

New Lynn Class II Passenger Liner



Construction Data

Model Numbers	Mk I
Date Entering Service	2/17 (2281)
Number Constructed	150

Hull Data

Superstructure Points	5
Damage Chart	B
Size	
Length	31.5 m
Width	20.0 m
Height	17.5 m
Weight	8,700 mt

Cargo

Cargo Units	35 SCU
Cargo Capacity	1750 mt
Landing Capability	Yes

Equipment Data

Control Computer Type	L-12
Transporters	
standard 6-person	2
emergency 22-person	1
cargo	1

Other Data

Crew	16
Passengers	55

Engines and Power Data

Total Power Units Available	7
Movement Point Ratio	1/1
Warp Engine Type	FWI-1
Number	1
Power Units Available	5
Stress Charts	N/P
Maximum Safe Cruising Speed	Warp 5
Emergency Speed	Warp 6

Impulse Engine Type

Power Units Available	FIA-2
	2

Weapons and Firing Data

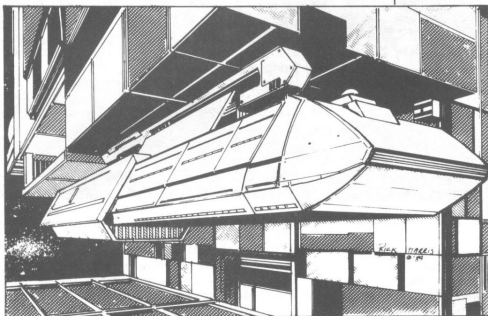
	None
--	------

Shields Data

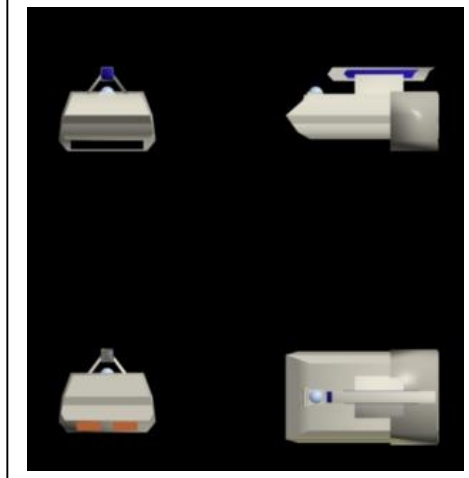
Deflector Shield Type	Navigational Only
-----------------------	-------------------

Combat Efficiency

D--	7.2
WDF--	0.0
CE--	0.0



Updated and expanded from Challenge Magazine Number 40 by GDW, Inc., with additional material from Ship Construction Manual, 2nd edition by FASA. Original design by John A. Theisen. Ship schematics by Steven Bacon (vintageships.tripod.com). Original updated text by Lee Wood (FASAFan@hotmail.com). Version 3.1.



Notes:

The *New Lynn* class passenger liner Mk I, entering service in January of 2281 (2/1701), was designed and is manufactured by North Shore Starship Constructors, LIC, a small but rapidly expanding shipbuilding firm headquartered on Alpha Centauri. Every aspect of this ship's design has been devoted to providing the greatest possible benefits to passengers at the lowest possible fee. The L-12 computer, FIA-2 impulse propulsion unit, and navigational shield generators were selected for their overall reliability, economy, and cost efficiency. Moreover, this design's thrifty nature permits ship captains greater flexibility in cargo speculation and a less formidable financial break-even point. However, this cost efficiency has drawn occasional grumblings from crewmembers, some of whom have stated that "the shields wouldn't stop an Orion hand phaser."

More significantly, the FWI-1 warp engine mounted above the hull's centerline was a source of infrequent but erratic problems, usually involving the starship's matter/anti-matter balance. While traveling on impulse power just before the warp engine is engaged, the calculated intermix formula occasionally failed to fuel the engine correctly. This required the engineering officer to shut the warp engine off completely and recalculate the intermix from scratch (an annoying but harmless delay of up to several hours), or to proceed without delay and risk an uncontrolled engine implosion (or worse, the Wormhole Effect). Some have claimed that this flaw may explain the loss of at least one *New Lynn* class liner, particularly since the *SS Porirua* reported having intermittent engine shutdowns shortly before its disappearance. This intermix problem did not occur regularly and was not reported on other starship classes using the FWI-1 engine. Eventually, the problem was traced to a circuitry problem unique to the class and the vessels were recalled for modifications. No problems of this nature have reoccurred and most passengers of *New Lynns* were never aware of these problems unless their own schedules were adversely affected.

Despite the relative austerity of major shipboard systems, the passenger staterooms and lounges are extraordinarily comfortable (even if a bit on the small side). Many have described the shipboard facilities as "cozy", generally with an endearing ticket price to match. All in all, this class is ideally suited for moderately fast shuttle operations in areas of Federation space with high stellar system density. In fact, this ship's popularity as a private charter vessel is still growing.

The ship's hull, nearly rectangular in shape, is divided into six decks with passenger staterooms on decks four and five (assuming that the uppermost deck is deck one), and the cargo area on deck six. The cargo area is a particular innovation of this liner. Individually sealed 0.5 SCU storage lockers are assigned to each passenger stateroom, and the guests are permitted unlimited access to their own cargo while in transit.

Of the 150 *New Lynn* class passenger liners constructed, 141 remain in commercial or private service, one has been destroyed, three are listed as missing, four have been scrapped and one has been captured by Orion pirates. This class, manufactured and constructed at Sol IV, is still being produced at an average rate of ten ships per year. Starfleet Command has expressed interest in this design, but has not placed any orders or defined any roles for any future procurements at this time. However, the ship would serve Starfleet Intelligence agents well with its reliable components, hardy design, and ease of interior conversion.