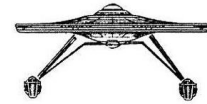
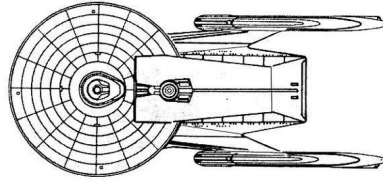
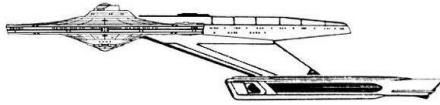




Baker Class VIII-IX Destroyer



Construction Data

<i>Model Numbers</i>	Mk I	Mk II	Mk III	Mk IV	Mk V	Mk VI	Mk VII
<i>Ship Class</i>	VIII	IX	IX	IX	IX	IX	IX
<i>Date Entering Service</i>	2267	2269 (2/1606)	2273	2273 (2/1912)	2280	2288	2295
<i>Number Constructed</i>	1	162	16	200	140	100	160
Hull Data							
<i>Superstructure Points</i>	17	22	22	23	24	25	24
<i>Damage Chart</i>	C	C	C	C	C	C	C
Size							
Length	299 m	301 m	301 m	301 m	301 m	301 m	301 m
Width	144 m	148 m	148 m	148 m	148 m	148 m	148 m
Height	76 m	77 m	77 m	77 m	77 m	77 m	77 m
Weight	113,025 mt	121,765 mt	122,938 mt	124,598 mt	127,163 mt	128,663 mt	127,963 mt
Cargo							
Cargo Units	110 SCU	110 SCU	110 SCU	110 SCU	110 SCU	110 SCU	110 SCU
Cargo Capacity	5,500 mt	5,500 mt	5,500 mt	5,500 mt	5,500 mt	5,500 mt	5,500 mt
Landing Capability	None	None	None	None	None	None	None

Equipment Data

<i>Control Computer Type</i>	M-3	M-3	M-4	M-4	M-4	M-4	M-4
Transporters							
standard 6-person	4	4	4	4	4	4	4
emergency 22-person	2	2	2	2	2	2	2
cargo	1	1	1	1	1	1	1

Other Data

<i>Crew</i>	340	265	265	273	275	280	280
<i>Passengers</i>	40	15	15	15	15	15	15
<i>Shuttlecraft</i>	6	2	2	2	2	2	2

Engines and Power Data

<i>Total Power Units Available</i>	28	30	38	38	42	42	42
<i>Movement Point Ratio</i>	3/1	3/1	3/1	3/1	3/1	3/1	3/1
<i>Warp Engine Type</i>	FWE-2	FWE-2	FWE-2	FWE-2	FWE-2	FWE-2	FWE-2
Number	2	2	2	2	2	2	2
Power Units Available	13	13	13	13	13	13	13
Stress Charts	G/K	G/K	G/K	G/K	G/K	G/K	G/K
Maximum Safe Cruising Speed	Warp 7	Warp 7	Warp 7	Warp 7	Warp 7	Warp 7	Warp 7
Emergency Speed	Warp 9	Warp 9	Warp 9	Warp 9	Warp 9	Warp 9	Warp 9
<i>Impulse Engine Type</i>	FID-1	FID-2	FIF-1	FIF-1	FIF-2	FIF-2	FIF-2
Power Units Available	2	4	12	12	16	16	16

Weapons and Firing Data

<i>Beam Weapon Type</i>	FH-8	FH-8	FH-8	FH-8	FH-8	FH-8	FH-9
Number	4 in 2 banks	6 in 3 banks	6 in 3 banks	6 in 3 banks	8 in 4 banks	8 in 4 banks	8 in 4 banks
Firing Arcs	4 p/t/s	4 p/t/s, 2 f	4 p/t/s, 2 f	4 p/t/s, 2 f	4 p/t/s, 2f, 2a	4 p/t/s, 2f, 2a	4 p/t/s, 2f, 2a
Firing Chart	T	T	T	T	T	T	X
Maximum Power	5	5	5	5	5	5	6
Damage Modifiers							
+2	(1-10)	(1-10)	(1-10)	(1-10)	(1-10)	(1-10)	(1-12)
+1	(11-18)	(11-18)	(11-18)	(11-18)	(11-18)	(11-18)	(13-22)
<i>Missile Weapon Type</i>		FP-2	FP-2	FP-1	FP-1	FP-5	FP-5
Number		2	2	2	2	2	2
Firing Arcs		f	f	f	f	f	f
Firing Chart		H	H	L	L	R	R
Power To Arm		1	1	1	1	1	1
Damage		6	6	10	10	16	16

Shields Data

<i>Deflector Shield Type</i>	FSI	FSI	FSI	FSI	FSL	FSL	FSL
Shield Point Ratio	1/3	1/3	1/3	1/3	1/3	1/3	1/3
Maximum Shield Power	13	12	12	12	15	15	15
Combat Efficiency							
D--	82.8	91.5	102	103.4	115.3	116.8	115.3
WDF--	17.2	29.8	29.8	34.6	43.2	53.4	67.0
CE--	14.2	27.3	30.4	35.8	49.8	62.4	77.3

Notes:

The *Baker* class destroyer has a unique development history. When the original contracts were let out, they called for a research vessel with limited combat capabilities. As with the *Belknap* class, an existing ship was taken in hand to act as prototype, in this case an incomplete *Ptolemy* class transport was the donor vessel, and was redesignated as NX-10957 *USS Questular*. The *Questular* began testing on Stardate 2/1303, and the results were deemed satisfactory in January of 2267 (2/1401).

Once the testing was concluded, the Starfleet Corps of Engineers proposed that the production vessel, now designated as *Baker* class, be built using the new Linear Warp drive system, as it was felt that a research cruiser would benefit from the enhanced efficiencies by having improved range, and also a greater speed in the need of a rapid retreat. The designs for the ship were accepted by Starfleet Procurement and, in March of 2267 (2/1403), the actual construction of the *Baker* class research cruiser began with Chandley Works, Ltd., as contractor.

As the main hull neared completion, Starfleet decided that a destroyer was needed to supplement the *Larson* class. At this same time, the Admiralty was of the opinion that fewer research cruisers would be needed on the frontiers. The *Baker* class was then dropped as a research cruiser and redesignated a destroyer.

In order to accomplish its mission as a destroyer, the *Baker's* design underwent several changes. The laboratory facilities were removed and crew quarters and recreation areas were expanded. The *Baker* class vessels are well known for these spacious quarters and crew comforts. Another change came in the weaponry. The original design had only four phasers, and as can be seen the finished design, known as the Mk II, was fitted with six phasers and two torpedoes. No Mk I *Baker* class ships were ever completed, but the *USS Questular* was built to these specifications (although with circumferential warp drive and as such was often unofficially treated as being a Mk I).

Although the logic of this role change was questioned given the size of the *Baker* class, it was decided that the greater size of the *Baker* made it far more self sufficient, and capable of being deployed for extended periods without resupply. This self sufficiency would allow the decommissioning of a number of destroyer tenders, as they would no longer be necessary.

In June of 2269 (2/1606), the *Baker* class destroyer was brought into service with the commissioning of the *USS Baker*, *USS Stafford* and *USS Peterson*. Since that time, 224 ships of this class have been commissioned. As was intended, these vessels are being used to replace the aging *Larson* class destroyers in more hostile areas, the latter being used more and more along the rimward frontiers.

The *Baker* class has a compartmented dual-wall internal structure to give additional protection from explosive decompression during battle. Earlier designs with single-wall protection often ruptured when one compartment decompressed, victims of a domino effect that would eventually render the entire vessel incapable of sustaining itself. Although compartmentation is not new in ship design, double walls separated by a pressurized dead space was. Such a dead space counteracts the forces on the outer wall surfaces by means of sensors that detect any changes in pressure and trigger units that regulate the pressure inside the dead space. This system has become a standard feature on all Federation warships.

The *Baker* class destroyer is the first vessel in Starfleet to be designed with the newer style nacelle; previous uses were all refits (as stated earlier the prototype, *USS Questular*, is not unofficially counted as being a ship of this class). The FWE-2 warp drive system was installed to give a cruising speed of Warp 7 and temporary speeds of Warp 8 as well as great maneuverability, making it more efficient in battle than many of its counterparts. The weapons arrangement of the *Baker* class is unusual by Starfleet standards. Two of the phaser banks are capable of firing in all quadrants except directly to the rear, unlike most other Federation vessels on which they are usually positioned to fire in only two quadrants.

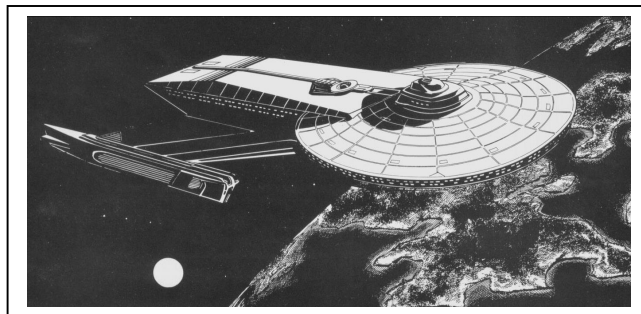
The *Baker* class remained unchanged until an experimental model, the *USS Knutson*, completed its testing of an impulse drive system that would increase the total power output of the vessel by 25%. The Mk III went into production in April of 2273 (2/1804), but was quickly replaced by the Mk IV with upgraded FP-1 photon torpedoes. All Mk IIIs have been refitted to this design.

The next upgrade for the class, the Mk V introduced in 2280 (2/21), introduced a bank of phasers firing aft. This was intended to address the main tactical shortcoming identified in the class. The Mk V also had a further upgrade in the impulse drive system which added a further 10% to the overall power of the ship, and introduced much improved shielding.

The Mk VI was introduced in 2288 (2/24) and it mounted FP-5 torpedoes in place of the FP-1 of previous marks. This allowed the *Baker* to destroy the shielding of most vessels with a single torpedo, and then have the second torpedo penetrate to cause catastrophic damage to the target.

The year 2295 (2/31) has seen the introduction of a further upgrade, the Mk VII. The Khitomer accords led to the abandonment of a new generation of destroyers, and as such the 26 year old *Baker* class was slated to be retained in service until at least 2315 (2/51). To meet this need, an investigation concluded that the *Baker* would require improvements to its weaponry. The improvement selected was the replacement of the FH-8, which had been fitted to the class since its inception as a research cruiser, with the FH-9 which offered greater power, range and accuracy. The resultant Mk VII has a combat efficiency almost treble that of the Mk II.

The *Baker* class remains in limited production, but currently a major program is underway to refit all surviving vessels to the Mk VII standard. Under this program, all ships are planned to be modified by 2300 (2/36).



Changes in FASA Mk II and Mk IV:

- Superstructure increased due to component requirements.
- Mass slightly adjusted due to component weights.
- D and WDF slightly adjusted.

Updated and expanded from Federation Ship Recognition Manual, 1st and 2nd editions, with material from Ship Construction Manual, 2nd edition, all by FASA. Ship schematics courtesy of www.shipschematics.net. Original text by Steven Bacon (<http://homepage.ntlworld.com/steven.bacon>). Edited by Lee Wood (FASAFan@hotmail.com). Version 3.1.