

Marc Class VIII-IX Passenger Liner



Construction Data

Model Numbers	Mk I	Mk II
Ship Class	VIII	IX
Date Entering Service	2258 (2/0007)	2270 (2/1612)
Number Constructed	14	11

Hull Data

Superstructure Points	20	25
Damage Chart	C	C
Size		
Length	246 m	253 m
Width	166 m	172 m
Height	62 m	62 m
Weight	114,225 mt	122,873 mt

Cargo

Cargo Units	915 SCU	1140 SCU
Cargo Capacity	45,750 mt	57,000 mt
Landing Capability	None	None

Equipment Data

Control Computer Type	M-2	M-3
Transporters		
standard 6-person	8	8
emergency 22-person	7	7
cargo	4	4

Other Data

Crew	259	290
Passengers	510	550
Shuttlecraft	5	5

Engines and Power Data

Total Power Units Available	30	42
Movement Point Ratio		
unloaded	4/1	3/1
loaded	4/1	4/1
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 7
loaded	Warp 8	Warp 6
Emergency Speed		
unloaded	Warp 6	Warp 9
loaded	Warp 8	Warp 8

Impulse Engine Type

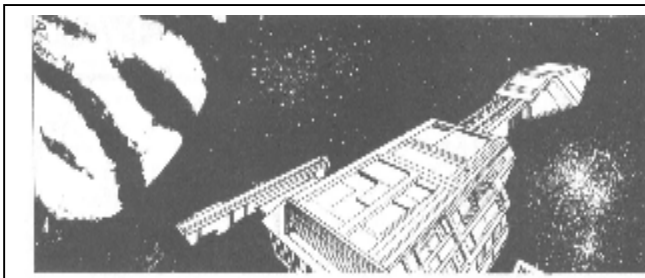
Power Units Available	FID-2	FIF-2
	4	16

Weapons and Firing Data

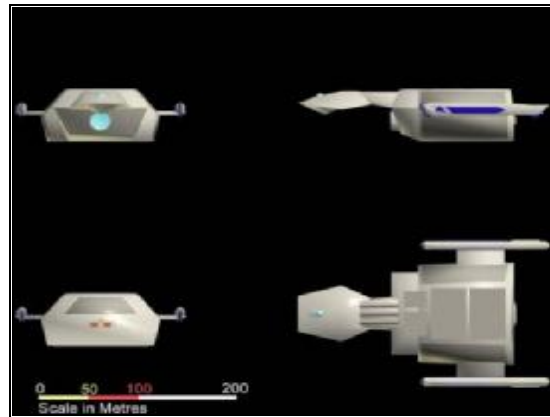
Shields Data	None	None
Deflector Shield Type	FSA	FSF
Shield Point Ratio	1/1	1/2
Maximum Shield Power	5	8

Combat Efficiency

D-- (unloaded/loaded)	46.1/46.1	85.8/76.8
WDF--	0.0	0.0
CE-- (unloaded/loaded)	0.0/0.0	0.0/0.0



Updated and edited from Challenge Magazine 40 by GDW, Inc. Additional material from Ship Construction Manual, 2nd edition by FASA. Ship schematics courtesy of Steven Bacon (vintageships.tripod.com). Edited and compiled by Lee Wood (FASAtan@hotmail.com). Version 3.1.



Notes:

The *Marc* class passenger liner was one of the first commercial starships designed and constructed in the Federation after the end of the Four Years War. After many months of brutal warfare and trade restrictions, these ships were designed as much for comfort as for performance. In fact, they are still considered to be among the most luxurious passenger starships in the UFP.

Ships of the *Marc* class are named after famous Terran artists, and each ship has its own gallery and unique interior furnishings that reflect the Terran era in which each artist lived. Some starships, most notably the *SS Currier & Ives* and *SS Rembrandt van Rijn*, even carry authentic furnishings from several centuries past. Whenever possible, original pieces of art or detailed holograms by the vessel's namesake are displayed in the starship's fully equipped gallery for the passengers' enjoyment. Many of the passengers' staterooms have also been decorated with painstaking detail, providing much in the way of comfort and artistic opulence.

When first designed, the *Marc* was to be equipped with FWE-1 warp engines, but the introduction of the FWE-2 predated the first hull completion by only a few months. Engineers and architects made hasty, but successful, control circuit modifications as they chose to use the newer propulsion unit.

The Mk II, introduced in December 2270 (2/1612), has slightly smaller passenger staterooms, but this minor inconvenience is made up by extensive computer terminal facilities available for every shipboard guest. The increased computer demand was compensated for by upgrading to the M-3 computer, and improvement in data capacity made solely for the passengers' benefits.

The use of the FWE-2 warp engines in the new hull configuration also improved the ship's overall performance and maneuverability, making the *Marc* Mk II one of the fastest passenger liners in the UFP. Other shipboard systems were also enhanced, with the new FIF-2 impulse engine and the more powerful and efficient FSF shield generator. The former increased available power by 40 percent, while the binary transducer provided extra defensive protection.

Powerful shields have proven to be important because ships of the *Marc* class are frequent visitors to the Triangle. During two separate visits to the region, the *SS de Viaminck* and *SS Archipenko* have been threatened by commerce raiding vessels. In both cases, the attackers opened fire, but the liners were able to get away without damage. Only the ship's ample shielding and high warp speed resulted in unsuccessful piracy attempts.

The shuttle bay regularly carries two standard S-3 shuttlecraft, one S-4 aquashuttle (capacity: one crew and five passengers), and two S-6 passenger shuttlecraft (capacity: two crew and 21 passengers). There is also enough room in the bay for approximately that many more shuttles. The aquashuttle and passenger shuttles are often used for special tours or for transferring passengers to orbiting space stations (a more breathtaking voyage when seen through a shuttle view port than via transporter).

Through luxurious in furnishings, the *Marc* is also known for its rugged superstructure design and overall reliability. Even the once-new FWE-2 rarely causes problems for the ship's engineering staff. Also, the unusually high warp speed for a liner allows for quick itineraries, thus permitting the ship's owners to transport more passengers (and bring in more credits) during a specific period of time.

The *Marc* class was constructed at the Sol III shipyard on an irregular schedule, but at an average of one per year. A total of 14 Mk I and 11 Mk II liners were built. Construction ceased in December 2288 (2/2412). Due to the elaborate gallery facilities and hull structure, it is impossible to refit the Mk I liner to Mk II capabilities. The *Marc* class passenger liner continues to serve commercially within the Federation and neighboring areas.