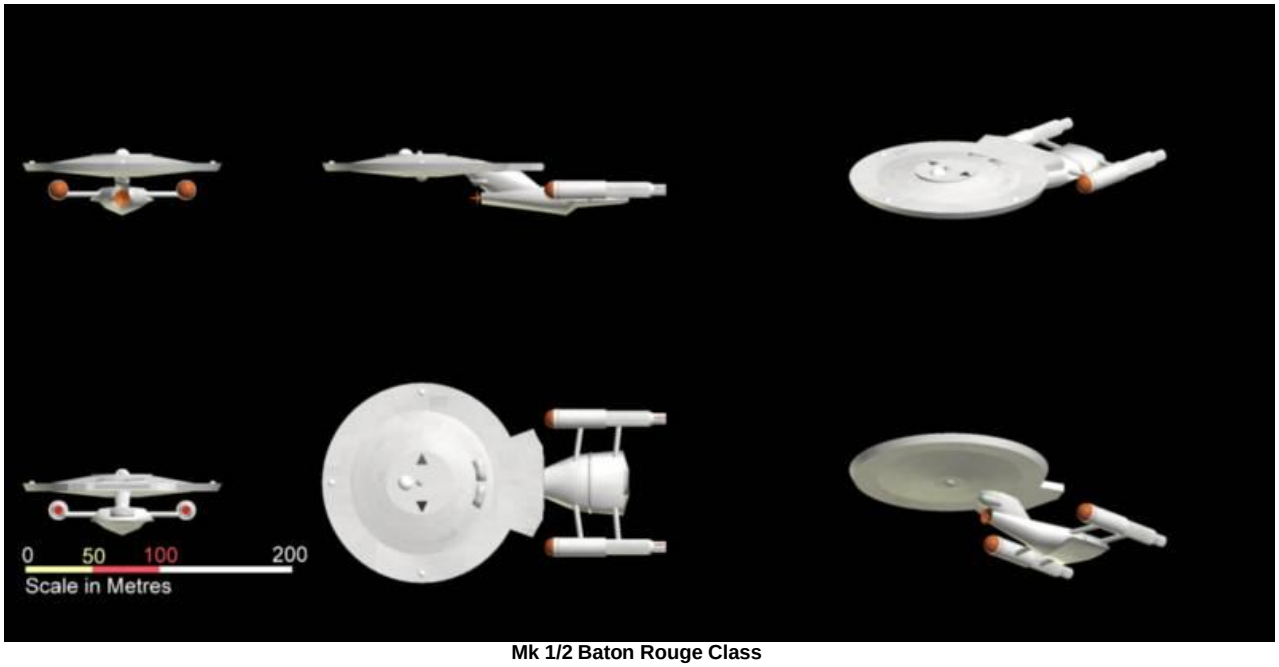
Baton Rouge Class VII-X Cruiser

Construction Data						
Model Numbers	1	2	3	4	4*	5
Date Entering Service	2225	2241	2249	2253	2253	2260
Number Constructed (New Build)	86	14	0	0	0	0
Number Constructed (Rebuilds)	0	40	26	25	1	30
Hull Data						
Superstructure Points	32	32	32	31	34	31
Damage Chart	C	C	C	C	C	C
Size						
Length (m)	245m	245m	315m	315m	315m	315m
Width (m)	153m	153m	155m	155m	155m	155m
Height (m)	64.6m	64.6m	64.6m	64.6m	85.6m	64.6m
Weight (mt)	91,285	91,810	139,490	138,890	144,870	134,460
Cargo						
Cargo Units (SCU)	250	260.0	260.0	260	300	260
Cargo Capacity (mt)	12500	13000	13000	13000	15000	13000
Landing Capability	No	No	No	No	No	No
Equipment Data						
Control Computer Type	L-4	M-1	M-1	M-2	M-2	M-2
Transporters						
standard 6-person	2	2	2	2	2	2
emergency 22-person	4	4	4	4	4	4
cargo	6	6	6	6	8	6
Other Data						
Crew	344	344	344	375	400	375
Passengers	56	56	56	50	100	50
Shuttlecraft	6	6	6	6	10	6
Engines and Power Data						
Total Power Units Available	36	36	22	32	32	32
Movement Point Ratio	4/1	4/1	3/1	3/1	4/1	3/1
Warp Engine Type	FFTL-3B	FFTL-3B	FWE-1	FWE-2	FWE-2	FWE-2
Number	2	2	2	2	2	2
Power Units Available (each)	16	16	8	13	13	13
Stress Charts	M/O	M/O	G/K	G/K	G/K	G/K
Maximum Safe Cruising Speed	3	3	7	7	6	7
Emergency Speed	4	4	9	9	8	9
Impulse Engine Type	FNSP-3C	FNSP-3C	FIC-3	FIC-3	FIC-3	FIC-3
Power Units Available	4	4	6	6	6	6
Weapons and Firing Data						
Beam Weapon Type	FL-4	FL-6	FL-6	FL-6	FL-6	FH-5
Number	6	6	6	6	6	6
Firing Arcs	2fs,2fp,2f	2fs,2fp,2f	2fs,2fp,2f	2fs,2fp,2f	2fs,2fp,2F	2fs,2fp,2f
Firing Charts	G	H	H	H	H	R
Maximum Power	3	3.0	3.0	3	3	4
Damage Modifiers						
+3	-	(1 - 4)	(1 - 4)	(1 - 4)	(1 - 4)	-
+2	(1 - 4)	(5 - 7)	(5 - 7)	(5 - 7)	(5 - 7)	(1 - 8)
+1	-	-	-	-	-	(9 - 16)
Missile Weapon Type	FAC-2	FAC-3	FAC-3	FAC-3	FAC-4	FP-1
Number	3	3	3	3	4	3
Firing Arcs	3f	3f	3f	3f	4f	2f
Firing Chart	G	H	H	H	K	L
Power To Arm	4	4	4	4	4	1
Damage	10	12	12	12	12	10
Shields Data						
Deflector Shield Type	FDS-5	FSC	FSF	FSF	FSF	FSH
Shield Point Ratio	2/1	1/1	1/2	1/2	1/2	1/2
Maximum Shield Power	7	8	8	8	8	12
Combat Efficiency						
D--	64.3	73.8	77.8	85.3	81.6	91.3
WDF--	14.4	20.2	20.2	20.2	28.8	31.8
CE--	9.3	14.9	15.7	17.2	23.5	29.0

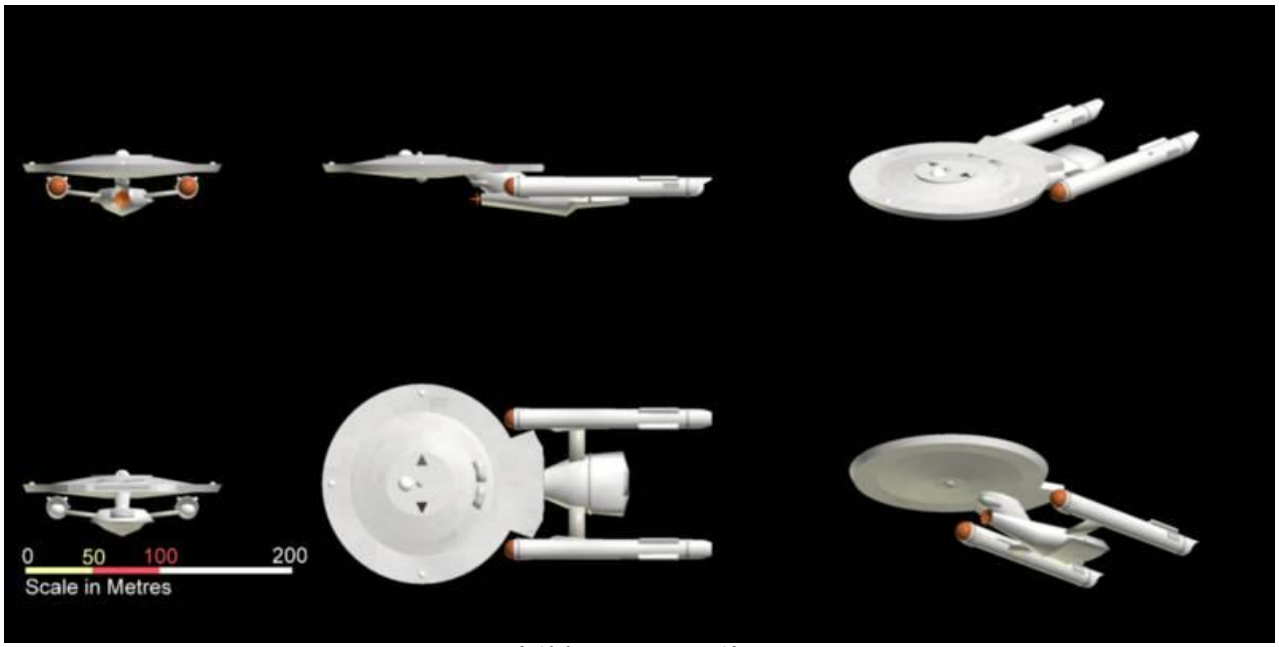
The Mark 1 Baton Rouge class entered UFP service in 2225 and were the last major cruiser class built with non dilithium energised engines, in total an impressive 86 Mk1 ships was built over 18 years. A modification program in the 2240's saw 40 of these ships re-equipped with new M-1 computers, enhanced weaponry and unary shield generators to become Mk2s, a further 14 ships were built as new to compensate for delays in the Constitution programme. This modification meant that the ships remained a useful element of the fleet despite their low top speed compared to newer designs.



Mk 1/2 Baton Rouge Class

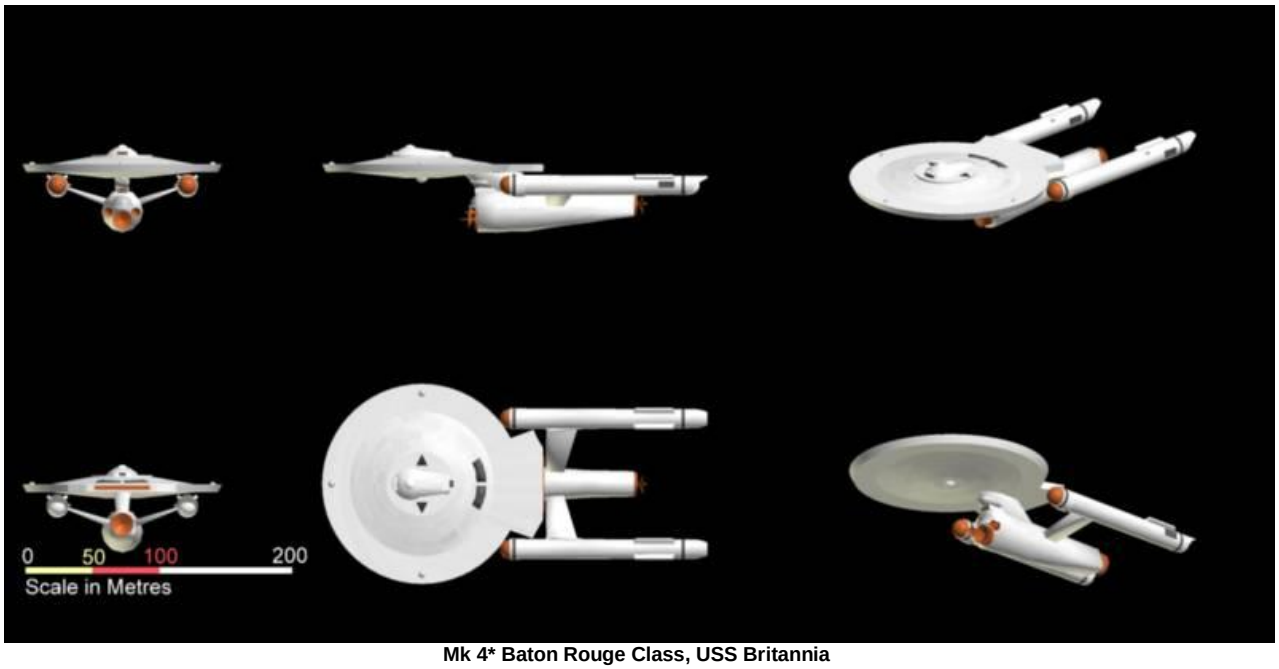
In 2249 the availability of suitable dilithium based engines in the form of FWE-1 meant that these ships could again be modified to Mk3 standards. This refit was controversial as although speed increased from Warp 4.2 to Warp 8.7, available power dropped by more than 33%. At the outbreak of the four years war in 2253 the New New Aberdeen shipyards in the AOFW were contracted to refit existing UFP Baton Rouge class ships with these new systems due to the Yard's recent experience with the class (it had license built ships for the AOFW). The refit they designed was based upon the Mk3, but made use of the new FWE-2 warp drive, this however required a change of main computer. The desperate need for ships meant that refits to both Mk3 and Mk4 were carried out during the war. The Mark 4 being a more capable vessel, but the refit took six months compared to three for the Mk3. Mk 3 production totalled 26 ships (12 converted Mk2s and 14 Converted Mk1s), while Mk4 production totalled 25 ships (9 converted Mk2s and 16 Converted Mk1s).

Some unmodified Mk2 ships also served throughout the war as convoy escorts, it being felt that their low speed was not an issue when escorting slow moving freighters, indeed the additional power was seen as an asset. In one famous incident, a trio of 30-year-old Baton Rouges fought off a squadron of D7As without a single ship being lost in the convoy they were escorting.



Mk 3/4/5 Baton Rouge Class

Simultaneous with the Mk3/Mk4 refits, the damaged Mk2 USS Britannia was refitted to Mk4* standards at Utopia Planitia. The secondary hull of the Britannia was damaged beyond repair, and it was decided to use a secondary hull from a written off Heston Class Cruiser. The refit was based on the standard Mk4 for spares support reasons, except the heavy FAC-4 replaced the FAC-3, one pair of these were mounted in the traditional location on the saucer below the bridge, and a second pair atop the secondary hull. The resulting ship was designated a special type and entered service providing heavy support to the 35th Cruiser Squadron (which consisted of Mk3/4 Baton Rouges). Further production of the Mk4* was not authorised as the type's range was reduced compared to that of the standard Baton Rouge, and the cost of the refit in time and resources was deemed prohibitive compared to the Mark3/4 refits.



Mk 4* Baton Rouge Class, USS Britannia

In 2256 the Britannia was ambushed while protecting a convoy of troopships in supposedly safe territory. She single handledly managed to hold off three D-10 cruisers while the convoy escaped to safety escorted by another pair of ships from the 35th CS. In total the convoy was carrying over 100,000 troops and Captain Kelsey of the Britannia felt that it was more important for the two other cruisers to safeguard the convoy then to help hold off the D-10s. Miraculously 150 of the Britannia's crew, including Captain Kelsey, managed to survive the battle, and all three D-10s were crippled or rendered ineffective.

Britannia's battle was not yet over though, a trio of Orion Pirate vessels attracted by the potential for booty and salvage moved into attack. The crew aboard the damaged Britannia managed to get their accelerator cannons online, and when the lead Orion vessel, a captured D7, moved into the arc of fire they hit it with all four cannons destroying the Orion Vessel, the resultant explosion damaged the second Orion cruiser, but also mortally damaged the unshielded Britannia. The third Orion vessel was destroyed when the command pod of one of the D-10s separated and rammed it's warp nacelle. The crew of Britannia were forced to abandon their ship as the damage sustained in this final battle caused a catastrophic impulse reactor explosion. The surviving crew members being rescued by the Klingons who they had been fighting just an hour earlier. Aboard the Klingon vessels the survivors were welcomed as warriors with honour, it was not lost on the Klingon commander, Gorkon, that the Britannia could have evaded combat and left the Klingons at the mercy of the Orions.

12 Mk2s survived the war, and 6 of these were later converted to Mk5 standards, along with 12 each of the Mk3 and Mk4 ships making 30 in total. Mk5 introduced photon torpedoes and phasers to the venerable design, the first ship commissioned in 2260, and it is intended that these ships will serve in some capacity until the 2280s.

21 ships of various marks have been donated to, or purchased by friendly powers. Chief amongst these is the AOFW which has acquired 10 ships over the years, and built under license an additional four ships in the shipyard at New New Aberdeen. Currently the AOFW retains 6 ships in operation, in a version corresponding to the UFP Mk5. The former USS Aberdeen is currently being refitted to a more advanced standard with FP4 torpedoes in an installation based upon that on the late USS Britannia.

A number of Baton Rouge class ships are preserved at various sites around the Federation, as well as a single vessel preserved in the AOFW, but the ships that are still in service some 60 years after the design was conceived are the most telling proof of the excellence of the design and memorial to those who have gone before.

Baton Rouge class design and history is from Star Trek Space Flight Chronology, published by Pocket Books, ship design by Rick Sternbach. FASA Gaming Stats, expanded history and CGI images by Steve Bacon (vintage.starships.tripod.com). Gamesheet Design by Lee Wood (fasafan@hotmail.com). Version 1.0