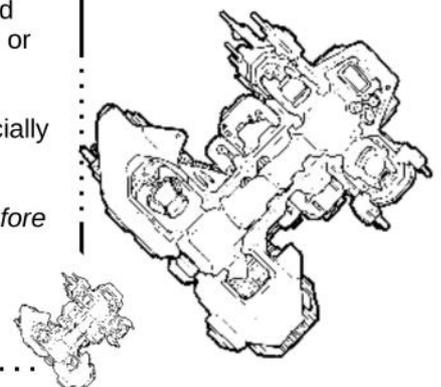
The Kahak Trifighter is the result of an outsourced contract to a culture less concerned with the looks of a spacecraft and more with its force and fire power. Auctioneers have insisted that the trifighter's unique look is a "form of art". The two-to-three person trifighter can be found in use by police and militia on second/third-class rim worlds. Mercenaries and the pirates also respect it's strength for short range engagements. Although the exo-rig is somewhat vulnerable to well targeted shots, the Trifighter can cope with drive modifications, extra defence screens, low mass auxiliary weaponry and bomb pods.

Minimum crew: 1 piloting/navigation. Maximum crew: 3 (piloting, navigation and shared gunnery). Note: There is ample space for a repair/munitions technician or two passengers employing wall unit harnesses.

Prone to erratic spinning and loss of attitude stability, soft/firm-ware fails, especially at risk when damage is taken to the stabilisers and G-dampners.

"Ugly, ain't she? Anyone rude enough to say so will probably be space dust before they get the chance to apologise."

"Loved by Police. Feared by Citizens."





Cargo Lifter Micro Freighter

CLM Series (WorkCraft/O-StarSys)

CLM-300, 200,100, 200-S and 350 "Omni"

Designed as a shipment transport and go-between for larger vessels in space dock, the CLM series have served in many roles beyond their basic duties of nudging cargo pods and ground-to-orbit shuttling. Lacking the luxury of a passenger craft, this workhouse is widely respected amongst toughened pilots and career spacers.

In centrally located worlds they are popular with independent courier companies for planet-to-planet routes. It's robust deep space drive can be modified for limited interstellar jumps, making it ideal for small enterprise and charter. CLMs are sometimes used as interface boats for large merchant and exploration ships.

Travel in atmospheres and high gravity wells can limit the mass and total number of cargo pods carried. When portering an above average number of pods (more than two 2:1Bs in a vacuum) corner booster units with mag-clamps can be rented in starports.

Crew: 3 as standard- 1 pilot, 1 co-pilot (navigator and comms) and 1 operations technician (cargo steward).
Minimum crew: 1 (with auto-systems engaged).
Passengers: Limited to spare seating and converted safety bunks. Access: 2 airlocks (port and starboard); Entry ramp (in floor) for dry dock; Optional modular hatch system for access to cargo pods (Hull Hatch D, service gantry, reconfiguration of wall units required).

Notable features: Rotational comms node on upper hull can be adapted to accommodate light defence weaponry (must be declared upon arrival in starports). Triple bunk. Fold-away galley, retractable amenities and fresher with privacy screens. Vacc/EVA suit locker adjoining pilot command area.

Known customisations include the conversion of single cargo pods into: passenger quarters, an in-flight workshop, a ground vehicle hangar, a recreation area, an asteroid drilling unit, a 12 person cryo-rack bank for low-cost civilian passage (safety license required).

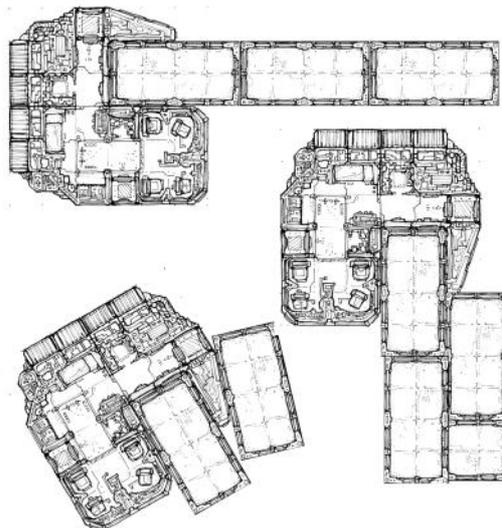
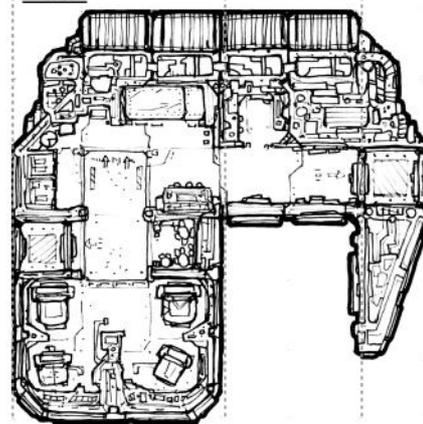
The longevity and durability of the CLM's body-frame can be misleading with regards to the reliability of it's systems. Although the hull itself may survive a long service history, after the first decade, the likelihood of failure of at least one of the essential systems is very high. The CLM270 and 305 recall is ongoing. Customisation and the jury-rigging of the CLM is a common and a practical necessity. Veteran pilots describe the older models as "Tough, but twitchy."

"Workhorse of the Outer-Rim. You're never out of job when you're in a CLM."

"That banging and rattle noise is normal. It's the hissing you have to worry about ..."



CLM-225 (modified) Deck Plan



Possible configurations when transporting standard 2:1B Cargo Pods.

Luxury Runabout LR5

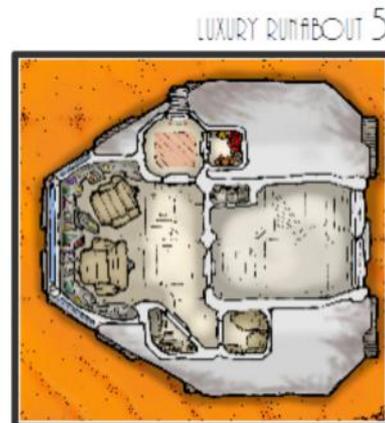
also LR3, 5, 6, 6s, 6.5 Sleek*, Mode 7
(Acceleroom -Machines For Living)

Executive range of roomy one/two person shuttles. With enough space in the hold for two land bikes, these semi-streamlined craft were ideal for day-planet excursions. The LR was a popular third craft choice amongst liner pilots and wealthy dilettantes. Less fashionable now, older models are sometimes seen as taxis and inter-port haulage. The extra cabin space and medium hold is suitable for conversion and the robust, open-spaced, chassis is similar to an ambulance craft. Usually there is set of high quality padded hammocks stowed in the ceiling lockers. A working airlock is always a bonus in a small craft. Ideal for those special civilians and professionals who are equally at home in civilised worlds as they are in the frontier wilds.

*The 6.5 Sleek line was scrapped after the Pleasure Resort Disaster of '27 (involving mid-port/orbital collision of 12 vehicles including three with royal dignitaries). This catastrophe was found to have been caused by a Sleek with faulty proximity detection nodes. The war that followed in the leaderless wake of the disaster, led to dramatically low sales of the LR Mode 7. The civilian company Acceleroom was then bought out by a military solutions company, AgrezivDefenz, who did unsurprisingly well out of the system-wide conflict.

"Take her for a spin in the Luxury Runabout followed by dinner on the world of your choice"

"Once good enough for the rich, certainly good enough for you."



Acceleroom

Machines for Living

Reconditioned Spacecraft

A Buyer's Guide!

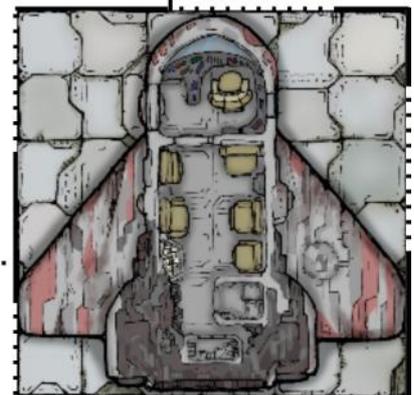
Streamliner: Personnelair

Interplanetary (and interstellar) charter spaceplanes are the choice of the budgeting traveller.

Originally for the wealthy, business class traveller, by the time the average citizen embarks on one of these it is probably past through several owners. Still, it's probably better than sleeping in a gunk filled tube for the journey (probably). Designs vary and possibly date back to the early days of space flight. Spaceplane shuttles similar to the Personnelair are as common as discarded oxygen packs in most systems. Overhead storage for personal luggage is provided. Larger cargo can be clamped to the upper hull in a fitted module (optional, sometimes with enough space for a small land vehicle).

"So many still flying, after all these years!"

"Personnelair: A classic with a personal touch."



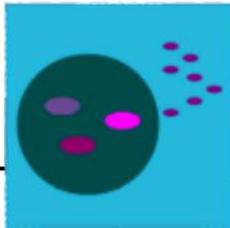
U07 - Purple Zeven

Although help came too late for many of the sufferers of the *Pestilence and Starvation of Q475*, a fleet of Purple Zevens saved the day and are now heralded as "the crafts of saints and heroes".

Modestly named, the "Utility-Zero-Seven" was intended as a medium range, but versatile, civilian craft. Low prices in the five years before the Pestilence meant that many U07s were in popular use in the neighbouring systems when they were commandeered by the Emergency League. Most were converted to ambulance-craft for crisis relief and the rescue of the survivors on Q475. Many U07s are still painted purple in memory of the civilian and merchant response to the catastrophe. Purple and magenta, as every school child knows, were the most appropriate colour decals at the time, culturally and practically, for disaster response in that Sector. Against the backdrop of the L2 terraforming blue-green jungle, the purple painted ships must have been a startling and welcome site for the emaciated survivors. Revisionist historians have since suggested that the role of the Purple 7s has been exaggerated, since many of those rescued, died in transit to the medical facilities.

Popular phrase: "Zevens from Heaven!"
"We need a Purple Zeven to save the day!"

Reconditioned starship sales slogan: "U-Zero-Seven - Old heroes never die."

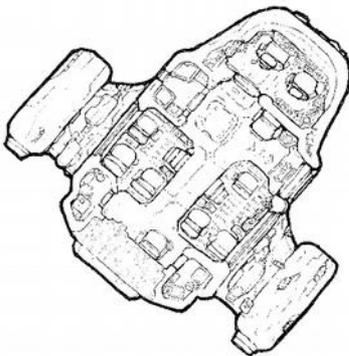


Purple Zevens iconically represented in a child's holotag, remembering the *Pestilence and Starvation of Q475*



Reconditioned Spacecraft

A Buyer's Guide!



Secure-Class Carrier JEH76

Originally a luxury-standard interplanet personnel carrier and civilian transport, these third generation models can be divided into those fitted for business class travellers who require work and comms consoles (short runs only), and those fitted for high security prisoner transfer; or even for medical passengers requiring restraint. The elevated walkway is ideal for service stewards and observer guards.

Models remain in service many years after recommended decommission dates. Filter masks are recommended in case of vapour leaks, of which 76.3 drives were prone.

"Incarceration never felt so safe."



E9 Shadowsting Fighter

The full history of a reconditioned spacecraft is not a priority for most starship dealers. Sometimes questions are better not asked. Dealers will recognise and promote specific features (speed, comfort, looks, durability) whilst not being able to identify the function or original role of craft.

An intelligence gathering and reconnaissance vehicle may look identical to a standard military fighter. In the last two decades only a handful of E9 "Shadowsting"s have fallen into civilian dealership, with little to no explanation as to "why?". These mysterious vehicles are often snapped up by wealthy collectors and private militia. It is surmised that the batch of E9s were experimental test craft, rejected by an expanding System Navy. Although superficially similar, no two are exactly the same. Dealers will refuse to guarantee, or even acknowledge, the presence of non-regulation hardware and software. If the engines are fine, the in-cabin gravity works and life-support functions, then everything is pretty much "in order".

Some experimental craft may have been fitted with "phase cloaks". Phase cloaking, a technique based on micro-stutter-jumping is still at an unsafe and temperamental stage. Device failure mid-cloak will lead to loss of dimensional stability. Hardware and life will be lost as the craft becomes thinly spread across a two-dimensional disc a hundred km wide, upon re-entering real-space. If a pilot doesn't know what a panel is for in an experimental craft, then that panel is often left alone. Sometimes a crew might unsuspectingly awaken a dormant AI system. Military AIs can have tort relations with their pilots, often preferring risky manoeuvres, rather than appealing to the comforts required by the soft meat and breakable boned crew. Very little data is available on E9s and certainly very few witnesses or survivor testimonies exist from when E9s malfunction.

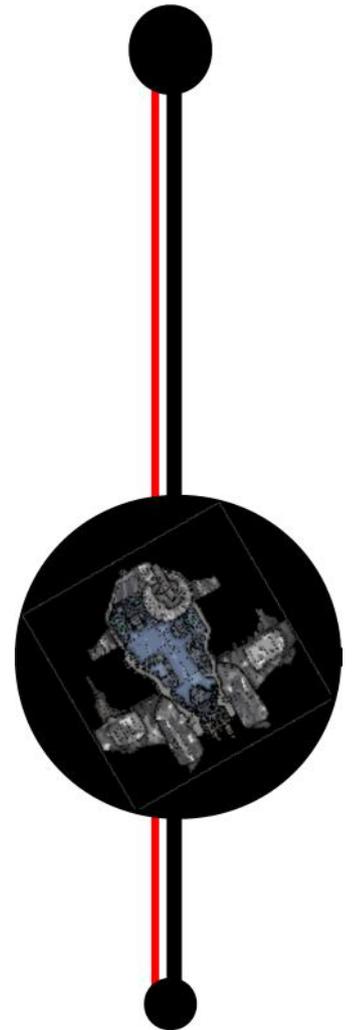
Being a small military craft, there are no sleep bunks, but the flight chairs provide adequate comfort. For the impoverished 'craft modders: padded hammocks can be purchased in many spaceports and jury-rigged to ceiling struts. In the medium term, an E9 can be rewarding as a defence and encounter craft.

Fast and deadly, and yet it's mysterious countenance may worry a cautious crew.

"I could be imagining things, but I'd swear the gun-console was talking to me. They want more ammunition ... and targets."

"That button, there? No, sirree. We don't touch that."

[[-- Sections of Entry Omitted // Possible Classified Data Violation // Unacceptable Use Of Speculation Regarding Reported Loss Of Materiel And Special Operations Research Performed By A (Non-Existent) Military Organisation // See File xxx -xxx (File Ref. Censored/Redacted) ---]]



Reconditioned Spacecraft

A Buyer's Guide!

HDSV Hover Hawk Heavy Duty Survey Vehicle

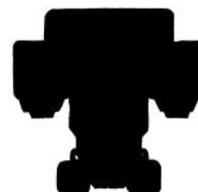
Despite its ugliness and utilitarian appearance this vehicle, with its rack of g-bunks and fresher unit, has superior comforts to some. The blocky body shape also dissembles its ability for graceful flight. Omni-orientation of the mighty Gogan thrust engines allow for manoeuvre on high gravity worlds. Part research vessel, part deep space-industrial-commercial standard, it is still within an affordable price range (when new) for most mining concerns. With economy in mind, the cargo hold also doubles as an airlock.

Overhead storage units are present for personal equipment and items. The cargo hold floor is false, allowing access to a subsidiary hold which extends below the compartment.

Its hardiness bodes well for a crew buying a previously-used model. Only a handful are recorded to have been lost in deep space accidents (reported data only).

"There's no doubt about it. This spacecraft will turn heads!"

"Better lookin' than yo mamma, an' a better mover too!"



Sabre Edge SE900 RDEESE900FC -ShldPxL&NS Rapid Deployment Escort and Engagement "Sabre Edge 900" Fighter Craft (ShieldPax Logistic & Navy Solutions)

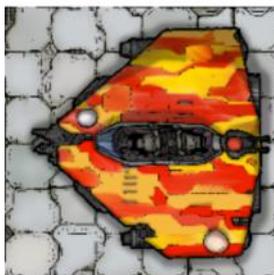
For escort and short range engagement, SE900 is ideal for protecting a larger transport, preferable with its own hangar. It has convertible hull space for drive modifications. The Sabre Edge boasts excellent sensory equipment, suitable for scouting and medium range system surveys. There is also emergency survival equipment (including basic shelter) stowed in the under-wing cargo storage area. There is space for two persons (pilot and navigator/rear gunner), although a third person might be able to sit with the navigator/rear-gunner once controls are retracted.

In combat the SE900 has 360 degree x-y-z weapon fire spread - with optional power routing to all points

This series of model is still a favoured by navy fleets and employed on system defence carriers. The models available for civilian purchase will probably have seen many years of service, have been training vehicles, or rejected prototypes. The SE1000 Project [Edit:Classified], is reportedly identical in appearance to the 900. ... [Rest of Entry Deleted]

Not for the claustrophobic, pilots with military training will cope well in the two man militech-heavy cockpit.

"Fast, small, manoeuvrable and reliable. A navy equipped with the Sabre Edge 900 will keep the frontiers safe."



Civilian Explorer Deluxe "Y'Odegi" or "Odd Egg"

In a local dialect "y'odegi" literary means "Little House" ... and to many observers it's small and ovoid shape reminds them of an egg, an oddly shaped egg.

It is a civilian vehicle, but sometimes is adopted by amateur explorers and by merchants who carry a low-mass inventory. Also it is the choice of the retired and planet-less drifters. It is an ideal choice for travellers who don't mind living in space for long periods. Slightly exotic looking, the Odd Egg will either attract the attention of port security or be completely ignored as non-threatening space junk.

It is easy to patch-up, inside and out, but exact parts are hard to come by. Storage is distributed across the hull above and below the crew cabin. Usually sold without weaponry, the anti-puncture fields can be boosted for short period to an almost military strength deflection screen. Most of the Y'Odegi CEDs in use today are several decades old and they might be missing original components. Not a fault present when they came off the production line, these old models have a tendency to vigorously shake whilst entering and leaving H/J-space. It's life support units are generally reliable.

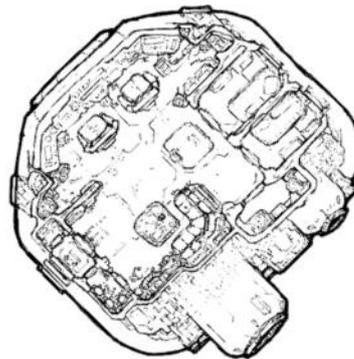
Spaceport Net News reviews:

"An eccentric choice for special people"

"Wanderlust? Your home from home."

"The infamous 'Odd Egg' is oddly rewarding"

"An experience like no other."



Reconditioned Spacecraft

A Buyer's Guide!

Customised Prospector or Prospector SUDD Conversion

As the name implies, no two Customised Prospectors are alike, but they often share common characteristics. Constructed by, and for, the hardiest of deep space crews, they are usually built from salvaged parts. A commonly used element is a cannibalised Single-Use Demolitions Drone (SUDD), retro-fitted with standard drives and out-rigged with a cabin and cargo hold (perhaps with a workshop). These craft are usually an improvement on hollow 'roid craft, but are constructed to similarly low safety standards. Often lacking a proper airlock and safety fields, an experienced crew will rarely abandon their v-suits, keeping helmets close at hand. Ideal for thrill-seekers with low funds.

"Buyer Beware: no refunds without survival."

Black-box recording:

"Just get us there! We can worry about life support' later..."

