

(JR1.0) THE PELADINE REPUBLIC

The Peladine are one of the "also rans" in the history of the Alpha Quadrant. Technologically advanced and adept, they actually developed warp technology earlier than the Lyrans and Hydrans, but failed to exploit it. This failure was a result of several factors, the most significant of which was that the Peladine were two different intelligent races on the same planet that had kept their populations under rigorous control. As part of controlling their populations, the Peladine rigorously controlled their planetary resources. The effect of these two decisions was to avoid the population and resource pressures that drove other races into space exploration.

It was generations before the Peladine felt a need to expand into their own planetary system, much less beyond its boundaries. This is not to say that they did not gain some benefits. The Peladine were able to quickly scrap technologies, even ships, that became obsolete, recycling the materials into newer technologies. The advent of small warp-capable ships made movement around their system highly efficient, and their recycling technology was soon copied by their conquerors.

Their conquerors were the Lyran Star Empire, who arrived in Peladine space shortly after the Peladine government had finally reached the conclusion that it was time to expand to other stars. Some Peladine exploration ships had preceded the decision, and new colony sites had been chosen, but unknown to the Peladine a Lyran survey ship had spotted one of the Peladine ships and followed it to its home system. Seeing the wealth of that system, the Lyrans spent years preparing for an invasion. The Lyrans arrived in the Peladine system in force (their reconnaissance having revealed that the Peladine did not have any outlying colonies). The Peladine had a handful of ships constructed for their colonization effort, but based on their lack of experience had no real planetary defenses or even a good tactical doctrine to employ the ships they had. They had developed weapons to arm the ships (based on scans of a few space monsters observed by their survey ships), but these weapons were not much better than those used by the Lyrans themselves. The Lyrans took less than a week to eliminate the Peladine space capability, but another ten years were required to subdue the population.

Few Peladine, of either species, have been encountered outside the Peladine home system (where the Lyrans keep them bottled up) or in Lyran zoos. They are usually those with an exceptional wanderlust, or whose "crimes against the Lyran Empire" are so infamous that flight to the Orion Cartels is their only option other than death.

The basic design of the Peladine ships was entered into Lyran Computer simulators, and as time passed, ships were modified to allow Lyran command candidates to train against a race with unusual weapons layouts. Most of the ships seen here flew only in the simulators, and there they remain a shadow of what might have been.

(JR1.1) PELADINE BACKGROUND

Little is known of the Peladine in the Federation. Most of what has been learned has come from tantalizing pieces of information gleaned from the wreckage of Lyran ships. In a few cases, information has been incorporated from data files provided by Orion Pirates at exorbitant prices. Some data is contradictory, raising questions of possible fabrication.

The Peladine Republic developed as an alliance between two sentient races that evolved simultaneously on the same planet. Exobiologists speculate that both evolved from the same distant semi-intelligent progenitor. Whether the land-dwelling Ranel emerged from the sea, or whether the sea-dwelling Phelan returned to it, is unknown. Others speculate that the two species are related only

distantly and each achieved sentience independently. Still others speculate that one species may be a transplant from some other planet. A DNA scan could probably shed some light on the question, but no samples are available in the Federation for study.

At some point in the distant past the two species began trading with each other. While both had fought horrific wars with their own kind, they had no need for (or ability to use) each other's territory and there were few if any conflicts in that period. The Phelan were already exploiting the seas, so the Ranel were largely prevented from developing that resource and were limited to a few trading vessels. The Phelan had no way to move about on land in any numbers without Ranel help. The Ranel had acquired a taste for fish but could only obtain these from rivers or lakes (or trade with the Phelan).

The rapid growth of Ranel populations soon changed this relative state of bliss. The Ranel found themselves in need of increasing food supplies for their burgeoning populations, and increased their exploitation of their water systems both for food and power production, as well as waste elimination. This triggered conflicts with the previously friendly Phalanx. Ranel wastes brought ruin to some Phelan agricultural preserves that needed the nutrients brought down the rivers to the sea. Ranel farming caused silt flows that also damaged the Phelan preserves, and Ranel dams sometimes totally choked off the flow of rivers to the sea.

The Phelan were forced to develop their own technologies to discover what was happening. They had no concepts for what the Ranel were doing, or why, and did not initially realize the Ranel were involved. (They had not learned much about the Ranel beyond the limited knowledge that they lived on land and had interesting things to trade.) The first clumsy Phelan exploration vehicles that appeared in the rivers were seen by the Ranel as monsters. When one of these machines destroyed a dam, the Ranel took the threat seriously, and began looking for a means of defeating them. The Ranel contacted the Phelan to learn what they could about these new monsters, only to learn that the monsters were Phelan machines.

Negotiations between the two races (complicated by the fact that neither had a single government at that time) soon broke down. No Ranel nation would give up the advances that the new industry and farming technology produced, and the Phelan were unwilling to accept a reduction in their quality of life. War (or rather, many local wars) soon became inevitable, although the Ranel were slow to see it coming.

The first inkling the Ranel had was when heavily modified Phelan exploration vehicles trundled ashore in large numbers near many of their factories, dams, and sewage plants and began to attack them. Initially, the Ranel were unable to cope with the Phelan attacks, and suffered great losses as a result. Phelan ships and submarines swept the sea of Ranel ships. Eventually, the various Ranel nation states came to realize that the Phelan had formed themselves into a single government to prosecute their war aims, and to defend themselves. The Ranel were forced to do the same.

Fortunately for both species, the technology available to prosecute the war was little better than that found on Terra at the start of World War I. The Ranel managed to capture some of the Phelan "tanks" and reverse engineered them, first to produce land vehicles that could defend key installations, and then to produce submersibles that could carry the war into Phelan territory.

The war raged for nearly a generation with both sides advancing their technologies as best they could, but neither side was able to touch the "core" areas of the other. Ranel aircraft were able to fly over the seas, but with no knowledge of where the Phelan underwater cities were, could not attack them. The Phelan lacked the technology to create their own aircraft. After the Ranel blocked Phelan access to the major rivers, the war was fought almost entirely along the beaches.

Exhaustion finally set in, and the two unified governments negotiated an end to the war. The ravages of the conflict had left both sides depleted and, surprising both, the peace talks quickly expanded into trade negotiations. It is probable that the lack of any serious "civilian casualties" on the two sides (due to the inaccessibility of their respective rear areas) helped prevent any long-term animosity despite 19 years of conflict.

In order to avoid any renewed conflict, the two races entered into a mutual agreement that each would have to agree to any new development by the other. The Phelan proved adept at pointing out

improvements to Ranel designs, and stressed the need to conserve the available resources and avoid polluting the environment. The Ranel, for their part, proved adept at both constructing their own designs, but also those of the Phelan, and soon learned to appreciate the insights the Phelan had into what was possible. The conjoining of the two races viewpoints soon led to a flowering of technological advancement in which both races benefited.

As part of their newfound understanding of each other, and of the need to preserve their planet's biosphere, both races undertook plans to limit their populations, their use of resources, their waste of those resources, and their impact on each other. Despite their very different needs, the two governments soon managed to build a Confederation which, in a relatively short period, evolved into a Republic.

The Peladine Republic began its movement into space within 100 years of its founding. The first space crews were composed entirely of Ranel volunteers, since the capacity to lift the amount of water needed to sustain a Phelan astronaut was too expensive to lift into space. It was not a lack of resources that drove the Republic into space (their recycling programs and population control made that unnecessary), but the simple desire to bring in resources from outside the biosphere to avoid using up their own resources.

The Phelan were at a loss since they were not taking the risks involved in space flight, and concentrated as much as they could on the development of larger and better lift systems. This led to an early breakthrough into impulse drives for the Peladine, and the efficiency of their reactors and recycling systems allowed them to quickly establish colonies all through their system. Even the Phelan were able to participate in space flight as a result, and some of the established colonies were designed for Phelan occupation. The Peladine, however, had no real need to go any further, and for most of the next 100 years only slowly improved their technology. They achieved warp capability fifty years before the Founding of the United Federation of Planets, but used this for little more than increasing the efficiency of their in-system ships.

Beginning in Y100, the Peladine began exploring nearby systems with the idea of expanding out into space. During these explorations they encountered fantastic things, and learned that some of these were hostile monsters. Using their scans of these events, the Peladine developed weapons so that, if they ever encountered any of them again, they would be able to fight them. Over the next 15 years (from Y115 to Y130) as they continued to send out exploration ships. The Peladine entered into an ambitious program to scrap all of their existing ships (with the exceptions of bulk cargo haulers and the like) and build a new series of armed ships. These were designed to protect their new colonies (when they were established).

Construction of the new ships was slow (there was no sense of urgency) and not many were planned. Perhaps if the Peladine had been aware that a Lyran survey ship had tracked one of their exploration ships they might have turned their energies to building defenses faster; then again, perhaps not. The result is that when a Lyran fleet arrived in the system, the Peladine quickly found themselves not only outgunned, but outnumbered. Their few ships fought bravely to try to save their system, but the outcome was a foregone conclusion. The Lyran ships were crewed by veterans, and no Peladine had seen war in over two centuries. The Peladine were swept from space in a week, although it took more than a decade, until Y140, to fully subdue the population.

The Lyrans kept the Peladine confined to their planet, with the exception of a few individuals displayed in zoos on Lyrantan and some other Lyran planets. Rumors that a very few serve the Lyrans as intelligence agents or on scientific exploration teams cannot be confirmed.

With the destruction of their space capability, the Peladine might have remained an unknown factor. However, some Lyrans have, for a variety of reasons, joined the Orion Pirate Cartels. Some pirates conducted raids on the Peladine homeworld, while others established contacts there. And some Pirate ships have recruited a few Peladine, mostly Ranel, to serve on their crews. This small handful is the only contact most non-Lyrans have with the Peladine Republic.

PELADINE PSEUDO-HISTORY NOTE

With the exception of the CA, CL, DD, FF, Pol and a small handful of variant designs -- all of which were historical designs built within ten years prior to the Lyran conquest -- Peladine ship designs are conjectural, residing solely within Lyran simulators. These ships are not idle speculation, however; a small number of Ranel naval architects are employed by the Lyran Star Service Academy to design and "build" these ships, keeping current with the state of naval architecture in the Alpha Quadrant, to maintain a challenge in the simulators. They are, in fact, the designs the Peladine *would* have built, had they remained an independent power aware of hostile neighbors. "History" presented is merely what would have occurred had the Peladine remained independent.

In theory, all Peladine warships were destroyed within a few weeks of the initial Lyran invasion of the Peladine system; however, there are rumors of a single cruiser preserved by the Lyrans as a trophy...or perhaps still operating in Peladine hands beyond the fringes of the Lyran Far Stars exploration zone. Any truth to these rumors has been unverified by Federation intelligence.

(JR1.R0) PELADINE FLEET REFITS

(JR1.R1) PELADINE "+" REFITS: In Y165, the Ranel Polytechnic Institute undertook a crash program to upgrade the Peladine Fleet, in anticipation of both technological advances and perceived war preparations by the other galactic powers, and using intelligence reports and plans purchased from Orion Pirates. This resulted, in Y168, in plans for the following:

Plasma-D, Plasma-S, Plasma-R, Stasis-equipped Plasma-F, Swivel Mounts, Phaser-1 (of an efficient design; see (RJ1.17) for details)

Starting in Y170, the Peladine refitted most ships carrying fixed type-G and type-P plasma torpedoes with type-S and type-F torpedoes mounted on swivels. In addition, warp-engine output and aft shielding were improved. On most ships, a battery of the new phaser-1s was installed amidships in a 360-degree dorsal turret, supplementing the phaser-2 batteries, and the drone capability of the larger ships was improved.

Most Peladine SSDs show PL-S-FP and PL-F-LP(RP) installed; these are PL-G-FA and PL-P-L/LF(R/RF) prior to refit, unless otherwise noted.

The SSDs of those ships eligible to receive this refit are marked appropriately. Ships unable to receive this refit do not have it on their SSDs.

IMPORTANT ERRATA NOTE: Many SSDs incorrectly list the "+" refit as available in Y161. This is incorrect; the "+" refit is not available until Y170.

(JR1.R2) DRONE RACK REFIT: As with other races, the Peladine eventually found the old type-A drone rack to be insufficient in the evolving tactical situation. The Peladine upgraded the drone racks on their ships (including pods and auxiliaries; bases have D- and H-racks and are not included) at the start of Y175. All anti-drone racks were improved to hold 12 rounds (cost 1.5 points each); all type-A drone racks were converted to type-B (cost 1 point each). Unless otherwise specified, all ships have double drone reloads (no cost for the basic drones, speed and module costs are extra) as part of this refit. It is assumed that this refit applies to all Peladine ships as of 1 Jan Y175; it is shown on the SSDs of the relevant ships. This refit does not apply to PFs.

(JR1.R3) SHUTTLE BAYS: Most Peladine ships have two shuttle bays on opposite sides of the ship. There is a connecting passage (J1.59) between them, which is also how T-bombs and spare shuttles are brought to the bay.

Virtually all shuttle bays on Peladine ships are equipped with a balcony and track system (J1.53). A note in each ship description specifies the location and capacity of these systems.

(JR1.F0) PELADINE FIGHTERS

The Peladine were late in the production of fighters; they were able to use this to their advantage, however, by skipping production of the slower fighters and starting with the more advanced designs (through careful use of intelligence and captured enemy fighters).

All Peladine fighters are of the Piranha-series (a Pike-series was planned, but was obsolete by the time production could begin and therefore never built).

(JR1.F1) PIRANHA-1 FIGHTER (P-1): This drone-armed fighter was the mainstay of the Peladine carrier forces. An excellent unit, the Piranha-1 was equipped with two phaser-3s in the nose, and two each standard (type-I) and light (type-VI) drone rails. Performance was outstanding, and the unit had a top-rate dogfight rating.

Piranha-1s can fire two drones per turn (of any type) if both are aimed at the same target. If not firing other types of drones on the same or different impulses of a given turn, a P-1 can fire all its type-III drones (each at a different target) in a single turn (on different impulses). See (J4.242).

The Piranha-1 dominated carrier-based fighters, mainly because reloading a drone fighters was more energy efficient than re-arming a plasma fighter.

There were successive generations of Piranha-1 fighters:

Piranha-1A (P1A): Piranha-1s were modified as Piranha-1As to carry two type-III drones on Special Rails in addition to their other weapons in Y176.

Piranha-1B (P1B): Most were modified as Piranha-1Bs to carry four type-III drones on Special Rails in addition to the original P-1 weapons in Y180.

Piranha-1C (P1C): P-1s were modified in Y183 to replace the light (type-VI) drone rails with standard (type-I) rails.

(JR1.F2) PIRANHA-2 FIGHTER (P-2): The plasma-F fighter of the Piranha-series. This unit was armed with a plasma-F launcher mounted centerline, and two phaser-3s in the nose. It packed a heavy punch, but was not particularly effective against other fighters.

The Piranha-2 was designed to be deployed on a 50/50 basis with the Piranha-1s. This did not happen due to the energy requirements of re-arming a plasma fighter. The P-2 was deployed on both the CVA and CA; however, half of those on CVAs were replaced when the newer Piranha-3 (below) was deployed.

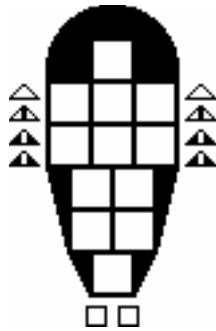
Piranha-2K (P2K): Most Piranha-2s were modified as Piranha-2Ks to carry two plasma-K in addition to their other weapons in Y183 for additional drone defense.

(JR1.F3) PIRANHA-3 FIGHTER (P-3): In an attempt to provide a plasma fighter that would not be a great drain on the power systems of the carrier, the Piranha-3 was deployed in Y182. Equipped with two Plasma-D launch tubes replacing the one F-torp launcher of the P-2, as well as the two nose-mounted phaser-3s, the P-3 enjoyed greater success in dogfighting enemy fighters (plasm-D are rather effective in this respect).

Upon deployment, the Piranha-3 replaced 50 percent of the Piranha-2s onboard CVAs; they sometimes (but not always) replaced some or all of the P-2s on a CV.

Piranha-3D (P3D): Piranha-3s were modified to carry three additional Plasma-Ds, for a total of four, in Y183.

Piranha-3K (P3K): A number of Piranha-3s in Y183 received a pair of Plasma-Ks, rather than Plasma-Ds. These were meant for use



on the Kzinti front and against Lyran carrier groups, where the K-torps would provide a less-expensive drone defense.

(JR1.F4) SUPER PIRANHA HEAVY FIGHTER (P-H): The largest of the Peladine fighters, the Super Piranha was a combined drone/plasma fighter. Armed with 2 type-I, 2 type-III and 2 type-VI drones, 2 plasma-F launchers, a phaser-2 and two phaser-3s, this unit was the ultimate fighter.

The P-H did not see widespread deployment, however, as the Skate-class interceptor entered production in Y179, filling the role envisioned for the Super Piranha. Only a very few ever served on carriers, where they replaced two P-2s. A CVA with 12 P-1s and 6 P-Hs was, in effect, an early SCS.

This is a heavy (two-space) fighter; see (J10.0).

Piranha-HF (PHF): The engines of the Super Piranha were upgraded in Y180, bringing the unit up to the speed of the best fighters of the day.

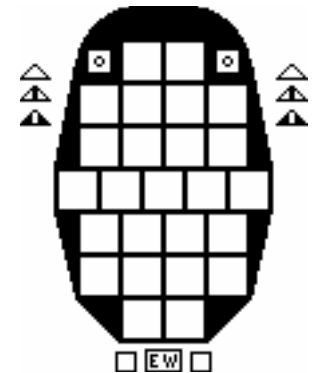
(JR1.F5) MORAY MEDIUM BOMBER:

First introduced in Y173 for planetary defense, the Moray was a combined drone/plasma bomber.

Moray-1 (M-1): As originally produced, the Moray-1 was so slow as to be obsolescent. Unfortunately, it would be three long years before advances in engine technology would permit the introduction of the...

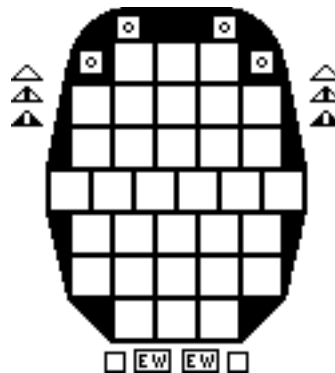
Moray-2 (M-2): With double the maximum speed of the Moray-1, the Moray-2, introduced in Y176, was a far more effective bomber.

Moray-3 (M-3): In Y180, further advances in shuttlecraft engine technology permitted the speed-15 Moray-3 to enter production.



(JR1.F6) SUPER MORAY HEAVY BOMBER (M-4):

With four Plasma-Fs and an assortment of drones, the Super Moray was a potent unit; a squadron of these would make any planetary governor feel a bit safer.



(JR1.PF) PELADINE FAST PATROL SHIPS

As with all plasma PFs, the restrictions of (FP8.26) Bolt Rate apply to all Peladine PFs.

(JR1.PF0) SKATE INTERCEPTOR: The standard interceptor type. The drain of arming the two plasma-Fs led to the development of the Stingray-class PF (below).

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.PF1) STINGRAY FAST PATROL SHIP: A well-balanced PF with a good all-around phaser suite supporting the two plasma-F torpedoes. The small vessels were agile enough to make good use of the LP/RP plasma arcs as well as the 60° offset lines where phaser arcs met.

Two plasma torpedoes can be launched/bolted each turn, but the ship cannot launch/bolt two (even on consecutive turns) within one-quarter turn of each other.

Standard versions and variants include:

- Stingray-A (Standard)
- Stingray-C (Cargo)
- Stingray-D (Drone, below)
- Stingray-F (Fi-Con, with 4 Piranha-3s)
- Stingray-G (Ground Assault)
- Stingray-L (Leader)
- Stingray-M (Mine Warfare)
- Stingray-P (Phaser, below)
- Stingray-S (Scout)

See (R1.PF1)-(R1.PF6) for rules on standard versions.

SSD is in Stellar Shadows Journal #1; counter is in Special Countersheet #1.

(JR1.PF2) STINGRAY-D DRONE PF: A drone variant of the Stingray used in a general combat role, the Stingray-D was often deployed on space control ships, when it could make use of the same drone supplies as the fighter group.

SSD is in Stellar Shadows Journal #1; counter is in Special Countersheet #1.

(JR1.PF3) STINGRAY-P PHASER PF: A pure-phaser PF designed for the escort role. It was not unusual for one or two of these to be included in a flotilla.

SSD is in Stellar Shadows Journal #1; counter is in Special Countersheet #1.

PELADINE WARSHIPS

(JR1.2) HEAVY CRUISER (CA): The mainstay of the Peladine fleet, the *Resolute*-class heavy cruiser is capable of performing a variety of duties, including patrol, exploration, diplomatic missions and front-line combat. The unified hull, a feature common to all Peladine ships, allows the ship to withstand a severe beating and still return fire. Notable are the copious laboratory facilities, installed at the insistence of the ever-inquisitive Phelan. Few heavy cruisers have such well-equipped facilities. Emphasis was also placed on shuttle bays, as the Peladine quickly learned the many uses of these small craft. The combined plasma/drone armament allows for some rather unique tactics, especially after the second drone rack is installed with the refit.

Balcony positions: 3 left + 3 right.

Status: Regular Production Warship.

Variants include the CC (JR1.3), CV (JR1.19), MAL (JR1.27), SR (JR1.28), SRV (JR1.28A), CCH (JR1.35), CD (JR1.47), and CVD (JR1.58). The CX (JR1.201) was based upon this ship.

SSD is in Stellar Shadows Journal #1; counter is in Special Countersheet #1.

(JR1.3) COMMAND CRUISER (CC): This ship was designed as a fleet flagship, with improved communications and command facilities, as well as more defensive phasers and reserve power. The class was eventually supplanted as a flagship by the dreadnought (RJ1.4), but continued to serve as a squadron command ship until Y175, when most were converted to the CCH (RJ1.35) design.

Balcony positions: 3 left + 3 right.

Status: Regular Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.4) DREADNOUGHT (DN): Built in an attempt to put a final end to the Lyran raiders in Peladine space (in the Lyran simulators, at any rate), the *Determination*-class dreadnought was produced at a rate of one per year from Y168 until X-ships began regular production in Y185. Possessing the dreaded type-R plasma torpedo as well as the standard plasma array of a CA, the dreadnought was a very powerful vessel, even more so after the refit of Y170. It proved capable of dealing with anything short of a battleship (or Andromedan Dominator) on equal terms, relying upon large banks of batteries to keep the R-torp in a rolling delay.

The DN-design dedicated much space to both laboratories and shuttle bays, and for this reason the dreadnought was sometimes sent to investigate particularly dangerous phenomena, such as a space-dragon or hostile probe.

Balcony positions: 4 left + 4 right.

Status: Limited Production Warship.

Variants include the CVA (JR1.29), SCS (JR1.32), DNH (JR1.54) and DNE (1.56).

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.5) LIGHT CRUISER (CL): The true workhorse of the Peladine fleet, the *Steadfast*-class light cruiser was produced in quantity, and was the source of most Peladine support vessels. The basic design was capable of performing most duties, and could deal with a heavy cruiser if flown well. Shielding was less than ideal; a problem dealt with in the refit but never truly solved. In addition to the standard improvements in warp output, two auxiliary reactors were installed with the refit, allowing the ship to put a few points of reinforcement to the inadequate shields.

Balcony positions: 2 left + 2 right.

Status: Regular Production Warship.

Variants include the MS (JR1.17), SC (JR1.18), CLE (JR1.20), CLA (JR1.20A), PFT (JR1.30), COM (JR1.38), and CSV (JR1.60).

SSD is in Stellar Shadows Journal #1; counter is in Special Countersheet #1.

(JR1.6) DESTROYER (DD): The *Focus*-class destroyer was designed to fulfill two roles – fleet support vessel and light patrol unit. As such, it was equipped with the heavier G-torps, rather than plasma-Fs, in order to participate in long-range fleet bombardment, as well as to pack a considerable punch alone. A large laboratory facility was included for use while on independent patrol missions, and for additional seeking-weapon identification capability in fleet battles. When S-torps became available, the fleet support capability was slightly diminished, as it proved impossible to deploy the newer torpedoes on a hull smaller than a cruiser.

Balcony positions: 1 left + 2 right.

Status: Regular Production Warship.

The sole variant was the DDL (JR1.48; light cruiser hulls supplied most fleet support variants until the arrival of the war destroyer (JR1.25).

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.7) FRIGATE (FF): The *Steady*-class frigate was the smallest ship in the regular fleet. It was relegated to the role of fleet point-defense, and was rarely sent out on lone patrol. The relatively large lab facility was expected to be used in support of the fleet by identifying incoming seeking-weapons. Power was a definite problem until the refit provided additional warp power and stasis systems for the plasmas.

Balcony positions: 2 left.

Status: Regular Production Warship.

Variants include the FFE (JR1.21), FFA (JR1.21A), and FFS (JR1.39). The FFX (JR1.204) was based upon this ship.

SSD is in Stellar Shadows Journal #1; counter is in Special Countersheet #1.

(JR1.8) POLICE CORVETTE (Pol): Designed as a customs and safety vessel, the *Foothold*-class police corvette was capable of doing just that – grabbing a "foothold" until a real ship could show up. The twin P-torps were impressive, but were also a severe drain on the tiny warp engines. The "+" refit improved matters somewhat, but it was still prudent to operate these ships in teams of two or more.

No balcony.

Status: Regular Production Warship.

Variants include the PolC (JR1.40).

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.9) FLEET TUG (Tug): Equivalent to the tugs of most races, the *Foundation*-class tug was designed to provide logistical support in hostile situations (freighters were used in peaceful regions). When carrying certain pods, the tug can become a powerful combat unit in its own right; however, with limited numbers of tugs in operation, sending a tug into frontline combat was avoided whenever possible.

The pods are in-line, the first attached to the tug, with the second (if any) attached to the first. Note that the front pod will block the forward arc of weapons on the rear pod, while the rear pod will block the rear arc of weapons on the front pod (exception: 360-degree phasers are not blocked, as they are mounted on dorsal or ventral turrets and can clear the other pod [and the tug]).

Balcony positions: 1 left + 1 right.
 Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.10) BATTLE POD (P-B): This pod was designed to convert the tug to a combat capable unit (designated a battle tug, or BT). It brings the tug up to the approximate level of a heavy cruiser, or slightly better.

Note that it swivel mounts were never installed for the S-torps during the "+" refit; the added bit of arc would have been blocked by the tug.

On extremely rare occasions a tug may carry two of these pods, the combination designated as a bombardment tug (BBT). As the plasmas on the rear pod would only be able to track in the left or right firing arcs, this configuration was primarily used in planetary assaults, with the tug in a high orbit around the planet at slow speeds, occasionally executing a full 180-degree turn to bring the off-side plasmas to bear. This tactic was also employed against bases, where the power of four plasma-S torpedoes proved quite effective.

No balcony.
 Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.11) CARRIER POD (P-CV): The carrier pod supports a full squadron of Piranha-1s, six fighters per bay. In addition, it provides a bank of 360-degree phaser-2s for defensive fire, as well as drone-control capabilities equal to the sensor rating of the pod.

Operationally, these pods are deployed in pairs on a tug, a configuration designated a carrier tug (CVT). In such a configuration, the combined unit is limited to a maximum speed of warp 2.6, and must be deployed at the rear of any formation.

On rare occasions, only one carrier pod will be deployed with a tug, forming a light carrier tug (CVLT). This unit is capable of achieving fleet speeds, and can count on its superior maneuverability to survive brief combats.

Following is escort and fighter information for the CVT:
 Balcony positions: 4 left + 4 right (per pod).
 Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y173-174	ECL, FFE	24xPiranha-1
Y175-176	ACL, FFA	24xPiranha-1
Y177-180	CWA, DWA	24xPiranha-1A
Y181-183	CWA, DWA	24xPiranha-1B
Y184+	CWA, DWA	24xPiranha-1C

(JR1.12) CARGO POD (P-C): The typical member of the species: a collection of cargo boxes in a duraluminum wrapper. There are actually several types for a variety of cargoes: dry goods, liquids, containers, etc., but they are functionally identical. When detached, any hits on the pod are considered to be cargo hits.

Status: Regular Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.13) DRONE POD (P-D): This pod was used for long-range drone bombardment, as well as for planetary assault missions. Up to 500 spaces of drones can be held in the large cargo bay.

When used in planetary assaults, two pods would usually be deployed on the tug, providing phenomenal drone capabilities as well as a limited EW-platform.

Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.14) PF TENDER POD (P-PF): When interceptors were first deployed in Y179, a special pod was built as a support platform. In Y182, with the deployment of PFs, more were built, supplementing the limited number of PF tenders in the fleet.

All mech-link positions, which are semi-internal, are accessible by the repair bays.

Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.15) REPAIR POD (P-R): Used to repair critical units on the front line, there were never enough repair pods (or tugs to carry them) to go around.

There are two repair-capable docking positions, one on either side of the pod. This can be done even with the pod still attached to the tug, usually by docking to the aft end of the damaged unit.

Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.16) TROOP TRANSPORT POD (P-T): A well-equipped pod, the P-T can carry up to 80 boarding parties, though the normal compliment is much smaller (32). Both shuttles in the bay are GAS, and the pod is capable of making gravity landings (P2.432).

This pod is capable of limited independent operations (at sublight speeds).

Balcony positions: 2 rear (because of this, the pod is always the hindmost when part of a two-pod combination. If both pods are P-Ts, the foremost's balcony is blocked, though a hatch above the shuttle bay can be used to launch/receive shuttles at the standard rate).

Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.17) MINESWEEPER (MS): One of the earlier conversions of the light cruiser, the minesweeper was the first Peladine unit to mount phaser-1s, and the last to do so for a long time (until the "+" refits in Y170). This was a Peladine attempt to build a heavier phaser to better deal with mines. Unfortunately, the result, while functionally identical to a phaser-1, was so bulky, and the power circuits so jury-rigged, that it could only be mounted in the warp nacelles, in the former plasma-P mounts.

Despite this "technical difficulty," the minesweeper proved to be a very effective unit, with excellent mine warfare capabilities, both offensive and defensive.

Two shuttles are MSS (M8.312).
 Balcony positions: 1 left + 1 right.
 Status: Designed for regular production (campaign unlimited) but built only in limited numbers; see (S8.44).
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.18) SCOUT CRUISER (SC): This extraordinary EW-unit, deployed only two years after the ill-fated FFS (JR1.39), was the primary Peladine scout until the development of X-ships, even after the introduction of the DWS (JR1.44). Despite a shortage of CL-hulls in later years, the Peladine admirals realized a good thing when they had it, and the scout cruiser was given priority in CL-hull construction and conversion until Y182, when the PFT (JR1.30) bumped the SC down a notch in priority.

The combination of eight sensor channels, and the power to use them, marks this ship as perhaps the best fleet scout on either side of the galaxy.

Note that the drone load for this ship normally consists of 25% probe drones.

Balcony positions: 2 left + 2 right.
 Status: Designed for regular production (campaign unlimited) but built only in limited numbers; see (S8.44).
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.19) CARRIER (CV): A well-designed carrier, the CV is fully capable of front-line combat, possessing the weaponry of a refitted heavy cruiser. The long flight bays contain, per bay, three each Piranha-1 and Piranha-2, as well as two administrative shuttles (one of which was normally replaced with a MRS). Plasma-F reload facilities are provided for the six Piranha-2s on board.

A distinct advantage of the CV-design is the ship's capability of launching every fighter, as well as two admin shuttles, in a single impulse using the balcony and track system (J1.53).

Balcony positions: 7 left + 7 right.
 Status: Regular Production Warship.

SSD is in Stellar Shadows Journal #1; counter is in Special Countersheet #1.

Year	Escorts	Fighters
Y173-174	ECL, 2xFFE	6xP-1, 6xP-2
Y175	ACL, 2xFFA	6xP-1, 6xP-2
Y176-179	CWA, 2xDWA	6xP-1A, 6xP2
Y180-182	CWA, 2xDWA	6xP-1B, 6xP2
Y183+	CWA, 2xDWA	6xP-1C, 6xP2 or 6xP3

(JR1.20) ESCORT CRUISER (ECL): Designed to escort the CV (JR1.19) and CVT (JR1.11), the ECL possessed phenomenal anti-fighter and anti-drone capabilities. With its generous phaser array, G-type drone racks, ADDs and Plasma-D racks all controlled via a limited aegis rig (D13.4), the ECL was an excellent escort.

Unfortunately, the ECL utilized the CL-hull, as did most other Peladine support ships. As the scout cruiser (JR1.18) was at the top of the CL-hull priority pecking order, relatively few ECLs were built, and construction virtually ceased with the introduction of the new CWA (JR1.24).

This ship has ready racks for Piranha-1s in the shuttle bays; it does not, however, carry any fighters of its own.

Balcony positions: 2 left + 2 right.

Status: Designed for regular production (campaign unlimited) but built only in limited numbers; see (S8.44).

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.20A) AEGIS CRUISER (ACL): The ECL was improved in Y175, its limited aegis upgraded to full aegis (D13.0). This was a short-lived upgrade, as the following year saw the production of the CWA (and the virtual elimination of the ECL/ACL).

Other data as the ECL (above).

Status: Designed for regular production (campaign unlimited) but built only in limited numbers; see (S8.44).

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.21) ESCORT FRIGATE (FFE): Produced concurrently with the ECL (JR1.20), the FFE was virtually obsolete upon introduction, as frigate-hulls were becoming less and less survivable in the evolving combat environment. The ship was very effective against drones and fighters, and because of this and its small size it was usually targeted for massed salvos by enemy fleets.

The phasers, G-racks, plasma-D racks and ADDs are controlled by a limited aegis rig (D13.4).

This ship has reload facilities for Piranha-1 fighters; it carries no fighters of its own.

Balcony positions: 2 left.

Status: Regular Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.21A) AEGIS FRIGATE (FFA): An interim upgrade of the FFE, replacing the limited aegis with a full aegis rig (D13.0).

Other data as the FFE (above).

Status: Regular Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.22) WAR CRUISER (CW): Upon receipt of improved weapons technology in Y168 (see JR1.R1 for details), the Peladine designed a new cruiser based upon the new technology, not merely using bits and pieces in refits. Efficiency of production was a priority, as raids had intensified in recent years, and relations with the neighboring Lyrans had worsened (in fact, war was feared to be inevitable at this point). Full-scale production began in Y170.

The *Secure*-class, though designated as a war cruiser, had armament nearly as powerful as the heavy cruiser (the subsequent NCA [JR1.37] contained power improvements, for the most part). The ship is more than a match for other war cruisers. Laboratory facilities were spartan, and the shuttlecraft contingent was reduced by a third, in order to lessen production cost. The new phaser-1s were installed throughout, except for a pair of phaser-3s for rear defense. Power was scarce, as the ship had two S-torps and two F-torps but the warp engines of a light cruiser (a deficiency corrected in the NCA).

Balcony positions: 2 left + 2 right.

Status: Regular Production Warship.

Variants include the CWL (JR1.23), CWA (JR1.24), and CVP (JR1.59).

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.23) WAR CRUISER LEADER (CWL): Designed as an economical alternative to the command cruiser (JR1.3), the CWL incorporated a number of improvements over the basic war cruiser. The rear phaser-3s were replaced with phaser-1s, power was improved slightly by expanding the auxiliary reactors by 20% and the batteries by 25%, laboratory space was increased, and a flag bridge was added.

The ship still suffered from power shortages, and production ceased upon introduction of the NCA (JR1.37).

Balcony positions: 2 left + 2 right.

Status: Regular Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.24) WAR AEGIS CRUISER (CWA): The only widely produced variant of the war cruiser, the CWA replaced the older ECL/ACL (RJ1.20/20A), freeing CL-hulls for conversion to scouts and minesweepers (and later PF-tenders). Not quite as effective as the ACL, but a good escort nonetheless.

This ship has reload facilities for Piranha-1 fighters; it carries no fighters of its own.

Full aegis rig (D13.0) controls all phasers, drone racks, plasma-D racks, and ADD racks.

Balcony positions: 2 left + 2 right.

Status: Regular Production Warship.

SSD is in Stellar Shadows Journal #1; counter is in Special Countersheet #1.

(JR1.25) WAR DESTROYER (DW): While the Peladine admiralty was seeking a more efficient cruiser, they were also planning a more powerful destroyer to support it. Utilizing newly-"acquired" technology, they designed a small, powerful unit with a versatile hull arrangement, able to be modified to several support roles, as well as perform well as a warship in its basic configuration.

The *Intensity*-class DW design replaced destroyer construction, utilizing the same construction facilities. The ship had large warp engines for its size-class, providing ample power for the twin F-torps and the larger, centerline-mounted G-torp. The phaser array was not large, but was composed entirely of the newer phaser-1s. Both reactor and battery power were increased over the older destroyer design, and shielding was greatly improved.

The ship was often employed as a fast attack vessel on the flanks of a battle, loading the G-launcher every two turns as a type-F and using its good maneuverability at high speeds to flank opponents.

Balcony positions: 3 left.

Status: Regular Production Warship.

The DW spawned a number of variants, easing demands on CL-production. These include the DWA (JR1.26), DWC (JR1.41), DWD (JR1.42), DWM (JR1.43), DWS (JR1.44) and DWT (JR1.45). The DDX (JR1.202) and SCX (JR1.203) were based upon this ship.

SSD is in Stellar Shadows Journal #1; counter is in Special Countersheet #1.

(JR1.26) AEGIS WAR DESTROYER (DWA): This ship replaced the smaller FFE/FFA (RJ1.21/21A), providing a more-survivable small escort. The combination of ADDs, PL-Ds and G-racks provided excellent protection from drones and fighters (and PFs in later years). In desperate situations, the eight phaser-1s could be used against enemy ships, with impressive results.

The ship has reload facilities for Piranha-1 fighters; it does not carry any fighters of its own.

A full aegis rig (D13.0) controls all phasers, drone racks, plasma-D racks and ADD racks.

Balcony positions: 3 left.

Status: Regular Production Warship.

SSD is in Stellar Shadows Journal #1; counter is in Special Countersheet #1.

(JR1.27) MAULER CRUISER (MAL): In Y184, a Peladine force engaged a group of Andromedan satellite ships cut off from their mother ship (a Dominator). The Andromedans were evidently low on

fuel and supplies, and were defeated en masse. By means still classified, Ranel marines managed to capture one Andromedan ship: an Asp-class mauler. The ship was hauled home to a special dock under the purview of Peladine Intelligence, and was dissected and analyzed by the top minds of the Republic. The phaser-2s were nothing new, of course, and the secret of the PA-panels was never unlocked, but the mauler weapon fascinated the top command.

Within a year, the first MAL was built within the hollowed-out frame of a heavy cruiser. More followed at the rate of one per year, all at the Intelligence dock. The ships were placed under central command, from which they were detached to support important operations. An officer from Intelligence was aboard each ship, whose job was to ensure the ship did not fall into enemy hands, regardless of circumstances; he or she could order the destruction of the ship, even over objections of the captain.

As with all maulers, this ship is subject to shock (D23.0).

Balcony positions: 1 left + 1 right.

Status: Limited Production Warship.

(Side note: the batteries from the captured Asp provided some of the final answers necessary to converting Peladine ships to X-technology.)

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.28) SURVEY CRUISER (SR): When the Peladine realized just how closely they were boxed in by their neighbors, they decided that a survey ship capable of combat was in order. The survey cruiser reflects this philosophy. Based upon a heavy cruiser hull, the SR retained the heavy centerline torpedoes, as well as two-thirds of the phaser compliment. A total of four drone racks were installed, ostensibly for using probe drones but also impressive in combat. Special pods were attached to the sides of the ship, containing two special sensor arrays. Two more sensor arrays replaced the plasma-Ps at the front of the warp nacelles.

The SR had impressive research capabilities. A large laboratory facility was located just aft of the bridge. Twin probe launchers, each with ten probes, flanked the phaser turret at the stern. Ample transporters were provided for landing parties, and two cargo bays, each forward of a shuttle bay, provided storage for both scientific supplies and recovered material samples and artifacts.

The shuttle bays themselves were quite large, housing eight shuttlecraft total. This was deemed necessary for a science vessel, and the many shuttles could also provide defensive fire in a conflict. Because of these large shuttle bays, the survey cruiser became a test bed for fighter technology, and many were converted to the SRV (JR1.28A) configuration in wartime.

Balcony positions: 2 left + 2 right.

Status: Limited Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.29) HEAVY CARRIER (CVA): Seeing the need for a larger fighter platform, the Peladine extensively modified a dreadnought in Y175 to this configuration. This ship retained the entire torpedo and phaser compliment of the DN, and was a very powerful carrier.

By reducing the number of drone racks by one and setting the batteries as low as possible, it was possible to provide "wrap-around" balconies for each of the two very large shuttle bays, providing eight balcony positions per bay.

The ship originally had twelve plasma-F reload positions for the Piranha-2s; these were reduced to six positions when the new Piranha-3 replaced 6 of the Piranha-2s in Y182.

Balcony positions: 8 left + 8 right.

Status: Limited Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y175	ACL, 2xFFA	12xP-1, 12xP-2
Y176-179	CWA, 2xDWA	12xP-1A, 12xP-2
Y180-181	CWA, 2xDWA	12xP-1B, 12xP-2
Y182	CWA, 2xDWA	12xP-1B, 6xP-2, 6xP-3
Y183+	CWA, 2xDWA	12xP-1C, 6xP-2, 6xP-3

(JR1.30) PF TENDER (PFT): An experimental conversion of the light cruiser in Y180 produced the prototype of this unit; it was used with interceptors until Y182, when PFs became available and the PFT

entered full production. Demand was so great that PFTs had priority for CL-hulls, even over the scout cruiser (RJ1.18).

The ship was a fairly typical example of the breed. Repairs were possible on PFs docked to any of the mech-links, where collapsible repair bays (K2.63) were utilized.

With the exception of the PFT pod (RJ1.14), and the SCS (RJ1.32) and BCS (RJ1.35), this ship was the only warship PFT in Peladine service.

Balcony positions: 1 left + 1 right.

Status: Limited Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.31) BATTLECRUISER (BC): In an effort to keep its cruisers competitive, the Peladine launched the first of these ships in Y175, producing them at a rate of two per year thereafter. The *Righteous*-class, designated a battlecruiser, was equivalent to the heavy battlecruisers of other races (much as was the Federation "battlecruiser").

Built on a "stretched" heavy cruiser hull, the battlecruiser incorporated a third heavy torpedo centerline, and the newer phaser-1s in the wings and in the 360-degree turret. The rear-defense phaser-2s were supplemented with a pair of phaser-3s. A third drone rack was added. Power production was impressive, as both the impulse engines and auxiliary reactors were expanded by 50 percent.

The mech-links were included in the original design to carry a pair of interceptors, which were replaced with PFs in Y182.

Balcony positions: 3 left + 3 right.

Status: Limited Production Warship.

Variants include the BCV (JR1.34) and BCS (JR1.35).

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.32) SPACE CONTROL SHIP (SCS): The CVA *Lightning Swarm* was converted to this design in Y183; at least one more was built as new construction, perhaps two.

A fairly standard SCS, this ship was equipped with facilities for 12 Piranha-1 fighters and a full flotilla of six PFs. All mech-link positions are equipped with a collapsible repair bay (K2.63). Due to the positioning of the repair bays, it proved impossible to retain the "wrap-around" balconies of the CVA, and the shuttle bays themselves, reduced in size, were move 20 meters forward.

Balcony positions: 3 left + 3 right.

Status: Limited Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y183+	CWA, 2xDWA	12xPiranha-1C

(JR1.33) BATTLESHIP (BB): The *Decisive*-class battleship was planned on a dreadnought hull "stretched" over 80 meters, with thickened wings supporting massive warp engines. Twin centerline-mounted R-torps, as well as twin S-torps and the two nacelle-mounted F-torps, were envisioned, to be complemented by a massive phaser battery containing 18 phaser-2s and 5 phaser-1s. Mech-links for four PFs were to be included, as well as facilities for six Piranha-1 fighters. The project was continually delayed by problems in the prototype warp engines. The problems were eventually resolved, and one battleship, the *Decisive Achievement*, was completed in Y180; however, by this time X-ships were on the drawing board, and the entire project was scrapped as obsolete. The massive warp engines and nacelles constructed for the second vessel of the class (the only part of the ship actually built) ended up in the Ranel Polytechnic Institute, where they were displayed to engineering students as the upper limit in warp design.

Balcony positions: 6 left + 6 right.

Status: Designed for limited production (campaign limited), and only one was built (S8.44).

Variants include the BBV (JR1.52) and SDS (JR1.53).

SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y175 (CJ)	None	6xPiranha-1
Y176-179 (CJ)	None	6xPiranha-1A
Y180-182	None	6xPiranha-1B
Y183+	None	6xPiranha-1C

(JR1.34) BATTLE CARRIER (BCV): Desiring a more powerful fleet carrier, the Peladine converted the battlecruiser *Swift Strike* during construction to this design in Y181. The ship retained the power and weapons of the battlecruiser, expanding the shuttle bays through better management of hull-space to accommodate the dozen Piranha-1 fighters. The probe launcher of the basic design removed due to space considerations; while this was unusual, it was felt that the ever-present escorts could fill the need for probes.

The two casual PFs were often assigned to the fighters, one per squadron, as "fighter leaders," dealing with larger threats to the squadrons (such as an enemy PF sent in to kill off the fighters).

Designs for this ship existed as early as Y176, but no battlecruiser hulls could be spared until Y181. The *Swift Strike* remained the sole ship of this class, which was superseded the following year by the BCS (JR1.35).

Balcony positions: 3 left + 3 right.

Status: Designed for limited production (campaign limited), and only one was built (S8.44).

SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y181-182	CWA, 2xDWA	12xPiranha-1B
Y183+	CWA, 2xDWA	12xPiranha-1C

(JR1.35) BATTLE CONTROL SHIP (BCS): In Y182 the *Rapid Strike*, planned to be the second BCV, was converted during construction to this design, taking advantage of the new *Stingray*-class PFs. Of the two BC-hulls built per year afterward, one would usually be a BCS.

The design packed the hull to the limit. The fighter complement was cut to six, and a flotilla of PFs was added, along with repair systems. As with the BCV, all weapons and power systems were retained. Balcony space was, by necessity, slightly reduced.

Balcony positions: 2 left + 2 right.

Status: Limited Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y182	CWA, 2xDWA	6xPiranha-1B
Y183+	CWA, 2xDWA	6xPiranha-1C

(JR1.36) HEAVY COMMAND CRUISER (CCH): This ship, an upgrade of the CA/CC design, was first launched in Y175. The design pushed the hull to the limit. All refits to the command cruiser were included in the design. Both the reactors and batteries were expanded, easing power management. Firepower was improved by replacing the phaser-2 banks in the wings with an identical number of phaser-1s. An unfortunate effect of the redesign was a reduction in balcony space.

Almost all heavy and command cruiser production was switched over to CCH production after Y175; existing CAs and CCs were not converted. Variants based on the CA (such as the CV and SR) remained in production.

Balcony positions: 2 left + 2 right.

Status: Regular Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.37) NEW HEAVY CRUISER (NCA): The development of the CCH effectively ended heavy cruiser production. To fill the gap, the CW design was improved with expanded power and shuttlecraft facilities to bring it up to the level of a true heavy cruiser. The hull was lengthened 10 meters to accommodate the improvements. Lab facilities were improved somewhat, but remained spartan next to those on the older CA design. The warp engines were redesigned to bring them up to heavy cruiser standards.

Balcony positions: 2 left + 2 right.

Status: Regular Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.38) COMMANDO CRUISER (COM): The first of many variants of the light cruiser, the commando cruiser was first deployed in Y125, in response to planetary invasions by the Kzinti. The ship was designed to be capable of planetary landings (P2.434) in order to

quickly recapture the violated worlds; it required much work, however, to get the thing back off the ground.

Expanded shuttle bays were included in the design, which included an HTS. There were not many transporters for a commando ship, but the many shuttles and the landing capability were expected to fill the gap.

The 32 boarding parties include two Commando and three Heavy Weapons Squads. Three GCV and three GAS, along with the HTS, were included in the BPV.

Balcony positions: 2 left + 2 right.

Status: Regular Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.39) SCOUT FRIGATE (FFS): The earliest of the Peladine EW-platforms, the FFS was soon found inadequate for fleet support missions, resulting in the development of the excellent scout cruiser (JR1.18).

Small numbers of scout frigates remained in production, both to supplement the scout cruisers and to provide scouts for small squadrons. The deployment of the DWS (JR1.44) put an end to FFS production, and only one survived to receive the drone rack refit in Y175.

Balcony positions: 2 left.

Status: Designed for regular production (campaign unlimited) but built only in limited numbers; see (S8.44).

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.40) COMMAND CORVETTE (PLC): Designed to provide a leader for a squadron of police corvettes, this ship included improved command and support facilities. A flag bridge was added for a police commodore to operate from, and the cargo bays were removed to allow for a small lab facility and an additional transporter. The shuttle bay was doubled in size. The design also incorporated the various improvements that eventually became the "+" refit for the police corvette as standard equipment.

The improved command and communications capabilities of this vessel permitted the deployment of four-ship police squadrons. These ships comprised approximately 20% of all police ship construction after Y140.

No balcony.

Status: Regular Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.41) COMMAND WAR DESTROYER (DWC): This ship provided a leader for war destroyer squadrons. Command and control facilities were improved, and there was a modest increase in firepower (provided by an additional drone rack and 360-degree phaser-1).

Balcony positions: 3 left.

Status: Regular Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.42) DRONE WAR DESTROYER (DWD): Built to provide fleet drone support, the DWD was also capable (barely) of long-range drone bombardment missions, utilizing its single special sensor array.

Balcony positions: 3 left.

Status: Designed for regular production (campaign unlimited) but built only in limited numbers; see (S8.44).

SSD is in *Stellar Shadows Journal #1*; counter is in *Special Countersheet #1*.

(JR1.43) WAR MINESWEEPER (DWM): As mine warfare intensified, and the demand on light cruiser hulls for variants was increased, the DWM was deployed to relieve the pressure in critical areas. The forward shield was heavily reinforced, providing protection even from a NSM blast. Mine racks were installed beside the shuttle bay, and tractors for minesweeping replaced the plasma-Fs in the nacelles. Two admin shuttles were replaced with MSSs.

Balcony positions: 3 left.

Status: Designed for regular production (campaign unlimited) but built only in limited numbers; see (S8.44).

SSD is in *Stellar Shadows Journal #1*; counter is in *Special Countersheet #1*.

(JR1.44) WAR DESTROYER SCOUT (DWS): A very capable small scout with four sensor channels, the DWS completely replaced the obsolete scout frigate (RJ1.39) in production, and relieved the demand somewhat for scout cruisers (RJ1.18).

Balcony positions: 3 left.

Status: Designed for regular production (campaign unlimited) but built only in limited numbers; see (S8.44).

SSD is in Stellar Shadows Journal #1; counter is in Special Countersheet #1.

(JR1.45) WAR TRANSPORT (DWT): Used for priority resupply missions, such as carrying fighters and supplies to front line carrier groups and other fleet elements. Note that this is not a LTT, and cannot carry pods (the Peladine never deployed a LTT).

One HTS shuttle is included as standard equipment.

Balcony positions: 3 left.

Status: Regular Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.46) SPACE CONTROL POD (P-SC): In an attempt to field more space control ships without sacrificing dreadnought production, the Peladine constructed a pod of this type in Y184. Operationally, the unit was slow and underarmed, and no further pods were built.

This is a double-weight pod.

Balcony positions: 4 left + 4 right.

Status: Designed for limited production (campaign limited), and only one was built (S8.44).

The tug/pod combination is designated a TSC.

SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y184+	CWA, DWA	12xPiranha-1C

(JR1.47) DRONE CRUISER (CD): An early variant of the heavy cruiser, the drone cruiser was designed for long-range drone bombardment. It was equipped with two special sensor arrays, side-mounted as on the survey cruiser (RJ1.28). 300 spaces of drone are stored in the two cargo bays (FD2.445). All drone racks were installed as type-B.

Balcony positions: 3 left + 3 right.

Status: Limited Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.48) DESTROYER LEADER (DDL): This ship was originally developed to be a leader for destroyer squadrons; however, while the firepower was significant, the loss of tractor beam redundancy and 50% of the research facilities was seen by captains as too high a price to pay. As such, the planned production run was cancelled, with only two or three ships produced to fulfill shipyard contracts.

After the advent of the "plus" refit and the S-torp, however, the original DD design was seen to be at something of a disadvantage, as the G-torps could not be upgraded on such a small hull. The DDL design was resurrected, and a number of destroyers were converted to the design. The single tractor beam remained something of a sore point, but was accepted as the price of continuing with these old ships in an evolving combat environment.

Balcony positions: 1 left + 2 right.

Status: Designed for regular production (campaign unlimited) but built only in limited numbers; see (S8.44).

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.49) FAST CRUISER (CF): First built in Y172, the *Response*-class fast cruiser was designed to live up to its class name: to be able to respond to emergencies on little or no notice. In practice, however, the few ships of this class that were built ended up as fast raiders, striking soft targets behind enemy lines.

Balcony positions: 3 left + 3 right.

Status: Limited Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.50) HEAVY WAR DESTROYER (HDW): Typical of the HDW breed that cropped up around Y180, the *Purposeful* class could fill a variety of rolls; however, it was almost never configured in the roll of a full-fledged carrier, due to Peladine fleet philosophy regarding

carriers. It is, however, equipped with facilities for two casual Piranha-1 fighters, and is treated as a "casual carrier."

Balcony positions: 3 left.

Status: Limited Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.51) FAST CARRIER RESUPPLY FRIGATE (FCR): The last several non-X frigates produced by the Peladine were configured as carrier resupply frigates; this was the last survivable role available for the venerable frigate hull to fill.

Balcony positions: 2 left.

Status: Regular Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.52) BATTLESHIP CARRIER (BBV): The Peladine battleship program did not proceed beyond the first ship, due to the development of X-technology. If it had, however, it is likely that a carrier variant would have been built of a design similar to this one. The large balconies would have greatly facilitated coordinated strikes.

Balcony positions: 9 left + 9 right.

Status: Unbuilt variant.

SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y182	CWA, 2xDWA	12xP-1B, 6xP-2, 6xP-3
Y183+	CWA, 2xDWA	12xP-1C, 6xP-2, 6xP-3

(JR1.53) STELLAR DOMINATION SHIP (SDS): Another probable offshoot of the abortive battleship program. The entire strike group would have been able to have been staged on the spacious balconies.

Balcony positions: 6 left + 6 right.

Status: Unbuilt variant.

SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y184+	CWA, 2xDWA	12xPiranha-1C

(JR1.54) HEAVY DREADNOUGHT (DNH): Starting in Y178, Peladine dreadnoughts were either built or refitted to this configuration, as an interim measure pending the planned production of battleships. With a modest increase in phaser and drone firepower, as well as in power generation and storage capacity, these ships performed very well in their intended role.

Balcony positions: 4 left + 4 right.

Status: Limited Production Warship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.55) LIGHT DREADNOUGHT (DNL): Designed concurrently with the fast cruiser, the *Diligent*-class light dreadnought was designed to lead squadrons of fast warships to head off sudden incursions. With the short production run of the fast cruiser and the emergence of fleet carriers, however, this mission was no longer practical by the time the first ship of this class was launched in Y172. In the end, the two light dreadnoughts produced were relegated to raiding duty.

The design sacrificed the heavy type-R torpedo to save both mass and power. With the large torp gone, batteries were reduced by 25%, saving further weight and space. Between the reduced power demands and the smaller hull, the ship was indeed very, very fast, both in and out of combat.

Balcony positions: 4 left + 4 right.

Status: Designed for limited production (campaign limited), and only two were built (S8.44).

The DVL (JR1.57) is a variant of this ship.

SSD and counter are on the web at <http://www.peladine.com>.

(JR1.56) EARLY DREADNOUGHT (DNE): The original Peladine dreadnought design was on the drawing board along with the heavy cruiser in Y120; however, production of the ship was deferred for a wide variety of reasons until Y155, and even then only a very small number were constructed to serve as fleet flagships. The last of these ships was refit (with a slightly stretched hull) as a modern dreadnought in Y171.

Balcony positions: 4 left + 4 right.
 Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.57) LIGHT DREADNOUGHT CARRIER (DVL): One of the *Diligent*-class light dreadnoughts was converted to this design in Y174, in an effort to create a fast carrier. The design was not entirely successful, and the experiment was not repeated.

Balcony positions: 4 left + 4 right.
 Status: Designed for limited production (campaign limited), and only one was built (S8.44).
 SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y174	ECL, FFE	12xPiranha-1
Y175	ACL, FFA	12xPiranha-1
Y176-179	CWA, DWA	12xPiranha-1A
Y180-182	CWA, DWA	12xPiranha-1B
Y183+	CWA, DWA	12xPiranha-1C

(JR1.58) INTERDICTION CARRIER (CVD): Based on a heavy cruiser hull, a small number of ships of this class were built as stand-off platforms for large fighter strikes. The large balconies permitted rapid launch-and-recovery operations, but the ship was still vulnerable to an enemy willing or able to close the distance, and a substantial escort group was necessary for protection.

Balcony positions: 7 left + 7 right.
 Status: Designed for regular production (campaign unlimited) but built only in limited numbers; see (S8.44).
 SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y173-174	ECL, 2xFFE	24xPiranha-1
Y175	ACL, 2xFFA	24xPiranha-1
Y176-179	CWA, 2xDWA	24xPiranha-1A
Y180-182	CWA, 2xDWA	24xPiranha-1B
Y183+	CWA, 2xDWA	24xPiranha-1C

(JR1.59) PATROL CARRIER (CVP): One of the very few Peladine war cruiser variants, the patrol carrier was designed as another stand-off fighter platform. As with the CVD (JR1.58), rapid launch-and-recovery was possible due to the large balconies. The ship suffered the same problem as the CVD, however, in its vulnerability to close combat; compounding this problem was the lack of a large escort group, as other carriers had priority.

Balcony positions: 5 left + 5 right.
 Status: Regular Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y173-174	2xFFE	18xPiranha-1
Y175	2xFFA	18xPiranha-1
Y176-179	2xDWA	18xPiranha-1A
Y180-182	2xDWA	18xPiranha-1B
Y183+	2xDWA	18xPiranha-1C

(JR1.60) SCOUT CARRIER (CSV): Deployed in Y180 to carry Super Piranhas into battle, the CSV, while based on the light cruiser hull, was a substantially different design from the later PFT (RJ1.30). With four special sensors, the CSV was intended to be a fleet EW support platform in addition to a heavy fighter carrier, and it managed this role well.

Balcony positions: 4 left + 4 right.
 Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

Year	Escorts	Fighters
Y180+	2xDWA	6xPiranha-H

(JR1.200) PELADINE X-SHIPS

The Peladine produced their X-ships in a concerted effort; rather than build a CX, then a year later a DDX, and two years after that a SCX, they built them together: 1xCX, 2xDDX, 1xSCX and 2xFFX every other year from Y185 on.

The designs had been on the books for some time (at least since Y180), but reserve power was still a stumbling block. That is, until an Andromedan Asp was captured in Y184, and technicians were able to examine the batteries (see [RJ1.27 for more details]). They were unable to completely duplicate the 5-point Andromedan batteries, but were able to achieve 3-point batteries, sufficient for the new X-ships.

(JR1.201) X-CRUISER (CX): Based on the *Resolute*-class heavy cruiser, this ship was a powerhouse. The twin S-plasmas were improved to plasma-Ms, while the F-torps became S-torps. Phaser power was greatly improved by replacing type-2s with type-1s. A flag bridge was installed, as this was considered to be a command ship (a role it fulfilled perfectly).

Balcony positions: 3 left + 3 right.
 Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.202) X-DESTROYER (DDX): Rather than modify the old destroyer design, the Peladine utilized the newer war destroyer. Upgraded plasmas and an expanded phaser suite made this a very powerful unit for its size.

Balcony positions: 3 left.
 Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.203) X-SCOUT (SCX): With considerable foresight, the Peladine realized the need for an advanced scout to support the new X-squadron. The DDX design was modified to this configuration by replacing each plasma launcher with a special sensor array (with two sensors replacing the centerline S-torp).

Balcony positions: 3 left.
 Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

(JR1.204) X-FRIGATE (FFX): The old frigate was greatly improved to this design, built to fill out the X-squadron. The type-L torps were expected to be fired at units closing on or flanking the squadron formation. The phasers were to be fired in pulse mode at incoming seeking weapons and fighters.

Balcony positions: 2 left.
 Status: Limited Production Warship.
 SSD and counter are on the web at <http://www.peladine.com>.

(YJR1.200) PELADINE EARLY YEARS SHIPS

Prior to their date with destiny with the Lyrans, the Peladine were unaware of other starfaring power, and as such, they did not field a fleet of warships. Beginning in Y100, however, they did construct ships for exploring beyond their home system.

(YJR1.2) EARLY EXPLORATION SHIP (YEX): The ship upon which the Peladine Fleet would later be based, this ship was an explorer, armed only for dealing with the occasional space monster. The traditions of large laboratory facilities began with this class, which also boasted a pair of rare (for the Early Years) special sensors for survey work. A large cargo hold was located between the two shuttlebays, both for survey equipment and for bringing home new-found riches.

When the time came to build a fleet, the heavy cruiser was based upon this ship. A very few YEXs were converted to CAs, but the conversion was both extensive and expensive, and most CAs were new construction.

Balcony positions: 3 left + 3 right.
 Status: Designed for regular production (campaign unlimited) but built only in limited numbers; see (S8.44).
 SSD and counter are on the web at <http://www.peladine.com>.