SHIPS OF THE STAR FLEET

Volume Five: Star Fleet Facilities

One hundred and ninetieth year of issue

2377-2378

The standard reference guide to the vessels of the Star Fleet

Ships of the Star Fleet

ONE HUNDRED AND NINETIETH EDITION

By Admiral Chris Wallace

Star Fleet Operations / Star Fleet Advanced Starship Design Bureau

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CONTENTS

PREFACE

This one hundred and ninetieth edition of *Ships of the Star Fleet* continues the tradition of this publication in providing the most comprehensive data on the ships of the line of Star Fleet. This information has been organized to make it easy for the reader to locate the data desired. The individual vessel listings (which appear in chart form) display a ship's current navigational contract code number, the date the ship's keel was laid, the date the vessel was launched from dock to begin acceptance trials, and the date that ship was commissioned into the Star Fleet. Terran local calendar dates have been used for all entries, regardless of the shipyard's location. The illustrations accompanying most starship sections show the side, fore, aft, bottom, and top views of each starship. In addition, the Starship Development Project Logo (where known) for each class is on the first page of each entry. We have also included a picture of the ship in service.

As it has been since the 150th issue, *Ships of the Star Fleet* is broken up into six separate sections. The first three installments deal with the vessels that make up the Star Fleet: Volume One covering Cruisers, Volume Two covering Patrol Combatants (dreadnoughts, frigates, and destroyers), and Volume Three finishing up with Scouts and Escorts. The next two installments deal with the Star Fleet itself. Volume Four will provide coverage on Star Fleet organization, including TacFleet, the Rapid Deployment Force, and the Star Fleet Reserve Force. Volume Five showcases Star Fleet facilities such as starbases, spacedocks, shipyards, and repair facilities. And finally, Volume Six covers the specialized ground-combat forces of the Star Fleet, including the Star Fleet Marine Corps and the groups that make up the Star Fleet Special Operations Command. All of these are of major importance to the effectiveness of the Star Fleet.

The publishers of the 190th edition of *Ships of the Star Fleet* are indebted to the members of Team Kempo and Team Neko for their assistance in both the compilation of data and layout duties. The publishers also wish to thank Admiral Alex Rosenzweig of the Department of Technical Services for providing needed technical information. Commodore David Pipgras of the Office of Graphic Design lent his talents to the logos seen herein, while other members of this illustrious Office rendered the beautiful views of the ships themselves. And a final thank you to the members of the Star Fleet Press Corp who took the beautiful pictures of the ships seen within.

The publication schedule for *Ships of the Star Fleet* is as follows:

Volume One	-	January
Volume Two	-	February
Volume Three	-	March
Volume Four	-	April
Volume Five	-	May
Volume Six	-	June

Compilation of data for the 191st edition (2378-9) has already begun, and comments or additional data are welcome. Information or material should be directed to the Starfleet Spacecraft Design Advisory Commission, Publications Group, Utopia Planitia Spacedock, Mars.

Admiral Chris Wallace
Chief of Star Fleet Operations
March 2377

SHIPS OF THE STAR FLEET

INTRODUCTION

The Star Fleet is more than glitzy starships. Though powerful and beautiful, they would be little more than static models without the network of starbases, space stations, and shore facilities that support them. From the massive *Ournal (II)* class orbiting spacedocks housing a quarter-million inhabitants to the tiny two-man subspace relay stations scattered about the Federation, all serve a vital role.

During the hostilities with the Dominion and their allies, Star Fleet facilities of all types played a variety of roles, including staging areas for Fleet actions, defensive structures, supply depots, repair and fabrication facilities, communications and intelligence gathering amongst others.

Star Fleet facilities were prime targets during the War, and Star Fleet took great efforts to ensure their safety. While smaller outposts and a number of automated communications relay stations were lost, no starbase or major shore facility was lost, though Star Fleet Command took heavy damage in a suicide strike by the Breen in the latter part of the War.

The charter of the Star Fleet has always been to defend and explore the Federation. Unlike starships, starbases and other facilities are, by their nature, "multi-mission". No starship, even the vaunted *Galaxy* and *Sovereign* classes, can perform the variety of roles of a starbase, nor can it switch amongst its roles so quickly.

In the early days of the Federation, starbases were large ground-based facilities with small orbital dockyards for the repair and replenishment of vessels. As the Federation expanded, smaller orbital facilities, like the R-1 series, were developed to provide support where needed.

The first major stride in starbase technology was in 2245 when it was decided to replace the constellation of orbital skeletal dockyards over San Francisco with a dedicated and integrated facility. The Star Fleet Corps of Engineers and the Orbital Structures Unit of the Star Fleet Spacecraft Design Advisory Commission put their heads together and came up with one of the most astounding achievements of the 23rd century – Spacedock. Completed in 2275, to this day it remains one of the most popular tourist spots on Terra. Due to its massive internal volume, Spacedock soon became one of the prime building centers in the Federation. An additional eight Spacedocks were built in orbit around the other major shipbuilding planets in the Federation.

When the *Galaxy* class Starship Development Project went official in 2343, the Utopia Planitia Yards where the ships would be built lacked the orbital dockyard facilities to construct such a massive vessel. Original plans were to use the giant skeletal dockyards like those found on Earth Station McKinley. However, such facilities would not allow the office and computer space needed by the Engineering and Design Teams working on the vessel. Therefore, it was decided to take the Spacedock in orbit around Terra and scale it up by a factor of two. This would allow a number of *Galaxy* class ships to be built simultaneously inside, with full protection from solar radiation events as well as almost unlimited office and support space. It was quickly decided that most of the connecting structure between the upper docks and the matter / anti-matter power supply would not be needed, dramatically lowering the cost and construction time. The facility was finished in 2350, just in time for the start of construction on U.S.S. *Galaxy*.

With the massive expansion of the Federation Treaty Zone, and active missions to begin mapping it, it was necessary for a new generation of starbases to provide way stations for starships, as

well as facilities for the administration and defense of these territories. It was decided that the traditional process of constructing individual starbases on the surface or in orbit around planets would not be a viable option, due both to cost and timescale. Two general Starbase structures were commissioned, each designed for a special purpose.

The original scaled-up Spacedock became the first of these two planned starbase types. It was decided that only one in ten of the new starbases would use this design, due to the costs involved. They would be spread more or less equidistant throughout the Federation, and would be used for vessel uprating and major repairs. Starbase 74 in orbit around Tarsas III was the first of these stations, and there are now an additional nine in service. The second series of starbases would use the old R1 station, updated to modern systems. Cheap and quick to produce, dozens are now in service, including Starbase 375, one of the most important bases during the Dominion War.

For now, Star Fleet is concentrating on rebuilding the Fleet itself, which suffered serious losses during the conflict. Facilities construction already funded will be completed, but no new construction is expected until 2385 at the earliest.

STATE OF THE FLEET

It has been a little over a year since the defeat of the Dominion and their Breen and Cardassian Allies. Though the Federation Alliance proved victorious, the cost was staggering with Starfleet suffering almost two thousand ships and over a million men lost.

The charter of the Star Fleet has always been to defend and explore the Federation. Whilst the ideal is a balance of offensive, defensive, and exploratory capabilities, political and budgetary realities often make this ideal an impossible one to achieve. The Star Fleet has only so large a ship budget, and since the 2340's has pushed for the design and construction of "multi-mission" starship platforms that could perform all three roles, to various degrees. With the Federation-Klingon Alliance and the "disappearance" of the Romulans from everyday affairs, ships like the *New Orleans* class were developed more as explorers than combat vessels. When war broke out between the Federation and the Cardassian Union in 2355, the *New Orleans* class were unable to serve in combat missions due to their lack of photon torpedo launchers. While this problem was quickly rectified, the months that these vessels spent away from the fighting placed heavy demands on the *Ambassador* and *Steamrunner* class ships. Star Fleet learned from the Cardassian War, and by the mid-2360's the new *Akira* and *Norway* classes had entered service, greatly enhancing the force-projection capabilities of the Fleet.

The destruction of the *Galaxy* class cruiser U.S.S. *Odyssey* (CKE 71832) by Jem'Hadar forces in the Gamma Quadrant spurred the Federation into a war footing. Upon assuming the position of Chief of Fleet Operations in 2373, Rear Admiral Chris Wallace embarked on a program to increase the size and strength of TacFleet, primarily by increasing production of *Akira* and *Intrepid* class starships, as well as rushing the final three *Galaxy (II)* class starships into production and beginning full-scale construction of the *Sovereign* class. He also fought hard for additional funding to modernize and re-equip the Star Fleet for extended combat operations.

The Federation entered the war with close to 3,500 Class One starships. At the signing of the Armistice, that number had fallen to below 1,800. In addition, the loss of Command-level officers and the experience they carried have been extremely damaging to the Fleet. Now-Admiral Wallace began the rebuilding of the Star Fleet. Plans call for the force to be up to 2100 ships by 2380 and 2500 ships by 2385. These new ships will need trained crews to man them, so a parallel program to enhance and expand Starfleet Academy has also been implemented, as well as accelerated training for Lieutenant Commanders and Commanders who have shown exceptional ability to advance them to Captain rank and starship command postings.

Currently, the Star Fleet is concentrating on the rapid introduction of vessels of the *Intrepid* and *Norway* classes to augment the Fleet, as both can be produced quickly and inexpensively. Construction of the larger *Sovereign* class has been increased from the current one to two per year (with those vessels already under construction continuing their accelerated build and fitting-out schedules). *Akira* class construction will remain at current levels for the time being, as sufficient numbers exist to meet slated patrol duties.

Construction of large explorers has been curtailed in favor of dedicating resources to the *Intrepid* and *Norway*. Construction funds for five additional *Nottingham* class vessels have been placed on hold, pending a thorough review of both the class and large explorers in general. As for the *Galaxy* class, the *Galaxy* (CKE 70637) is being uprated to *Galaxy (II)* specs during her extensive repair layover and is scheduled to return to Fleet service in six-to-nine months. Both *Challenger* and *Venture* are in need of a new warp-core installation after damage involved in

the Battle for Earth, and both will probably also undergo conversion to *Galaxy (II)* specifications as it is an all-around superior platform.

While Explorer construction is being curtailed, scout and escort construction will continue to be strong. The *Aquila* class of scouts has been approved, with six hulls being funded. The *Defiant* class, with seven ships currently in service, will also probably see additional units acquired.

For the moment, the older *Miranda* and *Soyuz* class ships will continue their tours of duty. However, losses in the Dominion War for these vessels was extensive, and designs for a replacement class of ships are currently being drawn up by the Starfleet Spacecraft Design Advisory Commission.

The current goals for the Star Fleet, then, are an increase from the current 1800 Class One starships in 2377 to 2100 vessels in 2380 and 2500 in 2385. While this represents a net reduction of 1000 ships from the 2375 levels entering the War, the net reduction to TacFleet will only be 250 and they will have far more of the latest and most advanced models at their disposal.

ACHIEVING A 2500-SHIP FLEET

The planned 2500-ship fleet is shown in the last column of Table 1-1. These numbers may be influenced by many factors. The deactivation of older, front-line vessels ahead of schedule (especially *Excelsior* and *Miranda*); the cancellation or cutback of some construction programs; and a changing in the "direction" of the Fleet's primary mission profile in the coming eight-year period are all possible occurrences that could affect Star Fleet's ability to maintain a "2500-ship" fleet.

TABLE 1-1. STAR FLEET STRENGTH (January 2378)

	2375	2376	2377	2380	2385
Active Ships	3384	1865	1954	2200	2500
TacFleet Ships	2046	1073	1112	1500	1750
Active Ships					
Cruisers					
CH	312	239	247	284	317
CS	00	00	00	00	00
CG	85	39	43	90	125
CD	00	00	00	00	00
CKE	09	10	10	11	11
CE	61	48	50	63	77
CA	151	91	95	115	155
CL	57	30	31	34	40
CP	21	03	03	10	20
Frigates					
FH	47	24	25	30	35
FR	240	110	110	120	140
FF					
Destroyers					
DH	115	115	115	115	115
DD	100	107	107	116	126
Scouts					
SS	45	38	38	38	38
ST	340	190	195	232	262
Patrol Combatants					
DN	10	09	09	09	09
CO	05	05	04	04	05
PKA/PA	110	75	85	100	125
Shuttlecarriers	01	01	01	01	01
Space Control Ships	02	02	02	02	02
Fleet Auxiliaries					
Transports	78	49	54	97	113
Transport/Tugs	375	281	304	328	357
Tenders	150	117	120	138	162
Combat Support	150	81	81	93	110

CRUISERS

The cruiser remains the focal point of the new Fleet strategy and shipbuilding program. A total of 267 vessels of this type are currently listed as active on the Vessel Registry: the 2 ships of the *Sovereign* class; the surviving 2 *Galaxy* class explorers and their 7 *Galaxy (II)* class sisters; 83 *Akira* class; 8 *Intrepid* class; 24 *Nebula* Class; 122 *Excelsior* Class; and 19 *Ambassador* Class.

The final three *Galaxy (II)* class cruisers are expected to be completed and enter full service in 2378-9. Though they served during the war, they had not yet been fitted out.

Star Fleet has approved construction of a new class of large exploratory cruisers, known as the *Nottingham* class. Designed to slot in below the *Galaxy / Galaxy (II)* class in size and overall mission capabilities, they do carry the latest technology. However, with the general success of the *Sovereign* class, and the unsureity of the need for such massive explorers, funding for only two of the five requested vessels has been authorized.

The two active vessels of the *Sovereign* class proved their worth during the war, and will shortly be joined by four sisterships. An additional ten vessels of this class have been approved, with construction moving to two a year.

The *Intrepid* class will quickly become the backbone of the new fleet, as they are quick and inexpensive to produce, and offer excellent multi-mission capabilities. Currently forty vessels are planned, at the rate of five a year. This class proved to be a popular and valuable diplomatic courier during the war, and one of the new builds, U.S.S. *Jaguar* (CE 74750), is being modified to become the template for a possible new series of Diplomatic Cruisers when she goes active in early 2380. It is hoped this will prove a more cost-effective platform then the single *Bradbury* class diplomatic cruiser.

The *Prometheus* class deep-space tactical cruiser, while proving to be a powerful design, is feared to be too expensive and complicated to build in large numbers and only the prototype is currently in service.

FRIGATES

Though ships of the *New Orleans* and *Norway* classes continue to serve well, it has been decided to begin preliminary work on a future replacement rather than restarting the production lines.

The Sullivans class of tactical frigate now stands at ten vessels. The two each of the earlier Mk. I and Mk. II spec are expected to be modified during general layover to the Mk. III spec of the last six.

DESTROYERS

No new destroyer-type construction is planned for the foreseeable future. The twenty planned *Alaric* class heavy destroyers will serve as supplement to the earlier *Steamrunner* and *Freedom* classes. None of these vessels have a very effective scientific capability and additional expenditures are not being considered at this time.

SCOUTS

The only new scoutship currently under active production is the *Aquila* class, six of which have been authorized to replace the six century-old *Cygnus* class of scouts. Most of the exploration fleet consists of older ships, but due to the narrowness of their mission parameters, they are still more than capable of fulfilling their intended role.

A handful of *Yeager* class scouts were built during the war from components of *Intrepid* and other classes, but their "Frankenstein" nature has proven to be of rather dubious value and all are planned for immediate retirement.

The *Oberth* class currently make up the bulk of the scout fleet, with the swift *Cheyenne*'s being used on deep-range mapping missions for later follow-up by *Sovereign*, *Galaxy*, and *Intrepid* class vessels. The twelve vessels of the *Nova* class will help supplement the *Oberth*'s in this role.

TABLE 1-2. STAR FLEET SHIPBUILDING PROGRAM

Number/ Type		2380	2381	2382	2383	2384	2385
CKE 71875	Large Exploratory Cruiser/ *Galaxy (II)* Class	01	00	00	00	00	00
CKE 78505	Large Exploratory Cruiser/*Nottingham* class	01	01	01	00	00	00
CH 75000	Heavy Cruiser/*Sovereign* class	02	02	02	02	02	02
CL 61825	Light Cruiser/*Nebula* class	02	02	03	04	05	05
CE 74655	Cruiser/*Intrepid* class	05	05	05	05	10	10
CG 63380	Battlecruiser/*Akira* class	10	10	10	10	10	10
DN 73280	Dreadnought/*Entente* class	01	00	00	00	00	00
ES 74205	Escort/*Defiant* class	05	05	05	10	10	10
SS 77340	Scout/*Cygnus (III)* class	05	05	05	05	05	05
TR 64500	Transport/*MacPherson* class	10	10	10	10	10	10

PATROL COMBATANTS

Two of the four vessels of the *Entente* class dreadnought have completed their outfitting and are now on patrol duties. At this time, there are no plans for any additional dreadnought construction, nor is Star Fleet actively looking at any new designs.
The new *Defiant* class of escort is currently entering full production with a final build rate of five per year expected around 2380. At this time funding for twenty of these vessels has been approved, though that number is expected to at least double, if not triple, in the years ahead as these ships look to be an excellent value.

SHUTTLECARRIERS

At this time, no additional vessels of the *Courageous* class have been built and funding for the second through fourth vessels has been formally cancelled before construction could begin. As for *Courageous* herself, she is expected to remain close to Romulan space for the time being.

SPACE CONTROL SHIPS

Mistrusted and misunderstood since their inception in 2285, the Space Control ship's future remains with the three vessels of the *Griffon* class, which performed great service during the Dominion War. However, Star Fleet has yet to convince the Federation Council to fund additional vessels. Perhaps their heavy role in the rebuilding process might change this but, at this time, it is expected that these three ships will remain the limit.

COMMAND SHIPS

The large Fleet actions against the Dominion reinforced the need for Star Fleet to begin consideration of building more Command Cruisers. Though three vessels of the *Sovereign*-based *Whitehall* class have been constructed, they are far too expensive for additional production. A proposal has been drafted for a command ship based on the *Intrepid* class cruiser. It is currently under review by the ASDB and SSDAC.

FLEET AUXILLIARY VESSELS

With the massive movement of supplies, materials, and personnel needed to begin the task of rebuilding the Federation, a large number of auxiliary ships have been authorized for construction. The *MacPherson* class will be more than doubled in size from the current forty ships to one hundred. In addition, the remaining vessels of the old *Doppler* and *Dollond* classes have been recalled from mothballs and pressed into service on the closer runs, where there slower speeds are not as much an issue.

SHIP CLASSIFICATIONS

Star Fleet ships and small craft are classified by type and by sequence within that type. The list of classifications (by approval of the Federation Commissioner for Star Fleet) is issued periodically, updating a system begun in 2208. Star Fleet's current list, based on a format developed in 2290, seeks to offer the most comprehensive definition of the types and missions undertaken by the ships of the Star Fleet.

The following classifications are contained on the current list.

Class One Vessels

Cruisers

CH	Heavy Cruiser
CS	Strike Cruiser
CG	Battlecruiser
CD	Through-Deck Cruiser
CKE	Large Exploratory Cruiser
CE	Exploratory Cruiser
CA	Cruiser
CL	Light Cruiser
CT	Tactical Cruiser
CP	Patrol Cruiser

Frigates

FH	Heavy Frigate
FR	Frigate
FF	Fast Frigate
FS	Small Frigate
FT	Strategic Frigate

Destroyers

DH	Heavy Destroyer
DD	Destroyer
DF	Fast Destroyer
DS	Super Destroyer

Scouts

SS	Superscout
ST	Scout

Patrol Combatants

DN	Dreadnought
DNF	Dreadnought-Frigate
BB	Battleship
CKV	Large Carrier
CVS	Strike Carrier
CV	Carrier
PKA	Large Perimeter Action Ship
PA	Perimeter Action Ship
ET	Escort
CV	Corvette
FT	Fighter-Interceptor

Specialized

CO	Command Ship
SC	Shuttlecarrier
SO	Space Control Ship

Class One Auxilliaries

Support Ships

TR	Transport
TT	Transport-Tug
TE	Tender
TU	Tug
SP	Combat Support Ship
SM	Medical Ship
CR	Courier
RB	Runabout

SHIPYARDS

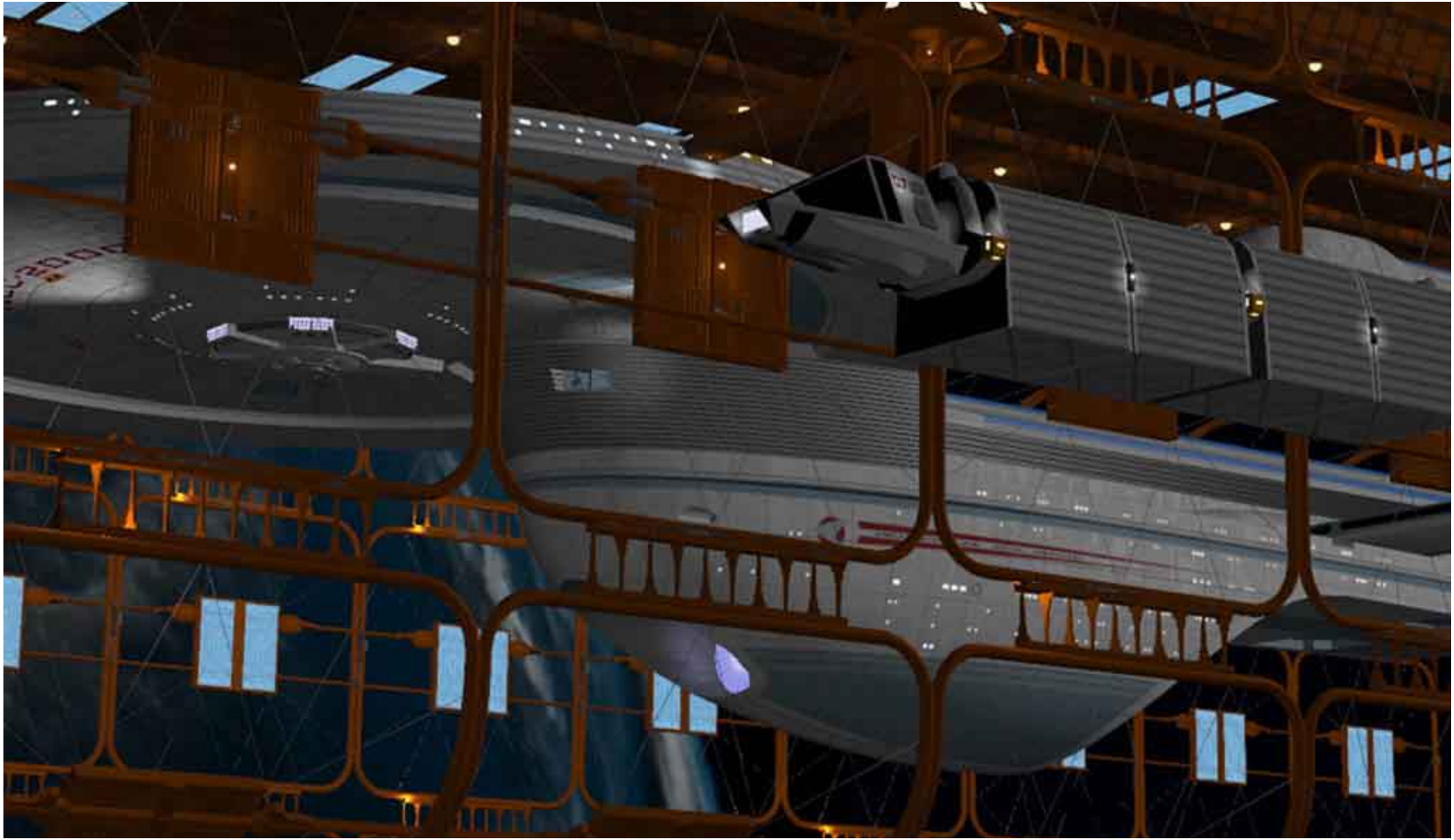
UTOPIA PLANITIA FLEET YARDS

MARS • SOL SYSTEM

SAN FRANCISCO FLEET YARDS

TERRA • SOL SYSTEM


NCC-2893



DOCKYARDS

SPACEDOCK

OURNAL CLASS SPACEDOCK

SAN FRANCISCO • TERRA • SOL SYSTEM

Officially known as the "Star Fleet Repair and Service Facility: Sol III", since the first two tritanium girders were gamma-welded together, it has been known simply as "Spacedock". When it became operational in 2274, it was one of the largest artificial satellites ever placed in orbit.

***Class*:** Spacedock was conceived in the 2250's to serve as both a more elaborate docking facility then the free-standing single-ship dockworks and also as an orbital command center for not only the San Francisco Yards, but all starship construction facilities along the Pacific Hemisphere. In addition, Star Fleet Command moved command of the 7th Fleet to Spacedock and the extremely powerful communications relays were located at the top of the facility.

While most starship construction continues to take place in the free-standing facilities, final outfitting and testing / shakedown / PSA trials are completed from Spacedock. The extensive support facilities that this structure supplies make such jobs far more efficient.

***Classification*:** Spacedock is classified as a starbase, as she combines the administrative and orbital dockyard facilities of one. She was the first starbase not to use the word in her title, but now "starbase" is reserved for Star Fleet-specific facilities.

***Design*:** Built to provide orbital construction and docking facilities far more elaborate than the skeletal-structures formerly used, it also offers administrative offices, apartments, cargo handling and storage, specialized lab and manufacturing facilities, and just about anything else.

The upper hangar spans almost four kilometers in diameter and can hold every ship class in current and projected Federation service. The upper dockyards are the exclusive realm of Starfleet, with commercial traffic using the facilities in the lower docking bell, accessed through four doors on the underside. Much of this lower space is set aside for cargo transit and storage and includes customs and freight-handling facilities. The topmost level of the facility is given over to powerful communication towers capable of handling the entire communications volume of the sector. The Command Center and senior administrative offices are also located here.

Spacedock has a normal resident operational staff approaching 50,000. The station is also home to some 100,000 resident dependents from Terra and other systems. The daily transient population can reach upwards of 20,000.

***Engineering*:** At the time of her construction, the FMAPG-X1 Matter/Anti-Matter Reaction Control Assembly was the most powerful in existence. Capable of powering a small city, it provides the power necessary to run the station and all her systems. Orbital positioning is provided by a massive FIPG-X1 impulse drive system.

***Tactical*:** Due to its location around Earth, Spacedock is extremely well-armed. Tactical weapons include fifty high output (Type X+) phaser arrays assigned ten to a quadrant along with twenty Mk 90 photon torpedo launchers (five per quadrant). The FDSG-X1 shield system can withstand attacks by elements up to the Task Force level.

***Builders*:** The facility was built by specialized teams from the Star Fleet Corps of Engineers with experience in large-scale orbital structures. Prime Contractor was Genom Construction, who specialized in massive constructs.

***Development and Construction History*:** Construction began in 2263 and the outer frame was completed in 2268 with interior outfitting continuing until 2274 when the facility went online. Updates to her computer and tactical systems have been ongoing and the main doors were widened in 2315 to allow *Ambassador* class, and again in 2355 for *Galaxy* class, starships to use the facility.

Current Specifications for *Spacedock*:

Displacement	200,000,000 mt	
Overall Length	4700 m	
Overall Diameter	3800 m	
Propulsion:	One FMAPG-X1 energized-energized antimatter power generation unit	
	(System Contractor: General Electric Industrial Power Systems, Earth)	
	Two FIPG-X1 subatomic unified energy impulse units	
	(System Contractor: Kloratis Drives, Tellar)	
Complement:	50,000	Resident Operational Staff
	4,500	Non-Resident Staff
	100,000	Resident Dependents
	20,000	Transient Population (Daily)
Embarked Craft:	25	*Danube* Class Runabout
	100	Type 6 Personnel Shuttle
	100	Type 7 Personnel Shuttle
	400	Type 9A Cargo Shuttle
	500	Type 16 Shuttlepod
Computers:	M-15 Isolinear III with LCARS	
	(System Contractor: Daystrom Computer Systems, Luna)	
Phasers:	50 Type X+ Collimated Phaser Array	
	(System Contractor: HiBeam Energies, Earth)	
Missiles:	20 Mk 90 Photon Torpedo Launchers	
	(System Contractor: Loraxial, Andor)	
Defense:	FDSG-X1 Primary Force Field	
	(System Contractor: Sylvanesti Shields, Alkara XV)	
Life Support:	NAG2 Modular Gravity Unit	
	(System Contractor: New Amsterdam Gravitics, New Amsterdam, Alpha III)	
	AL3 Life Support System	
	(System Contractor: A'Alakon Landiss, Divallax, Andor)	

EARTH STATION MCKINLEY

TYPE III ORBITAL DOCKYARD
TERRA • SOL SYSTEM

Earth Station McKinley and her sister Type III facilities are the dominant modern drydock facility, though the older Type I and Type II drydocks remain commonplace. *Earth Station McKinley* herself is primarily used for refurbishment and repair of starships, and not actual construction.

***Class*:** These facilities comprise a central hub attached to five long articulated "arms". A starship is placed beneath the hub, allowing the arms to wrap around it. Where the older drydock designs have no habitation area of their own, the hub of *McKinley Station* has considerable space for a permanent work staff. This allows it to operate independently of outside support for as long as the construction materials last, a great advantage over most drydocks.

***Classification*:** *McKinley Station* and similar units in use at other Federation shipyards are all classified as drydocks.

***Design*:** *McKinley Station* was designed to produce almost any size ship, from the *Sabre* class to the *Galaxy*. Her articulating arms allow the facility to expand or shrink as needed to meet the starship size. This gave it a distinct advantage over earlier designs, which were built to fit a specific "range" of starship sizes.

***Engineering*:** *McKinley Station* is equipped with a small matter-antimatter generation unit to provide power to the facility and construction teams and equipment.

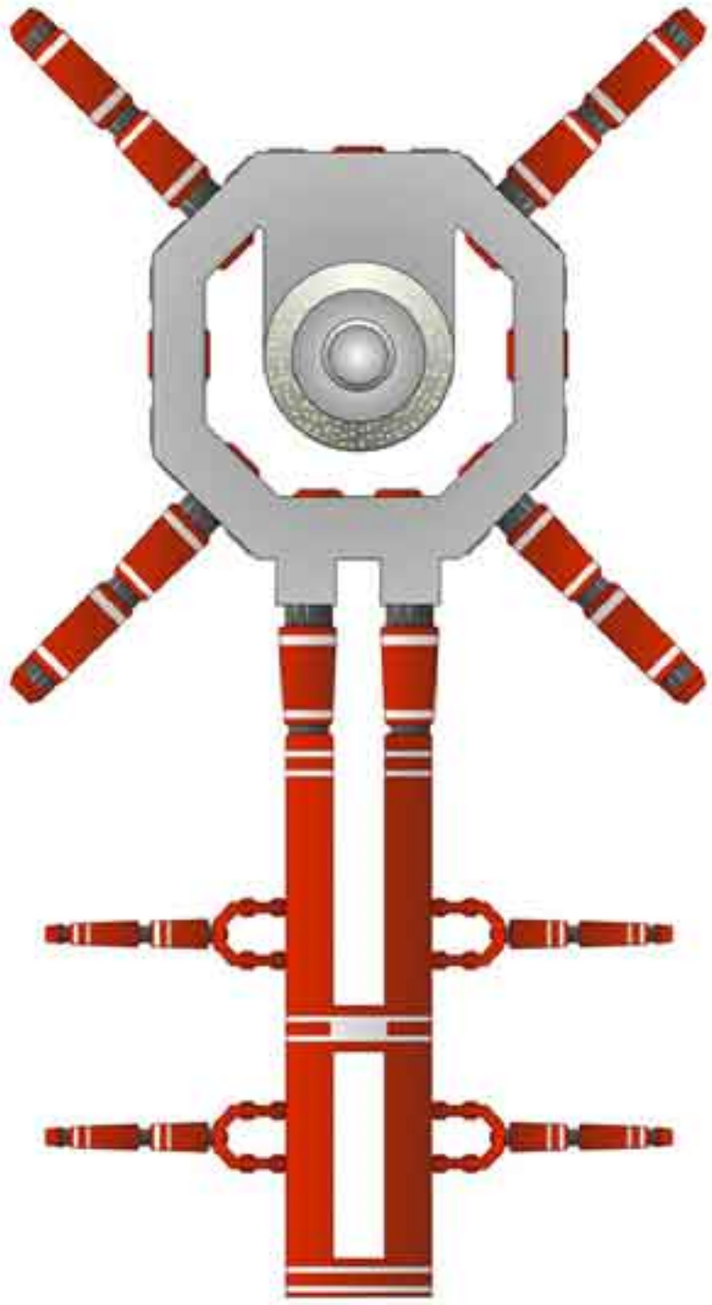
***Tactical*:** *McKinley Station* is unarmed. Basic meteorite shields are installed to protect the facility and workers from orbital debris.

***Builders*:** The Star Fleet Corps of Engineers constructed the facility.

***Development and Construction History*:** *Earth Station McKinley* became operational in 2355.

Current Specifications for *Earth Station McKinley*:

Displacement	1,000,000 mt	
Overall Length	900 m (maximum)	
Overall Beam	500 m (maximum)	
Overall Draft	160 m (maximum)	
Propulsion:	One FMAPG-5 energized-energized antimatter power generation unit	
	(System Contractor: General Electric Industrial Power Systems, Earth)	
	One FIPG-5 subatomic unified energy impulse unit	
	(System Contractor: Kloratis Drives, Tellar)	
Complement:	150	Resident Operational Staff
	1000	Non-Resident Staff
	20	Resident Dependents
	2000	Transient Population (Daily)
Embarked Craft:	5	Type 16 Shuttlepod
Computers:	M-14 Isolinear II	
	(System Contractor: Daystrom Computer Systems, Luna)	
Phasers:	None	
Missiles:	None	
Defense:	WCRC Type 40 Meteorite Shield	
	(System Contractor: WCRC Industries, Seattle, Earth)	
Life Support:	NAG2 Modular Gravity Unit	
	(System Contractor: New Amsterdam Gravitics, New Amsterdam, Alpha III)	
	AL3 Life Support System	
	(System Contractor: A'Alakon Landiss, Divallax, Andor)	



SPECIALIZED

MIDAS ARRAY
DEEP SPACE COMMUNICATIONS RELAY

The Mutara InterDimensionAl deep-Space (MIDAS) transponder array is designed to allow Starfleet to communicate with Starships across very long ranges, i.e. those operating well beyond Federation borders on deep space assignments. The array has most famously been used by the Pathfinder project to contact the USS *Voyager*; the array was used to fire a sixty-terawatt tachyon beam at a class-B itinerant pulsar, generating a microwormhole that allowed communications signals to propagate over distances in excess of thirty thousand light years. This gave Starfleet regular two-way real time communications with the *Voyager* for the first time.

***Class*:** Star Fleet maintains a number of extremely powerful communications relay stations to stay in contact across the ten thousand light-year span of Federation territory. However, communication with vessels operating beyond the edge of Federation space is limited to the range of standard arrays aligned on the border. Most of the arrays Coreward were destroyed during the Dominion War and are in the process of being replaced. In an effort to extend communications farther Rimward and Coreward, as well as to offer better protection, Star Fleet commissioned the design of an extremely powerful array. The array has a "standard" range of ten thousand light years, allowing it to reach any point in the Federation as well as up to three thousand light years Coreward and one thousand Rimward.

***Classification*:** The Midas Array is classified as a deep space communications relay.

***Design*:** The Midas Array follows the design of most deep-space transmitters, however the three primary transmitter/receiver units are extremely large and powerful due to the distances it is expected to operate.

***Engineering*:** The Array is powered by a matter/antimatter reactor with two fusion power generators as backups.

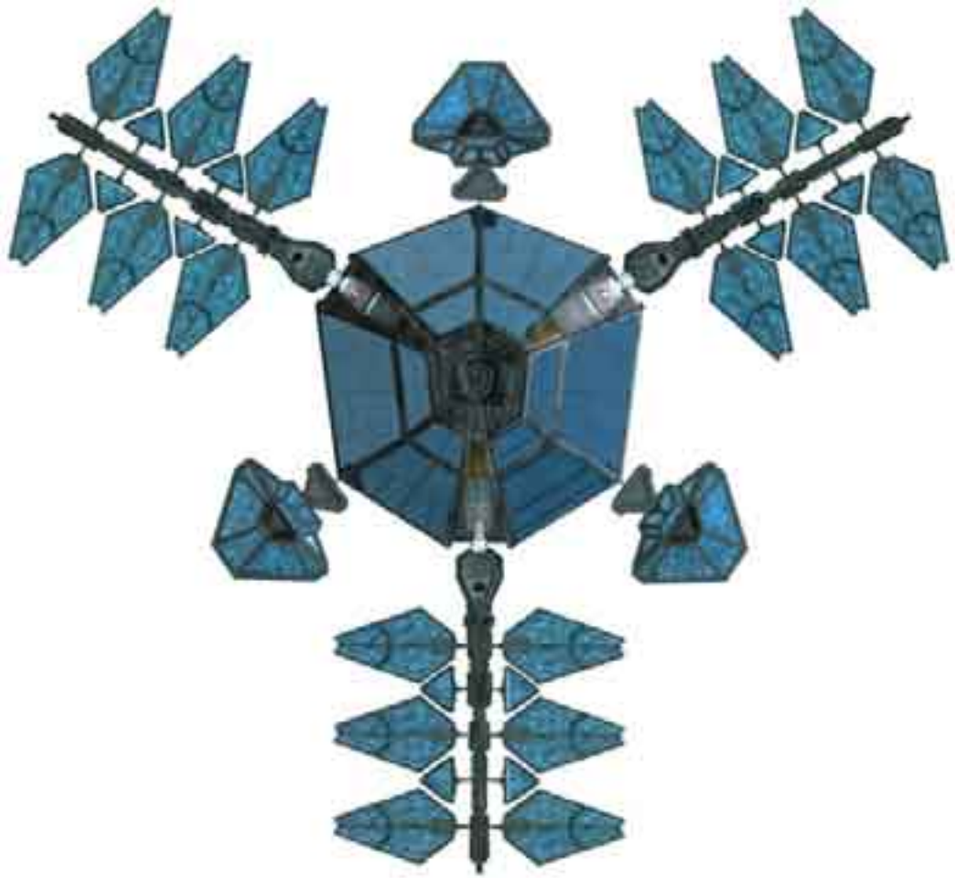
***Tactical*:** The Array is unarmed. Basic meteorite shields are installed to protect the facility and workers from orbital debris.

***Builders*:** The Star Fleet Corps of Engineers constructed the facility.

***Development and Construction History*:** Work on the array began in 2367 and was completed in 2370. The unit underwent testing and calibration for approximately three months before becoming operational.

Current Specifications for the *Midas Array*:

Displacement	5,000,000 mt
Overall Length	1000 m
Overall Beam	1000 m
Overall Draft	50 m
Propulsion:	One FMAPG-3 energized-energized antimatter power generation unit (System Contractor: General Electric Industrial Power Systems, Earth) Two Mk XII Fusion Reactors (System Contractor: General Electric Industrial Power Systems, Earth)
Complement:	None
Embarked Craft:	None
Computers:	M-14 Isolinear II (System Contractor: Daystrom Computer Systems, Luna)
Phasers:	None
Missiles:	None
Defense:	WCRC Type 40 Meteorite Shield (System Contractor: WCRC Industries, Seattle, Earth)
Life Support:	None



ARGUS ARRAY
SUBSPACE TELESCOPE ARRAY

The Argus Array is the largest and most advanced subspace telescope in the Federation. It is officially designated a scientific research platform, but its location three light years from the Cardassian Union and partial funding by Star Fleet Intelligence implies that the unit serves a reconnaissance role, as well.

***Class*:** Since entering service, the array has suffered from a number of failures, leading many to question the basic design. Despite these problems, however, the Argus array has made a number of highly important observations that have increased our understanding of the subspace structure both within and beyond our galaxy considerably. During the Dominion war the array was pressed into service as an intelligence gathering device; its performance in this role is highly classified, but given the capabilities of the array it should be capable of providing detailed information on installations many light years away. Since the end of the war, the array has returned to its original scientific purpose, though Star Fleet maintains a "defensive" presence at the facility.

***Classification*:** The Argus Array is classified as a subspace telescope.

***Design*:** The design of the Argus Array is similar to most subspace telescopes. Each segment in the array is the largest of its kind and the large number of segments result in the phenomenal power of the array.

***Engineering*:** The Array is powered by twenty fusion power generators, four of which are redundant units.

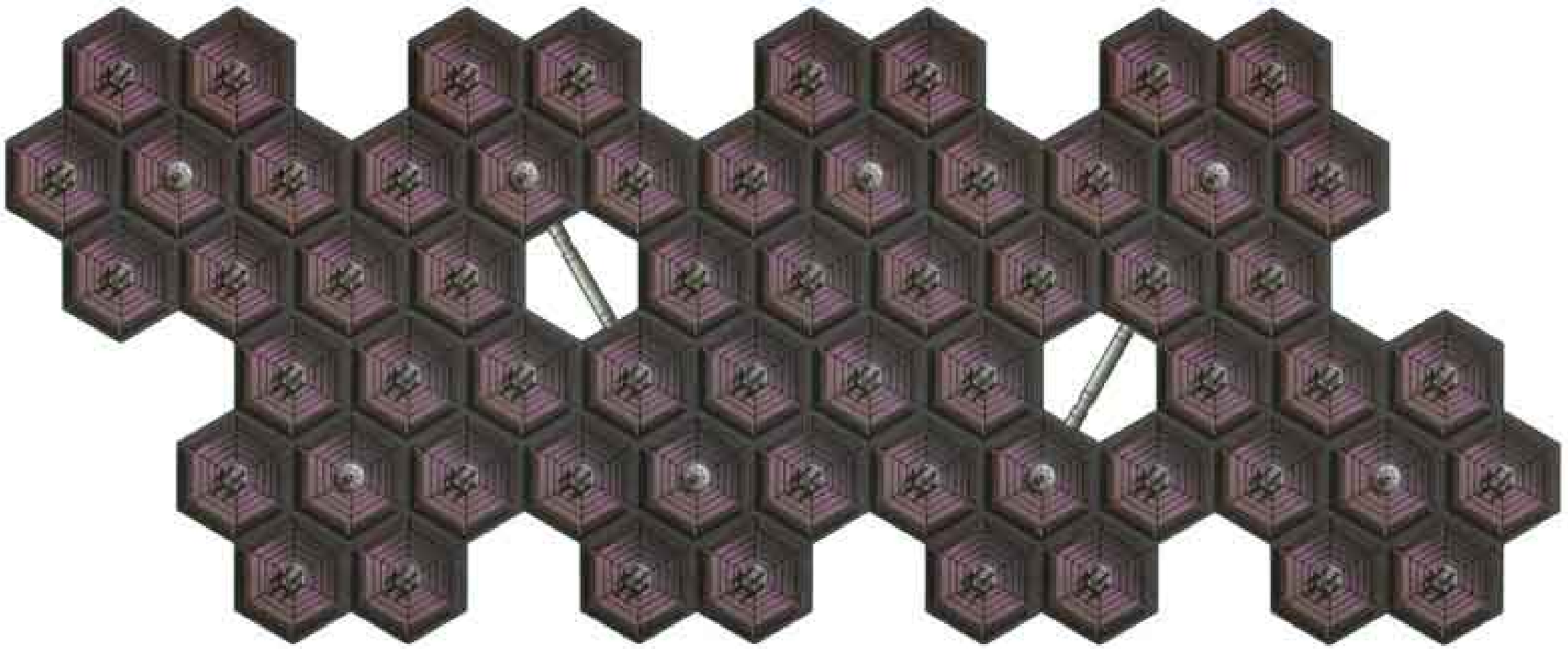
***Tactical*:** The Array is unarmed. Basic meteorite shields are installed to protect the facility and workers from orbital debris. Star Fleet border patrols and onsite units are deemed sufficient to protect the facility from attack.

***Builders*:** The Star Fleet Corps of Engineers constructed the facility, however a number of Star Fleet Intelligence Engineers also assisted in the installation of the M-14 computer core and software.

***Development and Construction History*:** The components of the Array were pre-fabricated and shipped to the location for final assembly. Construction began in 2363 and was completed in 2365. After going on line a number of problems surfaced, mostly related to the subspace focusing mechanisms. These appeared to have been solved by 2366, but in 2367 the array stopped transmitting data altogether. The Enterprise-D investigated and found the cause to be a probe sent by the Cytherians, which affected the reactor systems of the array and threatened to destroy it. However, an engineer from the E-D was granted incredible mental capacity by the Cytherians and was able to prevent this from happening. Since then, the Array has been performing well.

Current Specifications for the *Argus Array*:

Displacement	45,000,000 mt
Overall Length	2400 m
Overall Beam	1600 m
Overall Draft	50 m
Propulsion:	Twenty Mk XII Fusion Reactors (System Contractor: General Electric Industrial Power Systems, Earth)
Complement:	None
Embarked Craft:	None
Computers:	M-14 Isolinear II (System Contractor: Daystrom Computer Systems, Luna)
Phasers:	None
Missiles:	None
Defense:	WCRC Type 40 Meteorite Shield (System Contractor: WCRC Industries, Seattle, Earth)
Life Support:	None



APPENDICES

ABOUT THE PUBLISHING TEAM

Chief Editor and Publisher: Admiral Chris Wallace
The current Chief of Star Fleet Operations, Admiral Wallace also served as the Executive Director of the *Galaxy* and *Galaxy (II)* Class starship development projects and is a former Chairman of the Advanced Starship Design Bureau. He was the Commanding Officer of both the U.S.S. *Bright Star* and U.S.S. *Galaxy*.

Layout Consultant: Sakura Shinguji
Ms. Shinguji serves as the Director of Publications for Panda Press Interstellar.

Project Coordinator: Captain Belldandy Morisato
Captain Morisato has served as the Project Coordinator for most of DTS and ASDB's technical publications. She is the Executive Officer of the U.S.S. *Bright Star*.

Strategic Editor: Commander Natsumi Tsujimoto
Commander Tsujimoto serves as the Tactical Officer aboard the U.S.S. Bright Star and served on the battle planning and management staffs for most of the Dominion War's largest engagements.

Production Editor: Rear Admiral Kurt Roithinger
The former commander of the *Space Station Nexus*, Rear Admiral Roithinger has worked on a number of Star Fleet projects.

Technical Editor: Admiral Alex Rosenzweig
Admiral Rosenzweig is the current Director of the Star Fleet Department of Technical Services, as well as the Director of the Office of Technical Information. He has chaired numerous Star Fleet committees and panels, including the commission that oversaw the loss of the U.S.S. Enterprise at Veridian III.

Engineering Consultant: Lieutenant Commander Skuld
The Chief Engineering Officer of the U.S.S. *Bright Star*, Commander Skuld served on the *Galaxy (II)* Class Starship Development Project and is considered one of the top field engineers in Star Fleet.

Systems Analyst: Rear Admiral Carsten Pedersen
Considered one of the premiere designers at Star Fleet R&D, Admiral Pedersen has lent his talents to most of the starship designs put into production over the past decade.

Naval Liaison: Rear Admiral John Scharmen
Admiral Scharmen serves as the Naval Liaison between Star Fleet Operations and the Star Fleet Spacecraft Design Advisory Commission.

Graphics: Commodore David Pipgras
Commodore Pipgras is the Director of the Region Five Office of Graphic Design.

Historical Liason: Lieutenant General Scott A. Akers
General Akers serves as the Chief Historian of Star Fleet and assisted with the background histories of each class.

Support Staff: Doctor Rick Sternbach
Doctor Sternbach serves on the Advanced Propulsion Unit of the Advanced Starship Design Bureau. He was a senior member of the *Galaxy*, *Sovereign*, *Intrepid*, and *Defiant* Class Starship Development Projects.

Support Staff: Doctor Michael Okuda
Doctor Okuda serves on the Advanced Propulsion Unit of the Advanced Starship Design Bureau. He was a senior member of the *Galaxy*, *Sovereign*, *Intrepid*, and *Defiant* Class Starship Development Projects.

Support Staff: Doctor Graham Kennedy
A senior analyst with the Daystrom Technical Institute, Doctor Kennedy provided technical data for this publication.

Senior Consultant: Dr. Bernd Schneider, PhD.
Dr. Schneider is the Dean of the School of Astronautics at Annapoilis. He is considered an expert of Vulcan and other alien spacecraft and has written numerous articles for PPI.

CREDITS

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DAVID PIPGRAS, RICK STERNBACH and MICHAEL OKUDA

PERSONNEL PLAQUES

CHRIS WALLACE AND KURT ROITHINGER

TEAM KEMPO

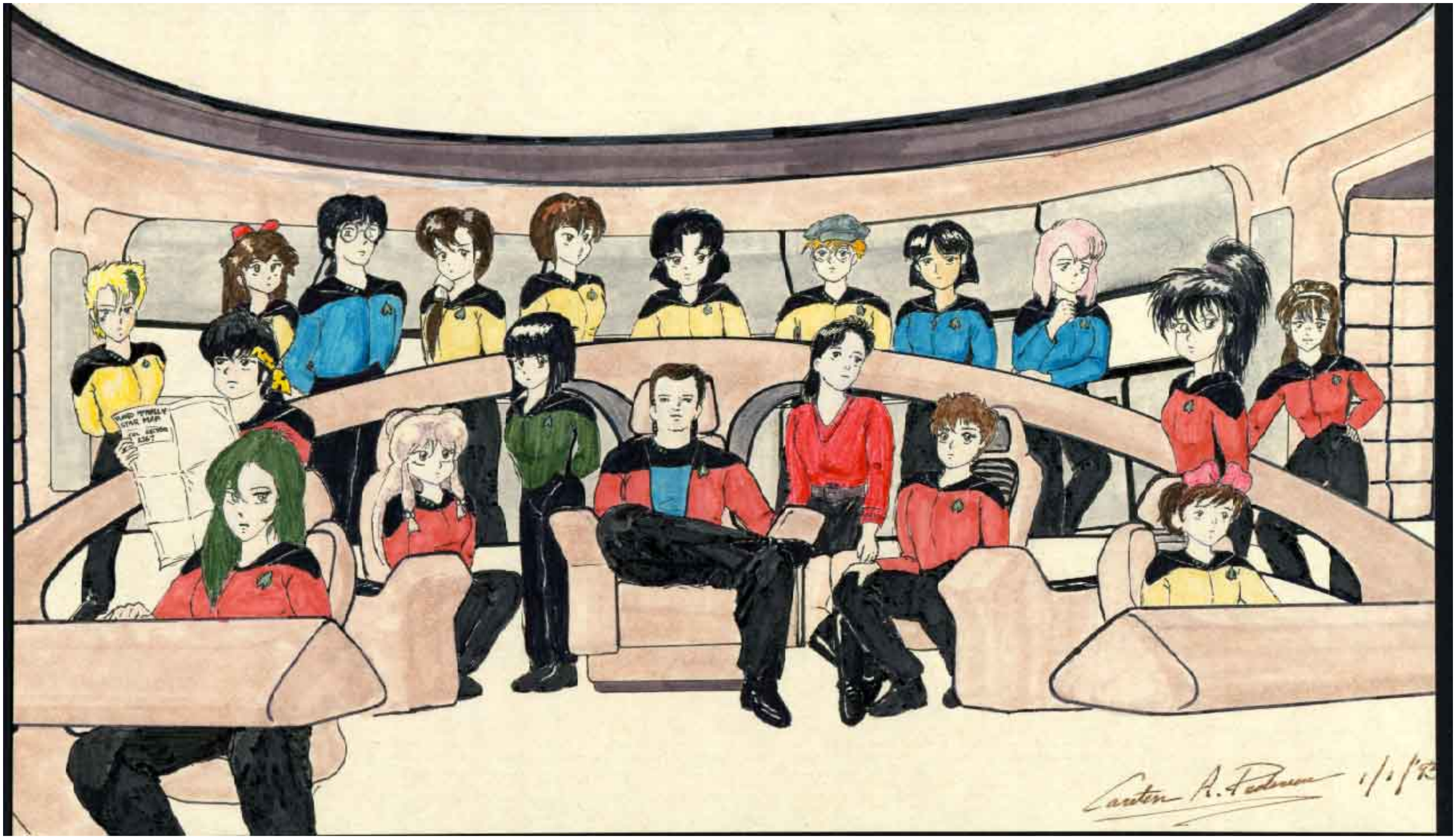
Definition & Conception

Team Kempo is the designation for the Advanced Starship Design Bureau's Research and Development Testing Group, which is assigned to the Utopia Planitia Fleet Yards.

When he was named Chairman of the ASDB, then Rear Admiral Chris Wallace chose the first *Galaxy (II)* Class Large Exploratory Cruiser, the U.S.S. *Bright Star* (CKE 71875) to serve as the Test-Bed Vessel of the ASDB. The *Galaxy (II)* Class was the most advanced starship class in existence at the time, and the sheer size and volume makes it a good platform for testing new propulsion, computer, and tactical systems. In point of fact, the *Galaxy (II) / Bright Star* was the first installation of the LF-41B and LF-46 engines, Type XII phaser, and the M-16 Bio-Neural Gel Pack Isolinear III computer system.

As opposed to using the specialized prototype test crew (Cathedral Unit), the original test crew for the *Bright Star* were selected from various personnel who were chosen for their particular skills and experience aboard *Galaxy* and *Nebula* class starships. This was due to the significant changes that had been incorporated into the *Galaxy (II)* class as well as Admiral Wallace's desire to train an R&D testing crew who would also serve as the ship's Command Crew. It was thus composed of some of Starfleet's best officers in each discipline, and all are considered experts in their respective fields. Of *Bright Star's* original Command Crew, five were members of the Federation Kempo Team for 2370, and they therefore chose "Team Kempo" as their codename.

The *Bright Star* remains the primary "testbed" ship for the ASDB, and most of the new technologies developed for use within the Star Fleet are tested first on this vessel. In 2372, the *Bright Star* was joined by the U.S.S. *Werner von Braun* (CKE 72069), which was designated as ASDB's Engineering Testbed vessel to test advanced and theoretical propulsion systems and technologies along with *Bright Star*.


Carsten A. Pedersen 1/1/'85

TEAM KEMPO • STARSHIP U.S.S. BRIGHT STAR
LAUNCH CREW (2370)

AUTHOR'S NOTES

Welcome to the Second Edition of Ships of the Star Fleet: 2377-78. This project was first started in 1999 as a resource for fans on the ships of the *Next Generation / Deep Space Nine / Voyager* era. In 2003, I decided to do a major update and added some more of the "canon" ships, as additional information is available for them.

Since 1997, I have been publishing a journal titled Dockyard Review, which has showcased ships from 2290-2380. Being a fan of Mastercom Data Center's Ships of the Star Fleet: 2290-91, I decided to do something similar and chose 2377-78 for my first volume since that is the "current" *Star Trek* timeline for many of us.

As you can tell, I have not attempted (at least at this time) to include all the ships known to exist in the *Star Trek* universe of the late 2300's. This is primarily because when I first started, most of these vessels are little more than a class name, ship name, and NCC number. Therefore, I have insufficient information on them to really create an entry for them. Here in the United States I did not get the excellent Star Trek Fact Files which showcase so many of these designs (like the *Freedom* and *Apollo*, for example). Instead, I decided to settle on the more "popular" ones, at least within some fan circles. However, that does not mean what you see here is all that there will ever be. This is the third edition of this resource and I hope to continue revising it in the future. You will also notice there are very few "fan" designs. In general, those designs are showcased in Starfleet Prototype and Dockyard Review. Fortunately, Star Trek: The Magazine provided me with much of the data found in the Fact Files, as well as people starting to create CG artwork of some of the "missing" classes like the *Niagara, Freedom*, and *Challenger*, which allowed me to add them into the 2003 update.

I know that there were probably hundreds of vessels of the *Steamrunner*, *New Orleans*, *Saber*, and other classes. However, I did not want to fill the book with pages of names, so I limited the entries to a single page. For naming conventions, I started first with "canon" names and NCC numbers (those seen or referenced on screen). Next, I went with studio models and other printed sources from Paramount (like the Encyclopedia). Next, I choose names and NCC numbers from active chapters of STARFLEET: The International Star Trek Association (whom the publisher's happen to belong to) that happened to be of that class. For the *Freedom* Class I used the listing from the Trekmania site (www.trekmania.net). The rest…I made up. *grin*

A(nother) note about Registry numbers. I subscribe to the theory that registry numbers are assigned sequentially, with higher-numbered vessels (in general) being constructed after lower-numbered ones. This really threw a wrench in things, since it looks like almost *every* ship class known predates the *Galaxy*, which we know did not enter service until 2357. However, I asked myself what if the *Galaxy* class was not a revolutionary design, but instead was based on an established design lineage? Perhaps the *New Orleans* was the revolutionary design, and the *Galaxy* and *Nebula* took their cues from her? Also, we know up until 2344 that relations with the Klingons had become stormy (if the *Enterprise C* had not been at Nerandra III, there would have eventually been war as "Yesterday's Enterprise" showed us) so very powerful vessels like the *Akira* might have been developed in response to the threat of war. When this threat evaporated, peaceful explorers like the *Galaxy* class could be built. I plotted out all the construction dates from the first edition and found they made no sense. So I spent three days re-doing them all. From 2364 onwards, it gets dicey, but I did the best I could do. :-)

The information contained within this volume is purely the conjecture of myself and is not meant to be deemed official or "canon" in any way. I have, where possible, used official Paramount sources for information. Where that has failed, I have gone to the web and other books. I am indebted to Rick Sternbach, Michael and Denise Okuda, and the rest of the Star Trek Art Department folks for providing information. Thanks also go to Alex Jaegar at ILM for his data on the *Akira* class battlecruiser and Alex Rosenzweig for providing a listing of many of the names and NCC numbers included herein. I'd also like to double (as opposed to single) out Graham Kennedy's *Daystrom Technical Institute* (http://www.ditl.org) and Bernd Schneider's *Ex Astris Scientia* (http://www.ex-astris-scientia.org) pages for the helpful technical information they provided. And a final *big* thank you to Mateen Greenway (http://mateengreenway.simplenet.com), Peter Savin and the gang at Scifi-Art.com (http://www.scifi-art.com) and the talented folks who contribute to SciFi-Meshes.com (http://www.scifi-meshes.com) for providing the high-quality graphics seen throughout this book.

ART CREDITS

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GALAXY (II) CLASS MODELS BY: Chris Setterington (trekmeshes.starfleet.ch)
INTREPID CLASS MODELS BY: Mateen Greenway (mateengreenway.simplenet.com)
NEBULA CLASS MODELS BY: Mateen Greenway (mateengreenway.simplenet.com)
NEW ORLEANS CLASS MODELS BY: Tom Bijl (www.scifi-art.com)
NORWAY CLASS ILLUSTRATIONS BY: Doug Drexler (Star Trek Encyclopedia)
NORWAY CLASS MODELS BY: Rob Caves (www.geocities.com/SoHo/Village/1210/index.htm)
NOVA CLASS MODELS BY: Scifi-art.com (www.scifi-art.com)
SABER CLASS MODELS BY: Mike Wright (www.scifi-art.com)
SOVEREIGN CLASS MODELS BY: Ralph Schoberth (www.scifi-art.com)
STEAMRUNNER CLASS MODELS BY: Cyrille Lefevre and Mojoman (www.scifi-art.com)

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THE USS STARGAZER (CE 2893) UNDERGOING REPAIR AND REFIT AT XENDI STARBASE 9 FOLLOWING HER RECOVERY IN 2364
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EXCELSIOR CLASS ENGAGING KLINGON BIRDS OF PREY
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Tim Feel (http://www.scfi-meshes.com)
THE USS INTREPID (NCC 74655) TRACKING A CLASS B comET
Vaaceman (vaaceman@hotmail.com)
THE USS ENTERPRISE (CH 1701-E) - THE SIXTH VESSEL TO CARRY THIS MOST FAMOUS OF NAMES
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THE SOVEREIGN CLASS HEAVY CRUISER USS KENSINGTON (CH 75016) ON PATROL NEAR STARBASE FIVE
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THE USS PROMETHEUS (CT 74913) ON PATROL
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THE USS PROMETHEUS (CT 74913) TESTS HER MULTI-VECTOR ASSAULT MODE
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THE USS PR0METHEUS (CT 74913) DURING HER LAUNCH FROM DEEP SPACE FIVE
Unknown
NOTTINGHAM CLASS STARSHIP
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THE ENTENTE CLASS DREADNOUGHT USS ENTENTE (DN 73280) ENTERS AN UNCHARTED STAR SYSTEM
Eric Peterson (http://www.wolf359a-anet-stl.com) and GEO W. PROCTOR
THE ENTENTE CLASS DREADNOUGHT USS MIR (DN 73281) AND THE NEBULA CLASS CRUISER USS ULYSSES (CL 66808) ON JOINT PATROL NEAR THE BREEN / FEDERATION BORDER
Eric Peterson (http://www.wolf359a-anet-stl.com)
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A PAINTING OF THE NORWAY CLASS FRIGATE USS BUDAPEST (FR 64923)
(STAR TREK ART DEPARTMENT)
THE SULLIVANS CLASS TACTICAL FRIGATE
Starship USS O'Banon (http://seatonmarine.tripod.com/index2.htm)
THE FREEDOM CLASS STARSHIP
The Red Admiral (http://www.trekmania.net/)
THE STEAMRUNNER CLASS HEAVY DESTROYER USS RAINIER (DH 53278) IS BACKLIT BY A PULSAR
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A DRAMTIC SHOT OF THE USS KILAMANJARO (DD 60045) CRASH-LANDING AFTER AN ENGAGEMENT WITH DOMINION FORCES
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STARSHIP ART CREDITS – VOLUME THREE

THE CHEYENNE CLASS SUPERSCOUTS USS CHEYENNE (SS 50000), APACHE (SS 51821), MOHICAN (SS 66679), AND CHEROKEE (SS 62292) PASS IN REVIEW DURING A STARFLEET SHOW
Tom Bijl (http://www.scifi-art.com)
THE CHEYENNE CLASS SUPERSCOUT USS BLACK HAWK (SS 50495) AND THE AKIRA CLASS BATTLECRUISER USS LAPUTA (CG 64552) ON JOINT MANUEVERS
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THE USS SCLAYMORE (ST 63250) ON DEFENSIVE PATROL
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THE NOVA CLASS SURVEYOR NOVA (ST 72380) AT WARP
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THE NOVA CLASS SURVEYOR PATHFINDER (ST 82135) IN ORBIT AROUND THE CLASS N PLANET PACFICIA
Mike Wright (http://www.scifi-art.com)
THE DEFIANT CLASS ESCORT USS STARLORD (ET 74225) INVESTIGATES A WOLF-RYAT STAR
Nico and C_Doc (http://www.scifi-meshes.com)
THE USS STORMBRINGER (ET 74851) ON PATROL
Pic-A-Card and Ed Giddings (http://picproductions.cjb.net)

STARSHIP ART CREDITS – VOLUME FOUR

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Unknown
TASK FORCE 74
Unknown (http://www.scifi-art.com)

STARFLEET ADVANCED STARSHIP DESIGN BUREAU