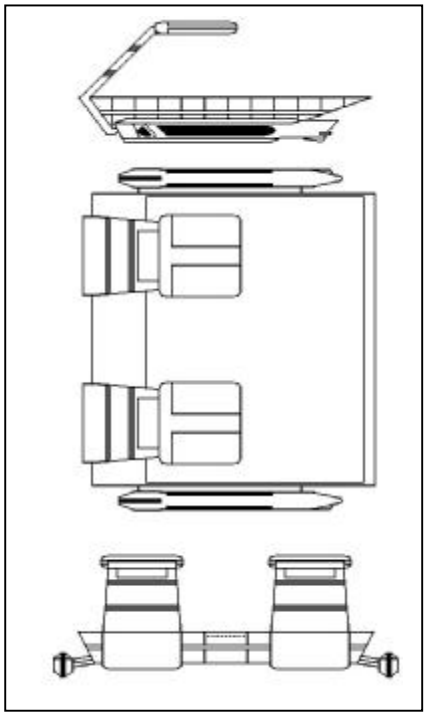
Atlas Class IX Warp-Tender

Construction Data		
Model Numbers	Mk I	Mk II
Date Entering Service	2265 (2/07)	2273 (2/17)
Number Constructed	112	97
Hull Data		
Superstructure Points	16	16
Damage Chart	B	B
Size		
Length	212 m	212 m
Width	255 m	255 m
Height	90 m	90 m
Weight	133,480 mt	134,560 mt
Cargo, external		
Cargo Units	9,325 SCU	9,303 SCU
Cargo Capacity	466,270 mt	465,190 mt
Cargo, internal		
Cargo Units	25 SCU	20 SCU
Cargo Capacity	1,250 mt	1,000 SCU
Landing Capability	None	None
Equipment Data		
Control Computer Type	M-2	M-3
Transporters		
standard 6-person	3	3
emergency 22-person	2	8
cargo	1	1
Other Data		
Crew	180	188
Passengers	10	220
Shuttlecraft	10	10
Engines and Power Data		
Total Power Units Available	42	42
Movement Point Ratio		
unloaded	4/1	4/1
loaded	8/1	8/1
Warp Engine Type	FWE-2	FWE-2
Number	2	2
Power Units Available	13	13
Stress Charts	G/K	G/K
Maximum Safe Cruising Speed		
unloaded	Warp 6	Warp 6
loaded	Warp 4	Warp 4
Emergency Speed		
unloaded	Warp 8	Warp 8
loaded	Warp 5	Warp 5
Impulse Engine Type	FIE-3	FIE-3
Power Units Available	16	16
Weapons and Firing Data	None	None
Shields Data		
Deflector Shield Type	FSM	FSI
Shield Point Ratio	1/1	1/3
Maximum Shield Power	12	12
Combat Efficiency		
D-- (unloaded/loaded)	54.4/47.4	82.9/61.9
WDF--	0.0	0.0
CE-- (unloaded/loaded)	0.0/0.0	0.0/0.0

Expanded and extrapolated from images found in FASA material, including Trader Captains and Merchant Princes, *2nd edition with additional material from* Ship Construction Manual, *2nd edition by FASA. Graphics of* Atlas *courtesy of Steven Bacon (steven.bacon@ntlworld.net). Original text and* Atlas *name by Lee Wood (FASAfan@hotmail.com) with input from Steven Bacon. Compiled by Lee Wood. Version 3.13.*



Notes:

The *Atlas* class warp-tender is a unique vessel, able to tow almost three and a half times its own weight. It is used primarily as a salvage vessel for ships which have been heavily damaged and the use of tractor beams to tow the ship is not preferred, however it is equally well suited as a transport for non-standard cargoes. Its two large arms and large resting platform help secure vessels or oddly shaped pieces of cargo while being towed. The *Atlas* is frequently used by Starfleet Merchant Marines Command in its role in investigating starship accidents, where preservation of any evidence in the form of ship parts is crucial.

The vessel is a combination of cutting-edge technologies. The end platforms of the mechanical holding arms contain a pad containing extremely sensitive sensors that enable the arms to secure cargo or vessels without damaging them. Using advanced bio-circuitry, the arms can sense the amount of pressure being applied within 0.001 grams per square millimeter. The end platforms also house advance molecular-adhesion emitters, which uses state-of-the-art molecular-adhesion technology to help secure cargo or vessels.

The large, lower platform- or "top deck"- acts as a resting platform, but also contains scores of tractor field emitters. These differ from tractor beams in that tractor fields are passive. Tractor beams can cause strain to damaged metals and other material; however tractor fields do not cause this strain. Once activated, the tractor field creates a barrier keeping any cargo or vessels secure. The field can be tightened, creating a very secure hold along with the holding arms and molecular-adhesion emitters. All of this additional equipment adds approximately 25,000 mt to the overall weight of the *Atlas*.

The Mk II *Atlas* is outfitted with the highly efficient FSI shield generator. The Mk II is designed for use in support of frontline vessels, rescuing starships immediately after being damaged. It also is outfitted with 6 additional emergency 22-person transporters for use in rescuing the crew of damaged vessels. Due to the size of the resting platform, much of the interior of the Mk I is empty space. This empty space has been converted to house 220 passengers and the additional emergency transporters.

Frequently, ships of this class are witnesses to the aftermath of tragedies. In 2268 (2/10), the *USS Caterpillar* was used to carry the damaged *Constitution* class vessels *Excalibur* and *Lexington* back to dry dock after having been severely damaged by the *USS Enterprise* while under control of the M-5 computer.

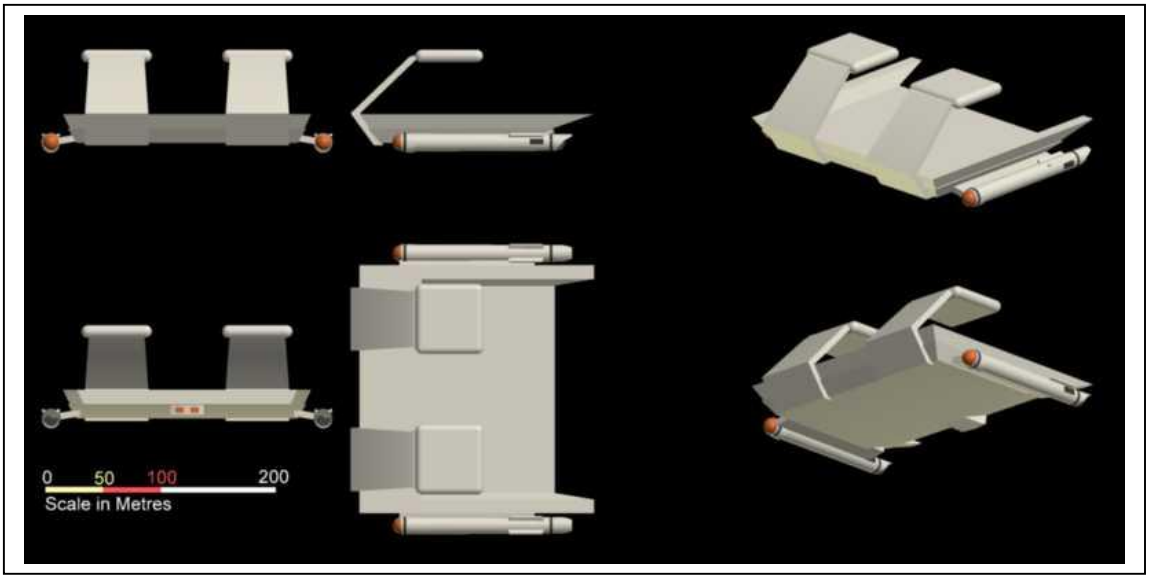


Figure 1-1: *Atlas* class unloaded.

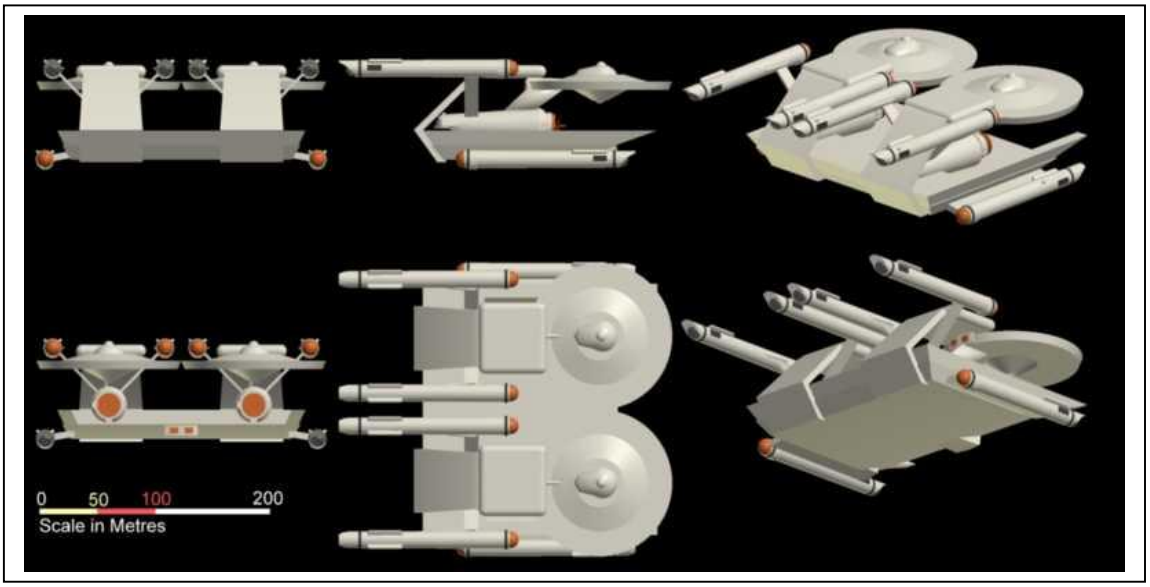


Figure 1-2: *Atlas* during salvage operation.