

Babcock Class XI Frigate



Construction Data

Model Numbers	Mk II	Mk V	Mk VI
Date Entering Service	2271 (2/17)	2283 (2/20)	2293 (2/29)
Number Constructed	92	96	16

Hull Data

Superstructure Points	24	26	29
Damage Chart	C	C	C

Size

Length	355 m	355 m	355 m
Width	150 m	150 m	150 m
Height	60 m	60 m	60 m
Weight	171,170 mt	174,020 mt	177,903 mt

Cargo

Cargo Units	600 SCU	600 SCU	550 SCU
Cargo Capacity	30,000 mt	30,000 mt	27,500 mt
Landing Capability	None	None	None

Equipment Data

Control Computer Type	M-6	M-6	M-6
Transporters			
standard 6-person	8	8	8
combat 20-person	8	8	8
cargo	3	3	3

Other Data

Crew	360	360	366
Passengers	10	10	6
Troops	250	250	250
Shuttlecraft	8	8	8

Engines and Power Data

Total Power Units Available	46	46	52
Movement Point Ratio	4/1	4/1	4/1
Warp Engine Type	FWF-1	FWF-1	FWF-1
Number	2	2	2
Power Units Available	20	20	20
Stress Charts	G/L	G/L	G/L
Maximum Safe Cruising Speed	Warp 6	Warp 6	Warp 6
Emergency Speed	Warp 8	Warp 8	Warp 8
Impulse Engine Type	FIC-3	FIC-3	FIF-1
Power Units Available	6	6	12

Weapons and Firing Data

Beam Weapon Type	FH-3	FH-9	FH-10
Number	6	6	6
Firing Arcs	2f/p,2f,2f/s	2f/p,2f,2f/s	2f/p,2f,2f/s
Firing Chart	W	X	W
Maximum Power	5	6	7
Damage Modifiers			
+3	(1-10)		(1-10)
+2	(11-17)	(1-12)	(11-17)
+1	(18-20)	(13-22)	(18-20)
Missile Weapon Type	FP-6	FP-6	FP-5
Number	2	2	3
Firing Arcs	1f,1a	1f,1a	2f,1a
Firing Chart	O	O	R
Power To Arm	1	1	1
Damage	12	12	16

Shields Data

Deflector Shield Type	FSP	FSP	FSP
Shield Point Ratio	1/4	1/4	1/4
Maximum Shield Power	16	16	16

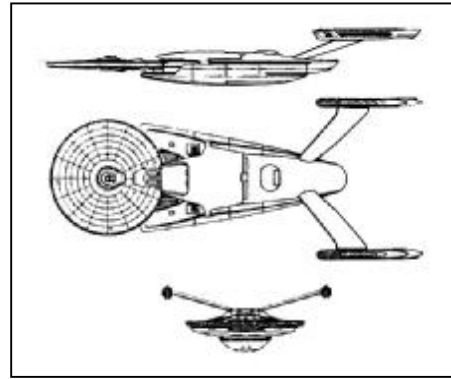
Combat Efficiency

D--	120.3	123.2	135.5
WDF--	47.2	48.4	72.3
CE--	56.8	59.6	97.9

Changes to Mk II & V:

- M-4 replaced with M-6 due to FSP computer requirement.
- D factor slightly adjusted.
- Weight slightly adjusted.

Updated and expanded from Federation Ship Recognition Manual, 2nd edition, with additional material from Ship Construction Manual, 2nd edition, all by FASA. Original text by Steven Bacon (steven.bacon@ntlworld.com). Graphics courtesy www.shipschematics.net. Compiled by Lee Wood (FASAFan@hotmail.com). Version 3.1.



Notes:

The *Babcock* class was conceived in 2255 (1/97) as a long-range exploratory cruiser. The Four Years War and technical difficulties delayed the prototype, and it was not ready for service testing until 2263 (2/05). Unfortunately, by the time the ship was ready for testing, the *Anton* class and later variants of the *Constitution* class had already made the role their own. The prototype was mothballed in 2264 (2/06) after the successful completion of its test phase, and it was suggested that the design be modified to a troopship configuration to take advantage of the capacious secondary hull.

However, the Strategic Forces Survey, carried out by Starfleet after the Four Years War, had identified a requirement for ships that could carry a sizeable marine force, as well as functioning as standard starships. To this end, the prototype *USS Babcock* was modified in 2265 (2/07) to demonstrate the practicality of the concept, and began testing in 2266 (2/08). The successful completion of these tests in 2267 (2/09) led Starfleet to order three very different designs of frigate: the *Chandley*, *Northampton* and *Kiev* classes. The *Chandley* and *Northampton* classes were designed to serve in the Klingon border areas and the *Kiev* for the Romulan (in this role marine boarding parties being deemed a valuable asset).

Concerns over the cost and unconventional designs of the *Northampton* and *Chandley* classes led Starfleet to order a fourth class in 2269 (2/14) as an insurance against failure of either of the more ambitious advanced classes. This design was a new technology version of the *Babcock* prototype, and it entered service in 2271 (2/17) as the *Babcock* Mk II (the *USS Babcock* herself serving as the trial ship for this mark) in the event the *Northampton* class was delayed until 2282 (2/19). The construction of the *Babcock* meant that predicted force levels could be maintained until they finally entered service.

In 2281 (2/18) a program commenced to produce a newer, more heavily armed version of the class. This eventually materialized in 2283 (2/20) as the Mk V (Mks III and IV were unbuilt proposals). The Mk V introduced the slightly more powerful and longer ranged FH-9 phaser; otherwise all systems remained unchanged from the successful Mk II. The Mk V vessels were all new builds, as it was felt the performance gain was not sufficient to warrant converting the surviving Mk I vessels.

The successful service entry of the *Northampton* class from 2282 (2/19) meant that by 2285 (2/22) the *Babcock* carried the same number of troops, but mounted a much less powerful array of weapons with just three banks of phasers and single fore and aft torpedoes. However, the class did possess exceptional defensive strength; this, coupled to the crew facilities, and the long range that resulted from its original exploratory mission profile meant that the *Babcock* was deemed to be ideally suited for use in long range independent patrols.

The class continued to serve in Mk II/Mk V configurations until 2293 (2/29), when Starfleet began a concerted effort to stamp out Orion piracy. The *Babcock* class was deemed ideal for this mission, as it had the range and firepower to track raiders to their bases, and then destroy them. As insurance, a small number of ships were modified to Mk VI standards, with improved power systems and massively enhanced weaponry. Although the anti-piracy mission was not completely successful, the modifications were and all surviving *Babcock* class ships are to be refitted to Mk VI standards by 2301 (2/37).

One notable feature of the class was the fact that it is the longest mainstream ship yet built for Starfleet: at 355m it is longer than any cruiser or frigate type. This immense length results from the almost 200m long secondary hull that originally housed science labs and science crew accommodations. In the frigate version, it houses marine barracks and training areas, as well as extensive crew recreation areas.

Despite the originally negative image of the class as a low cost interim frigate, the *Babcock* has won praise from all levels of Starfleet. The crews assigned to them are enamored of the class by the superb crew facilities. Tactical planners appreciate the defensive strength of the ship, and strategic planners exploit the range and fuel storage, at times even using the ships as tankers for smaller escort vessels.

Of the 92 Mk IIs built 44 were converted to Mk VI standards between 2293 (2/29) and 2295 (2/31), and a further 36 remain to be converted. One Mk II is assigned to Starfleet Training command as a Marines training vessel, 1 Mk II is listed as missing, and 10 have been destroyed [six between 2271 (2/17) and 2286 (2/23), and 4 between 2286 (2/23) and 2295 (2/31)]. Of the 96 Mk Vs built, 16 have been converted to Mk VI, and a further 78 remain to be converted. Two Mk Vs have been destroyed in the period of 2286-95 (2/23-31).

Production of the *Babcock* was carried out at the Morena and Merak facilities between 2271 (2/17) and 2289 (2/25), at an average combined rate of 16 ships a year. The conversions to Mk VI are now being carried out by the same facilities at a combined rate of 20 ships per year. All conversion is predicted to be complete by 2301, when the conversion total will stand at 174 Mk VIs. The Mk II used (*USS Babcock*) as a Marines training vessel is due to be replaced by a pair of Mk VIs in 2301 and retired to the Starfleet Museum. One hundred and forty of the *Babcock* Mk VIs are planned to remain in active service, 32 are to be allocated to the Starfleet Reserve force and 2 will be used as training ships.