

Monoceros Class IV Scout



Construction Data

<i>Model Numbers</i>	Mk I	Mk II
<i>Date Entering Service</i>	2246 (1/89)	2252 (1/95)
<i>Number Constructed</i>	16	13 (refits)

Hull Data

<i>Superstructure Points</i>	6	8
<i>Damage Chart</i>	C	C
<i>Size</i>		
Length	220 m	220 m
Width	127 m	127 m
Height	55 m	55 m
Weight	29,635 mt	32,840 mt

Cargo

Cargo Units	37 SCU	35 SCU
Cargo Capacity	1850 mt	1750 mt
Landing Capability	None	None

Equipment Data

<i>Control Computer Type</i>	L-14	L-14
<i>Transporters</i>		
standard 6-person	3	3
emergency 22-person	2	2
cargo	1	1

Other Data

<i>Crew</i>	60	64
<i>Passengers</i>	10	6
<i>Shuttlecraft</i>	1	1

Engines and Power Data

<i>Total Power Units Available</i>	10	10
<i>Movement Point Ratio</i>	1/1	1/1
<i>Warp Engine Type</i>	FWB-1	FWB-1
Number	1	1
Power Units Available	9	9
Stress Charts	L/M	L/M
Maximum Safe Cruising Speed	Warp 6	Warp 6
Emergency Speed	Warp 7	Warp 7
<i>Impulse Engine Type</i>	FIC-1	FIC-1
Power Units Available	1	1

Weapons and Firing Data

<i>Beam Weapon Type</i>	FL-2	FL-3
Number	2	2
Firing Arcs	1f/p, 1f/s	1f/p, 1f/s
Firing Chart	F	G
Maximum Power	2	2
Damage Modifiers		
+1	(1-4)	(1-4)

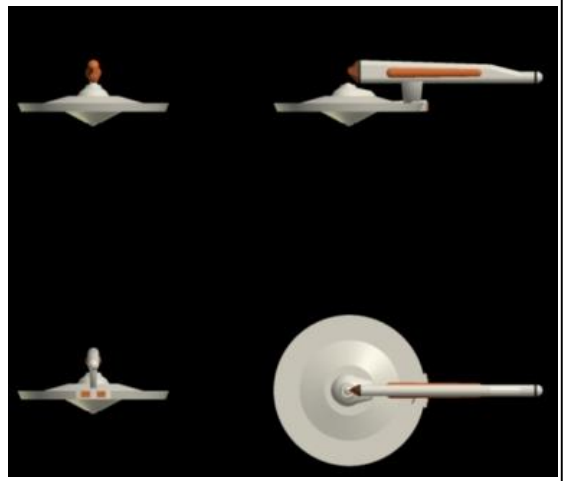
Shields Data

<i>Deflector Shield Type</i>	FSA	FSD
Shield Point Ratio	1/1	1/2
Maximum Shield Power	8	8

Combat Efficiency

<i>D--</i>	36.1	53.4
<i>WDF--</i>	1.0	1.3
<i>CE--</i>	0.4	0.7

Updated and expanded from The Four Years War sourcebook with additional material from The Federation and Ship Construction Manual, 2nd edition, all by FASA. Additional material from Star Trek: Star Fleet Technical Manual by Franz Joseph. Ship graphics courtesy of Steven Bacon (vintagestarships.tripod.com). Original text by Steven Bacon and Lee Wood (FASAFan@hotmail.com). Version 3.1.



Notes:

The *Monoceros* class scout was designed to provide Starfleet with a light scout which was cheap and easy to build. First commissioned in 2246 (1/89), ship production was delayed after a design flaw in the warp field balance coil was discovered. At high warp speeds, the ship tended to "rise" out of its own warp field, causing the ship to violently exit warp. The problem was corrected by reconfiguring the control computer software.

The *Monoceros* was also designed to act as a demonstrator for the improved generation of linear warp drives then in development. The SCNN nacelle and reactor arrangement adopted for the single FWB-1 warp engine was lighter than the equivalent PB series installation. Fitment of a full-blown linear drive assembly with hull mounted warp core was dismissed in this design on safety grounds. It would be a further 10 years before work began on a class mounting such a system.

The experience gained in operating the SCNN equipped *Monoceros* class paved the way directly for later SCNN engined vessels (such as the *Endeavour* class) and also demonstrated the benefits that ships equipped with linear drives had compared to those with circumferential warp drives. Of the 16 ships commissioned, not a single vessel was lost to warp drive related problems, but some nine vessels were lost to enemy action. The decommissioning of the class in 2257 (1/99) was the result of the need to continue the testing of the new engines on the few surviving ships of the class. Accordingly all seven survivors continued to be operated as test-beds by both the engine manufacturers and the Starfleet Corps of Engineers, the last not being retired until 2272 ((2/17)).

The *Monoceros* did see action in the Four Years War, albeit limited. In 2253 (1/95), the *USS Vulpecula* was responsible for inflicting minor damage on several unescorted Klingon G-4 transports. The captain and crew of the *Vulpecula* received Starfleet's highest commendations for this action. Most ships of this class, however, served as sentry ships for assembled fleets.

An interesting footnote to the ship's history is the origin of the class name. It has been told that Commodore Charles Tatum, who was overseeing the design of the proposed scout, was studying the ship schematics at home when his seven year old daughter became curious as to her father's work. The commodore light-heartedly asked his daughter what the ship should be called, and she promptly answered, "Unicorn!" Impressed, the commodore (after changing the name to its Latin derivative) submitted the name and it was eventually approved.