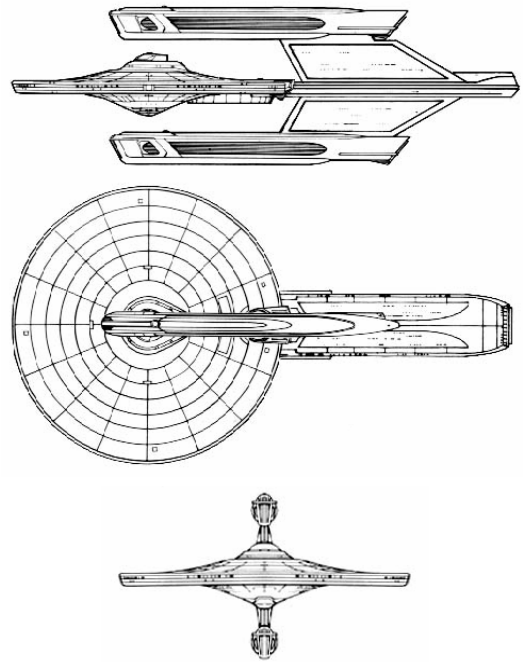


Ticonderoga Class XI Cruiser



Construction Data	Projected Performance	Actual Performance
Model Numbers	Mk I	Mk I
Date Entering Service	Not Applicable	2/2204
Number Constructed	0	1
Hull Data		
Superstructure Points	20	32
Damage Chart	B	B
Size		
Length	243 m	243 m
Width	131 m	131 m
Height	69 m	69 m
Weight	150,000 mt	179,430 mt
Cargo		
Cargo Units	300 SCU	300 SCU
Cargo Capacity	15,000 mt	15,000 mt
Landing Capability	None	None
Equipment Data		
Control Computer Type	M-6A	M-6A
Transporters		
standard 6-person	3	3
emergency 22-person	3	3
cargo	2	2
Other Data		
Crew	320	320
Passengers	10	10
Shuttlecraft	6	6
Engines and Power Data		
Total Power Units Available	48	36
Movement Point Ratio	2/1	3/1
Warp Engine Type	FWC-1	FWC-1
Number	2	2
Power Units Available	22	16
Stress Charts	O/M	O/M
Maximum Safe Cruising Speed	Warp 8	Warp 7
Emergency Speed	Warp 10	Warp 9
Impulse Engine Type	FID-2	FID-2
Power Units Available	4	4
Weapons and Firing Data		
Beam Weapon Type	FH-10	FH-10
Number	10 in 5 banks of 2	10 in 5 banks of 2
Firing Arcs	4f/p, 2f, 4f/s	4f/p, 2f, 4f/s
Firing Chart	W	W
Maximum Power	7	7
Damage Modifiers		
+3	(1-10)	(1-10)
+2	(11-17)	(11-17)
+1	(18-20)	(18-20)
Missile Weapon Type	FP-5	FP-5
Number	1	1
Firing Arcs	a	a
Firing Chart	R	R
Power To Arm	1	1
Damage	16	16
Shields Data		
Deflector Shield Type	FSO	FSO
Shield Point Ratio	1/3	1/3
Maximum Shield Power	16	16
Combat Efficiency		
D--	172.7	119.3
WDF--	82.8	82.8
CE--	143.0	98.7



Notes:

The NX 8000 USS *Ticonderoga* was the first Starfleet vessel of significant size with up and down warp nacelles as opposed to the conventional side to side method of dual engines. Great design study and design experimentation had gone into this alignment configuration, with a number of new theories in warp engineering occurring as a result. Not until the evidence of improved performance (in the form of data concerning the Orion *Swift Solaria* class blockade runner) came about was this radical design ever seriously considered for a major Starfleet vessel.

Certain tests had shown that through some still not understood principle of warp matter/anti-matter balance, a vessel using this engine configuration should attain greater speeds with more safety than a vessel using the standard configuration. Practical trials had only been conducted with vessels less than 40,000 metric tons, but designers and warp engineers could find no reason this advantage should not help larger ships as well. The *Ticonderoga* was built to make sure that this principle was indeed so.

The *Ticonderoga* had been originally contracted as an *Enterprise* class vessel, Naval Construction Contract 1736. While work on the primary hull of the ship neared completion, Starfleet Research and Development decided to enter into the unique up-down nacelle configuration project. For efficiency and time saving, the *Ticonderoga* was chosen to be the test vessel. With its primary hull practically complete, a new experimental secondary hull was quickly built. Originally designed to be a light cruiser, component requirements quickly boosted the class of the *Ticonderoga* to nearly class XII. Although heavily armed with ten FH-10 phasers, this arrangement was for redundancy rather than for massed firepower. The powerful M-6A computer system was chosen to run the software for the experimental engine configuration.

The trials of the *Ticonderoga* took place in late 2285 (2/2207). After numerous failures in meeting the design parameters, the project was canceled in 2288 (2/24). The *Ticonderoga*'s primary hull was removed from its secondary hull for construction as an *Enterprise* class vessel. The *Enterprise* class NCC 1736 USS *Ticonderoga* was commissioned in April of 2290 (2/2604).

Starfleet's initial order request for the *Ticonderoga* class was to be for 25 total vessels. If the class had been a success, Starfleet intended to use the vessels for such tasks as escorts for important convoys and pirate suppression. Finally, it was thought, the privateers who prey on helpless shipping would come up against a vessel that could both outgun them and outrun them. This never-before-seen situation was looked upon with great expectation by many merchant corporations and far-flung frontier worlds. Ironically, it was speculated at the time that even if the new engine configuration had worked, the *Ticonderoga* class could have been the last major Starfleet vessel equipped with standard warp engines due to the continuing tests of the new battleship USS *Excelsior* and her transwarp drive making all other means of interstellar propulsion obsolete. Neither project proved completely successful in the end.

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