

FIRST REVISED EDITION
PRIME ONE TIMELINE
[GRAHAM/MANDEL]

12

FEDERATION SPACEFLIGHT CHRONOLOGY

TERRAN ORIENTATION

TERRANOLO LANGUAGE EDITION



**AUTHORIZED
PERSONNEL ONLY**
SECURITY LEVEL TWO

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

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PART TWELVE

2276-2295: TOWARDS THE FUTURE

OVERVIEW

CHRONOLOGY/TIMELINE

STARSHIPS

THE DREADNOUGHT PROGRAM (PART 2)

DARAN CLASS FRIGATE

ARIEL CLASS SHUTTLECARRIER

SYDNEY CLASS TRANSPORT

JENSHAHAN CLASS HEAVY CARRIER

RENNER CLASS CORVETTE

IANAR CLASS FAST FRIGATE

MITANNIC CLASS BATTLECRUISER

STARFLEET'S NEW PERIMETER ACTION
SHIP PROGRAM

EXCELSIOR CLASS SPACE CONTROL SHIP

TRANSPORT/TUGS OF THE LINEAR WARP ERA

MIDWAY CLASS SHUTTLECARRIER

RANGER CLASS LIGHT CRUISER

CONSTELLATION CLASS STAR CRUISER

TERRAN EXPLORATIONS

THE GENESIS PLANET

HISTORICAL ARTICLES

THE MIGHTY *HOOD* GOES DOWN

ENTERPRISE DESTROYED

LAUNCH OF THE GREAT EXPERIMENT

KLINGONS THREATEN WAR

KIRK SURVIVES COURT-MARTIAL

KLINGONS DOOMED TO EXTINCTION

STARFLEET CONSPIRACY UNMASKED

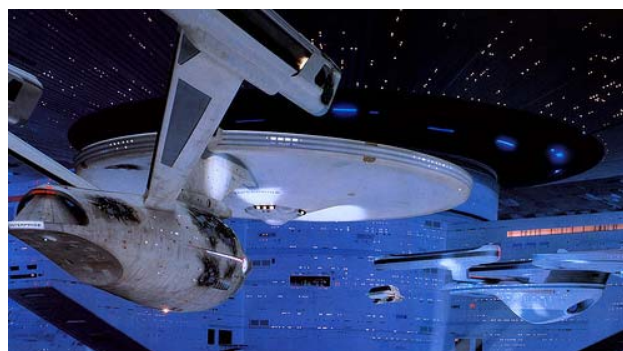
KIRK DIES SAVING NEW *ENTERPRISE*

STARSHIP DEVELOPMENT CHART

ACKNOWLEDGEMENTS



A *Constitution* (II) class cruiser (c.2275)



Enterprise (NCC-1701) returns to SpaceDock after the Genesis Incident of 2287. The space control ship prototype *Excelsior* (NX-2000) is clearly visible in the background



Enterprise, *Excelsior*, and *Miranda* class cruisers in formation



The new *Excelsior* class starship *Enterprise* (2295)

2276-2295: Towards the Future



The Starfleet of the early 2270s lived through an escalation boom in the aftermath of the intrusion by the V'Ger entity, with nearly unlimited resources provided for the prevention of any further invasions of similar kind. The *de facto* source of these resources, the Organian Peace Treaty, proved but a temporary lull in Klingon-Federation political and military intrigue. Only the stern leadership of Fleet Admiral Robert Conrad and his legendary successor Heihachiro Nogura had kept Starfleet from overreacting to the Klingon threat in the preceding decades. When these powerful figures retired from Starfleet command, other forces began vying for power in the highest echelons. The infamous coup attempt by Vice Admiral Vaughan Rittenhouse, even though doomed to fail from the outset, cast deep shadows over the public image of Starfleet – shadows that even the brief return of Fleet Admiral Nogura and the resurrection of the exploration program were hard pressed to disperse.

For the duration of the late 2270s, the militaristic forces inside Starfleet were again technically

outnumbered by the more peaceful factions. Despite its official peaceful doctrine, though, Starfleet continued to prepare a huge fleet of modern cruisers with significant military as well as exploration capabilities. Also, the major programs for production of modern dreadnoughts and the space control ship program were finally providing results. These would culminate in the *Excelsior* class, the next 'backbone' vessel of Starfleet and a worthy successor to the famous *Constitution* heavy cruisers.

The Klingon Empire attempted to match the Federation move for move, upgrade for upgrade, and new class with new class. It also introduced cloaking capability to many of its naval vessels, courtesy of its treaty with the Romulans. The rigorously structured and exploitative Klingon economy was slowly descending towards chaos, as it simply did not have the base to cope with the conservation-minded free market economy of the Federation. Some visionary leaders foresaw the inevitable and strove for closer diplomatic and ultimately economic ties with the Federation. Others sought for the answer in

increased military spending and frantic conquest of new worlds to exploit for new resources. No headway could be made on the Federation front, though, not even after it had become painfully evident that the Organian peace treaty no longer was being enforced at all. Neither side would back off, not even after a series of provocations revolving around the Genesis Incident that introduced a new potential superweapon of immense power.

To offset this balance of terror, a far-flung conspiracy was engineered by Starfleet hardliners who, under the leadership of Fleet Admiral Lemuel Cartwright, aimed for an offensive against the Klingon Empire. Simultaneously and perhaps not coincidentally, relations with the Romulan Star Empire grew warmer. These two troubling developments came to a peak in the Praxis incident, where a key Klingon energy production facility exploded and left the whole Empire badly damaged. The conspirators saw the right moment had come, and seized it. A chain of assassinations was begun to pave way for a declaration of war against the weakened Empire. Unfortunately, the plan of the hard-liners required support of Klingon and Romulan factions to succeed, and complex plots often end in a disaster, as was luckily the case with their attempted coup of 2291. The actions of one man, Captain James T. Kirk, saved the life of President Ra-ghotarei and the integrity of the Federation. Relationships between the UFP and the Klingon Empire drastically improved, in the aftermath of the aborted coup, and a thorough cleansing of Starfleet would eventually result.

adapted from
Guide to the UFP Starfleet
by Timo Saloniemi



A *Saladin* class destroyer being upgraded (c.2280)



Captain James T. Kirk and his loyal bridge crew (2287)
At bottom right is Hikaru Sulu, Kirk's helmsman for 15 years. Sulu was promoted to captain a few years after this picture was taken. Captain Sulu would soon become a legend in his own right during his first assignment as commander of the space control ship *Excelsior* (NCC-2000)



The *Midway* class shuttlecarrier *Ark Royal* (c.2295)



The mining complex on Praxis before it was destroyed (c.2290)
Image courtesy of the Klingon Empire

MAJOR EVENTS

2276

- The Cardassians are encountered for the first time in a conflict over a new Federation colony in the Europa Nova system, located on the far side of the Badlands.
- The updated *Federation* class dreadnought enters service.
- Development of the transwarp drive is authorized.
- The *Daran* class frigate enters service.
- The *Ariel* class shuttlecarrier enters service.



2277

- The Federation flag and seal are updated to mark the 150th anniversary of the Federation Charter.
- The heavy cruiser *Excelsior* (NCC-1718) is lost while on a long-range reconnaissance mission outside of Federation territory. The name will be given to the lead ship in the new space control ship program, which is already on the drawing boards.
- The first problems with transwarp drive are noted during simulation testing aboard the prototype starship *U.S.S. Ingram* (NX-2001).
- The first of the *Jackill's Starfleet Reference Manuals* is published.
- The *Knox* class frigates enter service.
- The *Sydney* class transport enters service.



2278

- The Klingon C-8/9K'herr class dreadnought enters service, much to the dismay of Starfleet starship spotters. It outclasses even the updated *Federation* class dreadnought, the most powerful ship in Starfleet at the time. It serves as an incentive for kicking development of the *Excelsior* class space control ship program into high gear.
- The Ares Incident marks the first time a Starfleet vessel has been forced to engage Tholian vessels in combat in years.

- The *Pleiades* class survey cruisers are commissioned.
- The *Ascension* class dreadnoughts are commissioned.
- An incident between Klingon and Federation forces in the Typhon Expanse exposes Klingon plans to invade the Federation. The Klingon plot is made public and condemned, resulting in the overthrow of the current Klingon government. Starfleet loses a single starship in the incident, the *Soyuz* class heavy frigate *U.S.S. Bozeman* (NCC-1841).
- The *Enterprise* (NCC-1701) returns from its final five-year mission under Admral James T. Kirk. It is assigned as flagship of the Terran Defense Group under Commodore Gregory Westlake. It will spend approximately the next year in drydock undergoing a regularly scheduled routine service upgrade. In the meantime, Admiral Kirk resumes staff duties within Starfleet Command.
- The *Canopus* class starships are retired.



2279

- Federation surveillance drones spot the new Klingon heavy destroyer *K'teremny* (D-9 class) while it is temporarily disabled during a final test flight. This is the first time that Starfleet is able to get the proverbial goods on a new Klingon starship class just as it is about to enter service.
- Border incidents with the Klingons begin a marked rise this year, indicating that the Klingons have resolved their internal disputes and are once again arming for war with the Federation.
- The Tyson Encounter will go down in history as one of the most unusual carrier duels ever fought between Federation and Klingon forces.
- The Klingons stage a surprise raid on Sherman's Planet. The end result is a massacre.
- The Klingons finally begin construction of their long-rumored *Kar'harmer* B-10 class of battleships. These will be the largest starships ever built by a current spacefaring culture in known space to date.
- Starfleet's new battlecruiser program is placed on temporary hold due to numerous flaws found in the class prototype, the *U.S.S. Menagha* (NCC-3100)

- A working transwarp drive core is approved and delivered to the yards for fitting into the class prototype *U.S.S. Excelsior* (NX-2000).
- A highly infectious viral plague sweeps the Kzinti Patriarchy. The death toll numbers in the millions. The new Kzinti Patriarch grants permission for the Federation to dispatch medical assistance teams in an effort to combat the plague. The leader of this effort is Commander Nyota Uhura and assisting her is Lieutenant Shiboline M'ress, a Caitian. This unexpected act of kindness despite decades of aggression and piracy does much to change Kzinti perceptions about the Federation.

2280

- The crew of the Klingon D-6 battlecruiser *Destruction*, all press-ganged prisoners, mutiny and manage (with Starfleet support) to escape into Federation space. All are granted asylum while the ship is interned at Starbase 12 for extensive study. It will not be returned to the angry Klingons for a year. Although an old design that predates current starship technologies, its seizure is considered important -- in particular what its computer data banks hold concerning current Klingon fleet strength and deployment.
- The Federation confirms the existence of the B-10 construction program from the data banks of the captured D-6 *Destruction*. Release of this information does much to win Federation Council support for authorization of the *Excelsior* class space control ship.
- The Organians are forced to intercede to prevent the Klingons from going to war with the Federation. This is the last time they will do so prior to events leading up to the destruction of Praxis.
- Admiral James T. Kirk becomes an instructor at the Starfleet Academy Command School.



2281

- Improved Starfleet fightercraft enter service and are deployed as fast as possible to all operational carrier battle groups. Anywhere from two to four will also be deployed on all fleet units with standard shuttle bays, with *Miranda* type starships operating at least one full squadron. This too is a response to increased Klingon activity on its border with the Federation.
- The last operational *Bering* class tanker is removed from service and sold for scrap.

2282

- The first working holodeck is developed, based on simulated reality technology developed some three decades before.
- The Kzinti Patriarchy formally petitions for associate member status with the Federation. It is an act which would have been unheard of only a decade before.

2283

- The heavy cruiser *Kongo* and the frigates *Halk* and *Rome* are destroyed by the Klingons in the Kargon Incident. 
- The Tal Taan Offensive ends in victory for the Federation; however, it is the closest it has yet come to open war with the Klingons. The pacifists within the Federation Council fall out of favor as more militant factions take the reins of power. The result is increased funding for more Starfleet starships.
- Lars-Eric Valdemar becomes the new Starfleet Commissioner. He will make many changes in order to improve Starfleet operations and bring up its strength in the face of Klingon aggression. Many new starship classes that had been stalled in development will be reactivated and begin construction under Valdemar's tenure.
- The frigate *Matkapan* (NCC-1960) is lost along with an entire TacFleet force on operations beyond Federation borders.
- The *Jenshahan* class heavy carrier enters service.

2284

- The *Renner* class corvette enters service.
- The Battle of Khatanga results in the loss of seven Starfleet vessels.
- Rumbings begin within the Admiralty about the need for retiring the eldest starships in the Class I fleet. The officer at the forefront of this movement is Admiral Randolph Morrow, Starfleet Chief of Staff and heir apparent to Fleet Admiral Heihachiro Nogura for the role of Starfleet Commander-in-Chief (CinC). Admiral Nogura makes clear for the need for all Class I starships to remain in active duty service, with the eldest needing to serve "a little while longer." 
- The rebuilt heavy cruiser *Enterprise* (NCC-1701), the second oldest operational Class I starship in Starfleet, is reassigned to the Starfleet Academy Command School as a training vessel at the request of guest instructor Admiral James T. Kirk. Her commissioned days as a Starfleet vessel are numbered, given all of the new Class I linear warp equipped starships

entering service and current trends within the Starfleet Admiralty. Transfer to training duty status is Admiral Kirk's way of ensuring that his beloved *Enterprise* remains in service for as long as possible.

- At this time Starfleet has only 69 starship classes and a total of 1,265 active duty vessels in its Class I fleet. Comparable numbers exist for its Class II fleet.
- The first working experimental transwarp drive is developed.
- Starfleet Command decides to follow the inexpensive LN-52 upgrade path for all remaining existing Class I starships and starship classes that have not yet received a linear warp refit. The LN-60 upgrade path is officially abandoned save for those vessels that are already scheduled for or undergoing the conversion process. All Starfleet new builds will have LN-64 technology (or derivative, in the case of the new perimeter action ship program) from this point forward. The ACE (Advanced Circumferential Engine) program is retained only for prototype testing purposes. It will never see widespread fleet use beyond a few isolated vessels.
- Border incidents with the Klingons reach new heights as the more militant of the Imperial Houses take over border patrol duties, seeking the glory of battle with their traditional Federation foes.
- Several prototypes for Starfleet's new perimeter action ship program enter service for fleet testing prior to implementation of the program. Three slightly different classes (*Alert*, *Akula*, and *Akyazi*) will be built in parallel, with each being modified as data from the class prototypes comes in.
- The *Chosin* class heavy carrier enters service.



2285

- The *Ranger* class scout program is officially discontinued in favor of the *Oberth* class. All *Ranger* class scouts will be removed from Starfleet service by 2290.
- Starfleet is forced to begin using non-sequential naval construction contract (NCC) numbers due to rapid changes in fleet construction authorizations and cancellations. It is also around this time that Starfleet Command begins to consider the possibility of reusing previously assigned NCCs for new-build starships that have the same name as older ones no longer in service.
- At this point in time Major General Roger Kensington is Colonel of the Starfleet Marine Corps (i.e. Marine Corps CinC). He holds the franked rank of general (admiral) for official purposes, such as day-to-day operational duties with Starfleet Command.

- The escort carrier *Sangamon* (NCC-1927) is attacked and damaged beyond reasonable repair by a Meerkan pirate fleet. The *Sangamon* will be scrapped once it returns to port.
- The *Excelsior* class space control ship prototype (NX-2000) begins construction.
- The *lanar* class fast frigate enters service.
- The Klingons make their boldest move yet into the Treaty Zone, capturing the planet Mrzicann without Organian intervention.
- The *Loki* class destroyer and *Adams* class scout are authorized, with construction dependent upon the success of the *Excelsior* program. They are single-nacelled stablemates to the *Excelsior*, similar to the role that the *Saladin* class destroyer and *Hermes* class scout played in the original Class I Program.
- The *Joshua* class command cruiser, a variant of the *Loki/Adams* program, is also given provisional authorization at this time.
- The uprated heavy cruiser *Hood* (NCC-1707) is responsible for defeating and capturing the Klingon starship *L'ktja*. It is the first D-8 *K't'inga* class battlecruiser to fall into Federation hands. It will be impounded at the nearest starbase, where Starfleet Intelligence will thoroughly study it for the next five months anticipating return demands. Oddly enough, that demand never materializes, thus allowing Starfleet Intelligence to continue studying the *L'ktja* and its data at their leisure. The *L'ktja* will eventually be repaired and join Starfleet's infamous Adversary Squadron, made up entirely of captured Klingon and Romulan starships, for annual war games exercises.
- The second and final generation of megaphaser cannon enters Starfleet service.
- Randolph Morrow is promoted to fleet admiral, succeeding the retiring Heihachiro Nogura as Starfleet CinC. One of his first orders is to begin the decommissioning of Starfleet's oldest Class I starships, starting with such non-combat classes as the *Ptolemy* class transport/tugs and working his way up to other classes. All starships whose launch dates fall within Morrow's parameters are placed on the decommissioning schedule even if they have not yet reached the end of their expected service lives. Morrow's decommissioning program is set to take place over the next five years. Included at the end of Morrow's list are the *Constitution* class heavy cruisers, the eldest of which is now 63 years old (or almost 20 years in terms of their linear warp conversions, which is the way Admiral Morrow usually describes them).



- As a gesture of goodwill Kzinti warriors are allowed to serve in Starfleet for the first time, albeit on a limited basis. They quickly find a welcome home in the Starfleet Marines, although it takes them and the Corps a while to adapt to each other.

- Work on the Genesis Project has proceeded to the point where Stage II testing is ready to begin; however it cannot proceed unless additional funding is



procured. Dr. Carol Marcus, project director, records a special request for the required funding to be sent to the Federation Bureau of Sciences. Her recording, along the accompanying data, is classified for security reasons. Her request will be granted and work will resume shortly thereafter.

- The heavy cruiser *Enterprise* (NCC-1701) undergoes a minor refit to better facilitate its new role as a training starship. Included with the upgrade is a new photon torpedo deck, complete with backup manual operations capability (in the event that the automatic system is out of commission) and a somewhat retooled engineering deck better suited to midshipman training.

- The *Endurance* class frigate enters service.
- The *Mitannic* class battlecruiser enters service.
- The keel of the *Ingram* (NX-2001), second ship in Starfleet's new space control ship program, is laid down at the Proxima Shipyards. The major visual difference between *Ingram* and *Excelsior* is the addition of second-generation megaphaser cannon to *Ingram*'s warp engine support pylons. These will be removed once the *Ingram* program is terminated and all ships in the class merged with the *Excelsior* program.

- All *Texas* class light cruisers still in service are decommissioned on the direct orders of Starfleet CinC Fleet Admiral Randolph



Morrow. The only four still in service are the converted "commando" cruisers of the Starfleet Marines, who had declined to decommission them back in the 2270s due to "operational needs." This is despite protests by the Starfleet Marines that their new *Miranda* class cruisers cannot perform the surface landing and support capabilities as the *Texas*. General Kensington resigns his commission in protest. His replacement is



Lieutenant General Anthony West, who eventually finds a way to use his *Miranda* class starships for ground

operations via old-fashioned Terran insertion-extraction drop techniques. This and other innovations will earn Anthony West, the new Colonel of the Corps, eventual promotion to major general by 2290.



2286

- The *Akula* and *Akyazi* class perimeter action ships enter service around this time, thus permitting the obsolete *Kiaga* and *Agilis* classes to take their final bow.
- The Stage II Genesis Device is built at the Regula One spacelab under the direction of Drs. Carol and David Marcus. The starship *Reliant* (NCC-1864), under the command of Captain Clark Terrell, is assigned to the Genesis Project. Its goal is to find a suitable nearby uninhabited planet devoid of all lifeforms (intelligent or not) for use in Stage III testing. The Starfleet Corps of Engineers uses phaser bores in a 10-month continuous effort to hollow out a cave within the asteroid around which Regula One orbits. This will be the site for the Stage II test of the Genesis Device.
- Fleet Admiral Morrow holds a briefing with all senior members of Starfleet Command over the continued absence of the Organians. It is his belief that the Klingons are seeking to take advantage of the situation and that they are arming for war. He orders Starfleet to do the same. Orders are dispatched deploying additional forces to the Treaty Zone and informing all Starfleet units to respond in kind if attacked.
- It is probably about this time that a conspiracy is formed within the ranks of Starfleet Command to deliberately provoke a war with the Klingons. The belief that the Federation will win in the end, eliminating "the Klingon problem" once and for all. This conspiracy will in time extend through all branches and ranks of Starfleet, from lowly enlisted personnel all the way up to the Admiralty itself.
- A squadron of Klingon frigates is caught operating within Federation border territory. A battle ensues when they fail to heave to and surrender their vessels. All of the Klingon frigates are destroyed by new Starfleet perimeter action ships, which sustain only minor damage in return. This incident increases tension between the two interstellar powers.



- In a carefully coordinated response to “Federation provocation” the Klingon D-9 heavy destroyer *Qirsh* is sent over the border to provoke a fight. The uprated heavy cruiser *Hood* (NCC-1707) responds to the challenge, along with the newly uprated destroyer *Ajax* (NCC-547) and the uprated *Larson* class destroyer *Moltke* (NCC-4417). The *Qirsh* takes on all three at once. In the battle that follows, the *Qirsh* succeeds in destroying the *Hood* and the *Ajax* is so badly mauled that it is forced to retreat from the field of battle. The *Moltke* is left alone to face the *Qirsh* but its foe suddenly withdraws, having accomplished its mission in destroying the *Hood*. Only 3 members of the *Hood*'s crew survive the battle. The *Qirsh* will become the bane of the Federation border fleet for the next four months, raising all kinds of havoc and leaving many destroyed Starfleet vessels in its wake. Eventually, the *Qirsh* is cornered and destroyed just short of the Klingon border by a Federation fleet made up of two uprated *Loknar* class frigates, three *Siva* class destroyers, and a *Belknap* class strike cruiser.
- The *Cyane* class heavy frigate enters service.
- The Romulans launch their first dreadnought.
- Fleet Admiral Morrow grudgingly gives his blessing for the early conversion of seven *Tikapai* class heavy cruisers to *Enterprise* specifications. This is to replace converted *Constitution* class heavy cruisers that Morrow intends to retire as soon as possible.

2287

- Stage II testing of the Genesis Device is successfully completed. Work begins on the Stage III Genesis Device. Its use will be dependent on locating a suitable planet for the test, something that Captain Terrell and the *Reliant* have yet to accomplish.
- The Genesis Incident marks the gravest crisis to Federation-Klingon relations in years, all due to the mad thirst for vengeance from former Terran dictator Khan Noonien Singh. It will see the formation and subsequent destruction of the unstable Genesis Planet, the destruction of the starships *Reliant* and *Enterprise*, the capture of a Klingon Bird-of-Prey (the first successful capture of a starship of



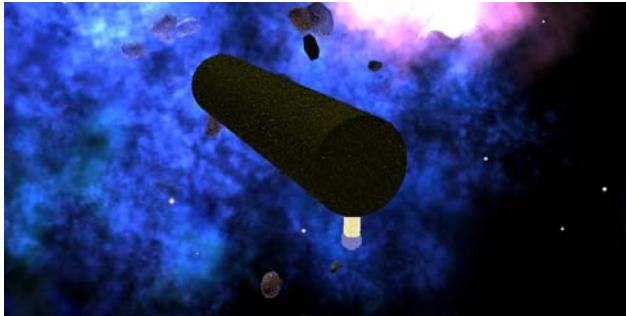
this type), and the indictment of both Admiral James T. Kirk and his former command staff on charges of mutiny and sedition. The Klingon Empire will rejoice in the destruction of the legendary *Enterprise* but will threaten war unless Admiral Kirk is turned over to them for trial immediately for having authorized Project Genesis in the first place (during his time at Starfleet Command). The only bright point in this whole sordid affair is the apparent death and subsequent resurrection of Captain Spock, former commander of the *Enterprise*, for whom Admiral Kirk and his command staff risked both their lives and their careers. Kirk and his followers find asylum on Vulcan under the protection of Ambassador Sarek., Spock's father. The Vulcan government subsequently rebuffs all attempts to bring Kirk and his followers to justice. This added twist to the situation only serves to exacerbate the growing hostility of the Klingon Empire but plays right into the hands of the growing war hawk conspiracy within Starfleet.



- Former Starfleet commanders Montgomery Scott, Hikaru Sulu, and Pavel Chekov help Admiral Kirk convert their captured Bird-of-Prey into something more suitable for human use. Along the way, though, they record all data on their “acquisition” and forward it to Starfleet Intelligence, who accepts it without comment. In this manner Starfleet gains considerable knowledge about the Bird-of-Prey's configuration and capabilities. Starfleet Intelligence will also be behind the successful retrieval of the ship several months later from the bottom of San Francisco Bay after the end of the Whalesong Crisis.
- The *Arbiter* class perimeter action ship enters service.
- Fleet Admiral Morrow reverses his own order calling for the decommissioning of all older Class I starships due to heightened tensions with the Klingon Empire in the wake of the Genesis Incident. Those that have already been decommissioned are reactivated and returned to service as quickly as possible.
- The completed *Excelsior* disappears during a test of its transwarp drive and then just as mysteriously reappears three weeks later. Transwarp drive is abandoned as a result.
- Klingon Ambassador Kiltarc delivers an ultimatum to the Council: turn over Admiral Kirk for trial or face the prospect of war. The Federation Council responds that they cannot



grant Kiltarc's request because Kirk has sought asylum on Vulcan; furthermore, if Kirk is to be tried at all for his actions it will be done under Federation law.



- The decision of Admiral Kirk and his followers to return to Terra of their own free will to face court-martial is interrupted by the Whalesong Crisis. True to form, Admiral Kirk puts the good of the Federation above his own life and moves to resolve the situation. His actions result in several temporal violations (due to the manner of his solution) but ends the crisis. Because of this all charges against Kirk's command staff are dropped, as well as all but a single charge of disobeying a superior officer (Fleet Admiral Morrow). Admiral Kirk pleads guilty, is reduced three grades to the rank of captain, and "sentenced" to spend the rest of his useful service career in command of a starship. The outraged Ambassador Kiltarc storms out of the hearing in protest.

- To honor of Captain Kirk's heroic actions and that of his former command staff in resolving the Whalesong Crisis, the upgraded *Constitution* class heavy cruiser *Yorktown* (NCC-1704) is redesignated as the new *Enterprise* (NCC-1701-A) to replace the original destroyed over the Genesis Planet. The *Yorktown* had been undergoing a computer systems upgrade in Spacedock just before the Whalesong Crisis and had been disabled along with all other Starfleet units during the emergency. The name of *Yorktown* is soon reassigned to a new *Excelsior* class space control ship.
- The abilities of Starfleet's new perimeter action ships are further proven in the Korta Fe Encounter.
- The mystery behind the "tribble ship" *S.S. Mundy* is finally solved.
- Estimates indicate that the population of the "Triangle" region of space has quintupled over the past two decades despite increased activity on the part of the Romulans and the ever-present threat of war between the Federation and Klingons.
- The successful completion of Project Grey Ghost yields Starfleet a wealth of intelligence regarding the new Romulan Space Navy.



- The *Scorpio* class corvette enters service.
- The *Youngblood* class heavy carrier enters service.
- The *Fredrikstad* class fleet shuttlecarrier enters service.
- Starfleet's F-type 18 fighter shuttle, A-type 20 attack shuttle, and E-type 3 ELINT shuttle enter service on all operational shuttlecarriers. Older F-type and A-type craft are retired to bases, secondary vessels, and reserve units.
- The *Kirov* class battlecruiser enters service.

2288

- The *Miranda* class cruiser *Accommodator* is scrapped following a dockyard accident in which it is rammed and damaged beyond repair by the out-of-control civilian freighter *John B. Goodings*.
- History repeats itself when a tragic accident during a Starfleet wargames exercise results in the destruction of the starship *Arashi* and the crippling of the *Eiger*, with 74 crewmen from both ships dead and 32 wounded aboard the *Eiger*.
- Klingon fleet strength across the Treaty Zone increases in response to similar Federation moves.
- The Tholians begin fielding new and more powerful starships of a previously undocumented design. The reasons behind this are unknown at the time.
- The Federation changes the design of its seal for the first time since its founding in 2127. The new seal features a wreath design that more closely resembles the old Terran New United Nations logo than before.
- The Nimbus Incident marks the first tenuous step towards defusing the looming Federation-Klingon war, much to the dismay of Starfleet conspirators.
- A coup within the Klingon Empire and the death of the Romulan Praetor results in a change of government of both of the Federation's traditional interstellar foes within the same year.
- The *Excelsior* class space control ship finally enters service after years of developmental delays.
- The starship *Excelsior*, under the command of newly promoted Captain Hikaru Sulu, embarks on a three-year mission to prove that space control ships are also capable of filling the exploratory role previously assigned to Class I heavy and survey cruisers. *Excelsior's* exceptional performance under Captain Sulu's command will lead to the authorization of a second block of *Excelsior* class starships.
- The *Crippen* class colonial transport enters service, replacing the aging *Cochrane* class.
- Operation Distant Hammer takes place.
- The *Federation Reference Series* is published.



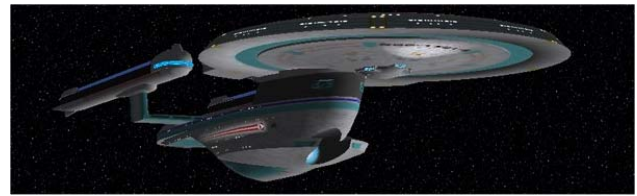
2289

- The Klingons stage an ambush on the Starfleet perimeter action ship *Abreus* with no less than seven assault craft disguised as Romulan vessels to determine the full combat capabilities of this new vessel type. The *Abreus* is destroyed in the ensuing battle with all hands lost. At least two of her attackers are also destroyed and others damaged, but the full status of the surviving vessels remains unknown.
- The *Midway* class fleet shuttlecarrier enters service.
- The F-type 22 "Peregrine" fighter shuttle enters service.
- Starfleet begins using five-digit naval construction contract numbers at this time with some of its new starship classes.
- The strike cruiser *Baikal* (NCC-2513) is the first Starfleet vessel to take part in a joint operation with Kzinti forces.
- By this time the Romulan Space Navy has enough new starship classes in service in volume to once again be considered a serious threat to Federation security.
- Project ADREFT (Avenger Design REFIT) is permanently shelved. This would have upgraded an *Avenger* or *Miranda* class starship to "pocket dreadnought" status by adding a third warp engine and additional weaponry (known at various times as the *Comanche* or *Rickover* configurations). Along with it goes the *Kirov* class battlecruiser (ADREFT on an *Ariel*-type primary hull), with only five ships completed.
- All remaining *Soyuz* class frigates are withdrawn from service, having failed to live up to their original design.



2290

- The *Federation Starship Recognition Chart* is published.
- The first volume in Mastercom's new *Ships of the Starfleet* series is published. Additional volumes follow every ten to twelve months until the series is complete.
- The Cathedral Unit is formed as a permanent pool for starship prototype testing crews.
- At this point in time the United Federation of Planets consists of a total of 1,560 member and affiliated star systems.
- The massive *Yamato* class dreadnought enters service as a replacement for the long-delayed and eventually cancelled *Kamsomolsk*. It is heavily influenced by the *Ariel* and *Excelsior* class starship programs. *Yamato* will be the last new-build dreadnought class of this era in Federation spacecraft history.
- The *Nordenskjold* class cruisers are removed from service.



2291

- The updated *Excelsior* class space control ship is authorized for construction. 19 vessels are eventually authorized for the first build group. An additional 53 are proposed as replacements for existing Class I heavy cruisers once they reach the end of their service lives.
- The *Decisive* class frigate is approved for construction.
- The *Ranger* class light cruiser enters service.
- The *Clemenceau* class shuttlecarrier enters service.
- The *Anaxagoras* class transport/tug is approved for construction
- The *S'har'ien* class battlecruiser enters service.
- The *Todega* class transport/tug enters service.
- The mineral-rich moon of Praxis in the Klingon core systems explodes due to overmining. Much of the Klingon Empire's core support network is wiped out by the shockwave, which also wreaks havoc with the Empire's internal infrastructure in other ways. Starfleet Intelligence estimates that the Klingon homeworld has only 50 years before the effects of the Praxis explosion render it incapable of supporting life. This humbling event forces the Klingons to turn for help to its traditional enemy, the Federation – an event foreseen three decades before by the Organians.
- Chancellor Gorkon of the Klingon Empire is assassinated by the Starfleet conspirators in their final bid to provoke an all-out war between the Klingons and the Federation. Captain James T. Kirk of the starship *Enterprise* makes the perfect frame for the act, given his past history with the Klingons (the Genesis Incident in particular). Kirk is eventually able to clear his name through a remarkable series of events that end with the exposure of the conspiracy, the prevention of the assassination of Federation President Ra-ghoratrei by Colonel of the Starfleet Marine Corps Anthony West (a conspirator), and the signing of the Khitomer Accords with the Klingon Empire. This is Kirk's last mission aboard the *Enterprise*. The age of Kirk and his former command crew is also catching up



with them, with all but the youngest on the verge of retirement.

- The first Kzinti officer ever to serve in Starfleet is present at the signing of the Khitomer Accords. He takes the time, on behalf of the Patriarch, to invite the Klingons to send an ambassador to Kzin. This marks a new and unexpected turn in the relationship between these millennia-old cultures.
- The heavy cruiser *Enterprise* (NCC-1701-A) is decommissioned. Her name and registry are subsequently assigned to a new *Excelsior* class starship.
- The Federation Council initiates a two-year investigation into the Starfleet conspiracy to provoke war with the Klingons. What they learn, coupled with the depth of the conspiracy and the extent to which the conspirators were willing to go, including collusion with the Romulans and dissident Klingon Houses in favor of war, will shock them.
- The *Hensley* class transport/tugs enter service. These are based on the old *Dalland* proposal for a *Miranda*-derived heavy transport/tug.
- The *Star League* class dreadnought enters service.



2292

- The Klingon-Romulan alliance is formally dissolved.
- The *Malverne* (NCC-2205) is the last of the *Ariel/Fredrikstad* type shuttlecarriers to enter service.



2293

- The updated *Excelsior* class starship *Enterprise* (NCC-1701-B) enters service under the command of Captain John Harriman. Three special guests at the ceremony include original *Enterprise* commander James T. Kirk, original chief engineer Montgomery Scott, and original weapons officer Pavel Chekov. The starship's shakedown cruise is cut short when it comes to the rescue of two El-Aurian transports trapped inside the energy ribbon of the Nexus. Kirk is apparently killed in the line of duty saving the *Enterprise* from the Nexus. His body is never recovered.

- The *Leavenworth* class frigate is approved for construction.
- Captain Montgomery Scott retires from Starfleet. He never gives up hope that Kirk is still alive somewhere inside the Nexus.
- The Federation Council concludes its investigation of the Starfleet conspiracy to provoke war with the Klingons. Many high-ranking Starfleet officers and civilian officials are implicated in the affair. The Federation Council begins debating measures to be taken against what it sees as "alarming militaristic trends" within Starfleet. Some councilors openly question the need for the Federation to remain "the lone superpower of space," what with the Klingons crippled by the Praxis explosion and Romulan fleet strength still well below that of Starfleet.
- The *Oriskany* class shuttlecarriers are retired.



2294

- The transport *Jenolan* is lost, and along with it legendary starship engineer Montgomery Scott

NOTE: It is reported that Captain Scott's accident was arranged by Section 31 as punishment for his altering of the Prime One timeline (see Volume 01).

NOTE: The removal of Captain Scott from the course of history will cause the Prime One and Prime Two timelines to rapidly resync with each other. By the turn of the century (2301) they will be running on parallel tracks. Differences between these two realities will no longer be readily discernable save by a trained observer or with special equipment. The "disappearance" of Montgomery Scott is generally referenced as the convergence point of the Prime One and Prime Two timelines.

2294

- The Romulans introduce updated, warp-powered versions of their "classic" starship designs.
- The *Arusha* class superscout enters service.
- The *Kresta* class frigates enter service.
- Betazed joins the Federation. Its inhabitants are natural empaths, the first humanoid species encountered of this type.
- The Klingon Empire ceases all work on its B-10 battleship program, with only two in service and four hulls in drydock in various stages of completion.
- The *Constellation* class star cruiser is authorized, with construction slated to begin in 2299.



2295

- The Federation Council and Starfleet Command clash over the future role of Starfleet. This is due largely to the political fallout from the Camp Khitomer conference. The Council has the last word when it passes the Starfleet Reorganization Order is passed by a unanimous voice of its full membership. This forces a complete revamping of Starfleet command structure, starship classifications, and fleet mission profiles. The net result is intended to be a wholesale transformation of Starfleet from a military-oriented peacekeeping force into a semi-military organization "dedicated to peaceful galactic exploration."
- Severe restrictions are placed on the number of combat-oriented starships procured and operated by Starfleet courtesy of the Starfleet Reorganization Order. Many of the ones currently on duty are promptly removed from service, scheduled for conversion to peacetime-oriented roles, or destined for premature retirement as soon as operational requirements permit. Replacing them is the "explorer," a new starship class inspired by the old exploratory cruiser classification. An explorer class starship is intended to be a large, long-range starship designed for peaceful interstellar exploration, with weapons fitted purely for defensive purposes.
- All *Excelsior*-derived designs previously authorized up to this point (*Loki*, *Adams*, *Joshua*, *Decisive*, *Leavenworth*, *Anaxagoras*, et al) are placed on hold pending program review under the Starfleet Reorganization Order.
- The Federation Council begins debating the issue of the admission of Kzin as a full member of the Federation.
- The *Ng'we Chi* class explorers enter service. These are the first designated "explorer class" starships to join Starfleet under the terms of the Reorganization Order. Prior to this they were classified as "star cruisers," predecessors of the new *Constellation* class coming in just a few short years.

- As of this date Starfleet has 95 upgraded or new build Class I heavy cruisers in service.
- The linear warp upgrade program of all older Class I starships is terminated effective this year. This termination will not affect most new-build Class I starship programs.
- The *Ishtasse* class heavy cruisers are cancelled in the wake of the Starfleet Reorganization Order, leaving one ship at 85% completion in spacedock.
- The *Regate* class heavy cruisers are also cancelled.
- Multiple Class I starships are scheduled for decommissioning and transfer to the Starfleet Reserve. Fully one-fourth of Starfleet will be going into Federation storage depots within the coming decade. Two surprises on this list are the entire rosters of both the *Belknap* class strike cruisers and *Ascension* class dreadnoughts, which are among the newest starships in the fleet.



NOTE: Some starship historians are already calling 2295 the end of the Class I era.



Excelsior (NX-2000) during final space trials



The recommissioned *Enterprise* (NCC-1701-A)

STARSHIPS

THE DREADNOUGHT PROGRAM (Pt. 2)

SERVICE ENTRY DATES (OLD CALENDAR):

ASCENSION CLASS: 2278

KOMSOMLSK CLASS: CANCELLED

KIROV CLASS: 2287

YAMATO CLASS: 2290



Starfleet began conversion of its *Federation* class dreadnoughts along with other ship classes during the fleetwide linear warp upgrade programs of the 2270s. *Federation* had been made obsolete overnight by this development, and the old design's limits had been dramatically illustrated by the vain attempt of the dreadnought *Entente* (NCC-2120) to catch V'Ger before it could reach Earthspace. It would not do for one of Starfleet's newest pre-linear Class I starships to be already obsolete, one that was supposed to be the fastest and most powerful of that same fleet. For this reason the *Federation* refit program began.

Unfortunately, *Federation* proved more costly and troublesome to convert to linear warp technology than any other other Class I starship. The specialized primary and secondary hulls were largely to blame for this, as was the need to keep the unique three-nacelle configuration in order to preserve its warp geometry. Delays and cost overruns continued to compound until, in the end, the Admiralty ordered that a simplified design be employed similar to that of the *Enterprise* refit. The custom primary and secondary hulls were discarded in favor of fleet-standard, linear warp era ones (save for dual docking ports on the bridge module) and a considerably simplified engine pylon system was adopted. The new arrangement employed a routine-detachable arrangement for the warp support pylons on the primary hull inspired by the one used on *Belknap*. The combined keel mount could not be copied for conversion reasons, so a modified version was used instead using parallel pylons at the

top of the secondary hull instead of the old angled arrangement. All but three of the *Federation* class were successfully converted to the new updated *Federation* standard, with the first re-entering service in 2276. These last three would eventually receive the *Star League* "total conversion" that had first been proposed, but not until long after the *Federation* upgrade program had ended and the days of the dreadnoughts themselves were numbered.

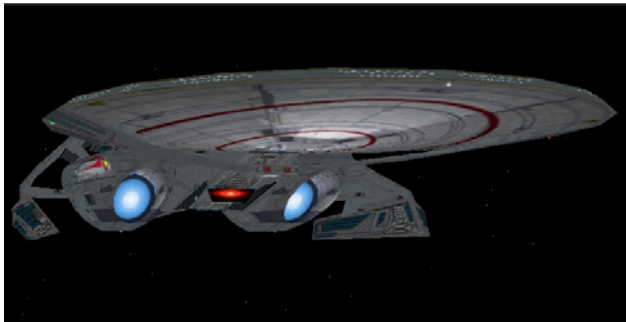


The high costs associated with the updated *Federation* program caused Starfleet to look elsewhere in modernizing its dreadnought fleet. It found its answer in the *Belknap* class strike cruiser. Its unique design invited rapid installation of the conversions that the Starship Design Bureau had been forced to take with the *Federation* upgrade program. Ten *Belknaps* were quickly requisitioned for conversion, and they entered service as the *Ascension* class dreadnoughts beginning in 2278. What had limited the use of *Belknap* in fleet operations, namely lack of true multi-mission capability, made *Ascension* an ideal rapid-response dreadnought. She was faster than an updated *Federation* and had none of the quirks and design issues. All ten were soon deployed in a wide dispersal pattern at starbases and other major operations facilities across Federation border space, ready to respond to trouble at a moment's notice. The updated *Federations* were likewise deployed; however, most wound up being fleet flagships instead. *Ascension* was the favorite by far in the new era of linear warp dreadnoughts.



I'm using Eric's *Comanche* as a temporary stand-in for the *Kirov*. Remember, folks, the *Kirov*'s primary hull is a LOT bigger.

The competition to develop the space control ship program (*Excelsior*) in the 2280s also had its effect on dreadnought development. The *Komsomlsk* and *Kirov* classes were spun out of this effort, based on the Chiokis-designed expanded primary hull for the *Ariel* class shuttlecarrier. *Komsomlsk* was authorized in 2280 but never built. The Starship Design Bureau could never agree on a configuration for its secondary hull. By the time they made up their collective mind Starfleet Command had already decided to cancel the program and use the appropriated funds for the *Yamato* program instead. *Kirov* was a one-shot battlecruiser design intended to test the possibilities of building an upsized "*Miranda* dreadnought." The program was abruptly terminated in 2289 after only five ships, once Starfleet Command decided in favor of *Yamato*.



Yamato was designed as a direct challenge to the mighty Klingon B-10 battleship. Some are already calling it a battleship or "super dreadnought," although technically it is classified as just a dreadnought. Elements from the abandoned *Komsomlsk* found their way into the design, although it cannot be said they are the same ship (as some civilian publications have recently asserted). *Yamato* is one of two starship classes that were the last fitted with a Chiokis primary hull saucer (the main contribution from *Komsomlsk*), with the other being the *Midway* class shuttlecarrier. *Yamato* also has a quad LN-70 warp engine arrangement, one each mounted to dual secondary hulls and the other two mounted perpendicularly over the line of the primary hull. Only the *Yamato* (NCC-1305-C) has entered service so far, with two more (*Musashi* and *Shinano*) under construction at the Utopia Planitia Orbital Shipyards. No more are on order, with all being converted to long-range "explorers."

The enactment of the Starfleet Reorganization Order of 2295 has had a marked effect on the dreadnought program. The entire uprated *Federation* class is being removed from service, with *Affiliation* (NCC-2108) being the last on the decommissioning schedule. The three *Star League* dreadnoughts will stay on, however, as converted explorer class starships. All but two of the *Ascension* class will be retired at the time their next regular ESLP refit was supposed to take place along with all five vessels of the *Kirov* class. Two *Ascension* class dreadnoughts, *Belisarius* (NCC-2593) and *Conquest* (NCC-2589), will be retained for prototype conversion by the Cathedral Unit. This will leave *Yamato* as the only new-built dreadnought class in active Starfleet service.

ASCENSION CLASS SPECIFICATIONS:

Length: 289.8 m
 Beam: 141.7 m
 Draft: 77.8 m
 Mass: 245,000 DWT
 Crew 485
 Range: 20 years at L.Y.V.
 Cruising speed: warp 11
 Maximum speed: warp 15
 Armament: 18 phasers (7 banks of 2, 4 single mounts)
 2 photon torpedo tubes

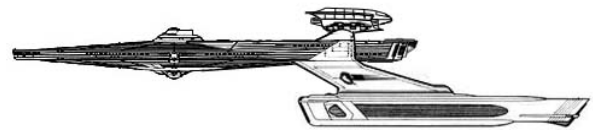
YAMATO CLASS SPECIFICATIONS:

Length: 854 m
 Beam: 238 m
 Draft: 82.6 m
 Mass: 1,870,000 DWT
 Crew 1,200
 Range: 25 years at L.Y.V.
 Cruising speed: warp 12
 Maximum speed: warp 15
 Armament: ... 26 phasers (10 banks of 2, 6 single mounts)
 2 megaphasers (forward firing arcs)
 6 photon torpedo tubes

SCHEMATICS:



Ascension class dreadnought



Kirov class battlecruiser

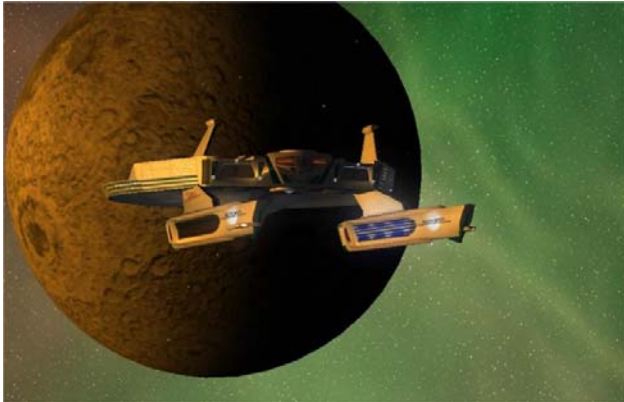


Yamato class dreadnought

ASCENSION AND KOMSOMLSK DESIGNS BY TODD GUENTHER
 KIROV DESIGN BY ARIDAS SOFIA
 YAMATO DESIGN FROM KLINGON ACADEMY BY ACTIVISION GAMES
 ASCENSION VISUAL BY RICK KNOX
 KIROV (COMMANCHE) VISUAL BY MODELS PLEASE
 YAMATO COURTESY OF CHRIS JOHNSON
 SCHEMATICS BY NEALE DAVIDSON AND THE STARSHIP SCHEMATICS DATABASE

DARAN CLASS FRIGATE

SERVICE ENTRY DATE (OLD CALENDAR): 2276



Inspired by the respected *Surya* design from the Four Years War, *Daran* and its successors were all new builds intended to replace the aging members of Starfleet's frigate force. *Daran* was first out the gate in 2276 but was quickly overshadowed by *Knox*, its more capable stablemate, the following year. *Knox* eliminated the sponsons from the dual hangar bays and employed a modified form of the unified shuttle bay that had proven such a success with *Avenger*. Two other sub-classes soon followed. *Bragg* was little more than a *Daran* with one of its hangar bays and the unified flight deck removed and replaced with science and research facilities. It was intended to replace the retiring *Shackleton* class (a modified *Larson* class destroyer) in the Starfleet survey cruiser role. *Lancer* was a *Knox* reconfigured for the "heavy firepower forward" role. It had only two megaphaser cannon, both forward mounted, but also had dual photon torpedo tubes added to the bow in a classic "Marklin notch." A handful of later *Lancers* managed to mount three tubes with full support systems and torpedo storage at the expense of crew facilities.

Not all of Starfleet's older frigates received linear warp refits. In fact, Starfleet began retiring its entire force of older Class I class frigates starting in the late 2270s. Non-upgraded vessels were the first to go, with linear warp refitted ones scheduled last. These were retired on a one-for-one basis as new ships of the *Daran*, *Knox*, *Lancer*, and *Ianar* classes entered service. In this manner *Daran* and its derivatives helped ensure that Starfleet's frigate force remained at full strength during the transition from old classes to new builds. This changeover was completed in early 2293. Starfleet Command is now currently weighing the premature retirement of the *Daran* family of frigates versus that of the *Alert* and *Akyazi* class perimeter action ships. This is due to the reduced fleet strength requirements of the Starfleet Reorganization Order of 2295.

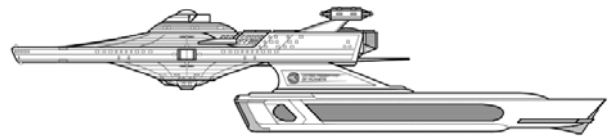
SPECIFICATIONS:

Length: 243.3 m
Beam: 141.7 m
Draft: 52.8 m
Mass: 136,000 DWT
Crew 350
Range: 19 light-years at L.Y.V.
Cruising speed: warp 7
Maximum speed: warp 11
Armament 12 phasers (6 banks of 2)
4 megaphaser cannon (2 banks of 2)

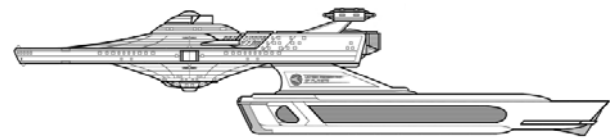
Lancer variant:

2 megaphaser cannon and 2 (3) photon torpedo tubes

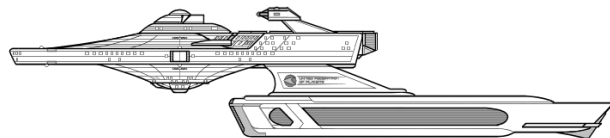
SCHEMATIC:



Daran class frigate
(*Bragg* almost identical but missing port sponson)



Knox class frigate

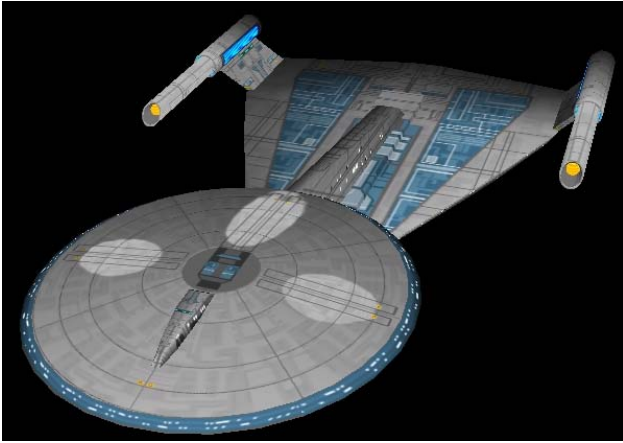


Lancer class frigate
(Note shortened bow due to "Marklin notch")

DARAN AND KNOX DESIGNS BY TODD GUENTHER AND ARIDAS SOFIA
BRAGG AND LANCER VARIANTS BY ERIC KRISTIANSEN (JACKILL'S)
VISUAL COURTESY OF STARFORCE PRODUCTIONS
SCHEMATICS BY NEALE DAVIDSON AND RICHARD E. MANDEL

ARIEL CLASS SHUTTLECARRIER

SERVICE ENTRY DATE (OLD CALENDAR): 2276



Ariel – McQuarrie concept proposal
Does anybody have a mesh of the version by Aridas Sofia?

The concept of the fleet shuttlecarrier had once been thought to be a quaint but rather obsolete idea. The Romulan War (2158-2162) had all but proven the futility of throwing armed shuttlecraft up against a well-armed starship ... and yet, the notion of a space-going carrier and its squadron of starfighters never really died. The need for starships that could field large amounts of shuttles for a variety of missions, such as colonization support and defense against space piracy, was ever constant. Once the Klingons entered the picture, the need for fleet shuttlecarriers returned. There were several Klingon Houses that specialized in small craft operations, to which the Federation had to respond in kind. Thus was born the *Santee* class shuttlecarrier of the Four Years War and the *Coronado* class, its post-war descendant. Combat small craft operations were back and in a big way. This caused Starfleet Command to start thinking about fielding shuttlecarriers that were capable of more than just convoy escort.

The largest shuttlecarrier Starfleet had ever built to date was the *Illustrious*. This was a 2 million metric ton, slow-flying monster converted from an unfinished starbase during the *Pax Federationis* (2263-2221). It was too old, too large, and too slow to serve any use other than pilot training, and Starfleet wanted a comparable ship suited for the modern starship era. They found their answer in the *Titan*, one of the proposed but abandoned designs from the *Baton Rouge* era. It had married an early Chiokis-type primary hull saucer to a substantially modified primary hull, patterend after a Terran lifting body and capable of operating three squadrons of combat shuttlecraft within a single massive hangar bay. The dual warp engines were mounted on extended wing struts and were of a modified Pegasys design. Both features were necessary for the mass of the starship involved. The Starship Design Bureau modernized the *Titan* proposal for the linear warp generation, doubling its size in the process. The single large shuttlebay was replaced by six smaller ones, each with rear-hull exits. LN-64C linear warp engines

replaced the original design, and a custom-built, enlarged Chiokis primary hull saucer added the final touch. Numerous point-defense "gatling" phasers were incorporated into the design to provide protection against attacks from enemy combat shuttlecraft. The finished proposal, now named *Ariel*, was quickly approved and the hulls of the first three ships were laid down beginning in January of 2271. The fact that *Ariel* was an all-new design, utilizing no existing Class I components save her engines, delayed her completion by five years.

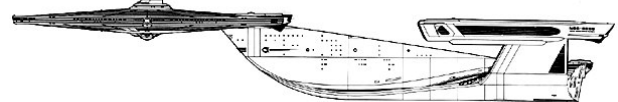
From the start the *Ariel* class shuttlecarrier (and its descendant, the *Fredrikstad* class) was destined for the role of fleet command ship. It was one of only three starship classes with a full C3 operations suite, required in its case for combat shuttlecraft operations. They could also support ground assault operations on an unprecedented scale, which eventually lead the Starfleet Marines to propose a design of their own (*Normandy*) which has yet to be approved.

The massive costs of the craft combined with construction delays caused the *Ariel* program to be reduced from ten hulls to only six. The first four were built to the original *Ariel* specification, while the last two were built to the modified *Fredrikstad* design. The only visual differences between the two are the landing bay sponsons added to the *Fredrikstad* for greater flexibility in hangar bay operations. Budget limitations forced Starfleet to switch to the cheaper "heavy carrier" programs (*Jenshahan*, *Chosin*, and *Youngblood* classes) soon after. *Ariel* has since been replaced on the fleet shuttlecarrier procurement schedule by the *Midway* class. The *Ariel* and *Fredrikstad* classes are expected to remain operational well into the 24th century.

SPECIFICATIONS:

Length:	496 m
Beam:	319.3 m
Draft:	79.2 m
Mass:	1,200,000 DWT
Crew:	approximately 700 (plus 70 pilots)
Range:	20 light-years at L.Y.V.
Cruising speed:	warp 6
Maximum speed:	warp 14
Armament:	40 phasers (12 std, 28 point-defense banks)

SCHEMATIC:



ARIEL DESIGN BY RALPH McQUARRIE, ANDREW PROBERT, AND ARIDAS SOFIA
ARIEL (TITAN) VISUALS BY ATOLM
SCHEMATIC BY ARIDAS SOFIA

SYDNEY CLASS TRANSPORT

SERVICE ENTRY DATE (OLD CALENDAR): 2277

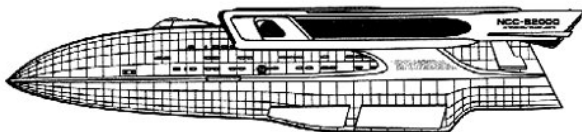


In late 2272 the Starship Design Bureau requested bids for a linear warp powered medium transport with cargo-carrying capabilities between that of the older *Independence* and *Sherman* classes. Starfleet Command was opting for a single Class II auxiliary transport design this time around in light of the tremendous costs of the Class I linear warp program. Shintoi Heavy Industries of Alpha III won the contract with the *Sydney* class. Its interior was dominated by no less than six holds, one of which was a dedicated cargo hold and the other five reconfigurable to the buyer's specifications. So far 79 *Sydney* class transports have been purchased for Starfleet in seven different base configurations: general transport, colony and base supply, hospital ship, auxiliary command ship, repair ship, diplomatic courier and Marine transport. Over 100 have been purchased or are on order by the Merchant Marine and some three dozen are destined for private ownership. Shintoi marketing executives are confidently predicting that the *Sydney* will become the most popular transport starship of its time.

SPECIFICATIONS:

Length: 235.3 m
 Beam: 120.8 m
 Draft: 51.1 m
 Mass: 170,500 DWT
 Crew between 45 and 85, depending on configuration
 Range: 5 light-years at L.Y.V.
 Cruising speed: warp 6
 Maximum speed: warp 12
 Armament ... 2 phasers (2 banks of 1, fittings for 4 more)

SCHEMATIC:



SYDNEY DESIGN BY GREG JEIN
 VISUAL COURTESY OF PARAMOUNT PICTURES
 SCHEMATIC BY ERIC KRISTIANSEN (JACKILL'S)

JENSHAHAN CLASS HEAVY CARRIER

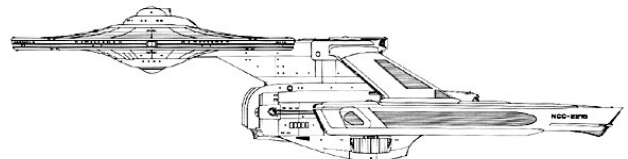
SERVICE ENTRY DATE (OLD CALENDAR): 2283

The *Jenshahan* and its spin-off classes (*Chosin*, *Youngblood*) are the direct descendants of the *Santee*, the first dedicated Class I shuttlecarrier in Starfleet service. They came about due to the fact that the mighty *Ariel* class was taking too long and costing too much to build. Their design marks something of a return to the *Santee* (as opposed to the *Coronado/Driskany* lineage), utilizing the same warp engine T-mount and dual-deck shuttle bays. This time around, however, *Jenshahan's* secondary hull was purpose-built instead of converted, featuring a through-deck design for both flight decks (courtesy of *Coronado*) to help prevent the sort of kamikaze strikes that had badly crippled *Santee* and *Suwanee* during the Four Years War (2246-2250). These "second-tier" shuttlecarriers were quite popular despite their obvious limitations and were in high demand for colony support and convoy escort operations. Complaints about certain inadequacies of the *Jenshahan* would lead to the *Chosin*, with an improved sensor suite and superior fire control capabilities. 25 each of the *Jenshahan* and *Chosin* classes along with an additional 12 *Youngbloods* (*Chosin* sub-class) ensured that there were enough "heavy carriers" in service for all who demanded them. Their popularity with the scientific and civilian sectors has practically guaranteed their survival from the class-cutting axe of the Starfleet Reorganization Order of 2295.

SPECIFICATIONS:

Length: 496 m
 Beam: 319.3 m
 Draft: 79.2 m
 Mass: 1,200,000 DWT
 Crew approximately 700 (plus 70 pilots)
 Range: 20 light-years at L.Y.V.
 Cruising speed: warp 11
 Maximum speed: warp 14
 Armament 16 phasers (8 banks of 2)
 up to 40 small craft (36 combat shuttles + 4 standard)

SCHEMATIC:



Jenshahan as built, with *Tikapai* style primary hull
 (*Chosin* and *Youngblood* have *Enterprise* style primary hulls)

JENSHAHAN, CHOSIN, AND YOUNGBLOOD DESIGNS AND SCHEMATIC
 BY FEDERATION FRONTIERS

RENNER CLASS CORVETTE

SERVICE ENTRY DATE (OLD CALENDAR): 2284

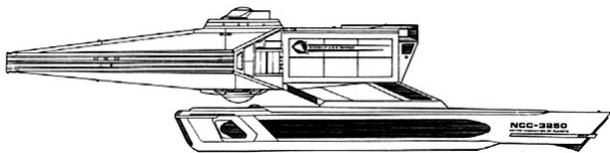
Renner was originally proposed in the early 2270s as a catchall replacement design for several different classes used for routine space lane and internal patrol duties in the pursuit of interstellar piracy. It was one of several programs delayed by the Cammel IV revelations of 2274, in which Starfleet covert actions against the Kzinti leading up to the Kzinti Incursion of 2272 were exposed for all to see. *Renner* finally began construction in 2282 as part of the Starfleet ramp-up against the twin threats of growing numbers of modern Klingon and Romulan starships entering service.

This is one of the few Class I starships in service without a Chiokis-style circular primary hull. Having an inherent stealth capability is the reason behind its angular design. Stealth plays a critical part in both military operations and space pirate interdiction. This probably explains why a number of *Renner* class starships have been regularly diverted from internal to border patrol duties, often filling in for scout class starships in "unusual circumstances." So routine has this practice become that TacFleet has requested that the Military Staff Committee provide it with a full squadron of *Renner* class corvettes, either new builds or appropriated from patrol duty, for its exclusive use. To date its request is still pending.

SPECIFICATIONS:

Length: 220.8 m
Beam: 86.1 m
Draft: 53.0 m
Mass: 111,000 DWT
Crew 180
Range: 8 light-years at L.Y.V.
Cruising speed: warp 7
Maximum speed: warp 11
Armament 12 phasers (6 banks of 2)
2 photon torpedo tubes (both forward)

SCHEMATIC:



RENNER DESIGN BY J.C. AND RAFAEL GONZALEZ
SCHEMATIC BY ARIDAS SOFIA (FEDERATION REFERENCE SERIES)

MITANNIC CLASS BATTLECRUISER

SERVICE ENTRY DATE (OLD CALENDAR): 2285

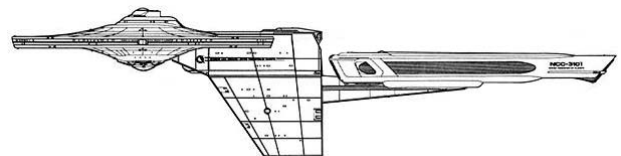
Starfleet's modern battlecruiser program came into being in 2278 on the personal order of Fleet Admiral Heihachiro Nogura. The intent was to build Starfleet's first dedicated Class I combat starship since the Four Years War. Many within Starfleet Command as well as the civilian sector questioned the wisdom of such a program, what with so many other Class I construction and conversion programs underway. That criticism received a significant boost in 2280, when the military circular *Starship Design* reported on numerous flaws found with the battlecruiser prototype *Menahga* (NCC-3100) after delivery and initial testing. The program might have died then and there had not Admiral Lemuel Cartwright, Starfleet Chief of Staff, thrown his support behind the program. Three more vessels were eventually authorized with the understanding that all of the *Menahga's* operational deficiencies would be resolved in their design. They entered service in 2285 as the *Mitannic* class, with three more (the *S'harien* sub-class) built to an improved design starting in 2291.

Both the *Menahga* and all three *Mitannics* were tentatively scheduled for conversion to the *S'harien* configuration in 2305. This upgrade is now in doubt pending review of the operational future of the battlecruiser class in light of the Starfleet Reorganization Order of 2295.

SPECIFICATIONS:

Length: 307 m
Beam: 141.7 m
Draft: 78 m
Mass: 173,000 DWT
Crew 285
Range: 10 light-years at L.Y.V.
Cruising speed: warp 10
Maximum speed: warp 13
Armament: 14 phasers (6 banks of 2, 2 single mounts)
2 photon torpedo tubes (both forward)

SCHEMATIC:



MENAGHA AND MITANNIC DESIGNS BY TODD GUENTHER
S'HARIEN VARIANT BY DAVID SCHMIDT
SCHEMATIC BY TODD GUENTHER

IANAR CLASS FAST FRIGATE

SERVICE ENTRY DATE (OLD CALENDAR): 2285

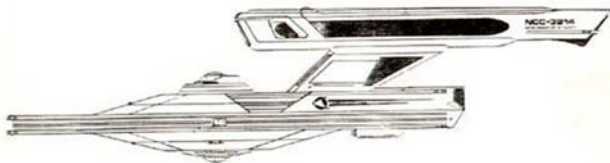
Conceived in the 2270s, the *Ianar* was Starfleet's first attempt at coming up with a modern frigate design to replace its aging fleet of *Surya*, *Coventry*, and *Loknar* class starships. It was one of many starship classes put on hold by the Cammell IV revelations of 2274. Council authorization for construction was not granted until 2283 because of this, allowing the *Daran* family of new-build frigates to enter service first.

Ianar was designed to be a rapid-response, tactical-mission starship capable of surgical strike missions deep into enemy territory. It shares with the larger dreadnoughts the ability to absorb as much punishment as it gives, and its unusual design configuration is intended to maximize its intended combat capabilities. Not only is it one of the few Class I starships without a Chiokis-style primary hull, it is also currently the only Class I starship in service with separated, single-tube photon torpedo banks. The intent behind this was to allow the *Ianar* to maintain a minimal heavy weapons capability in the event of extreme damage, a point that was highlighted all too well by the duel between the heavy cruiser *Enterprise* (NCC-1701) and the hijacked cruiser *Reliant* (NCC-1864) during the Genesis Incident of 2287. *Enterprise* had to resort to manual loading operations of its sole remaining photon torpedo tube after taking a direct hit on its phototorp deck, destroying both the portside tube and most of the fire control systems for both tubes. *Ianar* would not have this problem due to its split phototorp design. A total of 36 *Ianar* frigates were built between 2285 and 2290, replacing older frigates on a one-for-one basis as they entered service.

SPECIFICATIONS:

Length:	220.8 m
Beam:	86.1 m
Draft:	53.0 m
Mass:	111,000 DWT
Crew	180
Range:	8 light-years at L.Y.V.
Cruising speed:	warp 7
Maximum speed:	warp 11
Armament	12 phasers (6 banks of 2) two photon torpedo tubes (both forward)

SCHEMATIC:



IANAR DESIGN AND SCHEMATIC BY RAFAEL AND J.C. GONZALEZ

STARFLEET'S NEW PERIMETER ACTION SHIP PROGRAM

SERVICE ENTRY DATE (OLD CALENDAR): 2286



There is not enough space in this document to do justice to Starfleet's perimeter action ship program of the 2280s and the long, arduous road it had to travel to see the light of day. Midshipmen and civilian readers desiring to know the story in full should consult *Ships of the Starfleet Volume 2: Akyazi Class Perimeter Action Ships*, available for sale from civilian merchants or for download in datastream format via the Academy Intranet.

The appearance of the *Kiaga* and *Agilis* class perimeter action ships had helped turn the tide of the Four Years War in favor of the Federation. Elements of their design were far in advance of their time and helped them remain in service without major modifications for over two decades. Despite this, it had become clear by the end of the 2260s that *Kiaga* and *Agilis* were rapidly becoming obsolete. Their unusual design would have made linear warp refits quite costly, so instead Starfleet petitioned the Federation Council for authorization to build an all-new class of perimeter action ships. Inspiration for the final design for this new program came from two sources: the *Marklin* class heavy destroyer of the Four Years War and the *Hornet* class escort carrier, an experimental design that had performed surprisingly well when pressed into fleet service to support Starfleet operations during the Kzinti Incursion of 2272. From the *Hornet* came the idea of the "fractional hull," a Class I starship frame with only the minimum necessity of hull components. From the *Marklin* came the famed "Marklin notch" phototorp arrangement that has graced the lines of so many modern starship designs (or ruined, according to some). The political debate over perimeter action ship funding began in earnest in 2276 and remained heated for years. Final approval for the first 36 ships in the new *Akyazi* class was not granted until 2283, and then only grudgingly by a Federation Council split on the issue of increasing Starfleet militarism. Three years later that number was upped to 105 with the addition of the *Akula* and *Arbiter*

sub-classes, both quickly authorized in light of the Genesis Incident and increasing Klingon aggression.

To the casual observer a modern perimeter action ship resembles the mere skeleton of a Class I starship. Entire sections of its primary hull and engineering support frame are missing, and its design-specific LN-90 linear warp engines add to the ship's decided "chop shop" look. Therein lies the design's success. Perimeter action ships are not built for long-duration voyages, so they do not need large interior spaces devoted to cargo, provisions, large-scale fabricators and replicators, recycling facilities, and all of the other spaces and support systems essential to normal starship operations. They are designed exclusively for combat patrols within contested regions of space, operating either in conjunction with regular Starfleet units or from a nearby base. It is from these that perimeter action ships are maintained and provisioned, usually with only enough stores and supplies for the mission at hand. The rest of the ship, save for necessary crew and command spaces, is all weapons, power, and control systems. Lightening the load by eliminating non-critical systems and spaces also has the direct effect of considerably reducing a perimeter action ship's mass. A typical modern-day Class I starship has an average mass in the 150,000 to 200,000 DWT range. A typical Class I perimeter action ship, on the other hand, has on the average only one-third the mass of a typical Class I starship. This directly translates into increased speed and maneuverability, far more than would a Class I starship of comparable size. In fact the *Arbiter* class perimeter action ships currently hold the Federation warp speed record, recording a sustained "burst" velocity of warp 21.5 for one full hour before mounting frame stresses mandated a reduction in speed.

Alert, the "original" modern perimeter ship proposal, was never built. Its main purpose was to demonstrate the feasibility of the design by using standard or modified Class I components ("old style" ones at the time it was created). Although it never left the drawing board, it won Council approval for the program. There are two basic modern perimeter action ship designs currently in service, each having two distinct sub-classes. The two main designs, *Akyazi* and *Akula*, differ in that *Akula* has a special deflector spire mounded on two long booms from the bottom of the ship. This increases durability in combat at the expense of speed and acceleration. *Akyazi* does not have this boom and as such is the only modern Class I perimeter action ship capable of making a (emergency) planetary landing fully intact. Within these two basic designs are two sub-classes (*Akyazi* and *Arbiter*; *Akula* and *Atami*), differing primarily in the type of ventral flux chillers used for their LN-90 warp engines.

The future of the modern perimeter action ship program is very much in doubt. The Starfleet Reorganization Order of 2295 has placed severe restrictions on the availability of starship classes that are designed exclusively for combat. Starfleet Command is currently weighing the continued existence of the perimeter ship program versus that of the more versatile *Daran* family of frigates. The final decision is expected by early 2296.

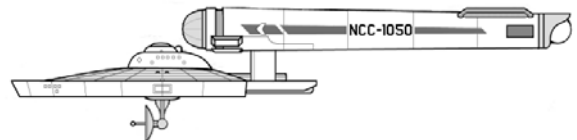
VISUAL:



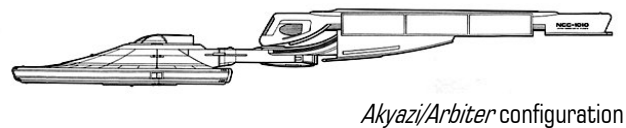
SPECIFICATIONS:

Length:	216.1 m
Beam:	120.2 m
Draft:	27.5 m
Mass:	68,000 DWT
Crew	84
Range:	2 light-years at L.Y.V.
Cruising speed:	warp 8
Maximum speed:	warp 14.5
	(capable of warp 21.5 in "burst mode")
Armament	8 phasers (6 banks of 2, 2 single mounts)
	3 photon torpedo tubes (2 fore, 1 aft)

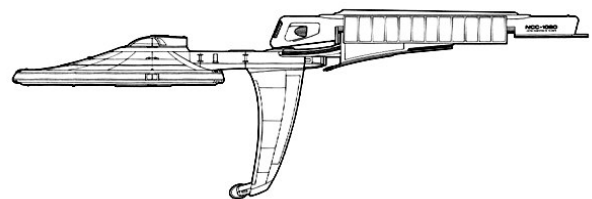
SCHEMATICS:



Original *Alert* "working" proposal used to pitch the concept (c.2270)



Akyazi/Arbiter configuration



Akula/Atami configuration

PERIMETER ACTION SHIP CONCEPT BY TODD GUENTHER AND ARIDAS SOFIA
 AKYAZI, ARBITER, AKULA, AND ATAMI SCHEMATICS BY TODD GUENTHER
 ALERT PROPOSAL SCHEMATIC BY NEALE DAVIDSON (PIXEL SAGAS)

***EXCELSIOR* CLASS**

SPACE CONTROL SHIP

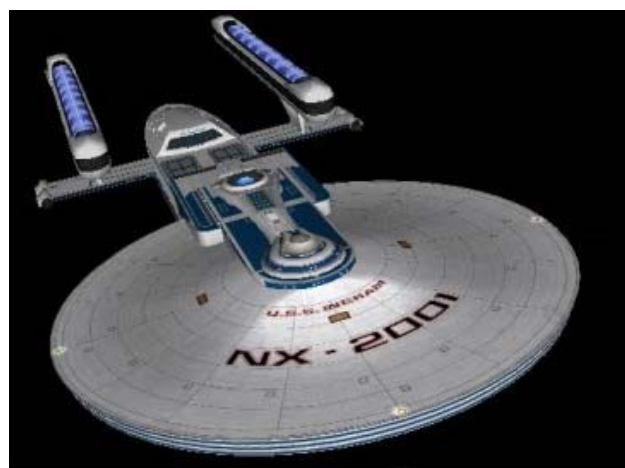
SERVICE ENTRY DATE (OLD CALENDAR): 2288



It was called “the Great Experiment.” It was meant to be the herald of a new generation of starships, just as *Baton Rouge* and *Constitution* had done in their day. The space control ship program was to be the largest and most powerful Federation starship of its time, fitted with the latest technological advances and capable of speeds and deeds of daring previously thought impossible. On most of these points, *Excelsior* and her descendants largely succeeded.

Excelsior might not have ever come about had it not been for two things. The first was the Klingons. Every time the Federation produced a new starship class, the Klingons would do their best to produce a more powerful one. When the Federation surpassed that one they would try to leapfrog them again. This went on from first contact until 2278, when the Klingons introduced the *K'herr* class dreadnought. This monster of a starship easily outclassed an upgraded *Federation*, and Starfleet Intelligence was reporting that an even larger Klingon starship class (*Kar'hammer*) was on the way. This was reason enough for *Excelsior*, but it was not the only one. The second was the Galactic Barrier. Data from the visits by the *Enterprise* to the Galactic Barrier, the first in 2259 and the second in 2262, indicated that starship engines of massive power were required to safely penetrate it for extragalactic travel. Outside observation of the Kelvan modifications to the *Enterprise* engines in 2262 (which they afterwards removed without providing any documentation of the efforts) indicated that a combination of transwarp speed and high energy shielding would be necessary in order to avoid the Barrier's deadly psionic effects. Research into duplicating the work of the Kelvans led to the development of transwarp drive theory in the early 2270s. Transwarp would be necessary for any starship attempting extragalactic exploration, something for which Starfleet was definitely planning once current political issues (i.e. the constant threat of war from the Klingons) were resolved. This development also dovetailed nicely with the efforts to design a starship superior to Klingon efforts. The massive power requirements necessary for transwarp travel would also provide ample energy for weapons and shielding systems.

In 2274 Starfleet began accepting bids for the space control ship program. The specifications were straightforward: an upsized Jeffries/Josephs configuration with dreadnought firepower and room for 30 shuttlecraft, capable of self-sufficient operations for up to 10 standard years and deriving both ship's power and main propulsion via transwarp engine technology. By 2283 there were only two designs still in the running, and a single full-scale prototype was authorized for each. The first was *Excelsior* (NX-2000), built by the Sol System's famed Utopia Planitia Orbital Shipyards. It was named for a recently lost Class I heavy cruiser and utilized Cochrane/Leeding FTWA-1 transwarp engines. The second, *Ingram* (NX-2001), was named for the late former Starfleet Commissioner Lars Ingram (2190-2266) and built by the Proxima Shipyards of Alpha Centauri. *Ingram*'s configuration was remarkably similar to *Excelsior*, however, there were three important differences. First, it used a custom variation of the same Chiokis primary hull that was being fitted to the *Ariel* class shuttlecarriers (an obvious cost-savings move). Second, it used Koeller UTI-27 transwarp engines instead of *Excelsior*'s Cochrane/Leeding FTWA-1s. Third, it was the only one of the two designs fitted with megaphaser cannon, having two standard fore-and-aft mounts on its engine support pylons. Both prototypes were finished by 2285 and extensively tested for the next year. Both performed admirably save in one area, and in this area both failed. So blatant was this failure that it would bring about the permanent end of Starfleet sponsorship for transwarp drive research.



It has often been said that the initial failures of “the Great Experiment” were due to its transwarp drive. This is not exactly true. Both the Cochrane/Leeding and Koeller engines performed exactly as designed. The problem was in transwarp theory itself and the control systems designed to implement it. Starfleet engineers had been unable to duplicate the Kelvan modifications, so they did the next best thing: they sought a way to create a controlled wormhole. The effects of wormholes on faster-than-light travel, especially with regards to starship warp engine imbalances, were well known. The idea behind transwarp was to create a controlled wormhole in front of a starship, an artificial subspace channel as opposed to a normal subspace warp field, that would literally suck a starship inside and propel it forward

at sustained speeds in excess of warp 20. Crossing the Great Barrier would pose no problem to a transwarp starship because it would literally punch its way through, flying through a controlled wormhole so fast that there wouldn't be time for the Barrier's psionic variances to begin affecting its crew. That was the theory, anyway. What happened in practice was that transwarp control systems proved virtually incapable of managing the wormhole once it was generated. Both *Excelsior* and *Ingram* repeatedly went out of control during transwarp tests, and both had to resort to the old-fashioned method of shutting down their warp drives in order to stop their wormholes. The most dramatic of these failures occurred on 9 July 2287. *Excelsior*, having had its transwarp drive and control systems rebuilt for the third time, simply disappeared on its fourth and what would prove to be its final transwarp test flight. A frantic search by every Starfleet and civilian vessel in and around the Local Group yielded nothing. Two weeks later, the *Excelsior* suddenly reappeared just outside the Sol System in the exact same spot where she had disappeared, completely drained of all power and running off of emergency batteries. The reconfigured transwarp control system combined with the power of *Excelsior's* engines had done more than create a wormhole. It had apparently created a breach in the local space-time continuum through which the ship had fallen through. *Excelsior* had become trapped in the limbo between universes until Captain Raymond Styles and his crew had regenerated enough ship's power to affect a safe return. None of them, including Captain Styles, expressed a desire to stay on a starship that the more existential among them were now beginning to call cursed, and they were soon transferred to other duty stations.

It was at that point that Starfleet Command stepped in and terminated the transwarp program for good. Both *Excelsior* and *Ingram* were quickly stripped of their transwarp control systems, and ones used for standard linear warp drive were adapted for use with their unique warp engines. There was method behind Starfleet Command's apparent madness. The *Excelsior* program had already been chosen by the Military Staff Committee as the winning design for the space control ship despite the transwarp issue, and the keels for two additional *Excelsior* class vessels (*Columbia* and *Galacta*) were already being laid. Political and military realities had forced the rapid acceptance of the space control ship program, problems or no. Transwarp technology was not necessary in dealing with the growing threat of war with the Klingon Empire. Starfleet needed the *Excelsior* and needed it now, before the Klingons started using their new *K'herr* class dreadnoughts for more than just showing off. *Ingram* would remain as the lone example of its type. It would also be the only Starfleet space control ship (as of this date) ever to see service fitted with megaphaser cannon.

The overall excellence of the modified *Excelsior* design has quickly proven itself in any task upon which it is called. So successful has it become, in spite of its early pre-service failures, that many are already calling it "the new *Constitution*" of the fleet. Starfleet Command also sees the *Excelsior* in this light, playing

the role of a new and larger heavy cruiser in a new fleet of starships that are already being dubbed "the *Excelsior* generation." A number of spin-off designs have already appeared, inspired by exiting Class I Program vessels, and some have even won tentative approval for construction. It appears that *Excelsior* may very well join *Baton Rouge* and *Constitution* as the defining starship design of its era.

There exists a third variation of the basic space control ship platform. *U.S.S. Enterprise* (NCC-1701-B), named after her *Constitution* class ancestor, entered service in 2293 as the first of the so-called "modified *Excelsiors*." This configuration includes the addition of two extra hangar bays to the primary hull saucer, upgraded Cochrane/Leeding FESW-2 warp engines, and a set of bulges for additional sensor systems on either side of its secondary hull. Weaponry and shielding systems are also improved, making this new *Enterprise* the most powerful starship in all of Starfleet as of this date.

VISUALS:



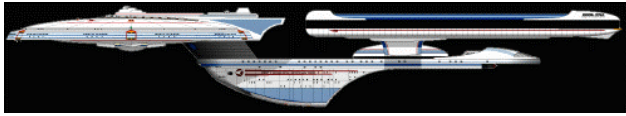
Excelsior (NX-2000) in prototype configuration (2286)



Ingram (NX-2001) in service configuration (2290)



Enterprise (NCC-1701-B) as she appears today (2295)



SPECIFICATIONS (*EXCELSIOR*):

Length: 511.3 m
 Beam: 195.6 m
 Draft: 86.8 m
 Mass: 386,500 DWT (standard)
 511,250 DWT (modified)
 Crew 780 (including 50 Marines and 20 shuttle pilots)
 Range: 15 light-years at L.Y.V.
 Cruising speed: warp 15
 Maximum speed: warp 20
 Armament 24 phasers (12 banks of 2 - standard)
 30 phasers (7 banks of 2, 16 single banks - modified)
 4 photon torpedo tubes (2 each fore and aft)

NOTES: Modified listings are for the *Enterprise* variant (NCC-1701-B).

The change in mass for the modified version represents the addition of the secondary hull bulges as well as the dual auxiliary hangars to the aft section of the primary hull.

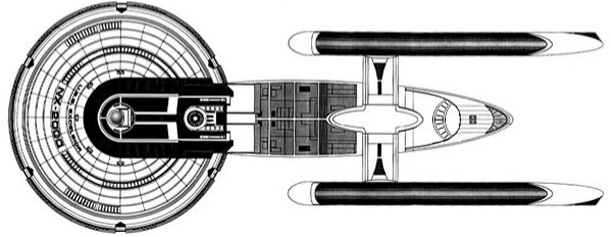
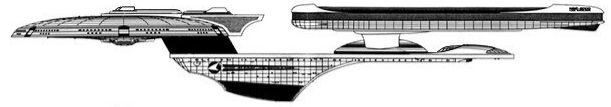
The 780 listed for *Excelsior* class starships crews is an average figure. Thus can range anywhere in size from 530 to 875 depending on mission parameters. This includes deployment of Marine troops and support personnel as well as combat shuttle pilots and maintenance crews.



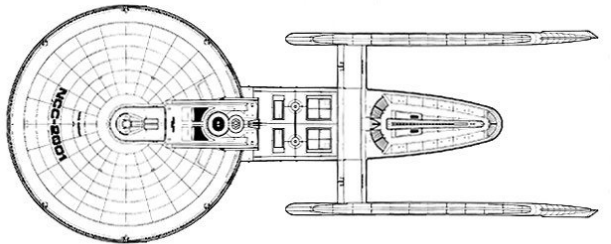
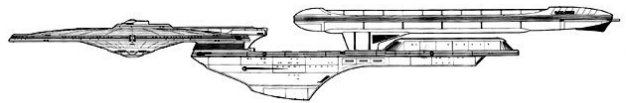
SPECIFICATIONS (*INGRAM*):

Length: 590.6 m
 Beam: 237.7 m
 Draft: 88.6 m
 Mass: 505,000 DWT
 Crew 535 (+ 50 Marines and 20 shuttle pilots)
 Range: 10 light-years at L.Y.V.
 Maximum speed: warp 12
 Maximum speed: warp 17
 Armament 30 phasers (7 banks of 2, 16 single banks)
 4 photon torpedo tubes (2 each fore and aft)

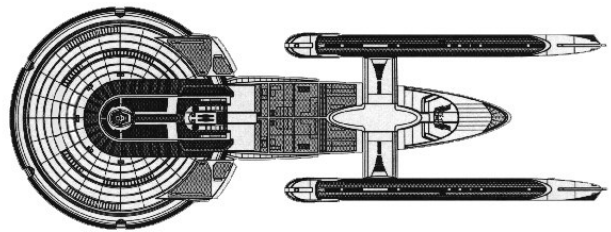
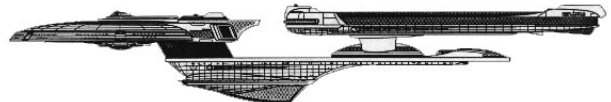
SCHEMATICS:



U.S.S. Excelsior (NCC-2000)



U.S.S. Ingram (NCC-2001)



U.S.S. Enterprise (NCC-1701-B)

EXCELSIOR DESIGN BY NILOS RODIS AND BILL GEORGE
ENTERPRISE-B MODIFICATIONS BY JOHN EAVES
INGRAM DESIGN BY TODD GUENTHER, JASON GENSER, AND DON BOSCH
EXCELSIOR AND *ENTERPRISE-B* SCHEMATICS BY ERIC KRISTIANSEN (JACKILLS)
INGRAM SCHEMATICS BY TODD GUENTHER, JASON GENSER, AND DON BOSCH

VISUALS BY BRIAN MINOSH, JAY HURST, ANDREW J. HODGES,
 AND OUTLANCE SHIPYARDS

CLASS I TRANSPORT/TUGS OF THE LINEAR WARP ERA

SERVICE ENTRY DATE (OLD CALENDAR): 2276



The building and upgrading of Starfleet's Class I transport/tugs mirrored that of the various Class I heavy cruiser programs. The only major difference between them was that the heavy cruisers came first, with their military nature giving them priority in the troubled times of the 2270s and 2280s. Nevertheless, the modernization of the Class I transport/tug fleet was of almost equal importance. Starfleet had come up short in this critical area during the Four Years War (2246-2250). It was determined not to let that happen again.

The inclusion of the transport/tug *Kepler* (NCC-3816) in the LN-40 linear warp test program of the 2260s was no accident. True, its configuration was a close match allowed its test data to be applied to Class I frigates. More importantly, the aging and overworked *Ptolemy* class was in dire need of replacement. The 15 transport/tugs of the *Kepler* class were in the process of entering service at the time, so it was simple enough to divert the lead ship of the class over for use as a LN-40 technology prototype. The rest of the *Kepler* class would receive linear warp technology via improved LN-52s during their first ESLP refits in the late 2270s. *Kepler* itself would be the last so converted, having operated with LN-40s ever since its 2260s-era conversion as proof of the concept.

In 2266 the *Ptolemy* class tug *Al-Rashid* became the first Class I transport/tug to be scheduled for conversion to LN-64 linear warp technology. It proved even more beneficial to them than the effect that the *Enterprise* conversion did for Class I heavy cruisers. A linear warp converted Class I transport/tug could now tow three standard transport containers with relative ease at warp 6, thereby helping to offset Klingon advances in transport and container system design. A converted *Ptolemy* was also heavier armed than before, carrying the "full" primary hull complement of 12 phaser banks that graced most linear warp Class I designs. This was a significant upgrade in armament

and reflected a lesson hard-learned from the Klingons: heavily armed fleet transports had a better survival rate in combat and could serve as substitute cruisers in a pinch. Only a dozen *Ptolemy* class starships received this conversion due to their extreme age; however, the competing *Doppler* and *Moncrief* classes were quickly authorized to fill in the gaps. *Doppler* was essentially a LN-60 *Ptolemy* new-build along the lines of the *Constitution* (II) heavy cruiser conversion, whereas *Moncrief* was a LN-64 *Ptolemy* new-build that added a cruiser-standard dual phototorp deck to the hull dorsal. Some *Moncriefs* were fitted with a small, two-craft shuttle bay instead of the phototorp deck as an experiment, intended for use within Federation space, but the phototorp-equipped version was fleet standard. Both *Al-Rashid* and *Ptolemy* entered service in 2270, seeing extensive use during the late 2270s and the 2280s as tensions escalated with the Klingon Empire.



One thing that Klingon transport/tugs could still do that Starfleet designs could not was tow up to four containers at a time. Klingon designs had been able to do this with their G-type containers ever since the N-6 *Morast* of the Four Years War. The *Dollond* class of transport/tugs were originally developed during the 2260s in response to the *Morast*. These were derived from the *Coventry* class frigate, utilizing additional power reactors within the hull (in spaces once reserved for hangar decks) to achieve the four-container capacity. The program was delayed due to the onset of linear warp technology, and by the time it was finally authorized for construction in 2290 it had been considerably modified. Officially the new "heavy" Class I transport/tug that entered service in 2291 was the *Hensley* class; however, it was still referenced as the *Dollond* by Starfleet Command and the name has more or less stuck with continued, persistent use. It is essentially an upgraded *Miranda* (hull hard points and all) reconfigured for the transport/tug role. Its LN-64 linear warp engines provide ample power for towing four transport containers with ease and up to six if necessary.

It is fortunate that the *Dollond* (*Hensley*) heavy transport/tugs are coming into fleet service at this point in time. Construction of their planned successor, the *Excelsior*-derived *Anaxagoras* class, is on hold pending program reassessment due to the Starfleet Reorganization Order of 2295. Had the program been delayed any further then it might have suffered a similar fate.

SPECIFICATIONS (UPGRADED *KEPLER*):

Length: 222.0 m
 Beam: 124.3 m
 Draft: 67.4 m
 Mass: 133,500 DWT
 Crew 320
 Range: 5 light-years at L.Y.V.
 Cruising speed: warp 7
 Maximum speed: warp 9
 Armament: 4 phasers (1 bank of 2, 2 single banks)

SPECIFICATIONS (*AL-RASHID*, *MONCRIEF*):

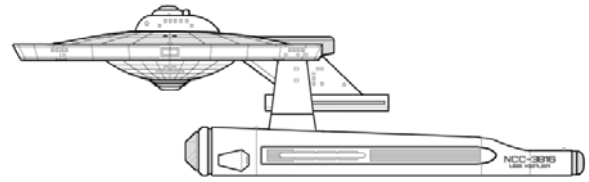
Length: 247.1 m
 Beam: 141.7 m
 Draft: 64.0 m
 Mass: 146,000 DWT
 Crew 339
 Range: 16 light-years at L.Y.V.
 Cruising speed: warp 7
 Maximum speed: warp 12
 Armament: 12 phasers (6 banks of 2)
 2 photon torpedo tubes (*Moncrief* only)

SPECIFICATIONS (*DOLLOND*/*HENSLEY*):

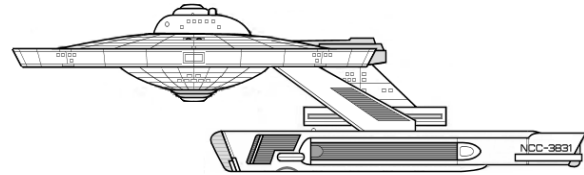
Length: 234.7 m
 Beam: 141.7 m
 Draft: 63.6 m
 Mass: 205,750 DWT
 Crew 490
 Range: 16 light-years at L.Y.V.
 Cruising speed: warp 7
 Maximum speed: warp 12
 Armament: 14 phasers (6 banks of 2, 2 single banks)
 2 photon torpedo tubes (modified roll bar option)

NOTE: A special version of the *Hensley* (*Dollond*), known as the *Brownwood* class "assault transport," is being produced for the Starfleet Marines. This is a *Hensley* fitted with the standard *Miranda*/*Avenger* roll bar weapons package and interior spaces reconfigured to better accommodate Marine operations. These will be replacing all *Miranda* class starships currently on loan from Starfleet on a one-for-one basis as they are built. Authorization for additional *Brownwood* class starships is on hold pending program review under the Starfleet Reorganization Order of 2295.

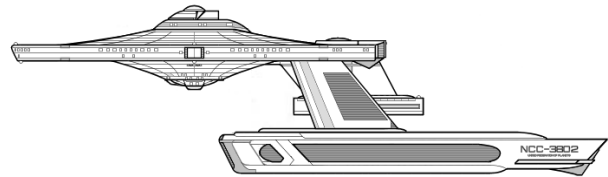
SCHEMATICS:



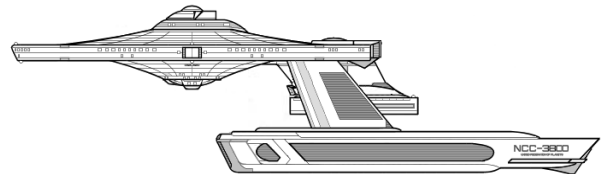
U.S.S. Kepler (NCC-3816) with early LN-40 warp engines (LN-52 configuration is almost identical)



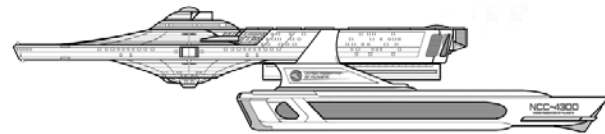
U.S.S. Doppler (NCC-3831) - LN-60 new build program



U.S.S. Al-Rashid (NCC-3801) after LN-64 conversion



U.S.S. Moncrief (NCC-3800) – LN-64 new build program (note the photon torpedo deck at the bottom of the dorsal)



U.S.S. Hensley (NCC-4300) – "*Dollond*" new build program

KEPLER & DOPPLER DESIGNS BY FRANZ J. SCHNAULBELT AND ARIDAS SOFIA
DOLLOND DESIGN BY PATRICK LICHTY AND W.A. KRAUSE
MONCRIEF & HENSLEY DESIGNS BY ERIC KRISTIANSEN (JACKILL'S)
 VISUALS COURTESY OF FILEFRONT
 SCHEMATICS BY NEALE DAVIDSON AND RICHARD E. MANDEL

MIDWAY CLASS SHUTTLECARRIER

SERVICE ENTRY DATE (OLD CALENDAR): 2289

Midway is based on the unbuilt *Napoleon* class fleet carrier of the 2260s. It represents a marked departure from the various Class I based shuttlecarrier designs and the *Ariel*/*Fredrikstad* fleet shuttlecarriers. *Midway* was intended to be a combination of the two, offering the operational versatility of a Class I heavy cruiser yet at the same time capable of operating multiple combat shuttlecraft squadrons in the same manner as an *Ariel* or *Fredrikstad*. It also sports the same C3 suite as the *Ariel*, permitting it to operate as fleet flagships in the event a dreadnought, space control ship, or *Ariel*-type fleet shuttlecarrier is unavailable.

Midway's armament is almost identical in both arrangement and power to that of an *Enterprise* or *Tikopai* class heavy cruiser. This represents a major departure from the deployment of multiple point-defense phasers per *Ariel* and *Fredrikstad*. The "wall of fire" concept behind this armament scheme has not performed in practice as well as in theory, with enemy combat shuttles simply retreating beyond range. This allowed the heavy weapons of their carrier or fleet support ships to do their dirty work for them before they swooped in to deliver the final *coup de grace*. The addition of self-contained heavy weapons capability, in the form of dual photon torpedo tubes, also makes *Midway* the operational equivalent (or superior) of its Klingon and Romulan contemporaries, thus allowing it to go toe-to-toe with any foe while their fighters battle among themselves. The design's main drawback is its shuttle bay arrangement, with split launch and retrieval flight decks. Many critics of the *Midway*, such as former Starfleet Commissioner Lars-Erik Valdemar, point out that the lack of a proper through-deck design sets *Midway* up for the same kind of combat catastrophe that befell the *Santee* and *Sangamon* during the Four Years war.

Midway's unique LN-80 warp engines are a variant of the LN-70 developed for *Yamato*. Four of them are mounted in stacked pairs of two. The configuration was inspired by the *Cheetah* prototype fast cruiser. These make *Midway* almost as fast as *Excelsior* without having to resort to the use of costly FTWA-1 warp engines and provides superior warp performance and maneuverability to the layout employed on *Yamato*. These also give *Midway* both the speed and range to play a vital part in current and future fleet battle group operations.

Ten *Midway* class shuttlecarriers were initially authorized for construction in 2286. *Midway* (NCC-2220) and *Akagi* (NCC-2221) were the first to enter service in 2289 and 2291 respectively. As launched they were deployed with two fighter squadrons of F-type 15, one attack squadron of A-type 20, and a group of four E-type 3 combat shuttlecraft. *Ark Royal* (NCC-2222), which entered service in 2293, was the first Starfleet shuttlecarrier to deploy with the new F-type 22 "Peregrine" fighter shuttle, which is quickly becoming the favorite of the

fighter shuttle pilot corps. *Illustrious* (NCC-2224) is named after Starfleet's very first shuttlecarrier (post Romulan War era) and is scheduled to enter service next year. Completion of *Nchtari* (NCC-2223) is on hold pending program review under the Starfleet Reorganization Order of 2295.

VISUALS:



SPECIFICATIONS:

Length:	626 m
Beam:	253.8 m
Draft:	91.3 m
Mass:	1,053,600 DWT
Crew	approximately 700 (plus 70 pilots)
Range:	20 light-years at L.Y.V.
Cruising speed:	warp 8
Maximum speed:	warp 16
Armament:	26 phasers (13 banks of 2 each) 2 photon torpedo tubes (both forward) 52 combat shuttlecraft (24 fighter, 24 attack, 4 ELINT)

MIDWAY DESIGN FROM *STARFLEET COMMAND II: EMPIRES AT WAR*
BY ACTIVISION GAMES

VISUALS BY DEMON RENEGADE STUDIOS AND STARFORCE PRODUCTIONS

RANGER CLASS LIGHT CRUISER

SERVICE ENTRY DATE (OLD CALENDAR): 2290

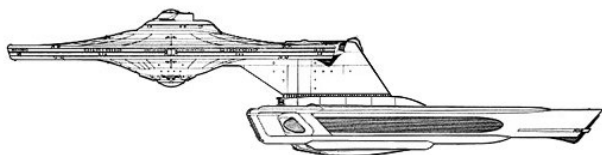
Not to be confused with the Class II scout of the late 2260s, the Class I *Ranger* was a hybrid design meant to combine the best features of the *Belknap* class strike cruiser with the post-modern *Pompey* class destroyer with the minimum secondary hull possible in a linear warp starship. It was intended to complement *Enterprise*, *Tikapai*, and *Miranda* class cruisers, taking on missions within Federation borders in order to free up their more versatile cruiser brethren for better tasks. *Ranger* was fiercely opposed by Starfleet allies of Cosmadyne, primary contractors for the *Belknap*, on the grounds that it was a redundant design and additional *Belknaps* were more than capable of filling this role. Only three *Rangers* were built before the Starfleet Reorganization Order of 2295 put an end to the program (and to future *Belknap* new builds as well, much to Cosmadyne's dismay). The three *Ranger* class light cruisers are currently scheduled to be reassigned to the Cathedral Unit for use as technology testbeds.

A new *Ranger* class light cruiser has been proposed that addresses the deficiencies of the original design. Approval has been held up pending program review under the Starfleet Reorganization Order of 2295.

SPECIFICATIONS:

Length: 260 m
Beam: 141.7 m
Draft: 64.0 m
Mass: 147,000 DWT
Crew 402
Range:, 8 light-years at L.Y.V.
Cruising speed: warp 8
Maximum speed: warp 11
Armament: 15 phasers (6 banks of 2, 3 single banks)
2 photon torpedo tubes (both forward)

SCHEMATIC:



RANGER DESIGN BY DAVID SCHMIDT
SCHEMATIC COURTESY OF THE STARSHIP SCHEMATIC DATABASE

CONSTELLATION CLASS STAR CRUISER (EXPLORER)

SERVICE ENTRY DATE (OLD CALENDAR): 2299 (est.)



Starfleet's newest class of starship came about in the late 2280s as a natural outgrowth of the *Cheetah* fast cruiser prototype program. The idea was to create a high speed superscout starship capable of extended duration missions deep into uncharted space. The Starship Design Bureau reworked *Cheetah* into a long range survey cruiser, almost doubling the ship's internal volume by "pancaking" two extra decks into a modern Class I primary hull and adding two extra outer "rings" for additional support facilities, such as shuttle bays and extra science labs. The new hull form factor was promptly dubbed the "laminated hull" due to these extra layers. External hull blisters and fairings were added to help house the largest sensor and scanner suite ever intended for fitting onto a Class I starship. A full range of weaponry equivalent to that of a Class I command cruiser was also provided, ostensibly for defensive purposes. This would allow this new starship class to cope with any unknown and potentially hostile situations that might arise when deployed at extreme distances from any potential Starfleet support.

The new design is named *Constellation* after the famous Class I Program prototype heavy cruiser lost in 2262. The new "*Connie*" mounts four linear warp engines as does the *Midway* class shuttlecarrier. Its arrangement is different, eschewing the *Midway* dual-stack design following the *Cheetah* inverted double-T similar to that first used with the *Pompey* class heavy destroyer. It will be only the second starship class fitted with LN-70 linear warp engines, with *Yamato* being the first. Dual impulse decks are included both for mission redundancy and due to the design requirements of the laminated hull configuration. *Constellation* will also enter service fitted with dual photon torpedo decks, one each nestled at both of the T-junctures for each warp engine pylon. Its multiple shuttle bays will allow it to carry up to 26 small craft of various types, each having access to a specific range of science facilities for improved EVA mission support.

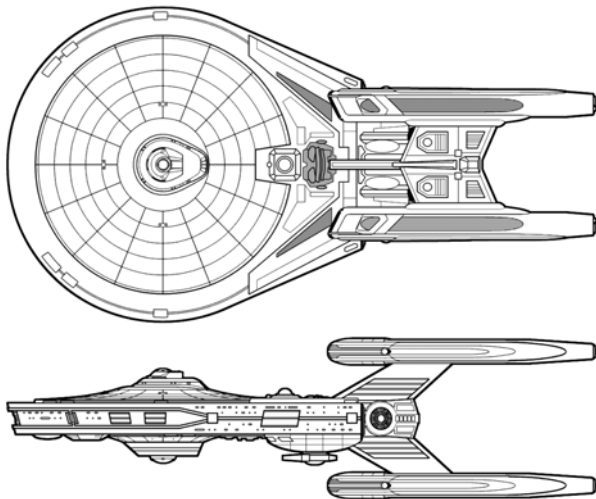
Constellation is expected to enter service in 2299. As proposed it should have had the hull number NCC-1017-A in keeping with

newly authorized Starfleet naming conventions. A registry of NCC-1974 had already been requested and approved by Starfleet Division's Aiken Facility on Luna for the new starship long before a name was given to the vessel. Starfleet offered to change the registry as a favor to the *Constellation* chapter of the Starfleet Association but the group declined, stating its preference to keep unique the hull number of the original *Connie*. Per its request Starfleet has permanently "retired" the registry of NCC-1017 from use by any future starships named *Constellation*.

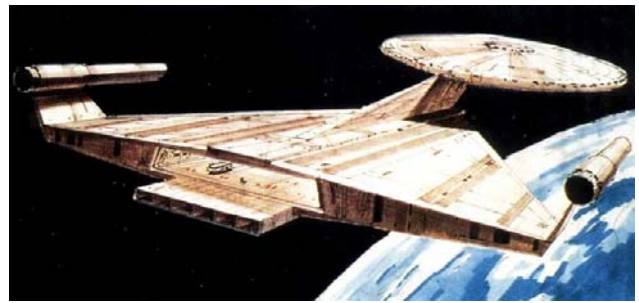
SPECIFICATIONS:

Length:	315 m
Beam:	168.1 m
Draft:	85.2 m
Mass:	208,750 DWT
Crew	530
Range:	25 light-years at L.Y.V.
Cruising speed:	warp 7
Maximum speed:	warp 11
Armament:	16 phasers (6 banks of 2, 4 single mounts)
	4 photon torpedo tubes (2 forward banks of 2)

SCHEMATICS:



CONSTELLATION DESIGN BY RICK STERNBACH, ANDREW PROBERT, AND GREG JEIN
VISUALS COURTESY OF FILEFRONT
SCHEMATICS BY BRAD TORGERSON



The *Baton Rouge* era *Titan* class shuttlecarrier concept. This unbuilt design would serve as the basis for the *Ariel* and *Fredrikstad* class shuttlecarriers



Ascension class dreadnought



The converted dreadnought *Belsarius* (NCC-2567) during weapons tests at the Arcturus Test Range. Her conversions included a *Miranda*-style modular primary hull, megaphaser cannon, and additional photon torpedo mounts. The idea was to see just how far a linear warp dreadnought could be overgunned.



The *Napoleon* fleet shuttlecarrier proposal from the 2260s served as the basis for the modern day *Midway* program

TERRAN EXPLORATIONS

THE GENESIS PLANET

The Genesis Planet was created on 28 January 2287 (stardate 8130.3) from the entire mass of the Mutara Nebula by detonation of the Stage III Genesis Device. The device was triggered by former Terran dictator Khan Noonien Singh at the end of a duel between the starship *Enterprise* (NCC-1701) and the hijacked *Reliant* (NCC-1864). The Mutara Nebula was only a few sectors away from the Regula One space station where the Genesis Device had been developed. Khan had managed to capture the *Reliant* due to an incredible series of events and use it in an attempt to kill Kirk, the man he held responsible for his exile. Acquiring the Genesis Device was just a side benefit of his new freedom. However, after *Enterprise* successfully crippled and disabled the *Reliant*, the dying Khan triggered the device as his last attempt to exact vengeance on Kirk. The attempt failed when *Enterprise* managed to repair its dilithium converter assembly, damaged during the battle, and go to warp seconds before the Genesis Device detonated.

Drs. Carol and David Marcus, the creators of Project Genesis, had programmed the Genesis Device to create a small, Terran-like planet. The Genesis Planet coalesced and formed according to the matrix that been programmed into the Genesis Device; however, it proved unstable from the beginning. It had been intended for detonation on a small, lifeless world or barren asteroid. The fact that its mass base was a nebula instead of a pre-existing body meant that it took several days for the Genesis Planet to coalesce and come into being. The new world's inherent instability was documented by the survey vessel *Grissom* (NCC-638). The reason behind this was soon revealed by the ship's special guest, Genesis Project co-creator Dr. David Marcus. He had obtained a small supply of the illegal substance known as protomatter in order to prime the lifeform matrix for the Genesis Device. It should have worked on a planetary scale as it had during the smaller Stage I and Stage II tests. The fact that Stage III had been activated inside a nebula as opposed to the surface of a planetary body had caused the lifeform matrix to expand well beyond its designed parameters. Thus, once it contracted and the Genesis Planet coalesced, it came into being with an unstable matrix instead of the stable one originally programmed. This inherent instability eventually caused the planet to revert to a lifeless, molten mass. A surprise attack by a cloaked Klingon vessel searching for the secrets of the Genesis Device resulted in the destruction of the *Grissom*, the death of Dr. Marcus, and the destruction of the starship *Enterprise*, which had returned for reasons of its own. Admiral Kirk and his crew only escaped with their lives by capturing the Klingon Bird-of-Prey that had attacked them and then using it to escape before the Genesis Planet went into its final death throes.



The Genesis Planet as it appears today (2295)

The Genesis Planet is still considered off-limits by the Federation Council, with Starfleet's original ban of stardate 8158.6 still in effect. Starfleet now maintains a small fleet in the area while Federation scientists continue to study the now-lifeless, lava-covered world. They are also studying the small G-type star, named *Boojum* per the Project Genesis control program, which was created during the formation of the Genesis Planet. Star creation had been an option of the Stage III control program but was not supposed to have been activated as programmed. *Boojum*'s existence despite this, along with its apparent stability in light of the dramatic death of its only world, will continue to be a source of study and debate for years to come.

SPECIFICATIONS:

System star: UFC 415246 (*Boojum*)

Distance from system star	93 million km
Period of revolution (Terran measure)	54.6 hours
Period of orbit (Terran measure)	198.9 days
Mass	4.7 x10 ²⁴ kg
Diameter	5915.5 km
Axial inclination	28°
Average surface temperature	@1200° C
Satellites	none
Planetary Richter Scale rating	A (formerly M)
Lifeforms	none
Major surface features	none
Places of note	none

HISTORICAL ARTICLES

THE MIGHTY *HOOD* GOES DOWN

UFP INFONET – 13 OCTOBER 2286



Starfleet is reporting that one of its starships, the heavy cruiser *Hood*, was destroyed earlier today in an unprovoked attack by a Klingon warship. The *Hood* and two other Starfleet vessels had been dispatched to investigate reports of Klingon raids on border colonies near the Treaty Zone. What they found, according to a Starfleet spokesman, was one of the Klingon's new D-9 class heavy destroyers. When it was ordered to stand down the Klingon captain turned and attacked, crippling the *Hood* with its first salvo. It then ignored the fire from the other two Starfleet vessels and destroyed the *Hood* with a second salvo as it was attempting to flee the scene of battle. All but three members of the *Hood's* crew were killed. The Klingon starship then engaged the other two Starfleet vessels, crippling the destroyer *Ajax* before its own mounting damage forced its withdrawal.

The only survivors from the *Hood* were three space-suited maintenance personnel who had been affecting emergency repairs on *Hood's* shuttlecraft bay. They were blown out of the bay when the ship was destroyed and later picked up by the destroyer *Moltke*, the only member of the *Hood's* battle group to escape relatively unscathed. The other 493 members of the *Hood's* crew, including Captain Andlath Kontaris and his command staff, went down with their ship. The present whereabouts of the Klingon D-9 that destroyed the *Hood* are unknown.

LAUNCH OF THE GREAT EXPERIMENT

"NEWS BITS" – CLASSIC STARSHIPS MAGAZINE – FEBRUARY 2288



The newest starship to join the fleet may very well be its greatest yet. *Excelsior*, the winning design in Starfleet's Space Control Ship Program, was commissioned into service today in an official ceremony presided over by Fleet Admiral Randolph Morrow, Commander-in-Chief of Starfleet. Admiral Morrow admitted that *Excelsior's* development history had been a troubled one but that those issues were behind it now.

The failure of transwarp drive doesn't mar the fact that *Excelsior* still represents the future of Starfleet. It was one of many new systems that were tried, and it was the only one to fail. That one failure was easily fixed by resorting to tried and true standard warp drive systems. With this problem resolved, *Excelsior* has since gone on to excel at every one of her space trials, breaking records across the board. She is the newest, largest, and most powerful ship to join the fleet.

With *Excelsior* now part of Starfleet, the Klingon Empire cannot help but take notice of the fact that Starfleet will not be cowed by new Klingon designs and even grander ambitions. We will match them size for size, ship for ship, fleet for fleet, until they come to understand our resolve. The Federation has no intention of becoming a Klingon vassal state. *Excelsior*, and her offspring to come, will make sure of that.

KLINGONS THREATEN WAR

UFP INFONET – 23 APRIL 2287



At a special meeting of the Military Staff Committee earlier today, Klingon ambassador Kiltarc, of the House of Neygebh, berated the Federation over the delicate subject of the recent mutiny of Admiral James T. Kirk, former Starfleet Chief of Operations.

Behold! The quintessential devil in these matters! James T. Kirk, renegade and terrorist! Not only is he responsible for the murder of a Klingon crew, the theft of a Klingon vessel – see now the real plot and intentions! Even as the Federation negotiated a peace treaty with us, Kirk was secretly developing the Genesis Torpedo! Conceived by Kirk's son and test-detonated by the admiral himself! ... We demand the extradition of Kirk! We demand justice! Remember, there will be no peace as long as Kirk lives!

Federation President Hiram Roth was quick to respond to Ambassador Kiltarc's demands. He pointed out that Kirk and his followers were currently enjoying asylum on Vulcan under the protection of Ambassador Sarek, who was present at the meeting and also exchanged words with Ambassador Kiltarc. President Roth then went on to emphasize that as a Federation citizen Kirk would be tried for his crimes under Federation law, not Klingon. At that point Ambassador Kiltarc and his entourage stormed out of the chamber.

KIRK SURVIVES COURT-MARTIAL

UFP INFONET – 29 APRIL 2287



For most of his career James T. Kirk has been making possible the impossible. He did so again today by surviving the second court-martial in his career, remaining an officer of command rank in Starfleet, and assuming command of a new starship.

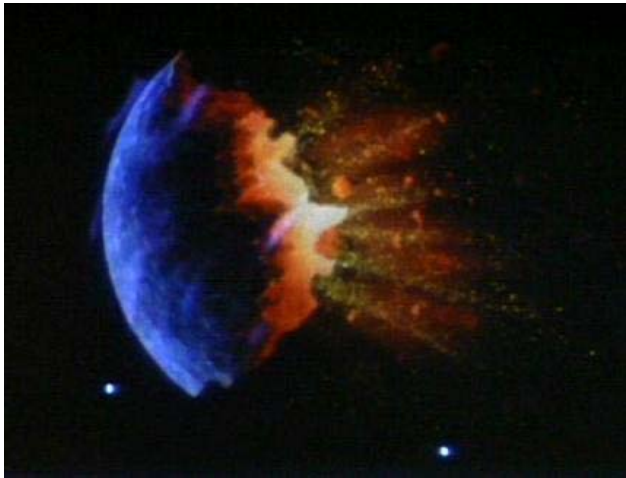
Kirk was first court-martialed in 2260 when he was framed for the murder of a fellow officer. The deception was eventually discovered and Kirk was cleared of all charges. This time, however, Kirk's guilt was obvious. He deliberately violated orders, stole a starship (his former command, *Enterprise*), accessed a restricted part of space, was responsible for the destruction of the starship he had stolen, engaged in unauthorized combat with a covert Klingon team, and so on. Kirk and his followers were forced to seek asylum on Vulcan under the protection of Ambassador Sarek, an old ally, rather than face charges of mutiny and sedition. Kirk's conscience eventually got the better of him, though. It was fortunate for him that his decision to return to Earth coincided with the Whalesong Crisis.

Kirk used his legendary ingenuity to once again save Earth, after which mitigating circumstances were at play in his case. All charges were dropped by Starfleet on the orders of Federation President Roth against the mutineers, save for a single charge against Admiral Kirk for disobeying a superior officer. Kirk was busted all the way back to captain, which guaranteed he would never achieve flag rank again. Kirk's punishment turned out to be a blessing in disguise, however. As a captain he could once again command a starship, which as President Roth quickly pointed out was a job for which his talents were best suited.

According to reports Captain Kirk has been given command of the *Yorktown*, a sister ship of the *Enterprise* and rebuilt in much the same fashion. It has been rechristened as a new *Enterprise* (with the registry of NCC-1701-A) in honor of Kirk's original command. Kirk and the new *Enterprise* left Spacedock today on what will be the ship's maiden voyage under its new name. We can but hope that Captain Kirk and his new starship will continue to protect and serve the Federation as has been the case for so many years.

KLINGONS DOOMED TO EXTINCTION

FEDERATION NEWSFLASH – 18 JUNE 2291



Welcome to *Federation Newsflash*, I'm Sanjiin Ghobhattai. Our story at the top of this hour concerns the powerful shockwave that ripped across Federation space days ago from the Treaty Zone. Collected reports from a number of independent ship captains seem to indicate a powerful, planet-sized explosion within the heart of the Klingon home systems. For the effects of such an explosion we go to our *Newsflash* military expert, retired Starfleet commodore Nash Grantham. Commodore Grantham was a guest earlier today on *Starfleet Matters* and had this to say on the explosion:

All of these independent reports say the same thing: they had one *hell* of an explosion in the heart of the Klingon Empire. Something on the order of a large moon or small planet. The results of something *that* big on the infrastructure of the Klingon home systems would be catastrophic. You could wipe out the entire population of several worlds, knock starships and space stations out of the sky, disrupt the orbital paths of moons and asteroids with something that big – and that's just for starters.

Commodore Grantham had this to say about its cause:

The only thing I could think of that could cause this kind of devastation on this scale would be a planet or large moon blowing up. My guess is that it was probably either Praxis or Nchut. Both are large moons that have extensive subsurface mines, where they tap molten magma straight out from beneath the mantle. If something went wrong at enough of those mines, it could have caused a chain reaction that would have torn them apart in no time. Those poor bastards probably didn't even have time to evacuate before the thing went off.

STARFLEET CONSPIRACY

UNMASKED

UFP INFONET – 18 AUGUST 2291



Captain James T. Kirk has cleared his name in the murder of the late Klingon Chancellor Gorkon. In the process, he has also uncovered a Starfleet conspiracy to provoke an all-out war with the Klingon Empire. The conspiracy reached into the highest levels of the Starfleet Admiralty, with Chief of Staff Admiral Lemuel Cartwright and Colonel of the Starfleet Marine Corps Anthony West both implicated. Also included in the conspiracy were General Chang, his counterpart in the Klingon Empire; and Romulan Ambassador Nanclus.

Kirk, who had been framed for Gorkon's murder, broke out of the Klingon maximum security penal colony at Ruta Penthe with the help of his crew aboard the starship *Enterprise*. First Officer Spock had uncovered enough of the conspiracy in Kirk's absence to justify violating Klingon space to rescue him. They rushed back to Khitomer in an attempt to prevent the assassination of Federation President Ra-ghoratreii. This event, which was under the personal supervision of Colonel West, would have incited the "General War" that the conspirators so desperately sought to provoke. General Chang and his allies wanted no part of a political settlement that would have brought about peace, whereas Ambassador Nanclus and the Romulans were quite content to stand aside, let the Federation and Klingons annihilate each other, then move in with their own fleet and pick up the pieces. Kirk's attempt to save the President's life was countered by Chang, who intercepted the *Enterprise* with a cloaked Bird-of-Prey. Chang was ultimately unsuccessful thanks to the timely arrival of Captain Hikaru Sulu and the starship *Excelsior*. Sulu, Kirk's former helmsman, managed to distract Chang long enough for First Officer Spock to devise a means to detect Chang's ship. Both Kirk and Sulu then opened fire on Chang, destroying him and his ship. They arrived at the Camp Khitomer conference just in time to prevent Colonel West from assassinating both the President and the new Klingon Chancellor, Gorkon's daughter Azetbur. West was killed while trying to escape while Captain Sulu arrested Admiral Cartwright on charges of high treason.

KIRK DIES SAVING NEW *ENTERPRISE*

UNS NEWS WIRE – 5 JANUARY 2027

Flags are flying at half-mast today on a thousand worlds as the United Federation of Planets mourns the death of its greatest living hero. Captain James Tiberius Kirk, former Chief of Starfleet Operations, three-time commander of the original starship *Enterprise* and the first for her rebuilt successor *Enterprise-A*, gave his life earlier today to save the crew of the new starship *Enterprise-B* from the energy vortices of the Nexus. Captain Kirk, who had recently retired from Starfleet service, had been a special guest aboard the *Enterprise-B* during its maiden voyage. Kirk was apparently killed when an energy bolt from Nexus breached the hull where he was standing while assisting the ship's crew in their rescue efforts. His body was never recovered.



The late Captain Kirk is a Starfleet legend. Born 26 March 2229 on Terra in the United Americas farming community of Riverside, Iowa, Kirk was encouraged in his dream of reaching the stars by his father George Kirk, a Starfleet security specialist. His father's subsequent death in the line of duty prompted him to follow his father's footsteps and also enter the service. Ironically, Kirk's appointment to the San Francisco campus of Starfleet Academy was sponsored by Robert April, the first captain of the starship *Enterprise*. Kirk's legend was founded during his Academy days, when he became the only midshipman of his generation (and of all prior generations) to beat the Academy's infamous "no-win scenario" training simulation. Both Kirk and his classmates graduated early in 2249 due to the needs of the Four Years War with the Klingon Empire. He was present as a junior officer on special duty during the signing of the Treaty of Axanar, which ended the war, and for it he received the Palm Leaf of the Axanar Peace Mission. It was but one of many awards and commendations Kirk would receive during his long and storied carrier, being at his death the most decorated officer in Starfleet history.

By 2259 Kirk had already risen to the rank of commander and was serving as executive officer of the destroyer *Alexander*. He received a promotion to captain and his first command posting just in time for his 30th birthday. This made James T. Kirk the youngest captain in Starfleet history. His new assignment was the starship *Enterprise*, succeeding the recently promoted Fleet Captain Christopher Pike. As legendary as Captain Pike's back-to-back five-year missions had been, they would pale in comparison to the first tour of duty of his young successor. Captain Kirk's five-year mission would include some of the most important events in Federation history of recent times: the re-emergence of the Romulans, the unmasking of Kodos the

Executioner, the Four Days War and the pacification of the Klingons by the Organian Peace Treaty, the first deliberate instance of time travel by a starship, the discovery of the Shore Leave Planet, the solution to the neural parasite plague, the admission of Coridan to the Federation, the first use of Medusans as starship navigators, multiple visits to parallel and alternate realities, the saving of the entire population of the Pallas XIV star system, the end of Orion neutrality, hundreds of new worlds and star systems charted, and hundreds more new species and forms of life encountered. The events mentioned only skim the surface of Kirk's first five-year mission aboard the *Enterprise*, and whole volumes have been dedicated to his exploits and those of his loyal crew.

Kirk accepted a promotion to rear admiral and posting as Starfleet Chief of Operations in 2265 following the end of his first five-year mission. His rapid rise to flag rank was also the fastest in Starfleet history. Kirk would later come to regret his decision, though, despite a rewarding job and marriage to fellow officer Lori Ciana. Kirk's marriage would end in failure within a year. Just over two years later the Vejur Crisis occurred and Kirk used it to regain command of the newly rebuilt *Enterprise*. Once back on board a starship he quickly regained his status as Starfleet's greatest living starship commander since Garth of Izar. His exploits during his second five-year mission were just as impressive as had been the first, and he was rewarded with a promotion to full admiral in 2272. That same year the Kzinti Incursion broke out, and Admiral Kirk was placed in charge of the Starfleet task force that ultimately brought the Kzinti to heel. Kirk voluntarily stepped down a second time as commander of the *Enterprise* in 2283 to accept the position of Director of Personnel at the San Francisco campus of Starfleet Academy, the same from which he graduated in 2249. The following year took on the additional task of special instructor in starship combat tactics at the prestigious Starfleet Academy Command School, even convincing the Admiralty to "loan" him his former command *Enterprise* as a training vessel.

Kirk was court-martialed twice in his career. The first time was in 2260 when he was framed for the death of a fellow officer. The officer in question turned out to be very much alive and the one behind the affair, and all charges were subsequently dropped. The second, however, was more serious. In 2287 while on a training cruise, the *Enterprise* was attacked without provocation by the starship *Reliant*, which had been hijacked by an old foe of Kirk's seeking revenge. Kirk's tactical wizardry saved the day; however, the *Enterprise* was heavily damaged during a series of running battles and Captain Spock, the ship's commander, was mortally wounded. Kirk authorized a full funeral with honors for Captain Spock but was later shocked to learn from Spock's father Ambassador Sarek, upon returning to Spacedock, that Spock might not be dead in the traditional sense. Acting on behalf of his best friend, with whom he had served ever since his first tour of duty aboard the *Enterprise*, Kirk violated orders and returned to the scene of battle to retrieve Spock's body, stealing the *Enterprise* with the help of a small group of loyal officers to enable his mission. The

Enterprise was subsequently destroyed by a Klingon ship prowling the area. Kirk and his party survived only by tricking the Klingons into beaming them aboard and then capturing their ship. Having recovered Spock, who was in fact still alive, they immediately sought asylum on Vulcan so Spock would have time to recover from his ordeal. Kirk's eventual decision to leave Vulcan and face the certain court-martial that awaited him happened to coincide with the Whalesong Crisis. As his ship was in the area affected by the whale probe, Kirk again used his ingenuity along with the resourcefulness of his followers to successfully resolve the situation. In gratitude the Federation President ordered all charges of mutiny and sedition against Admiral Kirk and his followers dropped, save for a single charge against Kirk for disobeying a superior officer. Kirk was demoted all the way back to the rank of captain and given command of a new *Enterprise*, where according to the President he belonged. Thus Kirk would forever be denied another chance at flag rank.

Captain Kirk served his fourth and final five-year mission aboard the new *Enterprise*, which was in truth starship *Yorktown* renamed in honor of Kirk's former starship. His greatest accomplishment during this period would be thwarting a secret Starfleet conspiracy to prevent the Khitomer Accords in 2291, thus bringing about the first true peace with the Klingon Empire that the Federation has ever known. By this time Captain Kirk was 68 years old and beginning to feel his age. He accepted early retirement from Starfleet "in order to pursue new horizons" with other retiring members of his former command staff, as he told reporters. He was lured out of retirement two years later as special guest of honor during the commissioning ceremony and shakedown cruise of the new *Enterprise-B*. It was during this cruise that James Tiberius Kirk gave his life in the line of duty so that others could live.

Captain Kirk is survived by a nephew, Peter Kirk, who also serves with Starfleet. A memorial service is being planned on Terra by friends of the family in Kirk's birthplace of Riverside, Iowa, where a monument will be erected to his memory.



The *Cheetah* class fast frigate prototype. Although it never entered service, data gleaned from the *Cheetah* program would be instrumental in the development of the *Constellation* class star cruiser, currently scheduled to enter service in 2297.



The Excelsior class *Enterprise* (NCC-1701-B) in orbit above Earth.



U.S.S. Decatur (NCC-2500) heads for early retirement



U.S.S. Star League (NCC-2101) embarks on its first five-year mission exploring beyond the edges of known space


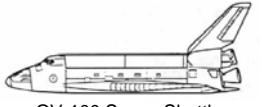

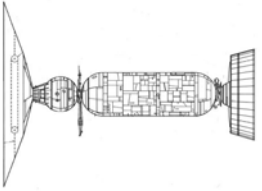
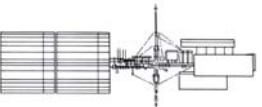
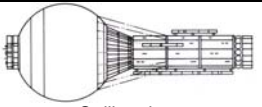
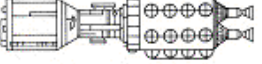
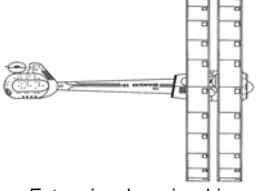


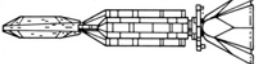


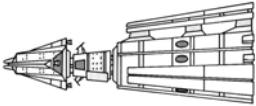




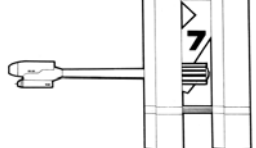
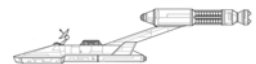



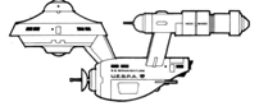


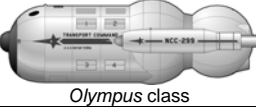

“Captain's log, stardate 9529.1. This is the final cruise of the starship *Enterprise* under my command. This ship and her history will shortly become the care of another crew. To them and their posterity will we commit our future. They will continue the voyages we have begun and journey to all the undiscovered countries, boldly going where no man, where no one, has gone before.”


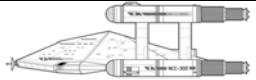

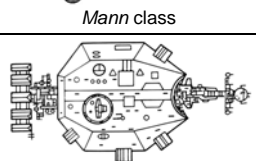





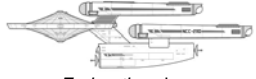
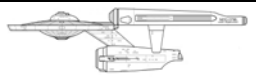
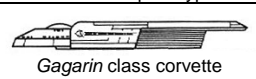


- Captain James T. Kirk (2291)

KEY HISTORICAL STARSHIPS

1957-2295 – TERRAN PERSPECTIVE

VISUAL	DATE	LENGTH	MASS (DWT)	CREW	PROPULSION	MAX SPEED	KEY FACTS TO REMEMBER
 Apollo (with Saturn V launch vehicle)	1968	110.8 m	3,400	3	chemical rocket	0.13c	First manned vehicle to leave Terran orbit and deliver crew to an off-world location (Luna)
 OV-100 Space Shuttle	1980	37.2 m	68	7	chemical rocket	335 km/hr	First reusable Terran spacecraft
 DY-100 (production model)	1990	108 m	27,200	20	fusion drive	0.2c	First manned interplanetary commercial Terran spacecraft
 Marilee (typical Bussard ramjet colonization ship)	2010	760 m	162,500	20 (+200 in deep cryo-sleep)	Bussard ramjet	0.13c (est)	Early Terran interplanetary colonizer; had to be accelerated to 0.06c by fusion drive before ramjet could be used; deliberately crashed on Perry's Planet after all crew and colonists disembarked; wreckage used to build colony
 Aventeur class	2018	125 m	28,100	109	fusion drive	0.2c	First Terran long-range interplanetary exploration spacecraft
 Galileo class	2028	300 m	48,400 (full load)	98	fusion drive	0.3c	One of the most popular and long-lived Terran transports of its era
 Companion class	2033	156 m	65,000	20	fusion drive	0.5c	First UESF warship class
 Enterprise class ringship	2038	300 m	52,700	100	impulse drive	0.4c	First successful, purpose-built Terran starship (manned interstellar spacecraft)
 Columbus class	2040	120 m	8,600	40	spiked antimatter	0.75c	First Terran starship class to reach another inhabited planet; first with spiked antimatter engines
 DY-X	2057	167 m	23,000	94	CDP "jump drive"	0.65c (+12sec warp 1.2 jumps)	Best all-around UESF starship of the Earth-Kzin Wars; first Terran starship designed for faster-than-light travel
 UES Bonaventure (Cochrane class, as built)	2060	206 m	19,400	45	first-generation warp drive	warp 2	First production Terran starship to maintain a cruising velocity in excess of the speed of light; first starship fitted with Cochrane warp drive

VISUAL	DATE	LENGTH	MASS (DWT)	CREW	PROPULSION	MAX SPEED	KEY FACTS TO REMEMBER
 Verne class	2064	235.9 m	25,000	112	first-generation warp drive	warp 2.5	First Terran starship to reach a non-human inhabited world; first starship with three warp engines
 Keldysh class	2064	97 m	16,500	80	first-generation warp drive	warp 2.1	First Terran explorer class starship; first Terran vessel to encounter the Galactic Barrier; first starship jointly designed by cultures from different worlds (Terra and Alpha Centauri IV)
 Conestoga class	2069	197.2 m	23,800	25 (+200)	first-generation warp drive	warp 2.0	First Terran colonizer equipped with warp drive
 Messier class	2078	258 m	27,700	183	first-generation warp drive	warp 2.9	First Terran starship with non-human crew members; oldest UESF warship class to serve in the Romulan War
 Roanoke class	2105	76.2 (unladen)	19,400 (unladen)	20	first-generation warp drive	warp 2.2	First of the Class J cargo ships
 Prometheus class ringship	2105	320 m	57,500	115	toridal warp drive	warp 3.2	Last major Terran ringship class produced prior to the Romulan War
 Wright class	2139	168 m	48,500	125	first-generation warp drive	warp 3.0	First warship class of the Federation Star Fleet; design inspired by Centaurean <i>Djartanna</i> class destroyer; considered one of the influences on the Jeffries/Joseph design lineage due to its dual splayed warp engine arrangement
 Cavalry class	2141	130 m	14,900	80	first-generation warp drive	warp 3.1	Second warship class of the Federation Star Fleet; direct ancestor of the Class I destroyer and scout designs
 Horizon class	2146	280 m	38,500	224	first-generation warp drive	warp 3.25	First exploratory starship class of the Federation Star Fleet
 Armstrong class	2146	207 m	38,000	175	Cochrane PB-1	warp 3.6	First joint Terran-Centaurean-Andorian starship; direct ancestor of the <i>Loknar</i> class frigate (NOTE: takes place of NX-Program <i>Enterprise</i> in Prime One timeline)
 Jeffries Project prototype	2155	50 m	8,750	14	first-generation warp drive	warp 3.8	Direct ancestor of the <i>Baton Rouge</i> and <i>Constitution</i> class starships
 Marshall class	2157	225 m	22,700	157	Warp drive	warp 3.8	First starship class fitted with force field screens; best known Federation Star Fleet class from the Romulan war
 Daedalus class	2158	114.5 m	27,500	120	Cochrane PB-2 "Quantum"	warp 3.9	First starship class built using data gleaned from the Jeffries Project
 Olympus class	2158	182.2 m	411,300	806	warp drive	warp 3.5	Typical CS-series starship (aka "cylinder ship") from the Romulan War era; the largest Federation starship in terms of mass tonnage produced during this era
 Bonaventure rebuild	2165	198 m	115,000	190	Cochrane PB-6 "Quantum II"	warp 3.9	First time an existing starship was broken down and rewoven into a new type of vessel; first full-blown Federation starship to employ a disc-like primary hull

VISUAL	DATE	LENGTH	MASS (DWT)	CREW	PROPULSION	MAX SPEED	KEY FACTS TO REMEMBER
 <i>Texas class</i>	2175	189.9 m	112,000	140	Cochrane PB-8 "Quantum III"	warp 3.6	Last production Federation starship fitted with ablative armor; longest-serving starship class as of this date (110 years)
 <i>Tritium class</i>	2188	202 m	476,000	250	Cochrane PB-8 "Quantum III" (modified)	warp 3.6	Most expensive failure in Federation starship history
 <i>Mann class</i>	2192	185 m	54,000	294	Vickers J27-A	warp 4.5	First Federation starship to break the Warp 4 barrier for sustained FTL cruising speeds; first with 1:1 matter/antimatter mix ratio for its warp engines; first fitted with dual purpose deflector/sensor grid on hull
 <i>Illustrious class</i>	2198	1200 m	1,989,000	600	multiple Cochrane PB-10E "Klepton"	warp 3.5	First (and still largest) shuttlecarrier in Federation history
 <i>Baton Rouge class</i>	2205	245 m	92,500	344	Kloratis VX-28 "Pegasys"	warp 5.2	First major Federation warship build program since the end of the Romulan War; first starship class with a true disc-shaped primary hull; first starship class built using modular component construction techniques; first starship class fitted with transporter technology and duotronic computer systems; lead starship class of its generation
 <i>Anton class</i>	2210	185 m	146,500	290	Kloratis VX-28 "Pegasys"	warp 4.8	First Federation starship with "modular hull;" direct ancestor of the <i>Surya</i> , <i>Coventry</i> , <i>Miranda</i> , and <i>Avenger</i> classes
 <i>Constitution class</i>	2222	290 m	190,000	430	Cochrane PB-18 "Perth"	warp 8	First starship class of the Class I program; most famous and recognizable starship class in Federation history
 <i>Santee class</i>	2246	290 m	185,000	345	Cochrane PB-32 "Titiac"	warp 8	First purpose-built Federation shuttlecarrier; direct ancestor of <i>Coventry</i> , <i>Oriskany</i> , <i>Jenshahan</i> , <i>Chosin</i> , and <i>Youngblood</i> classes
 <i>Federation class</i>	2255	320 m	285,000	500	Cochrane PB-47 "Titiac II"	warp 10	First stable tri-nacelled starship design in Federation history; first starship with a warp-capable primary hull after emergency separation; most powerful Federation warship of its time
 <i>Endeavour prototype</i>	2260	279.5 m	175,000	430	Leeding (Cochrane) LN-40	warp 10	One of the first Federation linear warp technology testbeds (along with the scout <i>Monoceros</i> and the tug <i>Kepler</i>)
 <i>Gagarin class corvette</i>	2266	120 m	22,500	24	Kloratis (Cochrane) FWB	warp 7.6	First multimission auxiliary starship class, with many variations developed for a variety of purposes from the base <i>Gagarin</i> design
 <i>Enterprise class</i>	2267	304.8 m	210,000	500	Leeding (Cochrane) LN-62	warp 12	First in-service starship conversion of the linear warp generation; lead ship for the linear warp upgrade and building programs of the 2270s and 2280s
 <i>Avenger (uprated Miranda)</i>	2275	234.0	180,000	395	Leeding (Cochrane) LN-62	warp 12	Linear warp upgrade of earlier <i>Miranda</i> class (an <i>Anton</i> descendant); first starship class fitted with megaphaser cannon; only starship class in service to rival <i>Constitution/Enterprise</i> in terms of mission capability and design flexibility
 <i>Excelsior class</i>	2288	511.3	386,500	780	Leeding (Cochrane) FTWA-1	warp 20	Testbed for (unsuccessful) transwarp program; first Federation "superheavy" starship class, lead ship of its generation of starship designs

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AUTHOR'S COMMENTS:

Here we are, folks: end of the line. It's been a long time coming, and there were times I thought I might not ever see it through, but here we are. Thanks for hanging in for the ride.

I came up with the Starfleet Reorganization Order of 2295 as way of tying together several divergent events in both canon and fanon works, all of which point the way towards the "explorer" class starships of *TNG/DS9/Voyager*. How best to explain this? History has a tendency to repeat itself. Just as the Federation forced Starfleet to reduce its forces after the Romulan War, so I see them doing after the signing of the Khitomer Accords and the end of hostilities with the Klingon Empire. I don't believe they wouldn't have made them scale back as much, though, due to the resurgence of the new Romulan Space Navy (and its first generation of original Hawk-series designs, courtesy of SFB/SFC). I know I'm stepping out on a limb, but I think a modest scaling-back was intended, with new starships of the *Excelsior* generation gradually replacing those of the Class I era. The monkey wrench that destroyed all of these plans was Admiral Cartwright and Colonel West's conspiracy to provoke a General War. That's right, I'm deliberately using the *Starfleet Battles* term. IMHO, the SFB/SFC universe (and maybe that of FASA) is how things might have ended up had that General War come about at whatever point in the timeline you want to pick. That's obviously what Cartwright, West, General Chang (the Klingon faction), Ambassador Nalcus (the Romulan faction), and everyone else involved wanted. Once the various political investigations exposed just how deep the conspiracy ran and to what extent the conspirators were willing to go to cause that General War, then the Federation Council would have acted to make sure that such a thing never happened again. Hence the demilitarization of Starfleet, something that is alluded to several times in *TNG*. Starfleet's posture changes from a military force back to an exploration force, just as it was meant to be in the early days of the Federation. This helps explain why the so-called "Lost Years" or "Lost Era" between *The Undiscovered Country* and *The Next Generation* is just that. Starfleet is almost completely transformed over the next six decades from a well-armed military force to a well-armed exploration force. What's the difference? One of perception and operating philosophy, as I'm sure any Federation Councillor will tell you.

The Starfleet Reorganization Order of 2295 is also the best I could come up with where most of my canon and fanon sources could have their cake and eat it, too. The date was deliberately chosen for two reasons. First, most of the "good" *TREK*

TOS/TAS era tech fanon works end c.2290, shortly before the events depicted in *The Undiscovered Country*. Material within those few that go beyond suggests that such an order was actually issued, although it is nowhere documented. Second, I wanted to allow sufficient time for the various political investigations into the assassination attempt on the Federation President at Khitomer to run their course. There are obvious parallels to this in our own time and obvious parallels to the Starfleet Reorganization Order of 2295 as well. Take for example the failed effort of the Canadians to integrate their armed forces into a single organization. I'm sure you readers can think up of many more. The fallacy of the Starfleet Reorganization Order of 2295 will eventually be proven wrong decades later during the Dominion War. As they did during its "difficult days" of the late 22nd century, the more militant within Starfleet will always be looking for ways to return Starfleet to its "real" military calling (*TNG*'s "The Pegasus," for example). Those events are beyond the scope of this document and will not be covered here.

The "Colonel of the Corps" business is my way of resolving the issue of Colonel West's appearance (Rene Auberjonis) in the full print of *Star Trek VI: The Undiscovered Country*. It is based on the two-pronged approach used by Memory Alpha in describing his situation. First, as the commander-in-chief of the Starfleet Marines, he would hold the full (or franked) rank of general, which is equivalent to an admiral and explains why he wears an admiral's pin on his Starfleet uniform. He would wear the same if he were wearing a Marine uniform, which we never see (and might not even exist per "official" sources). Second, I've taken their suggestion of using the British concept of "colonel" and expanded it to cover the whole of the Starfleet Marine Corps. Instead of having a Marine Corps Commandant as does the 21st century United States, the 23rd century Starfleet has a "Colonel of the Corps." It's a purely honorary title but one that would be used on a regular basis; hence his being addressed as "Colonel West" instead of "General West." Maybe the old *colonel-general* idea from the Napoleonic era (and earlier) would be a better approach, but that seems too archaic a route for most folks to follow. Anyway, I've talked to several current Marines about this idea and they're comfortable with it, so I'm going to run with it for as long as my fellow fans let me.

If you've ever seen Marines do an insertion-extraction operation from low-flying C-130 transport craft, then you know how impressive a sight it is. Now imagine a *Miranda* class starship screaming through the atmosphere of a planet with full forward shields and doing the same thing, drop-kicking antigrav-equipped pallets of heavy equipment and other ground combat gear out of its dual hangar bays for Marines "on the ground" while at the

same time letting loose with several phaser and photon torpedo salvos to knock down any resistance. Yeah, I can see you Starfleet Marine fans drooling at the thought. ^ _ ^

I realize a lot of fans of the Gunther/Sofia school of *TREK* tech (and possibly they themselves) are going to be mad at me for discounting the *Enterprise* (II) class from *Ships of the Starfleet* and going with the Great Bird's semi-official explanation of how the "*Enterprise-A*" came to be. I'll be frank with you. I'm going by what's on screen. *Ships of the Starfleet* was published before *Star Trek VI: The Undiscovered Country* was released. At the end of that film, which is supposed to take place in 2293 per the Graham/Mandel timeline, Captain Kirk receives orders for the "new" *Enterprise* to be retired from service. This presumably takes place despite Captain Kirk's last little "spin around the block" per the end of the movie and official sources. This implies that the "new" *Enterprise* cannot be a new starship; otherwise she would have had a lot more life left in her. Now you know part of the reason behind my rationale for Starfleet's Extended Service Life Program (ESLP). *Yorktown*, which was the name of the "new" *Enterprise* as originally commissioned (per the Great Bird), entered service in 2228 (date corrected), five years after the original *Enterprise* in 2223. She retired as the "new" *Enterprise* in 2293. This would have made her 65 years old – just 10 years short of the projected maximum 75-year life lifespan for an original Class I Program starship given two ESLP overhauls, which *Yorktown* had per fandom tech documents. Such a long life for a starship is supported by the later *TREK* shows, both *TNG* and *DS9* in particular, where we see century-old *Miranda* class cruisers still in active service. The renaming of the older, refitted *Yorktown* as the "new" *Enterprise* thus fits with what's depicted on-screen in both TOS and all six *TREK* feature films. I think the Great Bird was right on this one, making it one of the few times he was right in his later, more scurrilous years.

With regards to the decommissioning of the *Enterprise* after *Star Trek IV*, I flatly reject the supposition of a certain novel that Kirk and company later "borrowed" the ship and subsequently destroyed it in another battle with the Klingons. There is no on-screen evidence for such an event ever taking place. It was my understanding when *TNG* first aired, as it was with many of my fellow fans at the time, that the old "*Constitution* class starship" Captain Picard mentioned he'd seen in "Relics" was the *Enterprise-A* herself, preserved as part of a museum fleet due to her historic importance. I'll admit that this was never said on-screen, just something you felt while watching this remarkable episode. Nevertheless, I know a lot of you won't agree with me, just as some of you were quick to point out the supposed "error" of my original statement back in Volume 10 (per *ST II*) that James T. Kirk was the only person ever to beat the *Kobayashi Maru* training simulation. That came directly from on-screen dialogue, by the way. So, for the sake of those of you who *must* swear by your *TREK* novels, I'm only mentioning the *Enterprise-A* was decommissioned and leave it at that. Now you'll be able to interpret her ultimate fate however you want.

The reason I list the *Belknap* and *Ascension* classes as getting axed in 2295 is to explain their telling absence during the Dominion War of the 24th century (*DS9*). I suppose one could make the case that they were pulled from reserves and operated on the periphery somewhere, but there's no record of it on-screen. (Of course there isn't, because both are fandom designs – ed.) I suspect, like Timo, that the *Ascensions* got scrapped shortly after 2295 to pacify the Klingons. So where did the *Belknaps* end up during the Dominion War? I dunno. Maybe they got sent to less hostile areas in order to free up better starships for the Federation war fleet, or perhaps they had already been scrapped by then. I'll pass on that question and let Todd and Aridas tackle it instead -- provided they ever release revised versions of their excellent fandom *TREK* tech works updated with 24th century info. - _ ^

I deliberately upped the hull numbers for the *Midway* class shuttlecarriers, since the ones floating around the Internet (and presumably from *SFC II:EM*) duplicated those of the *Ariel* and *Fredrikstad* classes.

Nowhere in any of the various *TREK* materials is a specific date given for the Camp Khitomer conference. Dixon's research into the stardates seems to indicate a date of mid-August 2291. I arbitrarily picked the day of the assassination attempt on the Federation President as 14 August. It's a nod towards the title of the *TREK* movie from which this event comes. The movie's sub-title is *The Undiscovered Country*. 14 August was the birthday of Virginia Dare, the first child born in the New World at the lost English colony of Roanoke.

Well, as the saying goes, it's been nice and it's been grand but I've had all that I can stand. It's time for me to bring the *Federation Spaceflight Chronology* to its final end. Will there be revised versions, with corrections and possible additions? Most likely. Is the long-delayed Romulan supplement ever going to be released. Certainly, once I get the details worked out. Will there be any additional *FSC* volumes to cover the *TNG*, *DS9*, and *Voyager* eras and their respective alien "powers?" No. My first love is with what they nowadays call "classic *TREK*." I have no desire to extend the *FSC* beyond the sixth and last of the "classic *TREK*" feature films. That I leave to you.

Perhaps others of you might want to take on the challenge of a *TNG*-era starship chronology in your own works, following the trail that has been already blazed for you. Perhaps you would prefer to take the *FSC* and elaborate on it in specific areas, or more detailed "classic *TREK*" tech on your favorite starship classes. Perhaps some of you would like to rewrite the *FSC* and adapt it to the "canon" *TREK* timeline (Prime Two), seeking the path that others have done in works that came long before mine. Perhaps reading the *FSC* will inspire you to create your own future cities, alien vistas, planetscapes, starships, drawings, or 3D models like those of the many, many, MANY artists with whose work has graced all volumes of the *FSC*.

There are so many possibilities. The one thing I've tried to do above all else with the *FSC*, even above my effort to hammer the old Graham/Mandel timeline back into shape, is to inspire you with the possibilities that old-school "classic *TREK*" still has to offer. Hopefully I've fanned that spark of creativity within you in a way that hasn't been done before. What you do with it from here on is up to you.

Be seeing you

- Richard E. Mandel

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