

Star Trek
Gaming Material

TICONDEROGA-class Light Cruiser

by Matt Burke and
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Ship's Data

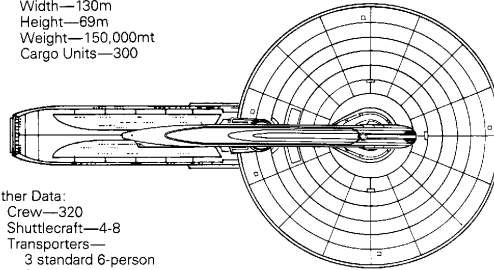
Hull Data:
Numbers—NCC 8000-8050
Model Numbers—Mk 1
Date Entering Service—2/2207
Number Constructed—1
Size
Length—243m
Width—130m
Height—69m
Weight—150,000mt
Cargo Units—300

Weapons and Firing Data:
Beam Weapon Type—FH-10
Number—10, in 5 pairs of
banks, 2 weapons per bank
Firing Arcs—2 fwd/port, 1 fwd,
2 fwd/stb
Firing Chart—W
Power Range—0-7
Damage Modifiers—+3(1—10)
+2(11—17) +1(18—20)

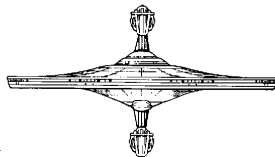
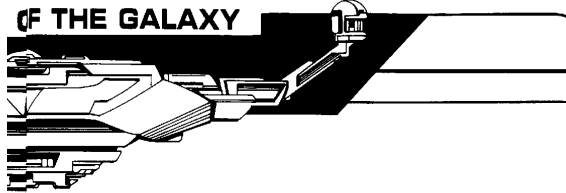
Other Data:
Crew—320
Shuttlecraft—4-8
Transporters—
3 standard 6-person
3 emergency 22-person
2 cargo

Engines and Power Data:
Total Power Units Available—48
Movement Point Ratio—2/1
Warp Engine Type—FWC
Number—2
Power Units Available—
22 each
Stress Charts—O/M
Maximum Safe Cruising
Speed—Warp 8
Emergency Speed—Warp 10
Impulse Engine Type—FID
Power Units Available—4

Missile Weapon Type—FP-5
Number—1
Firing Arcs—aft
Firing Chart—W
Power To Arm—1
Damage—16
Shields and Damage Control Data:
Superstructure Points—20
Damage Chart—B
Deflector Shield Type—FSO
Shield Point Ratio—1/3
Maximum Shield Power—16



OF THE GALAXY



The *Ticonderoga* Class Light Cruiser is the newest class of vessels to come off the Federation assembly lines. At present, only the *Ticonderoga* has been completed, with the construction of 24 more vessels to begin if and when she successfully completes her trials.

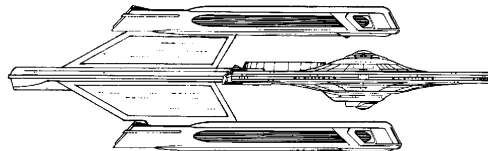
The *Ticonderoga* is the first Star Fleet vessel with up and down warp nacelles as opposed to the conventional side to side method of dual engines in the past. Great study and design experimentation has gone into this alignment, with a number of new theories in warp engineering occurring as well. Not until the evidence of improved performance (see the *Swift Solaria* in Issue 3/4) came about was this radical design ever seriously considered.

Tests have shown that through some still not understood principle of warp matter/anti-matter balance a vessel using this engine configura-

tion should attain greater speeds with more safety than a vessel using the standard configuration. Practical trials have only been conducted with vessels less than 40,000 tons but designers and warp engineers can find no reason why this advantage should not help larger ships as well. *Ticonderoga* has been built to make sure that this is indeed so.

If the class is a success, Star Fleet intends to use the vessels for such tasks as escorts for important convoys and pirate suppression. Finally, the privateers who prey on helpless shipping will come up against a vessel that can both outgun them and outrun them. This never-before-seen situation is looked upon with great expectation by many merchant corporations and far-flung frontier worlds.

The trials of the *Ticonderoga* are scheduled for later this year. Only then will it be known for sure if the class will be a success or not. Regardless of the outcome, the *Ticonderoga* Class may very well be the last major Star Fleet vessel to be equipped with standard warp engines. The continuing tests of the new battleship *Excelsior* and her transwarp drive may make all other means of interstellar propulsion obsolete before the final ship of the *Ticonderoga* Class is completed.



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