酒店新麗華酒店旅
ALLIANCE DATA FILE
CORTEX QUERY
REF#00195G

"YOU HAVE A CRAPPY SHIP" TABLE

ROLL PERIODICALLY WHEN THE SHIP IS MOVING AT SPEED CLASS 4-6

USING THESE SPECIAL D20 TABLES: When a problem happens, have the mechanic roll on her ability to diagnose problems (usually average or hard mechanical + intelligence). If she makes it, then she can roll her own d20 and describe the problem to the crew. If the diagnosis is failed, the GM can describe the occurance that catches them all off guard. The time frames are approximations based on the success of the roll.

1) Total reactor/grav drive failure.	The primary reactor goes offline until it can be repaired. Every subsystem shuts down. That includes primary power, generators, life support, computers and the like. After a short pause, batteries will kick in to start up essential systems and a dim light will flood the ship. The batteries aren't made to last forever, though, and will only be fully active for 4-6 hours.	The ship can be repaired with parts on hand, but it's difficult. If the needed spare parts are on hand, the mechanic will need to roll an 11 or better. If the ship is being patched, the difficulty goes up to 15. If a successful repair roll is made, it'll still be 2d12 minutes (-1 minute for every number rolled above margin) until the reactor is flight ready again.	1-4 hours
2) Crossover.	Roll on Table 4 (Crossover/random shorts)		
3) Major drive failure.	All of the ship's systems are active, but the ship begins a deceleration process and will come to a near halt within the next minute. A series of clunks followed by a high-pitched whining noise and series of 'death rattles' signal a major failure. The alert signals will be going off on the bridge.	There is a 20 percent chance that a new part will be needed. If no new part is needed, repairs can commence at difficulty 13.	12-48 min.
4) Minor drive failure.	All of the ship's systems are active, but the ship begins a deceleration process and will come to a near halt within the next minute. A minor failure could be signaled by warning klaxons, and a "deceleration whine."	There is a 10 percent chance that a new part will be needed. If no new part is needed, repairs can commence at difficulty 7.	6-12 min.
5) Major coolant leak.	The engine core begins spewing viscous liquid, coating many parts and at least an inch of standing fluid on the floor. The overheating engine quickly begins to smoke, and the now-hot fluid is creating vapors that are not lethal, but a definite eye and skin irritant. The ship to drop to one quarter of it's cruising speed until the drive cools.	The coolant leak can be fixed with most parts on hand, but there is a 50 percent chance of a fire breaking out and a crossover problem occurring. Repair the problem at difficulty of 11.	20-60 mins.
6) Minor coolant leak.	The coolant has drained from the reservoir, forcing a slowdown to half speed until it cools down. It's less of a show than the major coolant leak, but alarms will still sound that the engine is overheating.	Repair the problem at difficulty of 7.	5-20 mins.
7-20) Success.			

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"YOU'RE PUSHING IT" TABLE

ROLL PERIODICALLY WHEN THE SHIP IS MOVING AT SPEED CLASS 7-9

1) Total reactor/grav drive failure.	The primary reactor goes offline until it can be repaired. Every subsystem shuts down. That includes primary power, generators, life support, computers and the like. After a short pause, batteries will kick in to start up essential systems and a dim light will flood the ship. The batteries aren't made to last forever, though, and will only be fully active for 4-6 hours.	The ship can be repaired with parts on hand, but it's difficult.With parts, the mechanic will need to roll an 11 or better. If the ship is being patched, the difficulty goes up to 15. If a successful repair roll is made, it'll still be 2d12 minutes (-1 minute for every number above margin) until the reactor is hot again.	1-4 hours
2-3) Crossover.	Roll on Table 4 (Crossover/random shorts)		
4-5) Major drive failure.	All of the ship's systems are active, but the ship begins a deceleration process and will come to a near halt within the next minute. A series of clunks followed by a high-pitched whining noise and series of 'death rattles' signal a major failure.	There is a 20 percent chance that a new part will be needed. If no new part is needed, repairs can commence at difficulty 13.	12-48 min.
6-7) Minor drive failure.	All of the ship's systems are active, but the ship begins a deceleration process and will come to a near halt within the next minute. A minor failure could be signaled by klaxons and a "deceleration whine."	There is a 10 percent chance that a new part will be needed. If no new part is needed, repairs can commence at difficulty 7.	6-12 min.
8) Minor drive problem.	The drive doesn't seem to be functioning as usual. Timing could be off in the pulse iterator, or it could be something else that's equally inventive. The ship's drive just doesn't respond. Speed is reduced to 3/4 of maximum until the problem is repaired.	There is a 50 percent chance of needing a new part. Otherwise, difficulty is 7.	20-60 mins.
9-10) Major coolant leak.	The engine core begins spewing viscous liquid, coating many parts and at least an inch of standing fluid on the floor. The overheating engine quickly begins to smoke, and the now-hot fluid is creating vapors that are not lethal, but a definite eye and skin irritant. The ship to drop to one quarter of it's cruising speed until the drive cools.	The coolant leak can be fixed with most parts on hand, but there is a 50 percent chance of a fire breaking out and a crossover problem occurring. Repair the problem at difficulty of 11.	20-60 mins.
11-12) Minor coolant leak.	The coolant has drained from the reservoir, forcing a slowdown to half speed until it cools down. It's less of a show than the major coolant leak, but alarms will still sound that the engine is overheating.	Repair the problem at difficulty of 7.	5-20 mins.
13) Fuel leak	A line on the exterior of the ship is venting fuel into space. The problem will persist at the rate of one ton for every five minutes until the problem is corrected.	It must be traced at an average difficulty to see if the problem is internal or external. After that, it must be repaired at hard difficulty.	10-40 mins.
14-20) Success.			

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RE-ENTRY / EXIT TABLE

ROLL WHEN THE SHIP ENTERS OR BREAKS ATMO

1) Structural integrity compromised.	Something pierces the hull, creating an opening approximately a foot wide, causing atmospheric leaks and major havoc inside the crew area. The hole could widen if it's not patched.	You could hope that a barrel or somesuch lodges in the hole and doesn't bust through it. Or you could suit up, clamp mag boots down and try to get something welded in place. Obviously more of a problem if you're leaving a planet than if you're landing on it.	Varies.
2) Major structural damage.	Something large strikes the ship on the primary hull, but no critical systems were hurt.	Subtract 2d4 life points from the ship.	
3) Intake jams.	One of the rocket pod's intakes suffers a hit from a foreign object, causing the pod to entirely shut down after emitting a blood-curdling screech and whine. The pilot must make a landing on one pod alone. A successful landing's difficulty raises by 9.	Once on the ground, it can be repaired at difficulty of 7. In the air, it's effectively impossible.	
4) Swivelplate loose.	The rocket pod's swivelplate is loose, making for a difficult landing. A good pilot shouldn't have a problem; both rockets are functioning, but it'll want to spin about a bit. A successful landing's difficulty raises by 7.	It's an average repair, once the ship is on the ground. If the ship is in the air, someone would have to fix it from outside, making the difficulty 17 or higher.	
5) Injection manifold clogs.	A rocket pod's manifold clogs, causing stuttering. Both pods are still active, but one sputters out occasionally, causing for spur-of-the-moment corrections. A successful landing's difficulty raises by 5.	This can be corrected internally at a difficulty of 9 while the ship is airborne or 5 when it lands.	
6) Communication array breaks off.	The delicate communications antennae snap off.	Buy new parts, snap 'em on.	
7) External sensor array breaks off.	The external sensor array tips snap off during flight.	Buy new components, snap 'em on. They won't likely come cheap, though.	
8) Minor structural damage.	Space trash or something similar bombards the ship on re-entry.	Take 1d4 life points off the ship.	
9) Combuster malfunctions.	The timing in both rocket pods goes flaky, causing a landing's difficulty to go up by 3.	This is an average repair that must be done on each of the rocket pods individually.	
10-20) Success.			

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RANDOM/CROSSOVER SHORT TABLE

ROLL WHEN SHIP IS UNDER STRESS OR AT GM'S DISCRETION

1) A STATIC DISCHARGE ON THE PULSE DRIVE'S MEMORY CORE.

WHAT HAPPENS: The memory core contains key data and computations that controls flow rates and timing information.
FIXING IT: The drive will shut down until the repairs are completed. To repair the object, a successful technical/computer roll must be made on difficulty 11 to show that the repairer is aiding the computer system in reprogramming the pulse drive's memory core.

2) THE PULSE CAPACITOR DISCHARGES.

WHAT HAPPENS: The pulse capacitor is what charges to kick the ship into an initial burn. The ship can continue at current velocity, but it will not be able to accelerate until the problem is reconciled. In addition, anybody within 20 feet of the discharge in the engine room will take 2d6 stun points.
FIXING IT: The pulse capacitor will recharge on its own (unless something is shorting the system) in 1-4 hours.

3) THE PULSE ITERATOR'S TIMING IS OFF.

WHAT HAPPENS: The ship's speed class is reduced by two until the problem can be repaired. Think of the pulse iterator as a fancy timing belt, distributing energy flow to the drive in measured amounts.
FIXING IT: The mechanic must dig deep into the engine to repair the pulse iterator, but once done, the repair can be made at a difficulty of 10.

4) A HEAT SINK GOES BAD.

WHAT HAPPENS: Most ships have several heat sinks that aid in venting hot temperatures into space, so one popping isn't necessarily bad.
FIXING IT: The heat sink must be replaced with another heat sink (they can't be repaired). Losing one isn't a problem, but if multiple heat sinks go bad, the crew will notice higher temperatures (and more frequent rolls on the random table).

5) THE COMPACTOR IN THE WASTE MANAGEMENT SYSTEM BACKS UP.

WHAT HAPPENS: Pretty self explanatory. People will notice a horrible smell start to permeate the ship. There are no visible symptoms, but waste can't be disposed of until the problem is repaired.
FIXING IT: Someone will have to get deep into the bowels of the ship to repair the smelly issue. Once down there, chances are that it's an average problem to repair.

6) THERE'S A LEAK IN THE WASTE STORAGE CELL.

WHAT HAPPENS: More problematic. Sewage and disposal liquid may flood the floors of the lower decks until the problem is repaired.
FIXING IT: Similar to above, someone will have to hunt down the leak and get to the source. Once there, it's usually an average problem to repair.

7) THE AUTO FLIGHT COMPUTER CRASHES.

WHAT HAPPENS: Not a problem in itself. The ship can still be piloted, but someone must be at the controls constantly until the problem is repaired.
FIXING IT: This is largely a technical/computer problem. To repair the system, the player must roll an 11 or better.

8) THE ALGAE TANKS ARE OVERHEATING.

WHAT HAPPENS: The algae tanks are what keep people breathing, adding oxygen to the air. The tanks are in a constantly complex balance. If the situation isn't repaired soon, people will begin to feel lightheaded as the air grows stale.
FIXING IT: The repairer must find the source of the overheating. Once there, the difficulty could range from a 7 to an 11, depending on the severity and source of the problem.

9) THERE'S A CLOG IN THE VENTILATION NETWORK.

WHAT HAPPENS: The ventilation network starts acting finnicky. Someone's room is cold, the pilot's cabin is overheating, etc.
FIXING IT: It's an easy problem to fix, but the clog must be located. Perhaps more interesting is whatever they find that's the source of the problem.

10) EXTERNAL SENSORS SHORTED OUT.

WHAT HAPPENS: Most of the sensor array suddenly starts returning null results. This could be a danger while flying. The problem could be internal or external.
FIXING IT: A successful hard technical roll would help the player know whether it's an internal or external problem. After that, difficulty will vary from 7-15, depending on the severity of the problem.

11) SOMETHING LODGES IN THE THRUSTER POD INTAKE.

WHAT HAPPENS: If the ship is spaceborne, the thruster pods won't be used until the ship hits atmo. Still, the ship's internal sensors will register the blockage.
FIXING IT: Someone will have to go outside and clear the blockage. It's an average ability roll using strength and a little technical prowess. What was the source of the blockage?

12) AN EM RADIATION SHIELD POPS OFF.

WHAT HAPPENS: EM shields prevent interference and allow the communications and sensor arrays to function at maximum effectiveness. All communication is filled with static and sensor ranges are halved until the problem is solved.
FIXING IT: A new radiation shield must be put in place. This is an average repair.

13) AN AIRLOCK IS RELEASING AMOUNTS OF ATMOSPHERE.

WHAT HAPPENS: This isn't a problem of inherent danger so much as efficiency. The malfunctioning airlock will require the life support systems to function in a much less energy-efficient manner, causing double the fuel expenditures until the problem can be solved.
FIXING IT: The airlock can be patched with an average difficulty level. However, fixing the problem requires the airlock to be open, which likely means sealing off part of the ship and blowing the atmo.

14) FUEL LEAK.

WHAT HAPPENS: A line on the exterior of the ship is venting fuel into space. The problem will persist at the rate of one ton for every five minutes until the problem is corrected.
– Fixing the problem: It must be traced at an average difficulty level to see if the problem is internal or external. After that, it must be repaired at hard difficulty.

15) MAIN COMPUTER GLITCHES.

WHAT HAPPENS: The main computer controls a little bit of everything aboard the ship: life support, pilot stations, pulse timing, etc. Until the problem is solved, every action that requires a roll will have the difficult go up by +2 steps until the problem is solved.
FIXING IT: A computer expert must find the problem at difficulty of 15. Once the error has been detected, it's an 11 to repair it.

16) HYDRAULICS ON THE PILOT'S CONTROLS.

WHAT HAPPENS: The lines that connect the controls with the computers and vector surfaces have become compromised. Controls will act sluggishly, reducing the ship's agility by half until the problem can be repaired.
FIXING IT: The problem must be traced using a hard roll. After that, the hydraulics leak is fairly easy to repair; players must beat a 7.

17) BUFFER PANEL FLIES OFF.

WHAT HAPPENS: The buffer panels help insulate the exposed communications and sensor gear. If one buffer panel is missing, the ship's gear has a 50 percent chance of being destroyed upon re-entry.
FIXING IT: If the buffer panel flies off upon re-entry, there's nothing that can be done about it at the time. If it's in space, then the ship isn't in immediate danger. Metal must be rigged or replacements must be bought.

18) COMPRESSION COIL BURNS OUT ON THE DRIVE.

WHAT HAPPENS: Compression coils are fairly common parts which line the edge of the primary housing. That said, operating without one is fairly serious, and the ship's drive shuts down as a safety measure. The boat can be operated in a reserve mode, but can't travel above speed class 1. Should a second compression coil blow, the ship goes inert.
FIXING IT: Replace it with a new coil.

19) THE REACTION CHAMBER DEVELOPS A LEAK.

WHAT HAPPENS: What happens: Potentially harmful or lethal radiation may be flooding an area around the engine room. Players within the area will have to resist radiation "poisoning." Those failing the roll will take d4 points of stun damage for every minute they're in the room.
FIXING IT: In protective gear, players must roll an 11 to repair the leak on the chamber.

20) FREE PASS. SHIP OPERATES AS USUAL.

—Josh Awtry