

FIRST REVISED EDITION
PRIME ONE TIMELINE
[GRAHAM/MANDEL]

10

FEDERATION SPACEFLIGHT CHRONOLOGY

TERRAN ORIENTATION

TERRANGO LANGUAGE EDITION



**AUTHORIZED
PERSONNEL ONLY**
SECURITY LEVEL TWO

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This work is dedicated to Geoffery Mandel, who started it for all of us.

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PART TEN

2221-2250: THE CLASS I ERA

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CONSTITUTION CLASS HEAVY CRUISER
SALADIN AND *HERMES* CLASS STARSHIPS
PTOLEMY CLASS TRANSPORT/TUG
MARKLIN CLASS HEAVY DESTROYER
INDEPENDENCE CLASS TRANSPORT
CLASS II CONTAINER SHIPS
SHERMAN CLASS CARGO DRONE
LARSON CLASS DESTROYER
NELSON CLASS SCOUT
LOKNAR CLASS FRIGATE
SURYA CLASS FRIGATE
POMPEY CLASS DESTROYER
AKULA CLASS DESTROYER
KEARSARGE CLASS LIGHT CRUISER
SANTEE CLASS SHUTTLECARRIER
COVENTRY CLASS FRIGATE
KIAGA CLASS PERIMETER ACTION SHIP
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ACKNOWLEDGEMENTS



A busy day at a Federation deep space station (c.2235)



The heavy frigate *Illusive* (c. 2245)



Starship-to-starship duel, Four Years War (2247)



Supply drop, Four Years War (2248)

2221-2250: The Class I Era



Magnificent, isn't it? The soundness of Franz Joseph's original design holds up well. You know, there was a time when people thought he designed these ships only for amusement – that they'd never have any practical application.

William van Anling
Admiral, Star Fleet (ret.)
(2147-2251)

No major starship program has had as great an impact on Star Fleet and the future of the Federation as has the Class I Program. Its origins were seven decades old with their roots in the Jeffries Project, a starship design far ahead of its time. It had been delayed decade after decade due to Federation Council politics and lack of direction within Star Fleet over the future of the fleet. It had taken a visionary, W. M. Jeffries, to conceive the program. It took another, the late Mark Chausser, to convince Star Fleet that the technology was ready and the time was right. It took a third, Franz Joseph IV, to take both of their visions and turn them into reality. When he did, he would forever change the very concept of the word *starship*. It would be as if the past 150 years of Terran and Federation spaceflight advances were but blips on the screen, necessary landmarks to hurriedly pass by on the way to the prize. The Class I Program that Joseph helped bring about did that. It changed everything about starships and the way they were conceived. It built upon the pioneering work of Chausser's *Baton Rouge* generation to set the standard by which all future Federation starships would be measured. From there it would spread out into the science, merchant, and civilian starship

sectors and even make a lasting impression on the Federation's future foes.

In a very real sense, we are still living in the Class I Era. Almost every aspect of modern Federation starship design, from component configuration to ship's interior layouts, from warp engine philosophies to starship procedures and protocols, can be directly traced back to the 2222 launch of the *U.S.S. Constitution*. The Class I Program did more than just define a new generation of starships. It also defined the future of Star Fleet, and with it the Federation. Had not the Class I fleet been available when it was, then the Four Years War with the Klingon Empire would have been a very different affair. It might have easily devolved into the desperate struggle that was the Romulan War, with countless casualties and atrocities. The Class I Program made sure that such a thing never happened. That alone was justification enough to silence even its harshest critics.



Modular component construction techniques that had been pioneered with the *Baton Rouge* generation of starships were taken to new heights with the Class I Program. As originally conceived there were only three basic component configurations: a twin nacelled (heavy) cruiser, a single nacelled destroyer/scout, and a twin-nacelled saucer fitted with a tractor grapple for use as a transport/tug. By

the end of the Four Years War there were a total of *fourteen* distinct Class I starship designs under construction, with multiple build classes authorized for almost all of them and more designs pending approval. This did not include the long-delayed dreadnought, which would not be built until just after the Four Years War, nor did it include the effort to convert five *Baton Rouge* era starship classes to Class I specifications. Proceeding in parallel was the Class II Program, a joint Star Fleet / Merchant Marine effort, with six distinct starship designs (each with multiple build groups) based on Class I components. The immediate effect was to produce the first modern Star Fleet in decades. There were important side effects as well. All of this construction effort resulted in boom years for starship yards across the Federation, with everyone involved contributing to the Class I program to some degree. Component modularization meant that work could proceed in parallel on the hulls of multiple starship classes, so long as the other main components (warp engines, secondary hulls, specialized attachments, etc.) were ready and delivered on time. The starship boom also brought about a parallel boom in the Federation economy, lifting its gross economic product to previously unseen heights. Times were good and jobs were available for all who desired them, thanks to Star Fleet's Class I and Class II Program.



There were, unfortunately, a number of beings that did not appreciate these good times. Instead, they saw an increasingly militaristic and totalitarian Federation government arming for war. They wanted freedom from bureaucracy and government regulations. They wanted things as they had been before the Federation Charter was enacted: a weak,

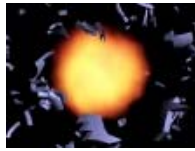
decentralized Federation banding together only in times of great interstellar crisis, with all its members and associated free to conduct their own intersystem affairs. Some of the more militant groups, such as the increasingly popular Terra Return League, advocated the dissolution of the Federation. Beyond these were others, who idolized the likes of Terra's notorious Colonel Green and were not above violence in achieving their aims.

In 2224, a group of Tellarite merchant ships were fired upon by Star Fleet forces under the command of Admiral Hathari of Andor while his fleet was ostensibly conducting war games exercises near the planet Th'allt. It was actually a deliberate act to cover up what became known as the Scandal of Archimedes. This sordid affair played right into the hands of Federation dissidents, who up until this point had been repressed by Council decree. Many of those who had imposed those decrees were deposed themselves in the wake of hearings and arrests that followed. This freed the Terra Return League and its allies of the restrictions that had all but silenced them during the terror-laden days at the end of the 22nd century. They were quick to resume their clarion calls for the dissolution of the Federation. The Scandal of Archimedes added weight to their words, much to the dismay of the new Federation Council. Eventually the clamor became so great that a special Babel Conference was called in 2230 to resolve the matter. A special guest of honor at this conference would be Captain Krenn, the new ambassador from the Klingon Empire. This was intended to show him how the Federation could peacefully resolve major problems without antagonism and violence. Unfortunately, the Babel Conference of 2230 would be one of the most strife-ridden in Federation history and leave Captain Krenn with much food for thought in his report back to his Klingon superiors.



Even before the conference convened it was struck by violence. Vice Admiral Andreas Mitskoval, Star Fleet chief of staff, was assassinated along with his adjutant and several of his entourage by a bomb planted in his airtram at Star Fleet Headquarters. He had just left his office and was on his way to Babel to

represent Star Fleet interests at the conference. This unprecedented act of terrorism, which was never solved, set the tone for the rest of the Babel Conference. Star Fleet Marines stood guard everywhere as conference security was tripled.



As for himself, Captain Krenn seemed to be enjoying the charges, counter-charges, accusations, threats, and such that flew back and forth in the conference chambers in the first few days. "It is as if we never left home," he was heard to say to one of his aides.

As might be expected, the loudest and most strident voices at the Babel Conference of 2230 were those of the Terra Return League and its allies. They called for a halt to Federation expansion and abolition of the "discredited" Federation Charter. The latter found considerable support among other Federation opposition groups, such as the Symmetrists, the Free Space League, and (to no one's surprise) the Orion trade cartels. At the other end of the spectrum were the Border Worlds Association and the League of Federation Affiliated Systems, who clamored for more Federation assistance and a continued Star Fleet presence in their systems. The Border Worlds delegates were especially upset by Captain Krenn's presence, calling him a spy and not a diplomat. Krenn is reported to have smiled and replied, "I am neither. I am a soldier in service to the Empire. I am not here to fight nor to spy. My current assignment is to sit here and watch you Federation fools destroy each other."

The Babel Conference of 2230 might very well have ended in the dissolution of the Federation were it not for the intervention of two humans. Commodore Douglas Shepherd was in command of the cruiser *Savannah* (NCC-1307). He had been originally detailed to escort Captain Krenn's unarmed D-5 cruiser *Serpant* to the Babel Conference. Due to the assassination of Admiral Mitskoval he was immediately promoted to rear admiral and named acting Star Fleet chief of staff. It was Admiral Shepherd who would speak for Star Fleet at the Babel



Conference, and that he did with surprising eloquence.

Star Fleet is not an unresponsive monolith, callously disregarding the needs and wishes of the Federation and its allies. We have always been there for them. Despite the desires of some we will always be there for as long as Star Fleet lasts. I need only to point out that the alternative to peace is war. That is a solution that none of us desire.

There are few beings in this room that were alive at the time of the Romulan War. Those of you who were remember those perilous times. My grandfather and my father often told me about them and how close the Federation came to falling. Were it not for the courage and dedication of the men and women, the humans and beings and other species that serve in Star Fleet and defend the Federation, we would not be here today. All of you know this, even if you do not share the living memories of the others in this room. The freedom you have to argue today was bought with the blood of Star Fleet. We demand nothing in return save the privilege of continuing to serve the Federation and its affiliated worlds. If there is no Federation, if you go through with this vote to dissolve it, then there will be no Star Fleet. That would be welcome news to some of you here today. I for one never want that day to come.

Gentlebeings, the Federation is not perfect. That is why we have conferences such as these, to *peacefully* resolve our disputes. Let me remind you, however, that without the Federation there is no Star Fleet, nor is there any alternative to Star Fleet. The Federation will fall, a house divided, and your worlds and systems will be left open to any foe with the might and will to conquer them. It is my duty to see to it that such a thing never happens. I ask you, delegates – please allow me to continue to perform that duty. Please do not dissolve the Federation. Without it, all of us will surely fall.

The silence that followed Admiral Shepherd's words was broken by another human clearing his throat. He asked permission to speak and it was granted. His name was Carter Winston, a wealthy Federation entrepreneur known for his benevolence and charity, a man who gave away fortunes as fast as he made them to help other beings less fortunate than he. It was Carter Winston who had the last word before the vote was taken on dissolution.



I feel a little out of place here. I am a businessman, not an ambassador. As a civilian I have no special standing among you other than an invited guest. So why have I asked to speak? Well, it's all this talk about limits, and tariffs, and sanctions, and restrictive regulations, and suffocating bureaucracy, and the need to "return to our roots" and such. To be honest, none of this sounds like the Federation that I know. I think, to borrow one of my grandfather's favorite expressions, we "can't see the forest for the trees." Perhaps it's time to step back, look around, and truly realize what is about to happen here.

I'm a human. My great-grandparents were born on Earth, and I'll be the first to admit to a fondness for the place. It isn't home to me, though, any more than my childhood home on Deneva. My home is the stars, and I won my success there with hard, hard work and very little of this so-called "Federation interference" I've been hearing about. The Sea of Stars is too wide and rich for any one political body to effectively control with such restrictive authority. I don't mean to demean any of you here, but I have great difficulty in believing the tales I've heard about a Federation dictatorship imposed over the space I've traveled. I've been to every major world in the Federation and I've seen no such thing.

You should not be talking about limits and restrictions. Instead, you should be talking about freedoms and opportunities, because they're out there. They're beckoning to anyone who will heed their call. It's always good to have some roots, and a place to go back to when you need it, but you shouldn't become so narrow-minded as to restrict yourself there. So, put down your roots where you will and make that place yours, but remember: the Federation is what we make of it. It is ours to fashion after our own image. Any complaints we have about the Federation are complaints about ourselves, and in ourselves the solution lies. If we give up this dream of a United Federation of Planets, we are giving up on ourselves as well.

As I see it, the future is neither bleak nor constrained. It is full of promise and mystery and is ours for the choosing. I know what my choice would be if I could vote today. I would vote for the future. I can but hope that you would do the same.

The motion to dissolve the Federation failed by a single vote. The rest of the Conference passed rather uneventfully, with the delegates drafting resolutions to deal with various minor concerns. The

Terra Return League and several other dissident parties soon dissolved, never to be heard from again. The Federation's greatest peacetime crisis had passed. Once again it could look towards the future.



The Babel Conference of 2230 was not the end of the Federation's troubles. Captain Krenn had learned much from his visit and shared his information in many reports back to his Klingon superiors. The Klingon Empire itself had just emerged from a bloody civil war, with a newly installed, strong central government under the iron fist of Chancellor Kar'harmmer. He despised everything about the Federation and for what it stood because it was so unlike the Klingon way. He also resented "constant Federation encroachment" on their shared border, although in truth it was the local Klingon commanders who were doing most of the "encroaching." Almost as soon as he entered office Chancellor Kar'harmmer resolved to destroy the Federation once and for all. To that end he began preparing the Klingon Empire for an all-out war with the United Federation of Planets – winner take all.

The Four Years War was destined to become the only major interstellar war ever fought between the Klingons and the Federation. Klingon numbers and tenacity were thrown by the bucketful at Federation technological might ... and essentially washed off. Large portions of border space were lost to the Klingons in the first year of the war; however, there were no Klingon deep-penetration offensives (as had been hoped) like there had been during the Romulan War a century before. This time, Star Fleet knew that the Klingons were coming and had almost two decades to prepare for such an event. The most

telling factor in the Federation's favor, though, was the presence of the new Class I fleet. Klingon starships were among the best and most maneuverable fighting vessels of their day, yet the Class I fleet held its own in every major battle. Even when the odds were against them, as they often were during the early months of the war, only a surprisingly small number of Class I starships fell victim to Klingon attacks. The presence of Class I starships on the war front helped prevent the collapse of Star Fleet defensive lines during the initial Klingon campaigns and later (with new phaser technology) help turn the tide in Star Fleet's favor. Class I starships drove the Klingons back to the border and were poised for their own offensive when the Klingons sued for peace. It was a victory they would neither forgive nor forget, and it all came about as a result of "those damned Federation devil-ships."

Star Fleet's Class I Program had proven its worth in war as ably as it had done in peace. It would continue to prove its worth on both fronts in the decades to come.



Class F shuttlecraft (2222)



The updated *U.S.S. Detroyat* (2224)



A *Kearsarge* under fire during the Four Years War (c.2248)



Typical shipyard resupply operations (c.2240)



Enterprise (NCC-1701) escorts an old DY-X converted for transport duty up to the war zone (2250)



Klingon forces retreat from Federation space following the end of the Four Years War (2250)

TIMELINE OF EVENTS

2221-2250

2221

- Kel Titiac of Cochrane Warp Dynamics develops the PB-30 circumferential warp engine. Externally, it appears almost identical to the PB-20, yet it sports a number of power and system improvements over its predecessor.
- The *Hermes* class scout is authorized for construction.
- The *Saladin* class destroyer is authorized for construction.
- The *Ptolemy* class transport/tug and its transport container system are authorized for construction.
- The *Carolina* class frigate is refused authorization due to concerns about its unorthodox design. This will open the door for acceptance of the *Surya* and *Loknar*.
- The last of the *Stellarford* class spaceliners are decommissioned. They will make a comeback of sorts as troop transports during the Four Years War.



2222

- The *U.S.S. Constitution* (NCC-1700), the first official Class I starship and the first of the Class I heavy cruisers, is launched from the San Francisco Navy Yards Orbital Complex at Terra on 16 March. She is officially commissioned into the fleet on 3 May.

NOTE: The launch of the *Constitution* marks the official beginning of Star Fleet's Class I starship program.

- Robert April, age 34, is personally selected by Commodore William van Anling, head of the Class I Program, to be the first captain of the heavy cruiser



Enterprise. Over the next year he will work with lead engineer Franz Joseph IV in familiarizing himself with his new command while it undergoes final free-space assembly in orbit at the San Francisco Navy Yards at Terra. April's pre-command familiarization will become something of a tradition among future *Enterprise* commanders.

- Montgomery Edward Scott, destined to become one of the greatest starship engineers of his era, is born on 3 March in Aberdeen, Scotland, on Terra.
- The *Lowell* class scouts are withdrawn from service.



2223

- The *Provider* class space tugs are retired from service.
- The heavy cruiser *Enterprise* is launched on 4 July amid great fanfare and a personal appearance by Federation President Samuel Solomon Qasr.
- Captain April takes the *Enterprise* directly into fleet service without the traditional shakedown cruise. This will become something of an unspoken tradition among *Enterprise* commanders in the years to come.
- Four more *Constitution* class heavy cruisers are laid down and construction proceeds simultaneously. Construction on all ship classes in Star Fleet's new Class I Program begins in earnest. In particular, the *Constitution* class will proceed at the rate of 3-4 ships built every year until the initial order of 12 ships is completed. The final task of the *Constitution* first build program will be to upgrade the prototypes *Republic* and *Constellation* to something approaching class production specifications.
- The *Caracal* class cruiser *Audace* (NCC-757) disappears without a trace near the Klingon border. It

is believed to be the first Star Fleet vessel ever to fall victim to a Klingon attack.

2224

- The *Saladin* class destroyer enters service.
- The *Hermes* class scout enters service.
- The *Ptolemy* class transport/tug enters service.
- The *Hunter* class corvettes are retired from service.
- The *Mann* class survey cruisers are retired from service.
- PB-30 warp engines are refitted to all *Detroyat* class heavy destroyers. A number of small yet significant quirks that come to light during their use will lead to the development of the improved PB-31 a few years later. The PB-31 will quickly replace the PB-30 for use with all *Baton Rouge* era upgrade programs.
- The Scandal of Archimedes is exposed, renewing the political power of the Terra Return League.
- A revitalized Cosmadyne Corporation becomes one of the major bidders in Star Fleet's Class I Program.

2225

- Spock, son of Sarek, one of the few Vulcan-Human hybrids to survive birth and destined to become one of the greatest Star Fleet officers in history, is born in the city of ShiKahr on Vulcan.



2226

- Arbing and Lidde renews its bid to build a dreadnought. Their revised proposal is based on the new Class I Program and uses standard Class I components. As before, with its initial *Baton Rouge* era submission, the design is set aside due to high projected cost and lack of apparent need.
- Yet another civil war begins within the Klingon Empire. Five contenders for the Chancellorship will be assassinated within the year. There will also be a significant reduction in the number of Houses seated on the High Council before all is said and done.
- The Kzinti test Federation resolve in the Slavin Incident. The end result is five Kzinti ships destroyed and a sixth captured.



2227

- Growing dissent within the Federation saps its economic strength and threatens its defensive capability. The Klingons perceive a window of opportunity to wage war against their newest foe and begin making preparations.
- The Ceti Alpha system is first surveyed by an unmanned probe.

- The PB-31 circumferential warp engine is developed. It is little more than a slightly improved PB-30 with its problems fixed.
- Kelvar Garth, from the planet Izar, graduates at the top of the Star Fleet Academy class of 2227. He earns dual majors in tactics and military history.



2228

- The *Marklin* class destroyers enter service.
- Dilithium deposits are discovered on Rigel XII, causing a mining boom in the local economy of the Rigel system. The Orion pirates will sell dilithium crystals from Rigel to both the Federation and the Klingons.
- An Orion slave ship is captured and impounded by an Andorian police ship. From its databanks come the only known Federation star charts for the far side of Tholian space.
- End of the Klingon civil war. Chancellor Kar'harmer becomes the new ruler of the Empire. He openly endorses an all-out war with the Federation.
- The *USS Kresta* (NCC-1712), the last ship in the Class I heavy cruiser program, is cancelled. Funds allocated for its construction are instead used to convert both Class I Program prototypes, the *USS Constellation* (NCC-1017) and the *USS Republic* (NCC-1371) to full Class I specifications.
- Captain Robert April completes his first five-year mission aboard the starship *Enterprise* and is reassigned.



2229

- The *Independence* class cargo transports enter service. They are the first of Star Fleet's new Class II support vessels, designed to supplement the new Class I fleet.
- Birth of James Tiberius Kirk, the greatest starship commander in Federation history. He is born 22 March on Terra at the Kirk family farm in Riverside, Iowa. He is the second son of Star Fleet officer George Kirk.
- Chancellor Kar'harmer authorizes the Imperial Klingon fleet to begin a massive shipbuilding program in order to fuel his planned war with the Federation.



2230

- The Klingons send their first ambassador, Captain Krenn (sutai-Rustazh) to the Federation. He arrives with great flourish in the *IKV Serpant*, a disarmed D-5 *Dupat* class cruiser that has been granted special permission to serve him in Federation space. It is Star Fleet's first look at a "modern" Klingon battlecruiser. Krenn's first task is to attend this year's Babel Conference as a non-voting visiting dignitary.
- The Second Babel Conference is disrupted by members of the Terra Return League, who advocate the dissolution of the Federation. After a moving speech by philanthropist Carter Winston a vote on the resolution fails to pass. The Terra Return League dissolves shortly thereafter, breaking up into splinter groups such as the Independent Systems Movement. Such movements prove to be of great interest to Captain Krenn for their intelligence gathering potential.
- The obsolete *Caraca* class cruisers are decommissioned, starting with the *U.S.S. Caraca* itself (NCC-750). It is donated to the Federation Air and Space Museum for preservation, while the rest of the class is placed in the Star Fleet Reserve.
- Both single-hull and double-hull Class II "container ships" enter service.
- Hikaru Itaka Sulu, one of the great Star Fleet commanders of the present era, is born 24 June at San Francisco General Hospital on Terra.



2231

- The *Hale* class scouts are retired from service.
- Photon grenades are developed for use as heavy weapons for the Star Fleet Marines and starship landing parties facing hostile situations.
- A major breakthrough is made in weapons development involving the creation of a pulse phase laser beam more powerful than an ordinary laser. This will become known as the phaser. Over a decade will pass before phaser technology becomes refined enough for mass production.

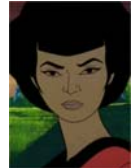
2232

- Star Fleet begins refitting many of its older class starships with PB-31 warp engines. The aging light cruiser *USS Texas* (NCC-900) is the first to receive them.
- Birth of Williard Decker, son of Star Fleet officer Matthew Decker. He will be remembered as the only Star Fleet starship captain never to command a

starship "in the field," due largely to the events surrounding the Vejur Crisis and his untimely death in 2267.

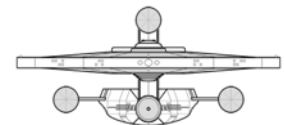
2233

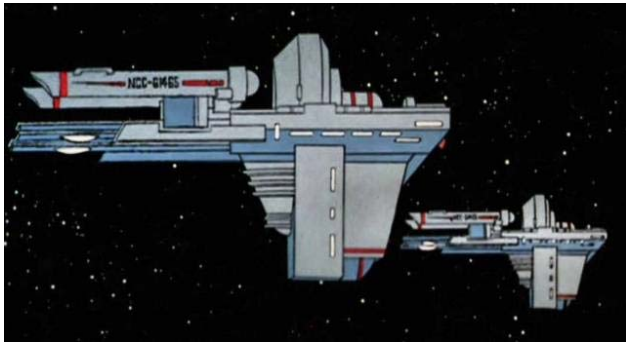
- The Kzinti make their presence known again in the Monaba Incident.
- Cochrane Warp Dynamics buys out Kloratis Drive Systems in a friendly takeover bid. The reorganized Kloratis Systems Division of Cochrane will specialize in impulse engines and non-dilithium moderated, reduced-size warp engines for long-range shuttlecraft and small starships.
- Nyota Upenda Uhura is born on 19 January on Terra in the Kitui Province of Kenya.



2234

- A Star Fleet study calls for a new class of starship, based on components of the Class I Program, which can relieve the Class I heavy cruisers "of border patrol and perimeter action duties." The term "perimeter action" sticks and the new starship class is termed a *perimeter action ship*. Two very different proposals are submitted to Star Fleet at this time for approval. One of these will become the troubled *Akula* class. The other, the *Kiaga* class, will become a legend in its own time.
- Star Fleet becomes aware of a 70% drop in Klingon border activity within the space of a few months. Only later is it learned that this corresponds to the Demon War on the backside of the Klingon Empire. This will delay Klingon plans to assault the Federation by a full decade.
- Arbing and Lidde finally gets the go-ahead to build its *Baton Rouge* era *Invincible* class dreadnought as a demonstrator of the dreadnought concept.
- The science ship *SS Columbia* disappears while on a deep space survey mission. It is eventually listed as missing, presumed lost.





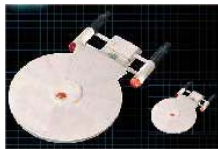
2235

- The *Sherman* class cargo drone enters service. These will become the most ubiquitous Class II starships of their time.
- The planet Holberg 917G is purchased by businessman Micah Brack for his personal use.
- Star Fleet authorizes the construction of a single prototype for the *Akula* class perimeter action vessel. It will experience numerous delays in construction and testing due to its unique over/under warp engine configuration.
- All remaining *Baton Rouge* generation starships under construction are cancelled save for the two closest to completion. These are the *Baton Rouge* class cruisers *Liberty* and *Chauncey*. The remainder will be scrapped in their slips and their components scavenged for use with existing *Baton Rouge* generation hulls. Star Fleet needs the extra yard space for additional Class I starship construction. Among the list of cancellations is Arbing and Lidde's dreadnought prototype.

NOTE: The year 2235 marks the official end of the *Baton Rouge* era of starships.

2236

- The *USS Liberty* (NCC-1373) and *USS Chauncey* (NCC-1374) join the fleet as the last two *Baton Rouge* era starships.
- The *Alexis* class cargo drones enters service. These will later be updated to *Sherman* class specifications.
- As an experiment, Star Fleet converts four of its old *Texas* class light cruisers into "commando cruisers." These are for the exclusive use of the Star Fleet Marines in support of assault operations. Lessons learned from the conversion and subsequent operations will be incorporated into the future *Miranda* class starship program.
- The *Deodryat* class heavy destroyer *USS Resolution* (NCC-1101) is pulled from service to be converted to a new Class I "second wave" starship design. It will serve as the prototype for the *Surya* class frigates.



- The largest space rescue in history occurs when the *USS Deerslayer* rescues the 600+ passengers and crew of the disabled *SS Juliana*.
- At the request of the UESPA Foundation the retired *Marshall* class destroyer *UES Hannibal* (NAR-D246) is donated to the Federation Air and Space Museum. It undergoes an extensive, privately funded restoration over the next three years. The restored *Hannibal* will become the centerpiece of the museum's Romulan War exhibit.
- The Federation begins experimenting with zero-point singularity energy devices for use as a tactical weapon. This research will not bear fruit for decades; however, it will eventually result in the concept of the quantum torpedo by the turn of the century.
- The Federation Council approves Star Fleet's request for a "second wave" of Class I starships to supplement its existing Class I Program vessels. Out of this new series will come the *Larson* class destroyer, the *Nelson* class scout, the *Pompey* class heavy destroyer, and the *Loknar* class frigate.
- The Wolf 359 Combined Fleet Exercise is the largest war games operation conducted by Star Fleet to date. It is also the first in which Class I starships take part in significant numbers.



2237

- A young starship engineer named Montgomery Edward Scott begins making a name for himself in the Federation Merchant Marine.

2238

- The *Surya* class frigate program is formally authorized.
- Montgomery Scott is recommended for the Star Fleet Academy based on his excellent record in his year of service with the Federation Merchant Marine.
- Wrigley's Pleasure Planet is founded by a private business consortium "for the pleasure and entertainment of all space travelers and passers-by." The many vices it offers will make it a legend among Federation starship crews.
- The starship *USS Republic* (NCC-1371) is reassigned as the official training ship of the Class I Program on 30 May. It will operate in conjunction with both regular Star Fleet forces (retraining) and the Star Fleet Academy Training Command (midshipman training) on Terra. In time it will become the Academy's official training starship.



2239

- The Federation outpost on Caleb IV is attacked without provocation by a Klingon battle group testing a prototype cloaking system. The test fails to go as planned and the Klingons are quickly routed by Federation forces. This incident marks the return of the Klingons in force to the Federation border.
- The Battle of Donatu V (results inconclusive).
- One of the side benefits of the duotronics breakthrough is the development of the universal translator. This will be quickly adopted for use by Star Fleet vessels and landing parties.
- The Aurelians become the first intelligent avian race to join the Federation.

2240

- The *Larson* class destroyer enters service.
- The *Nelson* class scout enters service.
- The *Frabisher* class cutter enters service.
- Star Fleet cancels the remainder of its order for 100 *Fraternity* class (modified *Independence* class) transports even though only 14 have been delivered. At this time it feels it has more than enough transports to fulfill Federation needs. Star Fleet will regret this decision in the years to come.



2241

- The Star Fleet White Paper for this year notes the initial success of the early Class I program starships, most notably the *Constitution* class heavy cruisers. It calls for a "third wave" of Class I starships to be built as soon as possible due to the Klingon threat. It also notes that due to budget and yard constraints the first of these new classes cannot enter service until 2244 at the earliest, assuming construction begins immediately.
- In light of the growing hostilities with the Klingon Empire the Federation Council gives Star Fleet a blank

check for its Class I starship program. At least a half-dozen new Class I designs are authorized for immediate construction, with more under serious consideration for future building. Among the new classes authorized are the *Akula* and *Kiaga* class perimeter action ships, as well as the *Kearsarge* class light cruiser.

- The *Eagle* class civilian starliner enters service.
- The Tarsus IV Massacre. The Merchant Marine freighter *SS Dierdre* is the first on the scene with relief supplies, albeit too late to save the 4000 colonists that Governor Kodos has already murdered. Kodos disappears in the ensuing riot. Eventually, a body burned beyond recognition is found and claimed to be his. Among the survivors are two boys, James Kirk and Kevin Riley, who were visiting relatives on the colony prior to the imposition of martial law.
- Star Fleet Intelligence begins receiving reports of a new battlecruiser in Klingon service. These initial reports mislead analysts to believe that the new class is no more effective than the current D-5 *Dupat* class.
- The size of the *Surya* class is reduced to a more reasonable 28 hulls on order. 11 more will be re-authorized two months before construction begins on the first.
- Unknown to the Federation, Chancellor Kar'harmer of the Klingon Empire has given his blessing for an all-out war. The Klingons begin massing forces along their shared border with the Federation.
- Pavel Andreievich Chekov is born 19 September on Terra in Pushkino, Russia.



2242

- The *Cochrane* class colonial transport enters service.
- The *Loknar* class frigate enters service. This class will as a whole see more action than any other Federation starship class during the Four Years War. It is based on the NX-cruiser design study of the 2150s. It will also prove to be a favorite with Star Fleet's Andorian contingent (aka "the Blue Fleet"). More Andorians will serve on *Loknar* class frigates than any other given Class I starship design to date.
- Montgomery Scott is commissioned as an officer in Star Fleet upon graduation from Star Fleet Academy.
- The survey cruiser *Wells* inexplicably travels through time, completing a three-year mission in only 33 days.

2243

- Dr. Lawrence Marvick is one of the principal designers of the PB-32 circumferential warp engine. This is the first to allow sustained cruising speeds in excess of the "time barrier" of Warp 6. These will not enter

Star Fleet service until the start of the *Bonhomme Richard* heavy cruiser program.

- DD495 series drydocks are phased out of service.

2244

- The *Pompey* class heavy destroyer enters service.
- The *Surya* class frigate enters service.
- The *Canopus* class research ship enters service.
- All *Deodryat* class heavy destroyers are reclassified as heavy scouts following the introduction of the *Pompey* class starships.

- Spock of Vulcan enrolls in Star Fleet Academy against his father's wishes. He is the first Vulcan to join in Star Fleet in the normal "human" manner. His father, Ambassador Sarek of Vulcan, is outraged by Spock's choice. The two will not speak to each other again for the next two decades.



(NOTE: All previous Vulcans serving in Star Fleet were either pre-Charter naval transfers or exchanges arranged by the Vulcan Academy of Sciences.)

- "Space bag" protective gear becomes standard on all Star Fleet vessels.
- Dr. Leonard Horatio McCoy enlists in Star Fleet after his wife walks out on him, having been caught in an adulterous affair and taking their daughter Joanna with her.
- Captain Robert April, who has replaced the infirmed William van Anling as officer in charge of the Class I Program, is promoted to commodore and accepts an appointment as Federation ambassador-at-large. As an honor for the program's success, Star Fleet Command lets Commodore April pick the next captain of his former command, the starship *Enterprise*.



- Commodore April picks Commander Christopher R. Pike, the new executive officer of the destroyer *Darius*, as the new captain of the *Enterprise*. At age 33, this will make Pike the youngest starship captain in Star Fleet history at the time.
- A Klingon sneak attack at Tassem-Loki III is ample proof of the Empire's new intentions toward the Federation. Star Fleet begins staging additional forces along the border in anticipation of a full-bore Klingon attack.
- The Arcanis IV Massacre almost triggers the Four Years War two years early.
- In light of increasing hostilities with the Klingon Empire, Star Fleet's Starship Design Bureau requests Arbing and Lidde to present an updated version of its dreadnought proposal. The intent is to begin construction as soon as Federation Council approval is



granted. The outbreak of the Four Years War will prevent this from happening.

- The Brass Ring Incident takes place on the Federation-Romulan border.
- The *USS Lovell* manages to salvage a crashed Klingon scout ship. Much is gleaned from the wreckage concerning the Klingon's S-Graph FTL engine technology.

2245

- A second block of Class I heavy cruisers is authorized for construction. This will become the *Bonhomme Richard* class.
- The *Kearsarge* class light cruiser enters service.
- P XK pergium fission reactors are phased out of use in the Federation around this time.
- Auroral plague strikes Dramia II. A Star Fleet medical mission lead by Lt. Leonard McCoy is unsuccessful in determining the cause of the plague. Only a handful of the population survives.



- The heavy cruiser *Enterprise* is laid up at San Francisco Navy Yards at Terra for her first ESLP overhaul. It is expected to take eleven months to complete. It is at this time that Pike formally receives his assignment orders from Commodore April transferring him to the *Enterprise*. April then gives Pike a personal tour of his new command.
- Among those involved with the *Enterprise's* overhaul is Lt. Montgomery Scott. This will be his first encounter with the *Enterprise*, but by no means his last.
- Future Star Fleet captain James T. Kirk gets his first exposure to life in space as a cargo hauler aboard an industrial freighter. His father, Commander George Kirk, was instrumental in arranging the job for him.
- Star Fleet notices a massive buildup of Klingon forces around the Axanar star system. They correctly interpret this as setting the stage for the long-expected war between the two interstellar powers.

2246-2250

- The Four Years War

NOTE: For the Klingon perspective on the Four Years War, please consult the *Federation Spaceflight Chronology Supplement A: The Klingon Empire*.

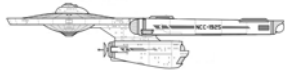
2246

- The *Akula* class perimeter action ship enters service.
- James T. Kirk is admitted to the Star Fleet Academy. He is sponsored by Commodore Robert April, an old family friend.
- The Federation scout vessel *Gulliver* is destroyed by a Klingon task force staging at Axanar. This event marks the opening act of the Four Years War.

- Captain Kelvar Garth, commander of the *Marklin* class heavy destroyer *Xenophon* and overall commander of a hastily assembled squadron of Star Fleet vessels, makes a name for himself at the First Battle of Axanar. His brilliant battle tactics in the face of overwhelmingly superior Klingon forces results in an undisputed Federation victory. It also prevents the Klingons from mounting a devastating "first strike" against Federation border forces. For this Garth will be decorated and receive a battlefield promotion to the rank of fleet captain. Garth's victory at Axanar will be studied at the Star Fleet Academy for decades to come.



- The Federation formally declares war with the Klingons due to the situation in the Axanar star system.
- All four starships of the *Santee* class are hurriedly assembled from off-the-shelf Class I and Class II starship components. They will comprise Star Fleet's first dedicated shuttlecarriers since the building of the *Illustrious*. Experience gained in their construction and operation will lead to the development of the *Coronado* class through-deck cruiser.
- The planned overhaul of the *Enterprise* is cut short due to the war. The ship is hurriedly put back together for action against the Klingons. The refit has proceeded long enough, though, for the *Enterprise* to be fitted with new PB-31 warp engines prior to reassembly and departure from spacedock.
- Among those assigned to the *Enterprise* before it ships out is Lt. Montgomery Scott, by his own request. He is assigned as junior assistant engineer under Chief Engineer Caitlin Barry.
- Phaser technology (PHASed Energy Rectification) is perfected. It will take another two years to develop



2247

- The Second Battle of Axanar also results in a Federation victory. This is Captain Pike's first action as a starship commander earns him a commendation from Captain Garth. Klingon forces have penetrated elsewhere along the border, though, and continue to make significant inroads into Federation space.
- The Federation suffers heavy losses at the Battles of GR-1 and Nozseca VIII.
- The Battle of Revonet, also known as the Attack on Convoy Y-162, ends in a Federation victory. It also marks the end of all major Klingon advances into Federation space for the time being.
- Star Fleet establishes the Zone of Transport Escort over a large region of Federation space along the border. This restricts the movement of civilian shipping within the war zone as well as providing for armed escorts for all Federation shipping operating within the Zone. This act not only saves the Federation's transport capability but also significantly cuts down on the number of pirate attacks and unexplained starship disappearances. The Zone of Transport Escort will remain in effect for the rest of the Four Years War.
- All contact is lost with the old UESPA deep space probe *Friendship One*.
- The Klingons suffer their worst defeat yet in the Nostveg Engagement. Star Fleet losses are minimal in comparison. The presence of the newly deployed *Kiaga* class perimeter action ship, with its prototype phaser cannon, is the deciding factor in the battle.
- By this time enough dedicated Class I military designs have entered service for Star Fleet to withdraw the *Constitution* class heavy cruisers from the front lines. They are returned to survey and exploration duties.
- Dr. Leonard McCoy sees action during the Four Years War as a surgeon aboard the *USS Hood* (NCC-1707).



- A young Lieutenant Spock is assigned to the *Enterprise* as part of Captain Pike's first official five-year mission.
- Starbase 25 begins operations. It is the unofficial "quarter-century" mark in Star Fleet's ongoing and oft-delayed starbase construction program.
- The *Coventry* class frigate enters service.



2248

- The Battle of Sinbad IV includes the first major ground action of the Four Years War, with Star Fleet Marines taking on an occupation force of 30,000 Klingons led by a crack Imperial Guard battalion. The fight to liberate the planet eventually ends in a Federation victory, with Klingon forces fighting to the last man. The events of this hard-fought action will become the stuff of legend among the Star Fleet Marines, ranking in the same pantheon of stories as the campaign to liberate Alpha Centauri during the Earth-Kzin Wars.
- Meanwhile, up in orbit above Delgon-R, the major moon of Sinbad IV, a nine-ship Klingon task force charged with defending the planet is attacked head-on by the Federation Sixth Fleet. In the space of 30 minutes all but three of the Klingon ships are destroyed, with the badly mauled survivors limping away as fast as they can. Star Fleet losses are three starships destroyed, two crippled, and the rest of the fleet receiving light to moderate damage.
- The Battle of Sinbad IV marks the turning point of the Four Years War. The Klingons Imperial Navy has penetrated as deep as 15 parsecs into the Federation in some places; however, its supply lines are strained and its resources are overtaxed.
- The *Miranda* class cruiser enters service.
- The *Bonhomme Richard* class heavy cruiser enters service.
- The *Agilis* class perimeter attack ship enters service.
- Star Fleet General Order 7 is enacted, prohibiting contact with the natives of Talos IV on pain of death. This almost immediately follows a volatile encounter between the Talosians and Captain Christopher Pike of the starship *Enterprise*.



- The Klingons use chlortheragen nerve gas for the first time in action at Rudgur III.
- Hikaru Sulu is accepted to Star Fleet Academy.
- The *Aakenn* class freighter enters service.

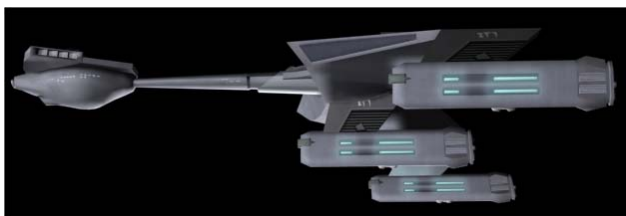
2249

- Phaser weapon upgrades begin in earnest on all Star Fleet vessels, with priority given to those on the war front and to new builds. This technology automatically makes a Star Fleet vessel more powerful in battle than its Klingon counterpart. It will have a telling effect on the outcome of the war.
- New phaser-equipped starships are the key to the Federation victory at the Battle of Thranstor. The attacking Klingon fleets are thoroughly routed attempting their deepest penetration ever of Federation space. Star Fleet goes on the offensive.
- James T. Kirk becomes the first Star Fleet Academy midshipman to beat its infamous *Kobayashi Maru* training simulation. His unorthodox solution had the virtue of having never been tried. It earns him his first-ever Star Fleet commendation – for original thinking.
- Wartime conditions have caused, among other things, the reduction of the Star Fleet Academy officer training program from four years to just two. James T. Kirk earns an early commission as a Star Fleet ensign this year due to the Four Years War.
- Disagreements with the chief surgeon of the *Hood* cause Dr. Leonard McCoy to request and be granted a transfer to the Star Fleet Surgeon General's office. He will undertake numerous planetary medical missions, write several books, and earn a second doctorate (in pathology) during this time.
- Ensign James T. Kirk earns his second Star Fleet commendation by preventing a near-fatal explosion and saving the lives of 10 crewmen aboard the training starship *Republic* (NCC-1371). The officer-in-charge, Commander Benjamin Finney, is reprimanded and reduced in rank.
- Project Citadel is enacted. This program is designed to develop a starship class suited for fleet command ship operations. It will eventually result in the development of the *Balsom* and *Citadel* class starships, as well as the later updated *Nordenskjold* auxiliary command cruiser program.
- The *Chariot* class civilian cargo hauler enters service.
- The Federation gets a major intelligence break due to the defection of Admiral Komex, one of the leading Klingon commanders on the war front. Among the data Komex shares are the locations of both major Klingon supply bases in the war zone.



2250

- Researchers at the Vulcan Academy of Sciences develop an antidote to chlortheragen poisoning.
- In the Battles of Grank and Kolm-an, Star Fleet destroys both Klingon supply bases within Federation space as well as large portions of the Klingon occupation and supply fleets. The Klingons have no choice but to begin retreating towards the border.
- The Treaty of Axanar between the Federation and the Klingons ends the Four Years War.
- Among the ranks of the Federation delegation to Axanar is Ensign James T. Kirk. He will receive the Palm Leaf of the Axanar Peace Mission by virtue of his presence. The end of the Four Years War will find Kirk promoted to lieutenant by the time he returns to Earth. Many other newly minted Star Fleet officers receive comparable promotions at this time.
- By this time phasers and photon torpedoes have replaced lasers and fusion torpedoes on all Star Fleet vessels.
- Lt. James T. Kirk serves as an instructor at Star Fleet Academy while awaiting a starship posting.
- Advances in phaser technology have developed to the point where portable single-operator units become available. The first of these is the Type IV phaser rifle, which is quickly distributed to all Star Fleet vessels. The "40mm" hand laser pistol, a Star Fleet standard sidearm for decades, remains in service until the Agronska 30 handheld phaser is developed in 2260.
- Star Fleet's starship classification system is reformatted to more clearly define classes and mission designs, as well as offer better comparison with Klingon designs.
- Hikaru Sulu graduates early from Star Fleet Academy due to the Four Years War. He is in the top 5% of his class, with majors in astrophysics and tactical weaponry.
- Lt. James T. Kirk is assigned to the heavy cruiser *Farragut* (NCC-1702), under the command of Captain Garrovick.
- Five *Caracal* class cruisers are taken from the Star Fleet Reserve and returned to duty status in order to cover for fleet losses suffered during the Four Years War. They will receive phaser and warp engine upgrades prior to their return to duty.



Klingon B-1 *Jul'kar* class battleship



Starbase One (c.2240)



A squadron of Class I heavy cruisers on patrol (c.2245)



U.S.S. Enterprise (NCC-1701) on her way to the Second Battle of Axanar (2247), sporting her new PB-31 warp engines



An *Independence* class freighter under attack (2248)

STAR FLEET STARSHIPS

***CONSTITUTION* CLASS HEAVY CRUISER**

SERVICE ENTRY DATE (OLD CALENDAR): 2222



The most famous of all Class I starships, largely due to the exploits of the *Enterprise* (NCC-1701), the *Constitution* class starships were the original backbone of the Class I fleet. They were designed to be true multi-mission ships, excelling in both the military and exploration roles. For the first quarter-century of their service lives they were the great explorers, surveying and charting much of what remained of unexplored space within Federation borders (and sometimes without). The Four Years War with the Klingon Empire called upon them in the military role, in which they distinguished themselves in every battle they fought. Upgrades to phaser weaponry in 2247 made them the most powerful capital ships of their time. The valuable *Constitution* class was removed from the war front, though, once more dedicated combat Class I starships became available, and returned to assignments more worthy of their multi-mission construction. They would continue operating in this manner for the rest of their service lives.

The *Constitution* class was not the first starship class to serve Star Fleet beyond a standard service lifespan of 30 Terran years. It was, however, the first in which the concept of an extended service life far beyond the norm was applied on a class basis (as opposed to selected ships). This was made possible by its all-tritanium hull and frame, which had already extended the service lives of the older *Horizon*, *Archon*, and *Baton Rouge* era starship classes. The base frame of a Class I heavy cruiser had a theoretical service lifespan of a century (100 Terran years) given proper maintenance and no exposure to extreme stresses. As a whole, though, the Starship Design Bureau rated the lifespan for a *Constitution* class heavy cruiser at three-quarters of a century (75 Terran years). This allowed for both irregular hull and frame stressing during extreme missions and periodic overhauls of both major and minor ship's components and onboard systems. An approximate 25-year cycle was established for major overhauls and changeouts of all critical starship components. These would usually last 1-2 years (the

linear warp refits of the late 2260s and early 2270s lasting 2½ years). In the meantime, minor overhauls (6-9 months) would occur after every five-year mission while ship's stores were being replenished and its personnel rotated. A Class I heavy cruiser could thus serve Star Fleet in this manner for 75-80 years before being placed in ready reserve for another 20-30 years before final decommissioning. This meant Star Fleet could always count on having a fleet of spaceworthy starships at its disposal – a luxury that it had never enjoyed before. The *Constitution* class heavy cruisers were the first to demonstrate the wisdom of such planning. Extended service life program (ESLP) refits, such as those pioneered with the *Constitution* class, are now a standard part of Star Fleet support operations.

It had been the original intent of Star Fleet to refit all *Constitution* class starships with PB-31 warp engines starting around 2245. This would have taken place during their first regularly scheduled ESLP refit. The outbreak of the Four Years War in 2246 changed all that. Starships that had already been docked for their ESLP refits were hurriedly put back together and sent to the war front with their original PB-18 warp engines. Because of this, *Constitution* (NCC-1700) and *Enterprise* (NCC-1701) were the only two Class I heavy cruisers that received PB-31 warp engines prior to the war, since their refits were already well underway when the war broke out. The others would have to wait for upgraded engines until after the war, by which time the new PB-32 had passed Star Fleet acceptance tests. The remainder of the *Constitution* class received PB-32 warp engines during post-war ESLP refits. *Constitution* and *Enterprise* had to wait until 2260 for theirs.

Two additional build groups of the *Constitution* class were authorized as part of Star Fleet's expansion during and after the Four Years War. These are often referred to as the *Bonhomme Richard* and *Achernar* sub-classes due to slight variances in design. *Bonhomme Richard* was the first with PB-32 warp engines "out of the yard," while *Achernar* was the first to be fitted with PB-47s and an early version of Star Fleet's modern dual-purpose deflector grid system.

There is only one "original" *Constitution* class heavy cruiser still in Star Fleet. The *Potemkin* (NCC-1711) was converted to a training ship shortly after the Four Years War. It became the main Class I training starship after the decommissioning (and subsequent scrapping) of the aged Class I prototype *Republic* (NCC-1371) in 2257. It never received a linear warp refit due to its training vessel status. The *Potemkin* was decommissioned earlier this year and placed in the Star Fleet Reserve. Plans are already underway to convert it to a museum ship at Memory Alpha within the next few years. Its retirement marks the end of one of the most pivotal eras in Star Fleet starship history.

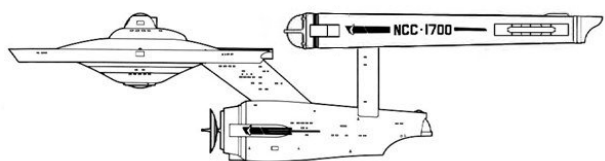
SPECIFICATIONS:

Length:	290 m
Beam:	127 m
Draft:	73 m
Mass:	190,000 DWT
Crew:	430
Range:	18 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	6 phaser banks 2 photon torpedo tubes

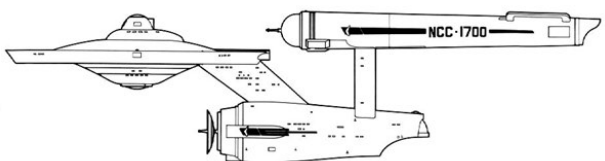
Innovations:

- First starship class in Star Fleet's new Class I program.
- First Star Fleet starship class with a projected 75+ year service lifespan.

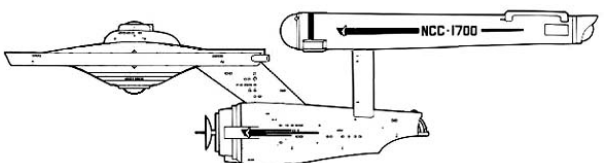
SCHEMATICS:



Constitution as built (c.2220s)
sporting her original PB-18C warp engines



Constitution after first ESLP refit (c.2240s-2250s)
sporting PB-31 warp engines



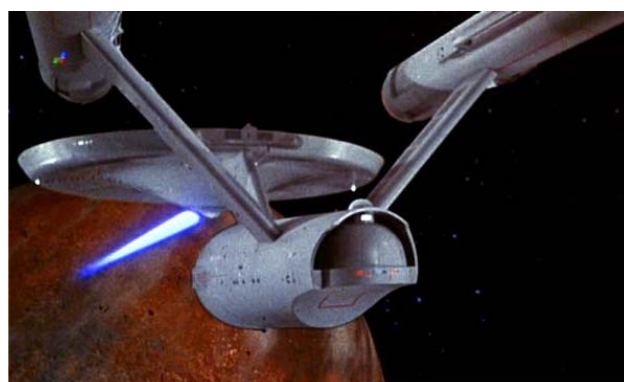
Constitution after *Bonhomme Richard* upgrade (c.2260)
sporting PB-32 warp engines and a retooled primary hull

CONSTITUTION DESIGN BY WALTER M. JEFFRIES
 SCHEMATICS COURTESY OF THE STARSHIP SCHEMATICS DATABASE
 (DERIVED FROM THE WORK OF TODD GUENTHER AND ARIDAS SOFIA)
 VISUALS COURTESY PARAMOUNT PICTURES, BATTLECLINIC.COM, & WARPED9

VISUALS:



U.S.S. Potemkin (NCC-1711) as she is today (2295)



A rare shot of a *Constitution* class starship
firing on a planetary ground-based target



Front-on view of an original *Constitution* class starship. This appears to be the post-war *Constitution* or *Enterprise* based on the visual evidence. Note the enlarged deflector dish and canted intercoolers indicative of a PB-31/32 series warp engine. Only *Constitution* and *Enterprise* retained oversized deflector dishes after their first ESLP refits.

SALADIN CLASS DESTROYER & HERMES CLASS SCOUT

SERVICE ENTRY DATE (OLD CALENDAR): 2224



These were the Class I descendants of the single-nacelled *Drake* class destroyer and *Cook* class scout of the *Baton Rouge* era. Like their predecessors, the *Saladin* and *Hermes* had more specialized mission profiles and interior design due to their lack of a secondary hull. The *Saladin* was intended to be an inexpensive fleet combatant and picket ship, patrolling Federation borders and responding to situations where the presence of a cruiser-class vessel was not required. The *Hermes*, based on the same hull, played the role of fleet scout and was fitted with the most sophisticated sensor, surveillance, and ELINT/ECM/ECCM packages of its day.

The single-nacelled design, though, was not without its problems. Even as early as its *Baton Rouge* ancestors there had been intermittent problems with warp field instabilities above Warp 5. Early *Saladin* and *Hermes* class starships were plagued by total warp field collapse any time they attempted to exceed Warp 6, usually resulting in the dreaded "wormhole effect." Unfortunately, there was a whole lot of nothing that could be done due to the lack of a counterbalancing engine in the ship's design. Subsequent duotronic computer upgrades helped alleviate but not completely solve these instability problems. The end result was a one-in-four chance of creating a wormhole whenever the Warp 6 threshold was exceeded. This issue would not be completely resolved until Star Fleet's linear warp technology program came on line in the 2260s. Be that as it may, though, it was this inherent instability that also made the single-nacelled Class I starship such an excellent combatant. In both simulation and practice a *Saladin* could always outmaneuver the legendary Klingon D-6 battlecruiser, which was in itself a considerable accomplishment – provided, of course, its warp field didn't collapse into a wormhole first. *Saladin* commanders soon found ways to use this tendency to wormhole at high warp speed to their advantage on several occasions during combat with Klingon forces during the Four Years War. Eventually, though a design was found that could give *Saladin* combat performance without the *Saladin*'s notorious warp field issues. That design would be the *Larson* class destroyer.

It is often difficult to tell the difference between a *Saladin* and *Hermes* hull. Most of the *Hermes* class and its spin-offs received extensive phaser upgrades after the Four Years War, giving them a phaser capacity equivalent to a *Saladin*. The key difference, though, is that a *Hermes* lacks photon torpedo tubes. This is true even of the linear warp refit version. Space that would have been occupied by photon launching assemblies is instead taken up by its extensive electronics and sensor suite.

The *Saladin* and *Hermes* class starships have reached the end of their projected service lives. They are currently scheduled to be decommissioned and scrapped beginning this year (2295), their fleet roles now performed by newer and more able designs.

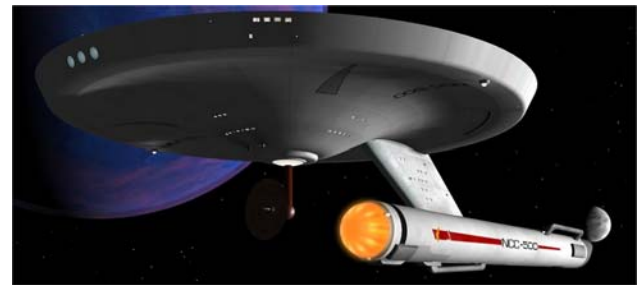
SPECIFICATIONS:

Length:	242 m
Beam:	127 m
Draft:	60 m
Mass:	95,000 DWT
Crew:	200
Range:	9 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	6 phaser banks 2 photon torpedo tubes (<i>Saladin</i> only)

Innovations:

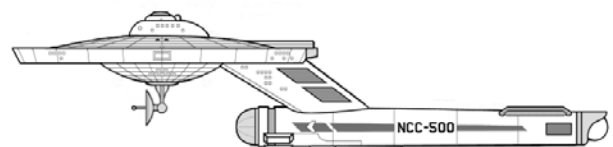
- First single-nacelled Class I starship design

VISUALS:



U.S.S. Saladin (NCC-500) after first ESLP upgrade (c.2250). The *Hermes* class scouts were virtually identical to the *Saladin* class destroyers after this upgrade save for the telling lack of photon torpedo armament.

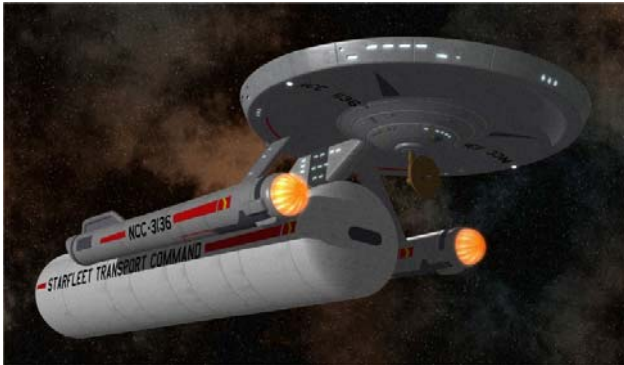
SCHEMATIC:



SALADIN AND HERMES DESIGN BY FRANZ JOSEPH SCHNAUBELT
SCHEMATIC BY NEALE DAVIDSON
VISUALS BY JASON "VEKTOR" LEE, HEATH COOP, AND "THE RED ADMIRAL"

PTOLEMY CLASS TRANSPORT/TUG AND CONTAINER SYSTEM

SERVICE ENTRY DATE (OLD CALENDAR): 2224



The idea of a fleet transport combined with a standardized modular cargo system was not new. Star Fleet had been using such transports ever since the founding of the Federation, with the *Watt* being the best known and most popular. Be that as it may, the *Watt* was by now too old and too slow to adequately support the new Class I fleet. Starfleet found its answer in the *Ptolemy* class transport/tug, itself based on Class I components.

Star Fleet had already been looking for a suitable replacement for its aging *Watt* class transport/tugs for some time. The *Swiftsure* proposal at the turn of the century had come the closest to acceptance but ultimately died due to lack of funds. The abrupt termination of the *Baton Rouge* generation in favor of the Class I Program also resulted in the cancellation of yet another proposed transport/tug design (*Liberty*). This meant that the first wave of Class I starships had to include a new transport/tug class by default, since Star Fleet could no longer put off the issue. The Starship Design Bureau's solution was both simple and elegant. It was in essence a light cruiser with a tractor tow pad (instead of a "stub" secondary hull) for towing standardized cargo containers. The amount it could tow would be limited only by the capabilities of its dual PB-18 warp engines.

With the new transports also came a new container system, significantly larger and with greater volume than that used with the old *Watt* class transport. Initially there were only five different Class I cargo containers: bulk products, liquids, dry goods, refrigerated goods, and personnel. The personnel container was also self-powered (via modern impulse engines) and was designed to operate on its own as a sublight starliner. Over time, a number of additional types of cargo container were added: colony transport, spare parts shipment, mobile repair facility, and so on. Three specialized containers developed in support of fleet combat operations were the battle pod (giving a tug dreadnought firepower), the carrier pod (turning a tug into a fully functional shuttlecarrier), and the troop transport pod (in support of planetary ground operations). Even more would be added in the decades that followed.

It became all too obvious during the Four Years War that not enough *Ptolemy* class starships had been ordered to meet Star Fleet's wartime transport needs. The *Ptolemy* class was pushed well beyond its designed operational limits as a result. The operational stresses they endured during this time seemingly made the *Ptolemy* class prime candidates for the scrapheap. To that end a second build group had been authorized (*Kepler*) and several other transport/tug classes (*Doppler*, *Dolland*, et al) were authorized as replacements. Once the *Ptolemy* class was pulled from service, though, it was found that their hulls had not degraded as much as had been thought. Many would receive linear warp refits in the 2270s, forming the spin-off *Al-Rashid* class. The remaining non-upgraded *Ptolemy* class starships are being retired to the Star Fleet Reserve as they reach the end of their normal service lives, having ably fulfilled the role for which they were designed to serve.

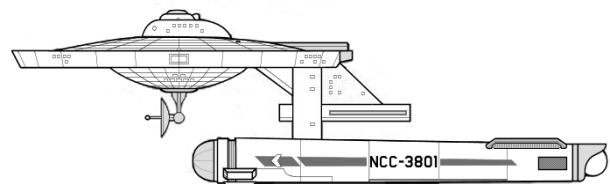
SPECIFICATIONS:

Length:	222 m
Beam:	127.1 m
Draft:	66 m
Mass:	126,500 DWT
Crew:	210
Range:	9 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	4 phaser banks

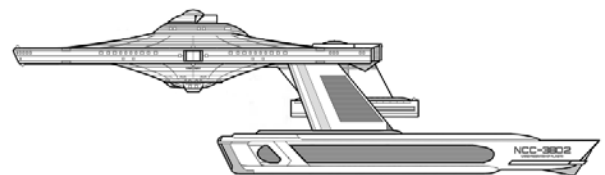
Innovations:

- First Class I transport/tug design to enter service
- First starship designed for use with the new Class I transport container system.

SCHEMATIC:



Ptolemy class transport



Al-Rashid linear warp upgrade

PTOLEMY AND CONTAINER DESIGNS BY FRANZ JOSEPH SCHNAUBELT
 SCHEMATIC BY NEALE DAVIDSON
 VISUALS BY W. J. CASMIR AND "THE RED ADMIRAL"

MARKLIN CLASS HEAVY DESTROYER

SERVICE ENTRY DATE (OLD CALENDAR): 2228



The *Marklin* class heavy destroyer was the first Class I take on Star Fleet's tried-and-true philosophy of the heavy-firepower-forward combatant. In truth, though, it was not a Class I starship in origin. Its beginnings are firmly rooted in the *Baton Rouge* generation of Star Fleet vessels, being the last such design approved by the Federation Council for construction. It was designed to replace the *Deodryat* in the role of heavy fleet combatant. Operational experience with the *Deodryat* had led to a number of changes in Star Fleet requirements for a heavy destroyer. Operational experience with earlier *Baton Rouge* generation starship classes were also incorporated into the design. The lead ship was just about to begin construction when word came down in 2218 that the Class I Program had been approved. Rather than lose the momentum and resources that had been allocated for the *Marklin* class, Star Fleet instead elected to convert it to Class I specifications while still "in the dock," as it were. This resulted in a six year delay while various conversions were evaluated before a final design was chosen.

Marklin as built differed considerably from the original *Baton Rouge* proposal – or from any other Class I starship of the era, for that matter. Its most obvious difference was its "notched" primary hull. Inside this notch was crammed the primary hull's normal dual photon torpedo tubes. This forced the relocation of the main sensor array topside, where it was wedged inside an enlarged bridge housing. Four more forward-firing tubes were located on the front of the secondary hull, giving an impressive total of six forward-facing tubes. Two more faced aft, mounted inside a raised housing over the shuttle bay. This was a first at the time and was an experiment of sorts in giving any would-be pursuers second thoughts about a chase. The most notable difference, though, was the least obvious. The *Marklin*'s emergency hull separation was designed in such a manner as to jettison only the secondary hull. The main part of the ship, comprising of the warp engines and the primary hull saucer, were designed to separate as a single, combat-capable package.

For such a design to be as deliberately overgunned as the *Marklin* it had to have a failing somewhere. That failing was in its split impulse deck. The split impulse deck concept was

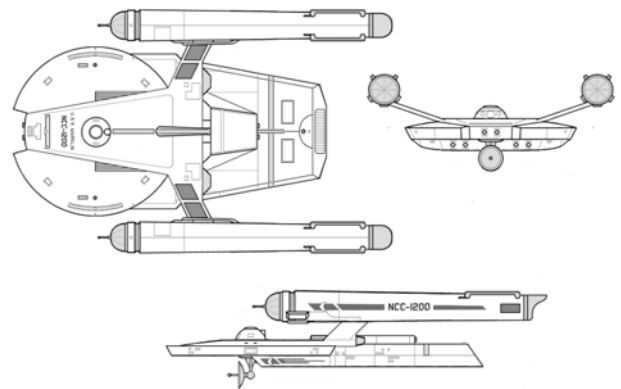
borrowed from the *Kiaga* class perimeter action ship. These were notorious for failures and usually only one was operational at any given time. In fact, it was common during operation deployments for *Marklin* chief engineers to use only one impulse deck and keep the other in reserve or strip it for parts as needed in between base layovers. It was a price Star Fleet was willing to pay, though, given *Marklin*'s overall combat capability.

The *Marklin* design proved its capabilities without question in the First Battle of Axanar at the beginning of the Four Years War. A group of *Marklin* class heavy destroyers, supplemented by several other Class I starships, engaged and defeated a Klingon invasion force despite overwhelming odds. Captain Kelvar Garth of the heavy destroyer *Xenophon* (NCC-1214), the squadron leader and acting fleet commander, used the superior forward firepower of his *Marklin* class starships to victimize Admiral Khorzetta's fleet. Massive photon torpedo volleys tore large gaps in the Klingon formations. Garth's lesser-armed starships then raced in for the attack, with a *Marklin* as escort providing suppressing fire for these attack runs. In this manner Khorzetta's fleet was destroyed by Garth's inferior forces, thus preventing a deep-penetration offensive into the Federation like what had happened in the opening stages of the Romulan War.

SPECIFICATIONS:

Length:	191.4 m
Beam:	106.2 m
Draft:	45.3 m
Mass:	118,500 DWT
Crew	211
Range:	15 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	5 phaser banks 8 photon torpedo tubes

SCHEMATICS:



ORIGINAL *MARKLIN* DESIGN BY DANA KNUTSON
VISUAL COURTESY OF STEVE BARON
SCHEMATIC AND DESIGN MODIFICATIONS BY RICHARD E. MANDEL

INDEPENDENCE CLASS TRANSPORT

SERVICE ENTRY DATE (OLD CALENDAR): 2229

These were Star Fleet's first major transport vessels in the Class I era. They were officially designated as Class II starships due to their auxiliary support role. 100 were originally approved, and by 2240 there were 514 in service constructed in six build groups. That was the same year that the Federation Council cancelled the remaining 86 ships in the *Fraternity* class (the sixth build group) due to lack of apparent need. Within six years they would regret their decision due to the outbreak of the Four Years War and more were quickly ordered. They began construction too late to help the existing fleet, however, and what transports were not destroyed were worked well beyond their official limits for stress, cargo, and endurance.

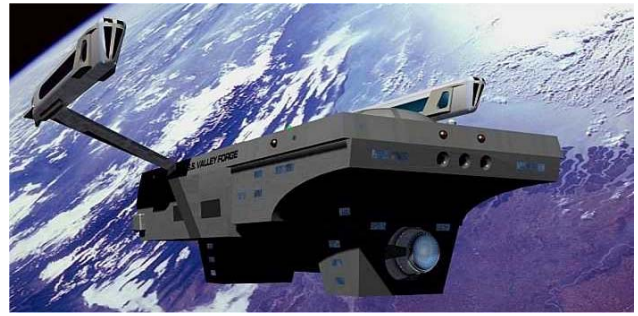
The seventh build group, the *Huron* class, entered service after the War. It has a modified configuration and is sometimes considered a class in its own right due to its size and noticeable design changes. The eighth and final group, the *Condor* class, is currently awaiting approval by the Federation Council. It represents a linear warp retrofitting of the *Independence* class. These will be all new builds, provided funding is granted for construction.



The heavy cruiser *Enterprise* (NCC-1701) escorts an *Independence* class transport (c.2248)



Huron class transport (c.2260)



Proposed *Condor* design (c.2295)

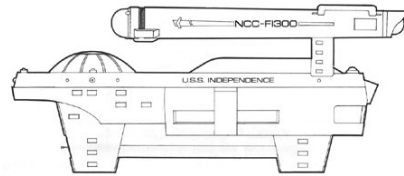
SPECIFICATIONS:

Length:	117 m
Beam:	69 m
Draft:	60 m
Mass:	85,000 DWT full load
Crew	42
Range:	20 light-year at L.Y.V.
Maximum speed:	Warp 7
Armament:	2 phaser banks

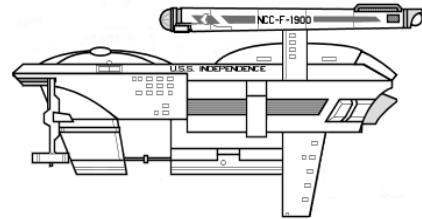
Innovations:

- First starship design in Star Fleet's new Class II program.

VISUALS:



Independence class transport (c.2230)



Huron class transport (c.2260)

INDEPENDENCE DESIGN BY GEOFFERY MANDEL
 HURON DESIGN BY DON KRISTIANSEN
 SCHEMATICS BY GEOFFERY MANDEL AND NEALE DAVIDSON
 VISUALS AND CONDOR CONCEPT BY MATEEN GREENWAY

CLASS ■ “CONTAINER SHIPS”

SERVICE ENTRY DATE (OLD CALENDAR): 2230

The “container ship” started as a civilian adaptation of Star Fleet’s Class I transport container system for use as a quick-and-dirty freighter. This was accomplished by means of a simple latch-on control and propulsion module secured at both container ends, the forward tractor grapple pad, and amidships. A typical freight run for a “container ship” would proceed thus: travel to an assigned pick-up point, latch onto the Class I container in question by matching hull registry to shipping orders, transport the container to its destination, then check in, unlatch, and proceed to the next pick-up point. A number of “container ships” were also operated by independents with fixed, multi-cargo, container-like hulls.

Several hundred of these inexpensive “container ships” were requisitioned by Star Fleet Transport Command to help cover the shortage of transports during the Four Years War. They continued in Star Fleet service until the introduction of additional Class II transport/tug classes in the decades that followed. The last “container ship” with a Star Fleet registry was retired in 2274. Hundreds of civilian versions, both the original latch-on type and later dedicated-hull designs, still continue to ply the space lanes as of this date.

SPECIFICATIONS:

Length: 223 m
Beam: 48 m (single hull)
 90 m (double hull)
Draft: 40 m
Mass: 153,000 DWT
Crew 140
 (varies ±60 depending on cargo and configuration)
Range: 7 light-years at L.Y.V.
Cruising speed: Warp 4
Maximum speed: Warp 6
Armament: 2 phaser banks

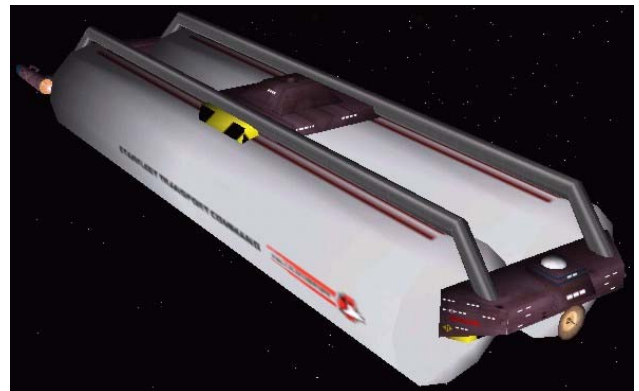
Innovations:

- First Star Fleet use of a “strap-on” type fleet transport (i.e. a transport container with engines)
- One of the most common types of large transport in Federation space still in service, including both single-hull and double-hull designs

VISUALS:



Single-hull “container ship”

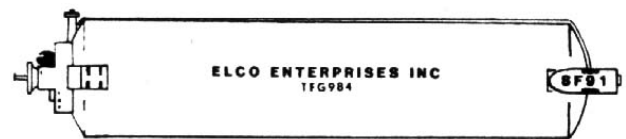


Double-hull “container ship”



Fixed (dedicated) single-hull civilian “container ship”

SCHEMATIC:



“CONTAINER SHIP” CONCEPT AND SCHEMATIC BY STEPHEN V. COLE
(AMARILLO DESIGN BUREAU)

SHERMAN CLASS CARGO DRONE

SERVICE ENTRY DATE (OLD CALENDAR): 2235

The *Sherman* class has often been described as a “smaller, meaner” version of the *Independence* class. These were designed from the start to operate entirely on automation in relatively safe sectors of Federation space. Interior spaces are functional at best, although rudimentary accommodations were provided in the event manual operations were required. These were intended primarily for colony and starbase supply but were pressed to fill the transport gap during the Four Years War. Five build groups were originally authorized and two older yet similar classes were updated to *Sherman* specifications. Many were also sold to private industry or the Federation Merchant Marine. The *Sherman* class drones still remain a familiar sight on the spaceways, even though advances in bulk transporter technology (via subspace-transmitted mass patterns) have all but rendered them obsolete.

There are at least two additional variations of the basic *Sherman* design. The *Manhattan* build group replaces the modular cargo bays with a standard Class I transport container tow pad. These were produced to assist the limited number of Class I *Ptolemy* class transports in fleet support duties until the *Kepler* and *Doppler* classes could be authorized for construction. The new *Pershing* class is little more than a linear warp upsizing of the venerable *Sherman* design. A limited number of these are being built to replace older ships as they reach the end of their service lives for those support roles in which a cargo drone is still required. The “*Pershing* refit” might also be applied to less aged members of the *Sherman* class in the future, pending Federation Council approval.

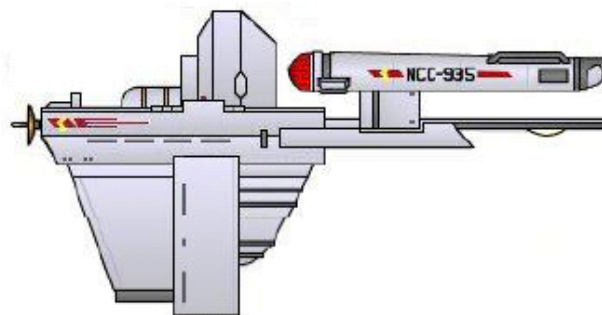
SPECIFICATIONS:

Length: 113 m
Beam: 52 m
Draft: 55 m
Mass: 78,000 DWT
Crew 27
(normally automated)
Range: 20 light-years at L.Y.V.
Cruising speed: Warp 6
Maximum speed: Warp 8
Armament: 2 phaser banks

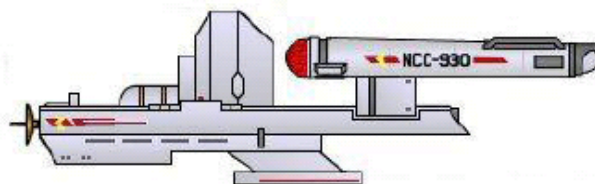
VISUAL:



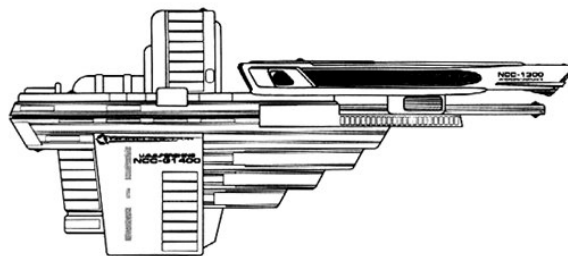
SCHEMATICS:



Sherman class cargo drone (c.2240)



Manhattan class container transport (c.2250)



Pershing class cargo drone (c.2290)

SHERMAN DESIGN BY DON KRISTIANSEN
MANHATTAN CONCEPT BY HARRY DODDEMA
AS BOTH ILLUSTRATED BY NEALE DAVIDSON
PERSHING CONCEPT AND ILLUSTRATION BY ERIC “JACKILL” KRISTIANSEN
VISUAL BY MATEEN GREENWAY

LARSON CLASS DESTROYER

SERVICE ENTRY DATE (OLD CALENDAR): 2240

The problems of the single-nacelle Class I starship vexed Star Fleet's Starship Design Bureau for years. Such a vessel was necessary for fleet operations, yet the inherent warp instabilities of the design would by nature limit those very operations. That was something Star Fleet could not afford, so the Starship Design Bureau devoted considerable time to solving this problem. Their first solution remains among the most unique, mounting the warp engine on dual oversized canted "wings," for lack of a better word. These eliminated the crossflows that created warp field instabilities in a single-nacelle starship. This increased both the size and mass of the *Larson*, however, it was a small price to pay for zero chance of a wormhole above Warp 6. The slanted boom design proved such a success that the *Larson* quickly replaced the *Saladin* on Star Fleet's production schedule. It would eventually serve as the basis for a number of sub-classes (such as the *Shackleton* class survey cruisers) and derivative designs (including the dual-engine *Derf* class tender). 89 *Larson* class destroyers in six major build groups have been authorized since the class entered service in 2240. Practically all of the survivors (from war, attrition, mission losses, etc.) continue in Star Fleet service today.

The secondary hull of the *Larson* is not designed in the same manner as *Anton* derived designs. There are no dual shuttle bays, since this space is taken up by an extended impulse deck. Instead, as many non-essential subsystems as possible have been removed from the primary hull and placed in here, as well as in the canted booms. This extra space in the *Larson's* primary hull is used for extra phaser capacitors and photon torpedo magazines – a feature v in its 2270s era linear warp refit.

SPECIFICATIONS:

Length:	271 m
Beam:	132 m
Draft:	84 m
Mass:	115,000 DWT
Crew:	230
Range:	20 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	6 phaser banks 2 photon torpedo tubes

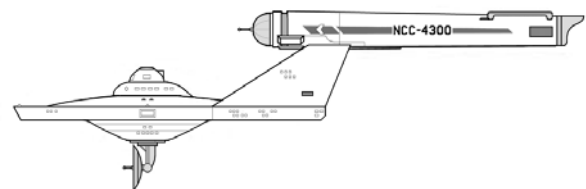
Innovations:

- First Class I starship with canted engine pylons
- Most successful of the Class I single-nacelle designs
- One of the few Star Fleet starship class named after a military hero (Admiral William Larson, hero of the Triangle Campaign during the Romulan War)

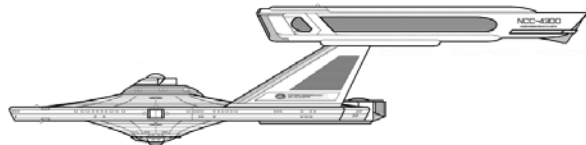
VISUALS:



SCHEMATIC:



Original configuration (2240)



Current configuration (2295)

LARSON DESIGN BY DANA KNUTSON
INSPIRED BY THE *SALADIN* BY FRANZ JOSEPH SCHNAUBELT
SCHEMATICS BY NEALE DAVIDSON
VISUALS COURTESY OF TED W. GIEBEL AND BATTLECLINIC.COM

NELSON CLASS SCOUT

SERVICE ENTRY DATE (OLD CALENDAR): 2240



The *Nelson* represented an alternate take to the *Larson* in solving the warp instabilities inherent with a single-nacelle design. In this case the underslung engine arrangement was retained but the single support pylon was replaced by two small canted ones. This doubled the effective radiator area of the warp engine. It was admittedly not as an effective solution as that which had been used with the *Larson*, however, it was obviously more cost-effective. The *Nelson* class were also the first Class I scouts to be fitted with photon torpedo tubes, making them the operational equivalent of their destroyer brethren insofar as fleet operations were concerned. Most of the time, though, they carried an extensive and varied assortment of probes and only a small number of torpedoes sufficient for defensive purposes.

The *Nelson* soon replaced the *Hermes* as the standard Class I scout design in production. Despite their being newer vessels, all were placed in the Star Fleet Reserve in the late 2260s while the older *Hermes* class received a linear warp refit. They were reactivated and upgraded in the 2280s as the *Hermes* class (like many other original Class I starships) were retired in favor of newer starships. Upgraded vessels of the *Nelson* class have replaced all retired *Hermes* class starships as of the date this work was published (2295). Many still remain in reserve in their original Class I configuration, though, ready to be returned to service should the need arise.

SPECIFICATIONS:

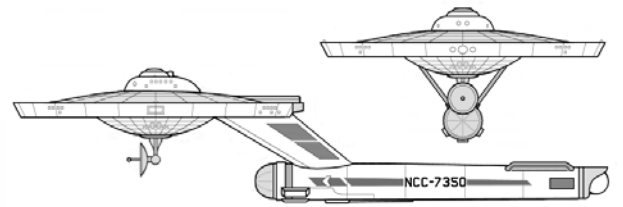
Length:	265 m
Beam:	127 m
Draft:	61 m
Mass:	105,000 DWT
Crew:	200
Range:	9 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	3 phaser banks 2 photon torpedo tubes

VISUAL:

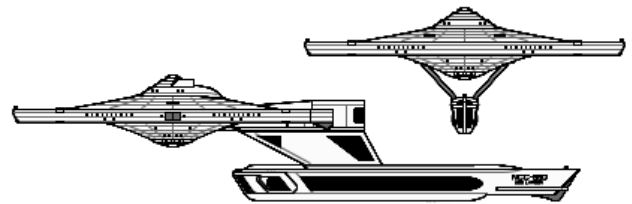


This digital model, provided courtesy of Morena Shipyards, illustrates the unique canted double-mount of the *Nelson's* underslung single warp engine.

SCHEMATIC:



Original configuration (2240)



Current configuration (2295)

ORIGINAL *NELSON* DESIGN BY DANA KNUTSON
BASED ON THE *HERMES* DESIGN BY FRANZ JOSEPH SCHNAUBELT
SCHEMATICS BY NEALE DAVIDSON
VISUALS COURTESY OF STEVE BARON AND WARPED9

LOKNAR CLASS FRIGATE

SERVICE ENTRY DATE (OLD CALENDAR): 2242

The *Loknar* is unique among Class I frigates. It owes its unusual appearance to the aborted NX-project advocated by the Andorians back in the 2140s. At that time the technology was simply unable to meet the proposed design specs without major compromises. Once trititanium and improved construction techniques became available then the Andorians got their wish. They were allowed to proceed with a design modified to Class I specifications, with the understanding that they would have to shoulder most of the construction costs themselves.

The design of the *Loknar* is reflective of the Andorian philosophy of "big guns and little comfort." It was the first to mount six lasers in banks of two: one bank in front of the lower primary hull and two equally spaced on the topside. This feature would eventually be adapted for the dual phaser mounts of Class I starships during and after the Four Years War. Its "splayed" dual warp engine configuration also made for an extremely maneuverable vessel despite its size. Its interior accommodations, though, were spartan compared to those of other Class I starships. Its shuttle bay was small and limited in comparison as well.

The *Loknar* quickly became a favorite of combat-eager starship captains during the Four Years War. It won more encounters with Klingon starships than it lost, tallying up the most impressive combat record of any starship class during the war. Cries from the Federation Council to decommission these ships after the end of the war were countered by assigning them as command ships for perimeter action squadrons on Federation borders. It is there that they still serve, with linear warp technology upgrades to keep them current with the rest of today's Class I fleet.

SPECIFICATIONS:

- Length: 288 m
- Beam: 127 m
- Draft: 86 m
- Mass: 140,000 DWT
- Crew 177
- Range: 10 light-years at L.Y.V.
- Cruising speed: Warp 6
- Maximum speed: Warp 8
- Armament: 6 phaser banks
2 photon torpedo tubes

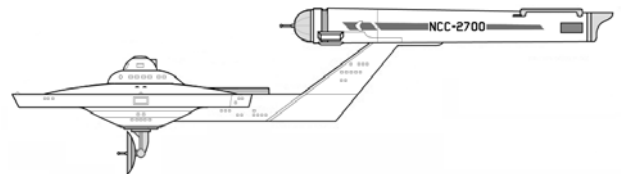
Innovations:

- The only Class I starship designed and built on Andor
 - First starship class to feature the "standard" Class I configuration of 6 laser (phaser) banks on its primary hull.
-

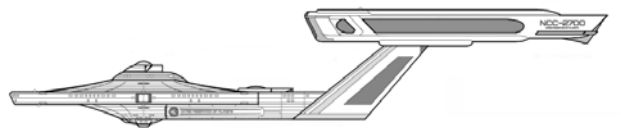
VISUALS:



SCHEMATIC:



Original configuration (2241)



Current configuration (2295)

ORIGINAL *LOKNAR* DESIGN BY DANA KNUTSON
SCHEMATICS BY NEALE DAVIDSON
VISUALS COURTESY SFBNEXUS AND "THE RED ADMIRAL"

SURYA CLASS FRIGATE

SERVICE ENTRY DATE (OLD CALENDAR): 2244



The production of updated *Baton Rouge* era *Anton* class cruisers was scheduled to take place in the 2230s. After evaluating the many changes that would be required in the design, though, the Starship Design Bureau decided that producing new-built *Antons* would be a waste of time. Instead, it decided to go with a smaller, retooled *Anton* design utilizing Class I components and technology “from the ground up.” This would allow them to correct design deficiencies in the *Anton* that had been noted in operation, such as the splayed warp engine arrangement. Two different versions of the “retooled *Anton*” were submitted for review in 2238 and both were approved. These wound up being the *Surya* and *Coventry* class frigates.

The configuration of the *Surya* was heavily influenced by that of the *Hunt* light cruiser proposal. This was nothing more than a *Ptolemy* class transport/tug fitted with cruiser class armament. A stub-like, *Detroyat*-style secondary hull (in place of the container tow pad) would have provided room for both a shuttle bay and additional equipment. The Starship Design Bureau eventually chose the cheaper and less versatile *Kearsarge* for Star Fleet’s light cruiser; however, the idea of a fully armed *Ptolemy* continued to intrigue them. Adding a reduced form of the *Anton*’s modular hull made it even more attractive. It would be, after all, a leaner, meaner, and ultimately cheaper *Anton*. Thus was born the *Surya* class frigate.

The *Surya* went on to prove itself as the combat workhorse of Star Fleet. It could deal with the best that the Klingons had to offer and more often than not came out the winner. It frequently served as a convoy escort for *Ptolemy* class transport/tugs due to their similar appearance and operational similarities. Klingon starship commanders soon learned to begin watching for *Suryas* lying in wait for them, disguised as tugs and complete with empty container frames.

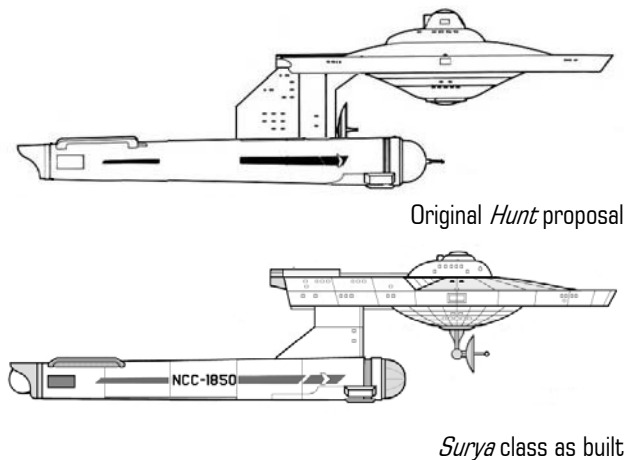
The *Surya* class frigate eventually replaced the valuable *Constitution* class heavy cruisers on the front lines during the Four Years War as its numbers increased, thus freeing these valuable starships for more peaceful missions in less contested areas. Its dual shuttle bays, while not quite as versatile as the

larger ones on the *Coventry* (or the oversized ones on the *Anton*) allowed the *Surya* to fill the roll of shuttle transport or auxiliary shuttlecarrier in a pinch. Were it not for their production costs they might have become the largest Federation starship class of the war. As cheap as they were, though, the *Kearsarge* was cheaper and the *Surya* was soon surpassed in quantity by its less capable but more affordable stablemate. One thing the *Kearsarge* couldn’t do, though, was put any kind of dent in the *Surya*’s reputation as one of the best all-around combat starship designs in the “third wave” of Class I starships. The *Surya* was soon outclassed by both the *Coventry* and *Miranda* in terms of design; however, it would never be outmatched in terms of reputation.

Originally 72 starships were proposed for the *Surya* class. This number was cut to 28 once the *Coventry* and *Miranda* programs were approved. An additional 11 were re-authorized just before construction began in 2242.

The *Surya* is slowly disappearing due to the needs of the service. 22 of these were rebuilt to an updated *Miranda* configuration when they received linear warp technology beginning in 2273. The rest have been laid up in reserve awaiting final disposition.

SCHEMATIC:



ORIGINAL *SURYA* DESIGN BY ARIDAS SOFIA
HUNT SCHEMATIC COURTESY OF THE STARSHIP SCHEMATIC DATABASE
SURYA SCHEMATIC BY NEALE DAVIDSON
VISUAL COURTESY OF FILEFRONT

KEARSARGE CLASS LIGHT CRUISER

SERVICE ENTRY DATE (OLD CALENDAR): 2245



As the threat of war with the Klingon empire loomed ever closer, Star Fleet decided it was high time for what might appropriately be called a “war cruiser.” This would be an inexpensive starship with all the firepower of a standard heavy cruiser. Of all the designs that were submitted to the Starship Design Bureau in the late 2230s for this project the *Hamilton* proposal looked the most promising. It was essentially an inverted *Ptolemy* without the tow pad, and thus could be expected to perform about the same as a Class I frigate. The only remaining issue was how to reduce its projected cost without reducing its firepower. Enter Chiokis Starship Design, the moving force behind the Class I Program. Its first suggestion was to lose the standard Class I upper primary hull assembly in favor of the simpler one from the *Baton Rouge* era. Since this was going to be a purely military vessel then it didn't need extensive science labs and such. Second, Star Fleet should use S-variant warp engines (the “shorty,” as Support Services called them) in place of normal Class I starship engines. Normally used for transports and auxiliaries, these would severely limit the range and duration of the new class, given Star Fleet expectations for normal and combat operations. Chiokis engineers pointed out that range wasn't necessarily an issue, since this new class would spend the bulk of its time on the borders as opposed to extended-duration exploration missions. They would be rapid-response vessels, quickly sallying forth from deep space stations or border outposts to deal with any threat knocking on its door. Star Fleet conceded on both points and the Federation Council was quick to agree, given the projected low cost of the new design. Final approval was given in 2243, with construction commencing almost immediately.

It is easy for starship historians to argue that the *Kearsarge* should have never been produced given its inferior engines. The *Surya* and *Loknar* class frigates were superior in every aspect, being able to go places and do things the underpowered *Kearsarge* could not. This would have remained true had not the

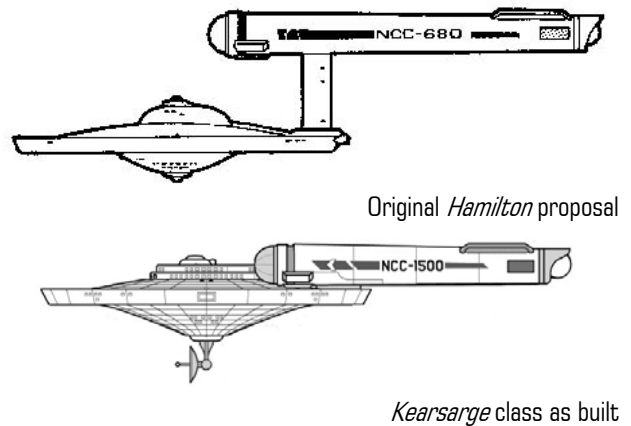
Four Years War come along. As Star Fleet starship losses began to mount it boiled down to simple manner of numbers. *Suryas* and *Loknars* were expensive to build; *Kearsarges* were not. Five *Kearsarge* class NCLs could be built for the same amount of credits it took to build three Class I frigates. That is why *Kearsarge* production boomed and frigate production dwindled during the Four Years War. The *Kearsarge* had found the mission for which it had been designed: short range, low cost, starship-class fleet combatant.

A common Four Years War modification replaced the dual photon torpedo tubes with a quad array. This resulted in Star Fleet's second “heavy firepower forward” Class I design (*Marklin* being the first). There were also many other modifications tried with the *Kearsarge* class –far too many to list here – to augment both combat and support roles. Their limited mission profiles kept them on the borders as patrol ships following the end of the Four Years War. They would have one last bout of glory during the Kzinti Incursion of 2272, after which the *Kearsarge* class was retired en masse to the Star Fleet Reserve. They are at present scheduled to be scrapped at the turn of the century.

SPECIFICATIONS:

Length:	211.8 m
Beam:	122.0 m
Draft:	47.2 m
Mass:	112,500 DWT
Crew	272
Range:	3 light-years at L.Y.V.
Cruising speed:	Warp 5
Maximum speed:	Warp 8
Armament:	6 phaser banks
	2 photon torpedo tubes
	(2 more added in 4YW upgrade)

SCHEMATIC:



ORIGINAL *KEARSARGE* DESIGN BY STEPHEN V. COLE (ADB)
VISUAL COURTESY OF BATTLECLINIC.COM
HAMILTON SCHEMATIC COURTESY OF THE STARSHIP SCHEMATIC DATABASE
KEARSARGE SCHEMATIC BY NEALE DAVIDSON

POMPEY CLASS DESTROYER

SERVICE ENTRY DATE (OLD CALENDAR): 2244



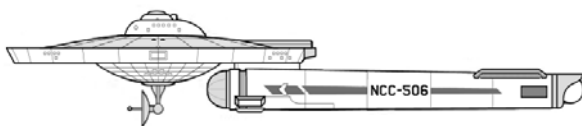
The *Pompey* represented another attempt to address the problems of a single-nacelled destroyer design. In this case the obvious solution was the one chosen, with a second warp engine added in tandem with the first on an inverted T-mount. In theory the extra engine made it a "heavy destroyer" even though its armament remained the same. This was the simplest and most direct means of solving the single-nacelle warp field imbalance problems that plagued the *Saladin* class at excessive warp speeds. A total of seven *Saladin* class destroyers were eventually upgraded to the *Pompey* configuration.

While the inverted T-mount solved the warp field imbalance problems, it could not hide the fact that the *Pompey* was an overpowered, expensive starship for the destroyer role. Star Fleet Command eventually ruled in favor of the *Larson* class, whose design had solved the warp field imbalance issues without adding a second engine. The *Pompey* conversion program was put to an end by the outbreak of the Four Years War in 2246.

SPECIFICATIONS:

Length:	234 m
Beam:	127 m
Draft:	49 m
Mass:	133,000 DWT
Crew:	200
Range:	9 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	6 phaser banks 2 photon torpedo tubes

SCHEMATIC:



ORIGINAL *POMPEY* DESIGN BY TODD GUENTHER
SCHEMATIC BY NEALE DAVIDSON
VISUAL COURTESY OF STEVE BARON

AKULA CLASS DESTROYER

SERVICE ENTRY DATE (OLD CALENDAR): 2246

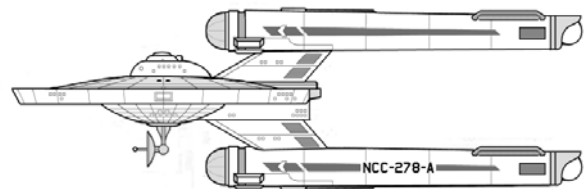


The *Akula* was actually Star Fleet's original perimeter action ship class. It also holds the Class I Program record for taking the longest to enter service. Numerous construction delays and problems with its unique over/under engine arrangement held up the *Akula* by over a decade. These delays in construction also prompted Star Fleet to switch to the smaller and less troublesome *Kiaga* for the perimeter action ship role. It and the spin-off *Agilis* would go on to make names for themselves during the Four Years War. As for the troubled *Akula*, it was eventually reclassified as a destroyer and deployed as such, never fulfilling the mission profile for which it had been designed. Today's *Akula* class perimeter ships have done much to overcome the reputation of their troubled namesake and predecessor.

SPECIFICATIONS:

Length:	242 m
Beam:	127 m
Draft:	82 m
Mass:	108,500 DWT
Crew:	200
Range:	8 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	6 phaser banks 2 photon torpedo tubes

SCHEMATIC:



ORIGINAL *AKULA* DESIGN BY ACTIVISION GAMES
SCHEMATIC BY NEALE DAVIDSON
VISUAL COURTESY OF FILEFRONT

SANTEE CLASS SHUTTLECARRIER

SERVICE ENTRY DATE (OLD CALENDAR): 2246



The outbreak of the Four Years War found Star Fleet without a single dedicated shuttlecarrier class aside from the monstrous *Illustrious*, and it was both too old and slow to do anything meaningful. As Klingon forces surged into Federation space, Star Fleet pressed every hull that it could find capable of carrying fighter and attack shuttles into service. There were far too few *Antons* to fill this gap, though, and few of the *Surya* and *Coventry* classes could be spared from their roles as frontline combat vessels. As a quick fix to this dilemma Star Fleet hurriedly purchased the hulls of four partially completed neutronic fuel carriers and converted them into specialized secondary hulls suitable for mounting with Class I starship components. These were rebuilt solely for the operation of combat shuttlecraft, with a split-level flight deck to facilitate dual launch and retrieval operations. Since these custom hulls could not bear the stress of being mounted with warp engines, the Starship Design Bureau had to devise a special reverse-T dual engine mount that could be fitted to both a Class I primary hull and dorsal. Construction proceeded at breakneck speed due to the war situation. All four of the new *Santee* class escort shuttlecarriers would enter service by the end of 2246, mere months after the start of the Four Years War.

The term *escort shuttlecarrier* was a carefully chosen one. The *Santee* class was designed to escort convoys up to the war front. Its shuttle squadrons, combined with its own cruiser-class firepower, provided more effective coverage for a slow-moving freighter convoy than would two Class I frigates. This freed up valuable Star Fleet combat units from convoy escort duty and made them available for frontline combat. The *Santee* class itself was not intended for frontline action as such; however, that would not stop such action from coming to find it instead.

In 2248 the *U.S.S. Santee* (NCC-1925), her sister ship *U.S.S. Suwanee*, (NCC-1928) and the convoy they were escorting were attacked by a Klingon raiding force fielding its own fighter shuttles. During the melee that followed, one damaged Klingon shuttle managed to fly directly into the *Santee's* top shuttle bay on a suicide run. The impact ignited the *Santee's* hangar fuel stores and the resultant explosion nearly tore the ship apart. Likewise, the *Suwanee* was also the victim of a similar suicide run (this time through the lower shuttle bay) and had her keel

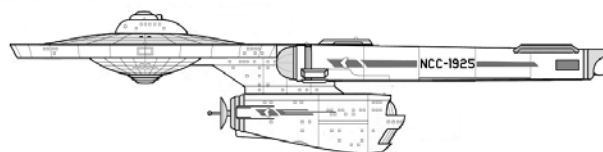
blown off in similar fashion. The surviving Klingons quickly fled the scene after the dual explosions, believing both ships to be mortally wounded. Fortunately, neither ship's "back" was broken (i.e. their base frames remained intact). The reverse-T engine mounts of both starships had spared them this fate. *Santee* had taken the most damage, with multiple ruptures in her primary hull and one of her warp engines shattered due to flying debris. Her other warp engine was repairable, though, and soon fixed sufficiently for limited warp speed travel. Both shuttlecarriers were able to limp to the nearest friendly port at reduced warp speed, bearing their dead and wounded. *Suwanee* was rebuilt and sent back into the thick of the action within a few short months. *Santee* would take considerably longer due to her extensive damage, but would return to service just in time to support fleet actions at the Battle of Grank in 2250.

As Star Fleet's first dedicated shuttlecarrier class, the combat data of the *Santee* would prove quite valuable in the development of postwar designs. The *Coronado* class through-deck cruiser was an obvious retooling of the *Santee* that addressed many of its shortcomings. One can also see the influence of the *Santee* in more modern shuttlecarrier designs, such as the various heavy carrier classes of the 2280s (*Jenshahan*, *Chosin*, and *Youngblood*). Even the designers of today's *Ariel* and *Fredrikstad* classes, the largest and most powerful shuttlecarriers ever built, acknowledge the debt they owe to the pioneering experiences of the *Santee* during the fight to win the Four Years War.

SPECIFICATIONS:

Length:	290 m
Beam:	127 m
Draft:	67 m
Mass:	185,000 DWT
Crew:	345
Range:	10 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	6 phaser banks 2 photon torpedo tubes up to 30 shuttlecraft (normally only one wing of 14 operational)

SCHEMATICS:



SANTEE DESIGN BY FEDERATION FRONTIERS
VISUAL BY SANDMAN3D
SCHEMATIC BY NEALE DAVIDSON

COVENTRY CLASS FRIGATE

SERVICE ENTRY DATE (OLD CALENDAR): 2247



The *Coventry* class frigate was the second of two starship designs to be derived from the *Baton Rouge* era *Anton* class cruiser. Its line are a close match the *Anton*, given the size differences in Class I modular components, save for a considerably reduced modular hull (although not as much as the *Surya*) and straight-mounted warp engine pylons. The splayed and slanted mounts of the *Anton* had proven prone to stress fatigue at high warp speed given the mass of the ship they were required to push. The reduction in hull size plus the straight-mounted pylon design practically eliminated this problem.

Both the *Surya* and *Coventry* classes were originally intended to enter service at the same time. Delays in approval by the Federation Council plus numerous spaceyard issues dragged out the start of *Coventry* production for several years. The *Socorro* (NCC-1231) was the first to service on 23 December 2247. The last ship of the class, the *Indus* (NCC-1243), did not enter service until 7 June 2249, due to delays caused by the Four Years War and a fierce debate in the Federation Council over appropriating funds for both the *Coventry* and *Miranda* class starships. The *Indus* also featured the unified hangar bay that became one of the trademarks of the *Miranda* class cruiser.

The *Coventry* rose to fame during the Four Years War as a shuttlecarrier and ground assault support ship. Few other Class I designs (save the upgraded but elderly *Anton*) could match its shuttle capacity or its capability to defend itself during combat shuttlecraft operations. In fleet operations it sometimes filled in as a command ship. After the war the *Coventry* shared border patrol and defense duties with the similar *Miranda* class cruisers. Plans to convert the *Coventry* class to full *Miranda* specifications were cancelled in 2263 due to apparent lack of need. The class received a limited LN-52 linear warp refit in 2289 due to budget restrictions. Two were retired to the storage depots last year (2294), with the rest expected to follow shortly.

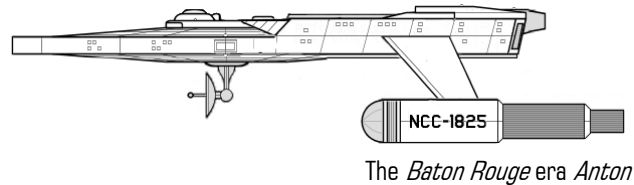
It is impossible to tell the *Coventry* apart from an original Class I *Miranda* at a casual glance save for the hull numbers. A routine sensor scan will reveal the four extra branch conduits feeding off

of the warp engines to the capped hard points in a pre-refit *Miranda* not fitted with a "roll bar." A *Coventry* lacks these extra branch conduits. It was largely for this reason that the class never received a full linear warp refit.

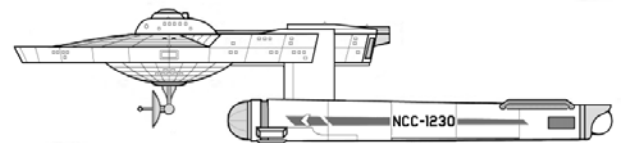
SPECIFICATIONS:

Length:	245.1 m
Beam:	127.1 m
Draft:	54.1 m
Mass:	150,000 DWT
Crew:	315
Range:	11 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	5 phaser banks 2 photon torpedo tubes

SCHEMATICS:

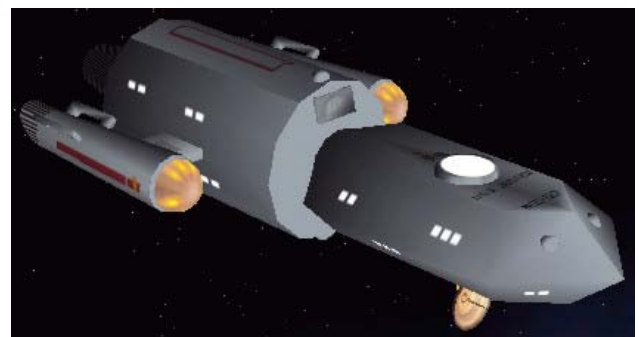


The *Baton Rouge* era *Anton*



The Class I era *Coventry*

COVENTRY DESIGN BY EVAN MAYERLIE (STARSTATION AURORA)
BATON ROUGE ERA EXTRAPOLATION BY NEALE DAVIDSON
VISUAL COURTESY OF STARSHIP MODELER
SCHEMATICS BY NEALE DAVIDSON



Masterson class Federation police cutter (2237)

KIAGA AND AGILIS CLASS PERIMETER ACTION SHIP

SERVICE ENTRY DATE (OLD CALENDAR): 2247



The *Kiaga* was the second and most important of Star Fleet's three original perimeter action ship classes fielded during the Four Years War (2246-2250). It was by far the most significant of them all. Combat data gleaned from the first full year of the Four Years War along with prototype weaponry was incorporated into its design even as the first vessels in the class were being built. The result was a starship that was in many ways ahead of its time.

The *Kiaga* was the smallest Class I starship fielded in this era, being just over half the size and mass of the *Akula*. It was far more suited to the role of perimeter action ship than its ungainly and troublesome elder sibling. Its unusual configuration hid one of the most extensive sensor suites short of a *Hermes* class scout. The bulk of these were mounted in dual forward blisters, one on each side of its primary hull, along with a "normal" lower sensor dome and specialty scanners in eight banks (four to a side) on its upper hull. Its small shuttle bay had just enough room for two small Class J shuttlecraft carried end-to-end. Its unique warp engines, the most advanced of their day, were the forerunners of the Advanced Circumferential Engine (ACE) program of later years. They were capable of Warp 10 bursts for short durations. *Kiaga*, like *Marklin*, also had a split impulse deck. This was partly due to its design considerations and partly due to battle contingency measures.

For its small size the *Kiaga* packed impressive firepower. It was the first Star Fleet vessel ever deployed with phaser weaponry, with its prototype "phaser cannon" fitted in blister mounts both port and starboard of its primary hull. These early phaser units (quickly nicknamed "jowl guns" by *Kiaga* crews) were only deployed on the *Kiaga* class. They had a beam force 1.6 times more powerful than a Class I laser; however, they could only sustain the beam for half as long. Smaller, more efficient, and more advancedphasers that could share the same fairings as standard laser mounts would be quickly developed and deployed for Class I backfit purposes; however, *Kiaga* would retain these prototype phaser cannon through the rest of the war. These phaser cannon were supplemented by five photon torpedo tubes in concealed fairings and four batteries of standard Class I

lasers. The bottom three laser banks were in a special ring mount around the lower sensor dome, permitting them to track individual targets or being all brought to bear on a single target. The *Kiaga's* main flaw, though, was its unilateral shielding system, which powered all shields to equal strength. It was a vessel design primarily for frontal attacks and this shielding system gave it weaker forward shields than it should have had. This problem was rectified the following year in the *Agilis* class perimeter action ships.

The *Kiaga's* baptism of fire was at the Nostveg Engagement of 2247. A six-ship *Kiaga* squadron turned the tide of the battle in favor of Star Fleet, with their phaser cannon playing havoc on Klingon forces. After that the *Kiagas* were deployed as border patrol and interdiction units, often raiding deep into Klingon-held space and taking on multiple attackers in the process. A total of 35 were built between 2247 and 2251, of which 4 were lost in combat. These were replaced by a special appropriation in 2253. After the war the *Kiaga* class continued to serve on the border, interdicting Klingon raiding attempts and using their special sensor suites to assist regular fleet scouts in the intelligence gathering role. Both the *Kiaga* force and the 155 ships of the *Agilis* class was cycled in and out of the Star Fleet Reserve during the 2260s and 2270s due to Organian Treaty restrictions and growing obsolescence. They were finally replaced during Star Fleet's Perimeter Acton Program of the 2280s. The last active duty *Kiaga* class starship, the *Kostolain* (NCC-847) was retired in 2291.

SPECIFICATIONS:

Length:	112 m
Beam:	104 m
Draft:	25 m
Mass:	48,250 DWT
Crew:	48
Range:	5 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 10
Armament:	2 phaser cannon / 4 laser banks (4YW) 5 photon torpedo tubes (3 fore / 2 aft)

Innovations

- First successful perimeter action ship design

SCHEMATIC:



KIAGA DESIGN AND SCHEMATIC BY ARIDAS SOFIA
VISUALS BY JASON "VEKTOR" LEE

MIRANDA CLASS CRUISER

SERVICE ENTRY DATE (OLD CALENDAR): 2248



Project Avenger was a design study undertaken by the Starship Design Bureau in the late 2230s. Its goal was to produce an improved *Anton* class cruiser. Alone of all of Star Fleet's starship classes, the aged *Anton* class had proven equally adept in both the cruiser and shuttlecarrier roles. Their origins in the *Baton Rouge* era, though, combined with several obvious design flaws meant that there would be limits as to how and in what manner they could be upgraded. A purpose-built Class I starship based on the *Anton*, as opposed to upgrading the *Antons* themselves, would prove more useful in future Star Fleet operations to come. Three starship classes would eventually result from this effort: the *Surya* and *Coventry* class frigates, and the *Miranda* class cruiser.

Two major changes was made to the *Anton* design before it became the *Miranda* class cruiser. The first major change was the replacement of its splayed warp engine pylons with straight mounted ones. The splayed pylons, which were mounted along the aft edge of its modularized hull, had proven more prone to stress problems than those of any other starship in Star Fleet. This change alone resulted in a more stable design. Parallel efforts at retooling the secondary hull for the new pylons (as well as perceived mission requirements) lead to the spinoff *Surya* and *Coventry* class frigates. The second major change was to install a series of four "hard points" to the rear of its unique modular primary hull. These were two to a side, with one running along the edge of the hull, in the old location for the warp engine pylons, and another directly above the new straight pylons. The reason for this was simple. Anything mounted on these hard points could tap directly into the warp engines for power, thus eliminating a lot of power routing (and system vulnerability due to extended conduits). The *Miranda* "roll bar" option mount made its debut at this time, designed to straddle the top two hard points. In its most common form it sported extra photon torpedo tubes in addition to special long-range sensors. Another common version was an electronic warfare version, with a special ELINT sensor array replacing the photon torpedo package and dual ECM/ECCM pods. The *Miranda*'s side "hard points" were rarely used in this era; however, starbase-

rated phasers would be tested on these mounts after the war during the development of the megaphaser cannon.

The *Miranda* is the direct ancestor of the 2280s-era *Avenger* class heavy frigate program. All but two were updated to *Avenger* specifications in the 2280s. This obvious *Miranda* heritage, plus the fact that the *Miranda* class itself was being updated, led many to confuse the two classes. The Federation Council put an end to the issue in 2291 when for political purposes it ordered Star Fleet to redesignate all *Avenger* class heavy frigates as updated *Miranda* class cruisers.

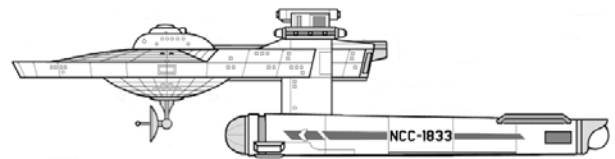
SPECIFICATIONS:

Length:	236 m
Beam:	136 m
Draft:	63 m
Mass:	162,000 DWT
Crew	227
Range:	18 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	6 phaser banks 2 photon torpedo tubes optional "roll bar" mounted weaponry

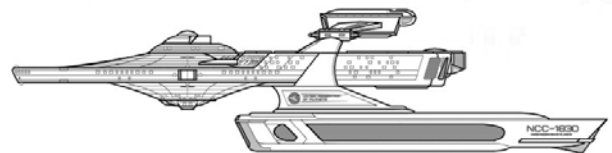
Innovations

- Four hull hard points for optional weapons and other accessories (side mounts usually plated over)
- Custom "roll bar" for extra systems and/or weapons

SCHEMATIC:



Original *Miranda* design with standard "roll bar" (c.2250)



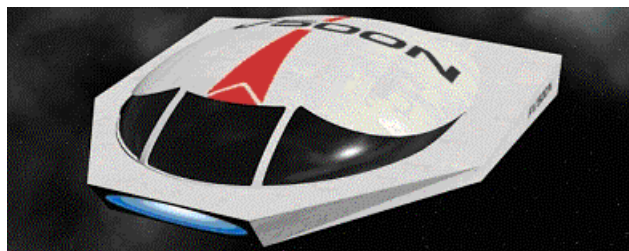
Linear warp *Miranda* conversion with new "roll bar" (c.2280)
(NOTE: *Avenger* class heavy frigate practically identical)

MIRANDA CONCEPT BY EVAN MAYERLIE (STARSTATION AURORA)
AND DAN ABNETT, IAN EDGINGTON, AND PATRICK ZIRCHER (MARVEL COMICS)
BASED ON THE *RELIANT* CONCEPT BY JOE JENNINGS AND MIKE MINOR
SCHEMATICS BY NEALE DAVIDSON
VISUAL BY CYRILLE LEFEVRE

CIVILIAN STARSHIPS

COCHRANE INDUSTRIES MARK IV ONE-MAN SCOUT

SERVICE ENTRY DATE (OLD CALENDAR): 2240

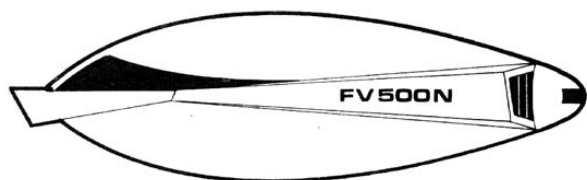


Cochrane Industries was set up as a spin-off company of Cochrane Warp Dynamics when it returned to the small craft market in 2179. The Cochrane Mark IV Scout was the most popular personal starship of the Class I era and was a favorite of both civilians and traders alike. Its dual Kloratis KT-12 warp engines could push it up to Warp 6, allowing its owner to travel practically anywhere in the Federation within a few days. They could be found everywhere in every port and star system both major and minor, engaged on almost every kind of business, both legal and not. The Mark IV officially ceased production in 2260; however, its sheer numbers ensure that it will remain a familiar sight in Federation space for decades to come.

SPECIFICATIONS:

Length:	10.4 m
Beam:	9.2 m
Draft:	3.1 m
Mass:	42 DWT
Crew:	1 (+3 passengers)
Range:	2 light-years at L.Y.V.
Cruising speed:	Warp 4
Maximum speed:	Warp 6
Armament:	none

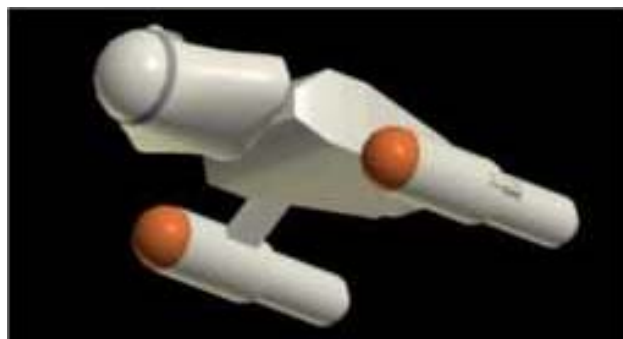
SCHEMATIC:



MARK IV CONCEPT BY DON KRISTIANSEN
SCHEMATIC BY GEOFFERY MANDEL AND DOUG DREXLER

EAGLE CLASS STARLINER

SERVICE ENTRY DATE (OLD CALENDAR): 2241



Although not as graceful as the *Tesujin* nor as opulent as the *Stellarford*, the *Eagle* class starliner was nonetheless a competent performer. It was among the largest and most luxurious starliner of its day, catering especially to wealthy Federation tourists and merchants.

During the Four Years War many of these were pressed into service for use as troop transports by the Star Fleet Marines. Each Marine unit has its own assortment of wild stories about their deeds and actions aboard an *Eagle* either going to or coming from a major battle – none of which can be reprinted here. In the postwar period they plied all of the sightseeing routes in the outer sectors of Federation space. The *Eagle* class starliners were all retired by the late 2270s. Many were purchased off the block almost immediately and retooled as large bulk freighters. It in this capacity that one will most likely encounter an *Eagle* today.

SPECIFICATIONS:

Length:	250m
Beam:	75 m
Draft:	45 m
Mass:	58,700 DWT
Crew:	250 (+750 passengers)
Range:	10 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	2 phaser banks (during Four Years War military service)

EAGLE DESIGN AND SCHEMATIC BY RICK STERNBACH
VISUAL COURTESY OF STEVE BARON

COCHRANE CLASS TRANSPORT

SERVICE ENTRY DATE (OLD CALENDAR): 2242

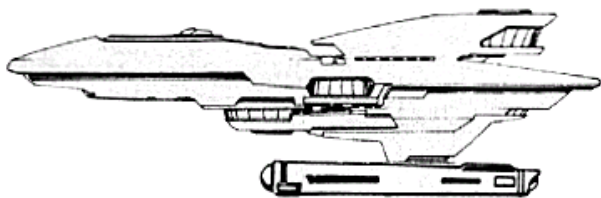
These were the prime movers of Federation colonists and their supplies to frontier worlds during the Class I Era. A *Cochrane* could carry up to 2,400 colonists along with all of their personal belongings and homesteading equipment. These rarely traveled alone but in convoys, with frigates or destroyers usually providing escort. In the largest such convoy on record, 42 *Cochrane* class transports transported over 100,000 beings and 10 million metric tons of supplies and building equipment in 2255 to the Star's End settlement.

During the Four Years War these were pressed into service as emergency transports, supplementing the harried *Ptolemy* and *Independence* classes in moving personnel and supplies to and from the war front. Eight were lost to the Klingons in convoy raids. The *Cochrane* is no longer in production; however, 120 survive today in civilian service in various parts of the Federation.

SPECIFICATIONS:

Length: 370 m
Beam: 210 m
Draft: 110 m
Mass: 61,150 DWT
Crew 36 (+ up to 2400 passengers)
Range: 12 light-years at L.Y.V.
Cruising speed: Warp 6
Maximum speed: Warp 8
Armament: 2 phaser banks

SCHEMATIC:



COCHRANE CONCEPT AND SCHEMATIC BY DANA KNUTSON
(FASA CORPORATION)

CANOPUS CLASS RESEARCH SHIP

SERVICE ENTRY DATE (OLD CALENDAR): 2244



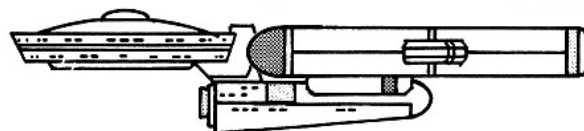
These were specialized survey craft built for the Federation Bureau of Sciences to replace its aging, pre-Class I fleet of vessels. Their main claim to fame is their survey of the Sagittarian arm of the galaxy, which was their first missions immediately following their entry into service. They were lightly armed but well shielded. Phaser weaponry was added during the Four Years War, making them the functional equivalent of a light cruiser. Fortunately, they never had to be pressed into service on the war front. Star Fleet's prewar ramp-up of its Class I Program spared them from this fate.

The scrapping of the *Canopus* class was ordered in 2286. Almost too late it was realized that not a single example had been saved for posterity. The lead ship *Canopus* was quickly repurchased by the Star Fleet Association at scrap dealer's prices. It was in very poor condition, as initial scrapping had already started on its exterior and interior surfaces. Its restoration for the Starfleet Museum at Memory Alpha, which is still underway, is proving to be its greatest challenge to date.

SPECIFICATIONS:

Length: 242 m
Beam: 80 m
Draft: 30 m
Mass: 110,000 DWT
Crew 245
Range: 10 light-years at L.Y.V.
Cruising speed: Warp 6
Maximum speed: Warp 8
Armament: 4 phaser banks

SCHEMATIC:



CANOPUS CONCEPT BY RICK STERNBACH
SCHEMATIC ADAPTED FROM THE WORK OF LAWRENCE MILLER
VISUAL COURTESY OF STEVE BARON

AAKENN CLASS TRANSPORT

SERVICE ENTRY DATE (OLD CALENDAR): 2248



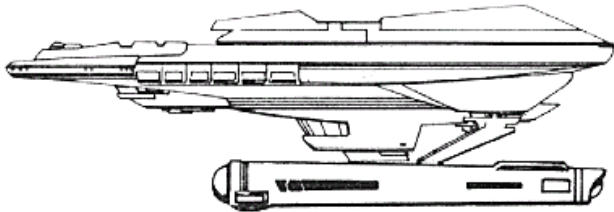
The *Aakenn* class entered service late in the Four Years War and was almost immediately pressed into service by Star Fleet. It performed many of the same duties as the older *Cochrane*, shuttling personnel and supplies to and from the war front. The *Aakenn* was more suited as a dedicated freighter, though, and its 100,000 metric ton cargo capacity ensured that it would remain in use by Star Fleet until the end of the war.

The *Aakenn* class is forever remembered to students of starship lore for its most famous member, the “tribble” ship *S.S. Mundy*. It was found adrift near Starbase 21 in 2266 with its crew missing and its logs wiped. Its bridge showed signs of a struggle but there was no other indication as to what had happened to the crew. When the cargo hold was opened, out poured millions of tribbles that had been living off of a food synthesizer. It had been left on when the crew apparently disappeared.

SPECIFICATIONS:

Length:	190 m
Beam:	100 m
Draft:	60 m
Mass:	70,640 DWT
Crew:	54
Range:	8 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8
Armament:	2 phaser banks

SCHEMATIC:



COCHRANE CONCEPT AND SCHEMATIC BY DANA KNUTSON (FASA CORPORATION)
VISUAL COURTESY OF STEVE BARON

CHARIOT CLASS SPACE TUG

SERVICE ENTRY DATE (OLD CALENDAR): 2249

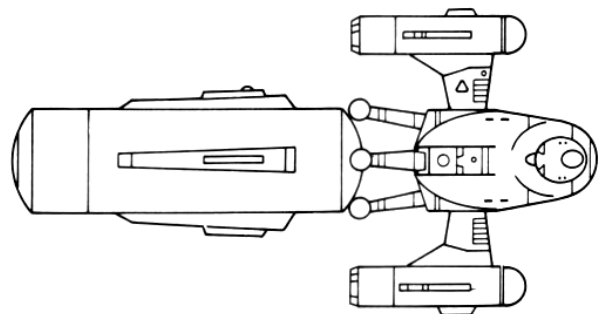


The critical lack of transport capacity during the Four Years War required Star Fleet to appropriate almost every military and transport craft it could find. Civilian spaceyards were scrambling to fill orders for transport craft of all kinds. The *Chariot* was but one of these craft, a high-speed tug designed to quickly tow a single transport container (either *Watt*-type or Class I) to its destination as fast as possible and then zip away before it could be attacked. Only 27 had made it out of the yards by the time the war ended. All of these were turned over to civilian service within a decade of the war's end. A total of 218 were built between 2249 and 2273, after which production ceased. *Chariots* can still be found operating as civilian craft in many sectors of Federation space, since there is always need for a good, fast space tug.

SPECIFICATIONS:

Length:	65 m
Beam:	75 m
Draft:	20 m
Mass:	46,500 DWT
Crew:	24
Range:	8 light-years at L.Y.V.
Cruising speed:	Warp 6
Maximum speed:	Warp 8

SCHEMATIC:



CHARIOT CONCEPT AND SCHEMATIC BY RICK STERNBACH
VISUAL COURTESY OF STEVE BARON

ALIEN ENCOUNTERS

HUMAN FUSION KLINGONS (QUCH'HA)

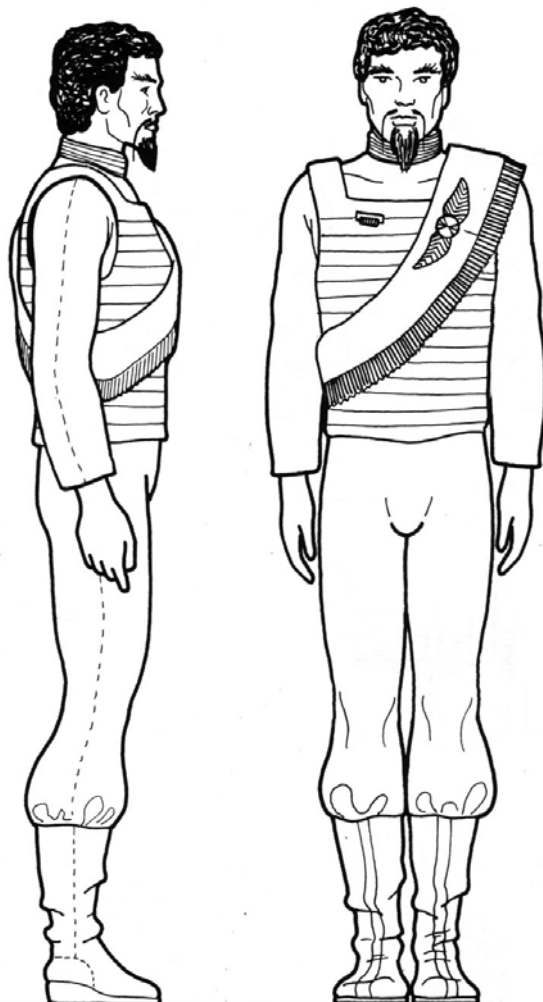


The Klingons of the early Federation encounters prior to 2267 (save for the very first occasion with civilian trader E.A. Jacoby) bore little resemblance to the Klingons that we know today. They were more human-like in appearance and wore their hair short. The only signs of their true heritage were their preference for Oriental-style beards and long moustaches, their Mongol-like features and mannerisms, and the shoulder sashes worn by their officers (which turned out to be almost identical to those of “normal” Klingons).

Many theories have been advanced over the years to explain the mystery behind the early “look” of the Klingons. No Klingon will discuss it. The most that they have ever said about this discrepancy is that it is a private manner and they do not speak of it to outsiders. Scans of Klingons captured or killed during the Four Years War revealed traces of human DNA in their genetic makeup. When and how they came by this remains a mystery as of this date, but this discovery has led to the term “human fusion” for these types of Klingons. Regardless of their origins, whatever they may be, it was these human fusion Klingons with whom the Federation fought the Four Years War. Human fusion Klingons are still occasionally encountered today, usually as covert intelligence operatives or low-level Klingon officials. There have been certain exceptions, however, and some have hinted that Chancellor Azetbur, the current ruler of the Klingon Empire, is herself a human fusion Klingon. This is not confirmed and may never be, given the natural Klingon reluctance to discuss the origins of the *Quch'Ha*.



A human fusion Klingon on average is about the same size and build as a normal human. Externally they appear almost identical to most normal humanoids, save for swarthy skins and uniformly



dark hair, which tends to be thicker and longer than the human norm. That is where the likeness ends. Their abnormal metabolic rate, which is remarkably close to the Klingon norm, is easily detectable by scanners. They average 1.5 times the strength of a human of comparable build (since their homeworld Kazh is a high-gravity planet). The blood of a human fusion Klingon is red like humans but darker. It also tends to turn purplish-pink when exposed to the right conditions. Their internal organ redundancy is not as pronounced as a full Klingon; however, they can still withstand injuries that would cripple or even kill a human. Most human fusion Klingons have uniformly dark skin and thick, bifurcated eyebrows; however, light-skinned human fusion Klingons with features closer to human norm are not unknown. In any case a simple medical scan is enough to tell the difference between a human and a human fusion Klingon despite external appearances.

ARTWORK BY SHANE JOHNSON
REPRINTED FROM *THE STAR FLEET UNIFORM RECOGNITION MANUAL*

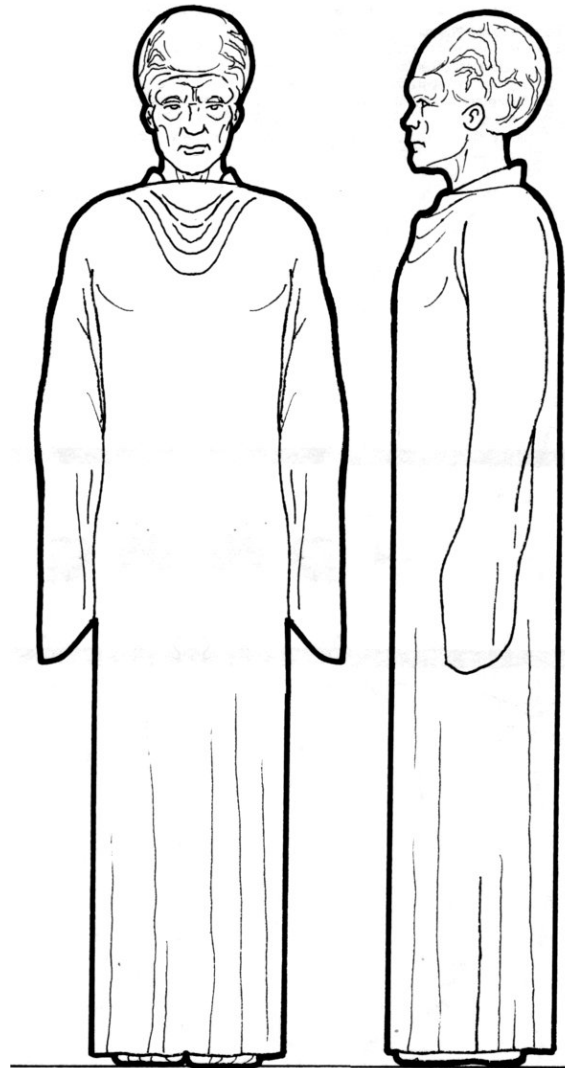
THE TALOSIANS

The Talosians are a genetically weakened race with the most powerful psionic powers in known space. The range of their powers is so great that as a group effort it can span the many parsecs from Talos IV all the way to Starbase 12. Beyond this their collective powers have not been tested.

At one time the Talosians were great explorers, like humanity, and brought back many samples of lifeforms from the worlds they visited back to their own. About 200,000 years ago, though, the Talosian civilization collapsed under the brunt of a self-induced thermonuclear war. The surface of their planet was rendered uninhabitable and they were forced to relocate underground, living in cities buried miles below the highly radioactive surface. It was at this time that the Talosians, with nowhere to go and nothing else to do, began concentrating on their mental powers. Many of their off-world specimens had been brought below with them for their own survival, and they probed their minds with their newfound powers. At first merely a test of their newfound abilities, soon they become psychologically addicted to the life experiences of the residents of their underground menagerie. They stopped building and creating, allowing their civilization to stagnate and eventually decline as they spent their days living and reliving the thoughts and experiences of their menagerie specimens.

The Talosians got their first taste of human experiences in 2232 when the ACI science ship *S.S. Columbia* crashed on their planet. The only survivor was a badly injured young girl named Vina Oliver. The Talosians did what they could to save her life. Unfortunately, they had never seen humans before and had no guide save themselves for tending to her many injuries. Vina survived the experience; however, the well-meant but ultimately misguided Talosian medical attention left her disfigured for life. As she recovered, though, and railed against the hand that fate had dealt her, the Talosians discovered in her mind a vitality and life force they had never experienced before. Add to that the memories of her life on Earth and her short time as an adult explorer of space, and to the Talosians the young Vina was a narcotic new-found. It took years to break her mind and spirit but that they eventually did, reveling in the broad vistas that her memories and experiences offered. This brief taste the Talosians had been given of human experiences made them thirst for more. Pooling their mental powers, they soon learned that the Federation occasionally sent ships within range of Talos IV. When the next one came, they would be ready.

The eventual encounter between Captain Christopher Pike of the starship *Enterprise* and the Keepers of Talos IV is documented elsewhere. Suffice it to say that it was a paradigm event in Federation history. To its horror Star Fleet learned that a psionic power of massive proportions, potentially capable of overthrowing and enslaving the very Federation it was sworn to defend, lay within a virtual stone's throw of Local Group



systems. Star Fleet had no choice but to accept Captain Pike's recommendation that all contact with the Talosians be broken on pain of death. The only way the Talosian threat could be combated was to deny them the very narcotic that they sought: the minds and experiences of beings others than their own. This order would remain in place for decades to come.

A lot has happened since the clash between Captain Pike and the Keepers of Talos IV almost half a century ago. General Order 7 has recently been lifted based on the recommendation of Ambassador Pike. The Talosians have turned their powers toward the greater good and now export their psionic skills. Their mind-manipulation abilities have been applied to diverse projects ranging from intelligence gathering to empathic and telepathic training, and even such fields as holodeck research and the entertainment industry. The very beings that the Federation so feared not so long ago are now proving themselves as one of its greatest assets.

ARTWORK BY SHANE JOHNSON
REPRINTED FROM *THE WORLDS OF THE FEDERATION*

TALOS IV

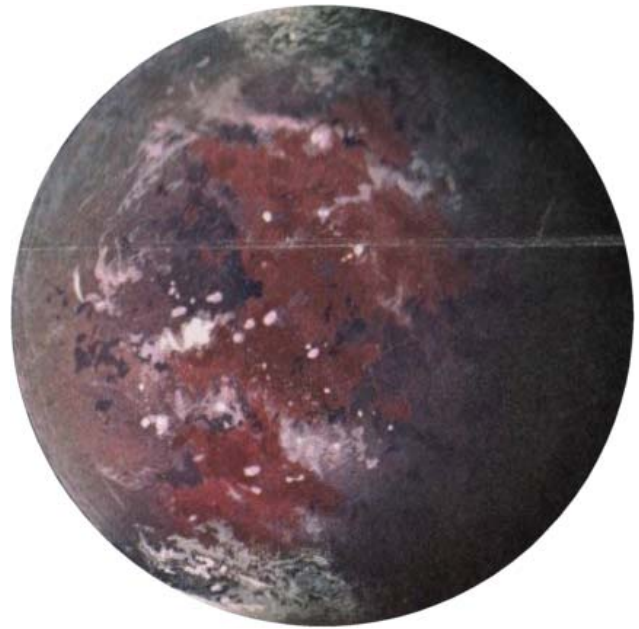


Talos IV is the sole habitable world in the eleven planets of the binary Talos star group. It was the under the protection of Star Fleet General Order 7 since its discovery by the starship *U.S.S. Columbia* (NCC-1701) in 2232 until fairly recently. Access to the planet is still severely restricted at the desire of both its natives and the Federation Council.

The planet is for the most part a barren world, with what little surface water that remains locked away in thin polar ice caps. Thousands of years ago an atomic holocaust wreaked havoc on the planet's surface and destroyed its ecosystem, forcing the survivors of its native peoples (*homo talosi*) to move underground. The few life forms that remain on the surface, all of them plants, have developed unique methods of surviving in what remains of the planet's shattered ecosystem.

Recently, with the encouragement of Federation ambassador Christopher Pike, the Talosians have begun to reclaim parts of their planet. There is a small surface city (New Talos) located at the primary access point to the Talosian underground facilities. A limited number of carefully selected volunteers, mostly humans and Vulcans, are working with the Talosians towards the long-term goal of reclaiming more of their planet's decimated surface.

Contact with the Talosians is barred to all but a few carefully chosen Federation citizens and then only under the authority of the Federation President. The Talosians have the highest psionic capabilities of any corporeal beings in the known universe and only recently (under Ambassador Pike's efforts) have begun to use that power for good. Among those powers is the ability to instantly sift through the mind of almost any visitor (save for the strongest of telepaths) and know all that they know within seconds. This is an unnerving and unpleasant experience for all save those who are trained for this event or whose cultures permit such mental intrusions. Past encounters with the Talosians have usually resulted in open conflict and hostility. It will take considerable time, effort, and preparation before Talos IV is ready to accept visitors on a wider scale.



SPECIFICATIONS:

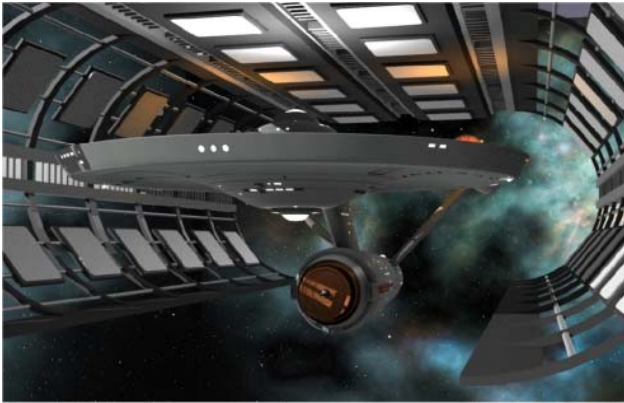
System star:	Talos (native name unknown)
Distance from system star	134 million km
Period of revolution (Terran measure)	48.05 days
Period of orbit (Terran measure)	194 days
Mass	5.063 x10 ²⁴ kg
Diameter	16,720 km
Axial inclination	12.5°
Average surface temperature	24° C
Satellites	none
Planetary Richter Scale rating	M
Level of technology	current
Indigenous culture(s)	humanoid (<i>homo talosi</i>)
Additional culture(s)	humanoid (<i>homo terran</i>) (<i>homo eridan</i>)
Major surface features:	none
Places of note:	New Talos (sole surface colony at present)

HISTORICAL ARTICLES

THE LAUNCHING OF THE *ENTERPRISE*

4 JULY 2223

AN ABRIDGED AND EDITED EXTRACT FROM *STAR TREK LOG TEN*
BY ALAN DEAN FOSTER (NEW YORK: BALLANTINE BOOKS)



Several thousand strong, the construction crews began to assemble around the finished ship. Individuals in work-quits drifted in, as did crews of two or three manning engineering lighters and early "work bee" utility craft. Several hundred looked on from the orbital assembly stations that boxed in the shipyard. All were watching as the first crew finally took official possession of their ship. *Their* starship.

The engineering crew alone did not proceed at once to assigned quarters. Starship engineers seldom used their on-board personal cabins. They lived in Jeffries tubes and cramped accessways and the free spaces in between computer housing.

Captain Robert Townsend April barely had time to stow his gear and check the glistening chronometer in his quarters. Sarah would see to the rest. Luxuriating in the comparative spaciousness of the captain's cabin would have to wait. He had a ship to command.

It was a short turbolift ride to the bridge. His first shift officers awaited him there. Slowly, appraisingly, he looked them over one at a time. Were they all as nervous as he was, he wondered? Some had more time in Star Fleet than he, albeit in non-commissioned ratings. Did any of them feel the same overpowering mix of fear and exultation, of terror and expectancy, that had been building in him since the day Commodore van Anling had shown him this ship, at that time only a smattering of diagrams spread on an office wall in the San Francisco Navy Yards?

To April's relief, it was First Officer Sundresh who broke the silence.

"Ready to get underway, captain,"

"Very well, Mr. Sundresh. All hands, stand by."

Suddenly his fear was gone, replaced by a strange calmness. It all seemed so natural somehow, as if he had been doing this for years. Walking forward, he strode to the command con and took his seat. *His* seat. His body melted easily into the deceptively blunt contours. The con was comforting beyond imagination in a way that bordered almost on the erotic.

Leaning over, April keyed the intercom and spoke with a reassurance that sprang from just-tapped regions. "Engineering?"

"Chief Engineer Kursley, sir," the thick voice filtered back. "Standing by for orders."

"Activate warp-drive engines, Chief."

"Activating warp-drive, Captain." Kursley turned to the prime engineering board. She eyed her subordinates, then muttered a silent liturgy. It might have been a prayer, might have been something else. She engaged the energies of a sun.

Hitherto quiescent monitors awoke on the bridge. Blank-eyed circlets winked on, needles sprinted ahead, bands ascended on gauges, and a tiny shock ran through every member of the bridge crew.

"All systems," April ordered firmly, "final checkout. Report."

Response came from around the bridge, from speakers at the freshly painted communications station, and finally from Navigation.

"Visual contact, sir. Object approaching on collision course, bearing dead ahead."

"Acknowledged, Lieutenant Po." April addressed the general intercom. "All hands, stand by."

Other, distant hands were standing by in a small room beneath the lunar surface. Other eyes checked chronometers and predictors as they watched the distant Earth-ball, fighting to find a minute speck outlined against that brilliant blue-white globe. The drama begun on a small stage several weeks before was approaching the final curtain.

"Contact in thirty seconds, Captain," Lieutenant Po reported, with an irrepressible shiver of excitement.

"Thank you, Lieutenant."

In suits and ships and stations, thousands of men and women of several races watched their fully formed offspring and waited expectantly.

"Four . . . three . . ." the navigator counted off tensely, "two . . . one . . . mark!"

Head-on, the tiny projectile struck the completed cruiser, exploded, and burst into a small but rapidly expanding ball of brilliance. Tiny reflective fragments caught the morning sunlight and turned the diffusing globe into a spray of diamonds.

Thousands of watching eyes saw the distant explosion and reacted. From electronic pickups set strategically around the assembly area, billions more on Earth and on other globes also saw it and all reacted. On billions of speakers, the aged but enormously respected voice of the Federation president, Samuel

Solomon Qasr, sounded from a chamber on the moon: "In the name of the United Federation of Planets, speaking on behalf of all its peace-loving, space going peoples, I hereby christen thee *Enterprise!*"

Those on board the just-commissioned ship heard those words, but not the cheering of the construction crews gathered around them, or the comments and smiles and expressions of satisfaction on the world below. Though each crew member might have permitted himself a silent observation, of varying content and intensity, these were not voiced aloud.

There was too much to do now.

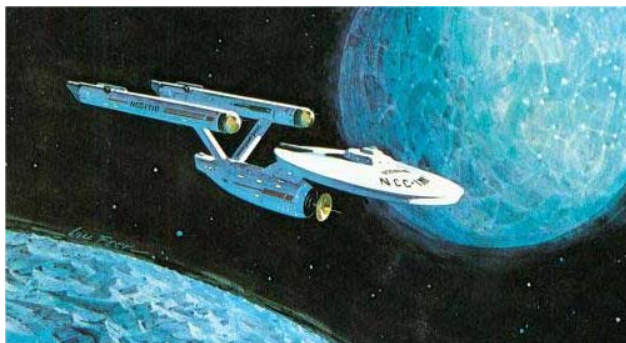
The Federation Exploration Territory was enormous beyond comprehension, and it was but a minuscule portion of this tiny section of the galaxy. Class I heavy cruisers were too expensive, their personnel too valuable to be tied up on anything as wasteful as a shakedown cruise.

It seemed there was a certain world on the present fringe of Federation expansion that desperately required the know-how and capabilities of a starship-class vessel. April had his orders. The initial cruise of the *Enterprise* would be fully operational.

Ceremony concluded, April leaned back in his chair, already a part of him, and called firmly to his helmsman.

"Thrusters ahead, Mr. Nobis. Take us out of orbit. Once we're clear of Earth, then ahead warp factor three."

"Warp factor three. Aye, aye sir."



Franz Joseph's final conceptual illustration for the Class I heavy cruiser (2215)

LARGEST SPACE RESCUE IN HISTORY

UBS EVENING NEWS – 6 DECEMBER 2236



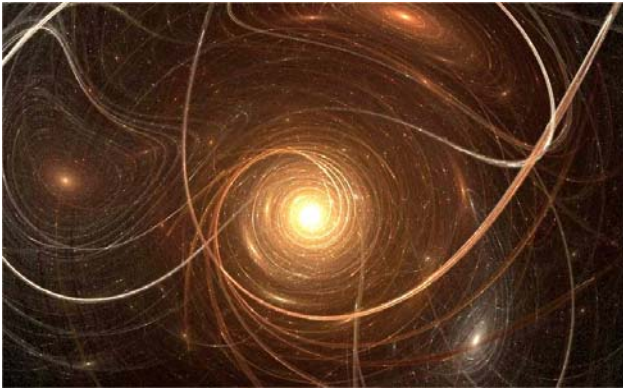
Rescue in space: At today's press conference concerning the loss of the starliner *Juliana*, Star Fleet spokesman Arnold Trenchant informed reporters that all 600 passengers of the missing vessel have been recovered safe and sound. Captain Demetrius and three of his officers gave their lives by destroying their crippled vessel so that the passengers could get off the doomed starship could be rescued.

Everybody's in good health and in surprisingly good spirits, considering what they've been through. We're still trying to figure out just what happened, but Captain Kovanas and his crew deserve credit for reacting the way they did. Their sacrifice ensured that we would find where the ship had been thrown. If they hadn't, there's a good chance that they never would have been found.

The *Juliana's* recorder-marker, along with the testimony of First Officer Helen Morgan and the other surviving crewmembers, together with probes of the area by rescue vessels, appears to point to a freak rift in the local space-time continuum. Such wormhole-like effects are known to happen but are extremely rare. This is the first time in the history of the Federation that a starship has ever been caught in one as it forms. The effects of this split-second rift hurled the *Juliana* several dozen parsecs out of known space and shattered the ship's dilithium converter assembly. With no way to return to known space save by impulse power – a trip that would take generations – Captain Kovanas elected to blow up the *Juliana* and use the explosion as a giant distress flare to attract attention to their location. He and three volunteers stayed behind to detonate the ship's engines while the rest of the crew evacuated all passengers to a safe distance in lifeboats and small craft. As planned, the explosion was detected by long-range scans of one of the ships searching for the lost starliner, with rescue vessels finding the *Juliana's* lifeboats and small craft several hours later.

STARSHIP TRAVELS THROUGH TIME

STARBASE 12 LOG – COMMODORE GREGORY TREE, COMMANDING
12 MAY 2242



The *U.S.S. Wells* embarked from Starbase 20 thirty-three solar days ago on a five-year exploratory mission to chart several sectors of unknown space. Yesterday, it returned – limping on impulse power, its warp engines seriously damaged and the rest of the ship in equally bad shape. When Captain Perry reported to me, however, he stated that the *Wells* had been gone for over three years. This is impossible; yet it apparently happened.

The crew swears to it. The ship's logs confirm it. Hull testing shows stress, fatigue, and signs of deterioration consistent with their tale of three years of sublight interstellar travel. Clearly, the *Wells* somehow traveled back in time – an event that almost destroyed them.

Neil is certain exactly when his ship made its time-jump. His recollection is confirmed by the ship's logs. The *Wells* was traveling through an apparently empty sector of space when the ship began to be buffeted by what Science Officer Filby described as "ripples in time." They were emanating from a particular point in space several sectors ahead of them. When they tried to approach it, however, the time waves increased in intensity until it was too much for the ship's engines to handle. They were caught by one and thrown like the crack of a whip. Once they stopped, they found they had been thrown back in time just over three years. The ship was so badly damaged by the event that they had to return on impulse power at space normal speed. No warp power, no subspace communications, just impulse engines and what stores they had on board. There's been no other ship in that part of space except the *Wells* for at least a decade. That's why it took them three years to get back. We didn't know they were out there.

There's no way Neil Perry and his crew are faking this. I'm not about to let any other starships into that sector until Star Fleet sends me one powerful enough to deal with it. In the meantime, I'm declaring it a navigational hazard and off-limits to all non-authorized starships save by direct order of Star Fleet Command.

COMET CREATED BY STARSHIP EXPLOSION

UFP INFONET – 20 JULY 2245



The mystery behind the sudden disappearance of the starship *Ajax* has been solved. Debris identified as coming from the lost Star Fleet scout has been found in the form of a comet orbiting the star UFC 514263 near the Klingon border. The *U.S.S. Brahe*, a *Canopus* class research cruiser under the command of Captain Peter Sullivan, discovered the comet while on a routine survey of previously unmapped interstellar phenomena. Captain Sullivan was able to recover the recorder-marker of the *Ajax* from the comet debris. Preliminary analysis of the data suggests the *Ajax* was destroyed by an explosion resulting from a catastrophic failure of its dilithium energy converter assembly. No survivors were found and there does not appear to have been time for any of the crew to escape based on the recorder-marker data. All relatives of *Ajax* personnel are being notified of the final fate of their loved ones. In the meantime, Star Fleet has set up a board of inquiry to determine if the possibility of a similar catastrophic converter failure might occur in other starships with dilithium moderated warp engines.

VULCAN ENROLLS AT STAR FLEET ACADEMY

UBS NEWSLINE – “FROM THE FLEET” FEATURE – 29 APRIL 2244



Something of a stir is taking place within the ranks of Federation military and diplomatic circles. Spock, son of Sarek, has applied for and been admitted to the Terran branch of Star Fleet Academy. He will be entering the Academy as part of this year's midshipman class.

Spock is the first Vulcan in history to attempt to aspire to the ranks of the Star Fleet officer corps like any other Federation citizen. All Vulcans currently serving in Star Fleet are either special attached duty personnel arranged through the Vulcan Academy of Sciences or interservice transfers made after the disbanding of Local Group system fleets in 2184. Up until now Vulcans have refrained from a more active role in Star Fleet due to what they assert are its overly militaristic overtones. No reason was given as to the young Spock's decision. It has apparently caused considerable contention within the ranks of Vulcan's diplomatic corps on Earth. Spock's father Sarek is the Vulcan ambassador to Terra and, according to one report, is so upset with his son's decision that he is no longer speaking to him. Only time will tell if this family rift, if true, is ever healed.

Academy officials refused to comment on Spock's admission to the freshman class of 2242. Speaking off the record, though, Academy insiders say that Spock will receive no special treatment despite his unique status. He will be expected to prove himself and pull his weight just like any human, Andorian, Tellarite, or other Federation citizen who is attempting to join the Star Fleet officer corps. Should the young Spock pass this gauntlet, then he can look forward to what will certainly be a groundbreaking career in Star Fleet.

VICTORY AT AXANAR

UFP INFONET – 29 AUGUST 2246



Star Fleet has won its first major victory against the Klingon Empire in the war that has broken out between the Klingons and the Federation. A Star Fleet task force led by Captain Kelvar Garth, commanding the heavy destroyer *Xeonphon*, has routed a Klingon invasion fleet staging at the Axanar star system. According to Star Fleet forces the Klingons were planning a deep-strike invasion of the kind that the Romulans so successfully pulled off at the start of the Romulan War. Star Fleet Intelligence got wind of the operation, and Captain Garth's fleet was sent to stop the invasion before it could happen. Despite odds of four-to-one the battle was won by Captain Garth's tactical wizardry. His slash-and-attack tactics, utilizing the fearsome firepower of the *Marklin* class destroyers at his disposal, wreaked havoc with Klingon forces as they unsuccessfully attempted to corner and destroy his small fleet. They were themselves routed instead, losing over two-thirds of their ships and the rest fleeing back towards Klingon space. Captain Garth is already being hailed as Star Fleet's first hero of the war and has been placed in overall command of all Star Fleet forces in and around the Axanar system.

Despite their loss at Axanar, however, the Klingons have proven more successful elsewhere along the border. Five of Star Fleet's eleven new deep space stations have either been destroyed or captured by Klingon forces, and they have managed to succeed in the Andromeda sector where they failed at Axanar. Star Fleet's biggest problems seem to be with the sheer number of Klingon ships as well as a new "battleship" that has more firepower than any Star Fleet ship in the field. Star Fleet is also experiencing problems in moving enough supplies and reinforcements up to the front due to lack of transport capability. Civilian and Merchant Marine craft of all kinds and sizes are being pressed into emergency service. This includes four of the legendary *Stellarford* class starliners, which are now being used as troop transports to reinforce beleaguered planetary defense forces.

KLINGONS SUE FOR PEACE

UFP INFONET – 26 APRIL 2250



Today, under a sign of truce, a Klingon escort was permitted into Federation space bearing a diplomatic envoy from the Klingon High Council. According to a Star Fleet spokesman, the Klingons are suing for peace on Federation terms. They have admitted that they can no longer sustain the war that they so cold-bloodedly provoked with the Federation almost four years ago.

The Battle of Kolm-an was one of the largest battles yet fought between Star Fleet and Imperial Klingon forces. This two-pronged assault against the last remaining Klingon supply base in captured Federation space was an all-day affair, with both Federation starships and carrier groups taking part in the fight. Star Fleet casualties were lighter than expected; even so, some 11 starships were destroyed and 17 damaged. Klingon forces were far heavier, with not only the loss of their base but almost every ship that was defending it. Only seven badly damaged Klingon starships managed to escape Star Fleet forces, and the hunt is on to find them before they can find safe shelter or make it back over the border.

THE RETURN OF THE *CARACALS*

UFP INFONET – 3 DECEMBER 2250



Veterans of Star Fleet in days past will soon see a familiar looking starship in the post-war skies. Five of Star Fleet's old *Caracal* class cruisers, built before the modern starship era, are being returned to active duty service this week. They have been reactivated along with several other older reserve starships to help cover for losses that Star Fleet suffered during the Four Years War.

"Well, it's like coming back to an old friend that you haven't seen in a while," said Senior Chief Petty Officer Patrick O'Brien. He and several other retired Star Fleet veterans were offered the chance to return to service due to their prior experiences aboard a *Caracal* class cruiser. "As soon as I set foot inside the main hatch and felt that old deck under my feet, well, I was right at home again. It felt good to be back."

O'Brien worked as a junior engineering assistant aboard the cruiser *Palomar* during the last years of its original service life. Now he's returning as a consulting engineer, working with ship's chief engineer Commander Hrondal of Tellar. The two seemed to hit it off almost at once, and their friendly arguing over how best to keep the ship in good running order is welcome music to Captain Jake Peterson's ears.

"That's just Hrondal's way of saying how glad he is to have Chief O'Brien with us," Captain Peterson said when interviewed. "They may have put new warp engines on the *Palomar* and replaced her lasers with phasers, but the rest of the ship is still pretty much the way she was when she was decommissioned back in 2232. Vets like Chief O'Brien know best how to deal with those old systems, and Hrondal knows that. Personally, I think he's learned a thing or two from the chief and some of our other special guests."

The *Caracals* are part of a program to replace newer Star Fleet vessels in Local Group fleet duties for the next two years. The ships they replace will be freed for duty along the still-sensitive Klingon border. Each *Caracal* will have, in addition to its regular crew, a team of two dozen volunteer veterans returned to duty status. They will do their best to ensure that this last tour of duty for these old warhorses ranks among their finest.

to be continued ...

ACKNOWLEDGEMENTS

VOLUME 10: 2221-2250

AUTHOR'S COMMENTS:

For this issue I'd like to thank the very creative Warped9 for his many "what-if" *STAR TREK* photoshopped pictures he's posted on the Internet over the past two years. You've certainly gave us all food for thought. You've also allowed me to cover one or two illustration holes I would have otherwise had to fill with lesser works in this and other volumes of the *FSC*.

I'd also like to say a special "thank you" to Jan-Hendrik Kobarg ("The Andorian" of the Deep Space Station K7 website, an *FSC* mirror), the mystic sage "Cluttered Mind," and *Federation Reference Series* author Aridas Sofia for reviewing the drafts of this issue prior to release. They caught a lot of my early mistakes and helped me resolve several canon and fanon issues regarding this important period in *TREK*'s history.

Those of you who swear by the Prime Two timeline (Okuda chronology) are probably going to be rather upset by my listing an "early" launch date of 2223 for the *Enterprise*. Whatever it is you're going to say, whatever arguments you're going to drop in my email to "convince" me that 2245 is the "correct" launch date isn't going to work. My dating is based on what's shown on screen in TOS and TAS as well as the original TOS pre-production documents. James Dixon argues the point well for the so-called "early date" in his musings on the subject, and I've had several interesting discussions myself with Aridas Sofia, Bernard Guigand of Treknografix, and many others on the subject. At the risk of spoiling Dixon's excellent dissertation, here's how I came to the conclusion that an "early" date of 2223 worked for my Prime One timeline:

- 1) Almost all major fandom works (prior to Okuda's slipshod timestream meddling and with the notable exception of the efforts of *TREK* magazine) give the dates for TOS as 2260-2265. The basis for this is Chuck Graham's original 1974 fandom timeline from *The Menagerie* fanzine and reprinted, used, and elaborated upon by Geofferey Mandel in all of his old fandom publications (*Star Fleet Handbook*, *USS Enterprise Officer's Manual*, *Star Trek Maps*, et al). It was derived from extensive analysis of on-screen evidence from both TOS and TAS (read Dixon for the dirty details). Since this document is based on an updated and corrected version of that timeline then it too uses the 2260-2265 dates for TOS.
- 2) Several pre-production TOS documents exist (one of which was reprinted in *The Making of STAR TREK* by Stephen Whitfield) that give an approximate age of 40

years for the *Enterprise* at the time Kirk took command. A number of "old school" *TREK* fans appear to interpret this literally, which is from where the 2221 date comes. Since the first season of TOS roughly corresponds to the year 2261 per the Graham/Mandel timeline, then

$$2261 - 40 = 2221.$$

I interpret this 40-year figure as an approximate date based on information from other sources. Still, I'll be the first to agree that 2221 is the earliest possible date for the launch of the *Enterprise*. It probably happened a little later than that and apparently did so based on my interpretation of the available evidence.

- 3) The reason why I do not accept 2221 – or Okuda's 2245, for that matter – as the *Enterprise* launch date is based on the following:
 - a) The established "fact" that at age 30 or 31 (given your source) James T. Kirk was the youngest starship captain in Star Fleet history. This is backed up by both on-screen evidence (TOS "The Deadly Years," for starters) and the majority of licensed and unlicensed *STAR TREK* works. Before him was Christopher Pike, his predecessor, at age 33 (per Mandel's *EDM*).
 - b) We know that Robert April was the first captain of the *Enterprise* per TAS ("The Counter-Clock Incident"). Even Okuda has conceded this point.
 - c) There is considerable on-screen evidence in TOS, TAS, the original franchise movies, and even into TNG, DS9, and VOY that the mid-to-late 30s age range is fairly common for Star Fleet starship commanders. Younger candidates (such as Kirk and Pike) are sometimes accepted based on demonstrated exceptional command ability. I could cite many examples, but I'll choose a well-known one. TNG's William Riker was offered command of the *Melbourne* at age 31 for the very reason stated above. He turned it down, of course, and stayed as Picard's executive officer or several more years. The fact that he was offered it at all, though, given his youth, serves to prove my point.
 - d) Based on all of the above, Robert April couldn't have been any younger than 34 (or

a late 33, possibly) when he became the first captain of the *Enterprise*. If he had been any younger than April would have been the youngest starship captain in Star Fleet history prior to Kirk, not Pike. The subject of April's age is never mentioned when he briefly discusses taking command with Kirk in TAS ("The Counter-Clock Incident"), so it's probably safe to say he was in that median age group favored by Star Fleet for initial starship command. An age of 34 falls within this median range. The original TOS production documents say that April was "about 34" when he was envisioned as commanding the *Enterprise*.

- e) Robert April was 75 years old when he visited the *Enterprise* in TAS ("The Counter-Clock Incident"). Kirk states April's age onscreen as part of his log entry. Bouncing his retirement age (75) against the earliest age he assumed command (34) of a brand new starship *Enterprise* ...

$$75 - 34 = 41$$

...which means Robert April took command of the *Enterprise* 41 years prior to the events depicted in TAS. This happens to agree with the approximate 40-year figure given in the TOS pre-production documents. The 40-year figure was taken into account by both the writers and producers of TAS per their own account; hence its consistency with the TOS evidence. Now, we know that the Graham/Mandel timeline puts TAS in 2264, so April's visit to his former command at age 75 also took place in 2264. One last bit of math left to do ...

$$2264 - 41 = 2223$$

... and that's how I got 2223 as the launch date for the *Enterprise*.

- 4) The only other thing I'll say at this point is that the 2218 launch date as given in certain high-brow fandom works, such as *Ships of the Star Fleet Volume 1* and the *Federation Reference Series*, is now generally conceded to be in error. At least one of the authors behind those works has privately admitted to me that 2218 was too early a date, again based on April's age at the time he took command. Star Fleet has yet to appoint a 29-year old starship captain, folks, based on current onscreen evidence. The author in question also agrees with the accuracy of an early 2220s launch date.

Others may use other methods for their calculations, but all of us "old school" fans tend to arrive at the same approximate figure: an original launch date for the *Enterprise* in the early 2220s. We may quibble on the exact year, but we're all agreed on the period at least. This "early dating" is based on direct evidence, both on-screen (in both TOS and TAS) and in the actual TOS production documents themselves. If you insist on swearing by Okuda's chronology, though, (or the absolutely screwed up *TREK* magazine/SFC/FASA chronology) and refuse to ignore this evidence, then you'll never accept my dating nor that of any of the other "early" launch date advocates. All I can say there is that you're ignoring the obvious in favor of official pronouncements, however obviously flawed or incorrect they may be. Oh, well. Believe what you will and be happy. Add two decades to my dates and "adjust" them at your leisure, if that will make you feel better. At least we can agree in enjoying *STAR TREK*, can't we? ^ _ ^

The *Miranda* class cruiser has serious issues regarding its origins and placement – or TOS existence, according to some fans I know. Apparently the TNG writers ignored the fact that the *Reliant* was conceived as an *Avenger* class starship per the original *Wrath of Khan* production documents. The *Miranda* designation has been used by the franchise ever since, though, and a franchise-sanctioned TOS-era *Miranda* put in several visual appearances in licensed works, most notably the Marvel comics story *Cloak and Dagger* (where the TOS-era version was first presented). This really gummed up the elaborate background that both Todd Guether and Aridas Sofia had developed for the *Reliant* and how it came to be. Alexander Rosenzweig's efforts at "fixing" a late date for the *Miranda* class blueprints has only made things worse, IMHO. On top of that there's FASA's old *Anton* still lurking in the background as the "first" unofficial *Reliant* precursor. My solution may not be the best, and those of you who don't agree are free to go your own way. It works for me, though.

The apparent youth of James T. Kirk when he was commissioned as an officer has been the source of some consternation among Star Trek fans for years. It makes sense, though, once you realize that his was a wartime commission. Those of us who have either been in the service or are students of military history know that all militaries accelerate their officer training programs during wartime. The example that comes quickest to my mind is the U.S. Navy's WWII-era "90-day wonder" program that cranked out ensigns as fast as it could. There are plenty of examples in history of military academies graduating their cadets and midshipmen early so they could go be part of a current war. Star Fleet would have been no exception. It's the only sensible way to explain some of the seeming inconsistencies in Kirk's pre-TOS service career without having to resort to some of the silly *deus ex machina* used by some of the *TREK* novel writers (Preserver manipulation? Gimme a break!).

I'm well aware that some of the Class I starship pictures I'm using aren't technically accurate for the period. If I were to be 100% accurate then all Class I starships prior to the Four Years War would be fitted with PB-18 warp engines and all post-war ones with PB-31 or PB-32 warp engines. PB-18s can be easily distinguished from later designs by their side-mounted rear intercoolers (see the *Bering* and *Archon* classes in *Volume 10: The Baton Rouge Era*). PB-31s are the "pre-TOS" warp engines, with their grilled rear cowls and "spiked" front domes. PB-32s are what you see in regular TOS and TAS episodes, with no spiked domes and half-globed rear cowls. I have yet to find any 3D renders of any Class I starships done with PB-18s and dreadfully few with PB-31s, though, so I'm forced to work with what I've got. I'd gladly welcome corrected pictures from anybody who has the artistic talent and time for such an effort.

The schematic of the *Constitution* as launched isn't mine. It's a horrible "NX-*Constitution*" that I got and doctored a bit from the Starship Schematic Database. I retooled the engines in order to bring it more in line with what it must have looked like per the many fandom musings on the subject.

I'm glad Aridas directed my attention to forgetting his *Kiaga* class perimeter action ship in my first draft of this volume. It's quite a different beast than Activision's *Akula* and rather popular with Internet-savvy *TREK* fans. It's a 2240s-era design based on a starship class that was mentioned but never shown in *Ships of the Star Fleet Volume 2*. I've presented it pretty much the way it was developed on the TrekBBS. My only addition was the idea that its early phasers, the first ever deployed in Star Fleet service, could not fire a sustained beam like we see in TOS. Remember, this is an early phaser, something they had to literally kick out the door in order to get it to the war front – a weapon that was kludged and deployed before it was really ready for fleet action. Military forces do that kind of thing whenever they're hard pressed, just as Star Fleet certainly was in 2246-2247.

Well, here we are. We're on the threshold of the period in *TREK* history that everybody knows. There's only two more volumes of the *FSC* to go, folks, so hang tight!

Regards,

- Richard E. Mandel

In-jokes and asides:

- 1) The picture of Admiral Shephard is actually that of Captain Draco Gideon from *Star Blazers*. WELL?!?!? As big an *anime* fan as I am, and as important as *Star Blazers* is (the "Japanese *Star Trek*"), you just *KNEW* I was going to slip in a *Star Blazers* reference somewhere! ^ _ ^
- 2) Yes, that REALLY IS a picture of actor Steve Inhat as the young Garth of Izar. I had to do some digging to find a picture of him on the Internet that wasn't from the TOS episode "Whom Gods Destroy." It's from an old *Outer Limits* episode, I believe, but I could be wrong. The horrible photoshopping is mine.
- 3) I deliberately used a lot of pictures and stills from *Star Trek: The Animated Series* this time around. It's never been considered canon by the Church of Okuda but it is here in old-school *TREK* fandom. It's just my way of acknowledging my roots. I got hooked on *STAR TREK* when the animated series first aired. I can still remember as a young boy sitting on the horrid green shag carpet of my parent's living room, watching their old Zenith color TV (they were the first in our area to have a color set) and seeing "Beyond the Farthest Star" when it originally aired. I loved the animated *STAR TREK* because it was the first Saturday morning TV series I ever watched that invited me to come up to its level of storytelling, not the other way around (as with most TV cartoon fare). Maybe that's why I'm such an *anime* fanatic today. I know the animated *STAR TREK* hooked me on the franchise for life.
- 4) Since Goldstein and Sternback decided to play *The Time Machine* card by having the *U.S.S. Wells* go back in time, I named the ship's captain Neil Perry (from the TV movie) and his science officer David Filby (from the George Pal feature film)

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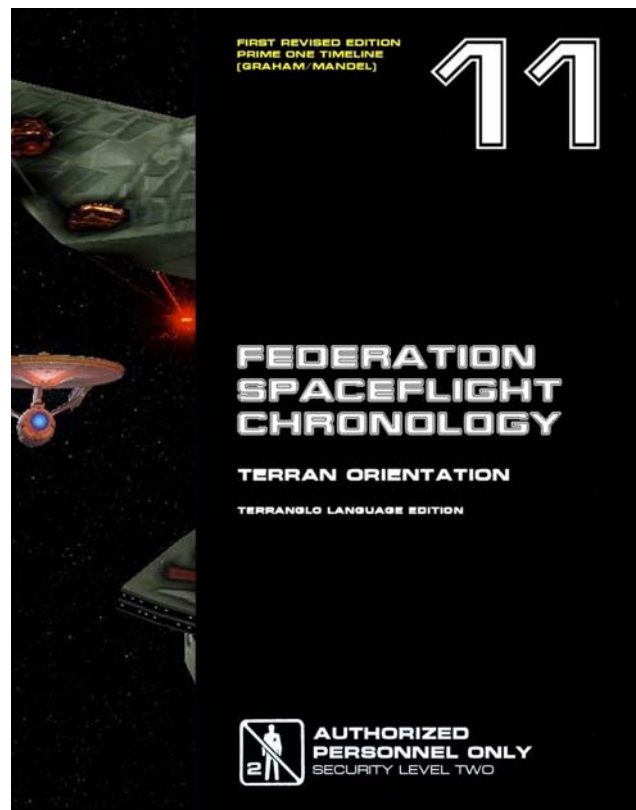
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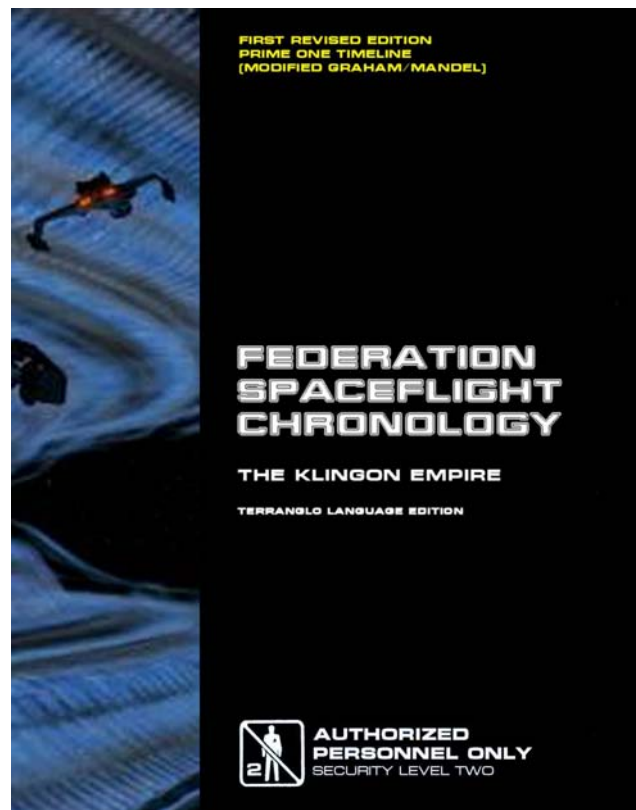
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