



# Don't fear the Salamanders.

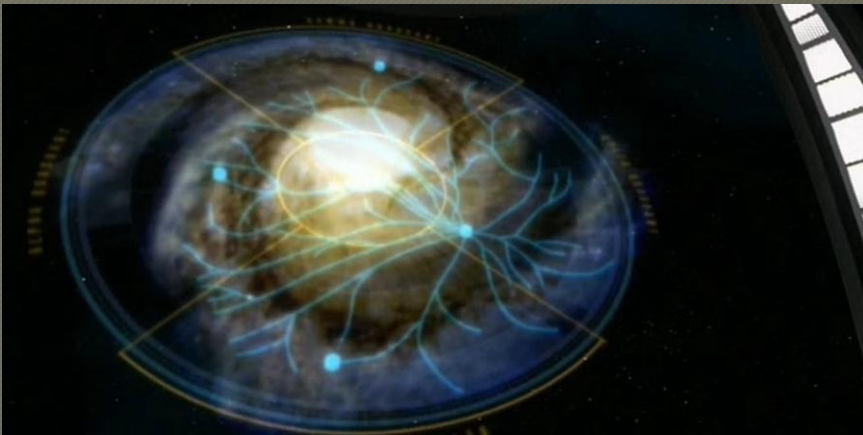
Why transwarp is the natural evolution of Starfleet FTL R&D



*Task Force 47, in association with  
the Starfleet Corps of Engineers.*

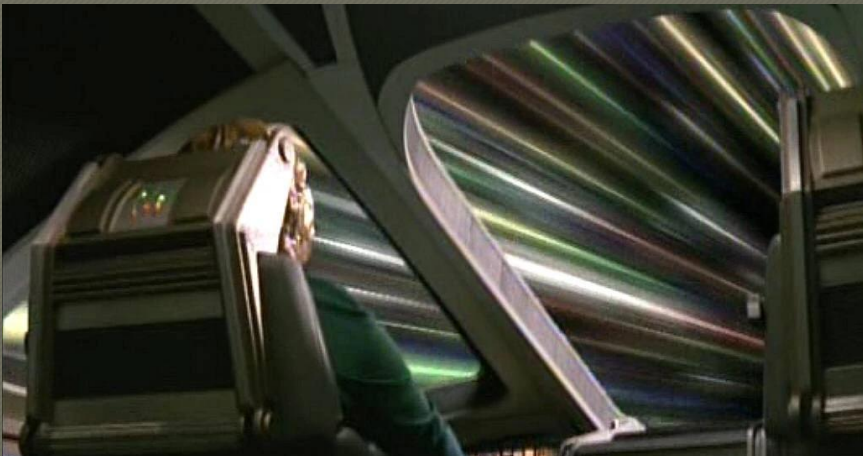


# Statement of Intent



As the blackout continues to effect subspace travel across the galaxy, the Foundation for Advanced Amphibious Aeronautics and Stellar Theory (FAAAST) proposes to explore the development and deployment of a transwarp engine system that utilises current equipment, assets and materials to bypass the subspace interference.

We contend that not only is transwarp travel a possibility but with contemporary capabilities, we can bypass the theoretical 'warp speed limit'. Whilst the risks of such travel are at this time largely unexplored, the research topic has been broached by prior administrations of the Starfleet Corp of Engineers and we believe it presents a viable alternative.



With Starfleet approval and support, this research has the potential not only to advance our interstellar travel into a whole new era but also bring our society into a new golden age, much like warp travel did in the 21<sup>st</sup> century.

Through this short presentation we will explore the historical president of transwarp travel as well as prior experimental projects. We will also outline the minor dangers involved.

We thank you in advance, for your consideration.

# Contextual Considerations



## THE GREAT EXPERIMENT (USS *EXCELSIOR*)

In 2285, Starfleet undertook “The Great Experiment” an attempt at making transwarp speeds a regular feature on Starfleet vessels.

Due to the significant difference between the propulsion methods, initial experiments were folded into the new design brief for the *Excelsior* class vessels. This included a dramatic shift in warp field generation systems (and by extension, nacelle construction) and modifications to dilithium intermix protocols.

Unfortunately, the experiment found repeated cases of instability and unpredictability. After a major system failure that caused *Excelsior* to be unavailable to provide assistance during the Genesis incident, the experiment was scrapped in favour of traditional warp propulsion methods.

(See SEC1652 ‘Faster than Kirk’ & SDI0746 ‘Next Tuesday’)



## EXISTING TRANSWARP POLITIES

Several groups regularly operate Transwarp Drives with little to no obvious disadvantages, including salamandering.

- Bog Collective
  - Possible mitigating factors include nanotechnology & ‘transwarp corridors’.

(See SEC2179.2 ‘What’s so wrong with being a drone?’ & SEC2788 ‘Why don’t the Borg melt?’)

- The Voth
  - Possible mitigating factors include saurian ancestry & advanced, as yet not understood technology.

(See SEC3591 ‘Dinosaurs in space?’ & SMI5871.6 ‘What is a Hadrosaur anyway?’)



## WARP SCALES

Initial warp factors from the 22<sup>nd</sup> & 23<sup>rd</sup> centuries operated on a scale of geometric progression and warp speeds in excess of ‘Warp 10’ were more common, though still considered dangerous. None of these speeds are considered transwarp as they still operated within the standard confines of subspace warp theory as we understand it.

In 2312, as part of the fleet modernization programme, the warp scale was redrawn to reflect the change in standard faster-than-light capabilities. It is from these scales we derive the concept of transwarp speeds as being those beyond the standard projection of a subspace displacement fields via a verterium corenide core. In these situations, additional control measures must be introduced to stabilise the subspace field.

(See SEC1234 ‘Four Nacelled Freaks?’ & VSD5487 ‘Why Circles are the past and the future’)



# The *Voyager* Logs



## Class 9 Warp Cores

As fitted on the *Intrepid*-class of vessels, Class 9 drives are capable of producing the necessary energy levels in their standard configuration (with minor changes to their operating protocols) to achieve speeds in excess of Warp 10.

However, due to the use of traditional dilithium in focusing arrays, erratic fluctuations in power generation and the production of unstable tachyons occurs, necessitating emergency shutdown prior to breach. This identified several limitations to not only warp field generation systems but also unexpected vulnerabilities in the bio-neural circuitry systems.

(See Ships Logs 'Day of Honor', 'Dark Frontier' & SEC2621 'When the engineer says stop, stop.')

## Shuttle *Cochrane*

In 2372, the crew of *Voyager* adapted a class-2 shuttle with experimental dilithium and a prototype multispectral subspace engine design, utilizing a depolarization matrix. Whilst this experiment discovered the cellular mutation effects of transwarp travel, thankfully anti-proton radiation was utilised to reverse these effects.

This experiment did identify that transwarp speeds were attainable and sustainable with contemporary technology and equipment. Some elements of these modifications were included in the *Delta Flyer* project, a craft produced without shipyard support, solely by the crew of a detached vessel.

(See Ships Log 'Threshold', & SDC2884 'Did Janeway accidentally create a new species?')

## Borg Collective Adaptations

Following the debriefing of Seven of Nine following *Voyager's* return to the Alpha Quadrant, a great deal of clarity has been drawn regarding initial research into the Borg Collective's use of projected structural integrity fields to avoid gravimetric shear inherent in high warp and transwarp.

*Voyager's* repeated exposure to the Collective's 'transwarp coils' has also proved that the technology is adaptable and installable aboard Starfleet vessels. Further development and experimentation is possible following the recent exposure and collection of Borg artifacts onto the black market.

(See SSS3357 'Why didn't *Voyager* just steal a transwarp coil?' & SSS4742 'Someone broke into Daystrom')

# What about the Salamandering?

## PROGRESSION OF REPTILIAN GENETIC ACCELERATION (A.K.A SALAMANDERING)



Initial symptoms include; (alongside general malaise)

- Major organ mutation and transposition (including organ duplication and restructuring)
- Major internal reconfiguration of organ structure
- General disassociation and an increase in mental instability.



At stage 2, initial physical and mental adjustments progress to; (time frame indeterminate due to limited sample size)

- Major visible alteration of the dermal tissue.
- Development of obsessive tendencies to the exclusion of existing social personal relationships.
- Volatile and unpredictable actions inconsistent with logical choice or coherent planning.



Stage 3 symptoms include;

- Full physical transformation to non-bipedal, amphibious entities (sentience level unconfirmed).
- Significant increase in reproductive urge and capacity.

*N.B. It is unknown if transformation/evolution continues. Requests made to Starfleet Medical for replication have been denied.*

## CONTROL & TREATMENT MEASURES APPLICABLE

The effects of salamandering have been found to be reversible following intensive anti-proton therapy, though the subjects in the only recorded case had only been symptomatic for a matter of days.

It is entirely possible that the, as yet unexplored, quantum fluctuations of transwarp travel affected the maturation process of the genetic acceleration, compressing the symptom timeline. Anti-chronion treatments may stall this process, as might prophylactic anti-proton treatments or shielding.

## OUTSTANDING QUERIES

- Is there a stage four? What further evolutionary developments occur?
- Is this phenomenon isolated to Terran genetics?
  - Sub query — Does an Andorian Salamander have antenna?
- What length of time at stage 3 causes the effects to become irreversible?
- Are stage 3 creatures sentient?
  - Sub query — Does/can a Salamander understand the non-fraternisation policy?

## AVENUES FOR RESEARCH

Further research pathways into the genetic acceleration symptoms include;

- Controlled Replication (recommended in proximity to Starbase Bravo)
- Hypothetical assessment via holodeck services (less preferable due to limited sample data)
- See following proposals;
  - BF47.098 'Can Salamanders operate LCARS? — An examination of accessibility.'
  - BF47.099 'Moral & Ethical considerations of turning cadets into salamanders.'
  - BF47.100 'Flying with fins — Selayan adaptations for interstellar flight.'



# Conclusion

It has been clearly demonstrated that transwarp travel is not only achievable but viable and deployable as a reasonable alternative to standard subspace warp travel. A vessel now 25 years old, though cutting edge for the time, was able to break this supposed universal threshold without the support of Starfleet Engineering or access to meaningful assets. Developments would be much quicker and safer with Starfleet's support.

We are unsure how much longer the blackout may continue, or what the long term effects to subspace will be. Whilst other advanced faster-than-light travel programmes are being explored, many projects require significant developments and large amounts of material assets to invest. Transwarp adaptation of pre-existing ships and assets is the most cost-effective avenue for travel systems beyond our current warp drives.

It is our hope that Starfleet Command will see the value, both material and scientific, of approving our continued exploration into this promising research avenue. With this in mind, we have already approached the Starfleet Zoological Society and the Judge Advocate General for pre-emptive rulings on the sentience of transwarp-created salamanders and the possible support systems available. At the time of writing, we continue to await their final statements and inevitable support.



*This research is brought to you by the Foundation for Advanced Amphibious Aeronautics and Stellar Theory. (FAAAST)*

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