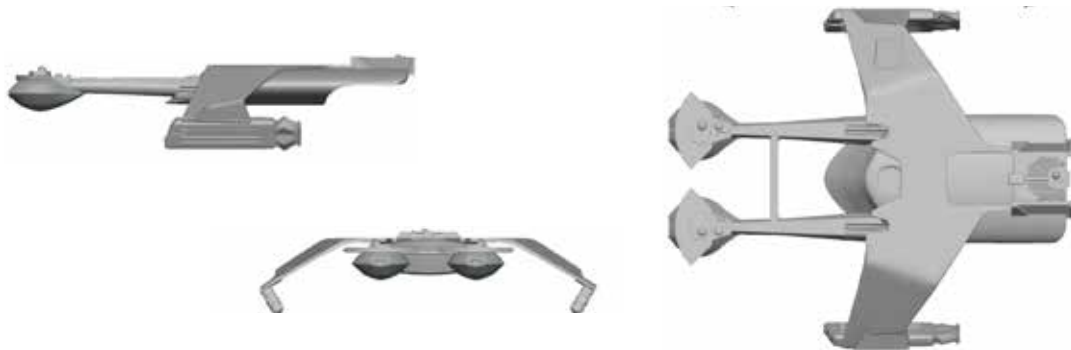


L-128 (TWIN NOVA) CLASS XII DREADNOUGHT



Construction Data:

<i>Model Numbers —</i>	A	B
<i>Ship Class —</i>	XII	XII
<i>Date Entering Service —</i>	2274-2306	2290-2323
<i>Number Constructed —</i>	13	Refit
Hull Data:		
<i>Superstructure Points —</i>	36	36
<i>Damage Chart —</i>	C	C
<i>Size:</i>		
Length —	279.49 m	279.49 m
Width —	210.46 m	210.46 m
Height —	65.58 m	65.58 m
Displacement —	204,270 mt	209,010 mt
<i>Cargo:</i>		
Cargo Units —	621 SCU	621 SCU
Cargo Capacity —	31,050 mt	31,050 mt
Landing Capacity —	None	None
Equipment Data:		
<i>Control Computer Type —</i>	ZD-7	ZD-8
<i>Transporters:</i>		
standard 6-person —	4	4
combat 22-person —	4	4
emergency 24-person —	2	2
cargo —	4	4
<i>Cloaking Device Type —</i>	KCD	KCD
Power Requirements —	48	48
Other Data:		
Crew —	521	521
Troops —	110	110
Passengers —	10	10
Shuttlescraft —	6	6
Engines And Power Data:		
Total Power Units Available —	73	79
Movement Point Ratio —	5/1	5/1
Warp Engine Type —	KWG-1	KWG-1
Number —	2	2
Power Units Available —	28 ea.	28 ea.
Stress Chart —	I/M	I/M
Max Safe Cruising Speed —	Warp 6	Warp 6
Emergency Speed —	Warp 8	Warp 8
Impulse Engine Type —	KIF-1	KIF-2
Power Units Available —	17	23
Weapons And Firing Data:		
<i>Beam Weapon Type —</i>	KD-9	KD-8
Number —	7	7
Firing Arcs —	1 f, 2 p/a, 2 s/a, 2 a	1 f, 2 p/a, 2 s/a, 2 a
Firing Chart —	W	U
Maximum Power —	5	7
Damage Modifiers —		
+3	(1-7)	(1-7)
+2	(8-15)	(8-15)
+1	(16-20)	(16-20)
<i>Beam Weapon Type —</i>	KD-1	KD-7
Number —	2	2
Firing Arcs —	1 f/p, 1 f/s	1 f/p, 1 f/s
Firing Chart —	B	L
Maximum Power —	4	7
Damage Modifiers —		
+3	(-)	(-)
+2	(-)	(1-6)
+1	(-)	(7-12)
<i>Missile Weapon Type —</i>	KP-4	KP-6
Number —	4	4
Firing Arcs —	4 f	4 f
Firing Chart —	Q	R
Power To Arm —	2	2
Damage —	18	20
Shield Data:		
<i>Deflector Shield Type —</i>	KSP	KSQ
Shield Point Ratio —	1/3	1/3
Maximum Shield Power —	15	20
Combat Efficiency:		
D —	135.5	146
WDF —	79.1	97.5

Notes:

Known Sphere Of Operation: Empire-wide use

Data Reliability: D

Major Data Source: Klingon Sector Intelligence

One of the more unusual designs fielded by the Klingon Empire, the L-128 is believed to have been an attempt by designers to address the issues inherent with the vulnerability of the standard Klingon ship layout inherited from the original Drell design of the D-7 class. On multiple occasions, Klingon vessels would find themselves unable to continue in combat after the primary bridge was damaged or destroyed. However, few commanders had any interest in 'hiding' within the hull of the ship as battle commenced. Most command personnel preferred the excitement and risk associated with the popular design.

To counter this vulnerability, the designers of the L-128 created a dual-bridge design that made the Twin Nova class a unique vessel to command. Both bridge modules were exact replicas with all systems tied directly into the main controls of the ship. This gave the design incredible redundancy and the ability to switch command in moments should one of the bridges be damaged or destroyed. During battle, the Captain would command from one bridge, while the first officer would man the second. Should the Captain become incapacitated, the First Officer would quickly take command and could carry out the attack with little to no interruption. This proved useful on multiple occasions when these ships would engage Romulan adversaries.

The L-128's design was unique in its significant numbers of forward torpedoes. The Twin Nova mounted two forward torpedo tubes in each of the two command pods, giving the L-128 an unprecedented first strike capability. The A model was one of the first vessels to use the new KWG drive system which would go on to prove effective in the L-24 less than ten years later. The A model did initially have a resonance issue with the warp drive/impulse drive system. To counteract this, designers installed the older KIF-1, which did not create as significant of an issue. The B model would later resolve this issue and the KIF-2 was installed to increase overall power.

The disruptors mounted on the L-128 were unusually placed, with a single medium disruptor mounted on the cross-over between the two booms. An additional light disruptors was mounted on the left and right fore-castle to help supplement the primary torpedo system. Additional port and starboard – as well as two aft disruptors helped defend the vessel.

The L-128's unique design and capabilities also proved to be its greatest detraction. Few commanders were truly comfortable with having a second set of controls that could countermand their orders or interfere with their actions. Special training and inherent trust was needed to effectively utilize the

L-128's unique abilities. This distrust was emphasized when the IKV Dark Nova defected in 2295. The first officer of the Dark Nova had convinced a significant portion of the crew that life in the IKS could be far more honor filled than life in the post-Praxis Empire. During an attack on a Romulan convoy, the First Officer of the Dark Nova had his crew on the second bridge counteract the commands of the crew on the bridge manned by the Captain. Unable to effectively destroy the convoy, the ship's captain stormed off of his bridge – intent on killing his first officer. However, the First Officer and a retinue of accomplices ambushed the captain and his guards before they arrived at the second bridge. The First Officer won the battle and took command of the ship, eventually arriving in the IKS.

Uncertainty concerning the design was also compounded by the requirements of the dual systems needed to maintain the controls of both bridges. Installation and construction required twice the control components and maintenance would often take two to three times as long as normal during deep space operations. These challenges appear to have countered the advantages of the dual-bridge design and by 2300, the L-128 was no longer in production.

These ships continued to serve along the Romulan, Cardassian and Kinshaya border until the early 2320. A total of 13 L-128 As were built before production ended. Of those, 2 are in reserve fleets, 8 were converted to B models, 1 was destroyed, 1 was scrapped and 1 was eventually disarmed and sold to Orion interests. Of the 8 L-128 Bs fielded, 2 are in reserve fleet, 1 is listed as lost and believed to be operating in the IKS. 5 have been sold to ranking families in the Empire.

The L-128 was built exclusively at the Q'ronos shipyards. The ship is named for the Klingon cha' puyjaq which translates to 'two nova'.

Disposition:

The following list of *L-128 Twin Nova Class* dreadnoughts shows their hull numbers, name, model designation, date entering service and current disposition. The disposition is represented by the letter codes given here and is followed by the date of occurrence, if known.

- I Inactive - Reserve Fleet
- D Destroyed by hostile action
- Sc Scrapped
- S Sold
- Rk In service to Ranking Klingon Family
- L Lost, whereabouts unknown
- R2 Refit to 'B' model

KL-128.01	<i>Twin Nova</i>	A	B 2274, D 2282
KL-128.02	<i>White Nova</i>	A	B 2274, I 2303
KL-128.03	<i>Destructive Nova</i>	A	B 2275, Sc 2282
KL-128.04	<i>Crimson Nova</i>	A	B 2275, S 2306
KL-128.05	<i>Infernal Nova</i>	A	B 2276, I 2305
KL-128.06	<i>Fierce Nova</i>	A	B 2276, R2 2290, Rk 2322
KL-128.07	<i>Dread Nova</i>	A	B 2277, R2 2293, Rk 2322
KL-128.08	<i>Awakened Nova</i>	A	B 2277, R2 2301, Rk 2323
KL-128.09	<i>Red Nova</i>	A	B 2278, R2 2291, Rk 2323
KL-128.10	<i>Battle Nova</i>	A	B 2278, R2 2304, I 2323
KL-128.11	<i>Engaging Nova</i>	A	B 2279, R2 2303, I 2322
KL-128.12	<i>Dark Nova</i>	A	B 2280, R2 2301, L 2305
KL-128.13	<i>Blinding Nova</i>	A	B 2281, R2 2305, I 2323

OPTIONAL RULES

Effects from Bridge Hit

One of the two bridges has taken a hit and the command personnel are shaken about. The player writes down whether it is the port or starboard bridge. The crew casualties are determined by multiplying the damage value by 2, up to 10 percent casualties. Record these casualties in the Percent Casualties Track located in the Damage Control Display. Repair Rolls are made with a -2 penalty in the Repair/Repower Phase immediately following this Firing Phase.

If a second Bridge Hit is taken, it automatically hits the second bridge. Crew casualties from this hit are determined normally. No Repair Rolls are allowed in the Repair/Repower Phase immediately following this Firing Phase.

