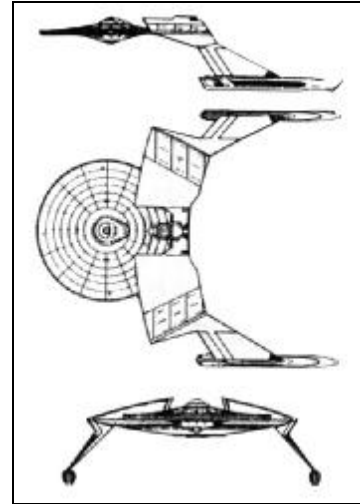


Chandley Class XI Frigate



Notes:

After the conclusion of the Four Years War, Starfleet initiated the *Strategic Forces Survey* to evaluate every major operation of the war, from its conception to its final outcome. All aspects of these operations, starting with the initial planning stages, to the deployment of forces, their use during the operation, and the after-action requirements of those forces, were evaluated. The results of this survey have directly influenced plans made by Starfleet Command ever since.

One of the weaknesses identified by the survey was that Starfleet needed combat vessels carrying boarding parties or prize crews so that it could follow up a successful campaign with rapid and decisive blows against a retreating or routed enemy. Starfleet warships did not carry marine assault teams, and, therefore, they were unable to board and capture enemy vessels or outposts. In many operations, Starfleet vessels were held back so that their combined boarding groups could take control of disabled enemy vessels or outposts; this caused lengthy delays in follow-up operations and allowed the enemy to recover. To take enemy outposts, assault ships were called in, frequently a poor choice because they were slow, vulnerable, and usually carried too many troops for small operations. To solve this problem, Starfleet began developing the frigate class of ships to carry marines trained to board hostile vessels and complexes. Of the several different ships with this design, the most impressive is the *Chandley* class frigate.

In December of 2270 (2/16), the *USS Chandley*, the first of this prestigious line of vessels, was commissioned. The *Chandley* not only met the requirements of being a deep-space fighting vessel, but also could beam its 250 marines in less than four minutes. With this vessel, Starfleet had the ability to follow up combat more efficiently.

Construction Data

<i>Model Numbers</i>	Mk I	Mk III	Mk IV	Mk V
<i>Date Entering Service</i>	2270 (2/16)	2282 (2/19)	2282 (2/19)	2292 (2/28)
<i>Number Constructed</i>	92	94	146	39
Hull Data				
<i>Superstructure Points</i>	31	31	31	31
<i>Damage Chart Size</i>	C	C	C	C
<i>Length</i>	315 m	315 m	315 m	315 m
<i>Width</i>	262 m	262 m	262 m	262 m
<i>Height</i>	90 m	90 m	90 m	90 m
<i>Weight</i>	178,693 mt	179,725 mt	178,905 mt	178,985 mt

Cargo

<i>Cargo Units</i>	825 SCU	850 SCU	850 SCU	850 SCU
<i>Cargo Capacity</i>	41,250 mt	42,500 mt	42,500 mt	42,500 mt
<i>Landing Capability</i>	None	None	None	None

Equipment Data

<i>Control Computer Type</i>	M-6	M-6A	M-6A	M-6A
Transporters				
standard 6-person	8	8	8	8
emergency 22-person	8	8	8	8
cargo	4	4	4	4

Other Data

<i>Crew</i>	363	370	370	370
<i>Passengers</i>	10	10	10	10
<i>Troops</i>	250	250	250	250
<i>Shuttlecraft</i>	12	12	12	12

Engines and Power Data

<i>Total Power Units Available</i>	48	56	56	56
<i>Movement Point Ratio</i>	3/1	3/1	3/1	3/1
<i>Warp Engine Type</i>	FWC-1	FWC-1	FWC-1	FWC-1
<i>Number</i>	2	2	2	2
<i>Power Units Available</i>	16	16	16	16
<i>Stress Charts</i>	O/M	O/M	O/M	O/M
<i>Maximum Safe Cruising Speed</i>	Warp 7	Warp 7	Warp 7	Warp 7
<i>Emergency Speed</i>	Warp 9	Warp 9	Warp 9	Warp 9
<i>Impulse Engine Type</i>	FIF-2	FIG-1	FIG-1	FIG-1
<i>Power Units Available</i>	16	24	24	24

Weapons and Firing Data

Beam Weapon Type	FH-11	FH-11	FH-11	FH-11
<i>Number</i>	6 in 3 banks	6 in 3 banks	6 in 3 banks	6 in 3 banks
<i>Firing Arcs</i>	2f/p,2f,2f/s	2f/p,2f,2f/s	2f/p,2f,2f/s	2f/p,2f,2f/s
<i>Firing Chart</i>	Y	Y	Y	Y
<i>Maximum Power</i>	10	10	10	10
<i>Damage Modifiers</i>				
+3	(1-10)	(1-10)	(1-10)	(1-10)
+2	(11-17)	(11-17)	(11-17)	(11-17)
+1	(18-24)	(18-24)	(18-24)	(18-24)
Missile Weapon Type	FP-6	FP-5	FP-5	FP-4
<i>Number</i>	4	4	4	2
<i>Firing Arcs</i>	2f, 2a	2f, 2a	2f, 2a	2f
<i>Firing Chart</i>	O	R	R	S
<i>Power To Arm</i>	1	1	1	1
<i>Damage</i>	12	16	16	20

Missile Weapon Type

<i>Number</i>				FP-5
<i>Firing Arcs</i>				2
<i>Firing Chart</i>				2a
<i>Power To Arm</i>				R
<i>Damage</i>				1
				16

Shields Data

<i>Deflector Shield Type</i>	FSO	FSO	FSP	FSP
<i>Shield Point Ratio</i>	1/3	1/3	1/4	1/4
<i>Maximum Shield Power</i>	16	16	16	16

Combat Efficiency

<i>D--</i>	134.3	134.3	156.3	156.3
<i>WDF--</i>	89.6	102.8	102.8	108.8
<i>CE--</i>	121.1	139.1	160.7	170.1

The *Chandley*'s large, wing-like assembly houses the company of marines, their equipment, training areas, shuttlebay, and the combat transporters needed. The marines are billeted by platoons, with each platoon having its own spacious training, mess, dormitory, and recreation areas. The training areas, located in the central core of the wing structures, are made up of modules that may be positioned to resemble the interior of enemy ships and installations, allowing assault teams to familiarize themselves with their intended operation area; this training technique is largely responsible for the high success rate in boarding actions. The training areas are also used for physical training and firing ranges. Each platoon has a recreation area containing a swimming pool, gymnasium, grav-ball chamber, and complete health facilities; these facilities are largely responsible for the notable successes enjoyed by marine sports teams.

Since its inception, the *Chandley* class frigate has used the older FWC-1 warp drive system, an engine proven to be highly reliable. Though many ship designers have wanted to put newer, more powerful warp systems on the *Chandleys*, each time the power systems have been upgraded, it has been through improvements to the impulse drive system. Warp drives larger than the FWC-1 are more costly to run and maintain, an important factor that must be considered because of the relatively great expense required to keep a company of marines aboard.

The *Chandley* Mk II design merely increased the size of the marines' storage cargo bays, but the Mk III changed the computer system, cargo bays, impulse drive system, and photon torpedo launchers. The computer was altered to the experimental M-6A, as the standard M-6 would not efficiently handle the increased capabilities of the FP-5 photon torpedo; the *Chandley* was the first ship in Starfleet to possess this computer, as it was not needed in other designs. The Mk IV design improved the shields; the earlier FSO shield generator was changed to the more efficient FSP. With this change, the *Chandley* class frigate became one of the most powerful ships in known space.

The next change in design for the *Chandley* was the MK V. It was during this time that many in Starfleet felt the current situation with the Klingon Empire warranted an upgrade in the offensive capability of many of its frontline vessels. Pacifist tendencies were running high within the Federation Council and in the General Assembly as well. Starfleet appropriations officers had the full support of the Terran, Andorian, and Izarian governments for the upgrade. The MK V *Chandley* was one of the only vessels upgraded that didn't result in a political upheaval in the Federation.

Starfleet Frigate Command proposed the upgrading of the shield systems and the photons systems. The newest shields were just starting to come into the testing phase, so plans to upgrade the shielding were put on hold. However, the best photon system available, the FP-4 was already a proven commodity. To maximize cost and to cut off any objections the MK V was proposed with only the upgrade of the forward photon launchers. The debate over the *Northampton* was just beginning as the first of the MK V *Chandleys* were coming out of the shipyards. Having several surplus FP-5 photon launchers available due to the *Chandley* refits allowed a deal to be struck and the construction the MK IV *Northampton* to proceed. Overall offensive capability was increased dramatically. The FP-4 delivers more punch and allows 10,000 more kilometers for engagement. While the MK V has not seen any combat as of yet, it is expected to be able to either eliminate its opponents or force them from the field.

Total new builds of the *Chandley* class number at 321 as of this Stardate. This is relatively high for a Starfleet combat vessel of this size, however the flexibility of this design has warranted the larger numbers. Of this total, 53 MK Is, 66 Mk IIs, 144 Mk IVs and all Mk Vs remain in active service. Four Mk Is and 2 Mk IIIs are used by Starfleet Training Command; six Mk Is, 1 Mk III, and 2 Mk IVs have been destroyed; one Mk I is listed as missing; one Mk I and 1 Mk III have been scrapped; and 2 Mk Is have been sold to the private sector. Fourteen Mk Is and 14 Mk IIIs have been refitted to Mk IV standard during the first refit schedule. Eleven Mk Is and 10 Mk IIIs have been refitted to Mk V standard during the current refit schedule. After all Mk Is have been upgraded to Mk V standard, refits will begin on the Mk IIIs and then Mk IVs. Currently, seven ships are refitted and seven ships are built new each year, however the new build rate is expected to be suspended soon until all earlier MkIs are upgraded. The Mk I and Mk III ceased production in 2288 (2/24) and the Mk IV in 2292 (2/28). The *Chandley* class frigate is produced at the shipyards of Sol IV, Sol VI, and Andor.

Historical Notes:

The *Chandley* is the only ship in Starfleet named after the company that designed and built the class vessel- Chandley Works, Limited. Actually, the company is owned by the descendants of Rear Admiral Thomas Chandley, one of the most decorated naval heroes of Terran history. Chandley, and admiral in the U.S. Navy, is well known for his brilliant blockade of Soviet ports during the Aleutian Incident of 2003 (0/03).

The first combat experience of any *Chandley* class vessel was considered a total success. While patrolling in the Gorn Sector, the *USS Hanson* (NCC 2309) received a distress call from a commercial freighter stating it was under attack by unknown vessels. Upon reaching the coordinates give by the freighter, the *Hanson* encountered two Gorn cruisers involved in a boarding action against a *Liberty* class freighter. When called upon to withdraw, the Gorn cruisers put up shields and opened fire. The *Hanson* made short work of the Gorn vessels, but the marine boarding parties found their task difficult at best, for they encountered Gorn marines who refused to give ground easily. Victory was won only after the Starfleet marines gained access to the life support systems and shut them down. When the bridges of the Gorn vessels were entered, it was discovered that the entire bridge crew had committed suicide. Interrogation revealed that the ships had defected from the Gorn Alliance and were operating as renegades. The *Hanson's* marines sustained only three deaths and 17 casualties during this spirited action; all units involved received Commendations of Valor. This was the first time a Gorn ship had been boarded by Starfleet personnel; much of the current knowledge about the Gorn Navy stems from this encounter.

In another incident, this one occurring in October of 2282 (2/19), the *USS Monson* (NCC 2392), on a fact-finding mission within the Triangle, was overtaken by four Klingon K-23 escorts. At first, the Klingons merely scanned the *Monson* at a seemingly safe distance to its rear, but eventually two closed with the frigate, declared it had entered Klingon Imperial space, and demanded it heave to and prepare to be boarded. Finding himself well within the boundaries of the Triangle, and realizing that the Klingon demands were the prelude to an unprovoked attack, the *Monson's* captain immediately raised shields and warned the Klingons off. The Klingons attacked immediately, and the *Monson* returned fire. The *Monson's* aft torpedoes hit the bridge of the lead K-23, causing it to veer off course and into the path of the other oncoming vessels, whose fire crippled their comrade. Seeing this as an ill omen, the Klingons immediately departed the area, leaving the crippled ship behind. The *Monson* approached the Klingon vessel, accepted its surrender, and beamed aboard two marine platoons before the Klingon ship exploded, killing all aboard. An after-action investigation revealed that an unidentified device in the engine room had been touched by an unsuspecting trooper, initiating a critical overload in the matter/anti-matter mix chamber. The explosion was of low yield and caused no damage to the *Monson*. The device that caused it has never been seen or reported since, and it is suspected by Starfleet Intelligence to have been a jury-rigged self-destruct unit.

Because of this incident, Starfleet policy states that before marines board any enemy vessel, a complete scan will be made of the vessel to determine if the destruct systems are in operation. Only if the scan results are negative will the boarding operation proceed. If the scan is positive, the enemy will be given a chance to disarm any such devices, and if they fail to do so promptly, the vessel is to be disabled and the crew subjected to intense phaser stun. Only then will engineers and UXB personnel beam aboard to disarm the device.

In May of 2283 (2/20), one of the most decorated frigates in Starfleet, the *USS Blackheart* (NCC 2327), was reported missing while patrolling the Rimward Sector. A search was made, but all that was found was a communications buoy apparently discharge by the *Blackheart*. This buoy had only the partial message, "...small object paralleling our course...no response on hailing freq..." The remainder of the tape was garbled, and portions had been intentionally erased. Starfleet has no more information on the fate of the ship or its crew. The *Blackheart* is most remembered for the large black hearts painted on each of its lower wing assemblies; such painting is typical of *Chandley* class ships, making them easily distinguished on visual scan. The practice is thought to keep the crew's price in their vessel at a peak.

Changes to FASA Mk I:

- Superstructure increased from 28 to 31 due to component weights (rounded down to keep vessel in Class XI).
- D factor adjusted.
- Weight adjusted.
- M-6 retained although WDF over maximum allowed by 1.0 (M-6A not available at time of Mk I commissioning).

Changes to FASA Mk III:

- Impulse drive upgraded from FIF-3 to FIG-1 as FIF-3 unavailable for Class XI at 3/1 movement.
- SS increased (rounded down to keep vessel in Class XI).
- D factor adjusted.
- Weight adjusted.

Changes to FASA Mk IV:

- SS increased (rounded down to keep vessel in Class XI).
- D factor adjusted.
- Weight adjusted.



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