

General Court-Martial Transcript for the USS Chara Incident

Case Number: NCMJ-2485-07311

Date Filed: September 14, 2485

Trial Date: November 15, 2485

Location: Fort Rigel, Washington D.C., Earth

Parties Involved

- **Plaintiff:**
 - Internal Security, Lieutenant Commander Gabriel Renault
- **Defendants:**
 - Chief Engineer, Lieutenant Commander Damien Thorne
 - Junior Engineer, Lieutenant Eleanor Keener

Presiding Judge: Admiral Elena Marlowe, Sol Pact Navy JAG Office

Prosecutor: Commander Irina Kavern, Sol Pact Navy JAG Office

Defense Counsel: Lieutenant Commander Elliot Grant, Sol Pact Navy JAG Office

Charges Brought by the Plaintiff

1. Negligence contributing to the destruction of the USS Chara.
 2. Failure to prevent sabotage-related actions due to oversight failures.
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Transcript Summary

Opening Remarks

Admiral Marlowe:

“This court-martial convenes to examine the circumstances surrounding the destruction of the USS Chara. While the charges pertain to negligence and failure of duty, this court will seek to establish the truth based on evidence and testimony. Let the facts lead us to justice. Proceed.”

Evidence and Testimonies Presented

Prosecution

- **Plaintiff's Statement:**

Renault asserted, "The engineering crew, including Thorne and Keener, exhibited lapses in reporting critical anomalies. I acted on information available to me at the time and sought to prevent further loss of life."

- **Security Logs:**

Renault presented partial security logs indicating frequent, unreported anomalies within the engineering section, suggesting possible collusion or negligence.

Defense

- **Access Logs and Engineering Reports** (Presented by Lt. Cmdr. Grant):

- Verified ship logs showed neither Thorne nor Keener bypassed safety protocols.
- Maintenance reports filed by Keener flagged irregularities in antimatter pressure weeks before the incident. These were dismissed without investigation due to internal miscommunication.

- **Forensic Evidence** (Presented by Navy Forensic Corps):

- Sabotage methods matched techniques detailed in external Kiyan manuals, which were inaccessible to the engineering crew.
- Reactor breach analysis revealed bypasses on safety mechanisms that occurred during scheduled inspections logged by Renault's team.

- **Communications and Voice Logs:**

- Voice logs from the reactor cascade captured Keener and Thorne coordinating evacuation efforts and attempting to stabilize failing systems.
- Transcripts showed Thorne issuing life-saving orders, including prioritizing containment of the reactor breach.

- **Engineering Activity Report:**

- Heat signatures and motion data from internal sensors indicated Thorne and Keener remained in areas consistent with crisis mitigation efforts.

- Evidence pointed to a deliberate breach initiated remotely during a maintenance cycle.

Additional Evidence

- **Antimatter Conduit Analysis:**

- Independent experts confirmed the reactor failure was caused by an external bypass command introduced during routine system diagnostics.
- The bypass origin was traced to a console outside the engineering section, which Renault's security team had access to during the timeframe of the breach.

- **Medical Evidence:**

- Medical records verified Keener's injuries were consistent with her proximity to the core during the breach, indicating her active attempts to stabilize failing systems.
- Thorne's physical condition post-incident confirmed his direct involvement in crew evacuation and firefighting efforts.

- **Pre-Incident Conduct Reports:**

- Internal memos showed that Thorne and Keener consistently received positive performance reviews, highlighting their diligence and technical competence.
- Renault's reports prior to the incident were noted for discrepancies, including unverified claims of unauthorized access and vague references to security risks.

Witness Testimonies

Lieutenant Adrienne Wolfe (Engineering Survivor):

"Keener was in the middle of rerouting power to emergency systems when the reactor breached. Thorne coordinated evacuations, doing everything possible to save lives. Without their efforts, more of us wouldn't have made it."

Lieutenant Lydia Marks (Security Team):

"Renault frequently inspected engineering in the weeks leading up to the incident. While unconventional, I believe he was acting in good faith to address potential security risks."

However, his actions created confusion and slowed responses to legitimate issues flagged by the engineering team.”

Closing Statements

Prosecution:

“While the defendants’ actions during the crisis were commendable, gaps in communication and accountability across multiple departments contributed to this disaster. Renault’s concerns, though poorly executed, highlight a systemic failure rather than individual negligence.”

Defense:

“The evidence unequivocally clears Thorne and Keener from any wrongdoing. Their actions during the crisis were exemplary, and Renault’s missteps, while unfortunate, stemmed from an overzealous attempt to ensure safety, not malice.”

Verdict

Admiral Marlowe:

“After thorough review, this court finds the following:

- Chief Engineer Damien Thorne and Junior Engineer Eleanor Keener:
 - Cleared of all charges.
 - Recognized for exceptional bravery and leadership during the USS Chara crisis.

This court acknowledges Renault’s intentions and stresses the importance of procedural adherence to prevent future crises. Furthermore, the heroism of Thorne and Keener underscores the caliber of individuals serving aboard Sol Pact vessels.”

Aftermath and Recommendations

- **Recognition:** Damien Thorne and Eleanor Keener were awarded commendations for their actions in stabilizing systems and aiding evacuations.