



STARFLEET COMMAND

edited by Forest Brown

Q. Are the stats i.e. length, width, height, weight, speeds, phasers, photon torpedoes, crew, shuttlecraft, and transporters originated at FASA or by Paramount?

A. The stats come from both sources. The dimensions of the ships that appear in any of the *STAR TREK* films come from Paramount. FASA receives photos of the ship models and then makes all the appropriate measurements to come up with the proper dimensions. Only the speeds, weaponry and other data listed for the *Enterprise*, *Constitution*, *Klingon D-7A*, *D-7M*, and *Romulan Bird of Prey* came from Paramount. All others were created at FASA. It is interesting to note that Paramount never generated the weaponry for either the *Excelsior* or the *Klingon scout* in *STAR TREK III*. All of the information published by FASA has been approved by Paramount and is therefore what should be used.

Q. About the photon torpedoes on the *USS Excelsior*. On the back of your miniatures card (#2517), the torpedoes are listed as FP-6, however, in your *STAR TREK III Sourcebook Update* (#2214) they are listed as FP-4. Which is correct?

A. The correct torpedo is the FP-4.

Q. My first question deals with miniatures; After seeing some of the ships in the *Federation Ship Recognition Manual*, I noticed that most of your ships are pretty neat. Since the *Enterprise*, *Reliant*, *Chandley*, and *Loknar* have been made into miniatures will any of the other ships be made into miniatures? I think I would like to see the *Brenton* cruiser and the *Baker* destroyer and one of the freighter made into miniatures.

Secondly, I seem somewhat perplexed about some of your terminology. I noticed that the *Chandley* is called a "frigate" but it has more weaponry

than your *Enterprise* class heavy cruiser, and at 175,000mt., not to mention it carries 250 Marines! Surely this *Baker* class destroyer according to your book, weighs 122,000mt. Isn't this a little big for a destroyer? I would really appreciate it if you could explain your terminology to me.

Thirdly, I was shocked to see your stats on the *Enterprise* class cruiser. I compared them with the ST-TMP blueprints, which showed this ship with 18 phasers not 6 and a weight of 190,000mt. and with an emergency warp capability of 12. Why such a difference?

Josh W. Spencer
South Haven, MI

A. First of all the *Baker* and a freighter will be released for sure. The tramp freighter featured in the first issue of **STARDATE** will be released soon and the *Kobayashi Maru* will be released sometime in 1985. Plans are being made to make more ships, but what ships those will be has not been decided. FASA would like to hear from everyone about their interests.

Second, in the time of *STAR TREK*, the Federation classifies ships similar to the Terran classifications of the late 18th century. A Frigate is a large ship designed solely for combat whereas the heavy cruiser doubles as a warship and research vessel. Around 1800 A.D., Terran dating, the frigate was the largest ship on the seas. It was replaced by the Ship-of-the-Line, which was later called a cruiser. This is where the terminology comes from. It is a bit confusing when compared to Terran navies of the late 1900's where frigates were very small ships. The *Baker* is a Class IV destroyer. This is not considered heavy by Federation standards. Once again, I refer to the mission or tasks of the ship type. It is possible for a destroyer to weigh twice as much, but is unlikely.

About your third question, I must admit that we gave the *Enterprise* less phasers than on the blueprints. The *Enterprise* is the most powerful ship in our game (excluding the *Excelsior*) and that

is with only 6 phasers. It is possible to destroy one in combat with a little cunning and good tactics. If the ship were given any more weapons it would be next to impossible to destroy and therefore lessen the play value (fun) of the game. If you would like to upgun your *Enterprise* class, feel free to do so, but I believe you will find that it is too powerful. As for the weight and warp capability, we did not look at the plans when we published our stats and this causes the difference. We will not change the models we have but are considering an uprated *Enterprise* MK III that will reflect the increased weight and higher warp capability.

Q. I have just purchased your model of the *Klingon Ship* in *STAR TREK III* and must say I am impressed. The package calls the model a *Frigate* and shows it to have more crew and weapons than the one in the movie. Would you please explain the difference?

Also, are you going to make the *Space Dock*?

Bill Cookston
Seattle, WA

A. When FASA was first given the plans and photos of the new *Klingon* ship, the information supplied did not match the pictures. There are several pictures that show the ship to be different sizes. When we asked Paramount about this discrepancy, they were not sure what was true. Finally, they told us to go with the picture that appears on the **STAR TREK III Starship Combat Game**. This is the photo most used in promotion that shows the *Bird of Prey* sitting in front of the *Enterprise*. It is from this photo that we made our model. And, as you will see, our miniature is as large as the *Enterprise*. We, therefore, named it a frigate and gave it the L-42 classification. Later, approximately April, 1984, Paramount supplied us with information that the ship was a scout and only carried 12 crewmembers. Of course we asked how a ship that large would only have 12 people on board and be able



to destroy the *Enterprise*. The answer recieved was several more pictures from the movie, one of which, showed the ship sitting on the planet Vulcan with crowds of people around. This only led to more confusion, for now we had two photos from the movie that showed this vessel to be two different sizes. At this time, we decided to cover both bases and created the stats for the K-22 scout. More pictures arrived from Paramount showing still another size to this ship. Thus, we created the D-32 light cruiser. And, as our luck seemed to be running high, when the movie came out, this marvelous ship was seen to be not three different sizes, but five. Hollywood never considers the facts, but is concerned with visual impact. When viewing the movie, look at the size of the ship when it appears over the tramp freighter, when it attacks the *Grissom*, when it first attacks the *Enterprise*, when the Klingons realize that the *Enterprise* is about to blow up and turn their ship away, and, finally, when it lands on Vulcan. In all these cases you will find the ship is a different size. At this time it is not feasible for FASA to make this model in any other scale, and so you have the L-42 frigate. Stats for the K-22 and D-32 are found in other FASA products, so that you may play them all.

As for the Space Dock, FASA decided not to produce the miniature of this when it was determined that no more than one or two could be sold. The model in scale would be 3' wide and 4' tall and would only weigh 700lbs. The retail price would be somewhere in the neighborhood of \$20,000. It was felt that the item would not be marketable. The truth is, we could not agree on the packaging.

The following letter appeared in our mail and although it is not a question, we felt we should share it with you.

Dear Gentlemen,

Recently I purchased your product entitled **USS Enterprise Deck Plans** and although I enjoyed them, I found that there is a few mistakes, especially as pertains to the engineering side of the drawings. I thought you would appreciate some feedback on your project, in order to improve the next generation of this product, if such plans are in the offing.

FRESH WATER SYSTEM: One thing I noticed is that there are too many fresh water pumps. Even an advanced technology would not overlook an easier method, one which would use less space and power, plus allow a greater control over the fresh water supply. Today we use on the larger ships (sea going), one pump and a pressurized tank which adds pressure to the system. The tank could be referred to as a ready use tank, pressurized when water is pumped into the tank and the air is compressed. A small compressor could be added to keep a constant pressure on the system. This way it eliminates the need for so many booster pumps, say one to a deck or one to every two decks. So many pumps in a system would flood your spaces or empty the tanks in less than a day with the tremendous pressure they would put out. The showers and jacuzzi units are frivolous wastes. I doubt if the jacuzzi would be part of the ship and the showers would likely be a type of ultra-sonics or similar system. In a water-poor environment, little water is wasted, lest the ship run out without a fresh water supply close at hand.

This brings up a second point. As you show in your drawing, there is no way to fill your fresh water tanks. Even with such machinery as dehumidifiers, there would still be a need for an outside source. I hypothesize that a special transporter would be attached to the

system which would allow the ship to top off their water as they passed a class M planet.

Grey water, the waste from your sinks, would drain off into a main storage tank separate from the solid wastes. From the tank it would be pumped into evaporators and possibly a second purification unit (evaporators are one of the most efficient ways of purifying water) before returning to the baffled fresh water tanks.

SANITARY SYSTEM: The sanitary system would most likely utilize a future generation vacuusan or low pressure air system. Perhaps, the vacuusan is the more efficient of the two, requiring less equipment to operate. The collection tank would be under a vacuum created by pumping out the air with one pump. A second pump would discharge the waste, either overboard or into a reprocessing plant, possibly for distribution in hydroponics plants as fertilizer.

AIR CONDITIONING: This system would most likely contain a future generation electrolysis unit, a practical and efficient method of producing oxygen. The resultant hydrogen, a waste product, could be burnt in liquid form as a fuel for the system. The water produced by burning the hydrogen could be returned to the system, thereby eliminating the need to constantly refill the system. Only top-ups would be required to replace lost water. Ventilator fans would circulate the oxygen through the ship, preheated by electrical means produced by a generator or power plant run off the mains. Dehumidifiers and humidifiers would also be contained in the system, the entire system run by a small environmental control computer.

ARTIFICIAL GRAVITY UNIT: Some kind of machinery to produce the artificial gravity would be needed. However, I have no suggestions.

Crawl spaces are needed to allow

access to various machinery and a maze of small passages for robotic maintenance units, which I appropriately refer to as 'the mouse'.

CO² SYSTEM: I suggest a CO² system as opposed to a fire main because of the rarity of water and the number of electrical systems on the *Enterprise*. I may have this wrong and dry-chem is used for electrical fires. If so, substitute dry-chem for CO². A simple CO² plant could replace the normal bottles and

accumulators could be used to store a supply of CO². Electronically controlled solenoid valves would release the CO² to various parts of the ship through sprayers, automatically shutting off the ventilation in that area and supplying breathing masks. I would suggest one unit per day or one unit every two days, however, one unit could be fitted to supply for the whole ship. The entire system would be controlled via the fire and damage computers.

These are just a few suggestions. People may say that the *Enterprise* is just a fantasy, but excluding the main engines, tractor beams, and transporters, we have the technology to build one. It is not a pipe dream, but a realistic possibility of our future, and as such, deserves to be kept within the bounds of reality.

Sincerely,
Alan Dennis Lacoursien
HMCS Rapid

CONVENTION LISTINGS

compiled by Michael Bledsoe

Below are the latest listings in upcoming conventions. If you have any questions about the conventions listed, please send a self-addressed, stamped envelope to the contact address below. Due to scheduling difficulties guests and features could be subject to last-minute changes, so please check with the con committee before making final arrangements.

December 1984

1 - 2

U-MASS CONVENTION: University of Massachusetts, Amherst, MA. Contact: Steven Bailey, P.O.Box 117, Amherst, MA 01002. Gaming.

7 - 9

WINDYCON XI: Woodfield Hyatt, Schaumburg, IL. GoH: Alan Dean Foster. Art GoH: Joan Hanke Woods. Toastmaster: Algis Budrys. Registration: \$15, \$20 at the door. Contact: Windycon XI, P.O.Box 432, Chicago, IL 60690. SF.

28 - 30

EVECON II. Tysons Westpark Hotel, McLean, VA. Attendance will be limited to 1200. Registration: \$10 till 11/1, \$12 till 12/1, and \$15 at the door. Contact: EveCon, P.O.Box 128, Aberdeen, MD 21001.

January 1985

25 - 27

CONFUSION: Plymouth Hilton, Plymouth, MI. GoH: tba. Fan GoH: Julia Ecklar. Toastmaster: Marty Burke. Registration: \$10 till 11/7, \$13 till 11/8, \$15 after and at the door. Contact: AASFA/ConFusion, P.O.Box 8284, Ann Arbor, MI 48107. SF.

February 1985

1 - 3

TAKE MY CON...PLEASE. Washington, DC. GoH: Diane Duane. Art GoH: Phil Foglio. Follow-up to 1984's Brave New Con. Registration: \$8. Contact: W.A.C.O., P.O.Box 335, Arnold, MD 21012. Theme: Humor in SF.

15 - 17

CONTEX 2: Houston, TX. Contact: Friends of Fandom, P.O.Box 772473, Houston, TX 77215.

22 - 24

CAPRICON V: GoH: Frederik Pohl. Fan GoH: Darlene P. Coltrain. Registration: \$12 till 2/1/85, \$18 after and at the door. Contact: Capricon V, P.O.Box 1295, Oak Park, IL 60304. SF.

22 - 24

WISCON 9: The Concourse Hotel, Madison, WI. GoHs: Alicia Austin and Lisa Tuttle. Registration: . Contact: SF³, P.O.Box 1624, Madison, WI 53701. SF.

April 1985

5 - 7

CAPCON '85: East Ballroom, Ohio Union, OSU, Columbus, OH. Contact: Paul T. Riegel, c/o War Game Designs, P.O.Box 629, Reynoldsburg, OH 43068. Gaming.

May 1985

25 - 28

85TH AMERICAN BOOKSELLERS ASSOCIATION CONVENTION & EXHIBIT: San Francisco, CA. Contact: American Booksellers Association, 122 East 42nd Street, New York, NY 10168.

July 1985

3 - 7

WESTERCON 38: Red Lion Inn, Sacramento, CA. GoH: James P. Hogan. Fan GoH: Paula Crist. Toastmaster: Katherine Kurtz. Registration: \$20 till end of Westercon 37. Contact: Westercon 38, 4812 Folsom Blvd., Suite 125, Sacramento, CA 95819; (916) 481-8753. SF.

August 1985

22 - 26

AUSSIECON TWO: 43RD WORLD SCIENCE FICTION CONVENTION: Southern Cross, Melbourne, Australia. GoH: Gene Wolfe. Fan GoH: Ted White. Registration: Supporting - \$30(US), Attending - \$50(US) until 12/31/84, then higher. Contact: Aussiecon Two, GPO Box 2253U, Melbourne 3001, Victoria, Australia, or agents: Fred Patten, 11863 West Jefferson Blvd. #1, Culver City, CA 90230/Joyce Scrivener, 2732 14th Avenue South Lower, Minneapolis, MN 55404/Jan Howard Finder, P.O.Box 428, Latham, NY 12110 in the USA. SF.

30 - 9/2

THE FIRST OCCASIONAL LONE STAR SCIENCE FICTION CONVENTION & CHILI COOK-OFF: NASFIC 1985: Hyatt Regency Austin & Palmer Auditorium, Austin, TX. GoH: Jack Vance. Fan GoH: Joanne Burger. Art GoH: Richard Powers. Toastmaster: Chad Oliver. Registration: Supporting - \$15, Attending - \$25 until 6/30/84, then higher. Contact: FACT, P.O.Box 9612, Austin, TX 78766. SF.

September 1985

20 - 22

DELTA CON '85: Capitol House Hotel, Baton Rouge, LA. Guests: DeForest Kelly and Walter Koenig. Contact: Delta Con, 12528 Cate Avenue, Baton Rouge, LA 70815. *STAR TREK*.

* FASA Corporation will be attending the conventions marked above with demonstrations and tournaments.

Convention committees, please note: To insure that your convention is listed on our calendar, please send all pertinent information no later than 6 months prior to the event to:

STARDATE Convention Listings

c/o Michael Bledsoe
1026 West Van Buren, Second Floor
Chicago, IL 60607

Due to space limitations **STARDATE** cannot guarantee that every listing will be included.