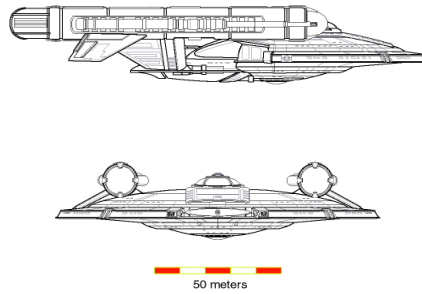
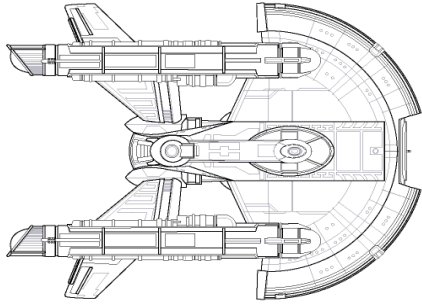


Star Trek Enterprise Intrepid Class V Light Cruiser



CONSTRUCTION DATA:

| | | | |
|-----------------------|------|-------|--------|
| Class: | V | V | V |
| Model Number: | MK I | MK II | MK III |
| Date Entering Service | 2152 | 2153 | 2156 |
| Number Constructed | 3 | 3 | 6 |

HULL DATA

| | | | |
|-------------------|----------|----------|----------|
| Superstructure: | 8 | 10 | 10 |
| Damage Chart: | C | C | C |
| Dimensions: | | | |
| Length: | 164m | 164m | 164m |
| Width: | 126m | 126m | 126m |
| Height: | 33m | 33m | 33m |
| Weight: | 58500 mt | 58730 mt | 59890 mt |
| Cargo Specs | | | |
| Total SCU: | 80 SCU | 80 SCU | 90 SCU |
| Cargo Capacity: | 3550 mt | 3570 mt | 4080 mt |
| Landing Capacity: | NO | NO | NO |

EQUIPMENT DATA

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

OTHER DATA

| | | | |
|---------------|----|----|----|
| Crew: | 78 | 79 | 81 |
| Passengers: | 5 | 5 | 5 |
| Troops: | | | 10 |
| Shuttlecraft- | 2 | 2 | 2 |

ENGINE AND POWER -

| | | | |
|--------------------------|---------|--------|---------|
| Total Power Available: | 18 | 22 | 28 |
| Movement Point Ratio: | 4/1 | 4/1 | 4/1 |
| Warp Engine Type: | EFTL-3a | EFTL-4 | EFFTL-1 |
| Number: | 2 | 2 | 2 |
| Power Units: | 16 | 18 | 24 |
| Stress Chart: | Q/R | Q/R | O/P |
| Max Safe Cruising Speed: | 2 | 2 | 3 |
| Emergency Speed: | 3 | 4 | 5 |
| Impulse Engine Type: | EFIC-1 | EFIC-2 | EFIC-2 |
| Number: | 2 | 2 | 2 |
| Power Units: | 2 | 4 | 4 |

WEAPONS/DEFENSE

| | | | |
|------------------|---------|-----------|-----------|
| Beam Weapon: | EPLC-4 | EPHC-2 | EPHC-2 |
| Firing Arcs: | 2FP,2FS | 1F/P,1F/S | 2F/P,2F/S |
| Firing Chart: | C | F | F |
| Maximum Power: | 1 | 2 | 2 |
| Damage Modifiers | | | |
| +3 | | | |
| +2 | | | |
| +1 | | (1 - 4) | (1 - 4) |

| | | | |
|---------------|------|-------|-------|
| Torpedo Type: | ET-4 | EPT-2 | EPT-2 |
| Firing Arcs: | 2F | 2F | 2F |
| Firing Chart: | A | D | D |
| Power To Arm: | 1 | 1 | 1 |
| Damage: | 2 | 3 | 3 |

Shields-

| | | | |
|---------------------|--------|--------|--------|
| Shield Type: | EFHP-2 | EFHP-3 | EFHP-4 |
| Shield Point Ratio: | 2/1 | 2/1 | 2/1 |
| Maximum Shield: | 2 | 3 | 4 |

Combat Efficiency

| | | | |
|------|------|------|------|
| | 0.2 | 0.6 | 1.0 |
| D- | 17.7 | 22.5 | 25.2 |
| WDF- | 1.2 | 2.5 | 4.0 |

NOTES:

The Intrepid class was built concurrently to the NX class, but construction was delayed in 2150, as Starfleet waited to see if the experimental NX was viable. Its disposition remained in limbo after the successful launch of the NX-01 Enterprise in 2151.

However, after the reports starting coming in from the Enterprise citing the growing number of hostile cultures they encountered, Starfleet Command proceeded to build the Intrepid class as a support vessel. Built on tested, reliable technologies, the first of its class, the NV-01 Intrepid, launched in 2152.

By 2153, reports of Enterprise's ineffective armaments convinced Starfleet to refit all vessels with the latest weapon and defensive technology. Plasma lasers were converted to ship mounted phase cannons and standard missiles were upgraded to the second generation of photonic torpedoes. Hull plating was increased 50% and a larger impulse power plant was installed.

The Intrepid was one of three vessels that intercepted a Klingon Bird of Prey that was chasing the Enterprise on its return to earth in 2153. The upgrades proved effective as they easily forced the Klingon to retreat.

In 2156, at the beginning of hostilities with the Romulans, a second upgrade was made to the Intrepid class. Its warp 4 engines were replaced with the warp 5, a second set of phase cannons were added, and a more efficient, powerful hull plating installed. In spite of being a capable ship, only 12 of the ship class were built. It was deemed too costly to build during the Romulan War, and was replaced by the Daedulus class. The Intrepid class served well throughout the war and was retired in the 2170's.

Original CGI design Designed by John Eaves, Pierre Drolet, and Rob Bonchunbe
 Redraw 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
 Special thanks to Owen Oulton @ forum.trek-rpg.net and Memory Icon
 Version 2 - 5/04/16 Scaled back to better reflect era.

DAMAGE CONTROL PANEL

Star Trek Enterprise Intrepid Class V Light Cruiser

MK I

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

| | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|

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

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

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

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

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

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

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

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

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

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

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

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

DAMAGE CHART: C

DAMAGE POINT RECORD

| TURN | #1 | #2 | #3 | #4 |
|------|----|----|----|----|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

SYSTEMS REPAIR STATUS

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

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: 78.5

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 Intrepid Class V Light Cruiser

MK II

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

| | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|

| 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 |

DAMAGE CHART: **C**

DAMAGE POINT RECORD

| TURN | #1 | #2 | #3 | #4 |
|------|----|----|----|----|
| | | | | |
| | | | | |
| | | | | |
| | | | | |

SYSTEMS REPAIR STATUS

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

SUPERSTRUCTURE DAMAGE TRACK

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|----|
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

CASUALTY MODIFIER TRACK

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

CREW: 79

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 Intrepid Class V Light Cruiser

MK III

SHIELDS

SHIELD TYPE: EFHP-4

SHIELD POINT RATIO: 2/1

MAXIMUM SHIELD POWER: 4

TURN

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

Shield Points Available

| 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 |
| 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 |

| 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 |
| 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 |

| 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 |
| 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 |

| 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 |
| 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 |

| 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 |
| 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 |

| 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 |
| 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 |

| 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 |
| 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 |

| 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 |
| 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 |

| 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 |
| 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 |

| 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 |
| 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 |

| 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 |
| 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 |

| 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 |
| 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 | 4 4 4 4 |

DAMAGE CHART: C

| TURN | #1 | #2 | #3 | #4 |
|------|----|----|----|----|
| | | | | |
| | | | | |
| | | | | |
| | | | | |

SYSTEMS REPAIR STATUS

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

SUPERSTRUCTURE DAMAGE TRACK

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

CASUALTY MODIFIER TRACK

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

CREW: 81

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 | | | | |