

# FEDERATION FLEET REVIEW

## Starfleet Combatants and Auxiliaries

The definitive guide to the starships of the Federation Starfleet



2300-2301

Part of the *Mandel's Fighting Starships* series

# Mandel's Fighting Starships

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**Federation Fleet Review -- 2290-91**

by Richard E. Mandel

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This work is dedicated to pioneering *Trek* tech uber-fan

Geoffery Mandel

This is a free work for my fellow Trekkers everywhere

Thanks for making me part of the unofficial *TREK* fan tech club!

Starfleet is not supposed to be a overly militaristic organization. This posture has been forced upon us by the Federation's many foes -- most notably the Klingon Empire. We have had to adapt, and because of that we will never be the same.

– *VADM Phillip Cambridge, ComSol (2274)*

# Table of Contents

	Preface		
1	Foreward		
2	Glossary of Terms		
3	The State of Starfleet		
4	Hull Nomenclature		
5	Battleships		
	<i>Yamato</i> <i>Missouri</i>		
6	Shuttlecarriers		
	<i>Midway</i> <i>Jenshahan</i> family <i>Ariel</i> <i>Hornet</i> <i>Nimitz</i> <i>Coronado/Oriskany</i> <i>Santee</i> <i>Valkyr</i>		
7	Space Control Ships		
	<i>Excelsior</i> <i>Julius Ceasar</i>		
8	Dreadnoughts		
	<i>Ulysses</i> <i>Federation/Star League</i>		
9	Cruisers		
	<i>Ishtasse</i> <i>Andor</i> <i>Balson</i> <i>Chesapeake</i> <i>Tikopai</i> <i>Constitution-II</i> <i>Belknap</i> <i>Miranda/Avenger</i> <i>Enterprise</i> Project Citadel <i>Endeavor/Truxton</i> <i>Achernar</i> <i>Essex</i> <i>Kirov/Bismarck</i> <i>Potemkin</i> <i>Barents</i>		

10 Destroyers

*Polaris*  
*Thufir*  
*Menahga*  
*Abbe*  
*Wilkerson*  
*Remora*  
*Durrett*  
*Akula/Apollo*  
*Cochise*  
*Larson/Leyte*  
*Jenghiz*  
*Siva*  
*Darius*

11 Frigates

*Okinawa*  
*Soyuz*  
*Daran/Knox/Bragg*  
*Northampton*  
*Thufis/Garros*  
*Loknar/Iverson*  
*Coventry/Resurgent*  
*Surya*

12 Intelligence Gathering and Electronic Warfare Starships

*Mission*  
*Pompey*  
*Nelson*  
*Hermes*  
*Monoceros*

13 Research and Survey Vessels

*Constellation*  
*Baker*  
*Ranger*  
*Shepherd*  
*Shackleton*  
*K'Kmarak*

14 Starships Specific to the Starfleet Marines

*Brownwood*  
*Sinbad*  
*Continent*  
*Makin*  
*Chandley*  
*Saskatchewan*

15 Selected Other Class I Combatants and Armed Auxiliaries

*Thunderbolt*  
*Akyazi family*



16 Class I Fleet Support Starships

*Hensley*  
*Hippocrates*  
*Liberty*  
*Doppler*  
*Grayson*  
*Derf*  
*Lotus Flower*  
*Keppler*  
*Ptolemy/Al Rashid/Moncrief*

17 *Gagarin/Greer* Derived Class II Starships

*Anguiera*  
*Schmidt/Leomond.Todega*  
*Fisher/Duluth*  
*Clarke*  
*Jester/Asmodeus*  
*Orca*  
*Garneau/Oberth*  
*Gagarin/Greer/Darwin*

18 Selected Class II Combatants and Police Vessels

*Scorpio*  
*Solar*  
*Masterson*

19 Selected Class II Auxiliaries

*Sydney*  
*Kentwood*  
*Condor*  
*Pershing*  
*Egret*  
*Aakenn*  
*Capote*  
*Kerr*  
*Independence*  
*Sherman*

20 Selected Class III Small Craft

*Avenger*  
*Peregrine*  
*Swift*  
*Gailieo*  
*Merlin*  
*Clydesdale*  
*Manasu*  
*Travel Pod*  
*Work Bee*  
*Brahe*  
*Mullet*  
*Warthog*  
*Hawkeye*  
*Tomcat*  
*Eagle*  
*Seiche*  
*Argus*  
*Tracer*  
*Corsair*  
*Phantom*  
*Palomar*  
*Jeffries*  
*Chang*

21 Selected Class II and III Civilian Craft in Starfleet Service

*Questor*  
*Aden*  
*Ishinomaki/Faranton*  
*Ariadne*  
*Cochrane*

22 APPENDIX A – A Look Ahead: The *Excelsior* Generation

*Nichter*  
*Excalibur*  
*Lexington*  
*Solaris*  
*Centaur/Leavenworth*  
*Arraxes*  
*Adams*  
*Loki*  
*Anaxagoras*

23 APPENDIX B – Starships That Might Have Been, or Might Still Be

*Cheetah*  
*Komsomolsk*  
*Ingram*  
*Project Mars*

24 Afterword

25 Recommended Reading

# Foreward

When I first began work on the *Mandel's Fighting Starships* series back in the early 2000s, I had in mind an entire series of books modeled after the contemporary *Janes* or *Conway's* series of naval reference works – which by the way also inspired similar fan efforts, such as Todd Guenther's *Ships of the Star Fleet* and Eric Kristiansen's *Jackill's* series of publications. Classic *TREK* fans always loved this sort of thing, and reaction to my efforts by my fellow fans at the time was both positive and encouraging. Thus I began to work on what eventually became the second volume in that planned series – *Guide to the Klingon Fleet*. Why did I write them in reverse? Well, there were and still are scads of references on Federation Starfleet vessels, but surprisingly few at the time on the Klingons. A really good “classic era” *Trek* tech baseline reference work on Klingon starships (other than that terrible FASA manual) was needed more back then by my fellow fans than just one more “Feddie” manual. That's why I wrote *Guide to the Klingon Fleet* first. Even as that massive reference work was nearing completion, however, I also began drafting my own vision of the Federation Starfleet for what would eventually become this work – *Federation Fleet Review*, the *real* first volume in the planned *Mandel's Fighting Starships* series.

That was then, though and this is now. A *lot* happened in the decade between my original plans and where I am now, and that is why I had leave off where I did and go pursue other things during that time. I've also reluctantly had to let part of that dream go. *Guide to the Klingon Fleet* and *Federation Fleet Review* will be the only two volumes I intend to release in what was originally planned to be a series of a half-a-dozen volumes or so, covering all of the various major starships of the greater powers in the *TREK* universe, circa 2290 (late TMP era). Still, I'm glad I made a point of saving everything I had developed for *Federation Fleet Review* up to the point where I had to stop and go do other things for several years. It was the only other volume in that once-planned series which I had developed in depth, prior to my little deade-long diversion. You see, I had always intended to go back and do the first volume once I found the time, and cover the Federation Starfleet in just as much depth as detail as I had for the Klingons. I'm a big fan of Starfleet TMP-era starships, you see, and I fell in love with the TMP *Enterprise* the very first moment I saw her sitting in that

spacedock above Earth, hurriedly being prepped to be launched. Even now, decades later, that sight still makes my heart pound. Thankfully, the time has now come to finish what I started way back then. I'm just that kind of guy.

Here we are now, almost a full decade later, and I'm finally able to pick this work back up once again, continue it, and this time *finish* it. Hopefully, there will be no major interruptions and diversions to sidetrack me as before. Even so, I have to concede the fact that classic *TREK* is pretty much a thing of the past, what with that abomnibale J.J. Adams reboot revisioning, and all that *Enterprise* series inspired fan film fanwankery, and so on. God, but how I *despise Enterprise*! Not even the excellence of Scott Bakula (one of my favorite actors, BTW) could save that show for me. Despite those and other things, though, I was happy to learn that the classic *TREK* which I still love and revere still has many fans out there who actually *wanted* me to come back and finish what I had started so long ago. I'm also happy to see that there are younger sci-fans out there who are discovering classic *TREK* for themselves, and were just as intrigued as us old coots to see this finally come about. By now, you youngsters have learned that there is a *lot* of stuff out there on which you can draw in developing your own particular view of the *TREK* multiverse. Perhaps, by showing you mine, it will help you in turn in developing yours.

One final thing. If you think my data on your favorite Feddie is wrong and needs to be fixed, or you just want to change it – go right ahead! (grin) I won't be offended, believe me. I've been out of this for a long time, and I'm an old man now. I'm forced to admit that my mind isn't quite as sharp as it used to be. It's quite possible I got things wrong, consulted the wrong sources, or don't have the latest and greatest take on some of the Starfleet vessels covered in this work. Remember, this is a *reference*, and not an *absolute authority*. Use it to guide your own vision of Starfleet in the TMP era – but in the end, your final vision of what that might be is yours and yours alone. I'm just glad I could help you there in my own small way.

Richard E. Mandel (2016)

**Battleships**

# Yamato

## Battleship (BB) 2291 (projected)

### Specifications as built

#### Dimensions

Length: 854 meters  
Beam: 238 meters  
Height: 83 meters

#### Mass

Standard gross: 2,805,000 GMT  
Subspace displacement: 1,870,000 DWT

#### Crew complement

Officers: 180  
Enlisted: 1020  
Marines: up to 90 (in support of assault operations)

#### Top velocity

Cruising speed: warp 12  
Rated maximum speed: warp 16

#### Endurance

Standard endurance: estimated 5 years at L.Y.V

#### Armament

Phasers: 2 assault phaser banks (F)  
16 standard dual phaser banks (6 F, 6 A, 4 P/S)  
3 point-defense gatling phasers (1 ea P/S/A)

Guided weapons: 10 photon torpedo tubes (6 F, 4 A)  
9 drone racks



### Class listing

Hull #	Name of starship	Builder	Status
NCC-2190	<i>Yamamoto</i> (prototype)	Utopia Planitia, Mars	active
NCC-2191	<i>Yamato</i>	Utopia Planitia, Mars	building
NCC-2192	<i>Musashi</i>	Utopia Planitia, Mars	building
NCC-2193	<i>Shinano</i>	Utopia Planitia, Mars	building
NCC-2194	<i>Mahoroba</i>	Utopia Planitia, Mars	planned
NCC-2195	<i>Satsuma</i>	Utopia Planitia, Mars	planned

*Yamato* is the Federation's newest and most modern battleship class. It was built in response to the Klingon *qeylls Betleh* and in anticipation of the *WoQ'a'*. It is, simply put, the most powerful starship class fielded by the Federation Starfleet to date. It is also, by consequence, the most expensive starship design ever approved by the Federation Council. The cost of building and maintaining just one *Yamato* is roughly equivalent to that of building and maintaining a full squadron of cruisers. There is no possibility of ordering more than the authorized six because of this issue.

Prior to the 2288 authorization for *Yamato*, a single prototype (*Yamamoto*) was assembled using existing Class 1 components and systems left over from the pre-modern era. The purpose of *Yamamoto* was to test the overall hull configuration planned for *Yamamoto* as well as the feasibility of mounting assault phasers on a starship hull. *Yamamoto* is easily distinguished from a *Yamato* proper by its smaller size and old-style circumferential warp engines. *Yamamoto* was retired to the Starfleet Reserve once testing was complete, as there was no further need for the ship. It is currently located at the Starfleet storage depot at Neptune, where it was recently downgraded to Stage II status.

It soon became apparent during initial space trials that, despite the time spent with the *Yamamoto* prototype, *Yamato* itself still suffered from a number of unexpected design flaws. These dealt largely with its plasma conduit systems and standard phaser power feeds, both issues of which had not been properly addressed in the building of *Yamamoto*. These would have restricted *Yamato's* use had it entered service as launched. Instead, *Yamato* was allowed to complete its initial shakedown cruise and then went immediately to Starbase One for a minor refit to address these and other issues. *Musashi* and *Shinano* were altered accordingly in the yard during construction.

*Yamato* has the most powerful array of armaments ever installed on a Starfleet vessel. Central to this scheme are its dual assault phasers, of the same class and power as those normally fitted to a starbase. This was in response to *qeylls betleH's* single assault disruptor. During testing aboard the *Yamamoto* prototype, it was discovered that arming the assault phasers with a standard warp core would render the ship almost powerless during the entire arming procedure, with no energy to spare for shields or other weapons. *Yamato's* second warp core neatly sidesteps this problem. The design allows the assault phasers to be armed and fired at will without the

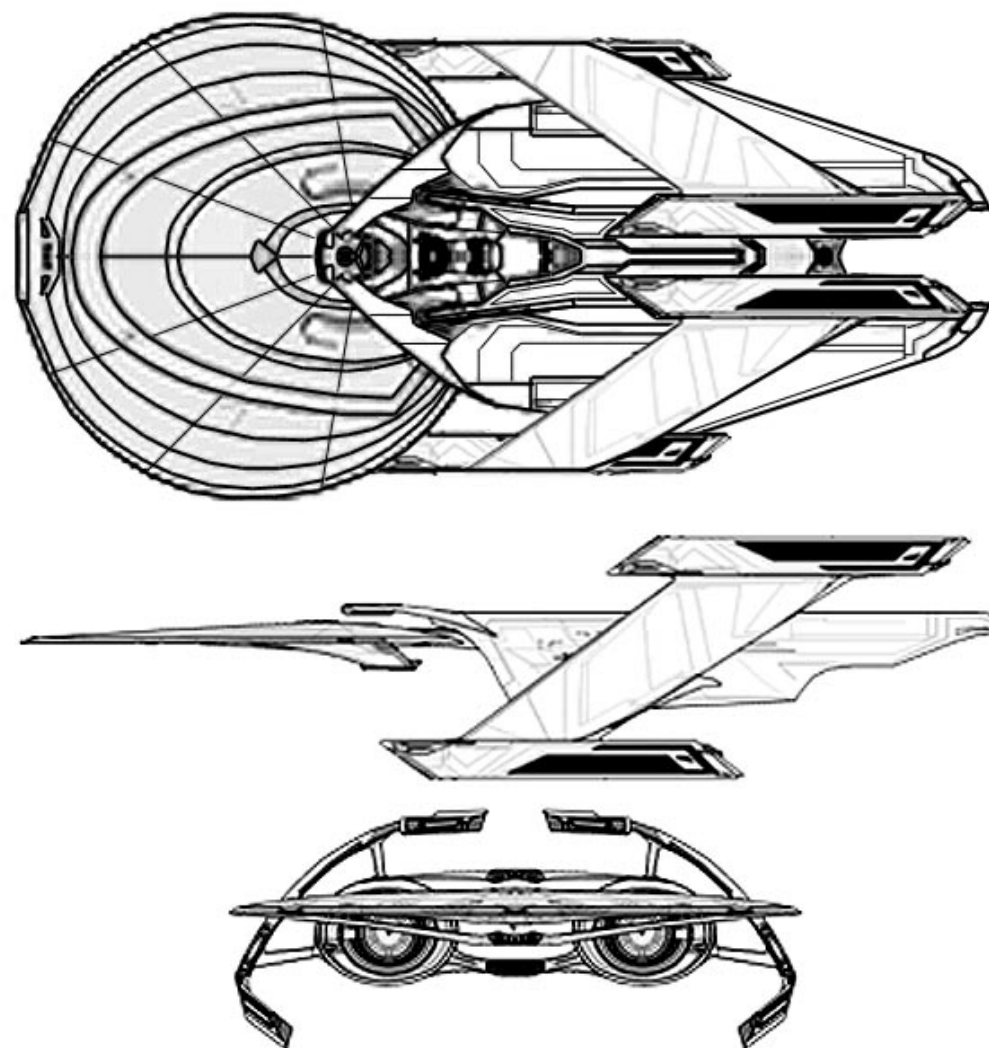
massive power drains experienced by the *Yamamoto* prototype. The system is also designed for dual-direction power flow as a contingency measure. This allows assault phaser power to be tapped from either of the warp cores, in the event there might not be sufficient power from one for a full charge. The ability to use both warp cores at once for a rapid sequence double-blast is also present. Unfortunately, such an act has a similar effect to that experienced by the *Yamamoto* prototype's single warp core, although not as severe. *Yamato* retains its ability to power its shields during such a burst; however, it cannot fire any other weapons, reinforce shield strength, or initiate warp maneuvers due to the massive power load requirements. This is one of two critical flaws in the assault phaser system. The other is in the nature of the weapon itself, which requires that it be fired from a fixed mount (as opposed to those used with standard phasers). There is simply not enough flexibility within the limits of starship hull installation to add a starbase-style auto-tracking assault phaser system.

A total of 9 drone racks and 3 gatling phasers are to be added to *Yamato's* armament once she undergoes a planned 2291 post-shakedown refit. The addition of the gatling phasers addressed issues that had developed over point-defense capability. The addition of the drone racks guaranteed *Yamato* a Mirak-like weapons capability during low power situations, such as those that might be encountered during repeated use of the ship's assault phasers.

Critics of *Yamato* are many and numerous. They point out that the mere presence of a battleship class is in apparent violation of the Starfleet Charter. Starfleet is supposed to be an organization devoted to defending the peace, not mounting a major interstellar war. The introduction of dreadnoughts (*Federation*, *Ulysses*) had already strained these apparent limits, so they say, and the introduction of battleships (*Missouri*, *Yamato*) ignores them altogether. On the other hand, Starfleet's defenders both in and out of the Federation Council point to the development of battleship classes by hostile interstellar powers, most notably the Klingon Empire (who practically invented the class). They interpret the protection clause of the Charter to permit battleship development in defense of the Federation. Privately, there are those within Starfleet Command who have admitted (off the record) that *Yamato's* operational expenses are far too high for the organization to maintain over an extended period of time. The completion of *Shinano*, the third and final *Yamato*, will only aggravate this situation.



*Yamato*, lead ship of her class, during her initial space trials late this year with the Cathedral group. We received this and other *Yamato* images just as this edition of this book was going to press. The fitting of fleet-standard LN-64B linear warp engines is reported to be a temporary measure for testing purposes, as the ones that are being custom-built for these vessels are still under construction.



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Tri-view schematic of *Yamato* as designed. The centerline assault phaser mount is best seen in the elevation view, neatly nestled in the middle of the twin secondary hulls and below the firing line of both banks of photon torpedoes. *Yamato's* design is essentially a heavily modified and upsized version of the *Yamamoto* prototype, right down to the quad warp engines and catamaran-style layout of the twin secondary hulls.



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**Yamato class battleship created by 14 Degrees East  
for the videogame *Klingon Academy* by Interplay  
as subsequently modified for use in the *Starfleet Command* series  
of videogames developed by Taldren for Activision Games**

**Additional background material courtesy of Taldren and Donald Burns**

**Schematic courtesy of the Starship Schematic Database  
Visuals courtesy of Chris Johnson**



# Missouri or M-class

## Battleship (BB)

2287

### Specifications as built

#### Dimensions

Length: 793 meters  
Beam: 430 meters  
Height: 29 meters

#### Mass

Standard gross: 2,150,000 GMT  
Subspace displacement: 1,750,000 DWT

#### Crew complement

Officers: 175  
Enlisted: 925  
Marines: up to 90 (in support of assault operations)

#### Top velocity

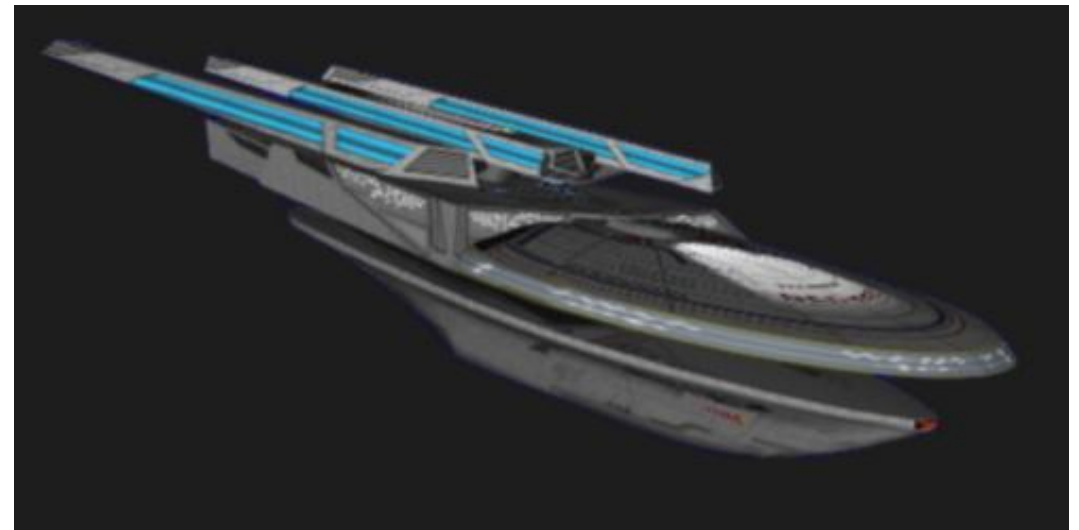
Cruising speed: warp 10  
Rated maximum speed: warp 14

#### Endurance

Standard endurance: estimated 5 years at L.Y.V

#### Armament

Phasers: 12 standard dual phaser banks (4 F, 4 A, 4 P/S)  
2 point-defense gatling phaser banks (P & S)  
Guided weapons: 6 photon torpedo tubes (4 F, 2 A)  
4 drone racks



### Class listing

Hull #	Name of starship	Builder	Status
NCC-2170	<i>Missouri</i>	San Francisco Navy Yards, Terra	active
NCC-2171	<i>Maine</i>	Vickers Shipbuilding, Terra	active
NCC-2172	<i>Manitoba</i>	New Aberdeen Shipyards, Terra	building
NCC-2173	<i>Massachusetts</i>	Newport News Spaceworks, Terra	cancelled
NCC-2174	<i>Montana</i>	San Francisco Navy Yards, Terra	cancelled
NCC-2175	<i>Michigan</i>	Vickers Shipbuilding, Terra	cancelled
NCC-2176	<i>Mississippi</i>	New Aberdeen Shipyards, Terra	cancelled

In the late-2270s Starfleet Intelligence began receiving reports about a new Klingon battleship class designed to out-class anything the Federation Starfleet had in its inventory. Sources close to the Klingon High Council reported that Chancellor Lotar was getting ready to give the long-fouled *bur'd'kona* effort a literal kick in the ass to get it restarted. A design for a totally new class of battleship was already in the works by the legendary Hogh Batlh, and the initial data on its potential was frightening. Starfleet had nothing that would come close to counting this new Klingon battleship design, provided the Klingons got their development house in order and commenced construction within a few years, as such proved to be the case. Starfleet Command immediately petitioned the Federation Council to begin building a battleship class of its own. It took some doing and several years of convincing, but at last the first two ships of the *Missouri* class were authorized in 2284. One year later, the first of the *qeyllS betleH* class battleships entered the service of the Klingon Empire. This prompted the Federation Council to immediately authorize five more hulls even as the first three were under construction. *Missouri*, the lead ship of the class, would enter service three years later in 2287 as the first battleship class starship built by the Federation in modern times.

The class name comes from the United Americas aquatic battleship class of the same name. It was the last full class of battleships built during the Terran Second World War. All but one were destroyed during the Day of Fire at the end of Terra's Third World War. The lone survivor, *Missouri*, was badly damaged during the bombardment of Hawaii but proved salvageable. It was eventually restored as a historical monument and can be seen today at the United Americas Naval Museum at San Francisco. These ships are also known as the *M-class*, since every one of them is or will be named after a United Americas state or province starting with the Terranglo letter "M."

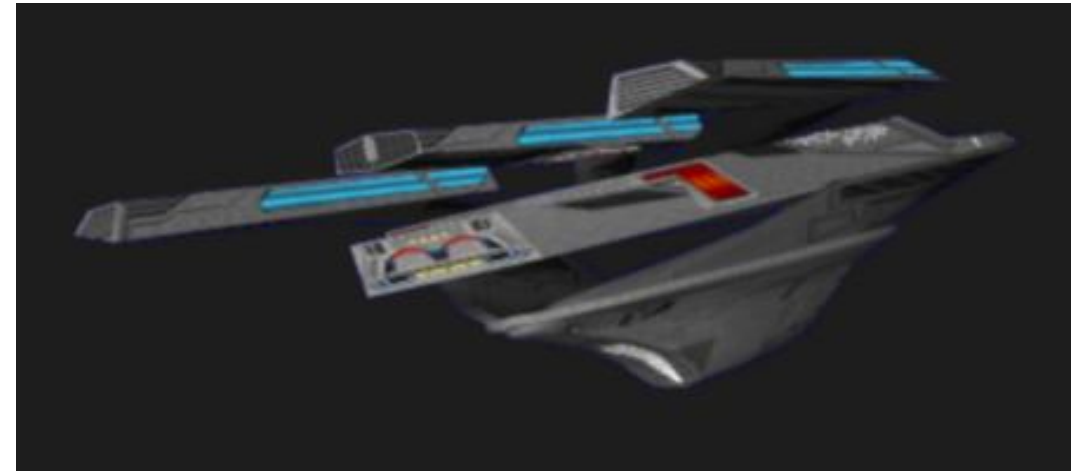
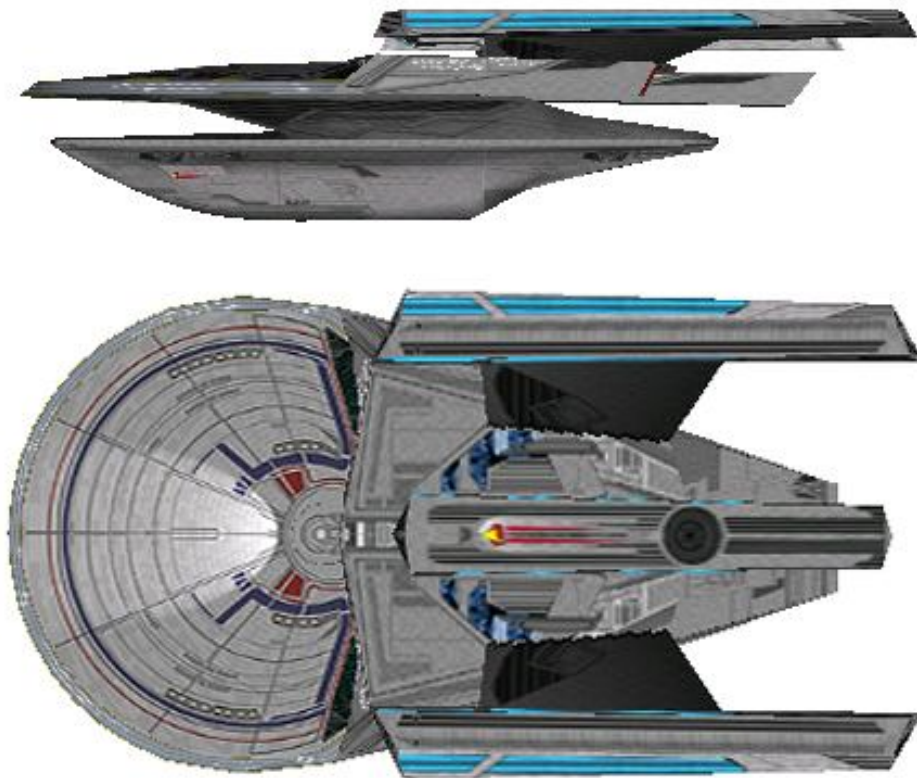
The modern *Missouri* earned the unofficial Starfleet nickname of "BUFF" (*big ugly fat f--ker*) shortly after its entry into service. It is both inside joke and term of endearment by *Missouri* crews, who have quickly grown to appreciate the design's unusual capabilities despite its rather ungainly appearance. It is generally regarded as the best all-around capital ship class fielded by the Federation in the linear warp era. It has strong shields, a well-balanced array of weaponry, and one of the toughest hulls to be found in a Starfleet vessel. In other words, it can both give and take abuse in

massive doses. It has but two drawbacks: speed and agility. Its compact design and dense hull make for a rather warp-unfriendly vessel. It is also one of the least maneuverable of Starfleet's capital ship classes. This is countered to a large degree by *Missouri's* excellent weapons arcs and available on-board power. In addition to its three warp engines and impulse drive, it has a set of eight auxiliary power reactors buried deep in its hull. This third power system is designed to handle the normal full load of the ship's regular systems so that warp power can be used exclusively for weapons and shielding. All this means is that while *Missouri* may be slow in coming to a fight, it will always enter battle swinging, with all shields and onboard weapons at full power and the capability to remain so for a very long time. Perhaps now the reader can better understand *Missouri's* unofficial Starfleet nickname. It is "big," it is "fat," and it is definitely "ugly," but it is one "f--ker" of a combat vessel.

Another design oddity of *Missouri* is that its warp engines are mounted as close to its hull as possible, as opposed to standard extended pylon mounts. It is one of the few major Starfleet capital ship classes with this feature. Initial design simulations had shown that a tucked-in profile would be best for combat with potential Klingon battleships, although it would require an extremely strong hull and space frame to accomplish this. This is the main reason behind *Missouri's* abnormally high mass and subsequent low subspace inversion/reversion/acceleration figures. This also helps explain *Missouri's* abnormally high damage-to-operations ratio. Studies have shown that *Missouri's* hull can take 2-3 times the amount of punishment and stress that can be tolerated by most other Starfleet capital ships. This mounting scheme does not bypass standard Starfleet design requirements, though. All three of *Missouri's* warp engines can be jettisoned (independently or together) in the event of a warp engine emergency.

## Schematics

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*Maine* (NCC-2171) as she appeared heading out to deep space for her first three-year tour of duty with Starfleet.

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***Missouri* class battleship created by 14 Degrees East for the videogame *Klingon Academy* by Interplay as subsequently modified for use in the *Starfleet Command* series of videogames developed by Taldren for Activision Games**

**Additional background material courtesy of Taldren and Donald Burns**

**Schematic and visuals courtesy of John Stone**

**CG model courtesy of Activision**

# Shuttlecarriers

# Midway

## Fleet shuttlecarrier (CV) 2283

### Specifications as built

#### Dimensions

Length:	628 meters
Beam:	254 meters
Height:	92 meters

#### Mass

Standard gross:	1,850,000 GMT
Subspace displacement:	495,000 DWT

#### Crew complement

Officers:	180
Enlisted:	620
Marines:	up to 40 (in support of assault operations)

#### Top velocity

Cruising speed:	wap 8
Rated maximum speed:	warp 16

#### Endurance

Standard endurance:	estimated 3 years at L.Y.V.
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#### Armament

Phasers:	13 standard dual phaser banks (6 F, 3 A, 4 P/S) 12 single point-defense phaser banks (6 ea P/S)
Guided weapons:	4 photon torpedo tubes (both F) 4 drone racks

#### Small craft complement:

(typical mix, varies with assigned mission)	24 fighter shuttles 24 attack shuttles 2 ELINT/ECM/ECCM shuttles 4 heavy assault shuttles 2 standard administrative shuttles
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### Known starships

Hull #	Name of starship	Builder	Status
NCC-2200	<i>Midway</i>	Utopia Planitia, Mars	active
NCC-2201	<i>Akagi</i>	Utopia Planitia, Mars	active
NCC-2202	<i>Ark Royal</i>	Utopia Planitia, Mars	active
NCC-2203	<i>Nchtari</i>	Andorian Imperial Shipyards, Andor	building
NCC-2204	<i>Illustrious</i>	Utopia Planitia, Mars	building
NCC-2205	<i>Franklin</i>	Utopia Planitia, Mars	building
NCC-2206	<i>Gulvidar</i>	Andorian Imperial Shipyards, Andor	planned
NCC-2207	<i>Thrandon</i>	Utopia Planitia, Mars	planned
NCC-2208	<i>Ygndoth</i>	Andorian Imperial Shipyards, Andor	planned
NCC-2209	<i>Clemenceau</i>	Utopia Planitia, Mars	planned

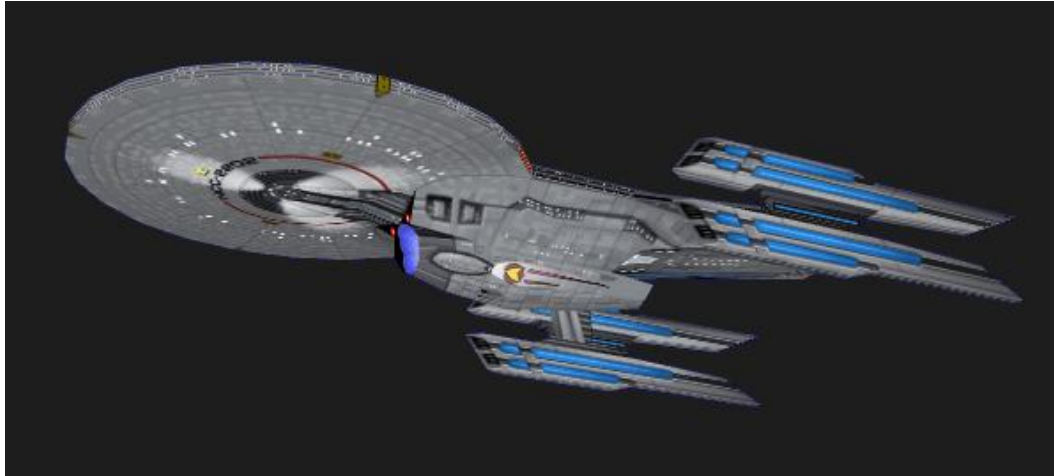
*Midway* represents a modernized version of the *Napoleon* class fleet shuttlecarriers of the 2260s. It is specifically designed to act as a mobile base for small attack craft operations during times of war, but also its own formidable array of armaments that can be employed as need requires. In peacetime *Midway* operates as a mobile command center for various types of small craft operations, usually of the patrol/anti-piracy or search-and-rescue variety. It is also not uncommon for them to be assigned to support colonization missions, given their large small craft capacity.

The *Napoleon* class had only been in service for about a decade when Starfleet's linear warp upgrade program was implemented. As one of Starfleet's newest starship classes at the time any thought of such an upgrade was put on the back burner. In the late 2270s, though, the Starship Design Bureau began to study the problem. It quickly concluded the estimated costs of upgrading such a specialized design precluded a linear warp upgrade for *Napoleon*. It would actually be cheaper to build a linear warp based version from scratch. The *Midway* proposal was finalized and approved in late 2280, with actual construction beginning in 2281. There was no class prototype, as most of the design issues had already been worked out with *Napoleon*. *Midway* (NCC-2200), the class ship, was launched in March of 2283. The next two ships, *Akagi* and *Ark Royal*, were completed in late 2284 and early 2285 respectively. *Nichtari* is currently undergoing final fitting-out and will join the fleet in early 2291.

There are two noticeable design changes between *Napoleon* and *Midway* (apart from *Midway's* linear warp technology). The first is in their warp drives. *Napoleon* was fitted with a pair of elongated, custom-built fourth-generation circumferential warp drives in order to meet its necessary power requirements. In the case of *Midway* these are replaced with twin pairs of stacked custom linear warp drives in a side mount, over-under arrangement. The custom design gives each engine pair its own vertical crossflow, as the location of *Midway's* secondary hull blocks the normal crossflow path. A special control system is used to ensure that both warp engine pairs remain in sync. The second is the secondary hull design. *Midway's* is a more compact version of *Napoleon*, shorter but wider and with improved interior spaces, such as stacked flight decks. This allows *Midway* to operate the same number of shuttlecraft as *Napoleon* without any penalty. The new design is actually considered an improvement over *Napoleon's*, since *Midway's* stacked flight decks allow more efficient

simultaneous launch and retrieval operations. Even so, the new arrangement is not without its critics. Chief among these is the noted starship expert Vidda Linesen, one of the designers of the *Ariel* class fleet shuttlecarrier. His main argument is that *Midway's* lack of a through-deck design (a concept which he pioneered) sets it up for the same type of calamity that befell the older shuttlecarrier *Santee* in 2251. Both it and its supporting vessels was ambushed by a Klingon task force during convoy escort operations. In the battle that followed, a Klingon fighter shuttle managed to fly into its uppermost shuttle bay and then self-destruct. The blast ignited the internal fuel stores for *Santee's* shuttlecraft, and the resultant explosion was so great that it almost tore the ship apart. Starfleet had considered scrapping *Santee* altogether, as it had managed to limp back to port little more than a flying wreck. Linesen argues that a through-deck design for *Midway* would have minimized repeat occurrences of similar events by providing a straight entrance-exit path for errant shuttlecraft (or suicide runs, as in the case with *Santee*). Linesen's detractors argue that his through-deck design provides no real advantage, as almost all flight paths in such documented cases are errant and would not have "flown through" anyway. They also point out that the later *Napoleons* had a modified through-deck design, with multiple side launch bays instead of a single large forward one, and it worked just as well as had it been a true through-deck design. *Midway's* split flight deck design, they argue, has also proven just as effective in operation as *Napoleon's*. The through-deck versus split-deck design debate continues to be hotly contested between advocates of both.

Two years after *Midway* first entered service, an armaments upgrade was implemented for the entire class. This was first installed on all new builds under construction at the time. It will be backfitted to both *Midway* (NCC-2201) and *Akagi* (NCC-2202) during their first ESLP overhauls, which are currently scheduled to take place no earlier 2305. The upgrade consists of two extra standard dual phaser banks for improved aft coverage, as well as an extra pair of forward-mounted photon torpedo systems. Their flight decks will also be modified to handle a greater variety of shuttlecraft and small craft, including runabouts and patrol cutters. This capability had already been built into subsequent hulls beginning with *Ark Royal* (NCC-2202), which launched in 2285.

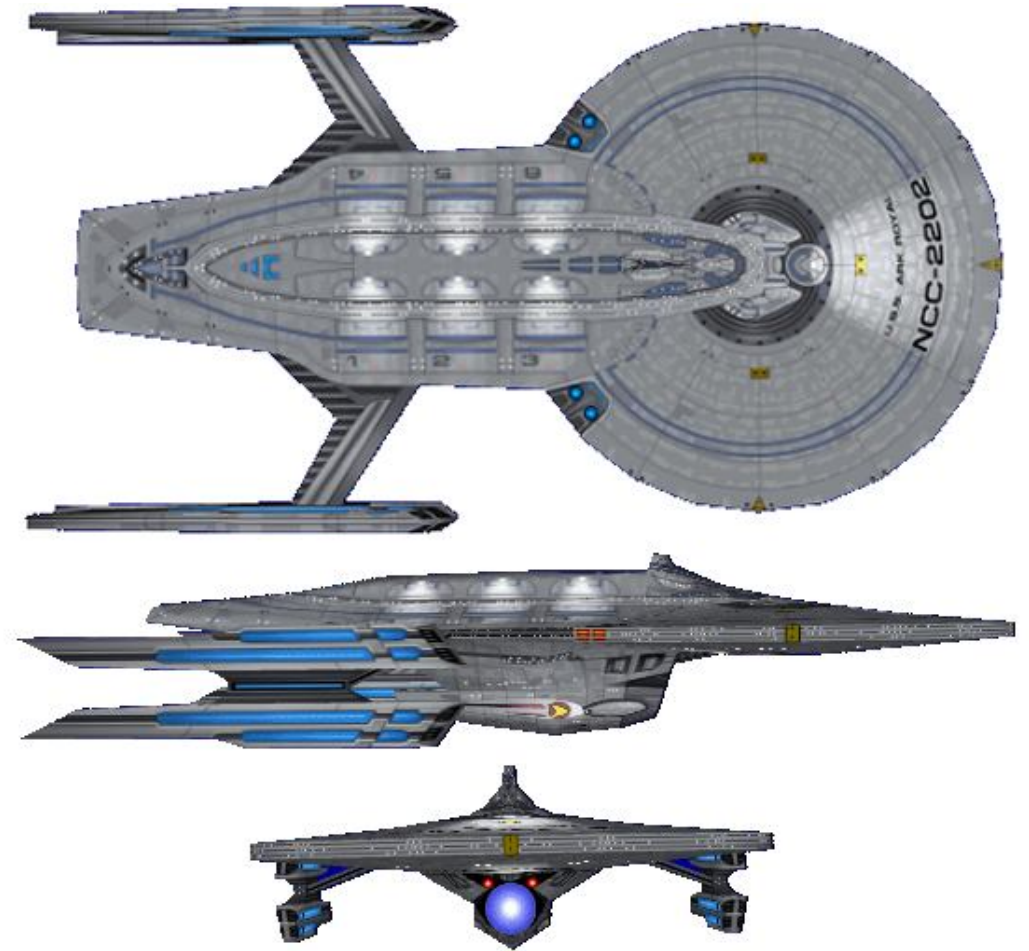


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***Midway* class shuttlecarrier created by Taldren for the *Starfleet Command* videogame series (Activision)**

**Additional background material courtesy of Taldren and Donald Burns**

**Schematic and visuals courtesy of Taldren**



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Tri-view schematic of *Ark Royal*, third starship in the *Midway* class. Despite its odd lines one can still make out certain recognizable standard Starfleet starship components, such as an *Excelsior*-derived primary hull as well as a heavily modified *Constitution*-style secondary hull below the flight deck. The warp engines are also not that far removed from familiar modern Starfleet standard, although their arrangement is rather unique. *Midway* is one of only three Starfleet starship classes in active service with a quad-engine arrangement, with the other two being *Yamato* and *Constellation*.

# Jensahahn/Chosin/Youngblood

## Heavy carrier (CVH) 2281

Specifications as built (*Jensahahn* – *Youngblood* almost identical)

### Dimensions

Length:	304.8 meters
Beam:	141.7 meters
Height:	72.1 meters

### Mass

Standard gross:	1,000,150 GMT
Subspace displacement:	213,000 DWT (218,500 DWT <i>Youngblood</i> )

### Crew complement

Officers:	96 (104 in <i>Youngblood</i> )
Enlisted:	389 (396 in <i>Youngblood</i> )
Starfleet Marines:	up to 36 (up to 48 in <i>Youngblood</i> )

### Top velocity

Cruising speed:	warp 7.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 11.0

### Endurance

Standard endurance:	estimated 5 years at L.Y.V.
Maximum endurance:	estimated 15 years at L.Y.V.

Armament (*Youngblood* standard, others have only 1 dual dorsal phaser on sec hull)

Beam weapons:	18 phaser banks (per <i>Enterprise</i> configuration)
Guided weapons:	2 photon torpedo tubes

### Small craft complement:

(typical mix, varies with assigned mission - <i>Chosin</i> has only 6 assault shuttles due to sec. hull limitations)	12 fighter shuttles
	12 attack shuttles
	4 ELINT/ECM/ECCM shuttles
	4 heavy assault shuttles
	4 standard administrative shuttles





## Known starships

### *Jensahahn* class (Block 1)

Hull #	Name of starship	Builder	Status
NCC-2215	<i>Jensahahn</i>	Utopia Planitia, Mars	active
x	x		

(28 hulls total)

### *Chosin* class (Block 2 *Jensahahn*)

Hull #	Name of starship	Builder	Status
NCC-2610	<i>Chosin</i>		
x	x		

(25 hulls total, last six still under construction)

### *Youngblood* class (Block 3 *Jensahahn*)

Hull #	Name of starship	Builder	Status
NCC-2263	<i>Youngblood</i>	SFD San Fransisco Navy Yard, Terra	active
NCC-2264	<i>Taiho</i>	Ishikawaharima Industries, Terra	active
NCC-2265	<i>Graf Zeppelin</i>	Kiel Naval Works, Terra	active
NCC-2266	<i>Kuznetsov</i>	Nikolayev Spaceworks, Terra	active
NCC-2267	<i>Covington</i>	Vickers Shipbuilding, Terra	building
NCC-2268	<i>Viraat</i>	Eurospatiale Raaj Annex, Terra	building

*Jensahahn*, *Chosin*, and *Youngblood* are all linear warp updates of the venerable *Santee* design of the 2240s. The main differences among them are the degree to which linear warp technology has been applied to the basic *Santee* configuration. Starfleet typically groups them all together under the terms "*Jensahahn* family" or "*Jensahahn* type" in fleet-level discussions. due to nearly identical operating characteristics and performance. For this reason, this work treats all three under a common entry even though each is considered a separate class in its own right.

The ramping up of Klingon small craft operations along the Treaty Zone beginning in the 2250s put a marked strain on Starfleet resources to deal with them. To put it simply, there simply were not enough starships designed for small craft operations to deal with the Klingon menace. The obvious answer to many would have been to build more *Coventrys* or even *Mirandas*, but heavy frigates of such excellent design were dreadfully expensive to build – and, to put it bluntly, serving as impromptu shuttlecarriers were not what they were designed to do. Starfleet was already applying itself to the super shuttlecarrier end of the equation with the *Napoleon* and their planned successor, the *Ariel*. It was time to take another look at the so-called "heavy carrier" niche, which at present was filled only by the *Coronados* and their predecessors, the elderly *Santees*. A new heavy carrier design, one that could be rapidly assembled and rushed into service vis-à-vis the Class I modular component program, seemed the best response

Starfleet initially came up with the *Nimitz* class strike carrier to fill the shuttlecarrier gap at that time – which, like *Coronado/Oriskany*, was yet another *Constitution* variation. When it was discovered that *Nimitz* suffered from the same fatal design flaw as *Coronado*, the Federation Council finally gave the go-ahead for *Jensahahn* in the late 2270s -- and *Jensahahn*, the lead ship of its class, entered service in 2281. Construction on the similar *Chosin* class proceeded almost in parallel, and additional hulls of the improved *Youngblood* class began production in 2287. When coupled with the numbers of the *Oriskany* and *Nimitz* classes already in service, these three new heavy carrier classes should be able to fill Starfleet's shuttlecarrier needs for the foreseeable future.

The existing *Coronado/Nimitz* base heavy carrier design had to be abandoned due to a critical flaw that was discovered in the arrangement of

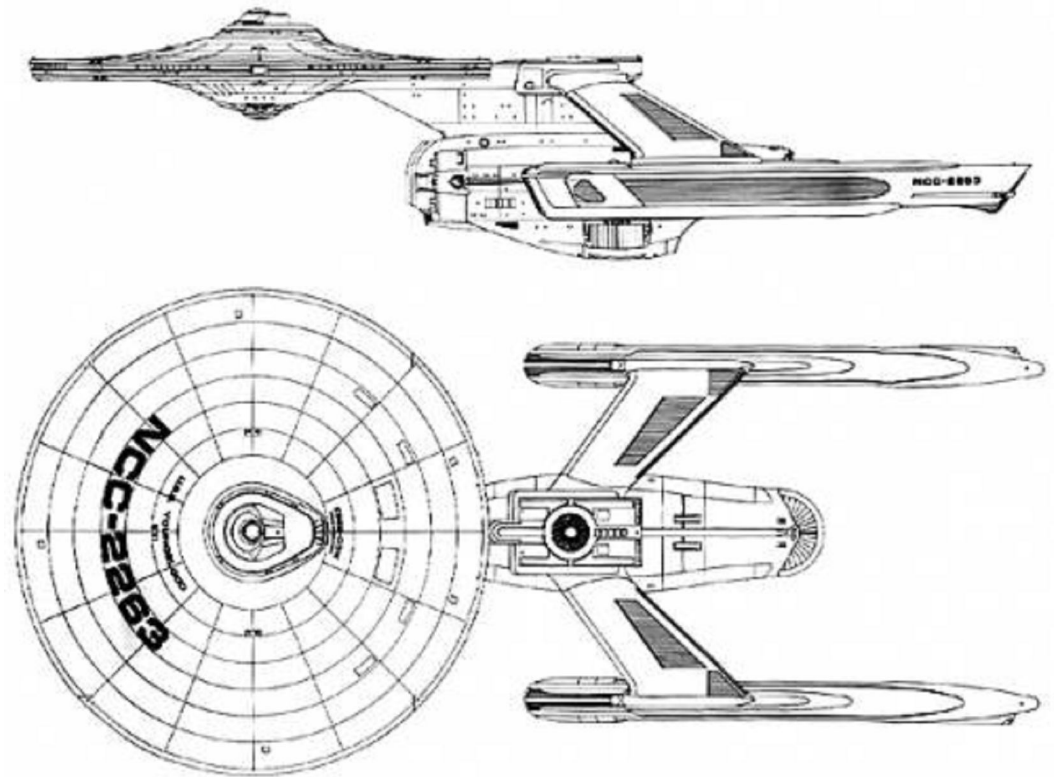
its main power energy transfer conduits. To solve this problem, the older and more robust *Santee* was adopted and fitted with an enlarged secondary hull specifically designed for small craft operations. Split-level flight decks were also employed instead of *Coronado's* through-deck design. The top flight deck would be the only through deck as such, running the length of the secondary hull and geared toward fighter and attack shuttlecraft operations. The lower secondary deck would house the new design's normal non-combatant shuttlecraft, as well as providing room for storage bays and maintenance areas. Finally, in another nod to past experiences with *Santee* and her sisters, the old reverse-T engine mount was retained – although it was reworked to accommodate the new linear warp engines for which Starfleet was even then already planning.

It is clear, in retrospect, that the *Jensahahn* design was the right choice for Starfleet to have made. They proved to be more flexible in mission assignments than the super shuttlecarriers, and enjoyed most of the same performance characteristics as all *Constitution*-derived starship designs. Improvements made with each production block increased their small craft handling capabilities – from *Jensahahn's* 25 small craft to *Youngblood's* 35 – and their operational similarities to *Oriskany* and *Nimitz* meant that they were “easy” ships to learn and operate. They matched well with their converted battlecruiser counterparts on the Klingon and Mirak borders, and they were almost as popular in support of colonization missions as their larger brethren.

To be sure, though, the *Jensahahns* were not without their detractors. The militants within Starfleet always maintained that they should have been more heavily armed – a criticism also leveled at *Oriskany* and *Nimitz* in their time. This complaint was addressed with the successor *Chosin* and *Youngblood* classes, but not enough to stifle the more harsh critics. Also, the fact that they were heavy carriers and not true super shuttlecarriers meant that at least two *Jensahahns* had to be deployed in situations that only one *Napoleon* or *Ariel* might have handled with ease. Heavy carrier defenders are quick to point out, however, that the more nimble smaller ships would inherently be more flexible in such situations, and the sheer size of an *Ariel* was more often than not its biggest drawback in a combat situation. Overall, despite the sometimes intense criticism of the concept, the heavy carrier proved to be Starfleet's best all-around shuttlecarrier concept – and the *Jensahahn* family is regarded as the best so far.

## Schematics

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*Youngblood* class

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A spectacular image of the *U.S.S. Youngblood* and two ships of her battle group, including the *Constitution-II* class heavy cruiser *Monitor*, on patrol near Mirak space.



Here is an excellent one-quarter port forward view of *Jensahahn*, the lead ship in this particular family of Starfleet heavy carriers. Comparison with the image of *Youngblood* above will yield some interesting differences, even though the two are based on the same basic *Santee*-derived design.



*Jensahahn*, *Chosin*, and *Youngblood* created by Mark Wilson as first published on the *Federation Shuttlecarrier Comparison Chart*

CG model by Starforce Productions

Visuals by Starforce Productions and Richard Mandel

# Ariel

## Fleet shuttlecarrier (CV) 2278

### Specifications as built

#### Dimensions

Length:	496.1 meters
Beam:	316.1 meters
Height:	79.2 meters

#### Mass

Standard gross:	2,478,000 GMT
Subspace displacement:	1,652,000 DWT

#### Crew complement

Officers:	224
Enlisted:	618
Starfleet Marines:	up to 50 (4 squads + commander + aide)

#### Top velocity

Cruising speed:	warp 8
Rated maximum speed:	warp 10
Rated emergency speed:	warp 14

#### Endurance

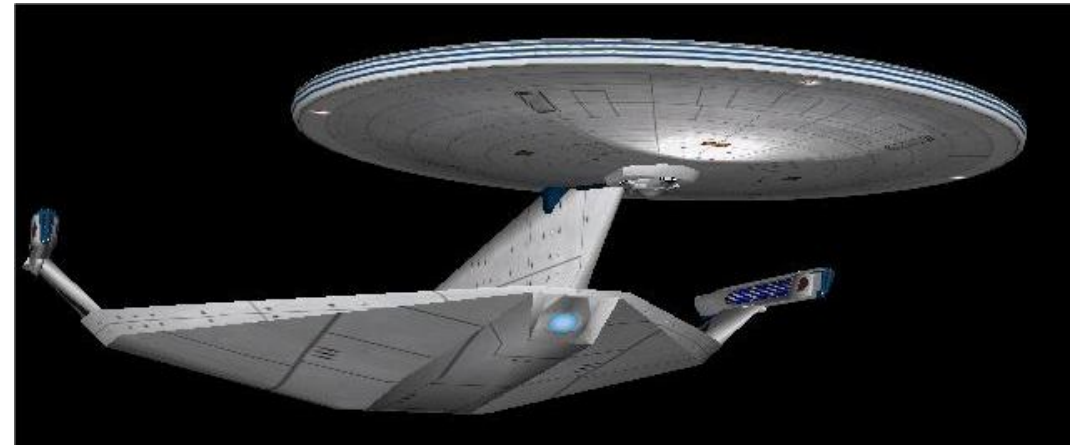
Standard endurance:	estimated 5 years at L.Y.V.
Maximum endurance:	estimated 30 years at L.Y.V.

#### Armament

Beam weapons:	18 phaser banks (6 duals on primary hull, 6 singles on secondary hull)
Guided weapons:	none

#### Small craft complement: (typical mix, varies with assigned mission)

48 fighter shuttles
24 attack shuttles
2 ELINT/ECM/ECCM shuttles
4 heavy assault shuttles
4 standard administrative shuttles



### Known starships

Hull #	Name of starship	Builder	Status
NCC-2371	<i>Ariel</i>	Puget Sound Navy Yard, Terra	active
NCC-2372	<i>Ichkeul</i>	Abou-Ghazala, Terra	active
NCC-2373	<i>Manna</i>	Arbing and Lidde, Terra	active
NCC-2374	<i>Adjuvant</i>	Puget Sound Navy Yard, Terra	active
NCC-2375	<i>Fredrikstad</i>	Arbing and Lidde, Terra	active
NCC-2376	<i>Malverne</i>	Puget Sound Navy Yard, Terra	building

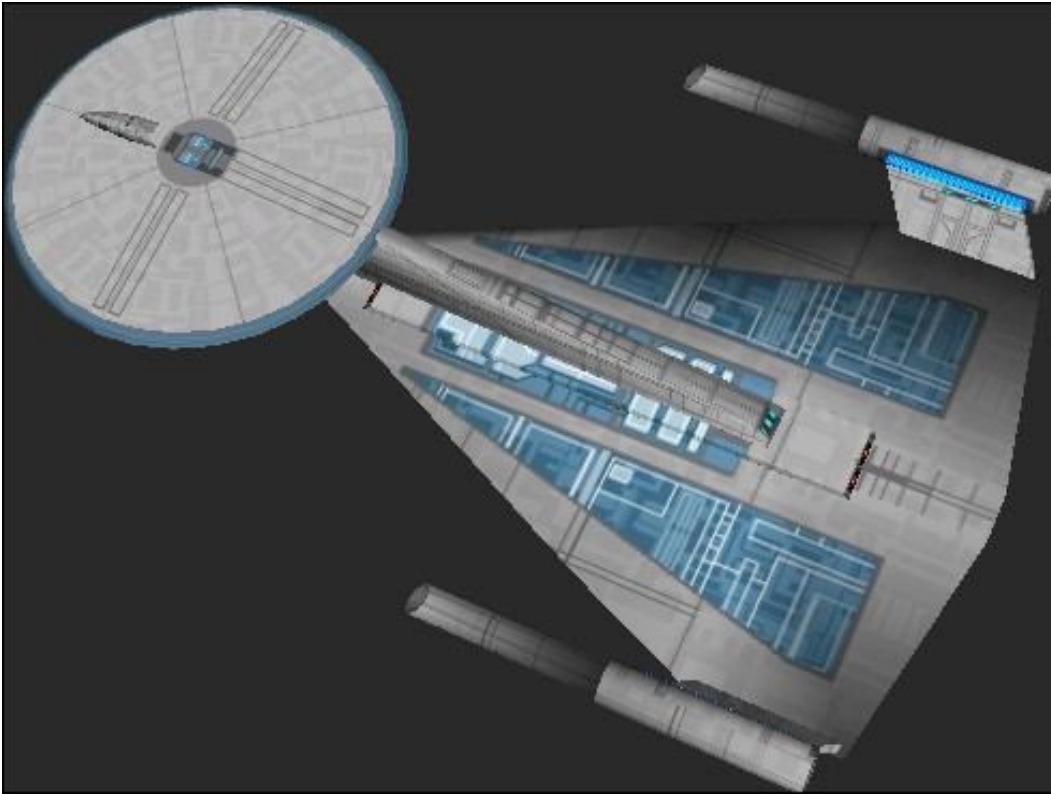
The massive *Ariel* class super shuttlecarriers, along with the spin-off *Fredrickstads*, were the largest starships ever built as such for Starfleet prior to the current space battleship program. Not only are they considered some of the most beautiful starships of Starfleet's linear warp generation, they also represent something of a triumph of the "through-deck" school of shuttlecarrier operations. Ironically, due to their enormous cost, they will in all likelihood be the only ships of their kind ever built for the foreseeable future.

The *Ariel* project has its origins in the *Titan/Valkyr* projects of the *Baton Rouge* generation of starships, whose design in turn harkens back to the "flying wedge" configuration of early Terran starship designs. This form factor was chosen not for its aesthetics or atmospheric aerodynamics, though. At the time, it represented the best compromise in achieving maximum internal volume – necessary for the large internal hangar bays for a shuttlecarrier – while maintaining a structural shape that would remain friendly for both impulse and warp travel. The reader should not be mistaken in assuming that *Ariel* is nothing more than an upsized *Titan*, however. Instead of the smaller *Titan*'s single large central bay, *Ariel* has eight large hangar bays – four in each wing pylon. All four are connected together at their fore ends for shared access to maintenance and servicing areas, much the same way as the dual hangar bays in the *Mirandas* or later *Coventrys*. The last two *Ariels*, usually designated the *Fredrickstad* sub-class, share this but also add *Knox*-style landing platforms and other hangar bay refinements and improvements. A proposal to add forward shuttle launch tubes along the front edge of each wing pylon was quietly rejected as being "too radical."

*Ariel* would never have been approved at all, given the political and fiscal climate that existed within the Federation at the time, had not reliable intelligence come in about Klingon shipbuilding efforts in the same vein. The existence and successful deployment of Starfleet's *Napoleon* class of super shuttlecarriers had finally egged the Klingons into responding in kind. An entire class of Klingon super shuttlecarriers were on order (which turned out to be the one-of-a-kind *K'phliak*) that would have dwarfed *Napoleon*'s capabilities in every regard. Starfleet's "through deck" design advocates were quick to seize on this potential threat, and championed the *Ariel* proposal for all it was worth. In the end they won the day, and *Ariel* was chosen as the first successor to the venerable *Napoleons*. Starfleet's

"stacked deck" advocates were given the consolation prize of designing the next generation of heavy carriers to succeed the aging *Coronado*. In retrospect, they got the better end of the deal, although it was difficult to see that at the time.

There is little to say about the performance of the *Ariels* that has not been said elsewhere. Suffice it to say that they proved too big and their operational capabilities too limited for the many uses Starfleet had intended for them. Coupled with that were numerous delays in their construction caused by their specialized secondary hulls, which in the end cause each to take twice as long to build as even *Excelsior*. The "nested wall of fire" concept that had been conceived for their defensive systems proved to be pure hogwash, with the end result that *Ariels* were almost always relegated to the rear in major fleet operations – which in turn restricted the range of their shuttle squadron strike capabilities ... and so on, and so on. If *Excelsior* was thought by some as "the giant flying toilet," *Ariel* was almost universally acclaimed by both Starfleet and civilian publications alike as the fleet's "white elephant." Small wonder then that the program was cancelled after only six of the planned ten hulls were authorized, with the seventh scrapped in its slip while still under construction – and Starfleet's next super shuttlecarrier class (*Midway*) would revert to tried-and-true concepts instead. Indeed, the large numbers of smaller and more versatile heavy carriers proved more useful to Starfleet than the mighty and ultimately overrated *Ariels*, and in this respect the "stacked deck" advocates – who had rejected *Ariel* all along – ultimately won the day.



Computer model of *Titan*, the *Baton Rouge* era predecessor to *Ariel*



Starboard profile of an *Ariel* class shuttlecarrier



An *Ariel* class shuttlecarrier departs an *Ournal* class spacedock prior to deployment on fleet operations.

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***Ariel* class shuttlecarrier created by Aridas Sofia**

**Additional background material inspired by the work of of Tim Salomeni**

***Ariel* visuals courtesy of ModelsPlease**

# Hornet

## Experimental light carrier (XVL) 2274

### Specifications as built

#### Dimensions

Length:	480 meters
Beam:	233 meters
Height:	118 meters

#### Mass

Standard gross:	551,250 GMT
Subspace displacement:	147,000 DWT

#### Crew complement

Officers:	27
Enlisted:	145
Small craft pilots:	36

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

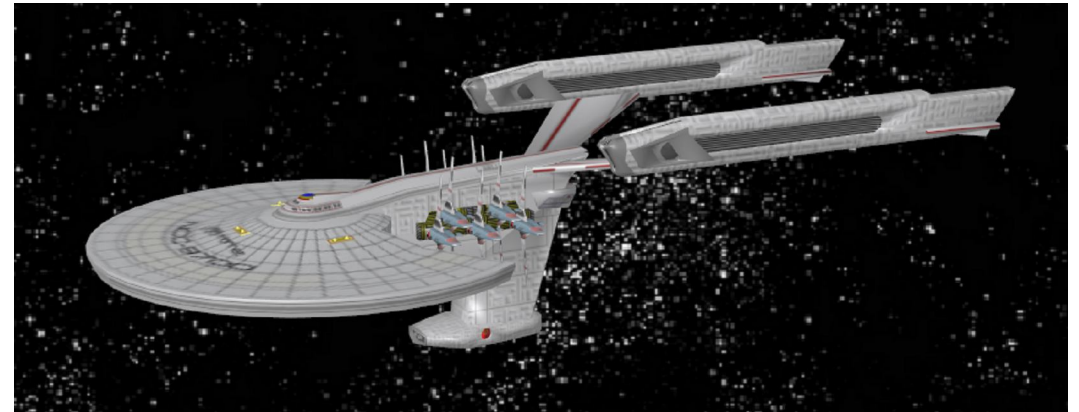
Standard endurance:	estimated 2 years at L.Y.V.
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#### Armament

Beam weaponry:	10 type 1 phasers (3 dual banks topside primary hull F/P/S, 2 dual banks underside P/S)
Guided weaponry:	2 photon torpedo tubes
Other:	N/A

#### Small craft complement:

(typical mix, varies with assigned mission)	10 fighter shuttles 6 assault or support shuttles 2 ELINT/ECM/ECCM shuttles 6 standard administrative shuttles
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### Class listing

Hull #	Name of starship	Builder	Status
NCC-9700	<i>Hornet</i>	Avondale Group, Rigel IV	active

*Hornet* is an experimental light carrier that was built using the same fractional hull design as the *Akyazi* family of perimeter action ships. She was still undergoing builder's trials when the Kzinti Incursion caught Starfleet by complete surprise in 2274. With most of its front-line starships deployed outward along its borders, Starfleet had no choice but to press every starship it had available within Federation borders into service, ready or not. *Hornet's* builder's trials were abruptly terminated and she was sent into the thick of the fray at once, even before her civilian workers and evaluators had time to leave the ship. Thus it is that the year 2274, the date of the Kzinti Incursion, is the official date for *Hornet's* entry into Starfleet service.

*Hornet* accounted surprisingly well for herself despite having a number of experimental and untested systems and small craft on board. Her "Killer Bee" fighter craft, essentially cheap combat conversions of the ubiquitous "Work Bee" maintenance pod, performed far better than expected – although it must be said in all fairness that the fighter shuttles being wielded by the Kzinti were older or second-rate Klingon and Mirak models. Her greatest moment of glory came during the liberation of Tellar, in which *Hornet* was part of Task Force Zulu – under the direct command of legendary Starfleet commander Admiral James T. Kirk. *Hornet's* fighters were given the dangerous job of escorting down the spearhead small craft of the Starfleet Marine landing force sent to liberate the planet, while *Hornet* herself acted in concert with her escorting destroyers to shoot down numerous Kzinti drones and fighter shuttles sent to intercept them. *Hornet* herself was credited with one starship kill in her own right (the *Kzinti* small frigate *T'ch'ar*) and with partial credit for three others. Her own flight deck were badly damaged and put out of commission during the battle, but most of her fighter shuttles and other small craft survived and were retrieved by other Task Force Zulu vessels. *Hornet* herself was repaired sufficiently enough after the battle was over to proceed under her own power to the nearest Starfleet facility, where her damage was soon repaired. By that time the Kzinti Incursion was practically over, so Starfleet sent *Hornet's* many small craft back to her and ordered the ship itself back to Rigel IV, in order to finish her interrupted shakedown and undergo a more thorough damage assessment and rebuilding before formally joining the fleet.

As with all fractional hull starship designs, internal space within *Hornet* is at a premium. Crew accommodations are spartan at best, even for the officers ("Downright claustrophobic," according to one of her former enlisted techs), with the maximum possible amount of internal hull volume given over to shuttlecraft maintenance, support, and repair facilities. In fact, internal space usage is so tight that *Hornet's* phototorp deck had to be mounted on a long dorsal fin – the topsides of which which her designers promptly used for port and starboard docking bays and quick-launch racks for her shuttlecraft.

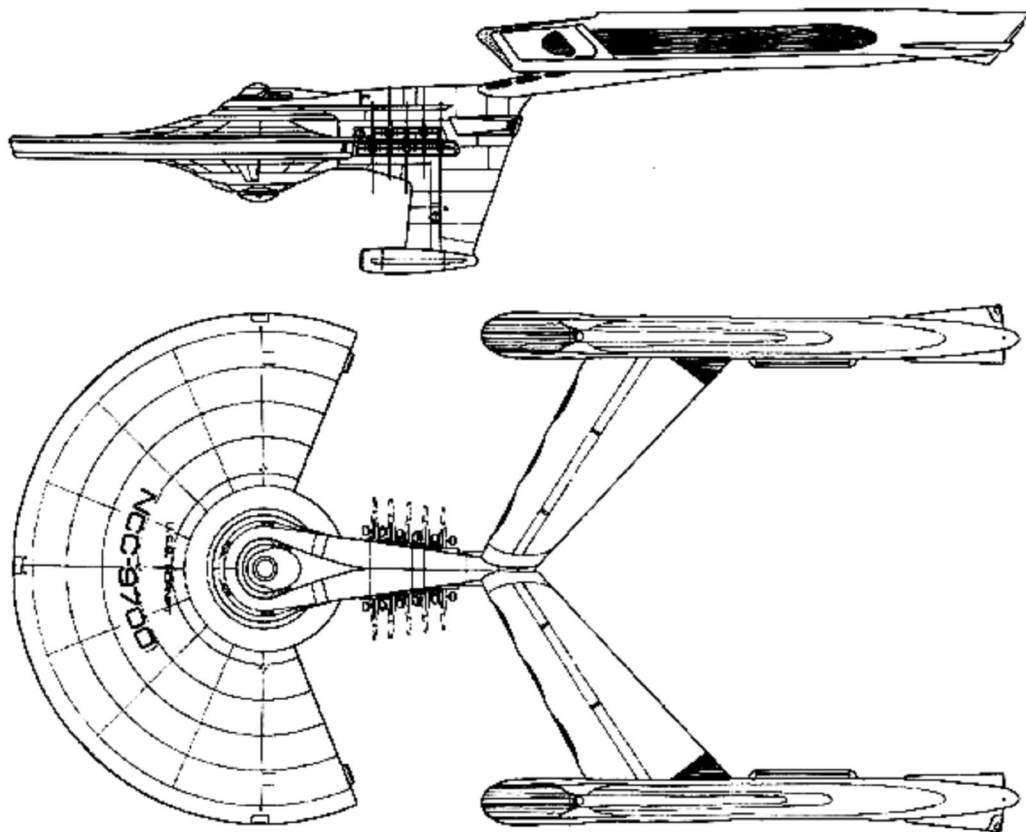
Originally *Hornet* was equipped with 10 fighter shuttles, 6 standard shuttles of various types, 5 in-flight shuttle tankers, 6 travel pods, and 8 "Work Bees." This is the shuttle mix that she carried when pressed into service during the Kzinti Incursion. The large number of non-standard small craft reflected the fact that she had been on builder's trials when pressed into service, with no time to re-equip with different small craft at the nearest Starfleet facility. After the Incursion was over and *Hornet* entered Starfleet service proper, her small craft mix was changed to be more in line with the fleet standard for border operations.

*Hornet* continues to carry the designation of experimental light carrier (XVL) even though technically she is now a regular Starfleet vessel. She is currently a one-of-a-kind starship, although that may not last for many more years. The Federation Council has finally approved funding for two more full classes of light carriers, given the building situation with the Klingons, and both derivatives are of the original *Hornet* design. The *Garibaldi* class will be optimized for the research and survey role, freeing up heavy carriers from similar missions within Federation borders, whereas the *Mare Nubium* class will be a dedicated combat design intended to supplement TacFleet and regular Starfleet border forces. Construction is expected to begin in mid-to-late 2292, barring any unforeseen circumstances.



Schematics

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*Hornet* class light carrier designed by Lawrence Miller  
as first published in the *USS Hornet General Plans* set of fan blueprints

additional information courtesy of Mark A. Wilson

schematics by Lawrence Miller

CG model by Chad Simmons

CG images by Richard Mandel

# Nimitz

## Strike carrier (CVS) 2270

### Specifications as built

#### Dimensions

Length:	304.8 meters
Beam:	141.7 meters
Height:	71.3 meters

#### Mass

Standard gross:	896,500 GMT (Block 1), 907,350 (Block 2)
Subspace displacement:	223,500 DWT (Block 1), 246,500 (Block 2)

#### Crew complement

Officers:	90
Enlisted:	305
Small craft pilots:	24 (30 in Block 2 models)
Starfleet Marines:	up to 64 (in support of assault operations)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
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#### Armament

Beam weaponry:	16 type-I phaser banks (same arrangement as <i>Enterprise</i> class)
Guided weaponry:	2 photon torpedo tubes
Other:	N/A

#### Small craft complement:

(typical mix, varies with assigned mission)	12 fighter shuttles 6 attack shuttles (12 in Block 2 models) 2 ELINT/ECM/ECCM shuttles 2 heavy assault shuttles 2 standard administrative shuttles
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### Known starships

#### Block 1

Hull #	Name of starship	Builder	Status
NCC-1951	<i>Nimitz</i>	SFD San Francisco Yard, Terra	active
NCC-1952	<i>Togo</i> (ex- <i>Yamamoto</i> )	Ishikawaharima Industries, Terra	active
NCC-1953	<i>Jellicoe</i> (ex- <i>Nelson</i> )	Vickers Shipbuilding, Terra	active
NCC-1954	<i>Gorshkov</i>	Nikolayev Spaceworks, Terra	active
NCC-1955	<i>Raeder</i>	Kiel Naval Works, Terra	active
NCC-1956	<i>Beatty</i> (ex- <i>Houston</i> )	Vickers Shipbuilding, Terra	active
NCC-1957	<i>Courbet</i>	Eurospatiale Internationale, Terra	active
NCC-1958	<i>Conte di Cavour</i>	Eurospatiale Internationale, Terra	active
NCC-1959	<i>Almirante Lattore</i>	Eurospatiale Internationale, Terra	active

#### Block 2

Hull #	Name of starship	Builder	Status
NCC-1970	<i>Darlan</i>	Eurospatiale Internationale, Terra	active
NCC-1971	<i>Doenitz</i>	Kiel Naval Works, Terra	active
NCC-1972	<i>Forbus</i>	Antares Shipyards, Antares	lost
NCC-1973	<i>Mary Rose</i>	Vickers Shipbuilding, Terra	active
NCC-1974	<i>Hiryu</i>	Ishikawaharima Industries, Terra	active
NCC-1975	<i>Langley</i>	SFD San Francisco Yard, Terra	active

*Nimitz* came about largely for two reasons: the growing dissatisfaction over the *Ariel* super shuttlecarrier program, which never lived up to all of its many promises; and growing concern over a perceived “shuttlecarrier gap” with the Klingon Imperial Fleet. The Klingons had a nasty habit of converting older battlecruiser hulls into shuttlecarriers as needed, and they had even developed a series of external clamp-on hangar bay pods (Th. *bochobo dub*) to turn any of their capital starships into an ad hoc shuttlecarrier at will. There were also the lessons to be learned from the older *Santee* and *Coronado* programs – especially the latter, whose through-deck shuttlebay had proven too small for the type of intensive border operations Starfleet was now having to conduct against Klingon small craft raids and sorties. The quickest way to fill that gap was with an improved *Coronado* sporting a larger and more robust through-deck secondary hull, until newer shuttlecarrier designs could be produced and built. Thus was the *Nimitz* class strike carrier born.

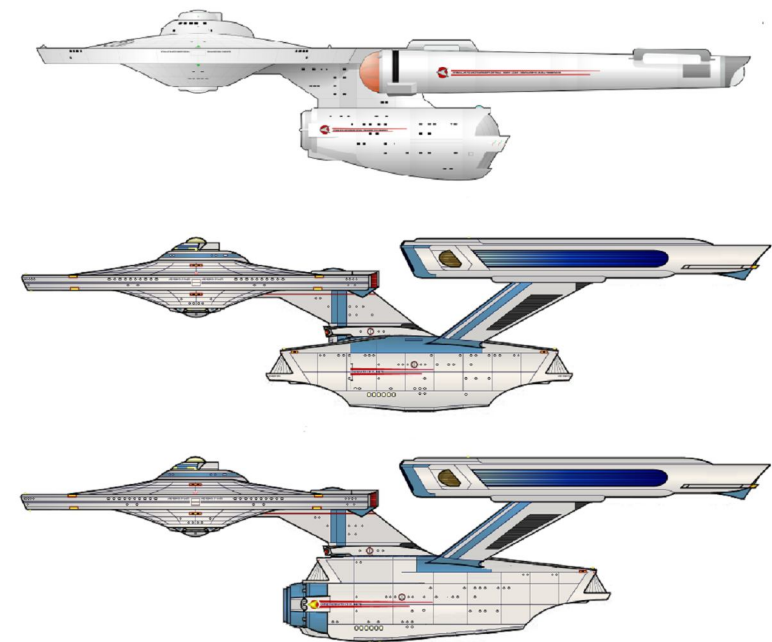
*Nimitz* was the first, converted and launched in 2270 from an existing *Constitution*-type heavy cruiser in order to test the concept. The rest were all new builds, constructed from the keel up with linear warp technology. *Nimitz* herself was taken back into dock and refitted with linear warp technology as soon as enough *Nimitz* new builds were available to cover for its absence from fleet duty. As the *Nimitz* class became available in numbers, the older *Coronados* and *Santees* were pulled from front line duties and relegated either to less contested areas or for mission assignments within Federation space. Two production blocks totaling sixteen hulls were produced before *Nimitz* was dropped in favor of the more robust *Jenshahan* family design.

The unique secondary hull of *Nimitz*, which is best described as a cross between that of a *Coronado* and *Federation* class dreadnought, proved so successful in operation that it was eventually fitted on other heavy and strike carrier classes. Although it lacks the specialized sensors of the original *Federation* secondary hull, which were lost as part of the through-deck conversion process, it retains *Federation*'s full backup C3 suite. This in turn became the one and only C3 on *Nimitz*, allowing it to be used as a command ship or as a fleet flagship in fleet level operations. Its only drawback is one that it shares with *Coronado*, in that the main plasma feeds had to be routed closer to the exterior of the hull than normal in order to allow for the through-deck hangar bay. This was not seen as a problem until the spectacular loss of the brand new strike carrier *Forbus* in action

with the Klingons in 2279. During the battle, the attacking Klingons managed to overwhelm the defensive screens of the *Forbus* and hit her with a photon torpedo volley on the portside forward section of her secondary hull – right in the exact spot to rupture the portside plasma feed. The resulting explosion tore the *Forbus* apart, leaving no survivors from the ship itself. A temporary solution was found using a combination of beefed-up energy screens and old-fashioned armor plate, but within a year *Nimitz* was dropped from the production schedule in favor of the first of the *Jenshahans* – which did not suffer from the same potentially fatal flaw. No other *Nimitz* has been lost as of this date, and they in turn are being rotated to less dangerous duties as more of the newer *Jenshahan* family carriers become available.

### Schematics

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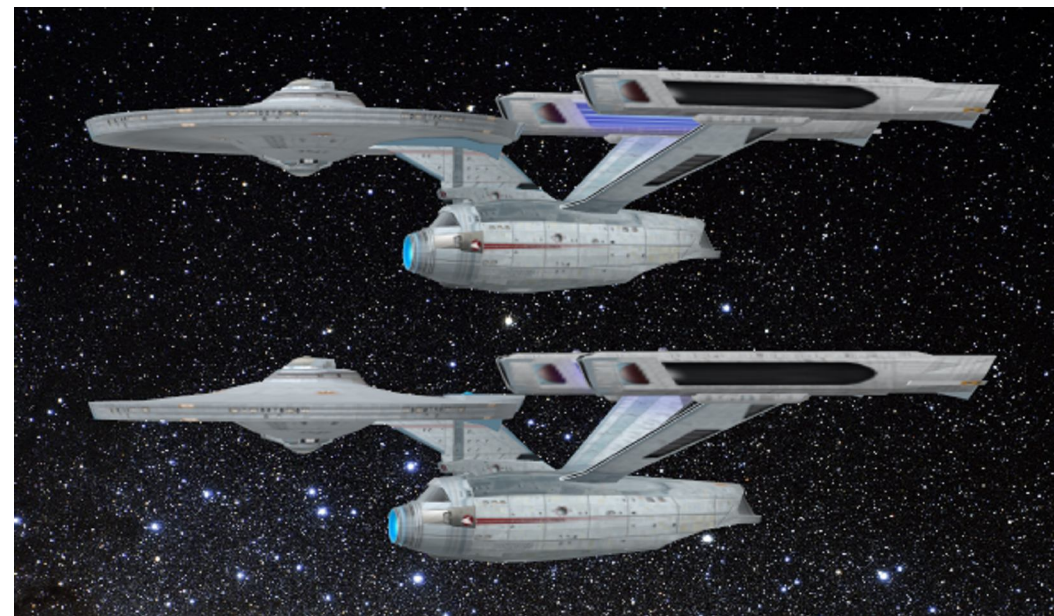


*Nimitz* (bottom) is the latest expression in a line of *Constitution*-inspired through-deck and strike carrier designs that began over four decades ago with *Santee* (top) and evolved through *Coronado/Oriskany* (middle, current linear warp version) into *Nimitz*.



A beautiful image of the strike carrier *Raeder*, seen here with two of her escorting destroyers – *Azarel* and *Moloch* – on maneuvers near the Organian Treaty Zone.

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Comparison of an original Block I *Nimitz* with a later Block II (*Darlan* sub-class) highlights the lengthening of the Block II model's secondary hull in order to accommodate more small craft. This lengthened *Nimitz* secondary hull, which is approximately the same size as that of a *Star League* class dreadnought, has also been refitted onto a number of the newer *Jensahahn* family heavy carriers so as to increase their own small craft capability.

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***Nimitz* class strike carrier created by Stephen V. Cole and associates at the Amarillo Design Bureau for the *Star Fleet Battles* tabletop wargame**

**TMP-era upgrade conceived by Atrahasis**

**Original CG model by Rick “pneumonic81” Knox and Atrahasis  
Updated CG model by Richard Mandel**

**Visual courtesy of Richard Mandel**

# Coronado/Oriskany

## Fleet shuttlecarrier (CV) 2260

### Specifications as built

#### Dimensions

Length:	304.8 meters
Beam:	141.7 meters
Height:	70.8 meters

#### Mass

Standard gross:	x GMT
Subspace displacement:	197,500 DWT

#### Crew complement

Officers:	56
Enlisted:	276
Small craft pilots:	50
Starfleet Marines:	24 + 2 officers (2 full squads)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 5 years at L.Y.V.
Maximum endurance:	estimated 20 years at L.Y.V.

#### Armament

Phasers:	18 standard phaser banks (per <i>Enterprise</i> configuration)
Guided weapons:	2 photon torpedo tubes

#### Small craft complement:

(typical mix, varies with assigned mission)	12 fighter shuttles
	6 attack shuttles
	2 ELINT/ECM/ECCM shuttles
	4 heavy assault shuttles
	8 standard administrative shuttles



### Known starships

#### Block 1

Hull #	Name of starship	Builder	Status
NCC-1975	<i>Coronado</i>	Vickers Shipbuilding, Terra	reserve
NCC-1976	<i>Oriskany</i>	Vickers Shipbuilding, Terra	active
NCC-1977	<i>Clemenceau</i>	Vickers Shipbuilding, Terra	reserve
NCC-1978	<i>Bennington</i>	Vickers Shipbuilding, Terra	reserve
NCC-1979	<i>Devonshire</i>	Vickers Shipbuilding, Terra	active
NCC-1980	<i>Kiev</i>	Vickers Shipbuilding, Terra	active

#### Block 2

Hull #	Name of starship	Builder	Status
NCC-1981	<i>Ebrew</i>	Avondale Group, Rigel IV	active
NCC-1982	<i>Phinias</i>	Avondale Group, Rigel IV	active
NCC-1983	<i>Tarina</i>	Avondale Group, Rigel IV	active
NCC-1984	<i>Ueller</i>	Avondale Group, Rigel IV	active

25 additional hulls cancelled in favor of the *Nimitz* class. See *Jackill's*, Volume II

The six vessels of the *Coronado* class came about as the result of lessons learned with shuttlecarrier operations during the Four Years War (2246-2250). The design influence of the *Santee* class, Starfleet's first purpose-built Class I shuttlecarrier, is obvious. Major changes were made for the *Coronado's* purpose-built secondary hull, though. This design was originally called a *through-deck cruiser* due to the through-deck design of its main hangar, with shuttle bays on each end connected together as a continuous whole, instead of stacked hangar bays (*Santee*) or a side-by-side arrangement (*Anton/Surya/Coventry/Miranda*). This was unique to the class, giving the *Coronado* the ability for through-flight shuttle operations and intended to prevent the kind of combat disaster that almost caused the loss of *Santee* during the Four Years War.

Changes in Starfleet operational practices over the years since their commissioning also lead to changes in the mission profile for the *Coronado* class. They were originally intended to serve as convoy escorts as had their ancestors, the *Santee* class. Peacetime found them filling in for cruisers for those missions for which a large number of shuttles were required, such as second-pass planetary surveys and search-and-rescue. They also were frequently deployed to support Starfleet Marine planetary landing and assault operations. Operational experiences with the *Coronados* would eventually lead to the building of such successors as the *Nimitz* class strike carrier and the *Jensahahn* family of heavy carriers. In fact, plans to build 29 more *Coronados* were eventually cancelled in favor of the *Nimitz* and *Jensahahn* programs.

All ships of the *Coronado* class received linear warp refits during their service lifetimes. *Coronados* with linear warp refits are sometimes referred to as the *Oriskany* class, after the first vessel so refitted. Most of the upgrades they received were comparable to other similarly sized Class I starships; however, their original secondary hulls were removed and replaced with larger ones, sporting a larger through-deck hangar bay. This now allowed them to operate half again as many small craft as before without any significant penalty in overall ship combat or flight performance. The increased size of the new hangar bay also allowed refitted *Coronados*

to operate without difficulty some of Starfleet's larger small craft – such as cutters and runabouts – for the first time in their operational careers.

In 2286, Starfleet began retiring its aged *Coronados*, on a one-for-one basis, as new builds of the *Nimitz* and *Jensahahn* family entered service. The last is slated to be retired to the Starfleet Reserve in 2293. All are expected to remain in the Starfleet Reserve until at least 2305.



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**Coronado class created by Todd Guenther  
Oriskany linear warp upgrade extrapolated by Eric "Jackill" Kristiansen**

**Additional background material courtesy of Neale Davidson**

**Schematics by Neale Davidson and Eric Kristiansen**

**CG model by Don Karnage**

**Visual(s) courtesy of Don Karnage and Richard Mandel**

# Santee

## Fleet shuttlecarrier (CV) 2245

### Specifications as built

#### Dimensions

Length:	290.0 meters
Beam:	127.1 meters
Height:	67.0 meters

#### Mass

Standard gross:	x GMT
Subspace displacement:	x DWT

#### Crew complement

Officers:	68
Enlisted:	277
Small craft pilots:	20
Starfleet Marines:	24 + 2 officers (2 full squads)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 17 years at L.Y.V.

#### Armament

Phasers:	6 standard phaser banks (3 banks of two each, per early Class I configuration)
Guided weapons:	2 photon torpedo tubes

#### Small craft complement:

(typical mix, varies with assigned mission)	12 fighter shuttles
	6 attack shuttles
	2 ELINT/ECM/ECCM shuttles
	4 heavy assault shuttles
	8 standard administrative shuttles



### Known starships

Hull #	Name of starship	Builder	Status
NCC-1925	<i>Santee</i>	SFD San Francisco Navy Yards, Terra	active
NCC-1926	<i>Suwanee</i>	SFD San Francisco Navy Yards, Terra	active
NCC-1927	<i>Sangamon</i>	SFD San Francisco Navy Yards, Terra	lost
NCC-1928	<i>Chenago</i>	SFD San Francisco Navy Yards, Terra	active

The three surviving ships of the *Santee* class are the first modern Starfleet shuttlecarriers; i.e. developed in the 23<sup>rd</sup> century Gregorian calendar. Built out of haste to deal with an upsurge of Klingon aggression in the 2240s, and with secondary hulls converted from civilian neutronic fuel carriers, the *Santees* by necessity pioneered the innovative "T-bar" warp engine pylong arrangement that would later go on to be used with other Class I starships designs, both in regular and inverted forms – most notably with their own descendants, the linear warp era *Jensahahn* family of heavy shuttlecarriers. All of the original four were named after a famous Terran escort aircraft carrier class of that planet's Second World War. All four were originally armed with high-powered laser beam weaponry, but these were swapped out with early ship's phaser systems on a one-for-one mount basis as soon as the newer weapons became available.

Both *Santee* (NCC-1925) and *Suwanee* (NCC-1926) were the victims of a famous ambush by a Klingon strike force during the Axanar Crisis. During that event, kamikaze tactics were employed against them both – with Klingon pilots flying assault shuttles packed with explosives deliberately crashing their craft inside each ship's main shuttle bay. The resulting explosions nearly tore *Santee* apart and blew off *Suwanee's* keel. The Klingons then recalled their surviving small craft and left the field of battle, assuming that both ships were a total loss – which was not exactly true. *Santee* was in the worst shape of the two, with her secondary hull completely destroyed and both her primary hull and one warp engine wrecked by flying secondary hull shrapnel. Over half of her crew had been killed, and it took several hours before the survivors and assistance parties from both the crippled *Suwanee* and their surviving escort vessels were able to repair her enough to get her underway again. Both vessels and their surviving escorts then limped to the nearest Federation base for repairs. *Suwanee's* secondary hull was repaired and she was sent back into action within the month; however, *Santee's* more extensive damage would not be fully repaired until after the Axanar Crisis had ended. Lieutenant Joyce Nicholson, third navigator and *Santee's* senior surviving officer (one of only eight), credited the T-bar mounting of the warp engines in saving both ships from total destruction – and her opinion was echoed by both Captain Hors Devan of *Suwanee* and all of the various Starfleet analysts who swarmed both ships after their tragic return to port.

The *Santees* were refitted in 2267 to bring them up to the *Achenar* standard – and this included the fitting of Perth PB-47 circumferential warp

engines. By that time, however, the *Santees* had been relegated to second-tier missions as more of the original *Coronado* and *Nimitz* class shuttlecarriers became available to replace them. They were refitted again in 2279, becoming the first Starfleet vessels to test the prototype Spacecraft Control System (SCS) sensor and communications suite for improved small craft operations. That was the forerunner of the integrated Flight Tasking And Control (FTAC) system used by all Starfleet shuttlecarriers and starships with extended shuttle operations capacity (such as *Midway*, *Julius Ceasar*, *Miranda*, *Coventry*, the *Knox* family, et al).

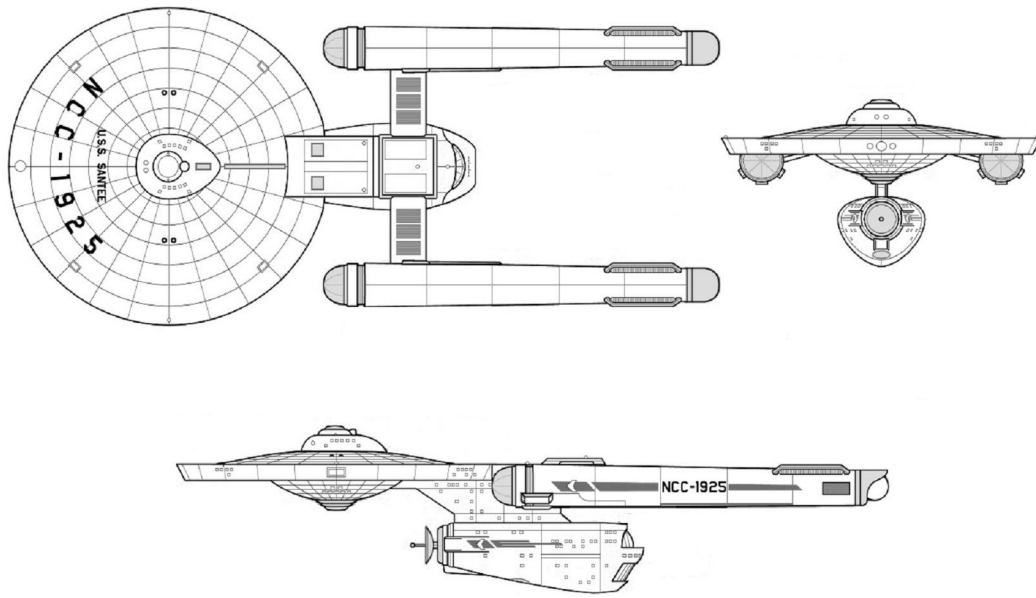
The only loss to the class occurred in 2285. *Sangamon* (NCC-1927) was wrecked beyond repair by Meerkan pirates while on patrol near the Meerkan system. No effort was made to rebuild her once the hulk was towed back to Federation space, as had been done with *Santee* some three decades earlier. By now there were more than enough new build shuttlecarriers of the *Nimitz*, *Oriskany*, and *Jensahahn* family to cover for her absence. What was left of poor *Sangamon* was quietly decommissioned and then scrapped.

The three surviving *Santees* continue to serve Starfleet in second-tier internal operations and mission assignments, just as they have been doing for the past two decades. Word has it that they will finally be sent to the proverbial barn before the end of the century. It is no longer a question of "if" – merely a question of "when."

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## Schematics



**Santee class shuttlecarrier created by Mark Wilson  
as first published on the *Federation Shuttlecarrier Comparison Chart***

**Additional data courtesy of James Dixon and "The Red Admiral"**

**Schematics by Neale "Pixel Sagas" Davison**

**CG model by H. J. Gibbens**

**Visuals courtesy of TrekBBS and Fleetyards**



This aft end view of a *Santee* provides a good look at the ship's unusual T-bar warp engine support pylon arrangement, which is teed off of extended impulse engine decks.

# Valkyr

## Fleet training shuttlecarrier (AVT) 2228

### Specifications as built

#### Dimensions

Length:	224.0 meters
Beam:	118.0 meters
Height:	41.2 meters

#### Mass

Standard gross:	1,640,000 GMT
Subspace displacement:	410,000 DWT

#### Crew complement

Officers:	167
Enlisted:	482
Small craft pilots:	30
Starfleet Marines:	up to 100 (in support of assault operations)

#### Top velocity

Cruising speed:	warp 6.0 (after Perth PB-series engine upgrade)
Rated maximum speed:	warp 8.0 (after Perth PB-series engine upgrade)

#### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
Maximum endurance:	estimated 8 years at L.Y.V.

#### Armament

Phasers:	6 standard phaser banks (3 banks of two each, per early Class I configuration)
Guided weapons:	2 photon torpedo tubes

#### Small craft complement:

(typical mix, varies with assigned mission)	12 fighter shuttles
	12 attack shuttles
	2 ELINT/ECM/ECCM shuttles
	2 heavy assault shuttles
	up to 10 standard shuttles, mixed types



### Known starships

Hull #	Name of starship	Builder	Status
NCC-1200	<i>Valkyr</i>	Utopia Planitia Spaceworks, Terra	active
NCC-1201	<i>Esteban</i>	Utopia Planitia Spaceworks, Terra	scrapped
NCC-1202	<i>Kristina</i>	Utopia Planitia Spaceworks, Terra	scrapped
NCC-1203	<i>Hosho</i>	Utopia Planitia Spaceworks, Terra	scrapped
NCC-1204	<i>Hypsipile</i>	Utopia Planitia Spaceworks, Terra	museum
NCC-1205	<i>Minerva</i>	Utopia Planitia Spaceworks, Terra	scrapped
NCC-1206	<i>Hamilton</i>	Utopia Planitia Spaceworks, Terra	parts hulk
NCC-1207	<i>Burns</i>	Utopia Planitia Spaceworks, Terra	scrapped
NCC-1208	<i>McQuarrie</i>	Utopia Planitia Spaceworks, Terra	parts hulk

*Valkyr* is the last operational starship of its class and the oldest operational shuttlecarrier in Starfleet service. Although no longer a front-line starship due to its age and lack of modern equipment, it still continues to soldier on as the fleet's largest auxiliary shuttlecarrier (AVT). *Valkyr*'s history provides an interesting glimpse into the development and operational use of Starfleet shuttlecarriers throughout the bulk of the 23<sup>rd</sup> century.

*Valkyr* was originally designed as a light shuttlecarrier companion to the massive *Titan* class super shuttlecarrier of the *Baton Rouge* starship era. It used a simplified Gearing type primary hull instead of the standard Chiokis design normally used with Starfleet front-line vessels, and had a custom secondary hull that still evokes images of so-called "lifting body" atmospheric craft. This design was chosen because it offered what was believed to be the optimum hull for a fleet shuttlecarrier that could carry the maximum required number of small craft, yet still leave plenty of internal volume for the required support systems. *Valkyr* was essentially a somewhat scaled-back *Titan*, with only half the small craft and no C3 capability whatsoever; however, it soon proved to be the more versatile of the two. *Titan*'s excessive size worked against it, given the limits of the pre-dilithium warp engine technology then available, and all of the *Titans* were eventually relegated to the role of glorified small craft transports. As for the *Valkyrs*, they found a home with the Starfleet Marines – who utilized them heavily in numerous planetary assaults, raids, and insertion/extraction operations over the next few decades. The Starfleet Marines would not enjoy the luxury of having their own dedicated starships for carrying large numbers of small assault craft, once the *Valkyrs* were retired, until specialized assault ships became available to them in the latter half of the 23<sup>rd</sup> century.

Both the now-obsolete *Titans* and the *Valkyrs* were retired *en masse* in the 2260s. All of the *Titans* had already been scrapped and work was proceeding on scrapping the *Valkyrs* when Project *Ariel* was approved to build the next generation of Starfleet super shuttlecarriers. It was immediately pointed out that a *Valkyri* would make an ideal training ship for the *Ariels*, as they were operationally similar despite being decades apart in construction. It just so happened that *Valkyr*, the class ship, was in the best shape – with only minimal disassembly having taken place at this point. She was completely rebuilt with leftover and hand-me-down circumferential warp technology left over from Starfleet vessels being

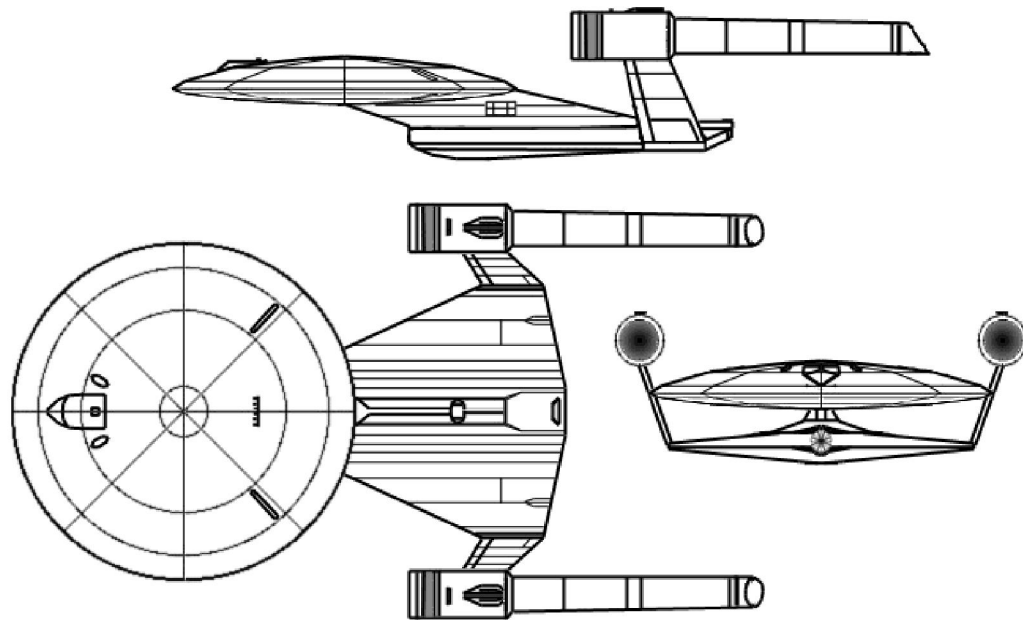
upgraded with linear warp technology, as it was more compatible with her older systems. *Valkyr* was recommissioned into service in 2277, and thus holds the unique distinction of being the very last circumferential warp drive starship to enter Starfleet service. *Valkyr* also holds the record of the most small craft landings performed on a Starfleet shuttlecarrier, with the training starship *Essex* a distant second.

*Valkyr* is currently scheduled to remain in service until 2295, after which she will be decommissioned and placed on museum ship hold for five years due to her historical significance. Failing a successful fundraising effort to save her, *Valkyr* will be sent to Qualor II for scrapping along with her two parts hulk sisters, *Hamilton* and *McQuarrie*.

As for the rest of the *Valkyrs*, only three others have survived the passage of time. Both *Hamilton* (NCC-1206) and *McQuarrie* (NCC-1208) are being maintained at Starfleet storage depots in order to provide the necessary spares to keep *Valkyr* operational. Their periodic stripping for parts over the past few decades has left them unserviceable (although still able to maintain station). Their massive hangar decks are currently used as storage facilities for various collections of older spare parts salvaged from them as well as other storage depot hulks.

There is one final note to add regarding the *Valkyr* class. *USS Hypsipile* (NCC-1204) was decommissioned in 2267. She was reserved for donation as a museum ship, while the rest of its class was sent to Qualor II to be hulked. The privately owned and operated Starfleet Association was successful in raising the funds necessary for her purchase, and she was towed to Terra in 2274 after removal of her warp core and weaponry. She spent the next twelve years at Starfleet's SpaceDock facility above Terra, while work was undertaken to restore her to her original *Baton Rouge* era configuration. Major external restoration work was completed in 2285 with the successful procurement and attachment of restorable shells of two-old style Pegasys VX-30 warp engines, similar to those with which she was originally fitted. It took another year for these old-style warp engine shells to be properly restored and fitted to *Hypsipile*, after which she was towed out of SpaceDock and to her permanent berth at the orbital complex of the Federation Air and Space Museum. Interior restoration work on *Hypsipile* continues as of the date this work went to press.

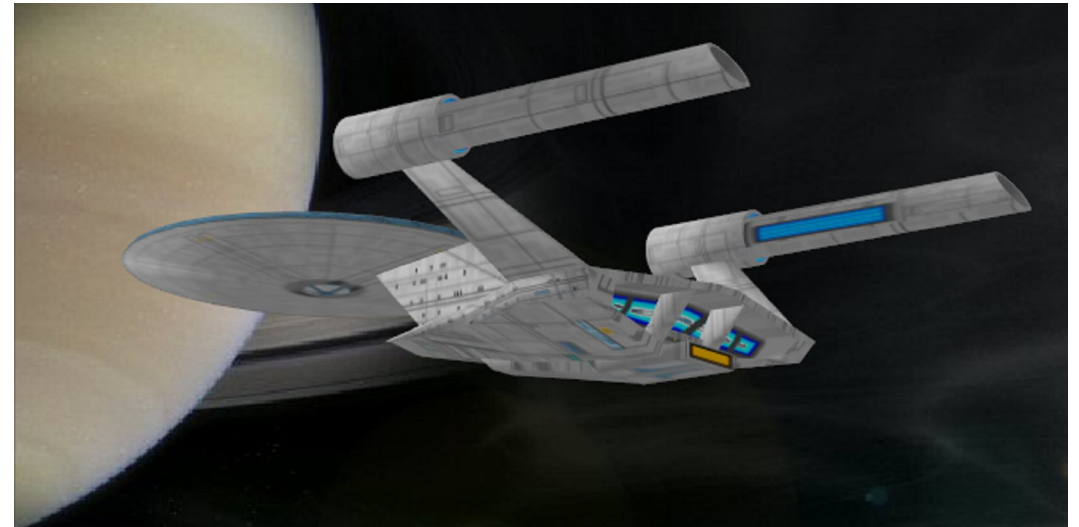
## Schematics



*Valkyr* class shuttlecarrier, c.2230. Note the rather unusual-looking pre-dilithium Pegasus VX-30 warp engines, with which the class was fitted upon launch.



Aft view of *Valkyr* in her current form. The likeness to the modern and more massive *Ariel* are immediately obvious, despite some five decades separating their launch dates.



A spectacular view of *Valkyr* in her original 2230s-era form, as she makes a flyby of the planet Saturn in the Sol System.

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***Valkyr* class created by Ralph McQuarrie  
as originally designed for the *Star Trek: Planet of the Titans* aborted movie project**

**Additional data courtesy of Timo Saloniemi, Memory Alpha, and Memory Beta**

**Schematics courtesy of the Starship Schematics Database**

**CG models by Outalance Shipyards**

**Visuals courtesy of x and Richard Mandel**

**Dreadnoughts**

# Ulysses

## Dreadnought (DN) 2279

### Specifications as built

#### Dimensions

Length:	449 meters
Beam:	186 meters
Height:	80 meters

#### Mass

Standard gross:	850,000 GMT
Subspace displacement:	212,500 DWT

#### Crew complement

Officers:	225
Enlisted:	700
Marines:	up to 80 (in support of assault operations)

#### Top velocity

Cruising speed:	warp 10
Rated maximum speed:	warp 12

#### Endurance

Standard endurance:	estimated 3 years at L.Y.V.
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#### Armament

Phasers:	10 standard dual phaser banks (all F) 10 standard single phaser banks (3 ea. P/S, 4 A)
Guided weapons:	6 photon torpedo tubes (4 F, 2 A) 4 drone racks
Other:	quantum carrier beam (QCB) generator (omni)



### Known starships

Hull #	Name of starship	Builder	Status
NCC-2125	<i>Ulysses</i>	Antares Shipyards, Antares	active
NCC-2126	<i>Leonidas</i>	Antares Shipyards, Antares	active
NCC-2127	<i>Aeneas</i>	Antares Shipyards, Antares	active
NCC-2128	<i>Theseus</i>	Antares Shipyards, Antares	active
NCC-2129	<i>Agammemnon</i>	Antares Shipyards, Antares	active
NCC-2130	<i>Perseus</i>	Antares Shipyards, Antares	active
NCC-2131	<i>Jason</i>	Antares Shipyards, Antares	active
NCC-2132	<i>Sabrina</i>	Antares Shipyards, Antares	active
NCC-2133	<i>Atlantia</i>	Antares Shipyards, Antares	active
NCC-2134	<i>Hippolyta</i>	Antares Shipyards, Antares	cancelled

*Ulysses* was the first brand new dreadnought class since the launch of *Federation* over two decades before. Even with the planned *Star League* refit the increasing age of *Federation* would limit future usefulness. *Ulysses* was selected as an effective means of covering this "dreadnought gap."

Cost was a major factor to consider, though, with all of the expenses being ramped up by Starfleet's extensive fleet modernization program of the 2270s. This would have resulted in the eventual cancellation of *Ulysses* had not the Antares Shipyards come to its rescue. It was already heavily involved with several major starship contracts, and as such was in a good position to weigh in on the new dreadnought class debate. It pointed out that costs could be kept low by basing *Ulysses* on existing designs and using off-the-shelf components as much as possible. To that end, the final design for *Ulysses* represented an amalgam of current designs and technologies at the time. The base hull form was borrowed from Project Citadel, the "roll bar" weapons mounts from *Miranda*, the "v-neck" primary hull support pylon from *Nelson*, and the oversized primary hull saucer that had been developed for the up-and-coming *Excelsior*. A single prototype, *Ulysses* (NCC-2125) was constructed in 2277 and performed well enough in space trials that class production was immediately authorized by the Federation Council. The only major design change made was the installation of larger and more powerful warp engines to offset power loading issues that had developed with *Ulysses* during space trials. *Leonidas* (NCC-2126) was the first production model to enter service, after which construction continued at the rate of two per year. The last dreadnought, *Hippolyta* (NCC-2134), was cancelled in order to free funds for other shipbuilding programs.

One unfortunate side effect of the *Ulysses* program was the immediate cancellation of the planned *Conquest* class. This was a dreadnought conversion of the *Dalghren* class strike cruiser that had already won approval from the Federation Council in order to fill the perceived "dreadnought gap." It is believed that the decision to cancel *Conquest* in favor of *Ulysses* was entirely political. The Advanced Starship Design Bureau (ASDB) had created many enemies within the Council with the speed by which its *Dalghren* contract had been approved (not to mention the overall excellence of the design), and these had united in making sure *Conquest* fell victim to *Ulysses* before a single keel had been laid. ASDB pleaded *Conquest's* case to no avail, arguing that theirs was the cheaper and more effective dreadnought design. They then tried to sue the Council

for breach of contract, but the Federation Worlds Court threw out their case without comment. All that would remain of their efforts would be the *Conquest* prototype. It was eventually turned over to the Cathedral Group for use "as they saw fit." Their evaluations several years later would eventually prove ASDB had been correct all along, but by then it was too late to save the *Conquest* program.

Although *Ulysses* is not as technically advanced as *Excelsior*, it is widely regarded as the superior combat vessel. It has a better and more balanced mix of armaments than its contemporary. The ability to unload a forward volley of six photon torpedoes in a single salvo gives it as much offensive punch as the best of Starfleet's various "heavy firepower forward" designs. Its hull, which combines the best features of *Constitution* and *Nelson*, gives it remarkable agility for a dreadnought. That same hull is also its biggest drawback, though, as its older design limits any potential upgrades. Another drawback, although not considered a critical one, is its slower speed when compared to its stablemate. Its top speed, acceleration, and subspace inversion/reversion times are notably lower than those of *Excelsior*. The lack of a third warp engine probably has a lot to do with this, even when one takes into account *Ulysses's* custom-built engines. These are little more than current linear warp engines upsized to fit the *Ulysses* hull. While they do provide the necessary power, this approach has not proved as effective in the long run as *Excelsior's* larger engines. The end result has been that the warp engine design used for *Ulysses* is one of a kind, with no more on order. The entire class is scheduled to be refitted with *Excelsior*-style warp engines during their first ESLP overhauls. These are currently scheduled to take place around 2305.

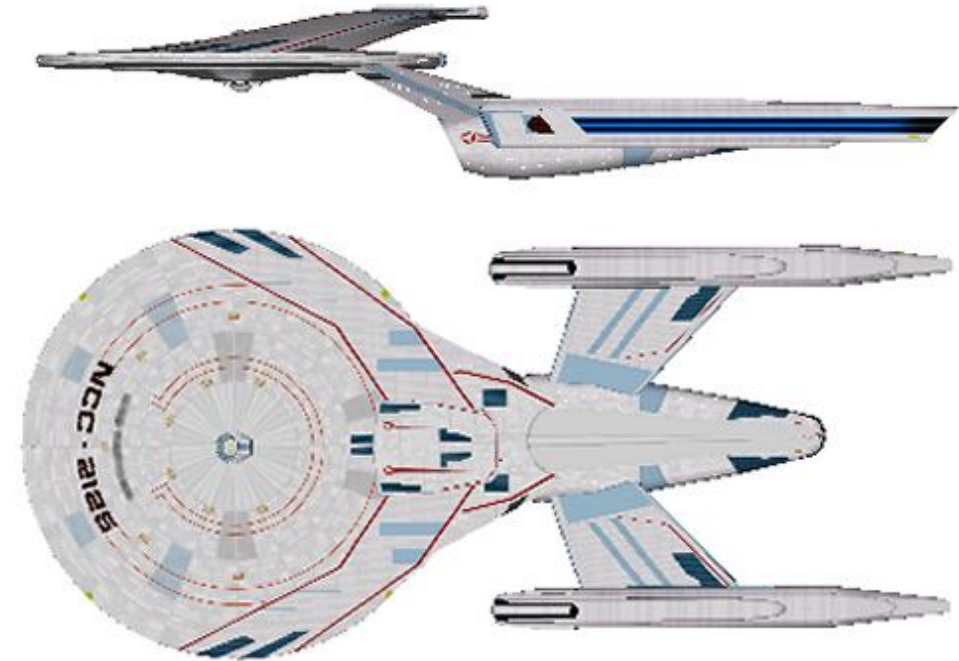
Another advantage that *Ulysses* has over *Excelsior* is its quantum carrier beam (QCB) generator. This weapons system was developed as the result of a Federation-Gorn technology exchange and bears some similarities to the Klingon's gravitic harmonic resonance cannon (GHRC). The ship's tractor beam systems are used as energy conduits in order to fire a metreon plasma burst at the target. This plays havoc with the cohesive energies found in defensive screens and can weaken them to the point of complete collapse given a sufficient charge. Any leftover energy will then strike the ship itself, disrupting its on-board electronics (sensors, scanners, targeting systems, etc.) long enough for an attack with conventional weapons. This is the main reason why *Ulysses* carries such a large array of forward-

mounted photon torpedoes. It uses QCB pulses to eliminate a target ship's screens and then immediately unloads with a full salvo of photon torpedoes. The net effect of this attack is to heavily damage, disable, or even cripple the target ship in question.

Many starship spotters argue that *Ulysses* should be classed as a superheavy cruiser (CH+) or heavy battlecruiser (BCH) and not a dreadnought. They point out that its classification was purely political and an odd one given its design, as it lacks the characteristic three nacelles that is tradition for a Federation dreadnought. This was true of *Federation* and even of *Conquest*, the design proposal that was dumped in favor of *Ulysses*. As if to add insult to injury, *Nichter* (NX-2120), *Ulysses*' proposed *Excelsior* generation successor, sports a typical three-nacelle arrangement. This design sequence definitely makes *Ulysses* the odd ship out in terms of dreadnought history and development.

The argument over whether *Conquest* or *Ulysses* was the better dreadnought was eventually put to the test by the Cathedral Group in 2294. The *Ulysses* class dreadnought *Agammemnon* (NCC-2129) was loaned to the Cathedral Group for the purposes of this exercise. It was then pitted in mock war games with and against *Conquest* (NCC-2589) over a three-month period. In order that the comparison be fair *Conquest* was fitted with a QCB, as such would have been the case had production actually gone forward. After the war games were complete, the results were carefully evaluated by both the Cathedral Group and representatives of ASDB and Antares. They showed that *Conquest* was statistically on a par with *Ulysses* in almost every category save armaments and available power and was actually superior in terms of maneuverability. *Conquest* won hands-down in the available power category, while *Ulysses* was the clear winner with regard to firepower. Surprisingly, *Ulysses* was only 3% better than *Conquest* when all the various performance factors were averaged together. This result, although statistically meaningless, was trumpeted by Antares "as proof that *Ulysses* was the better dreadnought." Their subsequent press release quietly omitted the finer details of the report, as well as the fact that the construction of the *Conquest* prototype had actually cost less than *Leonidas*, the first new-build *Ulysses*. In truth the victory was ASDB's, albeit a pyrrhic one.

The nine *Ulysses* class dreadnoughts currently serve as sector flagships on contested borders of the Federation. This has allowed the older *Federation* class to be retired to least contested areas, as well as freeing up several *Federation* hulls for explorer conversion. *Conquest* remains with the Cathedral Group for use as a testbed vessel.



Port profile and top plan of *Ulysses* (c.2278), after conversion to fleet service. Note the installation of upgraded linear warp engines. The use of fleet standard LN-64 series models during space trials had made *Ulysses* somewhat underpowered for the dreadnought role.





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*Ulysses* class Federation dreadnought created by 14 Degrees East for the videogame *Klingon Academy* by Interplay as subsequently modified for use in the *Starfleet Command* series of videogames developed by Taldren for Activision Games

*Dalghren* and *Conquest* class starships by David Schmidt and inspired by the *Belknap* and *Ascension* designs of Todd Guenther

*Nicther* class dreadnought by Eric “Jackill” Kristiansen

Additional background material courtesy of Taldren, Donald Burns, Todd Guenther, David Schmidt, Eric “Jackill” Kristiansen, and Nightmare

Schematic and visuals courtesy of Wicked Zombie

# Federation/Star League

## Dreadnought (DN) 2255

### Specifications as built

#### Dimensions

Length:	307.7 meters
Beam:	141.7 meters
Height:	84.1 meters

#### Mass

Standard gross:	889,750 GMT
Subspace displacement:	222,500 DWT

#### Crew complement

Officers:	75
Enlisted:	365
Marines:	up to 75 (in support of assault operations)

#### Top velocity

Cruising speed:	warp 11
Rated maximum speed:	warp 15

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
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#### Armament

Phasers:	12 standard dual phaser banks (2 F, 2 ea P/S, 2 A, 4 omni)
Guided weapons:	2 photon torpedo tubes (both F) 2 photon torpedo tubes (both A) (*) 4 drone racks (*)
Other:	quantum carrier beam (QCB) generator (*)

(\*) Installed during a classwide refit in 2284. Original builds *Federations* were fitted to handle cloaking devices but this capability was removed during their *Star League* conversions in the early 2270s. QCB generators were eventually installed in their place. *Entente*, the last of the class and the only one ordered as a *Star League* new build, never had cloaking device capability.



### Known starships

Hull #	Name of starship	Builder	Status
NCC-2100	<i>Federation</i>	Arbing and Lidde, Terra	active
NCC-2101	<i>Star League</i>	Arbing and Lidde, Terra	active
NCC-2102	<i>Unificatum</i>	Arbing and Lidde, Terra	active
NCC-2103	<i>Compact</i>	Arbing and Lidde, Terra	active
NCC-2104	<i>Corporation</i>	Arbing and Lidde, Terra	active
NCC-2105	<i>Federation</i>	Arbing and Lidde, Terra	active
NCC-2106	<i>Konkordium</i>	Arbing and Lidde, Terra	active
NCC-2107	<i>Star System</i>	Arbing and Lidde, Terra	active
NCC-2108	<i>Affiliation</i>	Arbing and Lidde, Terra	active
NCC-2109	<i>Concordant</i>	Arbing and Lidde, Terra	active
NCC-2110	<i>Directorate</i>	Arbing and Lidde, Terra	active
NCC-2111	<i>Organization</i>	Arbing and Lidde, Terra	active
NCC-2112	<i>Star Union</i>	Arbing and Lidde, Terra	active
NCC-2113	<i>Alliance</i>	Arbing and Lidde, Terra	cancelled
NCC-2114	<i>Confederation</i>	Arbing and Lidde, Terra	cancelled
NCC-2115	<i>Dominion</i>	Arbing and Lidde, Terra	cancelled
NCC-2116	<i>Star Empire</i>	Arbing and Lidde, Terra	lost
NCC-2117	<i>Trusteeship</i>	Arbing and Lidde, Terra	cancelled
NCC-2118	<i>Association</i>	Arbing and Lidde, Terra	cancelled
NCC-2119	<i>Consortium</i>	Arbing and Lidde, Terra	cancelled
NCC-2120	<i>Entente</i>	Arbing and Lidde, Terra	active

The idea of a capital starship with three warp engines had been kicking around Starfleet in one form or another throughout the late 22<sup>nd</sup> and early 23<sup>rd</sup> century. The first such effort, *Tritium*, was an ignominious failure due to a combination of faulty design and substandard contractor work. By the time the *Baton Rouge* generation of starships rolled around Starfleet was willing to give the concept a second chance. The *Invincible* proposal by Arbing and Lidde caught their interest largely because it was based on the *Baton Rouge* modular component system. The design had actually been authorized for prototype construction when Starfleet shifted gears to the Class I starship program. *Invincible* was subsequently cancelled in order to free funds for the effort to develop and build the *Constitution* class starships. *Invincible* was resurrected within the decade, however, once Starfleet became aware of the Klingon Empire's *Julkar* class battleship. The design was updated to bring it into line with Class I program specs and was subsequently authorized in 2252 as the *Federation* class dreadnought. *Federation* (NCC-2100), the class ship, entered service in 2255, with additional hulls following at the rate of one per year.

In 2267 Starfleet cancelled the remaining ships of the *Federation* class. The stated reason for this was to free up funds for the planned fleetwide linear warp program, which was set to begin within two years. Components that had already been procured for the dreadnought program were subsequently farmed out to other classes. The real reason for the cancellation was a fierce debate within the Federation Council as to Starfleet's need for "a pure warship class." This need would be justified within five years by evidence of the Klingon's own fleet expansion and upgrade efforts. *Entente* (NCC-2120) was subsequently reauthorized and funds were allocated for converting existing *Federations* to linear warp technology. *Star League* (NCC-2101) would be the first such conversion performed and was re-launched in 2272. *Entente*, the last of the *Federations* and the only one launched as a linear warp dreadnought, joined the fleet in 2275. Plans to reauthorize the cancelled *Federations* eventually evolved into the 30-hull *Conquest* proposal. It never got beyond the prototype stage for budgetary and political reasons. Instead, the *Ulysses* class was authorized as *Federation's* successor.

The linear warp upgrade of *Federation* is also known as the *Star League* class in various reference works. Both are considered one and the same by Starfleet regardless of terminology.

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The Organian Incident of 2267 is often cited when assessing *Federation's* performance in comparison with its contemporaries. During the four days of that conflict, the Federation and Klingon Empire begin to engage in total war only to have it put to an abrupt end by the Organians. One of the high points of this so-called "Four Days War" were the actions of a Federation task force led by the dreadnoughts *Federation* (NCC-2100) and *Affiliation* (NCC-2108). It managed to penetrate all the way through the Empire to the edge of the Klingon inner systems within those four short days. It will never be known if Starfleet would have been able to sustain such a rapid offensive. It made quite an impression on the Klingons at the time, though, spurring their subsequent crash shipbuilding program, and was more than enough justification for *Federation's* existence.

*Federation's* spacious shuttlecraft bay was the largest ever fitted to an original Class I starship outside of a shuttlecarrier at the time of its construction. It is capable of handling up to 14 shuttlecraft of various types, and this includes fighter and assault shuttles. During the turbulent days the 2270s and 2280s, it was common for *Federations* to carry only two administrative shuttles and field a full squadron of 12 fighter shuttles instead of its normal mixed shuttle complement.

*Federation* was originally designed with the capability to operate a Romulan-derived cloaking device. This capability was eventually ruled superfluous and was removed as part of the *Star League* conversion. *Entente*, as a new-build linear warp dreadnought, never had this capability. Rumors persist, however, that the ability to operate a cloaking device can be reactivated in any of the original *Federations* with a minimum of effort by any suitably qualified starship engineer.

*Star Empire* (NCC-2116) was secretly built against Federation Council orders to an alternate design. The intent was to create the most powerful dreadnought of its day. The ship was hijacked by terrorists shortly after completion during the Rittenhouse Scandal of 2269 and its existence made public as a result. The scandal that followed ensured *Star Empire* would never join the fleet. It was promptly mothballed and its warp core removed. The deactivated *Star Empire* remained in orbit at a Starfleet holding facility at Venus until 2292, when it was removed to the Arcturus Test Range for use as a target hulk.

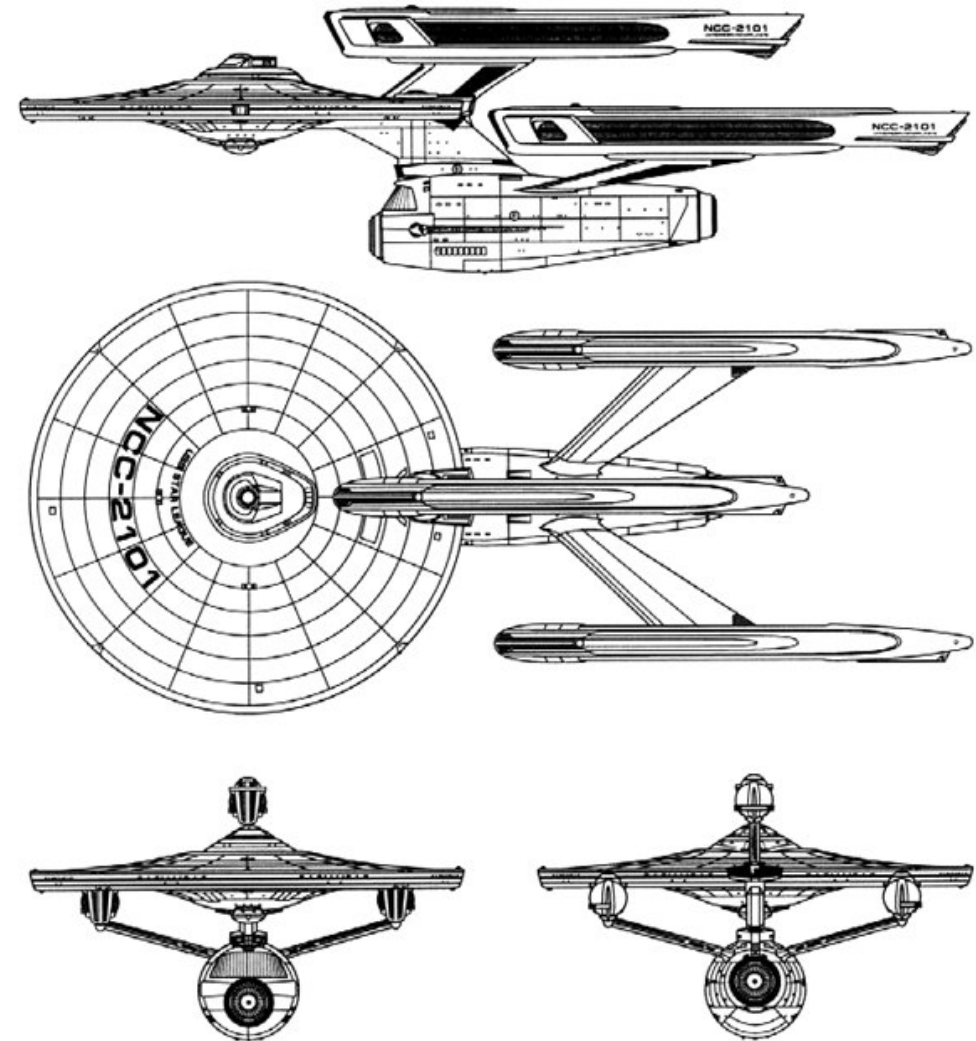
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With the introduction of the newer *Ulysses* the aging *Federation* has been informally retired to fleet duties closer to home and the Local Group systems. *Star League* (NCC-2101), *Konkordium* (NCC-2106), and *Entente* (NCC-2120) were selected for partial conversion for use as long-range explorers. The remainder of the class continues to serve as sector fleet flagships. They are expected to remain in this role until 2304, when the class will be decommissioned and transferred to the Starfleet Reserve.

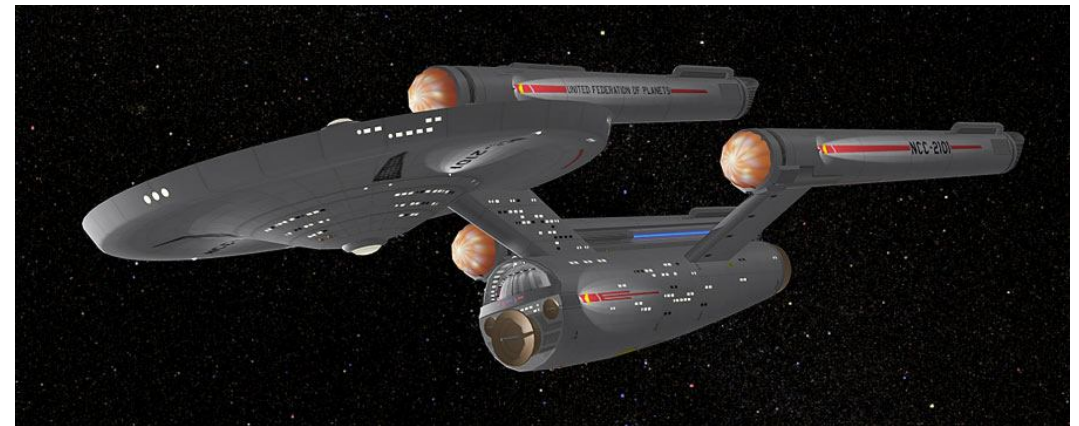


Demon Renegade Studios  
*Federation* MK X/02 upgrade from the *Federation Reference Series* by Aridas Sofia

Cosmadyne Corporations's proposal for *Federation's* linear warp upgrade. This was eventually rejected in favor of the *Star League* conversion, although many argued at the time (and still do) that it was the more efficient and cost-effective design.

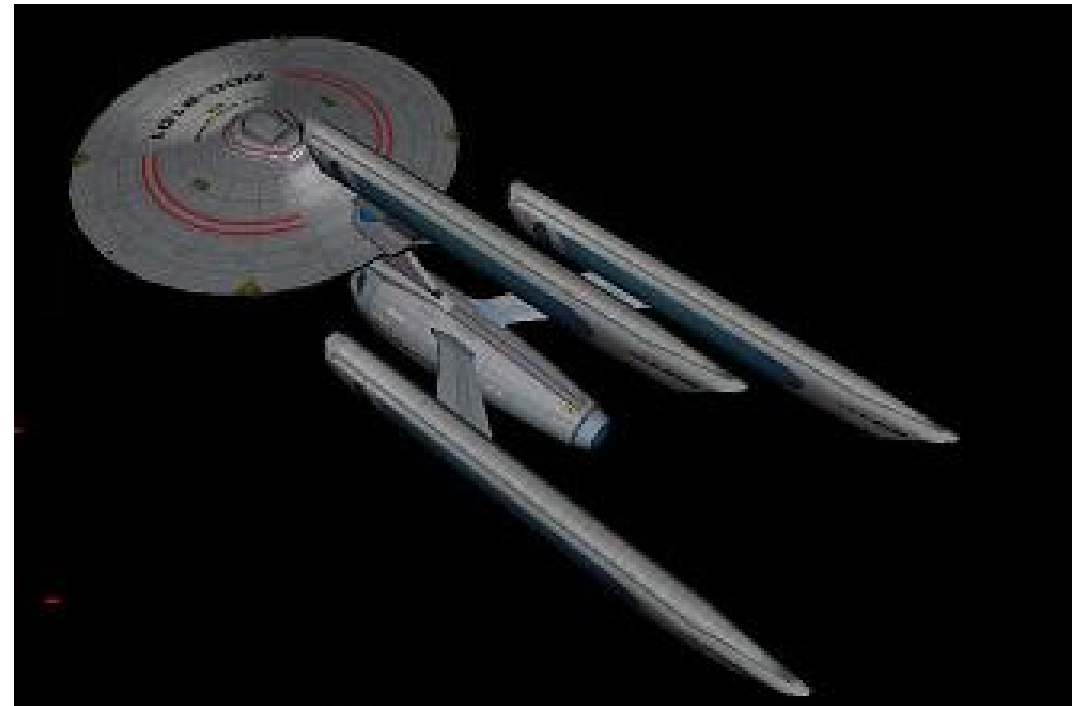


Tri-view schematic of the uprated *Federation*, aka the *Star League* conversion. The lines of the original design are essentially duplicated with *Star League*, with the resultant necessary hull and engine changes for linear warp technology. An alternate upgrade proposal (Cosmadyne) would have substituted a somewhat enlarged *Enterprise* secondary hull and remounted the port and starboard warp nacelles on even-keel pylons. The primary hull lower sensor dome of *Entente* (NCC-2120) essentially mirrors the upper hull form factor and as such is different from the rest of its class. This change was made in order to install a scout-class expanded sensor suite.



Lord Schtupp

*Star League* (NCC-2101) in her original 2256 launch configuration



Terradyhne

*Star League* (NCC-2101) during space trials following her 2272 conversion to linear warp technology. This conversion gave rise to the term "*Star League* class dreadnought."

***Federation class dreadnought created by Franz Joseph Schnaubelt from the licensed reference work *Starfleet Technical Manual* as referenced in the feature film *STAR TREK – The Motion Picture****

***Tritium design by Rick Sternbach (*STAR TREK Space Flight Chronology*)***

***Invincible design by Richard Mandel based on the work of Neale Davidson (Pixel Sagas)***

***Uprated *Star League* design by Eric "Jackill" Kristiansen as detailed in *Jackill's Starfleet Reference Manual – Ships of the Fleet Volume 1****

***Additional background materials courtesy of Franz Joseph Schnaubelt, Timo Saloniemi, Aridas Sofia, Todd Guenther, David Schmidt, and Eric "Jackill" Kristiansen.***

***Schematics by Eric "Jackill" Kristiansen***

***Visuals courtesy of Starforce Productions and Demon Renegade Studios***

# **Space Control Ships**

# Excelsior

## Space control ship (SCS) 2285

### Specifications as built

#### Dimensions

Length: 467.2 meters  
Beam: 186.5 meters  
Height: 78.9 meters

#### Mass

Standard gross: 2,010,500 GMT  
Subspace displacement: 479,850 DWT

#### Crew complement

Officers: 172  
Enlisted: 440  
Marines: up to 90 (in support of assault operations)

#### Top velocity

Cruising speed: warp 12.0  
Rated maximum speed: warp 14.0  
Rated emergency speed: warp 16.0

#### Endurance

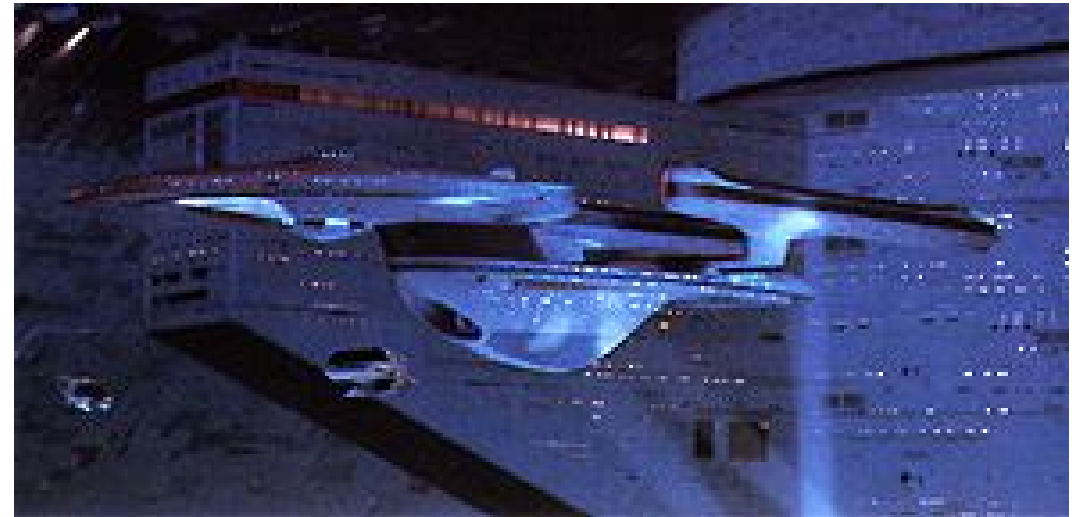
Standard endurance: estimated 5 years at L.Y.V.

#### Armament (\*)

Phasers: 20 standard dual phaser banks (10 on primary hull, 8 secondary P/S, 2 aft secondary)  
12 point-defense phaser banks (3 ea. P/S)  
3 photon torpedo tubes (2 F, 1 A)  
4 drone racks

#### Guided weapons:

3 photon torpedo tubes (2 F, 1 A)  
4 drone racks



### Class listing

Hull #	name of starship	Builder	Status
NCC-2000	<i>Excelsior</i>	San Fransico Navy Yards, Terra	active
NCC-2001	<i>Proxima</i>	Proxima Shipyards, Proxima Centauri	active
NCC-2002	---	---	(*)
NCC-2003	<i>Columbia</i>	Utopia Planitia Shipyards, Mars	building
NCC-2004	<i>Galacta</i>	---	proposed
NCC-2005	<i>Antoidas</i>	---	proposed
NCC-2006	<i>Hancock</i>	---	proposed
NCC-2007	<i>Sovereign</i>	---	proposed
NCC-2008	<i>Chikuma</i>	---	proposed
NCC-2009	<i>Garand</i>	---	proposed
NCC-2010	<i>Xevious</i>	---	proposed

(\*) Hull number NCC-2002 has been reserved for use with the CX experimental heavy cruiser program

*Excelsior* was the brainchild of Vice Admiral Richard Thorndyke of the Starship Design Bureau. He envisioned it in the mid-2270s as the first of a whole new generation of starships that was euphemistically dubbed "the *Excelsior* generation." These would have replaced the venerable *Constitution*-era classes with a range of new starship types fitted with the latest in technology advances as well as transwarp drive. The failure of the transwarp program pushed back deployment of *Excelsior* by two years, as well as construction of additional hulls and authorization for other *Excelsior*-derived designs. Despite this rocky start *Excelsior* went on to prove itself as an excellent starship in its own right and has since earned its own place in Federation history under the command of Fleet Captain Hikaru Sulu. Another *Excelsior* has since entered service since the lead ship was commissioned in 2285 (*Proxima*), with more under construction and other classes of "the *Excelsior* generation" apparently on the way.

*Excelsior* eventually vindicated Admiral Thorndyke's vision of a new starship class that would serve Starfleet as the backbone cruiser of its time. It and its sibling classes are intended to replace the aging Class I fleet as their numbers swell and the older starships are retired and removed from service. *Excelsior* alone has proven itself to be as well rounded and versatile as its legendary predecessor over the past thirteen years since *Excelsior* first entered service, thus boding well for the future of the program.

Transwarp technology was not the only new starship system tried with *Excelsior*. It was also the first Federation starship class fitted with quadri-transducer shielding generators. This allowed the use of multiphasic shielding for the first time in a Starfleet vessel. Megaphasers were also temporarily fitted to the warp engine pylons in 2284 for testing purposes, although these were eventually removed as unsuitable for the final production design.

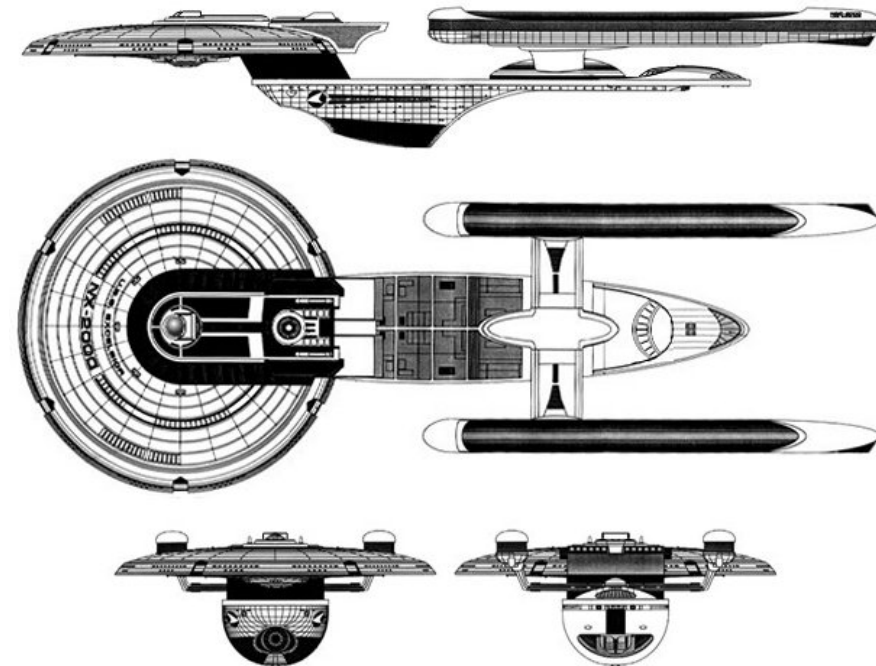
*Excelsior*'s oversized flight deck can accommodate up to sixteen standard shuttlecraft with room to spare. It can also operate runabouts and some of the smaller patrol craft classes as well. This allows *Excelsior* to operate as a fleet shuttlecarrier, in addition to its designated role.

*Excelsior* was originally commissioned in 2285 and served as the testbed for the failed transwarp drive experiments while under the command of Captain Anthony Stiles. Two years later, after the project proved to be a total failure, *Excelsior* was refitted with standard warp drive

and thus finally entered into official Starfleet service. Its first tour of duty is under the command of newly promoted Captain Hikaru Sulu, who had risen to fame as chief helmsman of the starship *Enterprise* (NCC-1701) under the tutelage of the legendary James T. Kirk.

### Schematics

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Tri-view schematic of *Excelsior*. Its stretched shape and non-standard (at the time) warp engine nacelles betray its origins as a transwarp test vessel. The transwarp project was eventually abandoned as unfeasible and the engines reworked to function as standard warp drive.

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Publicity shot of *Excelsior*, from her early days as a transwarp testbed.



Beauty shot of the rebuilt *Excelsior*, shortly after she rejoined the fleet in 2288. Appearances can be deceiving, as she still looks very much like the experimental transwarp testbed of 2285 that proved to be such an ignominious failure. The operational *Excelsior* has been everything *but* a failure, and Starfleet is currently seeking authorization for a second production block to replace its older *Constitution*-derived Class I fleet of cruiser-type starships.



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*Excelsior* class starship created by Bill George (Industrial Light and Magic) as first seen in *STAR TREK III – The Search for Spock* and later featured in *STAR TREK VI – The Undiscovered Country*, *STAR TREK – The Next Generation*, *STAR TREK – Deep Space Nine*, and *STAR TREK - Voyager*

Additional background material courtesy of Memory Alpha, Doug Drexler, Eric “Jackill” Kristiansen, James Dixon, Last Unicorn Games, and FASA Corporation

Schematics by Eric “Jackill” Kristiansen  
Visuals courtesy of CBS Paramount

CG models courtesy of Activision

# Julius Ceasar

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## Space control ship (SCS) 2277

### Specifications as built

#### Dimensions

Length: 535.1 meters  
Beam: 141.7 meters  
Height: 72.1 meters

#### Mass

Standard gross: 1,950,000 GMT  
Subspace displacement: 435,000 DWT

#### Crew complement

Officers: 156  
Enlisted: 444  
Pilots (as applicable): 65  
Marines or troops (as applicable): up to 80 (in support of assault operations)

#### Top velocity

Cruising speed: warp 11.5  
Rated maximum speed: warp 13.5  
Rated emergency speed: warp 15.5

#### Endurance

Standard endurance: estimated 3 years at L.Y.V.  
Maximum endurance: estimated 18 years at L.Y.V.

#### Armament

Beam weaponry: 12 type-I phaser banks  
6 type-G gatling phaser banks  
Guided weaponry: 2 photon torpedo tubes

#### Small craft complement:

(typical mix, varies with assigned mission)  
24 fighter shuttles  
24 attack shuttles  
2 ELINT/ECM/ECCM shuttles  
4 heavy assault shuttles  
2 standard administrative shuttles



### Class listing

Hull #	Name	Builder	Status
NCC-2554	<i>Napoleon</i>	Utopia Planitia, Mars	museum hold
NCC-2557	<i>Julius Ceasar</i>	Aitken Navy Yard, Luna	active

Starfleet's lone remaining commissioned *Napoleon* class shuttlecarrier continues in active service. *Julius Ceasar*, the only one of the four to survive into the linear warp generation vessel (converted during construction) has proven how well the surviving two (*Napoleon*, *Zhukov*) would have done as linear warp vessels themselves, had not service politics and intense internal bickering among the two major fleet shuttlecarrier design camps denied them both their Extended Service Life Program (ESLP) refits and inclusion in the linear warp program. Talk of rebuilding and reactivating *Napoleon* herself, the only other surviving ship of her class, has remained just that. The well-worn-out and now decommissioned elder sister ship of *Julius Ceasar* has been hulked despite fierce protests due to her extremely poor condition, and even her fiercest advocates are forced to concede that the effort and resources required to both return *Napoleon* to active duty and refit her as a linear warp starship would be cost prohibitive. A private effort is being made to save *Napoleon* as a museum ship, but whether or not that succeeds remains to be seen. The hulked vessel is currently being kept at the Starfleet boneyard at Qualor II, awaiting the final outcome of this effort to save her for posterity.

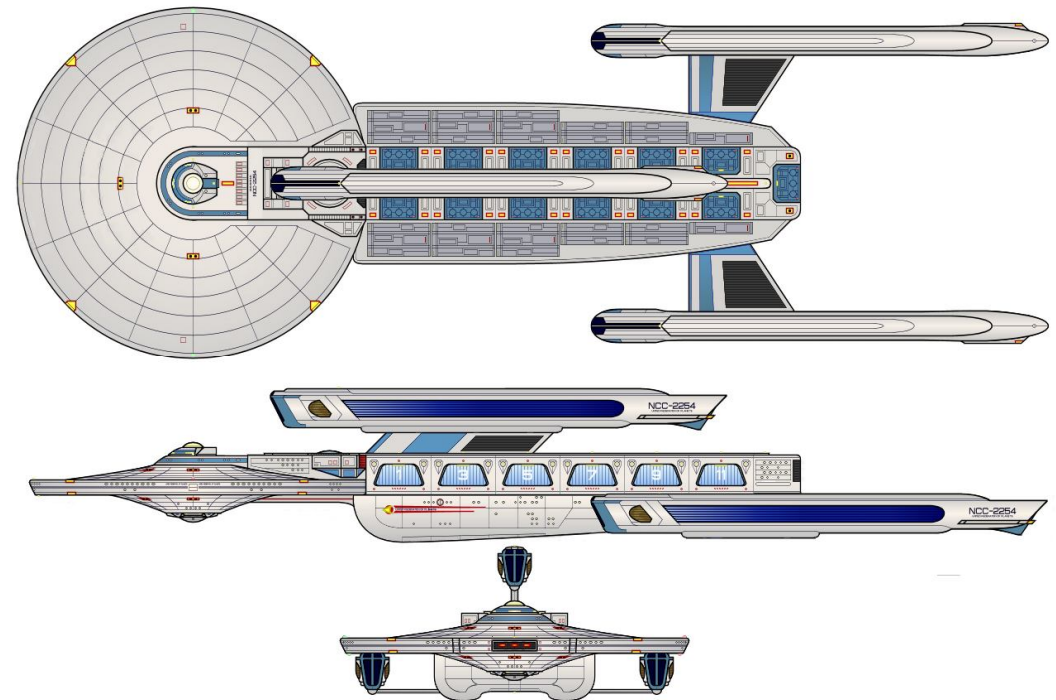
In the meantime, *Julius Ceasar* has quickly established herself as the best performing shuttlecarrier among the older designs in Starfleet's current inventory. Its performance ratings are very similar to those of *Midway*, and only *Midway* exceeds it in all but maneuverability at high warp. The now-discredited *Ariel* still gets top billing in that regard, but in all other factors both *Midway* and *Julius Ceasar* reign supreme. *Julius Ceasar* replaced *Napoleon* on the Klingon border upon her completion and final fitting-out in 2277, in order to allow that well-worn vessel to take its final service cruise back to port for immediate decommissioning. She then completed her first five-year tour of duty with honors, patrolling the Federation side of the Organian Treaty Zone in company with *Napoleon's* former task force. The fact that the two ships were so operationally similar despite *Julius Ceasar* being a linear warp ship meant that there were fewer teething troubles than expected in integrating operations with the task force, and in fact no major settling-in problems were reported. The officers, crew, and pilots aboard *Julius Ceasar*, along with those of her new escorting vessels, all gave glowing reports of her performance, and she returned from her first five-year mission amidst a hail of praise and accolades. It was at this time (2282-2283) that *Julius Ceasar* was pulled back into dock for conversion to a space control ship, and a third warp engine was fitted dreadnought-style

in order to provide the extra power needed for her new purpose. It is in this form that *Julius Ceasar* continues to serve Starfleet today.

*Napoleon* was and continues to remain an influential starship design despite all the controversy that surrounded it then and now. *Julius Ceasar*, the last of the *Napoleons* in active Starfleet service, continues to prove that its many critics were wrong then and are still wrong now about the idea of the Federation adapting Klingon-style "fighting carrier" techniques -- fitting even fleet-sized shuttlecarriers so they could participate directly in an engagement. *Napoleon's* influence can even be seen in *Midway*, Starfleet's newest fleet shuttlecarrier class -- but *Julius Ceasar* is still there, the last of the *Napoleons*, to remind everyone of the ship and the class which proved that the concept could and would work for Starfleet. *Julius Ceasar* remains on active duty with Starfleet, and there are no plans to retire her for the foreseeable future.

### Schematics

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*Julius Caesar* originally belonged to the *Napoleon* class of fleet shuttlecarriers. They were the largest starships ever built for Starfleet using old-style circumferential warp engines. *Napoleon* is also the direct design ancestor of today's *Midway* class fleet shuttlecarriers, and its design influence can also be seen in the *Excelsior* project.



*Julius Caesar* with three members of her carrier battle group during the recent 2290 Starfleet wargames exercises at Formahault



*Julius Caesar* in her original as-launched configuration. Note the absence of the third warp engine, which was added when she was converted from a fleet shuttlecarrier (CV) to a space control ship (SCS).

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***Julius Caesar* space control ship by Stephen V. Cole  
and the Amarillo Design Bureau**

**Schematic by Neale Davison**

**CG model adapted from the works of Rick Knox, Adam Turner, and DestyNova**

***Napoleon* class model by Adam Turner and DestyNova**

**Cruisers**

# Ishtasse

## Heavy cruiser (CA) 2292 (proposed)

### Specifications as built

#### Dimensions

Length:	304.8 meters
Beam:	141.7 meters
Height:	71.3 meters

#### Mass

Standard gross:	830,400 GMT
Subspace displacement:	211,500 DWT

#### Crew complement

Officers:	75
Enlisted:	435
Small craft pilots (as applicable):	2
Marines or troops (as applicable):	up to 24 (two squads)

#### Top velocity

Cruising speed:	warp 9.0 (projected)
Rated maximum speed:	warp 11.0 (projected)
Rated emergency speed:	warp 13.0 (projected)

#### Endurance

Standard endurance:	estimated 5 years at L.Y.V.
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#### Armament

Beam weaponry:	18 type-I phaser banks (6 banks of 2 each primary hull top and bottom, 1 quad bank on secondary hull dorsal, 2 single banks above shuttle bay, 1 dual bank under shuttle bay)
Guided weaponry:	4 photon torpedo tubes (double-ended deck)
Other:	N/A

#### Small craft:

up to 6 shuttlecraft of various types



### Class Listing

Hull #	Name	Builder	Status
NX-2262	<i>Ishtasse</i>	Cosmadyne Corporation, Terra	proposed
NX-2263	<i>Meiji</i>	Ishikawaharima Industries, Terra	proposed
NX-2264	<i>Klat'mahath</i>	Rapier Dynamics Group, Aldeberan	proposed
NX-2265	<i>Constantine</i>	Cosmadyne Corporation, Terra	proposed
NX-2266	<i>Ahuatalupa</i>	Pesco Industriale, Terra	proposed
NX-2267	<i>Norton</i>	SFD San Francisco Yard, Terra	proposed
NX-2268	<i>Roncandor</i>	Vickers Shipbuilding, Terra	proposed
NX-2269	<i>Vinkaatori</i>	Proxima Shipyards, Proxima	proposed
NX-2270	<i>Komandorski</i>	Nikolayev Spaceworks, Terra	proposed
NX-2271	<i>Maria Teresa</i>	Vickers Shipbuilding, Terra	proposed
NX-2270	<i>Katarina</i>	Nikolayev Spaceworks, Terra	proposed

NOTE - This class should not be confused with Kunman Spaceworks' proposed but never-built *Ishatasse* class medium cruisers, although the names are almost identical and most of its hull names were recycled for the later class. For an in-depth discussion on that never-built starship class please see Evarts, Jason R., *Flights of Fancy: The Starfleet That Might Have Been* (Alpha Centauri: New Athens Publishing, 2285).

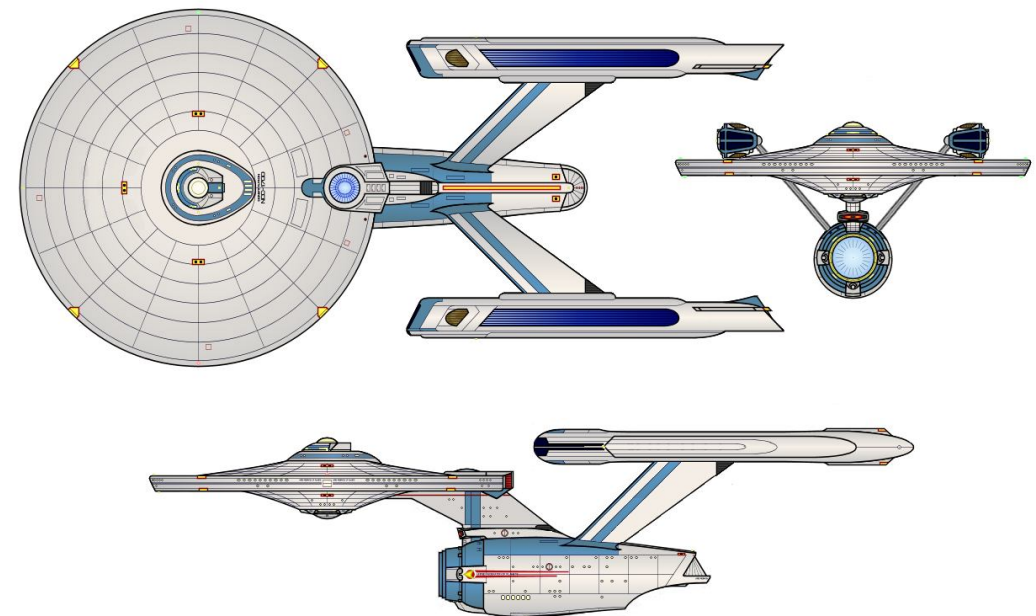
*Ishatasse* is the fifth and what many now believe to be the final linear warp Starfleet heavy cruiser based on the venerable *Constitution* design. It started out life in 2282 as the *Enterprise-II* class (*Levant* in some sources). That was a proposed slightly upgraded and modernized version of the first (and some said still the best) upgraded linear warp heavy cruiser class to enter Starfleet service. As all of the subsequent classes always failed in some way to measure up to the high performance standards set by the original upgraded *Enterprise* and the sister ships of her class, *Enterprise-II* was going to address this by initiating the building of a new class of Starfleet heavy cruisers that met or exceeded that original standard. The Federation Council soundly rejected the *Enterprise-II* proposal at the time, citing both the high cost and the lack of apparent need. Almost a decade later, with the threat of war with the Klingon Empire looming closer than ever, the Federation Council decided the time had come to revisit Starfleet's request.

*Ishatasse* (NCC-1734, *ex-Jupiter*) a former *Achenar* will be serving as the prototype for the class. It is currently being upgraded and rebuilt to test aspects of its somewhat reconfigured design. *Ishatasse* is also the name that we are using for now for reference purposes in this work. The actual class name, per Starfleet standard practice, will be determined by which member of the class is both launched and commissioned first into Starfleet service. It will be interesting to see which one it might be, as none of the new-builds in the class have yet to begin construction. Work has not proceeded beyond gathering of required materials and resources, pending the outcome of the converted *Ishatasse's* space trials.

The reconfigured position of *Ishatasse's* Leeding LN-64B linear warp engines from their normal upright position to one in which they are turned 90 degrees on their side reflect data gathered from both the *Cheetah* fast cruiser experimental prototype and data gathered from other linear warp Starfleet starship classes that have a similar warp arrangement. This simple change in orientation allows for a gain of a full warp factor in speed while in

subspace, although it creates extreme harmonic distortion on the top and bottom of the affected ship's warp field. The LN-64B is the first version of Starfleet's preferred linear warp engine to incorporate dynamic dissonators, in an effort to reduce this warp field disruption without any loss in speed. Only when *Ishatasse* is launched later this year and joins the Cathedral Group for shakedown and evaluation will Starfleet know for sure if this design gamble is going to pay off. The advantage here is that if it does not, it would be an easy matter to rebuild *Ishatasse* as a standard uprated *Enterprise* and build the rest of the class in similar fashion, as was originally proposed back in the 2280s.

### Schematics



***Ishatasse* class based on the kitbashed AMT TMP *Enterprise* model seen frequently on screen in a number of episodes of *STAR TREK: The Next Generation*  
Additional background data derived from the musings of Todd Guenther and Timo Saloniemi**

**CG model and visuals adapted from the *USS Invincible* CG model by Atheorhaven**

# Andor

## Super heavy cruiser (CB) 2282

### Specifications as built

#### Dimensions

Length:	276.7 meters
Beam:	139.4 meters
Height:	56.9 meters

#### Mass

Standard gross:	721,600 GMT
Subspace displacement:	160,500 DWT

#### Crew complement

Officers:	44
Enlisted:	196
Starfleet Marines:	26 (2 squads + 1 commander and 1 aide)

#### Top velocity

Cruising speed:	warp 7.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 11.0

#### Endurance

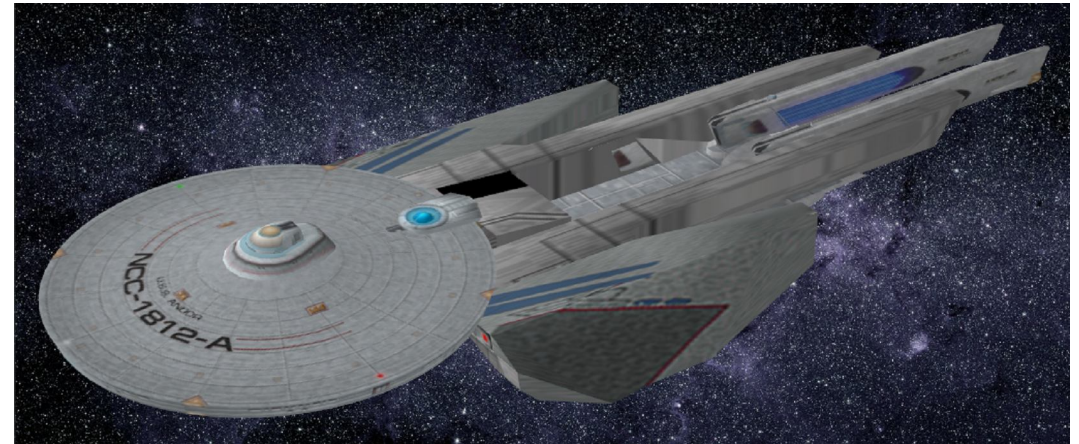
Standard endurance:	estimated 3 years at L.Y.V.
Maximum endurance:	estimated 20 years at L.Y.V.

#### Armament

Beam weapons:	16 type 1 phaser banks (6 dual banks on primary hull in <i>Enterprise</i> style layout, 1 dual bank on port and starboard sides of aft end of secondary hull)
Guided weapons:	8 photon torpedo tubes (4 F, 4A)

#### Small craft:

up to 6 shuttlecraft of various types



### Known starships

Hull #	Name of starship	Builder	Status
NCC-1812-A	<i>Andor</i>	Andorian Imperial Shipyards, Andor	active
NCC-4050	<i>Gerhalt</i>	Andorian Imperial Shipyards, Andor	active
NCC-4051	<i>Icthkana</i>	Andorian Imperial Shipyards, Andor	active
NCC-4052	<i>Kudana</i>	Andorian Imperial Shipyards, Andor	active
NCC-4053	<i>Vreenin</i>	Andorian Imperial Shipyards, Andor	active
NCC-4054	<i>Pestahult</i>	Andorian Imperial Shipyards, Andor	scrapped
NCC-4055	<i>Yrenith</i>	Andorian Imperial Shipyards, Andor	active
NCC-4056	<i>Mirnadith</i>	Andorian Imperial Shipyards, Andor	active
NCC-4057	<i>Lokdash</i>	Andorian Imperial Shipyards, Andor	active
NCC-4058	<i>Thuson</i>	Andorian Imperial Shipyards, Andor	scrapped
NCC-4059	<i>Lothal</i>	Andorian Imperial Shipyards, Andor	active
NCC-4050	<i>Sendath</i>	Andorian Imperial Shipyards, Andor	active
NCC-4051	<i>Kethin</i>	Andorian Imperial Shipyards, Andor	active
NCC-4052	<i>Untocht</i>	Andorian Imperial Shipyards, Andor	active



The Andorian Defense Forces – or “Blue Fleet,” per its popular and iconic nickname - have always been very particular about the kind of combat starships that are built for their use. This remained true even after their integration into the Federation Starfleet command structure in the mid-22<sup>nd</sup> century. They were no less particular when it came time to enter the linear warp era, envisaging a cruiser-class starship that would make the most of the older technology Starfleet was discarding in its own massive refit and upgrade programs. All the Andorians had to do was produce a secondary hull large enough to install what they wanted and how they wanted it laid out, custom-tailored to Andorian tastes and needs – as well as long-held Andorian ideas on proper weapons loadouts and starship combat tactics. The end result of this was the super heavy cruiser *Andor* – the largest Class I starship designed and built for Starfleet for the express purpose of meeting the unique needs of a Federation member world.

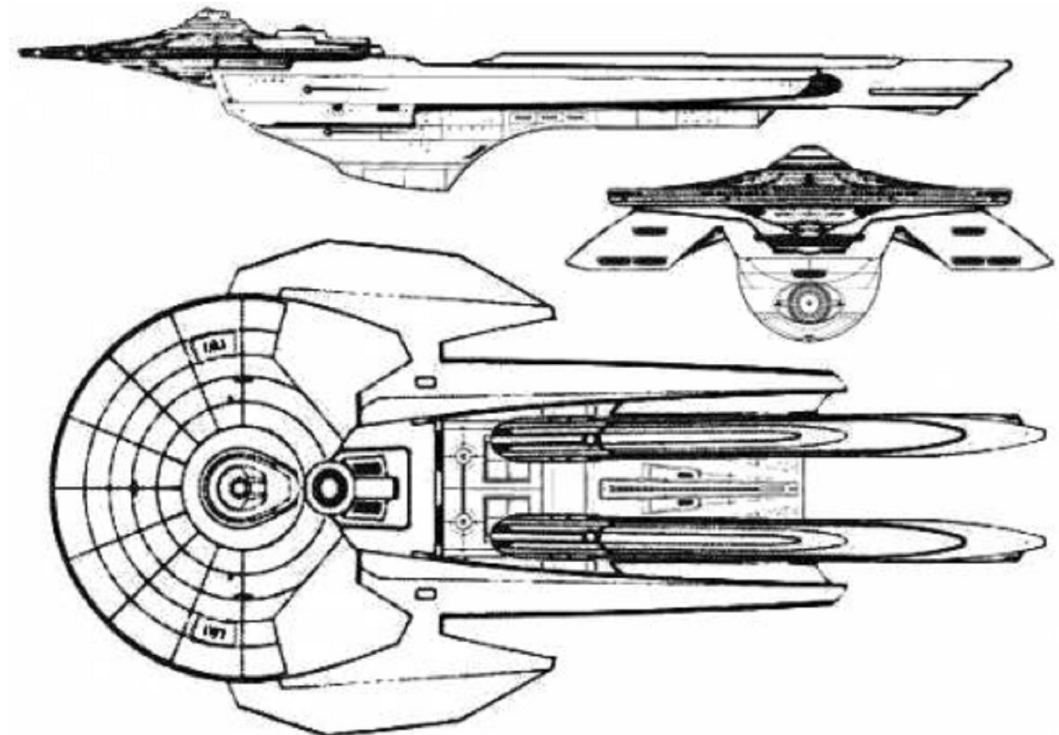
*Andor* represents a unique mix of starship technologies from both the circumferential and linear warp generations. It utilizes a Starfleet-standard primary hull, impulse drive, and LN-64 linear warp engines; however that is all it takes from the linear warp era. Both its multiple type 1 phaser banks and its multiple photon torpedo systems are leftovers from the circumferential warp era, pulled from older Starfleet vessels being upgraded and then fitted to *Andor*. Its sensor, scanner, computer, and support systems are likewise older models, discarded by Starfleet but finding a new home aboard *Andor* and new service with the Blue Fleet. While this limits *Andor* in certain ways, and causes certain incompatibilities whenever regular Starfleet and Blue Fleet vessels participate in joint exercises, nevertheless the class performance on the whole has been surprisingly good – given its unique origins and technology mix. The Andorians themselves actually welcome the fact that “intensive training and endless exercise,” as Saloniemi so aptly put it, are required to keep the overall performance of *Andor* at or near the levels of its Starfleet counterparts. It should also be noted, in *Andor*'s favor, that no enemy vessel unfortunate enough to tangle with an *Andor* at combat range has ever escaped unscathed – even if *Andor*'s sensors and weapons are dated by modern linear warp standards.

Starfleet has chosen not to employ *Andors* for regular fleet use for three chief reasons. Their deliberately unstable warp fields, created by the way their warp engines are mounted, are considered a safety hazard by all but the Andorians themselves. In addition, the living conditions aboard,

tailored almost exclusively for Andorian and compatible life forms, make the human concept of spartan seem like a luxury. Finally, they are very cramped ships despite their enormous size. The deliberate decision to mix old and new starship technologies has created its own share of interface and interconnectivity problems, which to their credit the Andorians have tackled with their typically cheerful gusto. Perhaps the best comment ever made about what one might find inside the engineering spaces of an *Andor* was made by legendary Starfleet chief engineer Montgomery Scott: “Aye, it’s a bonnie mess, and that’s for sure – but if it makes it go, then who’s to argue?”

Two ships, *IAV Vreenin* (NCC-4053) and *IAV Thuson* (NCC-4058), had to be scrapped after they were damaged beyond repair in a high-speed spaceyard collision. The remaining *Andors* continue to serve with the Blue Fleet as flagships for Blue Fleet combat squadrons.

#### Schematics





The front or "business end" of an *Andor*. More often than not, this is the last sight that the *Andor's* lesser foes usually see.

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***Andor* class super heavy cruiser created by Dana Knutson and associates  
for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Original CG model by Rick "pneumonic81" Knox**

**Visuals courtesy of Atheorhaven and Richard Mandel**

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Three ships of the Radiph Squadron of the Andorian Blue Fleet – two *Thufir* class destroyers and the *Andor* class cruiser *Sendath* - on patrol near the Organian Treaty Zone in 2289. The unusual side-by-side and extreme aft mounting of their warp engines is Andorian preference. It produces a deliberately abnormal warp field signature that makes Andorian ships extremely unstable in flight – and thus makes them extremely agile as well, despite their size. Such a field has to be constantly maintained and monitored whenever warp drive is engaged. More than one modern Andorian combat starship has been badly damaged simply by losing its warp field integrity – which is one of the main reasons why Starfleet proper does not use modern Andorian designs.

# Balson

## Command cruiser 2279

### Specifications as built

#### Dimensions

Length:	305.0 meters
Beam:	141.7 meters
Height:	71.3 meters

#### Mass

Standard gross:	781,000 GMT
Subspace displacement:	218,000 DWT

#### Crew complement

Officers:	41
Enlisted:	395
C3 special staff:	46
Small craft pilots (as applicable):	1
Marines or troops (as applicable):	up to 24 (two squads)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 5 years at L.Y.V.
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#### Armament

Beam weaponry:	16 phaser banks (6 dual banks on primary hull saucer, 1 quad bank on secondary hull ventral, 2 single banks aft and above shuttle bay doors)
Guided weaponry:	4 photon torpedo tubes (double-ended deck)
Other:	N/A

#### Small craft:

up to 6 shuttlecraft of various types



### Class Listing

Hull #	Name	Builder	Status
NCC-2105	<i>Balson</i>	Arbing and Lidde, Terra	active
NCC-2121	<i>Doria</i>	Arbing and Lidde, Terra	proposed
NCC-2122	<i>Kurita</i>	Arbing and Lidde, Terra	proposed
NCC-2123	<i>Walker</i>	Arbing and Lidde, Terra	proposed

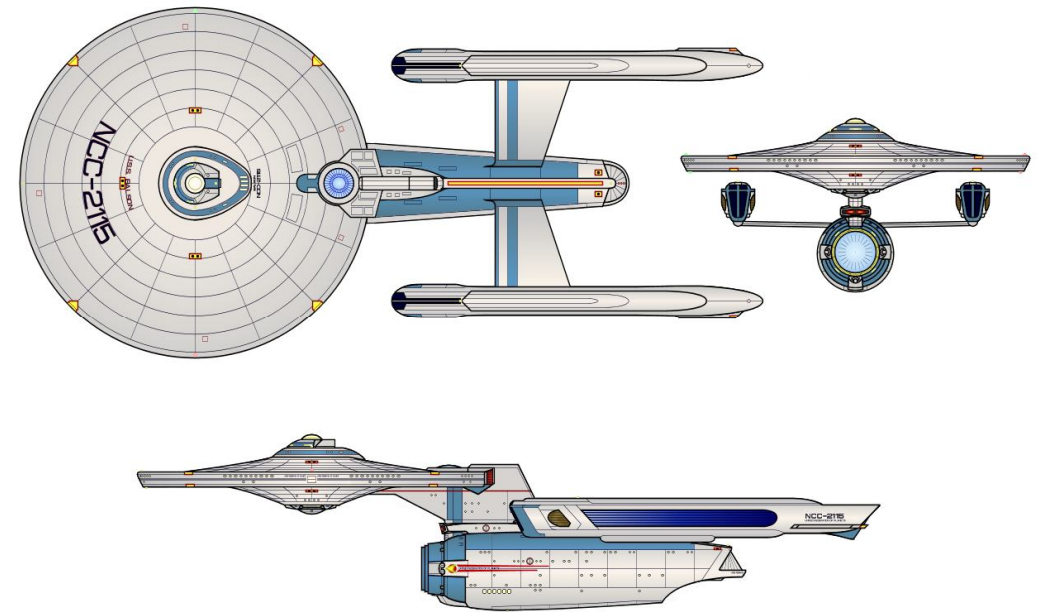
*Balson*, the lone purpose-built command cruiser currently available to Starfleet, is also known as "Starfleet's thirteenth (*Federation* class) dreadnought. This unofficial nickname sums up in brief phrase the vessel's origins, design basis, and long-surmised but unavailable upgrade path.

The resumption of hostilities with the Klingons in the late 2260s and continuing to slowly ramp up to the present situation is what created the need for specialized command cruisers. Such mobile command posts could be rapidly deployed to any crisis situation on contested borders, using their extensive C3 capabilities to control and coordinate the actions of all Starfleet and affiliated units in the area. Normally this job had fallen on dreadnoughts and fleet shuttlecarriers, which already had extensive C3 facilities as standard features, as occasionally supplemented by converted command cruisers courtesy of Project Citadel. A unique opportunity presented itself once the proposed 30-hull *Conquest* class dreadnought order was cancelled. One of the leftovers of that aborted effort was a brand new, nearly finished, linear-warp era *Federation* type secondary hull that could now be used for other things -- such as a dedicated command cruiser. Starfleet took what it had, lengthened it and uprated its C3 capabilities to those of a small starbase, and then married it to a primary hull and linear warp engines that had originally been produced for the *Belknap* class strike cruiser program. These had become available once Starfleet was forced to cut back its *Belknap* order, and once Starfleet announced its intentions no time was wasted by the Federation Council in signing off on it. The end result was *Balson* -- the most sophisticated mobile C3 platform available to Starfleet at this time. It also resulted in the termination of Project Citadel -- for now that *Balson* existed, according to Citadel's longtime foes, along with the new *Star League* class dreadnoughts and other older C3-capable starship types, the Citadel conversion program was no longer necessary,

There has long been public speculation that *Balson* can be converted into a true dreadnought at any time, given its visual similarities to an uprated *Federation* that lacks its third warp engine mounted on its primary hull. This misconception is what gave rise to the nickname "thirteenth dreadnought;" however, it is not true. No linear warp two-nacelle starship in the Class 1 fleet has yet to be built with the necessary support systems and additional hull bracing required for the mounting of a dreadnought-style third warp engine, and such is the case with *Balson*. Her primary hull and support dorsal are linear warp era Class 1 models, originally built for a

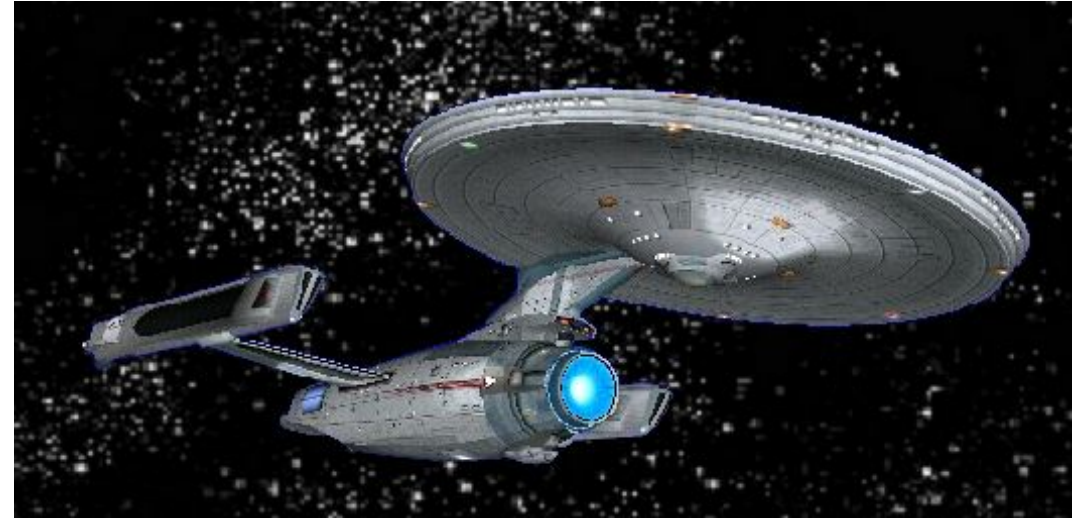
regular *Belknap* class strike cruiser, and thus lack everything needed for the fitting of a third warp engine. Fitting such, let alone the third warp engine itself, would require a complete rebuild and would also be unnecessary for *Balson's* designed purpose. Her two LN-64B linear warp engines provide more than enough power to fill all of her operational requirements in all but the most extreme and unanticipated of situations. Perception is everything, however, and Starfleet is reportedly making moves to secure modified *Belknap*-type primary hulls and hull support dorsals for *Doria*, *Kurita*, and *Walker* -- the next three proposed members of the *Balson* class. Approval for these extra *Balsons* has remained stalled in the Federation Council since 2279, however, and *Balson's* foes have cited "Starfleet's apparent need to make dreadnoughts out of everything" as the reason why they will continue to block approval. It is highly unlikely that enough support will ever be gathered to win the necessary votes for the construction of dreadnought-capable *Balsons* -- short of outright war with the Klingon Empire.

### Schematics





Side port profile of *Balson* as originally proposed. The fact that she looks so much like the rejected Cosmandyne "Mark II" upgrade for the *Federations* - sans third warp engine, of course - appears to have been what started the whole "thirteenth dreadnought" business, insofar as the general public is concerned.



This image was taken right before *Balson's* amazing adventure last year -- when a set of highly improbable circumstances involving clandestine Romulan raiders found her alone on the wrong side of the Romulan Neutral Zone and facing a Romulan battle group. Fortunately *Balson* escaped, but was so shot up during the process that she had to undergo major repairs at Starbase 10 afterward. *Balson's* captain drew an official reprimand for the affair, and standing orders enacted since now prevent *Balson* and other dedicated command cruisers from deploying on any solo endeavors.



Aft three-quarters starboard view of *Balson*. Note the rather imposing presence of the double-ended phototorp deck at the base of the primary hull dorsal.

***Balson* design by Aridas Sofia  
Additional background data derived from  
the musings of Todd Guenther, Timo Saloniemi, and Neale Davidson  
CG model and visuals by Atheorhaven and Wicked Zombie**

# Tikopai

## Heavy cruiser (CA) 2277

### Specifications as built

#### Dimensions

Length:	304.8 meters
Beam:	141.7 meters
Height:	71.3 meters

#### Mass

Standard gross:	867,250 GMT
Subspace displacement:	206,000 DWT

#### Crew complement

Officers:	65
Enlisted:	375
Small craft pilots (as applicable):	2
Marines or troops (as applicable):	24 (2 squads)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 5 years standard at L.Y.V.
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#### Armament

Beam weaponry:	14 type-I phaser banks (12 mounts on primary hull, 4 on secondary) (*)
Guided weaponry:	2 photon torpedo tubes
Other:	N/A

Small craft: up to 6 shuttlecraft of various types

(\*) Many of the later *Tikopais* have only 2 ventral secondary hull phaser banks instead of the 4 called for in the original design spec, resulting in a total of only 12 phaser banks. This was done for cost-cutting reasons.



## Class Listing

Hull #	Name	Builder	Status
NCC-1800	<i>Tikopai</i>	Ishikawaharima Industries, Terra	active
NCC-1801	<i>K'ushui</i>	Shor Ta'kei Docks, Vulcan	active
NCC-1802	<i>K'hotan</i>	Shor Ta'kei Docks, Vulcan	active
NCC-1803	<i>Altair</i>	Cosmadyne Corporation, Terra	active
NCC-1804	<i>Formalhaut</i>	Rapier Dynamics Group, Aldebaran	active
NCC-1805	<i>Nakarat</i>	Cosmadyne Corporation, Terra	active
NCC-1806	<i>Vega</i>	Newport News EB Docks, Deneb V	active
NCC-1807	<i>Arcturus</i>	SFD Sosma Dockyard, Arcturus III	active
NCC-1808	<i>Pollux</i>	Avondale Group, Rigel IV	active
NCC-1809	<i>Capella</i>	Cosmadyne Corporation, Terra	active
NCC-1810	<i>Darion</i>	Ishikawaharima Industries, Terra	active
NCC-1811	<i>Sandar</i>	Newport News EB Docks, Vega	active
NCC-1812	<i>Aldebaran</i>	Rapier Dynamics Group, Aldebaran	active
NCC-1813	<i>Hor</i>	Avondale Group, Rigel IV	active
NCC-1814	<i>Canopus</i>	Cosmadyne Corporation, Terra	active
NCC-1815	<i>Spica</i>	Shor Ta'kei Docks, Vulcan	active
NCC-1816	<i>Agena</i>	Ishikawaharima Industries, Terra	active
NCC-1817	<i>Vena</i>	Shor Ta'kei Docks, Vulcan	active
NCC-1818	<i>Acrux</i>	Newport News EB Docks, Deneb V	active
NCC-1819	<i>Binar</i>	Newport News EB Docks, Deneb V	active
NCC-1820	<i>Antares</i>	Cosmadyne Corporation, Terra	active
NCC-1821	<i>Anak</i>	Shor Ta'kei Docks, Vulcan	active
NCC-1822	<i>Betelgeuse</i>	Ishikawaharima Industries, Terra	active
NCC-1823	<i>Lux</i>	Shor Ta'kei Docks, Vulcan	active
NCC-1824	<i>Rigel</i>	Avondale Group, Rigel IV	active
NCC-1826	<i>Deneb</i>	Newport News EB Docks, Deneb V	active
NCC-1827	<i>Adhara</i>	Avondale Group, Rigel IV	active
NCC-1828	<i>Alioth</i>	Avondale Group, Rigel IV	active
NCC-1829	<i>Alkaid</i>	Avondale Group, Rigel IV	active
NCC-1830	<i>Almilán</i>	Avondale Group, Rigel IV	active
NCC-1831	<i>Arieded</i>	Avondale Group, Rigel IV	active
NCC-1832	<i>Bellatrix</i>	Ishikawaharima Industries, Terra	active

*Tikopai* was the original form that the *Enterprise* class heavy cruisers would have taken had not the Starfleet chief engineer in charge of her upgrade, Commander Montgomery Scott, voiced both concerns and objections to certain of its features. He managed to work his way all the way up to Fleet Admiral Heirachro Nogura with his issues, resulting in the modified *Enterprise* design. Once Starfleet's linear warp refit and new ship building programs began in earnest, however, the high cost of the original *Enterprise* class upgrades precluded their continuation. Starfleet instead reverted to the original *Tikopai* proposal for new-build linear warp heavy cruisers, reasoning that any or all of them could be updated to the somewhat more robust *Enterprise* design as needed. To this day none of the *Tikopais* have been updated to *Enterprise* specs, however, and again the high cost of Starfleet's various linear warp upgrade and building programs is the chief reason why.

In comparison, a *Tikopai* has a more austere hull and interior spaces than does an *Enterprise*. Its shuttlecraft and cargo bays are greatly simplified, and there is the addition of a second small shuttlebay atop the primary hull forward of the impulse deck. A *Tikopai* does not have the same sensor and scanner suite as does an *Enterprise*, but instead shares the much simpler one used in later refitted *Mirandas*. Finally, there is the issue of reduced armament. No *Tikopai* has the two phaser banks on the aft end of the secondary hull above the shuttlecraft bay that are present on the early *Enterprise* conversions, and many of the later ones only have two ventral phaser banks on the secondary hull instead of the four called for per the original *Enterprise* and *Tikopai* design specs.

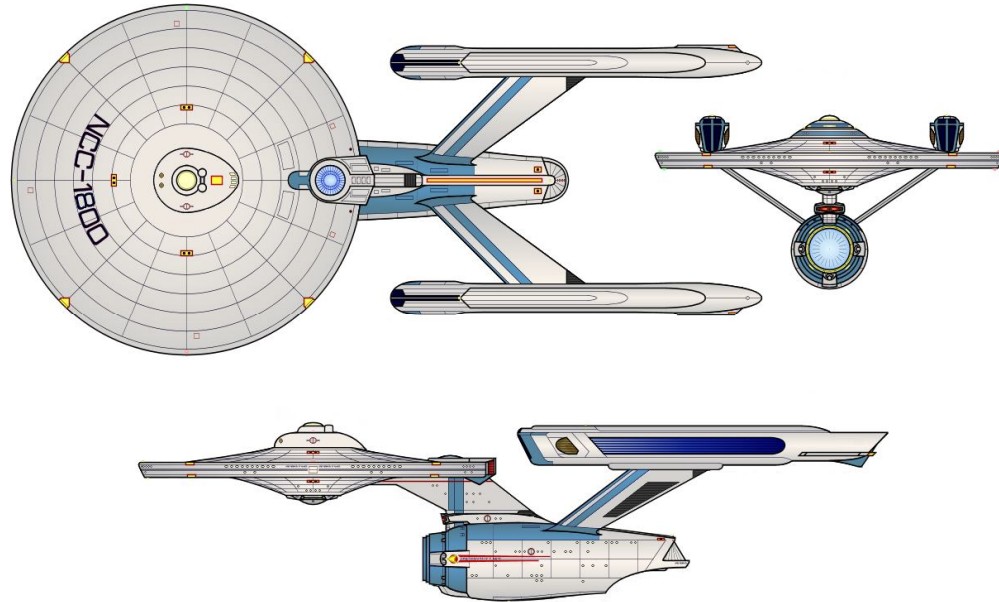
Guenther notes in *Ships of the Star Fleet, Volume 1* that there was a considerable variance in displacement mass among individual *Tikopais* depending on where each ship was built and by whom. For example, the Vulcan-built *Tikopais* average about 5,000 DWT standard lighter than do the Terran-built ships, due to extensive use of stronger and lighter alloys employed during construction. He also notes that the primary hull shuttlebay is either typically reserved for flag use or more often than not simply used as an extra storage bay or cargo hold. Its small size precludes use of all but the smaller administrative shuttles, and it is more often than not far more convenient for in-space transfers via the primary hull to be done either by docked boarding tubes or by travel pod access via one of *Tikopai's* nine standard docking rings (two more than *Enterprise*).

The biggest complaint about the *Tikopais* is their reduced functionality in comparison with an *Enterprise* or even a *Constitution-II*. They are frequently referred to as "budget cruisers" in the popular press, and there have been many calls to either improve the design or uprate them to the more robust *Enterprise* standard. Starfleet simply cannot afford either move at this time due to the cost involved while keeping the rest of its massive linear warp program on track. It should be noted, however, that both the aborted *Enterprise-II* proposal and the planned *Ishtasse* class either matched or exceeded the capabilities of the original *Enterprise* upgrade spec.

The *Tikopais* were originally to be named for famous Federation statesbeings. This was changed in 2274 to names taken from the current Federation Star Catalog.

### Schematics

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Classic one-quarter forward starboard view of a *Tikopai*.



This image gives you a good overall look at *Tikopai* as she was when she launched from the Ishikawahajima Harima orbital shipyards at Terra on 15 August 2277. The differences in the primary hull with the uprated *Enterprise* are immediately apparent, with the *Tikopai*'s simplified design and extra dual docking rings being a dead giveaway. The secondary hull windows reserved for the on-board arboretum has also been covered with temporary plating. Arboretum space was instead converted for storage, and the arboretum itself was converted for other uses in subsequent *Tikopais*.

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This underside view of one of the later *Tikopais* highlights even more differences between its simplified design and that of the older and more sophisticated *Enterprise* class conversions. The complete absence of the tactical sensor array on the bottom of the primary hull is a telling one, and this issue has come up whenever a *Tikopai* is assigned to a contested border area (such as the Organian Treaty Zone). Also notable is the single pair of main phaser banks on the secondary hull ventral - marking this vessel as a Block II *Tikopai* - as opposed to the quad mount called for in both the *Enterprise* and original *Tikopai* design specs. Again, the area where the arboretum would be located has been plated over, indicating its conversion for other purposes.

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*Tikopai* class heavy cruiser conceived by Aridas Sofia for the fan-produced *Enterprise Evolution Blueprints* and as further developed by both Aridas Sofia and Todd Guenther for the *Federation Reference Series*, *Starship Design*, and *Ships of the Star Fleet Volume 1*

Derived from the next-to-last TMP *Enterprise* design proposal by Andrew Probert and Apogee, Inc.

CG model by Rick "pneumonic81" Knox  
Schematics adapted from the efforts of Neale Davidson

# Chesapeake

## Light cruiser (CL) 2273

### Specifications as built

#### Dimensions

Length:	223.0 meters
Beam:	141.7 meters
Height:	47.2 meters

#### Mass

Standard gross:	462,000 GMT
Subspace displacement:	112,500 DWT

#### Crew complement

Officers:	35
Enlisted:	197
Small craft pilots (as applicable):	1
Marines or troops (as applicable):	up to 12 (one squad)

#### Top velocity

Cruising speed:	warp 7.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 11.0

#### Endurance

Standard endurance:	estimated 3 years at L.Y.V.
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#### Armament

Beam weaponry:	12 type-I phaser banks
Guided weaponry:	2 photon torpedo tubes
Other:	1 drone launcher (50 drones)

#### Small craft

1 administrative shuttle



### Class Listing

Hull #	Name	Builder	Status
NCC-1651	<i>Chicago</i> (prototype)	SFD San Francisco Navy Yard, Terra	active
NCC-2250	<i>Chesapeake</i>	Vickers Shipbuilding, Terra	active
NCC-2251	<i>Peleliu</i>	SFD San Francisco Navy Yard, Terra	active
NCC-2252	<i>Challenger</i>	SFD San Francisco Navy Yard, Terra	active
NCC-2253	<i>Liaoning</i>	Beijing Orbital Spaceworks, Terra	active
NCC-2254	<i>Mary Rose</i>	Vickers Shipbuilding, Terra	active
NCC-2255	<i>David</i>	----	cancelled
NCC-2256	<i>Rurik</i>	----	cancelled
NCC-2257	<i>Hunley</i>	----	cancelled
NCC-2258	<i>Glorie</i>	----	cancelled
NCC-2259	<i>Delaware</i>	----	cancelled
NCC-2260	<i>Yayuz</i>	----	cancelled
NCC-2261	<i>Varyag</i>	----	cancelled

*Chesapeake* is the only new-built light cruiser class of the linear warp generation. It was intended to be a direct replacement for the older but highly successful *Kearsarge* class light cruisers of the 2250s. *Kearsarge's* only failings had been limited range and time on station due to the use of the more economical Perth PB-32S "Shorty," in order to speed production and swell class numbers quickly. This had been required due to threat of war with the Klingon Empire at the time, and now that Starfleet faced the same situation again in the early 2270s it felt that a linear warp version of *Kearsarge* might be the answer. *Chicago* (NCC-1651) was chosen for conversion and upgrade in order to test the concept, and it joined the fleet in 2273 destined to be the only *Kearsarge* ever to be part of the linear warp generation. The conversion had proven costly due to the fact that the *Kearsarges* had been built literally "on the cheap" (although their proven combat record was not *cheap* by any means), and thus they required far more rebuilding and structural bracing for fitting with standard LN-64 linear warp engines than was the norm with other upgraded Class I starships. A proposal to manufacture a "shorty" version of the LN-64 (the LN-62, also known as the LN-64S) was quickly cast aside, since it would have placed *Chesapeake* under the same operational constraints as the older *Kearsarges*. The decision was made to go with a new-build class instead, and this was dubbed *Chesapeake* after the first vessel to be launched.

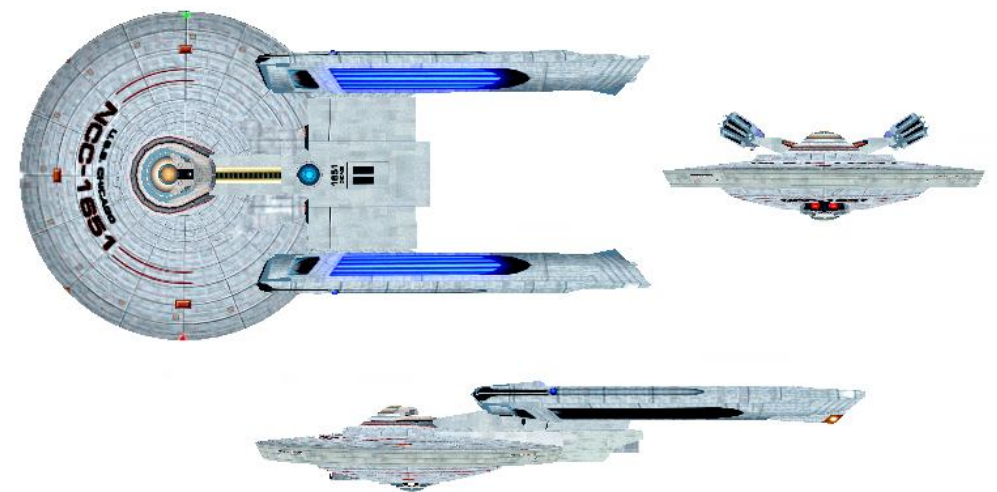
Twelve new-build *Chesapeakes* were originally authorized in 2276, with the number chosen being a nod of sorts to the original twelve starships of the *Constitution* class heavy cruisers. It was meant as a portent of good fortune, and Starfleet had high hopes for its newest light cruiser class. What it did not count on was fierce opposition from the Federation Council, as well as from some members in its own ranks. They were able to get the order cut down to only five new builds, with the seven that had not yet begun construction cancelled outright, by constantly emphasizing that Starfleet already had more than enough cruiser class starships to meet its current operational needs. They also pointed out, with some justification, that the Avenger program to update older *Surya* class frigates to the linear warp upgraded *Miranda* standard would give Starfleet its desired class of new linear warp light cruisers (upgraded *Suryas*) at far less cost, thus obviating the need for an expensive new build light cruiser program. Starfleet was not at all pleased by this development, as space trials with the rebuilt *Chicago* showed that *Chesapeake* would be an even more effective combat vessel than *Miranda* (due largely to the differences in mass, both

relative and in subspace), but this data was pointedly ignored by *Chesapeake's* many foes. They in turn were given potent evidence for their arguments that *Miranda/Avenger* was just as combat worthy by the events of the Genesis Incident of 2285 -- which among other things marked the end of Starfleet's efforts to revive the *Chesapeake* program.

The six *Chesapeakes* that exist (five new builds plus the *Chicago* prototype) have performed admirably in actual service. Their new fleet-standard linear warp engines have given them the range and duration on station that they did not have before, and have also done much to greatly enhance their combat capabilities. They have also consistently outperformed both the upgraded *Miranda* and the Avenger-converted *Surya* in almost every category in every simulation and war games exercise in which they have been pitted against each other directly. Indeed, it is a shame that *Chesapeake's* many foes were successful in killing the program. Should the much-anticipated war with the Klingons ever become a reality, their presence will be sorely missed. Indeed, some are already calling them the last true Starfleet light cruisers (in terms of designed purpose) of the 23rd century.

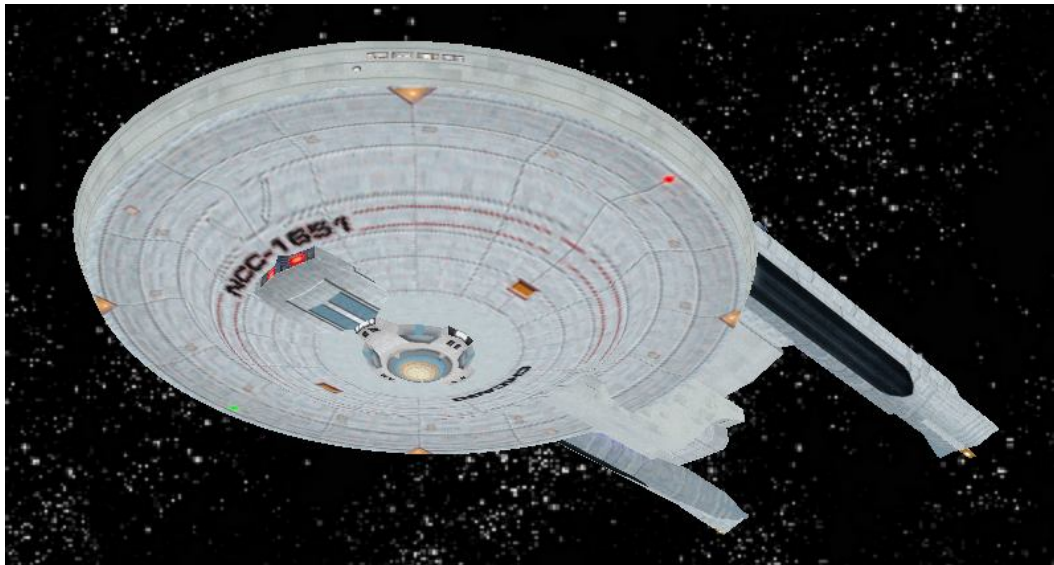
#### Schematics

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A *Chesapeake* on patrol along the Treaty Zone. All six ships have been deployed with TacFleet squadrons on the borders, with three serving along the Treaty Zone and three along the Neutral Zone.



Underside view of *Chicago*, the class prototype. Placing the photon torpedo tubes on the underside of the primary hull forced the relocation of the forward underside dual phaser-I mount to two single underside mounts on the secondary hull, complementing the two topside mounts back there that were called for in the original retrofit proposal.



An overhead view of the class prototype *Chicago*, taken during her space trials after her conversion to full linear warp technology. Her likeness to her original *Kearsarge* form is quite evident in this picture -- although her newer, larger, and more powerful LN-64 warp engines have given her combat capabilities of which she could only dream before.

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***Kearsarge* class starship by Steven V. Cole and the Amarillo Design Bureau as originally created for the tabletop wargame *Star Fleet Battles***

**Schematics provided by Richard Mandel**

**Original *Kearsarge* CG model by Atrahasis  
*Chicago* TMP-era upgrade from the Federation Ships Multipack #2  
for the videogame *Starfleet Command 3*  
as modified by Richard Mandel for this work**



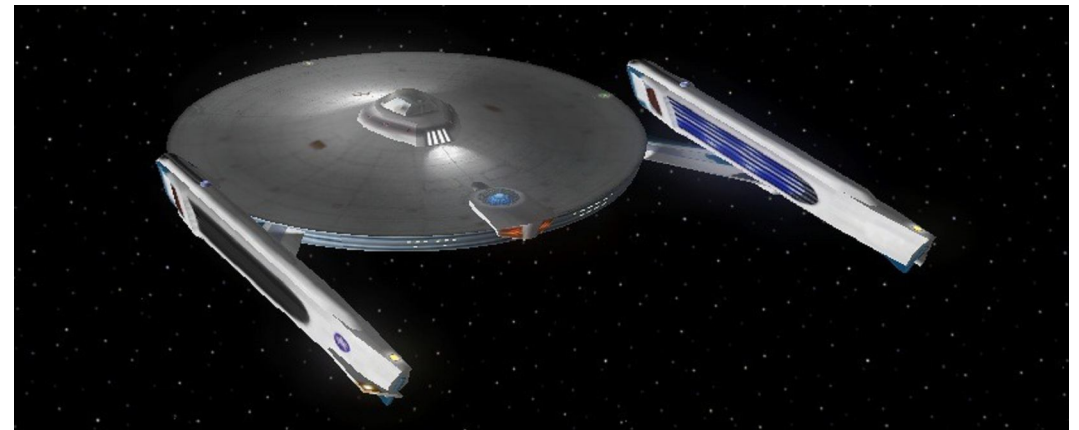
This was the original design proposal for the *Chesapeake* class. Note the use of a full-sized Class I primary hull, instead of the somewhat smaller *Kearsarge* type secondary hull that was eventually adopted. It was decided that, as with its predecessor *Kearsarge*, *Chesapeake* did not need the extra space provided by a standard Class I primary hull in order to fulfil its primary role of being a light cruiser. As for the unique angled engine support struts, they proved troublesome in simulation and were replaced with a more traditional design.



*Corpus Christi* was an early variation on *Chesapeake* that attempted to solve the problem of where to mount a full-fledged phototorp system without causing a major design headache. The underside *Avenger*-style roll bar, which would likewise have given *Chesapeake* a similar options swap-out capability, was eventually abandoned for the underside embedded phototorp deck of the final design.



*Los Angeles* would have been a fleet scout or ELINT take on the *Chesapeake* proposal. The lack of a phototorp deck is quite evident in this computer-generated image.



The *Shanks* proposal was by far the simplest of the designs submitted for what eventually became *Chesapeake*. It was also one of the first rejected, as its poor placement of its warp engines resulted in abnormally high stress on their support pylons during simulation. It was quickly rejected on that basis.

# Constitution-II

## Heavy cruiser (CA)

2273

### Specifications as built

#### Dimensions

Length:	297.5 meters
Beam:	141.8 meters
Height:	71.4 meters

#### Mass

Standard gross:	848,400 GMT
Subspace displacement:	202,000 DWT

#### Crew complement

Officers:	58
Enlisted:	377
Small craft pilots (as applicable):	2
Marines or troops (as applicable):	24 (2 squads)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 9.75
Rated emergency speed:	warp 11.0

#### Endurance

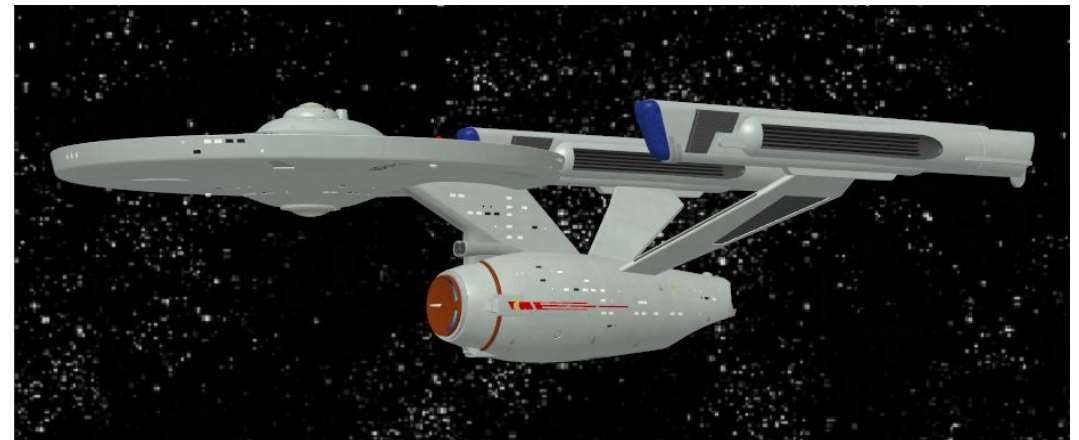
Standard endurance:	estimated 5 years standard at L.Y.V.
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#### Armament

Beam weaponry:	14 type-I phaser banks (6 pairs on saucer F/P/S, 1 pair secondary hull ventral, 1 pair up and aft of shuttle bay door)
Guided weaponry:	2 photon torpedo tubes (*)

Small craft: up to 6 shuttlecraft of various types

(\*) The first four conversions had only one uprated photon torpedo tube integrated into their primary hull dorsal. The inclusion of two tubes started with *Marat*. Older single-tube starships were upgraded to two tubes during their first periodic service overhauls.



### Class Listing

Hull #	Name	Builder	Status
NCC-1700	<i>Constitution</i>	SFD San Francisco Navy Yard, Terra	active
NCC-1704	<i>Yorktown</i> (1)	SFD San Francisco Navy Yard, Terra	active
NCC-1710	<i>Kongo</i> (2)	SFD San Francisco Navy Yard, Terra	lost
NCC-1712	<i>Bon Homme Richard</i> (2)	Vickers Shipbuilding LTD, Terra	active
NCC-1713	<i>Monitor</i>	SFD San Francisco Navy Yard, Terra	active
NCC-1714	<i>Marat</i> (3)	Newport News Shipbuilding, Terra	active

(1) Removed from class for conversion to *Enterprise* standard, and rechristened as the new *Enterprise* (NCC-1701A) to replace the original, which was lost in 2285.

(2) Later converted to a command cruiser under the auspices of Project Citadel.

(3) Formerly *Hornet*, renamed upon relaunching in 2275 after conversion to *Constitution-II* specifications. Renaming was due partly to appease Terran socio-political concerns and partly to free up the name *Hornet* for a experimental light carrier prototype

*Constitution-II* started out as a competing proposal for Starfleet's original plans for its 2270s-era linear warp refit program for its backbone heavy and all-purpose cruiser class starships. The proposal was rejected in favor of eventually became *Tikopai*; however, the projected cost overruns and some significant backroom political maneuvering within the Federation Council saw it revived as a cost-saving alternative to both the uprated *Enterprise* and revamped *Tikopai* programs. Only seven starships were ever converted to *Constitution-II* specs -- and of those, two (*Kongo* and *Bon Homme Richard*) were later converted to command cruisers under the auspices of Project Citadel. The first of these, *Bon Homme Richard*, was also uprated to the *Enterprise* standard; but this was not done to *Kongo* due to cost issues. For more information on the subject please consult the Project Citadel entry in this document. *Yorktown* was later upgraded to full *Enterprise* class specs and renamed for the original, which was lost in 2285.

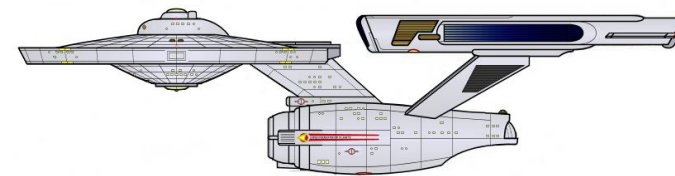
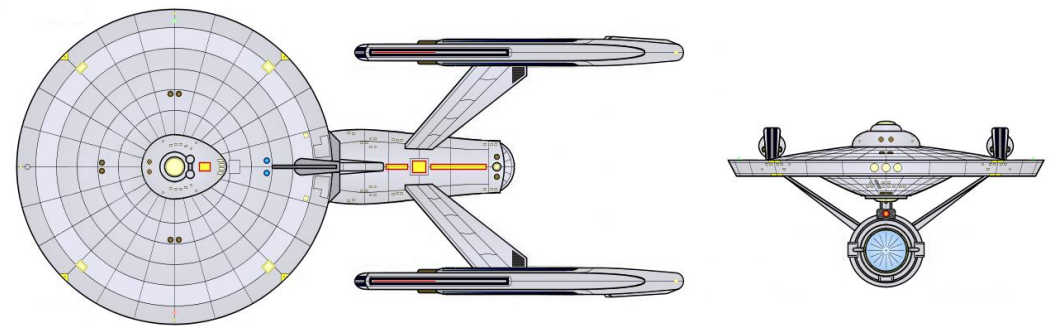
The *Constitution-II* linear warp conversion is not as extensive as that of *Enterprise*. All ships involved retained their original primary hulls, albeit extensively refitted, and the first four conversions even retained their original secondary hulls. A slightly shortened secondary hull of a more efficient design was fitted starting with *Marat*, and it was eventually backfitted on all but *Kongo* during subsequent periodic overhauls (*Kongo* being destroyed before she could receive hers). All received LN-60 linear warp engines and support pylons during their initial conversions in the mid-2270s. Although no more *Constitution-II* conversions were undertaken, the LN-60 proved successful enough that a number of other older Class I starships were refitted with it instead of the more expensive LN-64/65 as part of their linear warp upgrades.

*Yorktown*, and *Merrimac* were pulled out of dock ahead of schedule and rushed into action during the Kzinti Incursion of 2274 even though their *Constitution-II* conversions were incomplete. They were joined by *Constitution*, which was still on its initial shakedown cruise following its own such conversion. All three performed better than expected in undertaking offensive strikes during Admiral Kirks final offensive against the Kzinti, leading sector sub-fleets against Kzinti forces at Pylipias and other occupied worlds. All three were present during the final battle with the Patriarch's fleet at Zetar, and *Yorktown* later helped enforce a successful blockade against surviving Kzinti forces attempting to hold out at Kchula.

*Kongo* was lost in the Kargon Incident of 2285. At that time she was carrying four "Killer Bee" fighter craft. Reportedly, one of her standard administrative shuttles was removed and another relocated in below-deck storage in order to provide the extra room. She had also been fitted with Starfleet called "a special deflector system" mounted on her lower sensor dome. *Monitor* is the only other *Constitution-II* to have ever received this so-called particular deflector system, and there is some doubt within civilian starship spotter circles as to its true purpose. This same "deflector system" was also reportedly under consideration for the aborted *Enterprise-II* project and may be in the works for *Ishtasse*.

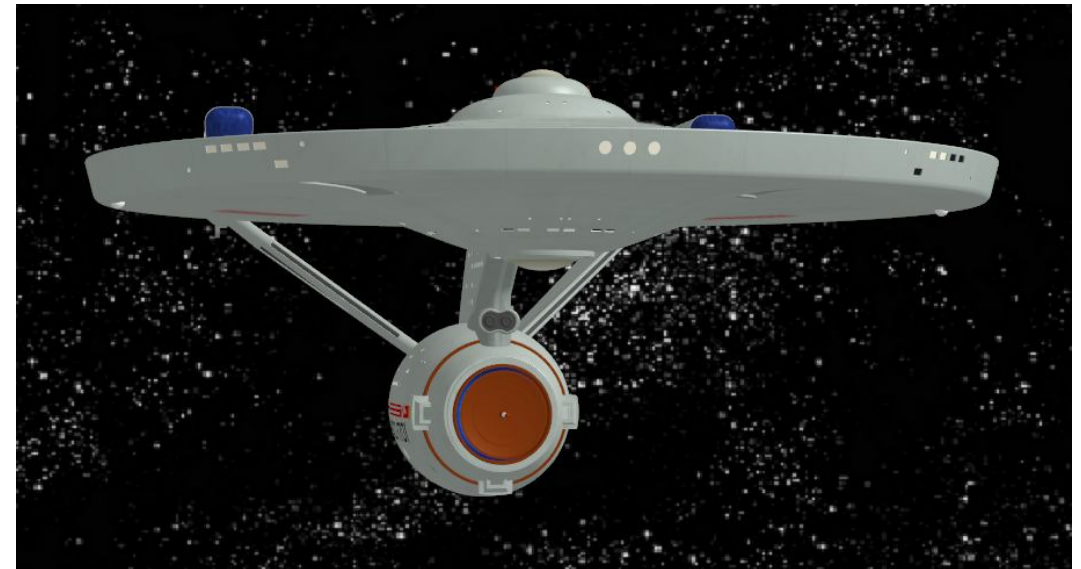
### Schematics

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Classic three-quarters port aft view of a *Constitution-II* class heavy cruiser.

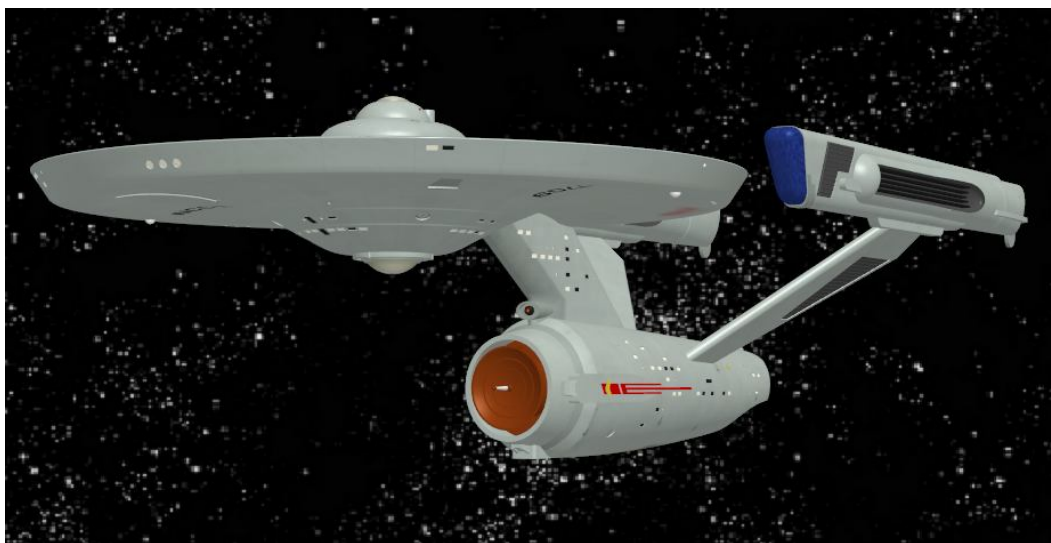


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*Constitution-II* class heavy cruiser conceived by Aridas Sofia for the fan-produced *Enterprise Evolution Blueprints* and as further developed by both Aridas Sofia and Todd Guenther for the *Federation Reference Series, Starship Design, and Ships of the Star Fleet Volume 1*

Derived from the *STAR TREK: Phase II* Enterprise design proposal by Apogee, Inc.

CG models by Dave Metlesits  
Schematics modified from the work of Neale Davidson



The first four *Constitution-II* conversions were even simpler than the conversion standard. Note the single photon torpedo tube and retention of the original (and slightly larger) Class I secondary hull. The new warp engines were the same on both forms, however. This is *Constitution* herself right after she was relaunched, following her upgrade. All single-tube *Constitution-II*s were later refitted with dual torpedo tubes.

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# Belknap

## Strike cruiser (CS)

2272

### Specifications as built

#### Dimensions

Length:	290.0 meters
Beam:	141.7 meters
Height:	67.5 meters

#### Mass

Standard gross:	787,000 GMT
Subspace displacement:	187,000 DWT

#### Crew complement

Officers:	55
Enlisted:	340
Small craft pilots (as applicable):	2
Marines or troops (as applicable):	up to 24 (two squads)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 5 years at L.Y.V.
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#### Armament

Beam weaponry:	15 type-I phaser banks (6 banks of 2 each primary hull top and bottom, 2 banks secondary hull dorsal, 1 bank underside of shuttle bay) (*)
Guided weaponry:	4 photon torpedo tubes (double-ended deck)
Other:	N/A

Small craft: up to 6 shuttlecraft of various types

(\*) All TacFleet units were upgraded with a *Dalghren*-style 16th single phaser bank mounted in a small primary hull dorsal extension as of 2290.



### Class Listing (Block 1)

Hull #	Name	Builder	Status
NCC-2500	<i>Decatur (ex-Swift)</i>	Cosmadyne Corporation, Terra	training
NCC-2501	<i>Belknap</i>	Cosmadyne Corporation, Terra	active
NCC-2502	<i>Bradley</i>	Cosmadyne Corporation, Terra	active
NCC-2503	<i>Khirirat</i>	Cosmadyne Corporation, Terra	active
NCC-2504	<i>Cameron</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2505	<i>Sovereign</i>	Cosmadyne Corporation, Terra	active
NCC-2506	<i>Concord</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2507	<i>Rishiri</i>	Cosmadyne Corporation, Terra	active
NCC-2508	<i>Essahir</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2509	<i>Jarrett</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2510	<i>Fahrion</i>	Cosmadyne Corporation, Terra	active
NCC-2511	<i>Estocin</i>	Cosmadyne Corporation, Terra	active
NCC-2512	<i>Matsurra</i>	Cosmadyne Corporation, Terra	active
NCC-2513	<i>Baikal</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2514	<i>Haven</i>	Cosmadyne Corporation, Terra	active
NCC-2515	<i>Briza</i>	Cosmadyne Corporation, Terra	active
NCC-2516	<i>Mikuma</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2517	<i>Shangri-La</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2518	<i>Hai Din</i>	Cosmadyne Corporation, Terra	active
NCC-2519	<i>Raan</i>	SFD Cameron Navy Yard, Deneb V	active

### Class Listing (Block 2)

Hull #	Name	Builder	Status
NCC-2537	<i>Delphin</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2538	<i>Seneca</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2539	<i>Ki Rin</i>	Cosmadyne Corporation, Terra	active
NCC-2540	<i>Cicala</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2541	<i>Sur Cha</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2542	<i>Mira</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2543	<i>Aveley</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-2544	<i>Alor</i>	Cosmadyne Corporation, Terra	active

### Class Listing (Block 3)

Hull #	Name	Builder	Status
NCC-2567	<i>Dalghren</i>	Schmidt Naval Systems, Terra	pending
NCC-2568	<i>Triumph</i>	Cosmadyne Corporation, Terra	pending
NCC-2569	<i>Impervious</i>	Cosmadyne Corporation, Terra	pending
NCC-2570	<i>Indestructable</i>	Cosmadyne Corporation, Terra	pending
NCC-2571	<i>Irreplaceable</i>	Cosmadyne Corporation, Terra	pending
NCC-2572	<i>Bofors</i>	Cosmadyne Corporation, Terra	pending
NCC-2573	<i>Oerlikon</i>	Cosmadyne Corporation, Terra	pending
NCC-2574	<i>Excel</i>	Cosmadyne Corporation, Terra	pending
NCC-2575	<i>Perform</i>	Cosmadyne Corporation, Terra	pending
NCC-2576	<i>Pinnacle</i>	Cosmadyne Corporation, Terra	pending
NCC-2577	<i>Manage</i>	Cosmadyne Corporation, Terra	pending

The *Belknap* strike cruiser came about due to a combination of three factors: the need for a cheaper starship with heavy cruiser class firepower but not necessarily its same science and exploration capability, the growing obsolescence of cruiser-class starships assigned to TacFleet squadrons on the Federation's most contested border, and of course confirmed intelligence reports that the Klingon Empire was in the process of doubling the size of its own space fleet in preparation for open war with the Federation. Also, as it happened to turn out, the strike cruiser prototype *U.S.S. Decatur* (NCC-2500) was ordered at exactly the right time for it to double as the testbed for Starfleet's second go at advanced linear warp technology. She was the first Starfleet vessel ever fitted with the new Leeding LN-6x series of linear warp engines, receiving the very first operational pair of LN-64 that were delivered to Starfleet by Leeding. She was still on her shakedown cruise

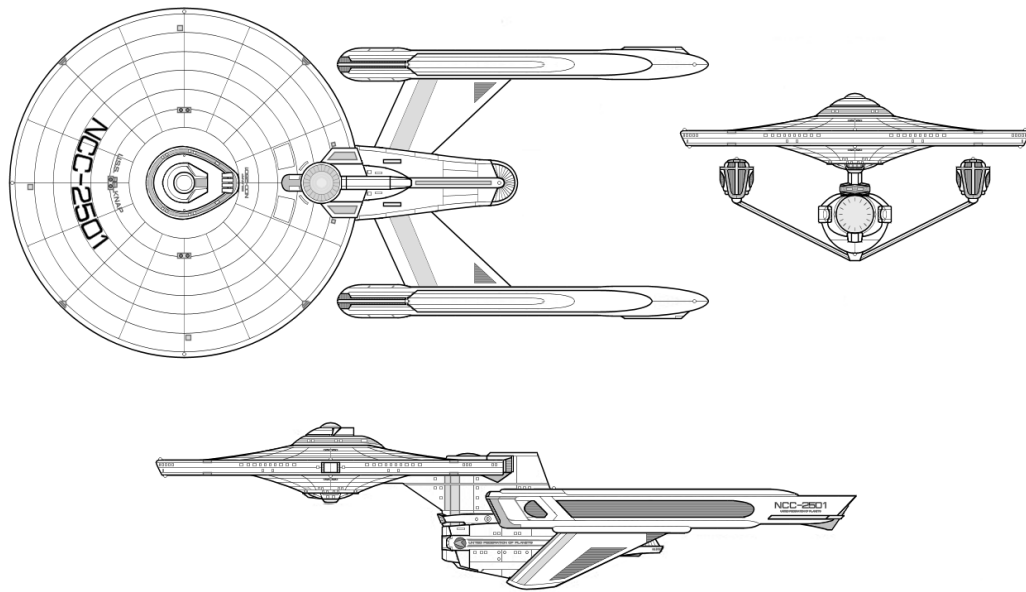
undergoing space trials and performance evaluations when the Vejur Crisis erupted in 2272 -- and had it not been for the fact that she had been converted from an unfinished *Ptolemy* series Class 1 tug (*Swift*), and lacked all but the most basic of armament, then *Decatur* and not the barely completed upgraded heavy cruiser *Enterprise* would have been dispatched to deal with the situation. In all the hub-bub surrounding the successful resolution of that situation, no one but Starfleet and TacFleet seemed to notice that *Decatur* completed all of her space trials with flying colors. The performance of *Enterprise* during the Vejur Crisis was a far more dramatic and attention-grabbing vindication of Starfleet's new linear warp starship plans that was, say, a pokey old converted space tug.

*Belknap* is widely considered to have delivered exactly as advertised. TacFleet was so desperate to replace its aging fleet of older perimeter action ships (*Kiaga*, *Agilis*, et al), given the continuing refusal by the Organians to respond to increasing Klingon aggression (their absence from known space was not discovered until the 2280s) that Starfleet was left with no choice but to take matters into its own hands. *Belknap* was the very first starship class of the linear warp generation to be assigned to TacFleet, and that is where most of the *Belknaps* wound up. Many would remain with TacFleet for their rest of their service careers, but the class prototype *Decatur* was reserved for training purposes. Her origins as a converted tug meant that her hull integrity and structural stress limits were and still are lower than the rest of the ships in the class, and TacFleet feels that the training ship role is best suited for her unique situation. *Decatur* was eventually equipped with the full class weapons loadout, however, and can be dispatched as a fully operational starship should the need require.

Only five *Belknaps* were originally intended, but an additional seventeen were added once the first of the new A-class linear warp perimeter action ship programs (*Akyazi*) ran into hard political opposition. A second production block of eight more hulls (*Delphin* sub-class) was ordered in 2282 in order to better meet TacFleet needs, with the last of those being completed in 2286. A third order for fourteen more *Belknaps* was also placed in 2287 that were to have been built to a slightly modified design for improved maneuverability at light-speed combat (*Dalghren* sub-class); however, this order was suspended before the keel of a single hull had been laid down due to fierce political opposition to their construction. It is widely believed that this third *Belknap* order will eventually be cancelled.

## Schematics

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Typical TacFleet operations along the Treaty Zone often utilize a *Belknap* class strike cruiser serving as a command ship overseeing operations by one or more perimeter action ships on patrol duty, or sometimes up to as many as two full squadrons of them -- as shown in the TacFleet-provided images above and below. While *Belknaps* do not have extensive C3 capabilities, nor are there any plans to give them any, the limited C3 capabilities they already have are on the same level as those of an *Enterprise* or other uprated *Constitution* -- and thus more than adequate for coordinating perimeter ship activities.



An excellent five-sixths port aft view of a Block I *Belknap* on routine patrol. As this has no aft primary hull dorsal single phaser mount, it is probably not a TacFleet ship. Only TacFleet assigned *Belknaps* receive extra phaser mounts on their primary hull dorsals.





*Belknaps* are also sometimes pressed into the same kinds of duties as a typical Starfleet cruiser -- although their range, onboard resources, and investigative and exploratory capabilities are a definite limiting factor. In this image, we see the class ship *Belknap* herself breaking orbit after having just completed a successful survey of a previously undiscovered habitable planet.

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One of the early design study forerunners for the *Belknap* class back from the late 2260s. This particular study bears an amusing annotation by an anonymous member of the Procurements Board. "*USS Bartlett* proposal, submitted May 2268. How cheap can we build a *Constitution*-capable starship for the next generation? Answer -- *this* cheap, and no cheaper."

***Belknap* class strike cruiser by Aridas Sofia and Todd Guenther  
with additional data by David Schmidt and Timo Saloniemi**

**Schematic by Neale "Pixel Sagas" Davison  
CG models by Rick "pneumatic81" Knox and Eric Peterson**

**Additional visuals courtesy of Demon Renegade Studios,  
Starforce Productions, DeepThought, and Maeten Greenway**

# Miranda/Avenger

## Light cruiser (CL)

2231/2273

### Specifications as built

#### Dimensions

Length:	236.7 meters
Beam:	141.7 meters*
Height:	50.2 meters*

#### Mass

Standard gross:	664,500 GMT*
Subspace displacement:	150,000 DWT*

#### Crew complement

Officers:	50*
Enlisted:	370*
Small craft pilots (as applicable):	up to 20
Marines or troops (as applicable):	24 (2 squads)

#### Top velocity

Cruising speed:	warp 7.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 11.0

#### Endurance

Standard endurance:	estimated 5 years standard at L.Y.V.
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#### Armament

Beam weaponry:	12 type-I phaser banks (per <i>Enterprise</i> layout) (other types offered as add-on options)*
Guided weaponry:	none (phototorps offered as add-on "roll bar" option)*

#### Small craft

up to 20 of various types (10 per bay)

(\*) Listed figures are for stock *Miranda/Avenger* configuration, without the topside aft roll bar or any side-mounted options packages. Figures for modified hulls will vary.



### Class listing

#### Upgraded *Miranda* class hulls (2273)

Hull #	Name of starship	Builder	Status
NCC-1830	<i>Miranda</i>	SFD San Fransisco Navy Yard, Terra	active
NCC-1831	<i>Klinger</i>	Rapier Dynamics Group, New Aldeberan	active
NCC-1832	<i>Funston</i>	SFD Sosma Docks, Arcturus III	active
NCC-1833	<i>Mudgett</i>	Rapier Dynamics Group, New Aldeberan	active
NCC-1834	<i>Justinian</i>	SFD San Fransisco Navy Yard, Terra	active
NCC-1835	<i>Gadlage</i>	Proxima Shipyards, Proxima Centauri	active
NCC-1836	<i>Petra</i>	SFD San Fransisco Navy Yard, Terra	active
NCC-1837	<i>Lantree</i>	SFD Baltic Yards, Terra	active
NCC-1838	<i>Zabriske</i>	Ishikawajima Harima Yards, Terra	active
NCC-1839	<i>Noeuvvelle</i>	Proxima Shipyards, Proxima Centauri	active
NCC-1840	<i>Wyndell</i>	Rapier Dynamics Group, New Aldeberan	active
NCC-1841	<i>Hanover</i>	SFD Sosma Docks, Arcturus III	active
NCC-1842	<i>Tygart</i>	Ishikawajima Harima Yards, Terra	active
NCC-1843	<i>Kyngor</i>	Rapier Dynamics Group, New Aldeberan	active

Project Avenger heavy frigate conversions to uprated *Miranda* standard (2275)

Hull #	Name of starship	Builder	Status
NCC-1860	<i>Avenger</i>	SFD San Fransisco Navy Yard, Terra	active
NCC-1861	<i>Courageous</i>	Litton-Sedeco Orbital Annex, Terra	active
NCC-1863	<i>Illustrious</i>	Rapier Dynamics Group, New Aldeberan	active
NCC-1864	<i>Reliant</i>	SFD Baltic Yards, Terra	lost
NCC-1867	<i>Balthasar</i>	Litton-Sedeco Orbital Annex, Terra	active
NCC-1868	<i>Jolliff</i>	Litton-Sedeco Orbital Annex, Terra	active
NCC-1869	<i>Amiens</i>	Rapier Dynamics Group, New Aldeberan	active
NCC-1870	<i>Antipholus</i>	Rapier Dynamics Group, New Aldeberan	active
NCC-1874	<i>Mehta</i>	SFD San Fransisco Navy Yard, Terra	active
NCC-1875	<i>Odin</i>	New Aberdeen Naval Yards, Aldeberan	active
NCC-1877	<i>Resolution</i>	New Aberdeen Naval Yards, Aldeberan	active
NCC-1878	<i>Polonius</i>	SFD Sosma Docks, Arcturus III	active
NCC-1879	<i>Carrow</i>	Newport News Orbital Annex, Terra	active
NCC-1881	<i>Alacrity</i>	Litton-Sedeco Orbital Annex, Terra	active

Project Avenger heavy frigate conversions to improved *Endurance* standard (2287)

Hull #	Name of starship	Builder	Status
NCC-1862	<i>Endurance</i>	SFD San Fransisco Navy Yard, Terra	active
NCC-1865	<i>Vigilant</i>	SFD Baltic Yards, Terra	active
NCC-1866	<i>Dromino</i>	New Aberdeen Naval Yards, Aldeberan	active
NCC-1871	<i>Antiphonius</i>	Newport News Orbital Annex, Terra	active
NCC-1872	<i>Hippolyta</i>	New Aberdeen Naval Yards, Aldeberan	active
NCC-1873	<i>Hodgins</i>	Newport News Orbital Annex, Terra	active
NCC-1876	<i>Nar-Tak Shir</i>	Newport News Orbital Annex, Terra	active
NCC-1880	<i>Oberon</i>	New Aberdeen Naval Yards, Aldeberan	active

New build upgraded *Mirandas* – *Cyane* sub-class (2289)

Hull #	Name of starship	Builder	Status
NCC-1890	<i>Cyane</i>	Litton-Sedeco Orbital Annex, Terra	active
NCC-1891	<i>Repose</i>	Cosmandyne Corporation, Terra	active
NCC-1892	<i>Saratoga</i>	Ishikawajima Harima Yards, Terra	active
NCC-1893	<i>Tecumseh</i>	Cosmandyne Corporation, Terra	active
NCC-1894	<i>Savannah</i>	Litton-Sedeco Orbital Annex, Terra	active
NCC-1895	<i>Patniak</i>	Cosmandyne Corporation, Terra	active
NCC-1896	<i>Reprisal</i>	Cosmandyne Corporation, Terra	active
NCC-1897	<i>Toresta</i>	Litton-Sedeco Orbital Annex, Terra	active
NCC-1898	<i>Sumter</i>	Litton-Sedeco Orbital Annex, Terra	building
NCC-1899	<i>Auguste</i>	Cosmandyne Corporation, Terra	building

The current concept of the *Miranda* class light cruiser includes three slightly different but similar starship classes. These are the *Miranda* class light cruiser from the 2230s, selected upgraded *Surya* class heavy frigates from the 2240s (refitted under Project Avenger), and upgraded *Suryas* which have since been rebuilt to the *Endurance* standard. All three names – *Miranda*, *Avenger*, and *Endurance* – are also frequently used to refer to each specific sub-class within the general linear warp era *Miranda* class.

The original 2230s-era *Miranda* class was developed as a less showy and more general purpose companion to the original *Constitution* class heavy. *USS Miranda* (NCC-1860), the class ship, was launched in 2231 – almost one year after the launch of *Constitution*, and around the same time as other first-generation or “first wave” Class I starship designs. Starfleet’s idea at the time was for the *Constitutions* to be the great explorers, being dispatched to the farthest reaches of Federation space and beyond, while the *Mirandas* stayed at home and took care of internal research and survey matters. The threat of war with the Klingon Empire caused Starfleet to begin developing heavy frigate classes in response – and the *Miranda*-derived *Surya* was developed as a general-purpose heavy frigate in response. *Surya* was little more or less *Miranda* with all of its research and survey gear stripped out, but with extra phaser capacitors and more photon torpedoes to better fill their intended combat role. Nor were the original *Mirandas* forgotten, either. As tensions continued to rise with the Klingon Empire, eventually leading to the confrontation at Axanar and all which followed thereafter, the distinctive “roll bar” options assembly that would later always be associated with *Miranda* was developed for backfitting it with additional weapons and other capabilities to meet the Klingon challenge.

The early linear warp refits of the *Miranda* class light cruisers proved so successful that Starfleet decided to upgrade its entire fleet of *Miranda*-derived heavy frigates to the new uprated *Miranda* standard. This effort was known as Project Avenger, named for the first vessel (the *Surya* class heavy frigate *Avenger*) chosen for conversion. By the time Starfleet reached the end of the first block of heavy frigate upgrades in mid-2279, however, upgrade funding was beginning to run low. It was decided to refit the *Coventry* class frigates to the cheaper LN-52 standard instead of the LN-64 standard set for Project Avenger conversions. This decision effectively ended the Project Avenger heavy frigate upgrade program for the time being, with only the *Suryas* converted to the upgraded *Miranda*

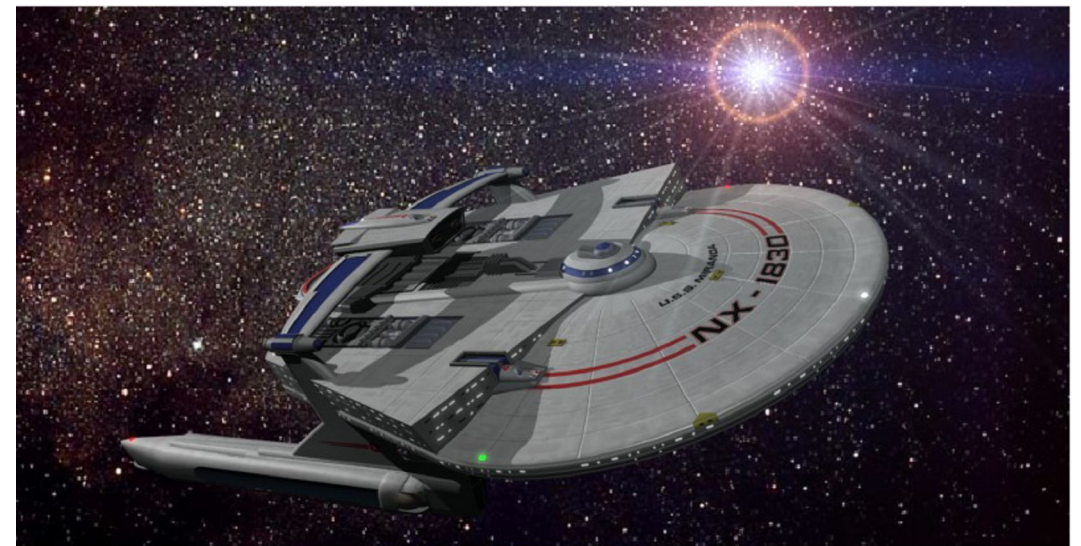
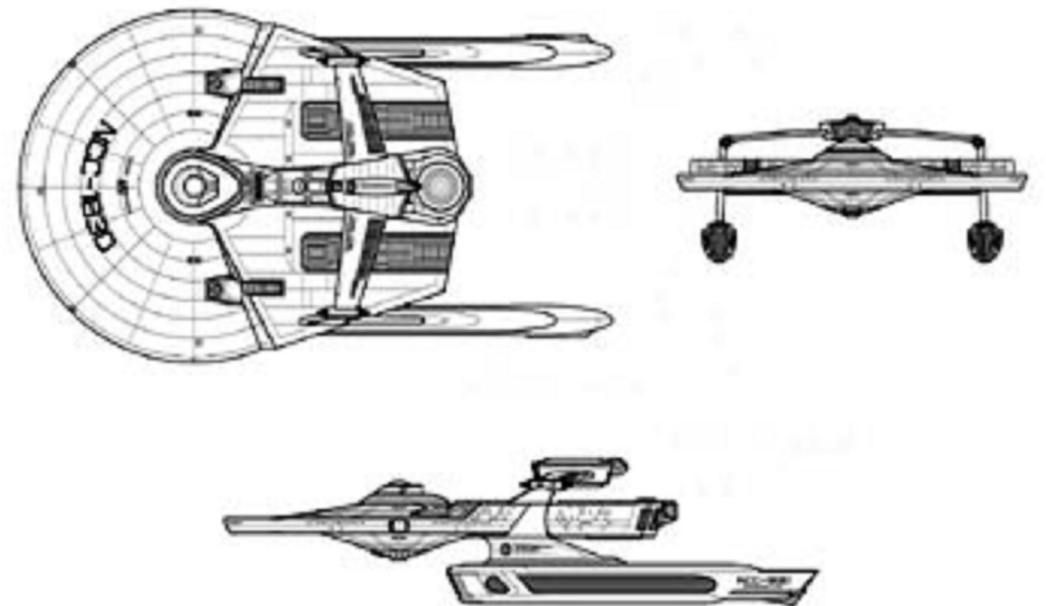
standard. Almost a decade later, when the subject was raised again, it was decided that building brand new upgraded *Mirandas* from the keel up would be more effective in the long run than converting any more of its older heavy frigates. This left *Coventry* the odd man out in the now permanently terminated Project Avenger program, with no hope for further upgrades. *Cyane* (NCC-1890), the first starship in the current new-build upgraded *Mirandas* construction program, was completed and entered service in late 2288 – with the class having already made its mark in Starfleet operations with Operation Distant Hammer earlier this year (2290). The last members of the *Cyane* sub-class are expected to be completed by year's end.

In 2287, ten Project Avenger upgraded heavy frigates were chosen for conversion to the *Endurance* standard. This increases survey and exploratory capabilities at the cost of reduced armament. As part of this conversion, a new and larger computer core was fitted in order to better support scientific and survey missions, instead of the original smaller one that was largely dedicated to starship combat concerns. The aft end of all *Endurance* conversions was substantially rebuilt internally, with science labs and survey-gearred facilities replacing former combat support systems. Weaponry was stripped down to the *Monoceros* heavy scout standard, which was considered the bare minimum for these vessels to adequately defend themselves in today's troubled times. Perhaps the most telling visual difference was the addition of special long range sensor platforms to the lower forward undersides of each warp engine.

Plans to convert the rest of the Project Avenger conversions to the *Endurance* standard were subsequently cancelled, following Federation Council approval of funding for the new-build *Cyane* sub-class. Starfleet pointed out at the time, and continues to emphasize, that it is more efficient in the long run to divert additional new-build *Mirandas* for construction to the *Endurance* spec, rather than go through the lengthy (and costly) process of converting existing older hulls.

## Schematics

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*Miranda* (NX-1830 at the time), as she looked undergoing her initial space trials in 2273.



Here is a uprated *Miranda* in its most basic configuration. Note the lack the roll bar options assembly that tends to be prevalent with most of the uprated *Miranda* and Project Avenger refitted vessels. The lack of extra weaponry or other specialized packages probably indicates that this particular *Miranda* has been relegated to nondescript duties, such as the many survey and exploration within Federation borders it frequently conducted in its original circumferential warp form decades ago.



*Reliant* (NCC-1864) – the most famous member of the upgraded *Miranda* class to date, and so far the only one that has been lost. She was destroyed by the upgraded starship *Enterprise* (NCC-1701) under still-classified circumstances in 2285. Note the presence of the roll bar, fitted with dual-ended megaphasers and a double-ended phototorp deck.



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***Miranda* class starship created by Joe Jennings, Mike Minor, and Lee Cole for the feature film *STAR TREK II: The Wrath of Khan***

**Class name by the art department for the television series *STAR TREK: The Next Generation*, and employed starting with the episode “Unnatural Selection”**

**Project Avenger concept and associated starships by Todd Guenther and Aridas Sofia (fanon *Avenger Class Blueprints*, *Ships of the Star Fleet Volume 1*, et al)**

**Additional data courtesy of Todd Guenther, Aridas Sofia, Alex Rosenzweig (Federation Frontiers *Avenger/Miranda* blueprints), Eric Kristiansen, and Timo Saloniemi,**

***Miranda* class listing by Eric “Jackill” Kristansen**

***Avenger* and related class listings by Todd Guenther and Aridas Sofia (*Ships of the Star Fleet, Volume 1*) and Eric “Jackill” Kristiansen (selected ships)**

**CG models by Rick Knox, Starforce Productions, Raul Medres and Dave Metlesits**

**Visuals courtesy of Starforce Productions, Dynaverse, The Red Admiral, and ZambieZan**



# Enterprise

## Heavy cruiser (CA) 2272

### Specifications as built

#### Dimensions

Length:	304.8 meters
Beam:	141.7 meters
Height:	71.3 meters

#### Mass

Standard gross:	884,100 GMT
Subspace displacement:	210,000 DWT

#### Crew complement

Officers:	94
Enlisted:	400
Small craft pilots (as applicable):	2
Marines or troops (as applicable):	up to 12 (one squad)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
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#### Armament

Beam weaponry:	16 type-I phaser banks (6 dual banks on primary hull saucer, 1 quad bank secondary hull ventral, 1 pair just above and aft of the shuttle bay)
Guided weaponry:	2 photon torpedo tubes
Other:	N/A

Small craft: up to 6 shuttlecraft of various types



### Class Listing

Hull #	Name	Builder	Status
NCC-1647	<i>Farragut</i>	SFD San Francisco Navy Yard, Terra	active
NCC-1664	<i>Excalibur</i> (1)	SFD San Francisco Navy Yard, Terra	active
NCC-1672	<i>Exeter</i>	Litton-Sedeco Shipbuilding, Terra	active
NCC-1701	<i>Enterprise</i> (2)	SFD San Francisco Navy Yard, Terra	lost
NCC-1703	<i>Lexington</i> (1)	SFD San Francisco Navy Yard, Terra	active
NCC-1707	<i>Hood</i> (3)	SFD San Francisco Navy Yard, Terra	lost
NCC-1722	<i>El Dorado</i>	SFD San Francisco Navy Yard, Terra	active
NCC-1736	<i>Krieger</i>	Ishikawajima Harima Yards, Terra	active

(1) Converted during linear warp upgrade to a command cruiser under the auspices of Project Citadel.

(2) Lost under classified circumstances near the failed planet Genesis in 2285.

(3) Lost in combat in battle with the Klingon heavy destroyer *Qrish* in 2288. Only three members of the crew survived.

This is the starship class that officially kicked off Starfleet's massive linear warp upgrade and new construction programs beginning in the early 2270s. As in so many times in her storied career, the original starship *Enterprise* happened to be in the right place and at the right time to receive the honor of being the first in-service starship to be so refitted -- and thus this particular heavy cruiser refit class was named for her. That honor was originally going to be awarded to *Constitution*, the lead ship of the class to which *Enterprise* belonged; however, a fierce fight and heavy damage sustained from what turned out to be the first official encounter with the Klingon's new *K'tinga* class battlecruiser delayed *Constitution's* return for months. She did not make it back to Terra for her own linear warp refit until *Enterprise* had returned from her shakedown cruise and speed trials, following the successful conclusion of the Vejur Crisis. Initially the dreadnought construction drydock at the orbital complex of Starfleet's own San Francisco Navy Yard was used for these conversions; however, the last three (*Exeter*, *El Dorado*, and *Krieger*) were farmed out in an effort to increase the speed of the conversion process.

*Enterprise* represented a substantial improvement over the original proposed refit, which was later used as the basis for the new-built *Tikopai* class. The nature and scope of the full extent of the numerous upgrades and improvements between *Enterprise* and her original *Constitution* class configuration are well beyond the scope of this document and will not be covered here. Suffice it to say that when she was first launched ahead of schedule in 2272 to deal with the Vejur Crisis, *Enterprise* was the most powerful starship in Starfleet and even outclassed the *Federation* class dreadnoughts in terms of firepower and combat capability. The natural order was restored once the *Federations* began receiving their own linear warp refits (*Star League*) -- but until then, the *Enterprise* conversions were for a time "the backbone of the fleet." Even today, *Enterprise* is still considered the *de facto standard* by which all linear warp generation starships then and now are measured.

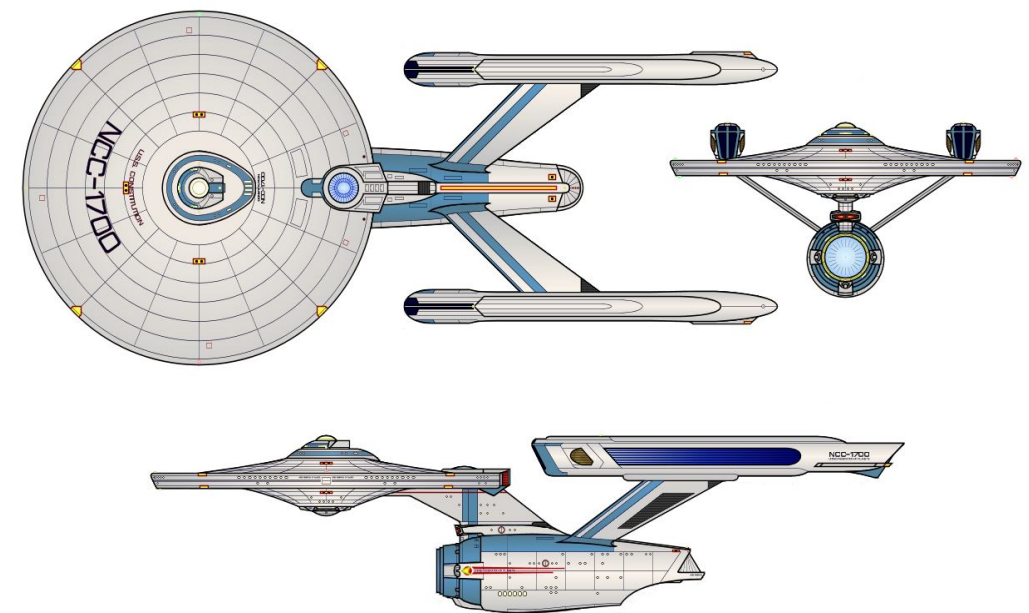
Attempts to retire the older members of the *Enterprise* class were made by Fleet Admiral Randolph Morrow, Starfleet CInC, in 2285; however, they were subsequently reversed. Unfortunately it was too late to save the original *Enterprise*, which was lost under still-classified conditions that year. In her honor, Starfleet decided to upgrade the *Constitution-II* class starship *Yorktown* (which was then in drydock undergoing repairs) to full *Enterprise*

specification, and the ship was renamed *Enterprise* (pennant number NCC-1701A) in honor of the original.

The oldest members of the *Enterprise* class are tentatively scheduled for retirement in the late 2290s, following the normal Starfleet projected lifespan for those members of the class that are in fact original *Constitutions*. It is expected that the others will follow about the same time or shortly thereafter, instead of receiving their next regularly scheduled overhauls and refits. Starfleet now has more than enough cruiser-class starships to cover for the retirement of its oldest vessels, and this includes those that have been upgraded with linear warp technology. While the exact date remains unknown, what is certain is that such retirements are now only a matter of time. Even so, the *Enterprise* class will have left its mark on Starfleet like few others before -- and only a few will do in the years to come.

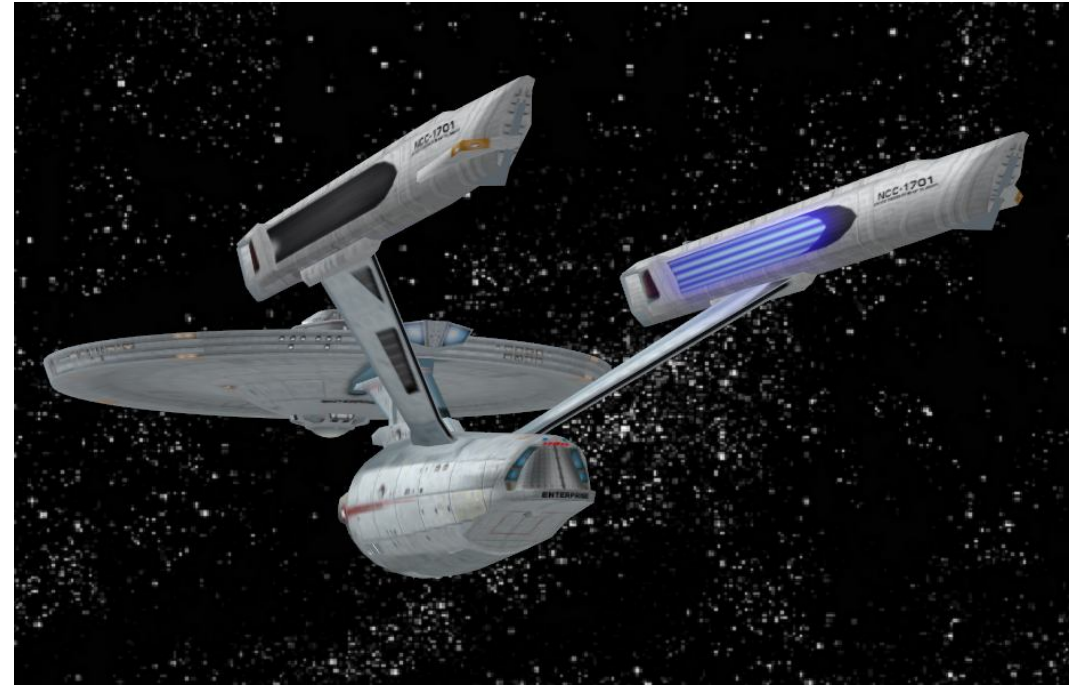
### Schematics

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Classic one-quarter forward port view of an *Enterprise* class heavy cruiser. The difference in design lines from the old *Constitution* is immediately evident, with *Enterprise* sporting a sleeker and more modern look.



Classic three-quarters starboard view of an *Enterprise* class heavy cruiser, giving a good look at both the updated impulse deck and the rebuilt shuttlecraft bay exterior.

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***Enterprise* class heavy cruiser by Matthew Jeffries, Mike Minor,  
Andrew Probert, and Apogee, Inc.**

**Class name from the movie *Star Trek II: The Wrath of Khan***

**CG model by Rick "pneumatic81" Knox  
Schematics by Neale Davidson**

# Project Citadel

## Command cruiser conversion (CC) 2269

### Specifications as built

#### Dimensions

Length:	304.8 meters
Beam:	141.7 meters
Height:	71.3 meters

#### Mass

Standard gross:	898,800 GMT
Subspace displacement:	214,000 DWT

#### Crew complement

Officers:	94
Enlisted:	400
Small craft pilots (as applicable):	2
Marines or troops (as applicable):	up to 12 (one squad)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
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#### Armament

Beam weaponry:	12 type-I phaser banks (saucer only)
Guided weaponry:	4 photon torpedo tubes (double-ended deck) (*)
Other:	N/A

#### Small craft

2 administrative shuttles

(\*) *Kongo* was the first Citadel conversion, and was made during the pre-linear warp era to test the concept. She had only 2 phototorp tubes forward until her 2270s linear warp refit. It was during that refit that *Kongo* was given a double-ended phototorp deck.



### Class Listing

Hull #	Name	Builder	Status
NCC-1647	<i>Farragut</i>	San Francisco Navy Yard, Terra	active
NCC-1664	<i>Excalibur</i> (1)	San Francisco Navy Yard, Terra	active
NCC-1703	<i>Lexington</i>	San Francisco Navy Yard, Terra	active
NCC-1710	<i>Kongo</i> (2)	San Francisco Navy Yard, Terra	lost
NCC-1712	<i>Bon Homme Richard</i>	San Francisco Navy Yard, Terra	active

(1) *Excalibur* was scheduled for command cruiser conversion after being extensively damaged during the M-5 wargames simulation of 2268. Extent of damage necessitated a longer-than-normal timeframe for repairs, and this ran over into the timeframe for her intended linear warp refit. Command cruiser conversion was performed during this extended period of yard time. The end result of this overly long yard stay made *Excalibur* the last of the Citadel command cruiser conversions to enter service.

(2) Lost in the Kargon Incident of 2285

Project Citadel was originally developed in the mid-2260s in order to convert existing Starfleet Class I starships into command cruisers. As *Federation* type dreadnought secondary hulls were proving prohibitively expensive to build in great numbers, it was felt that use of a specially modified *Constitution* secondary hull might do the same job while being more cost effective. To that end, the Citadel design called for a substantially modified *Constitution* class secondary hull in order to internally accommodate a full fleet-level C3 suite. This would be swapped out as required with the standard secondary hulls of existing Class I starships -- thus putting a command cruiser back in the field in minimum time.

In order that a full Starfleet standard fleet-level C3 suite could be fitted inside the specialized Citadel hull, the standard refit *Constitution* hull form was lengthened somewhat. The normal shuttlecraft deck was removed and replaced with a far smaller one that could hold only two standard class F administrative shuttles. The space saved by this move was given over to C3 usage. Also, interior spaces forward of would have been the normal shuttle bay, which would normally have been taken up by large interior cargo bays and storage, were instead converted for exclusive C3 use. Finally, all secondary hull weapons are absent on a Citadel secondary hull so that the interior space saved can also be given over to C3 use.

In theory, any starship with a *Constitution*-type secondary hull could have been fitted with a Citadel secondary hull. In practice, Project Citadel was stopped at only five starships converted - all former *Constitution* types - because of the overabundance beginning in the 2270s of other starship classes that also had full C3 suites, such as dreadnoughts and fleet shuttlecarriers. This was also part of the reason for the suspension of the *Balson* program - Starfleet's only dedicated command cruiser - which is covered in a separate entry.

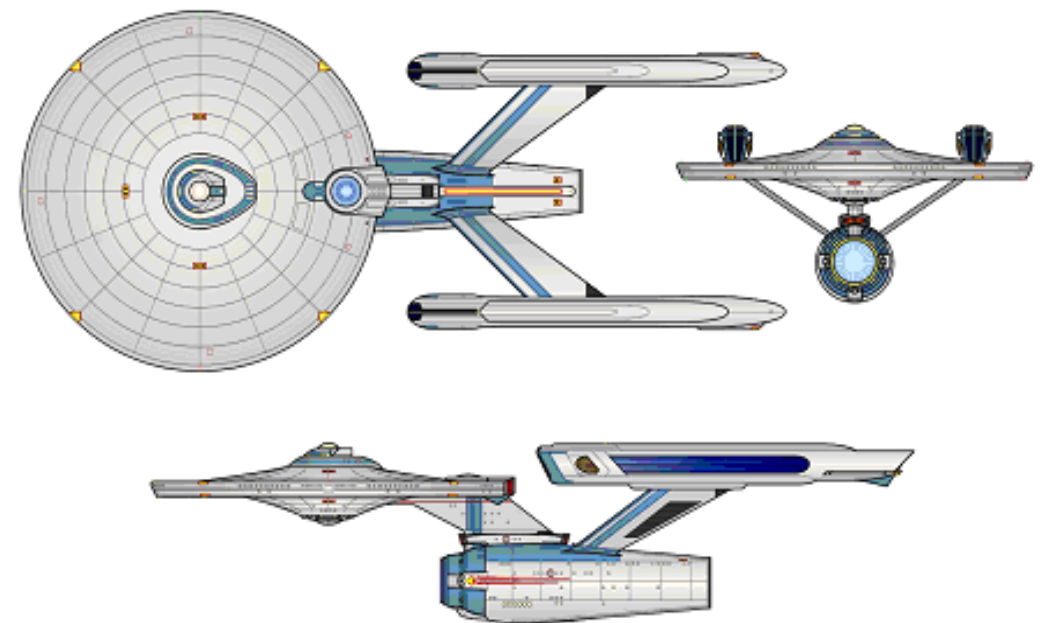
There are at least two more completed Citadel command cruiser secondary hulls that exist in the Starfleet inventory, although they have yet to be fitted to any vessel. It is widely believed that they are being held simply as spares for Citadel conversions already in service. All of the remaining unfinished Citadel secondary hulls were scrapped when the program was terminated, and no more are on order.

Reaction to the Citadel program has been mixed. The sacrifice of both weaponry and operational duration in order to achieve the full fleet-level C3 suite is often cited as a detriment -- particularly with regards to the loss of

the *U.S.S. Kongo* (NCC-1710) during the infamous Kargon Incident. *Kongo* is to date the only Starfleet command cruiser of any kind ever destroyed in combat. On the other hand, Citadel conversions have proven their worth in fleet level operations when no dreadnought or fleet shuttlecarrier was available to provide fleet-level C3 capabilities, such as the recent Operation Firestorm in the Treaty Zone and Operation Black Rose along the Neutral Zone. All in all, the Citadels have proven just as mixed of a blessing as has *Balson*. There is only so much that can be done with a given hull form, and one simply cannot have *both* a full fleet-level C3 suite *and* a standard CA-type weapons loadout in a *Constitution* class starship. The only solution is to build command cruisers on larger hulls (such as the dreadnought-based *Balson*) -- but until that happens, the *Citadels* will simply have to soldier on.

### Schematics

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Three-quarters aft view of the base computer model for the linear warp era Citadel conversion program. One can clearly in this image both the double-ended, four tube photon torpedo deck on the dorsal and the rather utilitarian but functional simplified shuttle bay at the rear of the Citadel custom secondary hull.



Classic one-quarter port profile of a linear warp era *Enterprise* class Citadel conversion.



*Kongo* as she appeared immediately following her conversion to a Project Citadel command cruiser. The difference in primary hull shape and warp engines immediately betray her prior *Constitution-II* linear warp upgrade. Both *Kongo* and *Bon Homme Richard* were the only *Constitution-II*s ever converted as command cruisers.

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***Citadel* command cruiser conversion by David Schmidt  
with additional data from Stephen V. Cole and the Amarillo Design Bureau  
Schematic by Neale Davison  
CG model adapted from the work of Rick "pneumonic81" Knox**

# Endeavor/Truxton

## Heavy cruiser (CA)

2264/2275

### Specifications as built

#### Dimensions

Length:	283.1 meters
Beam:	126.2 meters
Height:	73.8 meters

#### Mass

Standard gross:	883,500 GMT
Subspace displacement:	190,000 DWT

#### Crew complement

Officers:	46
Enlisted:	384
Small craft pilots (as applicable):	2
Marines or troops (as applicable):	up to 24 (two squads)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 10.0

#### Endurance

Standard endurance:	estimated 5 years at L.Y.V.
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#### Armament

Beam weaponry:	11 type-I phaser banks (3 banks of two each on primary hull, 1 quad mount on secondary hull ventral added, 1 under shuttle bay ) (*)
Guided weaponry:	2 photon torpedo tubes

Small craft: up to 6 shuttlecraft of various types

(\*) Only six banks on primary hull as built. Extra secondary hull phaser mounts and banks were added later, starting in 2284 and continuing until 2286 for the entire class.



### Class Listing (Block 1, all conversions)

Hull #	Name	Builder	Status
NCC-1716	<i>Endeavor</i>	SFD San Francisco Navy Yard, Terra	active
NCC-1718	<i>Excelsior</i>	Vickers Shipbuilding, Ltd., Terra	lost
NCC-1719	<i>Eagle</i>	SFD San Francisco Navy Yard, Terra	active
NCC-1720	<i>Lafayette</i>	SFD San Francisco Navy Yard, Terra	active
NCC-1721	<i>Wasp</i>	Newport News Space Docks, Terra	active
NCC-1723	<i>Ari</i>	Newport News Space Docks, Terra	active
NCC-1724	<i>Saratoga</i>	Vickers Shipbuilding, Ltd., Terra	lost
NCC-1725	<i>Tori</i>	SFD San Francisco Navy Yard, Terra	active
NCC-1734	<i>Zeus</i>	SFD Kulha Keihalsam Ltd, Arcturus III	active
NCC-1736	<i>Quindar</i>	Arias Mastac Prime Dockyards, Daran V	active
NCC-1738	<i>Androcus</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-1740	<i>Mondoloy</i>	SFD Kulha Keihalsam Ltd, Arcturus III	active

## Class Listing (Block 2, all new builds)

Hull #	Name	Builder	Status
NCC-1728	<i>Truxton</i>	Vickers Shipbuilding, Ltd., Terra	active
NCC-1729	<i>Confiance</i>	Vickers Shipbuilding, Ltd., Terra	active
NCC-1730	<i>Bunker Hill</i>	Newport News Space Docks, Terra	active
NCC-1731	<i>La Vengeance</i>	Newport News Space Docks, Terra	active

*Endeavor* was part of a three-starship testing program carried out in 2264 to evaluate the very first linear warp engine ever to qualify for Starfleet evaluation. This was the Leeding LN-40, the direct ancestor and near-lookalike to today's simplified LN-52, and *Endeavor* was selected to be fitted with these new warp engines as a representative of a typical *Constitution*-type heavy cruiser. While the end results of that early program were mixed, and caused Starfleet to pass on the LN-40 in favor of a more improved and more powerful design, *Endeavor* and the other test ships in the program were allowed to keep their new warp engines once they were sent back to normal duty. Thus some eight years before the power of linear warp technology was so dramatically revealed to the general Federation public during the Vejur Crisis, selected Starfleet personnel were already getting an early preview of it with *Endeavor* and the other two LN-40 testbeds recently returned to service - the scout *Monoceros* and the transport/tug *Keppler*.

Once Starfleet's linear warp program kicked into high gear in the 2270s, it rapidly ran up against two hard limiting factors: skyrocketing costs and lack of available yard space to perform the rather extensive upgrades required to support the new LN-64 linear warp propulsion system. A slightly cheaper and less resource-straining alternative was first sought with the very similar LN-60, which offered almost the same performance but with far less cost and upgrade troubles involved. When that program also ran into cost overrun and yard space issues, Starfleet knew it had to find a cheaper alternative that could be fitted quickly onto existing starships with a minimum of yard time and installation of required support technologies involved. That is why they asked Leeding Industries to revisit the old LN-40 program to see if its worst deficiencies could either be addressed or fixed with elements of LN-60/64 technology. The end result was the Leeding LN-52 - the only self-contained linear warp engine approved for Starfleet use - and just as it had back in the days of the original LN-40 test

program, *Endeavor* was chosen as the first Starfleet vessel to be fitted with LN-52s. The biggest advantage gained was that the yard time required for a linear warp upgrade for Starfleet's older vessels was cut from two-and-a-half years for a complete LN-64 rebuild (*Enterprise*, et al), to only one. It could have been done in under a month had only the warp engines been directly swapped out, just as they had been designed, but Starfleet also took the opportunity to give the various vessels involved (only) moderate overhauls and system upgrades. Practically all of them went back into service about a year or so after first being docked for their upgrades looking very much like their former selves both inside and out, aside from a number of small but noticeable technology changes; however, the imposing presence of the new and more powerful LN-52s attached to these rebuilt ships spoke volumes as to how much they had been improved.

The LN-52 linear warp upgrade program was not and never would be the best answer to Starfleet's upgrade woes. The price that it paid for having that cheap and fast linear warp upgrade option was reduced performance. The technology involved had to be deliberately downgraded in order to properly work with older Class 1 era duotronic computers and circumferential warp engine power couplings, to mention only two of the major design headaches involved, and these plus other factors reduced performance across the board. For example, an *Endeavor* class heavy cruiser was only rated at warp factor 10 for emergency speed, whereas it was warp 12 for an *Enterprise* and warp 11 for a *Constitution-II*. Dilitium decay rates were still abnormally high at superwarp speeds, although not nearly as high as they had been with the old prototype LN-40s. Perhaps the most controversial issue of all, though, was their limited weaponry. In an effort to speed up the various LN-52 upgrade programs, Starfleet decided that none of the starships involved would receive extra or improved weaponry -- even though they now had powerful enough warp engines to support it. This was a contested decision even at that time, and many critics pointed out - and rightly, as it turned out - that Starfleet was leaving the *Endeavors* just as undergunned in the modern linear warp era as the original *Baton Rouge* class cruisers had been back when circumferential warp engines were first being refitted onto older starships. This fact came back to bite Starfleet in the proverbial ass when first *Excelsior* was lost under mysterious circumstances in 2279, and then *Saratoga* was also lost only three years later after being ambushed by no less than four unidentified starships that later turned out to be "of Klingon origin." In both

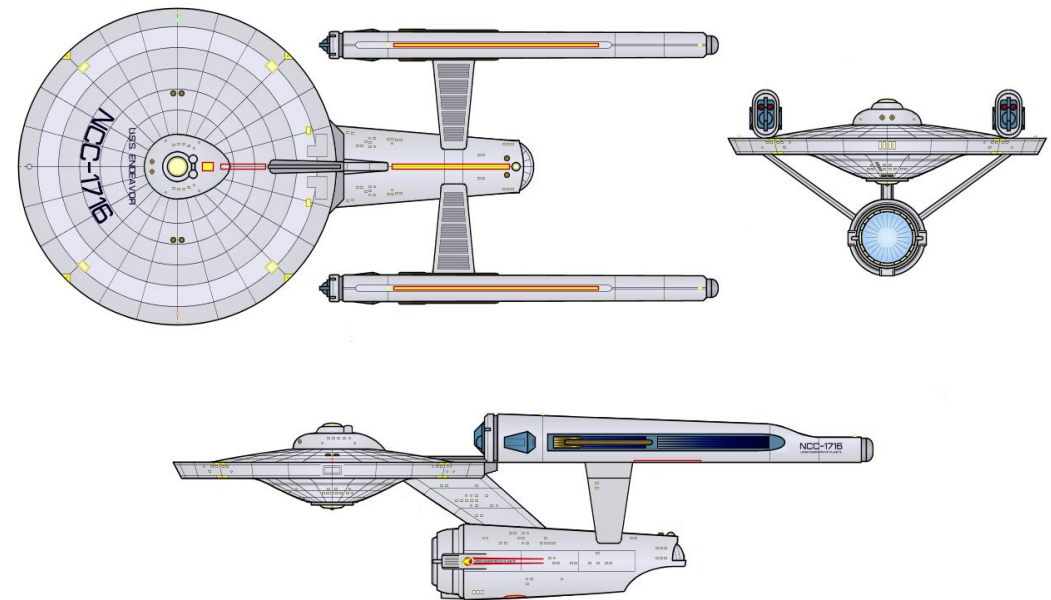


cases their losses were directly attributed to both ships being undergunned. That is why, starting with *Endeavor's* 2284-2295 ESLP refit, all of the *Endeavors* were upgunned to as close to the *Constitution-II* standard as their hulls would permit. The only difference remaining was that the *Endeavors* retained their original photon torpedo tube launch system high up on the primary hull, instead of relocated to the lower dorsal as with all other linear warp refitted and new-build cruiser class starships. This upgunning process was completed in 2286, and the *Endeavors* have been much the better starships for it.

With regards to new-build linear warp starship construction, the Block 2 *Endeavors* (*Truxton* sub-class) deserve special mention. That is because they were the last Starfleet vessels ordered with old-style primary and secondary hulls and internal system layouts, even though these were being mated to LN-52 linear warp engines. They often called "the last of the old-style Class I starships" by civilian starship spotters even though they were in fact being built as brand new linear warp starships at the time. Because of this choice of using old-style hull components, the *Endeavors* were also the last new-build heavy cruisers without Starfleet's then-new and now standard hull docking ring system for small craft and travel pods. This was simply Starfleet being economical, and using up as many of the last of its leftover old-style Class I starship components as it could now that the LN-52 was available to fit them with. A number of other lesser starship types also got mixed-technology Class I/LN-52 hybrid members, both refitted and new-build, to swell out their numbers. These other lesser classes will be covered in their respective sections. Not surprisingly, once all of its remaining inventory of old-style Class I components were used up, and all of its older fleet members that it wanted refitted had been refitted, Starfleet discontinued purchases of the LN-52 linear warp engine. It has since found new life in the civilian sector, where it is proving just as popular of a cheap and quickly installed linear warp engine for civilian vessels as it had already proven for Starfleet's Class I starship fleet, despite its known issues.

## Schematics

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Front-end view of an *Endeavor* class heavy cruiser. Both the likenesses and the difference between it and the classic *Constitution* design are immediately apparent.



*Endeavor* design by Matthew Jeffries and Mike Minor

Class name from the *Enterprise Evolution Blueprints* by Aridas Sofia

CG model by Rick "pneumatic81" Knox  
Schematics by Neale "Pixel Sagas" Davidson



Classic three-quarters starboard aft view of an *Endeavor*. This illustrated to good effect both the new LN-52 linear warp engines and the special support struts that had to be fitted to all older Class 1 starships that received them. This in fact was the case for all linear warp upgraded starships, although the new support struts required for an LN-52 upgrade did not have to be as robust (or as large) as those required for either an LN-60 or LN-64 upgrade.

# Achenar

## Heavy cruiser (CA) 2264

### Specifications as built

#### Dimensions

Length:	289.0 meters
Beam:	121.7 meters
Height:	72.6 meters

#### Mass

Standard gross:	690,000 GMT
Subspace displacement:	190,000 DWT

#### Crew complement

Officers:	43
Enlisted:	387
Small craft pilots (as applicable):	2
Marines or troops (as applicable):	up to 24 (two squads)

#### Top velocity

Cruising speed:	warp 6.0
Rated maximum speed:	warp 8.0
Rated emergency speed:	warp 9.0

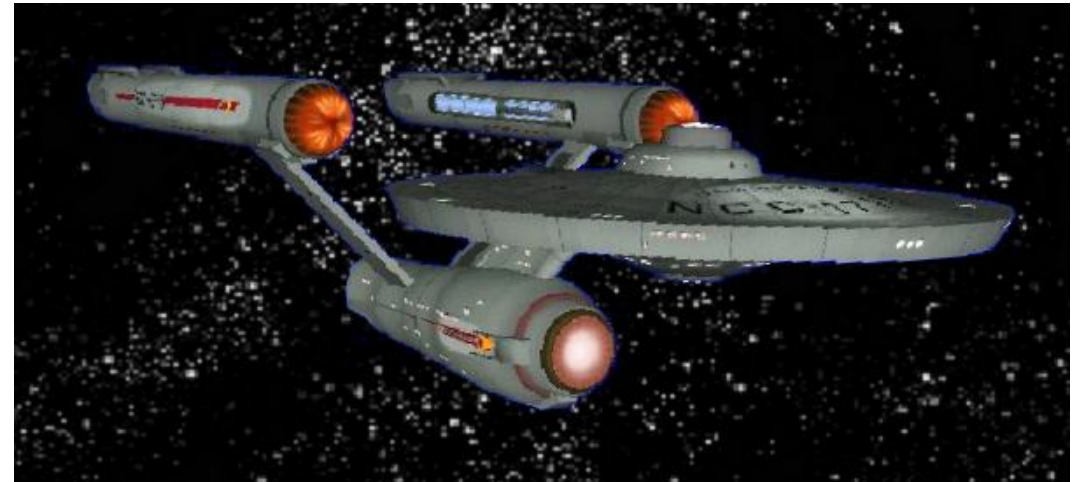
#### Endurance

Standard endurance:	estimated 5 years at L.Y.V.
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#### Armament

Beam weaponry:	8 type-I phaser banks (3 dual banks on primary hull saucer, 1 dual bank secondary hull ventral)
Guided weaponry:	2 photon torpedo tubes
Other:	N/A

Small craft: up to 6 shuttlecraft of various types



### Class Listing

Hull #	Name	Builder	Status
NCC-1732	<i>Achenar</i>	SFD San Francisco Navy Yard, Terra	active
NCC-1733	<i>Sol</i>	SFD San Francisco Navy Yard, Terra	active
NCC-1735	<i>Rigel Kentarus</i>	Newport News Space Docks, Terra	active
NCC-1737	<i>Proxima</i>	SFD Souma Docks, Arcturus III	stricken
NCC-1739	<i>Astrad</i>	SFD Cameron Navy Yard, Deneb V	active
NCC-1741	<i>Alfir</i>	Rapier Dynamics Group, Aldeberan	active
NCC-1742	<i>Thelonii</i>	Newport News KR, Alpha Centauri VII	active
NCC-1743	<i>Xanthii</i>	Rapier Dynamics Group, Aldeberan	active
NCC-1744	<i>Sirius</i>	Arias Mastac, Prime Dockyards, Daran V	active

*Achenar* was the last of the original Class I heavy cruisers from the heyday of the circumferential warp era (mid-2220s to late 2260s). They are often called Block IV *Constitutions* because they were the fourth and final block of Starfleet heavy cruisers ordered according to the base specifications for the *Constitution* class (\*). 68 ships were originally authorized, but this was subsequently cut back to 13 -- with both the surviving members of the older *Constitution* and *Bon Homme Richard* classes upgraded to full *Achenar* status during the late 2260s.

Aside from upgraded electronics, computers, and sensor systems, the biggest improvement of the *Achenars* over its forebearers was the introduction of the Perth PB-47 circumferential warp engine as a class standard. This was the last circumferential warp engine to be approved for Starfleet use prior to the 2270s-era linear warp refit and new-build programs. The main difference between it and the prior PB-32 design was markedly improved acceleration to full warp; however, achievable top warp speeds remained the same.

As these vessels were practically still brand new when Starfleet's massive linear warp programs began in the early 2270s (some were even still under construction), Starfleet saw no need to refit them with the new technology. They remained front-line starships until enough linear warp era heavy cruisers and strike cruisers became available to replace them, and after that they were relegated to secondary duties and assignments as fast as Starfleet's operational needs would permit. Their limited weapons loadout in comparison to more modern heavy cruiser types all but demanded this, as they simply could no longer compete with the more powerful ships being fielded by the Klingon Empire and other major interstellar powers along contested borders. There has been talk of adding additional single-mount phaser banks to the secondary hull in an effort to rectify this issue, but nothing has yet come of it.

Three members of the *Achenar* class - *Quindar*, *Androclus*, and *Mondoloy* - have since been upgraded with LN-52 linear warp technology and are now considered part of the *Endeavor/Truxton* class. *Ishtasse* (ex-*Jupiter*) is currently being converted to a special linear warp testbed as the prototype for what many anticipate to be the final production block of *Enterprise*-type upgraded heavy cruisers.

Three other members of the *Achenar* class achieved fame during the Kzinti Incursion of 2274. *Xanthii* (NCC-1743) was the lead ship in the

Starfleet task force that successfully turned a massed-wave Kzinti attack on Tau Ceti IV. *Xanthii* was the most heavily damaged Starfleet vessel to survive that battle, in addition to over half of her crew and many of her officers, including Captain Julius Long, killed in action. Both *Astrad* (NCC-1739) and *Alfir* (NCC-1741) were key members of Task Force Zulu, formed under the command of Admiral James T. Kirk, whose operations and string of victories brought a final end to the Kzinti Incursion six weeks after the Tau Ceti fight.

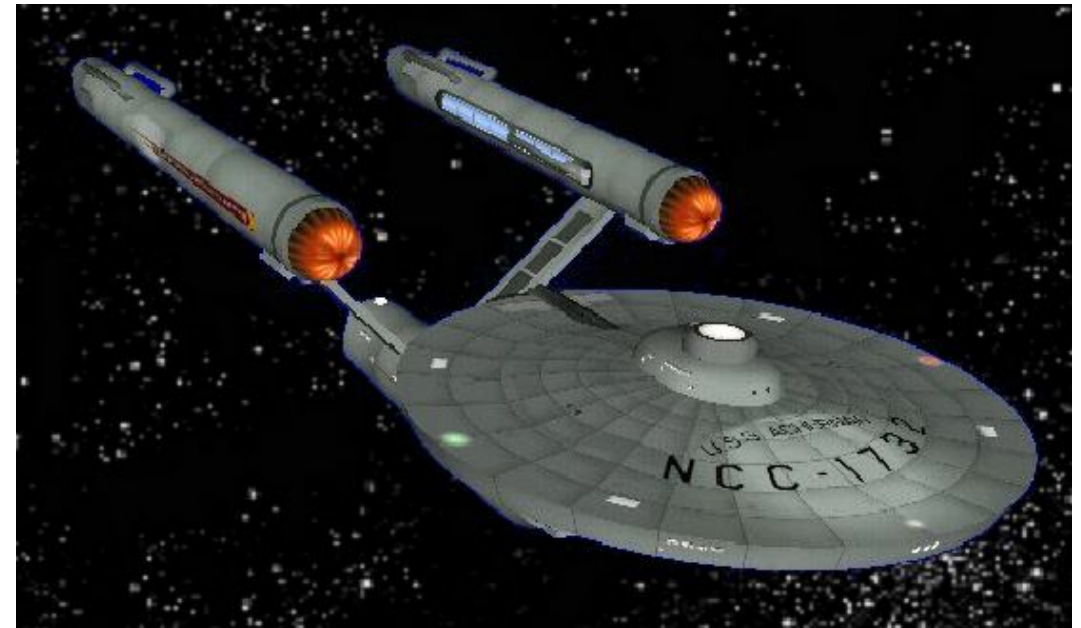
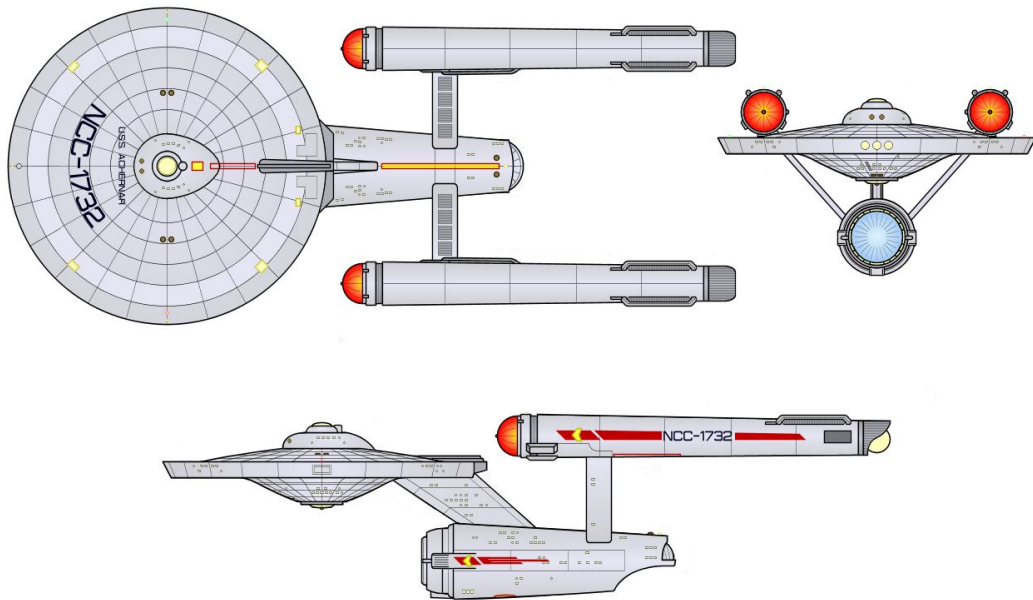
*Proxima* (NCC-1737) was decommissioned in early 2285 as one of the first moves of former Fleet Admiral Randolph Morrow's efforts to weed older starships and starship types out of Starfleet at that time. The ship had just come back into Earthspace for a minor refit, and Admiral Morrow seized the opportunity to retire her for good then and there. The name *Proxima* was then quickly given to the second starship in the *Excelsior* class battlecruiser program, thus preventing her from returning to active duty service without being renamed. Furthermore, both her warp engines and all weaponry were removed almost immediately after the ship was hulked at the Qualor II boneyard, making *any* return to service problematic at best. Since her impulse deck was still functional, the ship found new life as a sort of mobile space barge -- used for gathering stripped components from other vessels hulked at Qualor II, which were then stored in her former shuttlecraft bay awaiting shipment to other parts of the boneyard or future delivery to other vessels still in service. Many of the Qualor II boneyard workers now live in her, and her new boneyard "crew" have unofficially rechristened her as the *Galloot*. She was still functioning in her new role at Qualor II as this book went to press.

#### Footnotes

(\*) Block I is the original *Constitution* class. Block II is the *Bon Homme Richard* class. Block III was *Constitution-II* as originally proposed (but later cancelled). Block IV is *Achenar*. Civilian starship watchers also frequently list the *Endeavor/Truxton* class as Block V, even though those were linear warp new-builds -- since their primary and secondary hulls were original Class I era components recycled from cancelled unbuilt members of the *Achenar* class.

## Schematics

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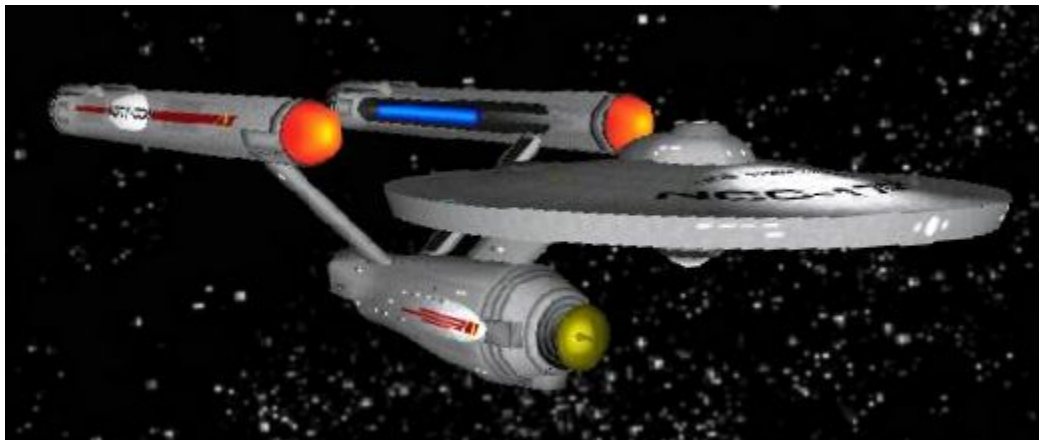
*Achenar*, the class ship, as she appeared right after her second major refit in 2275, sporting her new Starfleet identification pennants on her warp engines.

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***Achenar* class by Franz Joseph Schnaubelt  
based on the AMT model kit version of the *U.S.S. Enterprise*  
with additional data by Todd Guenther, Aridas Sofia,  
Timo Saloniemi, and Neale Davidson**

**Schematics by Neale "Pixel Sagas" Davidson**

**CG models by atheorhaven, Atrahasis, and the Stress Puppy**



*Proxima* (NCC-1737) as launched, c.2268. Note the original dish-based main navigational deflector mounted to the front of her secondary hull. All *Achenars* were backfitted with modern dishless models during their second major in-service overhauls c.2280.

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# Essex

## Heavy cruiser and strike carrier training ship (ACTV) 2264

### Specifications as built

#### Dimensions

Length: 286.7 meters  
Beam: 125.7 meters  
Height: 70.9 meters

#### Mass

Standard gross: 682,000 GMT  
Subspace displacement: 190,000 DWT

#### Crew complement

Officers: 43  
Enlisted: 187  
Midshipmen and trainees: 200  
Small craft pilots (as applicable): up to 8 (2 fully qualified plus 6 trainees)  
Marines or troops (as applicable): up to 24 (two squads)

#### Top velocity

Cruising speed: warp 6.0  
Rated maximum speed: warp 8.0  
Rated emergency speed: warp 9.0

#### Endurance

Standard endurance: estimated 5 years at L.Y.V.

#### Armament

Beam weaponry: 8 type-I phaser banks (3 dual banks primary hull, 1 dual bank secondary hull ventral)  
Guided weaponry: 2 photon torpedo tubes  
Other: N/A

#### Small craft:

up to 8 shuttlecraft of various types



### Class Listing

Hull #	Name	Builder	Status
NCC-1727	<i>Essex</i>	SFD New Aberdeen Naval Yards, Aldeberan	training

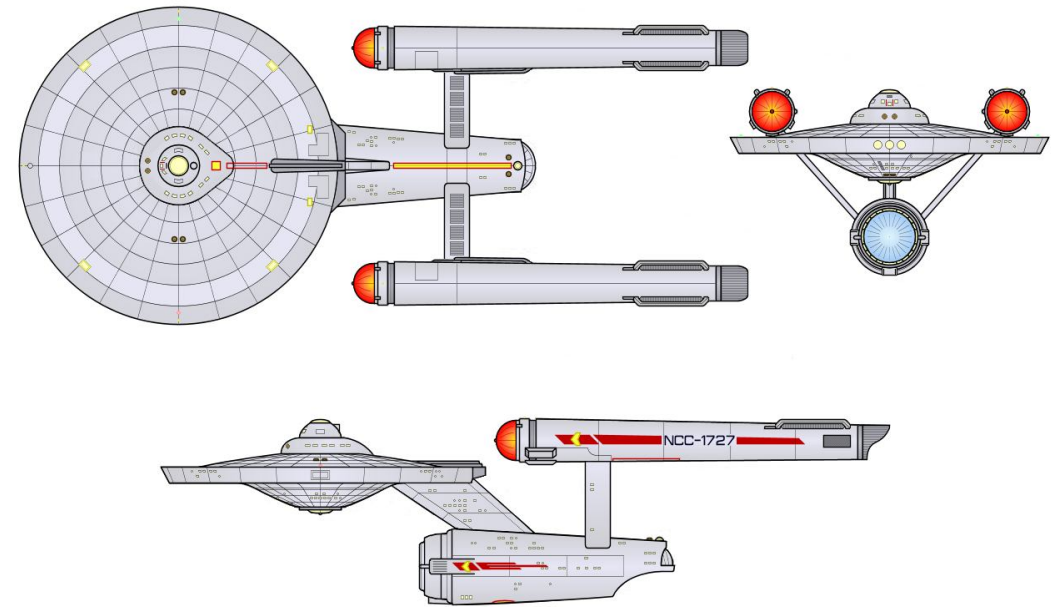
*Essex* is the only member of the original *Bon Homme Ricahrd* sub-class of *Constitution* type heavy cruisers (Block II) that has not been modernized. The reason for this was due to an act of sabotage by Orion pirates in 2268, during which they managed both to place and to detonate explosives at key command and critical locations on the ship's outer hull. Fortunately the explosives were not strong enough to destroy the ship; however, they were strong enough to seriously compromise her structural integrity. She was immediately pulled from service and given both an extensive inspection and subsequent repairs at Starfleet's Rigel facilities. *Essex* never returned to first-tier duty status as a direct result of this incident, and has instead served as a Starfleet training vessel from that time to the present day. This is also the same reason why *Essex* was never upgraded to *Achernar* status, nor was she placed in any of Starfleet's various linear warp upgrade programs. Along with the elderly *Potemkin* (NCC-1657), *Essex* is one of only two older Class I era heavy cruisers still serving in any operational role with Starfleet. Once *Potemkin* is decommissioned, *Essex* will be the oldest Class I heavy cruiser still in Starfleet service.

Until her 2272 refit, *Essex* retained only her original armament of four dual type-I phaser banks and two photon torpedo tubes. She was upgunned to *Achenar* specs in 2272, utilizing leftover components from other upgraded heavy cruisers. This upgunning was done solely for the purpose of better facilitating her use in phaser gunnery training exercises, as her lack of primary hull side mounts and a starboard ventral mount limited her in this regard. There are currently no plans to either upgun her again or alter her existing armament in any way.

It was during her 2270 refit that the old-style navigational deflector on *Essex* was replaced with a more modern model. It was again replaced in 2284 with the same type currently fitted to the *Achernars*. Her secondary hull was also partially rebuilt at this time, with the shuttle bay significantly lengthened in order to better facilitate shuttle pilot training. This modification has also permitted *Essex* to serve as a strike carrier training ship. Only the training carrier *Valkyr* (*Baton Rouge* era) has logged more small craft takeoffs and landings than has *Essex* during her own training ship career.

## Schematics

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Essex in spacedock in late 2268, undergoing repairs following the sabotage incident that almost destroyed the ship. This image was taken after most of the repairs had been completed. Note the more rounded upperworks of her primary hull, which are unique to her origins as a Block II *Constitution* (*Bon Homme Richard* sub-class).



Another image from the 2268 repair and refit of *Essex*, giving a good view of the ship's replacement navigation deflector. This was later replaced with a modern dishless version during her 2279 refit



*Essex* rejoins the fleet in 2269, looking very much like her old self save for her new dishless navigational deflector. This was an early version of the type that was eventually selected for use with Starfleet's 2270s-era linear warp programs. It was replaced with a more modern unit during her 2272 refit.

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***Bon Homme Richard* class by Franz Joseph Schnaubelt based on the series filming model of the *U.S.S. Enterprise* with additional data by Todd Guenther, Aridas Sofia, Timo Saloniemi, and Neale Davidson**

**Schematics by Neale "Pixel Sagas" Davidson**

**CG images by EvilGenius180**



# Kirov/Bismarck

## Super heavy cruiser (CB)

2257/2287

### Specifications as built

#### Dimensions

Length:	312.7 meters
Beam:	127.1 meters
Height:	80.5 meters

#### Mass

Standard gross:	701,000 GMT
Subspace displacement:	196,500 DWT

#### Crew complement (\*)

Officers:	65
Enlisted:	415
Starfleet Marines	26 (2 full squads + 1 officer + 1 aide)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 10.0

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 16 years at L.Y.V.

#### Armament\*

Beam weaponry:	14 type-I phaser banks (6 banks of 2 each on primary hull per <i>Enterprise</i> refit, 1 dual bank on secondary hull ventral)
Guided weaponry:	3 photon torpedo tubes (2 fore/1 aft)

Small craft: up to 6 shuttlecraft of various types

(\*) Original *Kirov* weapons loadout was 8 type-1 phasers paired in a command cruiser style arrangement (3 banks of 2 each primary hull, P/S upper, F lower; and 1 dual bank secondary hull ventral). Uppunning was due to to *Endeavor/Achenar* concerns.



### Class listing

Block 1 (*Kirov* sub-class, PB-47 equipped, original armament)

Hull #	Name of starship	Builder	Status
NCC-1751	<i>Kirov</i>	SFD Baltic Yards, Terra	reserve
NCC-1752	<i>Australia</i>	Vickers Shipbuilding, Ltd., Terra	reserve
NCC-1753	<i>New Zealand</i>	Vickers Shipbuilding, Ltd., Terra	reserve
NCC-1754	<i>Shangri-la</i>	Newport News Spaceworks, Terra	reserve
NCC-1755	<i>New Jersey</i>	Puget Sound Navy Yard, Terra	reserve

Block 2 (*Bismarck* sub-class)

Hull #	Name of starship	Builder	Status
NCC-1761	<i>(Otto von) Bismarck</i>	Kiel Naval Works, Terra	active
NCC-1762	<i>(Nathan B.) Forrest</i>	Newport News Spaceworks, Terra	active
NCC-1763	<i>(Nikolai V.) Ogarkov</i>	SFD Baltic Yards, Terra	active
NCC-1764	<i>Atlantis</i>	Proxima Shipyards, Proxima Centauri	active
NCC-1765	<i>Montana</i>	Newport News Spaceworks, Terra	active
NCC-1766	<i>Lemuria</i>	Proxima Shipyards, Proxima Centauri	active

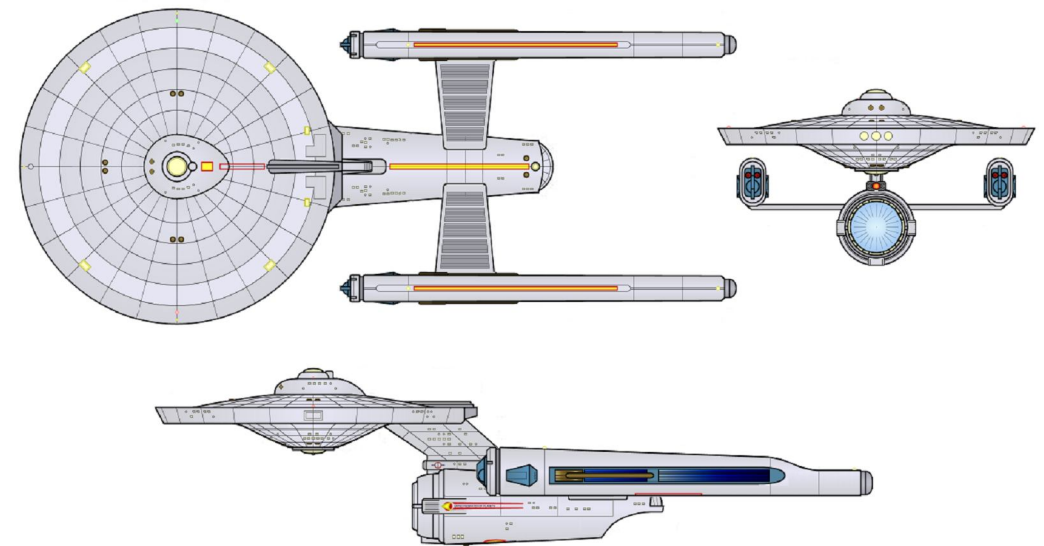
*Kirov* was originally conceived as a “pocket dreadnought.” It was in essence a heavy cruiser fitted as if it were a small scale dreadnought. To this end, upper primary hull interlocks and support systems for fitting a dreadnought-style third warp engine were built into its design. Officially *Kirov* was classed as a *super heavy cruiser*; however, all parties concerned knew full well that Starfleet could take the *Kirovs* and upgrade them to near-*Federation* dreadnought standard at any time. That was why many called them battlecruisers ... and many still do.

By the time the 2270s rolled around and Starfleet’s linear warp upgrade and new build programs kicked into high gear, the *Kirovs* were already considered obsolete. Just like the *Coventry* class frigates and selected other older starships classes, *Kirov* was kept in the field because it was simply too valuable as it was to be spared for upgrading. It was still powerful enough to cover for the absence of other starship classes while they were being upgraded. By necessity rather than desire *Kirov* went to the bottom of the linear warp upgrade list – and by the time its turn came, the financial well had all but run dry. There was much talk of how *Kirov*’s upgrade might be done in spite of this problem, and several excellent computer simulations still exist of *Kirov* in various two- and three-engined LN-60 and LN-64 linear warp drive configurations. In the end, though, Starfleet had no choice but to go with the more modest LN-52 upgrade. Only the Block II *Kirovs* (*Bismarck* sub-class) received this upgrade, however, as they were newer (built in the mid-2260s) and were less worn from use. All six were upgunned and had their third warp engine option permanently removed. All older Block I *Kirovs* were retired *en masse* and unmodified to the Starfleet Reserve, where they still remain as of the date this work was published. Starfleet saw no need for further *Kirov* upgrades, as there were by now plenty enough of other linear warp upgraded and new-build Class I combat starships to fill the void that would be left by *Kirov*’s removal.

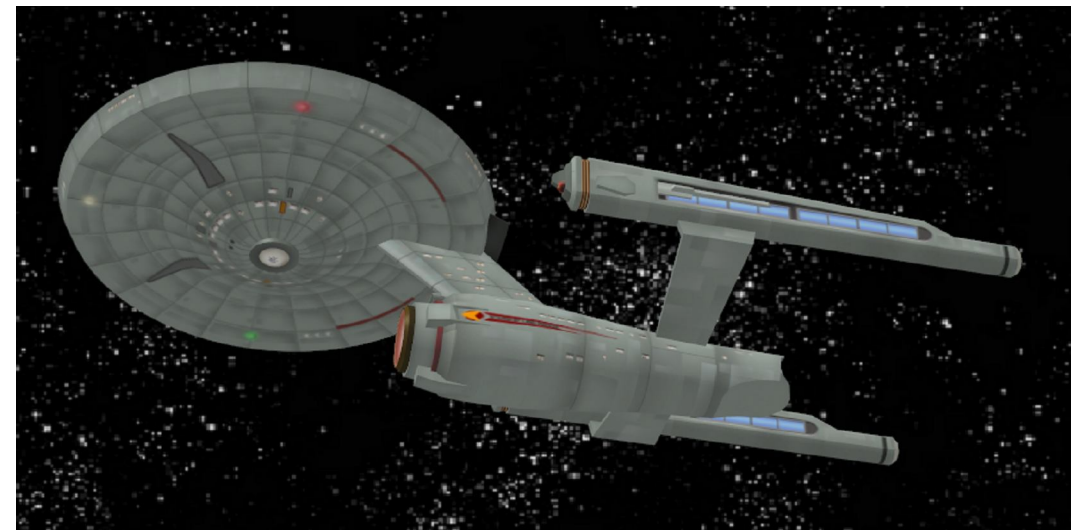
Nowadays, at least one *Kirov* is stationed at each major Federation base on the border, serving as both flagship and command ship for area Starfleet forces. Although neither as sophisticated nor as versatile in the C3 role as a *Balson* or even a *Citadel* conversion, all *Kirovs* were built with dreadnought-class, squadron-level C3 capabilities – and these too were brought up to modern standards during their LN-52 upgrades. Thus, the upgraded *Kirovs* can be used on the borders in the same way as a *Balson* or *Citadel*, saving these “more costly assets” (as one Federation politician put it) from having to be deployed so far away from home on such dangerous assignments.

## Schematics

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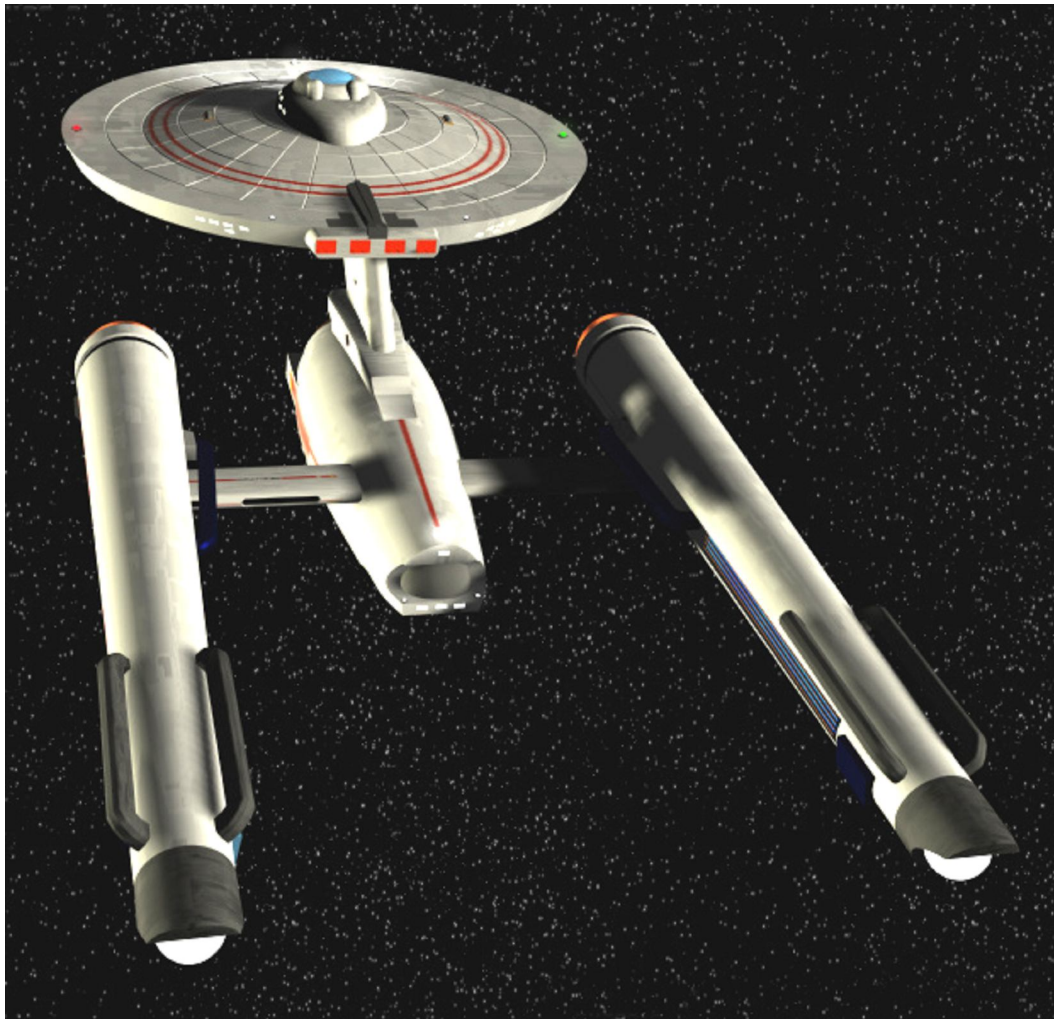


This is how the six Block II *Kirovs* still in active duty Starfleet service appear today.



*USS Bismarck* (NCC-1761) stretches her space legs after her LN-52 upgrade.

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***Kirov* class starships by Stephen V. Cole and the Amarillo Design Bureau as originally created for the tabletop wargame *Star Fleet Battles***

**Additional data courtesy of Timo Saloniemi**

**CG model by Richard Mandel modified from the *Endeavor* model by Atrahasis**

**Schematics by Richard Mandel based on the work of Neale "Pixel Sagas" Davison**

**Images by Richard Mandel and Ted W. Giebel**

*USS Australia* (NCC-1751) on patrol along the Organian Treaty Zone in 2264, during the heyday of the original *Kirovs*. They supplemented the *Federation* class dreadnoughts in the role of super capital ship, and their ability to be converted to "pocket dreadnought" within a matter of hours (at a suitably equipped starbase or forward fleet base) almost always gave the Klingons pause. This was never done, insofar as the public record shows – but the fact that it *could* have been done has always appealed to the "what-if" crowd.

# Potemkin

## Heavy cruiser training ship (ACT) 2236

### Specifications as built

#### Dimensions

Length: 286.7 meters  
Beam: 127.1 meters  
Height: 71.5 meters

#### Mass

Standard gross: 680,000 GMT  
Subspace displacement: 190,000 DWT

#### Crew complement

Officers: 43  
Enlisted: 387  
Small craft pilots (as applicable): 2  
Marines or troops (as applicable): up to 24 (two squads)

#### Top velocity

Cruising speed: warp 6.0  
Rated maximum speed: warp 8.0  
Rated emergency speed: warp 9.0

#### Endurance

Standard endurance: estimated 5 years at L.Y.V.

#### Armament

Beam weaponry: 4 type-I phaser banks (1 dual bank each forward on both upper and lower primary hull)  
Guided weaponry: 2 photon torpedo tubes  
Other: N/A

Small craft: up to 6 shuttlecraft of various types



### Class Listing

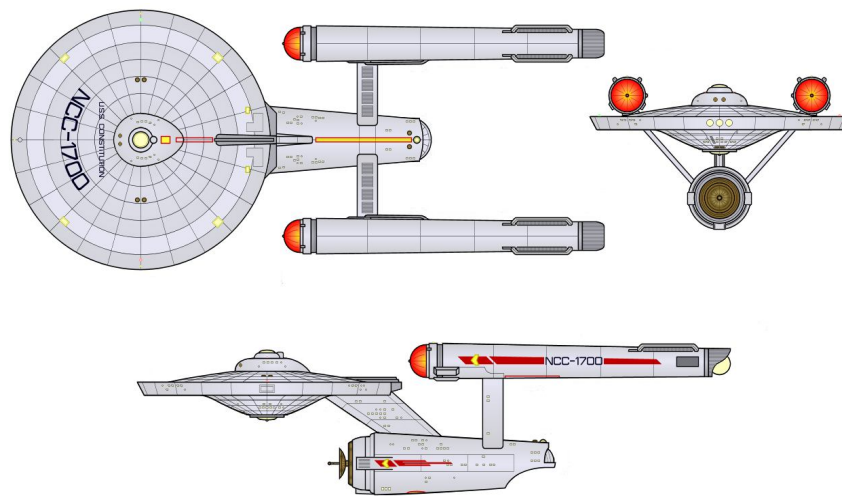
Hull #	Name	Builder	Status
NCC-1657	<i>Potemkin</i>	SFD Baltic Yards Orbital Annex, Terra	training

*Potemkin* is the last surviving original Block I *Constitution* class starship in Starfleet service. She was also the only *Constitution* never to receive the extensive upgrades and modernization that forever changed the appearance, both internal and external, of most of the rest of her class. This is because she replaced *Republic* (NCC-1371) as Starfleet's prime training starship in 2254. She was given what was described at the time as a "moderate" *Bon Homme Richard* refit, but little was done beyond that in subsequent years due to her training ship status. She has essentially remained in this configuration ever since, with the only change being the addition of two more dual phaser banks fitted to the primary hull in the 2270s for improved phaser gunnery training purposes.

It is because of her condition, having been more or less preserved as a 2250s-era starship for the past four decades, which has caused the Federation Council to name *Potemkin* as a Federation Historical Resource. This will ensure that she is not scrapped once she is decommissioned in 2295, per current plans. The major controversy now is over which chapter of the veterans-based Starfleet Association will raise enough funds before then to have her permanently ported as a museum ship at their world.

### Schematics

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*Potemkin* c. 2240, back when she was still a front-line Class I starship and not relegated to the status of a training vessel. Note the differences between her appearance then and now, due largely to her 2254 "moderate" *Bon Homme Richard* upgrade.

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**Constitution class starship by Matthew Jefferies**  
***Potemkin* data courtesy of Todd Guenther's *Ships of the Star Fleet Volume 1***

**Schematics by Neale "Pixel Sagas" Davidson**

**CG images by atheorhoven and ???**

# Barents

## Auxiliary command cruiser (CLC) 2215

### Specifications as built

#### Dimensions

Length: 245 meters  
Beam: 153 meters  
Height: 65 meters

#### Mass

Standard gross: 370,000 GMT  
Subspace displacement: 92,500 DWT

#### Crew complement (\*)

Officers: 43  
Enlisted: 180

#### Top velocity

Cruising speed: warp 4.0  
Rated maximum speed: warp 6.2

#### Endurance

Standard endurance: estimated 4 years at L.Y.V.

#### Armament

Phasers: 6 phaser banks (2 F, 2 ea P/S)  
Guided weapons: 2 photon torpedo tubes (F)

#### Small craft:

up to 6 shuttlecraft of various types



### Class listing

Hull #	Name of starship	Builder	Status
NCC-1427	<i>Barents</i>	Chiokis Staryards, Andor	reserve
NCC-1430	<i>Diaz</i>	Vickers Shipbuilding Spaceworks, Terra	reserve

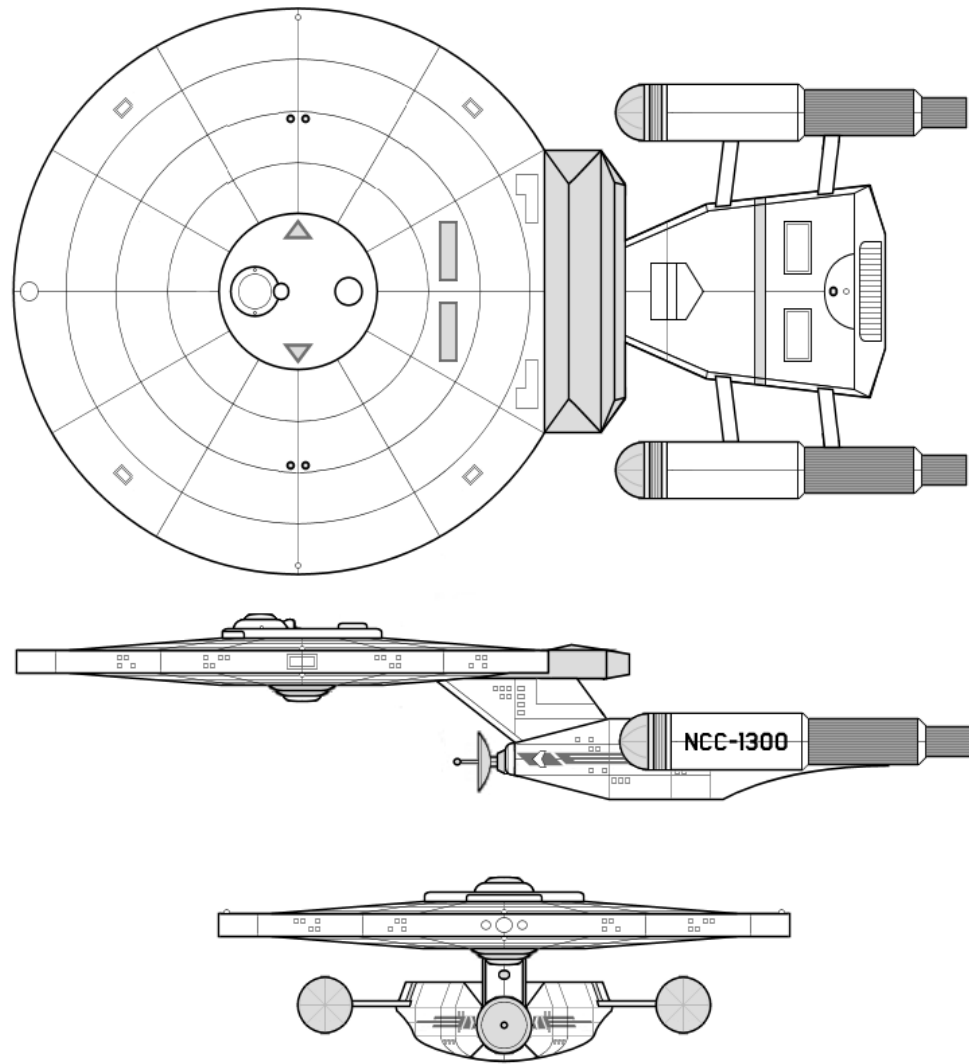
The two Block II *Baton Rouge* cruisers currently assigned to the Starfleet Reserve are the last of their kind. These represent the original backbone cruisers of the modern Starfleet, launched in the first quarter of the 23<sup>rd</sup> century to deal with a resurgent Klingon Empire. The original *Baton Rouges* were built to counter the best the Klingons had to offer and they did just that, holding their own in contested border space against many unwarranted border attacks by *D'ama*, *bortaS*, and other Klingon combat starships. Its modular component design meant that it was easily upgradeable, and thus was able to remain a front line cruiser well into the Class I starship era. Even after the *Constitution*-era starships took over the bulk of front line duties, *Baton Rouge* still played an important role in secondary and support assignments. Its tale is a long and storied one, and is best told in what most starship spotters consider to be the definitive reference work on the class: Martin Jackson's *Cities in Space: Baton Rouge and the Rise of the Modern Starfleet* (New Aberdeen Press, 2280).

*Republic* (NCC-1371) was stricken from the *Baton Rouge* roster prior to her conversion to the second *Constitution* prototype. Both *Moscow* (NCC-1301) and *San Diego* (NCC-1438) were donated to the Starfleet Association as museum ships following their decommissioning. *Moscow* was donated to the Starfleet Museum at Memory Alpha in 2268, while *San Diego* was donated to the orbital annex of the Federation Air and Space Museum at Terra in 2277. Both have since been restored to full operational capability (sans weaponry and warp cores) by the dedicated members of their respective Starfleet Association chapters. This is a matter of routine for these Starfleet veterans, who consider it a matter of pride to keep these old starships ready and able to launch in the event Starfleet ever needs to call upon their services again.

There were two different production orders for *Baton Rouge* class cruisers. These are known as Block I (series 1300) and Block II (series 1400). The Block I *Baton Rouges* were the originals, which entered service starting in 2215. None of these remain in any capacity with Starfleet today. *Moscow* (NCC-1301) is the only surviving Block I model. It is best known for two things. First, it was one of the two starships that took part in the first successful test of modern transporter technology. Second, it played a major role in the seizing of the *Korezima*, the only *Klolode* class Klingon battlecruiser ever captured intact by Starfleet. This was its last mission prior to its decommissioning in 2269, thus allowing it to retire in style, as it

were. The Block II *Baton Rouges* entered service in 2225 as the last of their generation of starships. These were easily distinguishable from the Block I model by their elongated primary hull support dorsals, required so that the enlarged lower sensor dome could have adequate clearance of the original design's sole dorsal-mounted photon torpedo tube; and the return to a single large warp engine support pylon design, as opposed to Block I's two smaller ones. A less noticeable but telling change was the inclusion of additional beam weapon mounts that effectively doubled the design's firepower. The original Block I model had proven to be somewhat lacking in this regard, and the loss of *Savannah* (NCC-1307) to a Klingon ambush had been a grim reminder of this fact. The new weapons loadout was also rearranged on the hull to provide improved coverage arcs. Both *Baton Rouges* that remain with Starfleet are heavily modified Block II models.

Both *Barents* (NCC-1427) and *Diaz* (NCC-1430) were removed from service as of March 2290. Both had been refitted with modern technology and converted to auxiliary command cruisers from 2278 to 2279. This was a move forced upon Starfleet by the refusal of the Federation Council to approve additional funds for Project Citadel, which was already well over budget and short on results. Full conversions to modern technology were intended; however, lack of funding limited the work to that of a largely internal nature. Even their old Pegasys VX-30 warp engines were retained, despite their slow speed in comparison to modern designs, for cost-cutting reasons. This decision was made by the Military Staff Committee over the protests of Starfleet and effectively nixed what might have been a true modernization of the venerable *Baton Rouge*. The presence of their old, non-dilithium moderated warp engines thus made *Barents* and *Diaz* the slowest command cruisers in Starfleet. The speed factor, more than anything else, severely limited the uses for these vessels, and within a decade both had been relegated to the unfavorable status of "quayside queens." They were simply too slow to take part in protracted, high-speed fleet duties and their old warp engines were by now prohibitively expensive to service in order to justify their continued operation. Even so, or perhaps in spite of their known faults, both starships continue to be maintained at ready status at the Starfleet Reserve storage depot at Starbase One as of this date. They will remain so until 2305, at which time they will be sent to the starship storage depot Qualor II in preparation for their final fate.



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***Baton Rouge* class cruiser created by Rich Sternbach from Stan and Fred Goldstein's licensed TMP-era reference work *STAR TREK Space Flight Chronology***

***Republic's* presence in this class based on its appearance as a *Baton Rouge* in the licensed Marvel Comics TMP-era story "The *Enterprise* Murder Case" by Mike W. Barr (September 1980, page 6) with artwork by Dave Cockrum and Klaus Janson**

**Additional background material courtesy of Lawrence Miller, Timo Saloniemi, Aridas Sofia, Mike W. Barr, John Ford, and James Dixon**

**Original *Baton Rouge* class 3D model by Dave Metlesits as modified by Richard Mandel per the musings of Timo Saloniemi**

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*Baton Rouge* basic configuration c. 2230. By the end of their service lives no two *Baton Rouges* looked exactly alike, due to numerous fleetwide and individual vessek upgrades.



**Destroyers**

# Polaris

## Heavy destroyer (DDH) 2295 (estimated)

### Specifications as built

#### Dimensions

Length:	232.0 meters
Beam:	141.7 meters
Height:	60.4 meters

#### Mass

Standard gross:	689,000 GMT
Subspace displacement:	x DWT

#### Crew complement

Officers:	50
Enlisted:	180
Small craft pilots (as applicable):	4
Marines or troops (as applicable):	24 (2 full squads with officers & gear)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

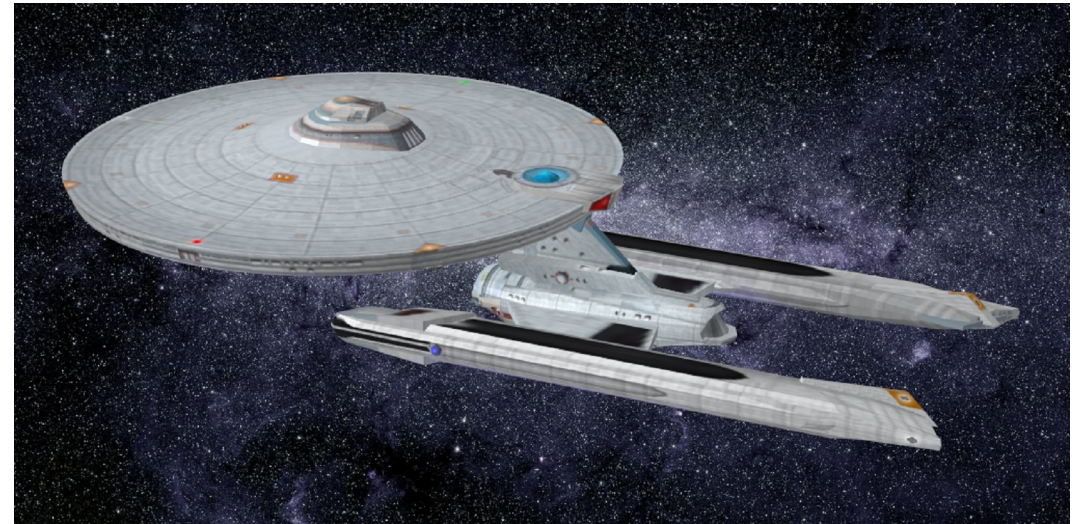
Standard endurance:	estimated 4 years at L.Y.V
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#### Armament

Beam weaponry:	14 phaser banks (6 banks of 2 each in standard primary hull saucer configuration, 1 bank of 2 on secondary hull ventral)
Guided weaponry:	4 photon torpedo tubes (2 each fore and aft)

#### Small craft

up to 4 standard shuttles (*Polaris* only)



### Class Listing

Hull #	Name	Builder	Status
NCC-8000	<i>Polaris</i>	---	to be awarded --
NCC-8020	<i>Nekkar</i>	---	to be awarded --
NCC-8030	<i>Cavalier</i>	---	to be awarded --
NCC-9015	<i>Lightning</i>	---	to be awarded --
NCC-9030	<i>Katherine</i>	---	to be awarded --
NCC-9409	<i>Chivalrous</i>	---	to be awarded --
NCC-10421	<i>Sainte</i>	---	to be awarded --
NCC-10426	<i>Imperial</i>	---	to be awarded --

*Polaris* is intended to be the defining general purpose heavy destroyer of the linear warp generation. It may also very well be the last, given the Procurement Board's current fascination with the so-called "Excelsior generation" starship proposals for every class and type that have been submitted to it in the past few years.

*Polaris* has its origins in the failed *Pompey* heavy destroyer experiment of 2250. This was the original attempt by Starfleet to address the wormhole deficiencies caused by the single warp engine "pan handle" design of the *Saladins*. It was a rather simplistic brute force solution, in that the only change was to mount a second warp engine and then remount the resulting pair of engines at the bottom of the primary hull dorsal in a T-bar affair not unlike the inverted T-bar used on the *Santee* class carriers. In *Pompey's* case, however, the resultant starship was considered an operational failure – not robust or versatile enough to serve as a light cruiser or heavy frigate, and still seriously undergunned when compared to the older *Detroyat*. Another problem with *Pompey* was circumferential warp technology itself, which mandated a minimum fixed distance between the paired engines in order for the combined warp fields to properly sync and harmonize with each other. *Pompey* conversions were halted at only three units, and the entire conversion project was cancelled.

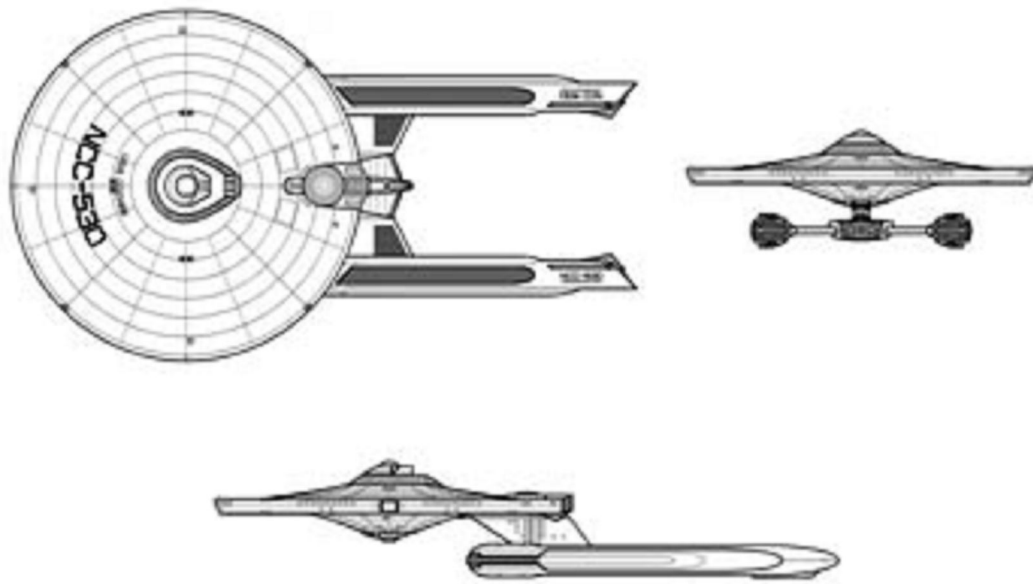
One of the more beneficial aspects of the development of linear warp technology has been to remove not only this so-called "two nacelle limit," but also to remove almost all constraints on how linear warp engines are oriented with respect to their hull mounts or braces. This has a lot to do with the way linear warp engines generate and maintain their subspace fields, which is quite different from that employed with older circumferential warp engines. Explaining this involves a technical discussion that is well beyond the scope of this book (see Scott, Montgomery; *Starfleet and the Linear Warp Revolution*; San Francisco, Terra: Starfleet Academy Press, 2290). Suffice it to say that today's linear warp engines can be mounted at any angle on their support pylons, struts, or braces with respect to the rest of the ship, so long as the engine itself remains parallel to the ship's center longitudinal axis. Also, because of the new way in which they generate their subspace fields, they can be mounted as close together as possible, with only minor adjustments needed in the harmonics of their individual fields in order to be properly balanced. These two factors made possible a number of starship designs that simply could not be done before, and also enticed Starfleet with the possibility of revisiting older designs that had not

worked as well as hoped (or even not at all) due to warp engine placement issues. *Pompey* was one of those designs, and it found new life in 2287 with the *Cochrane* heavy destroyer proposal.

*Cochrane* was a very "tight" and economical heavy destroyer proposal, and its backers hoped to avoid all of the pitfalls that had plagued *Menahga* without being diverted down the specialty path into which the somewhat similar linear warp era *Abbe* had gone. In essence, it was *Pompey* reborn with a linear warp refit, but with one important design change: its T-bar mounted engines were tucked in as tight as possible in order to restore part of the *Saladin*-like maneuverability that had been lost with its original "outrigger" design. Furthermore, as it was both similar to *Abbe* and utilized existing linear warp era Class I components, *Cochrane* could be built in minimum time entirely with "off-the-shelf" parts. Starfleet was pleased with the initial proposal but still felt that it was not robust enough to properly fill the heavy destroyer role. In addition, this time around with a new Class I destroyer design, Starfleet wanted a proper shuttle bay. The lack of this had been one of the glaring problems of the *Saladin* family, and even existing heavy destroyers had their own issues in this regard. The solution was as simple as the original *Cochrane* proposal itself. A small secondary hull was added in the middle of the T-bar, modeled after that of the *Belknap* class strike cruisers but reduced to the barest minimum possible in order to contain the ship's main navigational deflector, the aforementioned full shuttle bay, antimatter containment bottles, and nothing else save those minimum systems essential for interlinking with the ship's two warp engines. One extra benefit gained by this was a more robust design that allowed its two warp engines to be pulled in even closer for more maneuverability. Finally, the standard phototorp deck from the original *Cochrane* proposal was replaced by a reduced form factor *Abbe*-style double-ended phototorp deck, so that this new heavy destroyer design – now dubbed *Polaris* – could rightfully be considered a true heavy destroyer.

## Schematics

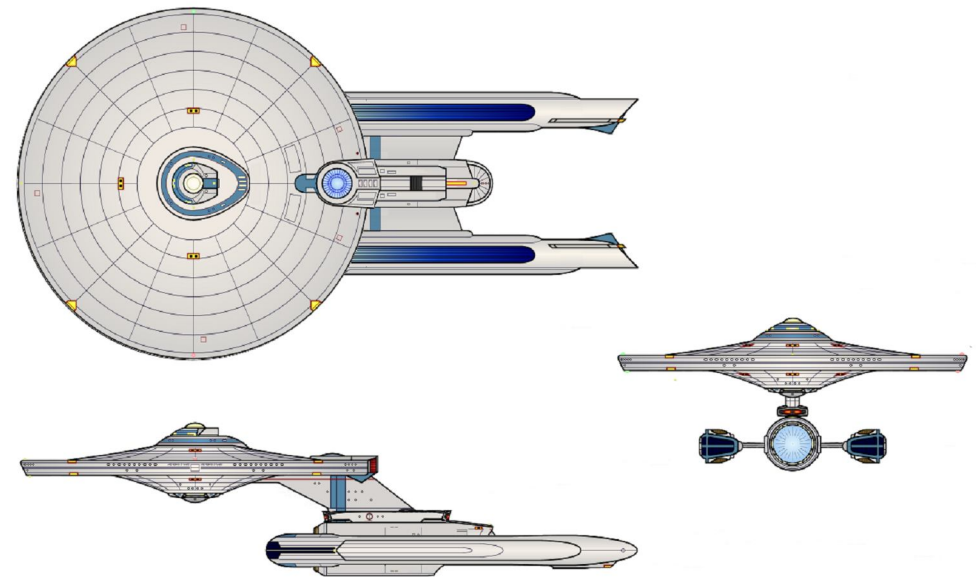
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This is the original design for *Polaris* as first submitted to the Procurements Board. It is also known as the *Cochrane* in certain civilian reference works, based on the heavy destroyer design proposal of the same name. Note that at this point that *Polaris* is essentially little more than a tweaked linear warp *Pompey*. The greater field stability of the new Leeding LN-64 linear warp engines allows them to be mounted more closely than before, however, and at right angles to the primary hull. Not only is this arrangement more efficient propulsionwise (a more compact warp field), but it also helps to avoid the ungainly "outrigger" appearance and accompanying loss of warp speed maneuverability of the older *Pompey* design. This warp engine mounting arrangement could never have been successful with the older PB-series circumferential engines, due to limitations both in their design and the way they generated their warp fields.

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This is Starfleet's current preference for the *Polaris* proposal. The warp engines have been pulled in more tightly, a double-ended phototorp deck replaces the standard model used in the *Cochrane* proposal, and it now includes the addition of a small secondary hull complete with shuttle bay. The lack of a proper shuttle bay has always been a glaring deficiency of most Federation destroyer designs, either light or heavy. This configuration would share many of the same general operational characteristics as other past Starfleet light cruisers, most notably the *Baton Rouge* era *Ranger*, the current *Champlain* class survey cruisers, and the never-approved *South Bend* light cruiser study. It also makes for intriguing comparisons with the *Belknap* class strike cruiser.

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Computer-generated image of the *Polaris* heavy destroyer proposal, per the current schematics. The final configuration of the ship may be somewhat different, depending on what further changes are put forward by Starfleet and the Procurements Board prior to final approval.



A nice portside profile look at Starfleet's computer-generated *Polaris* model.



*Polaris* class starship as seen in multiple background shots  
In selected episodes of *STAR TREK: Deep Space Nine*

Additional data provided by Timo Saloniemi and Dave Metlesits

*Cochrane* schematics by Neale "Pixel Sagas" Davison  
*Polaris* schematics by Neale Davidson and Richard Mandel

CG model and images by Richard Mandel

# Menahga

## Heavy destroyer (DDH) 2285

### Specifications as built

#### Dimensions

Length:	320.1 meters
Beam:	141.7 meters
Height:	78.0 meters

#### Mass

Standard gross:	775,000 GMT
Subspace displacement:	180,000 DWT

#### Crew complement

Officers:	80
Enlisted:	380
Small craft pilots (as applicable):	2
Marines or troops (as applicable):	up to 24 standard (two squads) 135 (with Marine assault pod fitted)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 8 years at L.Y.V.
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#### Armament

Beam weaponry:	16 type-I phaser banks (after current refit)
Guided weaponry:	2 photon torpedo tubes
Other or additional:	varies depending on type of pod fitted

#### Small craft

2 administrative shuttles



### Class Listing

Hull #	Name	Builder	Status
NCC-3100	<i>Menahga</i>	SFD Baltic Yards Orbital Annex, Terra	trials
NCC-3101	<i>Arsuf</i>	SFD Baltic Yards Orbital Annex, Terra	refitting
NCC-3102	<i>Korvak</i>	SFD Baltic Yards Orbital Annex, Terra	refitting
NCC-3103	<i>Mitannic</i>	SFD Baltic Yards Orbital Annex, Terra	building
NCC-3104	<i>Hastings</i>	SFD Baltic Yards Orbital Annex, Terra	building
NCC-3105	<i>Marathon</i>	SFD Baltic Yards Orbital Annex, Terra	building
NCC-3106	<i>Pashto</i>	SFD Baltic Yards Orbital Annex, Terra	building
NCC-3107	<i>S'harien</i>	SFD Baltic Yards Orbital Annex, Terra	cancelled
NCC-3108	<i>Austerlitz</i>	SFD Baltic Yards Orbital Annex, Terra	cancelled
NCC-3109	<i>Zetar</i>	SFD Baltic Yards Orbital Annex, Terra	cancelled
NCC-3110	<i>Avondale</i>	SFD Baltic Yards Orbital Annex, Terra	cancelled
NCC-3111	<i>Surigaro</i>	SFD Baltic Yards Orbital Annex, Terra	cancelled
NCC-3112	<i>Andernach</i>	SFD Baltic Yards Orbital Annex, Terra	cancelled

The Kzinti Incursion of 2274 is generally credited as having provided Starfleet both with the reason and impetus to come up with a linear warp era dedicated battlecruiser -- although other sources (Saloniemi in particular) have cited the rise of improved linear warp era Klingon designs, such as *K'termeny*. The idea of a Starfleet battlecruiser was not a new one, and the *Menahga* project appears to have had its origins in a number of 2260s-era design studies that attempted to improve upon the excellent but dated *Detroyat* class heavy destroyer. It was a controversial one, and it had to vie for funding with both the *Excelsior* program and the effort to upgrade the *Federation* class dreadnoughts for the linear warp generation. It also was fiercely opposed both by members of the Federation Council and a number of current and former Starfleet flag officers. The most consistent argument against *Menahga* was there were either cheaper or existing Starfleet starship classes or proposed designs that could do the same thing without making it seem that Starfleet was becoming overtly militaristic. As has been documented elsewhere, it took a direct order from Fleet Admiral Hierachero Noguro in 2279 for construction to begin on *Menahga*, the class prototype. The original design was found to be severely flawed once *Menahga* was completed and turned over to the Cathedral Group for her initial space trials and evaluation, and a number of suggested refinements were incorporated into *Menahga's* two sister ships, *Arsuf* and *Koryak*, which were then already under construction. *Menahga* herself was put back into dock once her space trials were concluded, and all of her flaws - including her faulty photon torpedo exhaust system - were fixed. It was not until 2285 that *Koryak* was launched and successfully completed her space trials, and it is this date that Starfleet officially cites as the service entry date for the *Menahga* class battlecruisers. A second block of five ships, comprising the *Mitannic* sub-class (i.e. Block II *Menahga*), was authorized in 2289 -- with the lead ship, *Mitannic*, expected to complete construction and to be launched sometime next year.

All *Menahga* class battlecruisers were reclassified as heavy destroyers in 2287. The reason for doing this was twofold. First, as with its predecessor *Detroyat*, Starfleet felt the change in name would help take away some of the onus of a Federation starship class that had been designed exclusively for combat. Second, *Menahga* was outclassed by *Excelsior*, also considered as a battlecruiser at that time (it has since been reclassified - ed.).

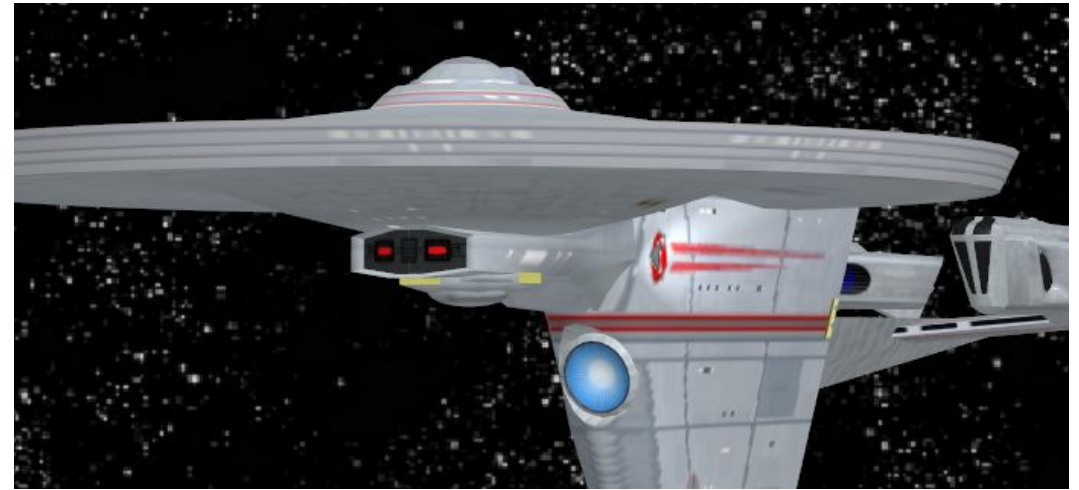
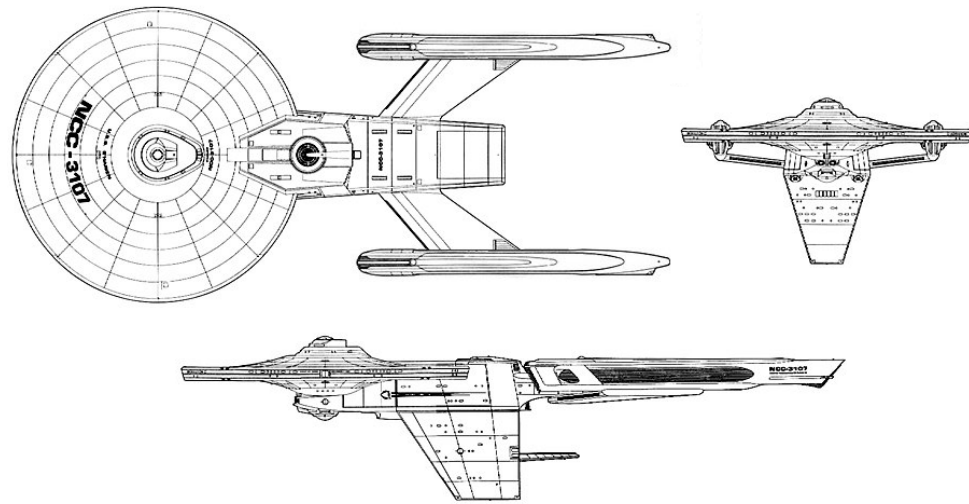
It should be noted that all three *Menahgas* are in the process of receiving fairly substantial refit that incorporates elements of both the

unbuilt *Maguellanes* class battlecruiser design (which shared certain similarities) and the proposed but never approved *S'harien* sub-class (Block III *Menahga*). This includes enlargement of the secondary hull and slightly repositioning, in order to incorporate a detachable lower secondary hull section. Starfleet has high hopes and great plans for using this feature along the lines of the Balth modular hull component system that is incorporated into some of the Klingon Empire's newer starship classes. A custom *Menahga* secondary hull could be built for whatever need or objective is desired. There are already a dozen or so proposals for specific configurations of these custom "*Menahga* pods," as they are already being called -- including Marine assault, light shuttlecarrier, heavy weapons (both photon torpedo and drone variants), special weapons (photons and megaphasers), and even a fast cargo courier configuration. All of these are speculative at this time and it is not known whether or not the Procurements Board will sign off on any or all of them. Images have been released showing the rebuilt *Menahga* undergoing space trials with such a pod fitted below her secondary hull, although its purpose remains unknown as this book went to press.

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## Schematics

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A closer look at the rebuilt *Menahga* reveals the addition of a standard sensor cluster at the bottom of the primary hull. This addition comes from the aborted *S'harien* proposal, and was a direct result of the *Enterprise* vs. *Tikopai* performance debate. Also note that the landing pad extension for the shuttle bay (relocated aft prior to her relaunch in 2285), as called for in the *S'harien* redesign specs, has apparently yet to be fitted.

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The upgraded *Menahga* as she appears today (2290). Note the addition of the new "*Menahga* pod" at the bottom of the secondary hull.

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***Menahga* and *Mitannic* class starships by Todd Guenther  
as originally published in Mastercom/SFHQ's *Starship Design* magazine**

***S'harien* variant by David Schmidt (*Starfleet Prototype*)**

***Maguellanes* class escort cruiser by Eric "Jackill" Kristiansen  
(*Star Fleet Reference Manual: Ships of the Fleet Volume 2*)**

**Additional musings based on the work of Timo Saloniemi (*Guide to the UFP  
Starfleet*) and Richard Mandel (*Guide to the Klingon Fleet*)**

**Schematics by Mastercom/SFHQ**

**CG images and custom model by Richard Mandel  
Modified from the *Maguellanes* CG model by Starforce Productions**

# Thufir

## Heavy destroyer (DDH) 2283

### Specifications as built

#### Dimensions

Length:	280 meters
Beam:	130 meters
Height:	40 meters

#### Mass

Standard gross:	637,500 GMT
Subspace displacement:	132,400 DWT

#### Crew complement

Officers:	35
Enlisted:	145
Starfleet Marines:	up to 40 (3 squads + 4 senior officers)

#### Top velocity

Cruising speed:	warp 7.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 10.0

#### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
Maximum endurance:	estimated 10 years at L.Y.V.

#### Armament

Beam weaponry:	12 type-I phaser banks (primary hull, per <i>Enterprise</i> standard)
Guided weaponry:	2 photon torpedo tubes
Other or additional:	varies depending on type of pod fitted

#### Small craft

up to 6 shuttlecraft (4 normally carried)



### Known starships

Hull #	Name of starship	Builder	Status
NCC-800	<i>Thufir</i>	Morena Shipyards, Andor	active
NCC-801	<i>Sectirm</i>	Salazar Shipyards, Andor	active
NCC-802	<i>Tahnom</i>	Morena Shipyards, Andor	active
NCC-803	<i>Delfigh</i>	Salazar Shipyards, Andor	active
NCC-804	<i>Rekarch</i>	Salazar Shipyards, Andor	active
NCC-805	<i>Diosing</i>	Morena Shipyards, Andor	active
NCC-806	<i>Manart</i>	Morena Shipyards, Andor	active
NCC-807	<i>Leedinsh</i>	Salazar Shipyards, Andor	active
NCC-808	<i>Eahelwi</i>	Morena Shipyards, Andor	active
NCC-809	<i>Tarfas</i>	Salazar Shipyards, Andor	active
NCC-810	<i>Visatu</i>	Morena Shipyards, Andor	active
NCC-811	<i>Witrol</i>	Morena Shipyards, Andor	active
NCC-812	<i>Konting</i>	Salazar Shipyards, Andor	active
NCC-813	<i>Maremgen</i>	Morena Shipyards, Andor	active
NCC-814	<i>Jashopa</i>	Salazar Shipyards, Andor	active

*Thufir* is the Imperial Andorian Navy's replacement for their older and problem-plagued *Lenthal* and *Lor'Vela* destroyer classes. *Lor'Vela* can best be described as a circumferential warp era proto-*Thufir* with only a single warp engine, whereas *Lenthal* was a larger and much longer proto-*Thufir* from the end of that same era. *Lor'vela* turned out to be underpowered for its hull mass, while *Lenthal's* excessive length caused its resulting warp field greater instability than the Andorians desired. The two designs were subsequently merged and married with new linear warp technology to produce *Thufir*.

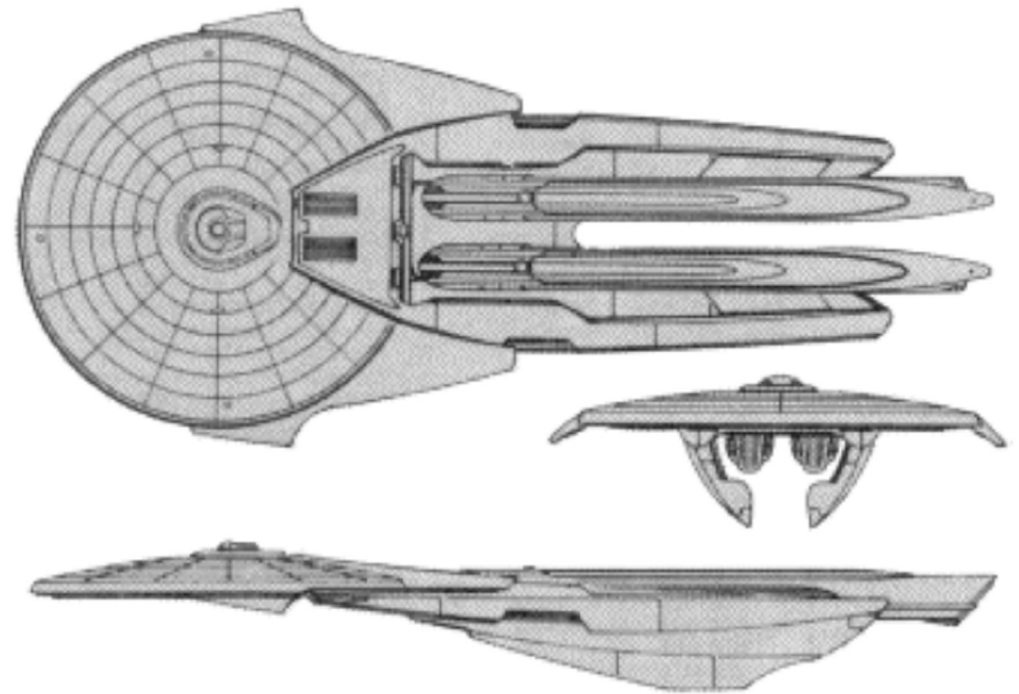
As with all of their new linear warp generation starship classes, the "Blue Fleet" has adopted the standard Starfleet hull number scheme for *Thufir*. Andorian *Thufirs* also frequently perform joint missions and exercises with Starfleet vessels, although both normally operate under their own separate chains of command. In most cases over 90% of the crew of a *Thufir* is Andorian or of a similar species, with the rest being made up of Starfleet and allied volunteers who have adapted to the well-known spartan accommodations of active duty Andorian starships.

As long as you are speaking in terms of Andorian design sensibilities and Andorian starship doctrine, then *Thufir* is an ideal destroyer. Like its bigger cousin *Andor*, its closely set paired LN-64 linear warp engines (mounted at the far aft end of the ship) create a deliberately unstable warp field that makes *Thufir* extremely maneuverable for a ship of its mass. The main drawback to such an arrangement is that it requires constant monitoring with both specialized equipment and more highly trained personnel than is the norm for a typical Star Fleet destroyer. It should also be noted that the Andorian design approach of merging both used but proven older technologies into the same hull as that of the linear warp era creates an engineering and support systems near-nightmare that only the Andorians, Tellarates, and the most dedicated starship engineers of other species could love.

Starfleet itself does not have nor will it ever have any *Thufirs* of its own, as (like *Andor*) it considers the design unsafe for its personnel. All assignments by Starfleet personnel to the Andorian-operated *Thufirs* are strictly on a voluntary basis. It may surprise the average civilian to learn that such personnel slots are quickly filled whenever they become open – but as any Starfleet officer looking to advance his/her/its career will tell you, being able to list service time with the "Blue Fleet" looks good in anyone's service jacket who is jockeying for command rank.

## Schematics

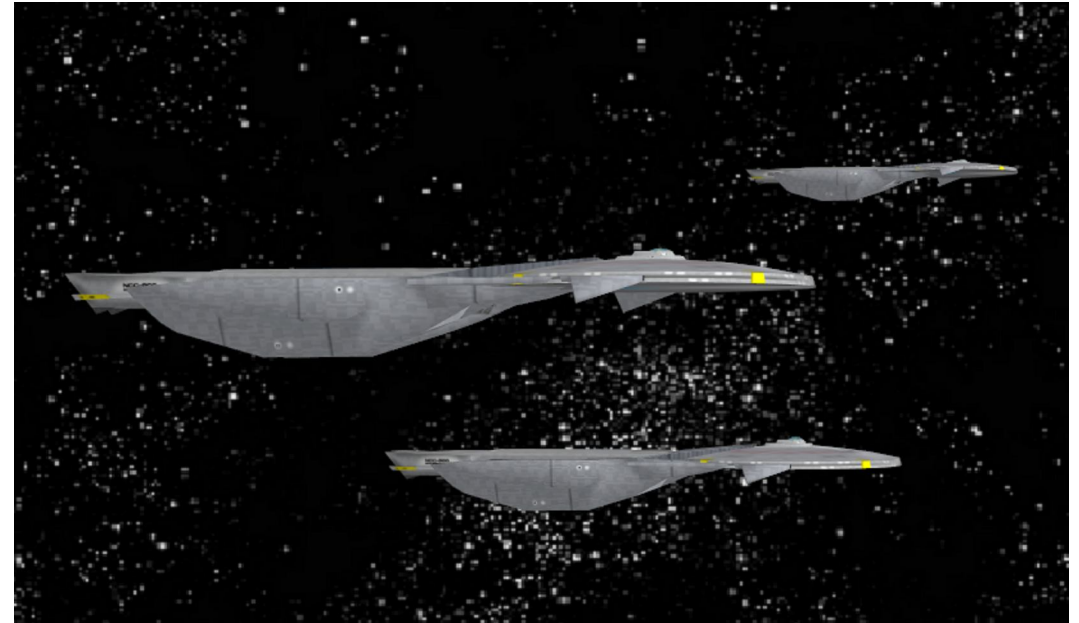
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*Jashopa* (NCC-814), the last of the *Thufirs*, returning to Andor after completing its shakedown cruise in 2286. The "Blue Fleet" is reported to be so pleased with *Thufir* that a second block of 16 more vessels has been requested for construction.

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***Thufir* class heavy destroyer created by Dana Knutson and associates  
for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Additional data provided courtesy of Brad Torgerson and David Nixon**

**Schematics provided by FASA Corporation**

**Original CG model by Terradhyne**

**Visuals courtesy of Richard Mandel**

# Wilkerson

## Heavy destroyer (DDH) 2278

### Specifications as built

#### Dimensions

Length:	320.1 meters
Beam:	141.7 meters
Height:	65.6 meters (without option packages)

#### Mass

Standard gross:	446,325 GMT (without option packages)
Subspace displacement:	112,500 DWT (without option packages)

#### Crew complement

Officers:	50
Enlisted:	150
Marines or troops (as applicable):	up to 24 standard (two squads)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

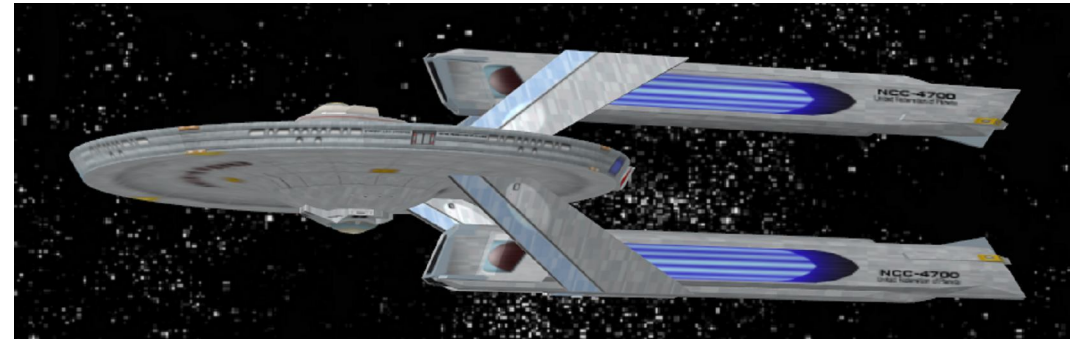
Standard endurance:	estimated 3 years at L.Y.V.
Maximum endurance:	estimated 7 years at L.Y.V.

#### Armament

Beam weaponry:	16 type-I phaser banks (after current refit)
Guided weaponry:	2 photon torpedo tubes
Other or additional:	varies depending on type of pod fitted

#### Small craft

2 small maintenance craft (recessed bays)



### Known starships

#### Block 1

Hull #	Name of starship	Builder	Status
NCC-3170	<i>Wilkerson</i>	Vickers Shipbuildng, Terra	active
NCC-3171	<i>Vaughn</i>	Vickers Shipbuildng, Terra	active
NCC-3172	<i>Edmonson</i>	Vickers Shipbuildng, Terra	active
NCC-3173	<i>Carmichael</i>	Vickers Shipbuildng, Terra	lost
NCC-3174	<i>Bauman</i>	Vickers Shipbuildng, Terra	active
NCC-3175	<i>Earnest</i>	Vickers Shipbuildng, Terra	active
NCC-3176	<i>Kilgore</i>	Vickers Shipbuildng, Terra	active
NCC-3177	<i>Henley</i>	Vickers Shipbuildng, Terra	lost
NCC-3178	<i>Norton</i>	Vickers Shipbuildng, Terra	active
NCC-3179	<i>Parker</i>	Vickers Shipbuildng, Terra	active
NCC-3180	<i>Waldrop</i>	Vickers Shipbuildng, Terra	active
NCC-3181	<i>Horne</i>	Vickers Shipbuildng, Terra	active
NCC-3182	<i>Scroggins</i>	Vickers Shipbuildng, Terra	active

*Wilkerson* can best be described as a second-generation *Akula* or *Apollo* class destroyer, redesigned to address the many problems that were encountered with the original design. The main change was to mount its two over-under warp engines within enlarged *Nelson*-style canted engine support pylons. This tends to give *Wilkerson* a somewhat squashed appearance in comparison with other Starfleet "pan handle" destroyer designs, yet it has a definite benefit. This unusual warp engine arrangement not only provided a more stable spaceframe without reducing desired maneuverability at warp, but also provided two ready-made options package hard points that could draw power directly from the warp engines. The most common options package consists of dual double-ender phototorp modules, hence the *heavy destroyer* classification. Other weapon options packages are available, almost all of which are derived from the *Miranda/Avenger* family programs; and *Wilkerson* can also handle standard and heavy scout ELINT/ECM/ECCM sensor and scanner packages, too, should the need require. They are well-armed and well-shielded, with plenty of power for both thanks to its dual warp engines, and more roomy than most "pan handles" thanks to the extra hull volume provided by having four canted warp engine supports instead of only two vertical ones.

*Wilkerson* has a reputation as a formidable opponent in its fleet-standard, dual phototorp deck form. That reputation was justly earned during the very first fleet-level war games exercise in which *Wilkersons* were available in numbers to play a significant role. Operation Solar Wind IV, which dealt with the problem of a possible border crossing by a small Romulan fleet (all of which were cloaked), turned out to be an almost complete success insofar as the four engagements were concerned in which *Wilkersons* were involved. The only fly in the ointment was with one overzealous *Wilkerson* captain who pursued his faux enemies too closely and left his supporting starships behind. He fortunately realized his mistake in time and broke off pursuit, before the five Romulan starships his lone *Wilkerson* was pursuing realized they had been chased almost all of the way out of the combat area by only one Federation starship.

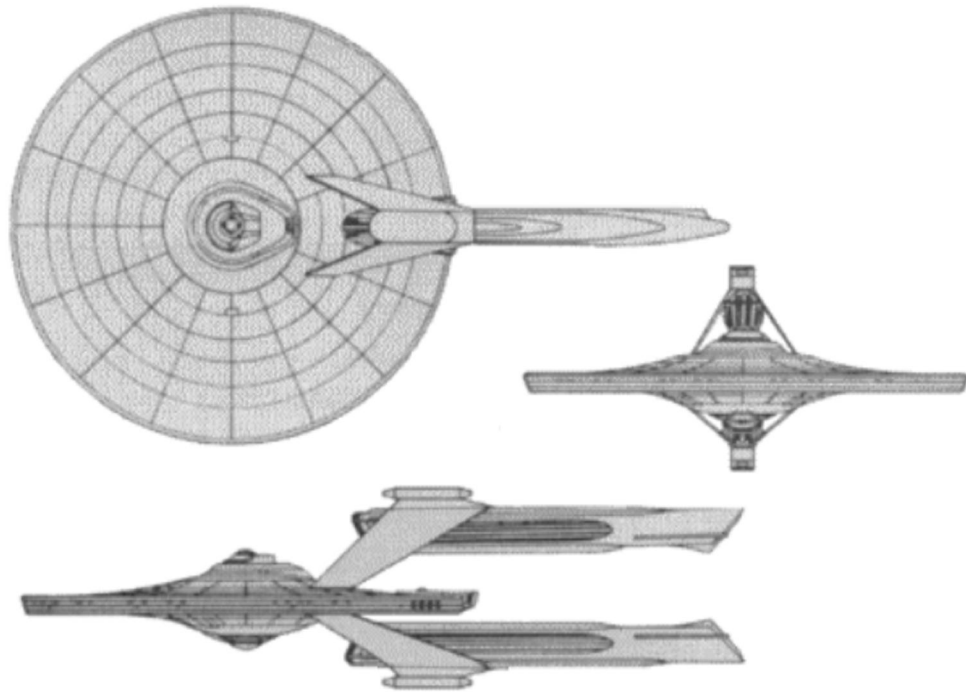
Two *Wilkersons* have been lost in the line of duty, although neither was a combat loss. In late 2285, a faulty tractor beam guidance control on one of Starfleet's orbital space docks attempted to pull in the *Wilkerson* class destroyer *Carmichael* (NCC-31xx) within the dock, where its sister ship *Henley* (NCC-31xx) was already docked. The resulting collision wrecked both starships, as well as the space dock itself. 730 lives were lost all told.

Most civilian starship spotters consider it a shame that Starfleet produced only enough *Wilkersons* to supplement the ranks of its existing *Akula/Apollo* types, having chosen to upgrade all of the latter with linear warp technology. They feel that Starfleet's interests would have been served better by simply junking or selling off the older ships, given their troublesome reputations, and replacing the lot with more new-build *Wilkersons*. Economic realities have dictated otherwise, however, as it is far cheaper for Starfleet to upgrade the older vessels than it is to build new *Wilkersons*. In other words, it is getting rebuilt *Akula/Apollo* class linear warp heavy destroyers, which are comparable in performance to a base *Wilkerson*, at far less cost. This has not stopped these and others from complaining that Starfleet is deliberately short-changing itself over the whole affair, and would be better off ordering at least three dozen more heavy destroyers of the proven and cost-effective *Wilkerson* design instead of "wasting its time" with the more costly *Polaris* proposal. The debate will no doubt continue long after both *Wilkerson* and *Polaris* have been permanently retired.

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## Schematics

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Schematic of a typical *Wilkerson* with "dual-ender" phototorp deck packages mounted on both of its option mount hard points, one each at the dorsal and ventral of its canted warp engine supports.



Image of a typical *Wilkerson* patrolling the Federation side of the Organian Treaty Zone.

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***Wilkerson* class heavy destroyer created by Dana Knutson and associates for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Additional data provided by Brad Torgerson and David Nixon**

**Schematics provided by FASA Corporation**

**Original CG model by Rick "pneumonic81" Knox**

**Visuals courtesy of Richard Mandel**

# Remora/Charger

## Destroyer (DD)

2277

### Specifications as built

#### Dimensions

Length:	210 meters
Beam:	170 meters
Height:	60 meters

#### Mass

Standard gross:	421,500 GMT
Subspace displacement:	88,450 DWT

#### Crew complement

Officers:	38
Enlisted:	114
Starfleet Marines	24 (2 full squads)

#### Top velocity

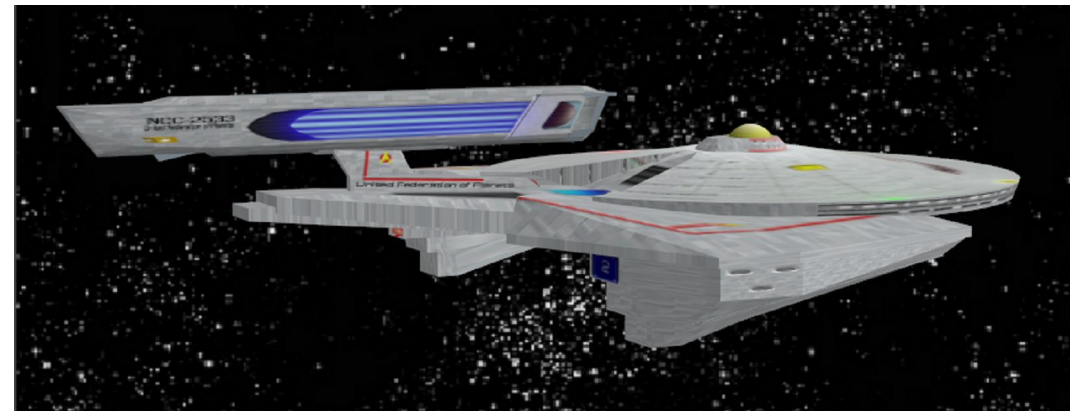
Cruising speed:	warp 7.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 11.0

#### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
Maximum endurance:	estimated 7 years at L.Y.V.

#### Armament

Beam weaponry:	16 type-I phaser banks (6 dual bank primary hull saucer per <i>Enterprise</i> layout, 4 single banks at aft ends of secondary structure)
Guided weaponry:	2 photon torpedo tubes ( <i>Charger</i> version only)
Other or additional:	varies depending on type of pod fitted



### Known starships

#### Block 1

Hull #	Name of starship	Builder	Status
NCC-2900	<i>Remora</i>	Morena Shipyards, Andor	active
NCC-2901	<i>Barracuda</i>	Morena Shipyards, Andor	active
NCC-2902	<i>Spearfish</i>	Salazar Shipyards, Andor	active
NCC-2903	<i>Angler</i>	Salazar Shipyards, Andor	active
NCC-2904	<i>Hammerhead</i>	Morena Shipyards, Andor	active
NCC-2905	<i>Manta</i>	Morena Shipyards, Andor	active
NCC-2906	<i>Moray</i>	Salazar Shipyards, Andor	active
NCC-2907	<i>Marlin</i>	Morena Shipyards, Andor	active
NCC-2908	<i>Snapper</i>	Morena Shipyards, Andor	active
NCC-2909	<i>Cachalot</i>	Salazar Shipyards, Andor	active
NCC-2910	<i>Tarpon</i>	Salazar Shipyards, Andor	active
NCC-2911	<i>Narwhal</i>	Morena Shipyards, Andor	active

NCC-2912 to NCC-2916 cancelled



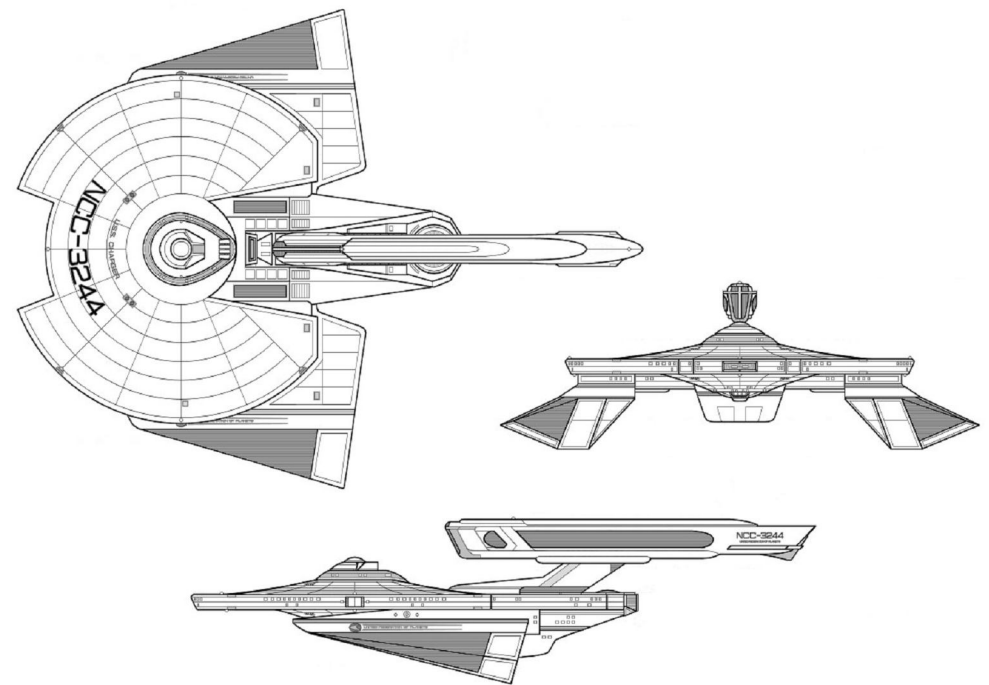
*Remora* was another one of those highly anticipated, first-generation, new-build linear warp starship classes contracted by Starfleet in the 2270s that turned out far less of a performer than expected. It was built to an Andorian design, and was supposed to have eventually replaced the aging *Larson* as Starfleet's new top-of-the-line destroyer leaders. As was the case with *Durrett*, however, Starfleet expected too much of its new LN-64 linear warp technology – requiring a single LN-64 to both push too much hull and drive too many systems for its own good. The end result was a bulky, underpowered “pan handle” that barely qualified as destroyer and definitely *failed* as a destroyer leader in terms of overall performance. 24 hulls had already been budgeted and ordered when the initial results from *Remora's* 2275 builder's trials came in, and work was temporarily halted on the 3 other *Remoras* then building while numerous efforts were made to resolve *Remora's* many problems. A partial solution was eventually found by using lightweight alloys for its secondary saucer hull extension, and the extension itself was redesigned to remove as much surplus material as possible in order to reduce mass. Eventually, compromise values were reached that were acceptable to Starfleet, and *Remora* officially entered service in 2277. Work on the other *Remoras* was then resumed; however, efforts to further improve *Remora* and address her remaining flaws continued.

The next eight *Remoras* featured numerous internal changes and further design adjustments to their secondary saucer extensions. They are often referenced as the *Charger* sub-class in many publications. Such extensive modifications were necessary in order to fit *Charger* with two phototorp systems – one each firing fore and aft. These are the same space-saving models found on certain Starfleet scout and heavy scout classes, and thus are limited in both their magazine capacity and the various types of photon torpedo they can use. Having a limited phototorp ability was better than having none at all, as *Charger's* Starfleet backers were often fond of pointing out – and their hard work to make this possible appears to have been justified. It also made *Charger* far more susceptible to damage than *Remora*, due to the necessary compromises made to the layout and construction of her internal bracing. It was largely due to this last factor that the remaining unbuilt *Remoras* were cancelled.

It should be noted that the *Remora* design has recently been revived, retooled again, and resubmitted as the *Barracuda* class assault ship. This proposal is almost identical externally to *Remora*, but has two warp engines instead of only one – giving it the power *Remora* so sorely lacked.

## Schematics

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USS Remora (NCC-2900) on her shakedown cruise.



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**Remora class destroyer created by Dana Knutson and associates  
for FASA Corporation's *STAR TREK: The Role-Playing Game***

**CG models by Atheorhaven and Starforce Productions**

**Visuals courtesy of Richard Mandel and Starforce Productions**



Computer model of the proposed "*Charger-II*" assault ship variant proposal. Note the dual linear warp engines, which *Remora* has badly need in all of its forms.

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# Durrett

## Destroyer 2276

### Specifications as built

#### Dimensions

Length:	250.6 meters
Beam:	141.7 meters
Height:	79.8 meters

#### Mass

Standard gross:	456,450 GMT (420,500 GMT Sadra version)
Subspace displacement:	101,400 DWT (97,500 GMD Sadra version)

#### Crew complement

Officers:	49
Enlisted:	271
Small craft pilots:	10
Starfleet Marines:	48 (2 squads)

#### Top velocity

Cruising speed:	warp 7.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 11.0

#### Endurance

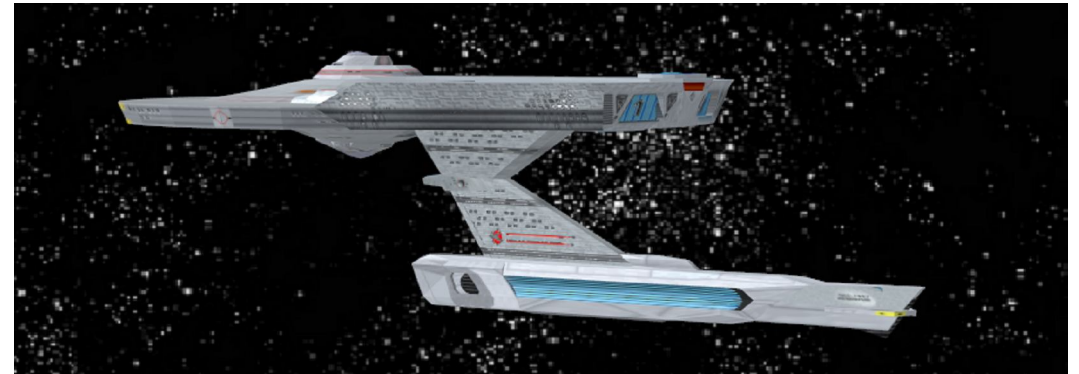
Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 8 years at L.Y.V.

#### Armament

Beam weaponry:	16 type-I phaser banks (after current refit)
Guided weaponry:	2 photon torpedo tubes

#### Small craft

up to 12 shuttlecraft of assorted types



### Known starships

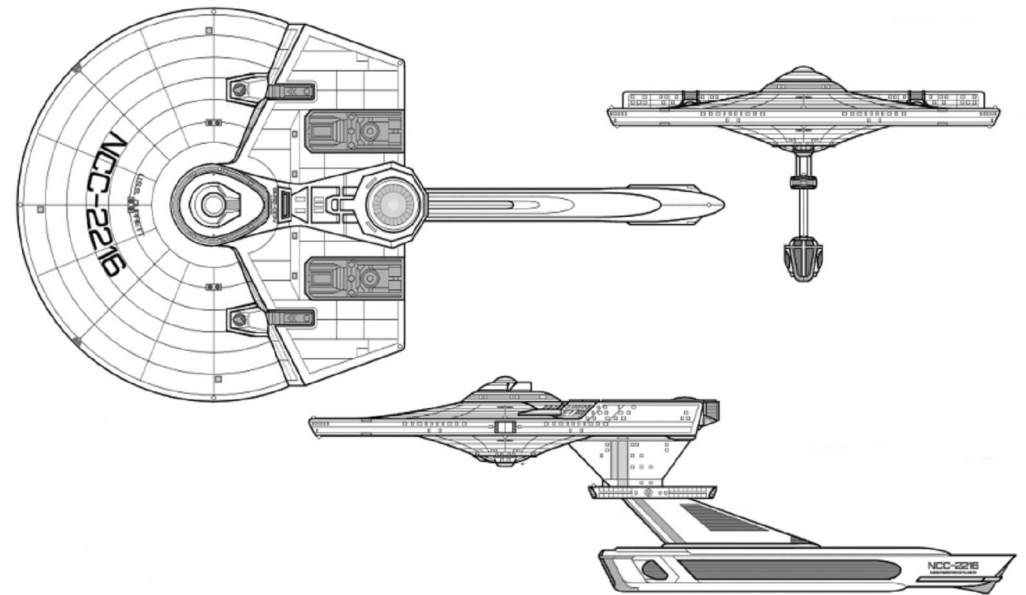
#### Block 1

Hull #	Name of starship	Builder	Status
NCC-1550	<i>Durrett</i>	SFD Baltic Yards, Terra	active
NCC-1551	<i>Lahwinn</i>	SFD Baltic Yards, Terra	active
NCC-1552	<i>Meldall</i>	SFD Baltic Yards, Terra	active
NCC-1553	<i>Ahern</i>	SFD Baltic Yards, Terra	active
NCC-1554	<i>Guidon</i>	SFD Baltic Yards, Terra	active
NCC-1555	<i>Wilborn</i>	SFD Baltic Yards, Terra	active
NCC-1556	<i>Adalghera</i>	Sadra Shipyard Orbital Annex, Terra	active
NCC-1557	<i>Rasalgathi</i>	Sadra Shipyard Orbital Annex, Terra	active
NCC-1558	<i>Alsaphi</i>	Sadra Shipyard Orbital Annex, Terra	active
NCC-1559	<i>Muphrid</i>	Sadra Shipyard Orbital Annex, Terra	active

*Durrett* can best be described as a failed attempt to make a classic “pan handle” Starfleet destroyer utilizing a *Miranda* (SFD Baltic Yards hulls) or *Knox* family (Sadra hulls) type modular primary hull instead of the simple Class I or uprated Class I primary hull saucer that is the norm for Starfleet destroyer types. The end result has best been described as “... a very light cruiser ... [whose] single warp engine does not give it a lot a juice to play with” (Torgerson). To put it another way, *Durrett* involves too much hull mass and associated systems for its lone LN-64 linear warp engine to effectively drive – even the later and lighter (Sadra) versions. Production was halted at only ten hulls, with no more on order. Initial plans to return all of them to the yard for conversion to the dual-engine *Avenger* standard, once their initial three-year missions were over, were put on indefinite hold due to the ramp-up in tensions with the Klingon Empire. Starfleet has instead been using its ten *Durretts* for the most part, to cover for more valuable starships (usually other destroyers, heavy frigates, or even some of the smaller cruisers) being pulled from front-line service for their own various refits, upgrades, rebuilds, and such. Those few *Durretts* that are not assigned to cover for other starships are usually relegated to second-tier survey and exploration missions within Federation space. It is unlikely that anything will be done with them, despite their known faults and limits, until the situation with the Klingon Empire is resolved once and for all. Starfleet finds it more effective to keep using them “as is” for the time being.

## Schematics

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The later and somewhat more successful version of *Durrett*, as built by Sadra Shipyards.



A spectacular view of the *Durrett* class destroyer *Wilborn* (NCC-1555) surveying one of the many intense but beautiful stellar phenomena within Federation space. This is the typical job lot of a *Durrett*, save when temporarily covering for a better Starfleet vessel undergoing yard time. *Durrett*s as a whole are simply too underpowered, given their hull mass, for missions and tasks of an excessive nature.

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***Durrett* class destroyer created by Dana Knutson and associates  
for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Original CG model by Atheorhoven**

**Schematics by Neale "Pixel Sagas" Davison**

**Visuals courtesy of Richard Mandel**

# Abbe

## Heavy destroyer (DDH) 2280

### Specifications as built

#### Dimensions

Length:	320.1 meters
Beam:	141.7 meters
Height:	78.0 meters

#### Mass

Standard gross:	775,000 GMT
Subspace displacement:	180,000 DWT

#### Crew complement

Officers:	80
Enlisted:	380
Small craft pilots (as applicable):	2
Marines or troops (as applicable):	up to 24 standard (two squads) 135 (with Marine assault pod fitted)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 3 years at L.Y.V.
Maximum endurance:	estimated 8 years at L.Y.V.

#### Armament

Beam weaponry:	16 type-I phaser banks (after current refit)
Guided weaponry:	2 photon torpedo tubes
Other or additional:	varies depending on type of pod fitted

#### Small craft

2 administrative shuttles



## Class Listing

Hull #	Name of starship	Builder	Status
NCC-5300	<i>Abbe</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5301	<i>Grattchi</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5302	<i>Akkardi</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5303	<i>Millian</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5304	<i>Sketters</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5305	<i>Winkler</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5306	<i>Gipson</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5307	<i>Jacka</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5308	<i>Zhang</i>	Proxima Shipyards, Proxima Centauri	lost
NCC-5310	<i>Edlin</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5311	<i>Brittania</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5312	<i>Esprey</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5313	<i>Kelso</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5314	<i>Wakinhutch</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5315	<i>Maddox</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5316	<i>Jenss</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5317	<i>Caudle</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5318	<i>Arboria</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5319	<i>Paxton</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5320	<i>Yearkiss</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5321	<i>Adams</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5322	<i>Crusader</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5323	<i>Kinkershif</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5324	<i>Eclipse</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5325	<i>McLister</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5326	<i>Hanover</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5327	<i>Alumni</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5328	<i>Quaid</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5329	<i>Stallings</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5330	<i>Velxor</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5323	<i>Kinkershif</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5324	<i>Eclipse</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5326	<i>Hanover</i>	Proxima Shipyards, Proxima Centauri	active
NCC-5327	<i>Alumni</i>	Proxima Shipyards, Proxima Centauri	active

*Abbe* was the first purpose-built Starfleet heavy destroyer of the linear warp generation. Its design is simplistic, when compared to its larger predecessors *Marklin* and *Detroyat* – and yet its modern linear warp technology combined with a massive photon torpedo battery that even outclasses that of a dreadnought make it no less potent than its ancestors. Its simplistic design has also invited a number of conversions, making it perhaps the most mission-versatile heavy destroyer that Starfleet has yet fielded.

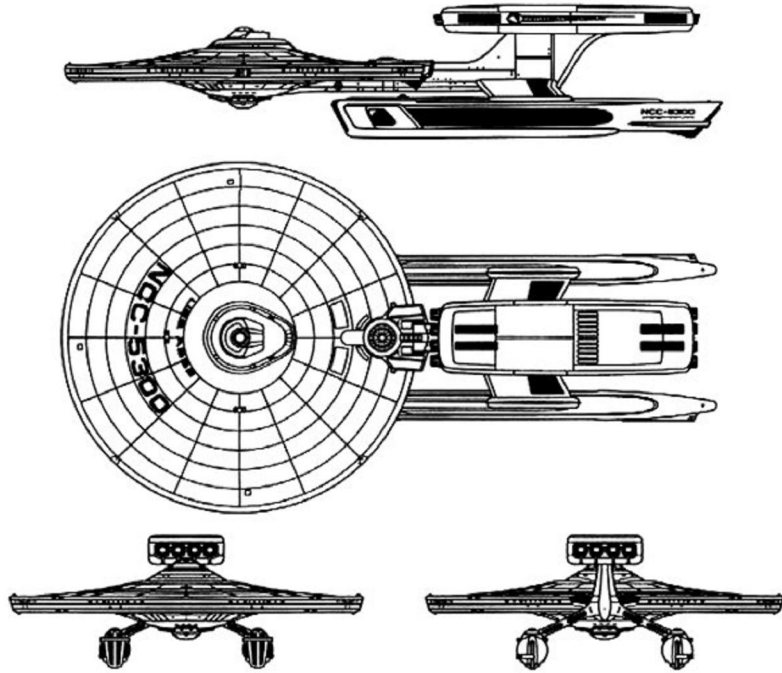
There are two reasons for *Abbe*'s unusually simplistic design. The first is economics. *Abbe* was designed to be built and fielded in the least amount of time possible and with as many off-the-shelf Class I starship components as possible. The only part of it that is unique to *Abbe* itself are its central support truss and its topside-mounted heavy weapons pod. Second is the way its heavy weapons are mounted, in a self-contained and removable pod with tubes both fore and aft. Mounting *Abbe*'s heavy weapons in this fashion made for easier resupply and maintenance, as well as changeouts for alternate heavy weapons configurations. In fact, it is that last feature upon which Starfleet has capitalized heavily in the past decade, doing things with and to *Abbe* that were never described in its originally proposed design spec.

The unique modular mount of *Abbe*'s heavy weapons pod means that it can be changed out for anything else that will fit that mount, and a number of unique options pods have been developed in order to custom-tailor any given *Abbe* so equipped for special mission tasks. In addition to the original double-ended heavy phototorp pod, there is now a heavy drone pod, a megaphaser pod, and a anti-piracy patrol pod with extra phaser banks and tractor beams for dealing with pirate vessels. *Abbe* can be reconfigured for fleet scouting use with a standard scouting pod, and there is even specialized EWACS/ELINT pod for it to double as a fleet scout in large fleet exercises. A special survey pod has been developed for the research and survey cruiser roles ... and so on, and so on.

Starfleet originally asked for 39 *Abbe* class heavy destroyers, but that number was subsequently cut to 28. Of the 28 built, only the *U.S.S. Xe* (NCC-5309) has been lost so far.

## Schematics

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*Abbe* as originally built. Note the likeness to both the *Baton Rouge* era *Ranger* class survey cruiser and the current *Polaris* heavy destroyer proposal.



*U.S.S. Abbe* (NCC-5300), the class ship, during her shakedown cruise in 2280.



An excellent classic forward port quarter edge-on look at *Brittania* (NCC-5311) during her shakedown cruiser in early 2281.



***Abbe* class heavy destroyer by Eric "Jackill" Kristiansen as first published in *Jackill's Ships of the Star Fleet Volume 1***

**Schematics by Erick "Jackill" Kristansen**

**CG models by Wicked Zombie (Demon Renegade Studios) and Starforce Productions**

**Images by Demon Renegades Studios and Battleclinic**



# Akula/Apollo

## Destroyer (DD)

2255/2275

### Specifications as built

#### Dimensions

Length:	247.5 meters
Beam:	141.7 meters
Height:	130.2 meters

#### Mass

Standard gross:	496,000 GMT
Subspace displacement:	127,500 DWT

#### Crew complement

Officers:	40
Enlisted:	120
Starfleet Marines:	12 (1 full squad)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 3 years at L.Y.V.
Maximum endurance:	estimated 8 years at L.Y.V.

#### Armament

Beam weaponry:	12 type-I phaser banks (per <i>Enterprise</i> layout)
Guided weaponry:	6 photon torpedo tubes (4 fore / 2 aft)

#### Small craft

2 maintenance pods (recessed bays)



### Known starships

Hull #	Name of starship	Builder	Status
NCC-1570	<i>Apollo (ex-Akula)</i>	Utopia Planitia, Mars (Terra)	active
NCC-1571	<i>Tamorra</i>	Proxima Shipyards, Proxima Centauri	active
NCC-1572	<i>Porantite</i>	Newport News EB Docks, Deneb V	active
NCC-1573	<i>Murakami</i>	Utopia Planitia, Mars (Terra)	active
NCC-1574	<i>Caffery</i>	Newport News EB Docks, Deneb V	active
NCC-1575	<i>Elias</i>	Proxima Shipyards, Proxima Centauri	active
NCC-1576	<i>Arcus</i>	Utopia Planitia, Mars (Terra)	active
NCC-1577	<i>Gallant</i>	Proxima Shipyards, Proxima Centauri	active
NCC-1578	<i>Regalado</i>	Utopia Planitia, Mars (Terra)	active
NCC-1579	<i>Senkasi</i>	Proxima Shipyards, Proxima Centauri	active
NCC-1580	<i>Chantland</i>	Newport News EB Docks, Deneb V	active
NCC-1581	<i>Hevanti</i>	Utopia Planitia, Mars (Terra)	active

*Apollo* is the modern name for the twin-engine "pan handle" destroyer class formerly known as *Akula*. The entire class was renamed after the first ship to be upgraded with linear warp technology, in order to free up the *Akula* name for the pioneering perimeter action ship class of the same name.

*Apollo* was first conceived and built in the mid-2250s as one of many solutions attempted to solve the problem of the classic "pan-handle" Starfleet destroyer routinely wormholing at speeds in excess of warp factor. This was due to the limitations of circumferential warp technology at the time, in which a counterbalancing second engine was required for efficient warp field generation. The simple solution, of course, was to mount a second warp engine; however, where to place it and in what manner on a small Class I starship that was supposed to be a destroyer proved to be the main issue. *Apollo* (then *Akula*) seemed to offer the most straightforward approach, in that the second warp engine was mounted directly above the first one, on top of the primary hull and in the same fashion as the lower engine, in a classic "over-under" arrangement. This was the most ideal solution according to computer simulations; however, executing it in reality proved to be quite troublesome. This was due more to the limitations of circumferential warp technology at the time and the manner in which both engines had to be mounted -- which had to be upright, and thus prevented their warp fields from intersecting in parallel for optimum performance. That was why Starfleet stopped the original *Apollo* (*Akula*) program at only five hulls completed, with seven others remaining uncompleted in their slips. It was only after a decade of delays and further modifications that the program was eventually rebooted; however, only the seven already building were completed (with the rest of the class cancelled). It was clear that a new generation of warp engines was going to be required in order for the over-under engine arrangement to ever be as effective on a Starfleet "pan handle" destroyer as the simulations promised it could be.

Starfleet's "over-under" design finally saw its promise realized in 2274 with the launching of *Wilkerson* -- the first-ever such destroyer built with linear warp technology. As it had done for the standard "pan handle" destroyer design, these new engines eliminated practically all of the problems that had plagued the "over-under" configuration. The new LN-64s could be mounted at any angle parallel to the main longitudinal axis of the ship, even upside down if need be. Also, a counterbalancing engine was no longer required for optimum performance. Finally, improvements in

warp field harmonic regulators allowed for linear warp engines to be mounted far closer together and even one on top of the other (within certain limits) -- something of which the old circumferential warp engines were incapable of doing. The suggestion was immediately put forward to upgrade the five *Apollo*s (former *Akulas*) with linear warp technology instead of ordering a second batch of *Wilkerson*s, as both designs were very similar and would yield similar performance. Both the Procurement Board and the Federation Council agreed with this reasoning, and the newly christened *Apollo* class heavy destroyers were slotted into the LN-64 linear warp upgrade program. *Apollo* was the first so refitted, rejoining the fleet in 2275, and its being the first would make its name the one by which the entire class is known today.

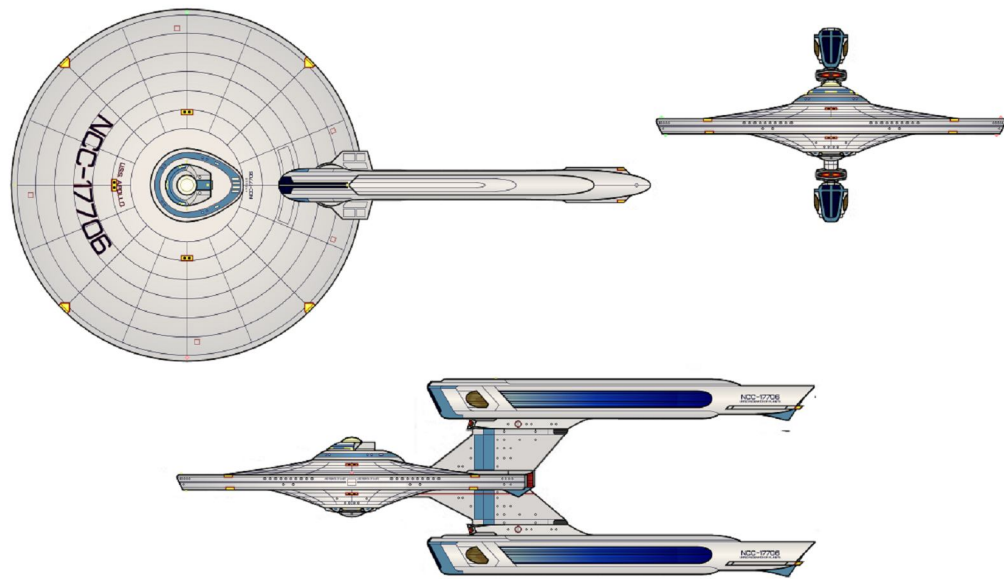
The record of the *Apollo*s has been an impressive one, either matching or nearly that of their *Wilkerson* close cousins in almost every way. Their one drawback as opposed to the newer *Wilkerson* is that they lack the over-under options mount hard points for installing additional weapons, sensor, or selected mission modules. To partially offset this and to provide the heavy weapons armament they need to be true heavy destroyers, Starfleet standard Class I phototorp decks were added to the extreme ends of both warp engine pylons, at the base of the joint where they connect to each warp engine. A 2286 classwide modification enlarged the phototorp decks of all *Apollo*s in order to add a third rear-firing tube, with appropriate magazine capacity to match.

There has been talk of reviving the *Apollo* program (as it would be somewhat cheaper than *Wilkerson*), or even coming up with a hybrid *Apollo/Wilkerson* design to serve as a new heavy destroyer or even light cruiser. Despite all of this talk, approval for new *Apollo* construction remains unlikely. Starfleet already has a plethora of other heavy destroyers in other classes available to fulfill current fleet needs. It also seems set on making *Polaris* its standard heavy destroyer for the early 24<sup>th</sup> century, and has apparently been hard at work behind the scenes to derail any competing proposals -- such as a modernized *Apollo*.

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## Schematics

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*USS Tamorra* (NCC-1571) under attack by a Klingon Bird of Prey in the opening moments of the Astaldo Encounter of 2288. Both *Tamorra* and her escorts were ambushed by some half-dozen “renegade” Klingon vessels which had been engaging in piracy actions in that part of the Treaty Zone. Three of the Klingon ships were destroyed and two others damaged in the battle, while the Federation ships suffered only moderate damage. All surviving Klingon vessels fled the scene, and the affected sectors of the Treaty Zone have remained quiet ever since.

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***Apollow (Akula)* class destroyer created by Taldren**

**CG models and visuals from various and sundry sources**



Here is a good look at *USS Caffery* (NCC-1574), one of the very few *Apollons* that does not have dual over-under phototorp decks. It has only a single phototorp deck mounted on its lower warp engine dorsal, very much like of a typical single-engine “pan handle” Starfleet destroyer.

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# Cochise

## Destroyer (DD)

2253/2275

### Specifications as built

#### Dimensions

Length:	245 meters
Beam:	153 meters
Height:	65 meters

#### Mass

Standard gross:	370,000 GMT
Subspace displacement:	92,500 DWT

#### Crew complement (\*)

Officers:	43
Enlisted:	180
Starfleet Marines:	12 (1 full squad)

#### Top velocity

Cruising speed:	warp 4.0
Rated maximum speed:	warp 6.2

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
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#### Armament

Phasers:	6 phaser banks (2 F, 2 ea P/S)
Guided weapons:	2 photon torpedo tubes (F)



## Class listing

Hull #	Name of starship	Builder	Status
NCC-530	<i>Cochise</i>	SFD San Francisco Navy Yard, Terra	active
NCC-531	<i>Alva</i>	SFD San Francisco Navy Yard, Terra	active
NCC-532	<i>Pontiac</i>	SFD San Francisco Navy Yard, Terra	active
NCC-533	<i>Ney</i>	SFD San Francisco Navy Yard, Terra	active
NCC-534	<i>El Cid</i>	SFD San Francisco Navy Yard, Terra	active
NCC-535	<i>Geronimo</i>	SFD San Francisco Navy Yard, Terra	active
NCC-536	<i>Cortez</i>	SFD San Francisco Navy Yard, Terra	active
NCC-537	<i>Alvarado</i>	SFD San Francisco Navy Yard, Terra	active
NCC-538	<i>De Reuyter</i>	SFD San Francisco Navy Yard, Terra	active
NCC-539	<i>Hektor</i>	SFD San Francisco Navy Yard, Terra	active
NCC-540	<i>Lysander</i>	SFD San Francisco Navy Yard, Terra	active
NCC-541	<i>Drake</i>	SFD San Francisco Navy Yard, Terra	active
NCC-542	<i>Appollyon</i>	SFD San Francisco Navy Yard, Terra	active
NCC-543	<i>Samson</i>	SFD San Francisco Navy Yard, Terra	active
NCC-544	<i>Perseus</i>	SFD San Francisco Navy Yard, Terra	active
NCC-545	<i>Al Mahdi</i>	SFD San Francisco Navy Yard, Terra	active
NCC-546	<i>Tecumseh</i>	SFD San Francisco Navy Yard, Terra	active
NCC-547	<i>Ajax</i>	SFD San Francisco Navy Yard, Terra	active
NCC-548	<i>Akbar</i>	SFD San Francisco Navy Yard, Terra	active
NCC-549	<i>Abu Bekr</i>	SFD San Francisco Navy Yard, Terra	active
NCC-550	<i>Ivan</i>	SFD San Francisco Navy Yard, Terra	active
NCC-551	<i>Achilles</i>	SFD San Francisco Navy Yard, Terra	active
NCC-552	<i>Theseus</i>	SFD San Francisco Navy Yard, Terra	active
NCC-553	<i>Scipio</i>	SFD San Francisco Navy Yard, Terra	active
NCC-554	<i>Martel</i>	SFD San Francisco Navy Yard, Terra	active
NCC-555	<i>Cimon</i>	SFD San Francisco Navy Yard, Terra	active

The *Cochise* class started out life as the third production block of *Saladin* class destroyers, back in the heyday of the circumferential warp era for Starfleet vessels. As they were still fairly new in the late 2260s and early 2270s, when the first generation of Starfleet's new linear warp vessels were being converted or began construction, Starfleet saw no pressing need to upgrade them. The surviving older *Saladins* and *Sivas* were converted instead, becoming the subsequent upgraded *Siva* and *Jenghiz* sub-classes, while the newer *Cochises* went to the back of the upgrade line.

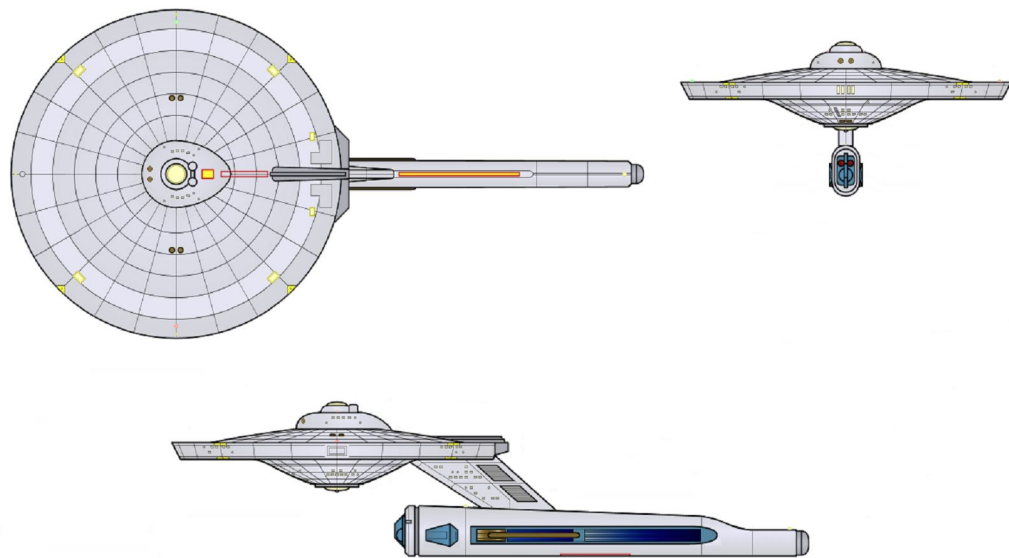
Starfleet began upgrading the *Cochises* in 2274, and the first such converted - *Cochise*, the class ship itself - returned to service in upgraded form at the end of 2275. As with the *Endeavor* and new-built *Truxton* class heavy cruisers, Starfleet had chosen to go the economical LN-52 upgrade route for the *Cochises*. This allowed each of them to return to service within a year of starting their linear warp refits, although they came out less powerful than their LN-64 refitted brothers in the *Siva* and *Jenghiz* programs. The reasons for this were simple. Starfleet could not afford to take its numerous *Cochises* out of service for any great length of time, given the tensions with the Klingon Empire which were already ramping up at that time. The Leeding LN-52 upgrade path was both economical and could be quickly fitted to the existing hull, with only minor changes and system upgrades to make it operational. In addition, the existing engine support dorsal for *Cochise's* warp engine, originally designed to take the load stress of a heavy cruiser secondary hull, was more than strong enough to handle the operational stresses of an LN-52 and did not have to be replaced -- as was the case with other Starfleet starship classes refitted with LN-52s. It was for this last reason that an alternative proposal to fit the *Cochises* with LN-60s was ultimately rejected, as it would have required replacing the engine support dorsal with a strengthened version. The *Cochise* upgrade program was briefly interrupted near its end in 2285 by Fleet Admiral Morrow's moves to decommission older Class 1 starships in favor of new builds, but fortunately for Starfleet his efforts failed and his successor reversed his *Cochise* orders. The potential for an LN-60 upgrade was again revisited for the last remaining unrefitted *Cochises* at this time, but it was eventually rejected on the grounds of cost -- with the remainder receiving the class standard LN-52 upgrade. All of the surviving *Cochises* had received this upgrade by 2289.

Reaction to the upgraded *Cochises* has been mixed. There is no question that class performance both at warp and in combat has improved

across the board, thanks to its new and more powerful LN-52 linear warp engine. The fitting of this engine also eliminated the tendency for *Cochise*, like all classic "pan handle" Starfleet single engine destroyers with old-style engines, to wormhole at high warp speeds. On the other hand, *Cochise* remains undergunned compared to *Siva* and *Jenghiz*. It still retains the same number of phasers banks (six) and photon torpedo tubes (two) as it did when first built, whereas the number of phasers on *Siva* and *Jenghiz* practically doubled with their linear warp upgrades and their photon torpedo tubes were relocated to lower dorsal mounts for greater effectiveness. On the whole, Starfleet has treated its *Cochises* as a secondary destroyer force -- supplementing its front-line destroyers as needed, while filling the roles in friendly space and less contested border regions that they would have otherwise been required to occupy. They have served ably in both roles, and are expected to remain active with Starfleet until their expected decommissioning sometime in the early 24th century.

### Schematics

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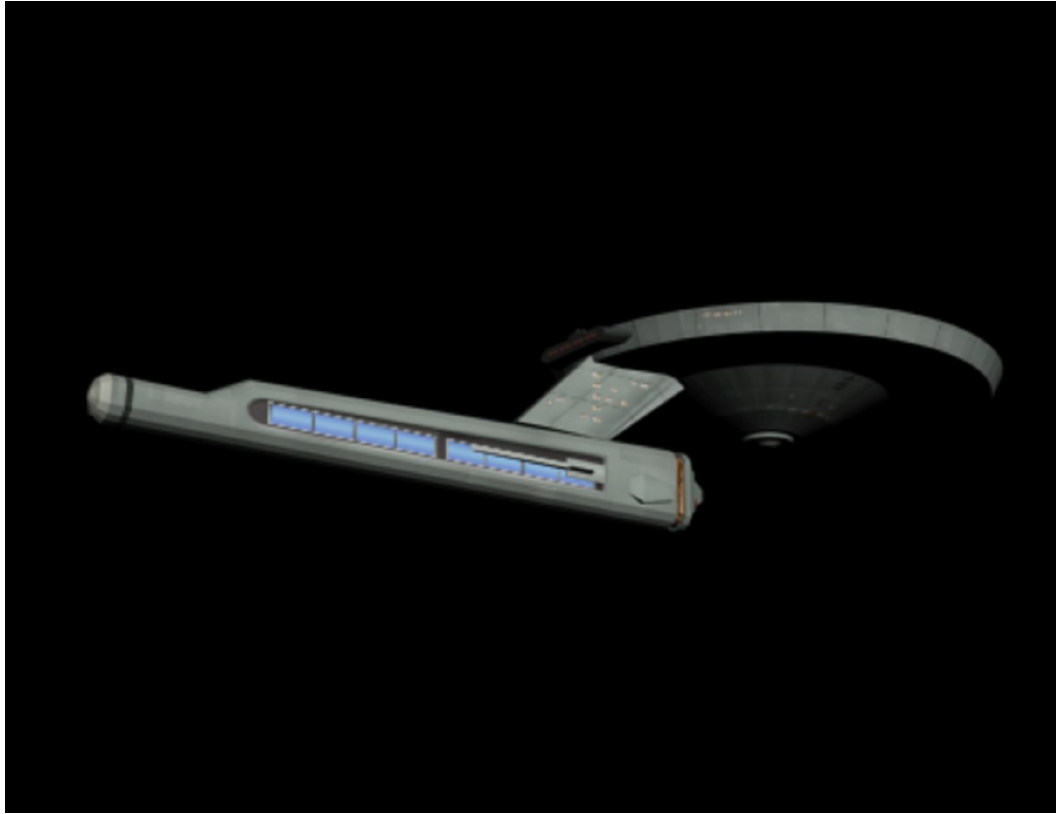


Side profile of *USS Cochise* (NCC-530) after her LN-52 refit.



Classic starboard one-quarter forward view of *USS Cochise* (NCC-530) after her LN-52 refit.

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***Cochise*** class destroyer created by Franz Joseph Schnaubelt  
for the *Star Fleet Technical Manual*

***Cochise*** LN-52 upgrade based on the work of Neale "Pixel Sagas" Davison  
Schematics by Neale Davison

CG model and images by Richard Mandel  
Derived from the *Endeavor* models by Rick "pneumatic81" Knox and atheorhaven

# Jenghiz

## Destroyer (DD) 2230/2276

### Specifications as built

#### Dimensions

Length:	320.1 meters
Beam:	141.7 meters
Height:	78.0 meters

#### Mass

Standard gross:	775,000 GMT
Subspace displacement:	180,000 DWT

#### Crew complement

Officers:	45
Enlisted:	180
Marines or troops (as applicable):	up to 24 standard (two squads) 135 (with Marine assault pod fitted)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
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#### Armament

Beam weaponry:	16 type-I phaser banks (after current refit)
Guided weaponry:	2 photon torpedo tubes

#### Small craft

2 small maintenance craft (recessed bays)



### Class Listing

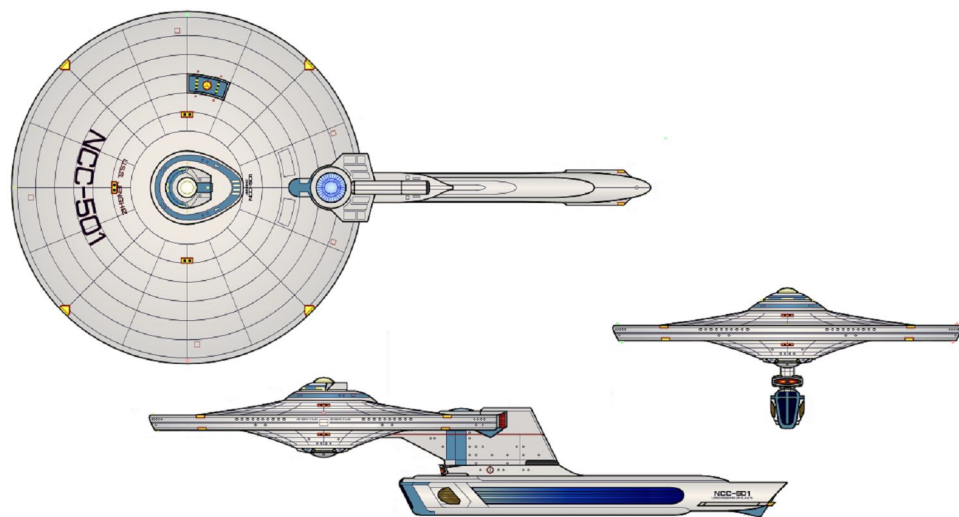
Hull #	Name of starship	Builder	Status
NCC-501	<i>Jenghiz</i>	SFD San Francisco Navy Yard, Terra	active
NCC-503	<i>Alaric</i>	SFD San Francisco Navy Yard, Terra	active
NCC-510	<i>Tamerlane</i>	SFD San Francisco Navy Yard, Terra	active
NCC-511	<i>Alexander</i>	SFD San Francisco Navy Yard, Terra	active



*Jenghiz* came about as the last five old-style *Saladin* type destroyers were scheduled to be brought in for linear warp conversion. They were refitted to a slightly different standard using a *Belnap* style main engine support pylon instead of their original Class I era main engine dorsals. There were two reasons for this changeout. First, the *Belnap* dorsals were in plentiful supply, thanks to the extensive *Belnap* construction program. It took Starfleet less time to fit these already built and existing linear warp era dorsals than it would have to rebuild and up-spec their existing older dorsals. Second was a standing request by TacFleet for a *Siva* type that was further upgunned and could be reconfigured for the unique needs of TacFleet. The oversized *Belnap* dorsal, which could be fitted with an additional type I uprated phaser bank in an omnidirectional mount on its upper aft end, was the perfect solution. In addition, its size would allow for the installation of additional equipment uniquely suited to TacFleet needs (such as ECM gear). Four of the five ships available received this upgrade before the program was terminated in 2283 on the direct orders of Fleet Admiral Randolph Morrow. No more *jenghiz* upgrades are planned.

### Schematics

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Port side profile view of a *Jenghiz*, graphically illustrating both her enlarged main engine support dorsal and her extra aft phaser bank mounted atop said dorsal.



*USS Tamerlane* (NCC-510) on her shakedown cruise, shortly after her *Jenghiz* refit.

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***Jenghiz* class by Eric "Jackill" Kristiansen as first published in *Jaynz' Starfleet Reference Manual: Ships of the Fleet Volume 1***

**CG model and images by Richard Mandel**

# Larson/Leyte

## Destroyer (DD)

2250/2273

### Specifications as built

#### Dimensions

Length: 207.1 meters  
Beam: 143.2 meters  
Height: 71.3 meters

#### Mass

Standard gross: 388,600 GMT  
Subspace displacement: 88,600 DWT

#### Crew complement

Officers: 52  
Enlisted: 173  
Small craft pilots (as applicable): 2  
Starfleet Marines: 26 (2 full squads + 1 officer + 1 aide)

#### Top velocity

Cruising speed: warp 7.0  
Rated maximum speed: warp 9.0  
Rated emergency speed: warp 11.0

#### Endurance

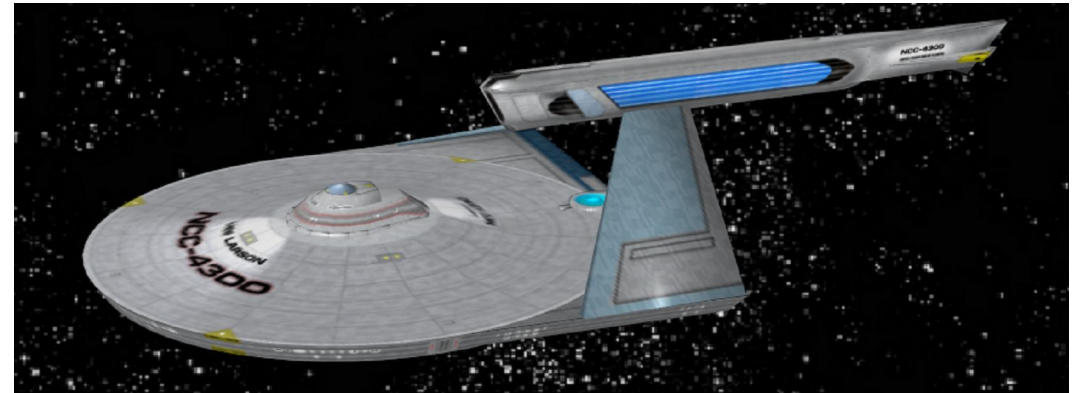
Standard endurance: estimated 3 years at L.Y.V.

#### Armament

Beam weaponry: 12 type-I phaser banks (after current refit)  
Guided weaponry: 2 photon torpedo tubes

#### Small craft

2 administrative shuttles



### Class Listing

Hull #	Name of starship	Builder	Status
NCC-4304	<i>Theleth</i>	Utopia Planita Spaceworks, Terra	active
NCC-4305	<i>Waterloo</i>	Utopia Planita Spaceworks, Terra	active
NCC-4306	<i>Borodino</i>	Utopia Planita Spaceworks, Terra	active
NCC-4308	<i>Marathon</i>	Utopia Planita Spaceworks, Terra	active
NCC-4309	<i>Normandy</i>	Utopia Planita Spaceworks, Terra	active
NCC-4310	<i>Pharsalus</i>	Utopia Planita Spaceworks, Terra	active
NCC-4312	<i>Poiters</i>	Utopia Planita Spaceworks, Terra	active
NCC-4313	<i>Agincourt</i>	Utopia Planita Spaceworks, Terra	active
NCC-4314	<i>Blenheim</i>	Utopia Planita Spaceworks, Terra	active
NCC-4315	<i>Torgau</i>	Utopia Planita Spaceworks, Terra	active
NCC-4316	<i>Eylau</i>	Utopia Planita Spaceworks, Terra	active
NCC-4317	<i>Leyte</i>	Utopia Planita Spaceworks, Terra	active
NCC-4318	<i>Lepizig</i>	Utopia Planita Spaceworks, Terra	active
NCC-4321	<i>Cantinan</i>	Utopia Planita Spaceworks, Terra	active
NCC-4322	<i>Gallipoli</i>	Utopia Planita Spaceworks, Terra	active
NCC-4323	<i>Jutland</i>	Utopia Planita Spaceworks, Terra	active
NCC-4324	<i>Anzio</i>	Utopia Planita Spaceworks, Terra	active

*Leyte* represents a linear warp refit of the venerable and valued *Larson* class destroyer leader – one of the standout starship classes from the second round (or batch) of major Class I starship construction at the beginning of the circumferential warp era. All of *Larson's* best qualities have been preserved and enhanced with the *Leyte* upgrade, and the addition of linear warp drive has done much to improve the overall efficiency and effectiveness of the design.

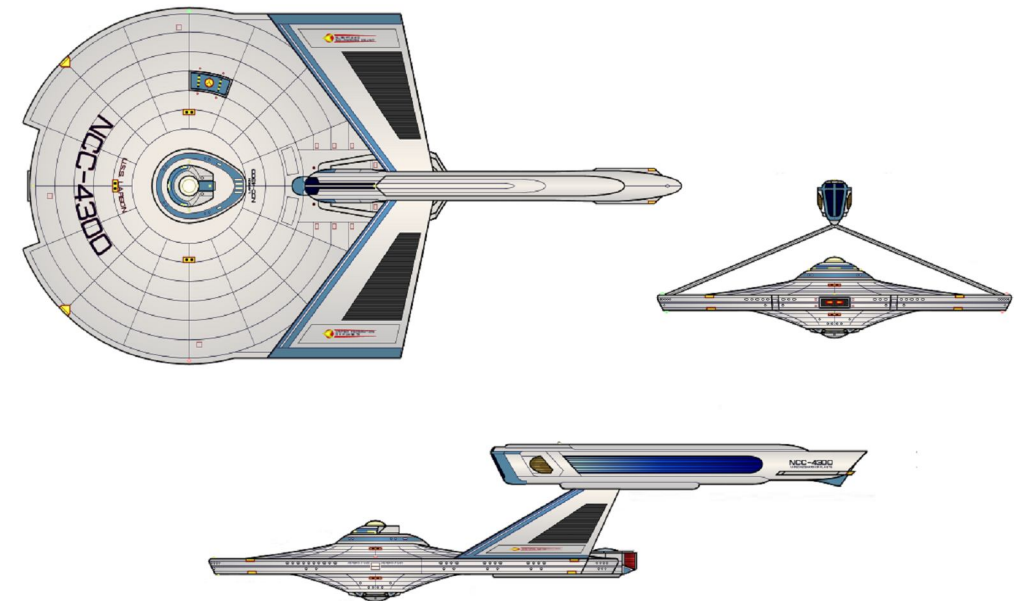
The *Larson* class first entered service in 2250, and proved their worth during the Axanar Incident of 2252 with the Klingon Empire. Only their cost, due largely to their unconventional design, kept them from replacing the capable yet wormhole-plagued *Saladin* family of destroyer back in that day. Once the kinks were worked out of linear warp technology in the late 2260s and Starfleet began planning its massive fleetwide program, *Larson* was one of the starship classes at the top of its upgrade list (along with other standout performers such as *Constitution*, *Miranda*, *Loknar*, et al.) Oddly enough, work on the *Decatur* prototype for Starfleet's new linear warp strike cruiser program proved to be of great benefit to those working on upgrading *Larson*, and much of the *Decatur/Belknap* technology was adapted instead of that developed for *Enterprise* for space-saving reasons. The ever-present problem of a lack of a shuttle bay was solved by adding a small one-craft bay with topside doors to the starboard side of the saucer (and reconfiguring the hull's internals around it). This solution proved effective, and was eventually adopted for a number of other Starfleet standard destroyers and destroyer-based designs. Also, the photon torpedo tubes were relocated in the now-classic "Marklin notch" position at the front of the primary hull. All in all the *Leyte* upgrade proved a resounding success with very few teething troubles, and all surviving *Larsons* still in active Starfleet service at the time were eventually upgraded in similar fashion. The remaining reserve non-refitted *Larsons* were quietly disposed with rather than upgraded.

The current official Starfleet class name is taken from *USS Leyte* (NCC-4317), the first of the *Larsons* to receive a linear warp refit. *Larson* herself never received this refit, having been retired from active service in 2274 due both to her extreme age and worse-than-expected wear and tear on her base space frame from all of her decades of service. A grass-roots effort to preserve her as museum ship was successful. She now sits in a special orbital berth as part of the Federation Air and Space Museum's

space-based complex at Terra, not far from the restored Romulan War era destroyer *USS Hannibal* – thus evoking the era of the Romulan War hero after whom the *Larson* was named.

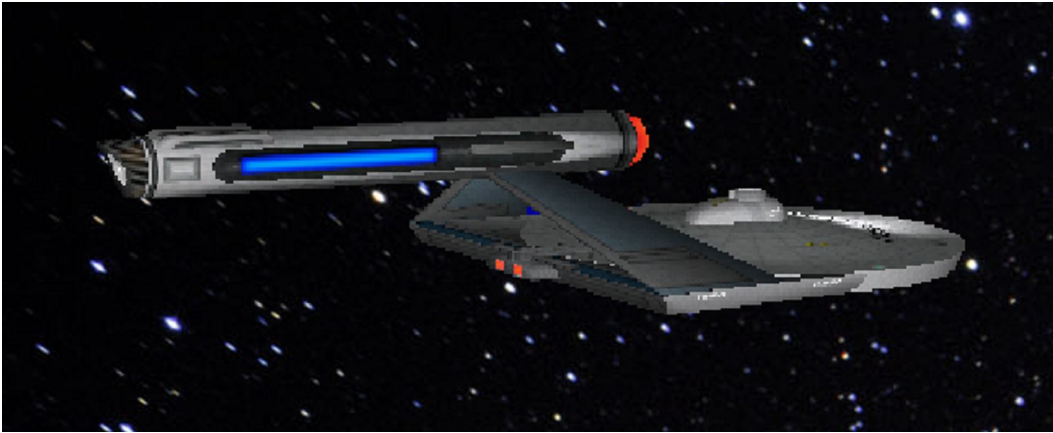
### Schematics

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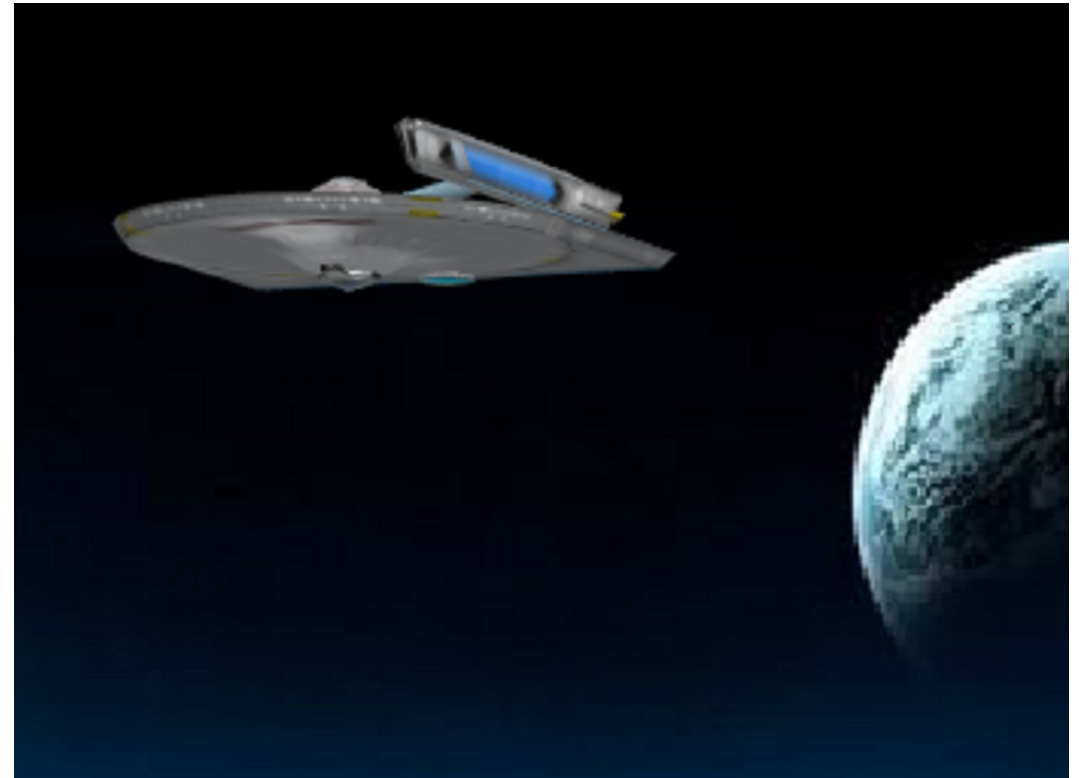
This schematic represents the original *Leyte* upgrade for the venerable *Larson* class destroyer leader. There were several variations on this throughout the entire *Leyte* conversion process; however, all ships involved received the Leeding LN-64 linear warp engine. Major variations included various alternate phototorp deck relocation solutions, various alternate shuttle bay locations (usually either topside aft in *Tikopai* fashion or various efforts at underside "drop bays"), and the addition or deletion of phaser weaponry at various points and for various reasons. Near the end of the program both LN-52 and LN-60 variants were discussed in order to cut upgrade costs, but they were never implemented. Starfleet deemed the basic *Leyte* reconfiguration of the *Larson* as too valuable a fleet asset to cut corners in any way.



An image of a *Larson* class destroyer as built, during the heyday of the original Class I era of circumferential warp drive Starfleet starships.



A spectacular image of the *U.S.S. Marathon* (NCC-4308) as she patrol the Galactic Rim.



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***Larson* class destroyer created by Dana Knutson and friends  
for FASA Corporation's *STAR TREK: The Role-Playing Game*  
and also as seen in the STAR TREK DC Comics story "Thin Ice"  
Linear warp refit version by Dana Knutson and friends**

**Additional data courtesy of Brad Torgerson, Timo Salonieme, and Neale Davison**

**Schematics by Neale "Pixel Sagas" Davison**

**CG models by Rick "pneumonic81" Knox**

**CG images courtesy of Richard Mandel**

# Saladin/Siva

## Destroyer (DD)

2230/2272

### Specifications as built

#### Dimensions

Length: 245 meters  
Beam: 153 meters  
Height: 65 meters

#### Mass

Standard gross: 370,000 GMT  
Subspace displacement: 92,500 DWT

#### Crew complement (\*)

Officers: 43  
Enlisted: 180  
Starfleet Marines: 12 (1 full squad)

#### Top velocity

Cruising speed: warp 4.0  
Rated maximum speed: warp 6.2

#### Endurance

Standard endurance: estimated 4 years at L.Y.V.

#### Armament

Phasers: 6 phaser banks (2 F, 2 ea P/S)  
Guided weapons: 2 photon torpedo tubes (F)

#### Small craft

2 small maintenance craft (recessed bays)



### Class listing

Hull #	Name of starship	Builder	Status
NCC-505	<i>Xerxes</i>	SFD San Francisco Navy Yard, Terra	active
NCC-507	<i>Kublai</i>	SFD San Francisco Navy Yard, Terra	active
NCC-508	<i>Suleiman</i>	SFD San Francisco Navy Yard, Terra	active
NCC-512	<i>Hannibal</i>	SFD San Francisco Navy Yard, Terra	active
NCC-513	<i>Ahriman</i>	SFD San Francisco Navy Yard, Terra	active
NCC-515	<i>Adad</i>	SFD San Francisco Navy Yard, Terra	active
NCC-516	<i>Hashishiyun</i>	SFD San Francisco Navy Yard, Terra	lost
NCC-517	<i>Azarel</i>	SFD San Francisco Navy Yard, Terra	active
NCC-518	<i>Hamilcar</i>	SFD San Francisco Navy Yard, Terra	active
NCC-519	<i>Shaitan</i>	SFD San Francisco Navy Yard, Terra	active
NCC-520	<i>Siva</i>	SFD San Francisco Navy Yard, Terra	active
NCC-521	<i>Lucifer</i>	SFD San Francisco Navy Yard, Terra	active
NCC-522	<i>Moloch</i>	SFD San Francisco Navy Yard, Terra	active
NCC-523	<i>Hathor</i>	SFD San Francisco Navy Yard, Terra	active
NCC-524	<i>Ares</i>	SFD San Francisco Navy Yard, Terra	active
NCC-525	<i>Mars</i>	SFD San Francisco Navy Yard, Terra	active
NCC-526	<i>Tyr</i>	SFD San Francisco Navy Yard, Terra	active
NCC-528	<i>Iblis</i>	SFD San Francisco Navy Yard, Terra	active

*Siva* is the linear warp generation's upgraded version of the venerable *Saladin* class destroyer. The class name comes from *U.S.S. Siva* (NCC-520), which was the lead ship for the second production block of *Saladin* class destroyers back during the heyday of the circumferential warp Class I era. *Siva* was chosen as the first *Saladin* type destroyer to be upgraded with linear warp technology for the simple reason that she was handy – having been sent back to builders on Terra for a periodic refit. Because of this she was the third ship in Starfleet's new linear warp generation (after *Decatur* and *Enterprise*), relaunched and recommissioned in her new form only two short months after the conclusion of the Vejur Crisis. *Siva* has since become the *de facto standard* by which all of Starfleet's various upgraded and new-build linear warp destroyers and destroyer variants are measured.

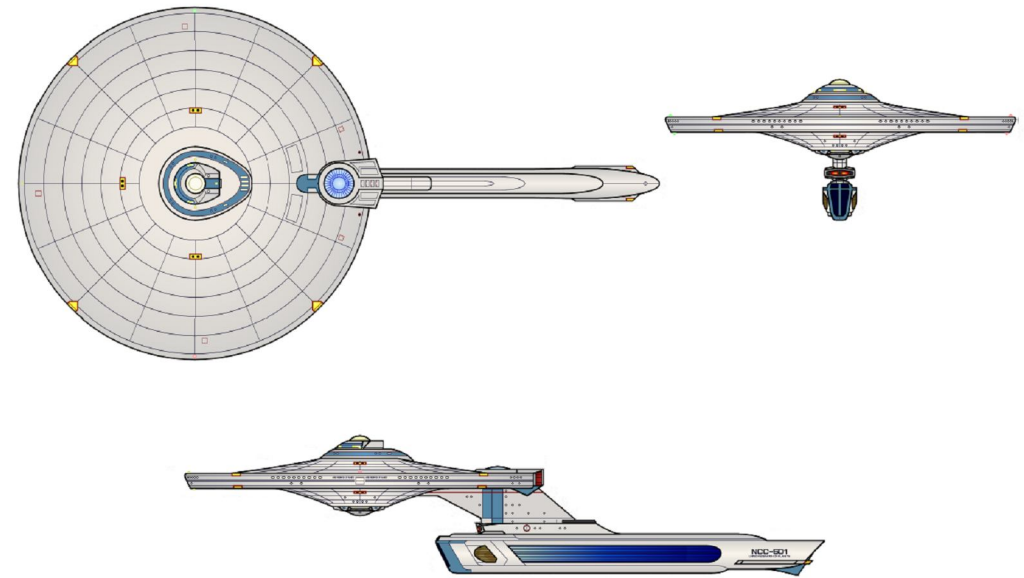
The classic "frying pan" or "pan-handle" single-engine standard destroyer design favored by Starfleet for decades gained two big advantages with the arrival of linear warp technology. First, both the power and performance of the new linear warp engines effectively eliminated all of the wormhole issues at high warp speeds that had plagued such single warp engine based designs for decades. It was now possible to build a single-engine starship using Starfleet standard warp engines – *linear warp engines*, it must be emphasized – without having to worry about a high probability of wormholing once warp factor 6 was passed. Second, there was enough extra power provided by *Siva's* new LN-64 linear warp engine to mount the same amount and type of main phaser batteries on her rebuilt primary hull as was done with *Enterprise*. This one move significantly upgunned the classic "frying pan" destroyer design, and it would prove its worth in the years to come once relations began to fray with the Klingon Empire.

Of the twenty-four surviving Block I (*Saladin*) and Block I (*Siva*) class destroyers that still survive and are active in Starfleet service, all but five have been upgraded to the *Siva* standard. The last four – *Jenghiz* (NCC-501), *Alaric* (NCC-503), *Tamerlane* (NCC-510), and *Alexander* (NCC-511) were upgraded to the very similar *Jenghiz* configuration, which is covered separately.

*Hashishiyun* (NCC-516) was one of the first two Starfleet vessels destroyed during the Kzinti Incursion of 2274.

## Schematics

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A typical *Siva*s as seen from three-quarters aft starboard. The classic “frying pan” look of its *Saladin* heritage is clearly evident.



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***Saladin* class destroyer created by Franz Joseph Schnaubelt  
for the *Star Fleet Technical Manual***

**TMP era upgrade originally envisaged in a never-implemented dockyard  
scene discarded during the development of *STAR TREK: The Motion Picture***

***Siva* class name and configuration suggested by Todd Guenther  
with additional data provided by David Schmidt and Timo Saloniemi**

**CG model derived from the efforts of Rick “pneumatic81” Knox  
Images by Richard Mandel**



This is a picture of the lone *Siva* with a dorsal shuttle bay. It proved a failure in operation because turbulence from the impulse deck interfered with shuttle bay approach and launch paths. Rerouting the warp engine plasma feeds around the hangar was another major concern, which is why no other *Sivas* were ever converted.

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# Darius

## Destroyer (DD) 2230

### Specifications as built

#### Dimensions

Length:	245 meters
Beam:	153 meters
Height:	65 meters

#### Mass

Standard gross:	370,000 GMT
Subspace displacement:	92,500 DWT

#### Crew complement (\*)

Officers:	43
Enlisted:	180

#### Top velocity

Cruising speed:	warp 4.0
Rated maximum speed:	warp 6.2

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
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#### Armament

Phasers:	6 phaser banks (2 F, 2 ea P/S)
Guided weapons:	2 photon torpedo tubes (F)



### Class listing

Hull #	Name of starship	Builder	Status
NCC-502	<i>Darius</i>	SFD San Francisco Navy Yard, Terra	reserve

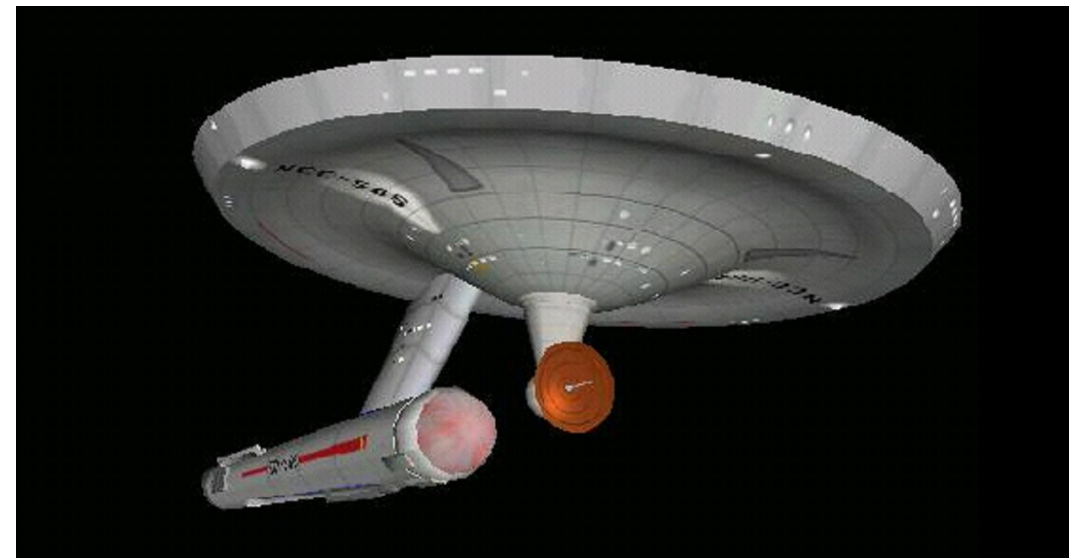
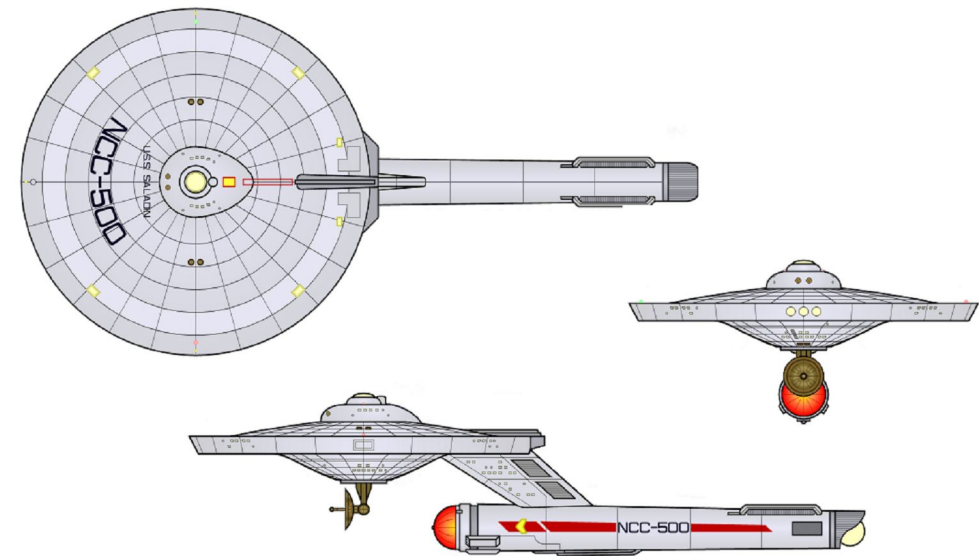


*Darius* is the only one of the original Block1 *Saladin* class destroyers that has not received a linear warp refit. That is because she was decommissioned in 2283 by Fleet Admiral Randolph Morrow during his short-lived purge of old starship types and classes from Starfleet service. *Darius* had not been upgraded before then due to the press of her duties, and had only just arrived in Earthspace to undergo her linear warp refit when the order came down. Fortunately it was aborted in time to save her the fate of the class ship *Saladin* – which had already been sent to the breakers when Morrow's original order was cancelled – but that combined with other circumstances at the time and the rising cost of Starfleet's linear warp refit program prevented *Darius* from receiving her own linear warp upgrade. She was instead decommissioned and placed in reserve, where she has remained ever since.

As Starfleet begins to near the completion of its many linear warp upgrades of older vessels, it has also begun to purge itself of older Class I starships and support components. *Darius* would have been a prime candidate for immediate scrapping under these circumstances; however, her historical significance as the only surviving *Saladin* class destroyer still in something resembling her original configuration has weighed in her favor. There is a grass-roots movement underway both on Terra and on several other worlds to raise the funding necessary to have her preserved as a museum ship, and a petition has been submitted to the Federation Council to have *Darius* declared a Federation Historical Resource (thus ensuring said preservation). While the Council has apparently decided not to act on the petition, Starfleet has kept *Darius* on donation hold for the past three years, pending the outcome of the more notable of the fundraising efforts. Word has it that if sufficient funds for transfer and preservation are not raised by 2295, Terran Gregorian calendar, then Starfleet will move to have *Darius* scrapped.

## Schematics

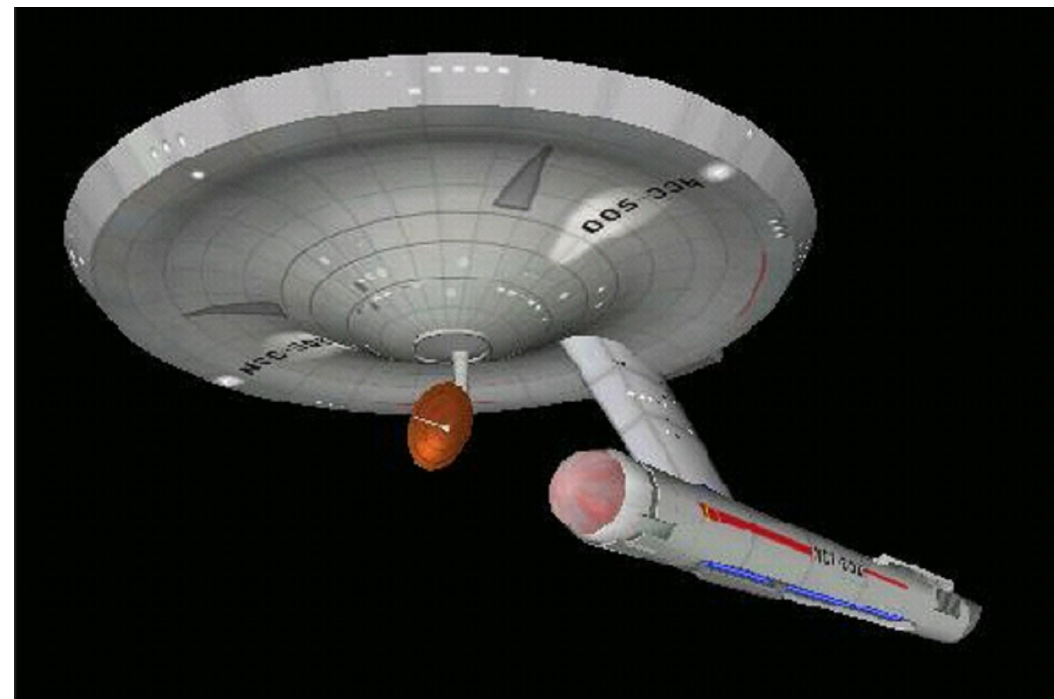
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*Saladin* as she appeared in 2265, during the heyday of the original Class I starship era.



*Saladin* was the Class I descendant of the *Cavalry* class destroyer of the former UESF Starfleet that was built before and later saw action in the Romulan War over a century ago. The configurations are almost identical, save for the differences in primary hull.



*Saladin* herself in company with a *Loknar* class heavy frigate. Although this image is undated, comparison of the hull registries with Starfleet records appears to place it during the Axanar Crisis of 2252.

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***Saladin* class destroyer created by Franz Joseph Schnaubelt  
For the *Star Fleet Technical Manual***

**CG models provided by Phaser (hodef) and the Stress Puppy (SFC3)**

**Images provided by Star Trek Australia and Battleclinic**

**Frigates**

# Okinawa

## Frigate (FA) 2289

### Specifications as built

#### Dimensions

Length:	281.9 meters
Beam:	141.7 meters
Height:	40.4meters

#### Mass

Standard gross:	731,000 GMT
Subspace displacement:	184,500 DWT

#### Crew complement

Officers:	42
Enlisted:	188
Starfleet Marines:	none

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 9.5
Rated emergency speed:	warp 11.0

#### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
Maximum endurance:	estimated 5 years at L.Y.V.

#### Armament

Beam weapons:	16 type-I phaser banks (all on primary hull Saucer, arranged per <i>Enterprise</i> refit)
Guided weapons:	2 photon torpedo tubes (1 FP, 1 FS)

#### Small craft:

2 standard administrative shuttles



### Known starships

#### Block 1

Hull #	Name of starship	Builder	Status
NCC-150	<i>Okinawa</i>	SFD Baltic Yards, Terra	lost
NCC-151	<i>Burke</i>	SFD San Francisco Navy Yard, Terra	active
NCC-152	<i>Hornblower</i>	SFD Clyde Yards, Terra	active
NCC-153	<i>Kirishima</i>	Ishikawajima Harima Yards, Terra	active
NCC-154	<i>Torishima</i>	Ishikawajima Harima Yards, Terra	building
NCC-155	<i>Tarawa</i>	SFD Hamburg Yards, Terra	building

#### Block 2

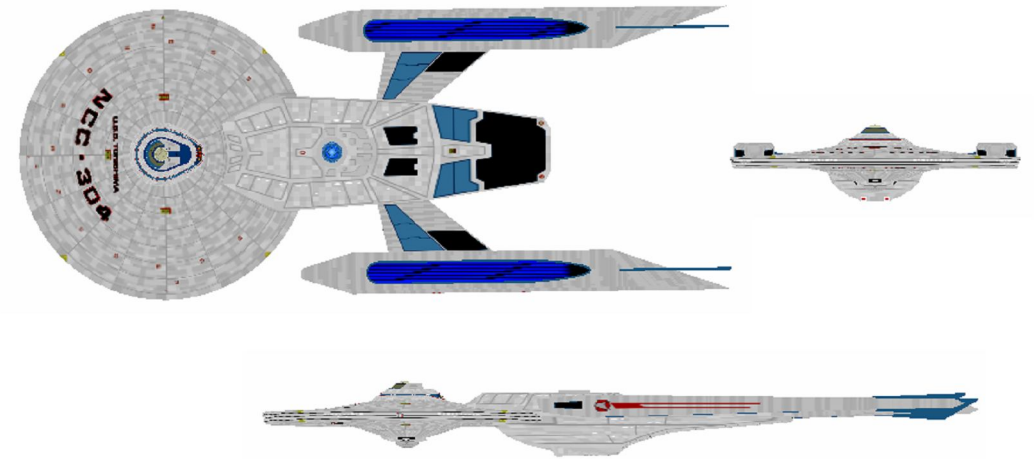
Hull #	Name of starship	Builder	Status
NCC-300	<i>Interceptor</i>	SFD Lorient Yards, Terra	proposed
NCC-301	<i>Coultrip</i>	SFD Baltic Yards, Terra	proposed
NCC-302	<i>Exodus</i>	SFD Hamburg Yards, Terra	proposed
NCC-303	<i>Fesoan</i>	Ishikawajima Harima Yards, Terra	proposed
NCC-304	<i>Panettiere</i>	SFD Clyde Yards, Terra	proposed
NCC-305	<i>Ventura</i>	SFD San Francisco Navy Yard, Terra	proposed

*Okinawa* is intended to be the 24<sup>th</sup> century successor to the *Burke* class light frigate of the mid-23<sup>rd</sup>. These were essentially small and cheap starship combatants built in large numbers to deal with the Klingon menace of the 2250s. Starfleet wound up producing too many of them, however, with the end result that no new light frigate was authorized for production for the next four decades. By the time troubles with the Klingon Empire began to ramp up again, the *Burkes* were hopelessly obsolete. Rather than make the effort to upgrade its vast reserve fleet of ancient *Burkes* with linear warp technology in any form (even the cost-effective LN-52), Starfleet decided it would be more productive in the long run to simply build a modern light frigate. The end result was *Okinawa*, and she entered fleet service just in time to prove herself in several border clashes with Klingon vessels in 2289. *Okinawa* was destroyed the following year while on a secret mission, the details of which are still classified, but the other ships of her class have ably filled in the gap left by her absence. Starfleet is so pleased with the class performance of *Okinawa* that it has requested a second production block of six more, and a third block of an additional six is supposedly being discussed.

As with a typical modern perimeter action ship, a decided effort has been made to reduce the height of *Okinawa's* side profile as much as possible. That is why her secondary hull is more like that of a flattened *Excelsior* than the traditional Class I shape. *Okinawa* has been nicknamed the "flat *Connie*" by most starship spotters because of this. Starfleet prefers to call her design "tight." Her custom secondary hull actually represents a combination of features from the *Excelsior* and *Menahga* programs, although scaled down to a more manageable size. The entire ship itself has only nine decks all told. Were it not for its more robust support systems, it might even be classified as a perimeter action ship proper. *Okinawa* has two things that perimeter action ships do not, however: extended operating range and duration on station. *Okinawa's* task, like that of *Burke* a half-century earlier, is to hopefully be the first major Starfleet combatant to arrive on the scene and hold the line until bigger and more powerful vessels can be dispatched to support her. Also, like *Burke* and the current perimeter action ships, *Okinawas* are effective both deployed singly or in flotillas and squadrons.

## Schematics

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The incredible thinness of *Okinawa* can be seen here in this image of the *USS Hornblower* (NCC-152), taken during her initial space trials in late 2289.



Computer-generated image of a fictional *Okinawa* class frigate, *USS Kathila*, departing from a typical Federation Spacelab facility. Combining both the classic *Connie* look with its modern “lean and mean” image, *Okinawa* has quite captured the public fancy – and you can find still and generated video imagery of it just about everywhere.



One of the few released images of *Okinawa* (NCC-150), the class ship, while on deployment along the Treaty Zone during her short service life, before she was lost. A petition has been put to the Federation Council to name a new *Excelsior* class starship in her honor.



Here is another good look at *Okinawa*, namesake of the most modern class of Starfleet light frigates. This image reveals her photon torpedo tubes, which are inside the squared-off protrusion coming out of the forward ventral of her secondary hull.

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***Okinawa* class frigate created by Taldren for the videogame *Klingon Academy***

***Burke* class light frigate created by Stephen V. Cole and associates for the tabletop wargame *Star Fleet Battles***

**Original *Okinawa* CG model by Taldren**

**Schematics courtesy of [shipschematics.net](http://shipschematics.net)**

**Visuals courtesy of [TrekBBS](http://TrekBBS.com), [Battleclinic](http://Battleclinic.com), and [Andrew Brown](http://AndrewBrown.com)**

# Soyuz

## Battle frigate (FB) 2275

### Specifications as built

#### Dimensions

Length:	247.1 meters
Beam:	148.2 meters
Height:	73.0 meters

#### Mass

Standard gross:	799,700 GMT
Subspace displacement:	212,400 DWT

#### Crew complement

Officers:	38
Enlisted:	249
Small craft pilots:	between 12 and 30 (mission dependent)
Starfleet Marines:	normally 26 (2 full squads + officers, can carry up to six full squads + staff + gear)

#### Top velocity

Cruising speed:	warp 7.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 10.0

#### Endurance

Standard endurance:	estimated 8 years at L.Y.V.
Maximum endurance:	estimated 20 years at L.Y.V.

#### Armament

Beam weapons:	12 type-I phaser banks (per <i>Enterprise</i> refit) 4 megaphase turrets (upper/lower and P/S)
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#### Small craft:

12 shuttlecraft of mixed types + 10 other craft of mixed size and capability, up to the size of a small runabout (central shuttle bay only)



### Known starships

#### Block 1

Hull #	Name of starship	Builder	Status
NCC-1940	<i>Soyuz</i>	Raiper Dynamics Group, Aldeberan	reserve
NCC-1941	<i>Bozeman</i>	Newport News KR, Alpha Centuri VII	lost
NCC-1942	<i>Kubasov</i>	SFD Baltic Naval Yards, Terra	lost
NCC-1943	<i>Ursaline</i>	Arias Mastac, Prime Dockyards, Daran V	reserve
NCC-1944	<i>Estell</i>	Kiel Naval Works, Terra	reserve
NCC-1945	<i>Davidson</i>	Cosmandyne Corporation, Terra	canc.
NCC-1946	<i>Taheri</i>	Newport News KR, Alpha Centuri VII	canc.
NCC-1947	<i>Imari</i>	Ishikawajima Harima Yards, Terra	canc.
NCC-1948	<i>Refieuna</i>	Vickers Shipbuilding, Ltd., Terra	canc.
NCC-1949	<i>Ndever</i>	Newport News KR, Alpha Centuri VII	canc.

As tensions began to ramp up again with the Klingon Empire, starting in the late 2260s and building throughout the 2270s, Starfleet found itself in need of heavier armed vessels to patrol the Federation side of the Treaty Zone. The Organians had become strangely quiet (it would not be learned until a decade later where they had gone and what they were up to), and the Klingons wasted no time in taking advantage of seeming Organian indifference. This was the main reason why Starfleet was forced to build more and more combat classes and few survey and exploratory vessels – and even those now had to be heavily armed, just in case a Klingon warship showed up to claim a new Federation find for its own. Many new starship classes were developed during the 2270s, of which some were spectacular (*Abbe*) and some were abject failures (*Menahga*) ... well, at first, anyway. One of those new starship classes that aimed high but wound up landing low among this flurry of Starfleet shipbuilding activity was the *Soyuz* class attack frigate.

The idea with *Soyuz* was to field a heavily armed patrol starship that could handle just about anything save a Klingon battleship – and even there, it was expected to hold its own for as long as possible. A *Miranda* base hull was chosen for unified internal hull volume and adaptation flexibility, and it wound up being heavily adapted before all was said and done. To that *Miranda* base was added a secondary hull extension containing two more options mount hard points and an oversized third shuttle bay capable of fielding anything up to and including runabout and some of the smaller fast patrol ships; no less than *four* megaphasers (early pulse phasers) attached at four of *Miranda's* six options package mounts and capable of omnidirectional fire within a full half-hemisphere of their mount point, and the same special sensor and electronic warfare suite normally carried by a Class I fleet scout. In short, *Soyuz* was going to be capable of doing it all, alone if need be, and it would be a Starfleet combat craft that would give even the Klingons pause.

That was the idea. Reality intervened in the form of increased ship's mass, due to all of those extra weapons and systems being added. Both speed and maneuverability were reduced accordingly, even for so warp-friendly a hull form as *Miranda*. *Soyuz* lost a full warp factor in speed – and as for her reduced maneuverability? "She drives like a cow," her first helmsman is reported to have quipped one builder's trials were completed. In addition, the experimental turreted megaphasers never worked as well as simulations had predicted, always tracking too slow to be effect. In the

end, they were simply locked in place in the forward position and used in the same manner as Klingon fixed disruptor cannon. These failures were why Starfleet first suspended, then cancelled outright the construction contract for the last five *Soyuz* hulls, and came close to doing the same on the four already under construction, once the dismal results from the *Soyuz* builders trials came in. In the end, it went ahead and added the four building to the ranks of the class – but five *Soyuz* class attack frigates was all there were ever going to be.

*Soyuz* never lived up to the high expectations that had been hoped for it. In active duty it kept the *attack frigate* official classification, but more often than not it was deployed as a heavy scout on special surveillance and sigint missions. Frequently two and sometimes all of the megaphaser turrets were landed and replaced with special sensor packages in similar housings, so they could use the same system and energy feed couplings (and also fool casual observers into thinking they were still megaphasers). While not as maneuverable as *Monoceros* or *Ptolemy*, the performance of *Soyuz* as an unofficial fleet heavy scout was sufficient enough for Starfleet to use it as justification for retiring the last of its *Deodryats* in the late 2270s. In like manner, the surviving ships of the *Soyuz* class were themselves retired to the fleet reserve in the late 2280s, as newer ships became available to take over for them. The last active duty *Soyuz* class attack frigate, *USS Ersaline* (NCC-1943), was decommissioned in 2288.

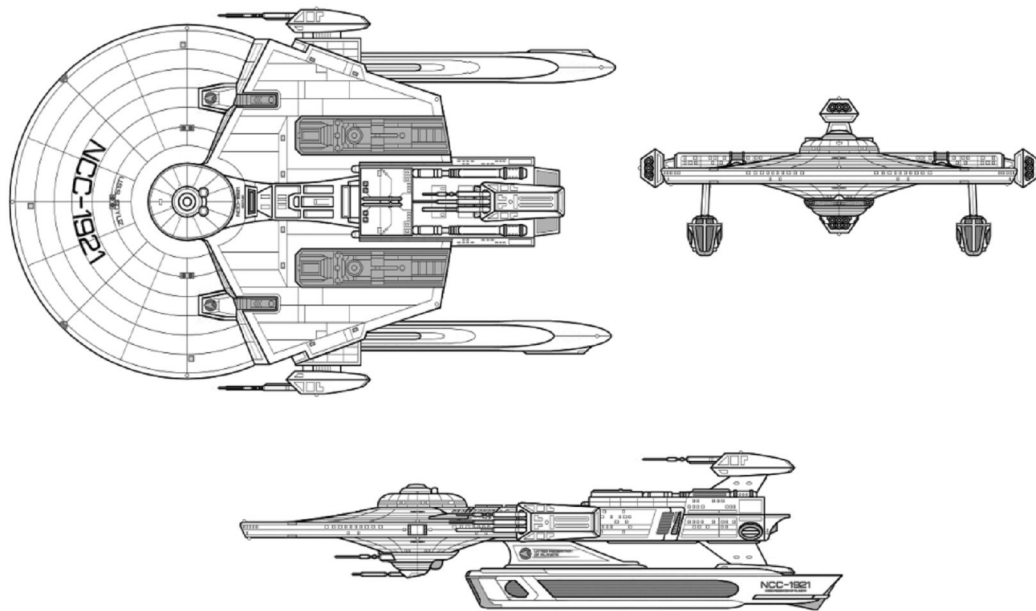
Two of the five ships in the *Soyuz* class were lost during their brief service careers. *Kubasov* (NCC-1942) was lost along with all of her escorts while on a classified intelligence gathering mission supposedly near the Romulan Neutral Zone. *Bozeman* (NCC-1941) was lost in the Typhon Expanse in 2278, within cruising distance of Klingon space, while supposedly conducting "a routine astrophysical survey."

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## Schematics

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This is the last known image of the *USS Bozeman* (NCC-1941). It was taken by a Federation patrol cutter not far from the Typhon Expanse, several days before *Bozeman* disappeared. No trace of the ship has ever been found, nor that of its crew, and Starfleet has officially classified it "lost with all hands aboard."

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*Wilkerson* class heavy destroyer created by Dana Knutson and associates for FASA Corporation's *STAR TREK: The Role-Playing Game*

Original CG model by Rick "pneumonic81" Knox

Visuals courtesy of Hidden Agenda and the NewGen Modding Team

# Daran/Knox/Bragg

## Fast frigate (FF)

2277

### Specifications as built

#### Dimensions

Length: 234.7 meters (*Bragg*)  
243.6 meters (*Knox, Daran*)  
Beam: 141.7 meters  
Height: 49.6 meters (*Daran*)  
53.1 meters (*Knox, Bragg*)

#### Mass

Standard gross: 615,700 GMT (*Daran*)  
602,500 GMT (*Knox*)  
739,000 GMT (*Bragg*)  
Subspace displacement: 139,000 DWT (*Daran*)  
136,000 DWT (*Knox*)  
187,930 DWT (*Bragg*)

#### Crew complement

Officers: 85 (average, varies with class)  
Enlisted: 260 (average, varies with class)  
Small craft pilots: up to 12 (including fighter and Marine pilots)  
Starfleet Marines: up to 26 (2 full squads + 1 officer + 1 aide)

#### Top velocity

Cruising speed: warp 7.0  
Rated maximum speed: warp 9.0  
Rated emergency speed: warp 11.0

#### Endurance

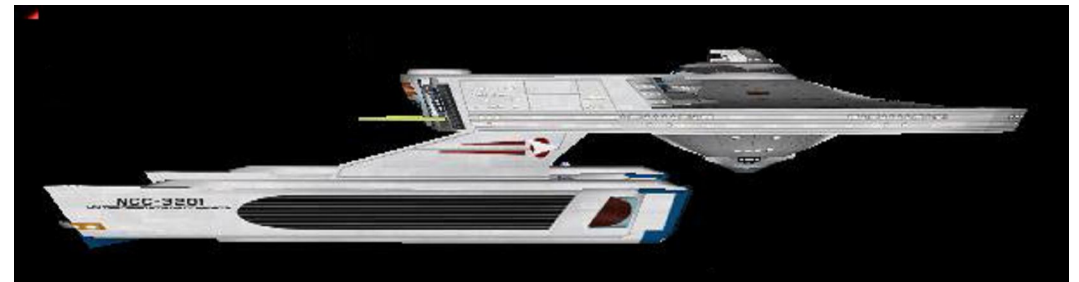
Standard endurance: estimated 5 years at L.Y.V.  
Maximum endurance: estimated 19 years at L.Y.V.

#### Armament

Beam weapons: 16 type-I phaser banks (per *Enterprise* loadout)  
4 first-gen megaphasers (*Knox* and *Bragg* only)  
Guided weapons: Combo probe-and-drone launcher (backfitted)

#### Small craft:

up to 12 (4 of her own + 8 of mixed types)



### Known starships

#### Block I (*Daran* class)

Hull #	Name of starship	Builder	Status
NCC-3201	<i>Daran</i>	Arias Mastac Dockyards Daran V	active
NCC-3202	<i>Haruna</i>	Ishikawajima Harima, Terra	active
NCC-3203	<i>Eten</i>	Arias Mastac Dockyards Daran V	active
NCC-3204	<i>Vinson</i>	SFD Cameron Naval Yard, Deneb V	active
NCC-3205	<i>Ser'rath</i>	Morena Shipyards, Andor	lost
NCC-3206	<i>Dace</i>	Arias Mastac Dockyards Daran V	active
NCC-3207	<i>Kidd</i>	SFD Cameron Naval Yard, Deneb V	active
NCC-3208	<i>Stark</i>	Ishikawajima Harima, Terra	active
NCC-3209	<i>Di Jahan</i>	Morena Shipyards, Andor	active
NCC-3210	<i>Brooke</i>	Vickers Shipbuilding Ltd, Terra	active
NCC-3211	<i>Soryu</i>	Ishikawajima Harima, Terra	active
NCC-3212	<i>Atlanti</i>	Vickers Shipbuilding Ltd, Terra	active



Block II (*Knox* class)

Block III (*Bragg* class)

Hull #	Name of starship	Builder	Status
NCC-1940	<i>Knox</i>	Newport News Shipbuilding, Terra	active
NCC-1941	<i>Bir Hakeim</i>	Newport News Shipbuilding, Terra	active
NCC-1942	<i>Seneschal</i>	Newport News Shipbuilding, Alpha Centauri VII	active
NCC-1943	<i>Enhance</i>	Newport News Shipbuilding, Terra	active
NCC-1944	<i>Asturias</i>	Newport News Shipbuilding, Terra	active
NCC-1945	<i>Kiri</i>	Newport News Shipbuilding, Alpha Centauri VII	active
NCC-1946	<i>Opportune</i>	Newport News Shipbuilding, Terra	active
NCC-1947	<i>Sivrihisar</i>	Newport News Shipbuilding, Terra	active
NCC-1948	<i>Le Malim</i>	Newport News Shipbuilding, Terra	active
NCC-1949	<i>Thatch</i>	Newport News Shipbuilding, Alpha Centauri VII	active
NCC-1950	<i>Springeren</i>	Newport News Shipbuilding, Terra	active
NCC-1951	<i>Cassiopea</i>	Newport News Shipbuilding, Alpha Centauri VII	active
NCC-1952	<i>Kaya</i>	Newport News Shipbuilding, Terra	active
NCC-1953	<i>Ability</i>	Newport News Shipbuilding, Terra	active
NCC-1954	<i>Pico</i>	Newport News Shipbuilding, Terra	active
NCC-1955	<i>Incharron</i>	Newport News Shipbuilding, Alpha Centauri VII	active
NCC-1956	<i>Diligence</i>	Newport News Shipbuilding, Terra	active
NCC-1957	<i>Atrevida</i>	Newport News Shipbuilding, Terra	active
NCC-1958	<i>Swift</i>	Newport News Shipbuilding, Terra	active
NCC-1959	<i>Peleliu</i>	Newport News Shipbuilding, Alpha Centauri VII	active
NCC-1960	<i>Mataplan</i>	Newport News Shipbuilding, Terra	lost
NCC-1961	<i>Espadon</i>	Newport News Shipbuilding, Terra	active
NCC-1962	<i>Skate</i>	Newport News Shipbuilding, Alpha Centauri VII	active
NCC-1963	<i>Miramichi</i>	Newport News Shipbuilding, Terra	active
NCC-1964	<i>Utsira</i>	Newport News Shipbuilding, Terra	active
NCC-1965	<i>Carron</i>	Newport News Shipbuilding, Terra	active

Hull #	Name of starship	Builder	Status
NCC-5401	<i>Bragg</i>	SFD Cameron Naval Yard, Deneb V	active
NCC-5402	<i>Lovrijenac</i>	Salazar Shipyards, Andor	active
NCC-5403	<i>Dix</i>	Morena Shipyards, Andor	active
NCC-5404	<i>Delimara</i>	Cosmandyne Corporation, Terra	active
NCC-5405	<i>Presidio</i>	SFD Cameron Naval Yard, Deneb V	active
NCC-5406	<i>Signal Hill</i>	Morena Shipyards, Andor	active
NCC-5407	<i>Detroit</i>	Cosmandyne Corporation, Terra	active
NCC-5408	<i>Turku</i>	SFD Cameron Naval Yard, Deneb V	active
NCC-5409	<i>Lierre</i>	Salazar Shipyards, Andor	active
NCC-5410	<i>Snelling</i>	SFD Cameron Naval Yard, Deneb V	active
NCC-5411	<i>Arad</i>	Morena Shipyards, Andor	active
NCC-5412	<i>Gasperau</i>	Cosmandyne Corporation, Terra	active
NCC-5413	<i>Garry</i>	Morena Shipyards, Andor	active
NCC-5414	<i>Yehiam</i>	Salazar Shipyards, Andor	active
NCC-5415	<i>George</i>	SFD Cameron Naval Yard, Deneb V	active
NCC-5416	<i>Riffa</i>	Morena Shipyards, Andor	active
NCC-5417	<i>Dauphin</i>	Cosmandyne Corporation, Terra	active

NCC-5418 through NCC-5481 (with skips) never approved

The *Knox* family is the standout fast frigate of the linear warp generation, and has replaced the excellent but aging *Loknar* as the best all-around frigate class in Starfleet. In its most basic form it represents a modified linear warp *Surya*; however, all of these are new builds as opposed to conversions of existing hulls. There was only so much that

could be done to upgrade the surviving *Loknars*, and it was already being done. Most of the *Suryas* had already been allocated to being upgraded to *Miranda* class status under Project *Avenger*, and the *Coventrys* needed to be retained in service to cover for their absence. Furthermore, some of the structural and internal changes Starfleet wanted to make to one of its best base combat frigate designs would work better on a new build, instead of a conversion, as they could be incorporated in the yard during construction.

Starfleet uses the term *fast frigate* to delineate these from typical heavy frigates. Fast frigates lack photon torpedo weaponry and are slightly smaller than their heavy frigate cousins, but are otherwise identical in almost every other respect. Their armament usually consists entirely of beam weapons. The elimination of the photon torpedo weapons systems for their design reduces ship's mass and thus allows for increased acceleration and maneuverability; hence *fast frigate*. It should be noted that all three classes were refitted with *Pompey*-style combination probe-and-drone launchers in the late 2280s, in order to give them a (very limited) guided weapons capability.

The 12 *Darans* came first, first entering service in 2277. Their initial success led to the 26 hulls of the *Knox* class, sporting minor improvements and heavier weaponry (in the form of megaphaser cannon). At the end came *Bragg* in 2288 -- which was essentially a *Knox* modified for the deep space survey and exploration role, with one of its shuttlebays pulled and replaced by cruiser-class science and lab facilities. 18 *Braggs* were ordered, and of those some two-thirds have either already joined the fleet or are nearing the end of their construction. The rest are still building. There are reports that Starfleet is considering ordering some five dozen or so more *Braggs*, given both the fact of their success in service and Starfleet's need to retire so many of its older starships at the turn of the century, but this has yet to be confirmed. Also, there is the *Lancer* class light frigate proposal - a *Knox* family derivative - which has been suggested in the place of procuring more *Braggs*. Again, Starfleet has to commit itself one way or the other on the matter.

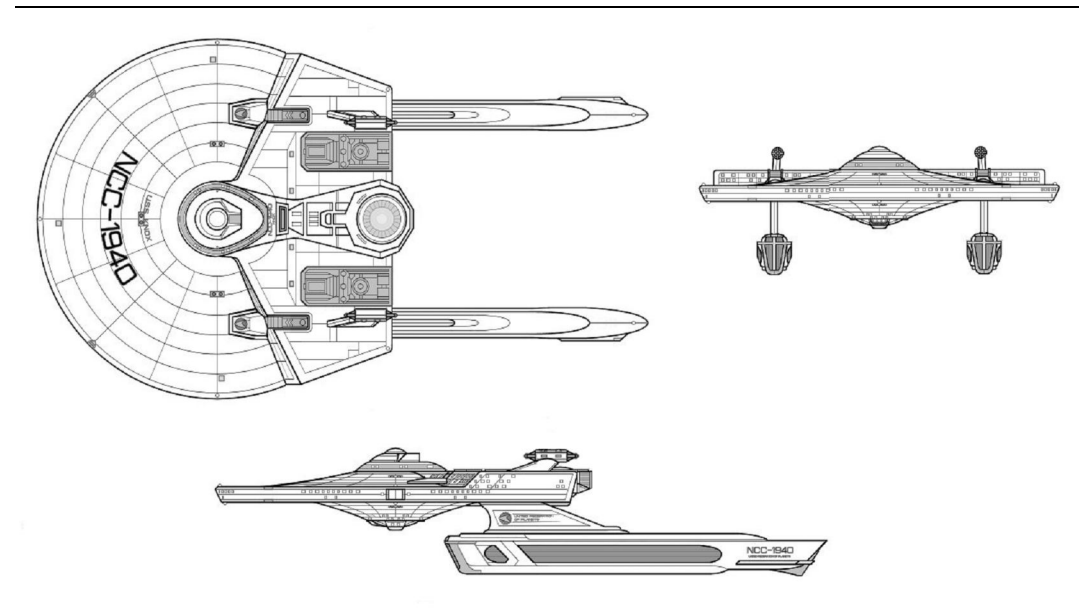
Although all three of these fast frigate types are officially separate classes, they are enough alike so that Starfleet treats them all as a single class for purposes of force level discussions. Common terms include "the *Knox* family," "*Knox*-type frigates," and so on -- named after the largest and most successful of the three classes involved. Even so, there are distinct visual differences among the three. *Daran* has no megaphaser cannon

mounted above its secondary hull, as compared to *Knox*. On the other hand, *Bragg* has megaphaser cannon just like *Knox*; however, the fact that it does not have a portside shuttlebay is its telltale visual characteristic.

The *Knox* family of fast frigates has made a name for itself on three separate occasions. First, the extended landing bay pads or sponsons, which are now practically standard on every starship with *Miranda*-style shuttlecraft bays, were first pioneered with the *Darans*. Second, it was the *Daran* class fast frigate *Ser'rath* which discovered and alerted the Federation to the absence of the Organians from their homeworld in 2281 -- and was subsequently destroyed by the Klingons for its find, as the nearest Starfleet vessel was too far away to respond in time. Only 47 members of her crew survived *Ser'rath's* destruction. Third, the *Knox* class fast frigate *Mataplan* (NCC-1960) was part of an entire TacFleet task force lost under mysterious circumstances (along with the *Soyuz* class frigate *Kubasov*) beyond Federation borders, in galactic subquadrant 2N. No traces have ever been found of any of those vessels or of their crews.

All members of the *Knox* family of fast frigates are expected to remain in service well into the 24th century.

### Schematics





Aft-end view of a *Daran*, the first of the *Knox* family of fast frigates. The lack of port and starboard megaphaser cannon is quite evident in this image.



The prominent megaphasers and dual aft shuttlebays mark this Starfleet fast frigate as one of the *Knox* class.

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*Daran* and *Knox* class fast frigates created by Todd Guenter  
as featured in *Ships of the Star Fleet Volume 1*

CG models by Outalance Shipyards and Starforce productions

Schematics by Neale "Pixel Sagas" Davison

Visuals courtesy of Richard Mandel

# Northampton

## Battle frigate (FB)

2276

### Specifications as built

#### Dimensions

Length:	300.4 meters
Beam:	168.2 meters
Height:	75.4 meters

#### Mass

Standard gross:	695,750 GMT
Subspace displacement:	154,600 DWT

#### Crew complement

Officers:	55
Enlisted:	270
Small craft pilots:	up to 6
Imperial Guards:	54 (4 full squads + command staff)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 7 years at L.Y.V.
Maximum endurance:	estimated 26 years at L.Y.V.

#### Armament

Beam weapons: 10 type-I phasers (5 dual banks, three on primary hull saucer F/P/S, 1 each on aft end each warp engine pylon AP/AS)

Guided weapons: 8 photon torpedo tubes (8 in two double-ender fairings in middle front of each warp engine support pylon. total 4F/4A)\*

Small craft: up to 6 shuttlecraft of mixed types



### Known starships

#### Block 1

Hull #	Name of starship	Builder	Status
NCC-3125*	<i>Northampton</i>	Utopia Planitia Spaceworks, Terra	active
NCC-3126*	<i>Portland</i>	Utopia Planitia Spaceworks, Terra	active
NCC-3127	<i>New Orleans</i>	Utopia Planitia Spaceworks, Terra	active
NCC-3128*	<i>Bremerton</i>	Utopia Planitia Spaceworks, Terra	active
NCC-3129	<i>Poughkeepsie</i>	Utopia Planitia Spaceworks, Terra	active
NCC-3130*	<i>Armonk</i>	Utopia Planitia Spaceworks, Terra	active

Many *Northampton*s were upgunned 2288-2289 by adding two more photon torpedo tubes in a "Marklin notch" bow fairing on their primary hulls. This required the relocation of their secondary navigational deflectors to their warp engine support pylons.

*Northampton* is the reason why Starfleet has not adopted more of the newer Andorian combat designs for fleet use, as it once did so readily back in the circumferential warp area. Although it is an excellent combatant, the means by which it achieves that capability dances right on the edge of Starfleet standard warp drive safety limits. This has not stopped the Andorian "Blue Fleet" from producing more modern linear warp designs for its own use (*Andor*, *Thufir*, et al), nor has it stopped both Starfleet and the "Blue Fleet" from conducting joint operations and war games exercises. Starfleet sees *Northampton* as a white elephant starship class -- one that cost far more to build, soaking up badly needed funding from other starship building and upgrade programs, that would have a standard Starfleet design with similar capabilities. Furthermore, the Starfleet design would suffer from the design peculiarities and safety issues of *Northampton*.

To best describe *Northampton's* intended combat role is to require the reader to become acquainted with the Andorian (or old Terran historical) concept of the *torpedo cruiser*. With such a starship, heavy guided weapons and not beam weapons make up the bulk of the ship's firepower. Its design is intended to deliver a devastating and often deadly initial volley with its weaponry, then swing back around and maneuver into position again for any needed follow-up attacks. Such a ship not only has to be heavily armed and protected, but also fairly maneuverable -- and therein lay the problem. In addition, Starfleet wanted such a vessel to be able to be almost entirely self-sufficient, able to go on long patrols and stay on station without frequent trips to the nearest supply base. All of this required a large hull, which worked against both speed and maneuverability. The engineers at Terra's famed Utopia Planitia Spaceworks eventually teamed up with Andor's famous Morena Shipyards to come up with a heavy frigate that did all of this -- but did so in a rather unusual way. To get around the problem of losing speed and maneuverability with the large hull required for all of its intended capabilities, an Andorian design was adapted using their recognizable aft-mounted, "tucked-in" warp engine arrangement. It was known that such an arrangement would produce an unstable warp field and could not even be done with old-style circumferential warp engines due to the numerous safety issues involved; however, simulations showed that it could be done with modern linear warp engines provided strong enough support systems were available to constantly regulate the resulting warp field distortions. *Northampton*, the class ship, was launched in 2276 amid much fanfare, and commenced her builder's trials at once.

Two things quickly became apparent with *Northampton* during this time. First, the design was going to deliver everything that had been asked of it. Second, the price for achieving all of that was the need for its engineering and support systems crew to be on an almost constant state of readiness whenever the ship was at warp, due to the deliberately unstable nature of its warp field. Having already gone out on the proverbial limb with *Northampton*, Starfleet felt it had no choice but to go through with building more; it halved its initial order from twelve hulls to only six. These six hulls would be classified as heavy frigates upon entering Starfleet service, and they would wind up being the only such starships to ever enter Starfleet service. In the meantime, Starfleet sought for and found a new heavy combatant design that could deliver practically the same punch as a *Northampton* but was both considerably smaller and did not suffer from "unique" warp engine issues -- while also giving up the idea of including extended duration-on-station for the class. That new combatant would eventually be known as the *Abbe* class heavy destroyer.

There are those who feel Starfleet pulled the virtual rug out from under *Northampton*, supposedly cutting its losses when (as they point out) it had everything to gain and nothing to lose by going through with building the rest of the class. Current and former members of the "Blue Fleet" are the most vocal on this subject, but their sentiments are shared by a number of prominent civilian starship spotters. They point to the Klingon's use of starships with deliberately unstable warp fields to gain maneuverability, such as the deadly *Sivista*, and have no trouble wondering aloud or in their various printed works why Starfleet is unwilling to follow suit. For its part, Starfleet has always responded that it has to think of its entire fleet as a whole, being manned and operated by crewmembers from many different Federation species, as opposed to only a single species (Klingon and Andorian). It has frequently cited *Northampton's* warp power maintenance issues as "excessive," and always cites them as the chief reason why it does not contract for more Andorian-based designs for current fleet new builds.

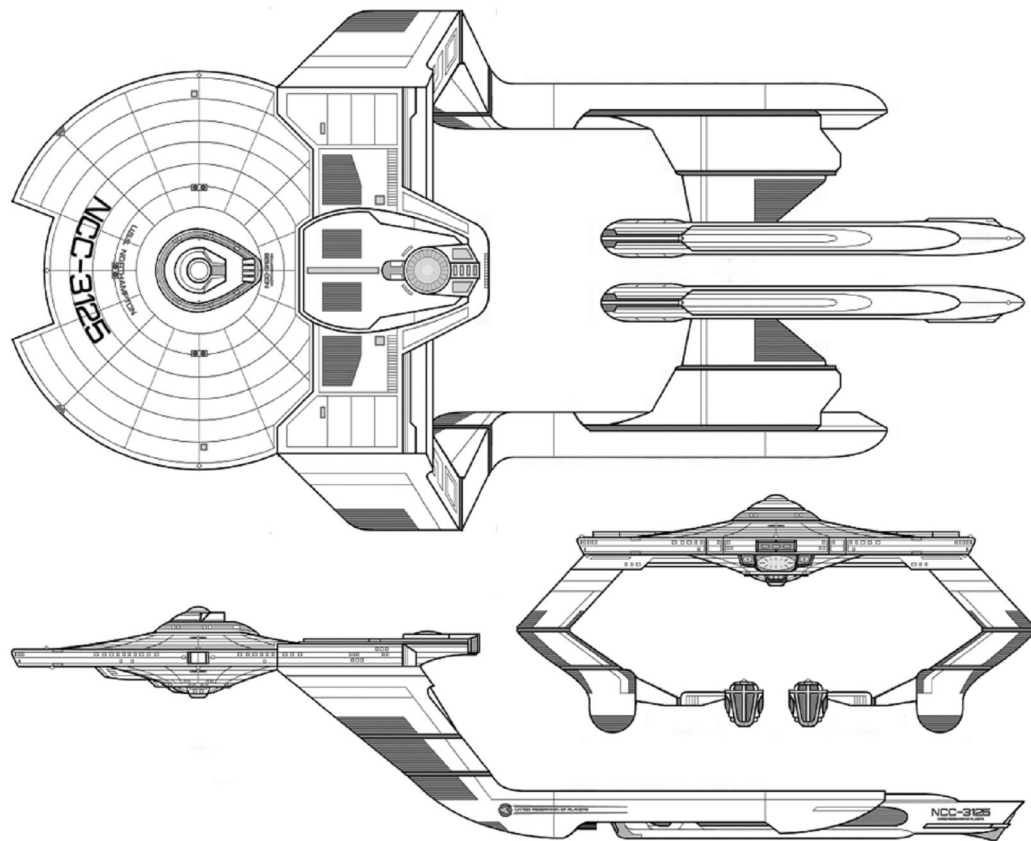
The reaction of *Northampton* crews to their ships have been mixed. All have sung the praises of their onboard recreational, relaxation, and exercise facilities, which rival those of heavy cruisers and even the smaller dreadnoughts. Starfleet deemed this necessary when they were built due to their intent of keeping them on station at extreme ranges for extended durations. They also praise *Northampton's* proven combat abilities, as well

as its acceleration and agility in battle. On the other hand, the engineering departments on board all *Northampton*s frequently complain about the excessive maintenance and monitoring of the ship's warp field required whenever warp drive is engaged for any reason.

All in all, *Northampton* has proven to be a mixed blessing. Starfleet probably made the right decision in going with a somewhat less capable but more standardized heavy combatant instead of building the rest of the *Northampton*s. To borrow an old Terran parable from the 20<sup>th</sup> century, it is one thing to own a ground vehicle to which has been attached a rocket booster pack. It is another thing entirely to successfully operate one.

### Schematics

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**Northampton class heavy frigate created by Dana Knutson and associates  
for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Original CG model by Rick "pneumonic81" Knox**

**Schematics by Neale "Pixel Sagas" Davison**

**Visuals courtesy of Battleclinic**



# Kiev

## Frigate (FA) 2272

### Specifications as built

#### Dimensions

Length:	287.3 meters
Beam:	141.7 meters
Height:	50.4 meters

#### Mass

Standard gross:	x GMT
Subspace displacement:	135,200 DWT

#### Crew complement

Officers:	35
Enlisted:	265

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 11 years at L.Y.V.

#### Armament

Disruptors:	6 type 1 phasers (3 banks of 2 each F/P/S)
Guided weapons:	4 photon torpedo tubes (2F/2A)*

(\* ) Reflects 2283 refit. Only 2 photon torpedo tubes as built (both F)



### Known starships

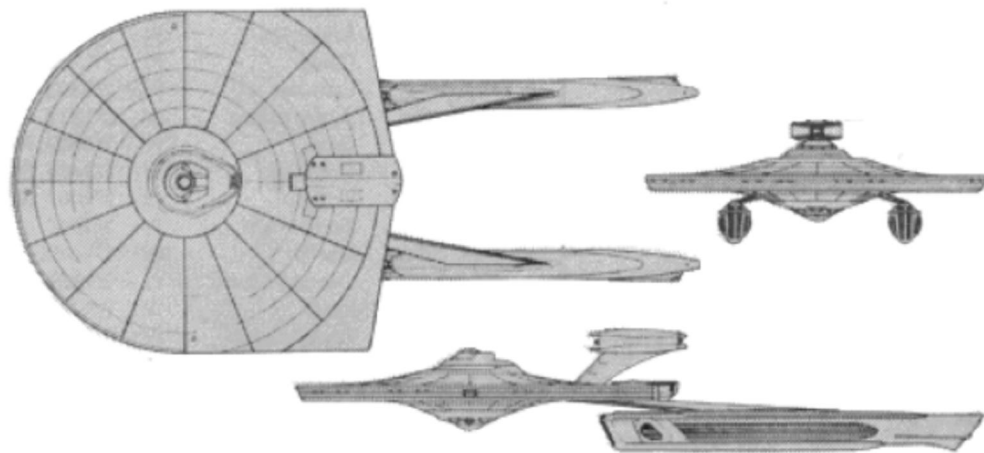
#### Block 1

Hull #	Name of starship	Builder	Status
NCC-4900	<i>Kiev</i>	SFD Baltic Yards, Terra	active
NCC-4901	<i>Minsk</i>	SFD Baltic Yards, Terra	active
NCC-4902	<i>Vladivostok</i>	SFD Baltic Yards, Terra	cancelled
NCC-4903	<i>Moscow</i>	SFD Baltic Yards, Terra	cancelled
NCC-4904	<i>Arkangelsk</i>	SFD Baltic Yards, Terra	cancelled
NCC-4905	<i>Stalingrad</i>	SFD Baltic Yards, Terra	cancelled
NCC-4906	<i>Murmansk</i>	SFD Baltic Yards, Terra	cancelled
NCC-4907	<i>Nikolayev</i>	SFD Baltic Yards, Terra	cancelled

*Kiev* was the prototype for many of the key linear warp heavy destroyer and heavy frigate upgrade and building programs enacted by Starfleet from the 2270s onward. Both prototypes, *Kiev* (NCC-4900) and *Minsk* (NCC-4901) were built up from surplus hulls left over from decommissioned and hulked older *Larson* class destroyers, and both were converted to linear warp technology in the process. Both ships were turned over the Cathedral Group upon completion of their shakedown cruises for extensive testing and evaluation. While not completely successful themselves – both their warp engine and phototorp deck arrangements proved to be flawed - lessons learned from that testing period with both *Kiev* and *Minsk* would go on to influence the development and work on such linear warp starship programs as Project *Avenger* and the *Miranda* upgrade program, the *Knox* family of fast frigates, and the *Abbe* class heavy destroyer. *Kiev's* influence can also be seen in other starship proposals from this period, too – such as *Pharris*, *Davenport*, *Lancer*, *Murphy*, *Cerebus*, and the like.

There were originally going to be eight ships in the *Kiev* class. Work was cancelled on the other six and they were scrapped in their slips once it became clear that *Kiev* was not going to be quite the design for a linear warp frigate or heavy destroyer for which Starfleet had hoped. All remaining funding for *Kiev* was apparently diverted instead to development of the top secret *Claymore* class intelligence scout.

### Schematics



The class ship *Kiev* (NCC-4900) as she appears today. Both *Kiev* and her sister ship *Minsk* (NCC-4901) have been used exclusively as training ships for Starfleet's linear warp era frigates and heavy destroyers ever since they entered Starfleet service proper. Both would require rebuilding in order to eliminate their many hull stress issues and turn them into proper front line combat vessels. Starfleet, being ever prudent, finds it more cost-effective simply to use them as training ships, thus sparing newer and better starships from this role.

**Kiev class frigate created by Dana Knutson and associates for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Schematics provided by FASA Corporation**

**Original CG model by Rick "pneumonic81" Knox**

**Visuals courtesy of Richard Mandel**

# Thufis/Garros

## Heavy frigate (FFH)

2274

### Specifications as built

#### Dimensions

Length: 299.2 meters  
Beam: 127.1 meters  
Height: 56.0 meters

#### Mass

Standard gross: 646,000 GMT  
Subspace displacement: 140,500 DWT

#### Crew complement

Officers: 57  
Enlisted: 280  
Starfleet Marines: up to 12 (one full squad)

#### Top velocity

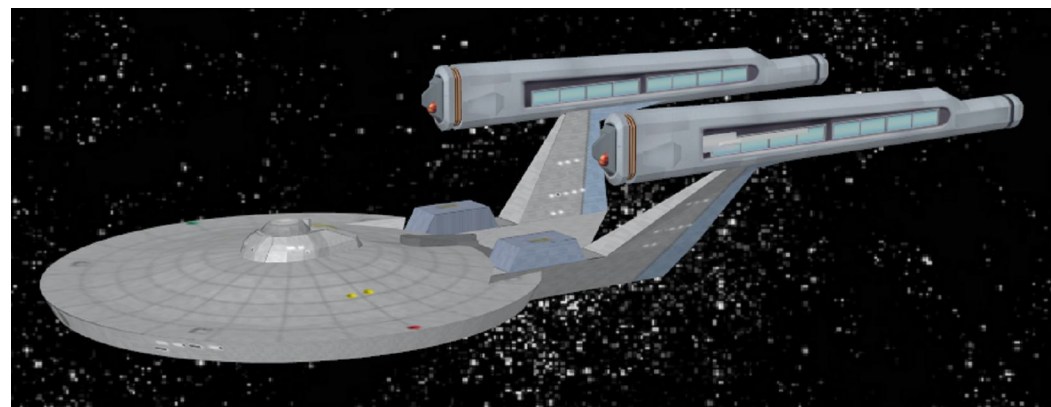
Cruising speed: warp 8.0  
Rated maximum speed: warp 9.0  
Rated emergency speed: warp 10.0

#### Endurance

Standard endurance: estimated 4 years at L.Y.V.  
Maximum endurance: estimated 14 years at L.Y.V.

#### Armament

Beam weapons: 8 type-I phaser banks (3 dual banks on primary hull saucer F/P/S, 1 single bank each on aft ends of secondary hull, AP/AS)  
Guided weapons: 2 photon torpedo tubes



### Known starships

Hull #	Name of starship	Builder	Status
NCC-2775	<i>Thufis</i>	Andorian Imperial Shipyards, Andor	active
NCC-2776	<i>Garros</i>	Andorian Imperial Shipyards, Andor	active
NCC-2777	<i>Tryla</i>	Andorian Imperial Shipyards, Andor	active
NCC-2779	<i>Noma ra Den</i>	Andorian Imperial Shipyards, Andor	lost
NCC-2780	<i>Ptarth</i>	Andorian Imperial Shipyards, Andor	active
NCC-2781	<i>Salos</i>	Andorian Imperial Shipyards, Andor	active
NCC-2782	<i>Thuphylla</i>	Andorian Imperial Shipyards, Andor	active
NCC-2783	<i>Molens</i>	Andorian Imperial Shipyards, Andor	active
NCC-2784	<i>Fall Den</i>	Andorian Imperial Shipyards, Andor	active
NCC-2785	<i>Sogon</i>	Andorian Imperial Shipyards, Andor	active

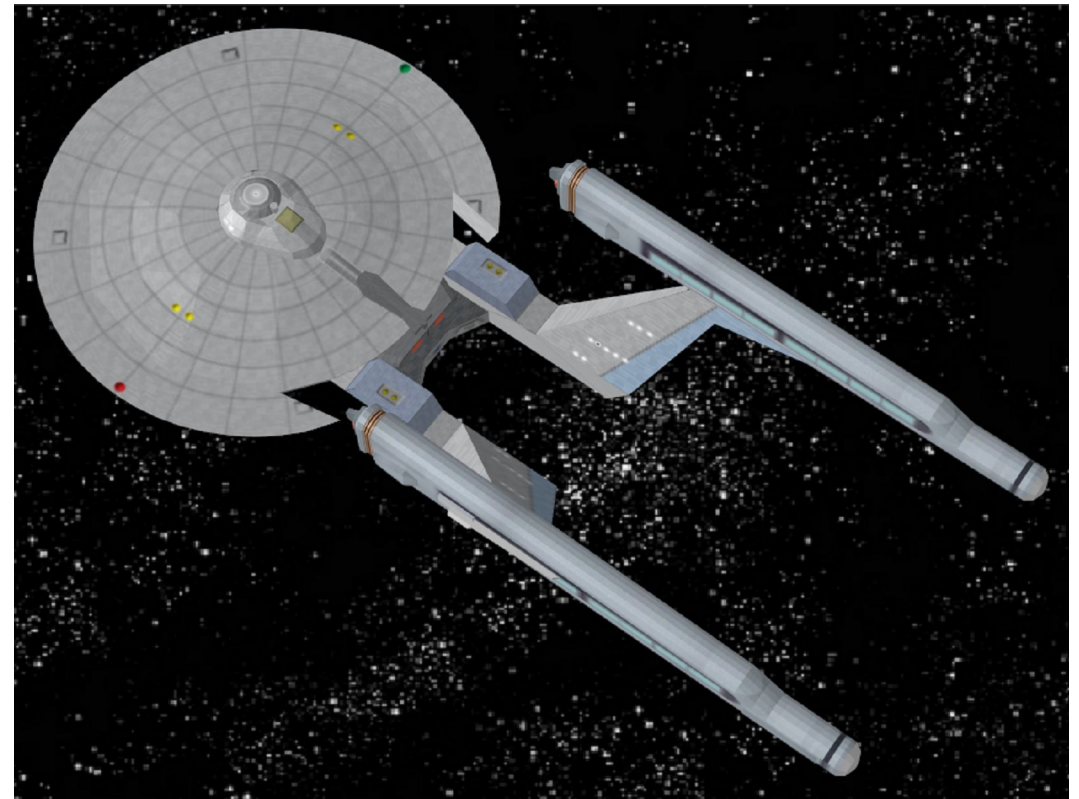
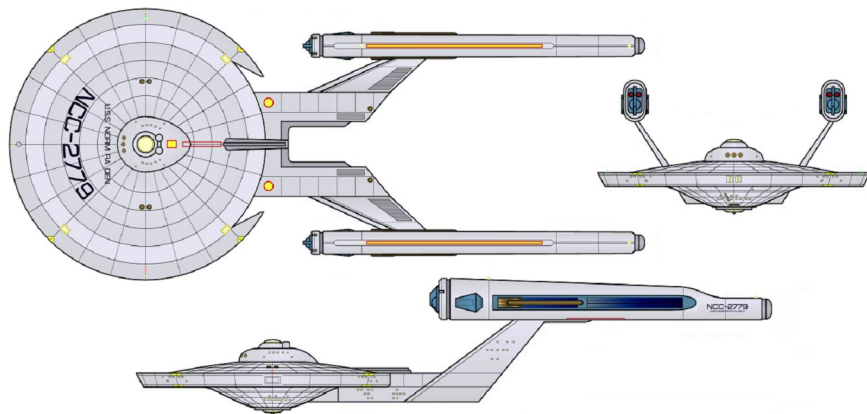
NOTE – These are also known as Block II *Loknars*

These were the last eight *Loknars* to be upgraded with linear warp technology. They were given the economical LN-52 refit instead of the other two more sophisticated options (LN-60 and LN-64) for budget-saving reasons. Armament remained exactly the same after their upgrades, which posed a problem – as they could now no longer compete on the border with newer and more modern potential antagonists. For this reason, Starfleet chose to use these eight LN-52 upgraded *Loknars* exclusively for patrol duties within Federation space.

*Thufis* is the name for this particular production batch of *Loknars*. The name *Garros* is also used for the LN-52 linear warp refit version, since *USS Garros* (NCC-2776) was the first *Loknar* refitted in this fashion.

The most famous member of the *Thufis*/*Garros* class is *Noma ra Den* (NCC-2779). She was one of the first two Starfleet vessels destroyed at the start of the Kzinti Incursion of 2274. *Noma ra Den* had been assigned to patrol the coreward side of the Kzinti Patriarchy, and everything seemed to be normal when she was suddenly jumped by a fleet of over three dozen brand new Kzinti warships and support vessels, in blatant violation of the Treaty of Sirius, which had been hiding in a nearby asteroid field. *Noma ra Den* never stood a chance and was kept from calling for help by Kzinti jamming, although the records on her surviving recorder-marker testify to a valiant fight against overwhelming odds. She was lost with all hands, with the Kzinti shooting up her escape pods to ensure there were no survivors.

### Schematics



**Loknar class heavy frigate created by Dana Knutson and associates for FASA Corporation's *STAR TREK: The Role-Playing Game***

***Noma ra Den* LN-52 upgrade version by Neale "Pixel Sagas" Davison**

**Original CG model parts by Rick "pneumonic81" Knox and Atrahasis**

**Hacked CG model and visuals by Richard Mandel**

# Loknar/Iverson

## Heavy frigate (FH) 2272

### Specifications as built

#### Dimensions

Length:	288.4 meters
Beam:	141.7 meters
Height:	43.9 meters

#### Mass

Standard gross:	645,250 GMT
Subspace displacement:	129,400 DWT

#### Crew complement

Officers:	57
Enlisted:	280
Starfleet Marines:	up to 12 (one full squad)

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 14 years at L.Y.V.

#### Armament

Beam weapons:	12 type 1 phasers (6 dual banks)*
Guided weapons:	2 photon torpedo tubes+

(\*) upped to 16 type 1 phasers with addition of 4 single ventral mounts at corners of secondary hull beginning with the 2290 classwide refits.

(+) some models have a double-ended phototorp deck (2 tubes each fore and aft) ventrally mounted on their secondary hulls (*Phobos*, et al).



### Known starships

#### Block I (surviving rebuilt *Loknars*)

Hull #	Name of starship	Builder	Status
NCC-2700	<i>Loknar</i>	Andorian Imperial Shipyards, Andor	active
NCC-2701	<i>Akhel</i>	Andorian Imperial Shipyards, Andor	active
NCC-2703	<i>Vernol</i>	Andorian Imperial Shipyards, Andor	active
NCC-2704	<i>Makusia</i>	Andorian Imperial Shipyards, Andor	active
NCC-2705	<i>Gaikos</i>	Andorian Imperial Shipyards, Andor	active
NCC-2706	<i>Capor Bana</i>	Andorian Imperial Shipyards, Andor	active
NCC-2709	<i>Kosk</i>	Andorian Imperial Shipyards, Andor	active
NCC-2711	<i>Karrik al Dan</i>	Andorian Imperial Shipyards, Andor	active
NCC-2712	<i>Que Dana</i>	Andorian Imperial Shipyards, Andor	active
NCC-2713	<i>Jezar</i>	Andorian Imperial Shipyards, Andor	active
NCC-2714	<i>Caitos Prea</i>	Andorian Imperial Shipyards, Andor	active
NCC-2715	<i>Thefel</i>	Andorian Imperial Shipyards, Andor	active
NCC-2716	<i>Mulandra</i>	Andorian Imperial Shipyards, Andor	active
NCC-2717	<i>Kism</i>	Andorian Imperial Shipyards, Andor	active
NCC-2719	<i>Tog</i>	Andorian Imperial Shipyards, Andor	active
NCC-2778	<i>Drox</i>	Andorian Imperial Shipyards, Andor	active
NCC-2786	<i>Phobos</i>	Andorian Imperial Shipyards, Andor	active

### Block III (new-built *Iversons*)

Hull #	Name of starship	Builder	Status
NCC-9610	<i>Iverson</i>	Andorian Imperial Shipyards, Andor	active
NCC-9611	<i>Kyroa</i>	Andorian Imperial Shipyards, Andor	active
NCC-9612	<i>Tarlola'n</i>	Andorian Imperial Shipyards, Andor	active
NCC-9613	<i>Thorus</i>	Andorian Imperial Shipyards, Andor	active
NCC-9614	<i>Caladia</i>	Andorian Imperial Shipyards, Andor	active
NCC-9615	<i>Dira</i>	Andorian Imperial Shipyards, Andor	active
NCC-9616	<i>Dalaria</i>	Andorian Imperial Shipyards, Andor	active
NCC-9617	<i>Ghutha</i>	Andorian Imperial Shipyards, Andor	active
NCC-9618	<i>L'uvan</i>	Andorian Imperial Shipyards, Andor	active
NCC-9619	<i>Shanaikir</i>	Andorian Imperial Shipyards, Andor	active

In its heyday (the 2250s), *Loknar* with without dispute the best heavy frigate in all of Starfleet. To this day it still holds the record for the highest kill ratio of enemy vessels by any one Starfleet capital ship class in the entire history of the fleet. Even so, because it was designed solely for combat, it cost more to produce than the more utilitarian (and therefore more versatile) *Surya* and *Coventry* family of heavy frigates. *Loknar* numbers were limited in comparison because of this, and never even came close to achieving the force of 100 strong that Starfleet originally envisaged. In the end only 20 were built, with three lost in action or destroyed in combat. After the troubling days of the Axanar Crisis, many of the original *Loknars* would form the backbone of the fledgling TacFleet. A much smaller additional second block of 12 *Loknars* (*Thufis* sub-class) was authorized and built in the early 2260s both to make up for class losses and to meet the duty needs of the fledgling TacFleet.

Starfleet so valued the proven combat capabilities of *Loknar* that it repeatedly requested an additional construction block of vessels to fulfill fleet needs. Once the growing threat of the Klingon Empire began to manifest itself in the late 2270s, the Federation Council finally relented – granting funding for a third batch of 10 more *Loknars*. These are known as the *Iverson* subclass, all of which were built from the keel up with linear warp technology. Additionally, as each new *Iverson* entered service, an older *Loknar* would be taken out and spacedocked for upgrading to the new *Iverson* standard. This parallel new construction and older hull upgrade program was recently completed, giving Starfleet a strong force of

59 upgraded *Loknars* or new-build *Iversons* with which to face such new and challenging Klingon starship combatants as *K'termeny* and *Sivista*.

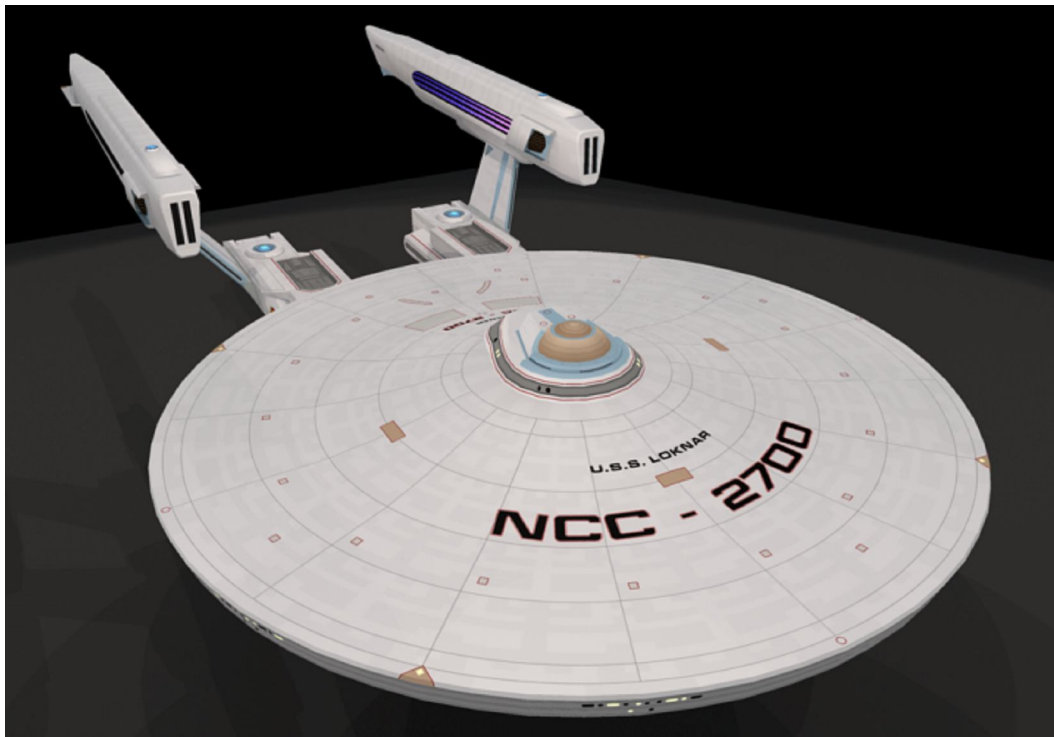
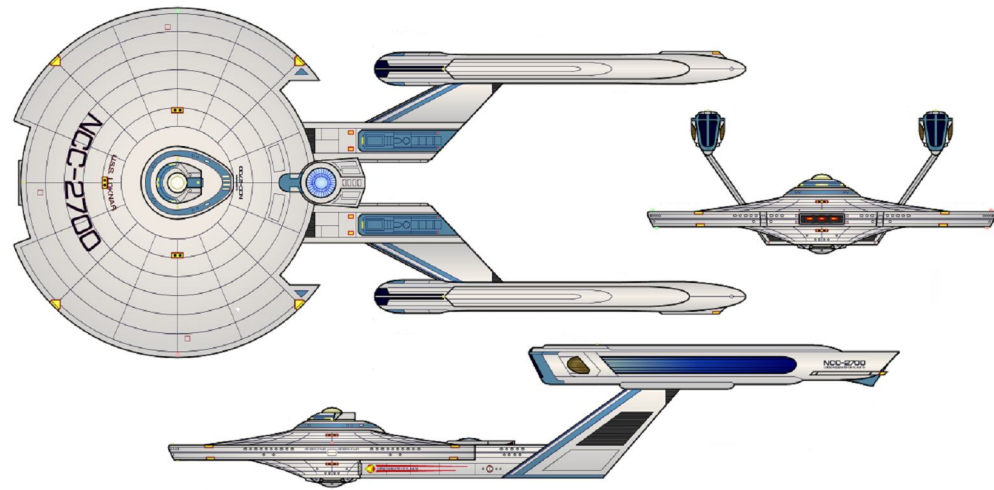
It should be noted that eight of the older *Loknars* received the simpler LN-52 upgrade instead of the more thorough LN-64 version. All of these came from the *Thufis* sub-class. These are covered separately in the *Thufix/Garros* entry in this work.

Even with all of the latest technology that it can pump into its best and most proven heavy frigate combatant design, Starfleet's upgraded *Loknar* still rates slightly below the Klingon *Sivista* in terms of overall performance. *Sivista* is more agile due to its deliberately unstable design, and the Klingons have become known for only rewarding *Sivista* commands to their best and most capable starship captains. On the other hand, the upgraded *Loknar* has two advantages which have helped it to hold its own in the handful of encounters between the two to date. Its LN-64 linear warp engines are more powerful than *Sivista's* own STN-6 models, and it has better sensors with longer range and greater countermeasures penetration capability. What that means in practical terms is that while an upgraded *Loknar* cannot outmaneuver a *Sivista* in a close-quarters fight, it can both outrun her and bear down on her faster. It can also see her coming long before she does, do a better job of keeping track of her once ECM and ECCM measures are employed during a space battle, and can keep track of her for a greater distance after the two have disengaged. These are small advantages, to be sure; however, skilled Starfleet captains who have been put in command of upgraded *Loknars* have made the most of them.

No more *Loknars* or *Loknar* types are on order. They have been replaced on the procurement schedule by the *Daran*-derived *Knox* class of heavy frigates.

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## Schematics



*Loknar* (NCC-2700), lead ship of her class, as she appears today.



A breathtaking image of *USS Phobos* (NCC-2786), certainly the most famous of the upgraded original *Loknars* (due to her exploits in the past two decades), while on patrol duty near the Romulan Neutral Zone.



Another breathtaking view of a *Loknar*, but this time in action. This is an aft-end tracking shot of *Ghutha* (NCC-9617), operating in conjunction with a *Miranda* class cruiser (indistinct, upper left), chasing down a Klingon battlecruiser (upper center left) at the Thuson Nebula near the Treaty Zone.



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*Loknar* class heavy frigate created by Dana Knutson and associates  
for FASA Corporation's *STAR TREK: The Role-Playing Game*

additional information provided by Eric "Jackill" Kristiansen and Timo Saloniemi

Original CG model by Rick "pneumonic81" Knox  
*Phobos* variant CG model created by Kevin Riley

Visuals courtesy of Richard Mandel



# Coventry/Resurgent

## Heavy frigate (FH) 2250

### Specifications as built

#### Dimensions

Length:	245.1 meters
Beam:	127.1 meters
Height:	54.1 meters

#### Mass

Standard gross:	593,500 GMT
Subspace displacement:	130,000 DWT

#### Crew complement

Officers:	51
Enlisted:	264
Small craft pilots	up to 20 (including fighter and Marine pilots)
Imperial Guards:	up to 80 (6 squads + command staff)

#### Top velocity

Cruising speed:	warp 8.0 (warp 6.0 for non-upgraded ships)
Rated maximum speed:	warp 10.0 (warp 8.0 for non-upgraded ships)
Rated emergency speed:	warp 12.0 (warp 10.0 for non-upgraded ships)

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 11 years at L.Y.V.

#### Armament

Disruptors:	10 type-1 phaser banks (12 banks primary hull saucer in 6 pairs of 2 each, 2 single banks on ventral aft corners of secondary hull)
Guided weapons:	2 photon torpedo tubes (both F)

#### Small craft:

up to 16 of assorted types, depending on size and current mission assignment



### Known starships

Hull #	Name of starship	Builder	Status
NCC-1230	<i>Coventry</i>	Rapier Dynamics Group, Terra	reserve
NCC-1231	<i>Socorro</i>	Newport News Orbital Annex, Terra	reserve
NCC-1232	<i>Salamander</i>	SFD Puget Sound Yard, Terra	reserve
NCC-1233	<i>Assurance</i>	Newport News Orbital Annex, Terra	reserve
NCC-1234	<i>Dahlgren</i>	Athenai-Volos Ltd., Terra	lost
NCC-1235	<i>Jen Miri</i>	Newport News Orbital Annex, Terra	reserve
NCC-1236	<i>Constant</i>	Rapier Dynamics Group, Terra	reserve
NCC-1237	<i>Ashanti</i>	Athenai-Volos Ltd., Terra	reserve
NCC-1238	<i>Sverdlov</i>	Newport News Orbital Annex, Terra	lost
NCC-1239	<i>Eltanin</i>	Athenai-Volos Ltd., Terra	reserve
NCC-1240	<i>Resurgent</i>	Athenai-Volos Ltd., Terra	active
NCC-1241	<i>Auriga</i>	SFD Puget Sound Yard, Terra	reserve
NCC-1242	<i>Cariacou</i>	Rapier Dynamics Group, Terra	reserve
NCC-1243	<i>Indus</i>	SFD Puget Sound Yard, Terra	active

The *Coventry* class heavy frigates came about due to a sharp rise in tensions with the Klingon Empire in the mid-2250, which quickly escalated into a series of armed border classes that almost ended in open war. At that time, Starfleet decided to divert part of its *Miranda* production lines into producing a dedicated warship that could serve as a heavy frigate. In other words, it sought and found a cost-effective way of making a heavy frigate at that time, one that could be quickly built to fill out the ranks of those *Surya* and *Loknar* class heavy frigates being lost in battle with the Klingons. To that end, *Coventry* is little more than a *Miranda* class light cruiser optimized for the combat role. All but the most basic science and survey capabilities were stripped out and replaced with extra phaser capacitors and photon torpedo magazines. Larger than normal accommodations were provided for up to six squads of Starfleet Marines plus their command staff and associated gear, for use in either boarding actions or planetary raids. The shuttlecraft hangar bays were considerably enlarged and modified for the handling of fighter and attack shuttle squadrons, so *Coventry* could also double as a heavy shuttlecarrier. Starfleet did not have a dedicated shuttlecarrier in its fleet inventory until the development of *Santee* around the same time, so this added mission flexibility was essential back then.

Visually *Coventry* looks practically identical to an unmodified, circumferential warp era stock *Miranda* class light cruiser, and it is often difficult for starship spotters who are not properly trained to tell them apart. The key differences are in the hull number registries and in the energy flow patterns of their warp engine supports as revealed on a standard sensor scan. *Coventry's* hull registry numbers are NCC-1230 to NCC-1243, while *Miranda's* are NCC-1830 to NCC-1843. As for the difference in energy flow patterns, *Coventry* lacks the four option mount hard points on the aft end of her hull, in line with her warp engines, that are present on a stock *Miranda*. The lack of these hard points will always show up in a standard sensor scan. They were omitted at the time of *Coventry's* construction because they were seen as unnecessary to her role as a warship; however, Starfleet had reason to regret this decision in later years.

Only two of the *Coventry* class heavy frigates have ever been upgraded with linear warp technology – *Resurgent* (NCC-1240) and *Indus* (NCC-1243), and theirs was a limited LN-52 refit. Starfleet had to keep all of its *Coventrys* on active duty status longer than it desired in order to cover for

other starship classes being upgraded with linear warp technology. By the time *Coventry's* turn finally came, the financing well for such upgrades was almost dry. Starfleet had little choice but to upgrade only the two that were in the best shape, and subsequently retired the rest of its well-worn *Coventrys* to the reserve. Talk of giving the reserve *Coventrys* the same limited LN-52 refits as *Resurgent* and *Indus* in the years that followed have remained just that, and Starfleet has recently begun to drop hints that it will dispose of all of its non-upgraded *Coventrys*, beginning in 2295, by selling them off “as-is” instead of scrapping them.. Many prospective buyers have already indicated interest in them, as they could be rebuilt with private financing into the equivalent of a modern updated *Miranda*; however, Starfleet has yet to commit itself on the matter.

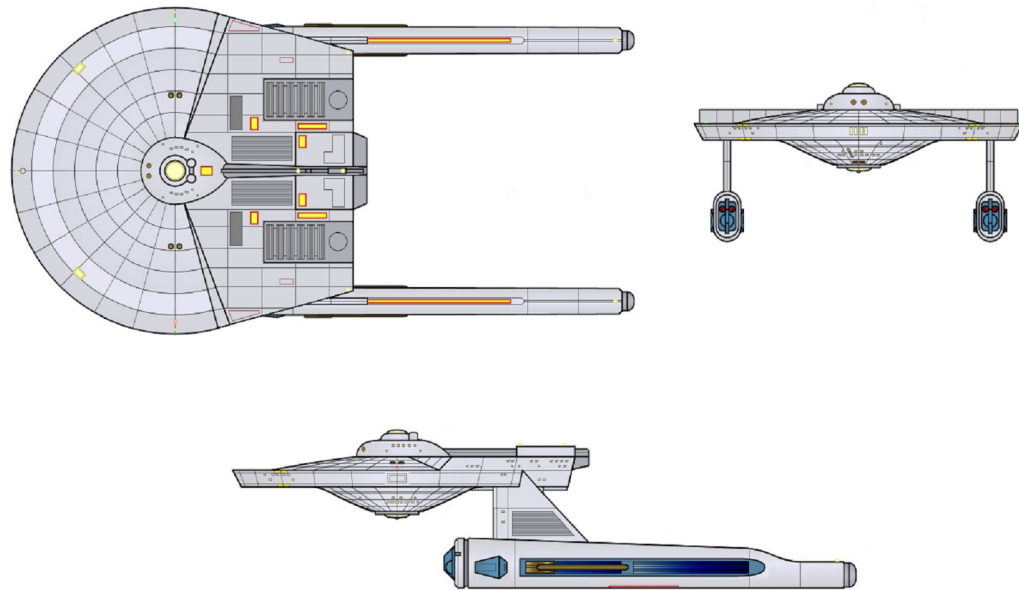
*Resurgent* (NCC-1240) is currently being used as a training vessel by the Centaurean branch of Star Fleet Academy. *Indus* (NCC-1243) is currently serving as the main training ship for all crews assigned to updated *Miranda/Avenger* class starships. She was the last *Coventry* to be built, entering service in 2251, and as such sported a number of internal differences from the rest of her class that were closer to the *Miranda* norm. The chief key difference was her unified shuttlecraft bays, with a service and maintenance area extending for three-quarters of the width of the ship that connected both bays inside the hull. *Indus* was the only *Coventry* built with unified shuttlebays, and it later became a standard feature of subsequent *Miranda* class production blocks and upgrades. Thus, the LN-52 upgraded *Indus* is close enough to an updated *Miranda* for her to be used in the training role.

*Dalghren* (NCC-1234) is the only *Coventry* that has been lost in combat to date. She was destroyed during the Four Days War with the Klingons in 2267, while leading the task force that made the deepest penetration into Klingon space. *Dalghren* was one of the very few Starfleet vessels lost during that event, before the Organians intervened and imposed the Organian Peace Treaty on both sides. The lead ship of the third production block of *Belknap* class strike cruisers is to be named in her honor.

*Sverdlov* (NCC-1238) was destroyed with all hands lost (172 crew plus 16 civilian technicians) by an uncorrectable imbalance in a new set of PB-51 circumferential warp engines she was testing for acceptance by Starfleet. *Sverdlov's* loss marked the end of the PB-series warp drive development program.

## Schematics

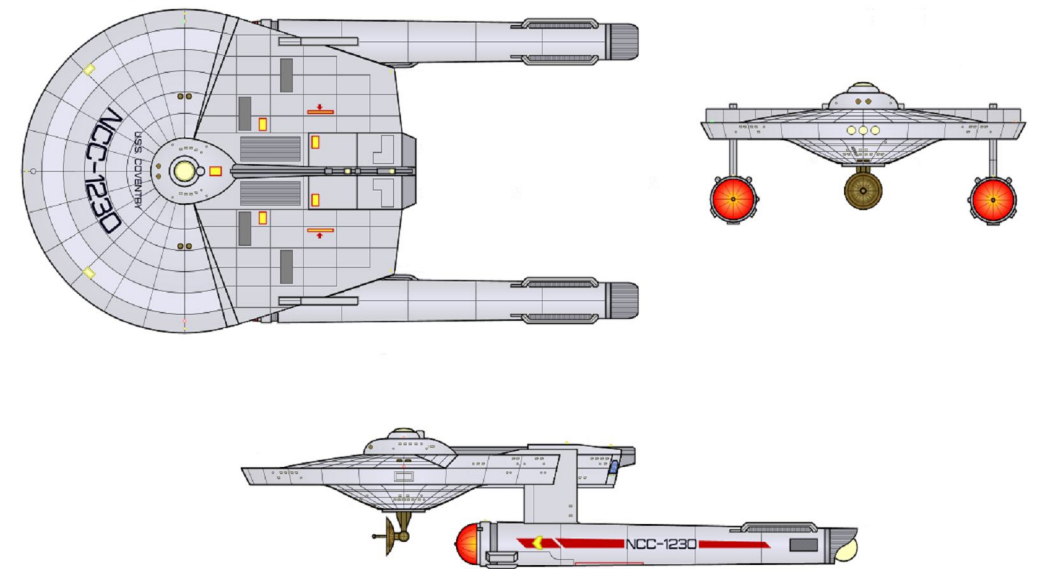
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This schematic is how both *Resurgent* (NCC-1240) and *Indus* (NCC-1243) look today. They were the only *Coventrys* ever to receive a linear warp retrofit, and theirs was limited to the cost-effective LN-52 upgrade for financial reasons. Both ships continue to serve Starfleet on an active duty training status as this publication went to press.

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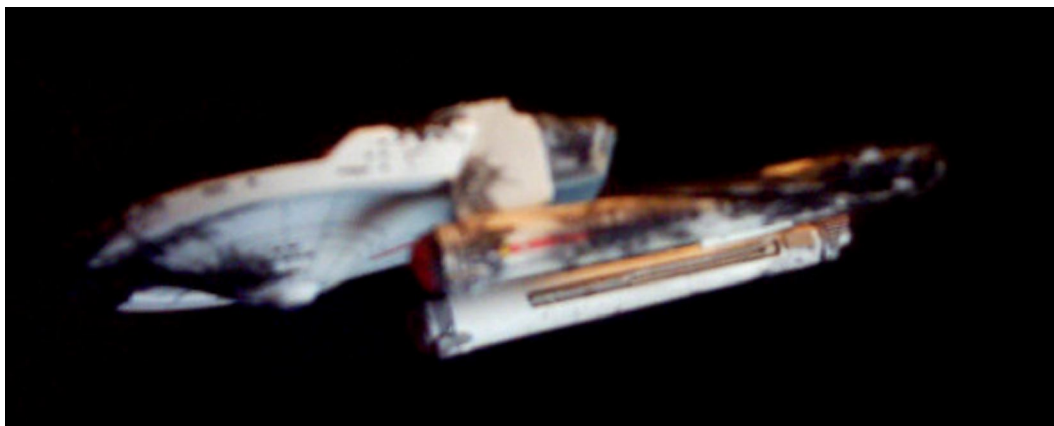
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This schematic represents the remainder of the *Coventry* class, still very much starships of the original Class I circumferential warp era, as they appear today. All of them save for the upgraded *Resurgent* and *Indus* have been retired to the fleet reserve, as there are now more than enough linear warp Starfleet vessels to take their place. It should be noted that all of the non-upgraded *Coventrys* were constantly being refitted during their active Starfleet service careers, and thus represent top-of-the-line starships from this era – with the most modern circumferential warp engines then available (Perth PB-47) and the appropriate support systems to match. This fact, plus their operational similarities to *Miranda*, is why so many private concerns are expressing interest in hints dropped by Starfleet that it is seriously considering selling off all of its non-upgraded *Coventrys* outright, without even bothering to strip out their now-antiquated weaponry, rather than scrapping the lot. The windfall from such a sale would go a long way towards alleviating Starfleet's current financial woes.

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Classic three-quarters port aft view of the *Coventry* class heavy frigate *Socorro* (NCC-1231), taken back during the heyday of the original Class I starship era. A note attached to this image indicates that it was taken in 2258, while *Socorro* was nearing the end of her second three-year mission patrolling the Federation side of the Treaty Zone.



This is one of the last images ever taken of the *USS Dalghren* (NCC-1234). She was the spearhead for the invasion fleet being overseen by the dreadnoughts *Affiliation* and *Alliance*, which made the deepest penetration into Klingon space during the Four Days War of 2267. *Dalghren* was wrecked by the massed fire from no less the six Klingon battlecruisers – which in turn were attacked and destroyed by the other Starfleet vessels trailing behind *Dalghren*. Only 59 of her crew survived the encounter. *Dalghren* was scuttled on the spot rather than leaving the wreck behind for the Klingons to recover.



A *Coventry* and a *Surya*, both contemporaries during the original circumferential warp era for Class I starships, in action on anti-piracy patrol, c. 2269.

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**Coventry class heavy destroyer created by Evan Mayerlie**

**Additional data provided by Todd Guenther (*Ships of the Star Fleet Volume 1*), Aridas Sofia, Timo Saloniemi, Eric “Jackill” Kristiansen, and Neale Davison**

**CG model by x  
Physical model by x**

**Visuals obtained from various and sundry sources**

# Surya

## Heavy frigate (FH) 2250

### Specifications as built

#### Dimensions

Length:	237.4 meters
Beam:	127.1 meters
Height:	60.5 meters

#### Mass

Standard gross:	x GMT
Subspace displacement:	139,000 DWT

#### Crew complement

Officers:	55
Enlisted:	265
Small craft pilots	up to 12
Imperial Guards:	up to 40 (3 full squads + command staff)

#### Top velocity

Cruising speed:	warp 6.0
Rated maximum speed:	warp 8.0
Rated emergency speed:	warp 10.0

#### Endurance

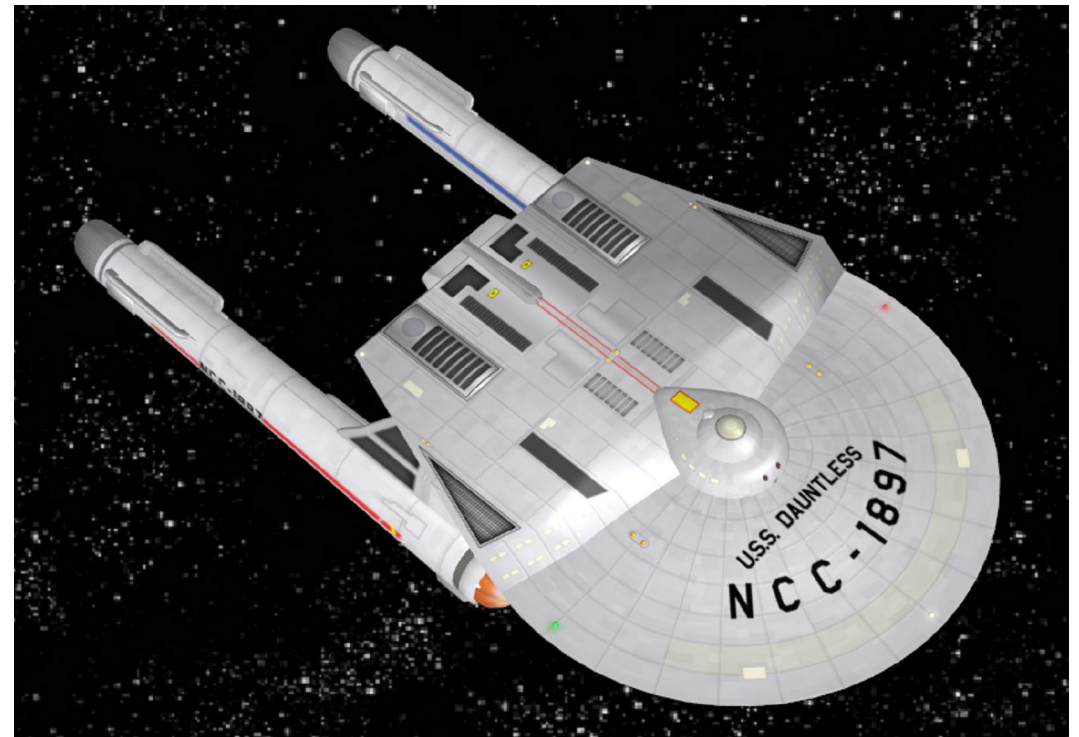
Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 11 years at L.Y.V.

#### Armament

Disruptors:	6 type 1 phasers (3 banks of 2 each F/P/S)
Guided weapons:	2 photon torpedo tubes (both F)

#### Small craft

up to 12 of mixed types



### Known starships

#### Block 1

Hull #	Name of starship	Builder	Status
NCC-1850	<i>Surya</i>	Vickers Shipbuilding, Ltd., Terra	reserve
NCC-1854	<i>Kanaris</i>	Vickers Shipbuilding, Ltd., Terra	reserve
NCC-1856	<i>Hashira</i>	SFD Singapore Naval Yard, Terra	reserve

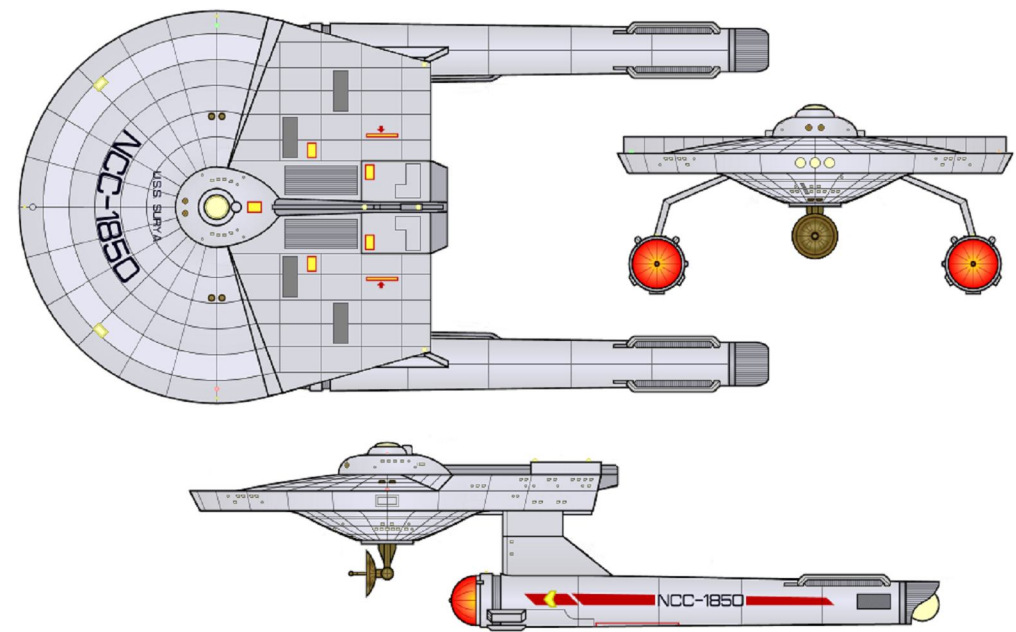
The three unconverted heavy frigates of the *Surya* class, all Starfleet reserve vessels, are all that remain of one of the most remarkable combat starship classes of the circumferential warp era (2220s to 2260s). These were somewhat downscaled *Coventrys* intended for rapid production, featuring a smaller secondary hull with smaller shuttlecraft bays. This lightened the overall mass of *Surya* and did much to improve maneuverability and combat performance – so much that by the end of the Axanar Crisis only *Loknar* outshone it in terms of its combat record. These served as the backbone of Starfleet's border patrol forces throughout the remainder of the 2250s and all through the 2260, and many also served with the fledgling TacFleet during that time.

All but three of the *Suryas* were uprated to the LN-64 *Miranda* standard under the auspices of Project *Avenger* in the mid-2270s. The remaining three – *Surya*, *Kanaris*, and *Hashira* – were never upgraded for economic reasons. They were retired to the fleet reserve as soon as enough new and upgraded linear warp heavy frigates were available to cover for them, and they have remained in reserve ever since.

In 2288 Starfleet announced its preliminary decision to dispose of the three surviving *Suryas* by 2300. A grass-roots civilian effort was promptly started in order to save *Surya*, the class ship, as a museum ship. So far the effort has failed to raise sufficient funding; however, time still remains.

## Schematics

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*U.S.S. Surya* (NCC-1850) as she appeared in 2265, not long after her last major refit, and now sporting then-new Perth PB-47 circumferential warp engines.





A *Surya* on approach to Axanar some years after the end of the Axanar Crisis. This was the heyday for the *Suryas*, during which they were second only to the original *Loknar* in terms of performance and combat record.

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***Surya* class heavy frigate created by Aridas Sofia**

**Original CG model by Lord Schtupp**

**Schematics by Neale "Pixel Sagas" Davison**

**Visuals courtesy of Richard Mandel**

# **Intelligence Gathering and Electronic Warfare Vessels**



# Claymore

## Special sigint vessel (SI) 2268

### Specifications as built

#### Dimensions

Length:	125.2 meters
Beam:	23.2 meters
Height:	70.5 meters

Mass: unknown

#### Crew complement (estimated)

Officers:	6
Enlisted:	34

#### Top velocity

Cruising speed:	warp 10.0 (reported)
Rated maximum speed:	unknown

#### Endurance

Standard endurance:	estimated 1 year at L.Y.V.
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#### Armament

Phasers:	2 phaser banks (both forward, type unknown)
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Small craft: 1 standard administrative shuttle

Very little is known about this Starfleet starship class, as it is used exclusively by Starfleet Intelligence. It is known that it is a specialized intelligence gathering ship which has been highly optimized both for speed and deep penetration ELINT missions. It also carries the same ECM/ECCM suite as a fleet heavy scout, although it trades off for this by having the barest possible weaponry. Only nine ships are known, and the names of only four of those, but it is believed that there may be as many as two dozen. Preliminary class name comes from the first named ship spotted.



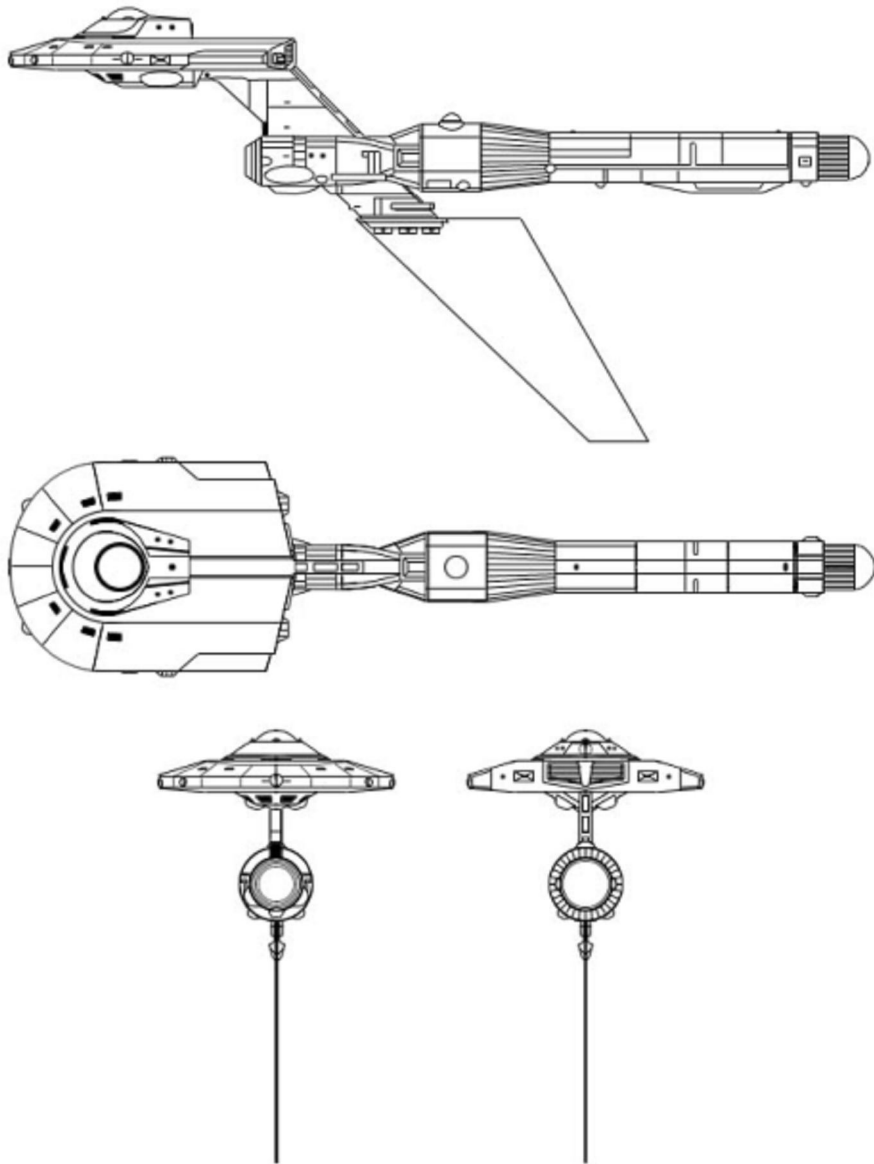
### Known Starships

Hull #	Name of starship	Builder	Status
N/A	<i>Claymore</i>	unknown	active
N/A	<i>Limpet</i>	unknown	active
N/A	<i>Magnetic</i>	unknown	active
N/A	<i>Gravity</i>	unknown	active

At least five others known to exist, names unknown

## Schematics

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Star Fleet intelligence scout created by Dana Knutson and associates  
for FASA Corporation's *STAR TREK: The Role-Playing Game*

Additional data provided courtesy of Robert A. Wilson

Schematics courtesy of the Starship Schematic Database

CG models and images by Robert A. Wilson and Steve Bacon (Vintage Starships)

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# Pompey

## Fleet heavy scout (SCH) 2278

### Specifications as built

#### Dimensions

Length:	237.7 meters
Beam:	160.1 meters
Height:	53.4 meters

#### Mass

Standard gross:	603,200 GMT
Subspace displacement:	147,250 DWT

#### Crew complement

Officers:	50
Enlisted:	150

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 12.0

#### Endurance

Standard endurance:	estimated 3 years at L.Y.V.
Maximum endurance:	estimated 15 years at L.Y.V.

#### Armament

Disruptors:	12 type 1 phaser banks (12 on primary hull, Per <i>Enterprise</i> arrangement)
Guided weapons:	2 probe launchers (one each fore and aft at ends of primary hull sensor package, have limited drone launching capability)



### Known starships

Hull #	Name of starship	Builder	Status
NCC-504	<i>Sargon</i>	SFD San Francisco Navy Yard, Terra	active
NCC-506	<i>Pompey</i>	SFD San Francisco Navy Yard, Terra	active
NCC-514	<i>Rahman</i>	SFD San Francisco Navy Yard, Terra	active

*Pompey*, which first joined the fleet in its original form in 2250, and its two sister ships (*Sargon* and *Rahman*) resulted from two problems Starfleet had at time: how to deal with the wormholing issues of single-engine “pan handle” destroyer designs, and how to build a heavy destroyer on the cheap. Three hulls from the ranks of the *Saladin* class were chosen and converted to what became known as the *Pompey* class heavy destroyer. The results were disappointing, as its increased size and expanded warp field had cost it much. While it was true that the *Pompey* design did not wormhole, it had lost maneuverability. It was now also almost too big to be considered a destroyer, even a heavy one, yet it was too undergunned to be a light cruiser. The *Pompey* heavy destroyer conversion project was subsequently cancelled, at only three hulls converted, and the three already converted were used as best as possible.

Starfleet decided to revisit *Pompey* at the beginning of the modern linear warp era, but with a different purpose in mind. The partially successful conversion of the scout *Monoceros* (NCC-602) into a heavy scout, utilizing early twin LN-40 linear warp engines, showed great promise. Starfleet desired more of the same, but it simply didn't have either the funds or resources available for more – given the projections regarding the massive costs of the then-planned fleetwide three-track linear warp upgrade and new-build program. A practical solution was found by taking the three existing *Pompeys* and converting them into heavy scouts along *Monoceros* lines, but with newer and more powerful LN-64 linear warp technology. Their existing topside-mounted photon torpedo launchers and replaced with the additional sensor, scanner, and ECM/ECCM packages. There was talk of adding an standard or even a double-ended phototorp deck at the base of the inverted “T” warp engine supports (an idea that cropped up again in the later *Cochrane* proposal), but two modern combined probe-and-drone launchers were mounted instead, one each firing fore and aft. The main reason for this was so that more sensor and scanner packages could be mounted, as befitting a fleet heavy scout. *Pompey's* combined probe-and-drone launchers are more robust than those the older *Nelson* and can handle a greater variety of each, although size and internal storage volume limit the number and types that can be carried.

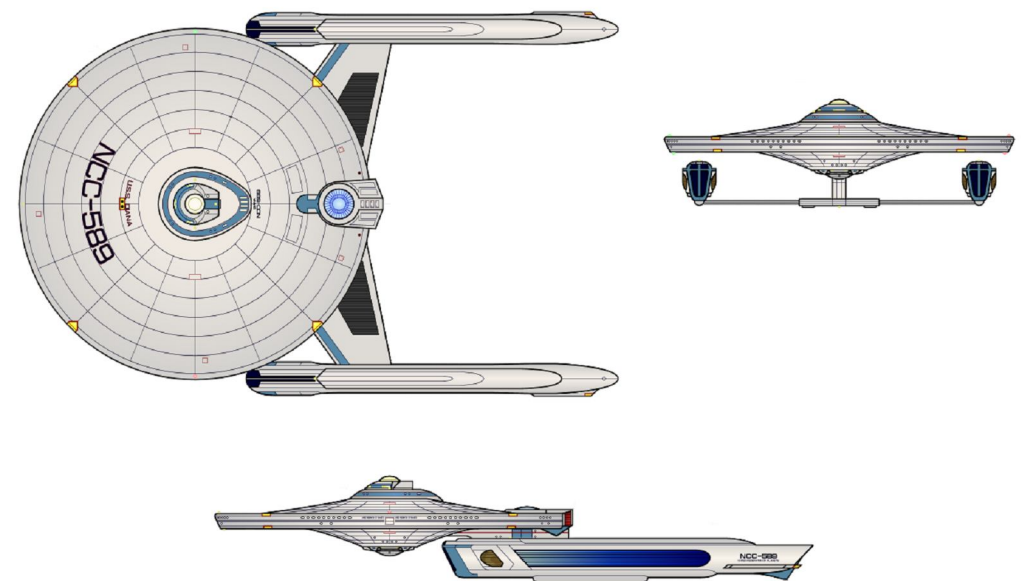
One other item about the upgraded and retasked *Pompey* deserves special mention. Unlike other Class I fleet scouts, *Pompey* has a grapple-and-latching rail system centered on the underside of her lower sensor pod, between her warp engines. This allows for the attachment of extra optional

sensor and scanner packages, which can in turn draw their power directly from the plasma feeds from *Pompey's* warp and impulse engines. This allows for increased operational versatility with *Pompey* as opposed to other fleet scouts, and a similar system is in the process of being backfitted to them – with varying degrees of success.

While *Pompey* as a heavy destroyer was a relative failure in her time, *Pompey* as a linear warp heavy scout has proven more successful than at first hoped. While no new builds are planned, her influence can also be seen in the new *Polaris* heavy destroyer proposal, which has yet to be approved. There is little doubt among civilian starship spotters that Starfleet will quickly spin off a number of *Polaris* hulls for heavy scout conversion to replace older vessels currently in service, given the successful performance of the three *Pompeys* to date.

### Schematics

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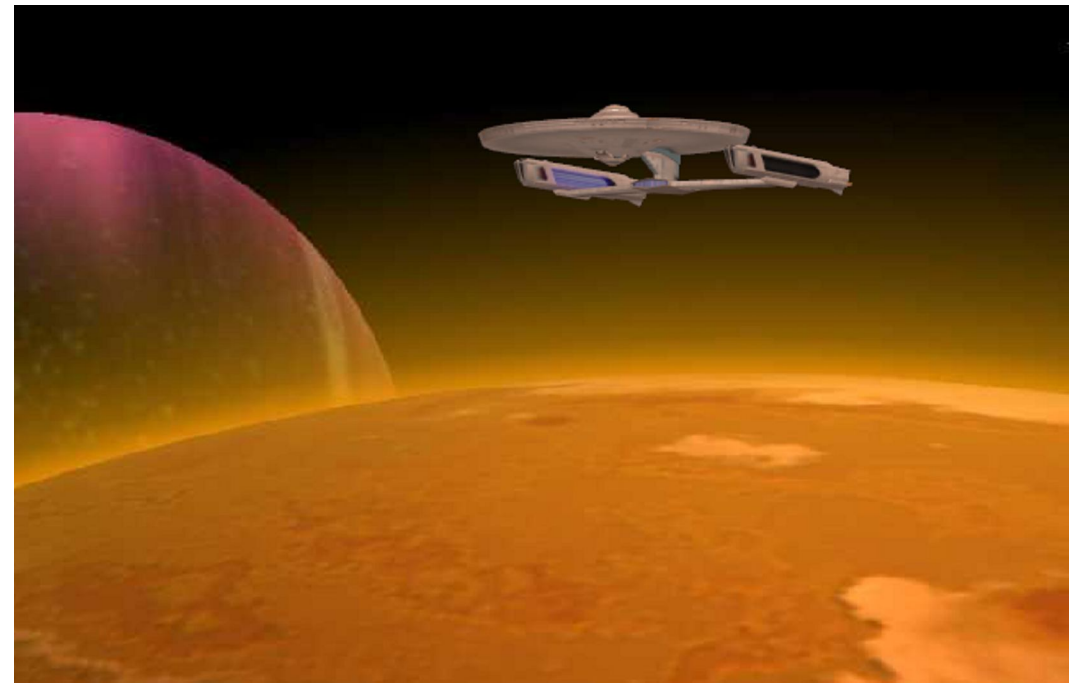




A good look at the backside of an upgraded *Pompey* shows off its inverted T-bar warp engine mount, with its secondary sensor package pod anchoring the side warp engine pylons to the primary hull dorsal. It is possible to replace this secondary sensor pod with any of the Starfleet standard phototorp decks – which is something to keep in mind once the time comes to decommission the *Pompeys*, and if they are put up for sale to Federation member and allied worlds along with other older starships. It is a certainty that Starfleet will completely gut *Pompey's* specialized sensor suites immediately after decommissioning, lest any of their technology fall into the wrong hands. The resulting extra room, plus the ability to swap out the secondary sensor pod for a phototorp deck, could conceivably allow *Pompey* to be converted back into a destroyer or even a cheap heavy destroyer for local defense use.



End-on bow shot of a refitted *Pompey* class heavy scout.



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***Pompey* class heavy destroyer created by Todd Guenther  
as first published on Starstaion Aurora's *Federation Size Comparison Chart***

**Grapple and latching system for additional sensor packages  
suggested by the efforts of Eric "Jackill" Kristiansen**

**Original CG model and visuals courtesy of Richard Mandel  
kitbashed from the efforts of Rick "pneumonic81" Knox**

# Nelson/Mosanen

## Fleet scout (SC)

2273

### Specifications as built

#### Dimensions

Length: 242.5meters  
Beam: 141.7 meters  
Height: 60.0 meters

#### Mass

Standard gross: 352,300 GMT  
Subspace displacement: 117,500 DWT

#### Crew complement

Officers: 50  
Enlisted: 250

#### Top velocity

Cruising speed: warp 6.0  
Rated maximum speed: warp 8.0  
Rated emergency speed: warp 10.0

#### Endurance

Standard endurance: estimated 3 years at L.Y.V.  
Maximum endurance: estimated 5 years at L.Y.V.

#### Armament

Disruptors: 13 type 1 phaser banks (12 on primary hull, per *Enterprise* arrangement, 1 on aft end base of warp engine support dorsal)

Guided weapons: 1 probe launcher (forward end base of primary Hull dorsal, has limited drone launching capability)



### Known starships

#### Block 1

Hull #	Name of starship	Builder	Status
NCC-556	<i>Nelson</i>	Proxima Shipyards, Proxima Centauri	active
NCC-557	<i>Sager</i>	Proxima Shipyards, Proxima Centauri	active
NCC-558	<i>Mosanen</i>	Proxima Shipyards, Proxima Centauri	active
NCC-559	<i>Manzer</i>	Proxima Shipyards, Proxima Centauri	lost
NCC-560	<i>Weblo</i>	Proxima Shipyards, Proxima Centauri	active
NCC-561	<i>Nostromo</i>	Proxima Shipyards, Proxima Centauri	active

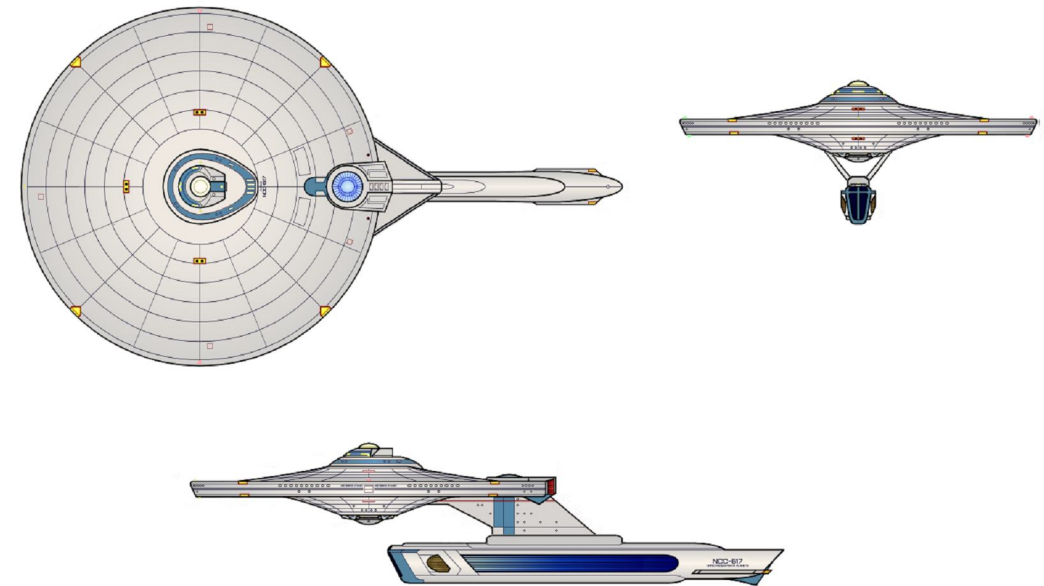
The original *Nelson* came about in the early 2250s largely due to problems which Starfleet was having with the classic "pan handle" design for Class I scouts and destroyers being equipped with circumferential warp engines. They had a dreadful tendency to wormhole above warp factor 6 due to lack of a counterbalancing warp engine, so various solutions were devised to the problem. Among the simplest was *Nelson*. It was along the same lines as that of the *Larson* class destroyer leaders, in that radiator surface area was doubled by simply using dual canted engine supports instead of a single vertical one. This solution, while not ideal (it added considerably to the ship's mass), helped to break up the warp field distortions caused by the single engine layout. In *Nelson's* case this solution was realized in dual underslung support pylons, much smaller than those of *Larson* and approximating the size of the single standard pylons used in *Saladin* and *Hermes*. It was not an ideal solution, but the tendency to wormhole above warp 6 was reduced to what Starfleet euphemistically called "manageable levels." Six *Nelsons* were subsequently authorized to replace the now-discredited *Hermes* design and round out available Class I fleet scout numbers, and they entered service in short order. As they were more robust than the *Hermes*, it was usually the *Nelsons* which got the lion's share of deep space and border duty and mission assignments.

One major difference between *Nelson* and *Hermes* is that *Nelson* is better armed. The additional internal volume created by *Nelson's* dual canted warp engine supports allowed some room for extra systems to be fitted. Subsequently, all *Nelsons* were built with a additional single phaser bank (and appropriate internal capacitors) mounted on the aft end of the base for its canted engine supports. The standard probe launcher topside was also removed from the primary hull, and then replaced with a heavily modified model in the forward part of the canted engine support base -- which also had the capability of firing drone missiles. The types of drones that can be used with *Nelson's* unique probe launcher are size (and range) limited, and have had to be custom-built for the tube as the years pass and *Nelson* ages. Also, limited internal volume limits the number of drones (and probes) that *Nelson* can carry. Nevertheless, the concept has proven itself time and again, and quickly led to the universal probe-and-drone launchers that are now a standard feature of new-build Class I linear warp scouts. This modified probe launcher was subsequently backfitted on *Hermes* during its early 2270s linear warp refit.

All surviving *Nelson* class scouts were among the first of their kind to receive linear warp upgrades, due to their importance in fleet operations. The first of these, *Mosanen* (NCC-558), rejoined the fleet in 2273. For this reason the *Nelson* linear warp refit is also known as the *Mosanen* sub-class in starship reference works from the 2270s and early 2280s. The term has since fallen out of use, now that all of the surviving *Nelsons* have been upgraded to the *Mosanen* standard..

### Schematics

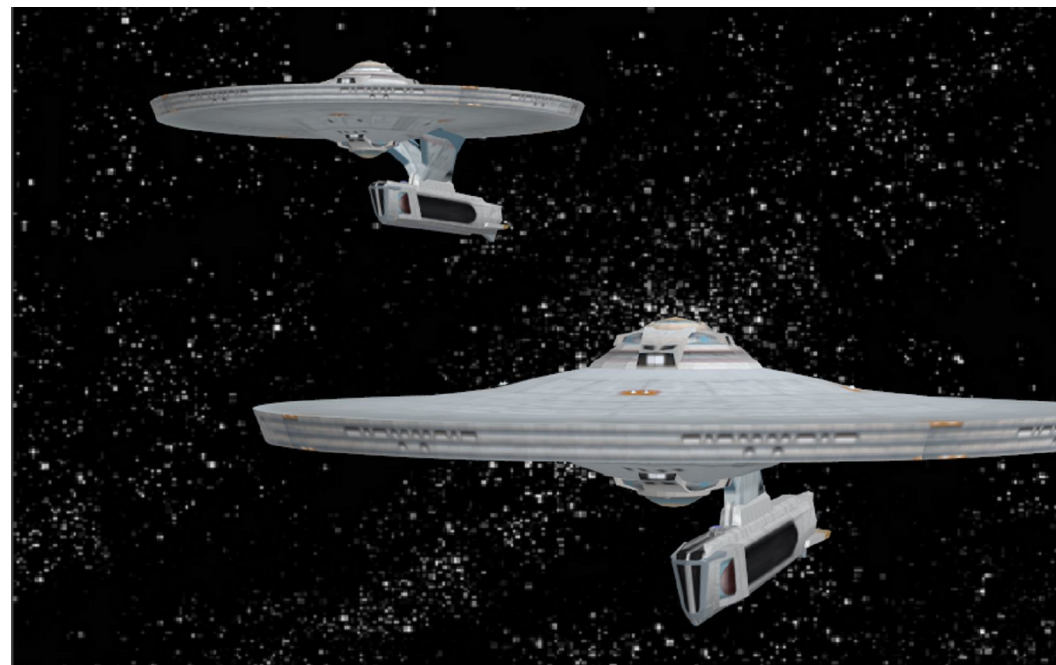
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This aft-on end view of a *Nelson* as it finishes planetary orbital insertion gives one a good look at the main physical difference between an uprated *Nelson* and an uprated *Hermes*. The dual cantilevered warp engine supports are quite visible in this image. Various suggestions over the decades to mount a small shuttle bay between the supports have come to nothing, even in the linear warp era – as it would disrupt the warp field harmonics and put *Nelson* back into the same boat as all *Saladin* derived designs.

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A rather rare image of an uprated *Hermes* and uprated *Nelson* operating together, taken during the 2288 Starfleet war games exercises conducted near the Rigel system.

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***Nelson* class scout created by Dana Knutson and associates  
for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Additional data courtesy of Timo Saloniemi, Neale Davison, and Eric Kristiansen**

**Schematics by Neale "Pixel Sagas" Davison**

**Original CG model by Rick "pneumonic81" Knox and Richard Mandel**

**Visuals courtesy of Richard Mandel**



# Hermes

## Fleet scout (SC) 2272

### Specifications as built

#### Dimensions

Length:	242.5 meters
Beam:	141.7 meters
Height:	60.3 meters

#### Mass

Standard gross:	349,000 GMT
Subspace displacement:	106,750 DWT

#### Crew complement

Officers:	30
Enlisted:	130

#### Top velocity

Cruising speed:	warp 6.0
Rated maximum speed:	warp 8.0
Rated emergency speed:	warp 10.0

#### Endurance

Standard endurance:	estimated 3 years at L.Y.V.
Maximum endurance:	estimated 15 years at L.Y.V.

#### Armament

Disruptors:	13 type 1 phaser banks (12 on primary hull, per <i>Enterprise</i> arrangement, 1 on aft end base of warp engine support dorsal)
Guided weapons:	1 probe launcher (forward end base of primary Hull dorsal, has limited drone launching capability)



### Known starships

Hull #	Name of starship	Builder	Status
NCC-585	<i>Hermes</i>	SFD San Francisco Navy Yard, Terra	active
NCC-586	<i>Anubis</i>	SFD San Francisco Navy Yard, Terra	active
NCC-588	<i>Aeolus</i>	SFD San Francisco Navy Yard, Terra	lost
NCC-589	<i>Diana</i>	SFD San Francisco Navy Yard, Terra	active
NCC-590	<i>Quintillus</i>	SFD San Francisco Navy Yard, Terra	active
NCC-591	<i>Bridger</i>	SFD San Francisco Navy Yard, Terra	active
NCC-592	<i>Carson</i>	SFD San Francisco Navy Yard, Terra	active
NCC-593	<i>Batidor</i>	SFD San Francisco Navy Yard, Terra	active
NCC-594	<i>Cody</i>	SFD San Francisco Navy Yard, Terra	active
NCC-595	<i>Revere</i>	SFD San Francisco Navy Yard, Terra	active
NCC-596	<i>Spaker</i>	SFD San Francisco Navy Yard, Terra	active
NCC-597	<i>Bowie</i>	SFD San Francisco Navy Yard, Terra	active
NCC-598	<i>Sacajawea</i>	SFD San Francisco Navy Yard, Terra	active
NCC-590	<i>Tonti</i>	SFD San Francisco Navy Yard, Terra	active
NCC-600	<i>Crockett</i>	SFD San Francisco Navy Yard, Terra	lost

*Hermes* was the very first fleet scout of the modern Class I starship era. Starfleet was being economical when it allocated an entire production block of *Saladin* type destroyers for conversion to fleet scouts in the early 2220s. The spacious Class I primary hull provided plenty of room for the type and kind of specialized sensors, scanners, and electronic warfare gear so necessary for the role of a fleet scout. It was also hoped that *Hermes* would make for an ideal long-range survey and exploratory craft, given that it could “see” farther and with greater detail into the vastness of space and across planetary surfaces than any other class of ship in the fleet. To enable both roles, most of the *Saladin* weapons loadout was omitted during construction, leaving *Hermes* with only a single pair of forward phaser banks for self-defense.

Starfleet historians, both civilian and military, have often commented upon Starfleet’s seeming naivete in fielding such a powerful scouting starship that was so woefully underarmed. Davison calls it “ill-conceived,” commenting that in his opinion *Hermes* was “... a model exercise in optimism, designed more to placate certain [pacifist] member worlds of the Federation.” Saloniemi, on the other hand, is even more blunt. “[T]he loss of two *Hermes* scouts in 2231 to light Klingon ships on such long range solo missions prompted Starfleet to narrow down the role of these vessels. It became evident that the inflexible one-nacelle engine system made the scouts perfect targets for more nimble vessels – the high top speed of the scouts was of no use in close warp combat. At loss of a remedy to the performance problem, Starfleet decided never to deploy the scouts outside protective fleets, and instead used them solely as sensor platforms in conjunction with destroyers and cruisers.”

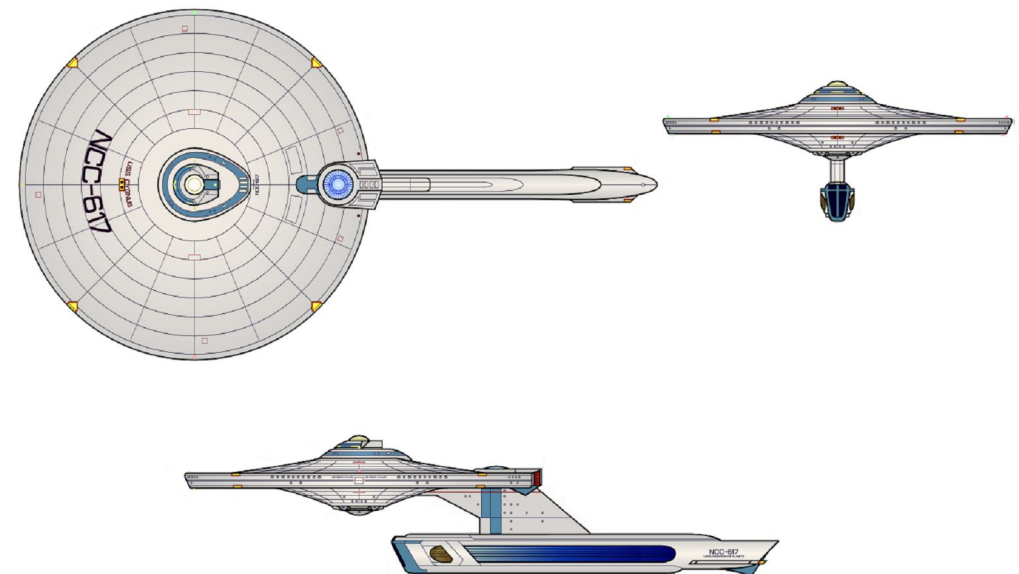
Most of the problems with *Hermes* were remedied once they began receiving their linear warp refits in the early 2270s. It worked wonders with them, just as it was doing with their *Saladin* stablemates, and finally gave them both the power and maneuverability to finally fill the role for which they had originally been intended. The uprating of their available weaponry to fleet standard was also of great benefit, permitting them to be deployed on the kind of long-range reconnaissance missions for which they had been originally designed, while carrying the means to defend themselves well if attacked. Advances and minituarization in sensor and scanner technologies over the five decades since *Hermes* had first been launched made this possible. Finally, all surviving *Hermes* class starships were retrofitted with

same combined probe-and-drone launch system as had been *Nelson*. Limited available hull volume in the primary hull dorsal and engine interconnect area prevented the installation of a more modern and robust system, which in turn limits both the type and amount of probes and drones that an upgraded *Hermes* can carry. Even so, any improvement was considered better than had been the previous situation, and so the probe launcher system swapout and relocation was done.

As of this date all surviving *Hermes* class starships have been upgraded and are in active duty status with Starfleet. Their age is finally catching up with them, however, for they are about as old as the surviving *Constitutions*. It is expected that Starfleet will begin retiring members of the *Hermes* class as soon as it procures a suitable replacement for them.

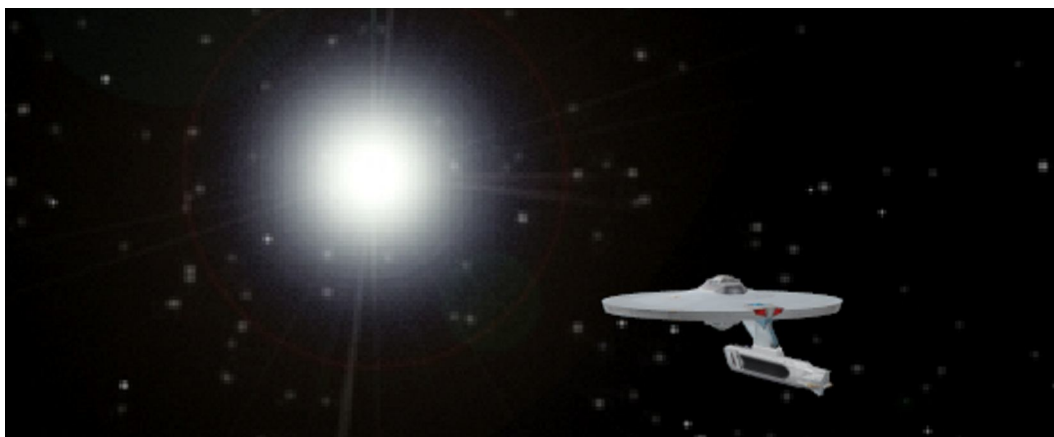
### Schematics

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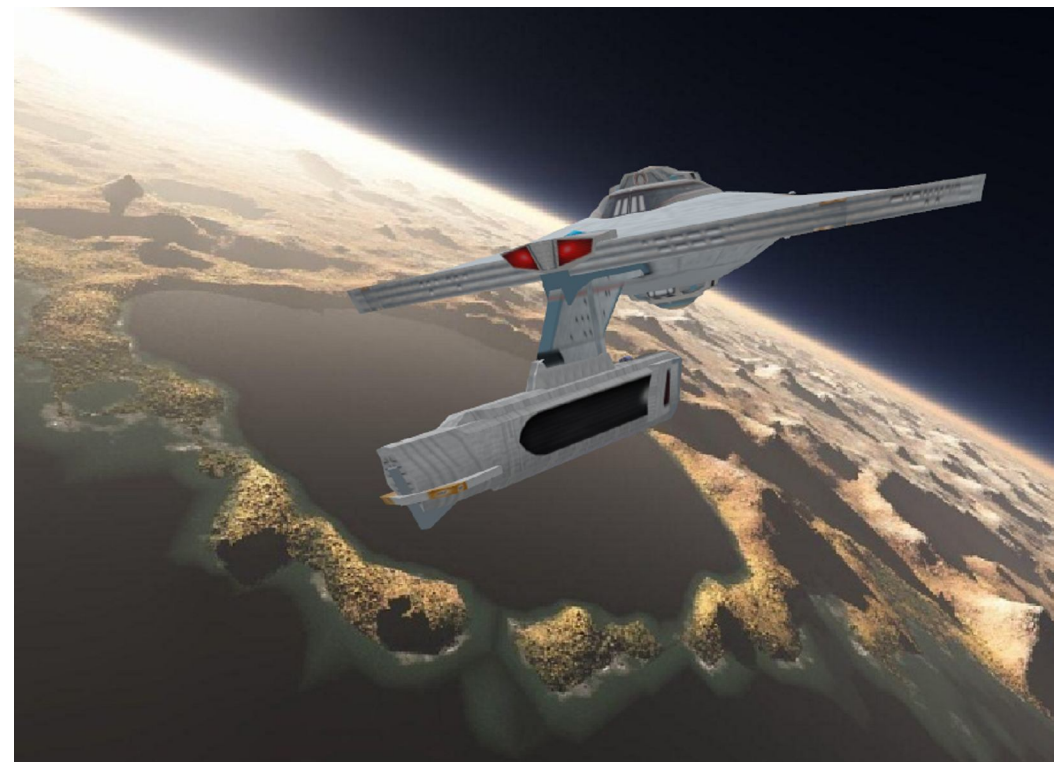




*Revere* (NCC-595) departs the newly discovered Class M planet of San Gabriel, having successfully concluded yet another deep space exploration and survey mission.



*Diana* (NCC-589) observing a white dwarf star within Federation space.



The newly refitted *Anubis* (NCC-586) makes an orbital pass over the Deathbringer Crater on Kzin in 2273, looking for any signs of unusual Kzinti activity. There were none to be found, as the Kzinti were building elsewhere the fleet they would use in the Kzinti Incursion the following year.

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***Hermes* class scout created by Franz Joseph Schnaubelt  
for the *Star Fleet Technical Manual***

**TMP era upgrade originally envisaged in a never-implemented dockyard  
scene discarded during the development of *STAR TREK: The Motion Picture***

**Additional data provided by Neale Davison, Timo Saloniemi, and Eric Kristansen**

**CG model derived from the efforts of Rick "pneumatic81" Knox  
Images by Richard Mandel**

# Monoceros

## Fleet heavy scout (SCH) 2264

### Specifications as built

#### Dimensions

Length:	226.0 meters
Beam:	127.0 meters
Height:	56.0 meters

#### Mass

Standard gross:	573,500 GMT
Subspace displacement:	125,000 DWT

#### Crew complement

Officers:	20
Enlisted:	180

#### Top velocity

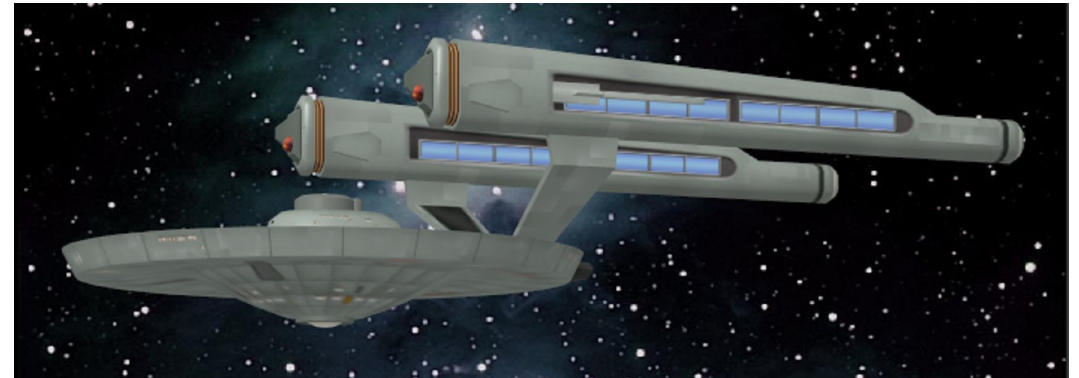
Cruising speed:	warp 7.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 11.0

#### Endurance

Standard endurance:	estimated 3 years at L.Y.V.
Maximum endurance:	estimated 12 years at L.Y.V.

#### Armament

Disruptors:	12 type 1 phaser banks (12 on primary hull, Per <i>Enterprise</i> arrangement)
Guided weapons:	2 probe launchers (one each fore and aft at ends of primary hull sensor package, have limited drone launching capability)



### Known starships

Hull #	Name of starship	Builder	Status
NCC-601	<i>Monoceros</i>	SFD San Francisco Navy Yard, Terra	active

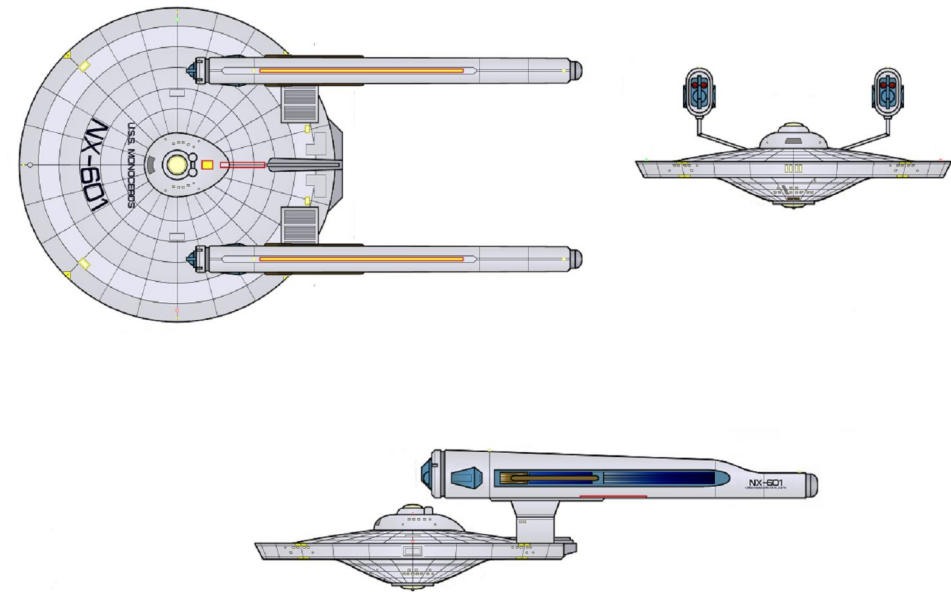
*Monoceros* is the original Class I fleet heavy scout. She was a one-of-a-kind experimental testbed scout conversion, chosen for in 2264 along with the heavy cruiser *Endeavor* and the transport/tug *Keppler* to be fitted with the early LN-40 linear warp engine. *Monoceros* was supposed to demonstrate the capabilities of the LN-40 in a single-engine design; however, the resulting imbalances with the new and previously untried LN-40 caused Starfleet to remove the single engine installation on *Monoceros*, and mount paired LN-40s on top and to the rear of the primary hull in *Kearsarge* fashion. This turned *Monoceros* into an extremely capable fleet scout with incredible speed and far more power than she had for all her systems on board. Other issues with the early LN-40 program, chiefly its abnormally high dilithium decay rate at superwarp speeds, caused Starfleet to abandon it in favor of what eventually became the LN-60 and LN-64 programs. Like the other two LN-40 testbeds, *Monoceros* was allowed to keep her new warp engines once she was returned to service.

In 2274, *Monoceros* had her old LN-40 prototype linear warp engines replaced with the very similar but more modern LN-52. The two were enough alike – the LN-52 having been directly derived from the LN-40 – that only minimal yard time was needed for the changeout. What delayed the return to *Monoceros* fleet duty for almost a full year was a dramatic upgunning. Advances and increasing minituration of Starfleet scanner, sensor, and electronic warfare technologies now made it possible to free up previously required space for such things as additional weapons and the support systems to go with them. *Monoceros* was backfitted with four extra phaser banks – two pairs of two each – mounted in the standard old-style Class 1 configuration, on the port and starboard topside of her primary hull. In addition, her old probe launcher was removed and replaced with the smaller *Nelson* type combined probe-and-drone launcher instead of a more modern version, due to limited available hull volume. Upgunning her to the current linear warp Class I standard would have required a far more extensive rebuild than for which Starfleet was willing to pay.

*Monoceros* rejoined the fleet in 2275. Once enough of the more extensively refitted fleet scouts were available, she was relegated to secondary assignments within Federation space. She is currently serving as an electronic warfare training vessel on detached duty with the Cathedral Group

## Schematics

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A breathtaking three-quarters port aft of *Monoceros* returning to the Cathedral Group's main center of operations on Drydax VII.

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Another spectacular image of *Monoceros* – this time assisting the newly converted heavy scout *Rahman* (NCC-514) with its space trials

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***Monoceros* class heavy scout created by Aridas Sofia as first published on his *Federation Size Comparison Chart***

**Additional data provided by Battleclinic and Timo Saloniemi**

**Original CG model by Atrahasis and Richard Mandel**

**Visuals courtesy of Richard Mandel**

# **Research and Survey Vessels**

# Constellation

## Research and survey cruiser (CSR) 2297 (estimated)

### Specifications as built

#### Dimensions

Length:	313.9 meters
Beam:	141.7 meters (per Schmidt ← this isn't right!)
Height:	61.5 meters

#### Mass

Standard gross:	1,430,000 GMT
Subspace displacement:	325,000 DWT

#### Crew complement

Officers:	80
Enlisted:	560
Small craft pilots	up to 30
Starfleet Marines	40 (3 full squads + command staff)

#### Top velocity

Cruising speed:	warp 12.0
Rated maximum speed:	warp 14.0
Rated emergency speed:	warp 16.0

#### Endurance

Standard endurance:	estimated 7 years at L.Y.V.
Maximum endurance:	estimated 28 years at L.Y.V.

#### Armament

Disruptors:	12 type-I phaser banks (6 dual banks primary hull, arranged as per <i>Enterprise</i> refit)
Guided weapons:	4 photon torpedo tubes (2 banks of 2, all F)

#### Small craft

between 12 and 30 shuttles of mixed types



### Known starships

Hull #	Name of starship	Builder	Status
NCC-1974	<i>Constellation</i>	-- to be awarded --	proposed
NCC-2590	<i>Valkyrie</i>	-- to be awarded --	proposed
NCC-2591	<i>Barsoom</i>	-- to be awarded --	proposed
NCC-2592	<i>Vistolas</i>	-- to be awarded --	proposed
NCC-2593	<i>Hathaway</i>	-- to be awarded --	proposed
NCC-2594	<i>Beldandy</i>	-- to be awarded --	proposed



*Constellation* is intended by Starfleet to be to the early 24<sup>th</sup> century what the venerable *Constitution* class starships were for the early 23<sup>rd</sup>. They are to be the “great explorers,” to coin a phrase, conducting planetary survey and exploration missions on the farthest fringes of Federation space and perhaps beyond. The program was originally conceived in 2284 but has been put on hold several times in the past decade due to worsening relations with the Klingon Empire. At present it is on hold, but Starfleet hopes to resume it once things get back to normal and it can allocate the necessary funds and resources to begin construction.

Named for the legendary *Constitution* class heavy cruiser lost with all hands in the “planet killer” incident of 2268, *Constellation's* base design is derived from the experimental *Cheetah* fast cruiser prototype. This utilized four Leeding LN-64 linear warp engines in matched over-under “T-bars” to achieve FTL speeds once thought impossible with known starship designs. Such an arrangement necessitated a split impulse deck, but what Starfleet did instead was mount two standard impulse decks at right angles to the “T-bar” warp support pylons. Not only was it the simplest approach for solving that particular design problem, but it also provides *Constellation* with extra power for its rather extensive research and survey gear, especially whenever the warp engines are not available. *Constellation's* total gross mass is far greater than *Cheetah's*, with the requisite reduction in top warp speed – even though both share the same basic hull form and warp signature. This difference is due primarily to two things. The first is a heavy cruiser class weapons loadout, which Starfleet deemed necessary given both the known and perceived dangers awaying deep space explorer-type starships. Second, *Constellation's* primary hull – which is patterned after a regular Class I primary hull – has been both enlarged and thickened by several decks and deck “ring” extensions, making it both thicker and greater in diameter than a standard Class I primary hull, in an arrangement that has come to be called the *laminated hull*. Again, Starfleet chose to go this route in order to avoid having to add an extended or secondary hull to *Cheetah*, so it could keep *Constellation* as close to the baseline *Cheetah* warp signature as possible. The extra volume gained by *Constellation's* laminated hull allows for the installation of special sensor and scanner suites (the equivalent of a heavy fleet scout), six shuttlecraft hangars as well as several externally accessible cargo bays, additional storage holds to support long duration missions, and extra accommodations for its enlarged crew (in comparison to *Cheetah's*).

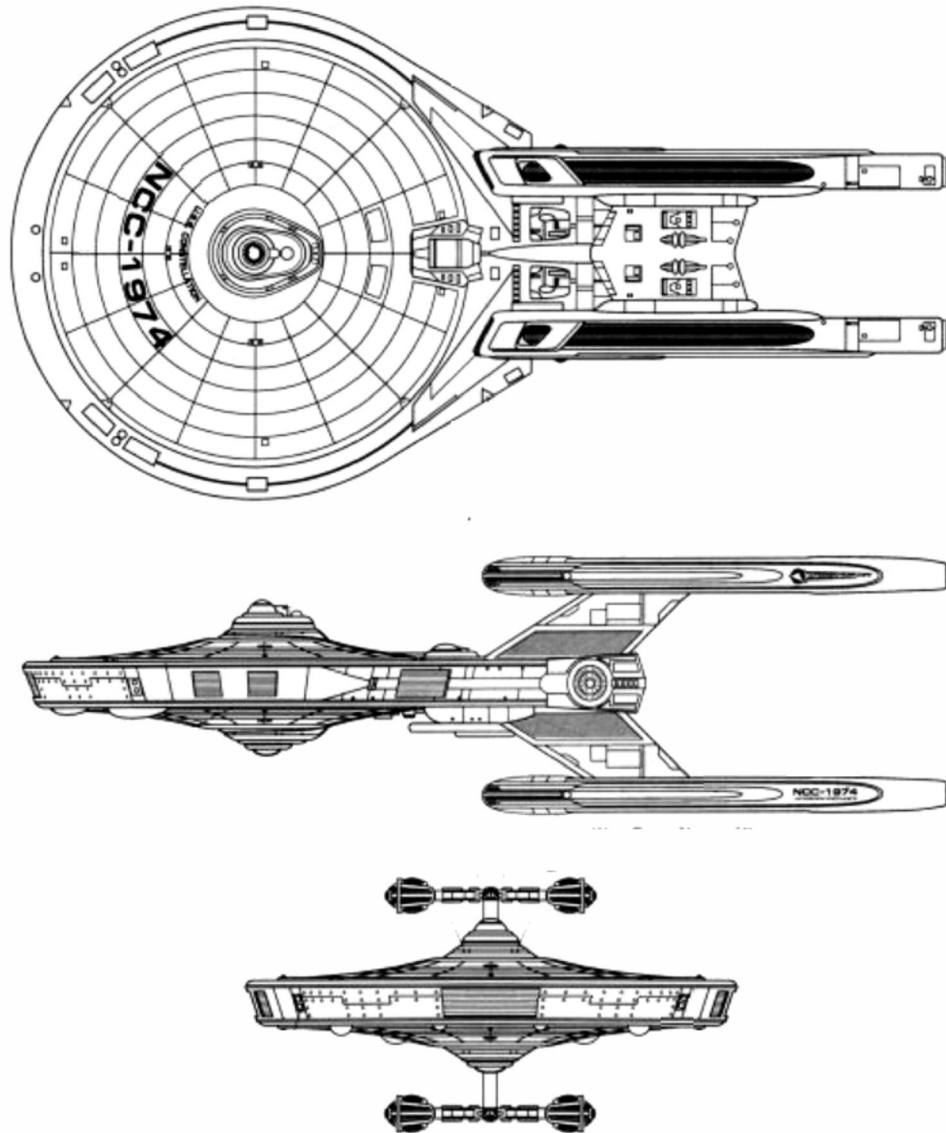
*Constellation's* unique warp engine arrangement will benefit greatly from considerable experimentation carried out by the Cathedral Group's extensive testing of the lone *Cheetah* prototype. All four warp engines, built to a slightly modified LN-70 design, will be capable of phase-shifting in paired arrangements in order to reduce normal wear and tear on the warp coils of any single engine. They can also be used for transwarp bursts in excess of warp factor 20 for short durations, although this has only been tried twice with *Cheetah*.

As for the rest of the ship, *economy* is perhaps the byword here. There is nothing about *Constellation* that is new. Even its LN-70 linear warp engines are nothing but somewhat tweaked custom versions of the existing LN-64B. With *Constellation*, however, all current Federation starship technology of the linear warp era has been taken to its logical extreme and crammed into every nook and cranny of its laminated hull. This too is Starfleet's desire. By deliberately placing *Constellation* on the logical extreme of current starship technology (second generation linear warp), they are avoiding all of the pitfalls of an all-new starship with new or experimental technology, while at the same time ensuring extended service lives for these vessels. Given the tremendous research and survey capabilities that are intended, and should Starfleet ever get the chance to start building them, then *Constellation* will no doubt prove that it was worth every credit spent.



## Schematics

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*USS Stargazer* created by x  
as first seen in the *ST:TNG* episode "The Battle"  
and reappearing in various forms in various Franchise offerings

Original CG model by Rick "pneumonic81" Knox

Schematics courtesy of Eric "Jackill" Kristiansen

Visuals courtesy of Richard Mandel

# Baker

## Research and survey cruiser (CSR) 2278

### Specifications as built

#### Dimensions

Length:	301.0 meters
Beam:	148.0 meters
Height:	77 meters

#### Mass

Standard gross:	568,350 GMT
Subspace displacement:	125,000 DWT

#### Crew complement

Officers:	60
Enlisted:	210
Small craft pilots:	from 12 to 18, depending on disposition

#### Top velocity

Cruising speed:	warp 7.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 11.0

#### Endurance

Standard endurance:	estimated 5 years at L.Y.V.
Maximum endurance:	estimated 20 years at L.Y.V.

#### Armament

Beam weapons:	14 type-I phaser banks (6 pairs of two each, arranged on primary hull per <i>Enterprise</i> refit, two single banks aft corners of sec. hull)
Guided weapons:	2 photon torpedo tubes
Other:	heavy duty combined probe-and-drone launcher

#### Small craft:

at least 6 and no more than 18 shuttlecraft of mixed types, including aquashuttles and long range runabouts



### Known starships

Hull #	Name of starship	Builder	Status
NCC-2664	<i>Baker</i>	Cosmandyne Corporation, Terra	active
NCC-2665	<i>McComis</i>	Cosmandyne Corporation, Terra	active
NCC-2666	<i>Walker</i>	Cosmandyne Corporation, Terra	active
NCC-2667	<i>MacFarland</i>	Cosmandyne Corporation, Terra	active
NCC-2668	<i>Watt</i>	Cosmandyne Corporation, Terra	active
NCC-2669	<i>Tyler</i>	Cosmandyne Corporation, Terra	active
NCC-2670	<i>Fuchida</i>	Cosmandyne Corporation, Terra	active
NCC-2671	<i>Straub</i>	Cosmandyne Corporation, Terra	active
NCC-2672	<i>Tannoy</i>	Cosmandyne Corporation, Terra	active
NCC-2673	<i>Brusevich</i>	Cosmandyne Corporation, Terra	active
NCC-2674	<i>Chang</i>	Cosmandyne Corporation, Terra	active
NCC-2675	<i>Servath</i>	Cosmandyne Corporation, Terra	active
NCC-2676	<i>Diamet</i>	Cosmandyne Corporation, Terra	active
NCC-2677	<i>Rieche</i>	Cosmandyne Corporation, Terra	active
NCC-2678	<i>Sachausen</i>	Cosmandyne Corporation, Terra	active
NCC-2679	<i>Brunner</i>	Cosmandyne Corporation, Terra	active

*Baker* started out life as the loser in the heavy destroyer design competition that eventually produced the excellent *Abbe*. The Federation Bureau of Sciences saw possibilities for *Baker* as dedicated research vessel, however, and petitioned that it be redesigned and built as such to replace its fleet of aging *Hopis* and *Cahuyas*. Starfleet had no objections and the Federation Council granted the request. A total of 16 *Baker* class survey cruisers were built from 2278 to 2280, finally allowing the Bureau of Sciences to retire its oldest survey ships and, to borrow a Terran phrase, "send them to the barn."

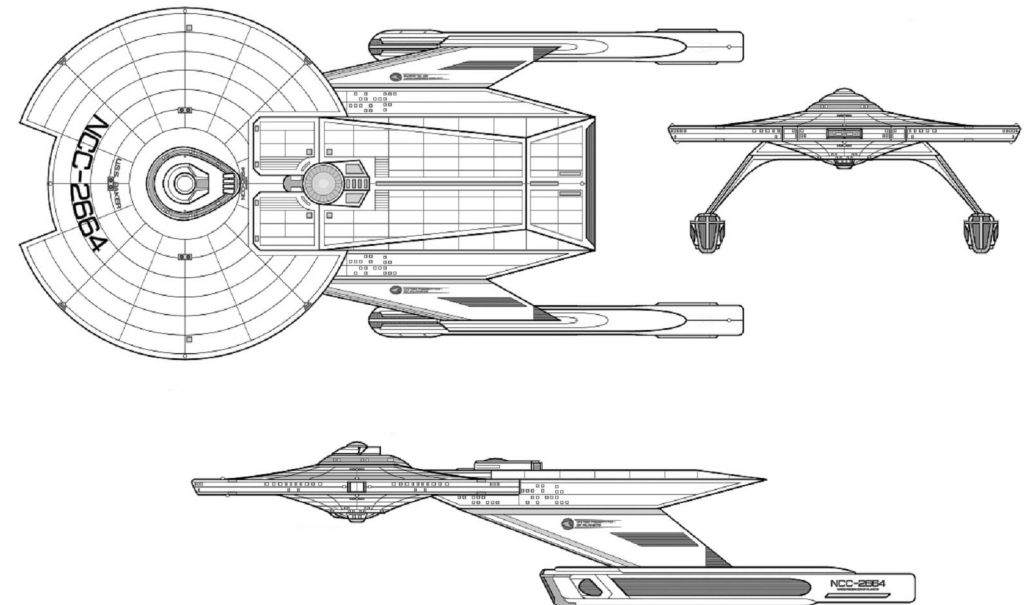
The large hull that was intended to serve *Baker* in its original heavy destroyer roll for weapons mounting and extra phaser capacitor and photon torpedo magazine space has instead been given over wholly to scientific research and survey facilities – with room enough left over for a spacious shuttlebay that can house as many small craft as Starfleet heavy carrier. They have since become legendary among the Science Corps for their "generous" research facilities, which are claimed by some to rival those of the smaller starbases.

All *Baker* class starships began the first of their ESLP refits in 2291. This refit relocates both the photon torpedo tubes and the ship's multipurpose probe-and-drone launcher to the extreme fore of the primary hull in a "Marklin notch" style arrangement. In addition, two extra single phaser banks have been added, one each on both aft end corners of its secondary hull. These changes were made to give *Baker* a better chance in combat against any would-be *Klingon* aggressor, even though combat is not *Baker's* purpose.

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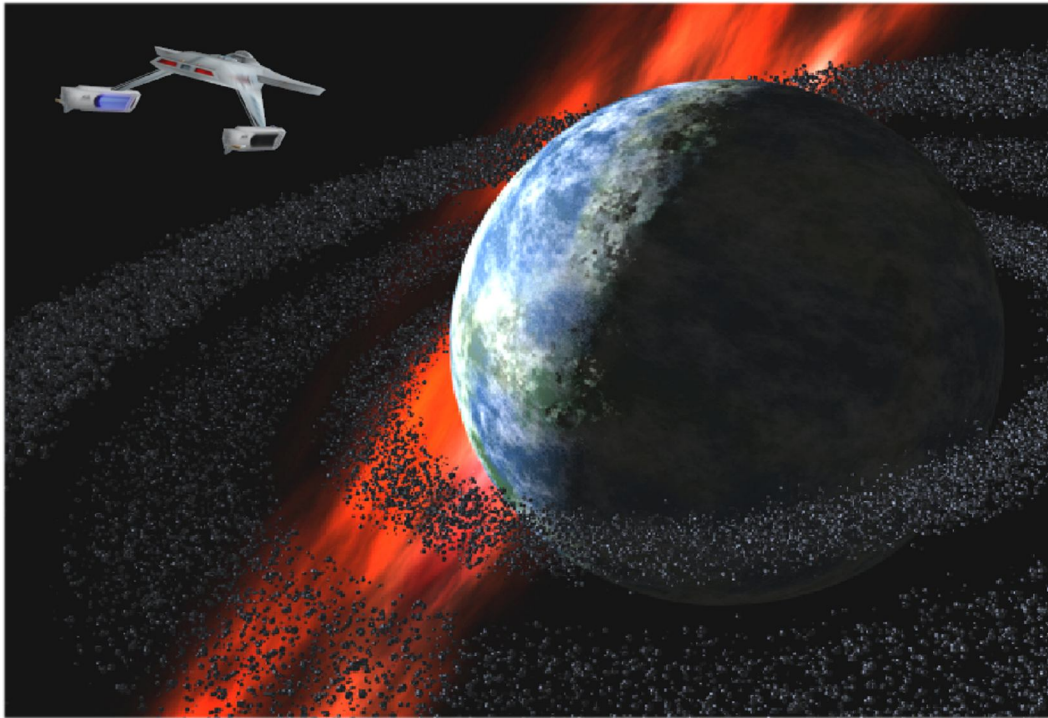
## Schematics

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This schematic represents how all starships in the *Baker* class will look, once their first ESLP refits are completed sometime in 2292.



A spectacular view of a *Baker* class research cruiser surveying the debris ring left over from the destruction of the moon of the planet Vondas.



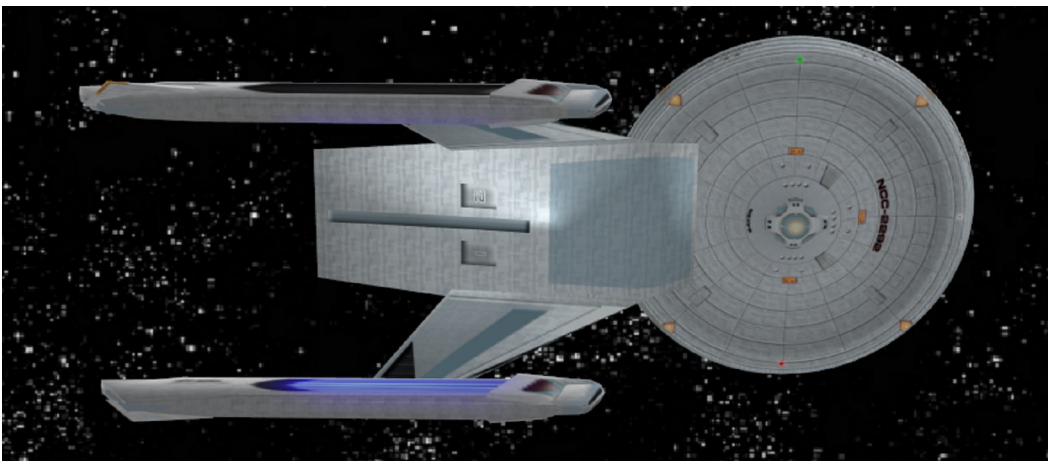
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***Baker* class destroyer created by Dana Knutson and associates for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Original CG model by Rick "pneumonic81" Knox**

**Schematics courtesy of Neale "Pixel Sagas" Davison**

**Visuals courtesy of Richard Mandel**



This is a rare underside view of a typical pre-refit *Baker*.

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# Ranger/Strider

## Research and survey cruiser (CSR)

2260/2273

### Specifications as built

#### Dimensions

Length: 87.0 meters  
Beam: 57.0 meters  
Height: 21.0 meters

#### Mass

Standard gross: 262,350 GMT  
Subspace displacement: 58,500 DWT

#### Crew complement

Officers: 15  
Enlisted: 60  
Small craft pilots: 2

#### Top velocity

Cruising speed: warp 6.0  
Rated maximum speed: warp 7.5  
Rated emergency speed: warp 9.0

#### Endurance

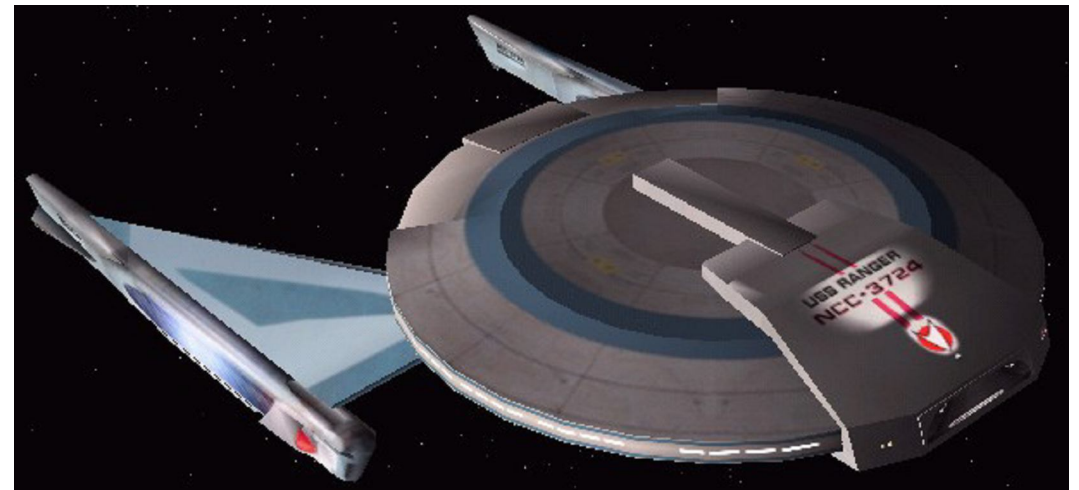
Standard endurance: estimated x years at L.Y.V.

#### Armament

Beam weapons: 4 type-II phaser banks (2 paired banks, one F/P and one F/S)

#### Small craft:

2 standard administrative shuttles or equivalent



### Class listing

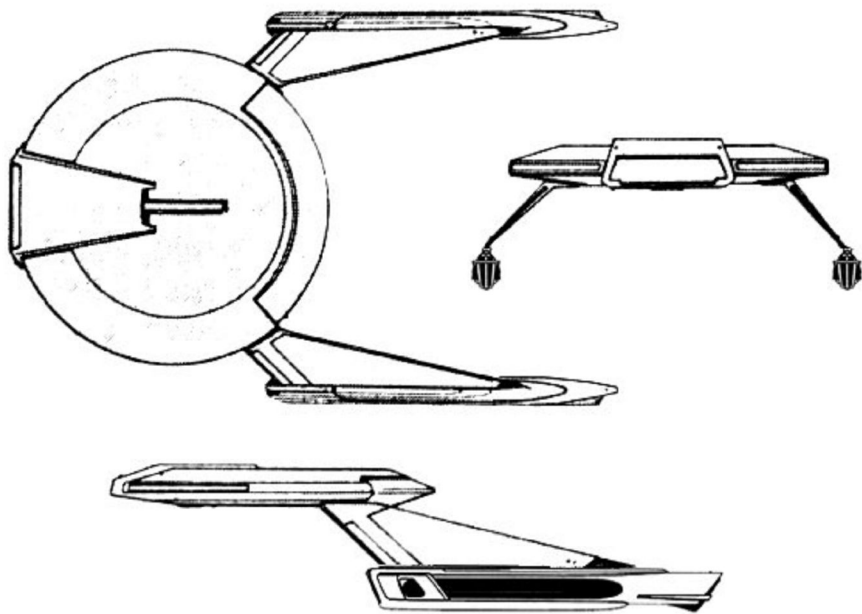
Hull #	Name of starship	Builder	Status
NCC-7140	<i>Ranger</i>	SFD Brisbane Naval Works, Terra	active
NCC-7141	<i>Pathfinder</i>	Morena Shipyards, Andor	active
NCC-7142	<i>Drifter</i>	Morena Shipyards, Andor	active
NCC-7143	<i>Rover</i>	SFD Brisbane Naval Works, Terra	active
NCC-7144	<i>Dragoon</i>	SFD Brisbane Naval Works, Terra	active
NCC-7145	<i>Hussar</i>	Morena Shipyards, Andor	active
NCC-7146	<i>Floater</i>	SFD Brisbane Naval Works, Terra	active
NCC-7147	<i>Uhlán</i>	Morena Shipyards, Andor	active
NCC-7148	<i>Lancer</i>	Morena Shipyards, Andor	active
NCC-7149	<i>Strider</i>	SFD Brisbane Naval Works, Terra	active
NCC-7150	<i>Trailblazer</i>	SFD Brisbane Naval Works, Terra	active
NCC-7151	<i>Outrider</i>	Morena Shipyards, Andor	active
NCC-7152	<i>Wanderer</i>	Morena Shipyards, Andor	active
NCC-7153	<i>Traveler</i>	SFD Brisbane Naval Works, Terra	active
NCC-7154	<i>Journeyman</i>	SFD Brisbane Naval Works, Terra	active
NCC-7155	<i>Frontiersman</i>	Morena Shipyards, Andor	active

*Ranger* was built as an economy survey starsip for exploring the many areas within Federation space on which information was either outdated or not available, thus mandating up-to-date surveys. It is a very "tight" ship and crew accommodations are spartan at best, in order to cram into its hull the complete sensor and scanner suite required for its intended purpose. For the same reason, its small and utilitarian shuttle bay is limited to a two-craft maximum of standard types.

The entire class received a linear warp refit in 2273 despite their relative newness in comparison with other other Starfleet survey vessels. The reason was pure economics – *Ranger* was going to be the cheapest pre-linear CSR class to refit, once all factors were taken into account. *U.S.S. Strider* (NCC-7149), which earned its place in Federation history in the so-called "Strider Incident," was the first to be upgraded and rejoin the fleet. For this reason, upgraded *Rangers* are sometimes called the *Strider* class in reference works of the era.

### Schematics

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***Ranger* class survey vessel created by Dana Knutson and associates for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Additional data courtesy of Antonsb2014 of the TrekRPG forums**

**Schematics provided by FASA Corporation**

**CG model by Rick "pneumonic81" Knox**

**Images courtesy of Battleclinic**

# Shepherd

## Research and survey cruiser (CSR)

2260/2278

### Specifications as built

#### Dimensions

Length: 205.0 meters  
Beam: 141.7 meters  
Height: 66.7 meters

#### Mass

Standard gross: 686,500 GMT  
Subspace displacement: 124,500 DWT

#### Crew complement (\*)

Officers: 48  
Enlisted: 162  
Small craft pilots: up to 12

#### Top velocity

Cruising speed: warp 7.2  
Rated maximum speed: warp 9.5  
Rated emergency speed: warp 11.1

#### Endurance

Standard endurance: estimated 4 years at L.Y.V.  
Standard endurance: estimated 17 years at L.Y.V.

#### Armament:

Beam weapons: 8 type I phaser banks (3 paired banks on primary hull per old Class I arrangement P/F/S, 1 each single bank on aft corners of secondary hull AP/AS)

#### Small craft:

up to 12 shuttles of mixed types, 6 per bay



### Class listing

Hull #	Name of starship	Builder		Status
NCC-9000	<i>Shepherd</i>	x	x	
NCC-9001	<i>Armstrong</i>	x	x	
NCC-9002	<i>Yeager</i>	x	x	
NCC-9003	<i>Reisch</i>	x	x	

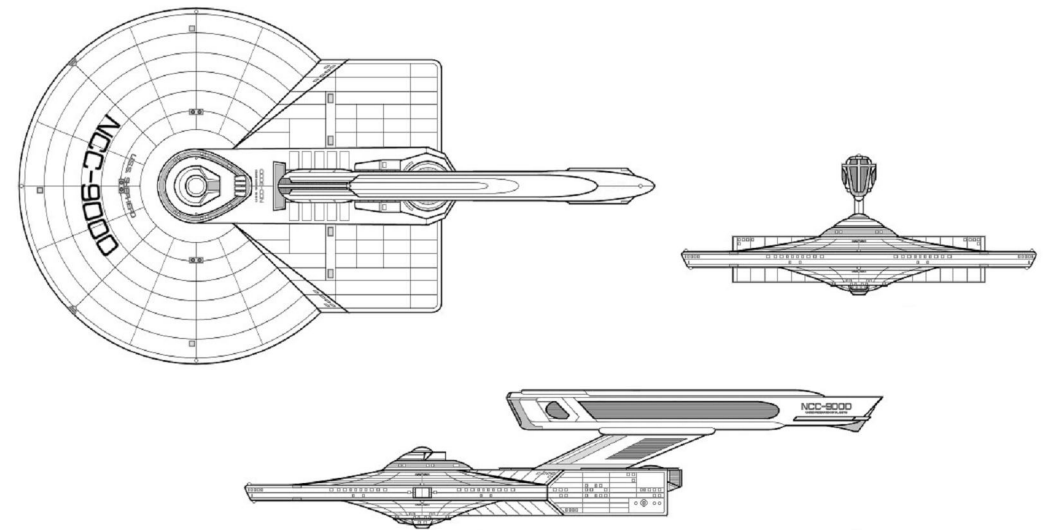


The four survey cruisers of the *Shepherd* class were built in response to a problem that plagued the earlier *Shackleton* class, all of which had been converted from *Larson* class destroyer hulls. That problem was in the location of its shuttle bay, whose entrance was directly under the impulse deck and thus was subject to impulse wash and wake in front of it whenever impulse drive was engaged. *Shepherd* solved that problem with a reconfigured primary hull extension, allowing for *Surya* style split shuttlecraft bays with the impulse deck mounted between them. This arrangement greatly reduced the amount of impulse wash across the bay approach paths whenever the impulse deck was in use, thus permitting small craft operations at sublight speed (unlike *Shackleton*). This redesign also resulted in a more traditional single pylon support for its Perth PB-series warp engine, which unfortunately reintroduced the tendency of such designs to wormhole above warp 6. It was justified on the basis that *Shepherd* had no business going above warp 6 anyway, given its nature as a non-combatant starship class, and this justification eventually became standard operating practice for all *Shepherds*.

All four *Shepherds* were given linear warp upgrades in 2278. All four retained their original weapons loadout instead of being upgunned in the same manner as other upgraded Class I starships. Starfleet argued at the time, and still does, that the operational purpose of the *Shepherds* mandate only defensive armament. Even so, critics still counter that the upgraded *Shepherds* are now dangerously undergunned, and often point to the loss of the uprated *Endeavor* class heavy cruiser *Excelsior* in 2279 as justification for their claims. The argument will no doubt last for as long as the *Shepherds* remain in service in their current form.

## Schematics

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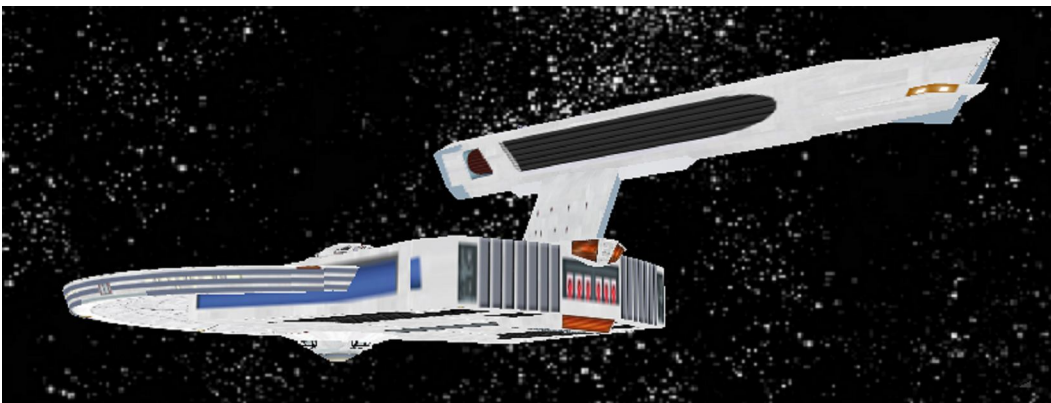


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***Shepherd* class survey cruiser created by Dana Knutson and associates  
for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Additional data and schematics courtesy of Neale "Pixel Sagas" Davison**

**CG model and images by Richard mandel**



# Shackleton

## Research and survey cruiser (CSR) 2257

### Specifications as built

#### Dimensions

Length:	269.0 meters
Beam:	134.0 meters
Height:	62.0 meters

#### Mass

Standard gross:	382,500 GMT
Subspace displacement:	87,000 DWT

#### Crew complement (\*)

Officers:	46
Enlisted:	154
Small craft pilots:	up to 6

#### Top velocity

Cruising speed:	warp 6.0
Rated maximum speed:	warp 8.0
Rated emergency speed:	warp 10.0

#### Endurance

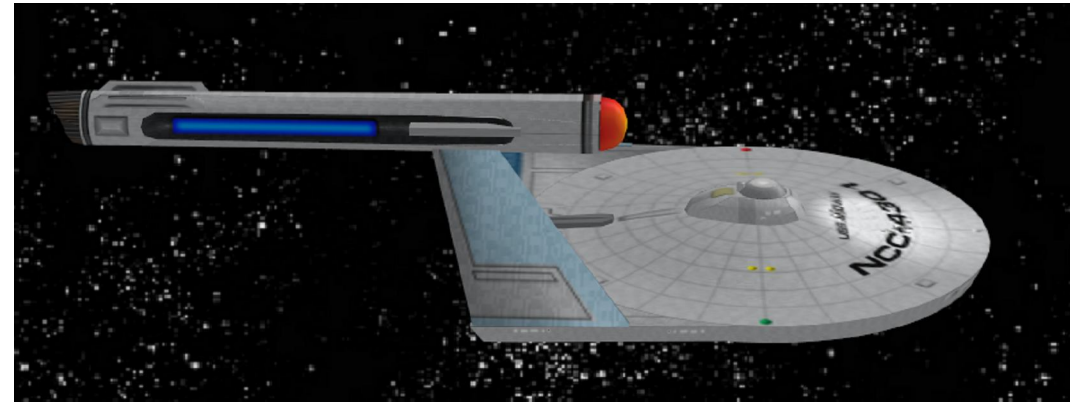
Standard endurance:	estimated 2 years at L.Y.V.
Maximum endurance:	estimated 10 years at L.Y.V.

#### Armament

Beam weapons:	2 type-I phaser banks (1 pair lower forward of primary hull saucer)
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#### Small craft:

up to 6 shuttlecraft of various types



### Class listing

Hull #	Name of starship	Builder	Status
NCC-20050	<i>Shackleton</i>	Utopita Planita Spaceworks, Terra	active
NCC-20051	<i>Amundsen</i>	Utopita Planita Spaceworks, Terra	active
NCC-20052	<i>Scott</i>	Utopita Planita Spaceworks, Terra	active
NCC-20052	<i>Ross</i>	Utopita Planita Spaceworks, Terra	active
NCC-20052	<i>Shirase</i>	Utopita Planita Spaceworks, Terra	active
NCC-20052	<i>Byrd</i>	Utopita Planita Spaceworks, Terra	active

*Shackleton* started out life as the original proposal for the scout class alternative to the *Larson* class destroyer. It was eventually rejected in favor of the more economical *Nelson*; however, it was revived again in the late 2250s to be retooled for the research and survey role. Starfleet at that time had a surplus of *Larsons* on order and needed some means to justify the expenditure, now that the Axanar Crisis was over and the threat of war with the Klingon Empire had been considerably reduced. To that end, six *Larson* class hulls were set aside for conversion for use as modified *Shackletons* – redesigned for the general research and survey role, as opposed to that of a fleet scout. With the extra phaser capacitors and military systems removed and on-board weaponry reduced to a “peaceful” minimum, the extra room gained could be given over to the necessary science and survey equipment needed for its new role. In addition, *Shackleton* was given what no other Starfleet “pan handle” has had before or since right out of the yard – its very own shuttle bay, built into a lower hull extension faired to fit behind its lower sensor dome and directly behind the impulse deck.

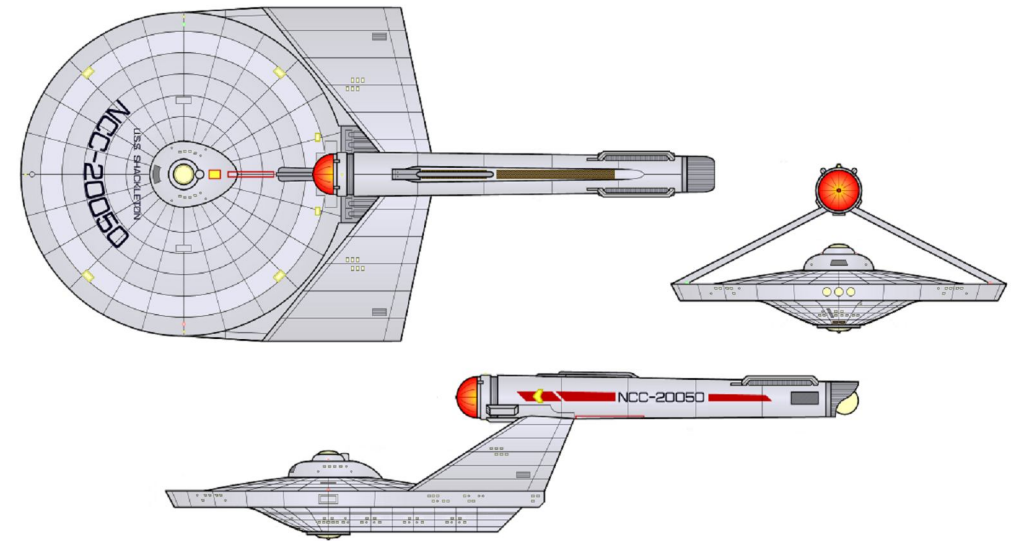
Unfortunately, *Shackleton* never quite lived up to the many hopes which had been pinned on it. An internal hull arrangement that had proven ideal for a fleet destroyer or scout proved troublesome to reconfigure for use as a research and survey vessel, given the odd angles which the bulkheads took in places due to the “wing” arrangement of its warp support pylons. In addition, locating the shuttle bay entrance directly under the impulse deck proved to be a big design mistake. *Shackleton* shuttle pilots had to perform a dip-and-roll whenever the impulse deck was in use for propulsion, in order to not to get caught in the wake and wash of its venting. The opposite proved true for landing approaches, too – with the result that shuttlecraft landings on board a *Shackleton* had to be done at warp, at rest, or on ship’s maneuvering thrusters only (\*). Being thus limited in its small craft handling capabilities also limited its use in the survey role, and Starfleet had to eventually come up with an alternative survey starship design (*Shepherd*) which is covered elsewhere in this document.

Despite their shuttle bay operational limitations, all six *Shackletons* performed well enough during their long service lives. Only two remain operational at present, but they are scheduled to be retired in 2293 and 2296 respectively. They will then join their four fellows in the fleet reserve, until such time as Starfleet decides to dispose of them once and for all.

(\*) This is also why dorsal shuttle bays for Starfleet “pan handles” proved such a failure.

## Schematics

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***Shackleton* class created by Richard Mandel**

**Schematics provided by Neale “Pixel Sagas” Davison  
(thanks, Neale!)**

***Larson* class CG model by pick “Pneumatic81” Knox**

# K`Kmarak

## Research and survey cruiser (CSR) 2250

### Specifications as built

#### Dimensions

Length:	189.0 meters
Beam:	68.4 meters
Height:	34.5 meters

#### Mass

Standard gross:	155.000 GMT
Subspace displacement:	75,000 DWT

#### Crew complement (\*)

Officers:	22
Enlisted:	100

#### Top velocity

Cruising speed:	warp 5.0
Rated maximum speed:	warp 6.0
Rated emergency speed:	warp 7.0

#### Endurance

Standard endurance:	estimated 3 years at L.Y.V.
Maximum endurance:	estimated 11 years at L.Y.V.

#### Armament

Beam weapons:	4 type-II phaser banks (1 dual bank F, 1 single bank each P and S)
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### Class listing

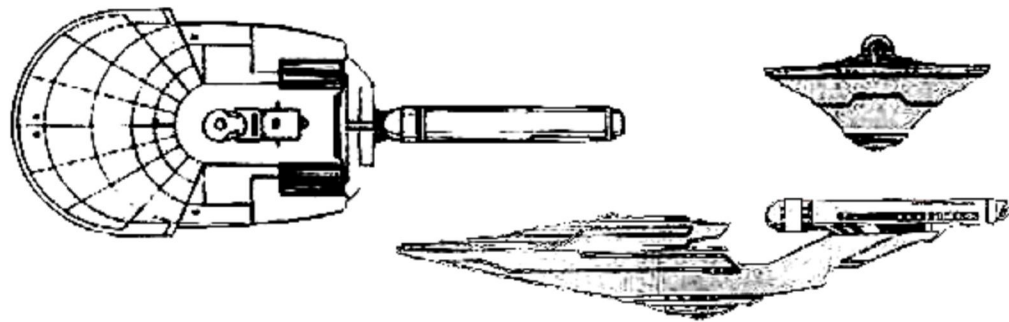
Hull #	Name of starship	Builder	Status
NCC-430	<i>K`Kmarak</i>	SFD Shes'shokh Yards, 40 Eridani A	awaiting disposal
NCC-437	<i>T`Pohl</i>	SFD Shes'shokh Yards, 40 Eridani A	awaiting disposal
NCC-439	<i>Ratha</i>	SFD Shes'shokh Yards, 40 Eridani A	awaiting disposal
NCC-440	<i>Surrán</i>	SFD Shes'shokh Yards, 40 Eridani A	awaiting disposal
NCC-445	<i>Semarkhos</i>	SFD Shes'shokh Yards, 40 Eridani A	awaiting disposal

These were the oldest research and survey vessels in Starfleet service until 2280-81, when they were finally decommissioned and placed in reserve. That honor has since fallen on the *Shackleton* class. All nineteen *K'Kmaraks* remained in reserve until this year, when Starfleet began to dispose of them via a combination of scrapping and use as unmanned target drones. The last of the *K'Kmaraks* is expected to be expended or scrapped sometime early next year.

In its day, *K'Kmarak* was a respectable class of starships which served right alongside other older dedicated Bureau of Sciences types such as *Hopi* and *Cahuya*. They were custom-built for Starfleet use, however, and were one of the first Starfleet CSR-type starships to be fitted with the same quality sensor and scanner suite as that of a fleet scout. They were among the most capable starships of their type at the time, having the largest and best equipped on-board laboratory and research facilities then available on a Starfleet survey vessel. Originally designed for long-range interstellar survey missions, they were largely denied this opportunity when conflict with the Klingons in the 2250s almost broke out into open war. After that, and for the remainder of the service careers, they assisted in completing the surveying and charting of those areas of Federation space which had not yet been explored in any great detail.

It should be noted that *K'Kmarak* was a favorite of the Vulcan contingent within Starfleet, who served aboard them in large numbers. *K'Kmarak* was in fact designed and built by the Vulcans, and all of the ships in the class were named for famous Vulcan scientists and researchers.

### Schematics



***K'Kmarak* class scout created by Dana Knutson and associates for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Additional data courtesy of Timo Salonieme**

**Schematics provided by FASA Corporation**

**CG model and images by Steve Baron**



# Starships Specific to the Starfleet Marines

# Brownwood

## Assault transport (LHD) 2290

### Dimensions

Length:	234.7 meters
Beam:	141.7 meters
Height:	63.6 meters

### Mass

Standard gross:	945,150 GMT
Subspace displacement:	242,350 DWT

### Crew complement

Officers:	73
Enlisted:	307
Small craft pilots (as applicable):	up to 20
Marines or troops (as applicable):	100 (8 full squads + command staff)*

### Top velocity

Cruising speed:	warp 7.0 (unladen)+
Rated maximum speed:	warp 9.0 (unladen)+
Rated emergency speed:	warp 11.0 (unladen)+

### Endurance

Standard endurance:	estimated 4 years standard at L.Y.V.
Maximum endurance:	estimated 16 years standard at L.Y.V.

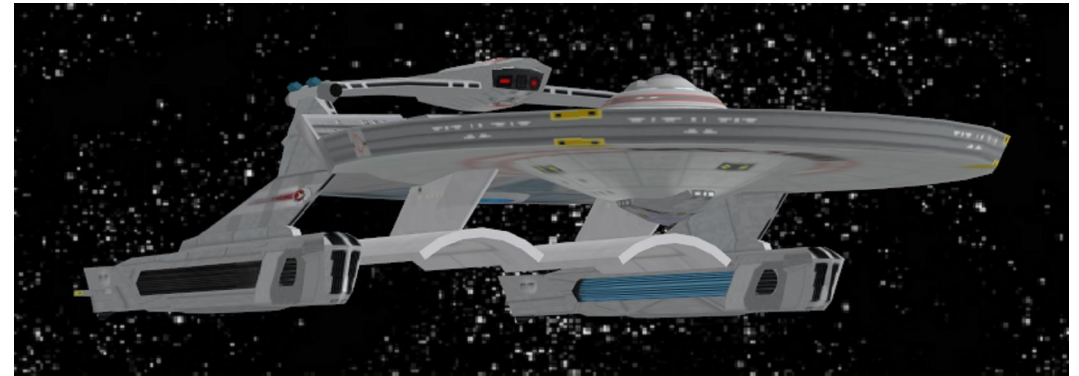
### Armament

Beam weaponry:	12 type-I phaser banks (per <i>Enterprise</i> layout)
Guided weaponry:	4 photon torpedo tubes (2F/2A, options roll bar)

Small craft up to 20 of various types (10 per bay)\*

(\*) number jumps dramatically if one or more Class I carrier or assault transport containers attached (or their equivalents)

(+) warp factor of 1.0 lost for every Class 1 transport container towed



NOTE to readers – This is a tentative image. Model needs forward part of saucer and leading parts of warp engines and roll bar built up as described in text.

### Class listing

Hull #	Name of starship	Builder	Status
NCC-M4101	<i>Brownwood</i>	Salazar Shipyards, Andor	active
NCC-M4102	<i>Attica</i>	Rapier Dynamics Group, New Aldeberan	active
NCC-M4103	<i>Mak'ala</i>	SFD Sosma Docks, Arcturus III	active
NCC-M4104	<i>Dalma'ari</i>	Newport News Spaceworks, Terra	active
NCC-M4105	<i>Egaph</i>	Proxima Shipyards, Proxima Centauri	building
NCC-M4106	<i>Rasara</i>	SFD Cameron Navy Yard, Deneb V	building
NCC-M4107	<i>Shalaven</i>	Rapier Dynamics Group, New Aldeberan	building
NCC-M4108	<i>Sahara</i>	Salazar Shipyards, Andor	building
NCC-M4109	<i>Lorisa</i>	Newport News Spaceworks, Terra	building

NCC-4110 through NCC-4195 pending Federation Council approval

*Brownwood* is a custom variation on the *Miranda* class light cruiser developed specifically for the Starfleet Marines as a replacement for its aged and well-work *Saskatchewan* class assault ships. Although it lacks *Saskatchewan's* ability for planetfall, it makes up for it in two rather unique ways. First, the forward part of the ship and all of its leading edges are heavily reinforced and are fitted both with old-style heat shielding and abalative armor suitable for deep penetration, in-atmosphere insertion-extraction operations. Second, *Brownwood* is fitted with the full *Hensley* transport/tug tractor pad and support systems suite. By giving *Brownwood* this latter capability, and by attaching up to four standard Class I transport containers of the type needed for a specific mission, *Brownwood* can double as its own support ship for most Starfleet Marine operations.

The idea behind *Brownwood* owes a lot to an incident which took place during the the Kzinti Incursion of 2274. In a joint liberation operation conducted with Task Force Zulu (Admiral James T. Kirk, commanding), Starfleet Marine forces conducted a surprise forced landing on the surface of the occupied Federation core world of Tellar. Kzinti forces responded immediately, with local ground forces converging on the area and all airborne and spaceborne forces quickly moving in to prevent reinforcements. The situation became so desperate planetside that Captain Sergei Gagarivch of the upgraded heavy frigate *Odin* (NCC-1875), with the full consent of his crew, did a very rash thing. He ordered his ship into the atmosphere at high speed, as far down as he dared and as the strain on the ship and the heat buildup on its hull could be managed, and then proceeded to make a single pass over the landing zone, bombarding the Kzinti forces pinning down the Marines with every weapon on the *Odin* that was still functional. Gagarivch almost lost his ship and crew in the process during the return trip up through the atmosphere, due both to the severe heat and strain on the hull as well as battle damage that *Odin* had taken from Kzinti ground batteries during that one lone pass. Even so, *Odin* somehow made it back into space. Its presence had made the difference planetside, with the trapped Marines able to effect a breakout within minutes of its departure. At the same time, other area Starfleet and Marine forces used the confusion in the Kzinti ranks caused by the *Odin's* near-suicidal assault to great effect, and the liberation of Tellar was able to resume once again. Gagarivch drew an official reprimand for endangering the lives of his crew in such a reckless fashion; however, it was overturned on appeal due in part to the intercession of Admiral Kirk, the senior flag

officer on the scene. "I would have done the same thing myself, had I not been the admiral-in-charge," Kirk went on record as saying. As for the *Odin*, it had to spend the next four months at starbase both for repairs and partial reconstruction of the forward third of its base space frame before it could be judged spaceworthy again.

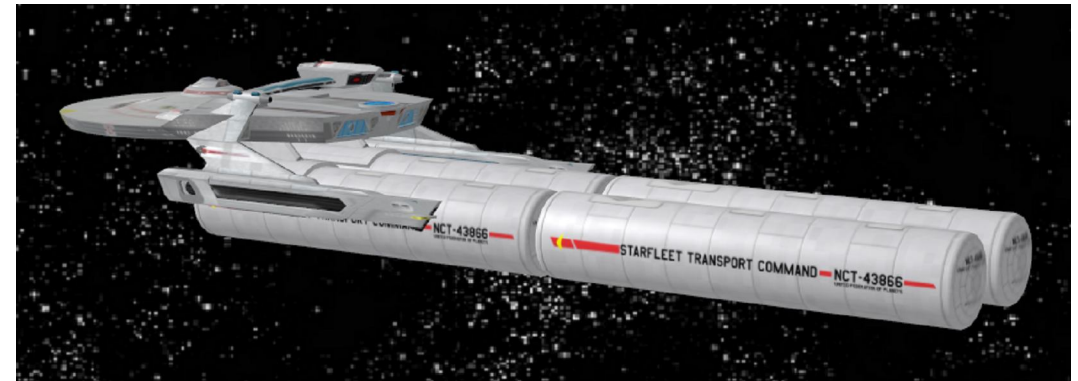
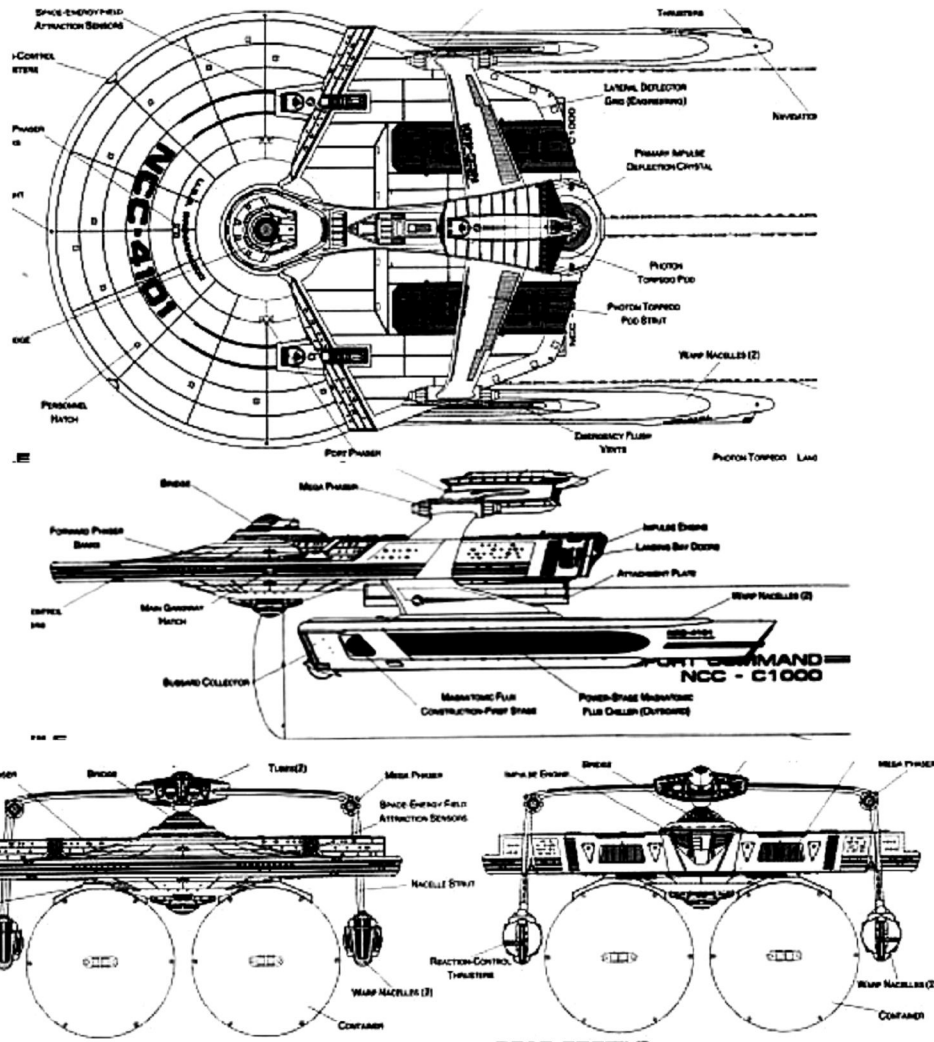
*Odin's* assault during the liberation of Tellar in 2274 is the reason why *Brownwood's* forward space frame and hull sections are built up, reinforced, and armored the way that they are. It is designed and has been tested in a variety of atmospheres and under various atmospheric conditions for near-surface insertion-extraction operations of Marine personnel, vehicles, and supplies. While it is incapable of a planetary landing itself, *Brownwood* is fully capable under most conditions to drop all the way down to about two kilometers of almost any planetary surface. Once it is down as far as it can go, its shuttle bay doors are opened and both Marine personnel and their gear are sent through them planetside in classic Marine insertion-extraction fashion. The same near-surface pass technique can also be used to retrieve Marine, Starfleet, or other personnel from dangerous situations on a given planet, assuming that said individuals have access to some kind of atmospheric transport. In this case, a *Brownwood* would execute a near-surface pass and then slow down as much as possible. The transport (or transports) would then fly into one of *Brownwood's* open and waiting shuttle bays – after which *Brownwood* would then immediately ascend back into space as fast as possible.

It should be noted that *Brownwood* cannot be towing any Class I transport containers when performing planetside near-pass operations, as they will be torn away from the tractor pads and destroyed during the descent. These are usually left coasting in orbit (or under their own power if fitted with maneuvering thrusters or engines), to be picked up again once *Brownwood* completes its planetside pass and returns to orbit.

Without any transport containers attached, *Brownwood* functions like a somewhat sluggish *Miranda* class heavy cruiser or Project *Avenger* upgraded heavy frigate. It also suffers from a fair loss in maneuverability due to its added forward armor, forward hull and frame reinforcements, and the added *Hensley* tow pads and support gear. With transport containers attached, *Brownwood* functions almost exactly the same as a slightly enlarged *Hensley* – but with the availability of the added weaponry and small craft capacity that are part of its *Miranda*-derived heritage.



# Schematics



**Brownwood class assault transport by Eric "Jackill" Kristiansen as first featured in *Jackill's Ships of the Star Fleet Volume 1***

Additional data conceived by Richard Mandel

Schematics by Eric "Jackill" Kristiansen

CG model by Riachard Mandel

# Sinbad

## Small assault dropship (LCS) 2286

### Specifications as built

#### Dimensions

Length:	89.0 meters
Beam:	30.2 meters
Height:	15.8 meters

#### Mass

Standard gross:	202,000 GMT
Subspace displacement:	40,600 DWT

#### Crew complement (\*)

Officers:	3
Enlisted:	7
Starfleet Marines:	30 (3 full squads + command staff)
Passengers:	up to 100 additional Marines in full power armor

#### Top velocity

Cruising speed:	warp 3.0
Rated maximum speed:	warp 4.5
Rated emergency speed:	warp 6.0

#### Endurance

Standard endurance:	estimated 0.4 years at L.Y.V.
Maximum endurance:	estimated 1.1 years at L.Y.V.

#### Armament

Beam weapons:	4 type-I phaser banks (1 each FP, FS, AP, AS)
Guided weapons:	none

Small craft:	none
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### Class listing

Hull #	Name of starship	Builder	Status
NCC-M110	<i>Sinbad</i>	x	

(260 hulls)

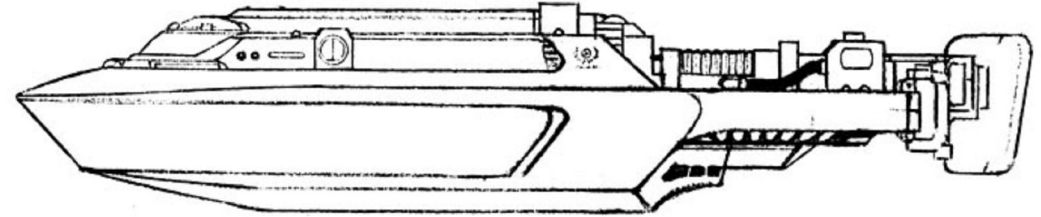
*Sinbad* is a modernized custom version of the old *Leonardo* class "corsair" from the late 2260s redesigned for use as a Marine small landing ship for planetary assaults. For this purpose the lower two decks of the ship were completely revamped in order to allow for a large central cargo hold two decks high, extending all the way to the forward end of the warp engine support trusses and fitted with a bow-mounted drop ramp door for quick egress by embarked Marines. *Sinbad's* hold can contain up to 100 Marines in full power armor, complete with all of their weapons and supplies; or up to three standard ground transports, or three small ground assault craft; or two large ground assault craft, or the equivalent in support equipment and supplies; or any combination thereof.

*Simbad* has proven extremely popular with the Starfleet Marines and already two custom in-service derivatives are in service. There is a dedicated fire support version, dubbed LCS(R), which sacrifices carrying capacity for four additional type-III side-mounted phasers and a single photon torpedo tube where the drop ramp would normally be located. There is also a dedicated gunship version, dubbed LCS(G), which is somewhat similar to the fire support version but its extra armament consists of four type-III G gatling phasers in the additional type-III phaser mounts, a fifth gatling phaser mounted in a topside omnidirectional mount, and no photon torpedo system. The Starfleet Marines are also reported to be experimenting with a drone-armed version, tentatively dubbed LCS(D), which has only two additional type-III side phasers but carries the added punch of four standard drone launchers. All three of these custom *Sinbad* variants are intended to assist in providing covering fire for disembarking Marines during planetside landing operations.

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## Schematics

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***Leonardo* class corsair created by Aridas Sofia  
as first featured on his *Federation Starship Recognition Chart***

**additional information based on the efforts of Timo Saloniemi**

**Side profile courtesy of the Starship Schematic Database**

# Continent

## Assault ship (LHA) 2278

### Specifications as built

#### Dimensions

Length:	245.0 meters
Beam:	175.0 meters
Height:	45.0 meters

#### Mass

Standard gross:	472,500 GMT
Subspace displacement:	130,000 DWT

#### Crew complement (\*)

Officers:	12
Enlisted:	50
Starfleet Marines:	3200 + command staff
Small craft pilots:	up to 30

#### Top velocity

Cruising speed:	warp 5.0
Rated maximum speed:	warp 7.0
Rated emergency speed:	warp 9.0

#### Endurance

Standard endurance:	estimated x years at L.Y.V.
---------------------	-----------------------------

#### Armament

Beam weapons:	14 type-I phaser banks (6 dual banks arranged 2 FP, 2F, and 2 FS; 2 single banks on aft secondary hull, 1 each AP and AS)
Guided weapons:	2 high-capacity drone launchers

#### Small craft:

Assault shuttles:	18
Fighter shuttles:	12
Other shuttle types:	6



### Class listing

Hull #	Name of starship	Builder	Status
NCC-M3850	<i>Continent</i>	Morena Shipyards, Andor	active
NCC-M3851	<i>Archipelago</i>	Salazar Shipyards, Andor	active
NCC-M3852	<i>Mainland</i>	Morena Shipyards, Andor	active
NCC-M3853	<i>Peninsula</i>	Salazar Shipyards, Andor	active
NCC-M3854	<i>Butte</i>	Morena Shipyards, Andor	active
NCC-M3855	<i>Prairie</i>	Salazar Shipyards, Andor	active
NCC-M3856	<i>Canyon</i>	Morena Shipyards, Andor	active
NCC-M3857	<i>Valley</i>	Salazar Shipyards, Andor	active
NCC-M3858	<i>Tributary</i>	Morena Shipyards, Andor	active
NCC-M3859	<i>Estuary</i>	Salazar Shipyards, Andor	active
NCC-M3860	<i>Tundra</i>	Morena Shipyards, Andor	active
NCC-M3861	<i>Steppe</i>	Salazar Shipyards, Andor	active

*Continent* was the linear warp generation replacement for *Makin*. When it was first launched, it had twice the available power and almost twice the maneuverability, thanks to its Leeding LN-64 warp engines. It is also more robust and better able to take battle damage, thanks to its more modern and more sturdy space frame.. The entire *Makin* class has since been upgraded to linear warp standard; however, it still falls below *Continent* (and the older *Chandley*) in terms of both performance and combat capabilities.

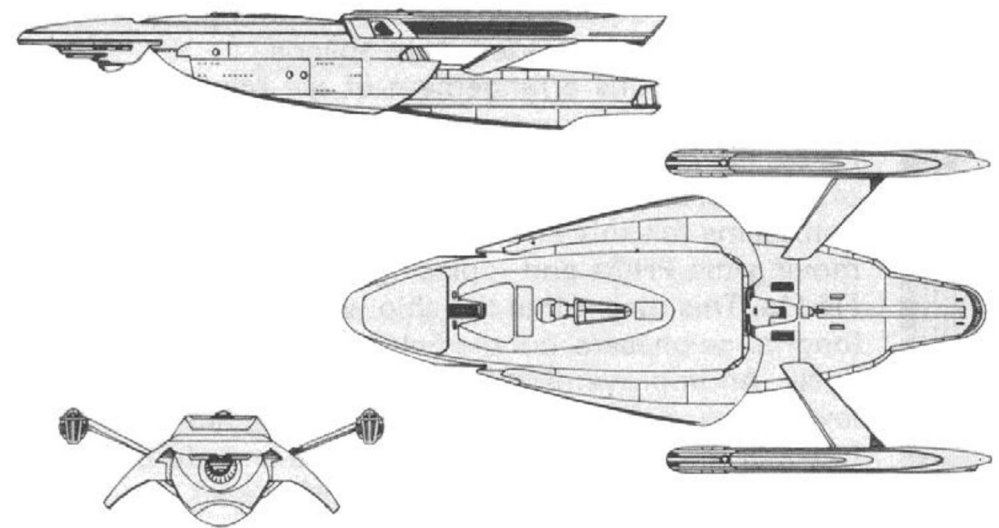
A *Continent* class assault ship can carry up to 3200 Marines, along with up to 16 heavy ground combat vehicles and up to 50 light support vehicles, or any combination of the three, or their equivalent in other cargoes. Its 12 22-man personnel and 8 cargo transporters allows *Continent* to beam all of it down to any suitable planetary surface within 30 minutes. In the event the planet is shielded, an oversize shuttle bay similar to that used on fleet carriers is also fitted, with a full compliment of various Marine assault shuttles and landing craft available in order to insert its Marines in a more traditional fashion.

*Continent* has often been commented upon for its predatory-like appearance, which to the eyes of some civilian starship spotters eches certain of the design lines of Klingon vessels.

The entire class underwent a minor refit beginning in 2288, and it was at that time that its weapons loadout was upgunned somewhat. Two more type-I single phaser banks were added for aft hemispheric coverage. Also, two high-capacity drone launchers were added, one topeide and one ventral, to provide at least some punch in terms of non-beam based heavy weapons.

## Schematics

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***Continent* class assault ship created by Dana Knutson and associates  
for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Additional information adapted from the musings of Timo Saloniemi**

**Schematics provided by FASA Corporation (*STAR TREK III Sourcebook*)**

**CG model by Rick "pneumatic81" Knox**

**Images provided by Richard Mandel**

# Makin/Attu

## Assault ship (LHA)

2267/2280

### Specifications as built

#### Dimensions

Length:	180.0 meters
Beam:	95.0 meters
Height:	35.0 meters

#### Mass

Standard gross:	432,750 GMT
Subspace displacement:	102,200 DWT

#### Crew complement (\*)

Officers:	8
Enlisted:	30
Starfleet Marines:	1800

#### Top velocity

Cruising speed:	warp 7.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 11.0

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 11 years at L.Y.V.

#### Armament

Beam weapons:	16 type-II phaser banks (6 dual banks on Primary hull saucer per <i>Enterprise</i> refit, 1 dual bank secondary hull ventral, 1 dual bank above and just behind aft shuttle bay)
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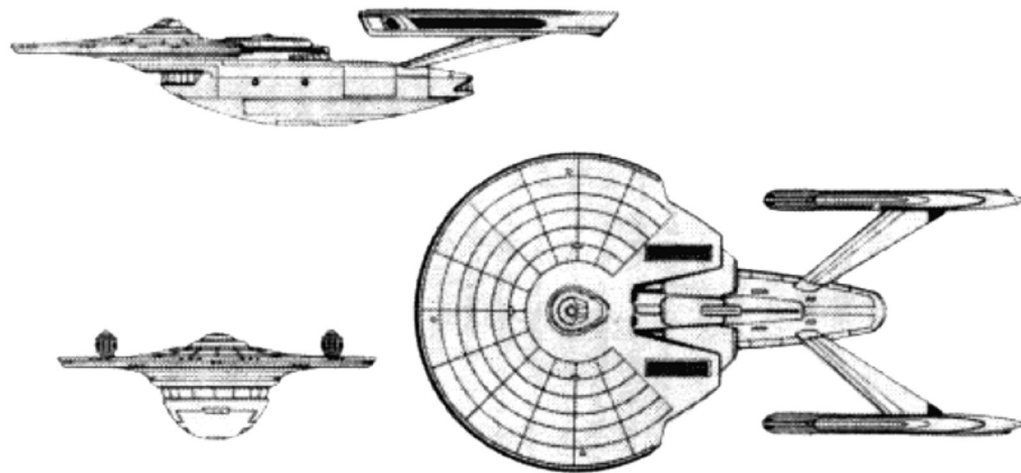
### Class listing

Hull #	Name of starship	Builder	Status
NCC-M3201	<i>Makin</i>	Morena Shipyards, Andor	active
NCC-M3202	<i>Kwajalein</i>	Tellar Prime Shipyards, Tellar	active
NCC-M3203	<i>Wadke</i>	Morena Shipyards, Andor	active
NCC-M3204	<i>Biak</i>	Morena Shipyards, Andor	active
NCC-M3205	<i>Attu</i>	Tellar Prime Shipyards, Tellar	active
NCC-M3206	<i>Noemfoor</i>	Morena Shipyards, Andor	active
NCC-M3207	<i>Morotai</i>	Morena Shipyards, Andor	active
NCC-M3208	<i>Apamama</i>	Tellar Prime Shipyards, Tellar	active
NCC-M3209	<i>Majuro</i>	Morena Shipyards, Andor	active
NCC-M3210	<i>Einwetok</i>	Tellar Prime Shipyards, Tellar	active
NCC-M3211	<i>Tinian</i>	Morena Shipyards, Andor	active
NCC-M3212	<i>Angaur</i>	Morena Shipyards, Andor	active
NCC-M3213	<i>Kiska</i>	Tellar Prime Shipyards, Tellar	active
NCC-M3214	<i>Kiribati</i>	Tellar Prime Shipyards, Tellar	active

The *Makin* class of Marine assault ships were built in the late 2260s. *Makin* was an economy design, originally intended to replace the highly regarded but far more expensive older *Chandley*. It followed more traditional starship design lines, however which limited both its internal hull volume and assault ship capabilities. It never did replace *Chandley*, even though it could carry far more troops -- for the Starfleet Marines stubbornly held onto the older and more capable vessels once they became aware of *Makin's* limits. *Makin* in turn would be replaced by *Contineint* on the production schedule almost two decades later.

All *Makins* were upgraded with linear warp technology beginning in 2279. The upgraded version was termed the *Attu* sub-class at the time, so named after the first ship upgraded, in order to distinguish it from non-upgraded *Makins*. The *Attu* designation fell out of favor once the upgrade program was completed and is no longer used. While still falling below the newer *Continent* class in terms of overall performance and combat capabilities, the Starfleet Marines still find them useful. *Makins* are often sent into situations where the presence and capabilities of *Continents* and upgraded *Chandleys* are not required, or are used to fill out the numbers of both in large scale planetary assault operations.

#### Schematics



***Makin* class assault ship created by Dana Knutson and associates for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Additional information adapted from the musings of Timo Saloniemi**

**Schematics provided by FASA Corporation (*STAR TREK III Sourcebook*)**

**CG model by Terradhyne**

**Images provided by Richard Mandel**

# Chandley/Stanridge

## Assault ship (LHA)

2256/2273

### Specifications as built

#### Dimensions

Length:	315.2 meters
Beam:	262.2 meters
Height:	90.0 meters

#### Mass

Standard gross:	774,500 GMT
Subspace displacement:	177,000 DWT

#### Crew complement

Officers:	35
Enlisted:	335
Starfleet Marines:	220 (2 companies + command & support staff)
Small craft pilots:	from 20 to 30 (mostly Marine, some Starfleet)

#### Top velocity

Cruising speed:	warp 7.0
Rated maximum speed:	warp 9.0
Rated emergency speed:	warp 11.0

#### Endurance

Standard endurance:	estimated 5 years at L.Y.V.
Maximum endurance:	estimated 20 years at L.Y.V.

#### Armament

Beam weapons:	16 phaser banks (6 paired banks on primary hull saucer as per <i>Enterprise</i> refit, 2 paired banks secondary hull – 1 pair on each extreme end of assault shuttle hangar bays)
Guided weapons:	4 photon torpedo tubes (2F, 2A)

#### Small craft:

12 heavy or 16 light/medium assault shuttles  
from 2 to 6 other non-combat small craft,  
depending on size





## Class listing

Hull #	Name of starship	Builder	Status
NCC-M2300	<i>Chandley</i>	Makresh Naval Works, Barent's Star	active
NCC-M2301	<i>Stanridge</i>	Utopia Planita Spaceworks, Terra	active
NCC-M2302	<i>Monson</i>	SFD Ganymede Naval Yard, Sol VI	active
NCC-M2303	<i>Kitteridge</i>	Utopia Planita Spaceworks, Terra	active
NCC-M2304	<i>Diamond</i>	Makresh Naval Works, Barent's Star	active
NCC-M2305	<i>Lejune</i>	SFD Ganymede Naval Yard, Sol VI	active
NCC-M2306	<i>Niwen</i>	Utopia Planita Spaceworks, Terra	active
NCC-M2307	<i>Turner</i>	Utopia Planita Spaceworks, Terra	active
NCC-M2308	<i>Barstow</i>	SFD Ganymede Naval Yard, Sol VI	active
NCC-M2309	<i>Hanson</i>	Makresh Naval Works, Barent's Star	active
NCC-M2310	<i>Queen of Hearts</i>	Salazar Shipyards, Andor	active
NCC-M2311	<i>Harrington</i>	SFD Ganymede Naval Yard, Sol VI	active
NCC-M2312	<i>Ace (of Spades)</i>	Makresh Naval Works, Barent's Star	active
NCC-M2313	<i>Interdictor</i>	Utopia Planita Spaceworks, Terra	active
NCC-M2314	<i>Winston</i>	Makresh Naval Works, Barent's Star	active
NCC-M2315	<i>Doublejack</i>	Salazar Shipyards, Andor	active
NCC-M2316	<i>Solitaire</i>	SFD Ganymede Naval Yard, Sol VI	active
NCC-M2316	<i>Red Club</i>	Makresh Naval Works, Barent's Star	active
NCC-M2317	<i>East Anglia</i>	Salazar Shipyards, Andor	active
NCC-M2322	<i>Fife</i>	Utopia Planita Spaceworks, Terra	active
NCC-M2327	<i>Blackheart</i>	SFD Ganymede Naval Yard, Sol VI	lost
NCC-M2328	<i>Hatchlock</i>	Salazar Shipyards, Andor	active

*Chandley* started out life as a contemporary of the so-called “second wave” of Class I starships. It was originally offered as a heavy frigate design to compete with the likes of *Loknar*, *Surya*, and *Coventry*; however, it was rejected as being too big. Its designers had to chosen to eschew then-current trends in unibody frigate secondary hulls, with their traditional warp engine arrangements, in favor of a so-called “split hull” design featuring side-mounted main engine pylons splayed to the extreme. This allowed for the fitting of larger than normal shuttlecraft hangers within its extremely splayed secondary hull sections, and gave *Chandley* both the same small craft capacity as *Coventry* nad the best possible warp performance for a Class I splayed pylon design. Senior Starfleet officers pointed out that this made *Chandley* far too big for a front line combat ship, especially a heavy frigate – where presenting as small a target as possible to the enemy was (and still is) considered an important factor. “You couldn’t miss if you fired at that ship” or some variant thereof of said statememt was repeatedly

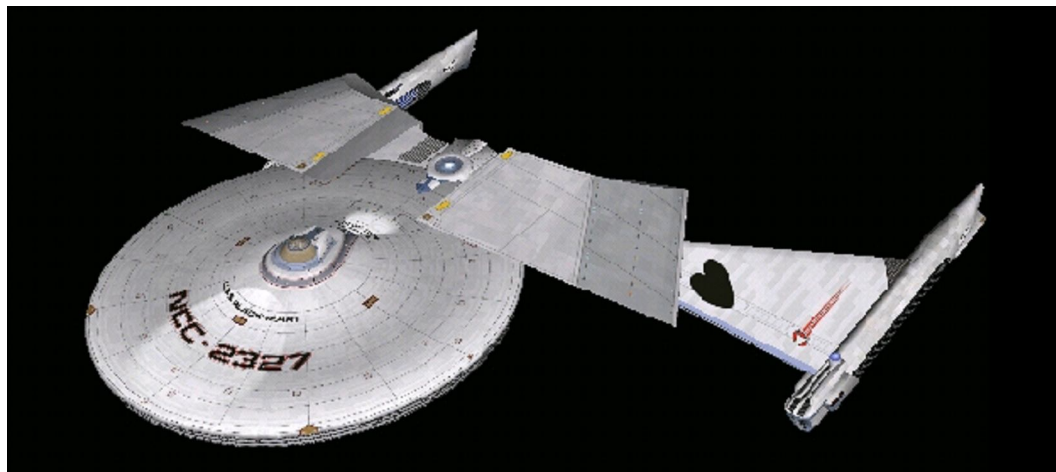
made both by Starfleet and the Procurements Board at the time, and that was why *Chandley* was ultimately rejected for the role of Starfleet heavy frigate. It didn’t matter that *Chandley*, the prototype ship, proved it could outmaneuver any other Class I starship of its size at that time. It was simply too big for its intended design purpose.

What will not work for one intended purpose, however, often finds use in another. The Starfleet Marines were immediately attracted to *Chandley*'s unusual design and its voluminous secondary hull. They requested that the *Chandley* prototype be turned over to them for evaluation as a potential assault ship. After some hesitation, Starfleet agreed – and *Chandley* soon proved that it was ideal for this role. Its secondary hull interior spaces were reconfigured in order to fit eight 22-man transporters and over two full companies of Marines, complete with command and logistics staff. Thus was *Chandley* reequipped as a quick-action boarder along Klingon-style lines, with the capability of instantly beaming up to 14 squads in standard battle dress (up to and including light body armor) to any location *in full force*. Two such transporter actions would deliver *Chandley*'s entire complement of Marines. The twin oversize shuttlecraft bays were reconfigured to support a full range of Marine light and medium assault craft, and stowage provision was also made for a fair assortment of light and medium ground vehicles for planetside actions. *Chandley* proved a resounding success once reborn as a Marine assault ship (the term *strike frigate* was used at the time, in deference to its design origins), and would go on to become the mainstay assault ship of the Starfleet Marines for the next three decades.

*Chandley* was incredibly expense to produce because of its extremely splayed secondary hull design, and this fact was always a sore spot with Starfleet proper. They managed to get *Chandley* production limited to only 28 hulls – which soon turned out not to be enough – and offered the more economical *Makin* design in the late 2260s as a cheaper alternative. The Marines took it because they had no other choice; however, they made it quite clear that *Makin* was not half the ship that *Chandley* had proven to be. They successfully appealed to the Procurements Board and practically forced the issue of linear warp upgrades for the entire *Chandley* class onto Starfleet (*Stanridge* sub-class), and even won approval for full top-tier Leeding LN-64 covnersions. Starfleet had intended neither and had not budgeted for either as well, and the forced upgrading of the *Chandleys* (over its own objections) was the prime reason why Starfleet had no choice

but to adopt with a three-tier, multitrack upgrade instead of the single-track LN-64 path for all classes as originally planned. The *Chandley* upgrade was tully justified to the Starfleet Marines, however, given the less-than-stellar performance of the *Makins*, and it would not be until the *Continent* class became available toward the end of the 2270s that it would get an assault ship class that it would regard on something as even terms with *Chandley*.

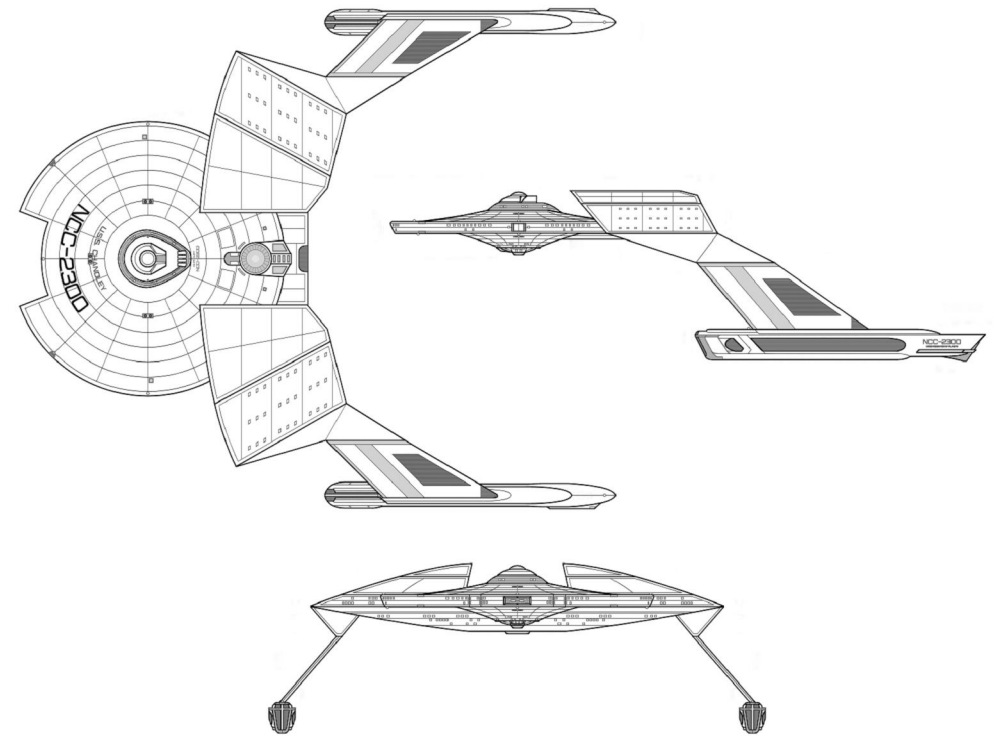
Ever since getting their linear warp refits, all *Chandleys* have been assigned to Marine units operating in conjunction with TacFleet along the Treaty Zone with the Klingon Empire. Their primary designated use is for "special boarding actions," due to the sheer speed at which they can put Marines in combat dress aboard any vessel within rance of *Chandley's* transporters.



The only combat casualty of the class to date is *USS Blackheart* (NCC-M2327). She went missing in 2287 with all hands lost, and the only thing ever recovered from her was a damaged recorder-marker with part of its data deliberately erased. The manner in which the erasure was conducted suggested that whoever (or whatever) had done it was unfamiliar with Federation starship technology, and it was known that there were no Klingon units (official or otherwise) in the area prior to *Blackheart's* disappearance. She was well known throughout Starfleet for the large black hearts (her ship's emblem; painting it on the hull is a unique Marine practice) visible on both the forward underside and the outer lower end of her warp engine support pylone.

## Schematics

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Current configuration of the *Chandley* class, post-2284 refits. The forward photon torpedo tubes were relocated in many *Chandleys* to a "Marklin notch" set into the forward bow of the primary hull



*USS Fife* (NCC-2322) and *USS Barstow* (NCC-2308), accompanied by the TacFleet starships *Rian* (NCC-1925) and *Tamerlane* (NCC-510), departing the Chi Delta system after conducting a successful anti-piracy operation on the Federation side of the Treaty Zone.



***Chandley* class assault ship created by Dana Knutson and associates for FASA Corporation's *STAR TREK: The Role-Playing Game***

Additional information adapted from the musings of Timo Saloniemi

Schematics provided by FASA Corporation (*STAR TREK III Sourcebook*)

CG model by Rick "pneumatic81" Knox

Images provided by Battleclinic



Bow-on view of a *Chandley* class assault ship in action.

# Saskatchewan

## Light commando cruiser (LCL) 2177

### Specifications as built

#### Dimensions

Length:	189.9 meters
Beam:	85.3 meters
Height:	50.1 meters

#### Mass

Standard gross:	789,600 GMT
Subspace displacement:	158,500 DWT

#### Crew complement

Officers:	10
Enlisted:	68
Small craft pilots (as applicable):	2
Marines or troops (as applicable):	120 + all combat gear + 3 ground vehicles

#### Top velocity

Cruising speed:	warp 5.0
Rated maximum speed:	warp 7.0
Rated emergency speed:	warp 8.0

#### Endurance

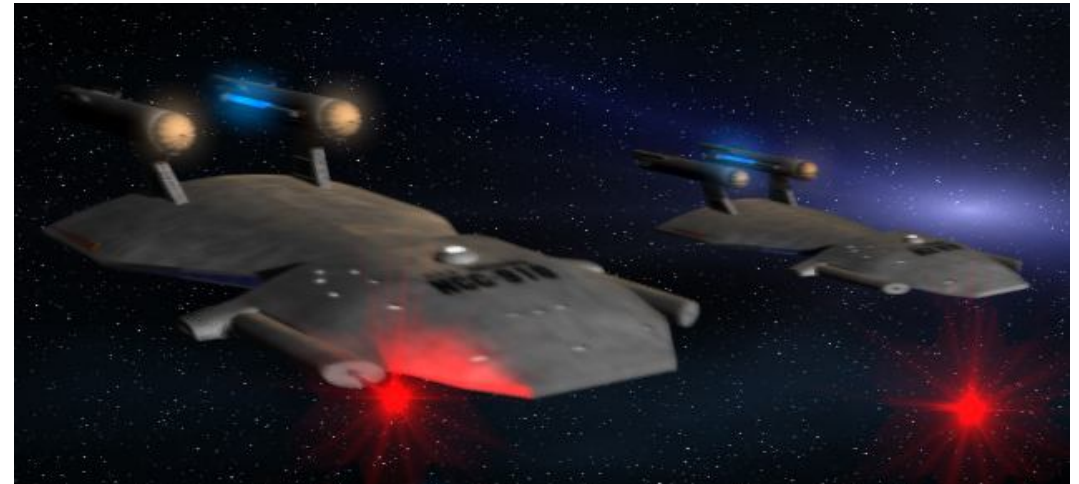
Standard endurance:	estimated 3 years at L.Y.V.
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#### Armament

Beam weaponry:	6 type-I phaser banks
Guided weaponry:	2 photon torpedo tubes
Other:	2 drone rack (50 drones each)

#### Small craft

4 heavy shuttles + 2 administrative shuttles



### Class Listing

Hull #	Name	Builder	Status
NCC-917	<i>Saskatchewan</i>	Vickers Shipbuilding, Terra	active
NCC-922	<i>Prince Edward</i>	Vickers Shipbuilding, Terra	active
NCC-928	<i>Eire</i>	Vickers Shipbuilding, Terra	active
NCC-931	<i>Provence</i>	Vickers Shipbuilding, Terra	active

The four commando cruisers that make up the *Saskatchewan* class are the oldest operational warships in Starfleet service today. They are the last survivors of the post-Romulan War *Texas* class of light cruisers, which helped to form the backbone of Starfleet during the Pax Federationis (c.2162 - c.2220). The oldest member of the class *Saskatchewan* (NCC-917), celebrated her 113th year in active Starfleet service this year (2190). No other active duty class of Starfleet combat craft in any category even comes close to matching this record, with the closest being the training shuttlecarrier *Valkyr* (NCC-1200), at only 61 years.

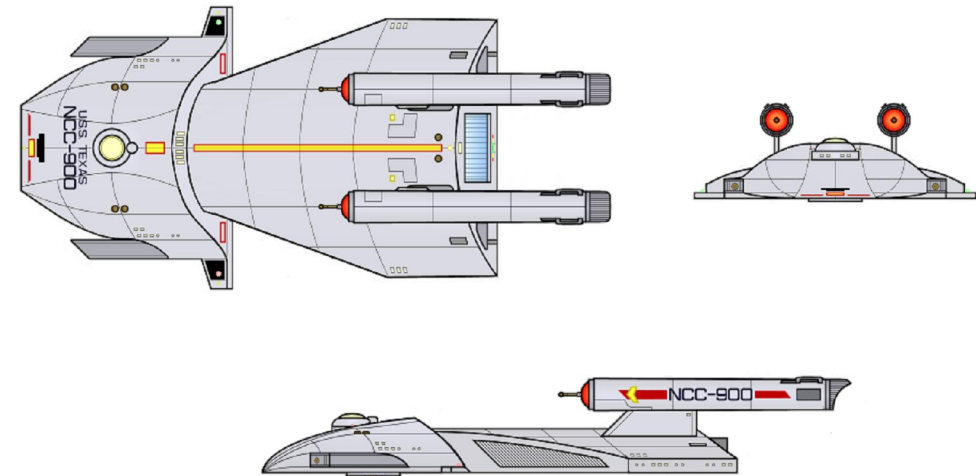
The reason why these four ships continue in active service is rather straightforward. All four of these ships were converted in the early 2240s for use as commando cruisers by the Starfleet Marines. The fact they were (and *still are*) the largest starship in the Starfleet inventory capable of a planetary takeoff and landing practically invited the conversion. The fact they were also the last Starfleet starship class built with old-style ablative armor made them resistant to most ground-based and light weapons without having to draw power from the engines for use as energy screens and force fields, and this too was a very attractive feature to the conversion-minded. They have been rebuilt and upgraded many times over their long lifetimes, with their current configuration representing changes to bring them firmly into the original Class I starship era. Aside from the removal of their large navigational deflector dishes (replaced by multiple smaller in-hull mounts) to better facilitate their use as command cruisers, and the installation of Perth PB-32 warp engines to replace older models, they have not received any major upgrades since that time.

These ships were originally set to be decommissioned in 2285 on the orders of Fleet Admiral Randolph Morrow, in keeping with his policy at that time to remove from service as many of Starfleet's oldest starships from service as fast as possible. The Starfleet Marines appealed his decision and got it reversed on the grounds that Admiral Morrow had not provided them with any suitable replacement. This reversal marked the beginning of the end of Admiral Morrow's career; however it did nothing to solve the problem of the aging *Saskatchewans*. A solution was eventually devised by adding two new starship classes to the fleet inventory of the Starfleet Marines: the *Sinbad* class planetary assault ship, and the *Brownwood* class assault transport. Once the changeover to these two new types is completed, and there is every reason to believe that it will (barring some

paradigm shifting event), then the four aged last survivors of the *Texas* class will finally be allowed to sail off into the proverbial sunset.

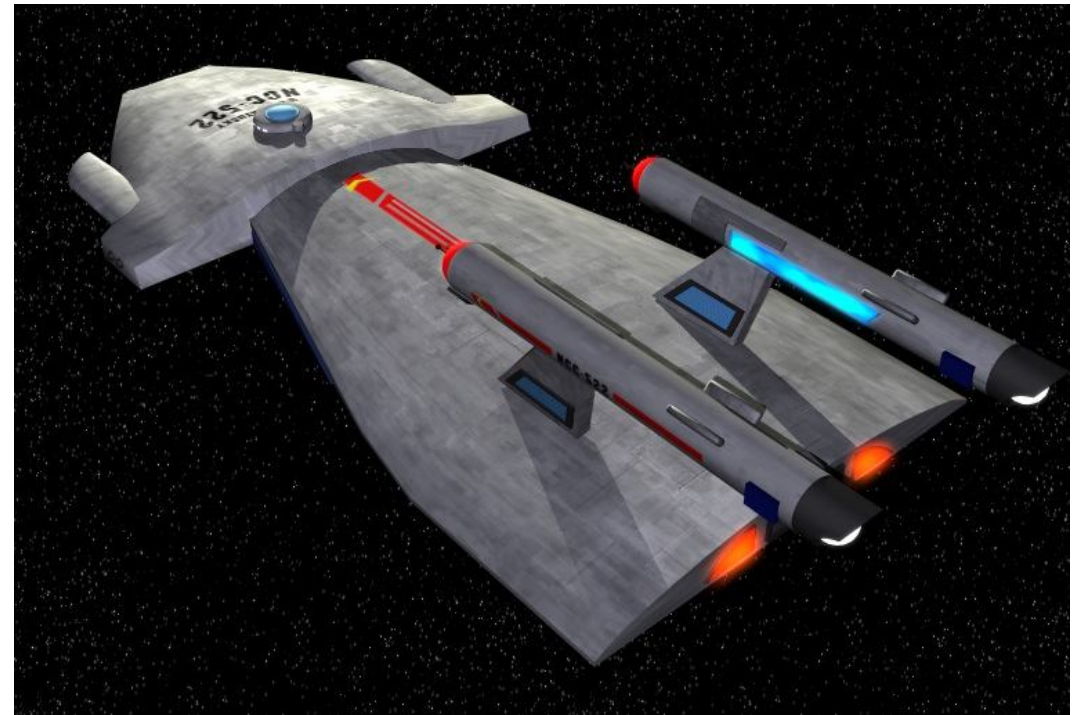
### Schematics

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*Saskatchewan* as she appears today, still very much a Class I starship despite the recent change by Starfleet to linear warp technology.



This image, taken in the early 2250s, shows just how little *Saskatchewan* and her sisters have changed since their last major refits.



*Eire* differs from her sister ships in that she had her photon torpedo tubes removed and an experimental forward deflector dish fitted to the forward part of her primary hull. The new system was only partially successful and was not installed on the other three ships.

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**Texas class starships by Stephen V. Cole and the Amarillo Design Bureau  
as originally created for the tabletop wargame *Star Fleet Battles***

**Schematics by Neale "Pixel Sagas" Davidson**

**CG model by DestyNova, inspired by the work of Adam Turner  
*Eire* model by ???**

# **Selected Other Class I Combatants and Armed Auxiliaries**

# Thunderbolt

## Fast patrol ship (PF) 2291

### Specifications as built

#### Dimensions

Length:	96.5 meters
Beam:	47.0 meters
Height:	13.4 meters

#### Mass

Standard gross:	43,600 GMT
Subspace displacement:	9,500 DWT

#### Crew complement

Officers:	3
Enlisted:	12

#### Top velocity

Cruising speed:	warp 9.0
Rated maximum speed:	warp 11.5
Rated maximum speed:	warp 14.0

#### Endurance

Standard endurance:	estimated 3 months at L.Y.V.
Maximum endurance:	estimated 1 year at L.Y.V.

#### Armament

Beam weapons:	6 type-II phaser banks (6 single mounts on on primary hull saucer in standard T/B, P/F/S arrangement) 2 type-III gatling phaser banks (1 single mount on secondary hull ventral high point, 1 single mount on secondary hull dorsal lowest point)
Guided weapons:	2 photon torpedo tubes (double-ender deck, F/A)

Small craft: NONE



### Class listing

Hull #	Name of starship	Builder	Status
NCC-P1470	<i>Thunderbolt</i>	Andorian Imperial Spaceworks, Andor	on trials

---- 35 hulls initial order awaiting builder's trials, another 275 pending approval ---



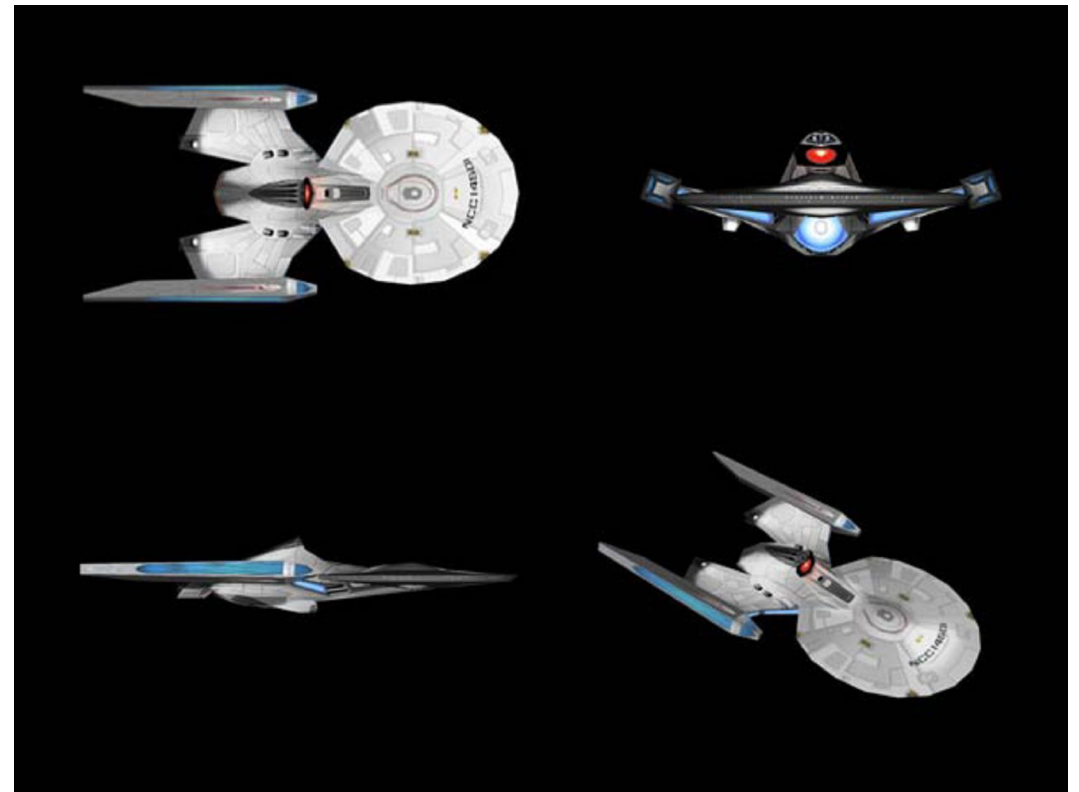
*Thunderbolt* is both the newest and smallest combatant in Starfleet to receive the official designation of Class I *starship*. As such, it represents something of an experiment for Starfleet Command. *Thunderbolt* is to our time what the *Akyazi* perimeter action ship was a generation before, only considerably smaller and based on a complete hull and space frame instead of a fractional one. A full generation's advancement in starship construction technology makes this possible. The primary mission is the same, however – a highly maneuverable combat starship that can function as a rapid response unit to any nearby trouble spot, and then hold its own – in numbers, if available – until larger and more powerful Starfleet unit can arrive and take over. *Thunderbolt* also has a dual role as a fast attack craft in combat actions – using its small size, high speed, and extreme maneuverability to give Starfleet the advantage in multi-starship combat actions. It is chiefly for this latter reason that *Thunderbolt* is classified as a *fast patrol ship* (PF) rather than a *perimeter action ship* (PA), in order to better distinguish between the two.

It should be noted that not until the past decade (2280s) has Starfleet committed itself to the development and fielding of a dedicated fast patrol ship. It is possible to look into its history and point to certain small starship patrol and combatant class which have some of its features, but the specific type itself does not appear in Starfleet's historical record until now. On the other hand, a fair number of the major and minor interstellar powers have been fielding fast patrol ships or their equivalents for generations. The Klingons, Mirak, and Lyrans are the best known of the major powers to do so. The Romulans have regularly fielded several small starship types which come as close to this type as is possible without reclassification. As for the Orions, their fast patrol ships – which are more than not “commandeered” and used as pirate privateers – fall into a unique category all their own.

The class ship and prototype, *Thunderbolt*, was launched at the end of last year and is nearing completion of extensive space and combat trials being conducted by the Cathedral Group. An initial or block of 35 hulls has already been authorized and funded by the Federation Council, but is currently on construction hold pending the official outcome of *Thunderbolt's* trials. An order for 275 more awaits approval for the same reason.

## Schematics

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***Thunderbolt* fast patrol ship created by Stephen V. Cole and associates  
for the STAR FLEET BATTLES tabletop wargame**

**Additional data suggested by the works of Taldren, Bethesda Softworks,  
Todd Guenther, David Schmidt, and Eric “Jackill” Kristiansen**

**CG models and ortho views provided by Feral Yards**

# Akyazi family

## Perimeter action ship (PA)

2289

Specifications as built (*Akyazi*, unless otherwise noted – others very similar)

### Dimensions

Length:	216.1 meters ( <i>Akyazi</i> , <i>Arbiter</i> similar)
Beam:	120.2 meters ( <i>Akyazi</i> , <i>Arbiter</i> similar)
Height:	27.5 meters ( <i>Akyazi</i> , <i>Arbiter</i> similar) 68.7 meters ( <i>Akula</i> )

### Mass

Standard gross:	x GMT
Subspace displacement:	68,000 DWT ( <i>Akyazi</i> , <i>Arbiter</i> similar) or 74,500 DWT ( <i>Akula</i> )

### Crew complement

Officers:	8 ( <i>Akyazi</i> ) or 7 ( <i>Arbiter</i> , <i>Akula</i> )
Enlisted:	76 ( <i>Akyazi</i> ) or 70 ( <i>Arbiter</i> ) or 68 ( <i>Akula</i> )

### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 14.0 ( <i>Akyazi</i> ), warp 15.0 ( <i>Arbiter</i> ), warp 12.0 ( <i>Akula</i> )
Rated emergency speed:	warp 21.5 ( <i>Akyazi</i> ), warp 22.0 ( <i>Arbiter</i> ), warp 18.5 ( <i>Akula</i> )

### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
Maximum endurance:	estimated 3.25 years at L.Y.V. ( <i>Akyazi</i> , <i>Arbiter</i> ) or estimated 3 years at L.Y.V. ( <i>Akula</i> )

### Armament

Beam weapons:	12 type-I phaser banks (6 banks of 2 each on primary hull, layout per <i>Enterprise</i> refit) plus 2 type-I phaser banks ( <i>Akula</i> only, TA/TB)
Guided weapons:	3 photon torpedo tubes ( <i>Akyazi</i> , 2F/1A) or 4 photon torpedo tubes ( <i>Arbiter</i> , 2F/2A)



General appearance of the *Akyazi* and *Arbiter* classes of perimeter action ship.



General appearance of the *Akula* class perimeter action ship.

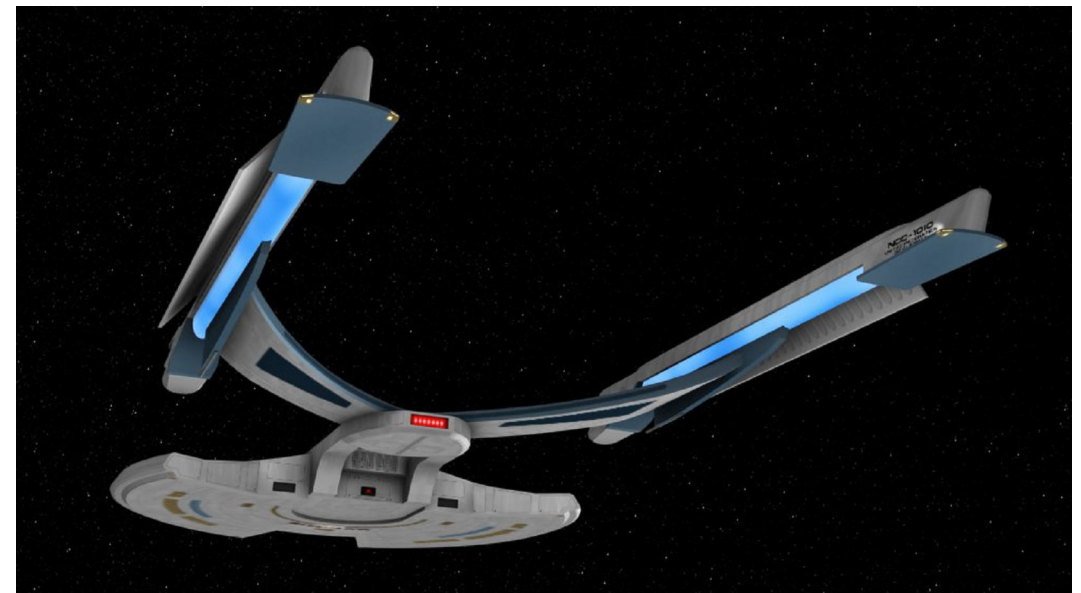
Class listing

Block I (*Akyazi* class)

Hull #	Name of starship	Builder	Status
NCC-1010	<i>Akyazi</i>	Arbing and Lidde Corporation, Terra	active
NCC-1011	<i>Astura</i>	Carina Design, Tanami Spacebridge, Terra	active
NCC-1012	<i>Akibu</i>	Arbing and Lidde Corporation, Terra	active
NCC-1013	<i>Braga</i>	SFD Alfras Naval Yard, Deneb V	active
NCC-1014	<i>Ameer</i>	Carina Design, Tanami Spacebridge, Terra	active
NCC-1015	<i>Eprius</i>	Rapier Dynamics, Terra	active
NCC-1016	<i>Amagi</i>	SFD Alfras Naval Yard, Deneb V	active
NCC-1017	<i>Abreus</i>	Newport News Shipbuilding, Terra	lost
NCC-1018	<i>Eleusis</i>	SFD Baltic Naval Yards, Terra	active
NCC-1019	<i>Alten</i>	Avondale Group, Rigel IV	active
NCC-1020	<i>Bucke</i>	Newport News Shipbuilding, Terra	active
NCC-1021	<i>Bengal</i>	Arbing and Lidde Corporation, Terra	active
NCC-1022	<i>Biisk</i>	Carina Design, Tanami Spacebridge, Terra	active
NCC-1023	<i>Ephesus</i>	Avondale Group, Rigel IV	active
NCC-1024	<i>Ermont</i>	Rapier Dynamics, Terra	active
NCC-1025	<i>Acavus</i>	SFD Baltic Naval Yards, Terra	active
NCC-1026	<i>Beuel</i>	Arbing and Lidde Corporation, Terra	active
NCC-1027	<i>Buran</i>	Avondale Group, Rigel IV	active
NCC-1028	<i>Aluga</i>	SFD Alfras Naval Yard, Deneb V	active
NCC-1029	<i>Arauca</i>	Newport News Shipbuilding, Terra	active
NCC-1030	<i>Araxes</i>	Carina Design, Tanami Spacebridge, Terra	lost
NCC-1031	<i>Eiger</i>	SFD Alfras Naval Yard, Deneb V	active
NCC-1032	<i>Ebro</i>	SFD Baltic Naval Yards, Terra	active
NCC-1033	<i>Brant</i>	Arbing and Lidde Corporation, Terra	active
NCC-1034	<i>Avesta</i>	Arbing and Lidde Corporation, Terra	active
NCC-1035	<i>Accipter</i>	Rapier Dynamics, Terra	active
NCC-1036	<i>Bril</i>	Avondale Group, Rigel IV	active
NCC-1037	<i>Bisbee</i>	Newport News Shipbuilding, Terra	active
NCC-1038	<i>Akita</i>	Rapier Dynamics, Terra	active
NCC-1039	<i>Acr</i>	Newport News Shipbuilding, Terra	active
NCC-1040	<i>Bendraze</i>	SFD Baltic Naval Yards, Terra	active
NCC-1041	<i>Erie</i>	Carina Design, Tanami Spacebridge, Terra	active
NCC-1042	<i>Echo</i>	Carina Design, Tanami Spacebridge, Terra	active
NCC-1043	<i>Evian</i>	Arbing and Lidde Corporation, Terra	active
NCC-1044	<i>Abila</i>	Arbing and Lidde Corporation, Terra	active
NCC-1045	<i>Ancylus</i>	Arbing and Lidde Corporation, Terra	active
NCC-1046	<i>Amastra</i>	Arbing and Lidde Corporation, Terra	active
NCC-1047	<i>Acra</i>	Newport News Shipbuilding, Terra	active

Block II (*Arbiter* class)

Hull #	Name of starship	Builder	Status
NCC-1048	<i>Arbiter</i>	Rodriguez Ingenieria, Terra	active
NCC-1049	<i>Acerra</i>	Rodriguez Ingenieria, Terra	active
NCC-1050	<i>Juist</i>	SFD Puget Sound Orbital Annex, Terra	active
NCC-1051	<i>Arashi</i>	Singapore Shipbuilding Spaceworks, Terra	lost
NCC-1052	<i>Atago</i>	Rodriguez Ingenieria, Terra	active
NCC-1053	<i>Apia</i>	New Aberdeen Naval Yards, Aldeberan	active
NCC-1054	<i>Tensas</i>	New Aberdeen Naval Yards, Aldeberan	active
NCC-1055	<i>Thun</i>	Singapore Shipbuilding Spaceworks, Terra	active
NCC-1056	<i>Atessa</i>	SFD Puget Sound Orbital Annex, Terra	active
NCC-1057	<i>Jico</i>	SFD Puget Sound Orbital Annex, Terra	active
NCC-1058	<i>Jari</i>	New Aberdeen Naval Yards, Aldeberan	active
NCC-1059	<i>Armavir</i>	Rodriguez Ingenieria, Terra	active
NCC-1060	<i>Artika</i>	Rodriguez Ingenieria, Terra	active
NCC-1061	<i>Jelai</i>	New Aberdeen Naval Yards, Aldeberan	active
NCC-1062	<i>Talence</i>	Singapore Shipbuilding Spaceworks, Terra	active
NCC-1063	<i>Tioga</i>	Singapore Shipbuilding Spaceworks, Terra	active
NCC-1064	<i>Thrace</i>	Singapore Shipbuilding Spaceworks, Terra	active
NCC-1065	<i>Julin</i>	Seskon Trella (Tellar Prime), Tellar	active



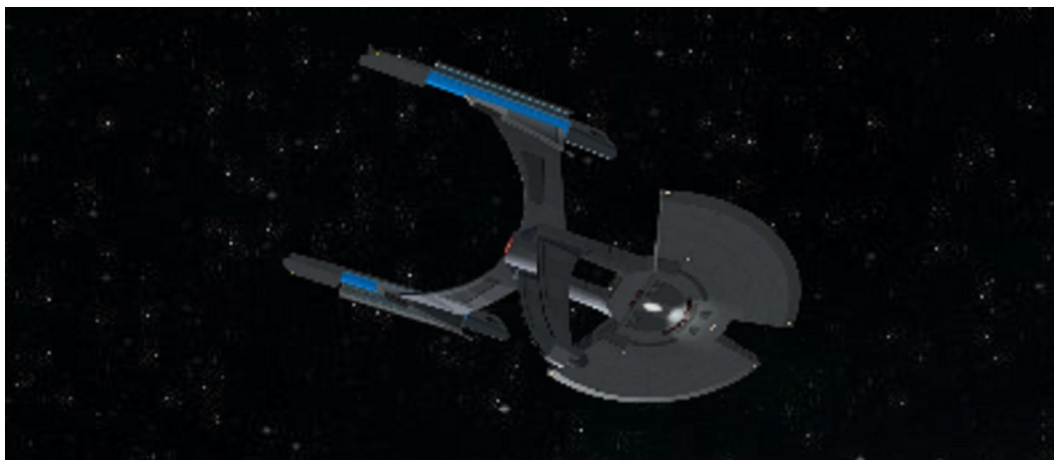
Classic seven-eighths portside aft view of an *Akyazi* class perimeter ship.

Block II (*Arbiter* class, continued)

Hull #	Name of starship	Builder	Status
NCC-1066	<i>Tachira</i>	Seskon Trella (Tellar Prime), Tellar	active
NCC-1067	<i>Almdes</i>	SFD Puget Sound Orbital Annex, Terra	active
NCC-1068	<i>Abitibi</i>	SFD Puget Sound Orbital Annex, Terra	active
NCC-1069	<i>Archer</i>	Seskon Trella (Tellar Prime), Tellar	active
NCC-1070	<i>Aversa</i>	Rodriguez Ingenieria, Terra	active
NCC-1071	<i>Jativa</i>	Rodriguez Ingenieria, Terra	active
NCC-1072	<i>Jersey</i>	New Aberdeen Naval Yards, Aldeberan	active
NCC-1073	<i>Turia</i>	New Aberdeen Naval Yards, Aldeberan	active
NCC-1074	<i>Azusa</i>	Temerand Duplicat, Terra	active
NCC-1075	<i>Trigarta</i>	Rodriguez Ingenieria, Terra	active
NCC-1076	<i>Arques</i>	Singapore Shipbuilding Spaceworks, Terra	active
NCC-1077	<i>Aparri</i>	SFD Puget Sound Orbital Annex, Terra	active
NCC-1078	<i>Argus</i>	SFD Puget Sound Orbital Annex, Terra	active
NCC-1079	<i>Tanaga</i>	Singapore Shipbuilding Spaceworks, Terra	active
NCC-1080	<i>Timis</i>	Singapore Shipbuilding Spaceworks, Terra	active
NCC-1081	<i>Alava</i>	Temerand Duplicat, Terra	active
NCC-1082	<i>Agtekek</i>	Temerand Duplicat, Terra	active
NCC-1083	<i>Ashiya</i>	Rodriguez Ingenieria, Terra	active
NCC-1084	<i>Jaro</i>	Temerand Duplicat, Terra	active
NCC-1085	<i>Tinian</i>	New Aberdeen Naval Yards, Aldeberan	active
NCC-1086	<i>Antibes</i>	Temerand Duplicat, Terra	building
NCC-1087	<i>Arban</i>	Temerand Duplicat, Terra	building
NCC-1088	<i>Apure</i>	Temerand Duplicat, Terra	building
NCC-1089	<i>Aulon</i>	SFD Puget Sound Orbital Annex, Terra	building

Block III (*Akula* class)

Hull #	Name of starship	Builder	Status
NCC-1090	<i>Akula</i>	Rockwell Space Technologies, Terra	active
NCC-1091	<i>Kitkun</i>	Rockwell Space Technologies, Terra	active
NCC-1092	<i>Athy</i>	Vickers Port Arcadia Complex, Terra	active
NCC-1093	<i>Arvika</i>	Axaanivus Celasco, Alpha Centauri V	active
NCC-1094	<i>Kuril</i>	Rockwell Space Technologies, Terra	active
NCC-1095	<i>Atami</i>	Avondale Group Ferrata Docks, Rigel II	active
NCC-1096	<i>Saros</i>	Vickers Port Arcadia Complex, Terra	active
NCC-1097	<i>Avaricum</i>	Vickers Port Arcadia Complex, Terra	active
NCC-1098	<i>Sjoto</i>	Axaanivus Celasco, Alpha Centauri V	active
NCC-1099	<i>Sandusky</i>	Vickers Port Arcadia Complex, Terra	active
NCC-1100	<i>Kern</i>	Rockwell Space Technologies, Terra	active
NCC-1101	<i>Atyra</i>	Axaanivus Celasco, Alpha Centauri V	active
NCC-1102	<i>Sybaris</i>	Rockwell Space Technologies, Terra	active
NCC-1103	<i>Kuei</i>	Rockwell Space Technologies, Terra	active
NCC-1104	<i>Kika</i>	Rockwell Space Technologies, Terra	active
NCC-1105	<i>Akuri</i>	Avondale Group Ferrata Docks, Rigel II	active
NCC-1106	<i>Shirante</i>	Avondale Group Ferrata Docks, Rigel II	active
NCC-1107	<i>Samakov</i>	Vickers Port Arcadia Complex, Terra	active
NCC-1108	<i>Sitka</i>	Axaanivus Celasco, Alpha Centauri V	active
NCC-1109	<i>Ajanta</i>	Avondale Group Ferrata Docks, Rigel II	active
NCC-1110	<i>Kalinin</i>	Avondale Group Ferrata Docks, Rigel II	active
NCC-1111	<i>Kutaisi</i>	Rockwell Space Technologies, Terra	active
NCC-1112	<i>Rendova</i>	Axaanivus Celasco, Alpha Centauri V	active
NCC-1113	<i>Kelkit</i>	Vickers Port Arcadia Complex, Terra	active
NCC-1114	<i>Anaiza</i>	Avondale Group Ferrata Docks, Rigel II	active

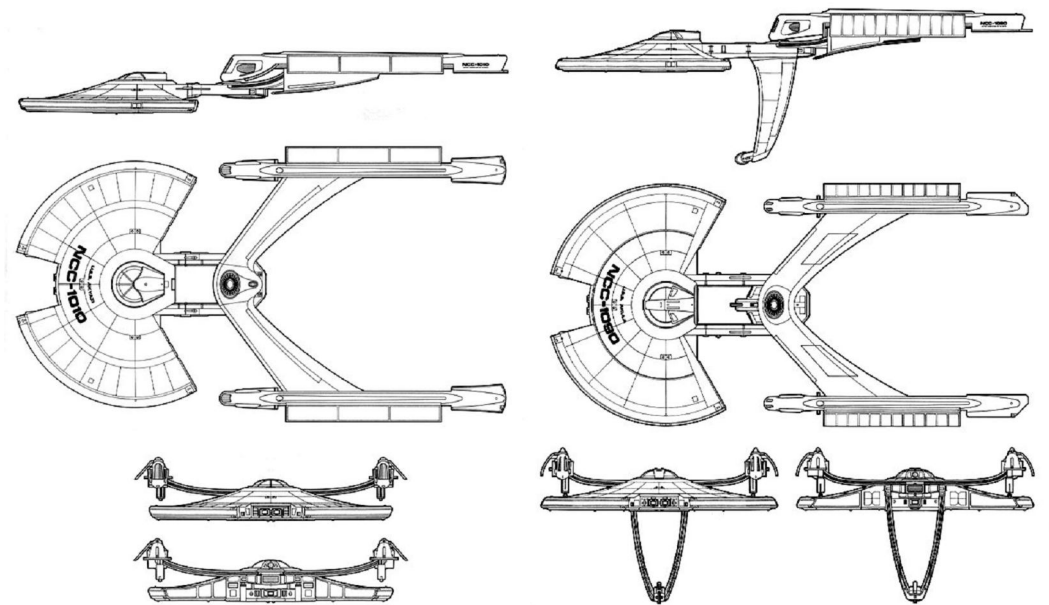
Underside view of an *Akula* class perimeter action ship, showing off its sensor ventral.

By the end of the 2260s it had become quite evident to Starfleet Command that its respected but well-work *Kiaga* and *Agilis* class perimeter action ships were no longer up to par with modern Klingon designs. These had originally entered service at the height of the Axanar Crisis in the 2250s, and their rapid escalation in numbers was credited by many as helping to discourage the Klingon Empire from escalating the situation into all-out war. The *Alert* proposal was submitted at that time and subsequently rejected by the Procurements Board on the grounds of being both expensive and unnecessary. It would take the sharp souring of relations with the Klingons in the 2270s to change their minds – and even then, final approval for construction was not granted until the Genesis Incident occurred in 2285 – which involved a cloaked Klingon “Bird of Prey” making the deepest undetected penetration into Federation space on record. This proved, among other things, that suitably equipped Klingon small craft were quite capable of deep penetration missions into the very heart of Federation space, and that revelation came as a complete shock to civilian Federation officials. Starfleet was quick to point out that it had no comparable craft with which to counter such Klingon actions, given the Procurement Board’s consistent refusal to approve a new perimeter action ship class, and this time they were finally taken seriously.

Both before and during the long delay while fighting for approval, Starfleet’s designers had taken the original *Alert* proposal and reworked it considerably in order to better combat the newer, smaller, and more maneuverable starships whose potential combat uses had been so graphically illustrated during the Genesis Incident. It was reduced in size and its mass reduced even further by employing the same fractional hull design that had first been tried with the experimental light carrier *Hornet*. It was also given custom-designed Leeding LN-90 linear warp engines capable of extreme high speed bursts for short durations (technology which has also supposedly gone into the new *Scorpio* class police corvettes – ed.). The new design, dubbed *Akyazi*, was thus ready to go once the Procurements Board finally relented, and it began construction almost immediately upon approval. There were a number of teething troubles associated with their custom systems, but all design difficulties were eventually overcome and the *Akyazi* class proved its worth almost immediately upon entering service. The last of the *Akyazi* family perimeter action ships finished construction this year, and this allowed the aged *Kiaga* and *Agilis* classes to sail off into the proverbial sunset.

The three starship classes that currently make up the *Akyazi* family of perimeter action ships are all based on the same fractional hull design and thus share many features in common, despite variances in weapons loadout and fitted equipment. Starfleet normally treats all three as a single class – the *Akyazi* class or *Akyazi* family – in force level discussions, and so they will be treated in this work. All of them, regardless of build group or subclass, can be divided into two basic groups based on visual appearance. The main distinguishing feature between the two is the long ventral sensor boom of the *Akula* class.

### Schematics



*Akyazi* (left) and *Akula* (right) class perimeter action ships. *Arbiter* is an *Akyazi* design variant sporting minor changes. The main visual difference between *Akyazi* and *Arbiter* is installation of the Iulus Protective Envelope System generator across the amidships boom supports, which effectively blocks the docking port at the back of the primary hull.



An *Akyazi* class perimeter action ship returns home to its base after a long and grueling patrol run along its assigned sector of the Organian Treaty Zone.

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*Akyazi* family perimeter action ships created by Todd Guenther as first featured in his book *Ships of the Star Fleet Volume 2*

CG models by Wicked Zombie

Images provided by Star Trek Australia and Battleclinic

# **Class I Fleet Support Vessels**

# Hensley

## Fleet transport/tug (TT) 2288

### Specifications as built

#### Dimensions

Length:	234.7 meters
Beam:	141.7 meters
Height:	54.9 meters

#### Mass

Standard gross:	635,700 GMT (unladen)
Subspace displacement:	143,500 DWT (unladen)

#### Crew complement (\*)

Officers:	77
Enlisted:	374
Small craft pilots:	up to 16
Starfleet Marines:	none

#### Top velocity

Cruising speed:	warp 8.0 (with no containers attached) warp 6.0 (with 2 containers attached) warp 4.0 (with 4 containers attached)
Rated maximum speed:	warp 10.0 (with no containers attached)
Rated emergency speed:	warp 12.0 (with no containers attached)

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 16 years at L.Y.V.

#### Armament

Phasers:	12 phaser banks (6 dual banks, arranged as per <i>Enterprise</i> refit primary hull)
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#### Small craft:

up to 16 shuttles of mixed types



### Class listing

Hull #	Name of starship	Builder	Status
NCC-4300	<i>Hensley</i>	Proxima Spaceyards, Proxima Centauri	active
NCC-4301	<i>Kaufman</i>	Athenai-Volos Ltd., Terra	active
NCC-4302	<i>Allegood</i>	Newport News Orbital Annex, Terra	active
NCC-4303	<i>Kennedy</i>	Proxima Spaceyards, Proxima Centauri	active
NCC-4304	<i>McCullough</i>	Utopia Planitia Spaceworks, Terra	active
NCC-4305	<i>Fuller</i>	Newport News Orbital Annex, Terra	active
NCC-4306	<i>Medley</i>	Athenai-Volos Ltd., Terra	active
NCC-4308	<i>Stairhieme</i>	Newport News Orbital Annex, Terra	active
NCC-4309	<i>Woodsinger</i>	Proxima Spaceyards, Proxima Centauri	active
NCC-4310	<i>Allaway</i>	Utopia Planitia Spaceworks, Terra	active
NCC-4311	<i>Rabah</i>	Athenai-Volos Ltd., Terra	active
NCC-4312	<i>Grant</i>	Newport News Orbital Annex, Terra	building
NCC-4313	<i>Burnside</i>	Proxima Spaceyards, Proxima Centauri	building
NCC-4314	<i>Zierdt</i>	Cosmandyne Corporation, Terra	building
NCC-4316	<i>Mosley</i>	Athenai-Volos Ltd., Terra	building
NCC-4315	<i>Wohlfelt</i>	Utopia Planitia Spaceworks, Terra	building
NCC-4317	<i>Harvey</i>	Cosmandyne Corporation, Terra	building
NCC-4318	<i>Casebolt</i>	Proxima Spaceyards, Proxima Centauri	building
NCC-4319	<i>Deere</i>	Athenai-Volos Ltd., Terra	building

NCC-4320 to NCC-4369 proposed, no names as yet have been assigned.



## Schematics

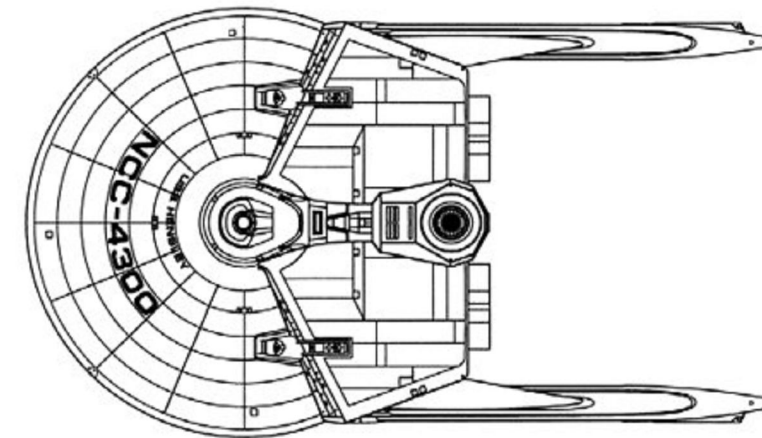
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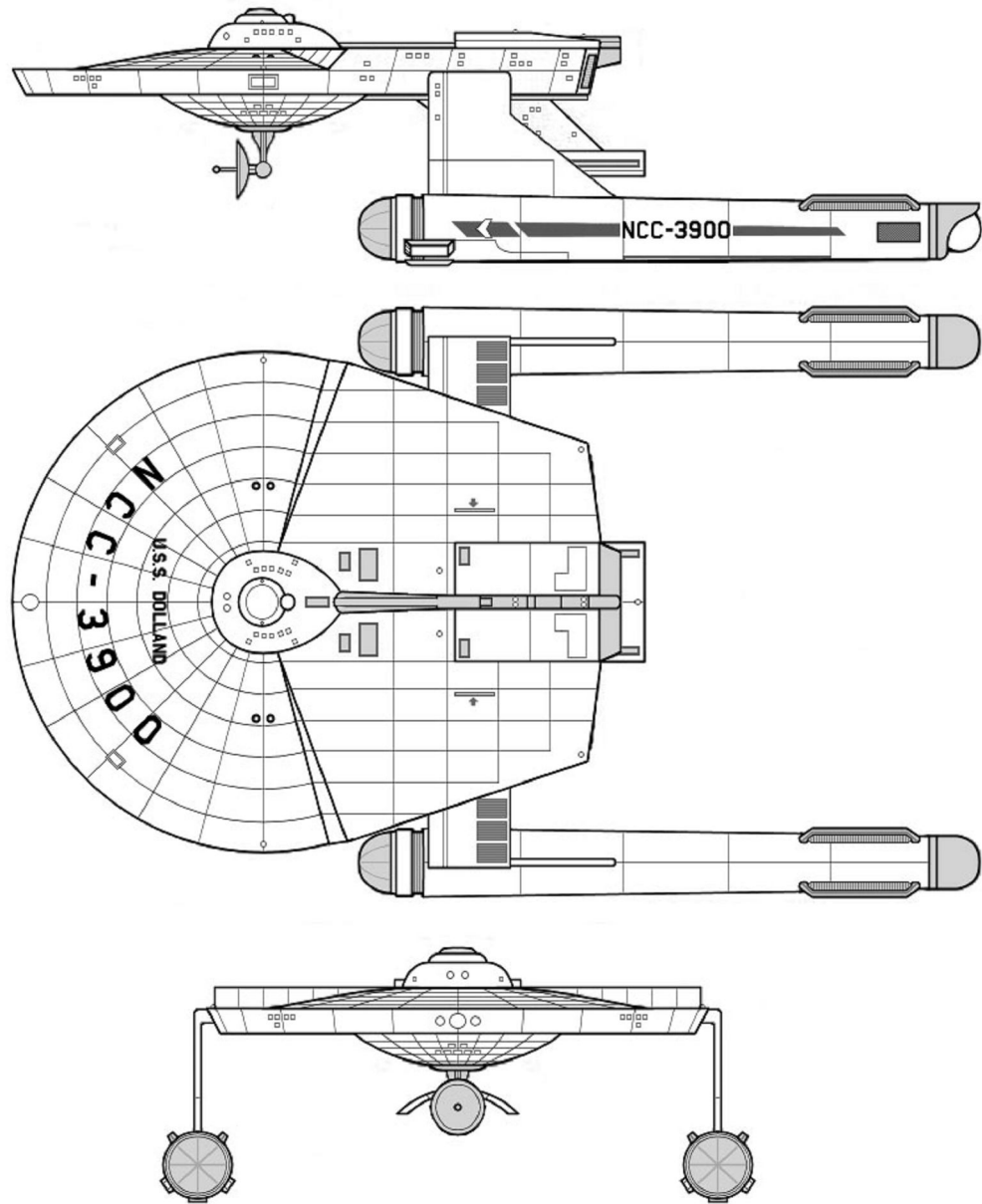
In the mid-2260s, Starfleet proposed building a new class of transport tugs that could compete with the four-container capabilities of the Klingon *Morast* and *Tormin* classes. *Dollond* was to have been based on a modified *Miranda/Coventry* space frame, to which were to be added the necessary mechanical and tractor grapples, as well as a standard Class I towing pad, for use with standard Class I transport containers. Unlike the Klingon tugs, though, where its containers were towed in side-by-side pairs, *Dollond* would have used the same single-container daisy chain system which was then Starfleet standard. *Dollond* was rejected at the time not because of its excellence (and indeed the design was praised by the Procurements Board), but due to the Board's opinion that they did not see a pressing need for introducing a new Class I transport/tug.

Two decades later, with the threat of war with the Klingon Empire growing even stronger, and constantly reminded by critics of how hard-pressed it had been for transports during the Axanar Crisis in the 2250s, Starfleet once again raised the matter of *Dollond's* approval with the Board. A revised *Dollond*, complete with linear warp technology and the same ability to tow transport containers in side-by-side fashion as the larger Klingon transport/tugs, was submitted to the Board once again. This time there was little resistance, as the Board had the same fears about the Klingon threat as did Starfleet, and what would become known as the *Hensley* class transport was approved for construction.

It was the switch to the more robust *Knox* family frigate spaceframe which allowed for *Hensley's* dual tractor grapple pads. This gives it the same two-container-standard, four-container-rated-maximum capacity as its Klingon counterparts. The basic *Knox* spaceframe also allows for the fitting of more and heavier weaponry than was to have been the case with the original *Dollond* proposal. All *Hensleys* are equipped out of the yard with fast frigate class armament, consisting of multiple phaser banks in a typical *Enterprise* layout for self-defense.

*Hensley* is fast becoming the favorite of Starfleet Transport Command. It has eased the workload on the newer *Keplers*, and its timely arrival has finally allowed Starfleet to start retiring its oldest *Ptolemys*. Operational and construction experience gained with *Hensley* is already being put to use in designing its successor, the *Excelsior* generation's *Anaxagoras*. Even so, a request for 49 more *Hensley* has been put before the Procurements Board – this time to be shared with the Federation Merchant Marine. This proposal was still being debated in committee as of this date (late 2290).





This is the original *Dollond* proposal from the 2260s. Note the single tow pad and the use of the *Miranda/Coventry* hull form. The latter would eventually serve as the basis for the new *Brownwood* class assault transport being made for the Starfleet Marines (see separate entry).



A *Hensley* "loaded for bear" or "maxed to the gills" per freighterman's slang, carrying a full load of four standard Starfleee transport containers to her scheduled destination.

***Saladin* class destroyer created by Franz Joseph Schnaubelt  
For the *Star Fleet Technical Manual***

**CG models provided by Phaser (hidef) and the Stress Puppy (SFC3)**

**Images provided by Star Trek Australia and Battleclinic**

# Hippocrates

## Medical frigate (AH) 2288

### Specifications as built

#### Dimensions

Length:	240 meters
Beam:	160 meters
Height:	50 meters

#### Mass

Standard gross:	887,350 GMT
Subspace displacement:	351,500 DWT

#### Crew complement

Officers:	20
Enlisted:	70
Small craft pilots	up to 20 (typical)

#### Top velocity

Cruising speed:	warp 7.0 (unladen) warp 4.0 (full load)
Rated maximum speed:	warp 9.0 (unladen) warp 5.0 (full load)
Rated maximum speed:	warp 10.5 (unladen) warp 5.8 (full load)

#### Endurance

Standard endurance:	estimated 8 years at L.Y.V.
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#### Armament

Beam weapons:	9 type-I phaser banks (all single mounts – 6 on primary hull saucer in standard layout per <i>Enterprise</i> refit, 1 each top and bottom and Aft port/starboard corners of secondary hull)
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#### Small craft

from 4 to 6 heavy-duty transport shuttles  
up to 14 two-capable work pods or similar



### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
NCC-4600	<i>Hippocrates</i>	Rapier Dynamics Group, New Aldeberan 28 SFD Sosma Docks, Arcturs III	28	active

Based on the ubiquitous *Miranda* family starship hull, *Hippocraties* is Starfleet's standard large hospital ship of the linear warp generation. It replaced a number of aging one-off vessels purchased at various times during the Class I era, all of which were well-worn and badly in need of being replaced. Together with the smaller *Anguriea* class light hospital ships, Starfleet Medical hopes that *Hippocrates* will be able to bring starbase-level treatment facilities to any world in the Federation as soon as physically possible – or even outside of it, by request and permission granted by the various parties involved.

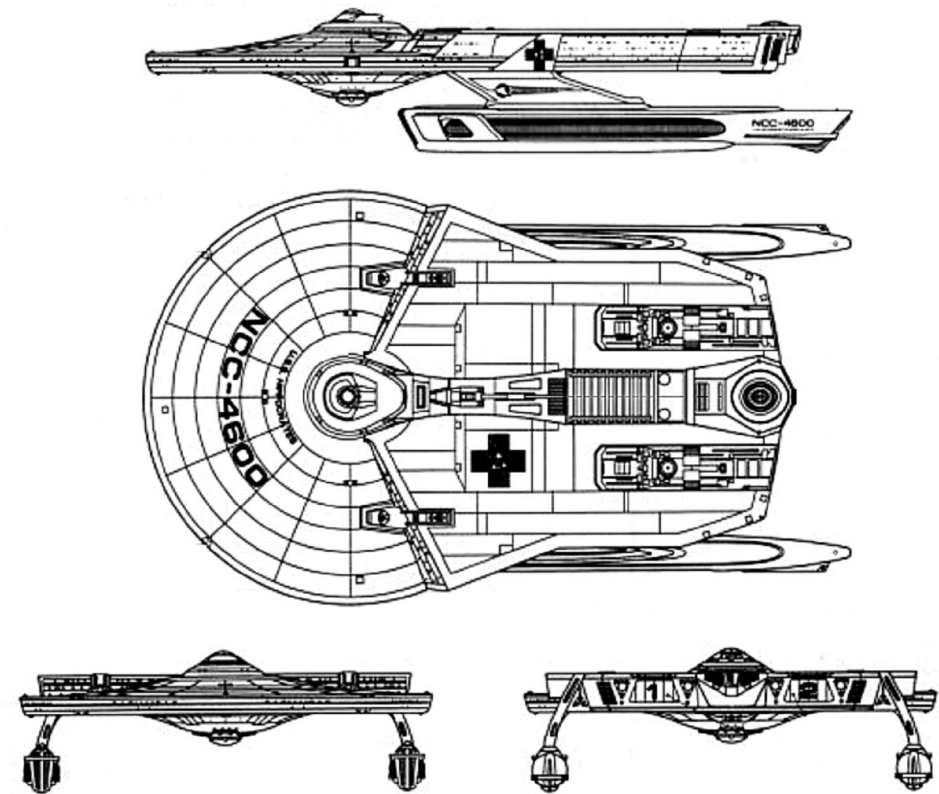
The array and amount of medical facilities which *Hippocrates* can deliver on site is quite impressive. It has the full range of trauma, operation, treatment, in-patient, and out-patient facilities, all of which are up to current Federation standard. It also has starship-level laboratory and research facilities, in order to provide maximum support for any medical problems or issues that develop on site. Use of the *Miranda* design provides a voluminous unified shuttlecraft bay with double entry/exit doors, which can also double as an emergency trauma for patients being ferried in via small craft. The number of small craft carried aboard *Hippocraties* is quite extensive – half of which are dedicated medical types, while the other half are mostly of the transport and heavy-lift type which have been adapted for use as ambulance craft. Transporter facilities are also quite extensive, and rival the setups of those used aboard selected Starfleet Marine vessels for boarding actions – although in the case of *Hippocrates*, the idea is to bring aboard casualties for treatment as rapidly as possible.

*Hippocraties* carries only minimal armament, which is intended solely for defensive purposes. Her extra mass, due to her extended secondary hull and larger-than-normal internal additions, makes her extremely unwieldy in combat as opposed to a stock *Miranda* or *Knox*. Normally Starfleet tries to keep its *Hippocrates* class medical frigates as far away from an active combat zone as possible, but there has already been one occasion (the *Zhak-Tul* Border Incident) where a *Hippocrates* – the *U.S.S. Searls* (NCC-4615) found itself in the middle of an unanticipated battle. It had been dispatched to the edge of the Treaty Zone in response to a distress call concerning a planetary plague. Upon arrival; however, it instead found the *Klingon* destroy *Zhak-Tul*, which admitted to faking the call and tried to seize the *Searls* in the name of the Empire (ala the *Acropolis* incident). Captain Leon Reynard, with the full consent of his crew, activated the ship's self-destruct system before the *Zhak-Tul's* boarding action could be

completed. Both ships were destroyed in the process with all hands lost. The recorder-marker of the *Searls* was recovered by area Starfleet forces the following day. It is widely believed that the Klingons were attempting to seize the *Searls* in order to significantly advance their own medical technologies.

### Schematics

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**Hippocrates class starship and schematic by Neale "Pixel Sagas" Davison  
as first published in his *TREK* tech reference book  
*Star Fleet Starship Recognition Manual*  
Volume 2: *Ships of Support 2268***

Physical model and mage provided by ???

# Liberty

## Fast support ship (AKF) 2286

### Specifications as built

#### Dimensions

Length:	240 meters
Beam:	160 meters
Height:	50 meters

#### Mass

Standard gross:	887,350 GMT
Subspace displacement:	351,500 DWT

#### Crew complement

Officers:	20
Enlisted:	70
Small craft pilots	up to 20 (typical)

#### Top velocity

Cruising speed:	warp 7.0 (unladen) warp 4.0 (full load)
Rated maximum speed:	warp 9.0 (unladen) warp 5.0 (full load)
Rated maximum speed:	warp 10.5 (unladen) warp 5.8 (full load)

#### Endurance

Standard endurance:	estimated 8 years at L.Y.V.
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#### Armament

Beam weapons:	9 type-I phaser banks (all single mounts – 6 on primary hull saucer in standard layout per <i>Enterprise</i> refit, 1 each top and bottom and Aft port/starboard corners of secondary hull)
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#### Small craft

from 4 to 6 heavy-duty transport shuttles  
up to 14 two-capable work pods or similar



### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
NCC-G2300	<i>Liberty</i>	Utopia Planitia Spaceworks, Terra	126	active

Named for one of the better-known *Independence* sub-classes, whose part in the Axanar Crisis of the 2250s was immortalized in the popular press, the *Liberty* class starships of the 2270s have nothing in common with their storied predecessors save for their name and their use of Starfleet standard warp engines – old-style circumferential in the original *Libertys*, and modern linear warp for the new type. Their designed purposes are also completely different. Whereas the original “*Liberty ships*” were slow bulk freighters specifically reconfigured to transport the most hazardous and volatile goods needing to be shipped for Starfleet use, the modern *Liberty* is a dedicated design built to specifically service the general supply needs of Starfleet vessels in the field. For this it has been given the old Terran designation of *fast support ship* – and the term is a fitting one, given its capabilities.

*Liberty* is one of the few support starships of any kind that is considered a Class I starship. This reason for this is that, like the older *Ptolemy* family series of transport/tugs, all of its components and internal systems save for its secondary hull are standard Class I starship components. Its primary hull saucer is of the smaller Class Ib type normally used for light cruisers, standard frigates, and such. Its modern linear warp engines are the reduced-sized Starfleet standard Leeding LN-64S used on some of its smaller front-line starship classes. The voluminous secondary hull, on the other hand, is custom built for *Liberty* use. It multiple cargo holds are designed to ferry every kind of item required to support a Class I starship in the field all the way up to some of the smaller key parts of standardized Class I starship components – warp coils, complete sensor and deflector systems, and so on. Ample accommodations are also provided for the transport of up to 100 personnel under normal conditions, and well over 1000 in emergency situations such as evacuations by utilizing available cargo space.

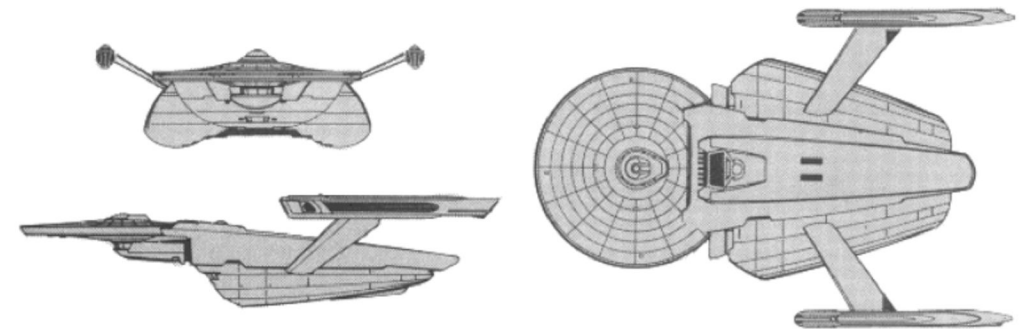
In typical modern Starfleet field operations, a *Liberty* will serve in conjunction with a *Derf* and either a *Ptolemy* type starship or several of its smaller equivalents, laden with spare starship components and/or the necessary raw materials for fuel manufacture, in order to provide auxiliary support for a Starfleet squadron or division in the field operating at extended distances from the nearest supply base or on missions of long duration. The *Derf* serves as the main repair ship and tender, the *Liberty*

provides general ship’s stores, and the *Ptolemy* type or multiple smaller equivalents are there to ferry those supply needs which *Liberty* is not designed to handle – large replacement starship components, bulk hazardous or volatile goods, required raw resources for manufacturing fuel stocks (antimatter and dilithium for the warp engines, deuterium as the optimum fuel for starship impulse engines, et al). In this manner Starfleet can keep any starship in the field or on station at extended ranges from the squadron level up for a very long time.

There are at present 126 of the new breed of “*Liberty ships*” in service with Starfleet, with the last having been completed and entering service earlier this year. Reportedly there is a second build group of 64 more being considered, given the current situation with the Klingon Empire. Whether or not it is ever submitted for approval to be built remains to be seen.

#### Schematics

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***Liberty* class fast support ship created by Dana Knutson and associates  
for FASA Corporation’s STAR TREK: The Role-Playing Game**

**Schematics provided by FASA Corporation**

**CG model by Rick “pneumatic81” Knox**

**Image provided by ???**

# Doppler

## Fleet transport/tug (TT) 2289

### Specifications as built

#### Dimensions

Length:	192.0 meters
Beam:	141.2 meters
Height:	64.3 meters

#### Mass

Standard gross:	680.500 GMT
Subspace displacement:	x DWT

#### Crew complement (\*)

Officers:	26
Enlisted:	118

(\*) Crew complements on Merchant Marine *Dopplers* often vary, frequently less

#### Top velocity

Cruising speed:	warp 7.0 (unladen)
Rated maximum speed:	warp 10.0 (unladen)

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 16 years at L.Y.V.

#### Armament

Beam weapons:	12 phaser banks (per <i>Enterprise</i> refit layout)
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## Class listing

Hull #	Name of starship	Builder	Status
NCC-3831	<i>Doppler</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3832	<i>Gaillot</i>	Litton-Sedeco Shipbuilding, Terra	active
NCC-3835	<i>Jeffrey</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3836	<i>Kuiper</i>	Newport News Orbital Annex, Terra	active
NCC-3838	<i>Pritchett</i>	Litton-Sedeco Shipbuilding, Terra	active
NCC-3840	<i>Struve</i>	Newport News Orbital Annex, Terra	active
NCC-3843	<i>Bondi</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3844	<i>Chauvenet</i>	SFD Baltic Yards Orbital Annex, Terra	active
NCC-3846	<i>Gautier</i>	Litton-Sedeco Shipbuilding, Terra	active
NCC-3848	<i>Hubble</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3849	<i>Leavitt</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3851	<i>Rittenhouse</i>	Newport News Orbital Annex, Terra	active
NCC-3852	<i>Secchi</i>	Litton-Sedeco Shipbuilding, Terra	active
NCC-3853	<i>Tombaugh</i>	SFD Baltic Yards Orbital Annex, Terra	active
NCC-3855	<i>Baade</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3858	<i>Encke</i>	Newport News Orbital Annex, Terra	active
NCC-3859	<i>Goldricke</i>	Litton-Sedeco Shipbuilding, Terra	active
NCC-3860	<i>Herschell</i>	Litton-Sedeco Shipbuilding, Terra	active
NCC-3862	<i>Klepstra</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3864	<i>Pickering</i>	SFD Baltic Yards Orbital Annex, Terra	active
NCC-3865	<i>Ross</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3867	<i>Toscanelli</i>	Litton-Sedeco Shipbuilding, Terra	active
NCC-3870	<i>Charrington</i>	Newport News Orbital Annex, Terra	active
NCC-3871	<i>Kruger</i>	Newport News Orbital Annex, Terra	active
NCC-3872	<i>Fracastor</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3874	<i>Hirayama</i>	SFD Baltic Yards Orbital Annex, Terra	active
NCC-3876	<i>Laplace</i>	Newport News Orbital Annex, Terra	active
NCC-3879	<i>Sabine</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3880	<i>Schmidt</i>	Litton-Sedeco Shipbuilding, Terra	active
NCC-3882	<i>Von Zach</i>	Litton-Sedeco Shipbuilding, Terra	active
NCC-3884	<i>Biela</i>	SFD Baltic Yards Orbital Annex, Terra	active
NCC-3885	<i>Dollfus</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3887	<i>Hayashi</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3891	<i>Palitzsch</i>	Litton-Sedeco Shipbuilding, Terra	cancelled
NCC-3893	<i>Schnieder</i>	SFD Baltic Yards Orbital Annex, Terra	cancelled
NCC-3894	<i>Swif</i>	SFD San Francisco Navy Yard, Terra	cancelled
NCC-3895	<i>Walker</i>	Newport News Orbital Annex, Terra	cancelled
NCC-3897	<i>Brouwer</i>	Newport News Orbital Annex, Terra	cancelled

Also known as the Block III *Ptolemy*, the *Dopplers* were the third and final version of the venerable *Ptolemy* transport/tug starship design to enter service. Unlike the first two (*Ptolemy* and *Kepler*), which had been built strictly for Starfleet service, the *Dopplers* were a joint program worked out in conjunction with the Federation Merchant Marine to produce a cost-effective but modern linear warp *Ptolemy*. The more robust LN-60 warp engine was chosen over the budget-level LN-52 used on Starfleet's own *Keplers*, simply because it approached the same level of power and performance as the LN-64s' used on Starfleet's own rebuilt *Al Rashids* and *Moncriefs* but at significantly less cost. Also, as the *Doppler* primary hull was designed along the lines of the tried and true original Class I saucer (instead of the newer and larger *Enterprise* class version), and there were plenty of older shipboard phaser systems left over from Starfleet's various upgrade programs, *Doppler's* defensive armament was fitted in the standard Class I pattern of 3 paired phaser banks (topside P/S, bottom F) instead of the older *Ptolemy* arrangement (1 each aft topside P/S, bottom F). This significant increase in weaponry was justified due to the growing Klingon problem, although it still left *Dollond* far below the standard achieved with Starfleet's own uprated transport/tugs.

At first the idea of building 68 brand new Class I transport/tugs seemed ridiculous. The request for the *Dopplers* had been pending ever since the 2260s, and there were many calls to reduce their number down to a "more manageable" third of that amount. That was before tensions with the Klingons began to sharply ratcheted up to their current levels. In that rarefied atmosphere, with almost constant border clashes and the needs for both constant supply and fleet tugs large enough to tow away damaged or crippled starships for future repair, there suddenly didn't seem to be enough Class I fleet tugs around.

All *Dopplers* were built over the following decade by the various Starfleet and civilian shipyards involved. The last 10 hulls were cancelled in favor of the newly approved *Hensley* class transport/tugs (see separate entry)

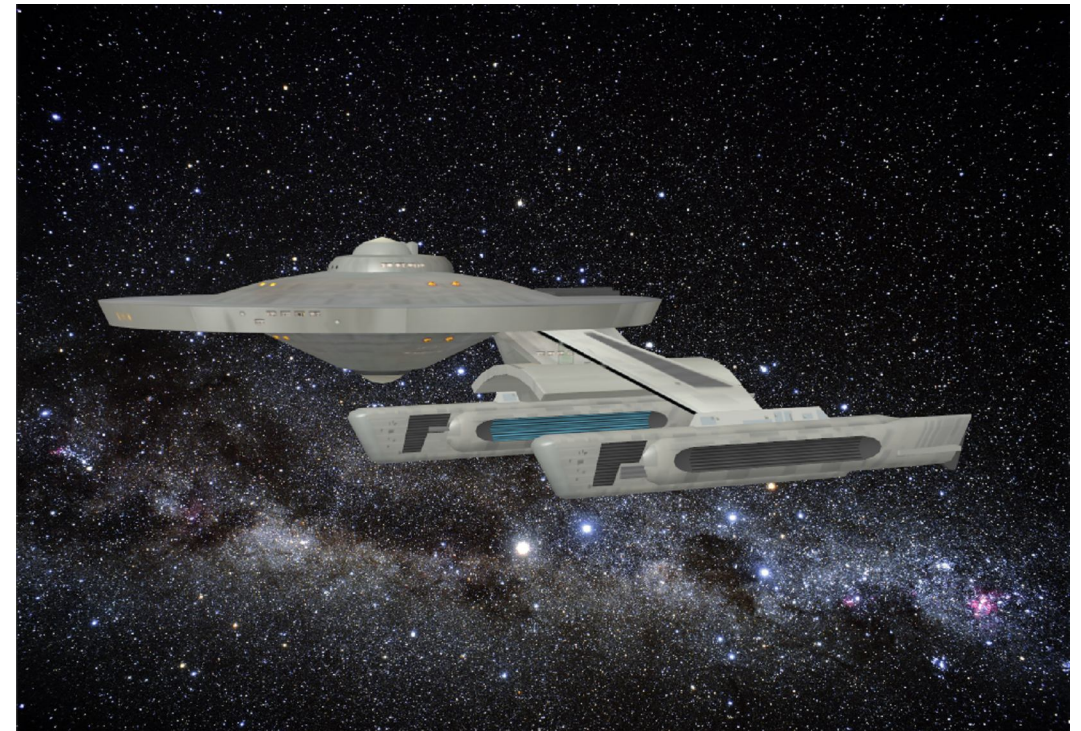
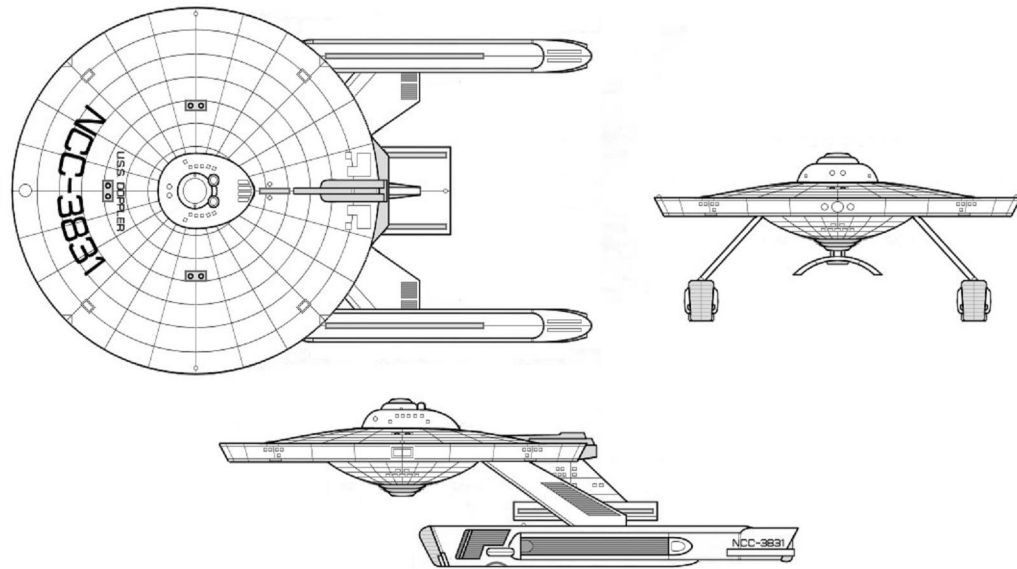
This work lists only the 38 Starfleet *Dopplers*, all according to their naval construction contract (NCC) pennant numbers. Of the 68 *Dopplers* built, 38 were retained for Starfleet and the remaining 30 turned over to the Merchant Marine for their own use. Most Merchant Marine *Dollonds* carry



the NAR civilian prefix before their assigned registry numbers as part of their pennant markings, although there are notable exceptions. For example, Terra's Interstellar Express and Tellar's NGew Dhata Consortium utilize their own custom paint schemes and internal starship registry number schemes, while other major interstellar transport companies owning *Dollands* have simply painted out the Starfleet "NCC" and replaced it with the civilian "NAR" prefix.

### Schematics

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***Doppler* class transport/tug by Franz Joseph Schnaubelt and Neale Davison**

**CG model modified from the Outalance Shipyards Phase II *Enterprise* by Richard Mandel**

**Image provided by Richard Mandel**

# Lotus Flower

## Fleet transport/tug (TT) 2275

### Specifications as built

#### Dimensions

Length:	380.8 meters (with 2 extension segments)
Beam:	111.4 meters
Height:	75.8 meters

#### Mass

Standard gross:	520,300 GMT (with 2 extension segments)
Subspace displacement:	148,000 DWT (with 2 extension segments)

#### Crew complement (\*)

Officers:	11
Enlisted:	70
Small craft pilots:	2
Passengers:	up to 300 (in appropriate configuration)

#### Top velocity

Cruising speed:	warp 7.0 (unloaded) warp 5.0 (with 1 Starfleet transport container) warp 3.0 (with 2 Starfleet transport containers)
Rated maximum speed:	warp 9.0 (unloaded) warp 6.0 (with 1 Starfleet transport container) warp 4.25 (with 2 Starfleet transport containers)

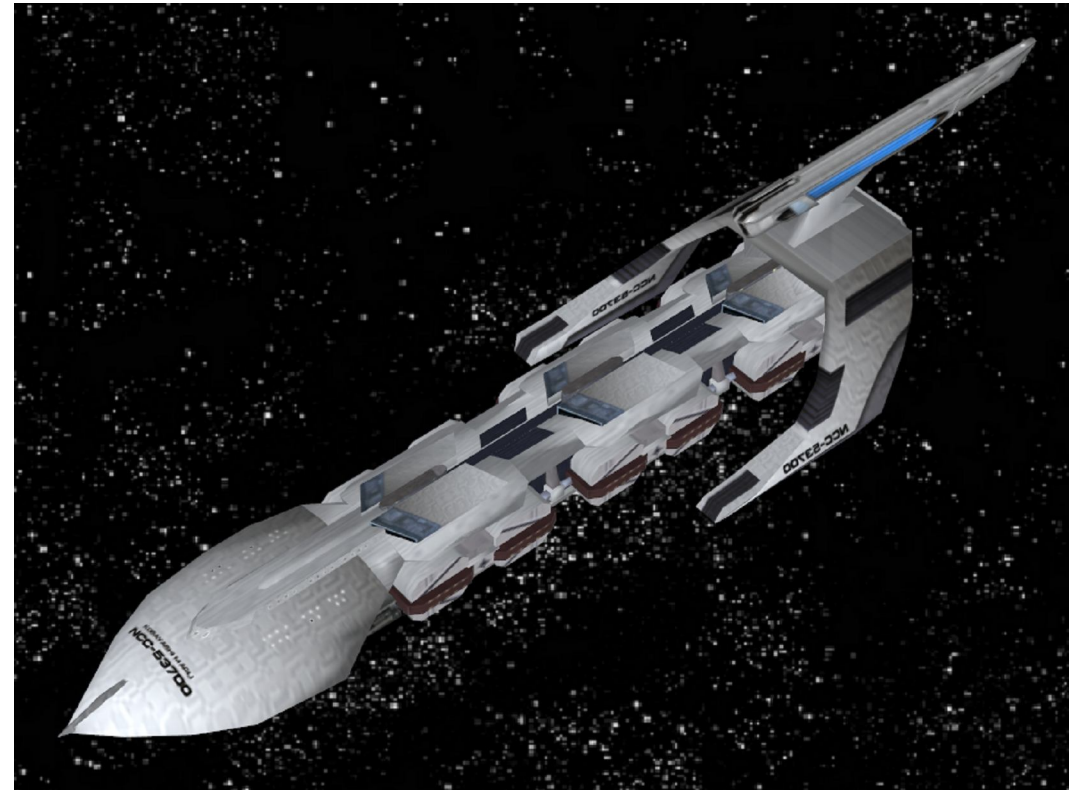
NOTE – “Starfleet transport containers” or equivalent mass in civilian cargo pods or other types of cargo, such as towed starships or freespace construction components

#### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
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#### Small craft:

2 administrative shuttles



This is an image of a Starfleet standard *Lotus Flower*. The civilian *Lotus Flower* has the same general shape and layout, but has differences with both the bridge and rear sections. Differences with civilian models vary depending on the owner's tastes and financial capabilities. It should also be noted that civilian owners can and sometimes do employ their own unique marking and hull color schemes.

## Class listing

Hull #	Name of starship	Builder	Status
NCC-S3700	<i>Lotus Flower</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3701	<i>Crysanthemum</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3702	<i>Water Lily</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3703	<i>Dandelion</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3704	<i>Rose Petal</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3705	<i>Orange Blossom</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3706	<i>Marigold</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3707	<i>Daisy</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3708	<i>Buttercup</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3709	<i>Orchid</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3710	<i>Laburnum</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3711	<i>Daisy</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3712	<i>Jasmine</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3713	<i>Sunflower</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3714	<i>Amaryllis</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3715	<i>Marigold</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3716	<i>Hyacinth</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3717	<i>Poppy*</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3718	<i>Windflower</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3719	<i>Irish Bell</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3720	<i>Turtlehead</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3721	<i>Daffodil</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3722	<i>Goosefoot</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3723	<i>Mimosa</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3724	<i>Goldenrod</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3725	<i>Stonecrop</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3726	<i>Bergamont</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3727	<i>Tulip</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3728	<i>Chincerinchee</i>	Tellar Prime Shipyards, Tellar	active
NCC-S3729	<i>Sugarbush</i>	Tellar Prime Shipyards, Tellar	active

(\*) Better known within Transport Command by her unofficial nickname of "*Poppycock*"

## Official civilian hull registries

NAR-H127400 through NAR-H127499

500 hulls total, improved civilian *Gladius* design

14 different subcontractors, built under license (some customization among contractors)

Names, markings, and colors vary wildly, depending on owner's preferences and tastes

Please consult the Federation Merchant Marine database for further details

*Lotus Flower* is a Starfleet adaption of the civilian *Gladius* neutronic tanker design, named for the Terran Roman short sword it was said to resemble. *Gladius* was first developed and saw great success with the Federation Merchant Marine in the late 2250s, and was already capable of handling anything up to a Class I transport container (maximum of two) even then. Starfleet's main changes were to upgrade it with linear warp technology, adding the necessary auxiliary equipment for it to hand other kinds of cargo (including passengers as needed, and giving it defensive weaponry. The civilian sector in turn adopted most of Starfleet's improvements in its own improved linear warp *Gladius*. Both models are so much alike that both are usually considered part of the same *Lotus Flower* class or family, with the only difference being in the non-standardization of auxiliary systems and weapons loadouts of the civilian version. For purposes of this work, both the Starfleet and civilian versions of *Lotus Flower* will be treated as a single class, just as Starfleet treats them.

The chief advantage of the *Lotus Flower* (and older *Gladius*) design is the efficiency of its warp envelope. It is one of the most nimble of civilian freighter types when at warp due to its very narrow warp signature. Both Starfleet and civilian space engineers have likened it to a subspace bullet at warp – although maneuverability remains the same as with any laden freighter. This design efficiency is why it can get away with having only one warp engine, as opposed to other starships of similar mass usually having two or more (depending on their size). A single-engined *Lotus Flower* coupled to a single standard Class I transport container can achieve and maintain warp factor 5.0 with ease, and can even be ramped up to warp 7.2 in an emergency. That represents a tremendous advantage over more conventional freighter designs, which is why both *Gladius* and its descendant *Lotus Flower* have become so popular in so short a time.

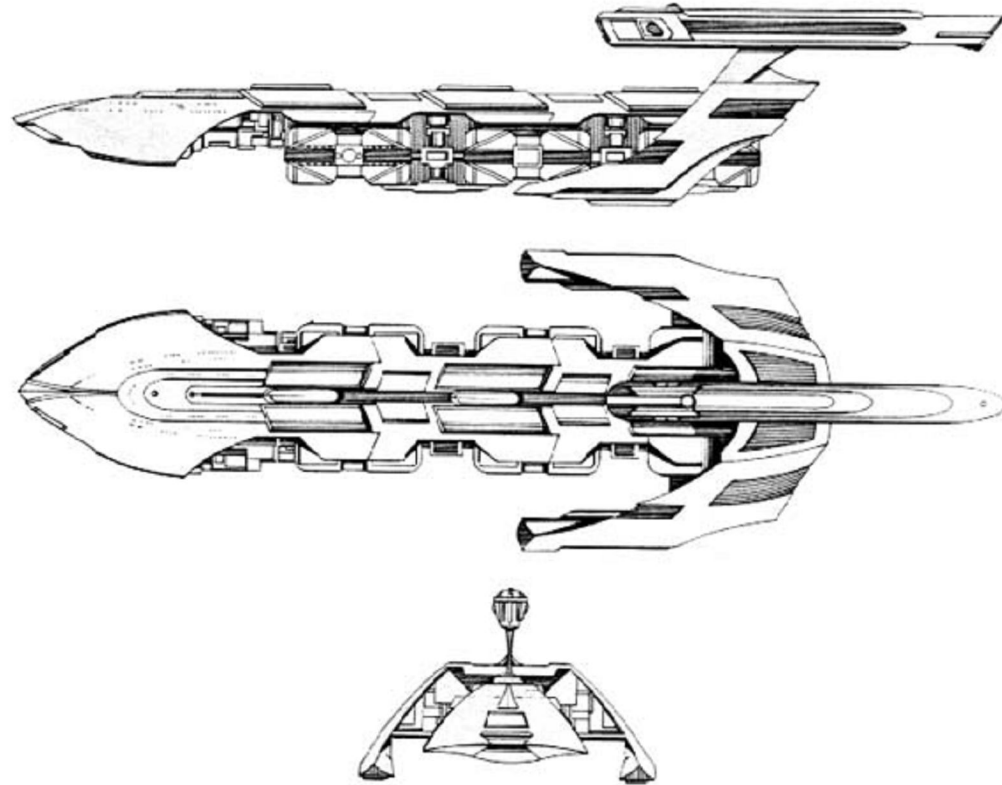
Another unique feature of *Lotus Flower*, and one that sets it apart from the older *Gladius*, is its "ability to grow." The ship is made of three basic sections: a bridge and crew area in front, a secondary hull in the rear (where the warp engine and main tractor grapples are mounted), and extension segments in the middle. *Lotus Flower* can be resized as needed for short or lengthy cargos simply by adding or subtracting amidship extension segments. The base model comes fitted with two such segments, with more available (both OEM and aftermarket) at reasonable prices. Thus not only is *Lotus Flower* one of the fastest modern Federation freighters, but also one of the most versatile in terms of load adaptability.

Starfleet currently has 29 *Lotus Flower* class transport/tugs in its Class II fleet. They are the largest transport/tugs in this fleet classification. They are not considered Class I vessels due to the bulk of the ship not being made of standardized Starfleet Class I modular components.

NOTE – All Starfleet *Lotus Flowers* have standard NCC hull registries (“S” series). Most civilian *Lotus Flowers* have NAR hull registries. Those which do not either use owner/licensor registries or have unique paint and/or marking schemes which can be used to identify their owners.

### Schematics

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***Lotus Flower* class transport created by Dana Knutson and associates for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Additional information adapted from the musings of Timo Saloniemi**

**Schematics provided by FASA Corporation (*STAR TREK III Sourcebook*)**

**CG model by Rick “pneumatic81” Knox**

**Images provided by Richard Mandel**

# Grayson/Quinn

## Light fleet tender (ARL) 2259/2286

### Specifications as built

#### Dimensions

Length:	220.0 meters
Beam:	85.0 meters
Height:	58.0 meters

#### Mass

Standard gross:	198,750 GMT
Subspace displacement:	52.760 DWT

#### Crew complement (\*)

Officers:	19
Enlisted:	61
Small craft pilots:	18
Other:	up to 20 passengers

#### Top velocity

Cruising speed:	warp 5.8
Rated maximum speed:	warp 7.6
Emergency speed:	warp 9.0

#### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
Maximum endurance:	estimated 7 years at L.Y.V.

#### Armament:

Beam weapons:	2 type-II phaser banks (1 each F/A)
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#### Small craft:

6 administrative shuttles
4 tanker shuttles
8 Work Bees + assorted options packages



### Class listing

Hull #	Name of starship	Builder	Status
NCC-5225	<i>Grayson</i>	Tellar Prime Shiyards, Tellar	active
NCC-5226	<i>Gordon</i>	Tellar Prime Shiyards, Tellar	active
NCC-5527	<i>Wayne</i>	Tellar Prime Shiyards, Tellar	active
NCC-5228	<i>Vale</i>	Tellar Prime Shiyards, Tellar	active
NCC-5229	<i>Napier</i>	Tellar Prime Shiyards, Tellar	active
NCC-5230	<i>Quinn</i>	Tellar Prime Shiyards, Tellar	active
NCC-5231	<i>Kent</i>	Tellar Prime Shiyards, Tellar	active
NCC-5232	<i>Lane</i>	Tellar Prime Shiyards, Tellar	active
NCC-5233	<i>Lance</i>	Tellar Prime Shiyards, Tellar	active
NCC-5234	<i>Drake</i>	Tellar Prime Shiyards, Tellar	active
NCC-5235	<i>Parker</i>	Tellar Prime Shiyards, Tellar	active
NCC-5236	<i>Watson</i>	Tellar Prime Shiyards, Tellar	active
NCC-5237	<i>Richards</i>	Tellar Prime Shiyards, Tellar	active
NCC-5238	<i>Storm</i>	Tellar Prime Shiyards, Tellar	active
NCC-5329	<i>LeBeau</i>	Tellar Prime Shiyards, Tellar	active
NCC-5330	<i>Paiquin</i>	Tellar Prime Shiyards, Tellar	active

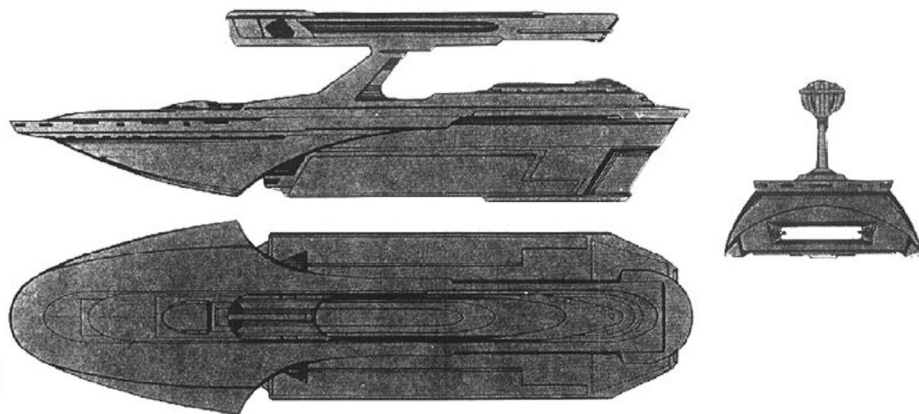
*Grayson* was developed as a more economical and easier to build supplement to the Class I derived *Derf* class fleet tenders. This explains *Grayson's* simplistic and rather "tight" design, as well as its utilitarian looks. Despite this, it is an able performer given its designed purpose, as any good Tellarite-designed starship normally does. Its one drawback is its single standard warp engine, which limits available on-board power. There has been talk of seeking authorization for a more powerful linear warp version, complete with additional defensive armament, but nothing has come of this so far.

It should be noted that *Grayson* does not have the same tendency to wormhole at high warp as does a standard Starfleet single-engined "pan handle" destroyer. This is due to their completely dissimilar hull designs. The price *Grayson* pays for this is being as sluggish in maneuverability as most any other non-combatant transport or auxiliary. *Grayson's* box-like hull was deliberately designed in this fashion, so that it could house a large assembly-line style major repair facility, in addition to the typical smaller repair shops and parts/stores holds.

As with *Derf*, *Graysons* are usually deployed on routine maintenance and check-up duties of the millions of space buoys, position markers, communications relays, and other such artificial satellites scattered throughout Federation space.

The entire class was upgraded with linear warp technology in 2286.

### Schematics



***Grayson* class tender designed by Dana Knutson and associates for FASA Corporation's STAR TREK: The Role-Playing Game**

**Schematics courtesy of FASA Corporation**

**CG model and images by Steve Baron (Vintage Starships)**

# Derf

## Fleet tender (ARS)

2255/2285

### Specifications as built

#### Dimensions

Length:	282.0 meters
Beam:	141.7 meters
Height:	71.3 meters

#### Mass

Standard gross:	684.000 GMT
Subspace displacement:	133.250 DWT

#### Crew complement (\*)

Officers:	10
Enlisted:	72
Small craft pilots:	up to 12

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0

#### Endurance

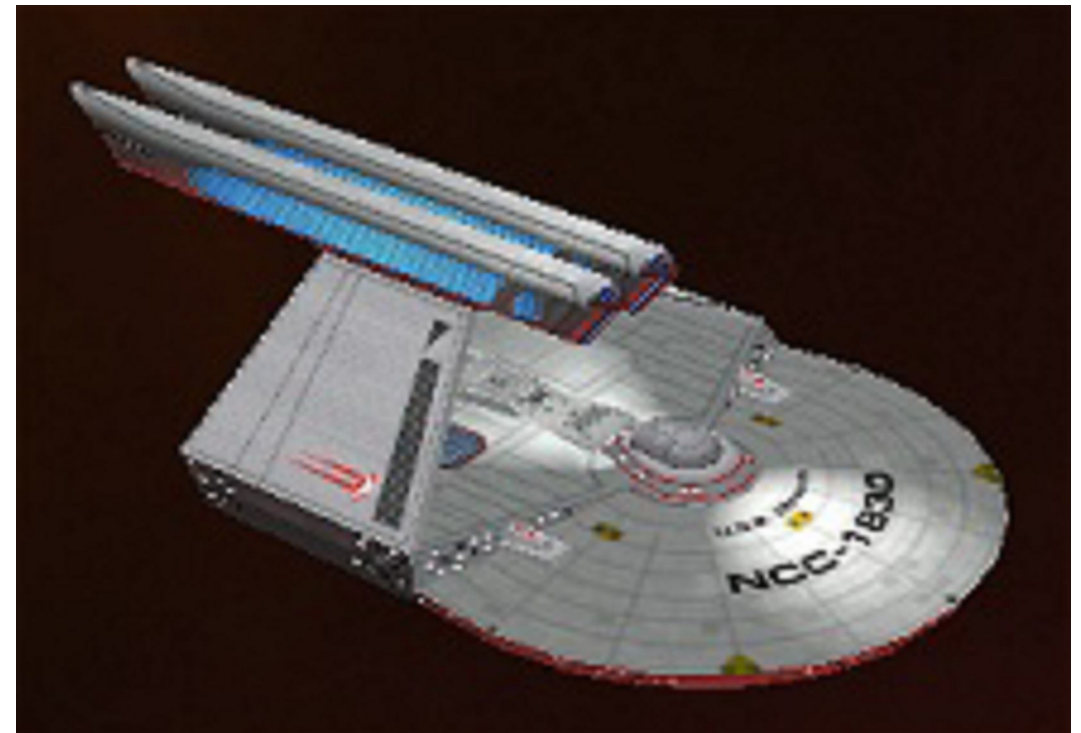
Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 16 years at L.Y.V.

#### Armament

Phasers:	12 phaser banks (per <i>Enterprise</i> refit layout)
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#### Small craft:

4 administrative shuttles  
2 tanker shuttles  
6 Work Bees + assorted options packages



### Class listing

Hull #	Name of starship	Builder	Status
NCC-5200	<i>Derf</i>	Utopia Planitia Spaceworks, Terra	active
NCC-5201	<i>Buttress</i>	Utopia Planita Spaceworks, Terra	active
NCC-5202	<i>Corbel</i>	Utopia Planita Spaceworks, Terra	active
NCC-5204	<i>Bollard</i>	Utopia Planita Spaceworks, Terra	active
NCC-5205	<i>Acropolis</i>	Utopia Planita Spaceworks, Terra	lost
NCC-5206	<i>Foundation</i>	Utopia Planita Spaceworks, Terra	active
NCC-5207	<i>Stanchion</i>	Utopia Planita Spaceworks, Terra	active

*Derf* has been Starfleet's main class of field tender ever since the mid-2250s. The Axanar Crisis at that time demonstrated how woefully inadequate Starfleet's auxiliary and supporting starship fleet was in comparison to that of the Klingon Empire, which had a well-rounded and diverse range of support vessels of all sizes and types. One of the most sorely missed types in the Starfleet inventory at that time was a modern field fleet tender, and it swore to build and field one as soon as that crisis passed. *Derf* was adapted from the excellent *Larson* class destroyer leader, but was substantially modified to better play its role. It was given two warp engines instead of *Larson's* one – which necessitated a repositioning and reinforcement of the warp engine pylons – and the secondary hull interior was gutted of most combat system and replaced with repair shops, storage holds for spare parts, maintenance craft storage, and so on. *Derf* proved quite successful, so much in fact that Starfleet kept it as its main fleet field tender from that point onward.

A *Derf's* duties are not all starship tending at extreme forward stations, however. When not needed for such, *Derfs* assist in the many routine, mundane, and often bland maintenance tasks with which starships of the line usually do not have to worry about. Subspace and normal space buoy maintenance and laying, comsat checks, transponder and relay checks, mass pattern transporter test and maintenance, the occasional supply run to backwater Starfleet facilities (often with very little in the way of R&R facilities), and so on – all of which tends to blend into one long mind-numbing routine, unless "something happens.". Being assigned to a *Derf* is often seen as a sentence of duty by affected Starfleet personnel, as opposed to a desired posting on a starship of the line. In fact, the new official starship crew position of ship's counselor originated from trying to find a way to deal with the long periods of tedium and boredom frequently encountered by *Derf* crews, with all of the associated psychological fallout thereof.

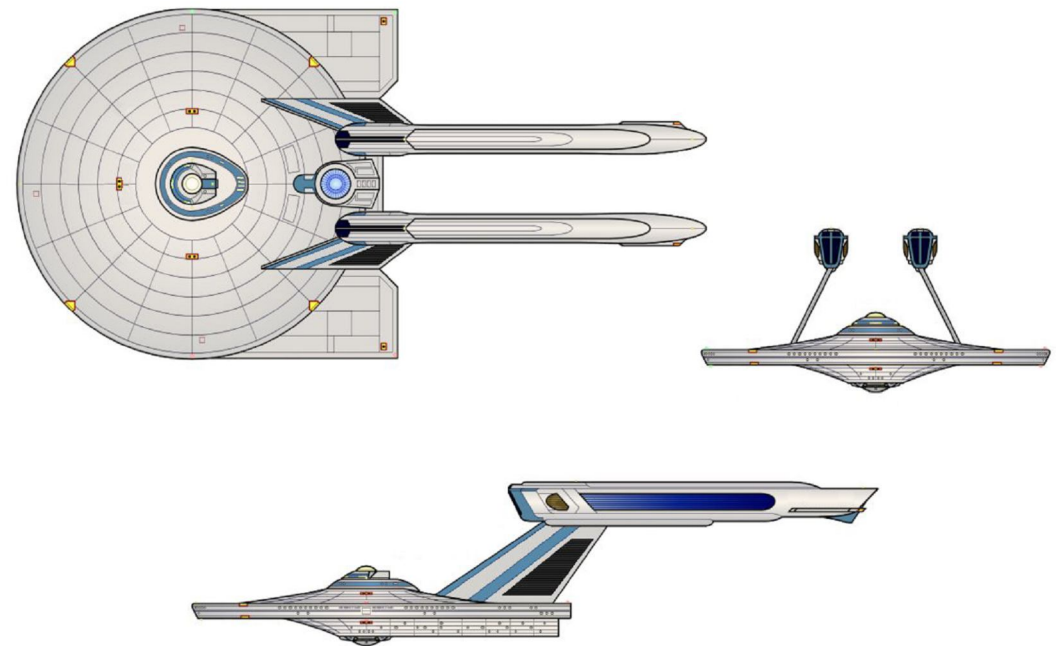
That is not to say that life aboard a *Derf* is not without its moments. The *Acropolis* Incident of 2263 still stands as the most dramatic incident in Starfleet history involving a fleet tender. In the case, the *Derf* class starship *USS Acropolis* was hijacked by a Klingon Imperial Guard boarding party, who then forced the crew to pilot their vessel across the border into Klingon space, where it docked at the nearest Klingon border base. The seizure of the *Acropolis* represented a rich intelligence haul for the Klingons, who now had at their disposal up-to-date data on all Federation

satellites, buoys, comnets, mass transporter relays, and early warning systems. It took Starfleet two full decades to undo most of the critical damage wrought by the seizure of the *Acropolis*, and some say cloaked Klingon warbirds still use seized *Acropolis* navigational data whenever they attempt penetrations of Federation space. The crew was eventually returned but not their ship, and it rests today as a war prize in the Imperial Fleet Museum's orbital annex at Q'o'nos itself.

All surviving *Derfs* were uprated with LN-64 linear warp technology in the mid-2280s. They were also significantly upgunned as well, in order to prevent any repeat of the *Acropolis* Incident.

### Schematics

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*USS Derf* (NCC-5200), in her original 2250s-era circumferential warp form.

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***Derf* class fleet tender created by Dana Knutson and associates  
for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Additional information adapted from the musings of Timo Saloniemi**

**Schematics by Neale "Pixel Sagas" Davison**

**CG models by Rick "pneumatic81" Knox (original) and Terradhyne (Inear warp)**

**Images provided by Rick Knox and Terradhyne**

# Keppler

## Fleet transport/tug (TT) 2255/2274

### Specifications as built

#### Dimensions

Length:	222.0 meters
Beam:	127.1 meters
Height:	66.1 meters

#### Mass

Standard gross:	626,900 GMT
Subspace displacement:	x DWT

#### Crew complement

Officers:	22
Enlisted:	198

#### Top velocity)

Cruising speed:	warp 6.0 (unladen) warp 4.5 (with 1 transport container) warp 3.0 (with 2 transport containers) warp 1.8 (with 3 transport containers)
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Rated maximum speed:	warp 8.0 (unladen) warp 6 (with 1 transport container) warp 4 (with 2 transport containers) warp 2.2 (with 3 transport containers)
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Rated emergency speed:	warp 10.0 (unladen)
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#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 16 years at L.Y.V.

#### Armament

Beam weapons:	6 phaser banks (2 F, 2 ea P/S)
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### Class listing

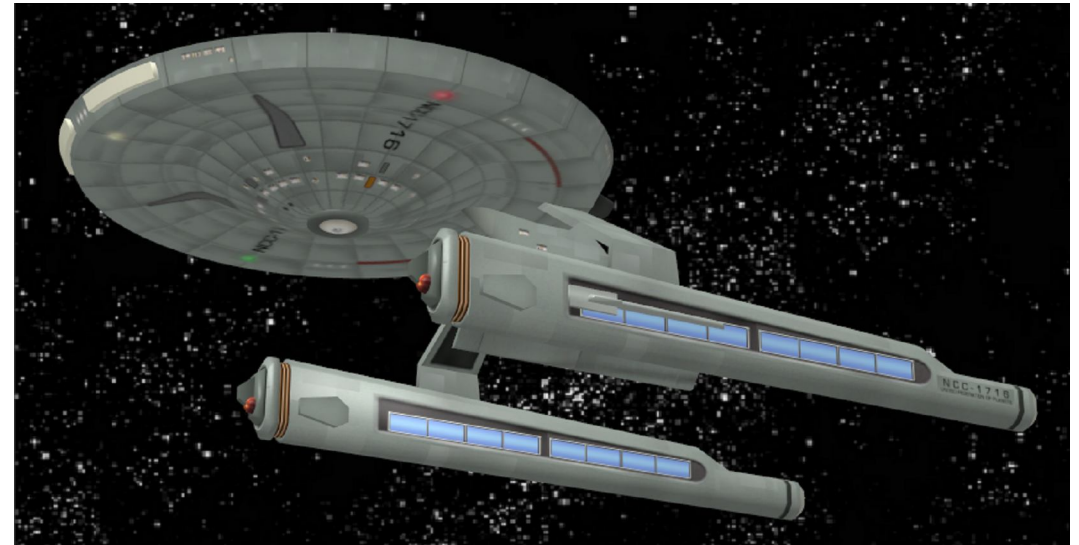
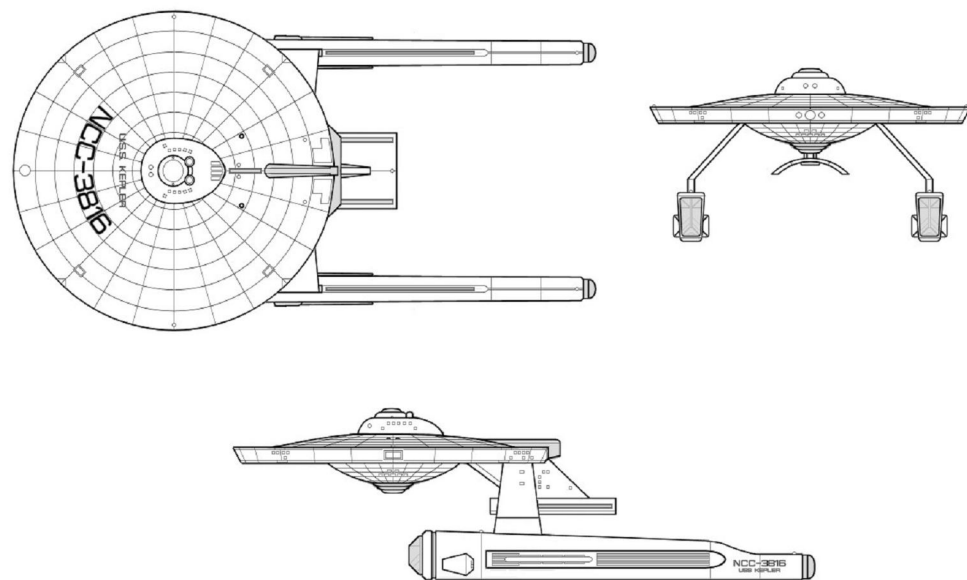
Hull #	Name of starship	Builder	Status
NCC-3816	<i>Keppler</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3817	<i>Ambartsumian</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3818	<i>Flamarion</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3819	<i>Schiaparelli</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3820	<i>Deslandres</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3821	<i>Brahe</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3822	<i>Newton</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3823	<i>Riccoli</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3824	<i>Cassini</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3825	<i>Donati</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3826	<i>Kidinnu</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3827	<i>Piazzini</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3828	<i>Leverrier</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3829	<i>Luyten</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3830	<i>Messier</i>	SFD San Francisco Navy Yard, Terra	active

The *Keppler* class consists of Block II *Ptolemys*, originally ordered to beef up Starfleet's transport capacity in the days of the Axanar Crisis with the Klingons, but modernized and upgraded with LN-52 linear warp technology. They also received a significant upgunning in the process, bringing their phaser weaponry loadout up to the original Class I standard of 3 dual banks (6 type-I phasers), all of which are loated on the ship's primary hull. This upgunning had a lot to do with the current tensions with the Klingon Empire, just as the *Kepplers* themselves were originally ordered because of previous tensions over four decades ago.

*Keppler* has been very successful throughout its service life. In fact, it has proven so successful that Starfleet plans to retain all of its *Kepplers* through the turn of the century and beyond.

### Schematics

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***Keppler* class transport/tug created by Aridas Sofia  
as featured on his *Federation Size Comparison Chart***

**Additional data provided by Timo Saloniemi**

**Schematics by Neale "Pixel Sagas" Davison**

**CG model by Atrahasis**

**Images provided by Richard Mandel**

# Ptolemy/Al Rashid/Moncrief

## Fleet transport/tug (TT)

2231/2273

### Specifications as built

#### Dimensions

Length: 247.1 meters  
Beam: 141.7 meters  
Height: 64.0 meters

#### Mass

Standard gross: 702,500 GMT (unladen)  
Subspace displacement: 163,400 DWT (unladen)

#### Crew complement (\*)

Officers: 58  
Enlisted: 281

#### Top velocity

Cruising speed: warp 8.0 (with no containers attached)  
warp 7.0 (with 1 containers attached)  
warp 6.0 (with 2 containers attached)  
warp 5.0 (with 3 containers attached)  
Rated maximum speed: warp 10.0 (with no containers attached)  
Rated emergency speed: warp 12.0 (with no containers attached)

#### Endurance

Standard endurance: estimated 4 years at L.Y.V.  
Maximum endurance: estimated 16 years at L.Y.V.

#### Armament

Phasers: 12 phaser banks (6 dual banks, arranged as per *Enterprise* refit primary hull)



### Class listing

Hull #	Name of starship	Builder	Status
NCC-3800	<i>Moncrief</i>	SFD San Francisco Navy Yard, Terra	reserve
NCC-3801	<i>Ptolemy</i>	SFD San Francisco Navy Yard, Terra	reserve
NCC-3802	<i>Al Rashid</i>	SFD San Francisco Navy Yard, Terra	reserve
NCC-3803	<i>Anaxagoras</i>	SFD San Francisco Navy Yard, Terra	lost
NCC-3804	<i>Anaximander</i>	SFD San Francisco Navy Yard, Terra	reserve
NCC-3805	<i>Aristarchus</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3806	<i>Ibn Daud</i>	SFD San Francisco Navy Yard, Terra	reserve
NCC-3807	<i>Eratosthenes</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3808	<i>Galilei</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3809	<i>Hipparchus</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3810	<i>Ulug Beg</i>	SFD San Francisco Navy Yard, Terra	reserve
NCC-3811	<i>Philolous</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3812	<i>Pythagoras</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3813	<i>Thales</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3814	<i>Hevelius</i>	SFD San Francisco Navy Yard, Terra	active
NCC-3815	<i>Copernicus</i>	SFD San Francisco Navy Yard, Terra	active

*Ptolemy* was part of the first generation of Class I starships back in the early 2230s, and the only one of them that was not a front line combatant class. The *Watt* class transports then in use by Starfleet were hopelessly obsolete, predating even the *Baton Rouge* class starships forming the backbone of the fleet at that time, and their accompanying cargo container system had become too small for the task of supplying the ever-growing needs of Federation border outposts and Starfleet supply vessels. The Federation had voted down approval of the *Baton Rouge* era *Liberty* proposal without so much as a second glance (and had done the same to the *Mann* era *Swiftsure* prior to that); which meant that it had to do something NOW, before Starfleet found itself without any effective means of supply. In this case, to adapt an old Terra adage, the simplest solution proved to be the best one. By using the same standardized starship components as those found in the new Class I starships, a combination transport and container tug could be built "off the shelf" very quickly and fairly cheaply -- on top of which the new dilithium-regulated Perth PB series warp engines would allow it to tow two containers (later three) for even greater cargo transport capability. Both *Ptolemy* and its transport container system entered service in 2231, and both soon became the chief workhorses of Starfleet. Indeed, the size and potential of the new Class I container system lent itself to further adaptation, and even found life in civilian sector as the basis for the so-called "container ship" freighters. Those are covered in a separate entry.

*Ptolemy's* proven versatility, despite its age, ensured its place among the first Starfleet starship classes to be upgraded with linear warp technology. This came about in two distinct forms. *Al Rashid* came first in 2273, representing the original linear warp upgrade of *Ptolemy*. Along with the LN-64 linear warp upgrade came Starfleet's new *Enterprise*-style Class I primary hull -- and with it a significant upgunning for *Al Rashid*, in the form of six dual phaser banks on both the top and bottom of the primary hull saucer. This upgunning was justified on the grounds of increased tensions with the Klingon Empire. The following decade saw the arrival of *Moncrief*, an even more upgunned transport/tug which was the second and last major upgrade profile for the venerable *Ptolemy*. It was essentially identical to *Al Rashid* save for one important factor: the addition of photon weaponry, in the form of a single forward-facing, twin-tube phototorp system installed just above the base of the transport container attachment couplings (\*). While the housings for these new weapons were

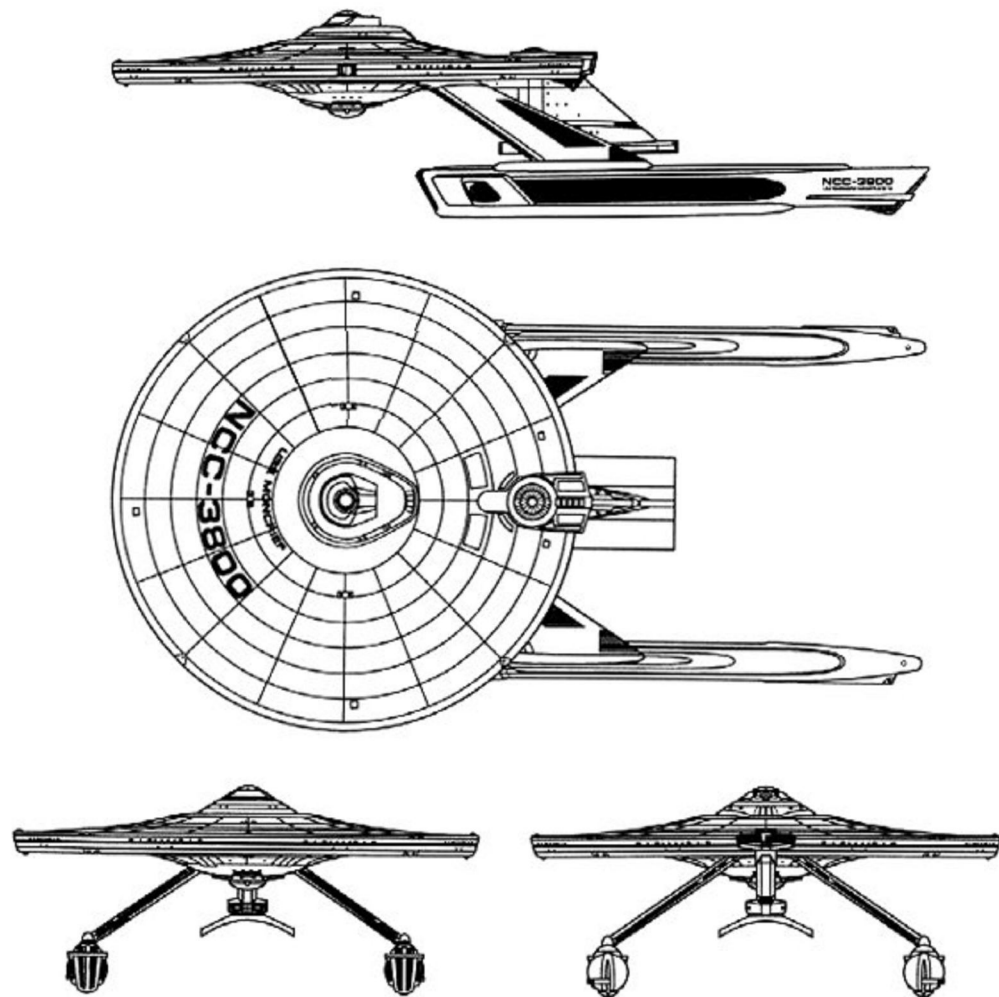
new, identical to the ones used in front line Starfleet linear warp vessels, the phototorp systems themselves were old and recycled from older combat classes being upgraded with newer systems. It was pointed out at the time, and with good justification, that there was no need to discard these older phototorp systems after having been swapped out for newer ones in upgraded Starfleet combat classes. They would work just as well on an upgraded *Ptolemy* as anything else; furthermore, in the light of increasing Klingon aggression, Starfleet's transports of all classes needed all of the defensive weaponry they could get. That was why, beginning in 2286, Starfleet began up-arming all of its *Al Rashids* to the new *Moncrief* standard. The process is expected to be completed sometime next year. This upgunning also allows a *Moncrief* without a cargo container or other tractor cargo to act as an impromptu standard Starfleet cruiser, should the need arise. Such capability is highly desirable from Starfleet's point-of-view, should the current worsening situation with the Klingon Empire finally break out into open war.

It should again be emphasized that the phototorp systems being installed on *Moncrief* transport/tug conversions are older models, working with either small modern designs or older and less powerful torpedoes than the ones currently in use by fleet combatants. Fortunately, Starfleet still has an excess of these older torpedoes from its various upgrade programs, and all relaunched *Moncriefs* have so far been sent out with full magazines. Starfleet believes it has enough sufficient stores of these older photon torpedo types to last until 2312.

(\*) While there is a disturbing tendency among some "what-if" would-be starship designers to give *Moncrief* a double-ender phototorp deck, such is not desirable in reality. The reason for this has very much to do with the fragile transport containers being towed astern -- more often than not full of valuable cargoes. One faulty torpedo on a downward arc could see one or more towed containers either badly damaged or destroyed in seconds -- not to mention possible shock and shrapnel damage to the ship itself. That is why *Moncriefs* never have been nor ever will be fitted with double-ender phototorp decks.

## Schematics

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*Ptolemy* class transport/tug created by Franz Joseph Schnaubelt  
for the *Star Fleet Technical Manual*

*Al Rashid* and *Moncrief* TMP-era upgrades by Aridas Sofia and Eric Kristiansen

Schematics by Eric "Jackill" Kristiansen

CG models adapted from the work of Rick "pneumatic81" Knox

Images provided by Richard Mandel

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*Moncrief* schematics. *Al Rashid* is practically identical, save for the absence of the phototorp deck at the base of the transport container tow pad.

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*Gagarin/Greer* Derived  
**Class II Starships**

# Anguiera

## Light hospital ship (AHL) 2290

### Specifications as built

#### Dimensions

Length:	165.9 meters
Beam:	83.0 meters
Height:	51.2 meters

#### Mass

Standard gross:	156,500 GMT
Subspace displacement:	45,300 DWT

#### Crew complement

Officers:	20 (including 12 doctors)
Enlisted:	98 (including 68 nurses and medtechs)
Starfleet Marines:	12 (1 full squad, medically oriented)
Other:	up to 200 patients
Small craft pilots:	

#### Top velocity

Cruising speed:	warp 4.0
Rated maximum speed:	warp 5.5
Rated maximum speed:	warp 7.0

#### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
Maximum endurance:	estimated 10 years at L.Y.V.

#### Armament

NONE

#### Small craft:

20 (8 dedicated medical shuttles + 10 other transport and heavy lift shuttles of various sizes and hauling capacities + 1 aquashuttle + 1 runabout or long-range shuttle)



### Construction contract

Hull #	Buld group	Builder	# Hulls	Status
NCC-H700 to NCC-H796	<i>Anguiera</i>	Shor Ta'kei Docks, Vulcan	62	building



## Schematics

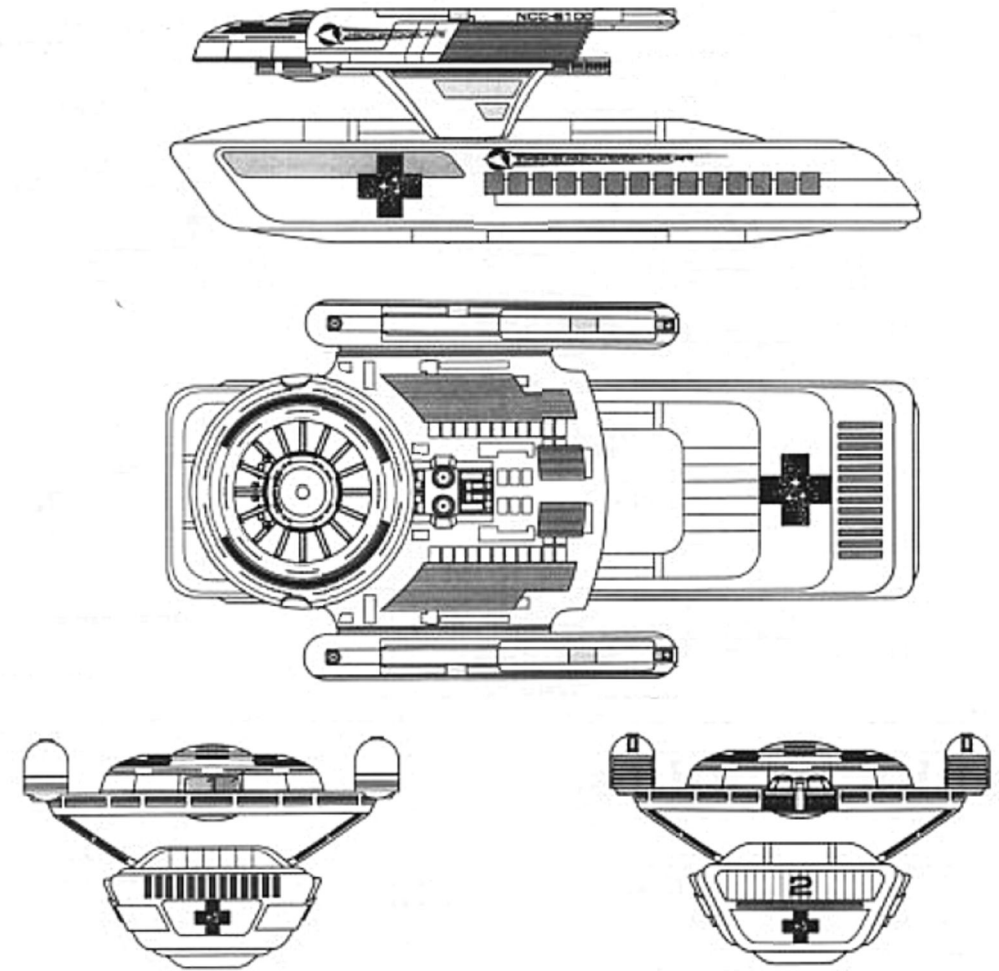
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*Anguiera* is the newest addition to the *Gagarin/Greer* family of Class II support starships. It is essentially a stripped-out *Greer* with a custom secondary hull slung underneath it in *Garneau/Oberth* fashion. This secondary hull comprises a complete field hospital. In addition to providing extensive medical facilities equivalent to those of a large deep space station or small starbase, *Anguiera* is fitted with both a larger-than-normal assortment of transporters (1 standard 6-person, 2 22-person, and 1 extra-large cargo) as well five hangar bays (two large, three small) and a wide assortment of transport and heavy lift shuttles in order to be able to take on patients as rapidly as her design allows. It should also be noted that a secured medical section, whose staffing is supplemented by a full squad of medically-oriented (but armed) Starfleet Marine personnel, has also been provided for the treatment of wanted criminals or potentially dangerous patients.

*Anguiera* was developed in order to supplement the limited number of *Hippocrates* class medical frigates, all *Miranda* family conversions, in Starfleet service. Although an excellent design which has proven its worth time and again in service, Starfleet Command simply cannot afford to spare any more *Mirandas* for *Hippocrates* conversions – due to the current state of worsening relations with the Klingon Empire. *Anguiera* was developed as a practical and cost-effective alternative.

While provision has been made for *Anguriea* to carry up to 20 small craft of various sizes, including at least one each of the aquashuttle and large long-range or runabout types, the typical in-service and on-the-site mix is usually somewhat less. This is because *Anguriea* crews have complained about not having enough room in the shuttle bays for on-the-spot treatment when dealing with cases involving mass casualties – during which *Anguriea's* shuttle bays almost always wind up serving as impromptu triage centers. For this reason, *Angurieas* in the field often leave their assigned aquashuttle behind at the nearest Federation facility, only bringing it along when conditions warrant. They have often been known to leave their assigned runabout behind as well for the same reason, more often than not replacing it with an additional (but smaller) heavy lift shuttle. Starfleet Medical is currently re-evaluating the assigned small craft mix for *Anguriea*, in order to make it more effective for use by its crews.

Aside from the small craft issue, Starfleet Medical is reported to be extremely pleased with *Anguriea's* overall performance.



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***Anguiera* class light hospital ship by Eric “Jackill” Kristiansen  
as first published in *Star Fleet Reference Manual Volume 2***

**CG model and image by ???**

# Schmidt/Lemond/Todega

## Transport/tug (TT) 2290

### Specifications as built

#### Dimensions

Length:	101.3 meters ( <i>Schmidt, Lemond</i> ) 133.4 meters ( <i>Todega</i> )
Beam:	88.9 meters
Height:	44.3 meters ( <i>Schmidt</i> ), 55.4 meters ( <i>Lemond</i> ), 57.4 meters ( <i>Todega</i> )

#### Mass

Standard gross:	99,250 GMT ( <i>Schmidt, Lemond</i> ) 102,150 GMT ( <i>Todega</i> )
Subspace displacement:	34,300 DWT ( <i>Schmidt, Lemond</i> ) 35,000 DWT ( <i>Todega</i> )

#### Crew complement

Officers:	12
Enlisted:	50

#### Top velocity

Cruising speed:	warp 4.0 (laden)
Rated maximum speed:	warp 7.0 (laden)
Rated emergency speed:	warp 8.0 (laden)

#### Endurance

Standard endurance:	estimated 0.5 years at L.Y.V.
Maximum endurance:	estimated 6 years at L.Y.V.

#### Armament

Beam weapons:	4 type-II phaser banks
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A *Lemond* class transport/tug. *Schmidt* is almost identical, save that it has an tractor beam tow array instead of a Class I container tractor-and-grapple pad.

Hull #	Buld group	Builder	# Hulls	Status
NCC-T800 to NCC-T831	<i>Schmidt</i>	Utopia Planitia Spaceworks, Sol IV Aitken Navy Yard, Luna	31	active

Hull #	Buld group	Builder	# Hulls	Status
NCC-T832 to NCC-T881	<i>Lemond</i>	Newport News KR, Alpha Centauri VII Proxima Shipyards, Proxima Centauri	52	active

Hull #	Buld group name	Builder	# Hulls	Status
NCC-T882 to NCC-T903	<i>Todega</i>	Newport News Orbital Annex, Terra Litton-Sedeco Shipbuilding, Terra	21	building

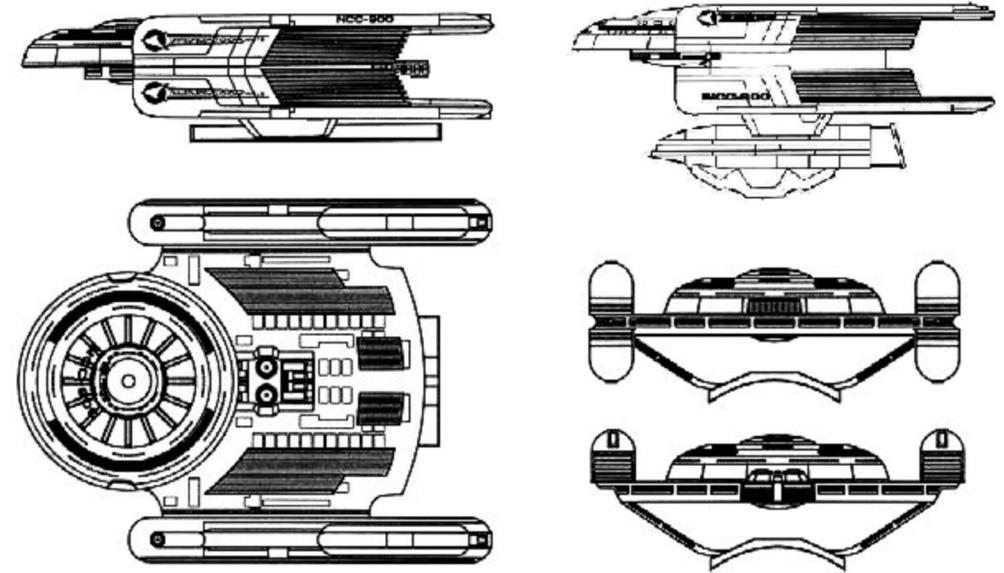
The *Schmidt* family of transport/tugs are intended to be low-end, cost-effective replacements for the aging *Ptolemy* family. While the newer *Knox*-derived *Hensley* and the up-and-coming *Excelsor*-derived *Anaxagoras* will take over on the high end insofar as Class I container transports go, both *Schmidt* and the somewhat less capable *Fisher* will take over on the low end.

All are derived from the four-engined *Clarke* variant of the base *Gagarin/Greer* Class II starship hull for maximum performance at minimum possible economy. *Clarke's* sheer speed is thus transformed into towing power, giving the *Schmidt* family the capability of towing up to two fully loaded, standard-length Class I transport containers with performance comparable to that of a regular Class I *Ptolemy* or derivative. There are two prices to be paid for such economy, however. Because the *Schmidt* family is a Class II design with Class II warp engines, three fully loaded Class I transport containers or their equivalent represent the design's absolute maximum load limit. There is no margin whatsoever for towing a fourth, even of the half-length variety. Second, as with *Clarke*, the *Schmidt* family is currently unarmed because onboard space normally used on a *Gagarin/Greer* design derivative is instead occupied by the necessary extra support systems and energy conduits necessary for its four-nacelle warp engine configuration. There is word that Starfleet is considering several solutions to this problem, almost all of which involve mounting two or three type-II or type-III phasers on either a small roll bar package or in external hull bulges (Klingon style). This discussion was reported to be ongoing as this book went to press.

There are three different versions (or blocks, or sub-classes) of *Schmidt*; hence the term "*Schmidt* family" to describe all three. The first (*Schmidt* sub-class) was developed in conjunction with the Federation Merchant Marine, and features a modern universal tow array underslung beneath its hull. Of these, only the Starfleet registry (NCC) are listed, and other reference works must be consulted for the Merchant Marine (NAR) hull numbers. The second (*Lemond* sub-class) is exclusive to Starfleet, and features a standard Class I container tow pad in place of the universal tow array. The third (*Todega* sub-class), which is again a joint Starfleet and Merchant Marine effort, features a bigger and more powerful universal tractor tow array capable of handling a greater variety of loads (especially odd-shaped ones), and having higher resistance to energy torque and shear which might break the tractor beam for the tow.

## Schematics

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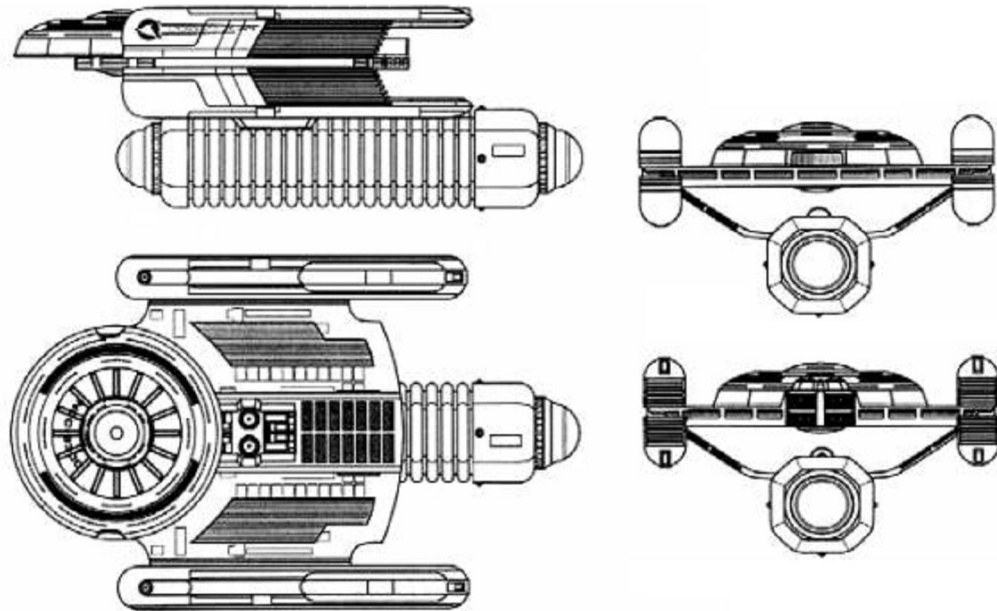


*Lemond* class schematics, with the approved form of *Schmidt* inset upper right. Note the deletion of the standard photon torpedo package and its upper roll bar from the original *Schmidt* proposal. This was more wistful thinking than practical reality. Even, so, adding a *small* roll-bar-mounted weapons pod with two type-II or four type-III phaser banks – as opposed to adding them via externally mounted hull bulges – is something Starfleet is said to be possibly considering, given the state of current relations with the Klingons.

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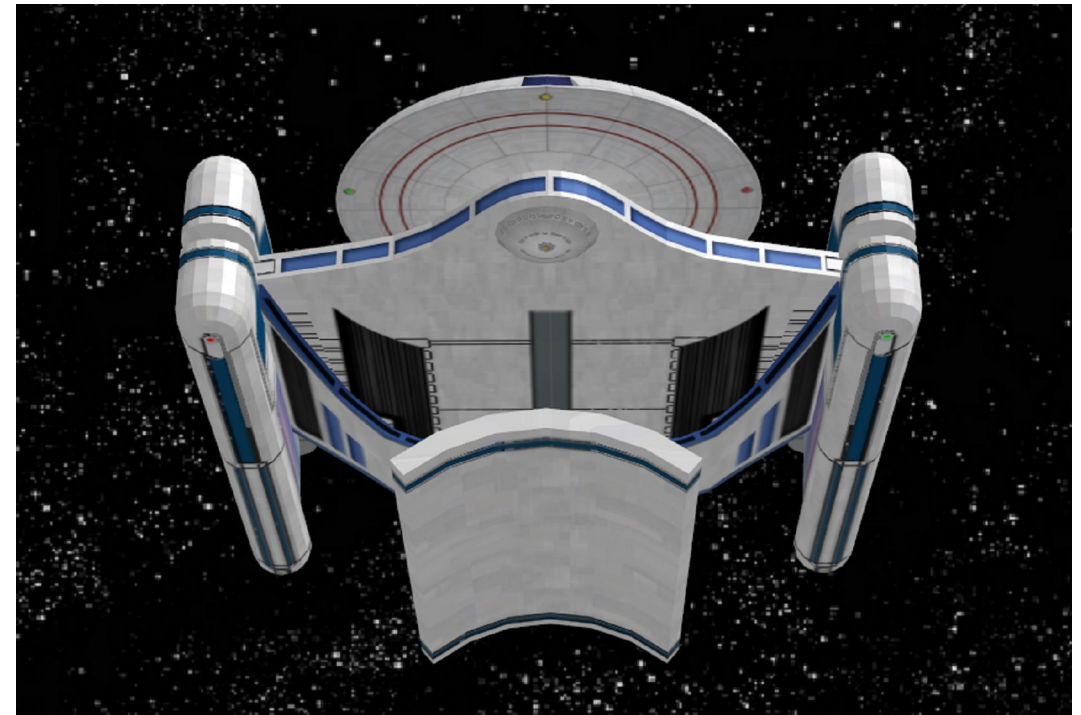
Schematics (continued)

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*Todega* class schematic. Note the differences between *Todega*'s more powerful universal tractor tow pod and the older model used with *Schmidt* (inset left schematic, upper right)

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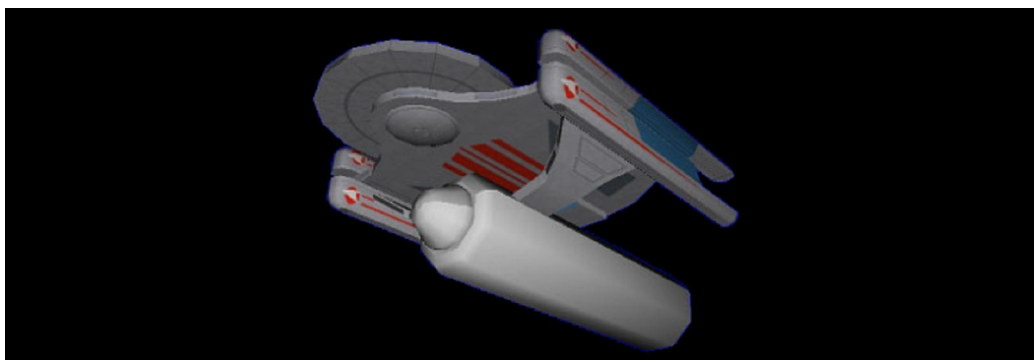
*Schmidt* class tug created by David Schmidt as first published in his book *Starfleet Prototype*

*Todega* alternative design by Eric "Jackill" Kristiansen as first published in *Star Fleet Reference Manual Volume 2*

*Lemond* alternative design by Richard Mandel

CG model by kyeater and Terradhyne

Images provided by Richard Mandel and Terradhyne



A *Todega* class tug. Note the presence of the new universal tractor tow array, replacing the older model fitted on *Schmidt* and the Class I tow pad found on *Lemond*

# Fisher/Duluth

## Light transport/tug (TL) 2289

### Specifications as built

#### Dimensions

Length:	107.4 meters
Beam:	80.3 meters
Height:	38.7 meters

#### Mass

Standard gross:	x GMT
Subspace displacement:	20,600 DWT

#### Crew complement (\*)

Officers:	8
Enlisted:	42

#### Top velocity

Cruising speed:	warp 4.0 (with 1 transport container in tow)
Rated maximum speed:	warp 5.0 (with 1 transport container in tow)
Rated emergency speed:	warp 7.0 (with 1 transport container in tow)

#### Endurance

Standard endurance:	estimated 0.5 years at L.Y.V.
Maximum endurance:	estimated 8 years at L.Y.V.

Beam weapons: 6 type-I phaser banks (2 F, 2 ea P/S)

### Construction contract

Hull #	Buld group	Builder	# Hulls	Status
NCC-T700 to to NCC-T799	<i>Fisher</i>	Newport News KR, Alpha Centauri VII Proxima Shipyards, Proxima Centauri	100	building
NCC-T904 to to NCC-T950	<i>Duluth</i>	Newport News KR, Alpha Centauri VII Proxima Shipyards, Proxima Centauri	46	proposed



Class listing (finished and active ships only)

Hull #	Name of starship	Builder	Status
NCC-T700	<i>Fisher</i>	Newport News KR, Alpha Centauri VII	active
NCC-T701	<i>Adabi</i>	Proxima Shipyards, Proxima Centauri	active
NCC-T704	<i>Bellamy</i>	Newport News KR, Alpha Centauri VII	active
NCC-T710	<i>Bansiya</i>	Proxima Shipyards, Proxima Centauri	active
NCC-T725	<i>Augustus</i>	Proxima Shipyards, Proxima Centauri	active
NCC-T733	<i>Archibald</i>	Newport News KR, Alpha Centauri VII	active
NCC-T741	<i>Adamus</i>	Proxima Shipyards, Proxima Centauri	active
NCC-T743	<i>Bainsworth</i>	Proxima Shipyards, Proxima Centauri	active
NCC-T746	<i>Barclay</i>	Proxima Shipyards, Proxima Centauri	active
NCC-T753	<i>Braze</i>	Newport News KR, Alpha Centauri VII	active
NCC-T769	<i>Allen</i>	Newport News KR, Alpha Centauri VII	active
NCC-T771	<i>Barabus</i>	Newport News KR, Alpha Centauri VII	active
NCC-T774	<i>Bobbets</i>	Proxima Shipyards, Proxima Centauri	active
NCC-T777	<i>Achatz</i>	Newport News KR, Alpha Centauri VII	active

*Fisher* is the modern linear warp era replacement for the aging *Manhattan*. Use of the ubiquitous and economical *Greer* spaceframe as its basis, to quote *JackIII's*, "... is an attempt to reduce [its] overall construction and operational cost .... [*Fisher*] is able to carry up to two [standard Class I transport] containers by manipulating its warp field to cover the additional container, but at a reduction in top speed. [It] is also equipped with a heavy duty tractor beam designed for additional range and tonnage."

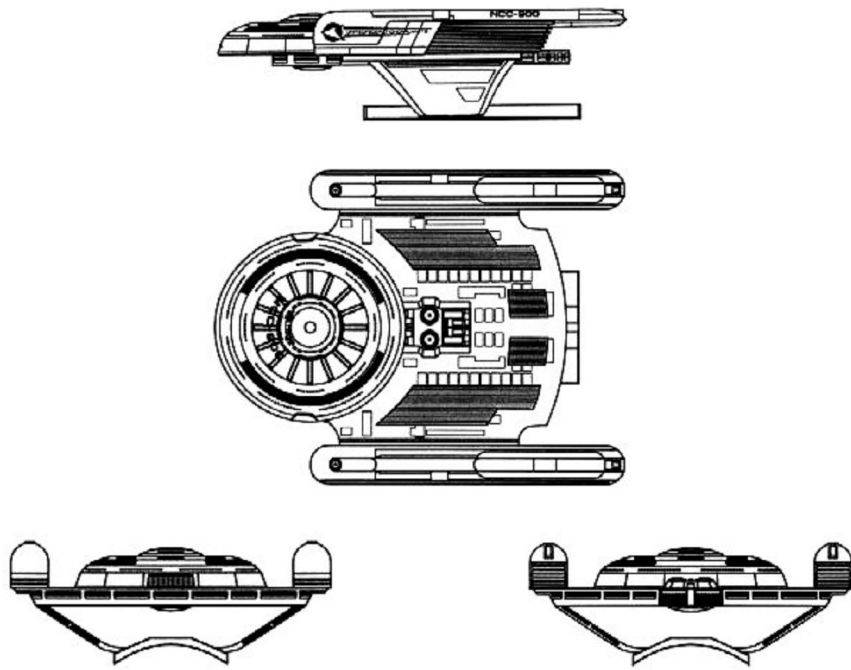
At present, *Fisher* is the only Class II fleet transport/tug based on the *Gagarin/Greer* space frame that is armed for self-defense. This is due to the fact that *Fisher* has only two warp engines instead of four, so the standard built-in weaponry of the *Gagarin/Greer* spaceframe do not have to be landed in order to provide required extra room for the support systems for the extra warp engines. This means that *Fisher* is less capable than the *Schmidt* family in terms of cargo hauling or towing capability; however, the fact that it is armed means it can be deployed in hostile areas (whereas *Schmidt* currently cannot).

*Fisher* has not only proven a success in practice, but is well on its way to becoming the most ubiquitous Starfleet tug since the official end of production of *Ptolemy* derived designs. 100 are either available or under construction, and Starfleet has already placed a request with the Procurements Board for 100 more. Given these numbers, there is little doubt that *Fisher* will be serving Starfleet's light transport needs for decades to come.

*Duluth* is the proposed successor to *Fisher*, and sometimes called the "Block II *Fisher*" in current Starfleet documentation. It is almost identical to *Fisher*, save for the addition of latching clamps to the tractor tow pad.

Schematics

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*Fisher class tug* by Eric "Jackill" Kristiansen  
as first published in his *Star Fleet Reference Manual Volume 2*

CG models by Richard Mandel and Maeteen Greenway

Images provided by Richard Mandel and Masteen Greenway

# Clarke

## Diplomatic clipper (PN) 2288

### Specifications as built

#### Dimensions

Length:	114.0 meters
Beam:	88.9 meters
Height:	27.7 meters

#### Mass

Standard gross:	182,000 GMT
Subspace displacement:	31,000 DWT

#### Crew complement (\*)

Officers:	13
Enlisted:	48

#### Top velocity

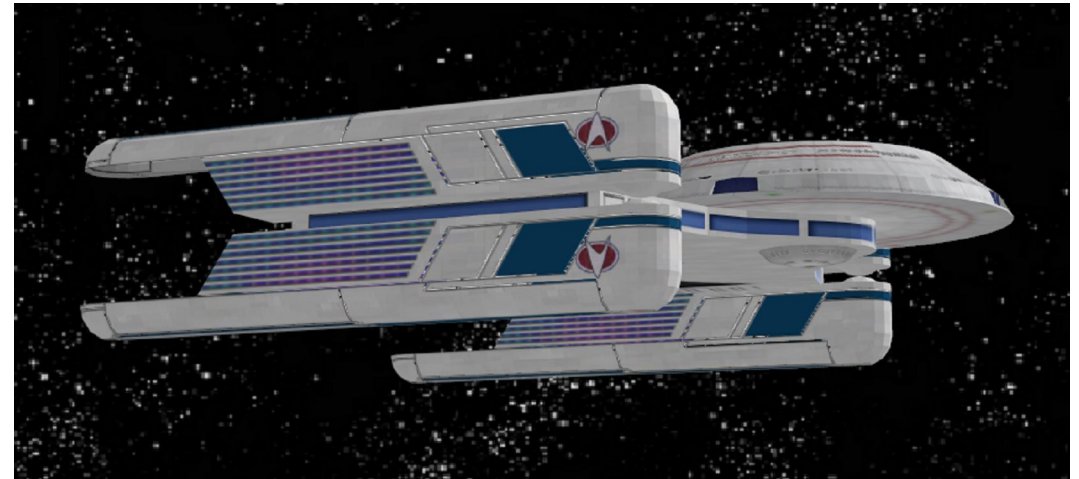
Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0
Rated emergency speed:	warp 11.5

#### Endurance

Standard endurance:	estimated 0.5 years at L.Y.V.
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#### Armament

Beam weapons:	NONE
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### Construction contract

Hull #	Buld group	Builder	# Hulls	Status
NCC-N100 to NCC-N119	<i>Clarke</i>	Utopia Plantia Spaceworks, Sol IV	20	active



One of the deficiencies of the base *Gagarin/Greer* Class II starship has been its slow speed. *Orca* had demonstrated that a three-engined *Gagarin/Greer* derivative was possible and could perform well, so it was logical that Starfleet would eventually go for a four-engined variant. The initial result of this experiment was the *Clarke* class courier. Its warp engines had to be mounted in matched over-under pairs in order to generate an optimum two-lobed warp field, and it also had to be fitted with an all-new warp core and associated beefed-up plasma conduits to boot. Starfleet felt that the results were well worth the expense of the rebuilding, however. A *Clarke* could hit and maintain a maximum rated speed of warp factor 8.0 for far less energy required than even the most modern and power-efficient Class I starship. The only drawback – but it was a major one – was that the required beefed-up support systems for *Clarke*'s warp engines did not leave any room free for defensive weaponry. In fact, all existing weaponry had to be removed in order to free up space for the associated engine support systems and machinery. Starfleet conceded that this was a severe operational limitation, which meant that neither *Clarke* nor any *Clarke*-derived design could defend itself if attacked, but it felt that the benefits gained by the extra warp engines was worth it. Approval by the Procurements Board was described as “enthusiastic,” and news of the impending production of *Clarke* was also well received by both Council members and Federation bureaucrats – all of whom were looking forward to replacing their older (and slower assigned starships with a fast and modern *Clarke*.

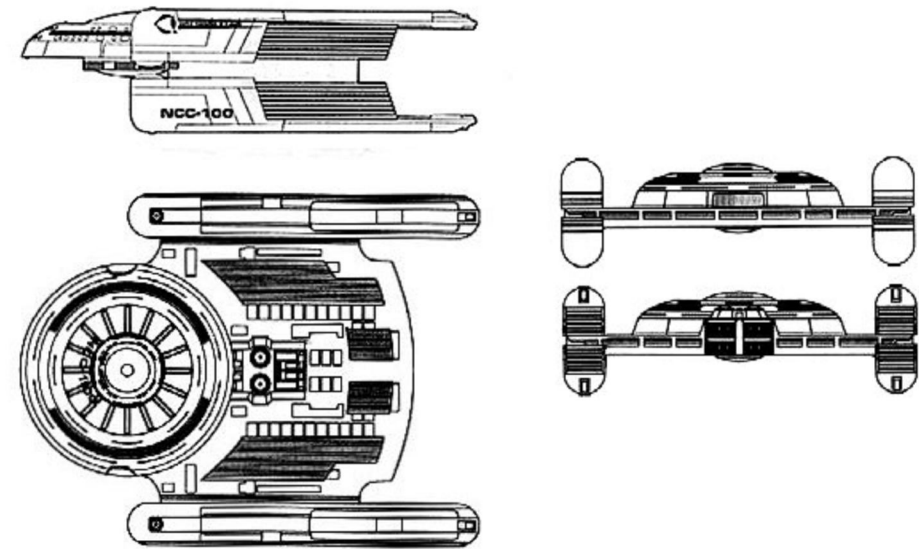
*Clarkes* are most frequently used as fast warp couriers for personnel or small priority cargoes, or as diplomatic vessels. As was expected, they have become the preferred Starfleet starships of choice for being requisitioned for the personal use of many Federation politicians and high-ranking bureaucrats.

It should be noted that while the ship's design precludes the installation of internally mounted armament, unofficial upgunning for self-defence by installing one or two external drone launchers, or type-III defensive phasers (in clamp-on mounts (similar to certain Klingon add-on shipboard disruptor systems), is not unknown – and has been employed on some *Clarkes* whose duties bring them too near the Treaty Zone for comfort.

*Clarke* was later used as the design basis for the Class II *Schmidt* and *Todega* class transport tugs.

## Schematics

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**Clarke class diplomatic courier created by David Schmidt  
as first published in his book *Starfleet Prototype***

**CG model by Richard Mandel  
hacked from the *Grissom* model by Rick “pneumatic81” Knox**

**Images provided by Richard Mandel**

# Asmodeus/Jester

## Light corvette (PC) 2283

### Specifications as built

#### Dimensions

Length: 107.8 meters  
Beam: 83.0 meters  
Height: 33.7 meters

#### Mass

Standard gross: 101,100 GMT  
Subspace displacement: 30,000 DWT

#### Crew complement (\*)

Officers: 12  
Enlisted: 60

#### Top velocity

Cruising speed: warp 4.0  
Rated maximum speed: warp 5.0  
Rated maximum speed: warp 7.3

#### Endurance

Standard endurance: estimated 0.5 years at L.Y.V.

#### Armament

Beam weapons: 6 type-I phaser banks (2 F, 2 ea P/S)  
Guided weapons: 2 photon torpedo tubes (*Asmodeus*, both F)  
or 4 photon torpedo tubes in a double-ender phototorp deck (*Jester*, 2 each F/A)



### Construction contract

Hull #	Buld group	Builder	# Hulls	Status
NCC-190 to NCC-196	<i>Asmodeus</i>	Aitken Navy Yard, Luna	6	active
NCC-197 to NCC-200	-----	----- order cancelled -----		
NCC-200 to NCC-299	<i>Jester</i>	Litton-Sedeco Shipbuilding, Terra Kiel Naval Works, Terra	100	building

The *Jester* and *Asmodeus* Class II starships are both based on a modified version of the ubiquitous *Greer* class corvette. They are intended to serve as convoy escorts, thus freeing up Class I starships from this role. They are also often pressed into the role of systems defense ship, supplementing the far less maneuverable *Fenlon* class monitors in this role.

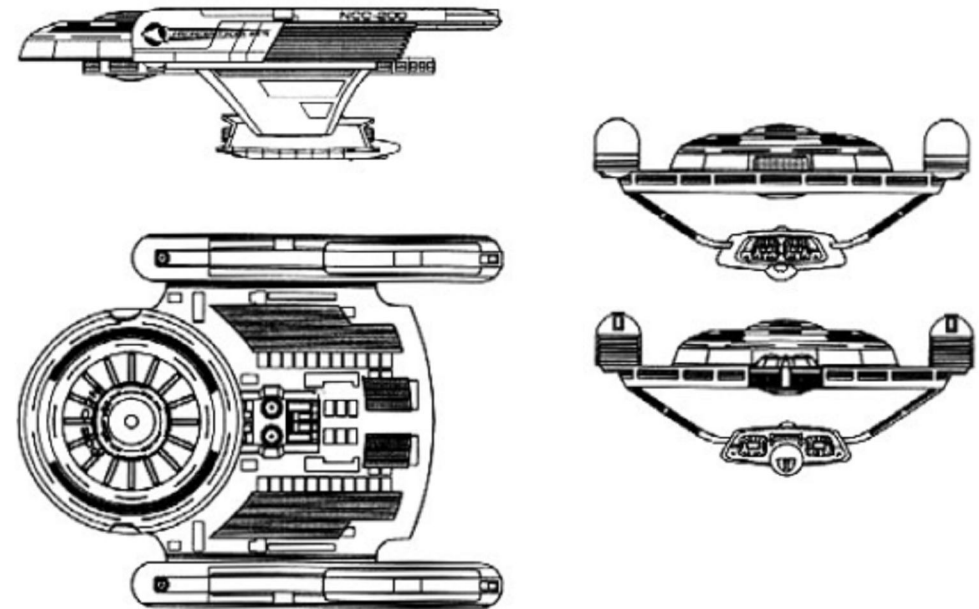
*Asmodeus* represents the original design, with a Starfleet standard dual-tube, forward-firing phototorp deck slung under its hull. This was chosen because they happened to be handy in numbers when these ships were being built. Starting with the eighth ship, *Jester*, a *Miranda* roll bar style "double-ender" phototorp deck was installed instead of the older two-tube model. The hull registry numbers were also upped at this time, with series 196-199 skipped entirely. There has been talk of refitting the older seven *Asmodeus* types with a double-ender phototorp deck, but nothing has come of this so far.

A total of 60 *Asmodeus/Jester* type vessels are planned.



## Schematics

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*Asmodeus* class corvette created by David Schmidt  
as first published in his book *Starfleet Prototype*

*Jester* alternative design by Eric "Jackill" Kristiansen  
as first published in *Star Fleet Reference Manual Volume 2*

CG model by kyeater  
hacked from the *Grissom* model by Rick "pneumatic81" Knox

Images provided by Richard Mandel

# Orka

## Gunboat (PG)

2282

### Specifications as built

#### Dimensions

Length: 116.0 meters  
Beam: 102.2 meters  
Height: 26.3 meters

#### Mass

Standard gross: 96,250 GMT  
Subspace displacement: 30,400 DWT

#### Crew complement (\*)

Officers: 12  
Enlisted: 57

#### Top velocity

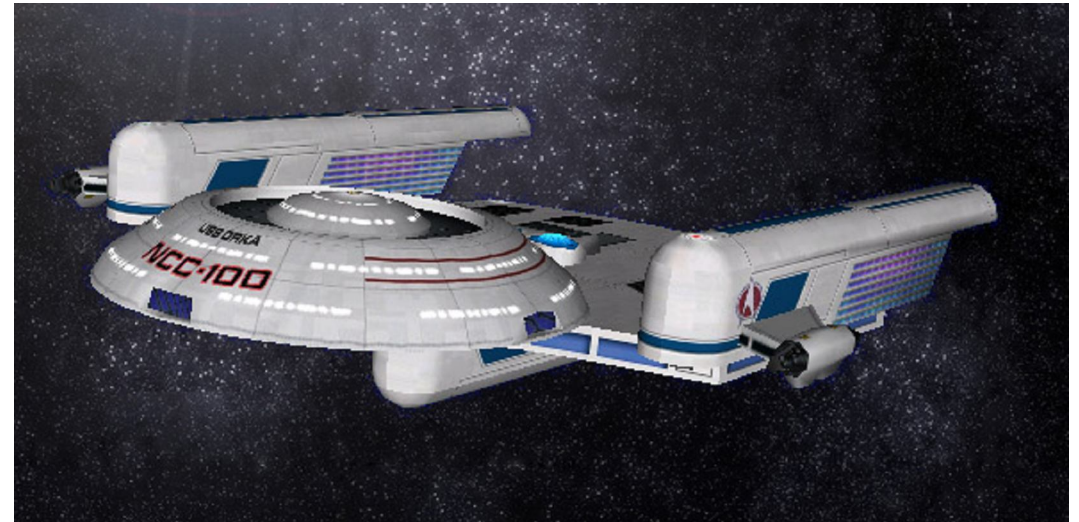
Cruising speed: warp 4.0  
Rated maximum speed: warp 6.0  
Rated maximum speed: warp 8.0

#### Endurance

Standard endurance: estimated 3 years at L.Y.V.  
Maximum endurance: estimated 12 years at L.Y.V.

#### Armament

Beam weapons: 6 type-I phaser banks (2 F, 2 ea P/S)  
2 megaphaser cannon (1 each P/S)

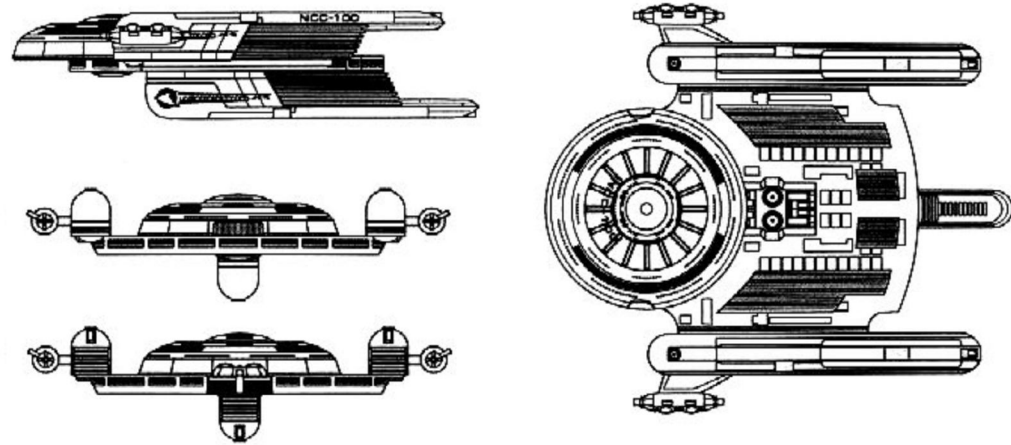


### Construction contract

Hull #	Buld group	Builder	# Hulls	Status
NCC-100 to	<i>Orka</i>	Utopia Plantia Spaceworks, Sol IV	87	active
NCC-186		SFD Baltic Yards, Terra		

To quote *Jackill's*, "[Orca] is a high-maneuverability, in-system, warp-capable [gunboat] primarily used in a defensive role. As a cost-saving measure, the hull is [based] on a modified [Greer]. It is armed with dual megaphasers, making it a powerful weapons platform in a very small [but] maneuverable package."

### Schematics



*Orca* class gunboat created by Eric "Jackill" Kristiansen as first published in *Star Fleet Reference Manual Volume 2*

CG model by kyeater hacked from the *Grissom* model by Rick "pneumatic81" Knox

Images provided by Battleclinic

# Garneau/Oberth

## Research and survey vessel (ASR)

2268/2273

### Specifications as built

#### Dimensions

Length:	159.8 meters
Beam:	83.0 meters
Height:	44.3 meters

#### Mass

Standard gross:	124,000 GMT
Subspace displacement:	40,000 DWT

#### Crew complement

Officers:	18
Enlisted:	62

#### Top velocity

Cruising speed:	warp 4.0
Rated maximum speed:	warp 5.5

#### Endurance

Standard endurance:	estimated 6 years at L.Y.V.
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#### Armament

Phasers:	2 type-II phaser banks (1 dual bank F)
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### Class listing

#### Block I (*Gagarin* class)

Hull #	Name of starship	Builder	Status
NCC-630	<i>Gagarin</i>	Newport News KR, Alpha Centauri VII	lost
NCC-631	<i>Thomas</i>	Newport News KR, Alpha Centauri VII	active
NCC-632	<i>Glenn</i>	Newport News KR, Alpha Centauri VII	active
NCC-633	<i>Cooper</i>	Newport News KR, Alpha Centauri VII	active
NCC-634	<i>Schirra</i>	Newport News KR, Alpha Centauri VII	active



### Class listing

#### Block I (*Oberth* class)

Hull #	Name of starship	Builder	Status
NCC-635	<i>Oberth</i>	Newport News KR, Alpha Centauri VII	active
NCC-636	<i>Ride</i>	Newport News KR, Alpha Centauri VII	active
NCC-637	<i>Tereshkova</i>	Newport News KR, Alpha Centauri VII	active
NCC-638	<i>Grissom</i>	Newport News KR, Alpha Centauri VII	lost
NCC-639	<i>Titov</i>	Newport News KR, Alpha Centauri VII	active
NCC-640	<i>Robinett</i>	Newport News KR, Alpha Centauri VII	active
NCC-641	<i>Paruchuri</i>	Newport News KR, Alpha Centauri VII	active
NCC-642	<i>Hartgraves</i>	Newport News KR, Alpha Centauri VII	active
NCC-643	<i>Nowell</i>	Newport News KR, Alpha Centauri VII	active
NCC-644	<i>Thaxton</i>	Newport News KR, Alpha Centauri VII	active
NCC-645	<i>Krusinsky</i>	Newport News KR, Alpha Centauri VII	active
NCC-646	<i>Qazi</i>	Newport News KR, Alpha Centauri VII	active
NCC-647	<i>Irons</i>	Newport News KR, Alpha Centauri VII	active
NCC-648	<i>Villalobos</i>	Newport News KR, Alpha Centauri VII	active
NCC-649	<i>Lockhart</i>	Newport News KR, Alpha Centauri VII	active

## Schematics

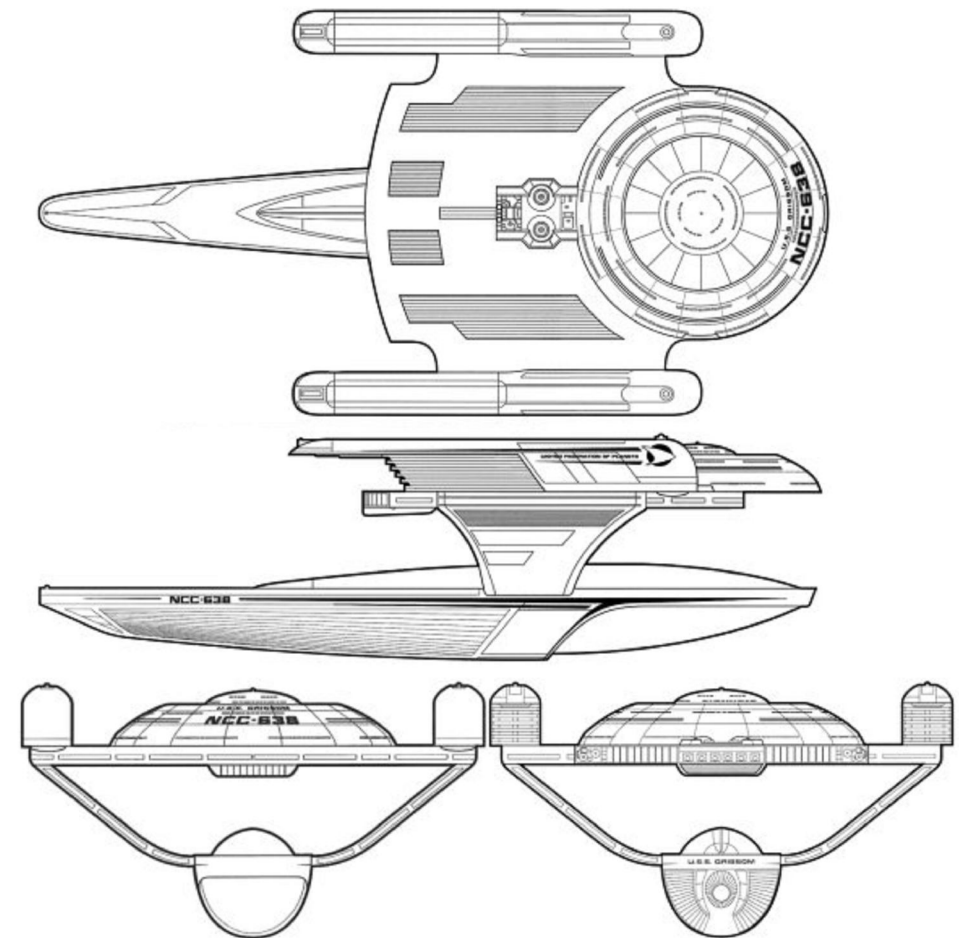
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*Garneau* was the only variant ever built of the circumferential era *Gagarin* class corvette, a few years before the official arrival of the first of Starfleet's new generation of linear warp technology starships. It very much resembled the current *Oberth*, save for its use of older Perth PB-series warp engines and older Class I technology throughout. *Oberth* was the first of what would have been a second *Garneau* production block – save that *Oberth* and all that followed in its wake were built from the keel up with linear warp engines and technology. Once all of the new-build *Oberths* had entered service, Starfleet then began rotating its small number of *Garneaus* through the linear warp upgrade cycle. It was mid-2276 before the *Garneau* upgrade program was completed. After that, the original class name fell out of general use, with both older upgraded *Garneaus* and new-build *Oberths* being referenced together as the *Oberth* class.

What allowed the generic *Gagarin/Greer* hull to be converted into a survey cruiser was the addition of a long ventral pod slung between two underside braces and suspended below the hull proper. This pod turned out to be the forerunner of the large and long railed extra sensor platforms Starfleet now uses with its various fleet scouts. The *Garneau/Oberth* pod was literally packed with a sensor and scanner suite that would have done a regular Class I fleet scout proud. While normally unmanned during regular starship operations, provision was made for pressurization and personnel access for maintenance and repair via Jeffries tubes connected to the rest of the ship through the pod's two support pylons. In addition, this underslung sensor pod could be jettisoned in the event of an emergency – thus allowing the ship to hopefully escape the situation while leaving it behind.

*Garneau* was an immediate success upon entering service, and *Oberth* even more so. Together, they paved the way for the large number of linear warp era Class II *Gagarin/Greer* derivative designs which followed in their wake in the late 2270s and early 2280s.

Two of these ships have been lost in the line of duty. *Gagarin* (NCC-630) was captured and boarded by the Klingons in 2279 during a border raid, then piloted across the Treaty Zone into Klingon space and subsequently impounded. It was never returned, although the survivors among its crew were eventually repatriated. *Grissom* (NCC-638) was destroyed under still-classified circumstances while conducting a survey of the unstable Genesis Planet in 2285.

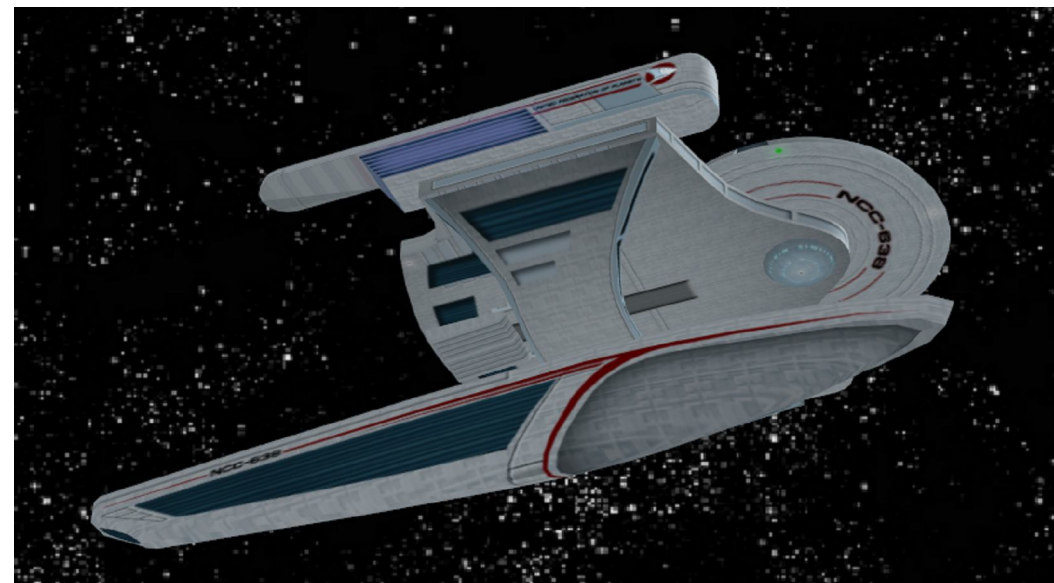




An uncommon shot of a pair of *Oberths* conducting a routine star survey.



*U.S.S. Grissom* (NCC-638), the most famous *Oberth*, prior to her loss in 2285.



*U.S.S. Grissom* designed by x  
for the feature film *STAR TREK III: The Search for Spock*

Additional information courtesy of Timo Saloniemi and Eric "Jackill" Kristiansen

CG model by Rick "pneumatic81" Knox

Images courtesy of Battleclinic and Richard Mande



# Gagarin/Greer/Darwin

## Corvette (PC)

2267/2273

### Specifications as built

#### Dimensions

Length: 102.3 meters  
Beam: 20 meters  
Height: 102.3 meters

#### Mass

Standard gross: 98,500 GMT  
Subspace displacement: 20,000 DWT

#### Crew complement (\*)

Officers: 12  
Enlisted: 58

#### Top velocity

Cruising speed: warp 4.5  
Rated maximum speed: warp 6.0

#### Endurance

Standard endurance: estimated 6 years at L.Y.V.

#### Armament

Beam weapons: 6 type-I phaser banks (2 F, 2 ea P/S) except for *Darwin*, which has NONE



### Construction contract

Hull #	Buld group	Builder	# Hulls	Status
NCC-450 to NCC-471	<i>Gagarin</i>	SFD San Francisco Navy Yard, Terra SFD Baltic Yards, Terra	21	active
NCC-472 to NCC-583	<i>Greer</i>	New Aberdeen Naval Yard, Aldeberan Rapier Dynamics Group, Aldeberan	61	active
NCC-584 to	<i>Darwin</i>	Vickers Shipbuilding, Terra	8	active

The *Greer* class corvette did for the 2270s linear warp era Class II starship program what the *Constitution* class heavy cruisers did for the original Class I program back in the 2230s. It provided a well-rounded and stable base hull design, upon which a wide variety of small Starfleet starship designs could be built or adapted from.

*Greer* started out life as *Gagarin*, an almost identical design that was produced during the twilight years of the circumferential warp era. Starfleet got an early taste of *Gagarin's* potential adaptability when it commissioned the derivative *Garneau* class survey cruisers almost immediately. It decided to wait on any further design derivatives until *Gagarin* was upgraded and converted for use with linear warp technology. Now dubbed the *Greer* class in its new form, *Gagarin/Greer* would go on to serve as the basis for some half-dozen more derived Class II starship designs – all of which are covered separately in this work. Examples include the *Fisher*, *Schmidt*, and *Todega* fleet tugs, the *Clarke* diplomatic clipper, the *Orka* class gunboat, and the *Jester/Asmodeus* class corvette. More are planned and more are possible, thanks to the unique adaptability of this rather unassuming and ungainly-looking small starship.

All *Gagarins* were upgraded to the *Greer* linear warp standard as time and yard space permitted, and now both are referred to collectively as the *Greer* class corvette. The *Gagarin* name is still used, however, when referring to the original circumferential warp drive version of the late 2260s, as well as any and all built and unbuilt Class II designs (*Garneau* was the only one built) that conform to the original *Gagarin* design. All linear warp versions and derivatives, as well as upgraded *Gagarins* and upgraded *Gagarin* derivatives (*Garneau*), are referred to collectively as the *Greer* family of Class II starships.

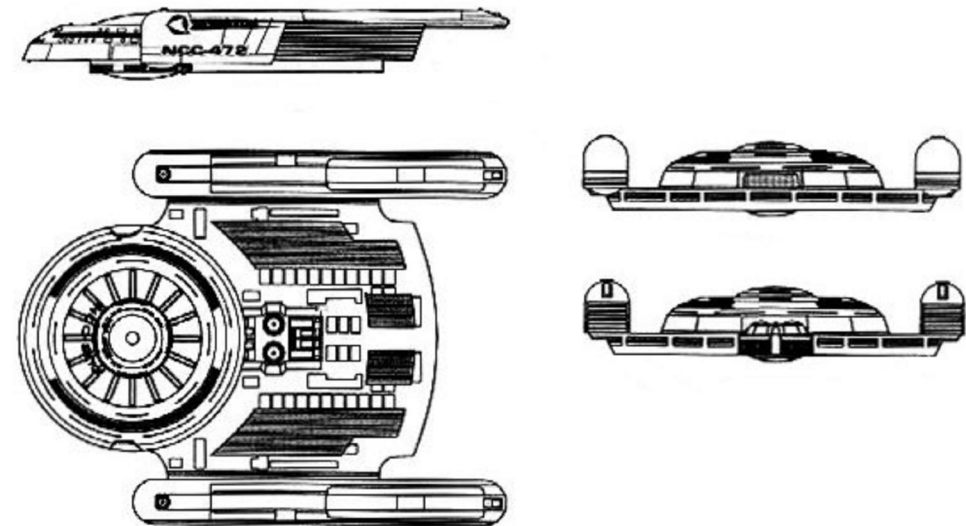
The actual *Greer* class is used both as a border patrol ship and an escort ship for valuable convoys and cargoes. The design is jointly produced with the Federation Merchant Marine, who have their own unique group of *Greer* derivative designs tailored towards commercial use. *Greer* has also proven quite popular with those systems and independent spacers who can afford their purchase, and custom civilian *Greers* are becoming a more frequent sight within Federation space.

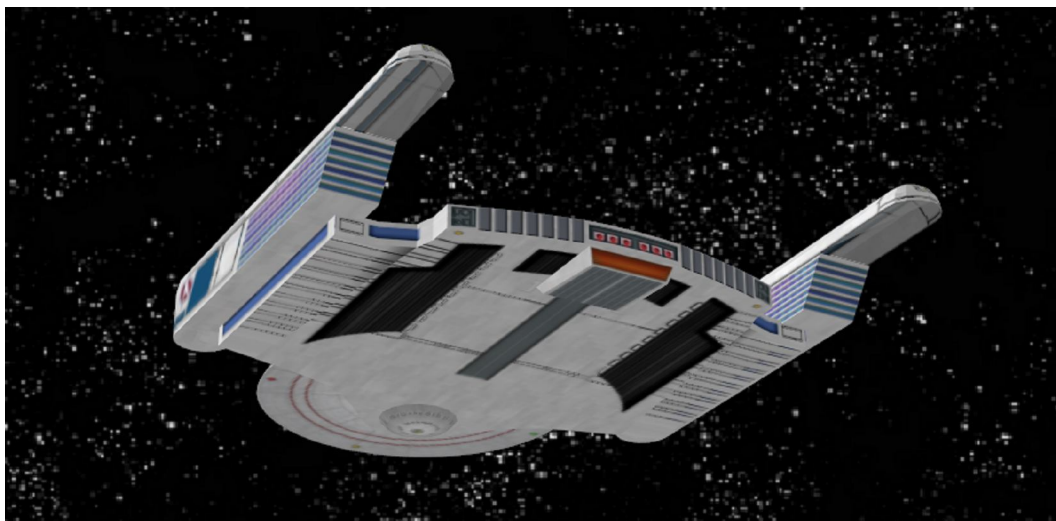
The last eight ships of the modern *Greer* family form the *Darwin* subclass of fast fleet light scouts. Externally *Darwin* is virtually identical to a stock *Greer* save for the different names and hull registry numbers. Sharp-eyed observers will soon note the total absence of all weapons mounts, thus betraying its identity as a *Darwin*. Space that would normally be used for a stock *Greer's* phaser banks is instead taken up by special sensor and scanner platforms. In addition, *Darwin* has a *Ptolemy*-style latching rail running centerline down her dorsal, for the installation of additional external sensor packages as required.

It is probably safe to say that *Greer* is regarded as the best and most popular Class II starship of the current era. Both it and its many derivatives will doubtless be with us for decades to come.

### Schematics

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**Greer class corvette created by David Schmidt  
as first published in his book *Starfleet Prototype***

**CG model by Richard Mandel  
hacked from the *Grissom* model by Rick "pneumatic81" Knox**

**Images provided by Battleclinic**

# **Selected Class II Combatants and Police Vessels**

# Scorpio

## Patrol corvette (PC) 2289

### Specifications as built

#### Dimensions

Length: 22.1 meters  
Beam: 14.3 meters  
Height: 7.6 meters

#### Mass

Standard gross: 2,240 GMT  
Subspace displacement: 350 DWT

#### Crew complement:

4

#### Top velocity

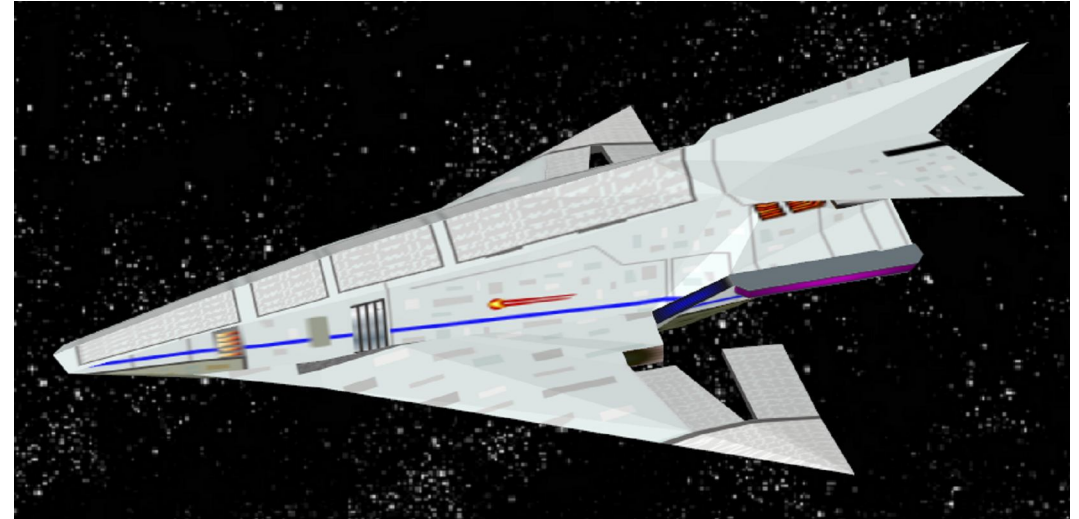
Cruising speed: warp 7.0  
Rated maximum speed: warp 10.0  
Rated emergency speed: CLASSIFIED

#### Endurance

Standard endurance: estimated 2 weeks at L.Y.V.

#### Armament

Phasers: 2 type-I phaser banks (FP and FS)  
Guided weapons: 1 photon torpedo tube (F)



### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
NAR-16000	<i>Scorpio</i>	Salaazr Shiphards, Andor Morena Shipyards (secondary source)	180	active

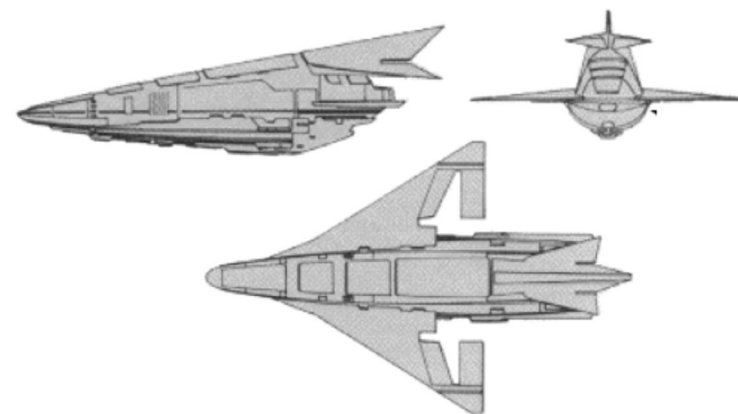
*Scorpio* is the modern replacement for the older *Solar* and *Epsilon* class patrol cutters. It has been called both the most beautiful ship in modern times to be designed by the Andorians, as well as the most agile police ship to ever be commissioned for use by the Federation. It has also been the subject of much would-be scrutiny by various parties, most of whom do not have either its or the Federation's best interests at heart. This is because *Scorpio* is the first Federation police ship in history designed to outrun and outmaneuver the high speed and nimble ships of the Orion pirate cartels. It is even rumored to be capable of the same high speed, output-doubling engine power burst for which Orion pirate vessels have become legend. Repeated attempts by the Orion pirate cartels to steal its plans, infiltrate its assembly plants, or in one notable case hijack one as being delivered, have all ended in failure. While both Starfleet and the Federation Bureau of the Interior have kept mum about *Scorpio's* secrets, it is almost certain that it employs the same kind of high end and cutting edge linear warp technology used by Starfleet with its own new fast patrol and perimeter action ships. Its secrets will be revealed in time, of course, as all secrets are, and both the Orion pirate cartels and other like-minded disreputable spaces will find way to counter *Scorpio's* capabilities – but for now, the ship has become a legend right out of the proverbial starting gate. 192 *Scorpios* have been ordered in its very first production run, and already those which have been delivered are making good on the legend that has been built up around them.

*Scorpios* never operate alone. They usually operate in 12-ship squadrons, consisting of 3 wings or groups of 4 ships each. They are among the smallest ships to mount the powerful starship class type-I phaser systems (two of them). They also carry on external launch rails a limited number of starship-class photon torpedoes, in order to provide them with a limited heavy punch capability.

Currently there are 22 operational *Scorpio* squadrons, with plans to field an additional 23 more by the end of the decade.

## Schematics

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**Solar class cutter created by Dana Knutson and associates  
for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Additional data provided by Timo Saloniemi**

**Schematics provided by FASA Corporation**

**CG model by Rick "pneumatic81" Knox**

**Images provided by Richard Mandel**

# Solar

## Patrol cutter (PK) 2254

### Specifications as built

#### Dimensions

Length:	90 meters
Beam:	20 meters
Height:	12 meters

#### Mass

Standard gross:	42,500 GMT
Subspace displacement:	18,000 DWT

#### Crew complement

Officers:	7
Enlisted:	16
Starfleet Marines/armed police:	12 (1 full squad)

#### Top velocity

Cruising speed:	warp 4.0
Rated maximum speed:	warp 7.0
Rated maximum speed:	warp 9.0

#### Endurance

Standard endurance:	estimated x at L.Y.V.
Maximum endurance:	estimated x at L.Y.V.

#### Armament

Beam weapons:	6 type-II phasers (3 banks of 2 each – 2F, 2 F/P, and 2 F/S)
Guided weapons:	1 multipurpose drone launcher (external mount)



### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
NAR-13010	<i>Solar</i>	Newport News KR, Alpha Centauri VII Morena Shipyards (secondary source)	297	active

*Solar* was originally intended replacement for *Masterson* in the civilian patrol ship role, but wound up supplementing it instead due to *Masterson's* greater versatility. *Solar* was more properly a traditional spacegoing revenue cutter in the strictest sense – long on speed and light on armament, with plenty of legs to catch lawbreakers but not necessary sufficient onboard armament to overcome them. That is why *Solars* were also designed for boarding party actions – usually bringing along a 12-man squad of police assault troop or even Starfleet Marines when the situation dictated, in order to provide the extra factor needed to turn any encounter with criminal elements in its favor. *Solar* was fairly effective for its time, although even the least capable Orion pirate raider could run rings around it whenever it chose (and they often did). *Solar's* numbers were supplemented in 2264 by the somewhat similar but more capable *Epsilon* class, but they were never replaced entirely. *Solar* still continues to serve Federation police and revenue collection forces today largely in a secondary role, mostly in Local Group systems or in the less contested outer areas of the Federation Treaty Expansion Territory.



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**Solar class cutter created by Dana Knutson and associates for FASA Corporation's *STAR TREK: The Role-Playing Game***

**Additional data provided by Timo Saloniemi**

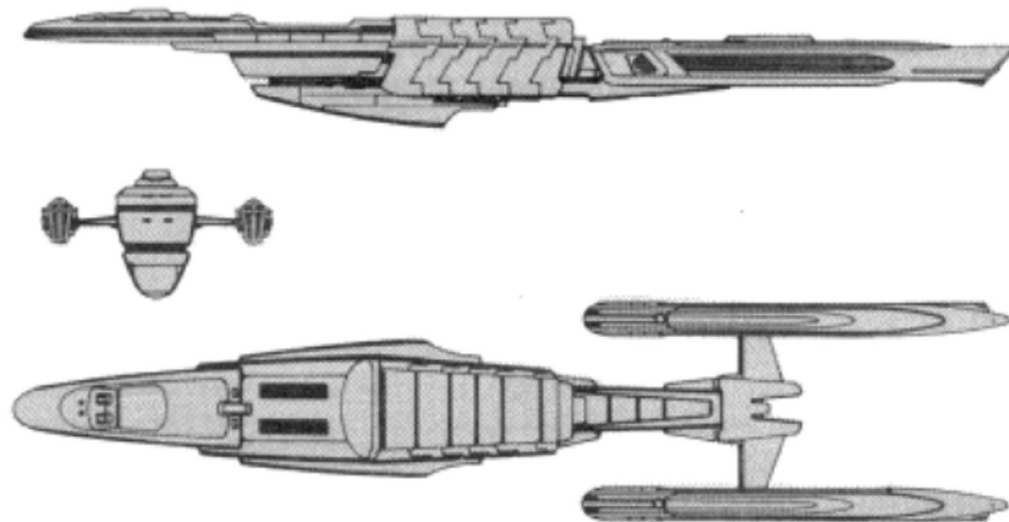
**Schematics provided by FASA Corporation**

**CG model by Rick "pneumatic81" Knox**

**Images provided by Richard Mandel**

#### Schematics

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# Masterson

## Police ship (PC) 2210

### Specifications as built

#### Dimensions

Length:	126.9 meters
Beam:	66.4 meters
Height:	39.6 meters

#### Mass

Standard gross:	125,400 GMT
Subspace displacement:	35,700 DWT

#### Crew complement

Officers:	12
Enlisted:	55
Small craft pilots:	2

#### Top velocity

Cruising speed:	warp 4.0
Rated maximum speed:	warp 6.0
Rated maximum speed:	warp 8.0

#### Endurance

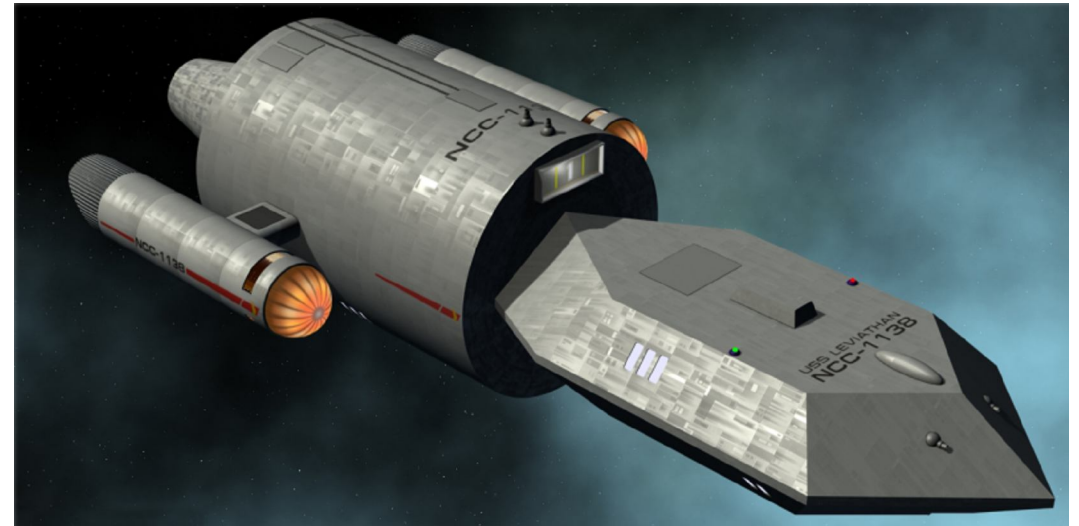
Standard endurance:	estimated 1 at L.Y.V.
Maximum endurance:	estimated 3 at L.Y.V.

#### Armament

Beam weapons:	4 type-III phaser banks (2 single bow-mounted banks – both F, and 1 twin bank topside omni)
Guided weapons:	1 high-capacity multifunction drone launcher (*)

(\*) Some *Mastersons* have the drone launcher replaced with a single photon torpedo tube, but this is not a standard refit. The resulting magazine capacity left over from the changeout allows for only 17 photon torpedoes to be carried.

Small craft: 2 standard administrative shuttles or equivalent



### Class listing

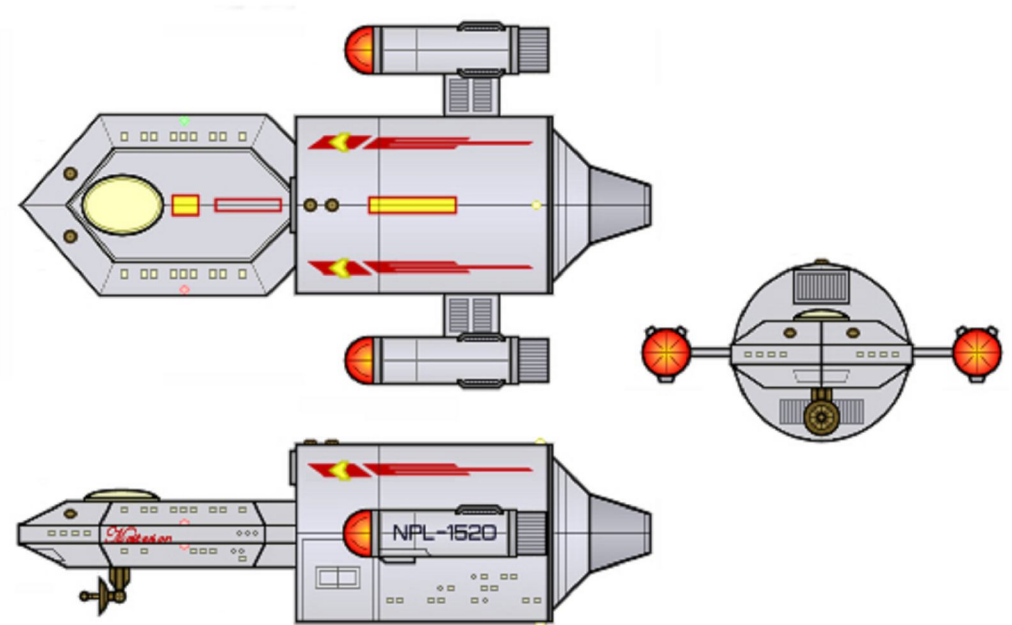
Hull #	Buld group name	Builder	# Hulls	Status
NFL-11500	<i>Masterson</i>	Aitken Navy Yard, Luna (prime contractor, 31 others also involved)	2460	active
NFL-11800	<i>Gianello</i>	----- converted from above -----		

This boxy, ugly, slow, and rather utilitarian small starship was the mainstay of Federation civilian police and revenue forces for well nigh a century. Even today, with more modern types such *Solar*, *Epsilon*, and the brand new *Scorpio* available, the elderly *Masterson* along with several upgraded derivatives continues to soldier on. Despite its slow speed and clumsy maneuverability in comparison with modern police vessels, *Masterson* survives largely because it is too useful to discard. Once the Federation's premiere all-purpose police ship, it continues to soldier on in various support roles – such as revenue cutter (albeit a slow one), police command ship, armed police transport, and even prison barge, just to name a few. One of the reasons why *Masteron* was never discarded was that it was capable of planetary landing and takeoff, which suggested other uses outside those of a standard Federation police ship.

While there was and still is no standard upgrade program for *Masterson*, a fair number of those who use them have elected to upgrade or even convert them in various ways. The most common one prior to 2272 was to add a third Perth PB-35E warp engine mounted on a rear dorsal and in line with the two already present (*Gianello* sub-class), but this came at the cost of reduced interior space. The ship's brig had to be removed in all cases in order to have the room for installing the necessary support systems for the third warp engine. Also, a number of civilian shibuilders have pooled their resources in order to come up with a linear warp conversion of *Masterson*, available in both two and three engine versions, which became available for purchase in 2287 to civilian law enforcement firms. It is best described as *Masterson* completely transformed with linear warp technology and sporting the same new-style linear warp engines as Starfleet's *Gagarin/Greer* family of starships. While the addition of linear warp technology makes this new version of *Masteron* almost as capable as a modern *Epsilon*, its high initial cost have kept its numbers low among various civilian law enforcement agencies. This may change as time passes and the price (inevitably) goes down. Finally, with regards to conversions, perhaps the most radical conversion of all was that of the *S.S. Peacekeeper* – which married a *Masterson* to two discarded and extensively rebuilt Mk-IV Starliner container ship hulls for the ultimate in 2260s-era prisoner transport.

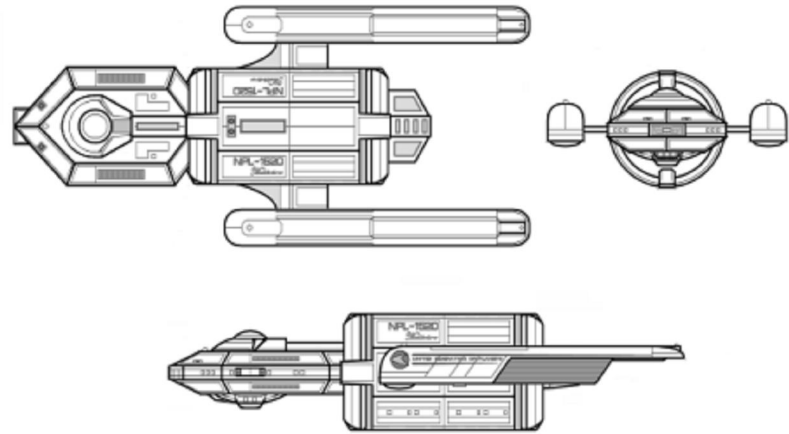
## Schematics

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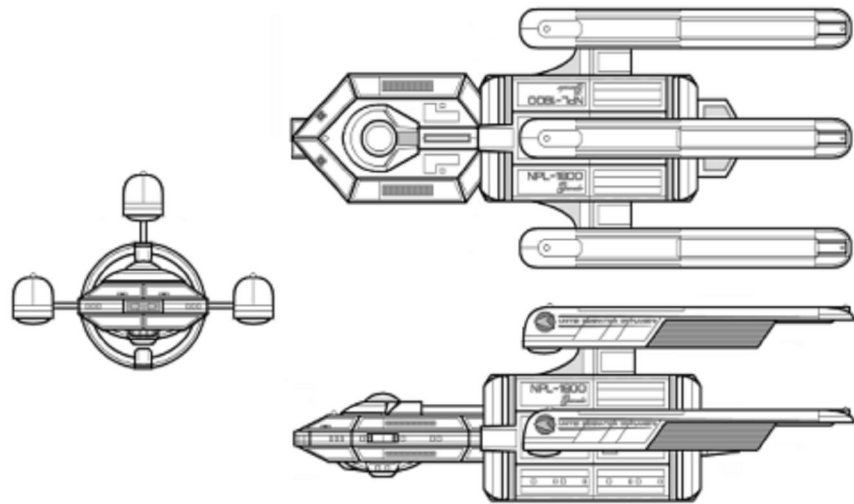


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Typical *Masterson* class police ship, c.2265. Man



Schematic of the new linear warp version of *Masterson*. Note the use of *Gagarin/Greer* type compact linear warp engines. These have more compact support systems than the older Perth models, and thus require less internal hold space – which in turn can be used for other things, such as additional storage holds and an enlarged brig.



Schematic of the linear warp upgraded *Gianello* variant of *Masterson*. Use of modern linear warp technology and its more compact support systems allow for the restoration of the ship's brig, although the new *Gianello's* brig is slightly smaller than the old *Masterson's*.



***Masterson* class police ship created by Stephen V. Cole and associates for the *STAR FLEET BATTLES* tabletop wargame**

**Schematics by Neale "Pixel Sagas" Davison**

**CG images by Maeteen Greenway and Battleclinic**

# **Selected Class II Auxiliaries**

# Sydney

## Fast composite transport (ATF) 2285

### Specifications as built

#### Dimensions

Length: 238.3 meters  
Beam: 120.5 meters  
Height: 51.1 meters

#### Mass

Standard gross: 700,000 GMT (average across most variants)  
Subspace displacement: 182,765 DWT

#### Crew complement

Officers: 5 (average across most variants)  
Enlisted: 45 (average across most variants)

#### Top velocity

Cruising speed: warp 6.0  
Rated maximum speed: warp 8.0  
Rated emergency speed: warp 10.0

#### Endurance

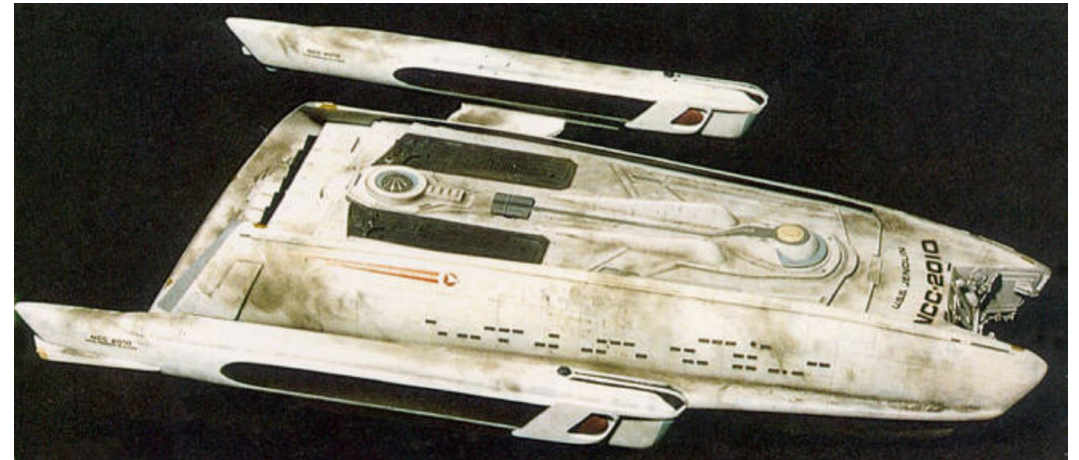
Standard endurance: estimated 1 year at L.Y.V.

#### Armament

Beam weapons: (\*)  
8 type-I phaser banks (4 dual banks – 1 port, 1 starboard, and 1 each top and bottom)

#### Small craft:

6 heavy duty transport shuttles  
up to 16 tow-capable work pods or similar craft



### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
NCC-S2000	<i>Sydney</i>	Shintoi Heavy Industries	79	building

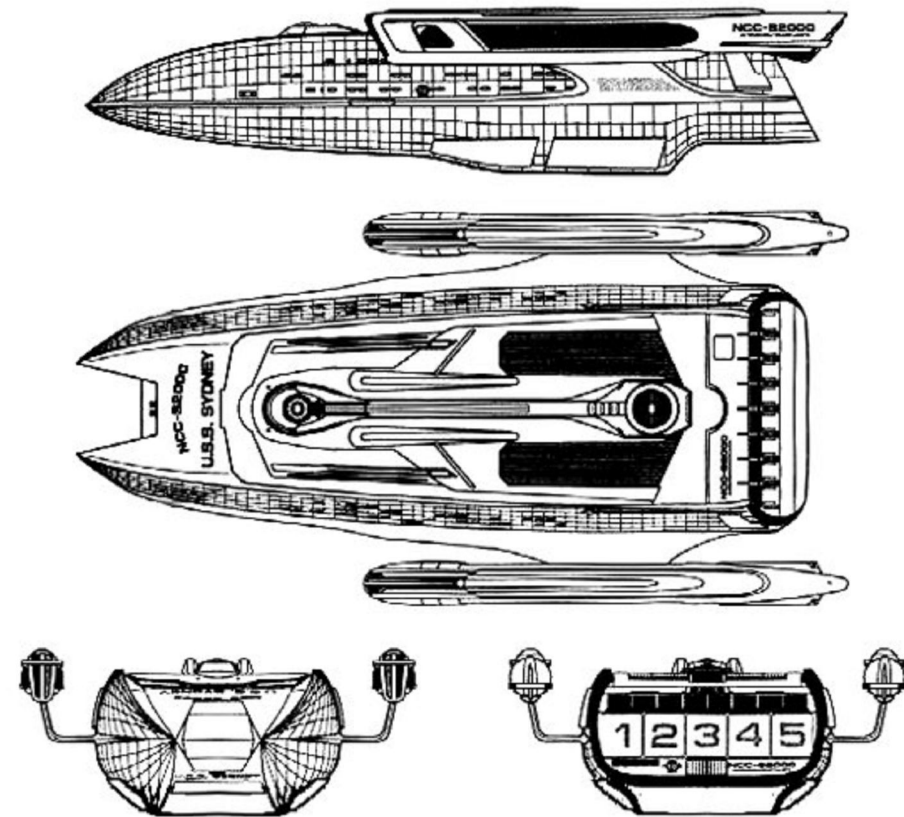
*Sydney* is the linear warp successor to the tried-and-true *Independence* class transport of the circumferential warp era. Those old workhorses had served Starfleet well ever since they entered service in the 2230s; however six decades worth of almost constant use was finally catching up with them. Rather than go through with a linear warp conversion to extended their service lives still further, as the Merchant Marine was doing with its own *Independences*, Starfleet opted instead to decommission and sell off its own, replacing them with new-build *Sydneys* instead.

*Sydney* was the result of a fierce bidding war for Starfleet's next-generation Class II standard freighter, replacing *Independence* in that role. The winning bid was submitted by Shintol Heavy Industries, and their winning design immediately offered two big advantages over the older *Independence*. First, it was significantly bigger and could thus carry more cargo. Second, it was capable of planetary landing and take-off. As none of the various *Independence* types were able to do this – i.e. pick up or deliver an intended cargo load directly on a planetary surface, this proved to be a big selling point. A key feature about *Sydney* deserves mention, in that it was built as an armed transport from the onset. It sports two type-I standard phaser banks in its stock configuration, but has both the mounting points and the necessary conduits and connections for installing up to six more. None of the Starfleet *Sydneys* has yet been upgunned, insofar as is known, but the possibility remains available as need requires.

The performance of *Sydney* in actual service has been so excellent that Starfleet has accelerated its building schedule, in order that the older *Independences* be replaced as quickly as possible. This process is expected to be completed by the end of the century. In addition, at least 100 or so extra *Sydney* hulls are being procured for custom variants – and even the Starfleet Marines are said to be seriously considering their own custom planetary assault version. All indications are that *Sydney* is destined to enjoy at least as long a service life with Starfleet as did its notable predecessor, *Independence*.

## Schematics

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**Sydney class transport *U.S.S. Jenolan* created by Bill George, John Goodson, and Greg Jein for the *STAR TREK: The Next Generation* episode "Relics"**

**Additional data provided by Timo Saloniemi and Eric "Jackill" Kristiansen**

**CG model and images by Terradhyne**

**Actual filming model image courtesy of Paramount Pictures**

# Huntington

## Deuterium tanker (AO)

22xx

### Specifications as built

#### Dimensions

Length: 261.0 meters  
Beam: 102.5 meters  
Height: 70.3 meters

#### Mass

Standard gross: 607,500 GMT  
Subspace displacement: 189,250 DWT

#### Crew complement

Officers: 9  
Enlisted: 43

#### Top velocity

Cruising speed: warp 9.0 (unladen)  
warp 4.0 (laden)  
Rated maximum speed: warp 7.5 (unladen)  
warp 6.0 (laden)  
Rated emergency speed: warp 9.0 (unladen)  
warp 6.0 (laden)

#### Endurance

Standard endurance: estimated 7 years at L.Y.V.  
Maximum endurance: estimated 28 years at L.Y.V.

#### Armament

Beam weapons: 4 type-I phasers (2 banks of 2 each, 1 each T/B)

#### Small craft:

up to 4 fighter shuttles + 2 tanker shuttles  
or up to 6 standard shuttlecraft



### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
NCC-S1000	<i>Huntington</i>	Shintoi Heavy Industries	93	active



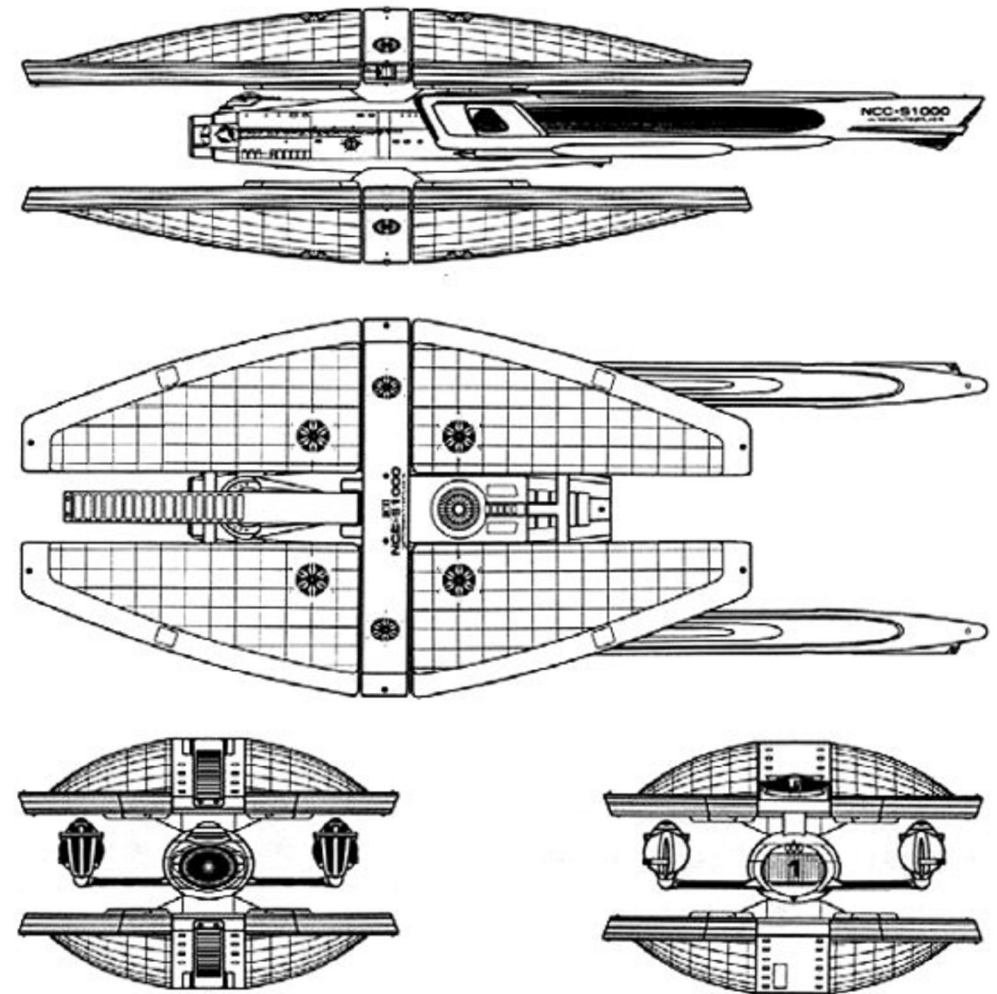
The fleet fuel resupply ship has been around ever since the days of aquatic navies on all intelligent worlds where watercraft have been developed. It goes by many names – the most common Terran ones being collier (coal), oiler (fuel oil), and tanker (bulk liquids) – but the shared purpose of all is the same: to resupply military vessels in the field with additional fuel so they can remain afield on station. The same is true in the starship era, with the most common term in use being the Terrango Standard *tanker*. While modern starship sublight impulse engines can use almost any matter source as fuel, there is one for which they are optimized – processed deuterium slush. Deuterium does not exist in nature in this form and must be specially processed in order to achieve its optimum slush form for use as a starship fuel. In addition, this unnatural condition must be carefully maintained under controlled conditions in order to prevent the deuterium from almost instantly reverting to its normal (and unusable) gaseous state. This is where the *deuterium tanker* comes into play – and like almost every other space fleet fielded by the great interstellar naval powers, Starfleet has its own dedicated deuterium tankers.

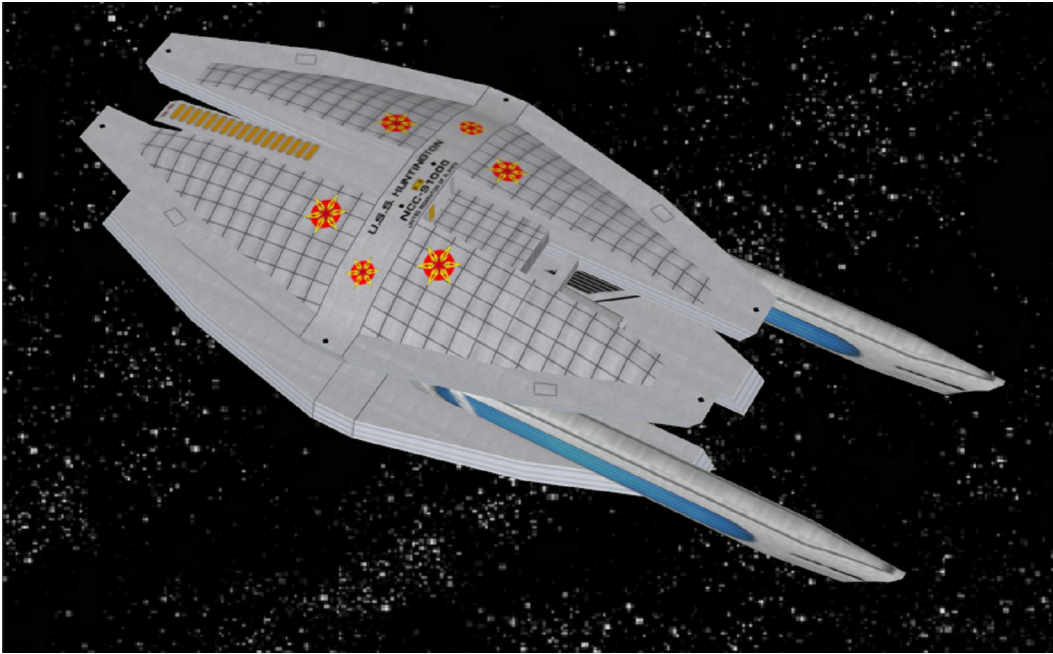
*Huntington* was the direct replacement for the older *Ishinomaki* class which previously had served Starfleet as its prime deuterium tanker. The *Ishinomakis* were originally commissioned in the early 23<sup>rd</sup> century, during the heyday of the *Baton Rouge* era and before the modern Class I era, and all had reached the end of their projected service lives. The *Ishinomaki* class as a whole was maintained until enough *Huntingtons* were built to take over; after which all *Ishinomakis* were retired *en masse* and almost all were sent to the breakers. The only surviving *Ishinomakis* today are either still in fleet reserves or are their aged still-serving counterparts in civilian service.

*Huntington* rarely travels alone, due to the valuable nature of its cargo. They almost always operate in convoys, and always have heavy Starfleet or local defense forces escorts. Their shuttle bays can contain up to four fighter shuttles (usually older types) and two tanker shuttles, or up to six standard shuttles of mixed types.

## Schematics

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*Huntington* class tanker created by X

Additional information courtesy of Eric "Jackill" Kristiansen

CG model by x

Images provided by Richard Mandel

# Kentwood

## Bulk cargo carrier (ATC) 2275

### Specifications as built

#### Dimensions

Length:	1271.7 meters (typical cargo load)
Beam:	216.7 meters (typical cargo load)
Height:	222.2 meters (typical cargo load)

#### Mass

Standard gross:	3,640,000 GMT (average full load)
Subspace displacement:	1,300,000 DWT (average full load)

#### Crew complement

Officers:	from 5 to 10, depending on configuration
Enlisted:	from 10 to 50, depending on configuration

#### Top velocity

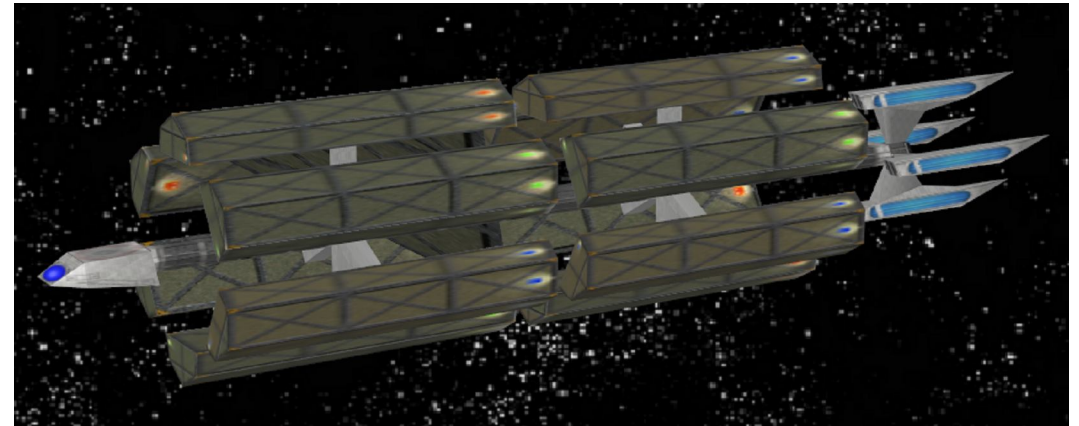
Cruising speed:	warp 3.0
Rated maximum speed:	warp 4.0
Rated emergency speed:	warp 4.5

#### Endurance

Standard endurance:	estimated 7 years at L.Y.V.
Maximum endurance:	estimated 28 years at L.Y.V.

#### Armament

Beam weapons:	2 type-II phasers (1 single bank each F and A)
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The original civilian *Clydesdale* class bulk cargo carrier, from which Starfleet's *Kentwood* class is derived.

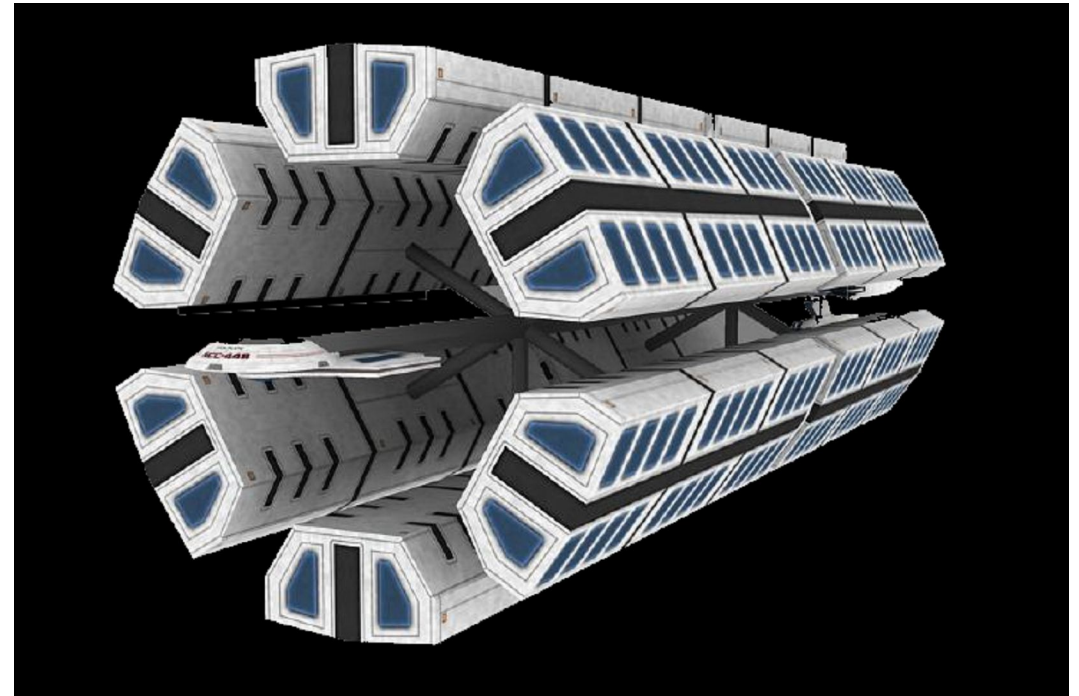
### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
NCC-B1100	<i>Kentwood</i>	Nikolayev Spaceworks, Terra	26	active

Often described as “the supertanker of the Federation,” *Kentwood* is custom Starfleet version of the civilian *Clydesdale* (not to be confused with the Starfleet yard tug of the same name). It is sometimes called the “Super *Clydesdale*” for this reason, although *Kentwood* is the official Starfleet designation. These are reserved for the transport of either extremely large volumes of cargo or for oversized starship and space station components which are too big or awkward to be transported using a Class I transport container. *Kentwood* is big enough that it can even be configured to carry multiple Class I transport containers as need requires, although this is rarely done as a matter of course (its latching rails have to be specially reconfigured to handle them). *Kentwood* is both the largest and the least maneuverable Class II starship in the inventory of Starfleet Transport Command, and a special operator’s license is required in addition to the standard master’s dictum in order to be allowed to serve as a *Kentwood* navigator or pilot.

Like the much smaller *Lotus Flower*, *Kentwood* consists of three basic sections. Foremost is the control module, inside of which is the ship’s bridge and crew accommodations. In the middle is a standardized bracing truss, out of which six smaller latching rails for cargo pods (complete with both small tractor pads and old-style mechanical grapples) are evenly spaced around its longitudinal axis. Normally two of these bracing trusses provide the “spine” of the ship (\*), although it can be shortened to just one or lengthened to as many as four in line, which is the maximum that the ship’s warp engines can safely handle.

(\*) Listed stats are for the two-truss version, which is by far the most common – including its *Clydesdale* civilian analogue.



*Kentwood*, the modern Starfleet incarnation of the older civilian *Clydesdale*. Note that the only thing which has changed is the control module – which in *Kentwood*'s case has been adapted from the ever-ubiquitous *Greer* class corvette.

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***Clydesdale* class civilian freighter created by 18 Degrees East  
for the Interplay videogame *STAR TREK: Klingon Academy***

**Additional information courtesy of Eric “Jackill” Kristiansen**

***Clydesdale* CG model courtesy of 18 Degrees East**

***Kentwood* custom CG model by ???**

**Images courtesy of the *Klingon Academy* forums and Battleclinic**

# Condor

## Composite transport (ATS) 2276

### Specifications as built

#### Dimensions

Length: 84.6 meters  
Beam: 58.1 meters  
Height: 64.3 meters

#### Mass

Standard gross: 135,000 GMT (unladen)  
Subspace displacement: 11,300 DWT (unladen)

#### Crew complement

Officers: 3  
Enlisted: 22

#### Top velocity

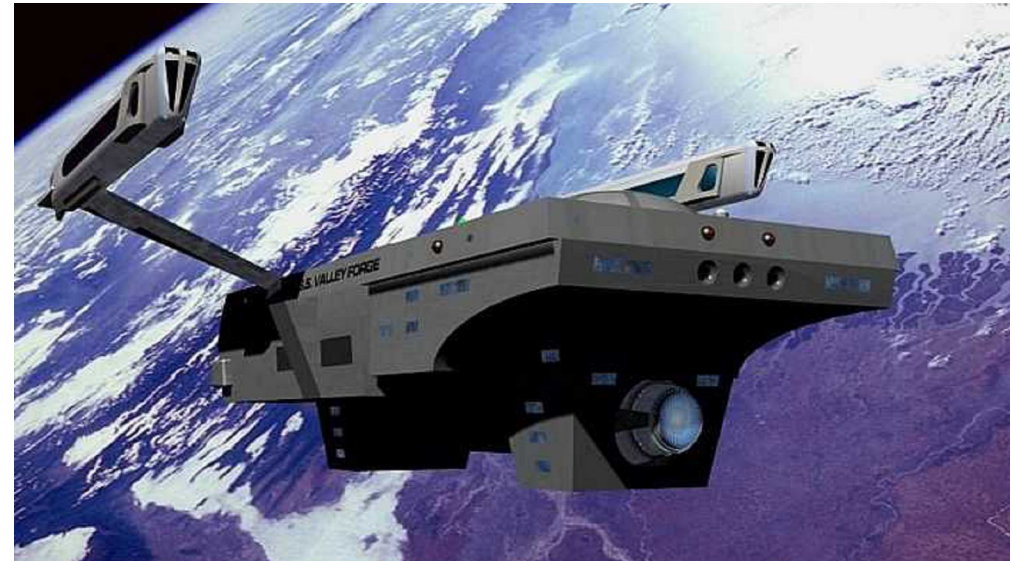
Cruising speed: warp 6.0 (unladen)  
warp 4.5 (full load)  
Rated maximum speed: warp 8.0 (unladen)  
warp 6.5 (full load)  
Rated emergency speed: warp 10.0 (unladen)  
warp 8.5 (full load)

#### Endurance

Standard endurance: estimated 1.5 years at L.Y.V.  
Maximum endurance: estimated 5 years at L.Y.V.

#### Armament

Phasers: 4 phaser banks (2 F, 1 each P/S)



### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
NAR-F1800	<i>Condor</i>	Rodriguez Ingenieria, Terra (converted for Starfleet use by Avondale Group Ferrata Docks, Rigel II)	12	active

*Condor* is the linear warp version of the venerable *Independence* class transport developed as a joint Starfleet/Merchant Marine project back in the 2230s, practically at the start of the Class I starship era. Both Starfleet and the Federation Merchant Marine invested heavily in the *Independence* project, but Starfleet decided to go its own way once the linear warp era came along – eventually developing *Liberty* instead. In the meantime, the Federation Merchant Marine opted to produce *Condor* on its own, refitting its existing fleet of *Independence* family transports to the new *Condor* standard, as it did not have the funds at its disposal as did Starfleet (or so it seemed) to commence construction of an all-new linear warp heavy transport class of starships.

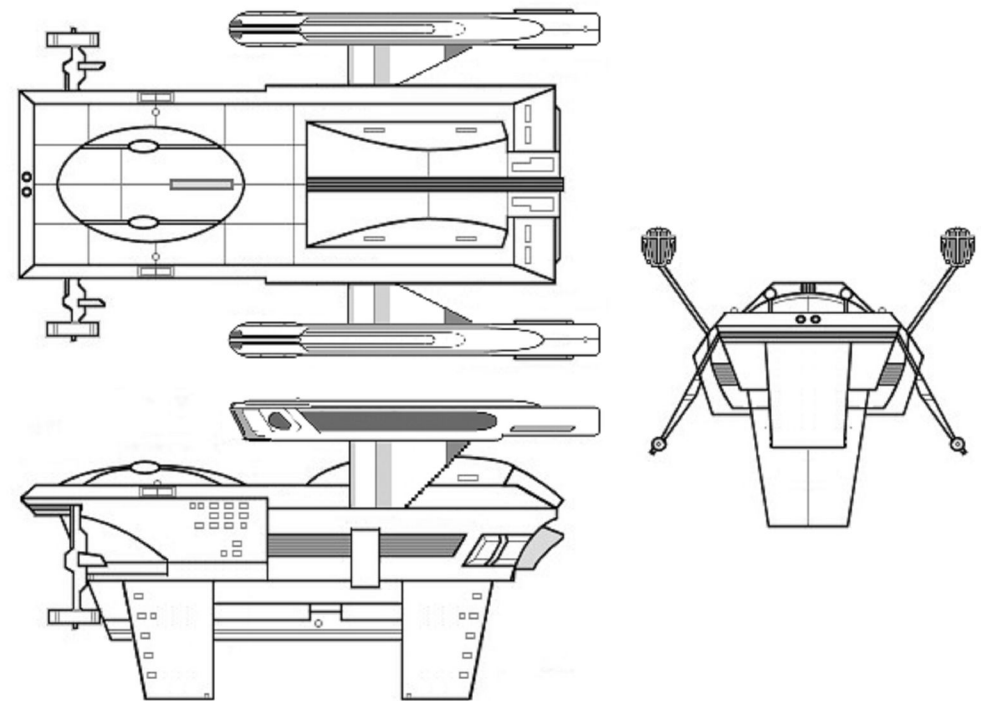
Starfleet would never have chosen to purchase *Condors* on its own to use as fleet auxiliaries. Nonetheless, it would end up with 12 of them anyway due to an anti-piracy operation conducted in 2284 – in which 12 newly converted *Condors* were among the assets seized from the Burdan Shipping Company, which had intended to refit them as smuggling ships on the Triangle runs. Given the worsening situation with the Klingon Empire, and remembering the dearth of ready transport capability with which it was faced during the Axanar Crisis of the 2250s, Starfleet elected to keep all 12 of the seized *Condors* and convert them for its own use. Adaptations were fairly minor and followed traditional *Independence* family lines. Four type-I phasers were fitted for defensive purposes (two on the bow, one on each side) and the cargo holds of each ship were rebuilt to be in line with Starfleet standards. Also, in keeping with standard naming practices and in deference to the avian class name given by the Federation Merchant Marine, each of the converted *Condors* was given an avian name.

All in all, Starfleet's 12 *Condors* have proven to be dependable ships. While almost all of the experts are in consensus that Starfleet made the right choice in going with *Liberty* at the time, they also concede that *Condor* has proven a better linear warp transport than first expected. Many have suggested that Starfleet consider purchasing more *Condors*, as opposed to the greater expense of building more *Liberty* or *Sydney* class transports. Starfleet has elected to remain silent on the matter, and only time will tell if 12 *Condors* are all that will ever serve Starfleet in this day and age.

Each *Condor* can carry up to 32,000 standard tons of cargo, or up to 300 Starfleet Marines in full body armor with all gear and weaponry as well as all necessary field supplies, or any equivalent combination of the two.

## Schematics

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***Independence* class transport created by Todd Guenther and Aridas Sofia  
as featured in the *Independence Class Blueprints*  
and the *Federation Reference Series*  
TMP-era upgrade by Maeteen Greenway**

**CG model and image provided by Maeteen Greenway**

# Pershing

## Automated composite transport (ATA) 2275

### Specifications as built

#### Dimensions

Length:	261.3 meters
Beam:	121.6 meters
Height:	115.7 meters

#### Mass

Standard gross:	842,500 GMT
Subspace displacement:	221,700 DWT

#### Crew complement (\*)

Officers:	12
Enlisted:	33
Small craft pilots	10

(\*) Ship is normally unmanned, but is fitted for manned operations as need requires. Listed values are typical for manned operations – representing 6 bridge officers, 3 engineers, and 1 senior pilot. Enlisted rates are mainly cargo handlers, a few engineering support techs, and up to 8 licensed drivers and pilots for cargo handling equipment.

#### Top velocity

Cruising speed:	warp 4.0
Rated maximum speed:	warp 6.0
Rated emergency speed:	warp 7.0

#### Endurance

Standard endurance:	estimated 7 years at L.Y.V.
Standard endurance:	estimated 26 years at L.Y.V.

#### Armament

Phasers:	2 type-II phaser banks (bow mounts, both F) 3 type-III phaser banks (1 each P/S/A)
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#### Small craft:

1 standard shuttlecraft, up to 7 Work Bees



### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
NCC-G1600	<i>Pershing</i>	Rapier Dynamics Group, Aldeberan	96	active (plus four other secondary contractors)

*Pershing* is one of the major reasons why Starfleet chose to pass on *Condor*, the linear warp upgraded version of its own *Independence* class transport, back in the mid-2270s. What it opted for instead was a linear warp *Sherman* – only at twice the size, and with the capability for manned operations built into the ship, instead of a manned control module having to be added onto it.

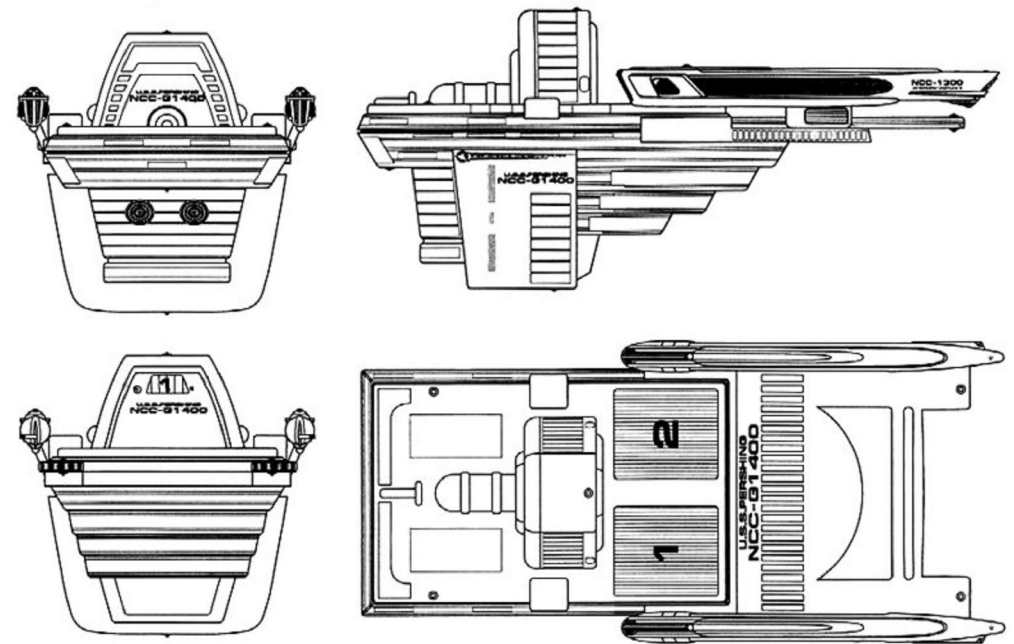
There were several notable instances in the many decades *Sherman* had been in use with Starfleet where damaged *Shemans* which still had functional engines had to be abandoned. In almost every case, their automated control centers had either been destroyed or wrecked beyond repair, no fleet tug or tender was available for retrieval, and there were no practical options available to Starfleet personnel on the scene at the time to successfully recover them save for towing with their own ship – and that was not always possible, especially in a combat situation. Almost half of all *Shermans* lost in the line of duty ever since they entered service in 2234 were for this reason.

Economy was another reason why Starfleet went with an upsized and crew-capable *Sherman* (*Pershing*). It was used to replace both *Sherman* and *Independence*, the survivors of which were well worn from decades of use and nearing the end of their projected service lives. Having one single design instead of two would simply matters across the board insofar as procurement and production went. It should be noted that the Federation Merchant Marine did not go along with Starfleet regarding its *Pershing* plans, but opted instead for a linear warp version of *Independence* (*Condor*). It was the more economical choice for them, from their viewpoint. That is why there are no *Pershings* in civilian service at this time, and such will probably remain the case until *Pershing* itself is replaced some decades down the line.

*Pershings* normally operates in full automation mode, with personnel brought on board only to load and unload the ship. In situations where automated operations are not possible, any *Pershing* can be staffed with a full crew for manned operations. Not surprisingly, there are some of the more fringe and independently-minded elements of Starfleet Transport Command, particularly on the borders, who operate their local *Pershings* exclusively in manned mode. Manned *Perhsins* are also sometimes used as training ships for new Starfleet Transport Command personnel, as they are fairly typical for a Starfleet transport of the linear warp era.

## Schematics

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***Pershing* class automated transport created by Eric “Jackill” Kristiansen as featured in *Jackill’s Reference Manual: Ships of the Star Fleet Volume 3***

**Based on the *Sherman* design originally created by Don Christansen for Filmation Studio’s *STAR TREK: The Animated Series***

**additional data provided by Aridas Sofia, Todd Guenther, and Timo Saloniemi**

**CG model and image by Maeten Greenway**



# Egret

## Composite transport (ATS) 2262

### Specifications as built

#### Dimensions

Length:	221.0 meters
Beam:	112.0 meters
Height:	98.0 meters

#### Mass

Standard gross:	664,500 GMT
Subspace displacement:	135,000 DWT
Small craft pilots:	usually 2 (captain and navigator)

#### Crew complement (\*)

Officers:	6
Enlisted:	19

(\*) varies considerably for civilian version – 3 officers and 22 crew is fairly common

#### Top velocity

Cruising speed:	warp 5.0
Rated maximum speed:	warp 6.2

#### Endurance

Standard endurance:	estimated 1.5 years at L.Y.V.
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#### Armament (\*)

Beam weapons:	4 type-II or type-III phaser banks (2 single banks on bow, 1 single bank each side)
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(\*) Can vary depending on owner, locale of most of cargo runs, and purpose of owner. All Starfleet versions had 4 type-II phasers. Most civilian versions are armed. Type-III phasers most common on civilian versions. Be advised that the weapons loadout on some privately owned models exceeds Starfleet standard.

Small craft:	1 small shuttle or travel pod
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### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
NCC-F1900	<i>Egret</i>	SFD Cameron Naval Yard, Deneb V	20	reserve

In 2230, Starfleet revolutionized both its existing fleet and the way it built its starships with the launch of the Constitution class heavy cruiser -- the very first of the Class I starships. Within the decade, similar modularized component and construction techniques were being applied to its auxiliary and support starship classes, which by now had fallen under the designation of Class II. The *Independence* family of transports were the very first new-build class of the Starfleet's fledgling Class II program -- and as many of these are still around and still in use today in the civilian sector, having done their job and more for both Starfleet and the Merchant Marine over six decades, they deserve more than a passing mention in this work.

The *Independence* class transports were originally conceived as supplements to the larger Class I *Ptolemy* transport/tug and its associated transport container system. *Independence* was intended for smaller cargoes, or for less critical missions and transport runs, where the presence of the larger *Ptolemy* could not be reasonably justified. In addition, *Independence* was designed with commercial adaptability in mind, since it was being produced in joint cooperation with the Federation Merchant Marine. To that end, the design was kept fairly simple, with everything modularized as much as possible, so that both Starfleet and the Merchant Marine could custom-tailor their versions of *Independence* as befitting their own peculiar transport needs. Moreover, this component modularization gave *Independence* significant advantage over comparable civilian transport designs. Its use of Starfleet-standard, Perth PB-series warp engines gave them the best and most reliable light-speed power plant then available. Components from one *Independence* class transport could easily be swapped with another, or even those of subsequent Class II vessels built along similar lines. Finally, whenever it came time for Starfleet to retire one of its well-worn *Independence* class transports and put it up for sale to the highest civilian bidder, de-militarizing it was as simple as trading out all of the Starfleet-standard *Independence* components for their civilian counterpart equivalents. *Independence* truly was a revolutionary vessel for its type at the time it was launched, even though its utilitarian looks and uses ensured it would never get the same kind of praise as *Constitution*.

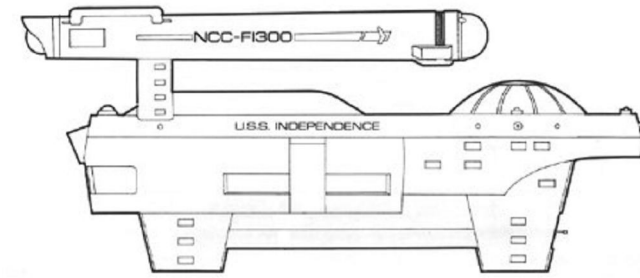
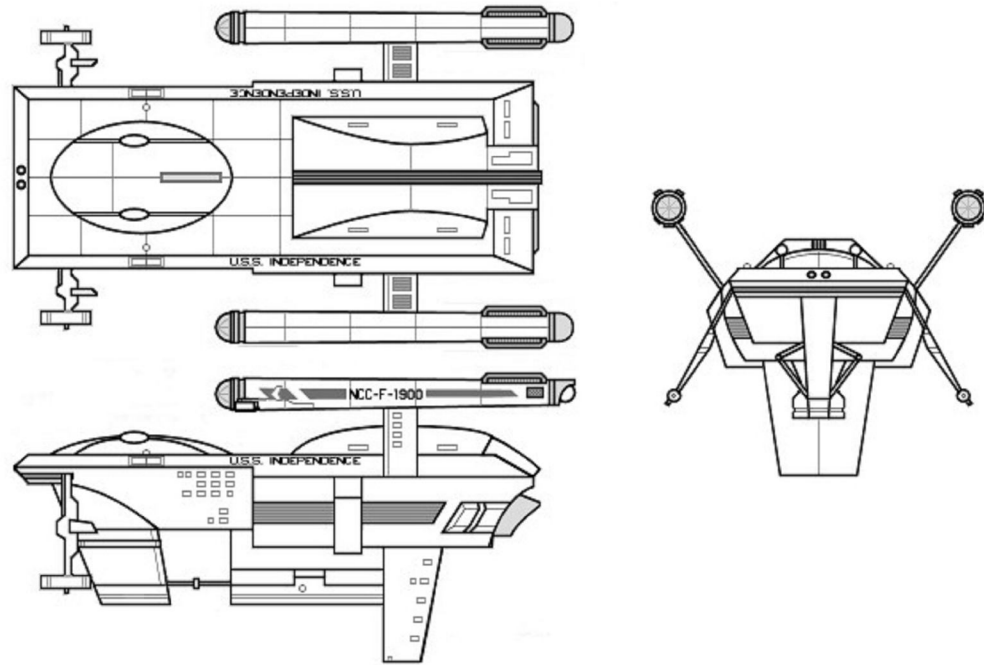
There were originally six distinct versions or sub-classes of *Independence* built between 2239 and 2250. All of these roughly corresponded with the five basic Class I cargo containers then in use by Starfleet at the time. The extra class in comparison (*Liberty*) was for hazardous and volatile cargoes, such as contained antimatter, various

gaseous plasmas, and transporting samples of extremely rare or highly virulent disease and viral cultures. Starfleet's end of the *Independence* program was cut short in mid-2250 after only 14 hulls of the new general purpose *Fraternity* class (*Independence* Block II) had been built. This decision was made for both political and budgetary reasons -- Starfleet had by now 514 *Independence* class transports at its disposal, and the Federation Council felt like it didn't need any more - but the subsequent outbreak of hostilities with the Klingon Empire and the rapid escalation of events that led to the Axanar Crisis proved how wrong this cancellation had been. Fortunately the Merchant Marine was still contracting *Independence* type transports with private shipbuilding firms for its own use, and a number of these were purchased outright to shore up Starfleet numbers. Once the crisis was past, however, no more of the original utilitarian designs were procured..

The seventh and final block or build group in the *Independence* family was produced in the early 2260s. This was the *Egret* sub-class in Starfleet service, so named because all of its hulls were named for aquatic waterfowl. It is sometimes treated as a class in its own right due to a number of extensive modifications that were made to the base *Independence* design for improved cargo handling and warp performance while underway. Also, unlike its forbearers, *Egret* was designed from the onset as a general purpose freighter with cargo holds that could be reconfigured for the type of cargo being carried -- which represented a great improvement over the "one cargo type per hull" system of the past. *Egret* production numbers were limited due to the fact that their production was largely intended for the replacement of older *Independence* class transports lost in the line of duty over the past two decades. As it now stands, however, *Egret* is the only version of *Independence* that is still in active service with Starfleet. It has long since retired and dispensed with all of its older surviving *Independence* class transports in favor of the newer *Sydney* class, and *Egret's* days are likewise numbered for the same reason. On the other hand, the Merchant Marine versions of all seven production blocks of the *Independence* family -- including their own *Egrets* -- continue to soldier on under various public and private owners. They will no doubt continue to be a familiar sight on the spaceways for at least another decade or two.

## Schematics

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Starboard profile schematic of the 2230s-era *Independence*, from which *Egret* is derived.

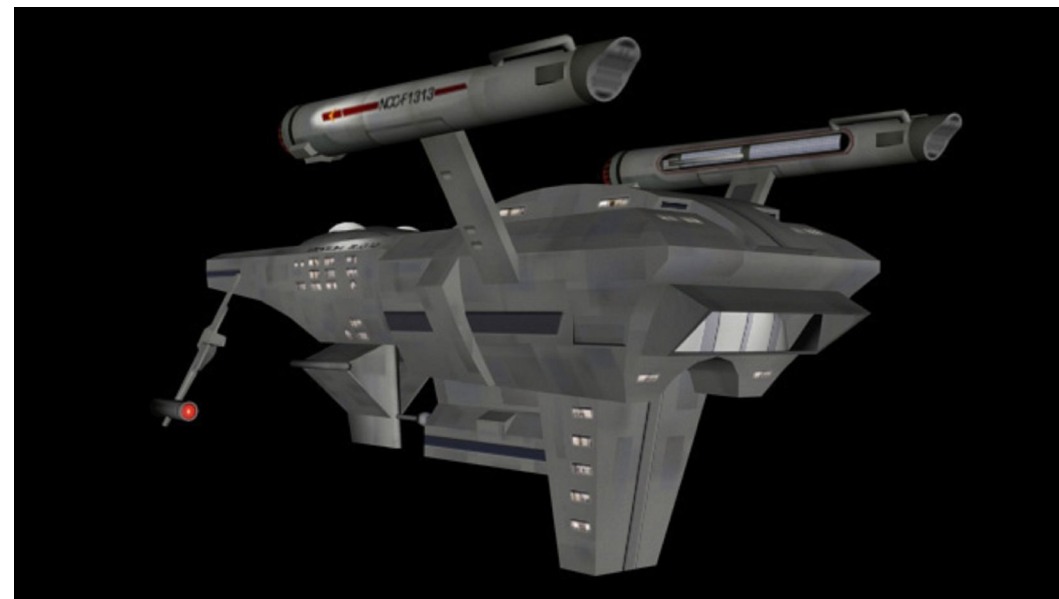
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*Egret* in its original form. Note the radically reconfigured lower section of its hull, which is visibly at odds with the original and rather simplistic base *Independence* design.

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A good look at the original *Independence* (above) and later *Egret* (right) class starships. Note the many visual differences between the two, even though both are part of the same design family. *Egret's* case represents mainly refinements of and additions to the base *Independence* design.



*S.S. Huron* created by Don Christanson and the Filimation staff for the *STAR TREK: The Animated Series* episode "The Pirates of Orion"

additional data courtesy of Todd Guenther, Timo Salonieme, and Neale Davidson

*Independence* schematics by Todd Guenther  
*Egret* schematics by Neale "Pixel Sagas" Davison

*Independence* CG model and visuals by ???  
*Egret* CG model and visuals by Atrahasis

# Aakenn

## Large transport (ATH) 2251

### Specifications as built

#### Dimensions

Length:	235.9 meters
Beam:	124.3 meters
Height:	76.5 meters

#### Mass

Standard gross:	320,700 GMT (unladen)
Subspace displacement:	101,250 DWT (unladen)

#### Crew complement

Officers:	4
Enlisted:	50
Small craft pilots:	

#### Top velocity

Cruising speed:	warp 6.0 (unladen)
Rated maximum speed:	warp 7.0 (unladen)
Rated emergency speed:	warp 7.8 (unladen)

#### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
Maximum endurance:	estimated 7 years at L.Y.V.

#### Armament

Phasers:	x phaser banks (2 F, 2 ea P/S)
Guided weapons:	x photon torpedo tubes (F)



### Class listing

Hull #	Build group name	Builder	# Hulls	Status
NCC-T1400	<i>Aakenn</i>	Shintoi Heavy Industries, Cait Proxima Shiyards, Proxima Centauri Tellar Prime Shipyards, Tellar Kiel Naval Works, Terra Axaanivus Celasco, Alpha Centauri V	43	active

All Stafleet *Aakenns* are named after cities and towns in the Terran nation known as Germany. *Aakenn* is an alternate spelling of "Aachen," one of the oldest inhabited cities in Germany.

If the massive and popular *Cochrane* class transports of the Federation Merchant Marine are best known as “the caravels of the Federation” (Torgerson), then the more humble *Aakeen* might be considered the Federation’s brigantine. Its squat and rather ungainly appearance stood in stark contrast to *Cochrane*’s graceful lines and curvilinear hull. Nevertheless, *Aakenn* was a very robust and sturdy transport that was as capable of fulfilling its designed operational parameters as was *Cochrane*. Also, unlike *Cochrane*, which has long since been officially retired from Starfleet use, *Aakenn* continues to soldier on – partly due to its greater versatility, and partly because it is the most favored by Starfleet Transport Command of all civilian-derived transport designs.

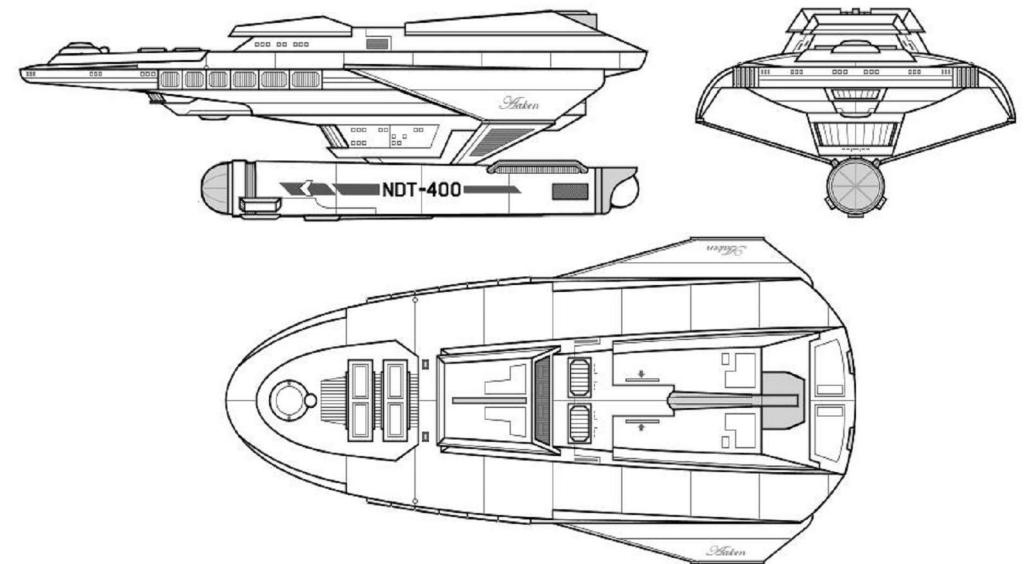
*Aakenn* started out life in civilian service as the successor to the *Cochrane* class colonial transport, built to haul large numbers of colonists and the belongings to settlements on newly claimed Federation worlds. The renewal of hostilities with the Klingon Empire in the 2240s, leading up to the Axanar Crisis of the 2250s, caused Starfleet to request that *Aakenn*’s design be changed even as the first of them was being built. Starfleet was suffering from a severe shortage of interstellar transport craft due to the short-sightedness of Federation politicians prior to the crisis, and it needed every transport-capable starship on which it could lay its hands to support extended fleet operations against the Klingons. Most of the resulting changes were internal, thus allowing *Aakenn* to serve as a general purpose heavy transport instead of a specialized colonial transport. The change in design is also credited with *Aakenn*’s resulting commercial success, and they were purchased in large numbers by Federation shippers both large and small (and even a few wealthy independents) once the Axanar Crisis was over. For its part, Starfleet Transport Command was extremely pleased with the redesign *Aakeen*, and the 43 that were eventually procured for its use would go on to have long service lives with Starfleet.

Of the original 43 Starfleet *Aakenns*, only 37 are still in use. Four were destroyed by the Klingons in various encounters (one shortly before the end of the Axanar Crisis), a fifth by the Romulans, and the sixth, *Stuttgart* (NCC-T1407), disappeared without a trace in 2259 while on a routine transport run to the Rigel Colonies. Many believe she was lost in the Delta Triangle, although its location was somewhat off of *Stuttgart*’s course and no sensible reason has yet been given as to why it would have gone off course in that direction. *Stuttgart*’s disappearance, like the mystery of the tribble ship *Mundy* (a civilian *Aakenn*), will probably remain forever unsolved.

All surviving *Aakenns* will remain in service until the last of the new *Sydneys* are delivered into the hands of Starfleet Transport Command. It has already announced plans to auction off its fleet of *Aakenns* once they are decommissioned, and numerous inquiries are already being made years before that event is supposed to take place. It is not surprising, given the fact that *Aakenn* has been one of the most robust Federation heavy transports ever to sail the spaceways.

### Schematics

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**Aakenn class heavy transport created by Dana Knutson and associates  
for FASA Corporation’s STAR TREK: The Role-Playing Game**

**Additional data suggested by Brad Torgerson and Timo Saloniemi**

**Schematics provided by FASA Corporation**

**CG model and image provided by Steve Baron (Vintage Starships)**

# Capote

## Large container ship (ATH) 2233

### Specifications as built

#### Dimensions

Length: 250.0 meters  
Beam: 110.0 meters  
Height: 52.0 meters

#### Mass

Standard gross: 446,250 GMT  
Subspace displacement: 255,000 DWT (unladen)

#### Crew complement (\*)

Officers: 15  
Enlisted: 45

#### Top velocity

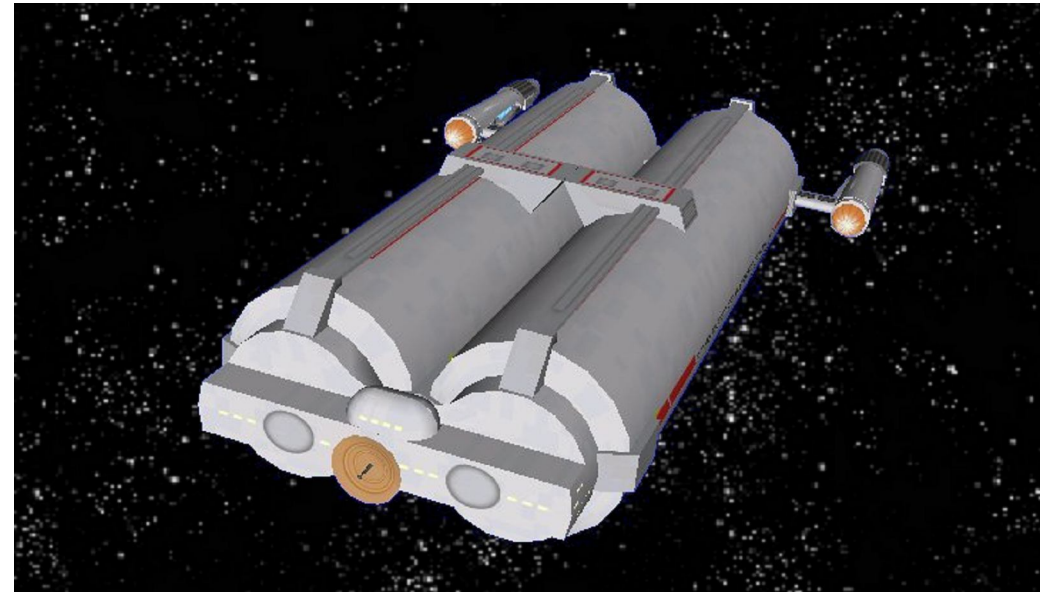
Cruising speed: warp 3.0 (laden)  
Rated maximum speed: warp 4.0 (laden)

#### Endurance

Standard endurance: estimated 1 year at L.Y.V.

#### Armament

Beam weapons: 4 type-I phaser banks (all single mounts – 2 top omni, 2 bottom omni)



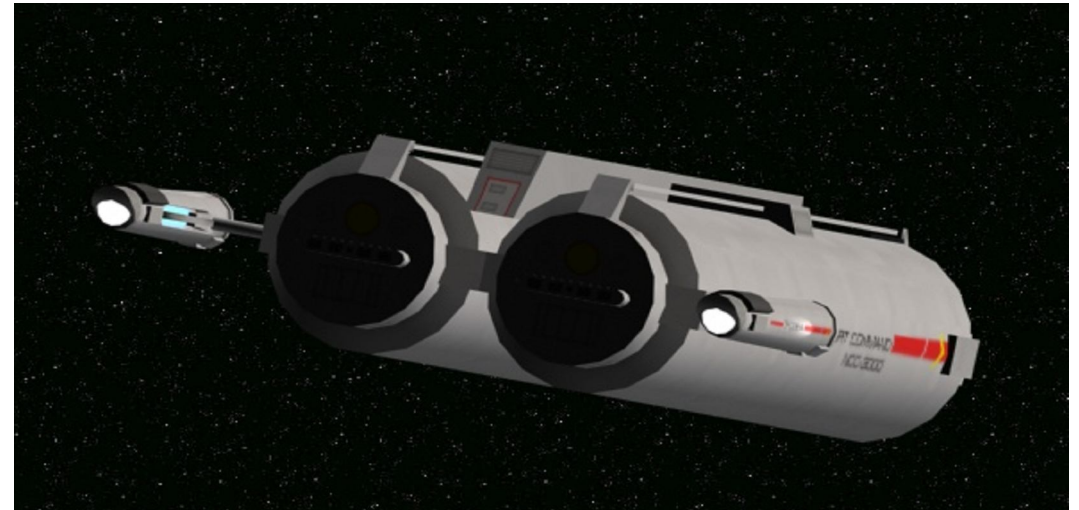
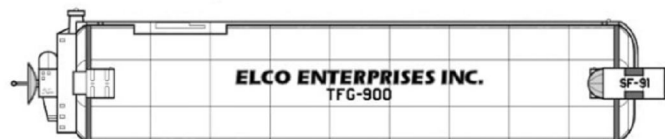
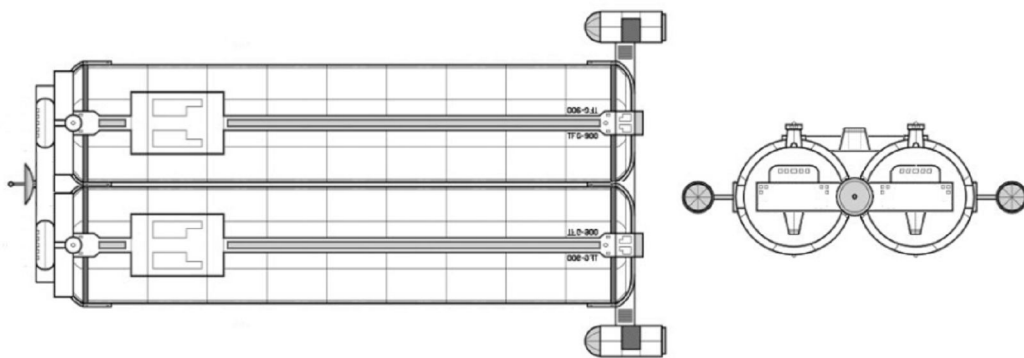
### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
TFGH series	<i>Capote</i>	various	59	reserve

*Capote* is the largest *container ship* or *F-class freighter* based on Federation starship technology. It is used both by the Federation Marine and Starfleet Command – the latter to a far lesser extent than the former. Starfleet purchased a number of these for emergency use during the Axanar Crisis of the 2250s, but their use declined rapidly after that as more and more dedicated large transports became available for Starfleet use. Only 19 Starfleet *Capotes* have survived over the decades, and all of them are currently out of commission and in storage at several fleet reserve yards. It is widely believed that Starfleet is only holding on in the event of war with the Klingon Empire. Should that fail to happen, and relative peace return to the Treaty Zone once again, then many experts believe Starfleet will move to either sell them off or have them scrapped.

Please see the entry on the *Kerr* class transport for more information regarding the subject of container ships.

### Schematics



Large container ship created by Stephen V. Cole and associates for the *Star Fleet Battles* tabletop wargame. based on the Class I transport container system created by Franz Joseph Schnaubelt For the *Star Fleet Technical Manual*

Schematics by Neale "Pixel Sagas" Davison

CG model by DestyNova

Images provided by Battleclinc



# Kerr

## Small container ship (ATL) 2232

### Specifications as built

#### Dimensions

Length: 250.0 meters  
Beam: 60.0 meters  
Height: 52.0 meters

#### Mass

Standard gross: 260,500 GMT  
Subspace displacement: 135,000 DWT

#### Crew complement

Officers: 6  
Enlisted: 30

#### Top velocity

Cruising speed: warp 3.5  
Rated maximum speed: warp 4.5

#### Endurance

Standard endurance: estimated 1 year at L.Y.V.

#### Armament

Beam weapons: 2 phaser banks (both topside omni)



### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
TFGL series	<i>Kerr</i>	various	171	reserve

The *container ship*, also known as a *frame ship* or *F-class* freighter in civilian parlance, has been around in one form or another in Federation use ever since the late 22<sup>nd</sup> century. Its close cousins, the ever-ubiquitous J- and Y-class civilian *daisy-chain* or *latching rail freighters*, date back another century in Terran measure. Similar types to both used by other spacegoing species and interstellar powers go back even farther than that. The major difference between them is this: while a latching-rail freighter is designed to be used with multiple cargo containers or pods connected down its length or daisy-chained behind it (hence the alternate name), a container ship is designed to latch onto only the largest spacegoing transport containers in use by a given species or interstellar power. Container ships come in a variety of shapes and sizes, depending on both their age and the type of large transport container it has been designed to fit around – such as the current standard Federation model, which is designed around Starfleet's Class I transport containers.

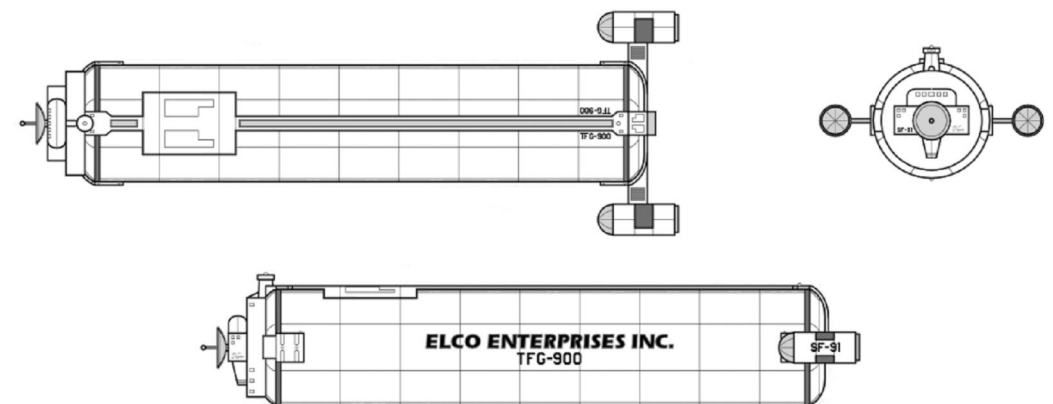
It is difficult to describe a container ship in simple terms, even though these are very simple-looking ships. The actual "frame ship" part consists of a long structural support truss, with tractor and latching grapples fitted both at each end and down its length at regular intervals. On one end is a control module, which always contains the ship's bridge, sensor and scanner platforms, navigational deflectors, control systems, and so on. Given enough size and decks, these control modules can also contain things like crew quarters and limited small craft facilities. On the other end of the support truss are the propulsion units, always consisting of at least one warp engine (two on the Federation model) along with a standard impulse drive for sublight operations. Reaction thrusters are fitted at key points along the length of the "frame ship" proper, and weaponry can also either be clamped on at other key points or built into the control module itself. What turns the actual "frame ship" into a true interstellar freighter is whenever it clamps onto a standard large transport container. These can be of any type in use, which means that the resulting container ship can be mission or cargo specific. It is a very simple concept, but one which has proven itself time and again in the long history of interstellar commerce.

The only time Starfleet utilizes container ships as active auxiliaries are during times of interstellar belligerency or outright war. This has happened twice since the founding of the Federation. The first was the Axanar Crisis of the mid-2250, and the second is the present. In both cases, Starfleet

obtained the current Federation Merchant Marine model and made whatever adaptations were necessary for its particular needs. At present Starfleet has 171 *Kerr* type and 59 Capote type container ships in fleet reserves, ready to be reactivated and restored to duty status in the even of war with the Klingon Empire – which is looking more and more likely with every passing day.

*Kerr* is the official Federation Merchant Marine designation for this type of container ships. Starfleet also uses the *Kerr* class name for record-keeping purposes. The *Kerr* class name applies both to the older circumferential warp powered version of the 2250s and the current linear warp powered model, which officially entered service in 2275. *Kerr* is a fairly common Terran English surname, but the origins of its use as the class name have become confused over the passage of time. The most commonly accepted story of its origins given by the Merchant Marine itself is that it was named for a famous pioneering Terran space trader of the early 2100s.

### Schematics

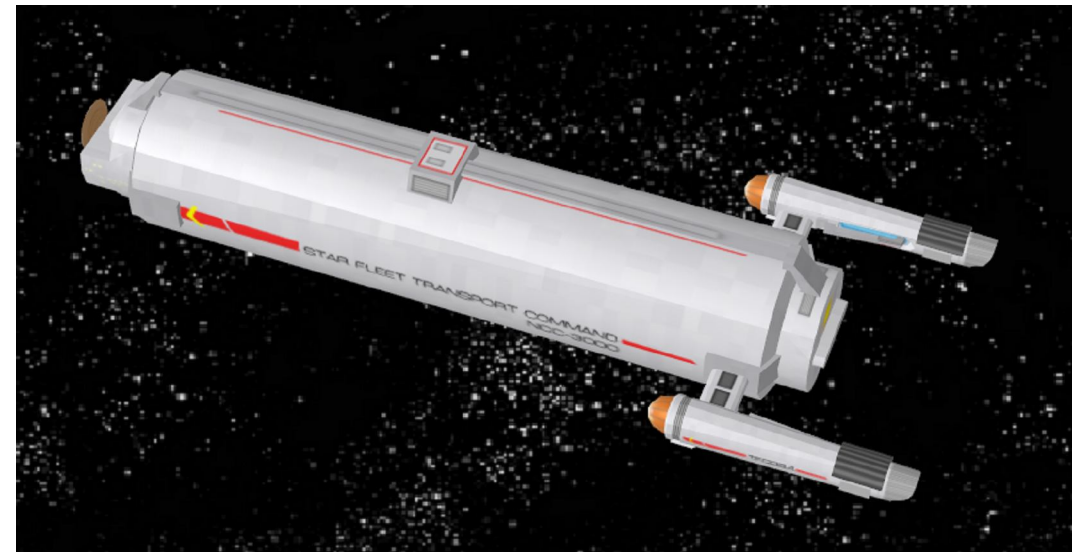




Here is an example of a very simple *latching rail freighter*. It looks very much like a frame ship or F-series; however, note the key difference. A latching rail freighter is designed to haul common cargo pods, and not large Starfleet transport containers.



This example of a privately owned small *fixed container ship* is operated by the WYN Consortium. The container pod has been permanently attached to its transport frame, and both have been built up with old-fashioned starship armor in order to make it less susceptible to pirate attacks. While Starfleet does not operate any fixed container ships of its own, Starfleet officers need to be familiar with the type. Its general visual similarities and energy flow patterns (when scanned) make such conversions fairly easy to spot and identify. It should also be noted that fixed container ships come in both large and small versions, just like their unfixed counterparts.



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Small container ship created by Stephen V. Cole and associates  
for the *Star Fleet Battles* tabletop wargame.  
based on the Class I transport container system created by  
Franz Joseph Schnaubelt For the *Star Fleet Technical Manual*

*Kerr class CG* models by DestyNova  
Latching rail freighter CG model by Colourbrand

Images provided by Colourbrand and Battleclinic

# Manhattan

## Automated container transport (ATT) 2249

### Specifications as built

#### Dimensions

Length:	125.1meters (without optional forward module)
Beam:	95 meters
Height:	120 meters

#### Mass

Standard gross:	59.600 GMT (unladen)
Subspace displacement:	13,200 DWT (unladen)

Crew complement (\*): NONE

(\*) Ship is normally unmanned, running in full automation mode. When fitted with an optional bow-mounted bridge/control module, manned crew can consist of from 3 to 5 officers and from 10 to 30 enlisted or common crew, depending on type and size of bridge/control module used.

#### Top velocity

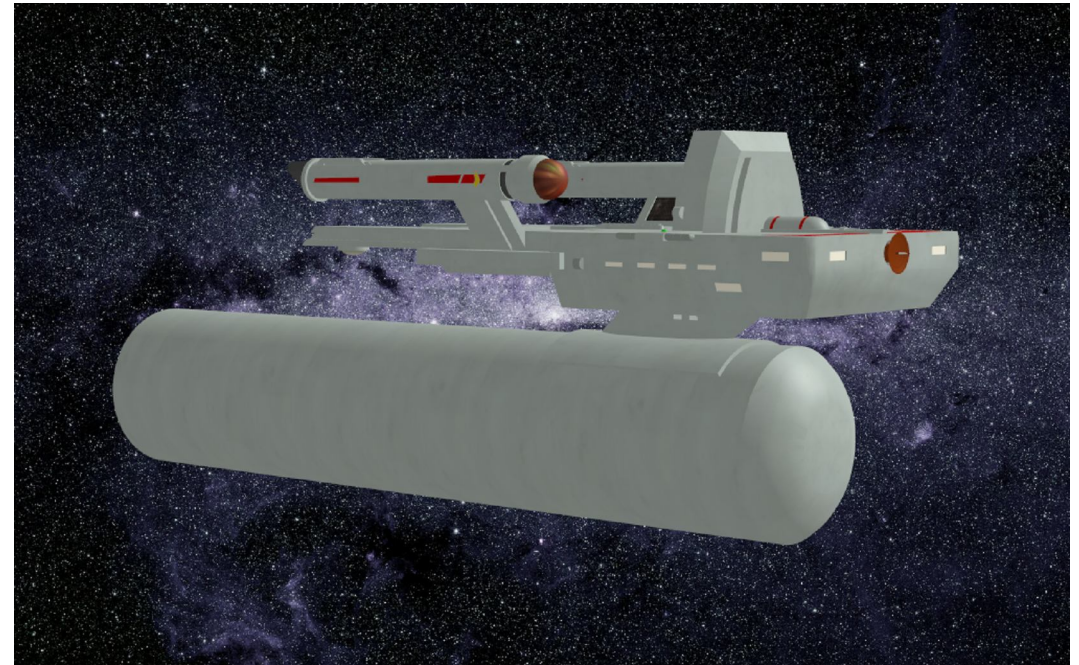
Cruising speed:	warp 3.0 (unladen)
Rated maximum speed:	warp 4.5 (unladen)

#### Endurance

Standard endurance: estimated 9 years at L.Y.V.

Armament (\*): see note below

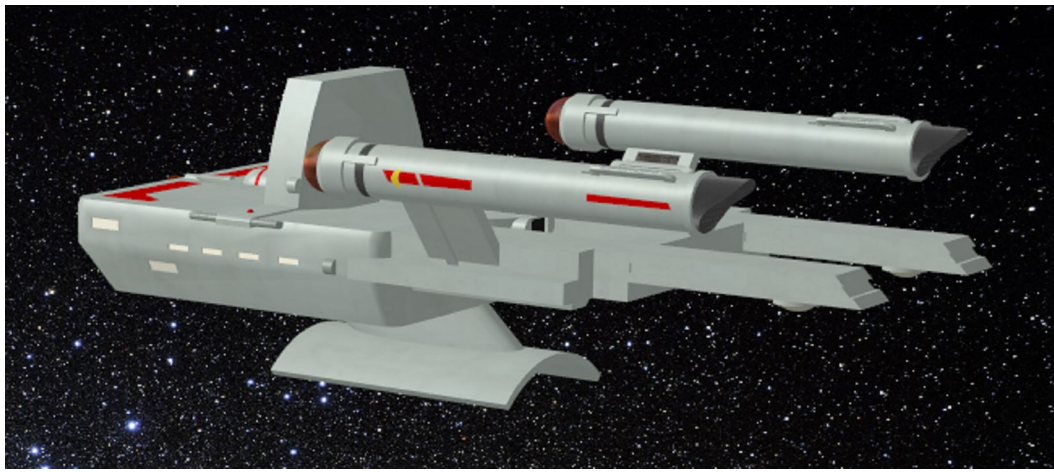
(\*) Many *Manhattans*, both manned and unmanned, have been armed with 2 type-II or type-III phasers – one each topside port and starboard, on either side of the exterior housing for the computer control area. These weapons are intended solely for self-defense purposes. As a general rule of thumb all Starfleet *Manhattans* are armed (type-II phasers), most registered Federation Merchant Marine *Manhattans* are not armed, and the majority of privately owned *Manhattans* are usually armed but not as well as Starfleet models (usually type-III phasers).



### Class listing

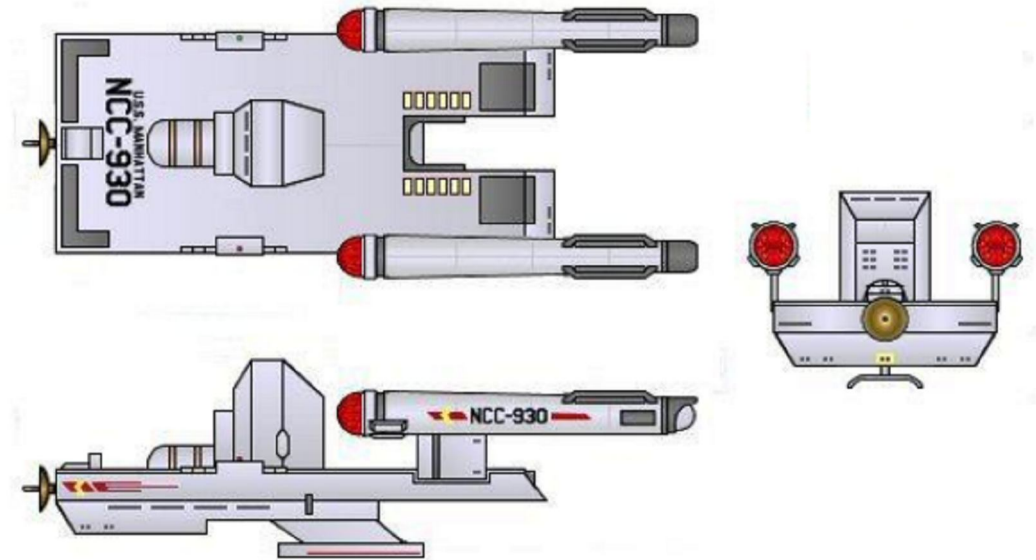
Hull #	Buld group name	Builder	# Hulls	Status
NCC-G1600	<i>Manhattan</i>	SFD Cameron Naval Yard, Deneb V	15	reserve

*Manhattan* is a rather unique *Sherman* derivative which has served Starfleet well over the years. It was originally developed as a stopgap measure to cover for the acute shortage of Class I transport/tugs during the troubled years of the late 2250s. At that time, due to the heightened state of tension with the Klingon Empire which eventually resulted in the Axanar Crisis, Starfleet needed every starship on which it could get its hands that was capable of towing and delivering the new Class I transport containers to Federation border bases and stations. *Manhattan* was a quick-and-dirty means of solving this problem. Although it could only tow one Class I transport container due to the container's size and mass, as well as the limitations of its *Sherman*-derived propulsion system, it did fairly well in this role and continued to serve in it for decades afterward. It was only when the newer *Gagarin/Greer* derived Class II fleet tugs began production that Starfleet began retiring its aging fleet of *Manhattans*. The last *Manhattan* was retired from active Starfleet service in 2288. All will be maintained in Starfleet reserve yards for at least another decade, after which they will most likely be scrapped.



## Schematics

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***Sherman* class cargo drone created by Don Christiansen and the Filmmation staff as first seen in the *STAR TREK: The Animated Series* episode "More Tribbles, More Troubles," and subsequently retconned by Mike Okuda and Greg Jein as a replacement model for the digitally remastered *STAR TREK* episodes "Charlie X" (*SS Antares*) and "The Ultimate Computer" (*SS Woden*)**

**Additional information provided by Geoffery Mandel, Robert Gilbertson, Todd Guenther, Aridas Sofia, Timo Saloniemi, Eric Kristiansen, and Neale Davison**

***Manhattan* variant and schematic by Neale "Pixel Sagas" Davison as first published in his *TREK* tech reference book *Star Fleet Starship Recognition Manual Volume 2: Ships of Support 2268***

**CG model by Dave Metlesits**

**Images provided by Richard Mandel**

# Sherman family

## Automated composite transport (ATA)

2234

### Specifications as built

#### Dimensions

Length:	125.1meters (without optional forward module)
Beam:	95 meters
Height:	120 meters

#### Mass

Standard gross:	70,250 GMT (unladen)
Subspace displacement:	14,700 DWT (unladen)

Crew complement (\*): NONE

(\*) Ship is normally unmanned, running in full automation mode. When fitted with an optional bow-mounted bridge/control module, manned crew can consist of from 3 to 5 officers and from 10 to 30 enlisted or common crew, depending on type and size of bridge/control module used.

#### Top velocity

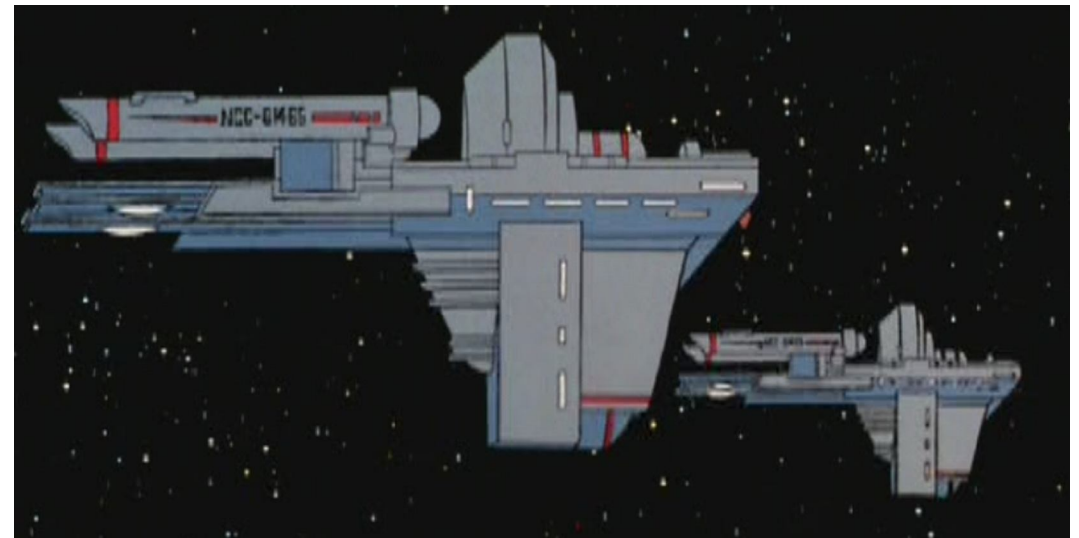
Cruising speed:	warp 3.0 (unladen)
Rated maximum speed:	warp 4.5 (unladen)

#### Endurance

Standard endurance: estimated 9 years at L.Y.V.

Armament (\*): see note below

(\*) Many *Shermans*, both manned and unmanned, have been armed with 2 type-II or type-III phasers – one each topside port and starboard, on either side of the exterior housing for the computer control area. These weapons are intended solely for self-defense purposes. As a general rule of thumb all Starfleet *Shermans* are armed (type-II phasers), most registered Federation Merchant Marine *Shermans* are not armed, and the majority of privately owned *Shermans* are usually armed but not as well as Starfleet models (usually type-III phasers).



### Class listing

Hull #	Buld group name	Builder	# Hulls	Status
NCC-G1200	<i>Sherman</i> sub-class	SFD Cameron Naval Yard, Deneb V	17	reserve
NCC-G1300	<i>Alana</i> sub-class	SFD Cameron Naval Yard, Deneb V	12	reserve
NCC-G1400	<i>Linda</i> sub-class	SFD Cameron Naval Yard, Deneb V	31	reserve
NCC-G1500	<i>Susan</i> sub-class	SFD Cameron Naval Yard, Deneb V	16	reserve

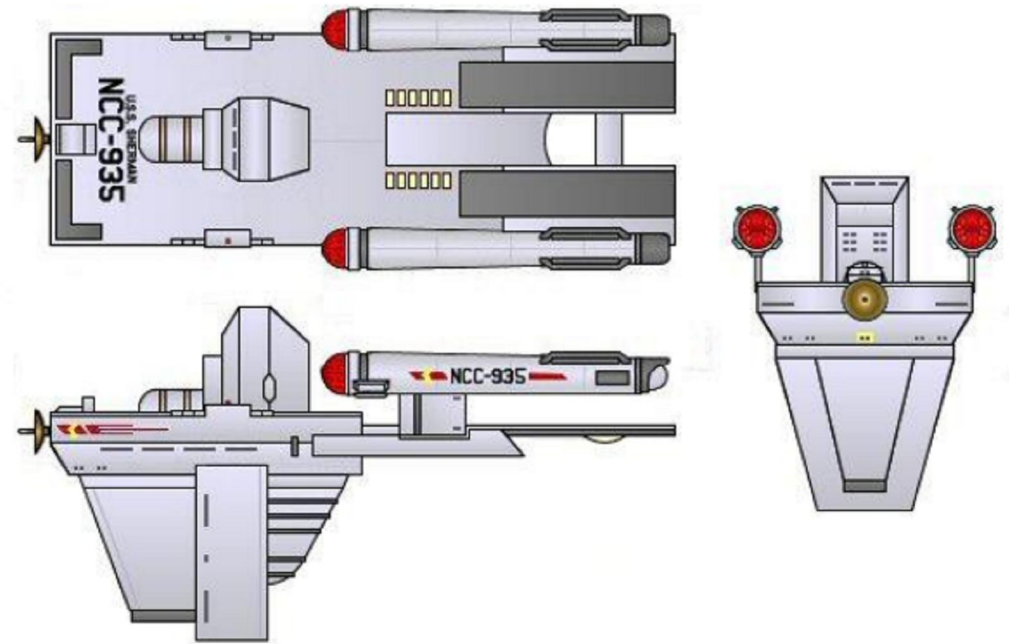
Derived from the Freeman Corporation's popular *Symma* class civilian cargo drone of 2229, the *Sherman* class transport was designed to be a fully functional, general purpose automated cargo drone for general purpose Starfleet support use. The only provisions made for having personnel aboard of any kinds was limited to those items and means of access to improve the efficiency of transferring cargo to and from its holds. Three distinct blocks of *Sherman* class cargo drones entered service in the late 2230s and early 2240s (*Alana*, *Linda*, *Susan*), which were preceded by well over a dozen civilian *Symm*as custom-converted for Starfleet use (*Sherman*).

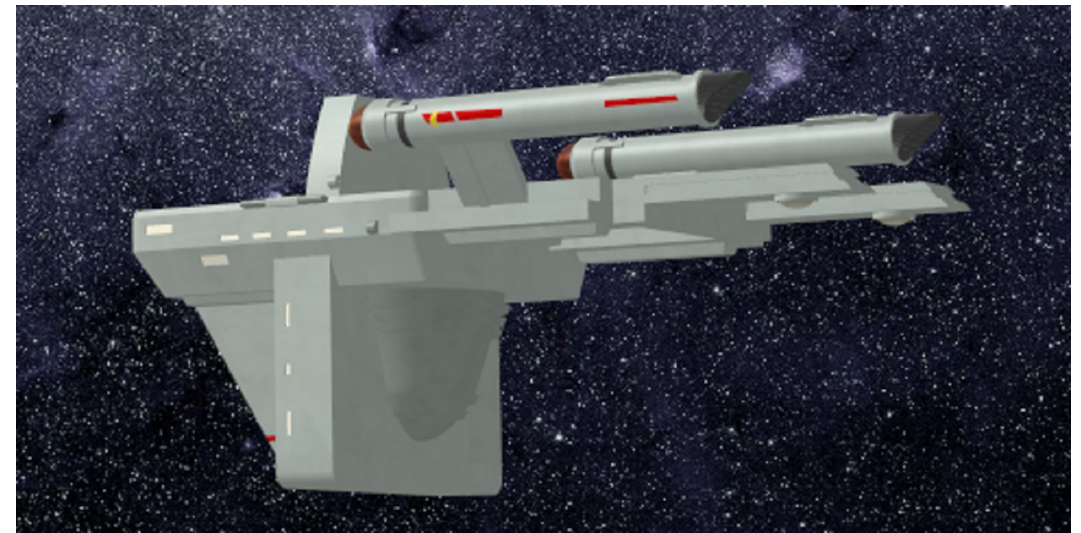
*Sherman* proved to be so popular that Freeman sought and gained permission from Starfleet to make a de-militarized version available for Merchant Marine and civilian use. The chief differences between the Starfleet and civilian versions of *Sherman* are the absence of military-grade sensors and defensive weaponry, and the presence of a bow-mounted hull interlock where the main navigational deflector would be located on the standard Starfleet version. This interlock also contains the necessary control conduits and linkages for the attachment of a manned bridge module, complete with minimal quarters for the crew in most cases. Provision for the hull interlock on the civilian *Sherman* was added at the insistence of the Merchant Marine, who rightly guessed that many of its potential purchasers would opt for using a regular crew to man the ship, as opposed to developing the resources required to properly maintain the normal automated version of *Sherman*. This insight proved to be correct -- so much that the civilian manned version of *Sherman* outnumbers the fully automated Starfleet original by a ratio of nearly five to one. Also, so-called "bridge modules" compatible with civilian *Sherman* hull interlocks come in a variety of styles and sizes, as befitting both their manufacturers and their intended capabilities.

As of this date, all *Sherman* class cargo drones registered to Starfleet have been retired to fleet reserves, having been replaced by newer linear warp designs in the 2270s and 2280s. The last operational *Sherman* class cargo drone in Starfleet service was retired with no fanfare near the end of 2290, after completing a routine resupply run to a Federation border outpost. They will be maintained in fleet reserves for at least another decade, after which they will be most likely be sold or scrapped.

## Schematics

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***Sherman* class cargo drone created by Don Christiansen and the Filimation staff as first seen in the *STAR TREK: The Animated Series* episode “More Tribbles, More Troubles,” and subsequently retconned by Mike Okuda and Greg Jein as a replacement model for the digitally remastered *STAR TREK* episodes “Charlie X” (*SS Antares*) and “The Ultimate Computer” (*SS Woden*)**

**Additional information provided by Geoffery Mandel, Robert Gilbertson, Todd Guenther, Aridas Sofia, Timo Saloniemi, Eric Kristiansen, and Neale Davison**

**CG model by Dave Metlesits**

**Images provided by Filimation Associates and Richard Mandel**

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A typical Starfleet *Sherman*, c. late 2260s. Manned versions have a bridge/control module attached to the bow of the ship, utilizing a boarding tube that runs through the hull space where the deflector dish is located on the drone version.



# **Selected Class III Small Craft**

# Avenger (Type A-20)

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## Assault shuttle

2289

### Specifications as built

#### Dimensions

Length:	11.4 meters
Beam:	9.8 meters
Height:	2.3 meters

Mass: 74 GMT

Crew complement: 2 (pilot and ordinance officer)

#### Armament

Beam weapons:	2 type-III phaser banks (both F)
Guided weapons:	1 photon torpedo tube (F)
Other:	6 hard points for options packages (2 on each wing, 2 body dorsal center)

*Avenger* is the modern replacement for the older *Warthog* assault shuttle. The chief difference between the two is that *Avenger* is fitted with a limited cargo or personnel carrying capability. This was done at the request of the Starfleet Marines, who desired to use *Avenger* in the fire support role during planetary landing and assault operations. Each *Avenger*, in addition to its normal heavy ordinance load (very similar to that of *Warthog*), can carry up to six Starfleet Marines in full battle harness with weapons.

The changeover process in Starfleet from *Warthog* to *Avenger* has been going more slowly than expected. Many fleet elements have expressed a decided distaste for *Avenger* and have refused to give up their *Warthogs*. They cite the fact that *Warthog* has been an excellent performer and that they simply do not need the extra carrying capacity which *Avenger* provides. The Starfleet Admiralty has chosen not to press the issue for now, it seems, electing instead to let forced attrition (refusal to procure or purchase spares or spare parts) decide the issue for them.



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**Avenger class assault shuttle created by Stephen V. Cole and associates  
for the *Star Fleet Battles* tabletop wargame**

**Visual(s) courtesy of Dynaverse**

# Peregrine (Type F-22)

## Fighter shuttle 2281

### Specifications as built

#### Dimensions

Length:	x meters
Beam:	x meters
Height:	x meters

Mass:	x GMT
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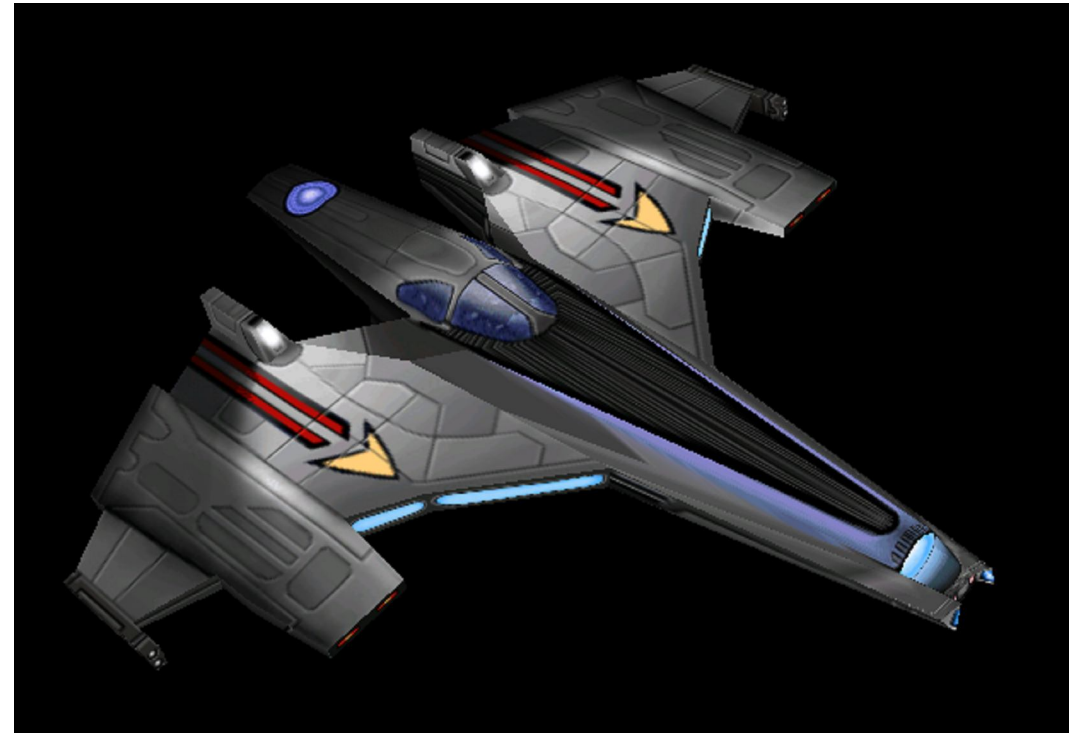
Crew complement:	1
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#### Top velocity

Cruising speed:	warp x
Rated maximum speed:	warp x

Armament:	2 type-IIIG phasers (F) 4 options mount hard points (2 per wing)
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*Peregrine* replaced both *Tomcat* and *Eagle* as Starfleet's space superiority fighter shuttle from 2281 to the present. It is an excellent "bird" according to all reports, and all of its pilots are not afraid of praising both its excellent agility and combat capabilities. It is almost identical to its predecessor *Swift*, save that its nose was redesigned to incorporate both a smaller and improved navigational deflector and twin gatling phaser systems (instead of *Swift's* twin type-IIIs).



***Peregrine* class fighter shuttle created by 18 Degrees East  
for the Activision videogame *Starfleet Command 2: Empires at War***

CG model courtesy of Taldren

# Swift (Type F-20)

## Fighter shuttle

2280

### Specifications as built

#### Dimensions

Length: x meters  
Beam: x meters  
Height: x meters

Mass: x GMT

Crew complement: 1

#### Top velocity

Cruising speed: warp x  
Rated maximum speed: warp x

Armament: 2 type-III phasers (F)  
4 options mount hard points (2 per wing)

*Swift* was the prototype for what became *Peregrine* – the Federation Starfleet's chief space superiority fighter shuttle at the end of the 23<sup>rd</sup> century. It shares much in common with its descendant, save that it has a larger navigational deflector and that it is mount almost immediately in front of the cocipit, instead of at the extreme end of the nose. This is because it used a pre-existing older design of deflector. The newer and smaller system was developed especially for *Peregrine* in order to allow extra space for the fitting of gatling phaser systems, whereas its predecessor is limited to two twin phaser-IIIs.

*Swift* is being produced in limited numbers for the local defense fleets of more affluent Federation member systems. This is possible because *Swift* shares many common components with the later *Peregrine*.



***Peregrine* class fighter shuttle created by 18 Degrees East for the Activision videogame *Starfleet Command 2: Empires at War***

**CG model courtesy of Taldren**

# Galileo (Type S-19)

## Medium transport shuttle 2271

### Specifications as built

#### Dimensions

Length:	8.8 meters
Beam:	4.5 meters
Height:	2.8 meters

Mass: 19.8 GMT

Crew complement: 10 (1 pilot + up to 9 passengers)

#### Top velocity

Cruising speed:	warp 2
Rated maximum speed:	warp 4

Armament: 2 type-III phasers (F)

The Type S-19 was developed as a direct replacement for the old Class F “Flying Brick” which had been the noncombatant small craft of Starfleet vessels in the field for three decades – all the way back to the start of the Class I era in the early 2230s, in fact. Its 2271 linear warp descendant was a marked improvement over the original – sporting more powerful warp engines, more efficient systems integration for increased interior space, armament (for the first time) in the form of two type-III phasers mounted under the bow, and finally a open interior from the bow control section all the way to the stern-mounted drop ramp and rear access hatch. That last modification had been a specific request for years by almost every Starfleet commander in the field, as they found the single side-mounted hatch of the older Class F model far too small and limiting. The Type S-19’s added rear hatch allows it to be quickly loaded (and unloaded) with various types of cargo, as well giving it the ability to be used as an assault shuttle in extreme situations. The new Type S-19 proved very popular with Starfleet personnel, and had replaced all starship-carried Class F shuttlecraft by 2275.



TMP-era *Galileo* developed by ???

Additional information courtesy of Timo Salonemi and Eric “Jackill” Kristiansen

CG models and ortho views provided by Feral Yards

# Merlin

## Standard shuttlecraft 2270

### Specifications as built

#### Dimensions

Length:	7.8 meters
Beam:	4.4 meters
Height:	2.5 meters

Mass: 124.8 GMT

Crew complement: 10 (1 pilot + up to 9 passengers)

#### Top velocity

Cruising speed:	warp 1.1
Rated maximum speed:	warp 2.0

Armament: normally NONE  
(two hard points available for type-III phasers)

*Merlin* is at its basics the old "Flying Brick" *Chang* class standard shuttlecraft reworked and redesigned in order to improve its performance. The hull was lengthened somewhat and made more aerodynamic friendly by employing rounded edges and curved sides, as opposed to the original simplistic blocky design. Its two warp engines were likewise relocated from the original wing pylons to being tucked inside a ventral cowl that ran two-thirds of the front part of the ship – again, to improve performance in atmospheric conditions. This is also why the "wings" used for mounting the original warp pylons were retained, although they too were redesigned to improve atmospheric handling. Finally, reaction thrusters were added at key locations on the hull in order to increase maneuverability and mobility under any conditions. *Merlin* never caught on with Starfleet starship crews, who preferred the more versatile *Galileo* of the following year, and *Merlin* has since been relegated largely to planetside and field base use.



x class Klingon x created by x  
(Is it derivative? What's the original source?)

Additional data courtesy of Timo Saloniemi and Eric "Jackill" Kristiansen

Visual(s) courtesy of x

# Clydesdale

## Yard tug 2270

### Specifications as built

#### Dimensions

Length:	14.0 meters
Beam:	7.1 meters
Height:	4.8 meters

Mass: 10.6 GMT

Crew complement: 2 (pilot)

#### Top velocity

Cruising speed:	warp 0.65
Rated maximum speed:	warp 0.80

Armament: NONE

Named for the famous Terran draft horse, *Clydesdale* was developed as the linear warp era replacement for Starfleet's older *Brahma* class space tug. It is strictly a sublight vessel; however, it has a very powerful impulse engine for its size, which gives it the ability to tow any starship up to thirty times its own mass. *Clydesdale* space tugs function very much like their aquatic counterparts, and can be found in numbers at every Starfleet facility with a spaceport or space dock. They can also be found in large numbers at any Federation space-based facility where the need to move starships with engaging their engines or maneuvering thrusters is required. *Clydesdales* also sometimes pressed into the same transport and cargo-hauling uses as specially configured Work Bees, whenever the more versatile Work Bees are needed elsewhere.



x class Klingon x created by x  
(Is it derivative? What's the original source?)

Additional data courtesy of Timo Saloniemi and Eric "Jackill" Kristiansen

Visual(s) courtesy of x

# Manasu (Type SW-1)

## Multipurpose shuttlecraft 2265

### Specifications as built

#### Dimensions

Length:	13.8 meters (20.1m with warp sled attached)
Beam:	7.8 meters (16.1m with warp sled attached)
Height:	3.5 meters (5.3m with warp sled attached)

Mass: 72.0 GMT (355 GMT with warp sled attached)

Crew complement: 8 (2 pilots + up to 6 passengers)

#### Top velocity

Cruising speed:	warp 1.1
Rated maximum speed:	warp 2.0

Armament: 2 type-III phaser banks (singles, both F)

*Manasu* was developed as a true multifunction, multipurpose shuttlecraft. *Manasus* can be found at every Starfleet facility, and at least one is carried by all Starfleet vessels with medium size or larger shuttlecraft bays. Like the Work Bee, it can be reconfigured for specific purposes or mission assignments by the attachment of various option packages. By far the most popular is the long range warp sled, which has allowed *it* to replace the *Frobisher* as Starfleet's standard warp courier. Other option packages allow *Manasu* to take on the role of aquashuttle, EWACS scout, maintenance craft, gunboat or patrol craft, space ambulance, and so on.

*Manasu* comes in four distinct versions or sub-classes. Type SW-1L, aka the *Chisu* sub-class, is 3 meters shorter than a standard *Mansu* shuttlecraft. Type SW-1H, aka the *Atai* sub-class, is 5.5 meters longer due to a significant aft hull extension. Finally, the Type SW-1C, or *Fikaru* class, is a dedicated transport version with a redesigned unibody hull and large, side-mounted cargo hatches that is 5 meters longer than a standard *Mansu*.



*Manasu* class shuttle (above) and with optional long range warp sled attached (below)



***Manasu* class shuttle created by Andrew Probert  
for STAR TREK: The Motion Picture**

**Additional data courtesy of Timo Saloniemi and Eric "Jackill" Kristiansen**

**Physical model courtesy of Thomas Models**



# Travel Pod

## Short range personnel shuttle 2265

### Specifications as built

#### Dimensions

Length:	4.3 meters
Beam:	3.2 meters
Height:	2.8 meters

Mass: 2.0 GMT

Crew complement: 1 (pilot)  
Passengers: up to 7

#### Top velocity

Cruising speed:	warp 0.35
Rated maximum speed:	warp 0.58

Armament: NONE

This light utility craft can be found at almost all major and minor Federation spaceport and construction facilities, both Starfleet and civilian. It was developed specifically with Starfleet's new docking ring access system in mind, and it shares this feature with the *Manasu* class administrative shuttle developed at the same time. It is used primarily as an inspector's pod, for conducting visual inspections of spacecraft and space station exteriors; however, it can also be used for ferrying limited numbers personnel to and from its facility of origin to any nearby spacecraft, space station, or space dock within its limited range of operations.



Travel Pod created by Andrew Probert for *Star Trek: The Motion Picture*

CG model by "Hobbes"

Image by Mark Butcher

# Work Bee

## Short range utility craft 2265

### Specifications as built

#### Dimensions

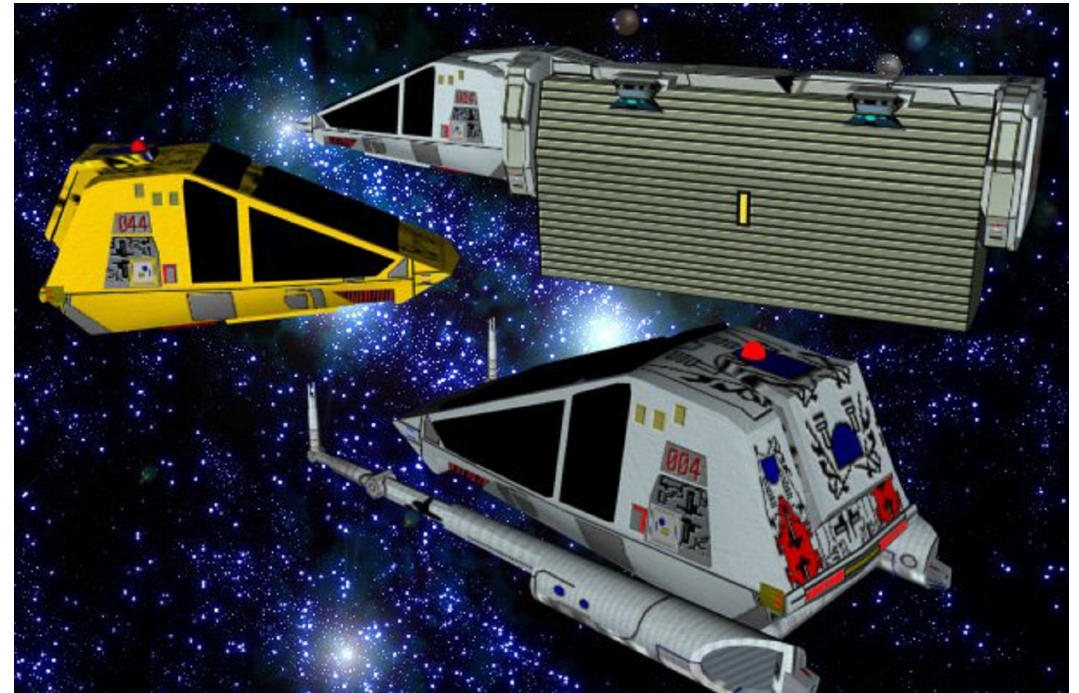
Length:	4.1 meters
Beam:	1.9 meters
Height:	1.9 meters

Mass: 0.68 GMT

Crew complement: 1 (pilot)

Armament: NONE

The "Work Bee," as the Type S-2A one-man utility craft quickly came to be known by, is one of the most versatile one-man Federation small spacecraft ever developed for short-range use. These can be found anywhere in-space construction work is taking place. They are also used to perform routine exterior maintenance checks on both starships and space stations to which they might be assigned. There are a variety of option packages available for them, of which only three are pictured, allowing them to be reconfigured for a variety of roles. This includes combat-capable models, as the "Killer Bees" assigned to the experimental light carrier *Hornet* demonstrated during the Kzinti Incursion of 2274. For a more complete current listing and description of Work Bee variants and options packages, please consult *Jackill's Ships of the Star Fleet Volume 2*. One should also consult Schmidt's *Starfleet Dynamics* for additional combat-capable examples.



Work Bee created by Andrew Probert for *Star Trek: The Motion Picture*

CG modes by Kreeargh

Image by ToastyO

# Brahe

## Long range shuttle/runabout 2264

### Specifications as built

#### Dimensions

Length:	22.0 meters
Beam:	5.8 meters
Height:	2.9 meters

Mass: 126.3 GMT

Crew complement: up to 30 (1-2 pilots + up to 28 passengers)

#### Top velocity

Cruising speed:	warp 2.0
Rated maximum speed:	warp 2.9

Armament: 2 type-III phasers (single bow mounts, both F)

The *Brahe* class was the first of Starfleet's runabouts; that is, oversized shuttles designed to function in the same manner as the smallest of small starships in either Starfleet or civilian use. These were fitted with rear hatches for the easy loading and unloading of cargo, and were also armed. They were very popular and much sought after when first introduced the heyday of the original Class I era (2260s). However, as they were almost twice the length of a standard Class F shuttlecraft, this precluded *Brahe* being deployed save at Starfleet bases and planetary outposts, or on Starfleet vessels whose shuttlecraft hangars (if they had them) were large enough to accommodate them. In such cases they were normally kept stowed to one side of the flight deck, as they were too big to be taken below deck on a typical hangar deck elevator save on super shuttlecarriers (*Napoleon*, et al). *Brahe* still remains in use today, although the Type S-19 medium shuttle offers most of the same features but on a smaller hull form that is more compatible with standard Starfleet starship operations.



***Brahe* class shuttlecraft created by Don Christianson and associates  
for Filmation's *STAR TREK: The Animated Series*  
("The Slaver Weapon")**

**Visual courtesy of Filmation and Paramount Pictures.**

# Mullet (Type G5)

## Heavy lift/assault shuttle 2264

### Specifications as built

#### Dimensions

Length:	11.6 meters
Beam:	6.4 meters
Height:	3.6 meters

Mass: 112.3 GMT

Crew complement: 2-4 (1 pilot + up to 3 cargo handlers)  
12 (1 pilot + 1 Marine officer + 10 Marines)

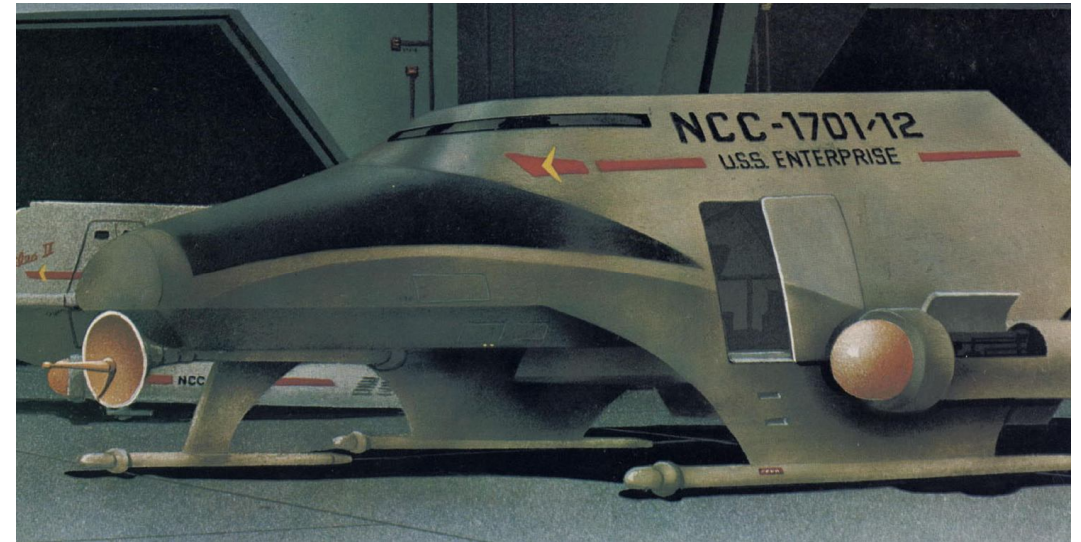
#### Top velocity

Cruising speed:	warp 1.0
Rated maximum speed:	warp 2.0

Armament: 2 type-III phaser banks (both F)

This was the standard Starfleet heavy lift shuttle for most of the 2260s and 2270s. Its large interior space and rear clamshell cargo doors also invited use as an assault shuttle. It was used as such by Starfleet Security, the Starfleet Marines, and Federation police forces. In Federation police use, *Mullet* was usually the only shuttle carried aboard *Masterson* class police ships. It has since been officially replaced by *Galileo*; however, sheer numbers combined with their continued use by Federation and local system police forces ensures their presence within Federation space for decades to come.

The name *Mullet* comes from a once-popular Terran humanoid hairstyle, which this shuttle is clauded to somewhat resemble.



***Mullet* class assault shuttle created by Don Christiansen and the Filmation staff as first seen in the *STAR TREK: The Animated Series* episode "Mudd's Passion"**

**Additional information courtesy of Geoffery Mandel and Timo Saloniemi**

**Image provided by Andrew Probert**

# Warthog (Type A-1 O)

---

## Assault shuttle

2263

### Specifications as built

#### Dimensions

Length:	11.1 meters
Beam:	6.0 meters
Height:	2.2 meters

Mass: 65 GMT

Crew complement: 2 (pilot and ordinance officer)

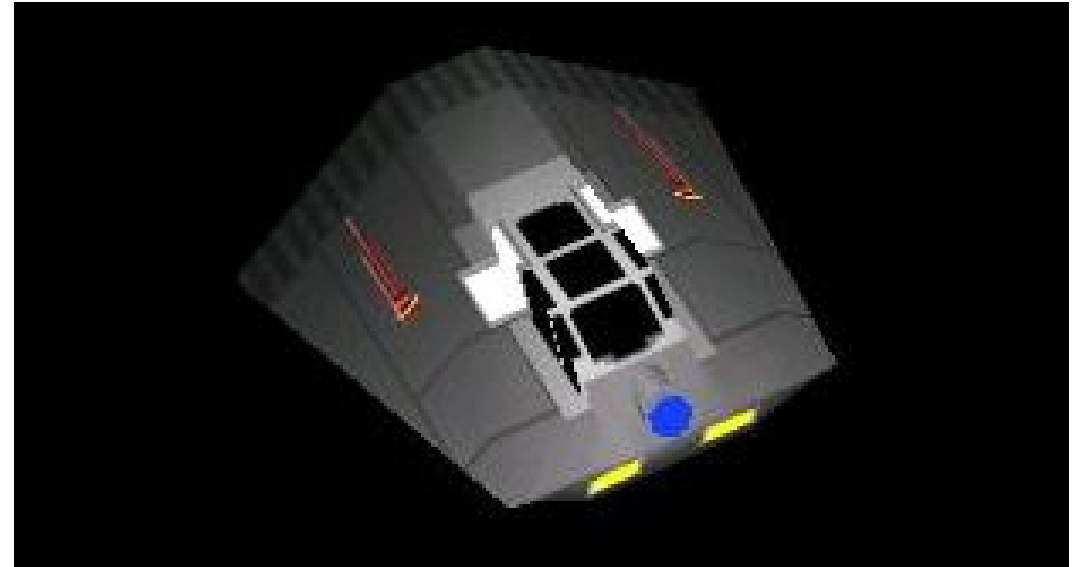
#### Top velocity

Cruising speed:	warp 1.0
Rated maximum speed:	warp 1.4

#### Armament

Beam weapons:	2 type-III phaser banks (both F)
Guided weapons:	1 photon torpedo tube (F)
Other:	6 hard points for options packages (2 on each wing, 2 body dorsal center)

*Warthog*, named for one of the many different types of Terran razorback boar, was the main assault shuttle used by Starfleet in the 2260s and 2270s. Although primarily a shuttlecarrier-based assault craft, it also saw use both in Starfleet base defense and (in a modified "gunship" form) with the Starfleet Marines. It was very slow in comparison to most fighter shuttles of the era; however, it could carry far more ordinance than they. A typical ordinance load consisted of 24 drones on 4 rail mounts (one on each wing hard point) and two auxiliary fuel tanks on the dorsal hard points, although these could also be fitted with railed drone packages. A static photon torpedo tube in the nose held two of weapons for a super-heavy punch as required, or they could be removed and the tube itself used as a fifth option mount. *Warthog* is still in limited Starfleet use, although it is in the process of being replaced by the newer *Avenger*.



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***Warthog* class assault shuttle created by Stephen V. Cole and associates  
for the *Star Fleet Battles* tabletop wargame**

**CG models courtesy of Ghost and Anduril**

# Hornet (Type F-18)

## Fighter shuttle 2262

### Specifications as built

#### Dimensions

Length:	4.3 meters
Beam:	3.8 meters
Height:	1.7 meters

Mass: 36 GMT

Crew complement: 1

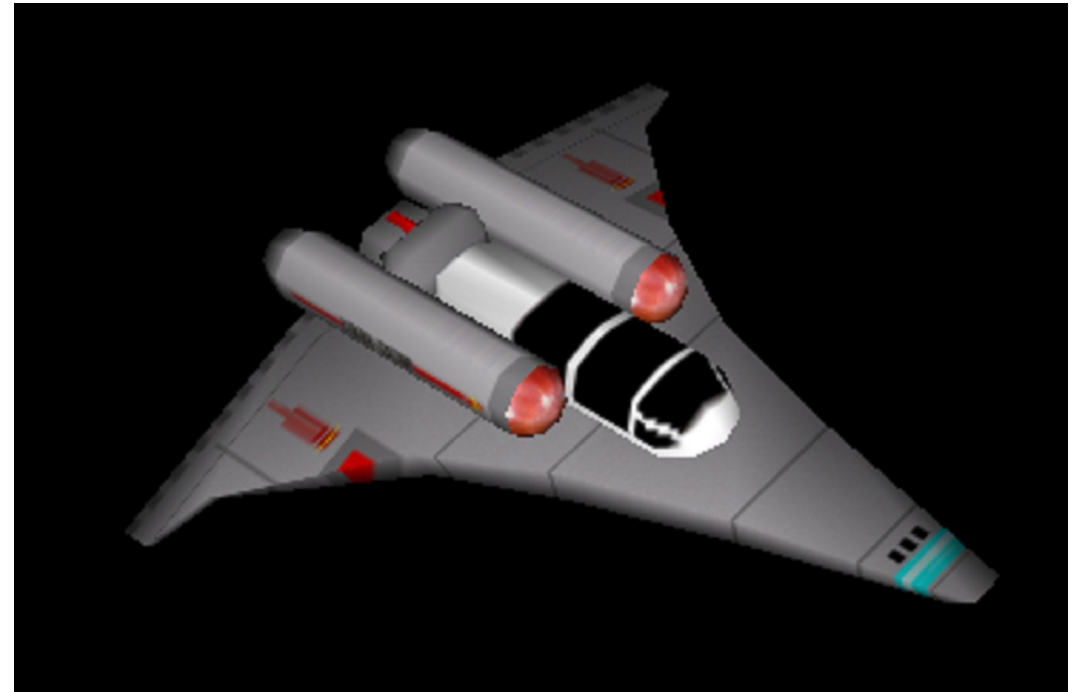
#### Top velocity

Cruising speed:	warp 1.4
Rated maximum speed:	warp 4.0

#### Armament:

2 type-III phasers (F)  
3 options mount hard points  
(2 per wing, 1 centerline)

*Hornet* was used primarily aboard smaller Starfleet shuttlecarriers, such as the *Santee*, *Coronado*, and *Nimitz* classes, where shuttlebay hangar size limited the number and type of “birds” that could be carried aboard. *Hornet*’s smaller size was more suited for use aboard these starship classes than was the larger *Tomcat*. In addition, it became the fighter shuttle of choice whenever these small craft were deployed for duty on regular Class I fleet units – again, due to the size issue. In terms of combat capability it fell roughly halfway between *Tomcat* and the even smaller *Falcon*. *Hornet* was removed from official Starfleet service in the mid-2280s; however, it continues to be produced (in a somewhat modernized form) for use as both a local systems defense and export fighter shuttle.



**Warthog class assault shuttle created by Stephen V. Cole and associates  
for the *Star Fleet Battles* tabletop wargame**

**CG models courtesy of Ghost and Anduril**

# Hawkeye (Type E-2)

---

## SWAC shuttle

2261

### Specifications as built

#### Dimensions

Length: x meters  
Beam: x meters  
Height: x meters

Mass: x GMT

Crew complement: x

#### Top velocity

Cruising speed: warp x  
Rated maximum speed: warp x

Armament: NONE

*Hawkeye* replaced the older *Tracer* as the standard SWAC (Space Warning And Control) Starfleet shuttlecraft for the 2260s and 2270s ....



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***Hawkeye* SWAC shuttle created by Stephen V. Cole and associates  
for the *STAR FLEET BATTLES* tabletop wargame**

**CG models and ortho views provided by Feral Yards**

# Tomcat (Type F-14)

---

## Fighter shuttle 2261

### Specifications as built

#### Dimensions

Length:	4.8 meters
Beam:	4.1 meters
Height:	1.3 meters

Mass: 42 GMT

Crew complement: 1

#### Top velocity

Cruising speed:	warp 1.3
Rated maximum speed:	warp 4.5

Armament: 2 type-III phasers (F)  
4 options mount hard points (2 per wing)

*Tomcat* replaced the older *Phantom* as the standard space superiority fighter shuttle on all Federation shuttlecarriers when it first entered service in 2261. Its excellent combat performance and versatility in in both mission profile and payload capability ensured it preferential treatment from Starfleet (over the competing *Eagle*) for the next two decades. It was officially superseded by *Peregrine* in 2281; however, all survivors not reserved for conversion to museum static displays were quickly bought up for use with local Federation system fleets. This ensures that *Tomcat* will remain a familiar sight within Federation spaceways for at least another two decades ... if not more.



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***Eagle* class fighter shuttle created by Stephen V. Cole and associates  
for the *STAR FLEET BATTLES* tabletop wargame**

**CG models and ortho views provided by Feral Yards**



# Seiche

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## Aquashuttle

### 2261

#### Specifications as built

##### Dimensions

Length:	16.2 meters
Beam:	10.4 meters
Height:	4.1 meters

Mass: 246.2 GMT

Crew complement: 2 (2 pilots + up to 4 passengers)

##### Top velocity

Cruising speed:	warp 1.0
Rated maximum speed:	warp 3.0

Armament: 2 bow-mounted type-II phasers (both F)

For many years, Starfleet did not field a dedicated craft that was capable of underwater exploration as well as atmospheric and interspatial. Starfleet They had instead relied on purchasing suitable civilian designs as needed, and then making the necessary adaptations for Starfleet survey use. It was not until 2261 that Starfleet fielded its own *aquashuttle* design – as the type came to be known. Developed specifically for Starfleet by Bruce-Parrington SCW, the *Seiche* class aquashuttle was first fielded in 2261 aboard the survey ship *Cahuya* (NCC-745) and gathered much praise during its initial deployment to the pelagic planet Hydra for testing and evaluation. The initial design has since been refined and reworked several times – in particular after a *Seiche* loaned to the starship *Enterprise* (NCC-1701) was destroyed in 2269 by a giant sursnake on the newly discovered pelagic planet Argo. The crew survived, but it remains to this day the only *Seiche* so far to have been lost in the line of duty. The newer *Seiches* feature more robust construction, weaponry, and shielding to prevent a repeat incident.



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***Seiche* class aquashuttle created by Don Christanson and the Filmmation staff as first seen in the STAR TREK: The Animated Series episode “The Ambergis Element”**

**Additional information courtesy of Geoffery Mandel and Timo Saloniemi**

**Image provided by Andrew Probert**

# Eagle (Type F-15)

## Fighter shuttle 2260

### Specifications as built

#### Dimensions

Length:	4.9 meters
Beam:	4.0 meters
Height:	1.7 meters

Mass: 46 GMT

Crew complement: 1

#### Top velocity

Cruising speed:	warp 1.5
Rated maximum speed:	warp 4.1

Armament: 2 type-III phasers (F)  
4 options mount hard points (2 per wing)

*Eagle* was the only other contender to *Tomcat* for the role of top Starfleet space superiority fighter shuttle in the 2260s and 2270s. It was faster and had quicker acceleration; however, its larger size (and lessened agility) worked against it when it came to shuttlecarrier deployment. Starfleet preferred the smaller and more nimble *Tomcat* for fleet use; however, *Eagle* found its niche protecting Starfleet static assets – space stations, supply bases, starbases, and the like – where its size was not an issue. It was also not unheard of for *Eagle* squadrons to be deployed to the fleet in auxiliary and supporting roles (convoy escort aboard carrier pods, for example), or temporarily replacing fleet *Tomcat* squadrons decimated in combat until they could get replacement “birds” and pilots. In this fashion *Eagle* served right alongside *Tomcat* until the early 2280s, when *Peregrine* replaced them both in Starfleet service. As with *Tomcat*, all survivors were quickly snapped up by Federation member worlds for use in their own local fleets.



**Eagle class fighter shuttle created by Stephen V. Cole and associates  
for the *STAR FLEET BATTLES* tabletop wargame**

**CG models and ortho views provided by Feral Yards**

# Argus

## Attack shuttle

### 2256

#### Specifications as built

##### Dimensions

Length:	11.0 meters
Beam:	4.4 meters
Height:	3 meters

Mass: 38 GMT

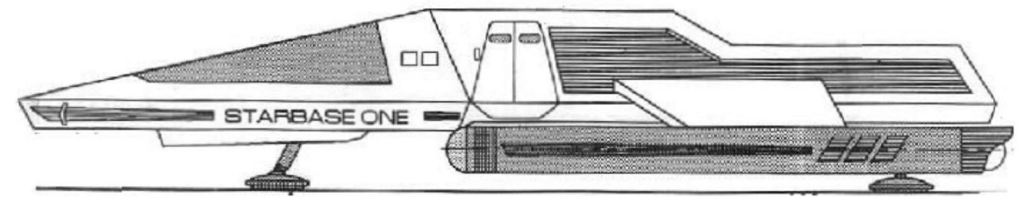
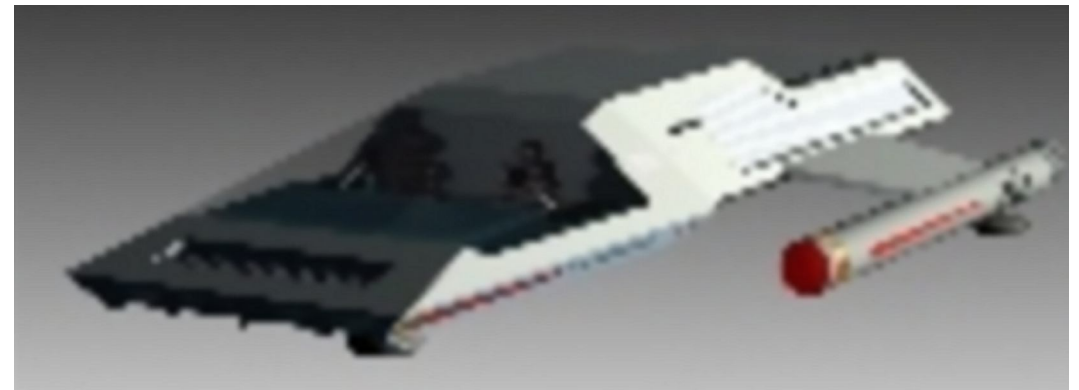
Crew complement: 2 (1 pilot + 1 weapons officer)

##### Top velocity

Cruising speed:	warp 1.2
Rated maximum speed:	warp 3.0

Armament: 2 type-III phaser banks (both bow mounts)  
2 options mount hard points

*Argus* was the Federation's chief export small attack craft to its member systems and allies. It tried very hard to combine both the attack and fighter roles onto one space frame. While not quite succeeding by Starfleet standards, nevertheless its performance was good enough that it saw secondary service with the fleet in the self-defense role for smaller space stations, planetary bases and other important installations, and so on. It saw extensive use with the Starfleet Marines as a dedicated ground assault craft, with several specialized versions produced to meet their unique operational needs. Although discontinued from official Starfleet use in the late 2270s (the last one was officially retired in 2279), *Argus* still sees widespread use with Federation police forces, Federation member system local fleets, and in the fleets of Federation allies. Its robustness and widespread availability of parts and maintenance facilities ensure that *Argus* will continue to be common sight on the Federation spaceway for the foreseeable future.



**Argus warp shuttle created by x**

**CG models and image provided by Maeteen Greenway**

# Tracer (Type E-1)

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## SWAC shuttle

2246

### Specifications as built

#### Dimensions

Length: x meters  
Beam: x meters  
Height: x meters

Mass: x GMT

Crew complement: x

#### Top velocity

Cruising speed: warp x  
Rated maximum speed: warp x

Armament: NONE

*Tracer* was Starfleet's original dedicated SWAC (Space Warning And Control) purpose-built shuttlecraft. It was replaced in the 2270s by *Hawkeye* ...



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***Tracer* class SWAC shuttle created by Stephen V. Cole and associates  
for the STAR FLEET BATTLES tabletop wargame**

# Corsair (Type A-7)

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## Attack shuttle

2245

### Specifications as built

#### Dimensions

Length: x meters  
Beam: x meters  
Height: x meters

Mass: x GMT

Crew complement: x

#### Top velocity

Cruising speed: warp x  
Rated maximum speed: warp x

Armament: NONE

*Corsair* was the original purpose-built attack shuttle of the Federation Starfleet in modern times ....



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***Corsair* fighter shuttle created by Richard Mandel  
Extrapolated (backwards) for data developed by Stephen V. Cole and associates  
for the *STAR FLEET BATTLES* tabletop wargame**

# Phantom (Type F-4)

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## Fighter shuttle 2245

### Specifications as built

#### Dimensions

Length: x meters  
Beam: x meters  
Height: x meters

Mass: x GMT

Crew complement: x

#### Top velocity

Cruising speed: warp x  
Rated maximum speed: warp x

Armament: NONE

*Phantom* was the original purpose-built attack shuttle of the Federation Starfleet in modern times ....



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*Phantom* fighter shuttle created by Stephen V. Cole and associates  
for the *STAR FLEET BATTLES* tabletop wargame

# Palomar (Type G4)

## Heavy lift shuttle 2240

### Specifications as built

#### Dimensions

Length:	8.4 meters
Beam:	5.4 meters
Height:	2.8 meters

Mass: 49.2 GMT

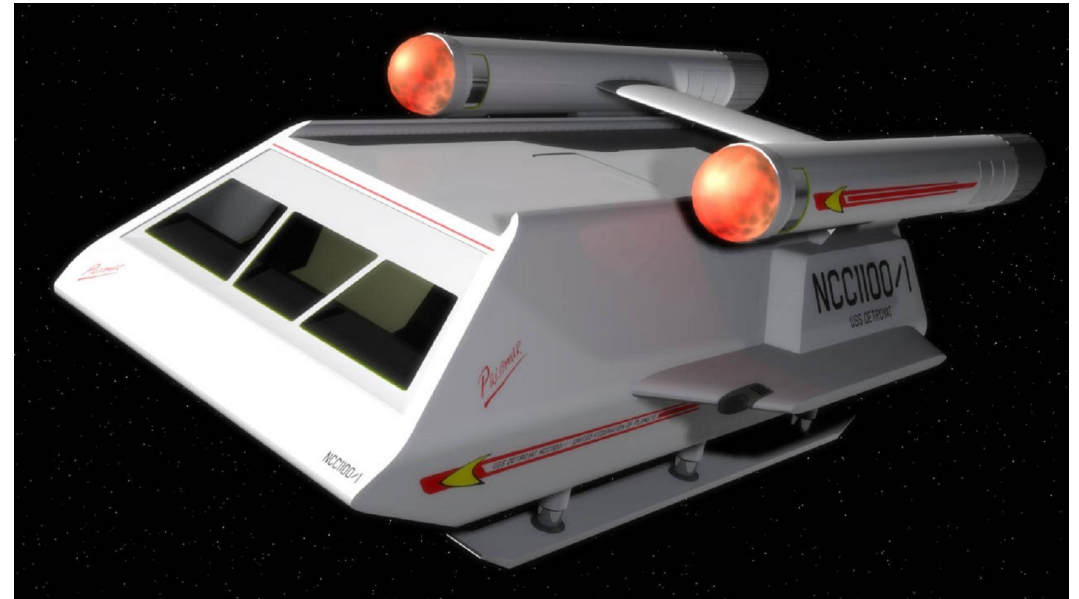
Crew complement: 8 (1 pilot + up to 7 passengers)

#### Top velocity

Cruising speed:	warp 1.0
Rated maximum speed:	warp 1.6

Armament: NONE

*Palomar* was Starfleet's original heavy lift shuttle for Class I starships. It was not that much bigger than a standard Class F shuttlecraft; however, it was specifically designed for cargo hauling as opposed to transporting personnel. It had a rear-mounted clamp-type hatch with drop-down loading ramp instead of side-mounted pocket doors, and its warp engines were relocated to above its body in order to keep them from being damaged during loading operations. *Palomar* also saw use early on with the Starfleet Marines in the ground assault role; however, its small size limited what they could do with it. Marine complaints about its limitations would eventually lead to development of the armed and larger *Mullet*. Starfleet officially retired the last of these in its service in 2276; however, numerous examples still about in civilian service.



**Class H shuttlecraft concept, 3D model, and images by Axeman 3D**

**Additional data courtesy of Timo Saloniemi**

# Jeffries

## Ship's pinnace/executive shuttlecraft 2236

### Specifications as built

#### Dimensions

Length:	8.8 meters
Beam:	4.5 meters
Height:	2.1 meters

Mass: 21.6 GMT

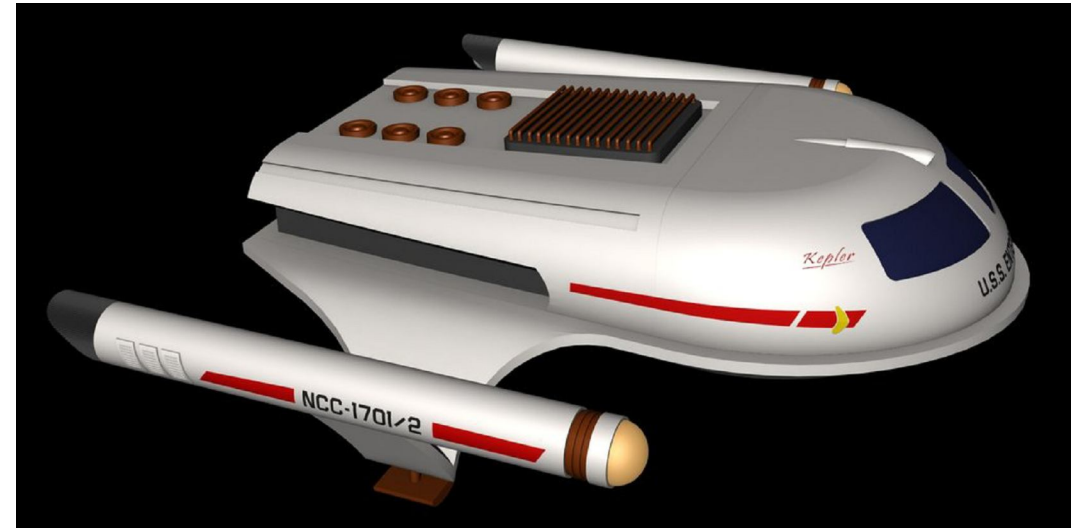
Crew complement: 6 (1 pilot + up to 5 passengers)

#### Top velocity

Cruising speed:	warp x
Rated maximum speed:	warp x

Armament: 1 bow-mounted type-III phaser bank (F)

This more elegant-looking version of the standard class F shuttlecraft of the early 2230s was designed at the time for exclusive use as a pinnace for the captains of major Starfleet vessels in the field. One or two were also kept at starbases and other major Starfleet facilities for the exclusive use of the base commander and the upper echelon command staff. Their limited aerodynamic qualities also made them slightly faster at cruising speed than standard Class F shuttlecraft and also better performers in planetary atmospheres. Their main drawback was that they were considered high maintenance craft, due to the specialized parts and systems need to fit within their unique curvilinear hulls. As newer and more efficient types of executive small craft became available, these were either sold off or relegated to remote bases. Starfleet officially discontinued its use in 2279; even so, a handful are still in use by upper echelon Starfleet and civilian Federation personnel all the same. Said individuals have usually bought them at auction and had them refurbished for their own personal use.



**Phase II shuttlecraft developed by Matthew Jeffries  
for the aborted *STAR TREK: Phase II* television series.**

**Class name in honor of creator and original series concept artist Matthew Jeffries**

**Additional background material courtesy of Timo Salonieme**

**CG model and image courtesy of Axeman3D**



# Chang

## Standard shuttlecraft 2230

### Specifications as built

#### Dimensions

Length:	7.3 meters
Beam:	3.2 meters
Height:	2.4 meters

Mass: 32.4 GMT

Crew complement: 6 (1 pilot + up to 5 passengers)

#### Top velocity

Cruising speed:	warp 1.2
Rated maximum speed:	warp 1.5

Armament: NONE

The Class F standard shuttlecraft (sometimes called the *Chang* class after its chief developer) was developed and deployed at the same time as the original Class I starships. It was intended to be the spacegoing equivalent of a standard ship's powered launch or whaleboat, in old-fashioned aquatic naval terms. Whenever transporters could not or were not to be employed for whatever reasons, this would be used to transport ship's personnel from the vessel to planetary surfaces and back again, or used for rendezvous with other starships and bases, and so on. Its squat, boxlike, and rather utilitarian appearance led to many unofficial nicknames, with the "Flying Crate," the "Flying Brick," and the "Boxcar" being but three of the most common. Despite this, it proved an effective craft and remained in official Starfleet use for over four decades. It has since been superseded by the linear warp era *Galileo* class; however, a fair number still remain in use under private ownership in the civilian sector, having been auctioned off once their long Starfleet service careers were completed..



**Class F standard shuttlecraft created by Matthew Jeffries  
as first seen in the classic *STAR TREK* episode "The *Galileo Seven*"**

**Class name in honor of original series miniatures artist Wah Chang**

**Additional background material courtesy of Franz Joseph Schnaubelt,  
Aridas Sofia, and Timo Saloniemi**

**CG image courtesy of FourMadMen**

# **Selected Class II and III Civilian Craft in Starfleet Service**

# Whorfin

## Civilian transport 2274

### Specifications as built

#### Dimensions

Length:	270 meters
Beam:	255 meters
Height:	86 meters

Mass: x GMT

#### Crew complement

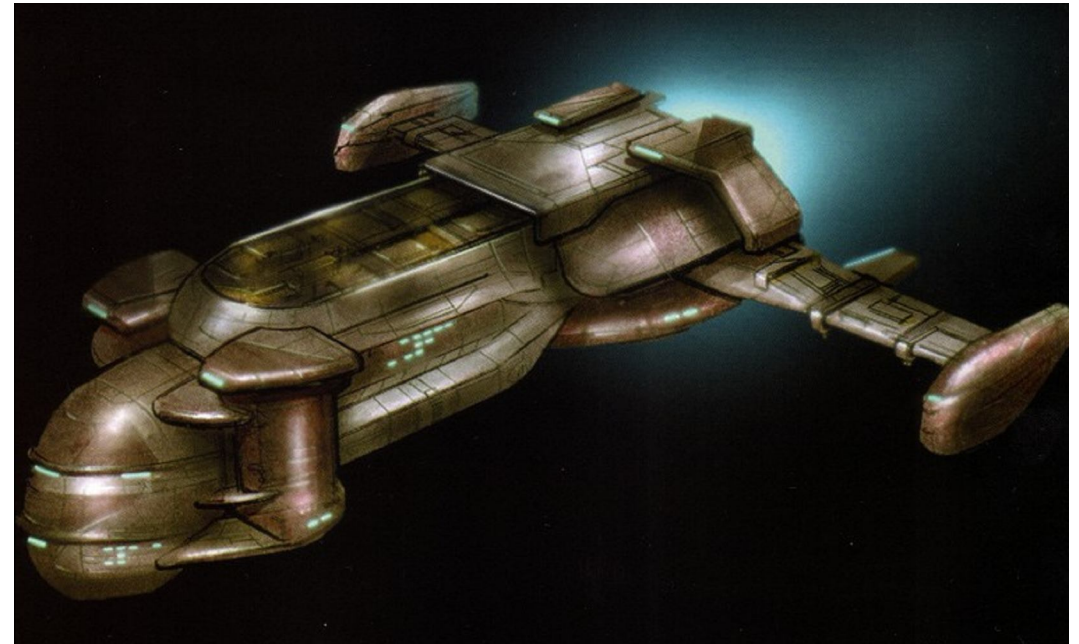
Officers :	13
Enlisted:	59
Other:	+ up to 200 passengers (if no cargo carried)

#### Top velocity

Cruising speed:	warp 4.0
Rated maximum speed:	warp 5.5

Armament: NONE

One of the more popular civilian interstellar transports of the late 23<sup>rd</sup> century, a number of ships of the *Whorfin* class have been obtained by Starfleet Transport Command for general purpose use in non-critical sectors. *Whorfin* can be configured for either bulk transport or as a passenger ferry, which is what attracted the design to Starfleet in the first place. Its most frequent use with Starfleet is as a bulk personnel carrier or emergency evacuation transport.



***Whorfin* class transport created by Bill George (Industrial Light and Magic) as first seen in the feature film *STAR TREK: Generations***

**Additional information courtesy of Timo Saloniemi**

**Image provided by x**

# Questor

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## Class H civilian runabout 2259

### Specifications as built

#### Dimensions

Length:	16.0 meters
Beam:	7.7 meters
Height:	4.9 meters

Mass: 511 GMT

Crew complement: 1 (1 pilot + up to 3 passengers)

#### Top velocity

Cruising speed:	warp 3.0
Rated maximum speed:	warp 4.5

Armament: NONE

These proved extremely popular with private corporations and more affluent space traders when they were first produced. They were very well built and robust craft, and proved quite durable over the long haul. Starfleet was allowed to purchase 150 of them in the early 2260s and convert them for its own uses. The experience thus gained allowed Starfleet to develop its own purpose-built runabout (*Brahe*). Almost too large to be stowed in most conventional Class I starship shuttlebays, these were usually assigned to starbases and space stations for local personnel and transport use. They could also be used for rendezvous with nearby starships in deep space as required, if for whatever reason the starship in question was not able to come to the station itself.



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**Questor class runabout created by Don Christiansen and the Filmmation staff as first seen in the *STAR TREK: The Animated Series* episodes "The Survivor" and "Mudd's Passion"**

**Additional information courtesy of Timo Saloniemi**

**Image provided by Filmmation Associates**

**Class name is a nod to the Gene Roddenberry-produced (failed) series pilot *The Questor Tapes***

# Aden

## Class J one-man scout ship 2253

### Specifications as built

#### Dimensions

Length:	25.0 meters
Beam:	9.2 meters
Height:	7.2 meters

Mass: 950 GMT

Crew complement: 1 (plus up to 2 passengers)

#### Top velocity

Cruising speed:	warp 2.7
Rated maximum speed:	warp 3.5

Armament: NONE

Both Starfleet and Federation police forces have impounded a number of these civilian scout craft over the past three decades from various police and border patrol actions. Under the terms of space salvage laws, those which go unredeemed by their owners or unclaimed after one year are subsequently turned over to Starfleet for disposal. Most are promptly auctioned off; however, in selected cases, and after a required inspection and minor refitting as required, the occasional *Aden* is sometimes converted for Starfleet use as a one-man lighter or light cargo transport. Starfleet has also turned over a fair number of impounded *Adens* to various civilian Federation agencies and organizations which can demonstrate a need for such craft for their own purposes. Despite their age, these craft are still quite usable, and both parts and supplies for maintenance are still readily available to fill both Starfleet and civilian Federation agency needs.



***Aden* class scout ship created by Don Christiansen and the Filmation staff as first seen in the *STAR TREK: The Animated Series* episode "More Tribbles, More Troubles,"**

**Additional information courtesy of Timo Saloniemi**

**Image provided by Filmation Associates**

# Ishinomaki/Faranton

## Heavy tanker/heavy transport (AOH/AKH) 2218

### Specifications as built

#### Dimensions

Length:	237 meters
Beam:	111 meters
Height:	70 meters

Mass: 148,000 DWT

Crew complement: 81 (plus up to 324 when reconfigured for passenger transport)

#### Top velocity

Cruising speed:	warp 3.0
Rated maximum speed:	warp 6.0

Armament: 1 type-II phaser mount (FH)

The three survivors of the *Ishinomaki* class heavy tankers, along with the seven survivors of the *Faranton* class heavy transports, all of which have been hulked as accommodation or storage ships, represent the last of a group of some four dozen *Maru* family civilian neutronic fuel carriers hurriedly purchased by Starfleet Command in the opening weeks of the Axanar Crisis of the 2250, in order to beef up its own woefully small fleet of auxiliary vessels. All were converted for various purposes; *Ishinomaki* (heavy tanker) and *faranton* (heavy transport) were the most common. It should be noted that the stripped-off secondary hulls of four of these civilian *Maru* class vessels eventually found their way – in heavily converted form – onto the spaceframe of the *Santee* class heavy shuttlecarriers.

Starfleet announced earlier this year its intention to scrap all of its remaining *Ishinomaki* type starships, given their extreme age and lack of replacement parts to keep them in service. So far, no one has come forward to buy any or all of them in order to save them from this fate.



***Ishinomaki* class adapted from the *Kobayashi Maru* fandom  
neutronic fuel carrier blueprints by Roger Sorenson**

**Further refinements by John Eaves**

**CG image by ???**

# Ariadne

## Diplomatic courier (AN) 2170

### Specifications as built

#### Dimensions

Length:	35.4 meters
Beam:	92.5 meters
Height:	106.8 meters

#### Mass

Standard gross:	24,200 GMT
Subspace displacement:	2,600 DWT

#### Crew complement

Officers:	6
Enlisted:	28
Passengers:	up to 6

#### Top velocity

Cruising speed:	warp 3.0
Rated maximum speed:	warp 4.0
Rated emergency speed:	warp 5.0

#### Endurance

Standard endurance:	estimated 0.125 years at L.Y.V.
Maximum endurance:	estimated 1 year at L.Y.V.

#### Armament

Beam weapons:	2 type-III phaser banks (1 FP, 1 FS)
Guided weapons:	1 drone launcher



### Known members of class

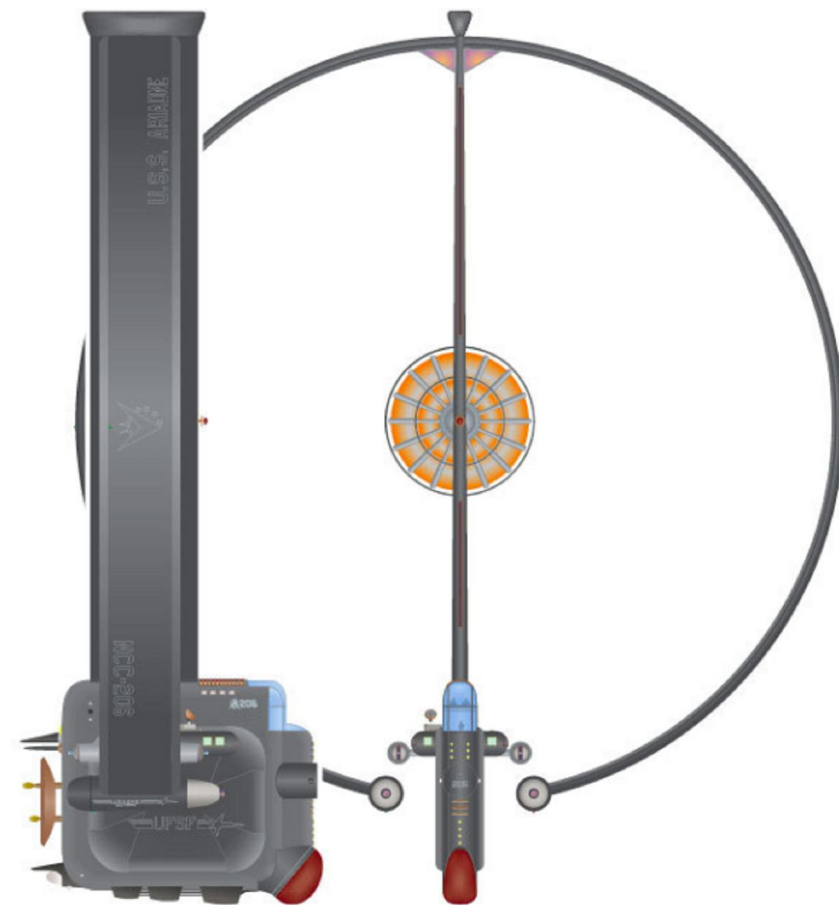
Hull #	Name of starship	Builder	Status
NCC-D230	<i>Ariadne</i>		
NCC-D238	<i>Anann</i>		
NCC-D258	<i>Abarta</i>		
NCC-D283	<i>Alpan</i>		
NCC-D314	<i>Anansi</i>		
NCC-D235	<i>Afirdi</i>		
NCC-D343	<i>Agni</i>		
NCC-D388	<i>Aholi</i>		

*Ariadne* is one of the oldest Class II starships still in service with Starfleet. The main reason is because it is one of the most warp dynamic for its size. Harkening back to the ringships of an earlier era in Federation spaceflight, *Ariadne* is at heart a small spacecraft built around a very large single warp coil. This made it among the fastest and most maneuverable patrol and interdiction craft at the time when first introduced into Starfleet auxiliary use beginning in 2170. *Ariadne* remained in that role until newer and better-armed designs became available in the early 23rd century, after which all of the survivors in the class were converted to the duties of fast courier and diplomatic courier. It is in the latter role especially where they still persist in use to this day, for *Ariadne* has been among the favored small craft of the Federation Diplomatic Corps for almost a century. They will probably remain in service in this capacity until the very last of their custom-built warp coils finally burns out.



## Schematics

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***Ariadne* class created by Aridas Sofia  
as first published on his *Federation Starship Comparison Chart*  
and later expounded upon at the Federation Reference Series Online website  
(now defunct)**

**CG model by Atrahasis**

**Images by Ricahrd Mandel**



# Cochrane

## One-man scout ship 2245

### Specifications as built

#### Dimensions

Length:	10.4 meters
Beam:	9.2 meters
Height:	3.1 meters

Mass: 42 GMT

Crew complement: 1

#### Top velocity

Cruising speed:	warp 4.0
Rated maximum speed:	warp 6.0

Armament: NONE

This was one of the most popular civilian starships of the civilian era and the most popular one-man craft of its time. The Starfleet model, which differs only in support systems and engines (both Starfleet standard), is known officially as the Cochrane Mark IV; however, all models and variants are commonly referred to as "Cochranes." Originally designed as an inexpensive general purpose, one-man utility vessel for system prospecting, the design quickly gained widespread popularity among common civilians due to its ruggedness and reliability. The exact number produced by Cochrane Industries (a spin-off of the famous warp drive manufacturing firm) and its various branches and official licensors is not known, but even conservative estimates place the figure at more than 200,000. At least that many unofficial copies and unlicensed knock-offs also exist. Almost 2,000 Cochrane Mark IVs were purchased (on the cheap) by Starfleet for use as one-man administrative lighters, and a fair amount of those still remain in service as of this date. The sheer number of these produced ensure their presence on the spaceways for years to come.



***Cochrane class one-man scout ship as first seen (briefly) in the STAR TREK: The Animated Series episode "Mudd's Passion" (shuttlebay pan, extreme right, only port forward corner shown)***

**Additional information courtesy of Timo Saloniemi**

**CG model and image by Maeten Greenway**

# **APPENDIX A**

**A Look Ahead: The *Excelsior* Generation**

# Nichter

## Experimental dreadnought (DNX) PROPOSED

### Specifications as built

#### Dimensions

Length:	429.8 meters
Beam:	177.2 meters
Height:	97.2 meters

#### Mass

Standard gross:	x GMT
Subspace displacement:	496,300 DWT

#### Crew complement

Officers:	166
Enlisted:	813
Starfleet Marines:	70 (5 squads + command and support staff)

#### Top velocity

Cruising speed:	warp 14.0
Rated maximum speed:	warp 16.0

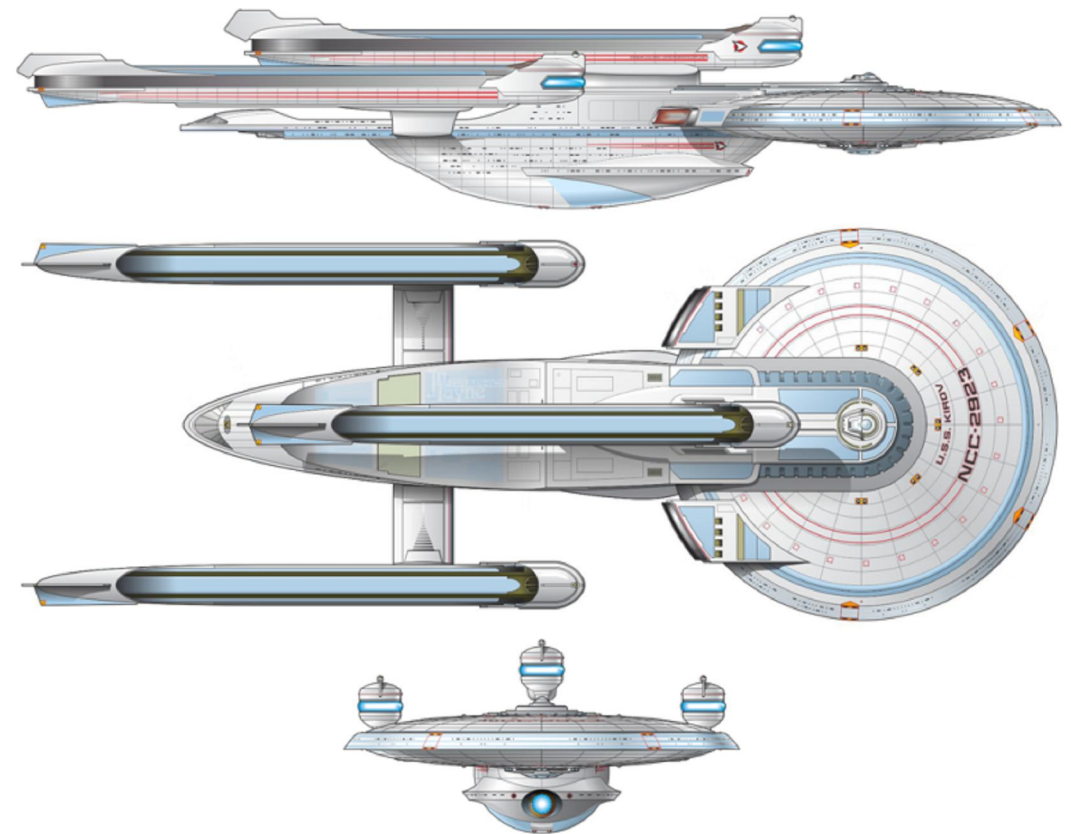
#### Endurance

Standard endurance:	estimated 6 years at L.Y.V.
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#### Armament

Phasers:	32 type-I phasers (16 dual mounts)
Guided weapons:	4 photon torpedo tubes (2 each F/A)

*Nichter* (NX-2102B) will be the *Excelsior* generation replacement for Starfleet's current linear warp dreadnoughts. There are currently three different designs under review, but all have the same general hull form. The first is a dedicated dreadnought, the second is a dedicated armed heavy shuttlecarrier (some are already calling it a "battle carrier"), and the third is a blending of the first two proposals into a dedicated space control ship. Starfleet has yet to finalize its choice of the three *Nichter* proposals.



***Nichter* class dreadnought created by Eric "Jackill" Kristiansen  
as originally published in *Jackill's Ships of the Star Fleet Volume 3***

**Color schematics by ???**

# Alaska

## Experimental battlecruiser (BCX) PROPOSED

### Specifications as built

#### Dimensions

Length:	488.1 meters
Beam:	178.3 meters
Height:	72.8 meters

#### Mass

Standard gross:	???
Subspace displacement:	???

#### Crew complement

Officers:	150
Enlisted:	605

#### Top velocity

Cruising speed:	warp 13.0
Rated maximum speed:	warp 15.0

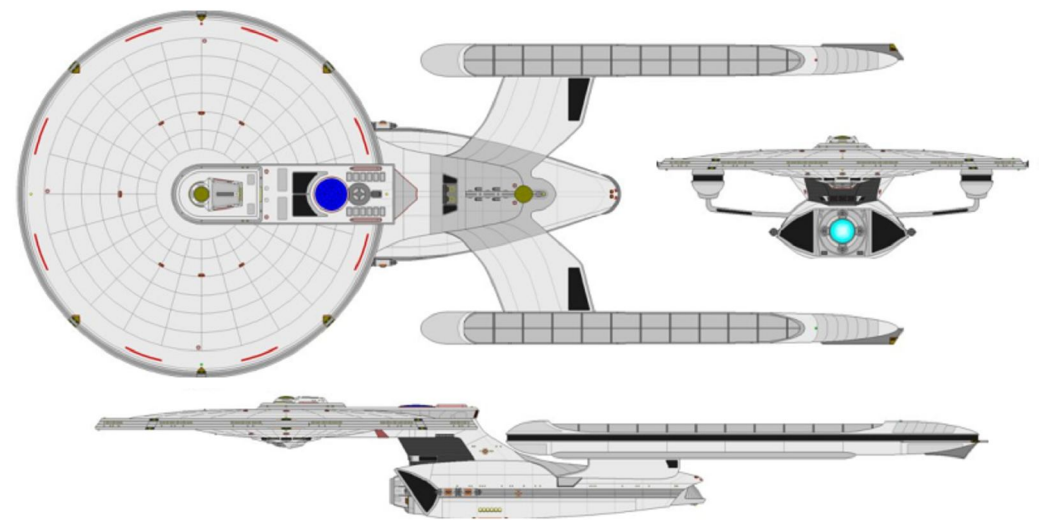
#### Endurance

Standard endurance:	estimated 2 years at L.Y.V.
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#### Armament

Phasers:	30 type-I phasers (15 dual mounts)
Guided weapons:	6 photon torpedo tubes (4F, 2A)

*Alaska* treads the path of the purely military approach to an *Excelsior* generation starship. Its primary hull is noticeably smaller, since as a pure warship it has little need for onboard science and survey facilities. Likewise its reconfigured primary hull is noticeably thinner, and again lacks the more science-oriented features common to most Starfleet capital starship designs. Opposition to *Alaska* within the Federation Council has weakened due to the recent worsening of relations with the Klingon Empire.



***Alaska* class battlecruiser originally created by Andy Probert and Rick Sternbach for the Briefing Room bas-relief wall display as seen aboard the *Enterprise-D* in countless episodes of *STAR TREK: The Next Generation***

**Fandom extrapolations by kelso323 possibly inspired in part by Todd Guenther's *Ingram* class space control ship**

**Schematics by kelso323**

# Lexington

## Experimental command cruiser (CCX)

### PROPOSED

#### Specifications as built

##### Dimensions

Length:	397 meters
Beam:	177 meters
Height:	72 meters

##### Mass

Standard gross:	x GMT
Subspace displacement:	352,000 DWT

##### Crew complement (\*)

Officers:	150
Enlisted:	400

##### Top velocity

Cruising speed:	warp 12.0
Rated maximum speed:	warp 14.0
Rated emergency speed:	warp 16.0

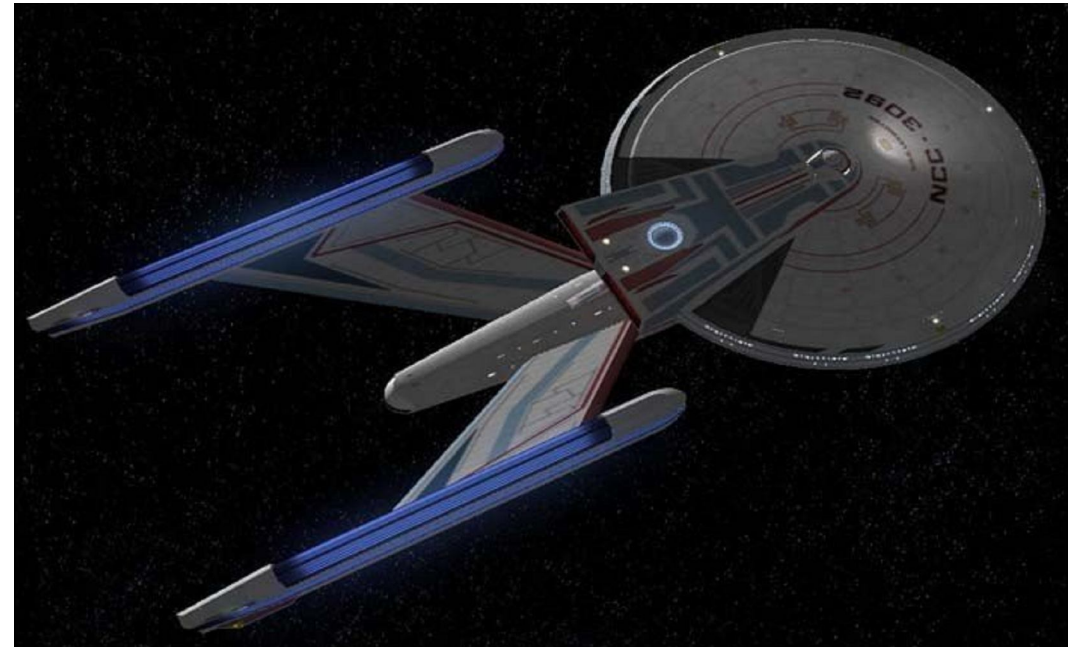
##### Endurance

Standard endurance:	estimated x years at L.Y.V.
---------------------	-----------------------------

##### Armament

Phasers:	28 type-I phasers (12 dual banks, 1 quad)
Guided weapons:	4 photon torpedo tubes (2 each F/A)

Starfleet is fighting hard to keep the *Lexington* class command cruisers part of the planned *Excelsior* generation of starships despite fierce opposition from certain members of the Federation Council. These will be more like the *Excelsior* generation version of *Balson* than they will be older Starfleet command cruiser types and conversions, in that they will not only have full fleet-level C3 capabilities but the full armament suite of an *Excelsior* generation cruiser class starship. Final approval is still being debated.



***Excelsior* class starship created by 18 Degrees East (Taldren) as first featured in Interplay's *Starfleet Command* series of videogames**

**CG model and image by 18 Degrees East**

# Excalibur

## Experimental all-purpose cruiser (CX) PROPOSED

### Specifications as built

#### Dimensions

Length:	396.6 meters
Beam:	186.5 meters
Height:	83.2 meters

#### Mass

Standard gross:	about 1,000,000 GMT
Subspace displacement:	335,000 DWT

#### Crew complement

Officers:	120
Enlisted:	350

#### Top velocity

Cruising speed:	warp 12.0
Rated maximum speed:	warp 14.0

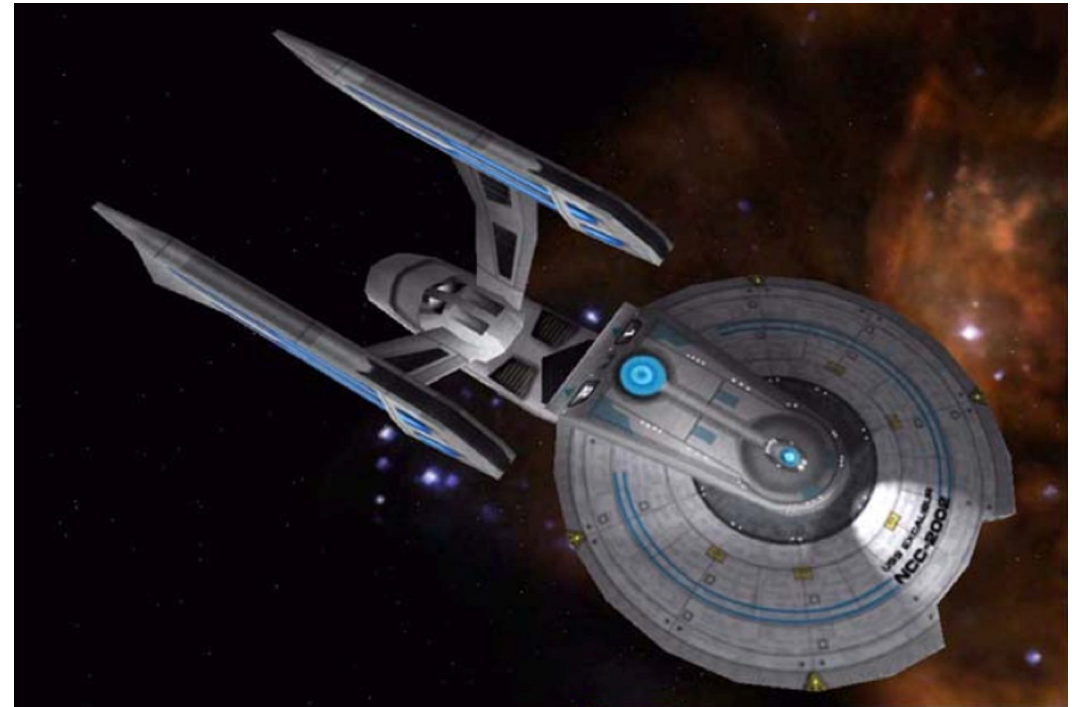
#### Endurance

Standard endurance:	estimated 5 years at L.Y.V.
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#### Armament

Phasers:	24 type-I phasers (12 dual banks)
Guided weapons:	4 photon torpedo tubes (all F)

The experimental testbed *Excalibur*, which has just been approved for construction, is meant to field-test many of the systems and technologies and technologies which will be going into Starfleet's planned and future *Excelsior* generation starships. It will be to the *Excelsiors* what the *Belknap* class strike cruisers are to the current *Enterprise* and *Tikopai* classes – a cruiser-type starship which leans more towards military purposes than it does exploratory, but still retains basic survey and exploratory capabilities for those times when such are needed for its assigned missions.



***Excalibur* class starship created by 18 Degrees East (Taldren)  
as first featured in Interplay's *Starfleet Command* series of videogames**

**CG model and image by 18 Degrees East**

# Solaris

## Experimental heavy scout/survey cruiser (SX) PROPOSED

### Specifications as built

#### Dimensions

Length:	397.3 meters
Beam:	177.2 meters
Height:	30.7 meters

#### Mass

Standard gross:	x GMT
Subspace displacement:	266,100 DWT

#### Crew complement

Officers:	113
Enlisted:	549

#### Top velocity

Cruising speed:	warp 12.0
Rated maximum speed:	warp 14.0
Rated emergency speed:	warp 16.0

#### Endurance

Standard endurance:	estimated 6 years at L.Y.V.
Maximum endurance:	estimated 24 years at L.Y.V.

#### Armament

Phasers:	14 phaser banks (per <i>Excelsior</i> arrangement)
Guided weapons:	4 photon torpedo tubes (2 each F/A)

*Solaris* is the *Excelsior* generation's equivalent of a dedicated explorer or scout cruiser. Its graceful design lines, intended to maximize its warp performance, have already caused it to be called the most beautiful class of starships of the *Excelsior* design lineage. It is rumored that Starfleet has already gathered materials for the construction of *Solaris* (NCC-2401B), the class ship, pending final Federation Council approval for the class.



***Solaris* class starship created by Michael Alexander**

**Additional information courtesy of Eric "Jackill" Kristiansen**

**CG model and image by Terradhyne**

# Centaur/Leavenworth

## Experimental fast frigate or light cruiser (CLX) PROPOSED

### Specifications as built (*Leavenworth*)

#### Dimensions

Length:	332.4 meters
Beam:	177.2 meters
Height:	70.3 meters

#### Mass

Standard gross:	885,000 GMT
Subspace displacement:	288,000 DWT

#### Crew complement

Officers:	91
Enlisted:	442

#### Top velocity

Cruising speed:	warp 12.0
Rated maximum speed:	warp 14.0

#### Endurance

Standard endurance:	estimated 6 years at L.Y.V.
---------------------	-----------------------------

#### Armament

Phasers:	20 type-I phasers (10 dual banks)
Guided weapons:	4 megaphaser cannon ( <i>Leavenworth</i> only)

The *Centaur* light cruiser proposal is similar to *Leavenworth* but eliminates the megaphaser cannon along with their associated support systems. A full warp factor of speed is gained across the board by this change for *Centaur*, although it sacrifices heavy weapons capability to achieve it. A similar "Miranda-ized" heavy frigate proposal has been tentatively named as the *Joshua Paul* class. Please consult *Jackill's Volume 3* for more information.



***Centaur* class as originally depicted in multiple episodes of *Deep Space Nine***

***Leavenworth* alternate design by Eric "Jackill" Kristiansen as first published in *Jackill's Ships of the Star Fleet Volume 3*.**

**CG model by unusualsuspex**



# Araxes

## Experimental heavy destroyer (DHX) PROPOSED

### Specifications as built

#### Dimensions

Length:	361.4 meters
Beam:	186.5 meters
Height:	149.6 meters

#### Mass

Standard gross:	917,750 GMT
Subspace displacement:	308,500 DWT

#### Crew complement

Officers:	75
Enlisted:	430

#### Top velocity

Cruising speed:	warp 12.0
Rated maximum speed:	warp 14.0

#### Endurance

Standard endurance:	estimated x years at L.Y.V.
---------------------	-----------------------------

#### Armament

Phasers:	20 type-I phasers (10 dual banks)
Guided weapons:	4 photon torpedo tubes (all F)

One of the reasons why Starfleet did not heed the call for more *Wilkerson* class heavy destroyers is that it was planning to take the base design and carry it over to the planned *Excelsor* generation of starships. *Araxes* (sometimes written as *Arraxes*) is intended successor to both *Wilkerson* and the older *Akula/Apollo* in this regard. Whether or not it will be as successful as its linear warp era ancestors remains to be seen.



**Araxes class destroyer created by 18 Degrees East (Taldren)  
as first featured in Interplay's *Starfleet Command* series of videogames**

**CG model and image by 18 Degrees East**

# Adams

## Experimental fleet scout (SX) PROPOSED

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### Specifications as built

#### Dimensions

Length:	347.9 meters
Beam:	159.2 meters
Height:	93.3 meters

#### Mass

Standard gross:	754,500 GMT
Subspace displacement:	266,000 DWT

#### Crew complement

Officers:	86
Enlisted:	419

#### Top velocity

Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0

#### Endurance

Standard endurance:	estimated 5 years at L.Y.V.
---------------------	-----------------------------

#### Armament

Phasers:	12 type-I phasers (6 dual banks)
Guided weapons:	2 photon torpedo tubes (both F)



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***Adams (Michael Adam) class scout created by Eric "Jackill" Kristiansen as originally published in *Jackill's Ships of the Star Fleet Volume 3****

**CG mesh model and image by Terradyhne**

# Loki

## Experimental standard destroyer (DX) PROPOSED

### Specifications as built

#### Dimensions

Length:	349.2 meters
Beam:	159.2 meters
Height:	83.3 meters

#### Mass

Standard gross:	702,300 GMT
Subspace displacement:	249,200 DWT

#### Crew complement

Officers:	90
Enlisted:	440

#### Top velocity

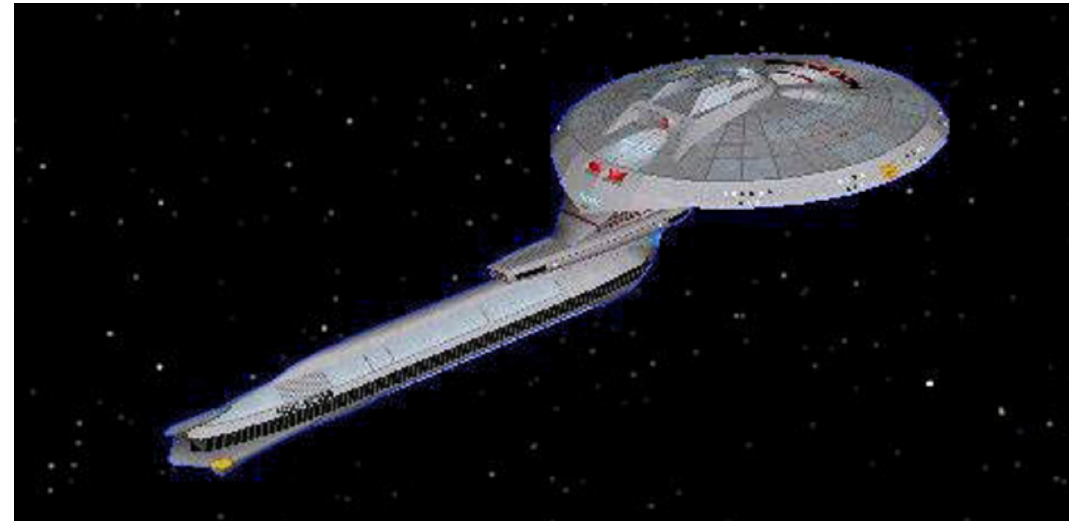
Cruising speed:	warp 8.0
Rated maximum speed:	warp 10.0

#### Endurance

Standard endurance:	estimated 5 years at L.Y.V.
Maximum endurance:	estimated 20 years at L.Y.V.

#### Armament

Phasers:	26 type-I phasers (13 dual banks)
Guided weapons:	x photon torpedo tubes (F)



***Loki* class destroyer created by Eric "Jackill" Kristiansen  
as originally published in *Jackill's Ships of the Star Fleet Volume 3***

**CG mesh model and image by Terradyhne**

# Anaxagoras

## Experimental transport/tug (TTX) PROPOSED

### Specifications as built

#### Dimensions

Length: 367.7 meters  
Beam: 177.2 meters  
Height: 48.0 meters

#### Mass

Standard gross: 962,500 GMT  
Subspace displacement: 324,425 DWT

#### Crew complement

Officers: 137  
Enlisted: 671

#### Top velocity

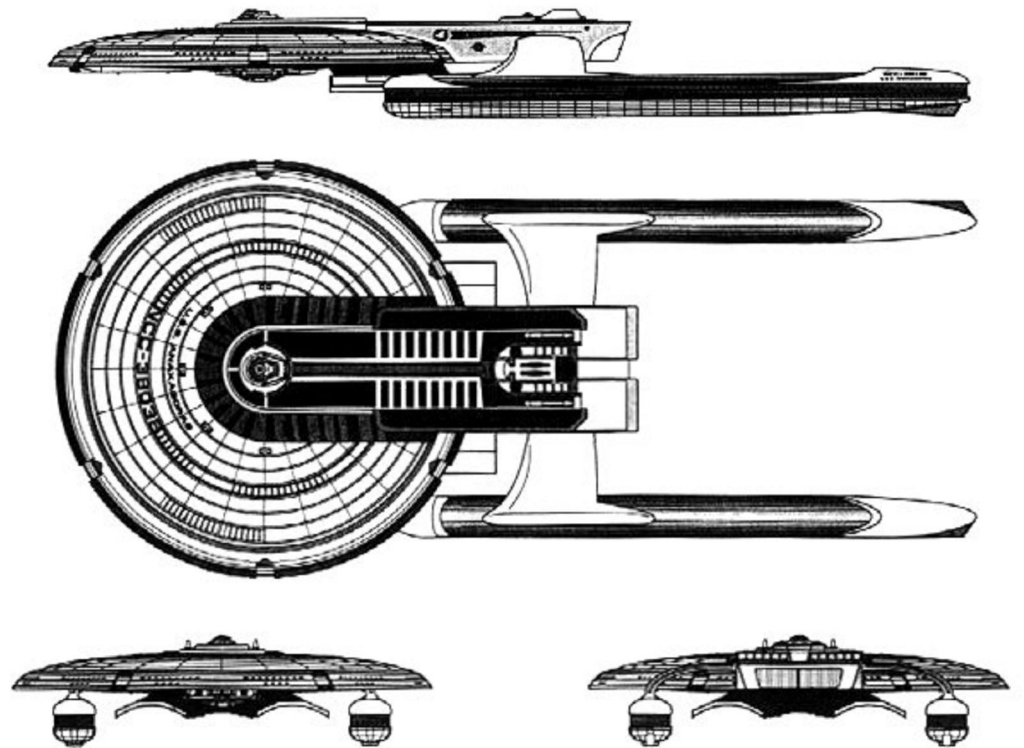
Cruising speed: warp 12.0 (unladen)  
Rated maximum speed: warp 14.0 (unladen)

#### Endurance

Standard endurance: estimated 6 years at L.Y.V.

#### Armament

Phasers: 24 type-I phasers (12 dual banks)  
Guided weapons: x photon torpedo tubes (F)



**Anaxagoras class transport/tug created by Eric "Jackill" Kristiansen  
as originally published in *Jackill's Ships of the Star Fleet Volume 3***

**Schematics by Eric "Jackill" Kristiansen**

# **APPENDIX B**

**Starships That Might Have Been,  
or Might Still Be ....**

# Cheetah

## Experimental fast cruiser (CFX) ONE-SHOT (2281)

### Specifications as built

#### Dimensions

Length:	245.1 meters
Beam:	141.7 meters
Height:	32.9 meters

#### Mass

Standard gross:	165,850 GMT
Subspace displacement:	x DWT

#### Crew complement (\*)

Officers:	57
Enlisted:	279

#### Top velocity

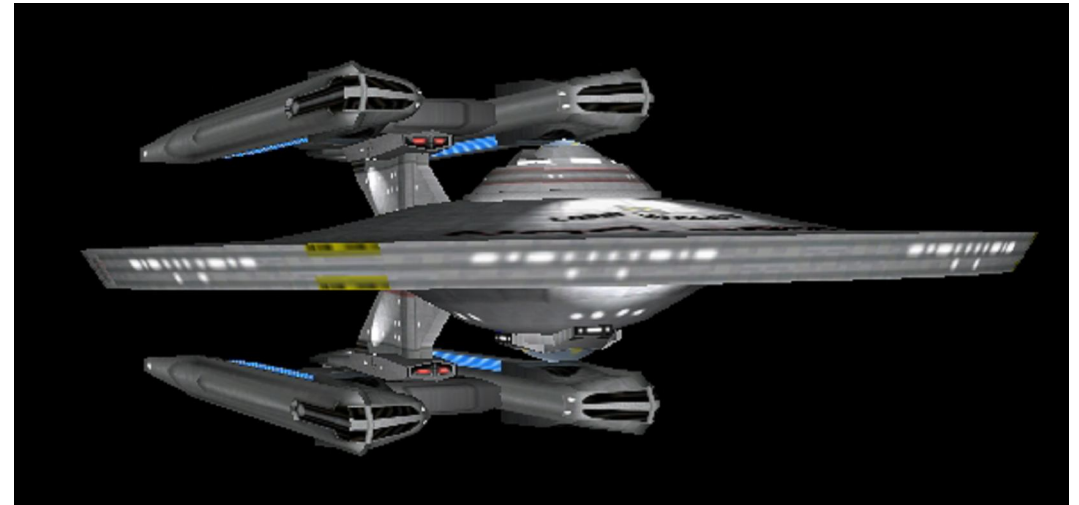
Cruising speed:	warp 9.8
Rated maximum speed:	warp 13.2
Rated emergency speed:	warp 14.5

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
Maximum endurance:	estimated 16 years at L.Y.V.

#### Armament

Phasers:	12 phaser banks (6 banks of 2 each on primary hull, per <i>Enterprise</i> arrangement)
Guided weapons:	2 photon torpedo tubes (F)



### Class listing

Hull #	Name of starship	Builder	Status
NCC-3900	<i>Cheetah</i>	SFD San Francisco Navy Yard, Terra	testbed

Hulls NCC-3901 to NCC-3999 cancelled. See *Jackill's Volume 1* for complete list.

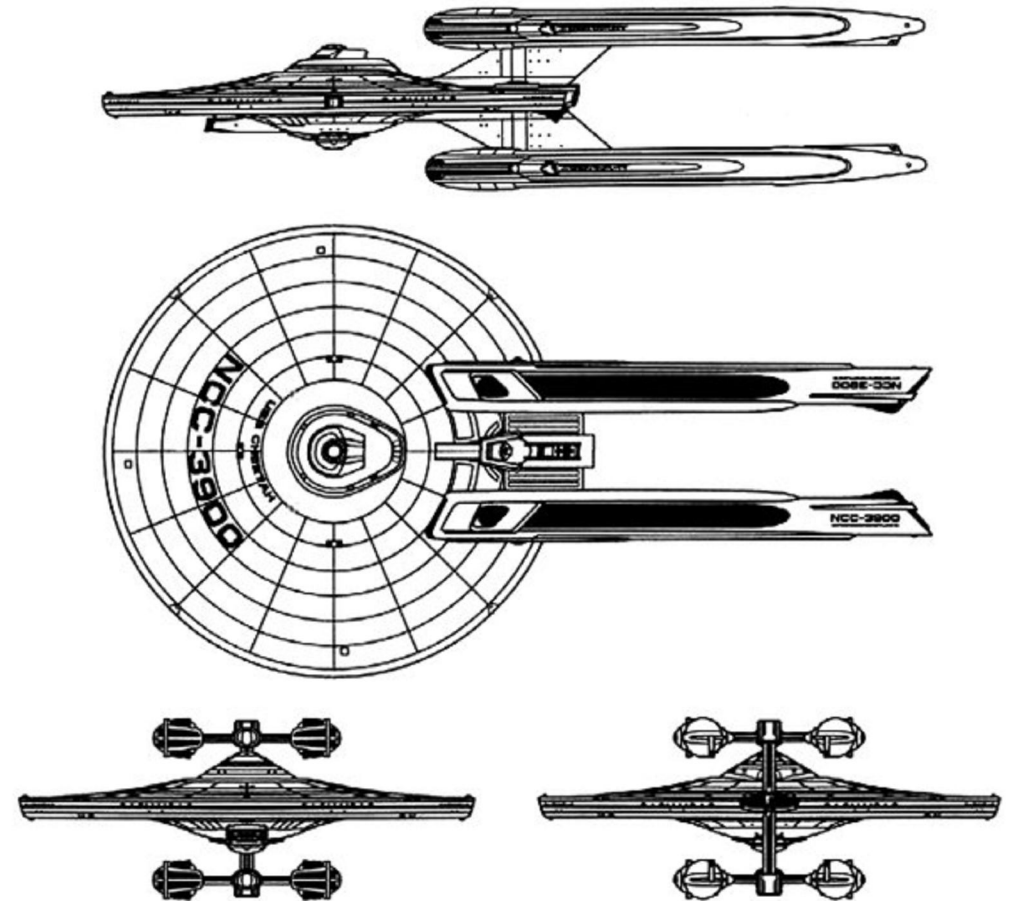
*Cheetah*, the lone starship of its class, was at one time going to be the Federation's premiere rapid-response ship. A number of deficiencies discovered during her initial space trials caused Starfleet to cancel the remaining planned xx ships in the class. The *Constellation* class explorer represents an improved and more capable *Cheetah* with all of its design deficiencies corrected.

*Cheetah* was originally developed as a *fast cruiser* – a rapid-response warship of the capital ship variety, intended to be quickly dispatched in support of smaller rapid response starships such perimeter ships which might find themselves outnumbered and outgunned in any given confrontation. The concept was essentially that of a heavy destroyer on the smallest possible hull, but fitted with four warp engines instead of the normal two in order to gain its rapid response capability. Only two of its warp engines would be used for propulsion under normal circumstances, with the other two reserved exclusively for powering weapons, shields, and support systems. In an emergency situation, however, all four could be used at once for a maximum warp speed burst well in excess of any Starfleet vessel save those fitted for transwarp capability. This was one of the few times where Starfleet attempted to develop and deploy a capital starship with a four-lobed warp field, and it was quickly discovered during initial space trials that *Cheetah's* paired warp engines were set too close together – even when using the versatile and proven Leeding LN-64 series, which had demonstrated great tolerance for unusual warp engine configurations. The realities of actual space travel also played havoc with the Cochrane's Constant values Starfleet's designers had assumed when coming up with *Cheetah*, and as a result *Cheetah's* warp capabilities were never going to be effective as had been hoped. Starfleet was reluctantly forced to cancel rest of the planned 40 ships in the class, and it sent the *Cheetah* design back to the Design Bureau for revision. The end result of the Design Bureau's work was *Constellation* – with paired warp engines set farther away from the main ship, and a thoroughly redesigned primary hull for its newly redesignated role as an explorer.

*Cheetah*, now the only starship in its class, was reassigned to the Cathedral Group following its space trials for use as a technologies testbed. It has remained with the Cathedral Group ever since.

## Schematics

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***Cheetah* class fast cruiser created by Eric "Jackill" Kristiansen  
for *Jackill's Ships of the Star Fleet Volume 1***

**Schematics by Eric "Jackill" Kristiansen**

**CG model provided by ???**

**Image provided by Battleclinic**

# Komsomolsk

## Superheavy dreadnought (DNH) CANCELLED (2279)

### Specifications as built

#### Dimensions

Length:	349.7 meters
Beam:	185.0 meters
Height:	80.5 meters

#### Mass

Standard gross:	x GMT
Subspace displacement:	1,252,000 DWT

#### Crew complement

Officers:	92
Enlisted:	433
Starfleet Marines:	24 (2 full squads + command staff)
Small craft pilots:	12

#### Top velocity

Cruising speed:	warp 10.0
Rated maximum speed:	warp 11.5
Rated maximum speed:	warp 12.3

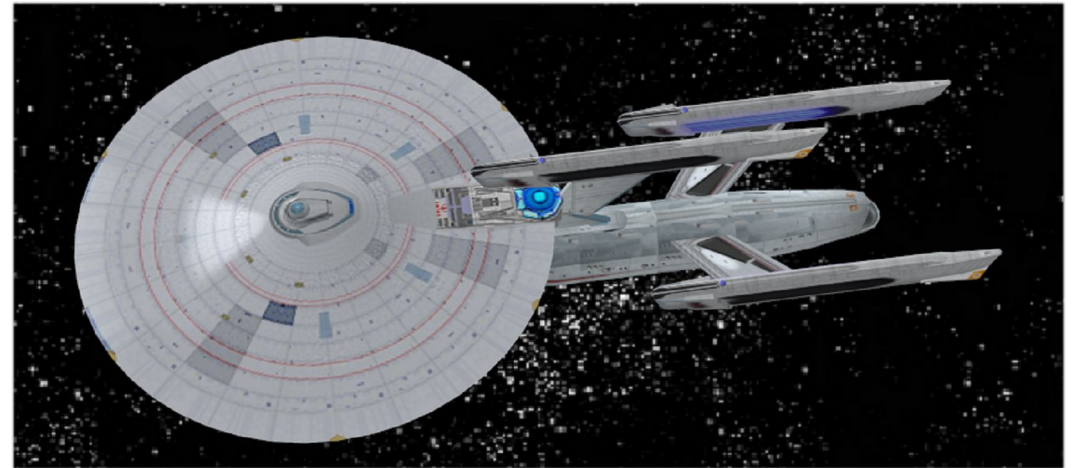
#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
Standard endurance:	estimated 11 years at L.Y.V.

#### Armament

Beam weapons:	16 type-I phaser banks
Guided weapons:	4 photon torpedo tubes

Small craft: up to 12 shuttcraft of various types



### Class listing

Hull #	Name of starship	Builder	Status
NX-2600	<i>Komsomolsk</i>	SFD Sosma Dockyard, Arcturus III	scrapped
NX-2601	<i>Pennsylvania</i>	--- never awarded ---	
NX-2602	<i>Gascogne</i>	--- never awarded ---	
NX-2603	<i>Uluru</i>	--- never awarded ---	
NX-2604	<i>Kirishima</i>	--- never awarded ---	
NX-2605	<i>Thule</i>	--- never awarded ---	



*Komsomolsk* was an effort to utilize the resources offered by the superlarge *Ariel* type primary hull as the basis for a "superheavy dreadnought" class starship. To make a long story short, it ran afoul of the same basic design issues that plagued many of the more extreme new-type Class I starships of the early linear warp era, in that its warp engines (and it had *three* of them) were being required to push far too much mass to achieve the desired performance results. For example, the intended top cruising speed was warp 15.3; however, on initial space trials conducted by the Cathedral Group on the class prototype in 2279, a sustained warp 10 under normal operating conditions was the best it could do. Another problem was forced upon it by backers of Admiral Thorndyke's *Excelsior* project, which refused to release design specs and resources needed to build a proper secondary hull for *Komsomolsk*. A solution was eventually found by joining three standard Class I secondary hulls together end-on-end in order to accommodate *Komsomolsk*'s dual warp cores; however, it was a far from ideal solution. This too affected overall performance. Finally, the mounting of *Komsomolsk*'s lower two warp engines did not provide for an optimum warp field given the ship's size. They should have been more widely spaced, as the first month's worth of space trials showed, and there was much discussion at the time about taking her back into the yard to fix the problem, but in the end nothing was done about it. It is possible that Starfleet had even then already made up its mind about *Komsomolsk*'s fate.

*Komsomolsk* remained with the Cathedral Group all through the back half of 2279 and the early months of 2280 while undergoing additional trials and testing. When all was said and done, Starfleet Command announced it was pulling the plug on the *Komsomolsk* program. *Komsomolsk*'s poor overall performance in comparison what had been intended, not to mention its already high initial cost of development (which would result in cost overruns during actual construction), were cited as the chief factors in cancellation. *Komsomolsk* was subsequently broken up and all of her components save her secondary hull were farmed out for other linear warp era starship construction and upgrade programs. *Komsomolsk*'s unique (but now-gutted) secondary hull was sold for scrap.

Despite its failure, *Komsomolsk* is important with regards to the development of Starfleet's second generation linear warp dreadnoughts – and even its subsequent space battleship programs. The massive primary hull which had been *Komsomolsk*'s undoing had already proven its success

with *Ariel*, and would go on to be just as successful (in modified form) with the later *Ulysses*. It can and has been argued that *Ulysses* is nothing more than a reduced-mass, stripped-down, dual-engined *Komsomolsk* with all of its major design flaws fixed. Also, rejection of *Komsomolsk* paved the way for the approval of the remaining (and now more economical) *Star League* dreadnought conversions. Finally, there is no mistaking the design influence of *Komsomolsk* on *Missouri*, Starfleet's first battleship-class starship.

If the old Terran adage is true that success can sometimes be snatched from the jaws of defeat, then it could be said that the defeat of *Komsomolsk* paved the way for the success of the better super-large Starfleet combat starship classes which followed in its wake.



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***Komsomolsk* class dreadnought created by Todd Guenther as mentioned (but never seen) in *Starship Design***

**Additional data courtesy of the musings of Timo Saloniemi**

**CG model and images by Richard Mandel (special thanks to fellow fan Admiral Horton for certain ideas)**

# Ingram

## Space control ship prototype (SSX) ONE-SHOT (2285)

### Specifications as built

#### Dimensions

Length:	590.6 meters
Beam:	88.6 meters
Height:	237.2 meters

#### Mass

Standard gross:	x GMT
Subspace displacement:	509,000 DWT

#### Crew complement

Officers:	141
Enlisted:	424

#### Top velocity

Cruising speed:	warp 12.0
Rated maximum speed:	warp 17.0
Rated emergency speed:	warp 20.0

#### Endurance

Standard endurance:	estimated 4 years at L.Y.V.
Standard endurance:	estimated 4 years at L.Y.V.

#### Armament

Phasers:	22 type-1 phaser banks (mix of singles & duals) 4 megaphaser banks (2 twin mounts, 1 ea P/S)
Guided weapons:	3 photon torpedo tubes (2F/1A)

### Class listing

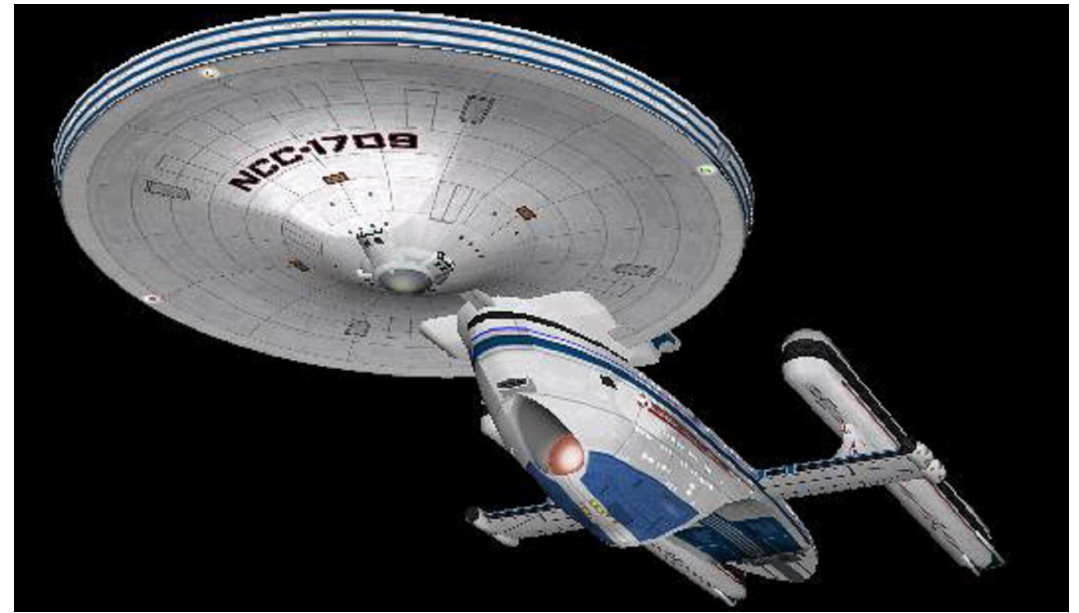
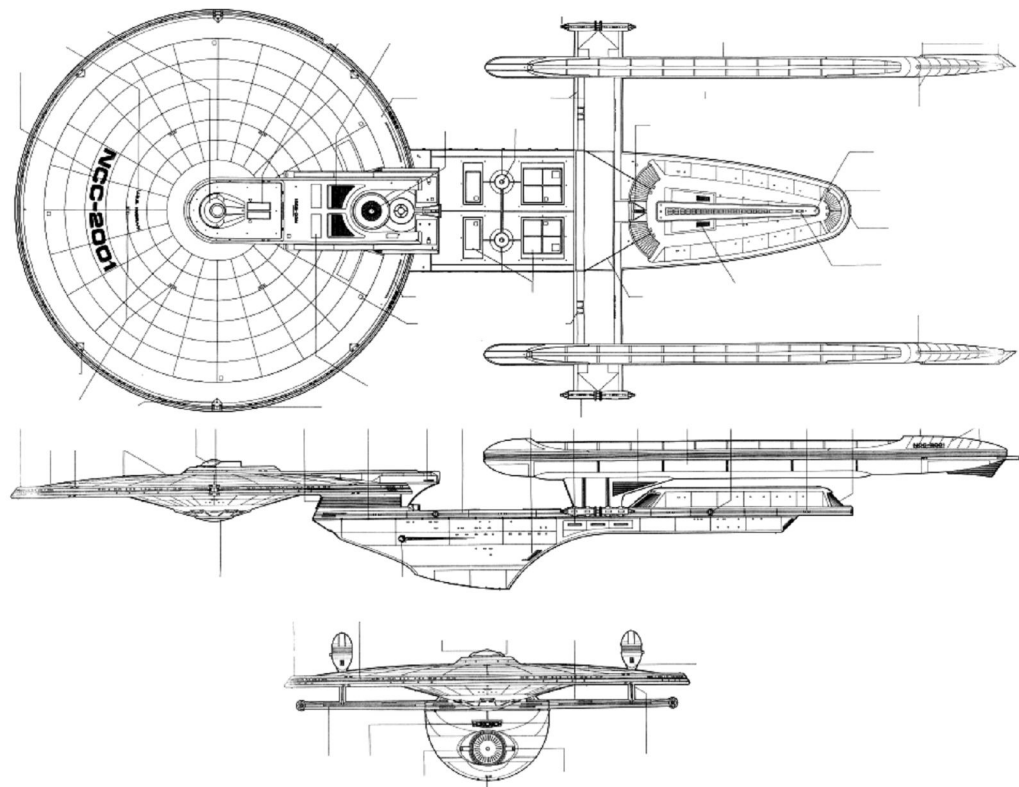
Hull #	Name of starship	Builder	Status
NCC-2001	<i>Ingram</i>	SFD San Francisco Navy Yard, Terra	active



*Ingram* is the lone starship of her type. She was originally developed as a competing design to *Excelsior*. After losing to *Excelsior* for the choice of Starfleet's new space control ship, she was turned over to the Cathedral group for use as a large scale new technologies testbed. Most recently she has been testing components and systems that will be used for the new "*Excelsior* generation" of starships. The above picture is of her typical configuration; both her engines (warp and impulse) and her pylon-mounted heavy weapons are routinely swapped out with new or different models for testing purposes. Hull-mounted beam weapons also change frequently.

Schematics

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*Ingram* class space control ship by Todd Guenther  
as depicted in Starstation Aurora's *Ingram* class blueprints

# Project Mars

## Battleship prototype (BBX) DESIGN STUDY (2268-2272)

### Specifications as built

#### Dimensions

Length: x meters  
Beam: 141.7 meters  
Height: x meters

#### Mass

Standard gross: x GMT  
Subspace displacement: x DWT

#### Crew complement (\*)

Officers: x  
Enlisted: x

#### Top velocity

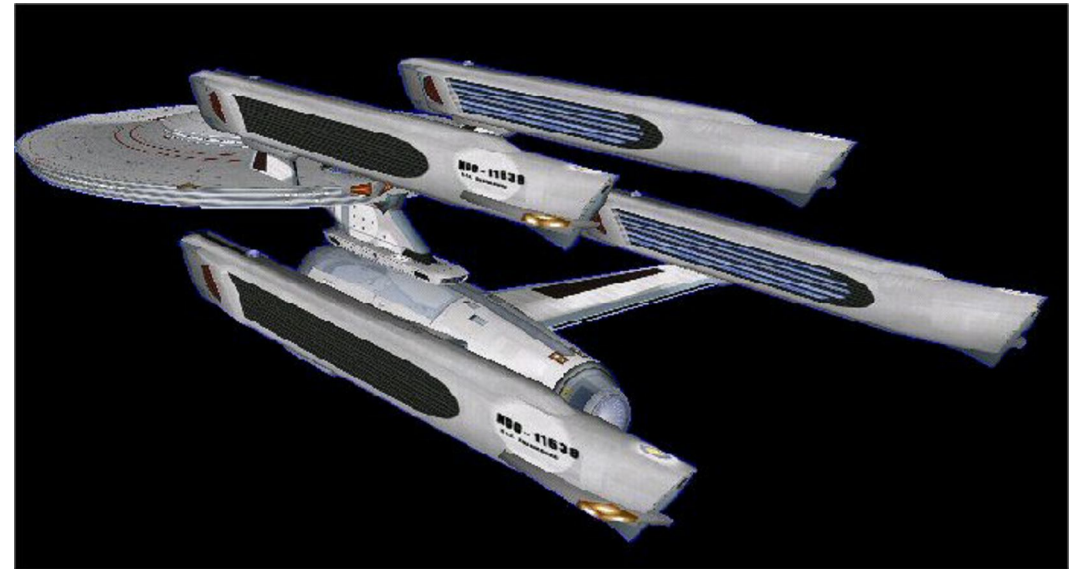
Cruising speed: warp 16.0  
Rated maximum speed: warp 18.0

#### Endurance

Standard endurance: estimated x years at L.Y.V.

#### Armament

Phasers: x phaser banks (2 F, 2 ea P/S)  
Guided weapons: x photon torpedo tubes (F)



### Class listing

Hull #	Name of starship	Builder	Status
x x	x x		

*Project Mars* was the name of the very first “space battleship” design ever considered for construction by the Federation Starfleet. It was originally conceived in direct response to initial intelligence data obtained concerning the Klingon B-10 battleship program. The *Mars* design evolved over the next five years as new data became available, with the result that what started out as a circumferential warp engine era design wound up being transformed into a linear warp starship by the time the project was terminated.

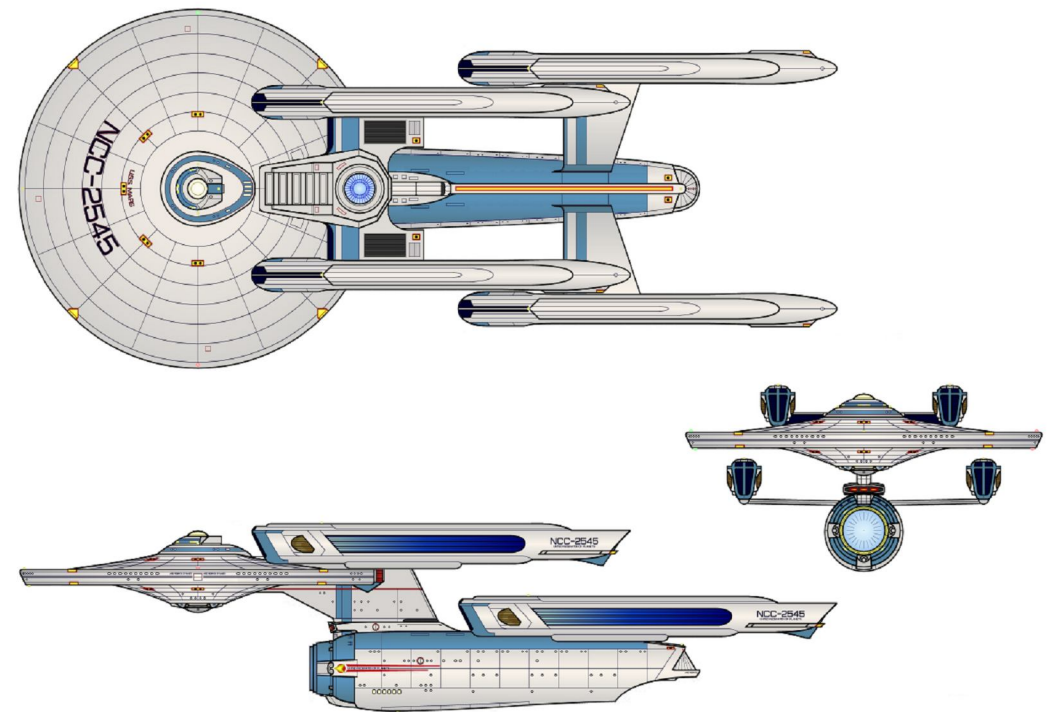
The reason why *Mars* was never approved is because it was seriously undergunned in comparison to the final projected data for the Klingon B-10. At heart it was little more than a somewhat ramped-up *Star League* with a fourth warp engine – making for a total of two mounted above its primary hull in similar fashion to that of the contemporary *Kearasage* and the later *Chesapeake* class light cruisers. The design was ultimately rejected due to this fact; however, its historical significance in the evolution of Starfleet battleship design cannot be overlooked. It was the very first Starfleet starship design study of the modern era to incorporate a four-nacelle arrangement for its warp engines, and this would eventually become a standard design spec for most subsequent battleship designs. The subsequent *Proxima* interim design study (\*) was based directly off of *Mars* and would eventually lead to the *Yamamoto* prototype – which in turn served as the basis for *Yamato*, the most powerful battleship in known space.

Although never built in reality, *Project Mars* and its direct descendant, *Proxima*, still live on in computer simulation form.

(\*) The main difference designwise between *Mars* and *Proxima* is the use of dual secondary hulls mounted side-by-side in the latter. This would be *Proxima*'s chief contribution designwise to the evolution of *Yamato*.

## Schematics

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*Project Mars* design study, final form (2272)

***Mars* class battleship created by Stephen V. Cole and associates  
for the *STAR FLEET BATTLES* tabletop wargame**

***Proxima* class battleship is from the later *TREK* videogames**

**Schematics by Neale “Pixel Sagas” Davison**

**TMP-era CG model and images by Rick “pneumonic81” Knox and Atheorhaven**

# Afterword

That's it, folks. That's all she wrote. This is everything I'm putting in here. I could have put in a lot more, but this work was already getting far too big for its own good. Besides ... there's so many *other* excellent *STAR TREK* starship reference works out there for you to read and enjoy! Also, let's not forget that the Franchise, its licensees (book authors, videogame companies, etc.), and *TREK* fans worldwide are constantly coming up with new stuff. No one work such as this can contain it all. Hopefully, though, and especially for those of you who are big TMP era fans like me, I've given you a good start in coming up with your own particular iteration of the *TREK* multiverse. Where you go from here and what you do with this data in your own efforts is strictly up to you.

Before those of you with a critical eye set out to savage this work, please remember this. I did this in fun, with no intention to harm or infringe upon anyone or to trample anyone's cherished ideas of the way their particular iteration of the *TREK* multiverse should be. It *IS* a multiverse, folks – and my interpretation of the way all of the various puzzle pieces should fit will not always agree in places with yours. Granted, I have a saltwater navy background with more than a casual interest in both real and fantastic warship designs – however, that doesn't give me the right to walk all over your own ideas, as certain of the *TREK* canon Nazis believe they have the absolute right to do regardless of whatever qualifications they might have (or lack). I may not agree with your interpretations nor you with mine – but can't we just agree to disagree on whatever topic where we can't agree and then move on? I respect you as a fellow *TREK* fan too much to force my own opinions on you. That's why I ask you to look at this work as a guide and not a rulebook. It is one man's view of how the late TMP era of *STAR TREK* might look according to him. It is not the only one. It may not be the same as yours ... but perhaps, by setting mine down for you in this fashion, this work can help you to find your own.

Live long and prosper ... promise.

Richard Evan Mandel  
(2016)

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A breathtaking overview of today's Starfleet.

- *Jaynz Defence Weekly*

Mandel strikes again with his latest effort. Just about everything you really need to know about the modern Starfleet is in here.

- *Noah Wilkerson, defense correspondent, UFP Infonet*

There are only a few civilian military-oriented publications that are considered good enough for use here at the Academy. *Mandel's* is one of them.

- *RADM Charles Westerfield, Commandant, Starfleet Academy [Terra]*