

NEWTON-CLASS

Entered Service: 2227. The *Newton*-class starships were retired from service after 2295.

Overview: In the early years of the Federation, missions within its borders often employed vessels from planetary fleets. Following the expansion of the Federation Starfleet with the *Einstein* and *Mayflower*-classes, the *Newton*-class was designed at the behest of the Starfleet Corp of Engineers. The *Newton* was designed to serve as a military freighter and transport, replacing the *Carp*'s aging Tellarite transports, which were frequently overtaxed by the increasing number of Federation starbase and subspace relay construction projects. The original design concept of the *Newton* was one of cost saving, reusing and repurposing secondary hulls from several surviving *Einstein*-class ships. This quickly proved short sighted, and when additional ships of the class were commissioned, the twin hulls proved more resource and time intensive than a larger single hull. Because of the high construction costs of the class, less than a dozen were constructed despite the long lifespan of the design. As *Newton* vessels seldom travelled beyond Federation, most experienced relatively little wear over the decades, and remained in service to the end of the century.

Capabilities: Eschewing the traditional saucer section, the *Newton*-class has a semicircular primary hull. Despite being half the size, the lack of laboratories, smaller computer core, and absence of weaponry left ample room for crew quarters. Jutting from the aft section of the primary hull was a small rectangular substructure that housed the ship's engine room and impulse drive. The dorsal side of the engineering subsection was connected to the ship's two warp nacelles with angular pylons, and also connected to the class' secondary hulls on its ventral side. Unique to the class is its two secondary hulls, which are independent and connected by narrow necks to the rear of the primary hull. Each of the secondary hulls had its own shuttlebay and multiple large cargo bays. In *Newton* ships assigned as transports, the majority of these secondary hulls was set aside for cargo. Later in the design's life, a handful of *Newton* vessels were assigned to the Diplomatic Corp, as the secondary hulls were isolated enough to fill with alternate atmospheric compositions. The secondary hulls of these diplomatic *Newton* vessels were converted to opulent ambassadorial suites and conference rooms, often with customized gravity and furnishings. Not being designed for combat operations, the *Newton*-class could be operated by a crew as small as 50, with many of its systems being automated. The class had few armaments and relied on the formidable shielding provided by many shield emitters supplemented by its twin navigational deflectors. The vessels' phaser banks were located on a small connective substructure (or "rollbar" as nicknamed by the Corp of Engineers) positioned between the nacelles. The rollbar allowed the ship's phasers to tap directly into warp power, allowing for much increased phaser output at the expense of speed.

SYSTEMS

COMMS 07

ENGINES 08

STRUCTURE 08

COMPUTERS 08

SENSORS 08

WEAPONS 08

DEPARTMENTS

COMMAND +1

SECURITY -

SCIENCE -

CONN +1

ENGINEERING +1

MEDICINE -

SCALE: 4

WEAPONRY:

- Phaser Banks
- Photonic Torpedoes
- Tractor Beam (Strength 3)

TALENTS

Newton-class starships have the following Talents:

- Extensive Shuttlebays
- Rugged Design

