

# ***FEDERATION UPDATE :***

## ***Fleet Database :***

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### **SHIP PROFILE: U.S.S. COCHISE**

#### **CDR Jeffrey Santabaaka**

Note: This was written a short time after the Romulan attack on the Klingon outpost at Narendra-3 (2344), during the early construction stages of the Galaxy class starships.

#### **HISTORY**

FACT: Towards the middle of the 24th century the political climate in this part of the galaxy was changing rapidly. After the Khitomer Conference, groups of Klingon and United Federation of Planets personnel began working in concert towards what would ultimately become the Grand Alliance.

FACT: The number of people with mixed-racial parentage began to noticeably increase during this period of time.

FACT: Since the embarrassing failure of the transwarp drive, Starfleet scientists have been pushing themselves as never before in all technological fields. These facts lead up to the creation of a new type of starship. The U.S.S. Cochise NCC-1530 rivals any cruiser to date in its abilities and its crew. The Cochise is an experimental research vessel. Its construction and commissioning were kept from the public eye and its missions have remained secret in nature.

The crew that would eventually man her were hand-picked by both the Klingon and Starfleet high commands. This crew is a conglomerate of almost every humanoid species known. A majority of the crew are mixed breeds, with genetic ancestry stemming from any of two to six different races. There are significant numbers of pure humans, Klingons, and Vulcans on board as well. A vast majority of the crew excel in the areas of science and engineering. They are unique in that they designed and guided the construction of over ninety percent of the Cochise by themselves.

The Cochise is a study not only in crew interaction with potentially erratic systems (see: CONSTRUCTION), but also in the ability of the crew to overcome prejudices and hostility to other races. The true ancestry of the crew members is known only to the captain, Frances Druckrey. Commissioned and launched on 25 September 2340, it has been serving the Klingon Empire and the United Federation of Planets well for the last few years, and is expected to do so for a long time to come. The ship is solely of Starfleet design. The attitude of her crew is an even mixture of Klingonese honor and pride and Starfleet reasoning and inventiveness. Their loyalty is to their captain and to each other.

## CONSTRUCTION

With the Constellation class currently in production, it was decided that the use of a 4-nacelle design would be ideal. However, with such a crew designing her, it was apparent that this would be the only similarity to that class.

Constructed during the late 2330's at the Venusian Orbital Construction Facility, it bears only a passing resemblance to the U.S.S. Reliant. Due its different classes of starships. The hull is a radical change from the current standard concave, curvature. The warp-engine nacelles protrude almost directly from the hull. They are so close to the hull that additional shielding was needed in those areas to remain within radiation exposure regulations.

Every piece of equipment on board is state-of-the-art. It was intentionally built with systems so advanced that most are still restricted and cannot be discussed here. Several top-secret weapons-systems created in this joint effort are being field tested. Many of these systems are being tested before installation on other vessels. One item that we can only mention is a power-pack designed by the captain which is currently powering the main life-support system. It may in fact be able to power all the standard electrical systems on the ship. Some of what can be discussed is covered below. Ship's phasers are essentially identical to those aboard the Constellation class. Significant modifications have increased their power output by 17 percent. A recently declassified shield generator was installed with a power rating 11 percent higher than the former best Starfleet model. One weapon system that will not see common use for another 5-10 years is the

photon torpedo FP-10. The one advantage: it packs a punch 1 1/2 times its predecessor, the FP-4. The one disadvantage: it requires a large launch tube.

The combined effects of the ship's streamlined shape, additional superstructure hardpoints, and extra large impulse engine give it the best maneuverability of any ship of its size. Due to its extra hardpoints, it can even change size relatively easily. Internal structuring can be easily altered to accommodate the mission objective. This explains the large cargo area. This ship is also ideal for a new type of research facility - MARS: Mobile Auxiliary Research Station. Starfleet intends to save a lot of money with a ship that has the ability to interchange systems with ease and can upgrade in classification quickly.

The computer core is larger than required for a ship of this size for the primary reason of a longer than normal time between starbase downloads. The number-crunching power of this computer could not be ignored by the chief engineer and was quickly pushed to its computing limits. CDR J.L. Santabaaka had been impressed by the new warp-drive technology, but felt there had to be a way to improve it even more. With intense study of the dilithium crystals in use on the Cochise, he determined how the crystal should be arranged and maneuvered so that the antimatter stream would be even more restricted within the crystal and all secondary annihilation reactions are thereby eliminated. This and other classified adjustments not only increased the power output by 15 percent but facilitated an increase in cruising speed to warp 7 by reducing the required power for warp speed and the stress to the components.

Appropriate training can enable a skilled engineer to increase the cruising speed him/herself and the method will no doubt be incorporated onto most future starships. Unfortunately, the power output apparently stems from an eye-balling technique not reproducible by computers.

In conclusion, the arrow-shaped radiation screens on the nacelles were chosen in respect to the ship's namesake.

This is the construction data for the USS COCHISE NCC-1530, eastern North Carolina, CAPT Frances Druckrey. This ship design was created by CDR Jeffrey Santabaaka, CEO of the COCHISE, with assistance from CAPT Myles Novak, and John Whitlock-civilian. This ship is a light cruiser. This data has been declassified. All evidence of classified material has been removed and related data has been altered to hide the existence of such material.

SHIP CLASS :	COCHISE	Crew-	375
		Passengers-	20
CONSTRUCTION DATA:		Shuttlecraft-	6
Model Number-	1	ENGINES AND POWER DATA:	
Date Entering Service-	8160.0	Total Power Units Available-	112
		Movement Point Ratio-	4/1
HULL DATA:		Warp Engine Type-	FIWB-2
Superstructure Points-	44	Number-	2(4)
Damage Charts-	C	Power Units Available-	46
Size		Stress Charts-	E/F
Width-	224.0 m	Max. Safe Cruising Speed-	Warp 7.0
Height-	52.0 m	Impulse Power Generator Type-	FIF-3
Length-	318.0 m	Power Units Available-	20
Weight-	214,483 mt	WEAPONS AND FIRING DATA:	
Cargo		Beam Weapon Type-	FH-14
Cargo Units-	1500 SCU	Number-	5
Cargo Capacity-	75,000 mt	Firing Arcs-	2 F/P, 2 F/S, 1A
Landing Capability-	NONE	Firing Chart-	X
EQUIPMENT DATA:		Maximum Power-	14
6-Person Transporter-	4	Damage Modifiers	
Emergency 18-person-	4	+3	(01-09)
Cargo, Small-	2	+2	(10-18)
Cargo, Large-	1	+1	(19-22)
		Missile Weapon Type-	FP-4
OTHER DATA:		Number-	3
Decks-	9	Firing Arcs-	1 F/P, 1 F/S, 1 A/P/S
		Firing Chart-	S

Power To Arm-	1	Power Generation	
Damage-	20	Primary-	Third-Generation
Missile Weapon Type-	FP-10		Multi-Field Warp
Number-	1		Drive
Firing Arcs-	1 F/P/S	Secondary-	Chiokis Fusion
Firing Chart-	S		Reactors, A-B
Power to Arm-	1	Tertiary-	Mark-7 Solar
Damage-	30		Storage Battery
		Emergency Speed-	Warp 9.0
		Maximum Speed-	Warp 9.3

## SHIELDS DATA:

Deflector Shield Type-	FSS
Shield Point Ratio-	1/4
Maximum Shield Power-	20

## COMBAT EFFICIENCY:

D-	216.92
WDF-	111.3

## OPERATIONAL CAPABILITIES:

Cruising Range-	33,614 light years
Expected Lifetime-	32 standard years
Avg. Time Until Resupply-	8 standard years
Estimated Time	
Between Refittings-	10 standard years

## COMPUTER SYSTEM:

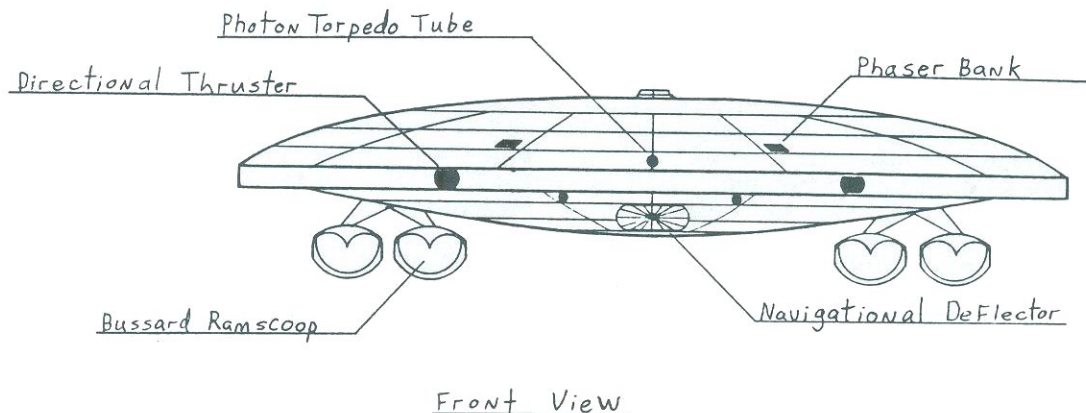
Type and Manufacturer-	Duotronics M-7A
	AICS Command System
Storage Capacity-	3,685,925 Terrabytes
Average Response Time-	0.3762 nanoseconds

## SENSOR SYSTEM CAPABILITIES:

Primary Sensor Detector Radius -	3.5 parsecs
Automated Telemetry	
Control Radius-	2.6 parsecs

## TRANSPORTER DATA:

Transporter Range-	40,000 km
	line-of-sight



tion on the use of that power. (IE the amount of plasma is only limited by the amount of antimatter/matter plasma energy which is limited by the containment 'bottle' and the flow controls which are limited by et cetera et cetera.)

The question of "which is best" remains in debate. The Romulans are not dependent on Dilithium crystals. The Klingons have very durable equipment. The Federation has a slight advantage in control technology. Even within the Federation there are differences of opinion over the advantages of self contained engines versus the efficiencies of common intermix distribution.

I hope that this very limited essay on the viability of control power applications has been of interest. Questions or comments may be submitted via the publisher.

Note 1. The Vector Graphs used are based on the RWE-1, KWE-1, WD-1, FWD-3, and FWD-4 as representative characteristics.

Note 2. Diagrammatic displays of power flux flows are very simplified with details not shown.

Note 3. The terms 'Plasma' and 'Flux' are used interchangeably in this writing. The result of the Antimatter/Matter mix is a 'plasma'. The term 'Flux' is generally used when denoting power applications.

Note 4. Deleterious effects of manual adjustment of dilithium power flux flows: See also ST II.

Note 5. Dilithium Protonic Decay and theoretical Regeneration: See also ST IV.

Note 6. Mathematical detail not presented due to official constraints: See also 'Prime Directive'.

#### References:

Star Trek Technical Manual, Franz Joseph.

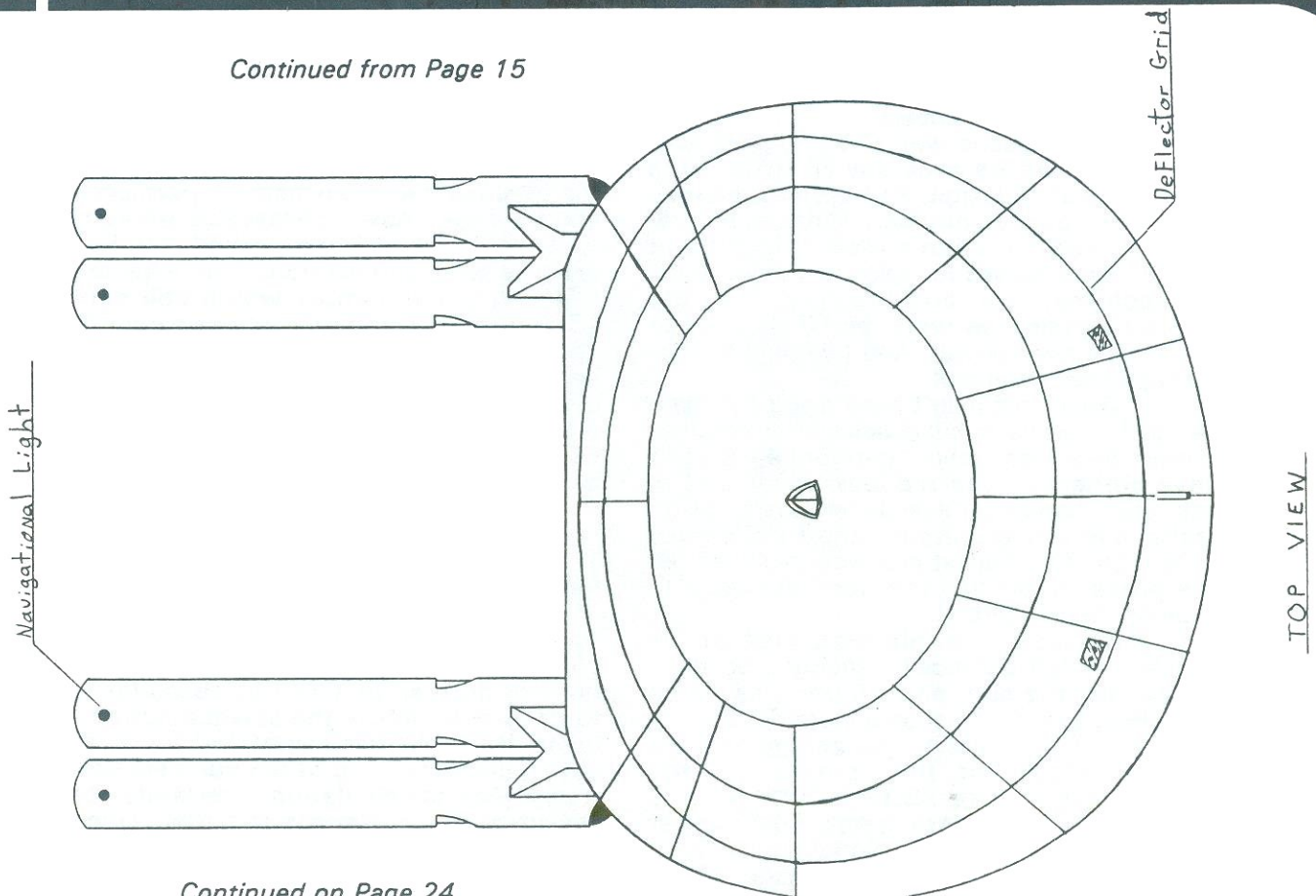
Mr. Scott's Guide to the Enterprise, Shane Johnson.

Crystal Star Drives, Nels Bergenholm.

Warp Dynamics, M. Cochrane.

Unpublished notes, J.A. Bergenholm

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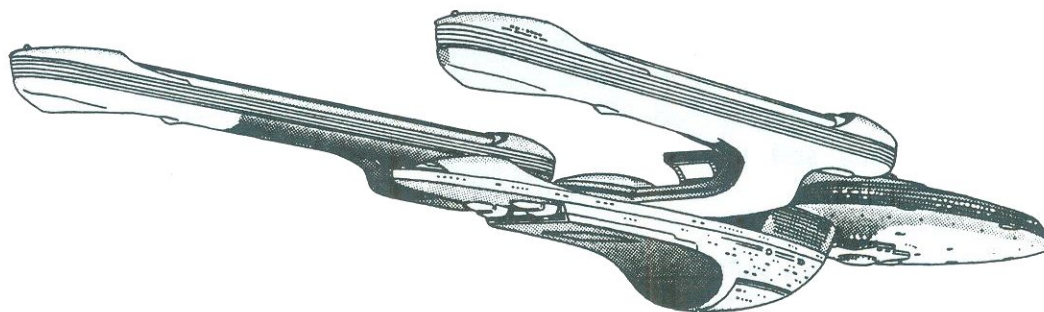
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Boradin accepted the post. Due to his work being so complete in its initial theory it only took five years before a working prototype was undergoing strict engine trials at the research facility.

The Pegasus class was in its final construction stage and Shuvinaaljis/Leeding/K'tchar released their engine for actual ship trials. It was another two years before the Pegasus was completed. Before she left for a six month system shakedown,

Shuvinaaljis/Leeding/K'tchar changed the research name from Maxima - Transwarp to a operational name which Starfleet accepted into their data banks as Ultrawarp.

After the six month shakedown, the Pegasus returned to Earth with a favorable report on the operational success of the engine. Shuvinaaljis/Leeding/K'tchar then rushed into production another unit for the Galaxy class cruiser, which was nearing its completion.



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