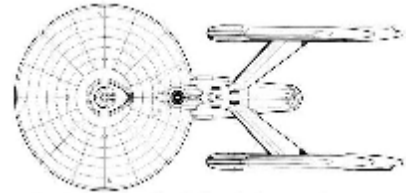




Enterprise Class X-XII Cruiser



Construction Data

Model Numbers

Ship Class

Date Entering Service

Number Constructed

I

X

2270 (2/1704)

26

II

X

2272 (2/1910)

19

III

XI

2284 (2/2102)

10 new builds,
25 refits

III x

XII

2285 (2/2212)

2 refits

IV

XI

2292 (2/2802)

9 refits

Hull Data

Superstructure Points

Damage Chart

Size

Length

Width

Height

Weight

Cargo

Cargo Units

Cargo Capacity

Landing Capability

Equipment Data

Control Computer Type

Transporters

standard 6-person

emergency 22-person

cargo

Other Data

Crew

Passengers

Shuttlecraft

Engines and Power Data

Total Power Units Available

Movement Point Ratio

Warp Engine Type

Number

Power Units Available

Stress Charts

Maximum Safe Cruising Speed

Emergency Speed

Impulse Engine Type

Power Units Available

Weapons and Firing Data

Beam Weapon Type

Number

Firing Arcs

Firing Chart

Maximum Power

Damage Modifiers

+3

+2

+1

Missile Weapon Type

Number

Firing Arcs

Firing Chart

Power To Arm

Damage

Shields Data

Deflector Shield Type

Shield Point Ratio

Maximum Shield Power

Combat Efficiency

D--

WDF--

CE--

27

C

302 m

131 m

74 m

151,775 mt

450 SCU

22,500 mt

None

M-6

4

4

2

412

60

12

60

4/1

FWG-1

2

26

D/F

Warp 8

Warp 10

FIE-2

8

FH-11

6 in 3 banks

2f/p,2f,2f/s

Y

10

(1-10)

(11-17)

(18-24)

FP-4

2

f

S

1

20

FSP

1/4

16

146.6

89.8

131.7

27

C

302 m

131 m

74 m

151,863 mt

450 SCU

22,500 mt

None

M-6

4

4

2

416

60

12

64

4/1

FWG-1

2

26

D/F

Warp 8

Warp 10

FIF-1

12

FH-11

6 in 3 banks

2f/p,2f,2f/s

Y

10

(1-10)

(11-17)

(18-24)

FP-4

2

f

S

1

20

FSP

1/4

16

150.6

89.8

135.2

33

C

302 m

131 m

74 m

162,403 mt

450 SCU

22,500 mt

None

M-6A

4

4

2

416

60

12

68

4/1

FWG-1

2

26

D/F

Warp 8

Warp 10

FIF-2

16

FH-11

8 in 4 banks

2f/p,2f,2f/s,2a

Y

10

(1-10)

(11-17)

(18-24)

FP-4

3

2f,1a

S

1

20

FSP

1/4

16

167.2

123.9

207.1

33

C

302 m

131 m

74 m

187,403 mt

450 SCU

22,500 mt

None

M-6 Mark II

4

4

2

416

60

12

66

4/1

FTWG-1

2

25

D/E

Warp 12

Warp 14

FIF-2

16

FH-11

8 in 4 banks

2f/p,2f,2f/s,2a

Y

10

(1-10)

(11-17)

(18-24)

FP-4

3

2f,1a

S

1

20

FSP

1/4

16

165.2

123.9

204.7

36

C

322 m

131 m

78 m

173,503 mt

450 SCU

22,500 mt

None

M-7A

4

4

4

422

50

10

66

4/1

XFWL-2

2

25

E/F

Warp 12

Warp 14

FIF-2

16

FH-11

8 in 4 banks

2f/p,2f,2f/s,2a

Y

10

(1-10)

(11-17)

(18-24)

FP-4

4

Notes:

In 2269 (2/1204), the *Constitution* class cruiser *USS Enterprise* returned from its last 5-year mission, the only one of the original 13 remaining in service, all others having been lost or destroyed. She was publicly hailed as the Champion of the Federation and, in late 2269 (2/1302), the vessel began a scheduled overhaul that would lead to one of the most interesting conversion/modifications in recent history. What began as a scheduled overhaul of a *Constitution* class cruiser turned into the *Enterprise* class cruiser.

While in drydock for update to the Mk IV version of the *Constitution* class, the Chief of Engineering, Commander Montgomery Scott, proposed that the vessel be fitted with FWG-1 warp engines, which would give the ship 33% more operating power and would increase its range. The proposal was endorsed, and the vessel was fitted with the newer engines. Once the engines were tested, it was found that the mounts would not withstand the forces exerted by the higher speeds, and so new pylon assemblies were required. A new lower or secondary hull assembly was designed that not only supported the new engines but also incorporated several major changes in appearance.

The secondary hull was enlarged, giving room for larger shuttle bays, larger and more efficiently arranged engineering compartments and work stations, enlarged and improved research facilities, and an enclosed sensor array instead of the older-style extended dish. Furthermore, the photon torpedo bay was placed in the upper forward area in a dorsal weapons pod. These changes also meant that the primary hull had to be replaced with a larger dish to house the new fire-control, life-support, and computer systems. Also, docking facilities were built-in to receive newer shuttles and travel pods. The vessel's final appearance was so drastically changed that Starfleet Command decided to make it a new class entirely. The new class was actually lighter than the older class, even though the superstructure was stronger. This was due primarily to the new engines being lighter than the old.

Like many ships, the *Enterprise* class has been modified. The first modification was made to house the FIF-1 impulse drive system, giving the Mk II 7% more operating power. The Mk III, which replaced the Mk I and II, mounted the FIF-2 impulse drive system, giving 15% more power than the Mk I and 6% more power than the Mk II. Also incorporated into this design was an additional bank of FH-11 phasers and an additional FP-4 torpedo bay, both systems firing aft, giving the class much needed protection there. However one Mk I, the *USS Hood*, is still in service today- a testament to the remarkable trustworthiness of the class.

Original designs called for 6 phaser weapons mounted in 3 banks of 2- one bank forward under the main dish, one to port atop the dish, and one to starboard atop the dish. The *USS Enterprise* was sent out with this arrangement in the fight against *V'Ger*. In the final design, 12 phaser weapons in 6 banks of 2 were adopted; existing phaser mounts were paired with duplicates on the opposite side of the dish. Two banks were mounted forward (one atop the dish and one below), 2 banks were mounted port (one atop the dish and one below), and two banks were similarly mounted starboard. To avoid excessive drain on the power and fire control capabilities of the ship, each pair of banks, the one atop the dish and the one below, used the same power and fire control systems.

The effect was to fill what were considered gunnery blind spots, even though overall firepower was not significantly increased. Only one bank of a pair may be powered up and fired at any given time. Thus, either the top bank or the bottom bank, but not both, mounted forward may be powered and fired in any 10-second period. Later upgrades to the *Enterprise* class mounted similar phaser banks on the secondary hull, increasing the field of fire but not the net amount of firepower. The *USS Enterprise* was fitted with the new 12-phaser mountings by (2/22). Most other *Enterprise* class ships retained the early 6-phaser mountings until upgraded to the Mk III.

When the original *Excelsior* design was refitted with transwarp technology, Starfleet planners quickly recognized the need for a support vessel capable of exploration and combat. Federation naval architects inevitably turned to the proven *Enterprise* class heavy cruisers. In December of 2285 (2/2212.21), the *USS Valiant* NCC 1718 became the first vessel of its size to be refitted with an experimental transwarp engine- the FTWG-1 produced by Leeding Engines, Ltd. The FTWG-1 engines were based on similar principles as Shuvinaaljis' FTWA, but on a smaller scale. The components were housed within a FWG engine housing to produce the transwarp variant.

The *Valiant* was followed by the *USS Atlantis* NCC 1786, which was shortly thereafter rechristened the *USS Enterprise* NCC 1701-A after the successful conclusion of the Cetacean Incident (also referred to as the Whale Song Crisis) by then Admiral James T. Kirk and the crew of the *Enterprise* NCC 1701. After a short time, however, it was apparent that the transwarp drive-fitted starships suffered from a myriad of engineering problems and no other *Enterprise* class cruisers were so outfitted. By 2289 (2/25), the *Valiant* and *Enterprise* had been refitted with an experimental engine derived from the FTWG-1. This new engine, the XFWL-2 is currently only rated for *Enterprise* class hulls. With the fitting of this new engine, M-7A control computer, and the addition of a second aft-firing torpedo tube, the Mk IV *Enterprise* class was first commissioned in 2292 (2/28).

The *Enterprise* class ships are one of the most powerful ship classes in known space. Since their introduction in 2270 (2/1704), they have been the UFP's most effective deterrent to aggression. Their combat abilities are equaled by their capability to perform extensive research duties, and this makes them the most versatile of all vessels in service. Despite the dual capabilities, however, the class has been used more and more in its combat role due to the increased border activities of both the Klingon and Romulan Empires during the last decade.

Although a prolific design, Starfleet's own future projections of starship construction indicate that the venerable *Constitution*-style starship design may be nearing its end. With its larger research facilities and formidable weapons array, the *Excelsior* class is seen to be the class to lead Starfleet into the next century. Regardless of design trends, however, the *Enterprise* class is sure to serve proudly in Starfleet for some time to come.

The *Enterprise* class cruisers are produced at the Sol III and Salazaar shipyards at a rate of 4 per year. The number under production varies and should only be used for reference.

Historical Notes:

Construction began on NCC 1736 *USS Ticonderoga* in 2283 (2/2005). While work was being completed on the primary hull, Starfleet Research and Development gave approval for the full-scale testing of a new engine concept. The *Ticonderoga* was chosen to be the test bed for the new design- a radical up-down nacelle configuration which, in computer modeling and field trials with vessels under 40,000 mt, gave superior maneuverability and speed with far greater safety than the traditional configuration. *Ticonderoga*'s primary hull was mated with a newly designed secondary hull and the up-down nacelle configuration. The ship began proving in July of 2285 (2/2207).

The *Ticonderoga* never achieved the results hoped for. Certain aspects of the desired outcome could be achieved, but not all at the same time. The planned maneuverability of the ship could be attained, but at the cost of speed. The desired speed could be reached, but at the cost of maneuverability. After disappointing trials, the *Ticonderoga* was deactivated in 2288 (2/24), disassembled and rebuilt using the same primary hull to *Enterprise* Mk III standard.

Plans for the mounting of the experimental transwarp technology to *Enterprise* class hulls were a complicated matter. Starfleet knew that the quicker the technology could be adapted to existing starships, the stronger the strategic implications would be. Before the FTWG-1 was even constructed, work began on a control computer for the engine. The *USS Kitty Hawk*, under construction at Sol III in 2283 (2/21), was tapped to be the vessel which would be the test bed for the computer. The *USS Saratoga II* also tested elements of the system while undergoing refit to Mark III standard. Dubbed the M-6 Mark II, the computer's transwarp drive control software was heralded as a complete success and was accepted by Starfleet for use with the FTWG-1 transwarp system.

After the theft of NCC 1701 *USS Enterprise* from Space Dock above Terra and the subsequent media blitz which occurred, Starfleet's secret *Excelsior* project was exposed for all to see. Starfleet was more concerned at this time, however, with keeping the new FTWG-1 engine project secret, since this engine, if successful, could be mounted to existing starships with only a small amount of refit time. To throw off investigative media and spies and saboteurs alike, Starfleet Intelligence deployed a sophisticated ruse. A fictitious ship, the *USS Ti-Ho*, was leaked to be a new starship outfitted with transwarp drive. Each time the media and other groups came closer to uncovering details of the project, Starfleet would acknowledge and "credit" the information as being valid and/or applicable to the fictitious *Ti-Ho*. Meanwhile, the *USS Valiant*, mounted with the FTWG-1 and undergoing field tests and proving between Sol and Alpha Centauri, avoided scrutiny. The ruse was kept up until shortly after NCC 1701-A *USS Enterprise* was commissioned in December of 2285 (2/2212).

After a horrible initial shakedown cruise, the Mk III *USS Enterprise A* was dispatched by Starfleet command to Nimbus III after Sybok and his followers took the Federation, Klingon and Romulan ambassadors there hostage in 2287 (2/23). Although riddled with problems, the *Enterprise* was chosen due to the crew's experience and its transwarp speed capabilities. After arriving at Nimbus III and subsequently being hijacked by Sybok, the *Enterprise*'s transwarp engines were used to open a transwarp conduit to the Great Barrier around the center of the galaxy. Recently declassified documents show that the formulas for creating the conduit were given to Sybok through a powerful form of telepathy from the entity with whom Sybok was in contact. It is this conduit that allowed the Klingon *K-22 Bird of Prey* under the command of Captain Klaa to traverse the vast distance to the Great Barrier and back. The conduit, which proved stable during the entire excursion to the Great Barrier and the planetoid beyond, collapsed unexpectedly once the *Enterprise* and *K-22* were safely through on their return home. It is the conclusion of several highly respected scientists and engineers that had another ship without transwarp drive been sent to respond to the Nimbus III situation, the entire trip to the Great Barrier would have been impossible.

The recommissioning of NCC 1793 *Fontana* in 2295 (2/31) brought an end to the program to refit *Enterprise* class ships to Mk IV specifications. The reason for this decision was four-fold. Firstly, the *Excelsior* class clearly demonstrated that the multi-mission heavy cruiser role now required a larger platform to be accomplished successfully. Secondly the lower production and operational costs of the *Reliant* class cruiser made that design a more attractive option for use in other cruiser roles. The *Enterprise* Mk IV (and the class in general) was seen as being too small to continue in its heavy cruiser role, and too large to assume a standard cruiser role. Thirdly, the new *Constellation* class was finally entering service in numbers, and beginning to usurp the long range exploration of the *Enterprise* class.

The final nail in the coffin of continued Mk IV production was the Khitomer treaty. The Federation council felt that a reduction in ship production would be a gesture to the Klingons that the Federation was not planning a military takeover. Starfleet Command, faced with the need to reduce "military" ship production, felt that the best option was to emphasize production of exploration-oriented *Reliant* derivatives and to maintain production of the most capable ship design possible, the *Excelsior*. As a result the *Enterprise* class was among the production programs sacrificed.

The Mk IV has already demonstrated how capable it is in service. In 2292 (2/28), while on its shakedown cruise, the *USS Intrepid* was intercepted by a squadron of six Romulan vessels led by a *Z-1 Nova*. The Romulans' intent was to capture the *Intrepid* for analysis of its revolutionary warp drive. The Romulan strike force destroyed the supporting vessel, a *Kiev* class frigate, before it could fire a single shot.

The captain of the *Intrepid*, Kevin Riley, made excellent use of the new features of the Mk IV compared to its illustrious predecessors. After engaging the Romulan vessels using his broadside and fore weapons (and crippling a pair of *V-30s* in the process), he engaged warp, but limited his speed to Warp 8 initially. The four combat capable Romulan vessels (the *Nova* and a trio of *V-30s*) gave chase, as the commander of the Romulan force felt that a single heavy cruiser was no match for his force. Riley then increased speed to Warp 9, which meant that the *Nova* couldn't keep up the chase. After a chase lasting 30 minutes, the *Intrepid* slowed to allow the pursuers to get in range of the rear weapon emplacements, which had been kept unpowered and thus undetected. Targeting the lead *V-30*, Riley fired all aft weapons, which managed to penetrate the shields and destroy the vessel. He then executed a high speed turn, and while accelerating, fired on the engines of the other two ships, slightly damaging both. Traveling at Warp 12, Riley soon returned to the *Z-1*, and engaged it in combat.

Riley knew he had only 20 minutes to engage the *Nova* until the pair of *Winged Defenders* would make it back to their flagship. Wary of the close in power of the *Nova's* weapons and concerned not to suffer major damage to his ship given the pending return of the *V-30s*, Riley engaged the *Nova* from long range, making high speed passes. After nineteen minutes the *Nova* was a wreck, and the *Intrepid*, with remarkably little damage sustained, headed for home at Warp 10.

Although the Romulans would never assume that a Federation was defenseless in the rear quarter again (and as such the tactics could never be reused in exactly the same way), the lesson is taught at the Academy. It shows how important it is for a commander to be aware of what their ship is capable of, and also how important it is for a commander not to be overconfident just because a quantitative advantage is perceived. It is this pedigree that will ensure that the *Enterprise* class remains a valued ship in service, despite the premature curtailment of production.

*In some documents released to the press in order to mislead their investigations into the transwarp project, the Naval Construction Contract for the *USS Ti-Ho* was given as NCC 1798. This number is assigned to the inactive *Constitution* class *USS Discovery*, adding to the cloud of mystery surrounding the *Ti-Ho*.

Disposition:

The following list of *Enterprise* class cruisers shows their hull numbers, model designation, date entering service, and current disposition. The disposition is represented by the letter codes given below and is followed by the date of occurrence, is known. Ships with names that are immediately followed by *II* are successors to *Constitution* class vessels listed as lost or inactive (with same NCC number).

I Inactive/Reserve fleet
D Destroyed by hostile action or natural disaster
Sc Scrapped
L Lost, whereabouts unknown
RC Refit from *Constitution* class
T Training Command vessel

NCC 1701	<i>Enterprise</i>	I	RC 2/1704, D 2/2206	NCC 1741	<i>Prince of Wales</i>	II	2/2201
NCC 1701 A	<i>Enterprise</i>	IIIx	2/2212, R4 2/2905, I 2/3001	NCC 1742	<i>Santissima Trinidad</i>	II	RC 2/2202, R3 2/2604
NCC 1703	<i>Hood</i>	I	2/1704	NCC 1743	<i>Franklin</i>	II	2/2006
NCC 1704	<i>Bismark</i>	I	RC 2/1708, R4 2/2802	NCC 1744	<i>Marseille</i>	II	RC 2/2001, D 2/2510
NCC 1705	<i>Yamato</i>	I	RC 2/1705, T 2/1906	NCC 1745	<i>Bunker Hill</i>	III	2/2202
NCC 1706	<i>Constellation</i>	I	2/1711, R3 2/2512	NCC 1751	<i>Forrestal</i>	III	2/2210
NCC 1707	<i>Intrepid</i>	I	2/1706, R4 2/2812	NCC 1752	<i>Minsk</i>	I	2/1904, R3 2/2503
NCC 1708	<i>Farragut</i>	I	2/1802, R3 2/2511	NCC 1753	<i>Republic II</i>	I	2/1904, R3 2/2511
NCC 1709	<i>Lexington II</i>	I	2/1802, R3 2/2601	NCC 1754 A	<i>Kitty Hawk</i>	III	2/2306, I 2/2602
NCC 1710 A	<i>Kongo</i>	III	2/2102, D 2/2607	NCC 1759	<i>Chikuma</i>	III	2/2301, I 2/2508
NCC 1711	<i>Excalibur</i>	I	2/1808, Sc 2/2003	NCC 1760	<i>Victory II</i>	II	2/2010, R4 2/2907
NCC 1712	<i>Exeter</i>	I	2/1805, R3 2/2602	NCC 1764 A	<i>Defiant</i>	I	2/1712, R3 2/2404
NCC 1715	<i>Challenger</i>	I	RC 2/1707, R4 2/2810	NCC 1765 A	<i>Rivoli</i>	I	2/1809, R3 2/2407, D 2/2703
NCC 1717	<i>Yorktown</i>	I	2/1712, R3 2/2312	NCC 1772	<i>Scharnhorst</i>	II	2/2003, R3 2/2408
NCC 1718	<i>Valiant</i>	I	RC 2/1802, R3x 2/2212, R4 2/2905	NCC 1773	<i>Gneisenau</i>	II	2/2006, R3 2/2410
NCC 1719	<i>Essex</i>	I	RC 2/1803, R3 2/2406, T 2/2909	NCC 1774	<i>Emperador</i>	III	2/2109, R4 2/3003
NCC 1720	<i>Saratoga II</i>	III	2/2109, R3 2/2306	NCC 1775	<i>Kirishima/Kashima*</i>	II	2/2110, R3 2/2808
NCC 1721	<i>Kearsarge</i>	III	2/2202	NCC 1776	<i>BonHomme Richard</i>	I	RC 2/1810, R3 2/2412
NCC 1724	<i>El Dorado II</i>	II	2/2111	NCC 1779 A	<i>Akagi</i>	I	2/1903, R3 2/2402
NCC 1726	<i>Graf Zeppelin</i>	II	2/1910, R3 2/2401	NCC 1780	<i>Kaga II</i>	II	2/2008, R3 2/2403
NCC 1730	<i>Soryu</i>	II	2/2006, R3 2/2406	NCC 1781	<i>Freidland</i>	II	2/2201, R3 2/2401
NCC 1731	<i>Hiryu</i>	II	2/2008, R3 2/2407, D 2/2703	NCC 1782	<i>Konigsberg</i>	II	2/2106
NCC 1732	<i>Valley Forge</i>	I	2/1903, R3 2/2409	NCC 1783	<i>Ukrania</i>	III	2/2206
NCC 1733	<i>Oriskany</i>	I	2/1906, D 2/2510	NCC 1784	<i>Clemenceau</i>	II	2/2301
NCC 1734	<i>Wasp</i>	I	2/1906, R3 2/2401	NCC 1785	<i>Marcello</i>	III	2/2210
NCC 1735	<i>Hancock</i>	I	2/1910, D 2/2108	NCC 1792 A	<i>Radetsky</i>	II	2/2104, R4 2/2907
NCC 1736	<i>Ticonderoga</i>	III	2/2604	NCC 1793	<i>Fontana</i>	III	2/2208, R4 2/3110
NCC 1738	<i>Eagle</i>	II	2/2108, R3 2/2411	NCC 1794	<i>Java</i>	III	2/2212
NCC 1740	<i>King George V</i>	II	2/2201				

* NCC 1775 *Kirishima* rechristened *Kashima* 2/2701.24

Changes to FASA Mk I:

- Superstructure adjusted due to component weights.
- Mass adjusted.
- Ship reclassified Class X instead of Class XI due to mass.
- D and WDF adjusted.

Changes to FASA Mk II:

- Mass adjusted.
- Ship reclassified Class X instead of Class XI due to mass.
- D and WDF adjusted.

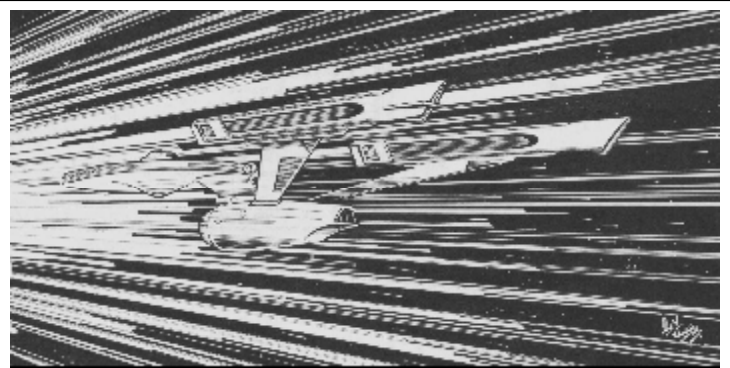
Changes to FASA Mk III:

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

Changes to FASA Mk IV:

- General design of FASA Mk IV redesignated as Mk IIIx.
- Superstructure adjusted due to component weights.
- Mass adjusted.
- D and WDF adjusted.

Ship registries adjusted for the *Kongo*, *Kitty Hawk*, *Defiant*, *Rivoli*, *Akagi*, and *Radetsky*; "II" added to *Lexington*.



Updated and expanded from Federation Ship Recognition Manual, 1st and 2nd editions, Star Trek: The Next Generation Officer's Manual and Star Trek III Sourcebook Update, all by FASA. Additional material from Mr. Scott's Guide to the Enterprise by Shane Johnson, published by Pocket Books and Star Trek V: The Final Frontier by Paramount Pictures. Ship schematics courtesy of www.shipschematics.net. Original text by Lee Wood (FASAFan@hotmail.com) and Steven Bacon (vintagestarships.tripod.com). Edited by Steven Bacon. Version 3.13.