

Project Calico Character Sketch

RMV Charivari

Note on Naming

Charivari is a word used to describe a mock-serenading folk custom designed to shame a member of the community believed to have significantly transgressed. The participants would parade around the community, banging on pots, pans or anything that made a lot of noise, either singing mocking songs about the transgressor, or simply describing their wrongdoing. Usually, the transgressor would be forcibly dragged from their home or place of work and made to walk with the parade. The tradition also became known as “rough music”.

The name is used here because it fits the crew’s general approach to life: rough, loud and often violent, but with an underlying desire to punish wrongdoers. Also, it’s fun to say!

Occupation

The Charivari is the player’s ship - their home base and the ‘character’ they directly control during space gameplay.

History

Originally a Fardel class Safari Registered Cargo Hauler ship, the Charivari is 61 years old and now operating past her projected lifespan of 50 years.

The Fardel class ships were designed to shuttle cargo from Luna to the mining concerns in the Asteroid Belt in 59 days (a record at the time for ships of that size and tonnage). The Charivari (original name SRCH Valerekopp) plied this route solidly until 2156, with only three major periods in drydock due to pirate attacks, and in two of those cases the pirates were repelled.

Adheya’s Purchase

In 2156, Safari decided that the SRCH Valerekopp was no longer profitable enough, due to the need for another period in drydock and upgrades to all her major systems, and they decommissioned her, selling her at auction.

Adheya’s family business was on its knees, and she knew there was no viable way to keep it profitable. Reluctantly, she sold the business and used the proceeds to bid on the ship at auction. She won, though it cost her most of her money.

After the auction was over, Adheya went to take ownership of the ship but found that each aspect of the bureaucracy included lots of small additional fees: registration transfer, designation change, storage charge, auctioneer’s commission, dockyard entrance fee, docking clamp removal and so on. With each charge she grew angrier and angrier. Finally, she was aboard her ship and left the dockyard, only to receive another charge for “egress facilitation”:

opening the dockyard door for her. Enraged, she refused to pay and sent a blisteringly angry message to the harbormaster, while leaving at dangerously high speed through the closing gate. In response she was issued another charge for “employee distress mitigation”; which she also refused to pay, though silently this time.

With few other options available to her, Adheya moved between small settlements, picking up the odd haulage contract where she could, selling some of the original fixtures and fittings when necessary. Gradually she built up a series of contacts on the frontier. Over the next two decades she began to accept jobs ferrying contraband and, finally, even more lucrative but illegal robberies.

Physical Description

The Charivari is a repurposed Safari Fardel Class cargo vessel. She is 102m long bow to stern with a 26m beam and stands 21m high. She has a deadweight tonnage of 300, with 120 of that available as cargo space (the rest is taken up by engine/equipment weight, crew quarters, fuel etc.)

The ship started out as a standard Safari cargo vessel: slab-sided, monolithic and extremely boxy. Her drive engines are located aft, and she has manoeuvring thrusters placed along her hull. She had short range defensive weaponry, designed mainly to discourage pirates. Other than her hatches, there were no openings on her hull. Portholes etc. are totally absent.

In the years since Adheya came into possession of her, there have been many alterations. Her silhouette has been altered, with armor plating and anti-spall foam being used to protect her more vulnerable parts, and offensive weaponry being retrofitted. These alterations were done in black market shipyards which has lent them a rushed, utilitarian nature: not something considered for her aesthetic appeal, on top of a basic shape that had no attractive qualities in the first place. These alterations have been done often enough that her silhouette is barely recognizable as the Safari cargo vessel she once was.

Internally, much work has been done also. Her crew quarters have been significantly expanded, as have her galley, mess and leisure areas. This work has replaced the old crew quarters and expanded into her cargo space. Once again, while the work is solid, it hasn't been done with any consideration for how it looks.

She's always on the edge of breaking down, and her various refits have left her looking scarred and messy both internally and externally. Every one of her systems has been patched and upgraded multiple times, and her fittings are worn out, with chairs repaired with sealing tape, her strategy room table barely working, her medbay equipment worryingly out of date, her consoles archaic and so on.

Although she was fast when first launched, time has moved on and her performance hasn't kept pace - something the crew bring up often as a joke: from Luna to the belt in *only* 59 days! Her reduced cargo capacity and newest armor (which is lighter than the parts of her hull it replaces) means that her engines do have an extra kick, but they're in dire need of replacing with something more modern. She's had extra thrusters added to give her more manoeuvrability, so she's surprisingly nimble in close quarters, but she won't outrun modern craft.