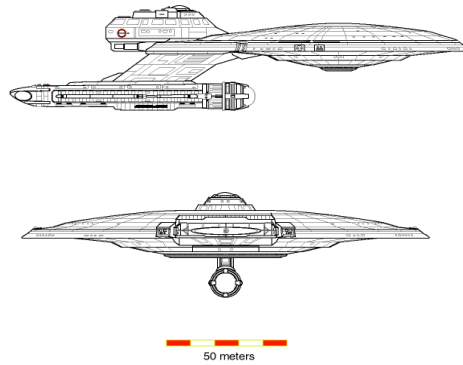
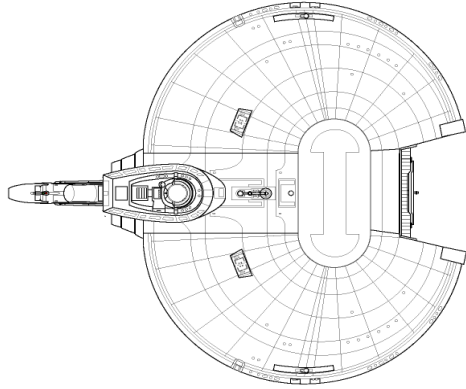


Star Trek Enterprise Cleveland Class IV Destroyer/Escort



CONSTRUCTION DATA:

Class:	IV	IV
Model Number:	Type I	MK II
Date Entering Service	2157	2157
Number Constructed	40	37

HULL DATA

Superstructure:	8	7
Damage Chart:	C	C
Dimensions:		
Length:	191m	191m
Width:	69m	69m
Height:	47m	47m
Weight:	28500 mt	26150 mt
Cargo Specs		
Total SCU:	50 SCU	60 SCU
Cargo Capacity:	2170 mt	2560 mt
Landing Capacity:	NO	NO

EQUIPMENT DATA

Computer Type:	J1	J1
Cloaking Device/ECM:	None	None
Power to Engage:		
Transporters-		
6-person:	1	1
20-person Combat:		
22-person Emergency:		
Cargo		

OTHER DATA

Crew:	51	47
Passengers:		10
Troops:		
Shuttlecraft-	2	2

ENGINE AND POWER -

Total Power Available:	16	16
Movement Point Ratio:	3/1	3/1
Warp Engine Type:	EFFTL-1	EFFTL-1
Number:	1	1
Power Units:	12	12
Stress Chart:	O/P	O/P
Max Safe Cruising Speed:	3	3
Emergency Speed:	5	5
Impulse Engine Type:	EFIC-2	EFIC-2
Number:	2	2
Power Units:	4	4

WEAPONS/DEFENSE

Beam Weapon:	EPHC-2	EPHC-2
Firing Arcs:	2FP,2FS	2FP,2FS
Firing Chart:	F	F
Maximum Power:	2	2
Damage Modifiers		
+3		
+2		
+1	(1 - 4)	(1 - 4)

Torpedo Type:	EPT-2
Firing Arcs:	2F
Firing Chart:	D
Power To Arm:	1
Damage:	3

Shields-

Shield Type:	EFHP-3	EFHP-2
Shield Point Ratio:	2/1	2/1
Maximum Shield:	3	2

Combat Efficiency

	1.2	0.8
D-	29.7	30.2
WDF-	3.9	2.6

NOTES:

In 2156, as hostilities with the Romulans increased, starfleet needed a vessel to assist the Intrepid class vessels in direct line combat and alleviate some of the escort workload for the aging Delta class. Taking advantage of technologies built for the successful NX class ships, the Cleveland class was relatively simple to build and quickly entered service in mid 2157.

The most striking feature of the Cleveland class was the elongated primary hull. This allowed extra facilities for passengers and cargo recovered during escort and rescue operations. There were more than just a few incidents where a great deal of lives were saved and precious loads recovered during that vicious conflict where every transport was vital to the effort. Warships of that era were blessed with warp capabilities up to warp 5, but sadly, transports and freighters were struggling at speeds of warp 3 or less, meaning resupply could be weeks, months, and in rare cases, years away.

To save cost, the Cleveland class had two types serving concurrently. The type 1 was the destroyer model, fitted with superior shielding and twin torpedo launchers. The type 2 escort model was fitted with lesser shields and no torpedoes, allowing for more space in the forward hull for passengers and cargo. In the later stages of the war as allied ships pushed the romulans back into their own territory and raids were becoming less common, a number of type 2's were fitted with torpedo launchers and joined their type 1 counterparts in combat.

After the war, the Cleveland class served along the Romulan and Klingon borders, as patrol vessels and emissaries for the fledgling federation alliance. The class also made a name for itself protecting private shipping against the orion cartels, whose pirating legacy plagued the federation for nearly two centuries. Several type 2's served as science vessels, their spacious cargo areas holding a number of laboratories and specialized equipment. Both types served into the 23rd century, until finally retired in 2211.

The unique stability of the warp field in the Cleveland class served as a model for several ships to come, particularly the Hermes, Saladin, and Nelson class vessels.

Special Thanks Doug Drexler, et al, Paramount/CBS
 Design by Joe Homoki www.ufc465537.scificities.com
 Special thanks to Lee Wood @ Morena Shipyards, for chartless system
 Special thanks to Bryan Jecko @ tacticalstarshipcombat.com and FasaStarTrekUniverse et al. for formulas and formats
 Special thanks to Wikipedia Memory Alpha and Memory Beta
 Special thanks to Ex Astris Scientia
 Special thanks to Steve Bacon @ Vintage Starships
 Version 2, formerly named Detroit class

MASTER CONTROL PANEL

Race
 Vessel Class **Star Trek Enterprise Cleveland Class IV Destroyer/Escc** Class **IV**
 Vessel Name **Star Trek Enterprise Cleveland Class IV Destroyer/Escc** Model **Type I**
 CE **1.2** Captain's Name
 D **29.7** Captain's Skill Rating
 WDF **3.9** Crew Efficiency Rating

ENGINEERING DISPLAY

WARP ENGINE TRACK

Type	1	2	3	4	5	6	7	8	9	10	11	12
EFFTL-1												

IMPULSE POWER TRACK

Type	1	2	3	4
EFIC-2				

TURN TRACK

Total Power Units Available	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
16												
MPR	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
3/1												
Power To Shields	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
Shield Point Ratio	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
2/1												
Power To Weapons	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
Power To Cloak	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
Power To Arm	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
HELM DISPLAY	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
Warp Speed												
Stress Charts												
O/P												
Movement Points	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
Sensors Status	O D	O D	O D	O D	O D	O D	O D	O D	O D	O D	O D	O D
	L	L	L	L	L	L	L	L	L	L	L	L
Cloak Status	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

WEAPONS DISPLAY

Weapon Type	Firing Arcs	Firing Chart	Max Power	PTA	Damage	Damage Modifiers	
EPHC-2	2FP,2FS	F	2			+3 +2	+1
EPT-2	2F	D		1	3		(1 - 4)

			TURN #											
			#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											
Type	OPER	REPD	Firing arc											
EPHC-2	DMGD	INOP	F/P											

DAMAGE CONTROL PANEL

Star Trek Enterprise Cleveland Class IV Destroyer/Escort Type I

SHIELDS

SHIELD TYPE: EFHP-3

SHIELD POINT RATIO: 2/1

MAXIMUM SHIELD POWER: 3

TURN

#1 #2 #3 #4 #5 #6 #7 #8 #9 #10 #11 #12

Shield Points Available

--	--	--	--	--	--	--	--	--	--	--	--	--

DAMAGE CHART: C

DAMAGE POINT RECORD

TURN	#1	#2	#3	#4
	#5	#6	#7	#8
	#9	#10	#11	#12

SYSTEMS REPAIR STATUS

HITS	1ST 1-8	2ND 1-6	3RD 1-4	4TH 1-2	5TH OUT
SENSORS					
SHIELD					
#1					
#2					
#3					
#4					
#5					
#6					
ENGINEERING GRIDS					
SHIELDS					
WEAPONS					
MANUEVER					

TURN #1	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2
3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3

TURN #2	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2
3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3

TURN #3	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2
3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3

TURN #4	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2
3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3

TURN #5	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2
3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3

TURN #6	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2
3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3

TURN #7	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2
3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3

TURN #8	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2
3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3

TURN #9	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2
3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3

TURN #10	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2
3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3

TURN #11	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2
3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3

TURN #12	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2	2 2 2 2
3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3	3 3 3 3

SUPERSTRUCTURE DAMAGE TRACK

1	2	3	4	5	6	7	8				

CASUALTY MODIFIER TRACK

0-19%	20-39%	40-59%	60-69%	70% + NO FIRING
0	-1	-2	-5	
	-10%	-20%	-50%	

CREW: 51

PERCENT CASUALTIES TRACK

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26
27	28	29	30	31	32	33	34	35	36	37	38	39
40	41	42	43	44	45	46	47	48	49	50	51	52
53	54	55	56	57	58	59	60	61	62	63	64	65
66	67	68	69	70	71	72	73	74	75	76	77	78
79	80	81	82	83	84	85	86	87	88	89	90	91
92	93	94	95	96	97	98	99	00				

DAMAGE CONTROL PANEL

Star Trek Enterprise Cleveland Class IV Destroyer/Escort MK II

SHIELDS

SHIELD TYPE: EFHP-2

SHIELD POINT RATIO: 2/1

MAXIMUM SHIELD POWER: 2

TURN

#1 #2 #3 #4 #5 #6 #7 #8 #9 #10 #11 #12

Shield Points Available

--	--	--	--	--	--	--	--	--	--	--	--	--

DAMAGE CHART: C

DAMAGE POINT RECORD

TURN	#1	#2	#3	#4
	#5	#6	#7	#8
	#9	#10	#11	#12

SYSTEMS REPAIR STATUS

HITS	1ST 1-8	2ND 1-6	3RD 1-4	4TH 1-2	5TH OUT
SENSORS					
SHIELD					
#1					
#2					
#3					
#4					
#5					
#6					
ENGINEERING GRIDS					
SHIELDS					
WEAPONS					
MANUEVER					

TURN #1	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2

TURN #2	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2

TURN #3	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2

TURN #4	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2

TURN #5	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2

TURN #6	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2

TURN #7	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2

TURN #8	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2

TURN #9	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2

TURN #10	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2

TURN #11	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2

TURN #12	FWD	F/S	S/A	AFT	P/A
F/P #1	F/P #2	F/P #3	F/P #4	F/P #5	F/P #6
1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1
2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2	2 1 2 2

SUPERSTRUCTURE DAMAGE TRACK

1	2	3	4	5	6	7				

CASUALTY MODIFIER TRACK

0-19%	20-39%	40-59%	60-69%	70% + NO FIRING
0	-1	-2	-5	
	-10%	-20%	-50%	

CREW: 47

PERCENT CASUALTIES TRACK

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26
27	28	29	30	31	32	33	34	35	36	37	38	39
40	41	42	43	44	45	46	47	48	49	50	51	52
53	54	55	56	57	58	59	60	61	62	63	64	65
66	67	68	69	70	71	72	73	74	75	76	77	78
79	80	81	82	83	84	85	86	87	88	89	90	91
92	93	94	95	96	97	98	99	00				