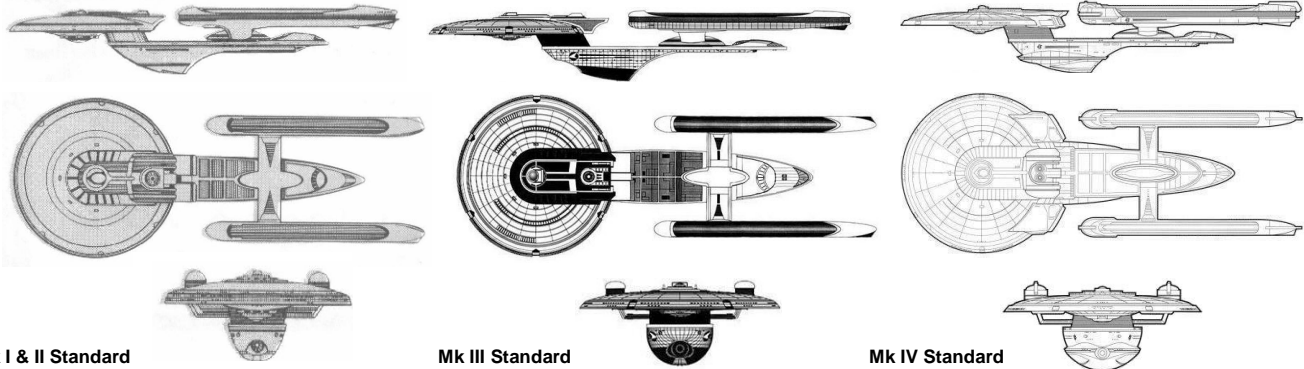




## Excelsior Class XIV Battleship



Mk I & II Standard

Mk III Standard

Mk IV Standard

### Construction Data

#### Model Numbers

Date Entering Service

Number Constructed

#### 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

Beam Weapon Type

Number

Firing Arcs

Firing Chart

Maximum Power

Damage Modifiers

+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--

Mk I

2285 (2/2210)

2

44

C

467 m

186 m

78 m

245,880 mt

550 SCU

27,500 mt

None

M-8

6

6

3

810

40

20

108

6/1

FTWA

2

38

D/F

Warp 12

Warp 14

FIG-2

32

FH-11

8

2p, 2f, 2s, 2a

Y

10

(1-10)

(11-17)

(18-24)

FH-5

8

4p, 4s

R

4

(1-8)

(9-16)

FP-4

4

2f, 2a

S

1

20

FSS

1/4

20

196.9

162.9

320.7

Mk II

2286 (2/2303)

6

47

C

467 m

186 m

78 m

248,060 mt

550 SCU

27,500 mt

None

M-8

6

6

3

802

40

20

116

6/1

FTWA

2

38

D/F

Warp 12

Warp 14

FIG-3

40

FH-11

10

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

Y

10

(1-10)

(11-17)

(18-24)

FP-4

6

2f/p, 1f, 2f/s, 1a

S

1

20

FSS

1/4

20

209.2

182.8

382.4

Mk III

2288 (2/24)

7 new builds, 8 refits

49

C

467 m

186 m

78 m

251,300 mt

550 SCU

27,500 mt

None

M-8

6

6

3

802

40

20

116

6/1

FWJ-1

2

38

E/G

Warp 12

Warp 14

FIG-3

40

FH-11

10

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

Y

10

(1-10)

(11-17)

(18-24)

FP-4

7

2f/p, 1f, 2f/s, 2a

S

1

20

FSS

1/4

20

212.1

195.3

414.2

Mk IV

2292 (2/28)

2

55

C

469 m

186 m

78 m

260,485 mt

550 SCU

27,500 mt

None

M-8

6

6

3

826

42

20

116

6/1

FWJ-1

2

38

E/G

Warp 12

Warp 14

FIG-3

40

FH-11

10

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

Y

10

(1-10)

(11-17)

(18-24)

FP-4

7

2f/p, 1f, 2f/s, 2a

S

1

20

FSQ

1/4

30

234.7

195.3

458.3

## Notes:

The *Excelsior* class was originally designed to meet the mounting threats along the Klingon and Romulan borders. It has now become the most modern symbol of Starfleet and is the most powerful vessel in Starfleet's inventory. The class projects Federation policy abroad while retaining all the functionality of an exploration vessel.

The *Excelsior* class was the test bed for the Federation's TransWarp Project. The FTWA engines were built by Shuvinaaljis Warp Technologies and represented a huge milestone in warp technology. Initially successful, the transwarp project was halted as an active project in late 2290 (2/26). Starfleet engineers were getting the performance desired, but not by the route originally planned. The speed and power were being generated, but the data showed the engines were not acting as true transwarp drives. Safety concerns inevitably arose. The FTWAs were removed and in April of 2291 (2/2704), the *Excelsior* was outfitted with the new FWJ-1 engines- a direct result of the transwarp project. The existing Mk I and II vessels were upgraded in short order, approximately one every three months, to the new Mk III standard.

Technical data regarding the transwarp engines used on the Mk I and Mk II *Excelsiors* is still classified and not available for publication. It has been reported that these engines operated by capturing the warp envelope in a transporter field and beaming it ahead of the ship to attain the reported warp speeds. Yet another report claimed that the ship placed a transporter field around the engines, which had the ability to use this field in conjunction with the warp envelope, with the ship in effect beaming itself ahead in the envelope. As long as the transporter field was activated, the ship could attain the phenomenal speeds attained. The transporter technology was reported to be similar to that of standard personnel or cargo transporters, but with the field generator mounted in the engine nacelle much larger than any constructed. Some say that even the scientists who built the system were not even sure how it worked. However, information learned from these engines led to the current proven advances of the FWG-3 and experimental FWL series of engines.

The weapons arrangement of the Mk I consisted of 16 phasers and 4 photon torpedoes. Mounting 8 FH-11s and 8 FH-5s, the Mk I originally were designed to cover all fields of fire with both long and short-ranged phasers. The evaluation teams felt this arrangement could be improved by removing the FH-5s and replacing them with two additional FH-11s. This meant that the ship would carry only 10 of the long-range phasers, but the fields of fire overlapped more effectively. An improvement in torpedo launcher technology allowed two more torpedo bays to be added. The torpedo tubes of the Mk I bore only to the fore and aft, but those of the Mk II were arranged to cover all firing arcs. This advancement in launcher technology also allows the *Excelsior* class to effectively fire a maximum of five torpedoes from two forward torpedo bays. The Mk III and IV retain this proven weapon load except for the addition of another aft firing torpedo.

The shield system of the Mk I, II, and III *Excelsior* class vessels is the FSS system- an improved version of the quadri-transducer that delivers more deflector power. The newest *Excelsior* class Mk IV vessels use the advanced FSQ system. The technical data regarding the system is classified.

The science suites aboard the *Excelsior* class are second to none. Full labs for life, space, and physical sciences are completely staffed and supplied. Advanced secondary sensor suites installed on the ships allow the main sensor arrays to be dedicated to routine ship duties, while the secondary arrays are totally devoted to science. In fact, the Science Department is the second largest department aboard- second only to the Engineering Department. The recreational facilities aboard the ships are also the envy of other ships' crews. Recreational areas abound on both the primary and secondary hulls.

All *Excelsior* class ships are being constructed at the Sol III and Sol IV shipyards. The Mk III *Excelsior* class will be built concurrently with the new Mk IV. Currently Mk IV construction time is one and a half times the length of Mk III construction.

## Historical Notes:

The first ship of the class, NCC 2000 *USS Excelsior* has been called "The Great Experiment" by many in influential circles. The ship was the most modern ship of any in Starfleet at the time of its construction and incorporated experimental technology in most of the components required to operate a warship. With so many new systems aboard the vessel, the process of testing it was initially slow. Prior to being installed, each component was tested and re-tested until it met standards. Nevertheless, when the *Excelsior* was taken out for trials under the command of Captain Styles, the evaluation teams were constantly faced with primary system malfunctions that would not allow any of the secondary or back-up systems to be tested. This caused the evaluators to deal with these new components on a one-at-a-time basis, creating time delays in the commissioning of the class. During its in-service trial, the vessel bore the number NX-2000 (Naval Experimental).

In October 2285 (2/2210), the first of the new battleships, the *USS Excelsior*, was commissioned. Shortly thereafter, Starfleet announced that another Mk I had been built, NCC 2001 *USS Proxima*, which finished trials in early 2287 (2/24) and was commissioned shortly thereafter. Starfleet Command also contracted for two Mk II versions to be built. The first of those, NCC 2002 *USS Columbia*, was completed and ready for trials also in early 2287 (2/24), while the second, NCC 2003 *USS Galacta*, began its trials in the later part of that year.

Under the command of Captain Hikaru Sulu, the *Excelsior* detected the explosion of the Klingon moon Praxis in 2291 (2/27) after being caught in the resulting subspace shockwave. This wave type, which travels in subspace at faster-than-light speed and affects only matter in warped space, slammed into the *Excelsior* while it was traveling at warp speed. The *Excelsior* was later involved in the successful attempt along with NCC 1701-A *USS Enterprise* to intercept the K-22X prototype of General Chang. The *Excelsior* design and shield system proved well able to withstand the photon torpedo strikes that the Bird of Prey inflicted.

After deactivating the *USS Enterprise A*, Starfleet Command decided to continue the tradition of the name *Enterprise* by baptizing an *Excelsior* class battleship as a new *USS Enterprise*. Instead of assigning it a different hull number, Starfleet decided to retain the Naval Construction Contract number 1701 and place a letter after it. In 2293 (2/29), the fourth version of the *Excelsior* class was prepared for launch and the first vessel of this new Mark was NCC 1701-B *USS Enterprise*.

Some were opposed to this naming, arguing that the *Enterprise* was a heavy cruiser and not a battleship. If Starfleet wanted to retain the *Enterprise* name, it should go to one of the new *Constellation* class cruisers, with their distinctive quadruple nacelle design. In the end, the *Excelsior* class kept the *Enterprise* name because this class was intended to be the new workhorse of Starfleet, much like the *Constitutions* and *Enterprises* of a few decades earlier. Starfleet officials believed that the *Enterprise* name should be given to a ship class that would have high visibility.

The *USS Enterprise B* was designed to incorporate new systems, including the FSQ deflector system. This powerful defense system proved larger than the original space frame, so two large cowlings were added to the hull to provide room for the additional deflector generators. The increased internal space allowed for the inclusion of four additional labs and an additional two research teams.

The most radical design change to the Mk IV is the expansion of the primary hull and impulse drive. Originally intended to house two separate FIF-1s, computer problems forced the installation of the FIG-3. Using a unique design, the FIG-3s primary thrust systems were split between two locations on either side of the primary hull. Newly completed power transfer conduits allow power from one set of fusion reactors to be shunted to the other thruster. Unlike a twin drive system, however, the FIG-3 needs only one set of control systems which can be housed between the two thrust ports. This design allows individual reactors and other components to be moved from one side of the ship to the other without the interruption of power.

Of course, no discussion of the *USS Enterprise B* would be complete without mentioning the sad occurrence on its inaugural voyage. While responding to an emergency call from a transport caught in an unusual space/time anomaly known as "The Nexus", Captain James T. Kirk, visiting the *Enterprise* as a distinguished guest, was lost. By all accounts, Captain Kirk saved the ship by his heroic actions, but after a hull breach was lost and presumed killed. The *Enterprise* was moderately damaged, but survived with no other casualties. Currently, the *USS Enterprise B* is loosely assigned to Star Base 12, serving its first four year mission.

**Disposition:**

The following list of *Excelsior* class battleships shows their hull number, name, model designation and date entering service.

R- Refit

NCC 2000	<i>Excelsior</i>	I	2/2210, R3 2/2704
NCC 2001	<i>Proxima</i>	I	2/2312, R3 2/2707
NCC 2002	<i>Columbia</i>	II	2/2302, R3 2/2803
NCC 2003	<i>Galacta</i>	II	2/2406, R3 2/2711
NCC 2004	<i>Excalibur</i>	II	2/2506, R3 2/2904
NCC 2005	<i>Potempkin</i>	II	2/2612, R3 2/2810
NCC 2006	<i>Hancock</i>	II	2/2706, R3 2/2901
NCC 2007	<i>Kitty Hawk</i>	II	2/2712, R3 2/3006
NCC 2008	<i>Chikuma</i>	III	2/2806
NCC 2009	<i>Kongo</i>	III	2/2812
NCC 2010	<i>Ajax</i>	III	2/2904
NCC 2011	<i>Achilles</i>	III	2/2912
NCC 1701-B	<i>Enterprise</i>	IV	2/2912
NCC 2012	<i>Arizona</i>	III	2/3006
NCC 2013	<i>Royal Oak</i>	III	2/3012
NCC 2014	<i>Agincourt</i>	IV	2/3108
NCC 2015	<i>Yamashiro</i>	III	2/3112

**Changes to FASA Mk I:**

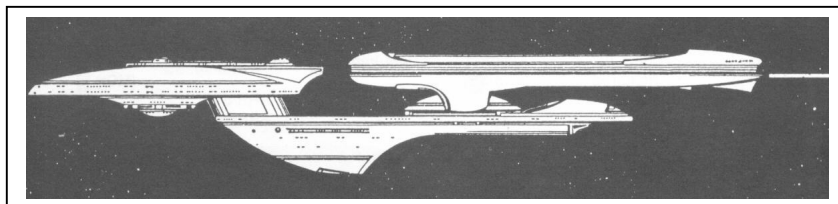
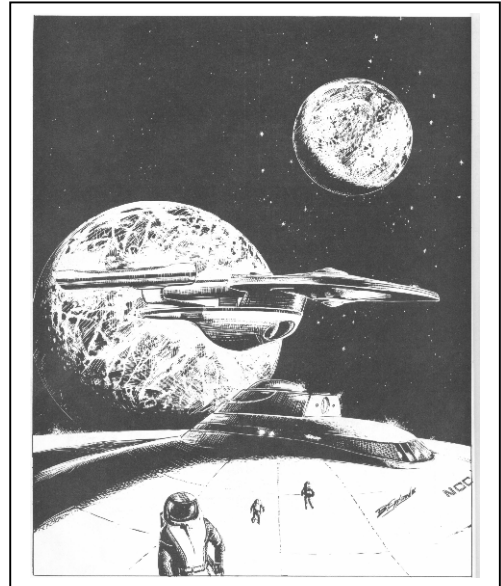
- Superstructure adjusted due to component weights.
- Weight adjusted.
- WDF and *D* factor adjusted.

**Changes to FASA Mk II:**

- Superstructure adjusted due to component weights.
- Weight adjusted.
- WDF and *D* factor adjusted.

**Changes to FASA Mk III:**

- Due to inconsistency of FASA's *Star Trek: The Next Generation* ships compared with movie era ships, the *Excelsior* Mk III has been totally reworked as an upgrade of the FASA Mk II.
- FASA ship registries modified by removing "II" from several listed ships- inconsistent naming convention.



Updated and expanded from Federation Ship Recognition Manual, 2<sup>nd</sup> edition, Star Trek: The Next Generation Officer's Manual, Star Trek: The Next Generation First Year Sourcebook, Ship Construction Manual, 2<sup>nd</sup> edition 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. Original text by Lee Wood ([FASAFan@hotmail.com](mailto:FASAFan@hotmail.com)), Steven Bacon ([vintagestarships.tripod.com](http://vintagestarships.tripod.com)) and Bryan Jecko ([biecko@hotmail.com](mailto:biecko@hotmail.com)). Edited by Steven Bacon. Version 3.1.