

Episode 10
Sargasso Expanse
Stardate: 2408.11

Gamemaster Prologue: On Stardate 2407, the S.S. Denihan was presumed lost in an Ion storm when it failed to arrive on the tradeworld of Derigo. After an extensive search, the remains of the vessel were never found.

One of the passengers of the Denihan was Robert McGillicutty, father to Chief Engineer Jackson McGillicutty. Jackson has been making private inquiries into the disappearance of the Denihan. His investigation has led him to a stellar nursery known as the "Sargasso Expanse".

The Sargasso Expanse

This area, lying some 30 parsecs from the Romulan Neutral Zone, is one of the largest stellar nurseries in known space. It is a sea of colorchromatic swirls of stellar gases with pinpoints of light signaling the birth of new stars. Beautiful and turbulent, the expanse attracts scientists and sightseers from all over the Federation.

Initial Survey

The last known telemetry of the Denihan places it within a few parsecs of the rim of the expanse. An Ion storm, the search team suggested, must have destroyed the vessel. They were unable to find conclusive evidence that the Denihan traveled into the expanse.

The search record indicates that sensor sweeps of the area returned recent evidence of an Ion storm in this area. A successful roll in Starship Sensors will confirm their findings.

A roll vs. Starship Sensors at +10 will reveal the presence of high tachyon activity in the expanse consistent with observatory data given to McGillicutty by the engineer of the Hastings (see Episode 9). A second roll against Starship Sensors at +15 will reveal a region of subspace weakness within the expanse overlapping the areas of tachyon activity.

The Denihan, as well as other ships recently, have been caught in heavy ion activity in this region. The ships have been lost when the ion storms and the weakness in local subspace together created a brief dimensional portal through which the ships inadvertently passed.

Into the Expanse

The ship rumbles and lurches as it passes through the edge of the expanse. The outer hull crackles and sparks as ionized particles discharge unto the ship. Static interference sporadically obscures the image on the main viewscreen.

A 3 or less roll on a D10, taken at random intervals, indicates that the ship suffers some structural damage; 1D10 points of damage (less shield strength). If the Helmsman makes a successful roll vs. Starship Helm Op., divide the damage by 2.

(02-06-04 I'm considering a 1D100 roll every time the ship takes damage where a 5 or less indicates that a part of the ship has vanished into the dimensional void. 1D20 to

determine deck/ height- vertical, divide ship length into 3/100 m sections using 1D6/2 , and a D20 to determine how many 1.5m squares are missing.)

Sensor Data

As the ship enters the region, sensor scans will show a large area of instability in subspace. The intensity of the recent ion activity undoubtedly hid the instability from previous scans, especially private sector sensors, which are not as sensitive as Starfleet models.

Distress Call

GM roll 1D10 as previously for ion damage check, and continue with the damage roll regardless of the first roll outcome. The distress call will come immediately after the damage roll.

The communications officer reports that a weak subspace transmission is being picked up on a distress channel. The signal quickly dissipates.

The signal is an automated distress signal from the S.S. Samuel Malone, a private ore carrier reported lost several months previous. The message can only be heard during ion interference that's strong enough to cause damage. The origin of the message is relatively close to where the message was first received. If the crew doesn't make the connection between the ion disturbance and the messages initially, continue the damage roll procedure. Short, one sentence communications can be every time an ion disturbance occurs.

The S.S. Samuel Malone is one of several ships trapped in an encapsulated spacial anomaly along with the S.S. Jasmine Pearl, the S.S. King Solomon, and the S.S. Denihan. All four ships survived the cross into the anomaly, although all them were severely damaged and unable to escape.

Recovering the Vessels

The ships now caught in the anomaly passed through a spacial opening created by the intensity of the ion storm. With the storm passed, there isn't enough particle disturbance to create another opening. Also, the latest sensor data suggests that the spacial fabric is stabilizing, soon trapping all the ships inside.

There are any number of ways to explain re-creating the environment necessary to enter the anomaly. Allow the players to brainstorm and come up with ideas so long as it remains true to Star Trek technology and physics, i.e.: "I'll vent charged particles from the engines..." Allow certain flexibility for player(s) who may not be familiar with Star Trek technology.

Into The Anomaly

Entering the anomaly has crippled many vessels throughout the duration of the storm. To determine the damage as the Essex enters, take the total engine output and roll a 1D6 to determine a multiplier: 1-2, X1/4; 3-4, X1/2; 5-6, no modifier. The resulting number is the total amount of damage the ship takes. The chief engineer can roll vs. Starship

Engineering to reduce damage by 1/2. Roll 1D6 to determine which hexside is affected and distribute damage in 5 point increments.

A sudden lurch rocks the ship, followed by a deep groan caused by the enormous stress of space-time collapsing all around. The interior lights flicker and fade out, leaving the bridge in darkness, save for the occasional spark coming from various control panels. The viewscreen recycles a continuous snowy pattern, foreign to the actual outer environment. The bridge crew sprawl about like tossed ragdolls, until the ship finally comes to a rest. The viewscreen flickers and stabilizes in time with the dim emergency lighting. A momentary silence is broken by the cackling voices over the comm speakers, accounting damages throughout the ship.

The bridge crew must roll vs. DEX at +20 to avoid taking 4D10 points of temporary damage.

The viewscreen displays only a sea of total darkness, no sign of any natural light to illuminate the natural features - should there happen to be any. Initial sensor scans indicate trace elements of deuterium, neutronium, plastiform, along with considerable amounts of radiation in the area.

A short time later, open communications with the S.S. Samuel Malone begins. All 4 ships have managed to maneuver within short range of each other - within a few hundred thousand kilometers of each other. All are severely damaged, and only 2 can move under their own power.

The least damaged of the ships is the S.S. Denihan, one of the last vessels to enter. The Denihan arrived during the waning stages of the storm, and suffered the least upon entry, thanks to its greater size and hull integrity. Even so, the ship is barely spaceworthy. The Denihan has been shuttling personnel and equipment between the remaining ships. The Jasmine Pearl is badly damaged and is currently being evacuated, its hull integrity deemed no longer safe. The King Solomon had to jettison its nacelles, they were so badly damaged, but, otherwise remains relatively intact. The Samuel Malone has been monitoring local subspace disturbances in hopes that contact with a rescue vessel could be made.

Counting all four vessels, there are some 175 survivors, and roughly 30 that require serious medical attention.

Robert McGillicutty is alive and well on board the Denihan. He has been coordinating the distribution of medical supplies between the ships. He's grateful to see his son again, although he worries that he maybe forever trapped here, also.

Escaping the Anomaly

After the Essex arrives, they only have 2D10+4 hours to escape. The four ships could only summon a limited amount of scientific expertise. Although they haven't made much headway in terms of an escape plan, they did determine that not all physical laws apply here (i.e. random gravimetric wave fronts with a possible 1D10/2 points of ship damage; all GM's discretion)and that time is short

Passage of Time

Most of the time spent can be determined arbitrarily by the players and the GM. Below is a small reference chart for likely events.

Travel between vessels - 1D10 +10 min

Evacuation (per ship)- 1 hr

Theoretical computation- 1D10-(Astron-Astrophysics score/10)

Exiting anomaly (setup & attempt)- 1hr

If the players decide to use the same method to exit as they did to enter, local space will become slightly disrupted, tossing the ship and crew about. A DEX roll for each of the bridge crew to avoid 1D10 of temporary damage. The ship will also incur a modest 1D10 pts of damage, spread out in 5 point increments, unless the Chief Engineer can successfully roll vs. Starship Engineering, reducing the damage by half.

The only way to escape from the anomaly is to produce enough energy to open the spacial portal. A starship explosion will be sufficient, ideally the Denihan, which has mostly undamaged engines. Indulge players to come up with their own ideas and questions, but, if they stall, have an NPC (possibly one of the captains) toss a suggestion to get them on the right track.

The destruction of the Denihan will open a passage out of the anomaly, as well as cause more damage to the battered Essex. The Essex must stay within 30,000 km (3 hexes) of the Denihan for it to work. Apply appropriate starship explosion damages. Also use the same damage formula when the ship entered.

Once again the ship lurches and groans from the stress; the outer hull sparkling from particle discharges. The bridge lights flicker then wink out until finally the ship comes to a comfortable rest. The viewscreen clears as it did before, only now it shows the customary veil of stars...though there's no sign of the Sargasso Expanse, nor is there updates from Federation navigation beacons.

This adventure was meant to lead into Episode 11:"Everyone Loves A Good Nazi".

NPC's

Marshall Savoy(h,m,47), Captain S.S. Samuel Malone

Endora Stevens(ac,f,40), Captain S.S. Jasmine Pearl.

Tano Med (t,m,35), Captain, S.S. King Solomon

Sebastian Antwerp, (h,m,42), Captain, S.S. Denihan

Robert McGillicutty,(h,m,59), Federation Trade Negotiator

Note on the ships:

Statistics in **red are the ships' current status**

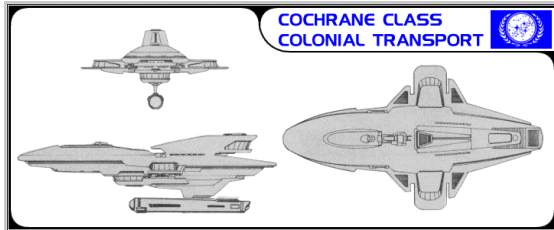
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[UFC465537](#)

August 11, 2004



SS King Solomon

Cochrane Class VI Colonial Transport

Notes: The Cochrane Class ships are used by Star Fleet Colonial Operations Command to transport Federation colonists to new unexplored worlds. Each vessel has the capacity to carry up to 2,400 passengers and their necessities. These ships travel in large groups and are always escorted by the ships of Military Command.

When a new, undeveloped world has been charted and readied for colonization, Cochranes are prepared and colonists recruited. The number of ships used depends on the size of the world to be settled and the rate of development required by the UFP Council. The largest colonial convoy to date has been the Star's End settlement of Stardate 2/0310, in which 42 Cochranes were used. They carried over 100,000 colonists and were accompanied by freighters and transports carrying over 10,000,000 tons of supplies and building materials.

Cochranes are armed only as a protective measure. The weapons have never been used on any of these ships, largely because they are always accompanied by armed escorts.

Of the 308 Cochranes built, 120 Mk IIs remain in active service, with 58 Mk Is and 12 Mk IIs in reserve fleets ready to be recalled when the need arises. Of the remainder, 6 Mk Is and 2 Mk IIs have been destroyed; 6 Mk Is are listed as missing; 12 Mk Is and 2 Mk IIs have been scrapped; and 64 Mk Is and 26 Mk IIs have been sold to civilian commercial concerns. The Cochrane, once actively produced at the Sol V facility, is no longer in production.

Construction Data:

Model Numbers-	MK I
Ship Class-	VI
Date Entering Service-	1/9010-2/0802
Number Constructed	206

Hull Data:

Superstructure Points-	13 / 4
Damage Chart-	C
Size	
Length-	370 meters
Width-	210 meters
Height-	110 meters
Weight-	61,415 tons
Cargo	
Cargo Units-	4,800 units
Cargo Capacity-	240,000 tons
Landing Capability-	None

Equipment Data:

Control Computer Type-	L-13
Transporters-	
Standard 6-person-	10
Combat 20-person-	none
Emergency 22-person-	8
cargo small-	8
cargo large-	4

Other Data:

Crew-	36 / 18
Passengers-	2,400 / no passengers
Shuttlecraft-	22

Engines and Power Data:

Total Power Units Available-	10 / 3
Movement Point Ratio-	2/1 unloaded 5/1 loaded
Warp Engine Type-	FWE-1
Number-	1
Power Units Available-	8 / 2
Stress Charts-	F/I
Maximum Safe Cruising Speed-	Warp 7 unloaded Warp 5 loaded Warp 9 unloaded Warp 6 loaded
Emergency Speed-	FIB-1
Impulse Engine Type-	2 / 1
Power Units Available-	

Weapons and Firing Data:

Beam Weapon Type-	FL-1
Number-	2
Firing Arcs-	2t/p/s
Firing Chart-	D
Maximum Power-	2
Damage Modifiers	none

Shields Data:

Deflector Shield Type-	FSG
Shield Point Ratio-	1/1
Maximum Shield Power-	12

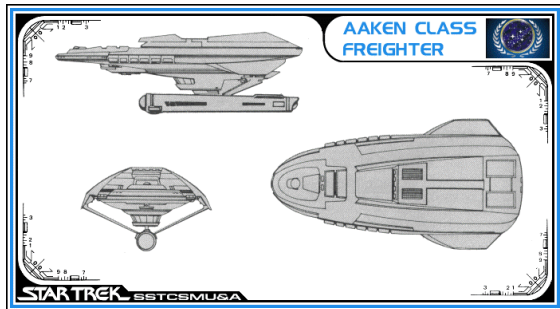
Defense Factor-

41.8 unloaded

37.4 loaded

Weapon Damage Factor-

0.8



SS Samuel Malone

Aakenn Class VI Freighter

Notes: The Aakenn Class freighter entered service during the Four Years War, during which the class was used to move men and materiel to the front and supplies to the rear to keep the Federation's wartime production at high levels. Presently, this freighter is a common sight on the spacelanes, with thousands in commercial service. Star Fleet uses its more than 100,000 tons of capacity to move all sorts of materials to the outer reaches of the Federation; because the vessel is not landing-capable, all cargo must be containerized and beamed aboard using the vessels 8 cargo transporters. As an added feature, the Aakenn has staterooms for up to 6 passengers; these small rooms, though not designed for luxurious travel, are reasonably comfortable.

Of the 1,432 Aakenn Class freighters built, 244 Mk IIs and 760 Mk IVs remain in active service and 12 Mk IIs are in reserve fleets. One Mk II and 4 Mk IVs are used by Star Fleet Training Command; 186 Mk IIs and 102 Mk IVs have been destroyed; 17 Mk IIs and 8 Mk IVs are listed as missing; 119 Mk IIs and 71 Mk IVs have been scrapped; and 93 Mk IIs and 32 Mk IVs have been sold to commercial enterprises.

The Aakenn Mk IV is manufactured at the Tellar, Proxima Centauri, and Caitfacilities at a combined rate of 30 per year.

Construction Data:

Model Numbers-	MK II
Ship Class-	VI
Date Entering Service-	1/9610
Number Constructed	672

Hull Data:

Superstructure	10 / 3
Size	
Length-	190 meters
Width-	100 meters
Height-	60 meters
Weight-	70,640 tons
Cargo	
Cargo Units-	2,180 units
Cargo Capacity-	109,000 tons
Landing Capability-	None

Equipment Data:

Control Computer Type-	M-2
Transporters-	
Standard 6-person-	2
Combat 20-person-	none
Emergency 22-person-	none
cargo small-	4
cargo large-	4

Other Data:

Crew-	54 / 18
Passengers-	6 / 2
Shuttlecraft-	6

Engines and Power Data:

Total Power Available	13 / 6
Warp Engine Type-	FWD-1
Power Units Available	13 / 5
Number-	1
Maximum Safe Cruising Speed-	Warp 7 unloaded
	Warp 6 loaded
	Warp 9 unloaded
	Warp 7 loaded
Impulse Engine Type-	FIC-2
Power Units Available	3 / 1

Weapons and Firing Data:

Beam Weapon Type-	FL-3
Number-	2
Firing Arcs-	1f/p/s, 1a/p/s
Firing Chart-	G
Maximum Power-	2
Damage Modifiers	
+1	(1 - 4)

Shields Data:

Deflector Shield Type-	FSF
Shield Point Ratio-	1/2
Maximum Shield Power-	10

Defense Factor-

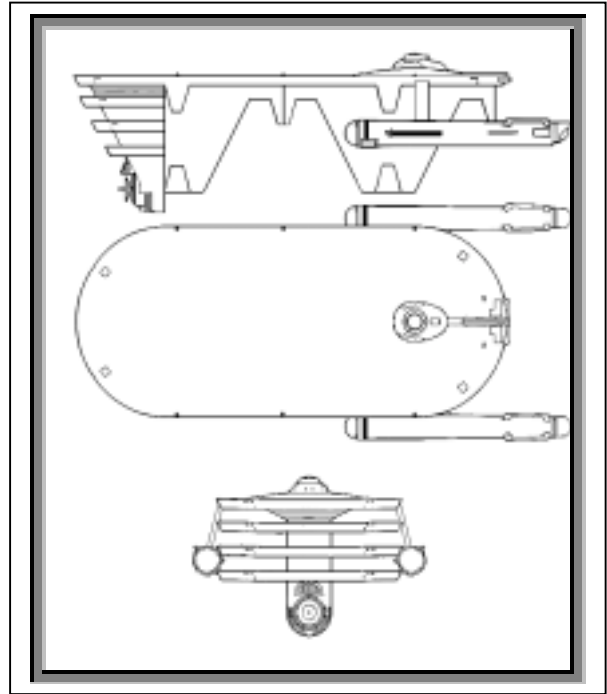
46.9 unloaded
37.7 loaded

Weapon Damage Factor-

1.4

SS Denihan

Classification:	Heavy Transport	
Class:	IX	
Model:	Mk I	
Class Commission Date:	2252	
Number Proposed:	270	
Constructed:	249	
Lost:	28	
Destroyed:	17	
Scrapped:	23	
Training:	3	
Captured:	14	
Sold:	164	
Superstructure:	17 / 8	
Damage Chart:	C	
Dimensions:		
Length:	310m	
Width:	141m	
Height:	80m	
Displacement:	133070 Mt	
Cargo Specs		
Total SCU:	Unloaded	Loaded
	74 SCU	5000 SCU
Cargo Capacity:	3720 Mt	250,000 Mt
Computer Type:	M-2	
Landing Capacity:	none	
Transporters-		
6-person:	2	
22-person Emergency:	2	
cargo:	5	
Shuttlecraft-		
Light Shuttle:	2	
Standard Shuttle:	2	
Cargo Shuttle:	7	
Ships Complement:	212	
Officers:	42 /22	
Enlisted:	169 /	
Passengers:	16	
Total Power Available:	51 / 33	
Movement Point Ratio:	3/1	
Warp Engine Type:	FWD-1	
Number:	2	
Power Units:	24	
Stress Chart:	L/G	
Max Safe Cruising:	7	
Emergency Speed:	8.47	
Impulse Engine Type:	FIC-2	
Power Units:	3 / 1	
Beam Weapon:	FL-5	
Firing Arcs:	2 f/p, 2f/s	
Firing Chart:	H	
Maximum Power:	2	
Damage Modifiers		
+3	none	
+2	1-4	
+1	5-7	
Shields-		
Shield Type:	FSF	
Shield Point Ratio:	1/2	
Maximum Shield:	9	
Combat Efficiency	2.8	
D-	63.3	
WDF-	4.4	



The Fitzgerald Class was commissioned during the "The Great Awakening" of Federation expansion. The unique design stems from a compatibility issue with an Orion cargo carrier design. Orion traders adopted a standard, narrow, interlocking bulk carrier for use at all its trading outposts. For years, Federation freight haulers would have to use makeshift means to unload their cargo. Although these stations would be refitted to accommodate standard Federation cargo carriers, the sheer number of these outposts required Federation designers to come up with a ship design to handle the Orion design during the interim.

After its introduction in 2252, the Fitzgerald Class soon becomes one of the most common ships on the Klingon frontier and the Triangle. It's simple design and inexpensive cost made it very popular with freight carriers.

Once the outposts were converted with Federation cargo docking collars, the Fitzgerald Class ships were converted to serve in other capacities. Though the design of the carriers was unusual, they were easily refitted to accommodate a variety of needs. For many years, the Fitzgerald Class served as bulk freighters, passenger liners, and troop transports. The scientific community used the ship as a mobile research laboratory for various deep space missions. As a special note, the USS Alta Garfield continues to serve as an observatory for scientists on Memory Alpha. Also notably, the private sector continues to use the Fitzgerald Class as a colonial transport.

The Fitzgerald Class was never meant to present the latest in Federation technology. When Starfleet upgraded their ships with better shielding, computer systems, and phasers, it was decided not to refit the Fitzgerald Class because of its planned short service life. Ships in the private sector may have different specifications than the ones shown here.

Production of the Fitzgerald Class ended on 2263. Starfleet decommissioned the class on stardate 2270, and sold the remaining ships to private concerns.

Credits:

Starship design by The Mighty Joe Homoki (ufc465537@yahoo.com). Stats generated by SCM ver. 1.0. Special thanks to Franz Joseph and Starship Schematics Database. Star Trek is a copyright and trademark of Paramount Pictures Corp. No copyright infringement intended.

SS Jasmine Pearl

Classification:		
Class:	Freighter	Freighter
Model:	II	Q
Superstructure:	3 / 2	5
Damage Chart:	C	C
Dimensions:		
Length:	65.5	65.5
Width:	32	32
Height:	18	18
Displacement:	13910 mt	14360 mt
Cargo Specs		
Total SCU:	900	510
Cargo Capacity:	45,000 mt	25,500 mt
Computer Type:	L-14	L-14
Landing Capacity:	YES	YES
Transporters-		
6-person:	1	1
small cargo:	2	2
large cargo:	1	1
Shuttlecraft-		
Standard Shuttle:	1	1
Ships Complement:		
Crew:	4 / 3	4
Passengers:	4 / 1	4
Total Power Available:	22 / 7	19
Movement Point Ratio:	2/1	1/1
Warp Engine Type:		
Number:	2	2
Power Units:	10	8
Stress Chart:	Q/R	J/M
Max Safe Cruising:	5	7
Emergency Speed:	6	9
Impulse Engine Type:		
Power Units:	FIB-1 2 / 1	FIA-3 3
WEAPONS/DEFENSE		
Beam Weapon:		
Number:		FH-12 2, in 1 bank
Firing Arcs:		p,f,s
Firing Chart:		R
Maximum Power:		6
Damage Modifiers		
+3		
+2		(1-9)
+1		(10-16)
Shields-		
Shield Type:	FSC	FSB
Shield Point Ratio:	1/1	1/2
Maximum Shield:	12	11
Combat Efficiency		
D-	31.2	7.6
WDF-	0	77.1
		9.8

Noteworthy Facts:

Designed as a light freighter, the Tavares Class has served Star Fleet for 23 years in that capacity. With a cargo capacity of 45,000 tons, these ships ply the spacelanes carrying out the duties of the Materiel Command. These vessels are not only used by Star Fleet but are also to be found in the civil sector. The 1,226 vessels produced for Star Fleet account for only one-fourth of the total built. These small freighters can usually be seen at any starport throughout the Federation and the Triangle.

The Type Q is a research vessel specially built for Star Fleet Intelligence Command. Though they appear to be identical to visual and casual sensors scan, these ships use a different warp and impulse drive system that allows them to travel at considerably higher warp speeds and gives them a more efficient maneuver capability than the standard model. To get this increase in the vessel's performance, sacrifices were made in the cargo capacity and in some crew comforts. This model carries a bank of two phasers mounted in the bow and disguised in the forward sensor array; this mounting is so well concealed that it is virtually impossible to detect on a sensor scan unless the weapon is operational. Though considered by some to be 'a wolf in sheep's clothing' the Tavares is hardly that, considering its weak superstructure and lack of extensive armament.

Of the 1,226 Type II vessels built for Star Fleet, 985 remain in active service, while 72 have been scrapped, 122 lost for various reasons, 40 sold to the private sector. The seven that were converted to Type Q models remain in operation somewhere.

The Tavares takes its name from a late 20th-century personality responsible for the Terran movement to populate the nearby planets and thus begin their expansion into the galaxy.

