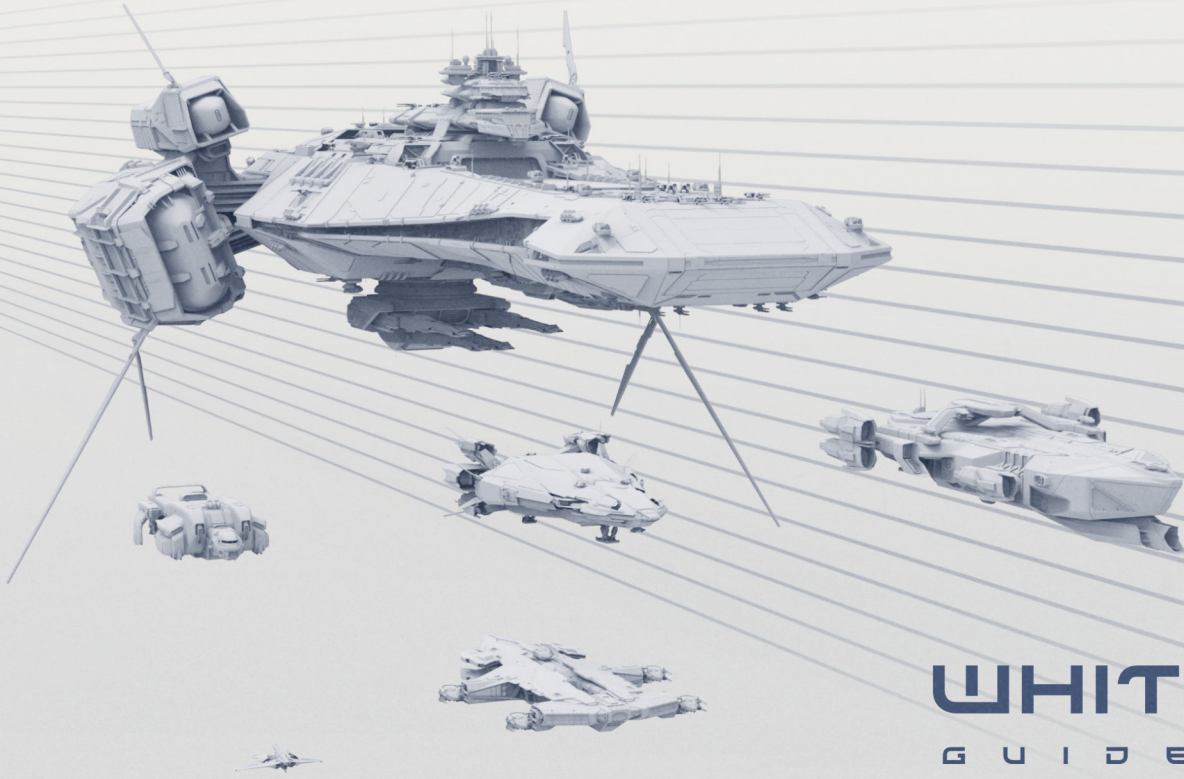


THE IMPARTIAL GUIDE TO THE SHIPS OF THE KNOWN UNIVERSE

2947 EDITION



WHITLEY'S

GUIDE 

RIGOROUS TESTING, HISTORICAL INFORMATION AND STATISTICAL ANALYSIS





Modern space naval warfare owes a lot of its doctrine to the United Empire of Earth's aggressive military expansion of the 28th century. In the wake of the two Tevarin wars, the UEE military's official role was to keep the peace during colonial expansion programs and as a 'last resort' tool for overwhelming force projection, but they were also suppressing any dissent in the public. The UEE used the threat of all-out war with the Xi'An Empire to a focus on technological development and modernization projects intended to prepare for open warfare with an equal or (as most tacticians privately believed) superior foe. A major part of this effort meant defining a more complex order of battle; where a single carrier or destroyer squadron would have once operated with impunity, they now looked to diversify their supply trains, command and control and immediate defense away from a single combat element.

It is the latter need that would give rise to the Hammerhead. In March 2765, High Command issued a request for proposal (RFP) seeking a dedicated anti-fighter platform that could serve as both a key element of the standard fleet screen and as a cost-effective patrol ship to replace the aging Guine-class (itself a converted collier design hastily adapted for the newly needed role of fleet defense). Aegis Dynamics was tasked with developing this new warship, then identified as PROJECT MONITOR and began ground-up development that November. Structural development lasted eighteen months, followed by three years of construction on the first of six testbed articles.

The initial prototypes, numbered MJX-1 through 6, suffered from the type of teething issues not uncommon for initial purpose-built spacecraft designs. MJX-1 was retired early due to Quantum Drive issues which required a major conceptual overhaul. MJX-2 suffered significant issues with her shield generators and MJX-4 was lost with all hands during a flight trial (a review board would officially classify the incident as crew error). MJX-5 and 6 were both converted to full scale articles and delivered to the Navy (though both were assigned to reserve units and did not see action and were scrapped as the Flight IIA models



begin to come online in 2854). MJX-3 survives to this day and is currently stored at one of Aegis' archive facilities in anticipation of an impending restoration for a museum.

These failures aside, the result of the prototype program was a highly successful new spacecraft design. Aegis had built a fast warship nimble enough to properly support a battle group's baffles, while remaining inexpensive enough to be constructed in large numbers. The Hammerhead's key component was (and remains) turrets: the ship's nominative silhouette derived from the need to

allow maximum possible coverage for anti-fighter weaponry, giving it the ability to 'fill the field' with laser fire during massed fleet engagements.

In the century and a half since the Hammerhead's inception, the design has undergone four major overhauls and continued to stay in service even after the fall of the Messers. Countless variants were even produced, customized for a variety of purposes. The Flight II model, which replaced a radar emplacement with an additional turret and redesigned the internal deck layout in response to readiness reports from gun crews

operating in the field, 2817. The first wave of Flight II were found to have a blind spot which was corrected with the Flight IIA model. Flight III models, which focused on an overall upgrade to modern command and control surfaces, replaced all extant earlier ships by 2915. Flight IV is the modern version, adding multiple additional remote turrets and tools for increased modularity; at press time, 85% of the Navy's inventory operates these types with Flight III examples largely retired to reserve and homeland defense units.

SERVICE HISTORY

The first production model ship, UEES Hammerhead (PCG-3748) was transferred to the United Empire of Earth Navy on August 9th, 2773 in a commissioning ceremony at MacArthur in the Kilian System. After six months of space trials proved uneventful, an additional five hulls were approved (UEES Dragonet, Garibaldi, Triggerfish, Vindel and Knifefish) and allocated to the Fifth Fleet to serve as a proof-of-concept for newly developed carrier warfare doctrine. The escort ships were dispatched to form the combat screen for a heavy carrier and spent the next two years running extensive training exercises aimed at perfecting battle group formations. A variety of bomber units, destroyer and cruiser squadrons served as aggressors, putting both the new ships through simulated combat trials while improving the fleet's overall understanding of spatial warfare tactics. As a result, the Hammerhead became fairly well-known among up-and-coming officers assigned to this work. The general opinion was positive, with officers impressed with both the ship's combat efficiency and overall survivability.

These same Hammerheads drew the class' first blood the next year when a Vanduul raiding squadron encountered a skirmisher group. Though the firefight was minor, the results were clear: eight Vanduul ships were repulsed without ever entering visual range of the battle group's flagship. Six Scythes were shot down and two forced to escape, with UEES Triggerfish scoring an impressive three air-to-air kills (Triggerfish would go on to destroy an outlaw raider and her escorts later that year, becoming the first 'ace' Hammerhead crew.) The intelligence community remains divided as to whether the Vanduul ships were simply in the wrong place at the wrong time or if they had been shadowing the larger naval assets regularly and were now running afoul of the 'new navy.'

Pleased with the Hammerhead's proven combat capability and its new role in fleet operations, the Empire doubled their initial hull order with Aegis and six months later signed an additional expansion that requested permanent production. Correctly sensing that they had a long-term success on their hands, Aegis invested heavily in factory and infrastructure to expand their Hammerhead lines. By 2779, five factories in three systems were turning out Hammerheads, with the Navy purchasing them as quickly as possible to outfit the growing number of equipped battlegroups being made ready for war. By the middle of the next



decade, the design would completely replace its predecessor and the t-shaped design would become permanently associated with fleet defense. The company also greatly expanded their supply chain for the ships, creating a thriving third party parts market that continues to positively impact Hammerhead maintenance today.

The first active duty Hammerhead loss occurred in 2782 when the UEES Gliberti (PCG-3762) was ambushed while on reconnaissance by a Vanduul RIF group. Blackbox data retrieved from the wreckage indicated that the crew fought valiantly and were able to eliminate several enemy fighter-bombers before suffering a crippling torpedo hit to the engine room that flooded the ship with radiation and left it unable to fight on. The surviving crew detonated improvised explosives rather than allow the disabled spacecraft to fall into enemy hands. A second

Hammerhead was lost later that year in an accident; a commercial hauler serving a combat group suffered a thruster malfunction and collided with the UEES Tiburo (PCG-3855) while undergoing refuel/rearm operations. Three were killed aboard the merchant transport and a board of inquiry ultimately placed blame on Tiburo's commanding officer for failing to recognize a supposedly audible proximity warning. The incident generated long term mistrust from some naval officers who believed the crew blameless and lead to the Navy's request for major sensor changes in the Flight II model.

The fall of the Messers in 2792 was devastating for Aegis Dynamics. Considered by many to have been the 'official' ships of the Messers, they not only found themselves publicly disgraced but many called for them to be charged for their role in the fascist regimes warrimes.

SERVICE HISTORY

The new government sought to distance themselves from Aegis' warships in an attempt to rebrand their military and sought contracts from other manufacturers like RSI and the new Anvil Aerospace. Luckily for the Aegis, the military had not negotiated an exclusive license on the Hammerhead design, which allowed them to adapt the spacecraft for civilian use in a variety of roles without governmental oversight in an attempt to remain solvent.

Over the last twenty years, the Navy has slowly begun to reintegrate the Hammerhead into service. Aegis' recent resurgence in popularity has allowed them to revisit the classic hull design and repurpose it for the modern age. No battle group leaves port without at least one Hammerhead included, and they are frequently assigned to station keeping and long range patrol duties. The most significant engagement exclusively involving Hammerheads was fought in 2945, as a 'full box' of sixteen Hammerheads flying under a broad pennant encountered a small Vanduul Clan setting upon a squadron of Hull ships. The ensuing battle defied tactical norms, with the group's Admiral expertly keeping his ships in formation to train firepower upon the enemy destroyers. Three ships were lost and a fourth damaged beyond repair, but the group managed to rescue the endangered convoy and even destroy a far more powerful alien capital ship.



On the civil side, bonded Hammerheads are becoming an increasingly common sight with many civilians using them as armored transports or outfit them for a variety of other purposes, ranging from low-level blockade ships to highly customized medical ships (most such upgrades are one-off and done on the aftermarket; Aegis itself has stopped customizing Hammerhead

layouts for non-military customers). Perhaps the most famous civilian Hammerhead is the Twilight Assessor, a Navy-surplus Flight IIA ship which was converted into a 'high risk' observation platform for tourists. Twilight Assessor retained her milspec shielding but converted all turrets into reinforced observation domes, allowing paying customers the experience of being 'up close and personal' with nebulae, gas giants, solar flares and other dangerous stellar phenomena. The ship entered the zeitgeist after her complement were found dead in space with absolutely no indication of a loss of oxygen or other damage. She has since returned to service.

The Hammerhead remains in active production, with the latest models being as advanced as anything else in the modern UEE arsenal. The Navy has begun 'pairing' Polaris and Hammerhead crews, with the two ships balancing their strengths against the other's weaknesses to form a fire team capable of both strong offense (from the Polaris) and proper defense (from the Hammerhead.) Aegis has begun early jump tunnel development of the theoretical Flight V, though there is no naval contract in place and it is unlikely to see a service opening in the next decade.

SHIP HISTORIES



With almost two centuries of continuous development and improvement, there is no easy way for a single entry to recognize every single notable example. On the whole, Hammerhead-class ships have a distinguished career; having completed thousands of successful operations and destroyed countless enemy spacecraft. We have chosen to highlight eight distinct Hammerheads from across the design's history on the following pages to represent the ship's storied history. We feel it is important to note that this is by no means an exhaustive list. For a more thorough operational history of individual Hammerhead spacecraft, we recommend James Hasburns' Forged with Honor: The Hammerhead at War. For further details on the ship's technical development, spacecraft designer Cassie H. Larbig's memoir Forging Ahead! is essential reading.

A note on spacecraft naming: the military chose to name the initial wave of Hammerheads after sea life from around the Empire. The Flight II and Flight IIA examples were named after recently deceased senators, the Flight III ships mountains and the Flight IV ships water-related deities. Hull numbers begin at PCG-3748 for the original UEES Hammerhead and tend to increase over time, but are generally not indicative of the total number of Hammerheads constructed. Historical numbers are occasionally repeated and occasionally blocks were left unused when ships had their construction contracts cancelled. The Navy's Office of Public Affairs can provide an unclassified registry of all UEE-issued Hammerheads produced and maintains records of all spacemen who served aboard them. Aegis Dynamics does not respond to outside inquiries about military design histories.



UEES TORSK
(PCG-3950)

The last of the original Hammerheads constructed, Torsk saw significant action during the "Two Week War," an anti-piracy operation in 2781 aimed at eliminating a number of known outlaw hideouts. Intended as a show of force to easily establish the Empire's dominance. The Torsk, which single-handedly captured a transport laden with slaves, became the sole highlight of the mission.

UEES PAUL C. GERWALD
(PCG-4101)

The famous "ghost ship"; the Paul C. Gerwald was separated from her unit and supply chain in 2818 during long-range reconnaissance in what was then believed to be Vanduul-occupied space. Suffering extensive damage to her navigation system and a total jump drive, the crew of the Gerwald spent eighteen months disconnected from the fleet before a passing explorer managed to scope their short-range beacon. The Gerwald's story was adapted into a propaganda vid, "The Iron Will" although historians quickly noted the ship itself was played by a surplus Guine-class patrol ship.

UEES ELIZABETH CAHILLIER
(PCG-4170)

The Elizabeth Cahillier was a Hammerhead assigned as screen to DesRon-33. Shortly into the Siege of Tiber, a surprise force of Vanduul bombers attacked the squadron's flagship, the Veldor and scored a crippling blow to her magazine. The Cahillier's captain, Commander Tyson Granding, took the ship's controls himself, maneuvering the patrol ship into enemy fire to save the crippled destroyer. The Hammerhead prevented the destruction of the Veldor but suffered a direct hit in the process and was lost with all hands. Granding was given a posthumous promotion to Captain.

UEES CHEYENNE MOUNTAIN
(PCG-4550)

Recent declassified documents revealed a post-build testbed for military sensor technologies to use for surveillance missions on the populace. Painted stealth gray and stripped of all weaponry, this Hammerhead was believed to be capable of tracking inner-system enemy fleet movements while hidden safely within the Oort Cloud of a given star system. A lack of stealth broadcasting technology prevented the experiment from being a success, as the ship needed to return to safe space before reporting intelligence. Most active operations involving the Cheyenne Mountain remain classified.



UEES XANTHE MONTES
(PCG-4742)

The Xanthe Montes was a long-serving Hammerhead assigned to the UEES's Third Fleet. During her forty-year service, the "XM" earned more individual battle stars than any other Hammerhead in history, in addition to twenty-seven other citations. At the time of retirement, her commanding officer, Commander Alex Trayne, had begun his career as a gunner during the XM's very first assignment. Xanthe Montes' painted mission board currently resides in the Imperial Aerospace Museum.

UEES CABREBALD
(PCG-4815)

One of the few remaining Flight III Hammerheads still in service, the Cabrebald is part of the United Empire of Earth's "ready reserve" moored off MacArthur. While her engines are kept unpowered, she has a reserve crew available who can bring her (and the rest of her squadron) to full readiness in twelve hours in the event of a major conflict. Cabrebald was last activated during the infamous Jenk Gallen incident in 2943 that briefly threatened to lead to a more involved conflict with the Xi'An over the capture of a supposed spy.



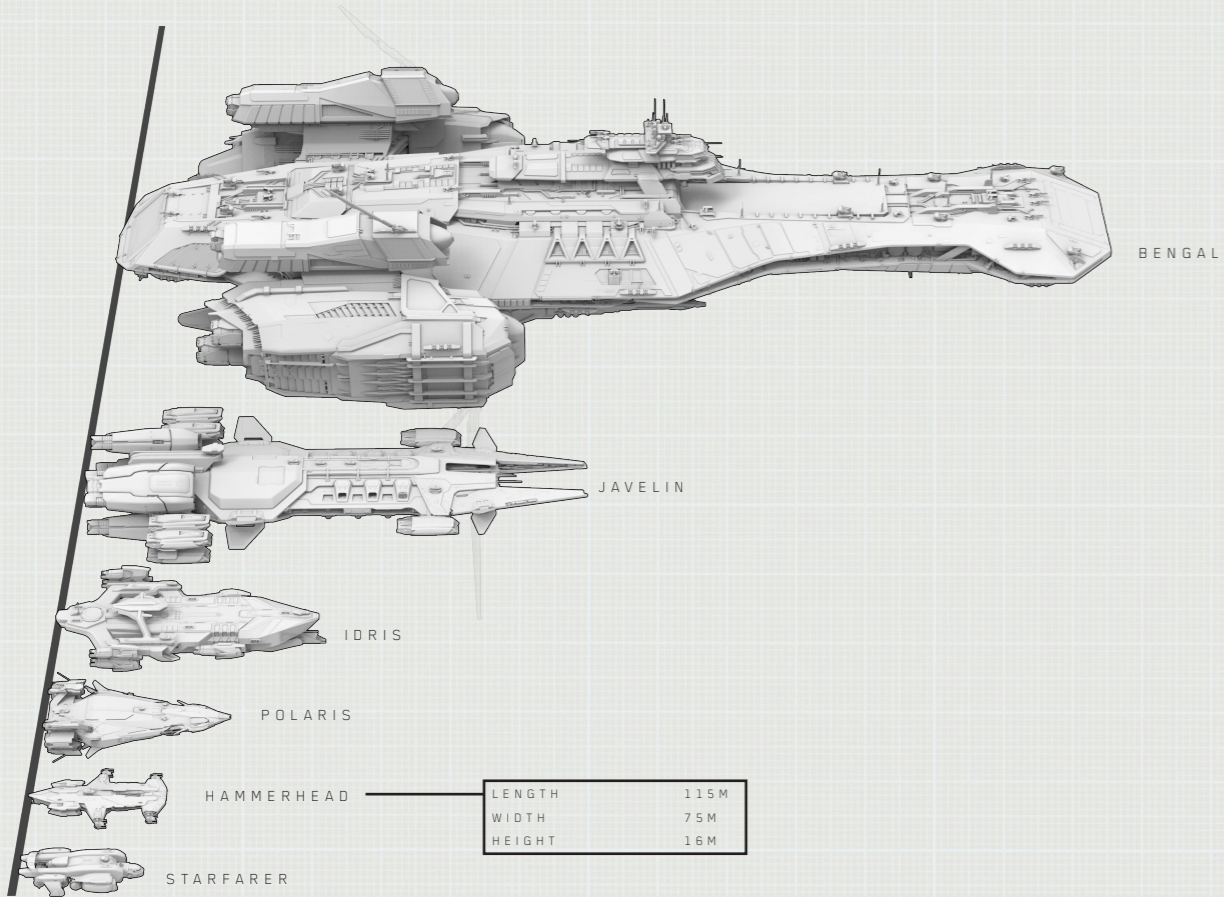
UEES NEPHELE
(PCG-5555)

Nicknamed "four five" by her crews, the Nephelē is an active Flight IV Hammerhead currently on detailed to the UEE Pathfinders for protection and scouting duties. Nephelē is painted in the Pathfinders livery and holds the informal record for 'farthest Hammerhead from home' after a series of long-range jumps that took her exploratory squadron well beyond the boundaries of known space. Nephelē is a combat veteran, with over eighty confirmed Vanduul kills and dozens of successful combat operations

UEES ENYO
(PCG-6109)

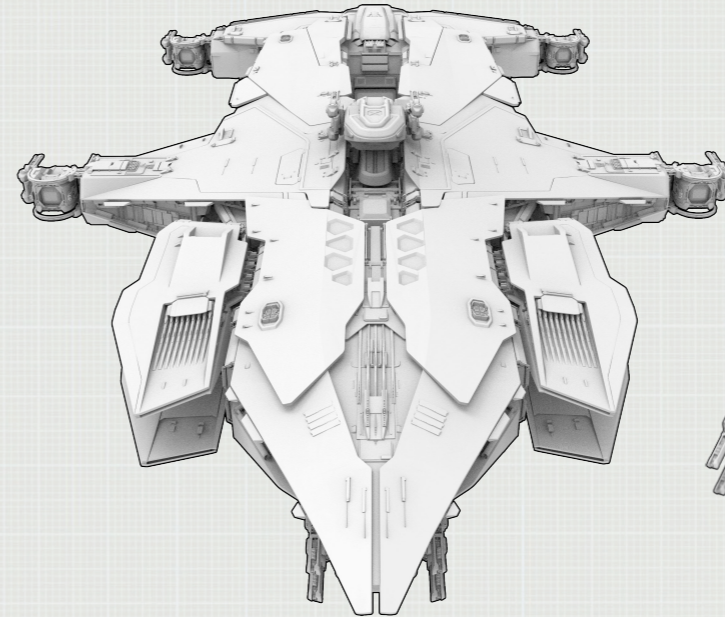
The Enyo is an active-duty Hammerhead currently attached to the 'home squadron,' moored at Earth where it has been used to ferry diplomats to fleet functions and naval reviews. Enyo has reinforced shielding, additional armor and a reworked interior custom-designed to support such visitors. To date, she has born the temporary "Imperator One" callsign four times. Externally, Enyo appears identical to any other service Hammerhead.

SHIP SCALE

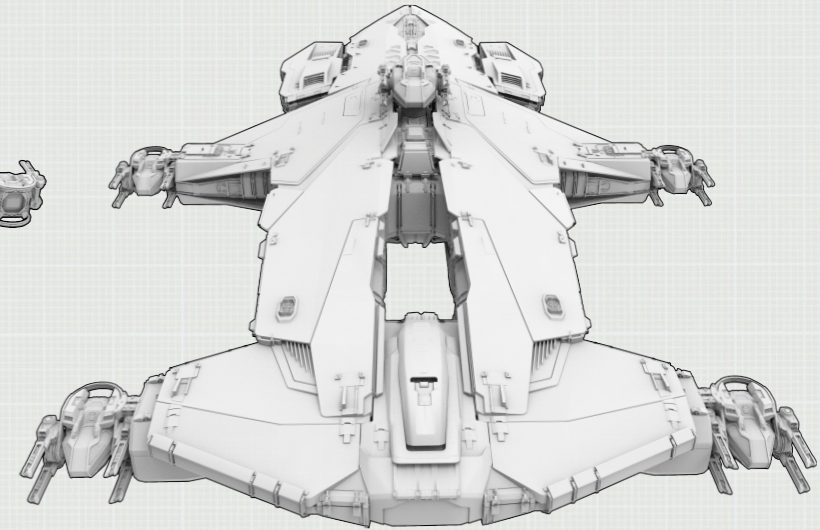


SCHEMATICS

ABOVE/REAR - PERSPECTIVE

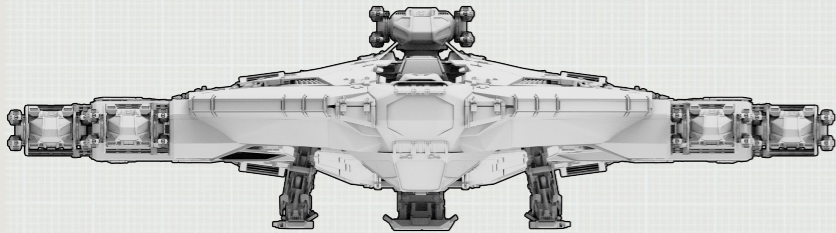


ABOVE/FRONT - PERSPECTIVE

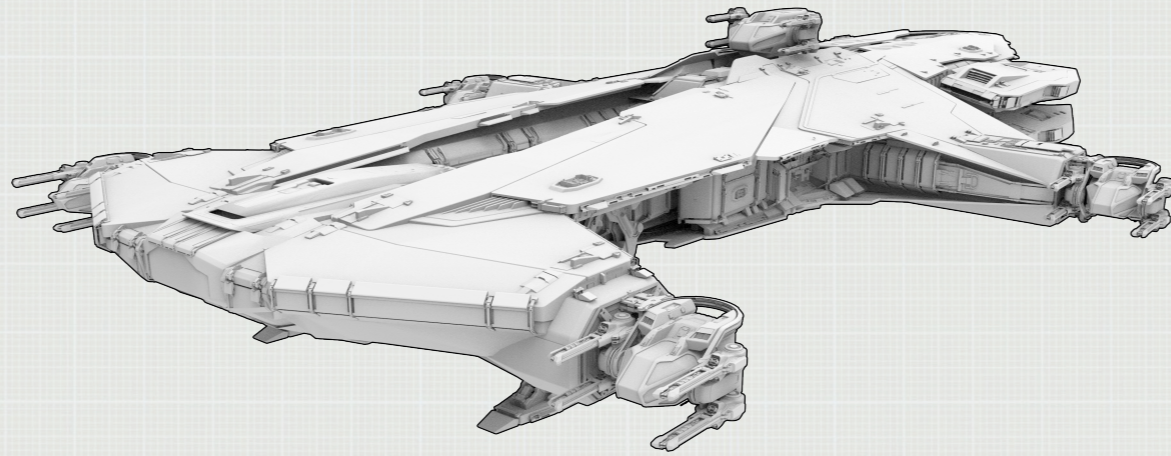


SCHEMATICS

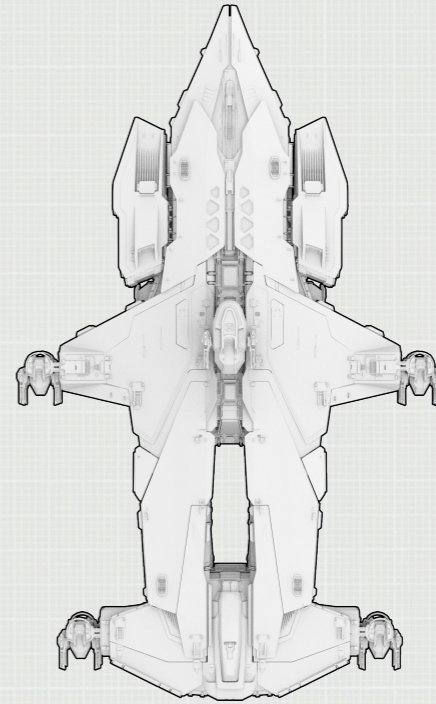
FRONT - ORTHOGRAPHIC



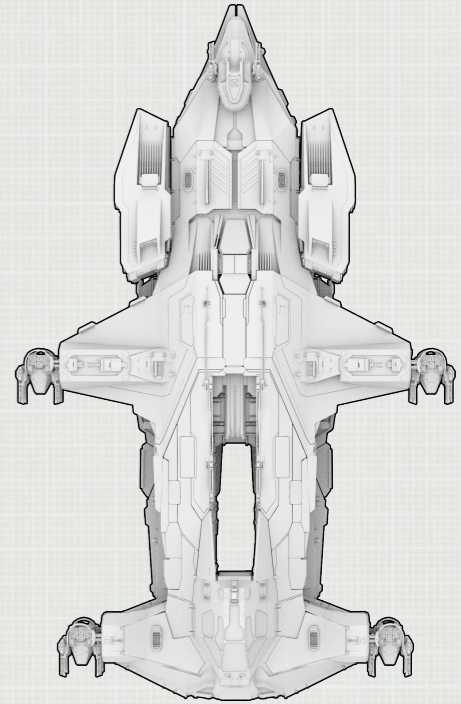
ABOVE/SIDE - PERSPECTIVE



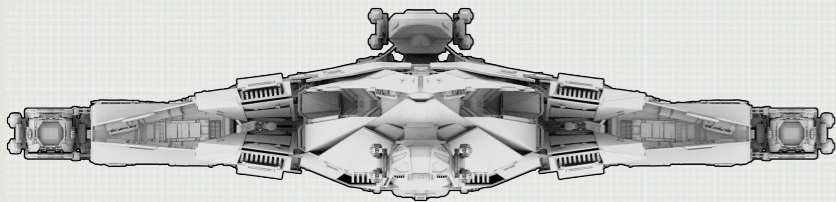
TOP - ORTHOGRAPHIC



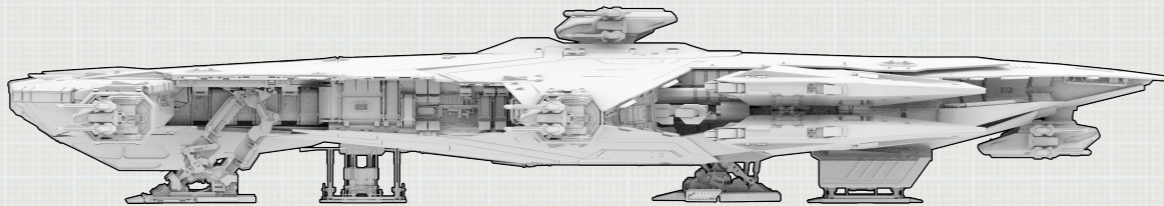
BOTTOM-ORTHOGRAPHIC



REAR - ORTHOGRAPHIC

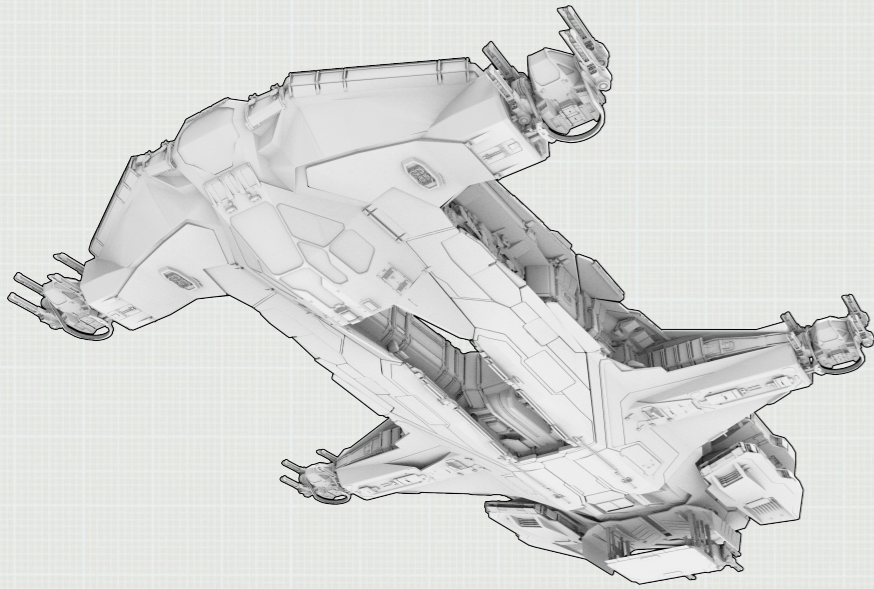


SIDE - ORTHOGRAPHIC

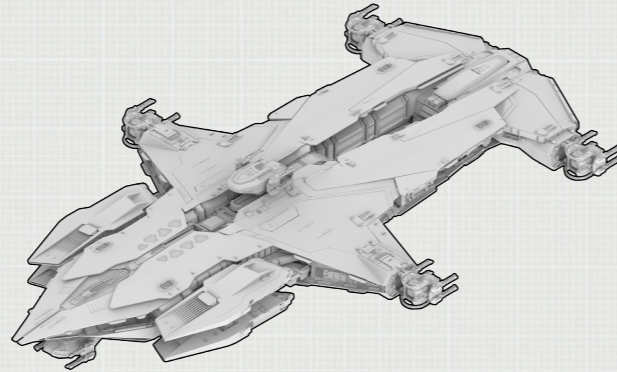


SCHEMATICS

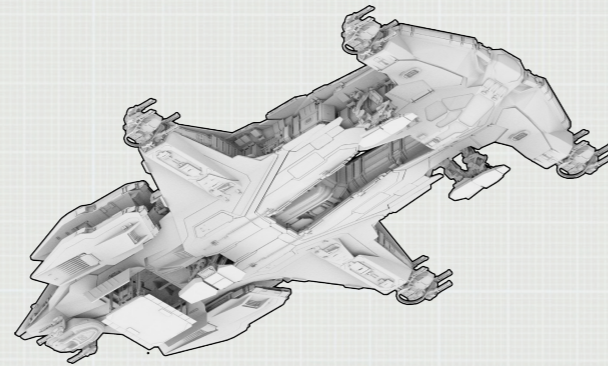
BELOW/FRONT -PERSPECTIVE



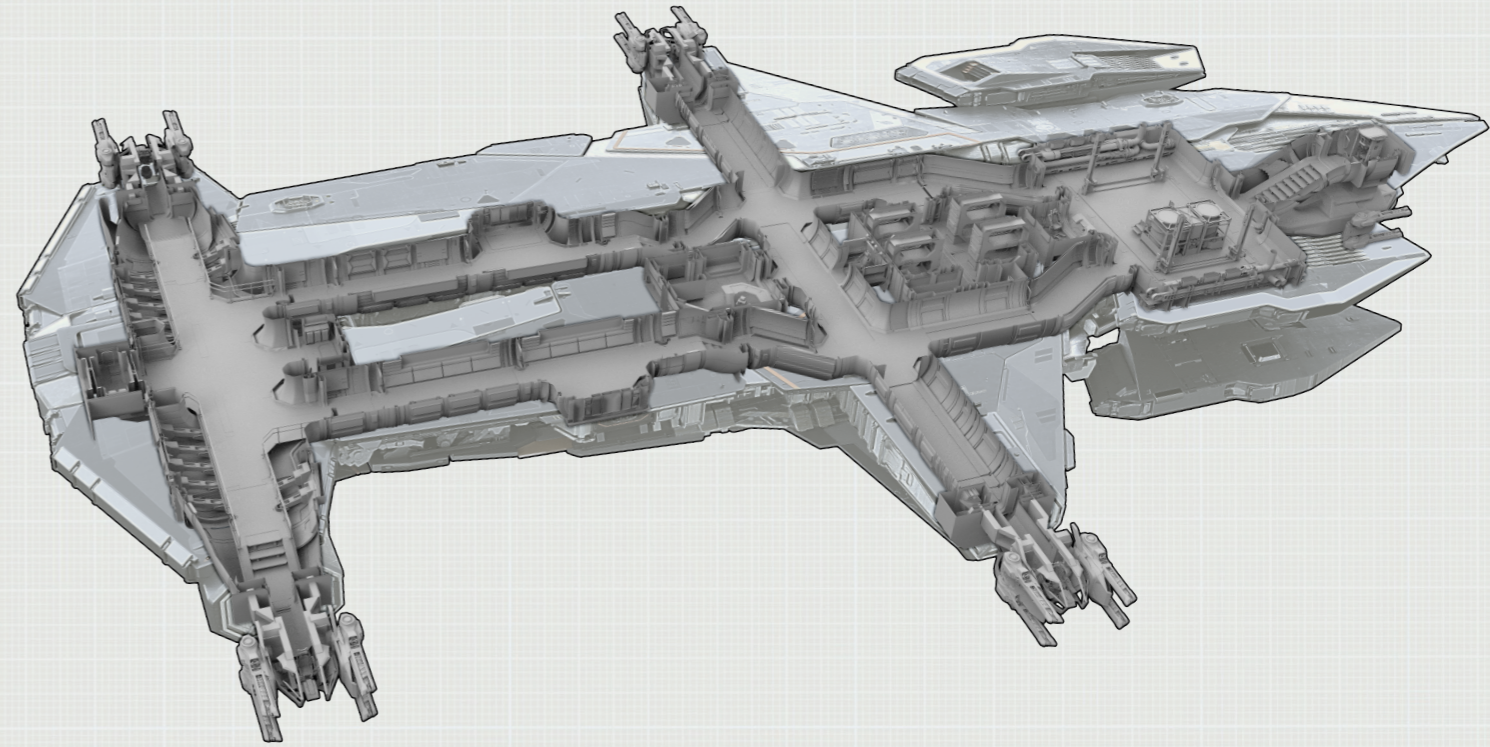
ABOVE/REAR ORTHOGRAPHIC



LANDING GEAR DEPLOYED
BELOW/FRONT -PERSPECTIVE



INTERNAL CROSS-SECTION





AEGIS DYNAMICS 'HAMMERHEAD'

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