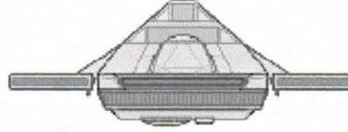
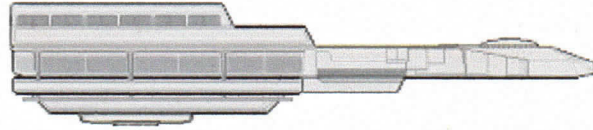
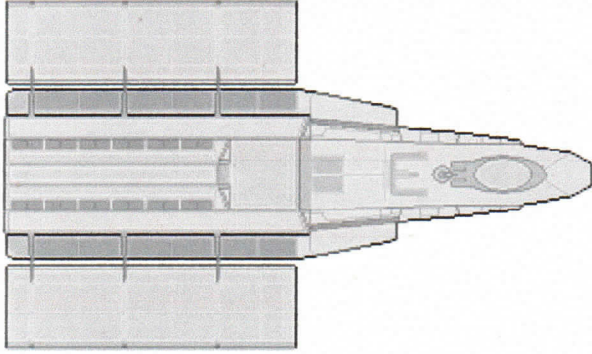




Whaler Class V-VIII Salvage Cruiser



Construction Data

	A	B	C
Model Numbers	V	VIII	VIII
Ship Class	2265 (2/07)	2266 (2/08)	2275 (2/17)
Date Entering Service	73	73 (refits)	25 (refits)
Number Constructed			
Hull Data			
Superstructure Points	9	14	15
Damage Chart	C	C	C
Size			
Length	285 m	285 m	285 m
Width	170 m	170 m	170 m
Height	70 m	60 m	60 m
Weight	56,455 mt	112,635 mt	118,325 mt
Cargo			
Cargo Units	210 SCU	210 SCU	210 SCU
Cargo Capacity	10,500 mt	10,500 mt	10,500 mt
Landing Capability	None	None	None
Equipment Data			
Control Computer Type	Mark IV	Mark IV	Mark VI
Transporters			
standard 8-person	4	4	4
emergency 22-person	1	1	1
cargo, small	2	2	2
cargo, large	3	3	3
Other Data			
Crew	78	78	80
Passengers	48	48	50
Shuttlescraft	24	24	24
Engines and Power Data			
Total Power Units Available	34	36	49
Movement Point Ratio	2/1	3/1	3/1
Warp Engine Type			
Number	FWB-2	FWE-2	FWE-2
Power Units Available	2	2	2
Stress Charts	14	13	13
Maximum Safe Cruising Speed	M/O	G/K	G/K
Emergency Speed	Warp 8	Warp 7	Warp 7
Impulse Engine Type			
Number	Warp 9	Warp 9	Warp 9
Power Units Available	OIE-1	OID-3	KIF-2
	6	10	23
Weapons and Firing Data			
Beam Weapon Type			
Number	FH-3	FH-3	FH-3
Firing Arcs	6 in 2 banks of 3	6 in 2 banks of 3	6 in 2 banks of 3
Firing Chart	3f, 3a	3f, 3a	3f, 3a
Maximum Power	W	W	W
Damage Modifiers	5	5	5
+3	(1-10)	(1-10)	(1-10)
+2	(11-17)	(11-17)	(11-17)
+1	(18-20)	(18-20)	(18-20)
Shields Data			
Deflector Shield Type			
Shield Point Ratio	OSH	OSI	OSI
Maximum Shield Power	1/2	1/3	1/3
	6	6	6
Combat Efficiency			
D-	118.1	78.5	99.5
WDF-	34.8	34.8	34.8
CE-	41.1	27.3	34.6

Changes to FASA Mode A:

- OIC-3 replaced with OIE-1 as OIC-3 not available for Class V vessels.
- OSE shield generator changed to OSH to allow for Maximum Shield Power of 6.
- Superstructure adjusted from 4 to 9.
- Weight adjusted due to component weights.

Updated and expanded from Denial of Destiny with additional material from Ship Construction Manual, 2nd edition, both by FASA. Original text and schematic by anonymous. Whaler color profile view courtesy of Steven Bacon (vinagestarships.tripod.com). Compiled by Lee Wood (FASAlan@hotmail.com). Version 3.1.

Notes:

Known Sphere of Operation: Orion-controlled territory; Triangle
 Data Reliability: A - All models
 Major Data Source: Models A and B in Starfleet possession; Merchant Marine Command encounters; Orion Sector Intelligence; Triangle Sector Intelligence

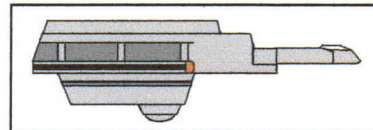
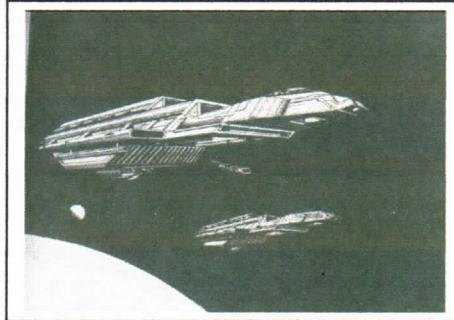
The Whaler Class of vessels began construction in secret in Orion shipyards in 2265 (2/07). Constructed at a rapid rate, they incorporated several design changes which the Orions had learned in combat during previous years. They were a much improved design in many ways, especially when compared to the hodge-podge assortment of rust buckets that had been cluttering the Orion yards up to that point.

These ships are designed to hold over ten thousand tons of cargo and have been equipped with a squadron of armed shuttles with miniature tractor beams so that they can double as salvage vessels and boarding boats in action against vessels that are to be taken as prizes. The tractor beam aboard the ship itself is twice as powerful as the one used by the Constitution class, so it can tow a ship three times its size with ease. Federation-style phasers were installed as weaponry after it was determined that their power utilization was much more economical than Klingon-style disruptors. These ships have not been reinforced anywhere near as much as the older style blockade runners in an effort to save on hull costs.

Problems with ship stability in the prototype A model design led to the more stable B model, and all ships were converted to B model standards either before leaving the production line or shortly thereafter. Although the B model has reduced maneuverability, it has superior hull strength, slightly increased power, and the more efficient OSI trinary transducer shield system.

In 2275 (2/17), many of the Whalers began entering the yards to be refitted. The refit involved replacing the Orion designed OID-3 impulse engine with the relatively new Klingon KIF-2 giving the Whaler a substantial increase in power. The refit also involved upgrading the computer to the more sophisticated Mark VI in order to control the mix of foreign components. Sensors were also upgraded and the shuttle facilities were modernized. Unfortunately, only 25 of the Klingon engines were available, and contracts for all the engines were quickly filled.

The Whaler is no longer under production at this time. Many potential clients have, however, expressed an interest in purchasing new builds, and in Orion shipbuilding that may be enough to renew its production.



Whaler pre-production concept c.2262 (2/04)