

Ireland Class XI Heavy Cruiser



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Construction Data:

	Mark 1	Mark 2	Mark 3- TMP Refit
Model Number:	Mark 1	Mark 2	Mark 3- TMP Refit
Date Entering Service	2264	2268	2275
Number Constructed	5	5	8 (Refit Mk1 & Mk2)

HULL DATA

	35	36	38
Superstructure:	35	36	38
Damage Chart:	C	C	C
Dimensions:			
Length:	280	280	287
Width:	132	132	139
Height:	69	69	75
Weight:	170,705mt	174,315mt	177,885mt

Cargo Specs

Total SCU:	390SCU	390SCU	400SCU
Cargo Capacity:	19,500mt	19,500mt	20000mt
Landing Capacity:	None	None	None

EQUIPMENT DATA

	Dual M-4's	Dual M-4's	Dual M-6A's
Computer Type:	Dual M-4's	Dual M-4's	Dual M-6A's
Transporters-			
6-person:	4	4	4
22-person Emergency:	6	6	6
cargo:	2	2	2

OTHER DATA

Crew:	460	460	490
Passengers:	60	60	60
Shuttlecraft-	12	12	12

ENGINE AND POWER -

Total Power Available:	44	52	76
Movement Point Ratio:	3/1	3/1	4/1
Warp Engine Type:	FWD-2	FWD-2	FWG-1
Number:	2	2	2
Power Units:	18	18	26
Stress Chart:	F/G	F/G	D/F
Optimum Speed:	Warp 9	Warp 9	Warp 10
Max Safe Cruising:	Warp 7	Warp 7	Warp 8
Impulse Engine Type:Stardrive	FIE-2	FIE-3	FIG-1
Power Units:	8~	16~	24~

WEAPONS/DEFENSE

Beam Weapon:	FH-3	FH-3	FH-10	FH-9
Number:	6 in 3 Banks	8* in 4 Banks	6*, 3 Banks	2
Firing Arcs:	F, FP, FS	F, FP, FS, A	F, FP, FS	A
Firing Chart:	W	W	W	X
Maximum Power:	5	5	7	6
Damage Modifiers				
+3	1-10	1-10	1-10	
+2	11-17	11-17	11-17	1-12
+1	18-20	18-20	18-20	13-22
Beam Weapon:	FH-10	FH-11	FH-11	
Number:	2	2	2	
Firing Arcs:	F	F	F	
Firing Chart:	W	Y	Y	
Maximum Power:	7	10	10	
Damage Modifiers				
+3	1-10	1-10	1-10	
+2	11-17	11-17	11-17	
+1	18-20	18-24	18-24	
Torpedo Type:	FP-5	FP-5	FP-5	
Number:	4	4	4	
Firing Arcs:	2F, 2A	2F, 2A	2F, 2A	
Firing Chart:	R	R	S	
Power To Arm:	1	1	1	
Damage:	16	16	16	
Shields-				
Shield Type:	FSO	FSO	FSP	
Shield Point Ratio:	1/3	1/3	1/4	
Maximum Shield:	16	16	16	
Combat Efficiency				
D-	140.05	147.48	193.77	
WDF-	92.20	105.80	129.60	

Ireland Class Heavy Cruiser

It has been said that, "The pinnacle of an old technology will far exceed the birth of a new technology." -Such is the case of the Ireland Class Heavy Cruiser in the late 23rd Century. Designed for enhanced performance and greater independence to support longer mission duration including lengthy deep space exploration, the Ireland Class represents a culmination of knowledge taken from over 20 years of Constitution Class mission reports.

Implementation of new technology:

-A new engineering design: The Ireland Class sports 2 primary, integrated components. A modified Constitution Class primary Hull (saucer section) and a crescent moon shaped star drive section which the saucer is hard docked into with a series of clamping mechanisms. In case of an emergency the saucer can disengage from the star drive section by retracting the clamps or by use of a series of micro-detonators. The saucer's impulse engines, already being active, can easily carry the crew to a safe distance. Reintegration of the saucer and star drive sections will still require a star base repair facility.

-Ship Wide Redundancy: All major systems have redundant hot backups and conduits run throughout the ship. The ship actually has 2 computer cores that load balance all ship functions and systems. By the time the Ireland class entered the refit program in 2275, the 2 load balancing computer cores were replaced with high power identical systems that mirrored each other's activity, providing true 100% redundancy should one computer become damaged or fail.

-Dual Impulse Engines: Both the primary hull (saucer) and star drive section have their own complete set of impulse engines. Both of which remain active at all times. The saucer's impulse engines are not visible when the ship is in one piece. But they are present and imbedded into an armored area of the star drive section, constantly providing additional energy to the ships power grid. This energy can be used for almost any ships system including shields or standard phaser banks. As a beneficial side effect, the pressurized ion exhaust from the saucer's impulse engines is shunted into the ships maneuvering thrusters dramatically increasing maneuverability.

-Elliptical Warp Field: Taking advantage of the ships low profile the Ireland Class warp drive generates an elliptical warp field. The advantage of an elliptical warp field combined with the ships design is that it allows the ship to transition to warp faster and accelerate at warp speeds with 25% less energy required. This gives the Ireland Class the 3/1 Movement Point Ratio to spite its size.

-Mega Phasers (FH-10/11): The Mega-Phasers must be powered from warp energy only. They can be changed at least one turn prior to them being fired. A full or partial charge can be held in the capacitor at the cost of 1 warp energy point per FH-11, per turn. These have a Forward only firing arc.

Game notes:

Three sets of stats are provided, one for the MK-1 TOS Era Ireland Class, Mk-2 late TOS Era type, and one for the TMP Era/style Ireland Class Refit. Refit phaser layout: FH-10 Banks of 2 are F,FP,FS, the aft Bank is FH-9. Mirrored M-6A computer cores on the MK-3 Refits provide no additional WDF.

*The FASA game is a 2d only tactical game. To adjust for this they removed phasers from ships to adjust for not having a "Z" axis in the games tactical system. For example they have the TMP Enterprise listed as only have 6 or 8 phasers (depending upon reference book). The actual studio model has 18 phasers at various places all over the ship. To keep within this game mechanic, I have the Ireland class listed as having 8 standard (FH-3) phasers in 4 banks of 2. When in actuality the model has 14 standard (FH-3) phasers in 7 banks of 2 (3 banks of 2 each on top of the saucer, 3 banks of 2 each on the bottom of the saucer, and 1 bank of 2 firing Aft).

-One impulse engine is listed to be compatible with FASA game mechanics. This number represents combined output from both Impulse Engines.