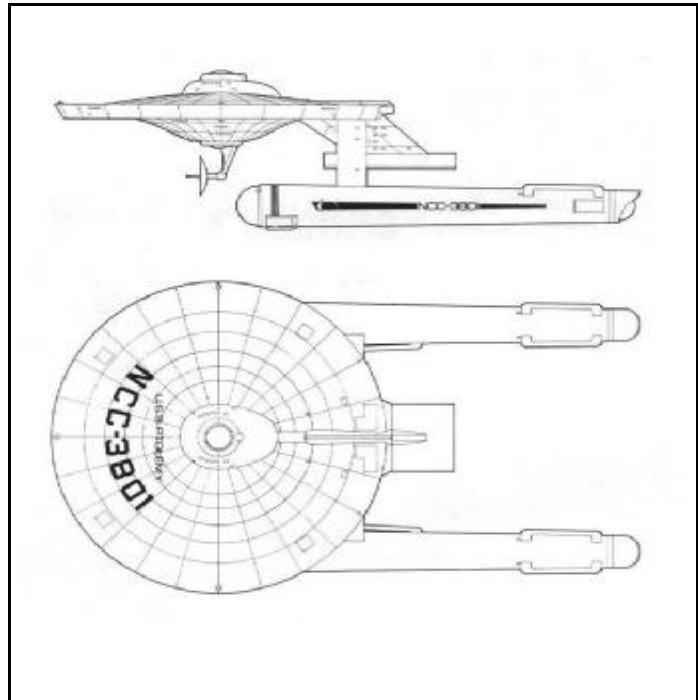


Construction Data		
Ship Classification	Transport	Transport
Ship Class	VII	V
Model Numbers	Mk I	Mk II
Date Entering Service	2242 (1/85)	2253 (1/95)
Number Constructed	15	15 (Mk I refits)
Hull Data		
Superstructure Points	13	8
Damage Chart	C	C
Size, Starship		
Length	222 m	222 m
Width	127 m	127 m
Height	66 m	66 m
Weight	98,765 mt	52,265 mt
Size, Cargo Container		
Length	200 m	30 m
Width	40 m	25 m
Height	40 m	25 m
Weight, empty	80,000 - 121,566 mt	10,000 mt
Cargo		
Cargo Units	40,147 - 40,900 SCU (per container)	2,430 SCU (per container)
Cargo Capacity	2,007,350 mt - 2,045,00 Mt (per container)	121,500 mt (per container)
Landing Capability	None	None
Equipment Data		
Control Computer Type	M-1	M-1
Transporters		
standard 6-person	3	3
emergency 22-person cargo	2	2
	1	1
Other Data		
Crew	220	220
Passengers	10	10
Shuttlecraft		
Engines and Power Data		
Total Power Units Available	14	19
Movement Point Ratio		
unloaded	6/1	2/1
loaded	8/1	7/1
Warp Engine Type		
Number	FHLWA-1	FWB-1
Power Units Available	2	2
Stress Charts	4	9
Maximum Safe Cruising Speed	R/R	M/O
unloaded	Warp 2	Warp 7
loaded	Warp 2.5	Warp 3
Emergency Speed		
unloaded	Warp 2	Warp 8
loaded	Warp 2.5	Warp 4
Impulse Engine Type		
Power Units Available	FIC-3	FIC-1
	6.00	1/1
Weapons and Firing Data		
Beam Weapon Type		
Number	FL-1	FL-1
Firing Arcs	2	2
Firing Charts	f/p, f/s	f/p, f/s
Maximum Power	D	D
Damage Modifiers	2	2
	None	None
Shields Data		
Deflector Shield Type	FSA	FSA
Shield Point Ratio	1/1	1/1
Maximum Shield Power	8	8
Combat Efficiency		
D-- (unloaded/loaded)	32.9/32.2	36.4/25.6
WDF--	0.8	0.8
CE-- (unloaded/loaded)	0.3/0.3	0.3/0.2



Notes:

The Ptolemy class transport was the first in a line of successful high-load warp transports used by the Federation. Equipped with specially designed warp engines suitable for towing mass never before realized, the vessels were a boon to infrastructure building outside the core of the Federation. Initially, production contracts called for 30 ships of this class to be constructed. However, due to the fleet-wide ship build-up at the time it was commissioned, limited appropriations permitted the construction of only 15 of the class.

The *Ptolemy* class was designed for easy and efficient transporting of cargo within outboard cargo containers. The cargo containers were easily attached and detached via a specially designed coupling unit fitted to the neck of the primary hull of the starship. Depending upon total mass, up to two containers could be towed by the *Ptolemy* at one time. These containers were mass-produced and supplied to both Starfleet and private shipping concerns (at a reduced rate) to promote the use of these standardized containers. Practically a ship unto themselves, these containers were a break-through in shipping technology just as the high-load warp engines mounted on the *Ptolemy* were.

The containers came in five basic types:

- Mk I Liquids
- Mk II Dry Bulk Goods
- Mk III Kerrigerated/ Thermal Goods
- Mk IV People (starliners, mass transport)
- Mk V Products (non-tood stutts and misc.)

The Mk I-III and V containers had their own cargo transporters (up to six), turbolifts for carrying goods to various levels and self-contained environmental machinery. The Mk IV containers also included 6 personal transporters and could accommodate 800 passengers. This container also had its own sensors array, was capable of sub-light speed and could sustain its passengers in case of an emergency for up to 18 years.

During the Four Years War, an urgent need arose for military cargo transports. Because of their slow speeds, the *Ptolemy* was not a viable candidate. However, the need was so great that all *Ptolemys* in service at the time were converted to Mk IIs. The Mk II mounted the FWB-1 engine which improved the speed of the transport, but at the cost of limited cargo capacity. The Mk II could only carry approximately 121,000 mt of cargo in smaller outboard cargo containers. However, this was sufficient in its role as a military transport.

After the Four Years War, surviving *Ptolemys* were retrofitted with the FHLWA-1 and returned to their pre-war roles. Many of the Mk IV containers were converted to starliners, with luxurious accommodations for up to 500 passengers. These starliners contained a park promenade, numerous recreation lounges, 2 full theaters, a gymnasium, pool and hydroponic gardens.

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