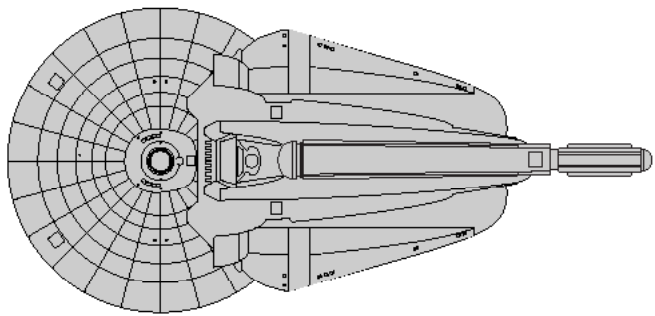
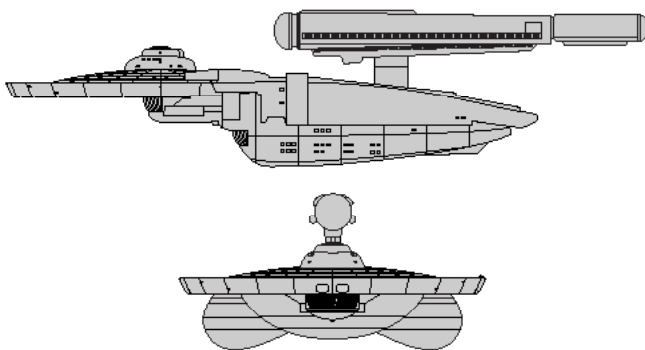


# SCOTLAND THE BRAVE CLASS V FREIGHTER



## Construction Data:

Model Number —	Mk I	Mk II
Ship Class —	V	V
Date Entering Service —	2257-2330	2331-2356
Number Constructed —	1	Refit

## Hull Data:

Superstructure Points —	10	10
Damage Chart —	C	C
Size:		
Length —	267.1 m	267.1 m
Width —	127.2 m	127.2 m
Height —	64.7 m	64.7 m
Displacement —	59,655 mt	56,930 mt
Cargo:		
Total SCU —	2,406 SCU	3,061 SCU
Cargo Capacity —	120,300 mt	153,050 mt
Landing Capacity —	None	None

## Equipment Data:

Control Computer Type —	M-1	I-2
Transporters —		
Standard 6-person —	8	8
Emergency 18-person —	10	10
Cargo —	10	10

## Other Data:

Crew —	103	103
Passengers —	385	385
Shuttlecraft —	16	16

## Engines and Power Data:

Total Power Available —	18	26
Movement Point Ratio:		
unloaded —	3/1	3/1
loaded —	4/1	6/1
Warp Engine Type —	FWE-2	FWL-1
Number —	1	1
Power —	12	20
Stress Chart —	F/J	D/E
Max Safe Cruising:		
unloaded —	Warp 7	Warp 8
loaded —	Warp 6	Warp 6
Emergency Speed:		
unloaded —	Warp 9	Warp 9
loaded —	Warp 8	Warp 8
Impulse Engine Type —	FIB-3	FIB-3
Power Units —	6	6

## Weapons and Firing Data:

Beam Weapon Type —	FH-3	FNH-1
Number —	2	2
Firing Arcs —	1 f/p, 1 f/s	1 f/p, 1 f/s
Firing Chart —	W	W
Maximum Power —	5	6
Damage Modifiers:		
+3	(1-10)	(1-15)
+2	(11-17)	(16-18)
+1	(18-20)	(19-20)

## Shield Data:

Deflector Shield Type —	FSH	FNSF
Shield Point Ratio —	1/2	1/3
Maximum Shield Power —	14	22

## Combat Efficiency:

D —		
unloaded —	51.3	80.3
loaded —	46.3	63.8
WDF —	11.6	13.4

## Notes:

*Known Sphere Of Operation:* AOFW and Triangle area  
*Data Reliability:* A

*Major Data Source:* Triangle Sector Intelligence

In late 2255, the Federation Liberty freighter Thomas F Cunningham put in at the New New Aberdeen naval yards for extensive repairs after being severely damaged during the Four-Year's War. Engineers quickly realized that both warp nacelles were no longer viable and that the primary power system had also been significantly damaged during the battle. Despite high hopes, the Cunningham was so severely damaged that Star Fleet authorized her scrapping following the war. The ship was towed away from the main New New Aberdeen drydocks and specialists from Jav, Maze and Baker's World were contracted to begin the dismantling process. However, a representative from Paladin Flexible Spacefreight requested that the ship be purchased and retrofitted.

While most of the drydock space was continually used for new construction and repair of needed warships during the conflict, the Cunningham was allocated some space and engineering students from the Merchant Academy on Archibald II quickly got to work.

Paladin arranged for a single FWE-2 power drive to replace the damaged twin FWE-1 system. This required regaining the primary plasma conduits as well as reworking the main engineering space, but allowed engineers to salvage several components from the damaged system which were used on other vessels. The FWE-2 did not have the power or warp dynamics to move the large amount of cargo that the original Cunningham often transported. Executives at Paladin chose to replace a significant amount of the outer cargo hold with high end crew cabins and luxury accommodations for passengers. This would allow the vessel to operate as a liner to supplement income from the standard freight transport.

In late 2257, with rebuilding efforts now under way, the Cunningham was rechristened Scotland the Brave and immediately put into service transporting rebuilding supplies and displaced residents to colonies within the Triangle. The Scotland would continue to operate for a number of years in the service of Paladin Spacefreight. However, by 2328, the now 80 year old spaceframe was proving to be a challenge to repair. Structural integrity forced Paladin to consider retiring the vessel. It would be the students at the Merchant Academy on Archibald along with a Vulcan engineering team doing metallurgical research on Hoot that would come together to breathe further life into the Scotland. Both groups came together to perfect the molecular refurbishment system used by Star Fleet for their Service Life Extension program. By 2231, the Mk II was finished and declared operational.

The Mk II would continue its operations into the 2340s and early 2350's. The ship would be destroyed in November of 2356 while enroute to Tannine from Paxton III. Chartered by the Paxton Mining Conglomerate, the vessel had just entered the Tannine system when it was attacked by elements from the IKS. While the Scotland fought bravely, she was no match for the Klingon vessels who quickly disabled her. When the IKS forces attempted to take the vessel in tow, the aged infrastructure collapsed and caused a warp core power failure. 21 of the 103 crew members were killed in the attack, with the remaining rescued by ships from Tannine.