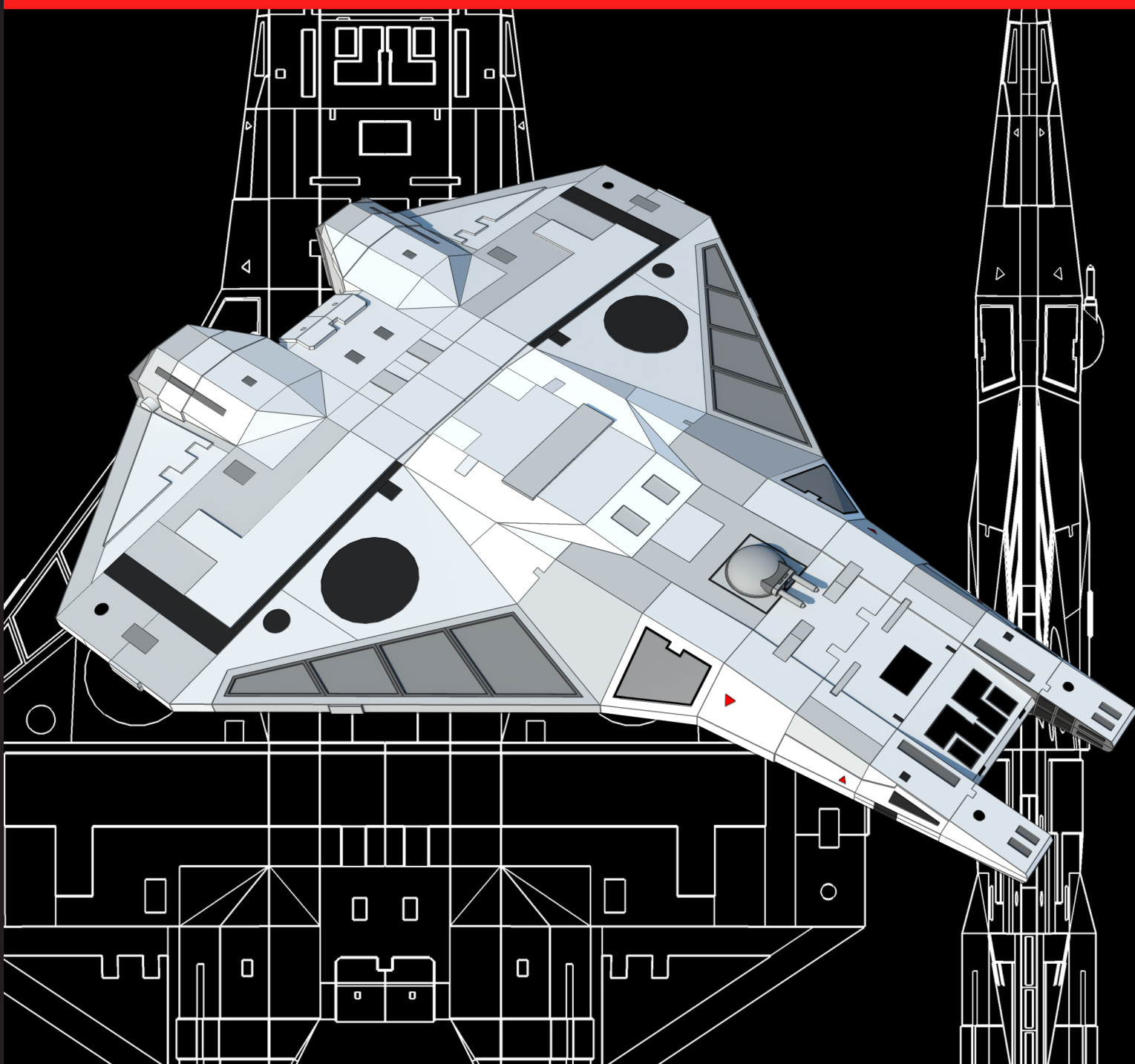


Ship Book: Chiron Class Hunter



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Ship Book: Chiron Class Hunter

Credits

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Contents:

Chapter 1: History of the class

Chapter 2: Successes and failures

Chapter 3: A tour of the vessel

Chapter 4: Fate of the class

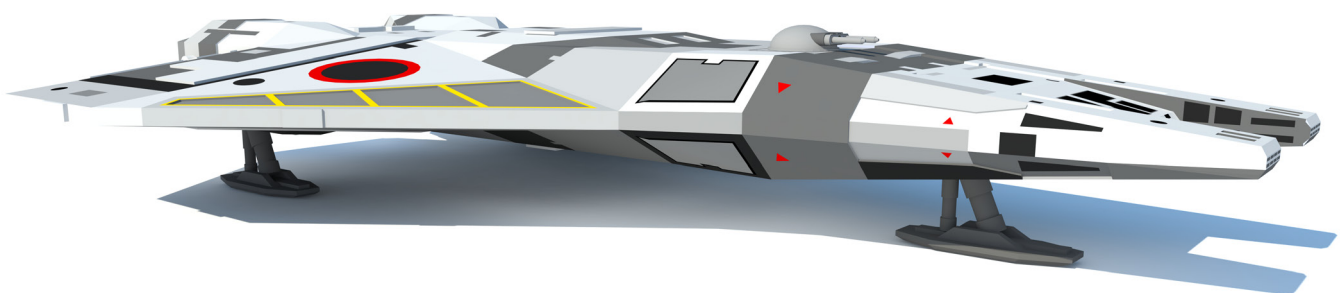
Chapter 6: Ship specifications

Chapter 5: Famous users of the class

Chapter 7: Adventuring with the Chiron



CHIRON CLASS HUNTER



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Gorgon Press

The Chiron class: A study

Introduction

This book focuses on a single vessel that is part of the traveller universe, giving players and referee's an in depth knowledge of its background, statistics and quirks. It uses information from the *Traveller Core Rule book* and *Book 2: High Guard* to create several versions of the class based on the same hull. These two books are required to make the most of the Chiron class and this book, but it can be useful to anyone interested in learning more about the Chiron class as a vessel. This book may also be useful for *Book 5: Agent* and *Book 6: Scoundrel*, as this is an ideal vessel for agents, bounty hunters and other, less savoury characters.

The Chiron class can be used in any universe, whether it be the Third Imperium or a home grown Traveller Universe.

The books structure is as follows:

Chapter 1: History of the class - The first obscure days of design to the last production model, a full record of the classes past from start to finish.

Chapter 2: Successes and failures - Some of the more important events that involved the Chiron class, both legal and not.

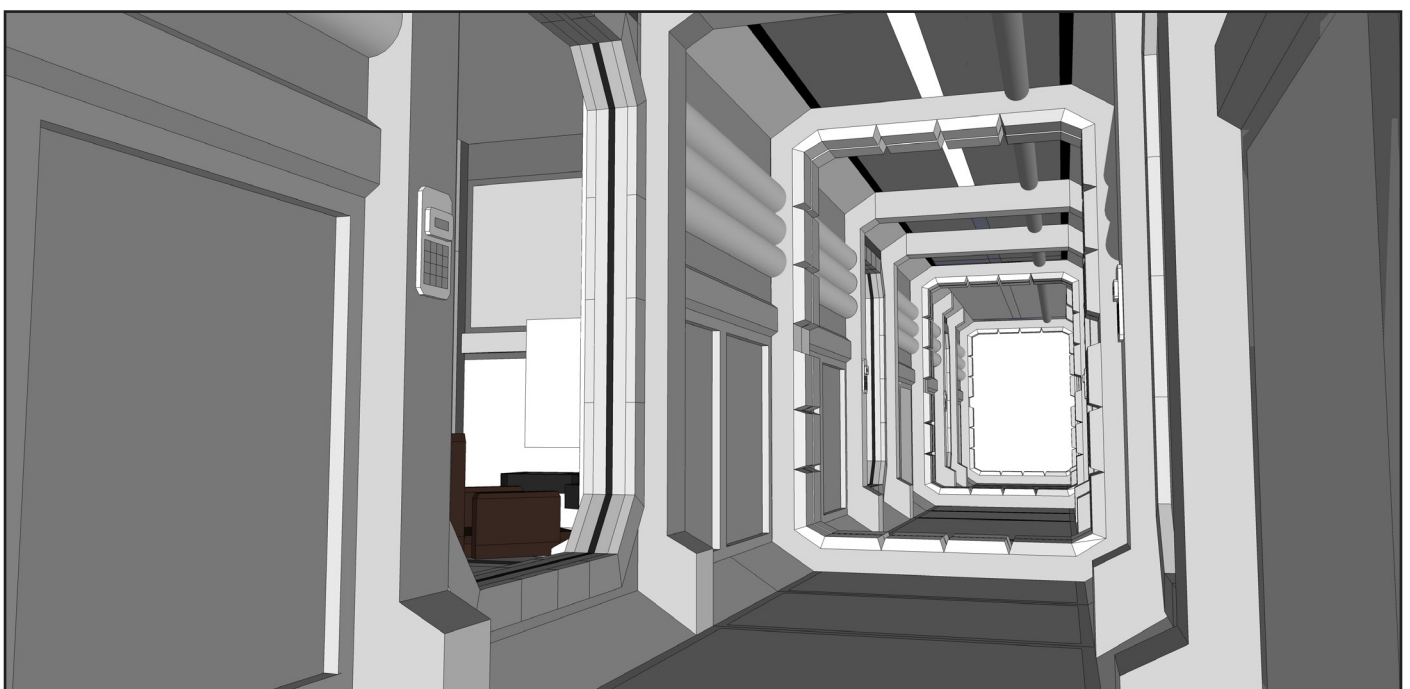
Chapter 3: A tour of the vessel - The ships details and innards, giving a greater understanding of the design.

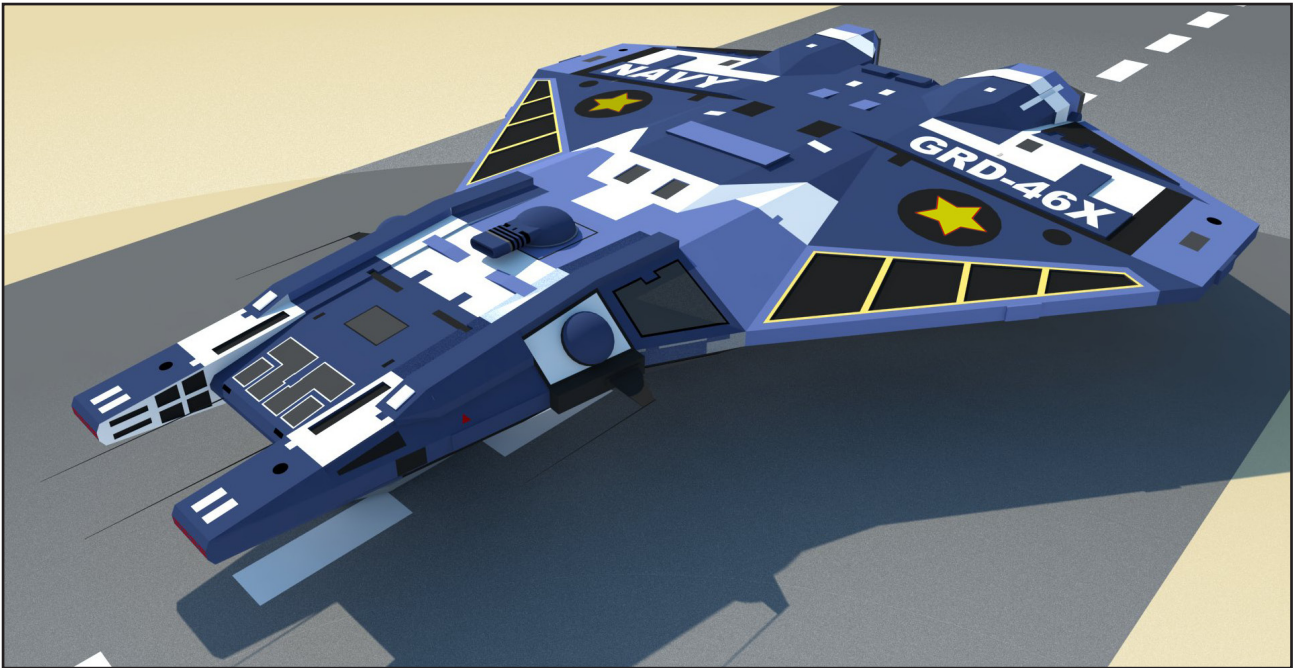
Chapter 4: Fate of the class - What happened to the many hundreds of Chiron's once they had been sold on to the public.

Chapter 5: Famous users of the class - A short list of the classes more famous, or infamous, owners and what they have done with them.

Chapter 6: Ship specifications - The ships statistics and those of all of its variants.

Chapter 7: Adventuring with the Chiron - How to get the Chiron class involved in the game, whether in the hands of the players or not.





A colourful past: History of the class

The Chiron class hunter, a sleek deadly dagger of a vessel, began its life as a bespoke design for a very rich and very secretive client of Bendig & Klomm Armouries. With near unlimited funds at their disposal, B&KA built the first prototype hull of what would go on to become the Chiron class in under two years. It was fitted with the most advanced sensors money could buy, hardened computer systems and powerful and near-intelligent software. Its weapon systems were high grade variants of the base type, enhanced yield lasers and a missile system with targeting systems that made the civilian variant look like a manual abacus, all mounted in a turret that was made as easy to repair as was possible. B&KA's ship architects and engineers had free reign on the project, and designed the perfect small combat craft within the boundaries of a 100 ton hull.

However the Chiron's story was not fated to be an easy one. Before the client could take delivery of the prototype Chiron B&KA lost all contact with them. After a period of five years without contact or, more importantly, any sign of payment the company decided that it was going to take the design and produce a commercial version. They stripped back the sensors and computer, as well as using just the basic weapon systems on sale to paramilitary contractors, reducing the overall cost of the vessel by over 130 million credits. While the ship was still very costly, especially for its size, B&KA considered it was within the budgets of its intended customers.

Most of the Chiron's field tests lacked any sort of excitement, which was exactly how the company hoped it would be. Two events of note were the last set of engine tests, and the first round of weaponry

testing. It was discovered that with a finely tuned and recently serviced manoeuvre drive and when crewed by a well trained crew, the ship could be pushed up to almost 6.25g, with an acceleration of just over 60 metres per second, almost 3m/s above what was projected for the hull. Later, as the ship went into its first round of live weapons test, an overload blew out the first commercial builds entire primary power system as the ships power plant attempted to feed the prototype's power requirement into much lower grade weaponry. The blow-out almost destroyed the ship and killed two of the six test crew. Limping back to port on emergency power, the design went back into its design phase until the power regulation problems could be dealt with which delayed the further testing and release of the class by eight months.

The full production version of the Chiron finally went on sale nine years after the class was first commissioned. The sale was targeted at high quality bounty hunters and paramilitary security forces, either of which would often require a high speed pursuit vessel which could follow escaping ships through jump space. B&KA offered a replacement vehicle for the air/raft, the advanced Grigoris grav car. It is a sealed craft capable of dropping a group of four from orbit to a planet's surface, functioning as transport once there. Radar and other scanner absorbing hull materials means that it has some level of stealth applications, and can function as a basic covert dropship. A satellite uplink keeps it in contact with its parent ship even when it's on the surface below. Despite all the advantages it had over the standard air/raft, the Grigoris didn't prove very popular. At 20 million credits the price is over what most will pay for basic transport and it is proportionally a huge payment compared even to

the cost of the ship. In the end most of the Chiron's were fitted with the basic air/raft rather than the wildly expensive Grigoris, at a twentieth of the cost.

While the ship had a high price orders began to flood in as soon as the sale was announced and the first run of twenty hulls was quickly supplemented with another forty being laid down. One of B&KA's biggest breaks came when the Navy placed a contract for eighty modified Chiron class hulls. The innards were stripped back and the sensors upgraded with a powerful countermeasure's suite, while its jump drive had modifications to reduce its signature upon arrival in a system. With its stealth hull and computer systems this modified Chiron made an excellent intruder vessel, slipping into enemy held systems and gathering data or confusing sensor grids before slipping away again. Orders slowed towards the end of the first decade of production but nearly one thousand hulls had been completed and sold by then. Chiron's are still built at B&KA's primary shipyards with a handful being completed each year though the yards have primarily moved onto other projects.

Evasion and capture: Successes and Failures

The Chiron has been infamous almost since its conception. With a shady beginning, a long design period, and advertising which attempted to garner sales from the less salubrious parts of society, the Chiron was already under a dark cloud when it started appearing in the hands of bounty hunters. A number of actions undertaken by owners further worsened the reputation of the Chiron as a ship for killer's and mercenaries.

One of these was the tracking and destruction of the *Blue Polaris*, by a Chiron class and its owner. The *Polaris* had been smuggling both illegal narcotics and weaponry between several systems, always staying one step ahead of the authorities through

the use of variable transponder codes and the application of various hull plates to vary the ships appearance. Despite this Gavin Olchak managed to trace the ship through its contacts and discover one of its next destinations, an empty system where it was to refuel and change its appearance once more. The ship-tracker laid in wait in orbit around the systems gas giant, his Chiron powered down with only life support and the readouts from passive sensor systems functioning. The *Blue Polaris* soon dropped out of jump space and once it was skimming the giant for fuel Olchak sprung his trap. His first shots disabled the merchants engines while a missile opened one of its fuel tanks to space. It was almost empty, but the damage meant that the *Blue Polaris* had no chance of escaping, or even of refuelling itself. Olchak ordered the ships four surviving crew to surrender and took them aboard his Chiron under guard by a pair of armed combat drones. He then used his ships weaponry to further damage the *Blue Polaris* until it could no longer maintain its position and dropped into the giant to be crushed by the immense gravity in the planets depths. The bounty earned from the four live captures, as well as vid evidence of the ships destruction, allowed Olchak another few months comfortable living aboard his ship.

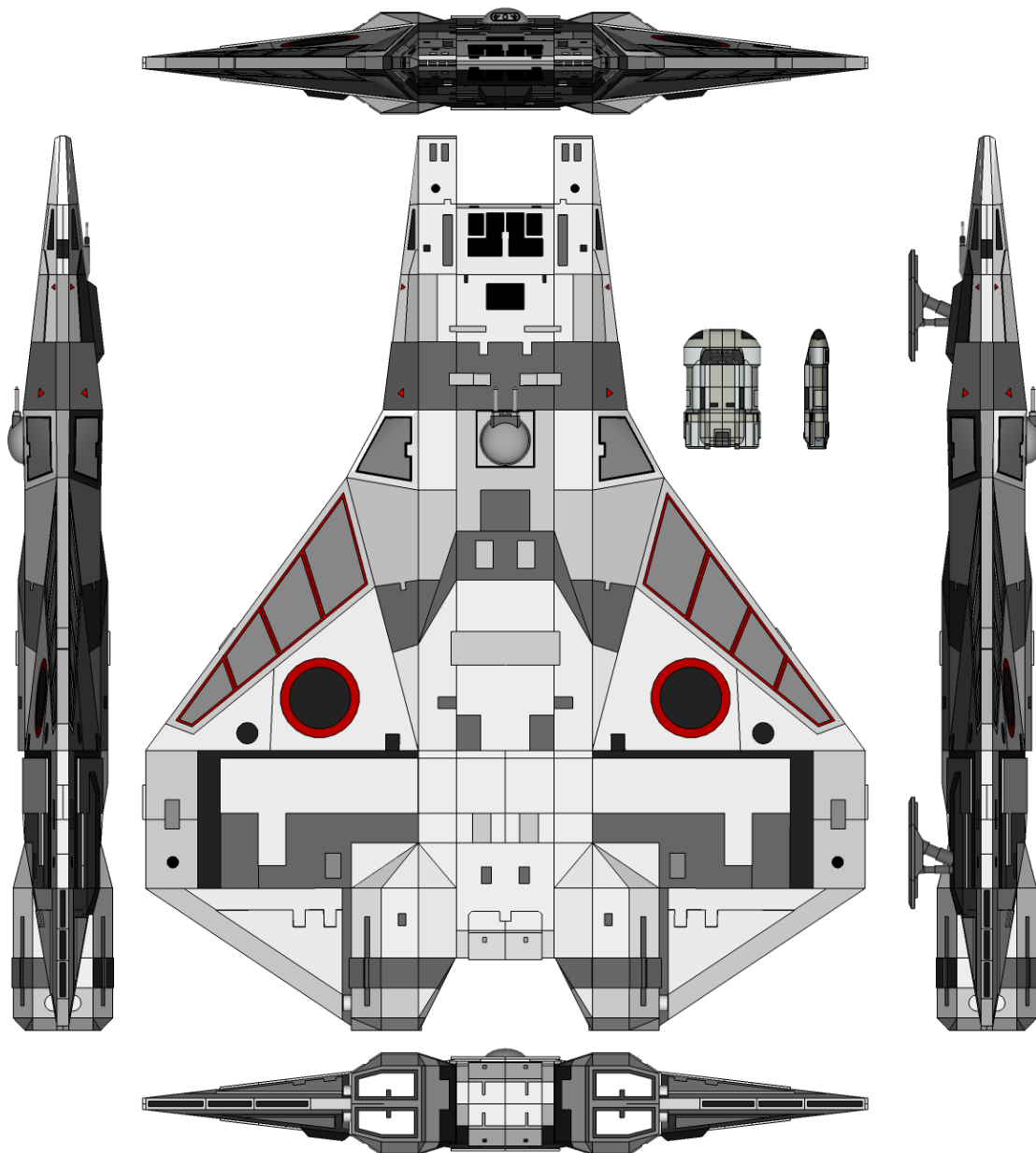
The actions of a bounty hunter, while morally grey, are still legal. It is when criminals get their hands on a well armed, stealthy ship like the Chiron that the problems begin. When the crew of the pirate ship *Lazy Freebooter* counter-boarded a customs interdiction vehicle, a Chiron class, they took the vessel without giving the crew any chance to activate any of the safety lock-outs that would have prevented such an action. With new paint, a new transponder and a different registered identity the *Freebooter* crew went on to use the Chiron, now called the *Star Rover*, as an ambush raider. Its stealth hull meant that it could sit on the jump limit, and its large engines meant that it could capture and



board a merchant and then escape with their spoils before any customs vessel or SDB could catch them. Many merchant ships were raided by the pair, as well as some ships that can only have been targeted because of their possible utility as raiding vessels rather than for their value. Some ships have had their crew killed in various horrible ways, some have been destroyed by weapons fire, and a very few vessels have gone missing entirely, presumably taken by the pirates for resale or use.

One of the Chiron classes more acceptable actions came from one of the naval conversions. The *Squall*, a fleet intruder, was secretly shadowing a convoy of freighters through enemy territory when it was ambushed by a 1500 ton raider. One freighter was destroyed and another pair damaged before the *Squall* made its move, but it managed to harass

and annoy the raider for long enough that the eight remaining freighters could escape into jump space. The tiny ship barely scorched the hull of the raider, though a couple of lucky shots did knock out its primary sensor set and a pair of turrets. However victory was nowhere in sight for the brave men aboard that tiny ship. Particle weapons tore her open from stem to stern even as her single turret continued to fire until its magazine was empty and its power plant went offline. The *Squall* was completely destroyed by the raider but its actions were recorded by the escaping freighters. The five man crew were posthumously promoted, awarded various medals, and buried with full military honours on their respective home worlds or in space.



Front to back: A tour of the vessel**Command and control**

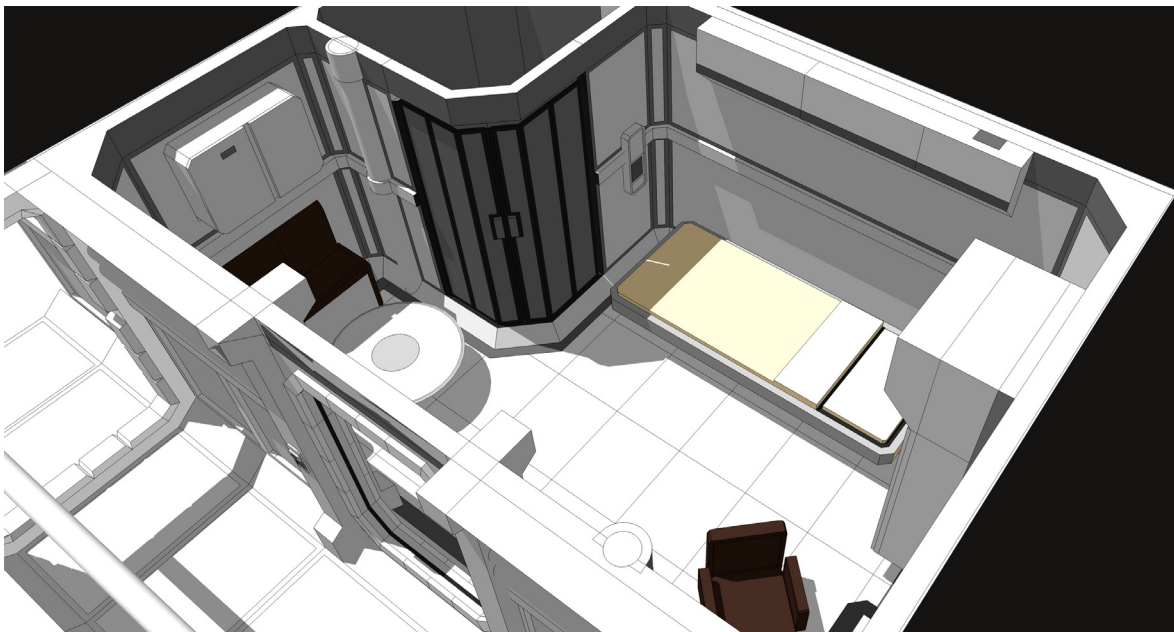
A small ship, the Chiron class hunter is arranged across a single sleek deck. Its twin prow mandibles each contain a duplicate sensor set up. A high gain radar dish sit in the front of each mandible, with a basic jamming set sitting just behind it. Each of the four corners of each mandible hold a visual or an infra-red scope, pointed just around the radar dish to give views in the forward 120 degrees. A densitometer runs down the outer edge of each mandible, giving the Chiron an excellent range of sensor capability and redundancy in the event of a breakdown. Each of these sets comes from Bending & Klomm Armouries own range, reducing licensing and build costs for what would otherwise be a very expensive set-up.

Sitting comfortably between the forward mandibles, the ships bridge is spacious enough when the Chiron runs with a small crew. The front of the bridge is dominated by armourglas window screens in both the ceiling and floor. The pilot's seat is mounted so that it is suspended above the floor windows to allow the pilot to see in all directions, a set-up that is especially useful in atmospheric operation. Holographic controls replace the need for a work station for the pilot and instead project a full suite of readouts around the pilot's chair. The Chiron has full voice activation system which, when coupled with the holo-controls, allows for a single pilot to control the vessel. The two forward consoles are able to be configured for any task, or can be used to manage all of them concurrently. When crewed by more than a single person the usual set up is for the starboard station to cover navigation while the port console is configured for sensor and weapon controls. Towards the rear of the bridge are two spaces that can be easily changed either for open space or up to two retrofitted control stations.

However when fully set up the bridge is cramped, and not the most comfortable space to work in. Just behind the main work stations is the access hatch to the ships forward landing gear, a mirror image of the rear ones. One important difference is the addition of a small panel fitted with explosive charges, allowing the crew to escape in the event of a shipboard emergency. On the right side of the bridge is the access to the ships locker, which has racks for vacc-suits, cabinets for all sorts of spare parts and a few small weapon racks. On the left is the life support chamber, containing a fluid purifier and a miniaturized air recycling plant amongst other things. Mounted underneath this is the computers server packs which runs almost the entire ship, suspended in a heat exchange gel to keep it cool. A work station gives direct access to these systems and their controls, though the room is often hot and the air foul with emissions from the systems when they are in operation.

The crew section

Just aft of the bridge is the Chiron's crew section. Three staterooms are arranged around a central crossroads, with a small room containing the med-bay at the fourth corner. The staterooms are of standard design with bunk beds running along one wall and a desk on the other. The desk has an integral computer system, any of which can access a crewman's personal files with the use of either a password or a biometric scanning system. Each room also has its own fresher, a level of privacy not often found on small ships such as this. The med-bay, while tiny and barely adequate, is well equipped with medical supplies and equipment enabling a person with medical training to perform everything from minor surgery to toxin analysis. A common after-market addition to the ship is a medical drone to assist in such efforts, for which there is just enough space in the corner of the room. The ships two low berths are also in this room which can be



used for passengers. However they were placed in the ships medical bay for a much darker reason. A small control allows the occupant to be 'flash-frozen', instantly placed into a cryogenic sleep. It is not comfortable and can often lead to joint pain and migraine's once the person is woken up but it can also save people lives if the med-bay doesn't have the equipment to save them.

The aftermost part of the crew section is the common room, set just aft of the medical bay. It has just enough room for a table for four and a food re heater. Cabinets and shelving units line the walls wherever they can be fitted to provide the Chiron's crew with as much storage space as possible. Tucked in one corner is a small wall mounted computer for accessing ship diagnostics or personnel files. Beside it is the access panel for the ships starboard fuel processor, a tiny room filled top to bottom with the complex machinery required to turn water into fuel.

Access to the ship itself comes by the way of two airlocks which sit at the end of the corridors that divide the ship and the crew section. These heavy armour plated doors protect the ship from radiation, micrometeorite's and weapons fire, while still being light enough that a set of strong servomotors can slide it back over the ship's hull when opened. The doors themselves are protected by intricate biometric and voice controlled locks which make the likelihood of someone unauthorised getting aboard the ship very low indeed. The majority of Chiron's also had defence mechanisms fitted inside

the airlock when built. Gas emitters allow sleeping agents to be pumped into the enclosed space, and it can be sealed and vented when given the proper authorisation by the ships registered commanding officer without activating the security lock-outs. Many owners equip their airlocks with additional defences, such as tiny shaped charges should armoured individuals manage to get inside, or an electrified inner door.

Weapon systems

The Chiron class' primary weapon system comes in the form of a dual purpose civilian grade triple turret mounted halfway along the dorsal hull. The centre station holds a single self-loading Klomm designed missile rack, fed from the magazines seated deep in the hull. On either side of it is a 'Bendig Mark VI offensive short wavelength continuous fire optical armament', otherwise known as a beam laser. This give the ship defence against missiles and other projectile weapons while doubling as light anti-ship weaponry.

The ships other armament is in a pair of miniaturized twin turrets that are mounted ventrally instead of dorsally. Each is fitted with a pair of VRF gauss rifles, heavy weapons that are capable of tearing up entrenched positions. With their large internal magazines the weapons allow the Chiron to provide a basic level of anti-personnel fire support should it enter a planet's atmosphere.



Engineering

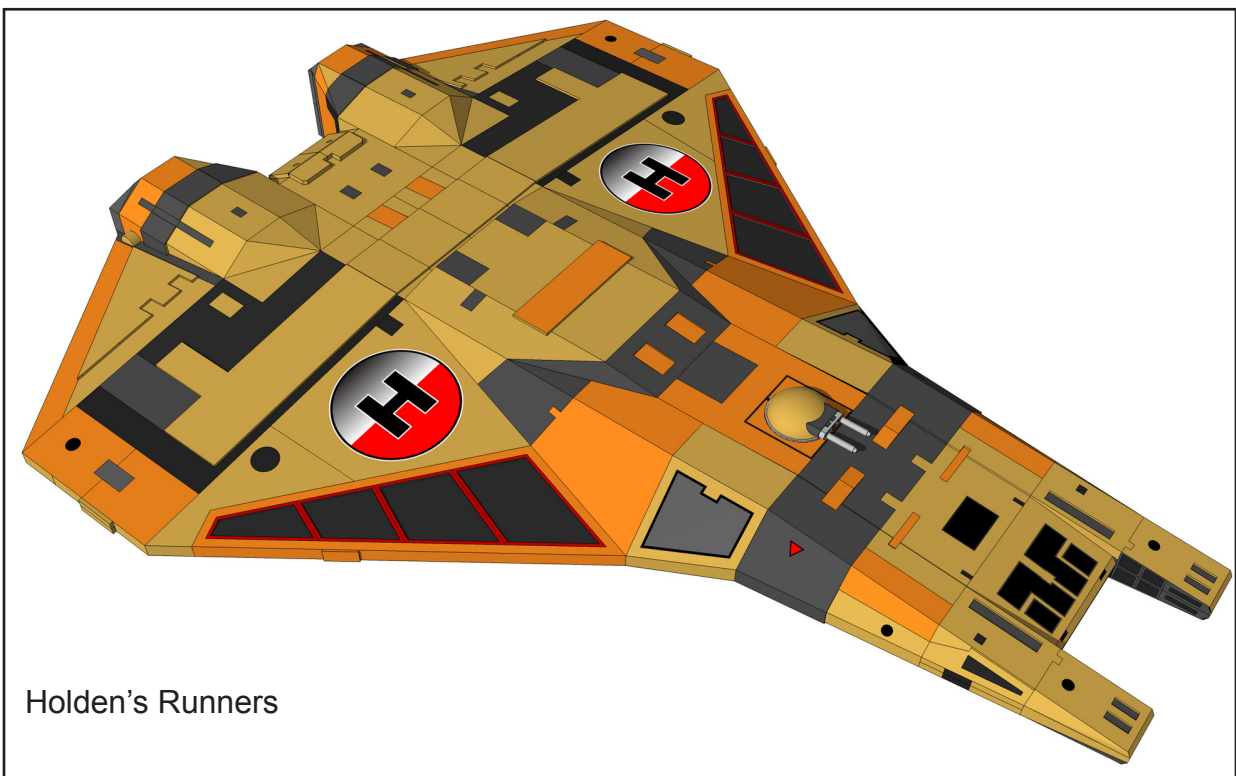
A long corridor leads directly aft down the centre of the ship all the way to the rear hull from the crew section. Halfway down the corridor is the dorsal turret hatch, a small ladder giving the gunner (if present) access to their weapon station. A small magazine is located on either side, six smart self-guided anti-ship missiles on rotating racks with auto-loaders feeding the single turret mounted launcher. Further aft is the small cargo bay with the air/raft bay directly behind it. The upper and rear hull of this section lifts up and folds over to become a rear ramp for cargo loading and for vehicle access. While small, the cargo bay has enough room in it for minor cargoes or the storage of personal equipment. Also, because the two bays are linked and have no dividing walls or hatches, it is a simple matter of removing the air/raft and driving a new vehicle aboard to change between the air/raft and another.

B&KA offered a replacement vehicle for the air/raft, the advanced Grigoris grav car. It is a sealed craft capable of dropping a group of four from orbit to a planet's surface, functioning as transport once there. Radar and other scanner absorbing hull materials means that it has some level of stealth applications, and can function as a basic covert dropship. A satellite uplink keeps it in contact with its parent ship even when it's on the surface below. Despite all the advantages it had over the standard air/raft, the Grigoris didn't prove very popular. At 20 million credits the price is over what most will pay for basic transport and it is proportionally a huge payment compared even to the cost of the ship. Most Chiron's now fit the basic air/raft rather than the wildly expensive Grigoris, at a twentieth of the cost.

bay are the engineering sections. At the very front, opposite the common room, is the engineering control station. A set of workbenches and mounted tools allow it to double as a workshop for the manufacture of small parts. A small floor panel allow access to the vessels repair drones, these are in a small bay area underneath the engineering section. To the rear of the sections, a pair of proportionately large manoeuvre drives give the ship its 60m/s forward acceleration sit on either side. The large power-plant takes up the rest of the port side engineering section. Most of its power goes to the drives, though it also feeds the ships laser weaponry and a much reduced supply feeds all of the much less power hungry systems. To starboard is the ships jump drive, running just off the centre of the ships keel. The engineering problems of an off centre drive are simple, and the architectural problems solved by such a configuration greatly outweighs them. Access to the ships landing gear is on either side of the engineering section, allowing for in flight maintenance and repair, should it be required.

The ships fuel tanks make up its 'wings', long tapered pods on either side of the vessel, well armoured and compartmentalised in order to protect them from weapons fire. They stretch from the forward airlocks where the ships fuel processors also lie all the way to the rear of the ship. The fuel scoops, used for drawing in unprocessed gases and water to convert into power plant and drive fuel, run along the front edge of the ships wing's giving them the widest surface area possible for skimming. The fuel tanks are the only section of the ship not accessible from inside the vessel and instead can only be entered from the outside.

On either side of the ships aft corridor and cargo



Holden's Runners

A bright future: Fate of the class

Even after only fifteen years since the beginning of the Chiron class' first general production run it has become a widespread and much used vessel. While expensive to buy and to maintain, a variety of entrepreneurial owners have found enough money to make it work. The majority of the thousand or so that have been built are still functioning, controlled by bounty hunters, mercenaries, criminals and pirates. Some have been destroyed and some have been damaged beyond repair and sold for scrap, but the majority of the tough little ships have survived more than a decade of hard service.

Most of the Chiron class ships are still in their original configuration as they were sold, but some have undergone major after-market modification to make them appeal to a wider audience. The so called 'civil' after-market conversion reduces the on board computers capability, replaces the advanced sensors and powerful manoeuvre drives with older, less versions. It also removes the ventral miniature turrets, and removes as many stealth features as a minor yard can. This cuts the overall price by over forty million credits and makes it a much more affordable vessel, but also a much less capable one.

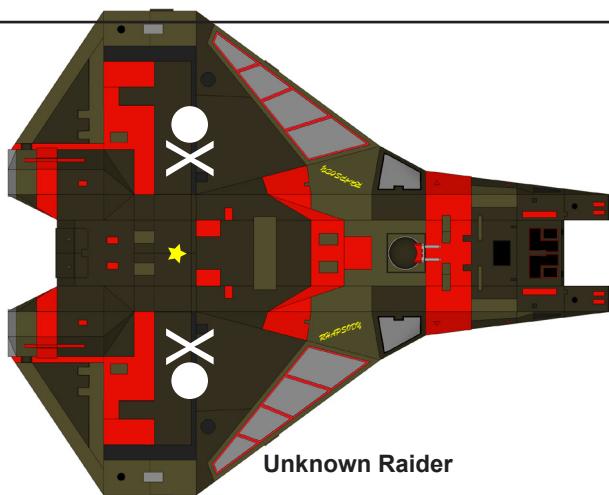
Even with these conversions few Chiron's change hands once they have been acquired. Bounty hunters and mercenaries are not likely to sell such a well regarded vessel once they have experienced it, and pirates are unlikely to find a buyer for a stolen ship which may have been the site of various other crimes. The naval Fleet Intruders are still active and in service with their original squadrons, the eighty hulls now reduced to sixty-seven through combat casualties and four sales. Several of these have been further converted with reconnaissance systems to make for better fleet scouts. The four ships that were sold off were passed to independent scout services at reduced price due to damage, which were then refitted as Contact vessels, slipping into lower-tech systems and allowing these services to make contact with new worlds without revealing their presence overly much.

Chiron class hunters have been sighted across the Galaxy, appearing at random in almost any system with no warning. They are a hard working, hard wearing ship with many successes to their name, and it is likely that most of them will continue to operate for decades to come.

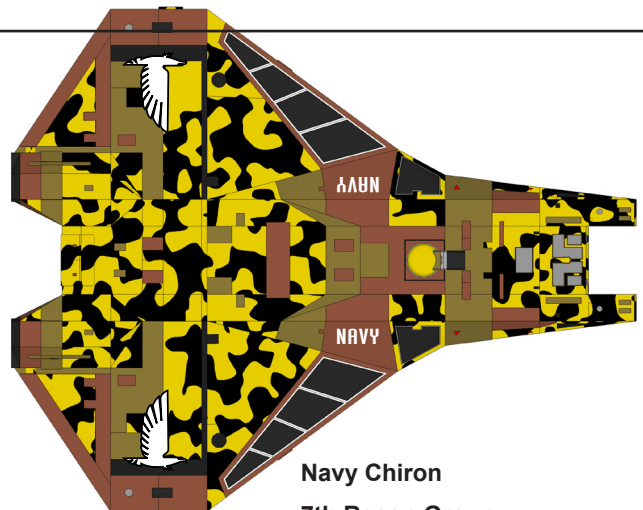




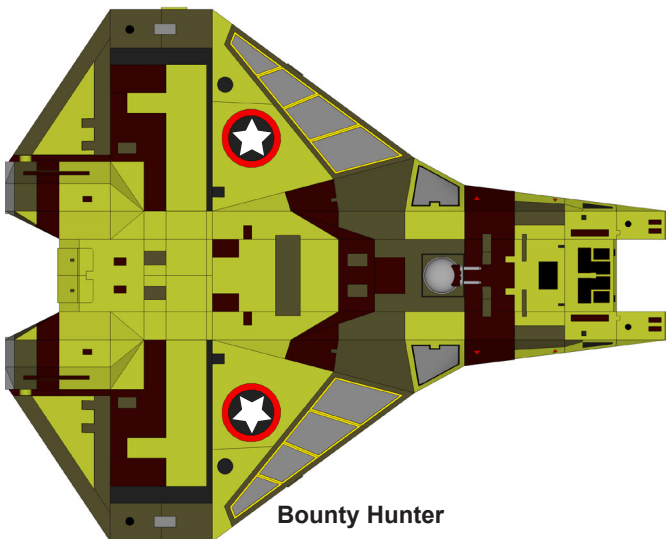
Menkovki Independent Explorers



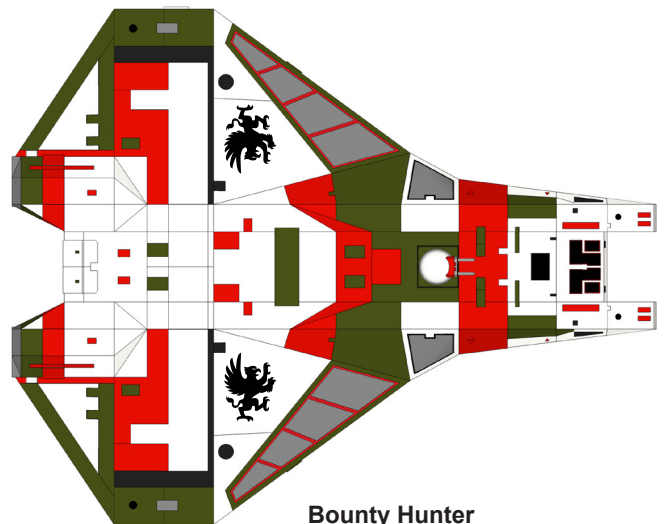
Unknown Raider
'Rhapsody'



Navy Chiron
7th Recon Group



Bounty Hunter
Talos Berikk 'Judas'



Bounty Hunter
Serana Kaitian 'Griffin Rex'

The despicable few: Famous users of the class

A notorious hull design, the arrival of any Chiron class would often be viewed with suspicion by local security forces and merchant crews alike, as well as driving the worst of society underground. However some owners are particularly reviled and feared when they make an appearance, and some are even welcomed.



Holden's runners

Dave Holden started out life as a tracker of bail jumpers in his early life, following them across international, interplanetary and interstellar borders in order to bring them to justice. After some long years working solo Holden made his big break and caught a target worth nearly one billion credits. While most hunters would have left the game and retired to some garden world and an estate, Holden decided to use the money to set up his own independent firm of bounty hunters who could chase big targets and have equipment above and beyond that of most licensed independents. The first part of this was to hire small time bounty hunters, especially those with proven records in interstellar tracking and with the necessary skills to operate starships. His company quickly expanded to eight including himself, the first of his so called 'runners'. As Holden was hiring these men and women, B&KA was in the middle of releasing the Chiron class for sale to the general public, a release that Holden was very interested in. He purchased two of the brand new Chiron's to give his group an organic interstellar capability rather than relying on the whims of commercial transport, as well as a small merchant vessel to act as a mobile headquarters ship. While the Chiron's cost nearly a fifth of Holden's total budget alone, he considered them vital to their continued success.

After some seven years active in the galaxy, Holden's runners are a small but very well regarded hunter firm. They now number almost thirty and have added another pair of ships to their roster, although the Chiron's remain the lead ships and the ones most commonly used on hunts. Their mix of speed, stealth hulls and advanced control systems make them the best ships available for the task, and are well considered in the group.



Bulwark Licensed Security

Unlike many mercenary groups, BLS refuses to hide exactly what sort of company it is behind names and acronym's. When they were first founded by a conglomerate of ex-naval officers they were known simply as the Mercenary Escort Firm, only becoming the BLS when they grew to have headquarters in over six star systems and MEF is still a listed operating name. Early operations involved a variety of escort contracts on merchant convoy's through contested space, with a few old defence ships holding their own against high tech raiders to save as many merchants as they could. As the company grew, so did the fleet, the scope of their operations and the payouts awarded to the companies crews. BLS now operates several ships which mass greater than 10,000 tons, light cruisers which act as command ships when working alongside other elements of the BLS fleet, as well as tens of other vessels.

Despite BLS's growth and the call for active fleets of warships capable of threatening the largest raiders, there was still the requirement and the call for small ship operations for smaller merchant concerns. The company's most recent purchase has been eight Chiron class vessels to be organised into two squadrons as the lightest of jump capable escorts. They have yet to see combat but it is assumed that with their capability for stealth they will perform remarkably well, especially with their targets distracted by the merchants they will be escorting. Perhaps a somewhat mercenary position to take, but BLS never pretended to be anything but.

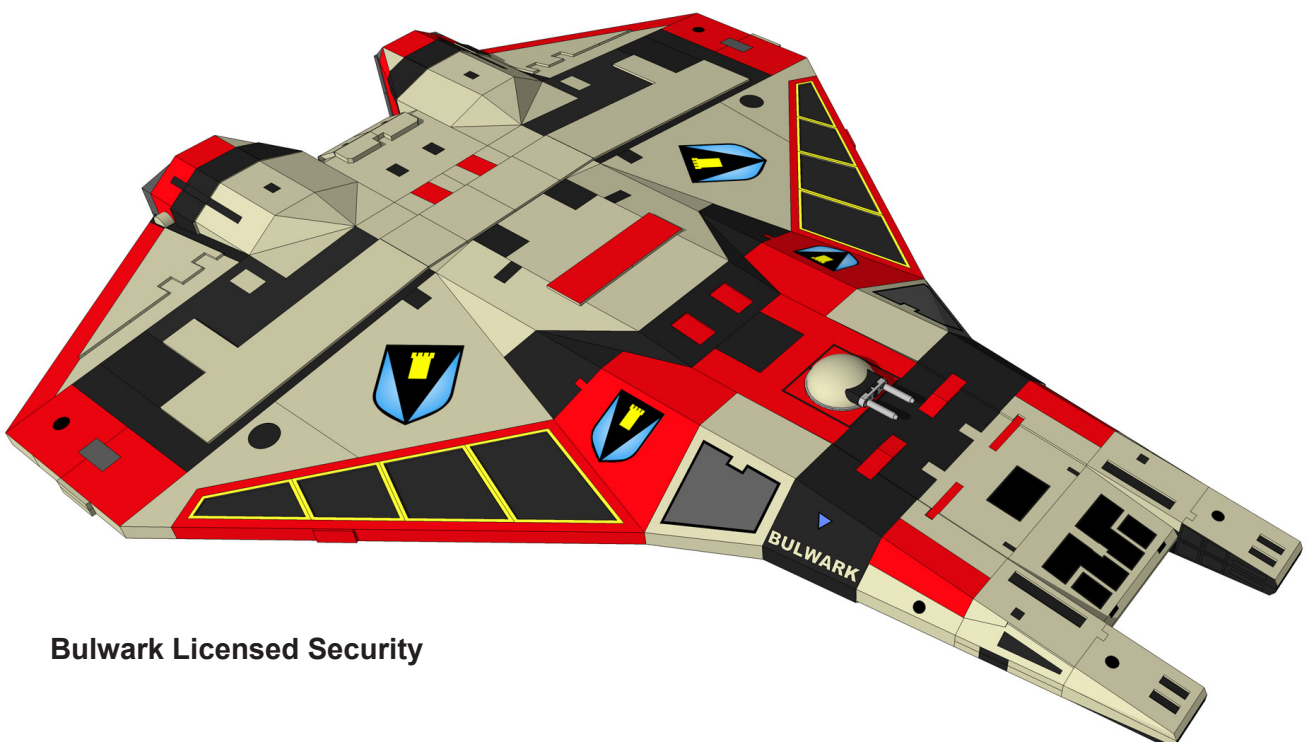


Menkovki Independent Explorers

Unlike many owners of the Chiron class, the Menkovki family is neither company, mercenary group or bounty hunter collective. They are, in fact, just a small family group that own a single ship. The father, Alexander Menkovki, bought a 'civil' conversion of the Chiron from an independent ship-broker when he was just a young man and only shortly after he met his wife, Katarina. They began to run the ship as best they could, Katarina piloting and Alexander training himself to maintain and run jump drives and power-plants. For three years they roamed the edge of known space, investigating worlds without settlement to find those suitable for human habitation. They would then sell this information on to local governments who would use it to plan colonies, starbases or anything else they required the information for. However, as with any great adventure, things were soon to change.

The birth of the Menkovki's first son would have been the end of most families exploration, and it would have been for this one was it not for Katarina's insistence that they continue their somewhat dangerous work even after their son, Anatoly, was born. Two more children, girls this time, followed their first born and though the ship became something more akin to a travelling nursery than a scout ship for several years, the family still managed to find enough saleable information to make ends meet.

Now some thirteen years on the family is starting to function all together aboard ship. Anatoly has been following his father in learning about the ships drives, though he does enjoy regular practice with the ships offensive lasers. The eleven year old girl, Irina, acts almost as the ships steward as she prepares meals and makes sure the ship runs well even when the other members of her crew are focused on other things. The Menkovki's youngest, a seven year old Lena, has yet to really show her hand at any task and is too young anyway. Her parents are sure that she will follow in her footsteps though.



Bulwark Licensed Security

Ship Specifications

Prototype Build – Chiron Class Hunter

The initial model of the Chiron class with more advanced systems, weaponry and hull, built for a secretive client. After her disappearance the initial model was placed in mothballs and kept at Bendig & Klomm Armouries as an example of the capabilities and skill of the shipyards and company architects.

The prototype Chiron is designed to be crewed by a single individual, however it can have a crew of up to four. It is a TI 14 design.

Chiron Class Prototype			Tons	Price (Mcr.)
Hull	100 tons	Hull 2	-	2
		Structure 2	-	-
		Streamlined	-	0.2
		Stealth	-	10
		Self-sealing	-	1
Armour	Bonded Superdense	6 Pts	5	1
Jump Drive A	Stealth	Jump 2	10	100
Manoeuvre Drive C		Thrust 6	5	12
Power Plant C		Rating 6	10	24
Bridge	Standard		10	0.5
	Hardened		-	0.125
	Holographic controls		-	0.25
Computer	Model 6 fib	Rating 30	-	30
Sensors	Very Advanced	DM +2	5	4
	Improved Signal Processing	DM+2	1	4
Weapons	Hard point #1 – Triple turret	Beam laser x 2 (Very High Yield, Easy to repair)	1	5
		Missile rack (Accurate, Easy to repair)	-	1.5
		4 x VRF Gauss rifle	-	0.2
Ammunition		12 smart missiles	1	-
Fuel	32 tons	One Jump-2 and 4 weeks of operation	32	-
Cargo	4 tons		4	-
2 Staterooms			8	1
2 Low berths			1	0.1
Extras	Fuel scoops	Integral	-	-
	Fuel processors	40 tons/ day	2	0.05
	Ship's locker		-	-
	Repair drones		1	0.2
	Air raft		4	0.6
Software	Manoeuvre/0	Rating 0	-	-
	Jump Control/2	Rating 10	-	0.2
	Evade/2	Rating 15	-	2
	Fire Control/3	Rating 15	-	6
	Intellect	Rating 10	-	1
	Auto-repair/2	Rating 20	-	10
	Library/0	Rating 0	-	-
Maintenance Cost (monthly Cr.)			-	18,077
Life Support Cost (monthly Cr.)			-	4,200
Total Tonnage & Cost			100	216.925

Production build – Chiron class hunter

This is what the prototype became after B&KA decided to sell a marketable version openly. With capable weapons, an advanced hull and the remnants of the prototype's systems, the Chiron is an impressive vessel in almost any scenario. The Chiron has gained something of a reputation in almost all systems as the ship of bounty hunters and criminals, neither of which are widely accepted by society.

The production Chiron can be crewed by a single individual, but is most efficient with a crew of three, one pilot, one gunner and one engineer. It is a TI 14 design.

Chiron class production model			Tons	Price (Mcr.)
Hull	100 tons	Hull 2	-	2
		Structure 2	-	-
		Streamlined	-	0.2
		Stealth	-	10
		Self-sealing	-	1
Armour	Bonded Superdense	6 Pts	5	1
Jump Drive A		Jump 2	10	10
Manoeuvre Drive C		Thrust 6	5	12
Power Plant C		Rating 6	10	24
Bridge	Standard		10	0.5
	Holographic controls		-	0.25
Computer	Model 5	Rating 25	-	10
Sensors	Advanced	DM +1	3	2
Weapons	Hard point #1 – Triple turret	Beam laser x 2, Missile rack	1	3.75
		4 x VRF Gauss rifle	-	0.2
Ammunition		12 missiles	1	-
Fuel	32 tons	One Jump-2 and 4 weeks of operation	32	-
Cargo	3 tons		3	-
3 Staterooms			12	1.5
2 Low berths			1	0.1
Extras	Fuel scoops	Integral	-	-
	Fuel processors	40 tons/ day	2	0.05
	Ship's locker		-	-
	Repair drones		1	0.2
	Air raft		4	0.6
Software	Manoeuvre/0	Rating 0	-	-
	Jump Control/2	Rating 10	-	0.2
	Evade/2	Rating 15	-	2
	Fire Control/2	Rating 10	-	4
	Intellect	Rating 10	-	1
	Library/0	Rating 0	-	-
Maintenance Cost (monthly Cr.)			-	7,212
Life Support Cost (monthly Cr.)			-	6,200
Total Tonnage & Cost			100	86.55

Naval Conversion – Chiron Class Fleet Intruder

The Navy ordered eighty Chiron class hulls converted for their own purposes. With a powerful countermeasure's suite and other modifications the fleet intruder can get into a system undetected and perform covert sabotage and information gathering. Due to the limited numbers the Chiron squadrons are rarely seen, but they are appreciated by those in command.

The Naval Chiron has a standard crew of five, one pilot, one gunner, two engineers and one commanding officer. It is a TI 14 design.

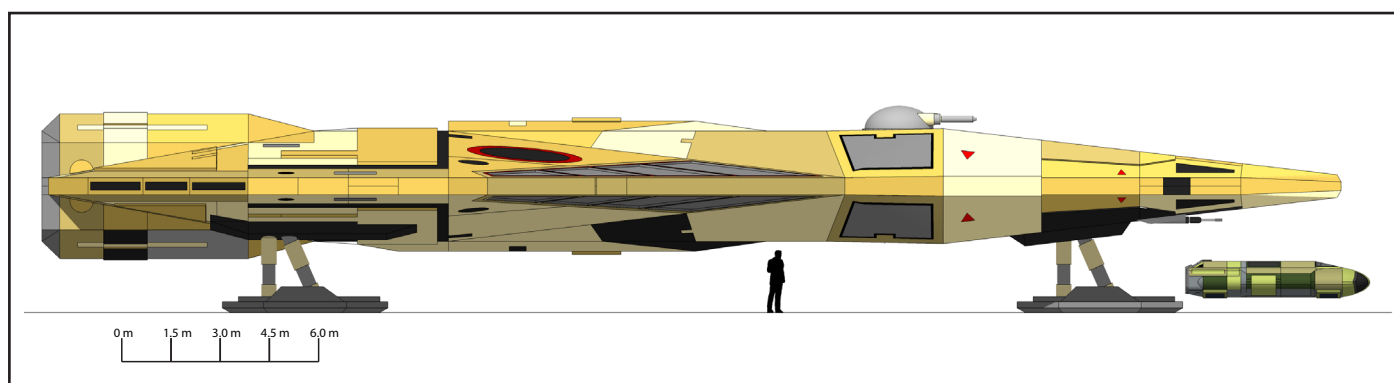
Chiron Class Fleet Intruder			Tons	Price (Mcr.)
Hull	100 tons	Hull 2	-	2
		Structure 2	-	-
		Streamlined	-	0.2
		Stealth	-	10
		Self-sealing	-	1
Armour	Bonded Superdense	6 Pts	5	1
Jump Drive A	Stealth	Jump 2	10	100
Manoeuvre Drive C		Thrust 6	5	12
Power Plant C		Rating 6	10	24
Bridge	Standard		10	0.5
	Hardened		-	0.125
	Holographic controls		-	0.25
Computer	Model 5 fib	Rating 25	-	15
Sensors	Countermeasures suite	DM +4	7	6
	Enhanced signal processing	DM +4	2	8
Weapons	Hard point #1 – Triple turret	1 x Particle beam	1	5
Fuel	32 tons	One Jump-2 and 4 weeks of operation	32	-
Cargo	2 tons		2	-
3 Staterooms			12	1.5
2 Low berths			1	0.1
Extras	Fuel scoops	Integral	-	-
	Fuel processors	40 tons/ day	2	0.05
	Ship's locker		-	-
	Repair drones		1	0.2
Software	Manoeuvre/0	Rating 0	-	-
	Jump Control/2	Rating 10	-	0.2
	Evade/2	Rating 15	-	2
	Fire Control/2	Rating 10	-	4
	Auto-repair/1	Rating 10	-	5
	Intellect	Rating 10	-	1
	Library/0	Rating 0	-	-
Maintenance Cost (monthly Cr.)			-	16,594
Life Support Cost (monthly Cr.)			-	6,200
Total Tonnage & Cost			100	199.125

'Civil' conversion – Chiron class intruder

A vessel with much reduced capabilities and cost over the original build, the 'Civil' conversion is an after-market modification to the class. A minor shipyard takes a Chiron, strips out much of its innards and some of the external features and replaces them with lower grade versions in order to save money. They sell on the reduced ship at a cut price, and then sell on the parts at a marked up price. Profit still comes in, and somebody gains a ship that is almost a Chiron class for a third of the price.

The 'Civil' Chiron requires a crew of three, one pilot, one gunner and one engineer. It is a TI 14 design.

Chiron Class 'Civil' Conversion			Tons	Price (Mcr.)
Hull	100 tons	Hull 2	-	2
		Structure 2	-	-
		Streamlined	-	0.2
		Self-sealing	-	1
Armour	Bonded Superdense	6 Pts	5	1
Jump Drive A		Jump 2	10	10
Manoeuvre Drive B		Thrust 4	3	8
Power Plant B		Rating 4	7	16
Bridge	Standard		10	0.5
	Holographic controls		-	0.25
Computer	Model 2	Rating 10	-	0.16
Sensors	Basic civilian	DM -2	1	0.05
Weapons	Hard point #1 – Triple turret	Beam laser x 2, Missile rack	1	3.75
Ammunition		12 missiles	1	-
Fuel	32 tons	One Jump-2 and 4 weeks of operation	32	-
Cargo	10 tons		10	-
3 Staterooms			12	1.5
2 Low berths			1	0.1
Extras	Fuel scoops	Integral	-	-
	Fuel processors	40 tons/ day	2	0.05
	Ship's locker		-	-
	Repair drones		1	0.2
	Air raft		4	0.6
Software	Manoeuvre/0	Rating 0	-	-
	Jump Control/2	Rating 10	-	0.2
	Library/0	Rating 0	-	-
Maintenance Cost (monthly Cr.)			-	3,780
Life Support Cost (monthly Cr.)			-	6,200
Total Tonnage & Cost			100	45.56



Grigoris Fast Grav Car

A small vehicle designed as a high capability replacement for the air/raft, the Grigoris turned out to be far too expensive to be popular. The few that are active have proved to be very effective vehicles, but they are so few as to be almost impossible to find.

Vehicle	TL	Skill	Agility	Speed	Range	Crew / Passengers
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Grigoris Fast Grav Car	14	Flyer (Grav)	+2	3000	4000	1/3
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Cargo	Open?	Hull	Structure	Cost Mcr.	Shipping Size
-------	-------	------	-----------	-----------	---------------

0	No	4	4	20.00	4
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Armour

Location	Armour
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Front	10
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Right	10
-------	----

Left	10
------	----

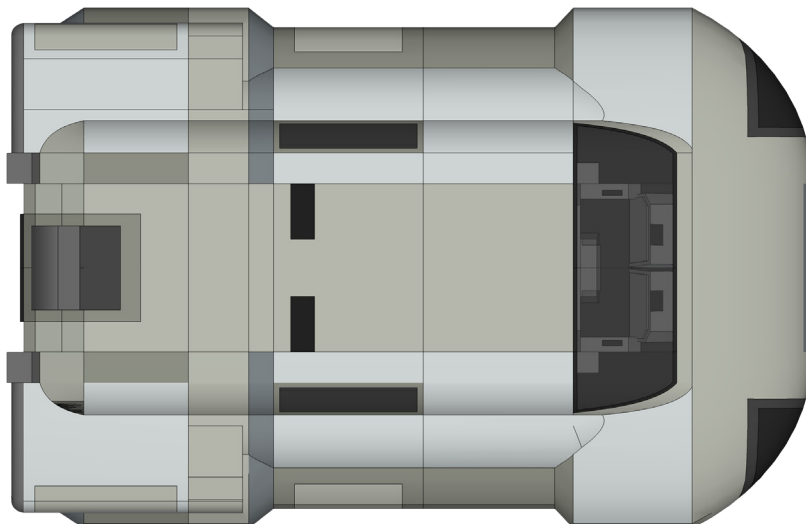
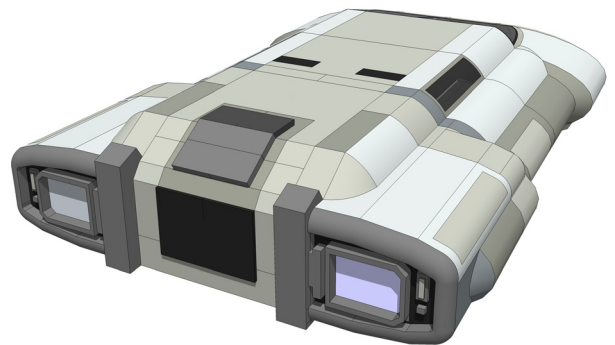
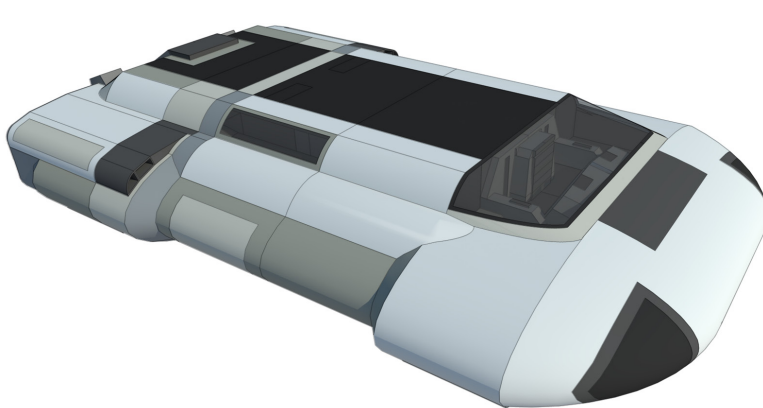
Top	10
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Bottom	10
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Weapon	Location	Damage	Range	Auto	Ammo
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-	-	-	-	-	-
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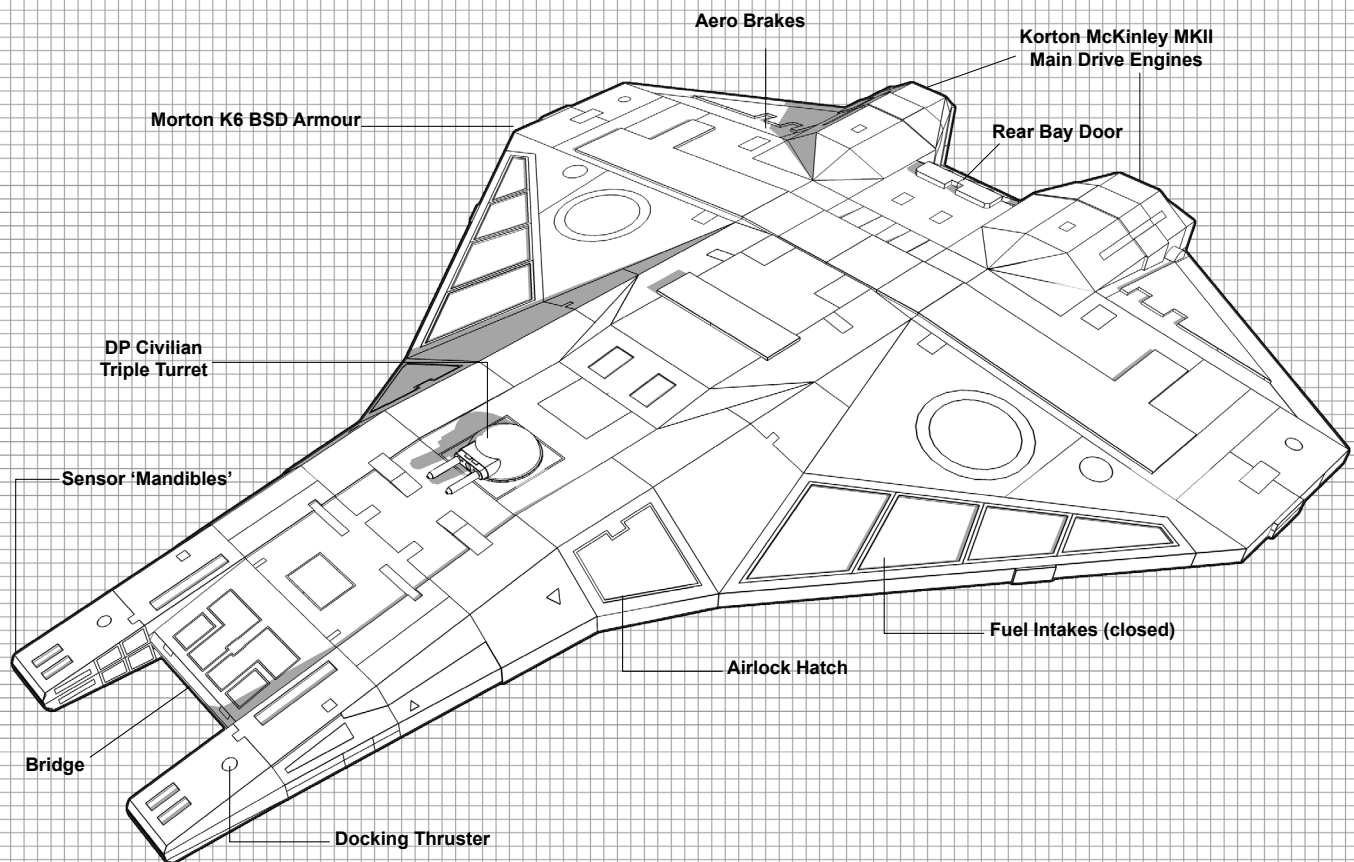
Other Equipment/Modifications:
Streamlined, Extra Armour, Advanced Controls, Short Term Life Support, Vacuum Environment Protection, Standard Navigation System, Standard Sensors, Stealth I, Communications (TL8), Satellite Uplink





CHIRON CLASS HUNTER

Bendig & Klomm Armouries



Type:	Chiron Class Hunter	Accommodation:	3 Staterooms
Weight:	100 d/tons		2 Low Berths
	1400 cubic metres	Crew:	1-3
Length:	39.27 metres	Cargo:	3 d/tons
Width:	31.69 metres	Gravitics:	0.1 to 1.0 floor fields
M-Drive:	Korton McKinley MKII		Inertial compensators
	6g Acceleration	Hull Plate:	Morton K6 BSD Armour
Power Plant:	Elson Pis 6R		Stealth Fitted
J-Drive:	Ortega JAX II	Armament:	Single Civilian DP Triple Turret
	2 Parsec Range		2x Bendig MKVI Beam Lasers
Computer:	Besonn HNL 5000		1x Klomm Missile Rack
Sensors:	BDA HGL Grade II		4x AP Mount VRF Guns
Avionics:	Layzell Mayfly GT	Small Craft:	Air Raft

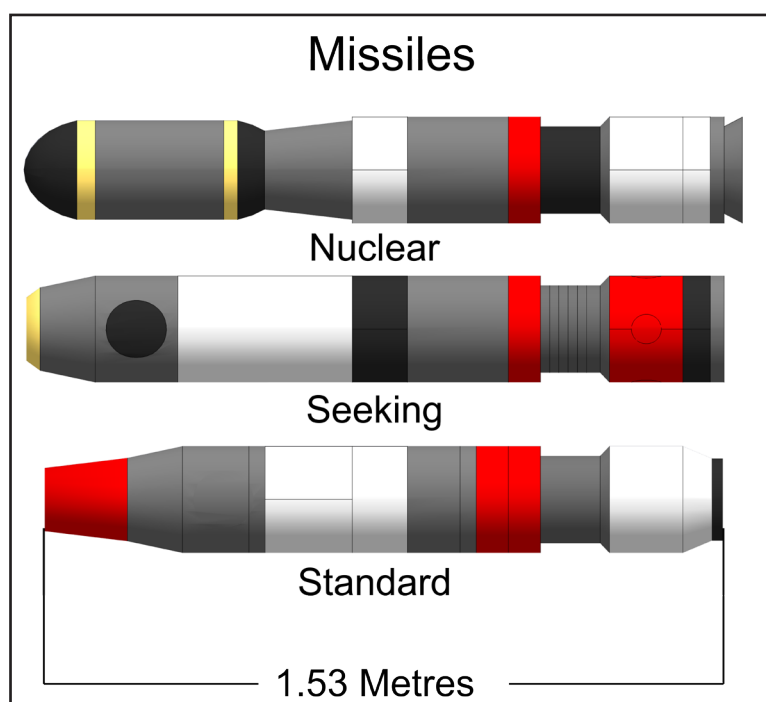
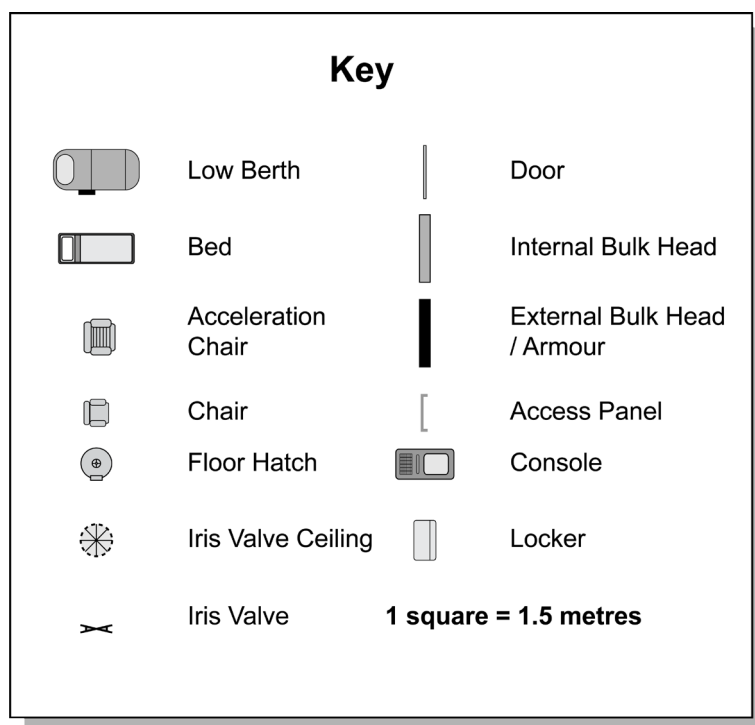
Ship Deck plans

All plans use the standard 1.5m square scale, each deck is approximately 3 metres high, though head room is about 2 metres, with the other 1 metre being taken up with conduits, air vents etc between each deck.

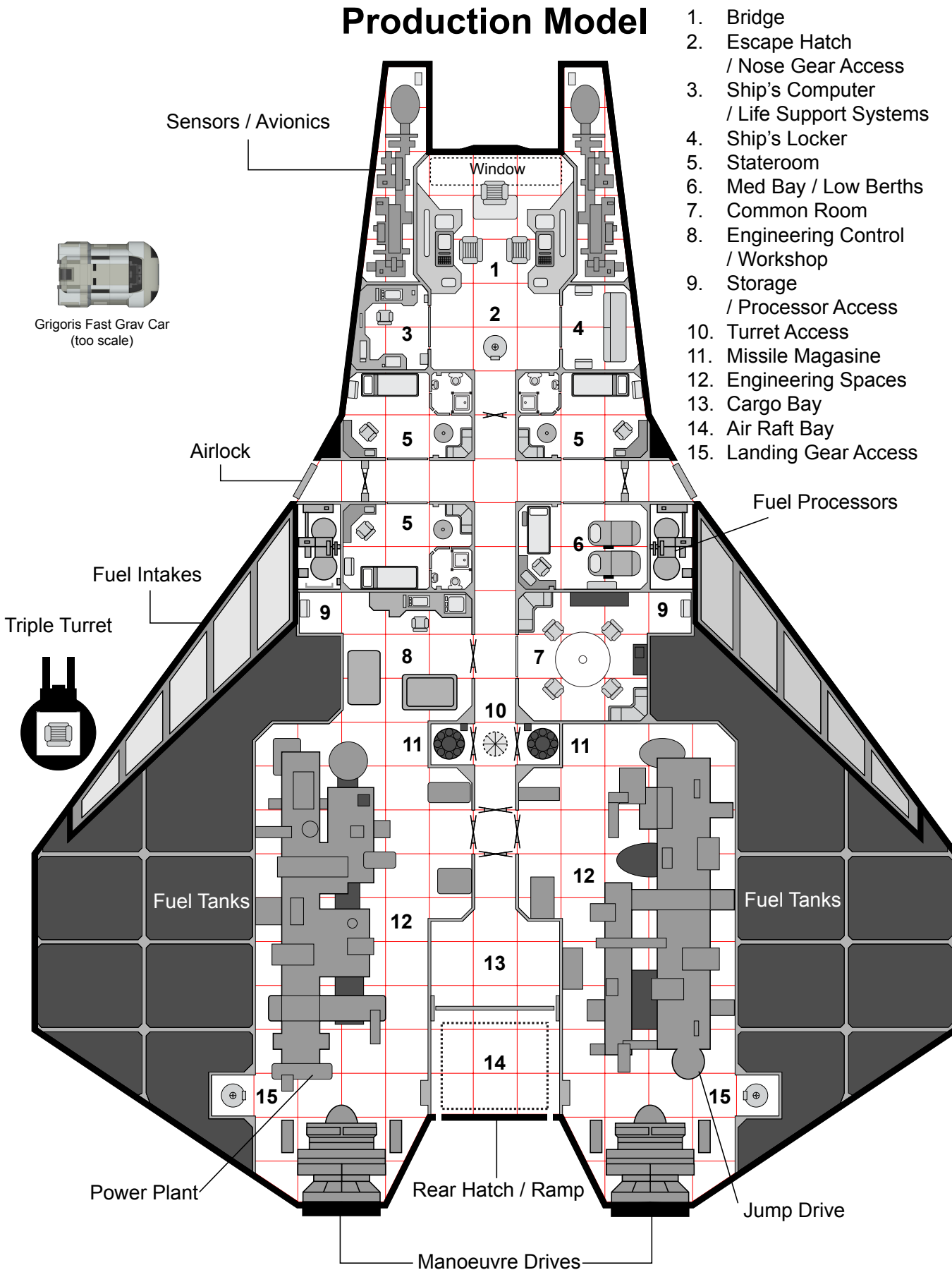
Iris valves and hatches can be locked or unlocked locally or from the bridge, all other doors cannot. In some models the 3rd stateroom is converted into a secure holding cell, with additional locking system and security features.

Access to and from the ship is via airlocks, fitted port and starboard just aft of the bridge, a ladder extends out from each airlock.

Not shown on the plans is the repair drones, these are mounted in a tiny bay under the engineering control section and can be accessed from there. Also the ventral VRF guns, these are mounted under the sensor 'mandibles' and can only be accessed from outside the ship.

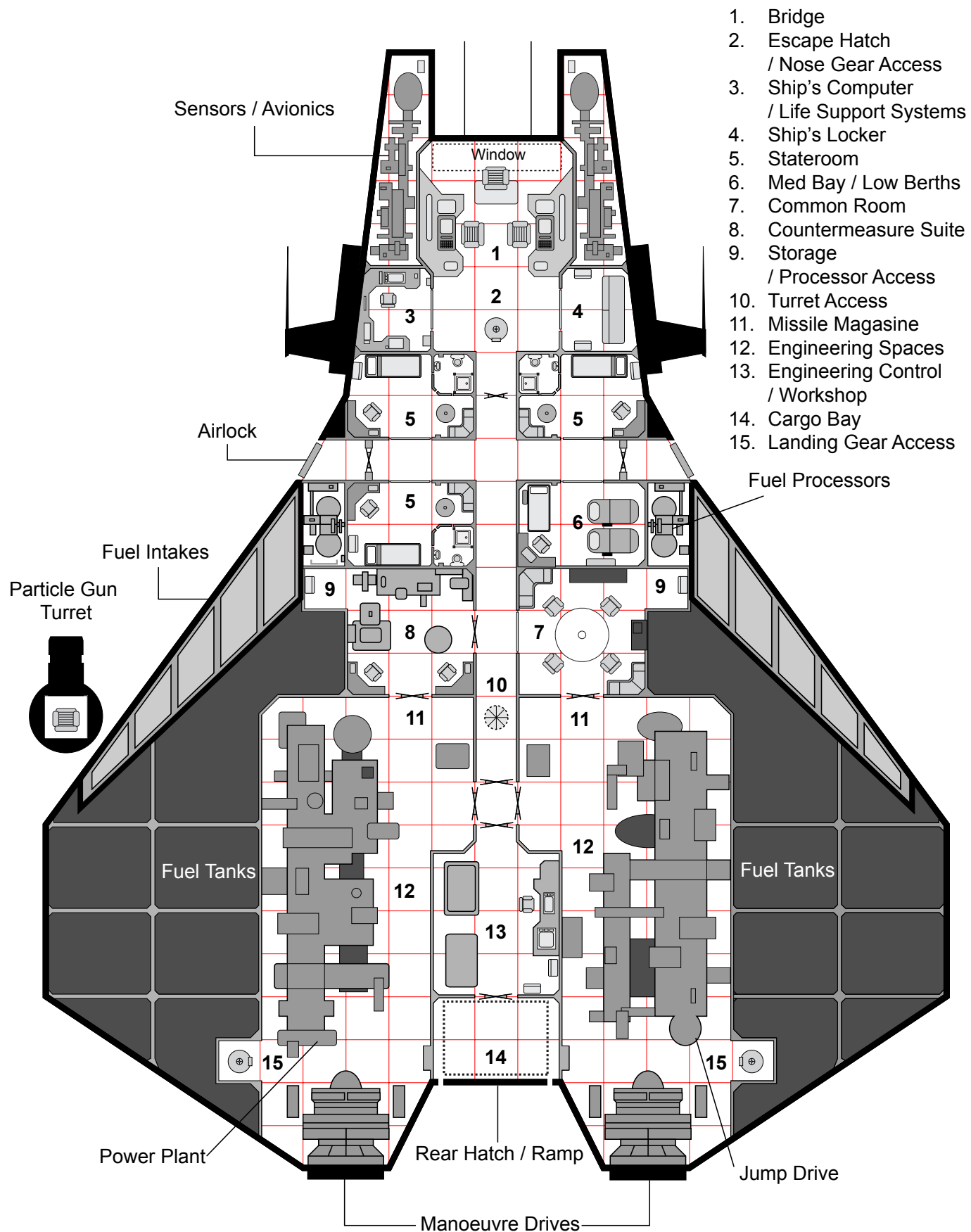


Chiron Class Hunter Production Model

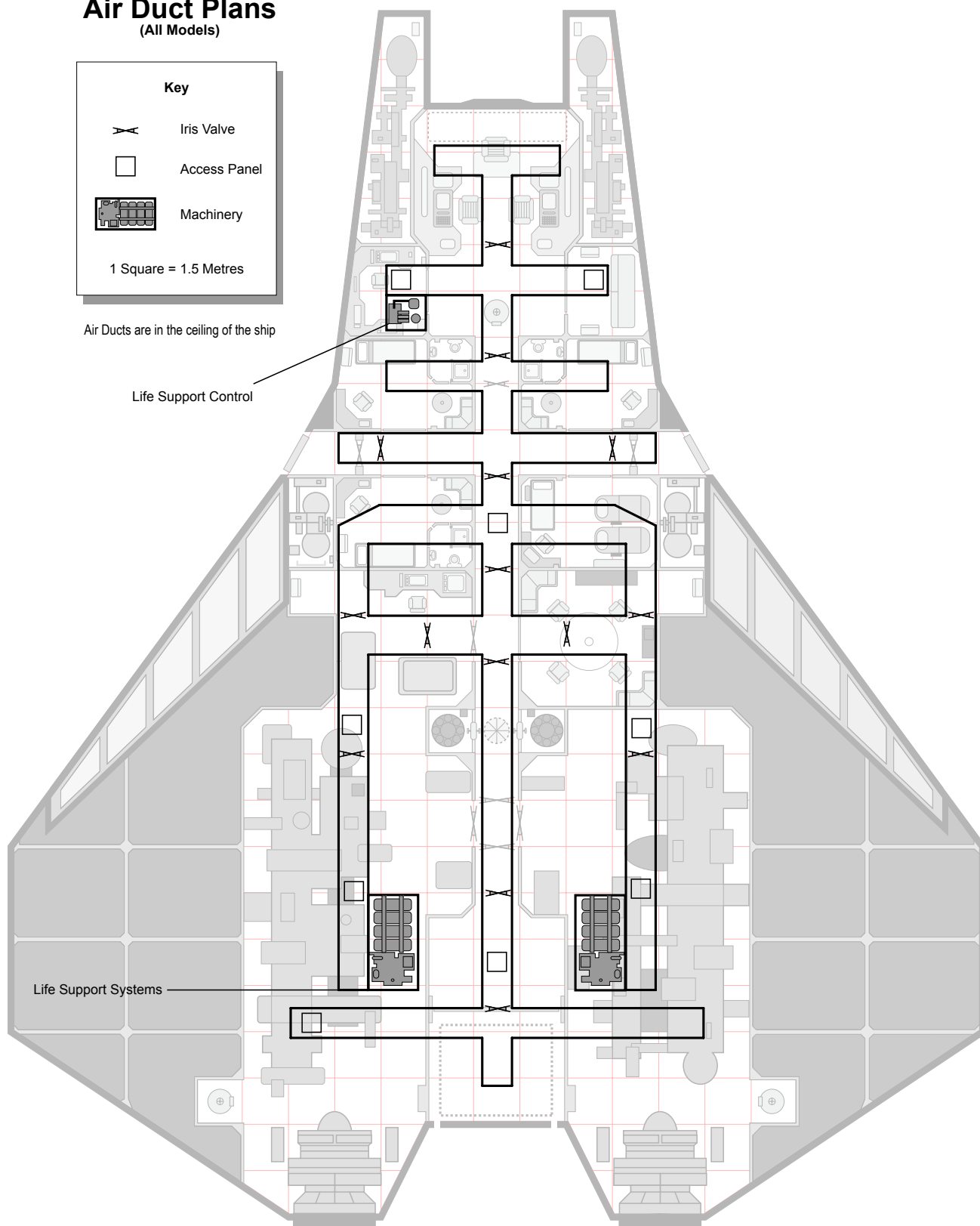


Chiron Class Hunter

Navy Model



Air Duct Plans (All Models)



The air ducts are just tall enough to crawl through, even wearing a vacc suit. Access panels are in the ceilings, this panel can be released via a manual lock system. Also access to the life support systems is via the ducts and panels underneath the machinery. Iris valves are fitted as fire brakes and intrusion countermeasures, these can be controlled from the life support control room and the bridge. Manual control is via a locked handle system, usually the captain and one crew member has a key to unlock the manual control.

Adventuring with the Chiron

The Chiron makes an ideal adventuring ship for any small band of travellers. However the cost does mean that they will probably require a nontraditional way of acquiring one. The following are a series of adventure hooks involving the Chiron.

Adventure hooks:

Unknown client

The client has contacted the travellers by way of an encrypted message service. She wants the original prototype Chiron which is being held at B&KA as a research vessel. She is very evasive about her reasons, but promises a large reward.

Referee information:

The clients offer is legitimate, but who is she and why does she want the prototype so badly?

1. The client is the same client who originally commissioned the Chiron to be designed and built. However she has contacted B&KA and they refuse to hand over the ship. She wants her property, and she is willing to pay very well if the players recover it.
2. The client is posing as B&KA's original client in order to recover the vessel. She actually works for a rival firm, and wants the proprietary data stored within the ship. The company will be willing to pay the players well.
3. The client is in fact part of a pirate group, who want the vessel as a one of a kind raider. If the players recover the vessel, they are much more likely to be rewarded with death than credits.

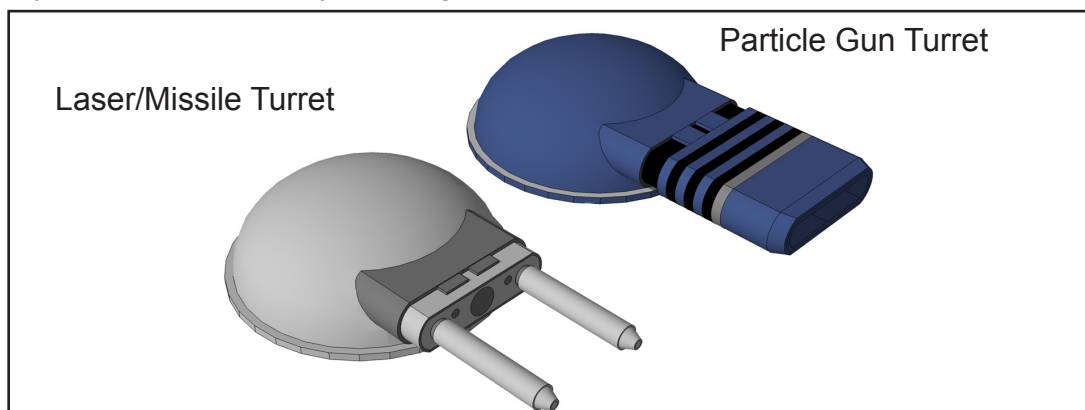
Deplorable James, Bounty Hunter

A hunter down on his luck and struggling to make the extortionate repayments on his Chiron class vessel, James wants the travellers assistance in bringing down the leader of the Green Street Team, who has a very large bounty on his head.

Referee information:

There is a bounty on the gang leaders head, but it may be more trouble than its worth...

1. The gang leader is surrounded by his closest allies, with guards and family all over his orbital estate. However, he is holding a party quite soon...
2. The gang leader knows that Deplorable James is coming, and is ready for him. The fight is going to be a hard one, especially if the players attempt to bring him in alive.
3. James has a secondary reason for killing the gang leader. The man is his brother, disinherited and an embarrassment to the family. James may become unreasonable if the odds go against him...
4. James is unlikely to split the bounty with the players as he should, due to his mounting debts. He may try to run before the players can get their share.



Marik Fell, Near-space customs and security

The local system has been having serious trouble with a raider who has been attacking merchant shipping traversing the system. NC&S does not have the authority to follow the raider across interstellar boundaries, but they have a jump capable Chiron class and the ability to deputise the travellers. They want this raiders captain alive...

Referee information:

The bounty is good, and the reward large. But who is this raider?

1. He is simply a pirate captain. However with a Corsair class under his command, the players may need to find another way of defeating him.
2. The raider is the disinherited son of a local noble, who is trying to destabilise the system and take control. Perhaps he can convince the players to help.
3. The raider used to be a member of the NC&S, fired for being corrupt. The security forces have placed a bounty on him to dispose of the skeletons in their closet.



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CHIRON CLASS HUNTER

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Ship Book: Chiron Class Hunter

Ship Book: Chiron Class Hunter is a supplement to the Mongoose Traveller system which details a 100-ton hunter vessel. Originally conceived as a unique vessel for a bounty hunter, the class has made its mark in all sectors as a production model and in the navy.

The Chiron class, with its capable computers, powerful engines and high tech equipment, makes a perfect player vessel for those with large bank accounts and wide aims.

This ship book also details many of the past events involving the Chiron class and the fates of many of the vessels. Filled with plot hooks, background events and owner descriptions, this book is also ideal for any Referee needing ideas.

Features:

Stats and information for Mongoose Traveler.

Full game stats for the Chiron class and three full variants, as well as a new vehicle.

Deck plans for the ship.

A full history and background of the class, from design to destruction.

Three adventure hooks to get your players involved with the class



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