

STARLINER/ASSAULT SHIP

STELLARFORD CLASS

Classification:	LINER	LINER	LINER	LINER	AS
Class:	IV	IV	V	IV	IV
Model:	I	II	III	IV	V
Class Commission Date:	2196	2203	2220	2243	2251
Number Proposed:	10	42	41	31	13
Constructed New:	10	33	15	5	1
Rebuilt as this model:		9	26	26	12
Destroyed:		2	6	5	4
Scrapped:		5	6	2	2
Converted:	9	32	25	6	
Decommissioned:	1	2	1		1
Superstructure:	10	9	10	14	17
Damage Chart:	C	C	C	C	C
Dimensions:					
Length:	264m	264m	264m	264m	264m
Width:	105.6m	105.6m	105.6m	105.6m	108m
Height:	96.8m	96.8m	96.8m	96.8m	96.8m
Displacement (Unladen):	36383 mt	39768 mt	50065 mt	30410 mt	38830 mt
Displacement (Laden):	73193 mt	77238 mt	87215 mt	79600 mt	78380 mt
Cargo Specs					
Total SCU:	736 SCU	749 SCU	743 SCU	984 SCU	791 SCU
Cargo Capacity:	36810 mt	37470 mt	37150 mt	30410 mt	38830 mt
Computer Type:	L-2	L-3	L-3	L14	L14
Landing Capacity:	N	N	N	N	N
Cloaking Device:					
Power to Engage:					
Transporters:					
6-person:	4	4	4	6	6
20-person Combat:					2
22-person Emergency:	2	2	2	4	2
cargo:	4	4	4	4	2
Laboratories:					
Brigs:	2	2	2	2	2
Replicators:					
Shuttlecraft:					
Light Shuttle:					
Standard Shuttle:					
Heavy Shuttle:	4	4	4	4	4
Cargo Shuttle:					
Medical Shuttle:					
Combat Shuttle:					
Ships Complement:	200	230	216	190	269
Officers:	176	202	190	38	54
Enlisted:	24	28	26	152	215
Troops:					1800
Passengers:	1800	1800	1800	2500	

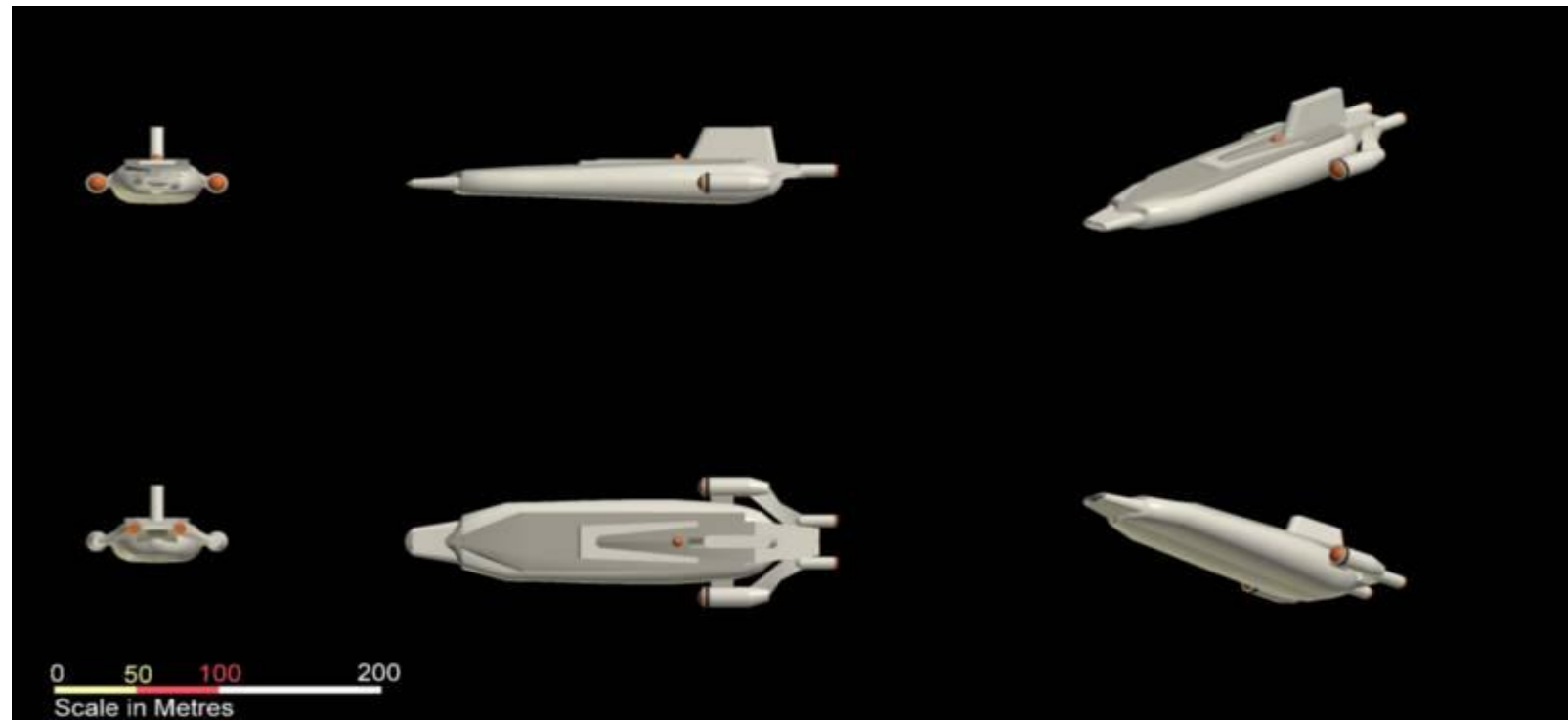
ENGINEERING:					
Total Power Available:	28	28	42	26	26
Movement Point Ratio:	4/1	3/1	3/1	4/1	4/1
Warp Engine Type:	FFTL-2A	FFTL-2B	FFTL-3B	FWH-1	FWH-1
Number:	2	2	2	2	2
Power Units:	12	12	16	10	10
Stress Chart:	O/P	O/P	O/P	Q/R	Q/R
Optimum Speed Unladen:	1.30	2.0	1.95	2.60	2.60
Max Safe Cruising Unladen:	2.00	3.00	3.00	4.00	4.00
Emergency Speed Unladen:	2.55	3.49	4.16	6.09	4.77
Maximum Speed Unladen:	2.72	3.74	4.45	6.51	5.10
Optimum Speed Laden:	1.30	1.95	1.95	2.60	2.60
Max Safe Cruising Laden:	2.00	3.00	3.00	4.00	4.00
Emergency Speed Laden:	2.53	3.60	3.98	4.66	4.73
Maximum Speed Laden:	2.71	3.85	4.26	4.98	5.05
Impulse Engine Type:	FNISP-2C	FNISP-2C	FNISP-5C	FIB-3	FIB-3
Power Units:	4	4	10	6	6
WEAPONS/DEFENSE					
Beam Weapon:					FL-4
Firing Arcs:					2FPS, 2APS
Firing Chart:					G
Maximum Power:					3
Damage Modifiers					
+3					
+2					
+1					1-4
Torpedo Type:					FAC-1
Firing Arcs:					1F,1A
Firing Chart:					F
Power To Arm:					3
Damage:					8
Stock:					50
Shields:					
Shield Type:	FDS-4	FDS-4	FDS-5	FSC	FSC
Shield Point Ratio:	2/1	2/1	2/1	1/1	1/1
Maximum Shield (unladen):	10	10	8	14	14
Maximum Shield (laden):	8	8	7	13	13
Combat Efficiency (unladen)					3.5
D-	33.8	34.1	38.3	40.0	44.3
WDF-					8.0
Combat Efficiency (unladen)					3.4
D-	29.5	29.8	34.0	38.6	42.9
WDF-					8.0
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The Stellarford Class Starliner had double the capacity of the previous Declaration Class liners, and its much greater range opened up the galaxy to all peoples. Catering especially to the burgeoning tourist industry, these stellarford series ships made excursions to such galactic wonders as the Jewel Stars. One Mk1, the King Charles, was the most luxurious starliner ever conceived and set a standard of opulence and comfort still unsurpassed.

One important consideration of the design was the need to ensure good performance when laden, which was consistent with the unladen performance. As such engines were chosen that could easily cope with the weight of cargo the ship could carry. The design could carry its own weight in cargo and still make almost as good a speed as it could when empty. Indeed, the Mk3, due to peculiarities in its warp field was actually faster when laden! The only model of the class that was substantially faster unladen was the 'light weight' Mk4.

The Mk1 Stellarford Class entered service in 2196, just 10 ships were built to this initial design, but one of these 10 was the famous SS King Charles. The ships were built at the rate of between one two ships a year to ensure the quality of the ships systems and finishes. Indeed this quality could be seen throughout the life of the class, as no vessel was lost (while in service) to a system failure. 9 of the Mk1s were converted to Mk2 standards with the FFTL-2B series warp drive, and a further 33 were built to this new standard. The other Mk1, the SS Stellarford was not refitted, as it was utilised on runs within Earth's Solar system, and was decommissioned in 2226, and converted into an orbital casino in Mars orbit, were it remains to this day.

The first Mk2, the SS Queen Anne, entered service in 2203, including conversions 42 of this mark entered service, making it the most numerous of the variants of the class. Cunard, P&O and Carnival each took 6 vessels, while the largest single operator was Mars shipping which at its peak had 11 Mk2s (as well as the Mk1 SS Stellarford) in service. Remarkably, 1 of this mark remains in active service today, the SS Selaya is operated by as a heritage cruiser, and is much in demand from travellers seeking the golden age of space travel. 26 Mk2s were later modified to Mk3 standards between 2220 and 2240. 13 of the older Ships of this mark (all 9 former Mk1s and the four earliest Mk2s) were decommissioned in 2240, two of these, SS King Charles and SS Pride of Andor are now preserved as museum ships.



Marks 1-3

The other 11 Mk2s remained in storage until 2253 when six were modified to Mk4 standards, although they were to be operated as troop ship rather than as liners, the other 5 were scrapped and cannabilised for spare parts for these elderly ships. 2 Mk2s were destroyed, one while in port to a Klingon raid, and the other in a refuelling accident.

The first of 15 new build Mk3s entered service in 2220 with Rantura shipping, Rantura ultimately took 10 of these new build ships. A further 26 Mk2s were also modified to this standard. The Mk3 adopted the FFTL-3B series warp drive, and FN5P-5C impulse drive giving 50% more power. This larger engine pushed the unladen weight of the class into Class V (Class VII fully laden), compared to Class IV (class VI fully laden for the earlier variants). This engine gave the model a speed in excess of warp 4 when laden, for the first time. The model began to be superseded by the Mk4 from 2243 onwards, and a refit program began to be implemented. This program was given more impetus by the four years war, and in total 25 ships of this model were refitted to Mk4 standards, all of which saw service during the war as troop ships.

The remaining Mk3s were also used to support the war effort, the ships that were not converted were also used as troopships, and in this role 6 ships were lost to enemy action outright, and a further 4 were scrapped as a result of battle damage. A further 5 Mk3s were converted to Mk5 Assault ships specifications in 2253, instead of to the Mk4 specification that had been planned. 5 Mk3s survived the war (after losses and conversions), three of these are still in service today with Triangle Shipping Lines, which is based in the AOFW, a further ship was sold to Triangle Shipping Lines and subsequently scrapped for spares. One Mk3, SS Rantura Spirit was preserved as memorial to the Merchant Marine command's losses during the war, but is now in a poor state of repair.

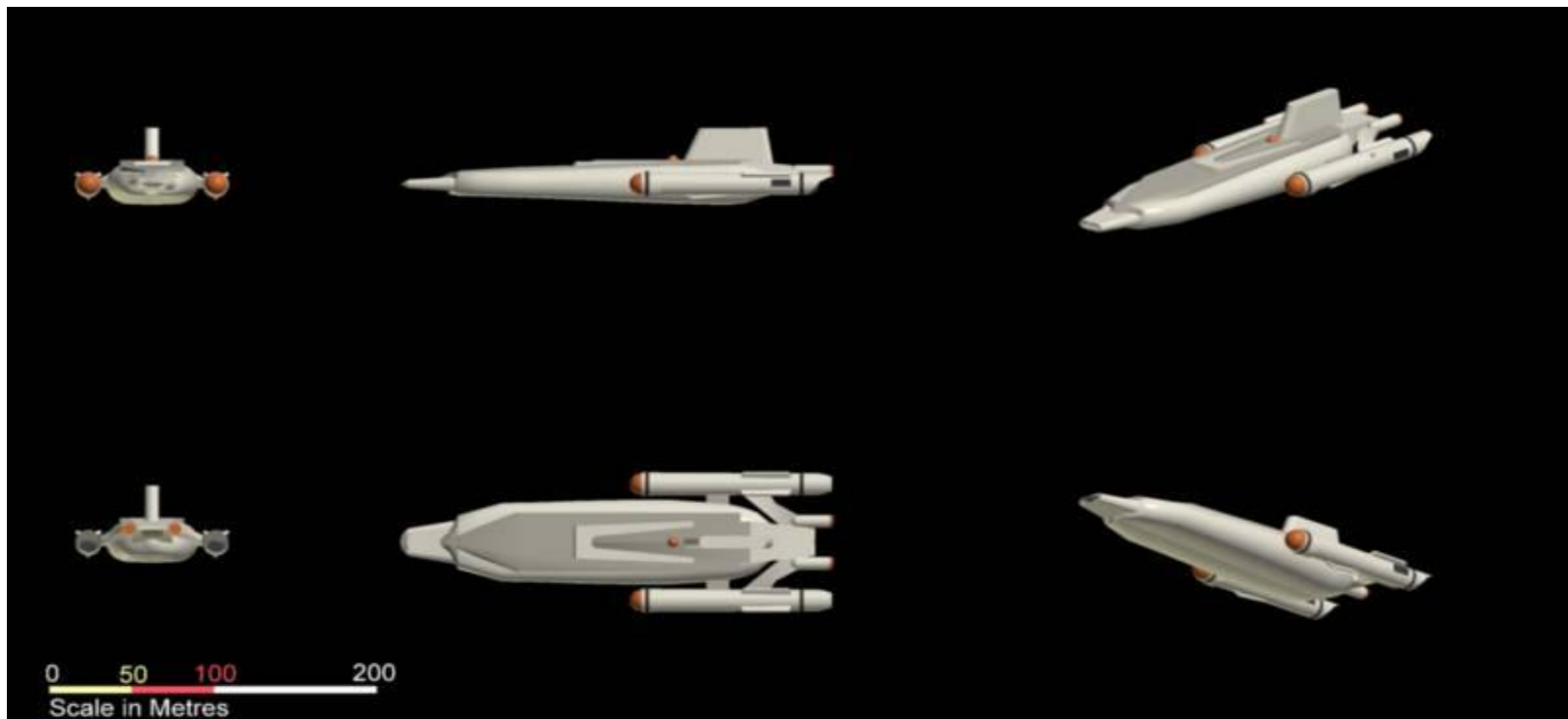
The Mk4 was an attempt to restart production using new technologies in the shape of the FWH-1 warp drive. However only five new build ships were completed before the shipyard went bust due to the high costs of building the class compared to newer modular vessels, a further hull was abandoned while 60% complete. These five ships were procured by Mars shipping as part of the civilian reserve fleet program, which saw Star Fleet underwrite a proportion of the cost of acquisition of the ships in return for them being made available in times of emergency.

Visually, the Mk4 could be easily distinguished from the earlier versions as the short FFTL-3B nacelles were replaced with the much longer dilithium energised FWH-1 nacelles. The more modern construction and materials of the nacelles meant that despite their increased size they massed substantially less, meaning the class reverted to Class IV mass (unladen) and Class VI (Laden).

The performance of the Mk4 prompted Star Fleet to offer to underwrite the conversion of Mk3 ships to the standard, again in return for use of the ships in times of war. At the time the conversion of a such a number of large elderly ships was thought to be pointless, but with hindsight it can be seen that it was a perfectly timed program. 20 ships were modified to this mark by 2247, and that was planned to be the end of the program.

The increasing hostilities with the Klingon Empire prompted Star Fleet to reassess its needs for assault ships, and in 2251 the incomplete new build Mk4 was taken in hand by Star Fleet Division and completed to Mk5 standards. The Mk5 added fore and aft accelerator cannons in the former bow and stern observation decks, as well as two pairs of lasers covering all arcs fore and aft at the top of the 'sail' assembly. These weapons were intended for use in self defence only, as part of the new role of assault ship. Later that year the six newest remaining Mk3s were converted to this standard, as well as four of the new build Mk4s and a pair of rebuilt Mk4s. In total 13 ships commissioned as Mk5s.

6 Elderly Mk2s were modified to Mk4 standards to replace the converted hulls, it had been suggested that these ships could be converted to Mk5 standards directly, instead of converting Mk3 or 4 ships, but surveys of the elderly vessels showed that although spaceworthy they may not stand the rigours of combat.



Marks 4/5

During the Four Years war Star Fleet had in total 13 Mk5 assault ships, 25 Mk4 troop ships and 16 Mk 3 troop ships; the other surviving vessels of the earlier marks were not felt to be of use. As already mentioned 6 Mk3s were lost out right, and a further 4 were scrapped due to battle damage. All of these losses occurred in a single incident when a Klingon raiding party hit a troop convoy in supposed safe territory. The result of this raid was to prompt the entry of the low cost Portsmouth Class destroyer into service to serve as a convoy escort. Mercifully the modular nature of the design, with the engines in a seperate aft compartment, meant that losses of troops and crew in this raid were surprisingly low, of the over 20,000 personnel on the ten ships, only 1,436 were lost, a tribute indeed to the quality of the building of these ships.

Only 5 of the Mk4s were lost during the four years war, this lower loss rate was mainly due to the speed of the Mk4 which allowed it to escape from trouble, so in total 20 of these ships were returned to their civilian owners post war. The loss rate of the Mk5 was far higher, with four of the thiteen ships lost out right, and a further three being decommissioned due to battle damage (two being scrapped subsequently). The Stellarford Mk5 operated alongside the Eagle class, but the higher speed of the Stellarford meant it was often used on far riskier missions. Postwar the six survivors were kept in service as troop ships, and the almost wrecked USS Mars Odyssey was preserved as a memorial in its severely battle damaged condition, the only ship so preserved in the Starfleet Museum.

As at 2260 18 Mk4s, 3 Mk3s and 1 Mk 2 remain in service with various shipping lines and 6 Mk5s with Star Fleet. 1 Mk1, 2 Mk2s and 1 Mk3 are decommissioned and preserved, along with the aforementioned Mk5. Two Mk4s have been scrapped since the end of the war. The eldest ship still in service in its original form is the SS Selaya, which was built in 2206 as mark 2. One Mk3, the SS Triangle Prince was originally the third Mk1 (originally named Stellar Crown) and entered service in 2197, making it the oldest operational ship left of the class.

Star Fleet will be retiring its six Mk5s in 2264, it is likely that many of the civilian owned ships will also be retired in the near future as the age of the ships means that some parts are becoming hard to replace, and additionally these ships will not be able to undergo another round of refits to allow them to compete with newer designs as the cost would be prohibitive.

However, plans do exist to ensure that parts are stockpiled from any vessels that are scrapped in the future to enable at least a handful of these majestic reminders of the golden age of spaceflight to continue in service.