



TRINITY RIVER EXPRESS

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Newsletter for the USS Trinity River, NCC-6425 • Proud member of Region Three, Starfleet International

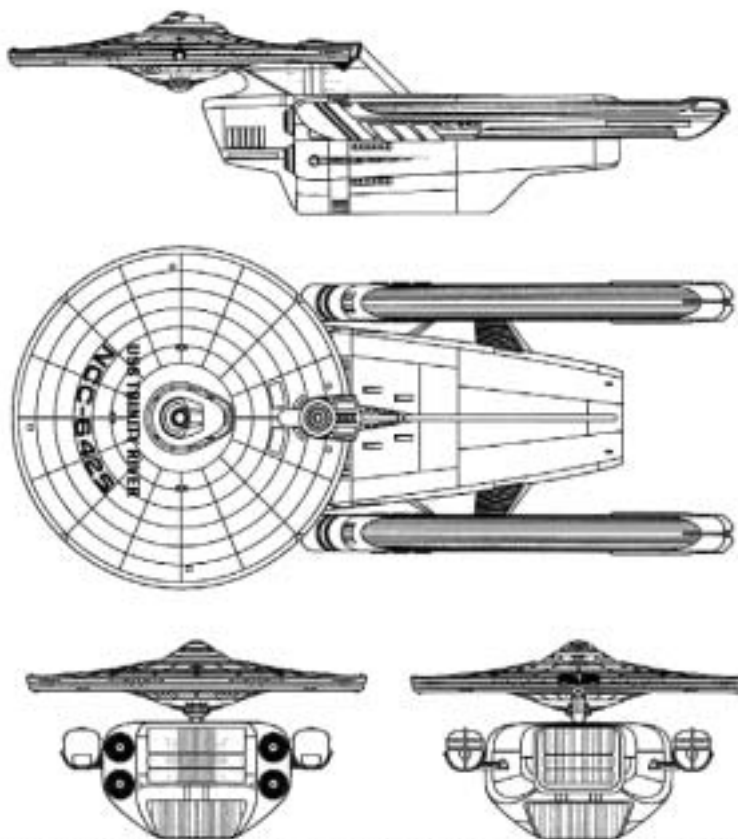
USS Trinity River Commissioned NCC-6425 Newest Lobo-Class Through-Deck Carrier in Starfleet

In a moving ceremony just moments ago, Brigadier General Byron Flynt presented the crew of the *Trinity River* with their commissioning papers and assignments. Flynt is the executive officer of the *USS Bethel* and acted on behalf of regional coordinator Admiral Brad Pense who could not attend today. He is also the shuttle operations officer of the *USS Bethel*, the parent vessel from which the *Trinity River* was launched as a shuttle.

The crew of the newest vessel in Starfleet also received notes of congratulation from other ships in the region and a very special souvenir bottle. The bottle had been signed by all of the commanding officers in Region Three. In addition, all those in attendance at the ceremony were given a commemorative object to treasure and keep.

The *USS Trinity River* is a Lobo-class through-deck carrier. This class of vessel is designed to bring small ships, shuttles, and fighters into combat areas and other regions quickly and efficiently. Its closest analogue in twenty-first century military vessels is the nuclear-powered aircraft carrier. Lobo-class starships can accommodate a crew of up to 425 and cruise at up to warp 8. They have a maximum warp capacity of 9.0 and 16 phaser emplacements to handle any emergency.

Under commanding officer Fleet Captain Robyn A. Winans and executive officer Fleet Captain Elizabeth Weber, the *USS Trinity River* can expect a long life in service to the Dallas area. Crew members for the inaugural voyage include chief of operations Ensign Linda Patton, communications officer Warrant Officer Ed Dravecky, Starfleet Marines 325th MSG officer in charge Colonel Erik Cowand, chief medical officer Commander Jan Agee, acting chief of security Crewman Jeff Lester, science officer Lieutenant (j.g.) Debbie Winters, design engineer Crewman Greg Lane, ship's counselor Crewman Shannon Malone, computer engineer Warrant Officer Allen Agee, crew member Second Lieutenant Robert Fritz, and crew member Crewman Craig Cowand. Cadets along for this voyage include Jordan Malone, Laura Malone, Scott Patton, and interspecies relations officer Cain D. Winans.



Artist renderings of the newest vessel in Starfleet, the Lobo-class through deck carrier USS Trinity River, NCC-6425

USS Trinity River: First starship to bear the name but not the first ship

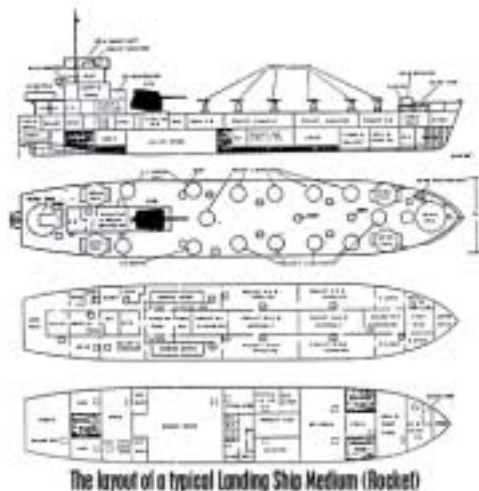
The Trinity River is so named because it consists of three large branches that cross north Texas and unite to form one river. We selected this name for our starship to reflect our mission to unite the fans of the Dallas area for fun, fellowship, and service to the community. At the time we selected it, we also believed that we were the first to use the name for a vessel. We were wrong.

The original *USS Trinity River* was a Big Black River-class vessel known as an LSMR for "Landing Ship, Medium (Rocket)." In fact, when the ship was commissioned it was commissioned with just a hull number, not a name. The *LSMR-535* had its keel laid on 06 June 1945 at Houston, Texas, by the Brown Ship Building Company and was launched 14 July 1945. The vessel was commissioned 28 November 1945, just a few months too late to see combat action in World War II. Lieutenant Jerome M. Yalon, USNR, was her first commanding officer.



The original *USS Trinity River* (LSMR-535), sort of. This is actually a picture of the *USS White River* (LSMR-536). There are no photos of the *LSMR-535* online or in Navy archives so we photoshopped this one just a teensy bit.

As was the case with most of her class, the *LSMR-535* was then decommissioned on 10 June 1946 at Green Cove Springs, Florida, and laid up in the Atlantic reserve fleet. She was recommissioned on 01 October 1955 for service in the Korean War. All of the LSMRs from 501 to 536 were named alphabetically for US rivers with non-Indian names. This is when the *LSMR-535* finally became the *USS Trinity River*. On 07 July 1959 she was sold to Ships, Inc., of Miami, Florida, and from here the research trail grows cold. With information hard to find in even the US Navy's official registry, the final fate of the ship is listed simply as "unknown" by NavSource Online. Three LSMRs were recommissioned in the 1960s for use on the rivers of Vietnam but this ship was not one of them.



The original *USS Trinity River* carried 6 officers and 137 men. With a top speed of 13 knots it could cruise at 12 knots for approximately 3000 miles before refueling. Armament consisted of one 5"/38 DP, twenty continuous loading 5" SS rocket launchers, two 40mm twins, four 20mm twins, and four 4".2 mortars. The propulsion system was a GM diesel, non-reversing with airflex clutch, direct drive, and twin screw.

We would like to thank the folks at the USS LSM/LSMR Association for pointing us in the direction for finding what information we have so far, including the photo we altered on this page. So far we have been unable to reach any of the surviving officers or sailors who served aboard the original *USS Trinity River* but now we have a few leads. If you would like to learn more about these ships and the brave men who helped keep this nation free aboard them, please visit their website at <http://usslsm-lsmr.com/>

Trinity River Express is the official newsletter for the *USS Trinity River*, NCC-6425, a proud member of Region Three of STARFLEET, the international Star Trek fan club. The views in this newsletter represent those of the individual authors and may not represent the views of *USS Trinity River* or its parent organizations. This newsletter is published six times each year and all content is original but may not be exclusive to this publication. All photos in this publication were taken by Ed Dravecky, your humble editor, unless otherwise credited. We welcome submissions because it's really really hard to write all of this stuff ourselves. This newsletter normally features regular columns by department heads, news of upcoming events, away mission reports, and other stuff of interest to members. Special thanks to all the members of the crew and of Region Three for helping to make this shuttle a ship.