

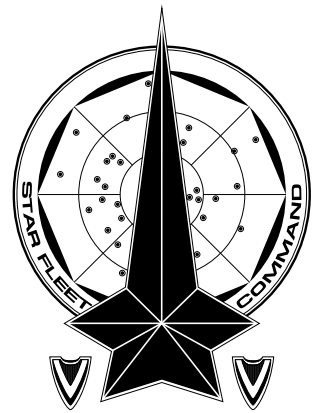
A supplement for use with  
**STAR TREK**®  
THE ROLE PLAYING GAME

# FEDERATION



## SHIP RECOGNITION MANUAL IV





### CHANGES TO THIS MANUAL

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#### STAR FLEET INTELLIGENCE COMMAND

- Assistant Chief of Staff  
Military History Division  
Austin, TX, Terra 01.3

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# Introduction

## THE ROLE OF STAR FLEET

Star Fleet has remained the primary exploratory and defensive arm of the Federation and it's member worlds for over 130 years. Contributions of time, resources and funds to maintain and expand the fleet have cemented the worlds of the Federation together as a unified entity in the Galaxy at large.

Star Fleet's role has continued to be that of the defenders of the Federation and the backbone of exploration and expansion of the United Federation of Planets. Throughout it's history, Star Fleet has had to face the challenges of defending such a vast area of space while exploring the frontier. In it's history, Star Fleet has fought several major wars and been involved in dozens of smaller conflicts throughout the Alpha and Beta quadrants.

To help fulfill its mandate, Star Fleet has fielded an extremely wide range of diverse craft - some incredibly focused on a single task while other designs are built to tackle unknown challenges. With the added roles of colonial support, law enforcement and disaster relief, Star Fleet will most likely continue to employ a wide range of designs and capabilities in the ships that ply the space lanes.

## SCOPE OF THIS MANUAL

This manual describes the less well known ship of Star Fleet on a classified basis, providing an overview to authorized personnel and line officers. The ships presented represent vessels that were intricate during the "The Great Awakening" and during one of the Federations darkest times - the Four Year's War.

Many of the vessels presented here served well into the 2260's and even in the early 2270's. A number were also refit or used as the basis for the massive fleet refit of the mid-2270's. While not as well known as some vessels, these ships all served a vital purpose during the continued growth of the Federation and Star Fleet.

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### CREDITS

#### Design

Forest G. Brown

#### Editorial Staff

*Editor-in-Chief*

STSTCS Staff

#### Illustration

Johnathon B. Shade

William Burr

#### Cover Art

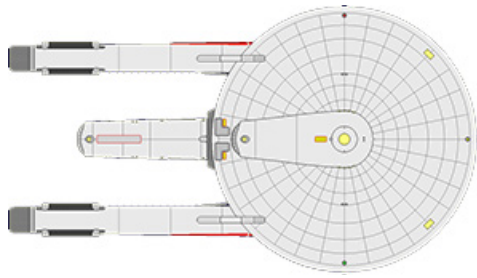
David Metlesits

#### Production Staff

*Layout And Pasteup*

STSTCS Staff

# Albedo Class IX Carrier



## Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	IX	IX
Date Entering Service-	2249	2257
Number Constructed-	16	8

## Hull Data:

Superstructure Points-Damage Chart-Size:	20	20
Length-	C	C
Width-		
Height-		
Displacement-Cargo:	137,875 mt	136,730 mt
Total SCU-	181 SCU	181 SCU
Cargo Capacity-	9,050 mt	9,050 mt
Landing Capacity-	None	None

## Equipment Data:

Control Computer Type-	M-2	M-2
Transporters-		
Standard 6-person-	4	4
Emergency 22-person-Cargo-	4	4
Other Data:	2	2
Crew-	343	324
Passengers-	30	30
Shuttlecraft-	45	45

## Engines and Power Data:

Total Power Available-	27	27
Movement Point Ratio-	3/1	3/1
Warp Engine Type-	FWD-1	FWD-1
Number-	2	2
Power-	12 ea.	12 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9
Impulse Engine Type-	FIC-2	FIC-2
Power Units-	3	3

## Weapons and Firing Data:

Beam Weapon Type-	FL-1	FH-4
Number-	6	6
Firing Arcs-	2 f, 2 p, 2 s	2 f/p, 2 f, 2 f/s
Firing Chart-	D	Q
Maximum Power-	2	3
Damage Modifiers:		
+3	(-)	(-)
+2	(-)	(1-8)
+1	(-)	(9-14)
Torpedo Type-	FAC-2	FP-2
Number-	1	2
Firing Arcs-	1 f	2 f
Firing Chart-	G	H
Power To Arm-	4	1
Damage-	10	6

## Shield Data:

Shield Type-	FSC	FSF
Shield Point Ratio-	1/1	1/2
Maximum Shield-	6	8

## Combat Efficiency:

D-	50.1	66.6
WDF-	5.1	13.1

In late 2246, Star Fleet requested the inclusion of a large scare through-deck carrier design that could transport and support two or more full wings of shuttles. Although Shuttle-carriers and through-deck cruiser were nothing new, it was hoped that the newly requested ships could reduce the reliance on other craft for support and produce a fully independent front line vessel.

By early 2247, the Albedo class had been selected for production. Designed around the FWD-1 power-plant, the Albedo could easily field over 40 shuttles and housed full repair and upgrade facilities on it's hangar deck. A second fast-response hangar deck was also fitted to the design to allow several standard shuttles to remain on active stand-by during missions.

By the time of the Albedo's launch, it's primary focus had already changed. Even as the Albedo finished her trial runs, the large hangar bays were being outfitted for combat operations, and the Albedo became a front-line military vessel in the ensuing Four-Years War.

The Mk I was somewhat underpowered for use during the conflict. While the FWD-1 power plant did allow the carrier to maintain high warp speeds for long periods of time, the vessel was underpowered for independent operations. The Mk I was fitted with six FL-1 lasers that gave the ship excellent weapons coverage. The addition of a FAC-2 also gave the Albedo a significant punch during conflict. But it was the carriers fighters, which could swarm an enemy vessel that made the Albedo a minorly successful design.

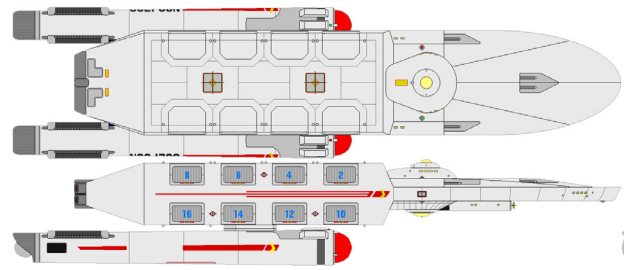
None the less, the Albedo, like many vessels of the era, was not designed for major overhauls. In 2256, following the introduction of the phaser as the primary Federation beam weapon, the Mk II was proposed. With significantly greater firepower, the Mk II was though to be far more successful than it's predecessor, which saw several losses during the war. But the Mk II's subsystems were so integrated, that it was realized that further upgrades would require nearly a full ship rebuild. By 2264, the contract for 24 additional vessels was reduced to 8.

Despite it's underpowered nature, the Albedo remained in service until 2269, when the last vessel was retired. Of the 24 hulls eventually produced, 9 Mk I's were refit to Mk II variant. 5 Mk I's were destroyed during the Four-Year's War. 2 Mk I's were scrapped. Of the 17 Mk II's that were in service, 2 were destroyer, 1 was scrapped and 4 were disarmed and sold to Member states in the Federation. 10 are still in reserve fleet, although there are no plans to reactivate these ships. The Albedo was constructed at the Sol IV and Salazaar facilities.



## Solomon Juneau Class VIII Carrier

<b>Construction Data:</b>	
Model Number-	Mk I
Ship Class-	VIII
Date Entering Service-	2245
Number Constructed-	20
<b>Hull Data:</b>	
Superstructure Points-	18
Damage Chart-	C
Size:	
Length-	283 m
Width-	71 m
Height-	50 m
Displacement-	112,365 mt
Cargo:	
Total SCU-	110 SCU
Cargo Capacity-	5,500 mt
Landing Capacity-	None
<b>Equipment Data:</b>	
Control Computer Type-	M-1
Transporters-	
Standard 6-person-	3
Emergency 22-person-	3
Cargo-	2
Other Data:	
Crew-	210
Passengers-	10
Shuttlecraft-	35
<b>Engines and Power Data:</b>	
Total Power Available-	22
Movement Point Ratio-	3/1
Warp Engine Type-	FWE-1
Number-	2
Power-	8 ea.
Stress Chart-	H/I
Max Safe Cruising-	Warp 7
Emergency Speed-	Warp 9
Impulse Engine Type-	FIB-3
Power Units-	6
<b>Weapons and Firing Data:</b>	
Beam Weapon Type-	FL-1
Number-	4
Firing Arcs-	4 f
Firing Chart-	D
Maximum Power-	2
Damage Modifiers:	
+3	(-)
+2	(-)
+1	(-)
<b>Shield Data:</b>	
Shield Type-	FSG
Shield Point Ratio-	1/1
Maximum Shield-	10
<b>Combat Efficiency:</b>	
D-	50.3
WDF-	1.6

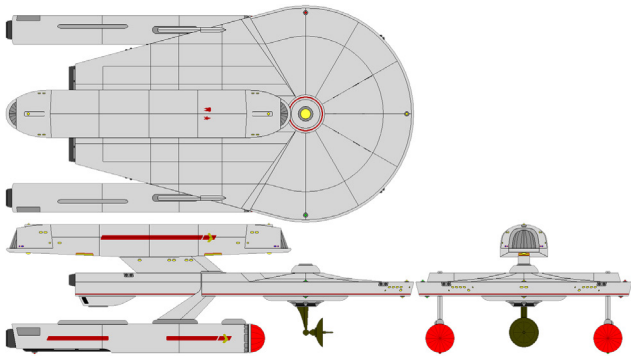


The Solomon Juneau is an Andorian design that was built to concentrate forward firepower on an opposing vessel then launch a large group of combat shuttles or fighters to overpower enemy vessels. Each shuttle aboard had it's own landing bay and recovery system, allowing the fighter and shuttle units to continue operating during combat operations.

Despite it's military design, the Juneau was also a capable support craft. It's independent launch and recovery systems allowed extensive modifications to multiple shuttles even during exploration operations. Like most shuttle carriers, the Juneau's primary peace-time operation was to help map and explore large sections of space where shuttles could conduct highly detailed surveys along with other exploration units.

But the Solomon Juneau class also required a large support vessel to ensure fuel, parts and other consumables. Without a support vessel, often a container transport, the Juneau could only operate on-site for 60 days before requiring resupply. Crews also found the vessel cramped and work area tight. The Juneau saw extensive operations during many of the larger combats of the Four-Years War. The Solomon Juneau was removed from service in 2265.

Of the 20 built, 3 were destroyed during the war, 1 was destroyed along the triangle boarder, 2 were scrapped after combat operations and 1 was scrapped after damage sustained during the study of a ion storms near the Shapley Nebula. 3 were sold to the Andorian government and 10 are listed as decommissioned. The Solomon Juneau was built at the Sol VI and Andor facilities.



The Timmerman was one of several carrier designed fielded after the end of the Four-Years War to address problems discovered during the conflict. It was believed that the design would allow for the primary shuttle pod to be disconnected from the main ship and left at a repair facility, while a new pod was fitted and the ship returned to active duty. The design proved less than ideal in real-world conditions, and the initial order for 30 Timmerman class vessels was reduced to 10 by 2262.

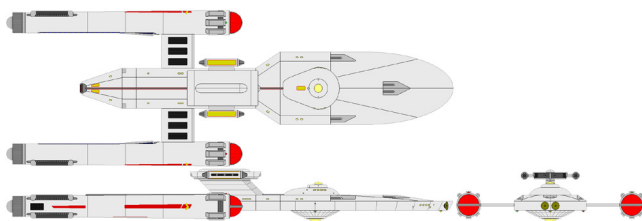
Never the less, the Timmerman was a capable platform. More powerful than most vessels of the time, the Timmerman was roomy and comfortable for crew and visitors alike. The ships focus on it's carrier role did reduce the overall science and exploration facility found aboard. It was soon discovered that the Timmerman required a command vessel during non-combat operations. The vessels command-and-control component for it's "air" operations also proved underwhelming and the M-3 computer system was soon taxed when trying to coordinate extra shuttle operations.

The Timmerman served for over 20 years, eventually being removed from primary service in 2278. Of the 10 built, only one was destroyed during operations again pirates near the Triangle. The remaining 9 are scheduled to be scrapped in 2290. The Timmerman was built at the Morena and Salazaar shipyards.

## Timmerman Class XI Carrier

<b>Construction Data:</b>	
Model Number-	Mk I
Ship Class-	XI
Date Entering Service-	2258
Number Constructed-	10
<b>Hull Data:</b>	
Superstructure Points-	26
Damage Chart-	C
Size:	
Length-	238 m
Width-	126 m
Height-	75 m
Displacement-	170,245 mt
Cargo:	
Total SCU-	205 SCU
Cargo Capacity-	10,250 SCU
Landing Capacity-	None
<b>Equipment Data:</b>	
Control Computer Type-	M-3
Transporters-	
Standard 6-person-	4
Emergency 22-person-	4
Cargo-	3
Other Data:	
Crew-	382
Passengers-	40
Shuttlecraft-	40
<b>Engines and Power Data:</b>	
Total Power Available-	44
Movement Point Ratio-	3/1
Warp Engine Type-	FWF-1
Number-	2
Power-	20 ea.
Stress Chart-	H/I
Max Safe Cruising-	Warp 6
Emergency Speed-	Warp 8
Impulse Engine Type-	FID-2
Power Units-	4
<b>Weapons and Firing Data:</b>	
Beam Weapon Type-	FH-5
Number-	4
Firing Arcs-	1 f/p, 1 f/s, 1 p/a, 1 s/a
Firing Chart-	R
Maximum Power-	4
Damage Modifiers:	
+2	(1-8)
+1	(9-16)
<b>Shield Data:</b>	
Shield Type-	FSE
Shield Point Ratio-	1/1
Maximum Shield-	7
<b>Combat Efficiency:</b>	
D-	68.2
WDF-	12.4

## Little Big Horn Class VI Corvette



### Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	VI	VI
Date Entering Service-	2247	2258
Number Constructed-	51	23

### Hull Data:

Superstructure Points-Damage Chart-Size:	12	14
Length-	273 m	273 m
Width-	95 m	95 m
Height-	31 m	31 m
Displacement-Cargo:	62,275 mt	66,895 mt
Total SCU-	78 SCU	78 SCU
Cargo Capacity-	3,900 mt	3,900 mt
Landing Capacity-	None	None

### Equipment Data:

Control Computer Type-Transporters-	M-1	M-2
Standard 6-person-	2	2
Emergency 22-person-Cargo-	2	2
Other Data:	1	1

Crew-	146	146
Troops-	25	25
Passengers-	15	15
Shuttlecraft-	1	1

### Engines and Power Data:

Total Power Available-	19	29
Movement Point Ratio-	3/1	4/1
Warp Engine Type-	FWB-1	FWB-2
Number-	2	2
Power-	9 ea.	14 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 6	Warp 6
Emergency Speed-	Warp 7	Warp 7
Impulse Engine Type-	FIC-1	FIC-1
Power Units-	1	1

### Weapons and Firing Data:

Beam Weapon Type-	FL-1	FL-3
Number-	4	4
Firing Arcs-	4 f	4 f
Firing Chart-	D	G
Maximum Power-	2	2
Damage Modifiers:		
+3	(-)	(-)
+2	(-)	(-)
+1	(-)	(-4)
Beam Weapon Type-	FL-4	FL-4
Number-	4	4
Firing Arcs-	2 f, 2 a	2 f, 2 a
Firing Chart-	G	G
Maximum Power-	3	3
Damage Modifiers:		
+3	(-)	(-)
+2	(-)	(-)
+1	(-4)	(-4)

### Shield Data:

Shield Type-	FSC	FSC
Shield Point Ratio-	1/1	1/1
Maximum Shield-	9	9

### Combat Efficiency:

D-	39.2	43.6
WDF-	5.6	6.8

The Little Big Horn class of large corvette was one of the largest corvettes fielded until the launch of the Davenport class. The class was a Tellarite design based on an older light destroyer that had proven successful during the Tellarite's early exploration missions.

The Little Big Horn was also rushed into production in anticipation of the upcoming conflict with the Klingons. The Mk I mounted four static forward short range lasers and four powerful mid-range lasers in a design that would pave the way for the "mega-phaser" design some 20 years later. The heavy firepower nearly re-classified the corvette as a destroyer, but its smaller crew and extremely limited secondary capabilities meant that the Mk I remained a corvette and operated as such during the war and well after.

The Little Big Horn class was designed with an underpowered FIC-1 impulse drive. This kept initial costs and maintenance requirement down, and allowed for the use of accurate long-range sensors. But it reduced the overall power for the weapons, and like many of the ships of the age, the Little Big Horn had more weapons than power to use them. None the less, during many of the battles of the Four-Years War, the corvette was used to skirt the field of battle and force the Klingons to defend a global sphere, rather than a concentrated frontal attack. While the tactic was successful, it was also costly.

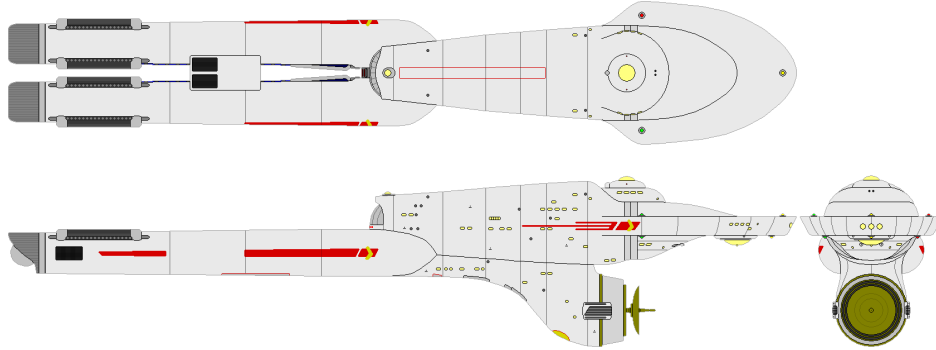
The Mk I's heavy firepower was equal to ships twice it's size and class, allowing the Little Big Horn class to concentrate firepower on Klingon cruisers and Destroyer to devastating effect. However, the tactic would elicit a dangerous response, with squadrons breaking off to engage the Corvettes. With their underpowered nature, the Little Big Horn's would soon find them selves running from their opponents. By mid war, 16 of the 40 fielded had been destroyed or so severely damaged that they were scrapped. While every ship destroyed was able to claim at least one enemy vessel to it's credit, the vast number of Klingon vessels were simply too much for the tactic.

In 2256, designers began looking at ways to improve the Corvettes survivability. The initial design request was to automate the corvettes to reduce the crew requirements, but designers instead fitted a more powerful warp drive system. The FWB-2 reduced the maneuverability of the corvette, but gave it nearly 30% more power. This allowed the craft to arm its primary and secondary weapons and still provide significant defense capability.

The Mk II never saw combat in the Four-Years war. The conflict ended before the corvette was officially added to the Star Fleet Inventory. In 2258, the first Mk II was commissioned and by 2260, a total of 23 had been constructed. Unfortunately for designers, the crafts hard-wired power systems that had given it resilience during the war proved too expensive to retrofit to the new standardized phasers. The Mk I's were withdrawn from service in 2261 and the Mk II's were withdrawn in 2265.

Initial plans for over 300 Little Big Horn's to be built fell far short of the 74 eventually fielded. Of the 51 Mk I's and 23 Mk II's built, 21 Mk I were destroyed, nearly all during the Four-Year's war. 3 Mk II's were destroyed. 3 Mk I's and 1 Mk II are listed as missing. 11 Mk I's and 10 Mk II's were scrapped. 1 Mk I was captured by unknown persons in the Triangle. 15 Mk I's and 9 Mk II's were sold to various companies and governments. The Little Big Horn were produced at the Sol VI, Morena and Merak shipyards.

# Belfast Class VIII Medium Cruiser



## Construction Data:

Model Number-	Mk I	Mk II	Mk III
Ship Class-	VIII	VIII	VIII
Date Entering Service-	2248	2256	2264
Number Constructed-	8	8	4

## Hull Data:

Superstructure Points-	20	20	20
Damage Chart-	C	C	C
Size:			
Length-	257 m	257 m	257 m
Width-	46 m	46 m	46 m
Height-	56 m	56 m	56 m
Displacement-	117,085 mt	116,910 mt	115,805 mt
Cargo:			
Total SCU-	164 SCU	164 SCU	164 SCU
Cargo Capacity-	8,200 mt	8,200 mt	8,200 mt
Landing Capacity-	None	None	None

## Equipment Data:

Control Computer Type-	M-2	M-3	M-3
Transporters-			
Standard 6-person-	3	3	3
Emergency 22-person-	2	2	2
Cargo-	2	2	2
Other Data:			
Crew-	296	294	294
Passengers-	30	30	30
Shuttlecraft-	4	4	4

## Engines and Power Data:

Total Power Available-	19	29	32
Movement Point Ratio-	3/1	3/1	3/1
Warp Engine Type-	FWE-1	FWE-2	FWE-2
Number-	2	2	2
Power-	8 ea.	13 ea.	13 ea.
Stress Chart-	H/I	H/I	H/I
Max Safe Cruising-	Warp 7	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9	Warp 9
Impulse Engine Type-	FIC-2	FIC-2	FIC-3
Power Units-	3	3	6

## Weapons and Firing Data:

Beam Weapon Type-	FL-4	FH-3	FH-10
Number-	2	2	2
Firing Arcs-	2 f	2 f	2 f
Firing Chart-	G	W	W
Maximum Power-	3	5	7
Damage Modifiers:			
+3	(-)	(1-10)	(1-10)
+2	(-)	(11-17)	(11-17)
+1	(1-4)	(18-20)	(18-20)
Torpedo Type-	FAC-2	FP-1	FP-5
Number-	2	2	2
Firing Arcs-	2 f	2 f	2 f
Firing Chart-	G	L	R
Power To Arm-	4	1	1
Damage-	10	10	16

## Shield Data:

Shield Type-	FSE	FSH	FSI
Shield Point Ratio-	1/1	1/2	1/3
Maximum Shield-	9	12	13

## Combat Efficiency:

D-	50.6	73.6	93.1
WDF-	7.4	20.4	33.6

An Andorian design, the Belfast class was a joint venture between Choikis and M'Yengh to construct a compact and less expensive alternative to the new Constitution class. Through the use of extensive automation and miniaturization, the Belfast class was eventually commissioned in early 2248 and was immediately deployed to explore the frontiers of the Federation.

The Mk I was equipped with the reliable but under-powered FWE-1 warp drive system. Able to maintain it's cruising speed for month on end when needed, the FWE system allowed the Belfast to move from assignment to assignment quickly. For three years, the Belfast continued it's operations and was successful in dozens of discoveries and in support of a wide variety of missions with other Federation cruisers.

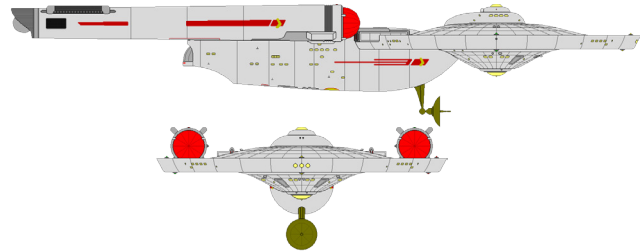
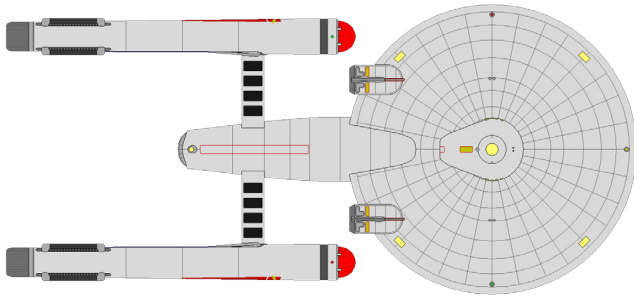
But in 2252, three Belfast cruisers participated in the Battle of Andromeda in the early part of the war. The Mk I's heavy lasers and twin accelerator cannons made short work of the Klingon ships during the first volleys of the engagement. But the Belfast's under powered nature meant that the cruisers were soon mauled along with a number of other Federation ships involved in the battle. Two of the three were destroyed and the third was later scrapped. Two more Mk I's saw combat during the war before the first Mk II was fielded.

The Mk II, three of which were launched in very early 2256, was immediately sent into combat as the war drew to a close. All three, now armed with the new phaser and photon torpedo systems, conducted independent operations for the remainder of the war. After the war, the Belfast returned to it's primary mission of exploration and research, with many of the remaining vessels sent to the expanding frontier.

The Mk III was launched in mid-2264 after an extensive impulse drive upgrade. Inclusion of the new trinary shield system and heavy photon torpedoes meant that the Belfast could operate in both an exploratory and military roll. But the Belfast's cramped interior was now pushed to the limits. The few remaining Mk I & Mk II hulls that were converted to the Mk III design showed signs of stress and degradation in many of the main support structures. The decision to retire the Belfast was made in 2269. The last Belfast cruiser was withdrawn in 2273.

Of the 20 Belfast cruisers launched, 4 Mk I's and 1 Mk II were destroyed. 2 Mk I's, 2 Mk II's and 1 Mk III were scrapped. 2 Mk I's and 3 Mk II's were converted to Mk III's. 10 are listed in reserve fleet. The Belfast was produced at the Andor, Ciat and Sol IV yards.

# Columbus Class X Exploration Cruiser



## Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	X	X
Date Entering Service-	2247	2262
Number Constructed-	29	7

## Hull Data:

Superstructure Points-Damage Chart-Size:	20 C	20 C
Length-	268 m	268 m
Width-	123 m	123 m
Height-	52 m	52 m
Displacement-Cargo:	159,875 mt	159,170 mt

Total SCU-	195 SCU	195 SCU
Cargo Capacity-	9,750 mt	9,750 mt
Landing Capacity-	None	None

## Equipment Data:

Control Computer Type-	M-3	M-4
Transporters-		
Standard 6-person-	4	4
Emergency 22-person-	4	4
Cargo-	2	2
Other Data:		
Crew-	372	372
Passengers-	20	20
Shuttlecraft-	6	6

## Engines and Power Data:

Total Power Available-	40	44
Movement Point Ratio-	3/1	3/1
Warp Engine Type-	FWC-1	FWC-1
Number-	2	2
Power-	16 ea.	16 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9
Impulse Engine Type-	FID-2 (x2)	FIC-3 (x2)
Power Units-	4 ea.	6 ea.

## Weapons and Firing Data:

Beam Weapon Type-	FL-4	FH-5
Number-	4	4
Firing Arcs-	2 f/p, 2 f/s	2 f/p, 2 f/s
Firing Chart-	G	R
Maximum Power-Damage Modifiers:	3	4
+3	(-)	(-)
+2	(-)	(1-8)
+1	(1-4)	(9-16)
Torpedo Type-	FAC-2	FP-1
Number-	2	2
Firing Arcs-	2 f	2 f
Firing Chart-	G	L
Power To Arm-	4	1
Damage-	10	10

## Shield Data:

Shield Type-	FSG	FSI
Shield Point Ratio-	1/1	1/3
Maximum Shield-	9	11

## Combat Efficiency:

D-	60.6	106.6
WDF-	9.4	21.2

Compact and maneuverable, the Columbus class of Exploration cruiser was design to focus on deep space phenomenon research and star mapping of the ever expanding Federation boarder. Smaller than other front-line exploration cruisers, the Columbus could still provide the required abilities while serving in other roles along the frontier.

Yet designers knew that the Columbus had the potential to encounter hostiles during it duties, and armed the Columbus with four heavy lasers. More significantly, the explorer was equipped with two heavy FAC-2 cannons. This gave the cruiser excellent defensive capability, which it would use less than five years after it's launch during the Four-Year's war.

The Columbus class would not actually face combat until part way through the war. At the beginning the the conflict, nearly all of the Columbus vessels were in service far from the Klingon boarder. When the Mk I's finally entered the fray, the dangers of large scale fleet combat with the Empire were well known. None the less, the Mk I's combat capability was sorely tested during the conflict. By war's end, six had been destroyed and four more had been so heavily damaged that they were scrapped.

The Mk I would return to general service, despite it's primary systems now being out of date. It was not until early 2262 that a successful upgrade was fielded. The Mk II saw a host of improvements of the older vessel, including a larger computer, larger impulse drive and upgrades to the primary weapons to the now standardized phaser and photon torpedo combination. It was the powerful FSI that would see the Columbus class through the next major encounter with the Klingons during the Organian conflict. The Mk II's shields gave the Columbus class excellent defense against the aggressive Klingon vessels it encountered.

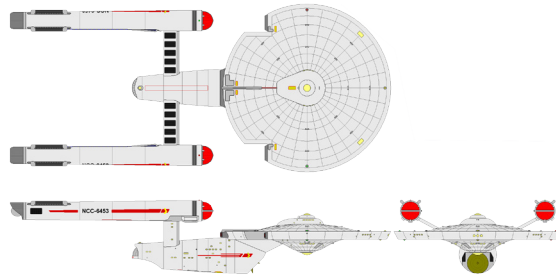
Although a Mk III was proposed shortly after the early launch of the USS Enterprise in 2271, designers quickly realized that an upgrade or refit would as costly and time consuming as a complete redesign. The decision to redesign rather than upgrade was made that very same year. The last Columbus was pulled from service in 2273.

Although 40 were originally intended, only 36 Columbus class vessels were fielded. 14 Mk I's were eventually converted to Mk II's. 7 Mk I's were destroyed. 6 Mk I's and 1 Mk II were scrapped. 2 Mk I's and 4 Mk II's were disarmed and sold. 6 Mk II's are currently in reserve fleets. 11 Mk II's were converted to other classes.

The Columbus were produced at the Merak and Sol VI facilities.



# Franke Class IX Fast Response Cruiser



## Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	IX	IX
Date Entering Service-	2248	2255
Number Constructed-	18	11

## Hull Data:

Superstructure Points-	19	19
Damage Chart-	C	C
Size:		
Length-		
Width-		
Height-		
Displacement-	139,630 mt	139,675 mt
Cargo:		
Total SCU-	185 SCU	185 SCU
Cargo Capacity-	9,250 mt	9,250 mt
Landing Capacity-	None	None

## Equipment Data:

Control Computer Type-	M-3	M-4
Transporters-		
Standard 6-person-	3	3
Emergency 22-person-	3	3
Cargo-	2	2
Other Data:		
Crew-	352	352
Passengers-	30	30
Shuttlecraft-	6	6

## Engines and Power Data:

Total Power Available-	42	42
Movement Point Ratio-	4/1	4/1
Warp Engine Type-	FWD-1	FWD-1
Number-	2	2
Power-	12 ea.	12 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 6	Warp 6
Emergency Speed-	Warp 8	Warp 8
Impulse Engine Type-	FIC-3 (x3)	FIC-3 (x3)
Power Units-	6 ea.	6 ea.

## Weapons and Firing Data:

Beam Weapon Type-	FL-4	FH-3
Number-	6	6
Firing Arcs-	2 p, 2 f, 2 s	2 f/p, 2 f, 2 f/s
Firing Chart-	G	W
Maximum Power-	3	5
Damage Modifiers:		
+3	(-)	(1-10)
+2	(-)	(11-17)
+1	(1-4)	(18-20)
Torpedo Type-	FAC-1	FP-1
Number-	2	2
Firing Arcs-	2 f	2 f
Firing Chart-	F	L
Power To Arm-	3	1
Damage-	8	10

## Shield Data:

Shield Type-	FSG	FSI
Shield Point Ratio-	1/1	1/3
Maximum Shield-	9	11

## Combat Efficiency:

D-	55.2	87.2
WDF-	10	43.6

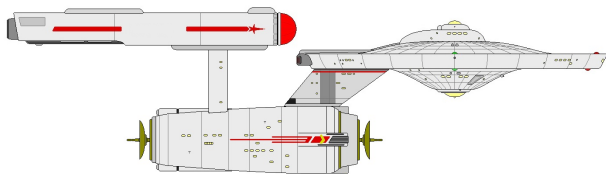
A design variant from Merak Yards, the Franke class was designed, like so many other vessels of the time, to provide the abilities and strength of a full Heavy Cruiser in a smaller and more compact package. The Franke class was reclassified to a fast response cruiser in 2247 as it neared completion. Fleet procurement had requested that a wide range of sub-systems be incorporated that would allow the Franke to quickly respond to phenomenon that were changing quickly and unexpectedly. Unlike other designs, the Franke was equipped with redundancies and isolation protocols that allowed it to observe, close-up, what other cruisers could only observe from a distance.

To ensure power, the Franke was equipped with a unique trinary impulse power system. While this system did reduce overall internal space, each drive was operated separately. Power surges, energy spikes and other EM issues that had been known to knock out impulse drive could now be rendered inert. While some argued that the redundancy was unnecessary, the issue became a moot point when the USS Franke herself was nearly crippled while studying the "star lightning" of Agris VI. This unusual but beautiful phenomenon consist of a massive discharge of "lightning" from the surface to the upper atmosphere. After several days, enough energy is in the stratosphere to send a massive pulse from the planet to a small orbiting moon. The Franke, in low and seeming safe orbit, suddenly found the discharge arcing around the ship. The subsequent energy surge shorted out the primary shields, both warp nacelles and two of the three impulse drive. Fortunately, the Franke was able to break orbit and restart the other engines using it's functioning drive. After several days, a tender was able to help restore the main warp drives and the Franke returned to it's observations.

Unfortunately, as with many other vessels of the period, the Franke calls was called upon to participate in the war. The Franke's additional power and heavy offensive capability meant they were often seen in the front lines of many of the major battles of the Four-Years War. By wars end, three had been lost. Shortly before the end of the conflict, the Mk II was proposed. While the power plant, which had proven successful, remained unchanged, the computer was enlarged and the new Phaser and Photon Torpedo weapon systems were installed. All of the remaining Mk I's were eventually converted to the Mk II configuration.

The Franke served until the early 2270's when the decision was made to retire the class as a whole. Of the 29 built, 3 Mk I's and 1 Mk II were destroyed. 1 Mk I and 2 Mk II's were scrapped. 2 Mk II's are in reserve fleets. 20 Mk II's (including 13 refit Mk I's) were converted to other classes. The Franke was constructed at the Vulcan and Tellar shipyards.

## Lafayette Class VIII Research Cruiser



### Construction Data:

Model Number-	Mk I
Ship Class-	VIII
Date Entering Service-	2247
Number Constructed-	8

### Hull Data:

Superstructure Points-	22
Damage Chart-	C
Size:	
Length-	252 m
Width-	125 m
Height-	60 m
Displacement-	121,135 mt
Cargo:	
Total SCU-	493 SCU
Cargo Capacity-	24,650 mt

### Equipment Data:

Control Computer Type-	M-2
Transporters-	
Standard 6-person-	3
Emergency 22-person-	4
Cargo-	2

### Other Data:

Crew-	447
Passengers-	5
Shuttlecraft-	1

### Engines and Power Data:

Total Power Available-	19
Movement Point Ratio-	3/1
Warp Engine Type-	FWE-1
Number-	2
Power-	8
Stress Chart-	G/K
Max Safe Cruising-	Warp 7
Emergency Speed-	Warp 9
Impulse Engine Type-	FIC-2
Power Units-	1

### Weapons and Firing Data:

Beam Weapon Type-	FL-1
Number-	4
Firing Arcs-	2 f, 1 p, 1 s
Firing Chart-	D
Maximum Power-	2
Damage Modifiers:	
+3	(-)
+2	(-)
+1	(-)
Torpedo Type-	FAC-1
Number-	4
Firing Arcs-	2 f, 2 a
Firing Chart-	F
Power To Arm-	3
Damage-	8

### Shield Data:

Shield Type-	FSC
Shield Point Ratio-	1/1
Maximum Shield-	7

### Combat Efficiency:

D-	50.5
WDF-	9.6

The Lafayette class was a short lived attempt to field a full research cruiser in a lighter ship. Built to be roomy, the Lafayette had extra large internal spaces designed to be used by its tremendous science crew during research and front line exploration. Specialized plasma waveguides allowed direct flow from the main intermix chamber to the warp nacelles, giving the Lafayette class a significant advantage in acceleration. The Lafayette also mounted forward and aft primary deflector and sensor systems, allowing the vessel to conduct unusual maneuvers even while at warp.

The Mk I was also fitted with four accelerator cannons which doubled as probe launching systems. This gave the cruiser the ability to launch multiple probes simultaneously in nearly any condition. The Lafayette's massive research staff meant that the ship could quickly and easily focus multiple science disciplines on a single target or research multiple targets simultaneously. The Lafayette's science capabilities was equal to even the beloved Constitution class, which would eventually incorporate several of the systems found on the Lafayette class.

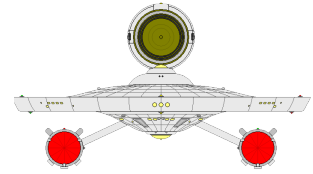
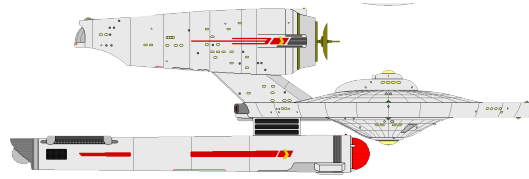
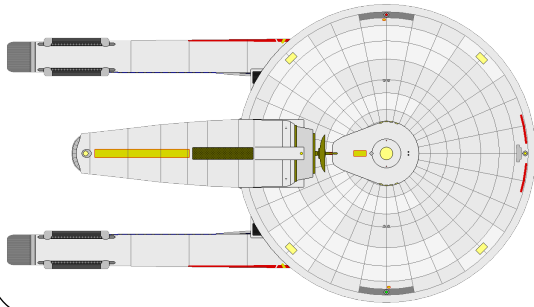
Unfortunately, the Lafayette's abilities came with a price, which became apparent when war broke out. While all eight Lafayette's had been launched and were operational by the beginning of the conflict, they were by no means as powerful or capable as a full fledged Heavy Cruiser. The Mk I was woefully underpowered, even for ships half its size. While this had not been a problem during its early exploration career, the Lafayette's found themselves as the first line of defense as shortly after the battle of Axxanar. Seven of the eight existing Lafayettes were rushed to the front, serving in a heavy cruiser role. It was felt at the time that the larger crew could compensate for the reduced combat capabilities. At the Battle of Genmarx, three Lafayettes were severely damaged. Two weeks later at the Battle of Lea, two more Lafayettes were also severely damaged. While few ships involved in these battles were unscathed, it was soon clear that the Lafayettes were inefficient in a combat role. Even as shipyards attempted to rush a replacement cruiser to take the place of the remaining Lafayettes, the Battle of Lyclydun would prove disastrous with the loss of two Lafayettes with all hands. The decision was made to remove the last Lafayette from combat and reassign it to exploration far from the front lines.

Ironically, the last Lafayette would disappear shortly before the wars end. With most of its resources taken up by the war, only a cursory search could be made. The disappearance remains a mystery to this day.

While the Lafayettes were underwhelming in combat, once repaired, they continued to serve until 2262. As with other vessels of the time, a major refit to include new power systems and upgrade the weapons was deemed so costly that the class was retired and placed in reserve fleet status. The last Lafayette was removed from service in June of 2262.

Of the 8 Lafayette's built, 2 were destroyed in the war. Two more were scrapped and one is listed as missing. The remaining two are now museums, one located at Andor and one at Merak. The Lafayettes were built at the Merak shipyards.

# Maine Class IX Cruiser



## Construction Data:

Model Number-	Mk I	Mk II	Mk III
Ship Class-	IX	IX	IX
Date Entering Service-	2253	2257	2263
Number Constructed-	9	7	2

## Hull Data:

Superstructure Points-	24	24	24
Damage Chart-	C	C	C
Size:			
Length-			
Width-			
Height-			
Displacement-	126,980 mt	124,610 mt	126,075 mt
Cargo:			
Total SCU-	157 SCU	157 SCU	157 SCU
Cargo Capacity-	7,850 mt	7,850 mt	7,850 mt
Landing Capacity-	None	None	None

## Equipment Data:

Control Computer Type-	M-3	M-3	M-4
Transporters-			
Standard 6-person-	3	3	3
Emergency 22-person-	3	3	3
Cargo-	2	2	2
Other Data:			
Crew-	298	298	298
Passengers-	15	15	15
Shuttlecraft-	5	5	5

## Engines and Power Data:

Total Power Available-	32	32	34
Movement Point Ratio-	3/1	3/1	3/1
Warp Engine Type-	FWE-2	FWE-2	FWE-2
Number-	2	2	2
Power-	13 ea.	13 ea.	13 ea.
Stress Chart-	H/I	H/I	H/I
Max Safe Cruising-	Warp 7	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9	Warp 9
Impulse Engine Type-	FIC-3	FIC-3	FIE-2
Power Units-	6	6	8

## Weapons and Firing Data:

Beam Weapon Type-	FL-3	FH-5	FH-8
Number-	6	6	6
Firing Arcs-	2 p, 2 f, 2 s	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s
Firing Chart-	G	R	T
Maximum Power-	2	4	5
Damage Modifiers:			
+3	(-)	(-)	(-)
+2	(-)	(1-8)	(1-10)
+1	(1-4)	(9-16)	(11-18)
Torpedo Type-	FAC-3	FP-2	FP-5
Number-	2	2	2
Firing Arcs-	2 f	2 f	2 f
Firing Chart-	H	H	R
Power To Arm-	4	1	1
Damage-	12	6	16

## Shield Data:

Shield Type-	FSG	FSN	FSL
Shield Point Ratio-	1/1	1/2	1/3
Maximum Shield-	10	16	15

## Combat Efficiency:

D-	63.9	88.4	104.9
WDF-	12	22.6	44.8

The Maine class of cruiser was one of several attempts by engineers and designers to move the main sensor deflector dish that was standard on most Federation ships. The design was an extension or several earlier layouts that had proven moderately successful, and the Maine proved equally capable when launched.

Unlike some designs, the Maine class placed the primary engineering systems as part of the impulse engineering center in the primary hull. The secondary hull, where the main engineering space was traditionally located, was reconfigured to house additional lab spaces as well as a large-scale deep space observation array.

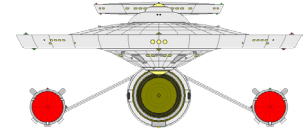
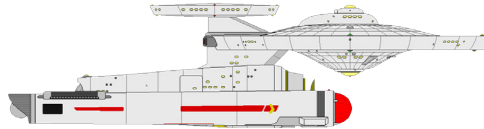
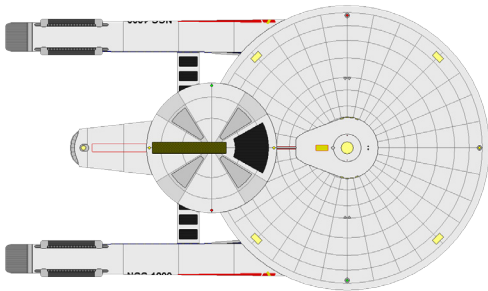
But the Maine's research role would have to wait and the platform was thrust into the Four-Year's War shortly after being commissioned. The Mk I was fielded with standard laser weapons but had the advantage of using the FAC-3. Although power-hungry, the FAC-3 could deliver a crippling blow against an enemy target. During the early stages of the war, the Maine was often in the front lines, supplementing other vessels during combat. Amazingly, with 8 of the 9 completed hulls seeing combat, only one Maine was lost during the war.

In mid-2256, as the war drew to a close, designers began looking into upgrading or scrapping the Maine along with dozens of other vessels from the war. Because of it's internal layout and similarity to other Class I deep space vessels, the Maine proved easy to modify. The decision was made to re-arm the vessel, replacing the primary laser system with the FH-5 phaser system. More powerful and with longer range, the FH-5 doubled the cruiser beam weapon firepower. Yet designers were reluctant to install the FP-1, deciding on the much less powerful but easier to retrofit FP-2. The lighter torpedo system could easily fit into the space of the older FAC-3 system. The Mk II was finally able to fulfill it's peace time exploration mission.

The Mk III was a retro fit of the USS Maine herself, which had served two tours. The M-4 computer was installed to handle an increase in the main weapons and the efficient FSL shielding system. The FIE-2 impulse drive gave the Maine class a marginal increase in overall power and the cruiser was once again sent to explore.

The Maine class would go on to serve until 2280, when the last Mk III was dry-docked for conversion. Of the 18 Maine's built, 1 Mk I and 1 Mk II were destroyed.

# Marco Polo Class XI Tactical Cruiser



## Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	XI	XI
Date Entering Service-	2248	2262
Number Constructed-	6	5 refit

## Hull Data:

Superstructure Points-	22	25
Damage Chart-	C	C
Size:		
Length-		
Width-		
Height-		
Displacement-	163,980 mt	171,615 mt
Cargo:		
Total SCU-	192 SCU	192 SCU
Cargo Capacity-	9,600 mt	9,600 mt
Landing Capacity-	None	None

## Equipment Data:

Control Computer Type-	M-3	M-4
Transporters-		
Standard 6-person-	3	3
Combat 20-person-	2	2
Emergency 22-person-	3	3
Cargo-	2	2
Other Data:		
Crew-	364	364
Troops-	50	50
Passengers-	25	25
Shuttlecraft-	14	14

## Engines and Power Data:

Total Power Available-	38	48
Movement Point Ratio-	4/1	4/1
Warp Engine Type-	FWC-1	FWF-1
Number-	2	2
Power-	16 ea.	20 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 6	Warp 6
Emergency Speed-	Warp 8	Warp 8
Impulse Engine Type-	FIC-3	FIE-2
Power Units-	6	8

## Weapons and Firing Data:

Beam Weapon Type-	FL-4	FH-8
Number-	6	6
Firing Arcs-	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s
Firing Chart-	G	T
Maximum Power-	3	5
Damage Modifiers:		
+3	(-)	(-)
+2	(-)	(1-10)
+1	(1-4)	(11-18)
Torpedo Type-	FAC-2	FP-1
Number-	2	2
Firing Arcs-	2 f	2 f
Firing Chart-	G	L
Power To Arm-	4	1
Damage-	10	10

## Shield Data:

Shield Type-	FSG	FSO
Shield Point Ratio-	1/1	1/3
Maximum Shield-	9	16

## Combat Efficiency:

D-	58	109.3
WDF-	11.4	34.6

The Marco Polo class was one of the first full-scale cruisers designs to serve both a exploration and military role since the end of the Romulan War. Although begun in 2244, it was not until 2248 that the Marco Polo class was finally commissioned.

When launched, the Marco Polo's countermeasures were considered some of the most advanced the Federation had to offer. The primary sensors were supplemented by a massive sensor and communication pod mounted above the primary hull. The sensor pod could monitor dozens of communication lines, sensor drones and other data input sources as well as monitor and jam enemy communications. The sensor dome also allowed the Marco Polo to monitor multiple transmission sources while conducting first contact missions.

The Mk I was initially touted as a scout cruiser, with the intent of more scientific operations. However, the deteriorating relations with the Klingon meant that even the most optimistic of Federation Council members knew that the Marco Polo would be on the front lines of the coming conflict. By wars end, all six Marco Polo class cruisers had seen combat. The Marco Polo's powerful FWC power plant gave the cruiser the ability to engage multiple enemy vessels, and most Marco Polo's and their support vessels were only forced to withdraw from combat when outnumbered.

None the less, by wars end, the loss of one of the venerable Marco Polos nearly canceled the anticipated refit. The Mk II, which saw a refit of the main power plant, installation of Phasers and photon torpedoes as well as the installation of the extremely powerful FSO shield system was delayed until 2262.

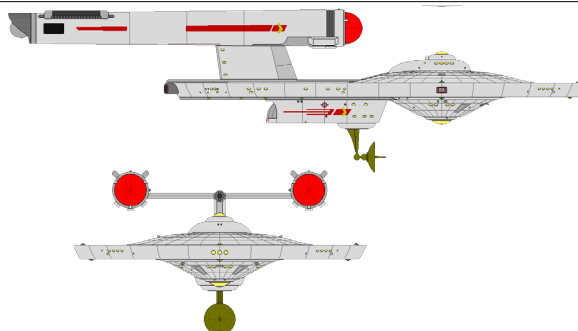
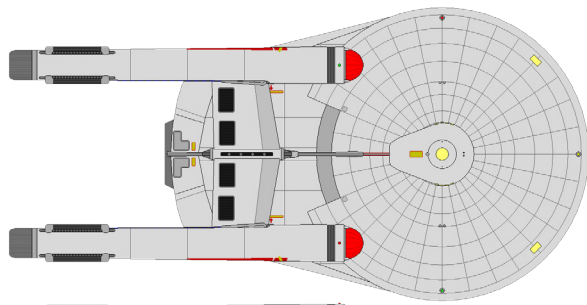
The Marco Polo class would again serve in the short but deadly Organian Conflict. Before the Organians halted combat, three Marco Polo's had engaged Klingon forces along the boarder. The new systems had given the tactical cruisers the ability to handily survive the encounters.

In late 2271, it was determined that further upgrades to the Marco Polo class would require a massive refit. Of the remaining 5 hulls, all were eventually converted. One Mk I was destroyed during the Four-Years War.

The Marco Polo was built at the Sol IV and Salazaar facilities.



# Normandy Beach Class X Light Cruiser



## Construction Data:

Model Number-	Mk I	Mk II	Mk IV
Ship Class-	X	X	X
Date Entering Service-	2256	2260	2265
Number Constructed-	9	2	3

## Hull Data:

Superstructure Points-	20	25	25
Damage Chart-	C	C	C
Size:			
Length-			
Width-			
Height-			
Displacement-	159,620 mt	146,960 mt	147,320 mt
Cargo:			
Total SCU-	168 SCU	168 SCU	168 SCU
Cargo Capacity-	8,400 mt	8,400 mt	8,400 mt
Landing Capacity-	None	None	None

## Equipment Data:

Control Computer Type-	M-3	M-4	M-4
Transporters-			
Standard 6-person-	4	4	4
Emergency 22-person-	3	3	3
Cargo-	2	2	2
Other Data:			
Crew-	320	324	324
Passengers-	25	25	25
Shuttlecraft-	5	5	5

## Engines and Power Data:

Total Power Available-	36	42	42
Movement Point Ratio-	3/1	2/1	2/1
Warp Engine Type-	FWC-1	FWD-2	FWD-2
Number-	2	2	2
Power-	16 ea.	18 ea.	18 ea.
Stress Chart-	H/I	H/I	H/I
Max Safe Cruising-	Warp 7	Warp 6	Warp 6
Emergency Speed-	Warp 9	Warp 8	Warp 8
Impulse Engine Type-	FID-2	FIC-3	FIC-3
Power Units-	4	6	6

## Weapons and Firing Data:

Beam Weapon Type-	FL-1	FH-2	FH-8
Number-	4	4	4
Firing Arcs-	2 f/p, 2 f/s	2 f/p, 2 f/s	2 f/p, 2 f/s
Firing Chart-	D	H	T
Maximum Power-	2	3	5
Damage Modifiers:			
+2	(-)	(-)	(1-10)
+1	(-)	(1-10)	(11-18)
Beam Weapon Type-	FL-6	FH-3	FH-10
Number-	2	2	2
Firing Arcs-	2 f	2 f	2 f
Firing Chart-	H	W	W
Maximum Power-	3	5	7
Damage Modifiers:			
+3	(-)	(1-10)	(1-10)
+2	(1-4)	(11-17)	(11-17)
+1	(5-7)	(18-20)	(18-20)
Torpedo Type-	FAC-1	FP-1	FP-5
Number-	1	2	2
Firing Arcs-	1 f	2 f	2 f
Firing Chart-	F	L	R
Power To Arm-	3	1	1
Damage-	8	10	16

## Shield Data:

Shield Type-	FSG	FSH	FSL
Shield Point Ratio-	1/1	1/2	1/3
Maximum Shield-	9	11	14
Combat Efficiency:			
D-	58.6	111.8	145.3
WDF-	6.4	25.6	50.8

First fielded in 2256, the Normandy Beach class of light cruiser was designed to provide all of the capabilities of the venerable Constitution class in a smaller and less expensive package. Like so many other cruisers of the period, the Normandy Beach was forced to specialize to ensure funding. The internal layout provided two main research centers, one forward and on aft. Both centers could be easily reconfigured for space science, planetary research or even cultural observation. This ensured that the Normandy Beach had a service life beyond the end of the Four-Year war.

However, 6 of the eventual 9 hulls were all launched shortly before the adoption of the Phaser as the Federation primary beam weapon. Fielded with a main heavy laser, a design that would eventually be the foundation for the Mega-Phaser, the Mk I was obsolete even before all 10 of the initial hulls were complete. By 2261, the last of the initial hulls was being refit for service with new weapons and an enlarged computer.

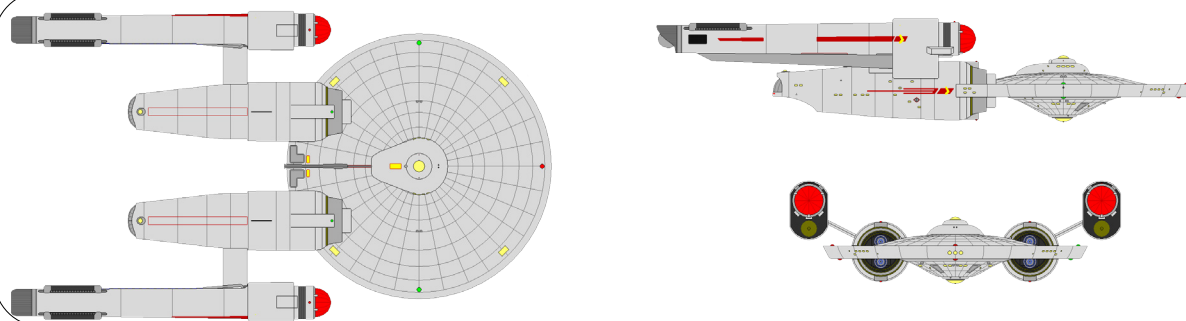
Part-way through the redesign, the decision was approved to use the FWD-2 power-plant. The FWD-2 provided excellent power transfer to the maneuvering thrusters, making the Mk II incredibly maneuverable. Conversion of the Mk I was set to be complete by 2263 with an additional four hulls added to the construction contract.

The Mk II served well, with most exploring the rim-ward frontiers. With it's maneuverability, several were detailed to patrol the Klingon frontier. In 2264, the USS Normandy Beach herself was destroyed while engaging a Klingon battlecruiser. Designers pushed forward plans to further upgrade the Normandy Beach. The Mk III upgraded the shields, but had few other changes when fielded. Only the prototype was finished.

The Mk IV utilized new power transfer systems to allow for the installation of significantly more powerful weapons and a further upgrade to the shields. The Mk IV would be the last refit and served until 2281. It would serve with distinction during the Organian conflict. Of the 14 Normandy Beach cruisers built, 1 Mk I and 1 Mk IV have been scrapped, 1 Mk II was destroyed.

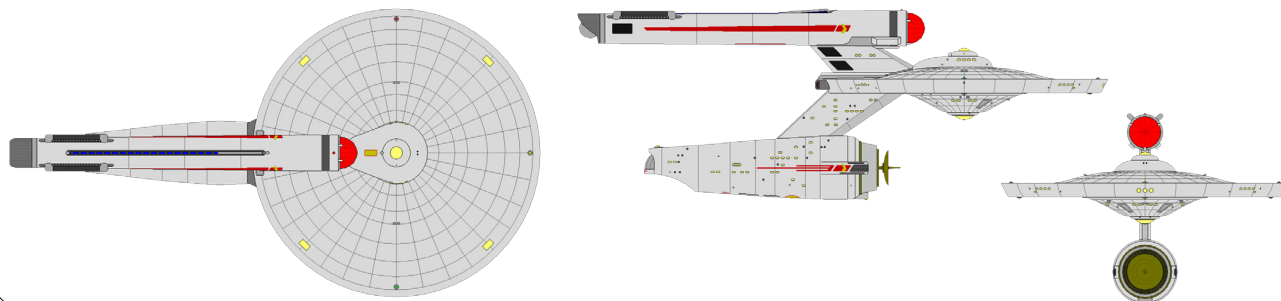
The Normandy Beach was built at the Alpha Centauri and Lochlar facilities.

# Roosevelt Class XI Cruiser



<b>Construction Data:</b>				
Model Number-	Mk I	Mk II	MK III	MK IV
Ship Class-	XI	XI	XI	XI
Date Entering Service-	2255	2262	2266	2268
Number Constructed-	7	6	2	2
<b>Hull Data:</b>				
Superstructure Points-	26	26	28	28
Damage Chart-	C	C	C	C
Size:				
Length-				
Width-				
Height-				
Displacement-	174,770 mt	173,555 mt	177,075 mt	178,175 mt
Cargo:				
Total SCU-	170 SCU	170 SCU	170 SCU	170 SCU
Cargo Capacity-	8,500 mt	8,500 mt	8,500 mt	8,500 mt
Landing Capacity-	None	None	None	None
<b>Equipment Data:</b>				
Control Computer Type-	M-3	M-4	M-4	M-6
Transporters-				
Standard 6-person-	3	3	3	3
Emergency 22-person-	4	4	4	4
Cargo-	2	2	2	2
<b>Other Data:</b>				
Crew-	323	316	316	316
Passengers-	30	30	30	30
Shuttlecraft-	6	6	6	6
<b>Engines and Power Data:</b>				
Total Power Available-	46	48	48	56
Movement Point Ratio-	4/1	4/1	4/1	4/1
Warp Engine Type-	FWF-1	FWF-1	FWF-1	FWF-1
Number-	2	2	2	2
Power-	20 ea.	20 ea.	20 ea.	20 ea.
Stress Chart-	H/I	H/I	H/I	H/I
Max Safe Cruising-	Warp 6	Warp 6	Warp 6	Warp 6
Emergency Speed-	Warp 8	Warp 8	Warp 8	Warp 8
Impulse Engine Type-	FIC-3	FIE-2	FIE-2	FIE-3
Power Units-	6	8	8	16
<b>Weapons and Firing Data:</b>				
Beam Weapon Type-	FL-4	FH-5	FH-8	FH-9
Number-	6	6	6	6
Firing Arcs-	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s
Firing Chart-	G	R	T	X
Maximum Power-	3	4	5	6
Damage Modifiers:				
+3	(-)	(-)	(-)	(-)
+2	(-)	(1-8)	(1-10)	(1-12)
+1	(1-4)	(9-16)	(11-18)	(13-22)
Beam Weapon Type-	FL-1	FH-2	FH-5	FH-3
Number-	2	2	2	2
Firing Arcs-	2 f	2 f	2 f	2 f
Firing Chart-	D	H	R	W
Maximum Power-	2	3	4	5
Damage Modifiers:				
+3	(-)	(-)	(-)	(1-10)
+2	(-)	(-)	(1-8)	(11-17)
+1	(-)	(1-10)	(9-16)	(18-20)
Torpedo Type-	FAC-1	FP-1	FP-5	FP-5
Number-	2	2	2	2
Firing Arcs-	2 f	2 f	2 f	2 f
Firing Chart-	F	L	R	R
Power To Arm-	3	1	1	1
Damage-	8	10	16	16
<b>Shield Data:</b>				
Shield Type-	FSN	FSH	FSL	FSL
Shield Point Ratio-	1/2	1/2	1/3	1/3
Maximum Shield-	16	10	14	14
<b>Combat Efficiency:</b>				
D-	92.2	85.2	110.6	119.6
WDF-	10.8	30	51	66.6

# Saipan Class VIII Cruiser



## Construction Data:

Construction Data:				
Model Number-	Mk I	Mk II	Mk III	Mk IV
Ship Class-	VIII	VIII	VIII	VIII
Date Entering Service-	2255	2263	2264	2268
Number Constructed-	12	6	4	3

## Hull Data:

Superstructure Points-	28	28	28	28
Damage Chart-	C	C	C	C
Size:				
Length-				
Width-				
Height-				
Displacement-	113,295 mt	112,260 mt	112,210 mt	112,253 mt
Cargo:				
Total SCU-	160 SCU	160 SCU	160 SCU	160 SCU
Cargo Capacity-	8,000 mt	8,000 mt	8,000 mt	8,000 mt
Landing Capacity-	None	None	None	None

## Equipment Data:

Control Computer Type-	M-4	M-4	M-4	M-6
Transporters-				
Standard 6-person-	3	3	3	3
Emergency 22-person-	3	3	3	3
Cargo-	2	2	2	2
Other Data:				
Crew-	305	305	305	305
Passengers-	26	26	26	26
Shuttlecraft-	4	4	4	4

## Engines and Power Data:

Total Power Available-	24	26	26	30
Movement Point Ratio-	4/1	4/1	4/1	4/1
Warp Engine Type-	FWF-1	FWF-1	FWF-1	FWF-1
Number-	1	1	1	1
Power-	18	18	18	18
Stress Chart-	H/I	H/I	H/I	H/I
Max Safe Cruising-	Warp 6	Warp 6	Warp 6	Warp 6
Emergency Speed-	Warp 8	Warp 8	Warp 8	Warp 8
Impulse Engine Type-	FIB-3	FIE-2	FIE-2	FIF-1
Power Units-	6	8	8	12

## Weapons and Firing Data:

Beam Weapon Type-	FH-3	FH-3	FH-9	FH-10
Number-	2	2	2	2
Firing Arcs-	2 f	2 f	2 f	2 f
Firing Chart-	W	W	X	W
Maximum Power-	5	5	6	7
Damage Modifiers:				
+3	(1-10)	(1-10)	(-)	(1-10)
+2	(11-17)	(11-17)	(1-12)	(11-17)
+1	(18-20)	(18-20)	(13-22)	(18-20)
Torpedo Type-	FAC-3	FP-1	FP-5	FP-5
Number-	2	2	2	2
Firing Arcs-	2 f	2 f	2 f	2 f
Firing Chart-	H	L	R	R
Power To Arm-	4	1	1	1
Damage-	12	10	16	16

## Shield Data:

Shield Type-	FSN	FSI	FSI	FSL
Shield Point Ratio-	1/2	1/3	1/3	1/3
Maximum Shield-	16	13	13	16

## Combat Efficiency:

D-	80.1	86.6	86.6	94.1
WDF-	19.4	20.4	31	33.6

The basic Saipan class has proven to be more versatile and capable than most other variants of the venerable Constitution class. When proposed, it was hoped that a larger warp nacelle and power-plant could be installed. However, the decision was made to use only a single nacelle and the FWF power-plant.

The Saipan was originally intended to be sent into combat as a light attack cruiser, a designation that did not sit well with many in the Federation. However, the conclusion of the Four-Years War meant that designers were able to quickly retool the Saipan for an exploratory roll.

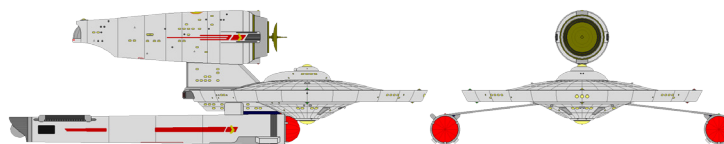
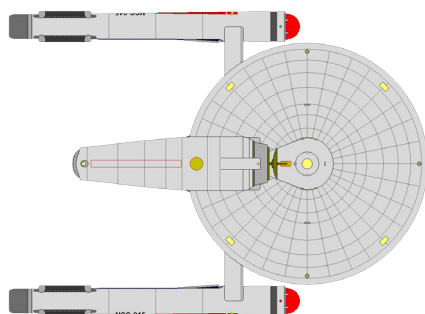
Like other Constitution variants, the main engineering was relocated to the primary hull, with the secondary hull being refit for more science labs, research subsystems and crew quarters. The Saipan was known for it's large hydroponics lab, a design that the Enterprise refit would adopt 20 years later.

The Mk I was not overly maneuverable, but was sufficiently powerful to handle most of it's deep space assignments. The overall range was extended to nearly seven years by the use of the FWF single nacelle design. The Mk I retained the Accelerator Cannon armament, but was fitted with Phasers as it's primary weapon.

The Mk II saw the refit of the primary torpedo system to the now venerable FP-1 system. The Mk III, launched a year later saw the upgrading of the main phasers and a more powerful torpedo system installed. The Mk III's heavier weapons did force the movement of several sensor subsystems, but in the end the vessel remained relatively unchanged. Shortly before the dry-docking of the Enterprise, the Saipan Mk IV was launched. With a more powerful computer and larger impulse drive, the Mk IV would serve until 2276 when the last Saipan was removed from service.

The Saipan would go on to serve as the basis of the Saipan II class, with nearly all of the original vessels eventually being refit to the new version. Of the 25 Saipan's launched, 1 Mk I is listed as missing. 1 Mk I and 1 Mk III have been scrapped. 1 Mk II was destroyed and 2 Mk IV currently serve as training vessels. The Saipan was built at the Vulcan shipyards.

# Star Ranger Class X Fast Research Cruiser



## Construction Data:

Model Number-	Mk I	Mk III
Ship Class-	X	X
Date Entering Service-	2260	2268
Number Constructed-	7	5

## Hull Data:

Superstructure Points-	28	28
Damage Chart-Size:	C	C
Length-		
Width-		
Height-		
Displacement-	171,185 mt	171,803 mt
Cargo:		
Total SCU-	198 SCU	198 SCU
Cargo Capacity-	9,900 mt	9,900 mt
Landing Capacity-	None	None

## Equipment Data:

Control Computer Type-	M-4	M-4
Transporters-		
Standard 6-person-	3	3
Emergency 22-person-	3	3
Cargo-	2	2
Other Data:		
Crew-	368	368
Passengers-	20	20
Shuttlecraft-	8	8

## Engines and Power Data:

Total Power Available-	38	44
Movement Point Ratio-	3/1	3/1
Warp Engine Type-	FWC-1	FWC-1
Number-	2	2
Power-	16 ea.	16 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9
Impulse Engine Type-	FIC-3	FIF-1
Power Units-	6	12

## Weapons and Firing Data:

Beam Weapon Type-	FH-7	FH-10
Number-	6	6
Firing Arcs-	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s
Firing Chart-	Q	W
Maximum Power-	4	7
Damage Modifiers:		
+3	(-)	(1-10)
+2	(1-8)	(11-17)
+1	(9-14)	(18-20)
Torpedo Type-	FP-1	FP-4
Number-	2	2
Firing Arcs-	2 f	2 f
Firing Chart-	L	S
Power To Arm-	1	1
Damage-	10	20

## Shield Data:

Shield Type-	FSK	FSO
Shield Point Ratio-	1/2	1/3
Maximum Shield-	14	16

## Combat Efficiency:

D-	96.1	125.6
WDF-	28	68.8

The Star Ranger was designed to arrive quickly in an area of space and bring its full research and exploration capabilities to bear. To help achieve this goal, the decision was made to move the main engineering systems into the primary hull and re-engineer the secondary hull to support labs, science station and crew quarters. Unlike its cousin, the Maine class, the Star Ranger placed the Astrophysics labs in the primary hull to take advantage of the direct plasma energy from the warp power system.

The Star Ranger also used a wider "stance" with its warp nacelles. This design gave the Star Ranger greater acceleration, although fuel consumption was slightly higher. The wider stance of the nacelles also allowed for more accurate sensor readings while at warp, making the Star Ranger a prime candidate for FTL research missions.

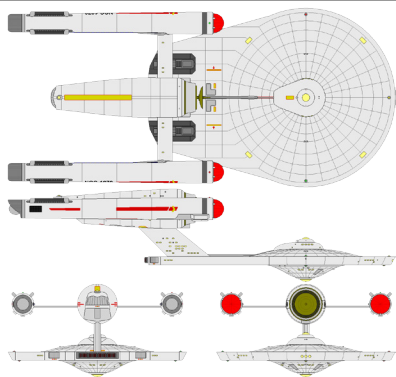
The Mk I was also an effective light cruiser in combat, with two engaging Klingon forces during the Organian conflict. The Star Ranger herself was also instrumental in curtailing pirate operation near Orion space. The Mk I's maneuverability and medium firepower meant it could easily engage raiders and other medium class vessels with success.

In early 2268, the Mk III was launched. The Mk III, which would go on to serve into the late 2270's, was well armed, with combat capability surpassing other vessels in its class range. The Mk III's massive and powerful FP-4 torpedo system made the ship tremendously dangerous at medium range and planners immediately began investigating the use of the Star Ranger as a major combat platform. However, the FP-4 was not as easily integrated into the Mk III as previous thought. By 2270, two separate incidents had the main torpedo system releasing radiation into the lower hull of the ship after firing the FP-4. The resulting investigation would go on to produce the improved firing tubes of the FP-4 found on the Enterprise class and later vessels, but the Star Rangers required a suppressant system be installed to counteract the torpedoes radiation. The system was installed on the five new ships to be built, but could not easily be installed on the previous seven hulls still in service. The decision was made to retrofit these seven into the new Star Range II class.

Of the 12 Star Rangers fielded, 7 Mk I's are being converted to other classes, while 5 Mk III remain in active service. The Star Ranger was constructed at New Aberdeen and Proxima Centaur shipyards.



## Vagabond Class XI Cruiser



### Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	XI	XI
Date Entering Service-	2258	2265
Number Constructed-	7	6

### Hull Data:

Superstructure Points-	26	26
Damage Chart-	C	C
Size:		
Length-		
Width-		
Height-		
Displacement-	167,000 mt	172,395 mt
Cargo:		
Total SCU-	189 SCU	189 SCU
Cargo Capacity-	9,450 mt	9,450 mt
Landing Capacity-	None	None

### Equipment Data:

Control Computer Type-	M-3	M-4
Transporters-		
Standard 6-person-	4	4
Emergency 22-person-	2	2
Cargo-	2	2
Other Data:		
Crew-	361	361
Passengers-	35	35
Shuttlecraft-	9	7

### Engines and Power Data:

Total Power Available-	38	48
Movement Point Ratio-	4/1	4/1
Warp Engine Type-	FWC-1	FWF-1
Number-	2	2
Power-	16 ea.	20 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 6	Warp 6
Emergency Speed-	Warp 8	Warp 8
Impulse Engine Type-	FIC-3	FIE-2
Power Units-	6	8

### Weapons and Firing Data:

Beam Weapon Type-	FH-3	FH-9
Number-	4	4
Firing Arcs-	2 f/p, 2 f/s	2 f/p, 2 f/s
Firing Chart-	W	X
Maximum Power-	5	6
Damage Modifiers:		
+3	(1-10)	(-)
+2	(11-17)	(1-12)
+1	(18-20)	(13-22)
Torpedo Type-	FP-2	FP-6
Number-	2	2
Firing Arcs-	2 f	2 f
Firing Chart-	H	O
Power To Arm-	1	1
Damage-	6	12

### Shield Data:

Shield Type-	FSH	FSL
Shield Point Ratio-	1/2	1/3
Maximum Shield-	10	14

### Combat Efficiency:

D-	78.2	107.7
WDF-	27.2	37.4

The Vagabond class of cruiser was designed to test out a number of concepts and ideas in long term front line use that had been learned from the Federation conflicts of the 2240's and 2250's. The first issue was to place the engines as far as practically viable from the underside sensor dome. During earlier conflicts, the main sensors on many Federation starships were required to incorporate computer programs to compensate for sensor "ghosting" while at high warp. The Vagabond, like a number of other designs, attempted to compensate by moving the largest distortion system of the ship - the Warp nacelles.

This move gave the designers the ability to enlarge the main hull to incorporate two additional shuttle bays. While the M-3 computer installed was large, it didn't require additional sub-systems that other large front line cruisers required. The additional space was used to enlarge all three shuttle bays, making room for three shuttles in each location. The Mk I was also well armed, incorporating four FH-3 phasers, which were quickly becoming the standard main beam weapon of the Federation. However, designers decided to use the lighter FP-2 torpedo system. The lighter and smaller system meant the Vagabond could easily carry far more torpedo casings and probes than other similarly sized cruisers, but mean the primary hitting power of the torpedoes was reduced. Non the less, the Vagabond was an immediate success, exploring and charting along both hostile and unexplored borders.

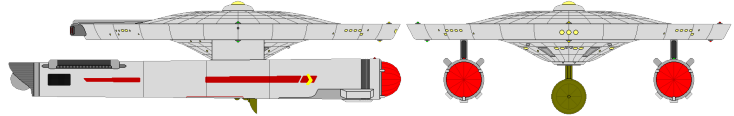
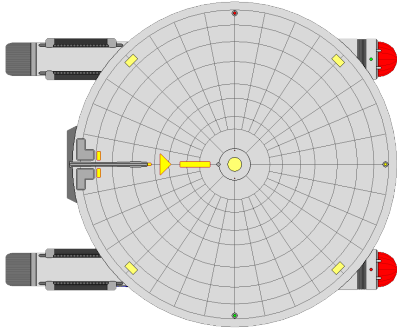
In late 2264, as Klingon continued to pose a moderate threat across the quadrant, the decision was made to upgrade the Vagabond, along with a wide range of vessels. The Mk II was launched in late 2265.

The Mk II enlarged the main computer, forcing several subsystems to be moved and reducing the storage space for shuttles. However, the Mk II gained a much more powerful torpedo system as well as greatly more efficient shield system. As was inevitable, these systems were tested when the Klingons launched a large scale fleet assault during the Organian conflict.

Both the Mk I and Mk II saw action in the week long conflict, with both models seeing some success. The Mk II was clearly the superior class, with it's greater overall firepower. Surprisingly, it was post-combat action that showed some that the loss of the additional shuttles might prove problematic. After the K'tom'ro engagement, rescue operations were slow due to the reduced number of shuttle available. While the USS Surya was able to engage a reinforcing cruiser far from the field of battle, had the Klingon ship arrived, it is probable that the wounded and trapped Federation crews might not have been rescued.

The Vagabond proved successful enough that it would eventually be refit to the Vagabond II class. Of the 13 built, 6 Mk I's were converted to Mk II's. 1 Mk I was scrapped after being damaged in combat. The Vagabond was built at the Sol III and Sol IV shipyards.

# Burke Class VIII Frigate



## Construction Data:

Model Number-	Mk I	Mk II	Mk III
Ship Class-	VIII	VIII	VIII
Date Entering Service-	2245	2255	2262
Number Constructed-	17	5	2

## Hull Data:

Superstructure Points-	20	20	20
Damage Chart-	C	C	C
Size:			
Length-			
Width-			
Height-			
Displacement-	116,020 mt	116,385 mt	116,760 mt
Cargo:			
Total SCU-	115 SCU	115 SCU	115 SCU
Cargo Capacity-	5,750 mt	5,750 mt	5,750 mt
Landing Capacity-	None	None	None

## Equipment Data:

Control Computer Type-	M-2	M-3	M-3
Transporters-			
Standard 6-person-	3	3	3
Combat 20-person-	3	3	3
Emergency 22-person-	2	2	2
Cargo-	2	2	2
Other Data:			
Crew-	219	219	219
Troops-	124	124	124
Passengers-	10	10	10
Shuttlecraft-	12	12	12

## Engines and Power Data:

Total Power Available-	22	22	34
Movement Point Ratio-	3/1	3/1	3/1
Warp Engine Type-	FWE-1	FWE-1	FWE-2
Number-	2	2	2
Power-	8 ea.	8 ea.	13 ea.
Stress Chart-	H/I	H/I	H/I
Max Safe Cruising-	Warp 7	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9	Warp 9
Impulse Engine Type-	FIB-3	FIB-3	FIE-2
Power Units-	6	6	8

## Weapons and Firing Data:

Beam Weapon Type-	FL-6	FH-3	FH-9
Number-	2	2	2
Firing Arcs-	2 f	2 f	2 f
Firing Chart-	H	W	X
Maximum Power-	3	5	6
Damage Modifiers:			
+3	(-)	(1-10)	(-)
+2	(1-4)	(11-17)	(1-12)
+1	(5-7)	(18-20)	(13-22)

## Shield Data:

Shield Type-	FSC	FSF	FSI
Shield Point Ratio-	1/1	1/2	1/3
Maximum Shield-	7	9	13

## Combat Efficiency:

D-	49.1	62.6	96.1
WDF-	2.8	11.6	12

The Burke class was built and fielded as one of the most basic of Frigate designs in Star Fleet. Designed in 2243, the basic frigate was intended to be a mid-ranged patrol frigate with a medium contingent of troops able to intercept and engage pirate vessels anywhere within Federation territory.

The Burke was also designed to operate in small squadrons, either with other Frigates or Destroyers. The Burke was never intended to operate without some support, and no provisions were made for the vessel to operate as a full fledged independent combat vessel. The Burke remained inexpensive to build and operate and surprisingly comfortable for both Naval and Marine troops.

The Burke was not without it's detractors. Even as the sting of the Donatu V attack a year earlier faded, many felt that Star Fleet needed far more powerful and heavily armed vessels to combat the growing Klingon threat. While pacifist blocks continued to bemoan any increase in military spending, fleet commanders wondered if heavier armed vessels were the answer. The Burke class could be built in less than a year, and in its initial combat tests, the lack of diverse weapon systems was made up by it's maneuverability and ease of repair.

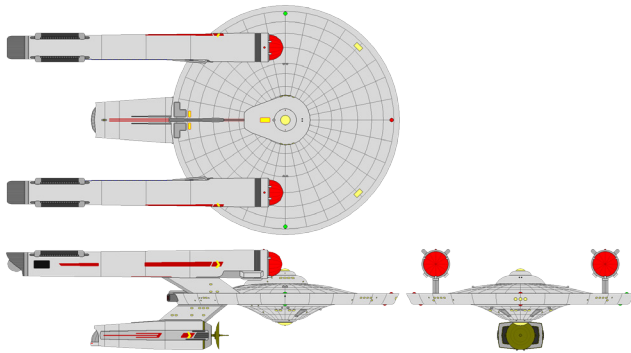
This would cost the Burke class dearly when war finally erupted. 15 Burke class frigates were ready for action when the Klingons finally launched their initial attacks of the Four-Years War. At the Battle of Andromeda, four Burke frigates and six Portsmouth destroyers engage three Klingon D-7's. While on the fringes of the main engagement, one D-7 is crippled and the other two begin to withdraw. The Federation force perused suddenly finding two squadrons of D-4 coming up from behind. The Federation force took heavy casualties as a second squadron of D-7's broke off from the main battle and raked the now fleeing Federation ships. Across the battlefield, the Klingons superior numbers over-matched the Federation superior tactics.

Some designers also complained that the close in location of the main Warp nacelles forced the use of heavy radiation shielding. Some also claimed that sensor efficiency was reduced for the same reason. However, fleet planners, now needing every vessel they could muster, continued to field the Burke in a combat role.

At the Engagement for the Argelian Approaches, the Burke Mk II proved that the design was still viable. Sitting well out of range of their opponents, the new Phasers installed on the Mk II prove devastating, sniping and damaging Klingon ships who could not hit their targets from such a great distance. With 8 Mk I's and all 5 mk II's surviving the war, planners vassalated on whether to scrap the Burke or mothball the vessels. The decision was made to continue fielding the class until a suitable replacement could be produced. Surprisingly, the Mk III was launched before the Burke was retired. With a larger impulse drive and far superior shielding, two new vessels were commissioned. However, many still complained that the craft was underwhelming in it's firepower and could not support it's mission objectives. In 2267, the decision was made to retire the Burke class.

Of the 24 Burke's built, 9 Mk I's were destroyed in the Four-Years War. 1 Mk I is listed as missing. The remaining vessels were refit to other classes. The Burke was built at the Salazaar shipyards.

## Collins Class VIII Frigate



### Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	VIII	VIII
Date Entering Service-	2256	2265
Number Constructed-	9	13

### Hull Data:

Superstructure Points-	20	20
Damage Chart-	C	C
Size:		
Length-		
Width-		
Height-		
Displacement-	117,035 mt	117,880 mt
Cargo:		
Total SCU-	125 SCU	125 SCU
Cargo Capacity-	6,250 mt	6,250 mt
Landing Capacity-	None	None

### Equipment Data:

Control Computer Type-	M-3	M-3
Transporters-		
Standard 6-person-	3	3
Combat 20-person-	3	3
Emergency 22-person-	2	2
Cargo-	1	1
Other Data:		
Crew-	196	196
Troops-	124	124
Passengers-	20	20
Shuttlecraft-	10	10

### Engines and Power Data:

Total Power Available-	32	34
Movement Point Ratio-	3/1	3/1
Warp Engine Type-	FWE-2	FWE-2
Number-	2	2
Power-	13 ea.	13 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9
Impulse Engine Type-	FIB-3	FIE-2
Power Units-	6	8

### Weapons and Firing Data:

Beam Weapon Type-	FH-4	FH-8
Number-	4	4
Firing Arcs-	2 f/p, 2 f/s	2 f/p, 2 f/s
Firing Chart-	Q	T
Maximum Power-	3	5
Damage Modifiers:		
+3	(-)	(-)
+2	(1-8)	(1-10)
+1	(9-14)	(11-18)
Torpedo Type-	FP-1	FP-6
Number-	2	2
Firing Arcs-	2 f	2 f
Firing Chart-	L	O
Power To Arm-	1	1
Damage-	10	12

### Shield Data:

Shield Type-	FSF	FSI
Shield Point Ratio-	1/2	1/3
Maximum Shield-	9	13

### Combat Efficiency:

D-	72.6	96.1
WDF-	19.2	30.6

Planned from the outset to incorporate the latest in military technology, the Collins frigate was a marvel of efficiency and sturdiness. Begun at the outset of the war, the Collins class was immediately the most expensive single mission profile vessel built for Star Fleet. A minimal lab facility and moderate exploration facilities were installed, but the main focus of the Collins was combat. Armed with four new FH-4 phasers and twin banks of FP-1 torpedoes, the Collins was immediately thrust into the war effort.

The Collins was fielded at the perfect time to showcase it's abilities. When the Collins was launched, the war had turned for the Klingons who were no longer able to field sufficient ships for the massive fleet engagements where their numbers often proved decisive. The Klingons were now forced to engage in ship-to-ship or single squadron engagements. While this meant glory for the various Klingon commanders, it often meant posthumous honor as superior ship tactics and the new weapons systems were proving superior. All four Collins that were involved in combat during the conclusion of the war reported success. During the Battle of Kolm An, all four deployed their troops with significant success as well.

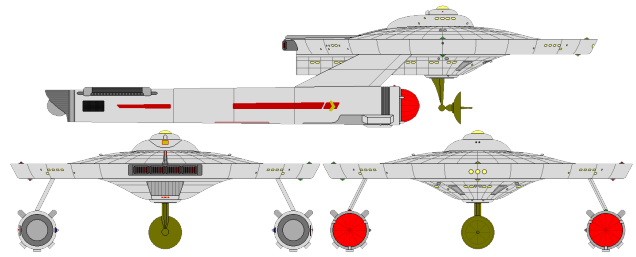
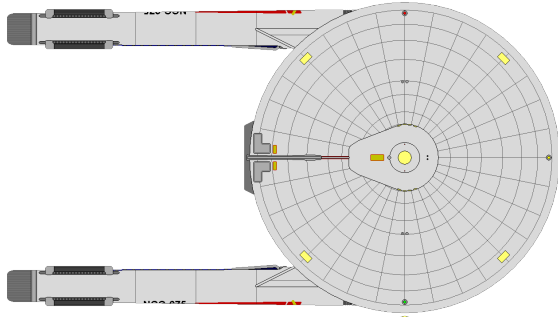
After the war, the Collins was mothballed, with plans to scrap the vessels. However, even as several older classes were being dismantled, it was clear to many that the Klingons had not simply gone away and that future conflicts were likely. Designers re-activated the Collins construction project, and by 2264, nine had been built and fielded. In early 2265, the first upgrade was launched, and the continued cold war with the Klingons pushed designers to request an additional 20 hulls be built. In the end, only 15 were authorized.

The Mk II did increase the impulse drive, but more importantly replaced the mid-ranged FH-4 with the longer range and more powerful FH-8. Combined with a more efficient shield system, the Mk II was soon assigned to rapid-response forces and began patrolling the Orion boarder in small squadrons. When the Organian conflict began, numerous Collins immediately moved to engage targets of opportunity. While smaller than the Klingon D-7's, the Collins was equally the match of the larger Klingon vessels. Once the Organians ended the conflict, the Collins returned to their patrol of the Orion boarder where they became effective pirate hunters.

In 2274, the decision was made to refit the Collins class. Like the Enterprise and Miranda classes before it, the Collins was placed on an engineering refit schedule that would see significant changes.

Of the 22 Collins built, 1 Mk I was destroyed. The remaining Mk I's were converted to Mk II. The Collins was built at the Salazaar and Merak facilities.

# Halifax Class X Frigate



## Construction Data:

Model Number-	Mk I	Mk III	Mk IV
Ship Class-	X	X	X
Date Entering Service-	2256	2263	2268
Number Constructed-	11	3	5

## Hull Data:

Superstructure Points-	20	22	24
Damage Chart-	C	C	C
Size:			
Length-			
Width-			
Height-			
Displacement-	159,205 mt	143,630 mt	147,013 mt
Cargo:			
Total SCU-	145 SCU	145 SCU	145 SCU
Cargo Capacity-	7,250 mt	7,250 mt	7,250 mt
Landing Capacity-	None	None	None

## Equipment Data:

Control Computer Type-	M-3	M-4	M-6
Transporters-			
Standard 6-person-	4	4	4
Combat 20-person-	4	4	4
Emergency 22-person-	2	2	2
Cargo-	2	2	2

## Other Data:

Crew-	277	277	277
Troops-	200	200	200
Passengers-	15	15	15
Shuttlecraft-	8	8	8

## Engines and Power Data:

Total Power Available-	38	44	48
Movement Point Ratio-	3/1	3/1	3/1
Warp Engine Type-	FWC-1	FWD-2	FWD-2
Number-	2	2	2
Power-	16 ea.	18 ea.	18 ea.
Stress Chart-	H/I	H/I	H/I
Max Safe Cruising-	Warp 7	Warp 5	Warp 5
Emergency Speed-	Warp 9	Warp 7	Warp 7
Impulse Engine Type-	FIC-3	FIE-2	FIF-1
Power Units-	6	8	12

## Weapons and Firing Data:

Beam Weapon Type-	FH-3	FH-3	FH-9
Number-	6	6	6
Firing Arcs-	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s
Firing Chart-	W	W	X
Maximum Power-	5	5	6
Damage Modifiers:			
+3	(1-10)	(1-10)	(-)
+2	(11-17)	(11-17)	(1-12)
+1	(18-20)	(18-20)	(13-22)
Torpedo Type-	FP-3	FP-1	FP-5
Number-	2	2	2
Firing Arcs-	2 f	2 f	2 f
Firing Chart-	D	L	R
Power To Arm-	1	1	1
Damage-	6	10	16

## Shield Data:

Shield Type-	FSJ	FSK	FSL
Shield Point Ratio-	1/1	1/2	1/3
Maximum Shield-	10	14	14

## Combat Efficiency:

D-	60.6	93.5	122.9
WDF-	37.2	43.6	55

Desperately needed and rushed into the final weeks of the Four-Years War, the Halifax class of frigate would go on to remain one of the most balanced and capable, in not simple designs fielded by the Federation. To ensure sufficient internal volume, the Halifax was designed with an elongated lower hull to house the small shuttle bay. This gave the Halifax excellent internal space to showcase the new powerful and heavy phasers that would make the Halifax a force to reckoned with.

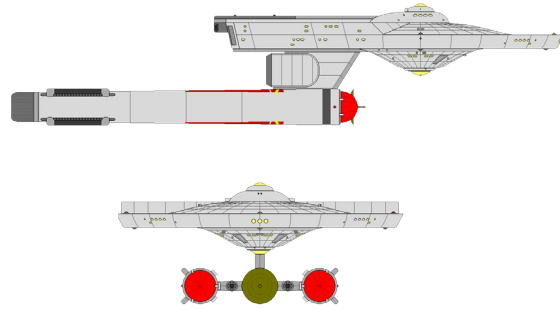
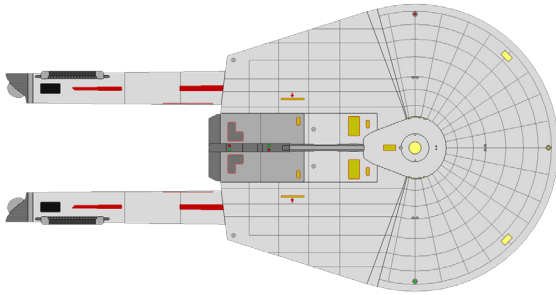
The Halifax's abilities would go on to influence the upgrades to many vessels after the war. The FH-3 became the go-to long range phaser system for many vessels during the 2260's. The Halifax conducted several combat engagements in the Triangle which proved the weapon systems ability to engage smaller more maneuverable craft. The Mk I's maneuverability was also a major factor that field officers found useful for many of the Halifax's patrol missions. In 2261, the decision was made to install an FIE-2 impulse drive system. Four Mk II's were launched with this configuration until the fifth hull was also outfitted with larger torpedoes and more efficient shields. The Mk III soon took the lead as the front line version of the vessel. The Mk III saw a number of minor policing actions as well as increased activities with Klingon forces mascaeraiding as pirates. When the Organian conflict occurred, the Halifax was one of the vessels on the front lines, with four engagements credited to the popular frigate.

Even after the initiation of the fleet upgrade in 2268, the Halifax was refit with standard subsystems and retained its "legacy" look well into the 2270's. Several Mk IV's remains in active service to this date.

Of the 19 Halifax built, 1 Mk I has been destroyed. All Mk I's and Mk III have been refit to Mk IV's specs. 2 Mk IV's are currently in service as training ships. The remaining vessels are on active duty. The Halifax was built at the Salazaar and Sol IV facilities.



# Heermann Class IX Light Frigate



## Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	IX	IX
Date Entering Service-	2260	2266
Number Constructed-	12	3

## Hull Data:

Superstructure Points-	22	24
Damage Chart-	C	C
Size:		
Length-		
Width-		
Height-		
Displacement-	122,185 mt	125,835 mt
Cargo:		
Total SCU-	127 SCU	127 SCU
Cargo Capacity-	6,350 mt	6,350 mt
Landing Capacity-	None	None

## Equipment Data:

Control Computer Type-	M-4	M-4
Transporters-		
Standard 6-person-	3	3
Combat 20-person-	6	6
Emergency 22-person-	2	2
Cargo-	2	2
Other Data:		
Crew-	242	242
Troops-	250	250
Passengers-	25	25
Shuttlecraft-	10	8

## Engines and Power Data:

Total Power Available-	29	32
Movement Point Ratio-	3/1	3/1
Warp Engine Type-	FWE-2	FWE-2
Number-	2	2
Power-	13 ea.	13 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9
Impulse Engine Type-	FIC-2	FIC-3
Power Units-	3	6

## Weapons and Firing Data:

Beam Weapon Type-	FH-7	FH-8
Number-	6	6
Firing Arcs-	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s
Firing Chart-	Q	T
Maximum Power-	4	5
Damage Modifiers:		
+3	(-)	(-)
+2	(1-8)	(1-10)
+1	(9-14)	(11-18)
Torpedo Type-	FP-1	FP-6
Number-	2	2
Firing Arcs-	2 f	2 f
Firing Chart-	L	O
Power To Arm-	1	1
Damage-	10	12

## Shield Data:

Shield Type-	FSK	FSI
Shield Point Ratio-	1/2	1/3
Maximum Shield-	15	12

## Combat Efficiency:

D-	81.5	98.9
WDF-	28	39.2

Classified as a light frigate, the Heermann class was indeed more of a patrol frigate than a troop transport vessel. And yet it's internal volume and roomy quarters made it another popular frigate for marines and naval personnel alike.

The Heermann was also a design that attempted to reduce the overall plasma needs of the warp coils by moving the Main Stage Flux Tuners outward from the main plasma intake assembly. While this nacelle layout had only marginal returns in fuel savings, it was still a popular design that was used to convince Star Fleet Procurement to fund various ships. With the Heermanns layout, it also reduced the vulnerability of the plasma intakes for the nacelles, essentially hiding them under the bulk of the Heermanns primary hull.

Internally, the Heermann was well loved. Two large "barracks" facilities housed the majority of the on-board troops providing room for recreation facilities and training spaces. The small on-board labs and large botanical section allowed additional crew activities beyond those normally associated with front line patrols.

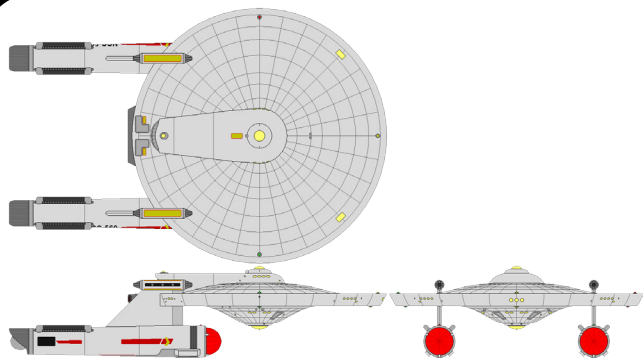
The Mk I was well armed with six mid-range phasers and two torpedo launchers. The Powerful FSK shield gave the ship good survivability during combat. Six years after the launch of the Mk I, the Mk II increased the impulse drive by removing some of the shuttle storage space. The additional space also allowed for the upgrade of the main weapon systems. The efficient FSI shield was eventually installed. Though not as powerful at the FSK, the FSI was more efficient, leaving more power for other sub-systems during combat.

The USS Morgenroth would go on to prove the merits of the new systems shortly after being upgraded in 2267. After spending four weeks heading for her patrol zone, the Morgenroth responded to a boarder sensor buoy that reported a Klingon D-10 in the Neutral Zone. Three days later, the Morgenroth arrived on scene to find the D-10 headed for Orion space. The Morgenroth eventually caught the Heavy Cruiser and engaged it. While the Klingon had superior firepower, the Morgenroth continued to outmaneuver the D-10. Even after several obvious attempts by the Klingons to disable the Morgenroth's engines, the Morgenroth continued to harass the D-10 until the heavy cruiser finally was able to cross back into the Neutral Zone. To date, the identity of the Klingon cruiser remains unknown, as does the reason for its withdrawal.

Of the 15 Heermann's built, 1 Mk I was scrapped. The remaining Mk I's were converted to Mk II's. The Heermann is still in service as a support vessel and is scheduled to be refit within the next two years. The Heermann was built at the Merak and Cait facilities.

# Minmus Class VII Light Destroyer

The



## Construction Data:

Model Number- Mk I  
Ship Class- VII  
Date Entering Service- 2267  
Number Constructed- 11

## Hull Data:

Superstructure Points- 10  
Damage Chart- C  
Size:

Length- 177 m  
Width- 127 m  
Height- 48 m  
Displacement- 99,590 mt

## Cargo:

Total SCU- 290 SCU  
Cargo Capacity- 14,000 mt  
Landing Capacity- None

## Equipment Data:

Control Computer Type- M-2

## Transporters-

Standard 6-person- 4  
Emergency 22-person- 2  
Cargo- 1

## Other Data:

Crew- 175  
Passengers- 5  
Shuttlecraft- 2

## Engines and Power Data:

Total Power Available- 36  
Movement Point Ratio- 3/1  
Warp Engine Type- FWE-2

Number- 2  
Power- 13 ea.

Stress Chart- H/I

Max Safe Cruising- Warp 6

Emergency Speed- Warp 7

Impulse Engine Type- FIB-3

Power Units- 8

## Weapons and Firing Data:

Beam Weapon Type- FMH-1

Number- 2

Firing Arcs- 2 f/a

Firing Chart- L

Maximum Power- 12

Damage Modifiers:

+3 (1-3)

+2 (4-8)

+1 (9-12)

## Shield Data:

Shield Type- FSC

Shield Point Ratio- 1/1

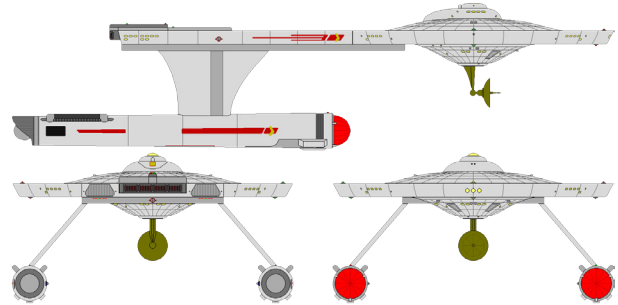
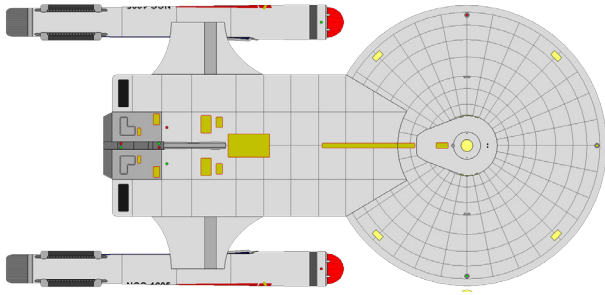
Maximum Shield- 8

## Combat Efficiency:

D- 41.3

WDF- 11.6

# Cesario Class IX Heavy Scout



## Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	IX	IX
Date Entering Service-	2257	2260
Number Constructed-	6	3

## Hull Data:

Superstructure Points-Damage Chart-Size:	21	21
Length-		
Width-		
Height-		
Displacement-	138,440 mt	138,735 mt
Cargo:		
Total SCU-	150 SCU	150 SCU
Cargo Capacity-	7,500 mt	7,500 mt
Landing Capacity-	None	None

## Equipment Data:

Control Computer Type-Transporters-	M-2	M-2
Standard 6-person-	3	3
Emergency 22-person-	2	2
Cargo-	2	2
Other Data:		
Crew-	277	277
Passengers-	20	20
Shuttlecraft-	2	2

## Engines and Power Data:

Total Power Available-	27	30
Movement Point Ratio-	3/1	3/1
Warp Engine Type-	FWD-1	FWD-1
Number-	2	2
Power-	12 ea.	12 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9
Impulse Engine Type-	FIC-2	FIC-3
Power Units-	3	6

## Weapons and Firing Data:

Beam Weapon Type-	FH-4	FH-7
Number-	6	6
Firing Arcs-	2 f/p, 2 f/s, 2 a	2 f/p, 2 f/s, 2 a
Firing Chart-	Q	Q
Maximum Power-	3	4
Damage Modifiers:		
+3	(-)	(-)
+2	(1-8)	(1-8)
+1	(9-14)	(9-14)
Torpedo Type-	FP-1	FP-1
Number-	2	2
Firing Arcs-	2 f	2 f
Firing Chart-	L	L
Power To Arm-	1	1
Damage-	10	10

## Shield Data:

Shield Type-	FSF	FSK
Shield Point Ratio-	1/2	1/2
Maximum Shield-	8	15

## Combat Efficiency:

D-	68.1	81.1
WDF-	24.4	28

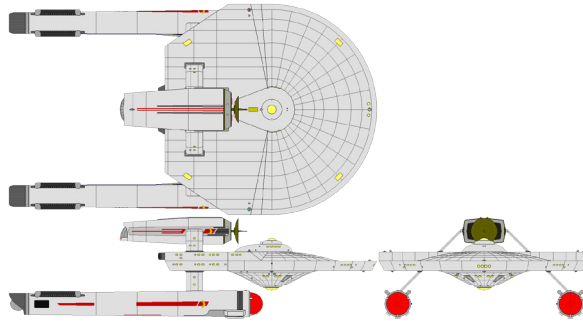
The Cesario class, like the Baker that was to come after it, began its life not as a scout, but as a research cruiser. Intended to take the place of many of the vessels that were scheduled to be decommissioned and scrapped after the Four-Years War, the Cesario was intended to have a number of on-board labs and research facilities as well as comfortable quarters and recreational facilities for scientists and crew alike.

Three months before being commissioned, the decision was made to convert the large vessel to a heavy scout. The research facilities were replaced with stellar cartography equipment and listening equipment that would allow the Cesario to monitor transmissions across a broad range of frequencies. Two weeks behind schedule, the Cesario was launched and began its first cruise.

The Mk I had heavy firepower, especially for a scout, with six medium phasers and two torpedo tubes. The Mk I's high speed meant it could easily arrive on target quickly and the vessel's large array of sensor systems allowed it to fulfill its mission admirably. However, the vessel was more expensive to build and maintain than other scout vessels. In 2258 and 2259, an ongoing debate to change the mission profile from that of a scout to a full cruiser. In 2260, plans for the Mk II were put forward and procurement eventually decided to pursue other avenues rather than re-engineer the Cesario as a cruiser. More heavily armed and better defended, the Mk II scout also increased the impulse drive.

In what is arguably one of the strangest turns of event, Star Fleet Engineer requested two Cesarios as they neared completion. Both were fitted out for use by Star Fleet Intelligence and launched in 2261. This new Mk II was adopted by SFI and immediately sent to the Romulan boarder, where they served for an undetermined amount of time. All of the previous Cesario variants are known to have been fitted out in this version and exact dispositions remain classified. It is known that only 9 of the planned 30 ships were ever built and that there is no record of any being lost. The Cesarios were built at the Lixis facility.

# Copernicus Class VI Research Vessel



## Construction Data:

Model Number-	Mk I	Mk III	Mk IV
Ship Class-	VI	VI	VI
Date Entering Service-	2243	2255	2261
Number Constructed-	34	29	11

## Hull Data:

Superstructure Points-	18	18	18
Damage Chart-	C	C	C
Size:			
Length-			
Width-			
Height-			
Displacement-	69,250 mt	69,135 mt	69,780 mt
Cargo:			
Total SCU-	84 SCU	84 SCU	84 SCU
Cargo Capacity-	4,200 mt	4,200 mt	4,200 mt
Landing Capacity-	None	None	None

## Equipment Data:

Control Computer Type-	M-1	M-2	M-2
Transporters-			
Standard 6-person-	2	2	2
Emergency 22-person-	2	2	2
Cargo-	1	1	1
Other Data:			
Crew-	159	160	160
Passengers-	16	16	16
Shuttlecraft-	2	2	2

## Engines and Power Data:

Total Power Available-	22	24	34
Movement Point Ratio-	3/1	3/1	3/1
Warp Engine Type-	FWB-1	FWB-1	FWB-2
Number-	2	2	2
Power-	9 ea.	9 ea.	14 ea.
Stress Chart-	H/I	H/I	H/I
Max Safe Cruising-	Warp 6	Warp 6	Warp 7
Emergency Speed-	Warp 7	Warp 7	Warp 8
Impulse Engine Type-	FIB-2	FIB-3	FIB-3
Power Units-	4	6	6

## Weapons and Firing Data:

Beam Weapon Type-	FL-2	FH-2	FH-5
Number-	4	4	4
Firing Arcs-	2f, 1 p, 1 s	2f, 1 p, 1 s	2f, 1 p, 1 s
Firing Chart-	F	H	R
Maximum Power-	2	3	4
Damage Modifiers:			
+3	(-)	(-)	(-)
+2	(-)	(-)	(1-8)
+1	(-)	(1-10)	(9-16)
Torpedo Type-	FAC-1	FP-1	FP-5
Number-	1	2	2
Firing Arcs-	1 f	2 f	2 f
Firing Chart-	F	L	R
Power To Arm-	3	1	1
Damage-	8	10	16

## Shield Data:

Shield Type-	FSE	FSF	FSK
Shield Point Ratio-	1/1	1/2	1/2
Maximum Shield-	10	10	16

## Combat Efficiency:

D-	50.3	62.8	81.8
WDF-	4	14	31.4

First proposed by the Vulcan Science Academy, the Copernicus class was designed to provide a large research bay with direct access to the primary sensors. The design would influence future interior layouts for years to come and is still considered a primary influence on ship design.

Vulcan engineers design a large pod to contain all of the labs, research support equipment and other science equipment. This provided continent access to equipment and sub-systems that, on occasion, needed to be modified. While some designs did have a single science "complex" aboard, many had each section separate with individual labs for each science discipline. The Copernicus' internal components allowed several labs to be combined and share equipment when needed.

The Mk I was also a sufficient light cruiser design that it was deployed as a front line full cruiser. Armed with four medium lasers and an FAC-1 cannon, the Mk I was moderately maneuverable and could operate for over 4 years at a time. The Mk I's sturdy design meant it was often sent into unexplored areas to conduct research. This led to the loss of three of these vessels by 2250, the disappearance of which remains a mystery to this day.

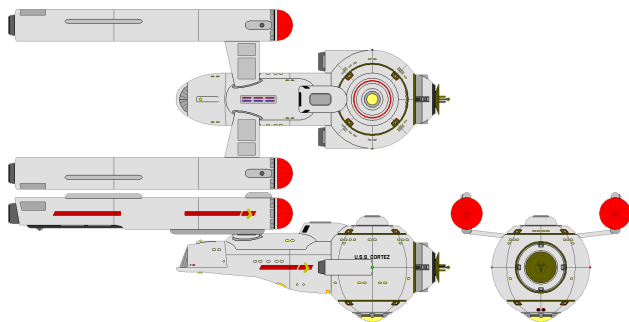
The Mk I was also unfortunate to be one of the few vessels to participate in the short but violent conflict with the Sheliak in 2255. Even as the conflict with the Klingons burst into full swing, Federation planners scrambled to upgrade the Copernicus, fearing that the Sheliak might begin a two-front war. In 2254, the Mk II saw the increase of the primary shields; however, only 4 craft were fitted with this modification. When the phaser and photon torpedo were incorporated into the inventory, the Copernicus was immediately refit to the Mk II. Fortunately, the Sheliak conflict ended with only a handful of skirmishes. But by then, the Copernicus Mk III was now the standard for the craft.

In 2261, designers fitted the more powerful FWB-2 warp nacelles to the Copernicus. This allowed the addition of a more powerful shield and heavy torpedoes, giving the Copernicus a new lease on life. Having survived the mass decommissioning of the later 2250's and now a force to be reckoned with, the Mk IV continued to serve its scouting and exploration duties well into the early 2270's.

The Copernicus became the basis for several designs and its lines can still be seen in several modern starships. Of the 74 ships built, 3 Mk I's and 1 Mk III are listed as missing. 1 Mk I, 2 Mk III's and 1 Mk IV have been destroyed. 1 Mk I, 3 Mk III's and 4 Mk IV's have been scrapped. 5 Mk IV are used as training vessels. 1 Mk III was captured by interested in Triangle. 4 Mk I's, 10 Mk III's and 5 Mk IV's have been disarmed and sold. 10 Mk III's and 22 Mk IV's are in reserve fleets. The Copernicus class was built at the Merak and Salazaar Shipyards.



## Cortez Class IV Light Scout



### Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	IV	IV
Date Entering Service-	2254	2259
Number Constructed-	33	22

### Hull Data:

Superstructure Points-	10	10
Damage Chart-	C	C
Size:		
Length-		
Width-		
Height-		
Displacement-	28,165 mt	29,135 mt
Cargo:		
Total SCU-	46 SCU	46 SCU
Cargo Capacity-	2,300 mt	2,300 mt
Landing Capacity-	None	None

### Equipment Data:

Control Computer Type-	M-1	M-1
Transporters-		
Standard 6-person-	1	1
Emergency 22-person-	1	1
Cargo-	1	1

### Other Data:

Crew-	83	83
Passengers-	10	10
Shuttlecraft-	2	2

### Engines and Power Data:

Total Power Available-	20	24
Movement Point Ratio-	2/1	2/1
Warp Engine Type-	FWA-2	FWA-2
Number-	2	2
Power-	8 ea.	8 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 6	Warp 6
Emergency Speed-	Warp 8	Warp 8
Impulse Engine Type-	FIB-1 (x2)	FIB-2 (x2)
Power Units-	2 ea.	4 ea.

### Weapons and Firing Data:

Beam Weapon Type-	FH-1	FH-2
Number-	8	8
Firing Arcs-	2 f/p, 2 f/s, 2 p/a, 2 s/a	2 f/p, 2 f/s, 2 p/a, 2 s/a
Firing Chart-	F	H
Maximum Power-	2	3
Damage Modifiers:		
+3	(-)	(-)
+2	(-)	(-)
+1	(-)	(1-10)

### Shield Data:

Shield Type-	FSG	FSF
Shield Point Ratio-	1/1	1/2
Maximum Shield-	12	13

### Combat Efficiency:

D-	45.8	67.3
WDF-	4	10.4

Fielded in September of 2254, the Cortez had the distinction of being one of the first full production classes to mount Phasers as it's primary weapon. The small, spunky and easy to build Cortez class of scouts served in a wide range of mission rolls - many well outside it's initial design specifications. The Cortez was one of a handful of vessels that perpetuated the rounded primary hull design that had been popular on older vessels like the Daudelus class.

Yet the Cortez was a new vessel from the ground up. The Cortez was fitted with reinforced pylons for the tried and true FWA nacelles. The main power-plant was located deep within the vessel, reducing change of catastrophic damage during battle. Two independent impulse drives were also fitted, giving the small craft excellent maneuverability at sub-light speeds.

Also fitted was a large primary deflector. The main sensor system was placed at the bottom of the primary hull, giving the small scout excellent 360 degree sensor coverage. A small shuttle bay fit two standard shuttles.

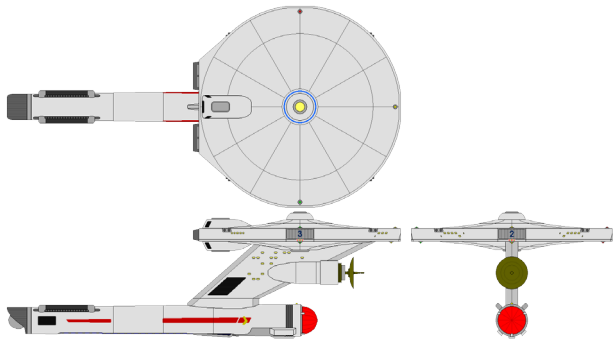
But it was the eight independent mounted phasers that gave the Cortez the advantage. With sufficient power to arm all it's weapons, the Cortez became an instant favorite with commanders who needed a quick powerful strike against flanks. The Cortez's firepower was nearly that of many destroyers and light cruisers of the day, making command of these scout popular. The Cortez class easily proved it self, often being forced to take on two or more enemy vessels simultaneously. In each instance, the sturdy new Phasers outperformed the bulkier phasers or far more delicate phase cannons, which had quickly been phased out of front line operation.

The Cortez was far from indestructible, though. Despite success after success, Cortez's suffered multiple losses. By wars end, 4 of the 25 hulls built during the war had been destroyed. 11 more had been so severely damaged that they were scrapped.

After the war, the success of the Cortez saved it from being canceled, and it became one of a handful of vessels that were upgraded. The Mk II saw an increase in the overall firepower as well as an upgrade to the primary shield system. The MK II's scouting history after the war was no quite as illustrious as it's record during the conflict. Several Cortez's were sent into the triangle in early 2260 only to encounter fierce resistance (later learned to be Romulan backed) and forced to return to the Federation.

After the imposition of the Organian peace treaty, planners decided to retire the small craft in favor of other newer scouts. The last Cortez was retired in 2268. Of the 55 built, 4 mk I's and 1 mk II have been destroyed. 11 mk I's and 2 Mk II's were scrapped. 2 Mk I's are listed as missing. 35 are currently scheduled to be refit with new technology and relaunched. The Cortez was built at the Salazaar and Sol IV shipyards.

## Garick Class V Light Scout



### Construction Data:

Model Number-	Mk I
Ship Class-	V
Date Entering Service-	2259
Number Constructed-	21

### Hull Data:

Superstructure Points-	10
Damage Chart-	C
Size:	
Length-	
Width-	
Height-	
Displacement-	59,835 mt
Cargo:	
Total SCU-	55 SCU
Cargo Capacity-	2,750 mt
Landing Capacity-	None

### Equipment Data:

Control Computer Type-	M-1
Transporters-	
Standard 6-person-	1
Emergency 22-person-	2
Cargo-	1

Other Data:	
Crew-	106
Passengers-	6
Shuttlecraft-	2

### Engines and Power Data:

Total Power Available-	14
Movement Point Ratio-	2/1
Warp Engine Type-	FWE-1
Number-	1
Power-	8
Stress Chart-	H/I
Max Safe Cruising-	Warp 7
Emergency Speed-	Warp 9
Impulse Engine Type-	FIB-3
Power Units-	6

### Weapons and Firing Data:

Beam Weapon Type-	FH-4
Number-	4
Firing Arcs-	1 f/p, 1 f/s, 1 p/a, 1 s/a
Firing Chart-	Q
Maximum Power-	3
Damage Modifiers:	
+3	(-)
+2	(1-8)
+1	(9-14)

### Shield Data:

Shield Type-	FSF
Shield Point Ratio-	1/2
Maximum Shield-	12

### Combat Efficiency:

D-	51.3
WDF-	10.4

The Garick class was built shortly after the conclusion of the Four-Year's War and was designed to operate as a long range observation scout and a short-range combat escort. The Garick was considered somewhat unusual in it's design layout, including it's main weapon placement. The Garick was armed with the new Phaser systems, mounted on the outer edge of the primary hull. This opened space in the central area of the primary hull that allowed additional support systems.

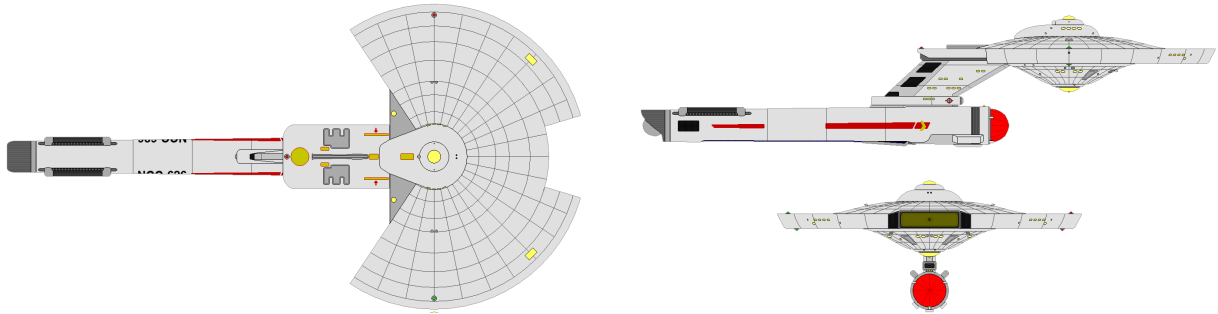
The Garick was also fitted with three separate shuttle bays in the primary hull. This allowed six shuttle to be operated during scouting missions or recovery operations when necessary. All three bays could operate independently and could also be coordinated from the bridge. This design was useful during escort missions where warp shuttles could easily extend the sensor net to warn of approaching pirate vessels.

The Garick's unique double role served it well in the early 2260's where it would often be called from an exploration project to escort a high priority convoy or even a diplomatic mission. However, the scouting ability was soon considered lackluster. Despite several attempts to improve the primary sensor/deflector, the vessel did not prove superior to other designs, many of which could easily be upgraded. The Garick, like several other designs of the day had been built with many of it's system integrated into the vessels structure. This provided excellent rigidity and survivability of the vessel, but made upgrades and improvements extremely difficult. In late 2262, the decision was made to cancel the contract for the remaining nine vessels.

Despite being pulled from production, the Garick remain in service until 2268. Several newer version were planned, including possibly fielding a torpedo armed variant. However, the internal components would not easily allow for such an upgrade, and the decision was made to remove the vessels from active service.

Of the 21 Garicks built, 1 is listed as missing and 1 was scrapped. 10 were sold to the Tellatire government and 2 were sold to private research firms in the Federation. 7 are listed in reserve fleets. The Garick was built at the Tellar shipyards.

# Knorr Class VII Heavy Scout



## Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	VII	VII
Date Entering Service-	2257	2263
Number Constructed-	11	7

## Hull Data:

Superstructure Points-	15	15
Damage Chart-Size:	C	C
Length-		
Width-		
Height-		
Displacement-	86,975 mt	88,080 mt
Cargo:		
Total SCU-	96 SCU	96 SCU
Cargo Capacity-	4,800 mt	4,800 mt
Landing Capacity-	None	None

## Equipment Data:

Control Computer Type-	M-1	M-2
Transporters-		
Standard 6-person-	2	2
Emergency 22-person-	2	2
Cargo-	1	1
Other Data:		
Crew-	182	182
Passengers-	12	12
Shuttlecraft-	3	3

## Engines and Power Data:

Total Power Available-	18	20
Movement Point Ratio-	3/1	3/1
Warp Engine Type-	FWC-1	FWC-1
Number-	1	1
Power-	14	14
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 8	Warp 8
Emergency Speed-	Warp 10	Warp 10
Impulse Engine Type-	FIB-2	FIB-3
Power Units-	4	6

## Weapons and Firing Data:

Beam Weapon Type-	FH-1	FH-1
Number-	4	4
Firing Arcs-	2 f/p, 2 f/s	2 f/p, 2 f/s
Firing Chart-	F	F
Maximum Power-	2	2
Damage Modifiers:		
+3	(-)	(-)
+2	(-)	(-)
+1	(-)	(-)
Torpedo Type-	FP-1	FP-5
Number-	1	1
Firing Arcs-	1 f	1 f
Firing Chart-	L	R
Power To Arm-	1	1
Damage-	10	16

## Shield Data:

Shield Type-	FSD	FSK
Shield Point Ratio-	1/2	1/2
Maximum Shield-	7	16

## Combat Efficiency:

D-	48.5	63.5
WDF-	6.4	11.5

The Knorr class was designed to explore and investigate high-energy phenomenon and map regions of space where extensive radiation, dust or other space "weather" would otherwise strain a standard deflector system. Like some designs before (and many to come after) the Knorr incorporated a large indented primary deflector dish with two specialized bays on either side. This allowed the scout to adjust and modify the main deflector and replace or revitalize components that would otherwise require refit at a star-base or shipyard.

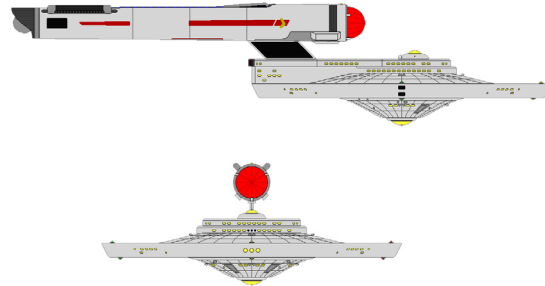
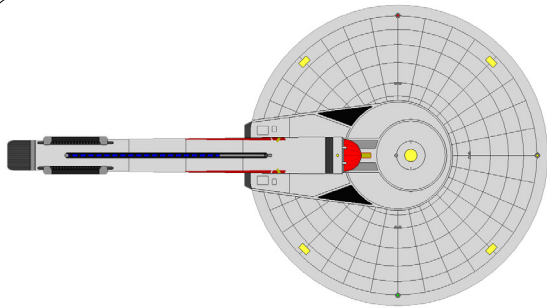
Because of the Knorr's ability to examine dust clouds and nebula close up, the class became a favorite with exploration crews who were often witness so some of the most visually spectacular events in space. The scout is credited with the first detailed exploration of the McAllister C-5 Nebula, The Mutara Nebula and extensive study of micro wormholes around T-Tauri type stars.

The Knorr's combat capabilities have remained consistently on par with other similar sized vessels. The Knorr uses one a single forward torpedo launcher, although is armed with four Phasers. The main warp drive - the FWC power plant and FWC-1 nacelle, give the scout tremendous speed.

The Mk II saw a surprising increase in the main torpedo weapon. The Powerful FP-5 was installed to give the scout the ability to engage larger targets. This also gave the scout the ability to fire multiple probes from the torpedoes single track.

Despite it's dangerous mission profile, none of the 18 Knorr's built were ever lost. The vessels abilities and popularity ensured that it was refit starting in 2274. Only the Rachlin and Kerger are awaiting refit to the Knorr II class. All 18 Knorr scouts were built at the Salazaar shipyards.

# Moebius Class VIII Command Scout



## Construction Data:

Model Number-	Mk I	Mk II	Mk III
Ship Class-	VIII	VIII	VIII
Date Entering Service-	2257	2262	2266
Number Constructed-	12	7	3

## Hull Data:

Superstructure Points-	20	20	20
Damage Chart-Size:	C	C	C
Length-			
Width-			
Height-			
Displacement-	98,500 mt	98,735 mt	98,945 mt
Cargo:			
Total SCU-	111 SCU	111 SCU	111 SCU
Cargo Capacity-	5,550 mt	5,550 mt	5,550 mt
Landing Capacity-	None	None	None

## Equipment Data:

Control Computer Type-	M-3	M-3	M-3
Transporters-			
Standard 6-person-	2	2	2
Emergency 22-person-	3	3	3
Cargo-	2	2	2

## Other Data:

Crew-	210	210	210
Troops-	25	25	25
Passengers-	15	15	15
Shuttlecraft-	4	4	4

## Engines and Power Data:

Total Power Available-	23	26	28
Movement Point Ratio-	2/1	2/1	2/1
Warp Engine Type-	FWC-2	FWC-2	FWC-2
Number-	1	1	1
Power-	20	20	20
Stress Chart-	H/I	H/I	H/I
Max Safe Cruising-	Warp 7	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9	Warp 9
Impulse Engine Type-	FIC-2	FIC-3	FIE-2
Power Units-	3	6	8

## Weapons and Firing Data:

Beam Weapon Type-	FH-5	FH-8	FH-8
Number-	6	6	6
Firing Arcs-	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s
Firing Chart-	R	T	T
Maximum Power-	4	5	5
Damage Modifiers:			
+3	(-)	(-)	(-)
+2	(1-8)	(1-10)	(1-10)
+1	(9-16)	(11-18)	(11-18)
Torpedo Type-	FP-2	FP-1	FP-6
Number-	2	2	2
Firing Arcs-	2 f	2 f	2 f
Firing Chart-	H	L	O
Power To Arm-	1	1	1
Damage-	6	10	12

## Shield Data:

Shield Type-	FSH	FSK	FSL
Shield Point Ratio-	1/2	1/2	1/3
Maximum Shield-	12	16	16

## Combat Efficiency:

D-	77.6	87.6	111.1
WDF-	22.6	34.6	39.2

Not until the launch of the Menhaga class has a single vessel been as controversial as the Moebius class. Designed in the heat of the Four-Years War, the Moebius was intended to move into and area and coordinate a wide range of combat operations, support operations and rescue operations. Smaller than a full command cruiser, the command scout provided the same capabilities in a far lighter platform.

However, from the moment it was proposed by Andorian designers, the massive firepower of the Moebius became controversial. The Mk I incorporated the new Phaser as it's main beam weapon, incorporating six banks of the FH-5. With the addition of two light torpedo launchers, the Mk I has the firepower equal to many destroyer and even many cruisers of the period. While it's primary role of Command and Control was never in doubt, many conservatives felt that a scout platform was simple not appropriate for such heavy firepower. None the less, with the Four-Years Wars still in full swing, the Mk I was approved by a single vote and construction began.

Ironically, the Mk I never saw combat in the Four-Years War, being commissioned after the conclusion of hostilities. Front line commanders still requested the heavy scout, knowing full well the many failures of the various classes utilized in the war. Star Fleet Intelligence finally put fourth the desire to procure the Moebius for covert operations. The design was instantly a "black" project and disappeared from public notice.

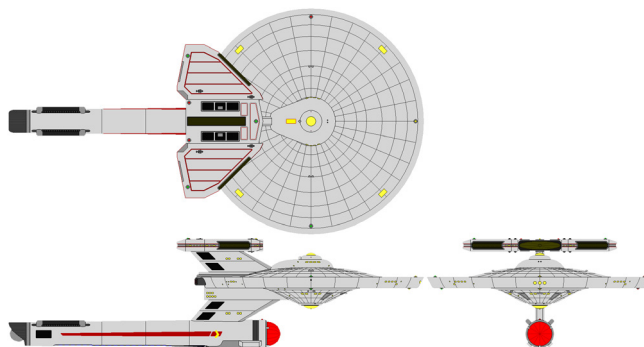
The Moebius' heavy firepower served it well in engagement after engagement where the scout was most often used as a counter-pirate vessel. It's ability to coordinate other destroyers and cutters made it an effective pirate hunter. The Mk II, launched in 2262 increased the firepower to that of a Constitution class cruiser and made the Moebius even more popular.

But the scout was still considered underpowered. Despite it's significant armament, it lacked sufficient power to arm all of it's weapons. In it's command and control role, this had little impact, and even while pirate hunting, the scout could easily engage multiple light pirate vessels. But several encounters with larger warships pointedly highlighted this underpowered nature.

The Mk III attempted to address this problem with a larger impulse drive, but contracts for the powerful scout were canceled after only three hulls were constructed. While the Moebius retained it's scout designation, it rarely operated in this role. Despite it's age, the Moebius remains operational. Of the 22 Moebius' built, 1 Mk I and 1 Mk II have been destroyed. 2 Mk II's have been scrapped. All remaining vessels have been converted to the Mk III variant. The Moebius was built at the Andor shipyards.



# Pentagon Class VII Scout



## Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	VII	VII
Date Entering Service-	2256	2263
Number Constructed-	13	4

## Hull Data:

Superstructure Points-	12	14
Damage Chart-	C	C
Size:		
Length-		
Width-		
Height-		
Displacement-	84,030 mt	87,965 mt
Cargo:		
Total SCU-	105 SCU	105 SCU
Cargo Capacity-	5,250 mt	5,250 mt
Landing Capacity-	None	None

## Equipment Data:

Control Computer Type-	M-2	M-2
Transporters-		
Standard 6-person-	2	2
Emergency 22-person-	2	2
Cargo-	1	1
Other Data:		
Crew-	193	193
Passengers-	15	15
Shuttlecraft-	3	3

## Engines and Power Data:

Total Power Available-	20	28
Movement Point Ratio-	3/1	2/1
Warp Engine Type-	FWC-1	FWC-2
Number-	1	1
Power-	14	20
Stress Chart-	H/I	H/I
Max Safe Cruising-	Warp 8	Warp 7
Emergency Speed-	Warp 10	Warp 9
Impulse Engine Type-	FIC-3	FIE-2
Power Units-	6	8

## Weapons and Firing Data:

Beam Weapon Type-	FH-2	FH-5
Number-	4	4
Firing Arcs-	2 f/p, 2 f/s	2 f/p, 2 f/s
Firing Chart-	H	R
Maximum Power-	3	4
Damage Modifiers:		
+3	(-)	(-)
+2	(-)	(1-8)
+1	(1-10)	(9-16)
Torpedo Type-	FP-2	FP-1
Number-	2	2
Firing Arcs-	2 f	2 f
Firing Chart-	H	L
Power To Arm-	1	1
Damage-	6	10

## Shield Data:

Shield Type-	FSF	FSN
Shield Point Ratio-	1/2	1/2
Maximum Shield-	10	16

## Combat Efficiency:

D-	50.2	83.1
WDF-	9.2	21.2

Few vessels have had as specific a job and design as the Pentagon class scout. Designed in the midst of the Four-Years War, the Pentagon was fielded to observe and translate the vast amount of communication and intelligence information primarily from military sources. While some questioned the ethics of this activity, many in the higher echelons of power knew that such vessels were a necessity.

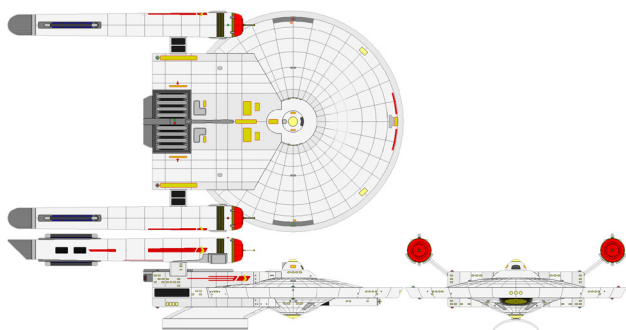
Surprisingly, the Pentagon was also an incredibly effective monitor of first-contact worlds. The massive intelligence gathering array mounted about the ships impulse drive allowed it to monitor thousands of transmissions from across a single star system, organize and classify these transmissions for follow up missions. This made the Pentagon a popular class among both military and exploratory crews alike.

It's incredible speed and destroyer-like firepower also made the Pentagon a popular vessel. However, it's niche capabilities meant that few were ever constructed. The Mk I, finally launched in 2256, was significantly more expensive to produce than it's contemporaries. The Mk I was also considered underpowered for it's independent role. Because of it's intelligence requirements, the Pentagons often operated hours or even days away from the nearest reinforcements. Never the less, the capabilities the Pentagon brought to fleet planners could not be ignored and a total of 13 Mk I's were produced.

In later 2263, planners realized that the Pentagon would most likely be on the front-lines of the next major conflict with the Klingon Empire. The Mk II was launched by years end to help boost the scouts defensive capabilities. An enlarged warp drive and updated FWC-2 did require the moving of several internal EPS conduits, but little else changed initially in the Mk II. However, the increased firepower did allow the Mk II the change to survive encounters that had crippled other vessels. The USS Faltin, which had only recently been upgraded, survived a direct encounter with a Klingon D-10 during the short Organian conflict.

Although it was hoped that a Mk III variant could extend the life of the Pentagon class, designers quickly realized a full refit would be required. In late 2269, Procurement authorized the Pentagon class to be refit. None of the 17 Pentagon class scouts had been destroyer or scrapped. They were built as the Sol IV shipyards.

## Edmund Fitzgerald Class VII Freighter



### Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	VII	VII
Date Entering Service-	2246	2255
Number Constructed-	58	32

### Hull Data:

Superstructure Points-	10	10
Damage Chart-	C	C
Size:		

Length-

Width-

Height-

Displacement-	99,620 mt	99,980 mt
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Cargo:

Total SCU (internal)-	141 SCU	141 SCU
Cargo Capacity (internal)-	7,050 mt	7,050 mt
Total SCU (external)-	2,200 SCU	2,800 SCU
Cargo Capacity (external)-	110,000 mt	140,000 mt
Landing Capacity-	None	None

### Equipment Data:

Control Computer Type-	M-1	M-2
Transporters-		
Standard 6-person-	2	2
Emergency 22-person-	2	2
Cargo-	4	4

Other Data:

Crew-	78	78
Passengers-	60	60
Shuttlecraft-	6	6

### Engines and Power Data:

Total Power Available-	22	32
Movement Point Ratio-		
Unloaded-	3/1	3/1
Loaded-	6/1	6/1
Warp Engine Type-	FWE-1	FWE-2
Number-	2	2
Power-	8 ea.	13 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-		
Unloaded-	Warp 7	Warp 7
Loaded-	Warp 4	Warp 4
Emergency Speed-		
Unloaded-	Warp 9	Warp 9
Loaded-	Warp 5	Warp 5
Impulse Engine Type-	FIB-3	FIB-3
Power Units-	6	6

### Weapons and Firing Data:

Beam Weapon Type-	FL-3	FH-2
Number-	2	2
Firing Arcs-	2 f	2 f
Firing Chart-	G	H
Maximum Power-	2	3
Damage Modifiers:		
+3	(-)	(-)
+2	(-)	(-)
+1	(1-4)	(1-10)

### Shield Data:

Shield Type-	FSC	FSE
Shield Point Ratio-	1/1	1/1
Maximum Shield-	8	9

### Combat Efficiency:

D-		
Unloaded-	36.3	42.8
Loaded-	31.3	34.8
WDF-	1.4	2.6

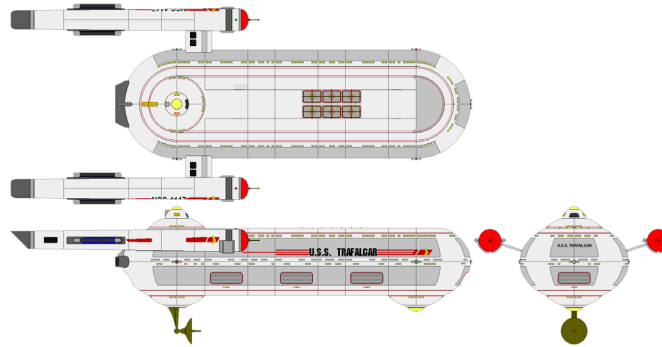
The Edmund Fitzgerald differs from other transports in its internal volume dedicated to the crew and passengers. Unlike other transports, the Fitzgerald has several levels of accommodations and two larger recreation facilities. While the original intention was to sell the Fitzgerald to civilian companies, it soon became apparent that the transport could be used as a base of operation during the initial establishment of small outposts. Several mining companies jumped at the chance to establish their outposts while under the watchful eye of Star Fleet. The Fitzgerald could transport a single large cargo container to a location and remain on station as group personnel set up transport sites, basic building and other "starter" equipment needed to support colony startup. Other freighters and construction vessels, many of whom were not as fast as the Fitzgerald, would arrive days or weeks later and the Fitzgerald would move on.

The system was a favorite of Tellarite miners who enjoys many of the on-board comforts of the orbiting starship while their engineers set up living quarters and ground based recreation facilities. By 2250, several Edmund Fitzgeralds were crewed entirely by Tellarites. But the basic vessel did have several drawbacks, which would eventually lead to the end of its production run for Star Fleet. The most notable of these was the fact that the warp drive and nacelles had no provision to extend its warp field around long "trains" of cargo pods. The Fitzgerald could encompass a three small, two medium or even one large heavy cargo pod, but could not manipulate the warp field to accommodate two. Nor were the warp engines capable of handling the higher mass. The Fitzgerald had excellent acceleration when compared to other transports, but could haul far less cargo.

Although armed, the Fitzgerald became a favorite target of raiders, many of whom thought the Fitzgeralds were "treasure ships" hauling precious gems and minerals as well as valuable mining equipment. While some ships were known to transport valuable cargos, most moved building material and equipment rather than raw ore and mining equipment. Rumors persisted, though, and Star Fleet soon found them selves having to send escorts with Fitzgeralds who were establishing front line outposts. In 2267, the Fitzgerald was finally pulled from Star Fleet's manifest, although civilian versions of the craft are still operated today.

Of the 90 Edmund Fitzgeralds built, 46 Mk I's were converted to Mk II's. 1 Mk I is listed as missing. 7 Mk I's and 5 Mk II's have been destroyed. 3 Mk I's and 6 Mk II's have been scapped. 1 Mk I and 2 Mk II's have been captured. 5 Mk II's are used as training vessels. 20 MK II's have been sold and 40 Mk II's are in reserve fleets. The Edmund Fitzgerald class was produced at the Arcanis and Cait facilities.

# Trafalgar Class V Light Transport



## Construction Data:

Model Number-	Mk I	Mk II
Ship Class-	V	V
Date Entering Service-	2247	2260
Number Constructed-	103	91

## Hull Data:

Superstructure Points-	12	12
Damage Chart-	C	C
Size:		
Length-		
Width-		
Height-		
Displacement-	57,265 mt	58,215 mt
Cargo:		
Total SCU-	450 SCU	600 SCU
Cargo Capacity-	22,500 mt	30,000 mt
Landing Capacity-	None	None

## Equipment Data:

Control Computer Type-	M-1	M-2
Transporters-		
Standard 6-person-	1	1
Emergency 22-person-	2	2
Cargo-	4	4
Other Data:		
Crew-	70	70
Passengers-	35	35
Shuttlecraft-	20	20

## Engines and Power Data:

Total Power Available-	21	31
Movement Point Ratio-		
Unloaded-	2/1	3/1
Loaded-	3/1	4/1
Warp Engine Type-	FWB-1	FWB-2
Number-	2	2
Power-	9 ea.	14 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-		
Unloaded-	Warp 7	Warp 7
Loaded-	Warp 6	Warp 6
Emergency Speed-		
Unloaded-	Warp 8	Warp 8
Loaded-	Warp 7	Warp 7
Impulse Engine Type-	FIC-2	FIC-2
Power Units-	3	3

## Weapons and Firing Data:

### Shield Data:

Shield Type-	FSA	FSC
Shield Point Ratio-	1/1	1/1
Maximum Shield-	8	9

## Combat Efficiency:

D-		
Unloaded-	43.7	45.2
Loaded-	38.7	41.2
WDF-	0	0

Few other vessels have been so underutilized and unrecognized and yet been so vital as the Trafalgar class. Proposed in the early 2240's and eventually adopted for production by Star Fleet in 2245, the Trafalgar was originally intended to be a through deck cruiser. Instead, Catian members of procurement foresaw the need for a primarily "shuttle" oriented light transport that could arrive on scene and unload within a day in conditions that would prevent transporter operations. When the changes were incorporated into the design of the Trafalgar, the green light was given and the Mk I was started.

The Mk I's design proved popular despite it's being unarmed. The moderate cargo size meant that crews were on-station for only 24 to 48 hours during unloading and were constantly moving from location to location. As had been the concept, the ship was often used to ferry cargo to outposts and planets where the atmospheric distortion was sufficient to prevent standard transporter cargo operations. Trafalgar cargo handlers and shuttle pilots quickly gained reputations as being some of the best (if not craziest) pilots in the fleet. Many would go on to state that they enjoyed the "hot LZ feel" of the more difficult location without having to worry about being shot at.

Unfortunately, this "safe" flying was not to last. After less than 10 years in service, the Trafalgar, like so many other ships of the day, was pressed into service during the Four-Year's War. The ships speed was well loved, but it's lack of weapons proved detrimental. Without even a single laser, the Trafalgar was forced to run at full speed when it's convoys were attacked. While this often saved the ship, it did mean the freighters would often out-pace other freighter or escorts, leaving them vulnerable. Three Trafalgars were lost after they rushed from the field of combat only to fly into a carefully laid trap.

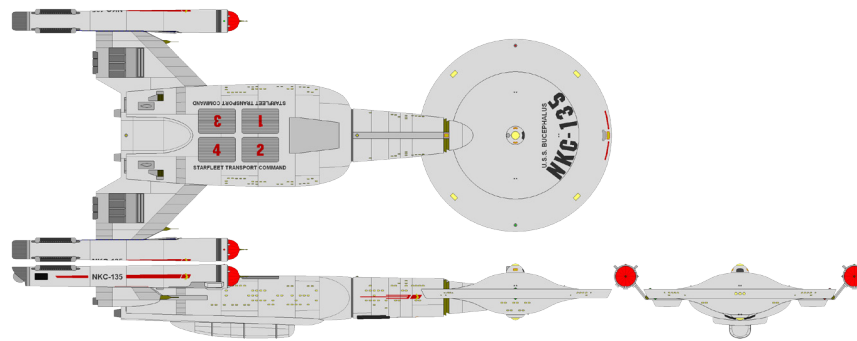
Although there was talk of arming the Trafalgars, the need to focus on production of full scale warship for the war effort superseded the upgrading of the Trafalgar. The vessels were instead pulled from front line operations and used closer to the interior of the Federation. After the wars end, the decision was made to upgrade the Trafalgar, and the Mk II was proposed.

The Mk II reduced the shuttle landing area in favor of expanding the cargo decks. This design proved extremely useful and increase the overall cargo capacity. It now took only a single Trafalgar to resupply outposts where two had previously been needed. The Mk II also saw a significant commercial interest in the small freighter. Several transport companies requested versions that would allow shuttle from various companies and locations across a planet or star system to dock and deposit cargo. While this version did require a command-and-control system to be installed, it proved popular for several years.

The Trafalgar still fell into an awkward niche, though. Too small to compete with the massive bulk freighters and too large to contend with the small light freighters, the Trafalgar was less and less utilized by Star Fleet over the next few years. In 2272, the decision was made to retire and sell or scrap the fleet of light freighters.

Of the 194 Trafalgar built, 3 Mk I's and 2 Mk II are listed as missing. 17 Mk I's and 8 Mk II's have been destroyed. 12 Mk I's and 9 Mk II have been scrapped. 4 Mk I's and 2 Mk II's have been captured. 63 Mk I's and 54 Mk II's have been sold. 4 Mk I's were converted to Mk II's. 20 Mk II's are in reserve fleets. The Trafalgar was construction at the Lasur, Pallatrine and Vannis shipyards.

# Bucephalus Class IX Freighter



## Construction Data:

Model Number-	Mk II	Mk III
Ship Class-	IX	IX
Date Entering Service-	2257	2262
Number Constructed-	71	69

## Hull Data:

Superstructure Points-	20	20
Damage Chart-Size:	C	C
Length-		
Width-		
Height-		
Displacement-	135,760 mt	137,710 mt
Cargo:		
Total SCU-	2000 SCU	2100 SCU
Cargo Capacity-	100,000 mt	105,000 mt
Landing Capacity-	None	None

## Equipment Data:

Control Computer Type-	M-1	M-3
Transporters-		
Standard 6-person-	2	2
Emergency 22-person-	1	1
Cargo-	6	6
Other Data:		
Crew-	69	69
Passengers-	40	40
Shuttlecraft-	4	4

## Engines and Power Data:

Total Power Available-	44	44
Movement Point Ratio-		
Unloaded-	3/1	3/1
Loaded-	5/1	5/1
Warp Engine Type-	FWD-2	FWD-2
Number-	2	2
Power-	18 ea.	18 ea.
Stress Chart-	H/I	H/I
Max Safe Cruising-		
Unloaded-	Warp 5	Warp 5
Loaded-	Warp 4	Warp 4
Emergency Speed-		
Unloaded-	Warp 7	Warp 7
Loaded-	Warp 5	Warp 5
Impulse Engine Type-	FID-2 (x2)	FID-2 (x2)
Power Units-	4 ea.	4 ea.

## Weapons and Firing Data:

Beam Weapon Type-	FL-1	FH-5
Number-	4	4
Firing Arcs-	2 f/p, 2 f/s	2 f/p, 2 f/s
Firing Chart-	D	R
Maximum Power-	2	4
Damage Modifiers:		
+3	(-)	(-)
+2	(-)	(1-8)
+1	(-)	(9-16)

## Shield Data:

Shield Type-	FSE	FSK
Shield Point Ratio-	1/1	1/2
Maximum Shield-	8	15

## Combat Efficiency:

D-		
Unloaded-	61.1	92.6
Loaded-	52.1	74.6
WDF-	1.6	12.4

A large scale freighter, the Bucephalus class was originally intended to be used as a support vessel for troops during the Four-Years War. Designed to be quickly built, the initial internal layout included a massive "shop" to help construct ground and space installation components, a reefers storage area and four large landing bays to allow for shuttles.

However, the war concluded with only the Bucephalus herself ever having all the intended components installed. With nearly 15 other hulls nearing completion, Star Fleet called on Tellarite designers to rearrange the internal spaces. The resulting re-tooling produced a fairly efficient, if large, freighter. The new design was oriented toward colony support and the Bucephalus was often the second ship to visit a newly established colony. The "shop" spaces were retained as was one of the two reefers climate controlled sections. Because the Bucephalus was no longer needed for front line combat, crew quarters were vastly expanded. A massive two-deck recreation center was also installed in the forward hull with the intent that colonists could come aboard for R&R. (This facility was later dropped in the Mk III.) This made the Bucephalus a welcome sight as colonies established themselves.

But the Bucephalus was first and foremost a freighter. Its massive 100,000 mt of cargo went far to support colony after colony as they established and expanded. The Mk II proved its abilities on no less than 16 separate occasions and was one of the major support vessels utilized during the rebuilding of Arcanis. Despite its slow speed when fully loaded, the Mk II retained its weapon complement, allowing small groups of these and other armed freighters to operate without escort.

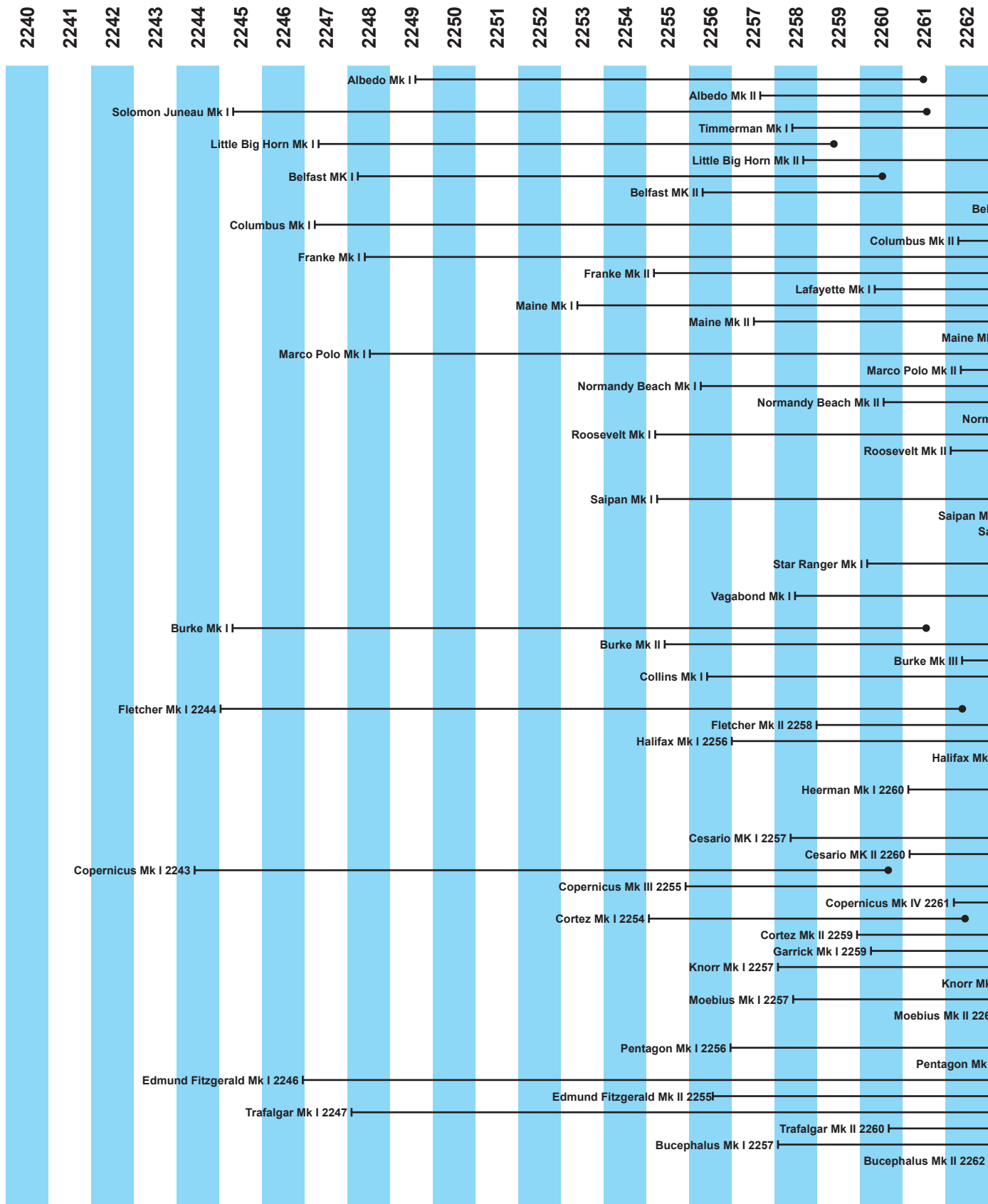
The Mk III retained this "martial" philosophy, increasing the firepower of the Mk I by installing FH-5's. This gave the Bucephalus a surprising punch when needed. Because of this heavier firepower, the Mk III was often assigned resupply runs to forward military outposts where the chance of encountering an enemy warship were greater.

The Bucephalus was never designed for quick turn around, though. Unlike other cargo vessels, the Bucephalus could take twice as long to off-load as other ships. This increased operation costs and eventually led to the canceling of the class in 2268.

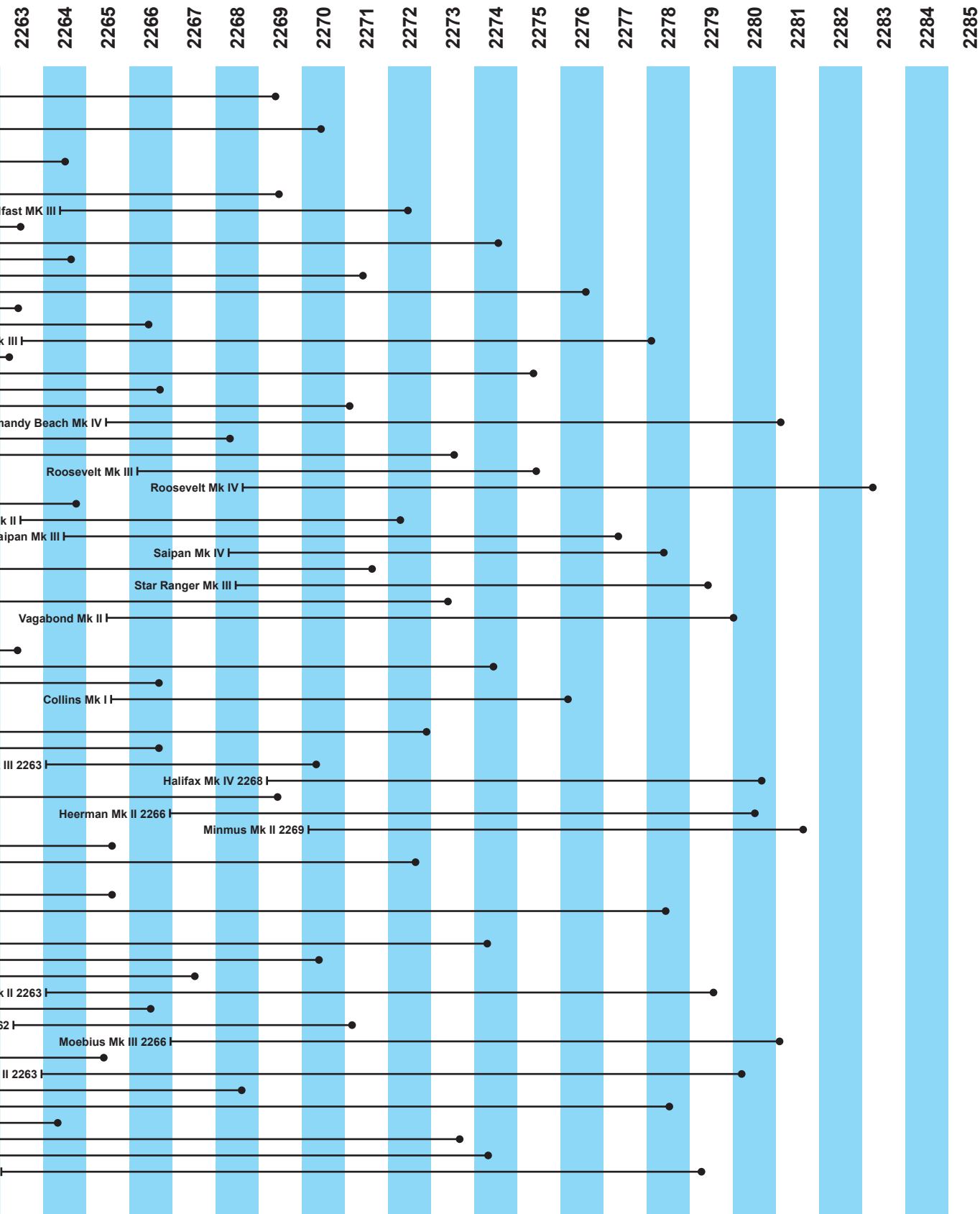
Of the 140 Bucephalus' built, 2 Mk II's and 1 Mk III have been destroyed. 1 Mk II and 4 Mk III's have been scrapped. 3 Mk II's and 2 Mk III's have been captured. 50 Mk II's were sold as is (including weapons) to private companies in the Federation. 50 Mk III's were disarmed and sold as well. 15 Mk II's were converted to Mk III's. 27 Mk III's are currently in reserve fleets.



# Time Line of Act



# ive Service Duty



# CLASSIFIED AUTHORIZED PERSONNEL ONLY

The **Federation Ship Recognition Manual IV** is intended for Star Fleet personnel with a "need to know" concerning information on the Star Fleet Vessels from the Great Awakening and Four-Years War period. This comprehensive study discloses all known combat, visual, and historical data on 30 different Federation ships and their variants. This manual is a must for all *Star Trek* enthusiasts.

*Shown on the front cover is a view of the Mk I Pentagon Scout rendezvousing with the Constitution Class Heavy Cruiser. Shown on the back cover are the Copernicus and Polaris classes encountering a Romulan Stormbird in the Triangle.*