

DOCKYARD REVIEW

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SHIP'S OF THE DOMINION WAR ISSUE

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The *Akira* Class
Battlecruiser: Starfleet's
Heavy Hitter.

The *Norway* Class
Frigate: A multi-
platform vessel.

The *Saber* Class Escort: A
new vessel for protecting
vital convoys and planets.

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CONTENTS

AUTHOR	TITLE	PRINTOUT
	Comment	1002
RAD Chris Wallace	The <i>Akira</i> Class Battlecruiser	1003
RAD Chris Wallace	The <i>Norway</i> Class Frigate	1006
LTN Kyle A. Ja'Fadey	Spacedock <i>Nexus</i>	1009
CPT M'turr	The <i>Saber</i> Class Escort	1012

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COVER ILLUSTRATION

The *Galaxy (II)* Class U.S.S. *Bright Star* (CKE 71875) with the *Akira* Class Battlecruisers U.S.S. *Timberwolf* (CH 76385) and *Kaneda* (CH 63552) in patrol over the planet Galena in the Obsidian Star System.



A fore-and-aft view of the *Akira* Class Battlecruiser U.S.S. *Thunderchild* (CH 63549). These vessels served with distinction during the Dominion War.

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Comment

The *Akira* Class Battlecruiser

Starfleet's Heavy Hitter

By:

Rear Admiral Alex Jaeger
Senior Designer
Starfleet Spaceship Design Advisory Commission

When development began on the *Galaxy* and *Nebula* Class explorers, Starfleet also started work on a new generation of combat-oriented ships to augment the *Excelsior* and *New Orleans* Class ships serving those roles. While the Romulans had gone "missing" and the Klingons were unusually quiet, Starfleet knew that in the event of a serious Threat power, TacFleet was ill equipped to engage them. While the *Steamrunner* Class destroyer and *Saber* Class scout/escort were in Fleet service at the time, they had been designed to free the *Excelsior* and *Ambassador* Classes from being called upon to deal with smaller issues. The *Ambassador's* still formed the backbone of the Fleet's response to serious military threats. The *Galaxy* and *Nebula* Classes were expected to do the same, but it was feared that, like the *Ambassador* Class, they'd be called upon too much to handle smaller crises.

The Starfleet Spacecraft Design Advisory Commission started the *Akira* Class Starship Development Project in 2355 to begin to address the need of an extremely well-armed ship with excellent survivability. Though this went against the general tenet of Starfleet, with the *Galaxy* preparing to travel to unexplored parts of the Federation and beyond, Starfleet worried about possible disastrous first-contacts like had happened with the Klingon and Romulan Empires.

GENERAL APPEARANCE

The *Akira* Class utilizes a unique catamaran-style shape that allows both high-speed and a low sensor profile. A roll bar atop the rear houses most of the torpedo launchers. The bridge, as opposed to almost every other starship, is nestled between two raised areas on the upper saucer, protecting it from enemy fire.

PROPULSION AND POWER SYSTEMS

Though designed for the larger *Galaxy* and *Nebula* Classes, it was decided to fit the LN-81A warp drive to the *Akira* Class to both provide speed and a ready power supply for the photon torpedo launchers.

TACTICAL SYSTEMS

Not since the old *Andor* Class missile cruiser has a starship packed so many photon torpedo launchers into a hull. The *Akira* mounts a total of fifteen Mk 80 photon torpedo launchers. Three are mounted just above the sensor dish, with seven more forward firing and five rear-firing launchers in the upper rollbar. The *Akira* is capable of delivering a killing blow with a single salvo against all known Threat starships. The *Akira* also mounts six Type X phaser strips. The ship carries the FSQ shield system and the CETIS Mk III with Type 225 TACAR fire-control suite.

The *Akira* Class was designed to carry fighters, and has a through-deck hangar bay designed for this purpose. The forward bay is equipped with launching facilities, and the two rear-bays are equipped for retrieval. Standard compliment is twelve *Peregrine* Class fighters, though more can be carried if necessary.

COMPUTER SYSTEM

The *Akira* carries the standard M-14 Isolinear II found on most ships of the line at her time. There has been talk of upgrading to the M-15 Isolinear III with LCARS, but a lack of available space, as well as no concrete need, has so far placed those plans on hold.

SHIPS FACILITIES

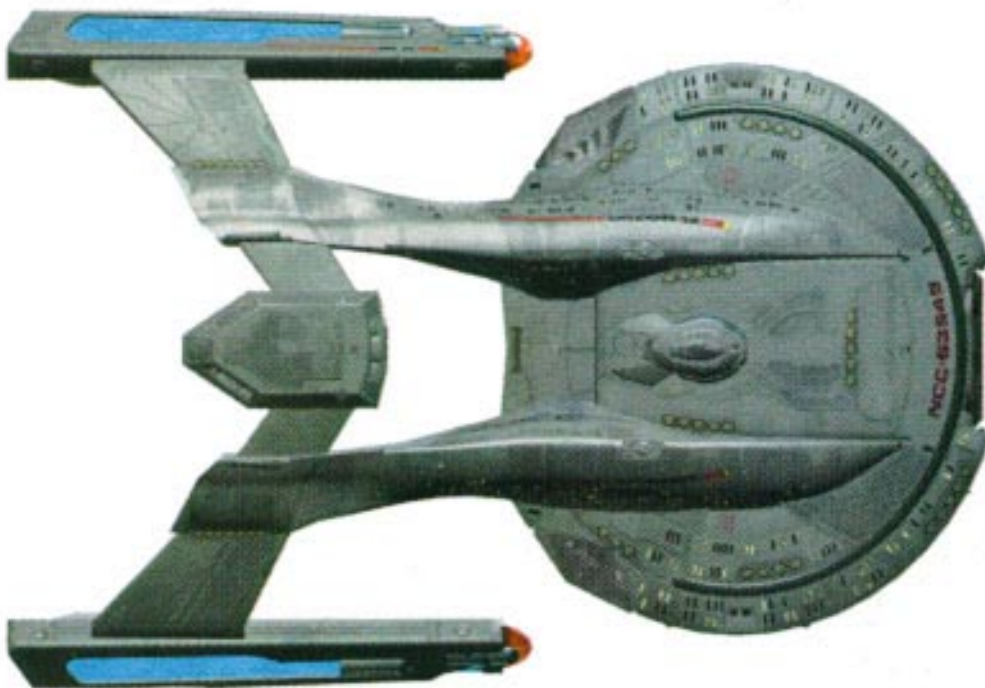
For her size, the *Akira* Class carries a large crew of 500. Most of the ship's staterooms are of the dual-type, maximizing living space while still offering privacy. SSDAC learned from the mistakes in the *Steamrunner* Class and fitted a much more advanced scientific and diplomatic suite on the *Akira* Class. Though not as advanced as those found on the *Galaxy*, it does give the *Akira* a multi-mission capability not found in the *Steamrunner* Class.

DEVELOPMENT AND CONSTRUCTION HISTORY

The *Akira* Class was approved for construction in 2358, with ten hulls being laid down. The *Akira* entered Fleet service in 2361, with the others following over the next two years. With the disastrous first contact with the Cardassian Union in 2355, Starfleet instituted a massive shipbuilding program based around the *Akira*. By 2364 an additional twenty-five vessels had entered Fleet service, and there were seventy-five in service by the time the Armistice was signed in 2367.

CONCLUSION

The *Akira* Class proved her worth in both the Cardassian and Dominion Wars. The Class has suffered heavy losses, which was to be expected as she was designed to charge enemy formations and plaster them with torpedoes. Of the original one-hundred-and-seventy-five ships built, thirty-one remain in service. Vessels of this class continue to be built at the rate of ten per year.



Admiral Jaeger is the Senior Designer at the Starfleet Spacecraft Design Advisory Commission. In addition to designing the *Akira* Class, his work also includes the *Steamrunner*, *Norway*, and *Saber* Class Starship Development Projects.

Hull Data

Class Name - Akira
Ship Name - USS *Thunderchild*
Type - Battlecruiser
Hull Number - NCC-63549

Specifications

Overall Length - 455 m
Overall Draught - 83 m
Overall Beam - 292 m
Displacement - 1,055,000mt

Computer Systems

Control Computer Type - M-14 Isolinear II
Navigation Computer Type - RAV/ISHAK Mk 3 Warp Celestial Guidance

Transport Equipment Data

Transporters
 standard 6-person - 6
 emergency 22-person - 6
 cargo - 3
Runabouts - 0
Attack Craft
 Perrigrine Class Fighter - 12
 S-3 *Sentry* SWACS Shuttle - 2
Shuttlecraft
 Type 16 Shuttlepod - 6
 Type 6 Personnel Shuttle - 4
 Type 7 Personnel Shuttle - 4
 Type 9A Cargo Shuttle - 2

Ship's Compliment

Officers - 100
Enlisted - 400
Passengers - 50
Total Crew - 500

Engines and Power Data

Power Unit Type - Matter / Anti-Matter Reaction Assembly Mk. II
Warp Engine Type - Leeder Energies LN-81A
 Number - 2
Impulse Drive Type - Kloratis FIG-4

Performance

Maximum Attainable Velocity - 9.8
Maximum Cruising Velocity - 9.0
Standard Cruising Velocity - 7.0

Tactical Systems

Beam Weapon Type - Type X Collimated Phaser Array
 Number - 6
 Firing Arcs - Omni-Directional
 Maximum Emitter Strength - 5.1MW
Missile Weapon Type - Mk 80 Photon Torpedo
 Number - 15
 Firing Arcs - 10f, 5a
Fire Control System - CETIS Mk III with Type 225 TACAR II
Primary Force Field Type - FSQ
 Cruise Mode Shield Output - 1152mw
 Maximum Shield Output - 2688mw
 Maximum Energy Dissipation Rate - 7.3×10^5 kW



The *Norway* Class Frigate

Speed, Grace, and Flexibility

By:

Rear Admiral Chris Wallace
Chairman - Starfleet Spacecraft Design Advisory Commission
Executive Director - *Galaxy* / *Galaxy (II)* Class Starship Development Projects

When the *Akira* Class Starship Development Project was approved for construction in 2358, Starfleet felt that their defensive needs on all levels was taken care of. The *Galaxy*, *Nebula*, and *Ambassador* Classes would handle the big fights, with the *Akira* Class dealing with smaller, regional conflicts, the *Steamrunner* and uprated *New Orleans* Classes putting out the local fires, and the *Saber* Class providing escort and support duties.

The Starfleet Spacecraft Design Advisory Commission began to concentrate on a vessel to handle the scientific and diplomatic missions currently undertaken by the *Excelsior* Class, the design which had been in service for over a half-century. While still a mainstay in the Fleet, these vessels were showing their age and maintenance costs were continuing to rise on the older spaceframes. The *Galaxy* and *Nebula* Class Starship Development Projects were well underway by this time, but build quantities of these vessels was never expected to be very large, and so emphasis for the new design was placed on ease of construction and suitability to scientific and diplomatic missions at the expense of combat effectiveness and sheer speed.

GENERAL APPEARANCE

The *Norway* Class has one of the thinnest profiles of any ship in the fleet, with a draft of less than 53 meters. The front of the ship is triangular in shape, with two slender booms that extend to the back. The booms then fan out towards the bottom to provide the attachment point for the nacelles. The entire design maintains a highly efficient warp profile, allowing the ship to attain and maintain excellent speeds, though she is slightly slower than most of her peers.

PROPULSION AND POWER SYSTEMS

The *Norway* Class mounts the LN-80B warp nacelle used by most starships in the under one million metric ton range. The running of the plasma conduits from the warp core to the nacelles severely reduced the room available in the booms, but this was considered a worthy trade-off to maximize space inside the primary hull. Performance is very good, with a top speed of Warp 9.7 and a maximum sustained cruising speed of Warp 9.

TACTICAL SYSTEMS

As opposed to the torpedo-heavy load carried by the *Akira*, the *Norway* mounts only two Mk 80 torpedo launchers. It does, however, have a highly flexible phaser system composed of six separate Type X phaser strips placed across the topside of the hull. This layout was necessitated by the design of the hull. However, standard phaser emitters could not be fitted due to space consideration, so the emitters were laid end-to-end instead of side-to-side. Though still capable of the full 5.1MW per emitter, firing-times are about two-thirds of that of a normal Type X emitter due to heat-dissipation issues. In general, it is expected that the ship will either use the weapons at full power for short duration, or run at lower power for longer duration.

The ship carries the FSQ shield system and the CETIS Mk III with Type 225 TACAR fire-control suite, both mainstays of the current Starfleet.

COMPUTER SYSTEM

Original plans were to mount the M-13 Isolinear I computer, but instead the M-14 Isolinear II model

was fitted, the extra space being deemed necessary for her exploration roles.

SHIPS FACILITIES

Frigates are not known for the luxury of their fittings, and that theme continues with the *Norway*. Though more comfortable than those on the *Akira* or *Steamrunner*, they will not be confused with the more spacious quarters of the *Galaxy* and *Nebula* Class. However, the *Norway* does carry a number of suites for use by diplomatic personnel, and has excellent conference facilities. The Class is quite popular with her crews. As stated in the design objectives above, the *Norway* mounts an impressive scientific and survey suite for her size.

DEVELOPMENT AND CONSTRUCTION HISTORY

The *Norway* Class was approved for construction in 2358 and five keels were laid. They were commissioned between 2360 and 2364. With the start of the Cardassian - Federation War, the *Norway* was sent to the front lines and an additional twenty ships were procured during the course of the conflict. Final construction ended in 2370, with three hundred vessels produced.

CONCLUSION

The *Norway* Class, along with the larger *Akira*, was a mainstay during the ten year Cardassian War. It's speed and firepower made it an excellent match for the *Galor* Class cruisers. Oftentimes, the *Norways* would make a quick attack run by the *Galor*, allowing the *Akiras* to sneak in and deliver a crushing torpedo attack.

With the end of the war, the ships returned to their original duties, though they were again called to action in the Dominion War. Losses during both wars were lower than that of the *Akira*, and one-hundred and seventy-nine remain in service at this time.



Admiral Wallace is the Chairman of the Starfleet Spacecraft Design Advisory Commission. He also serves as Executive Director of the *Galaxy* / *Galaxy (II)* Class Starship Development Projects.

Hull Data

Class Name – Norway
Ship Name – USS Budapest
Type - Frigate
Hull Number – NCC-64923

Specifications

Overall Length – 364.77 m
Overall Draft – 52.48 m
Overall Beam – 225.61 m
Displacement – 622,000 mt

Computer Systems

Control Computer Type – M-14 Isolinear II
Navigation Computer Type – RAV/ISHAK Mk 3 Warp Celestial Guidance

Transport Equipment Data

Transporters

standard 6-person - 4
emergency 22-person - 4
cargo - 2

Runabouts - 0

Attack Craft

Perrigrine Class Fighter - 0
S-3 Sentry SWACS Shuttle - 0

Shuttlecraft

Type 16 Shuttlepod - 4
Type 6 Personnel Shuttle - 4
Type 7 Personnel Shuttle - 2
Type 9A Cargo Shuttle - 2

Ship's Compliment

Officers - 80
Enlisted - 320
Passengers - 100
Total Crew - 400

Engines and Power Data

Power Unit Type – Matter / Anti-Matter Reaction Assembly Mk. II
Warp Engine Type – Leeder Energies LN-80B
Number - 2
Impulse Drive Type – Kloratis FIG-2

Performance

Maximum Attainable Velocity – 9.7
Maximum Cruising Velocity – 9.0
Standard Cruising Velocity – 7.0

Tactical Systems

Beam Weapon Type – Type X Collimated Phaser Array
Number - 6
Firing Arcs – Omni-Directional
Maximum Emitter Strength – 5.1MW
Missile Weapon Type – Mk 80 Photon Torpedo
Number - 2
Firing Arcs – 1f, 1a
Fire Control System – CETIS Mk III with Type 225 TACAR II
Primary Force Field Type - FSQ
Cruise Mode Shield Output – 1152mw
Maximum Shield Output – 2688mw
Maximum Energy Dissipation Rate - 7.3×10^5 kW



Nexus Spacedock

Fortifying the High Frontier

By:

Lieutenant Commander Kyle A. Ja'Fadey

Tactical Officer, Nexus Spacedock

With grateful acknowledgement of the contributions by Lord Gateway, Chairman Emeritus, Nexus Free Trade Company.

As one of the first Deep Space Stations commissioned, *Space Station Nexus* entered service in the Obsidian Planetary System in 2277, located on the extreme "Southern" edge of the Federation, about equidistant between the Klingon Empire and the Cardassian Union. Local records going back centuries show that the Obsidian system was a major intersection of trading routes between the Klingon Empire, Federation space, and an unknown race beyond the Federation Treaty Zone.

The original Nexus Station used the trusty Centurion Class design. The people of Galena, one of the two inhabited planets in the Obsidian system, funded the construction of the original Nexus Station and subsequently leased it to Starfleet for a period of 99 years. The Station's mandate was to insure the safe conduct of traders and at the same time help establish a strong military presence along the Klingon frontier. This move of course drew some criticism from diplomatic circles, but the Galenan principle of welcoming open trade even at the height of tensions with the Empire, soon mollified even the loudest critics. In 2349, first contact with the Cardassian Union was made by a Starfleet *Excelsior* Class starship on exploratory patrol approximately ten light-years from Bajor-B'hava'el. The *Excelsior* was fired upon, but was able to withdraw. The subsequent encounters with the Cardassian Union opened up yet more trade for the venerable station, while at the same time re-emphasizing it's need as a strong defensive presence out on Starfleet's newest frontier.

DEVELOPMENT AND CONSTRUCTION HISTORY

The 99-year lease on Nexus Station came to an end in 2376. By that time, the original station was getting extremely long in the tooth. Negotiations between Starfleet and the Galenans began in 2356 to both renew the station's lease, and uprate the station to a newer design. The recent start of hostilities with the Cardassian Union helped drive these talks. The Galenans expressed strong interest in a facility that would handle the largest Starfleet ships, including the *Galaxy* and *Nebula* Classes.

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.

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*.

The original plans were kept, however, and became the first of 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.

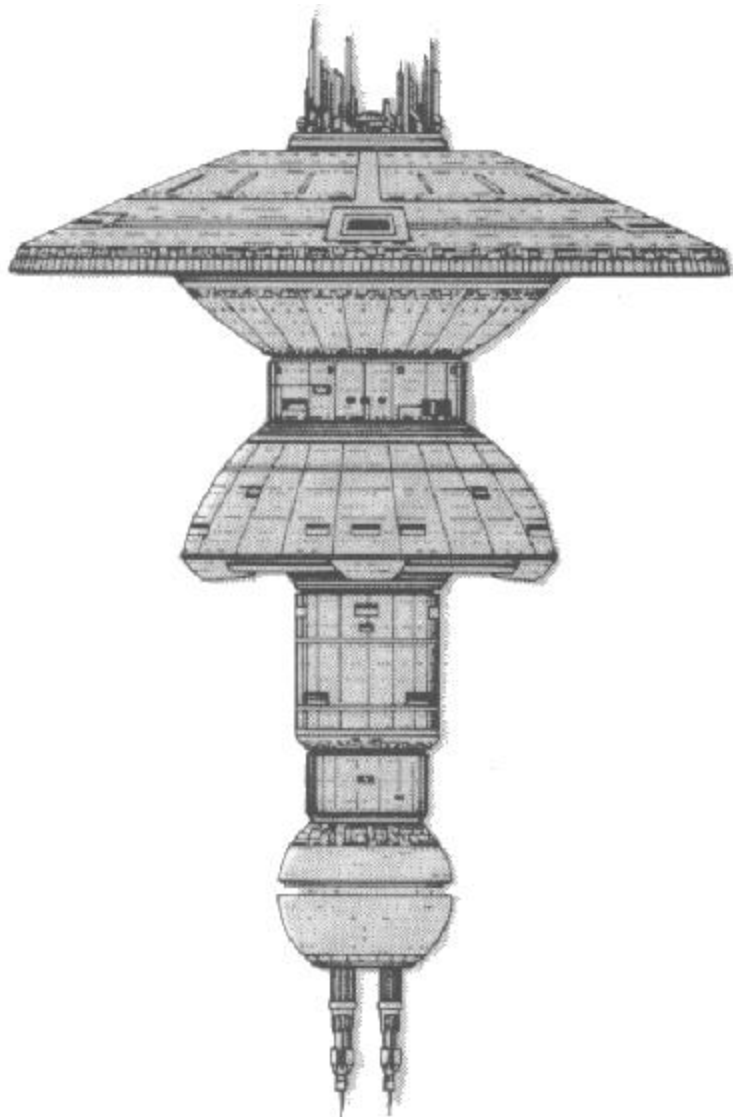
The Galenans decided that the Spacedock type would be the better fit. However, such a massive facility was beyond the financial means of a single star system. Starfleet offered to build and run the facility, as such a design would be an excellent fit for Starfleet's purposes, but while the Galenans had no problem with Starfleet administration, they did not want Starfleet ownership. Just as it was with the construction of Nexus Station, ownership was a matter of planetary pride for the Galenans, who see these facilities as a mark of continued peace and prosperity within the system. To finance the construction of the station and retain overall ownership, the government of Galena entered into a limited partnership with the Nexus Free Trade Company (NFTC). The NFTC was able to underwrite much of the construction cost by leveraging its vast dilithium mining operations. The Galenan Government and the NFTC were able to secure 65% of the construction cost of the station with Starfleet agreeing to cover the remaining 35% of the costs in return for a 99-year rent-free lease. In addition, Starfleet would have full control over the upper docking facility (the NFTC would control the lower unit and all civilian commercial activities), as well as assigning the Command and Senior Staff for the facility. Thus, Starbase Nexus became the largest privately owned structure in Federation space and the only Spacedock not to be constructed and owned by Starfleet itself. Completed in 2375, it now takes its place as the crown jewel in one of the Federation's most heavily secured and prosperous Systems.

STATION FACILITIES

Spacedock Nexus has a normal resident operational staff approaching 25,000. The station is also home to close to 100,000 resident dependents from Galena and the Federation, as well as Klingons and even some Romulans. As a major free-trade port, it should come as no surprise that the Ferengi Alliance maintains a strong presence of some 3000, including a full Consulate on Galena, as well as a Ferengi Trade Mission and one of the largest offices of the Ferengi Commerce Authority outside of Ferenginar on Spacedock. The daily transient population can reach upwards of 100,000, most of these merchants and businessmen.

Spacedock Nexus' Boardwalk is one of the largest open malls in the quadrant. Fifteen stories in height, literally thousands of merchants maintain shops and even stalls selling just about every legal substance in the galaxy (and a few illegal ones, though the NFTC Security Forces are some of the best in the business). In addition to the Boardwalk, there are other mercantile zones spread throughout the main levels.

The Starfleet Annex on Spacedock Nexus is quite large. Since this is the headquarters of both the Fifth Fleet and administrative headquarters for Starfleet Region Five, this is to be expected.



STATION DOCKYARD FACILITIES

Spacedock Nexus boasts the most advanced small-ship production facilities on the frontier. The Hakon Shipyards (as the Hakon Shipbuilding Conglomerate paid for the secondary dockyards) have six berths equipped to construct everything from luxury yachts to merchantmen, and does an extensive refitting service, as well.

The upper dockyards are ostensibly the exclusive realm of Starfleet, but due to their large size, are often used by Hakon for the refitting of larger vessels. In addition, Hakon assists Starfleet in the refitting and repair of Starfleet vessels. This is a mutually beneficial arrangement as Hakon crews learn new skills, and Starfleet has been able to reduce the costs and time of refits by 15% implementing new techniques developed by Hakon.

While Terra may be home to the premier fighter design companies in the Federation, the Galena system is by far the largest manufacturer of these craft, with almost 10% of the Fleet's fighter inventory for the past thirty years coming from her ground-based production facilities. The construction quality of these fighters is second-to-none, and they are used by some of the top Federation squadrons.

TACTICAL SYSTEMS

Due to its proximity to both Cardassian and Klingon space, the Obsidian system was the site of three major engagements during the Dominion War. It also served as the home port for the Fifth Federation Fleet under the command of Admiral Kyle Argent, himself a former Commander of Space Station Nexus. Elements of the Fifth Fleet intercepted a joint Dominion and Cardassian strike force en route to Klingon space, bloodying them enough to prevent their continuation. In gratitude, the Klingons stationed two task forces at Nexus. Elements of the Fifth Fleet continuously staged in or around Nexus Space, in preparation for the various Campaigns during the Dominion War. The Starships U.S.S. *Bright Star* and *Pendragon*, assisted in the re-taking of Deep Space Nine in "Operation Return". The *Bright Star* was also involved with the invasion of the Chin'Taka system, while the *Pendragon* and other ships of the Fifth Fleet, in conjunction with Klingon forces, assisted in defending the Southern border of the Federation from two Dominion counter-attacks.

Nexus Spacedock carries the same armament as the other Spacedock starbases. Tactical weapons include forty Type X phaser banks packing 5.1MW per emitter as well as twenty Mk 90 photon torpedo launchers. The shield system is also the same used by the other Spacedocks, and is the most powerful in existence. The result is a facility that can withstand attack by elements up to the Task Force level. For local defense and support, both the NFTC and the Royal Galenan Space Force maintain large squadrons of fighters at Nexus Spacedock and Galena itself. And if all this was not enough, Starfleet has recently assigned a task force of five ships to Nexus Spacedock for a two-year tour. They will then be replaced in 2378 by a force from the Klingon Defense Forces.

Though highly Classified, Spacedock Nexus includes some of the most extensive active and passive surveillance and listening installations known to exist in Federation Space, designed to keep track of ship movements along the frontier. A highly advanced communications suite is also fitted to maintain contact with deep-space explorers.

CONCLUSION

With the cessation of the Dominion War and despite its history of conflicts erupting in and around it, things have returned to a more business-like atmosphere in Galenan Space. However, with it's legacy one that was forged in the heat of Battle, the newest installation to bear the name "Nexus" indeed stands ready to defend the High Frontier of the Federation once more if called upon.

Lieutenant Commander Ja'Fadey is the Tactical Officer of Spacedock Nexus.

The *Saber* Class Scout-Escort

Modular Construction Pays Big Rewards

By:

Captain M'turr

Commanding Officer - Starship U.S.S. *Yeager* * NCC-61947

Starfleet's emphasis on new ships in the early twenty-fourth century was on large explorers and, later, mid-to-large cruisers and destroyers. Smaller escort duties were handled by the older *Miranda* class ships. However, these vessels were pretty much outmatched by Orion and Klingon pirate forces, requiring the assignment of *Excelsior* and *Steamrunner* Class ships to escort duties on the more important convoys.

While this insured the protection of the convoys, it also cost a great deal of money. Therefore, a new class of small escorts was needed to provide convoy security, patrol of trade routes, and defense of important trading zones.

The *Saber* Class had recently entered service as a scoutship. The SSDAC and ASDB quickly came to the conclusion that the *Saber* would also make an excellent escort platform, saving the development costs of a new class and providing ships far sooner.

GENERAL APPEARANCE

The *Saber* Class is one of the smallest vessels in general Fleet service. The vessel is also highly modular in nature. This allows smaller independent shipyards to fabricate the major subassemblies, which are then shipped to a larger Starfleet facility for final assembly. The independent yards have entered into a fierce battle to offer the most competitive advantage, resulting in significant cost savings as well as improved construction and delivery times.

PROPULSION AND POWER SYSTEMS

The *Saber* Class was fitted with the LN-80B warp drive and FIG-2 impulse system. The result is a vessel capable of high speeds and extended duration — both important for the duties she was developed to perform.

TACTICAL SYSTEMS

As an escort, the *Saber* Class needed to be well-armed. As such she carries four Type X phaser emitters developed for the *Galaxy* Class, as well as two Mk 75 photon torpedo launchers. The FSP shield system provides exceptional fire-dissipation rates, allowing the ship to stand-to and hammer it out with far larger vessels.

COMPUTER SYSTEM

Trying to fit the M-13 Isolinear computer system core into the *Saber* Class proved quite a problem. However, the tactical and propulsion systems required this model. They were finally able to do so, but a great deal of storage capability has been removed to allow the core to fit in the space allotted. This is not considered a problem, however, as the ship's computing storage needs are minimal.

SHIPS FACILITIES

The facilities for the *Sabre* Class are considered adequate for her role. They are quite small compared to her larger sisters, but they are still comfortable. Amenities such as personal replicators have been removed, the crew sharing a meal in one of two large messhalls. The *Saber* Class was designed to carry up to 200 people in emergency situations, though the quarters are little larger than a bed and a set of chairs.

DEVELOPMENT AND CONSTRUCTION HISTORY

The *Saber* Class entered service in 2343. The Cardassian War was important to the *Saber* Class, as the ships were needed in large quantities to protect supply convoys, and the fact that only final assembly required a Fleet yard allowed precious berth space to be used for repairs and production of larger vessels.

CONCLUSION

Though final production ended in 2368, close to three hundred *Saber* Class ships were produced. The Dominion War placed new importance on these ships, as they provided protection for supply convoys throughout the area of combat operations. Combined losses from both conflicts approached seventy-five vessels, but replacements are not planned. Instead, the new *Defiant* Class Escort will take on front-line roles, with the *Sabers* being moved to more safer routes.



Admiral Wallace is the Chairman of the Starfleet Spacecraft Design Advisory Commission. He also serves as Executive Director of the *Galaxy* / *Galaxy (II)* Class Starship Development Projects.

Hull Data

Class Name - *Saber*
Ship Name - USS Yeager
Type - Scout / Escort
Hull Number - NCC-61947

Specifications

Overall Length - 189.87 m
Overall Draft - 42.48 m
Overall Beam - 125.61 m
Displacement - 410,000 mt

Computer Systems

Control Computer Type - M-13 Isolinear I
Navigation Computer Type - RAV/ISHAK Mk 3 Warp Celestial Guidance

Transport Equipment Data

Transporters

standard 6-person - 6
emergency 22-person - 4
cargo - 1

Runabouts - 0

Attack Craft

Perrigrine Class Fighter - 0
S-3 *Sentry* SWACS Shuttle - 0

Shuttlecraft

Type 16 Shuttlepod - 1
Type 6 Personnel Shuttle - 1
Type 7 Personnel Shuttle - 0
Type 9A Cargo Shuttle - 0

Ship's Compliment

Officers - 5
Enlisted - 35
Passengers - Up to 200
Total Crew - 40

Engines and Power Data

Power Unit Type - Matter / Anti-Matter Reaction Assembly Mk. II
Warp Engine Type - Leeder Energies LN-80B
Number - 2
Impulse Drive Type - Kloratis FIG-2

Performance

Maximum Attainable Velocity - 9.7
Maximum Cruising Velocity - 9.0
Standard Cruising Velocity - 7.0

Tactical Systems

Beam Weapon Type - Type X Collimated Phaser Array
Number - 4
Firing Arcs - Omni-Directional
Maximum Emitter Strength - 5.1MW
Missile Weapon Type - Mk 75 Photon Torpedo
Number - 2
Firing Arcs - 1f, 1a
Fire Control System - CETIS Mk III with Type 225 TACAR II
Primary Force Field Type - FSP
Cruise Mode Shield Output - 905 MW
Maximum Shield Output - 2136 MW
Maximum Energy Dissipation Rate - 6.4×10^5 kW

