

SW-7 Class I Warp Shuttle



Construction Data

<i>Model Numbers</i>	Mk I	Mk II
<i>Date Entering Service</i>	2269 (2/14)	2270 (2/16)
<i>Number Constructed</i>	364	1876

Hull Data

<i>Superstructure Points</i>	1	1
<i>Damage Chart</i>	B	B
<i>Size, Sled</i>		
Length	50 m	50 m
Width	27 m	27 m
Height	9 m	9 m
Weight	1900 mt	1900 mt

Size, Shuttle

Length	13 m	13 m
Width	11 m	11 m
Height	4 m	4 m
Weight	8 mt	8 mt

Cargo

Cargo Units	2 SCU	2 SCU
Cargo Capacity	100 mt	100 mt
Landing Capability	Yes	Yes

Equipment Data

<i>Control Computer Type</i>	L-13	L-13
<i>Transporters</i>	None	None

Other Data

<i>Crew</i>	2	2
<i>Passengers</i>	6	6

Engines and Power Data

<i>Total Power Units Available</i>	7	7
<i>Movement Point Ratio</i>	2/1	1/1
<i>Warp Engine Type</i>	FMWA	FMWA
Number	2	2
Power Units Available	2	2
Stress Charts	A/A	A/A

Maximum Safe Cruising Speed	Warp 2	Warp 2
Emergency Speed	Warp 2	Warp 3

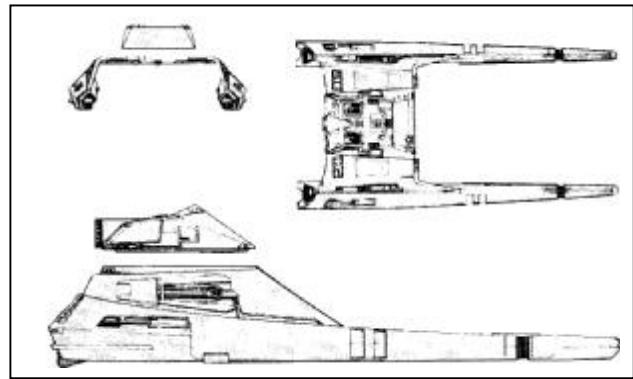
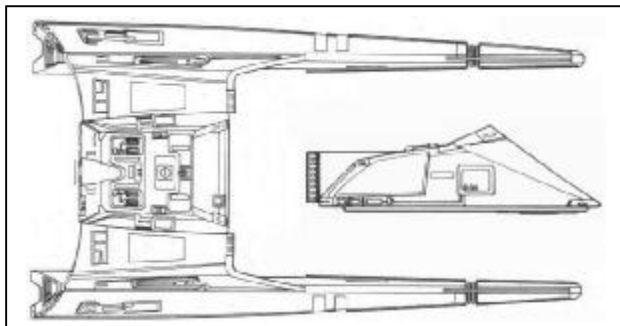
<i>Impulse Engine Type</i>	FIA-3	FIA-3
Power Units Available	3	3

Weapons and Firing Data

	None	None
--	------	------

<i>Shields Data</i>		
<i>Deflector Shield Type</i>	Navigational Only	Navigational Only

<i>Combat Efficiency</i>		
D--	1.4	1.4
WDF--	0	0
CE--	0	0



Notes:

The SW-7 "Warp Shuttle" is a combination of a modified S-7 shuttlecraft and a warpsled utilizing the FMWA micro-warp engines. The SW-7 is the first standard Starfleet shuttle capable of warp speed. It is now in use with many Starfleet vessels, including the Enterprise class ships. The small, 7-passenger vehicle is not, by itself, warp capable. With the addition of the separate warpsled, however, the shuttle is capable of Warp 2, theoretically capable of interstellar flight on its own.

The SW-7 is equipped with the standard Starfleet docking collar and a side door. It can make atmospheric reentry and takeoff with or without the warpsled. Consumables aboard the shuttle make it suitable for trips of no more than 20 days' length at maximum warp, though careful conservation might stretch that somewhat. Therefore, any interstellar travel must be between two relatively close points.

The micro-warp engines of the warpsled are a Vulcan development from Shuvinaaljis Warp Technologies. The SW-7 was the first application of their experimental T-1000 engines, renamed the FMWA after they were approved by Starfleet Command for ship use. Currently, the FMWA is only good on vessels under 7,000 metric tons.

The Mk II replaced the Mk I in 2270 (2/16). After advanced computer simulation and full scale testing, Shuvinaaljis engineers were able to produce a better Movement Point Ratio and improved emergency warp speed with minor modifications to the FMWA and its control software.

Of the 2,240 SW-7s constructed, 327 Mk Is and 1,662 Mk IIs remained in active service. Twenty-three Mk Is and 88 Mk IIs are used by Starfleet Training Command. Fourteen Mk Is and 18 Mk IIs have been destroyed. One hundred and eight Mk IIs are in service with the Vulcan government.

Demand for the SW-7 has been tremendous and Shuvinaaljis has had to create specialized shipyards just to produce the SW-7 for Starfleet contracts. The combined production rate of the SW-7 is 180 per year.

Updated and expanded from Star Trek III: Sourcebook Update by FASA, with additional material from Stardate Vol. 1, No. 2 by Reluctant Publishing and Ship Construction Manual, 2nd edition, by FASA. Original text by Lee Wood. Compiled by Lee Wood (FASAFan@hotmail.com). Version 3.1.