

Samson Class X Warp-Tender



Construction Data

Model Numbers	Mk I	Mk III
Date Entering Service	2267 (2/09)	2287 (2/23)
Number Constructed	35	42

Hull Data

Superstructure Points	20	20
Damage Chart	B	B
Size		

Length	200 m	200 m
Width	140 m	140 m
Height	60 m	60 m
Weight	152,000 mt	152,000 mt

Cargo

Cargo Units	100 SCU	100 SCU
Cargo Capacity	5,000 mt	5,000 mt
Landing Capability	None	None

Equipment Data

Control Computer Type	M-4	M-4
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Transporters

standard 6-person	1	1
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Other Data

Crew	52	52
Passengers	0	0
Shuttlecraft	2	2
Tractor Beam Type	FTB-6	FTB-6
Number	3	3
Power Drain	3	3
Number Required For Towing R-1		
sub-light speed	1	1
warp speed	2	2

Engines and Power Data

Total Power Units Available	44	52
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Movement Point Ratio

unloaded	4/1	4/1
loaded	8/1	8/1

Warp Engine Type

Number	2	2
Power Units Available	20	20
Stress Charts	G/L	G/L

Maximum Safe Cruising Speed

unloaded	Warp 6	Warp 6
loaded	Warp 3	Warp 3

Emergency Speed

unloaded	Warp 8	Warp 8
loaded	Warp 5	Warp 5

Impulse Engine Type

Number	4	12
Power Units Available	4	12

Weapons and Firing Data

Shields Data	None	None
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Deflector Shield Type

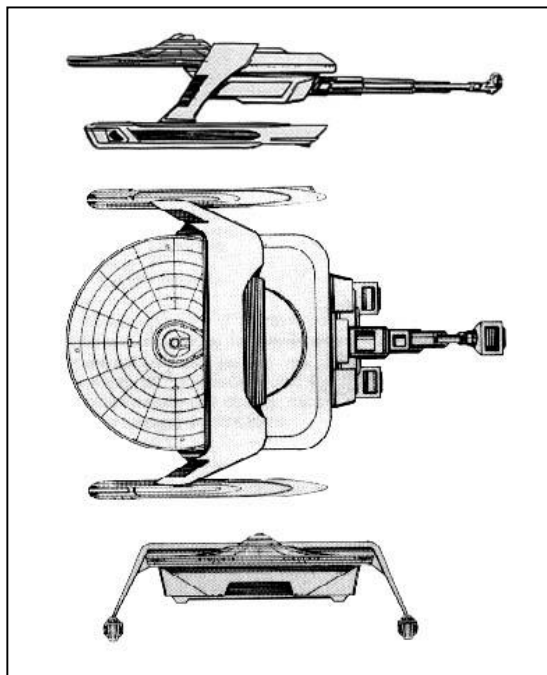
Shield Point Ratio	1/2	1/3
Maximum Shield Power	5	11

Combat Efficiency

D-- (unloaded/loaded)	67.6/52.6	99.1/76.6
WDF--	0.0	0.0
CE-- (unloaded/loaded)	00.0/0.0	0.0/0.0

Changes to FASA Mk I:

- FWF-1 power units available adjusted from 18 to 20.
- Total Power Units Available adjusted due to change.
- D factor adjusted.



Notes:

The *Samson* class warp-tender was designed by Onto Rantura of Rantura Shipping Lines and built by Chiokis Shipyards especially to tow the *R-1* Orbital Station. It is basically a pair of big warp engines with a hull to hold them together and house crew, tractor beam equipment, towing hookups and so on. Even with two big warp engines, these ships are well over tonnage rating when towing a station and thus move more slowly when laden than is normal for their engines.

The vessel itself weighs approximately 98,000 mt, but the tractor beam and towing equipment add another 54,000 mt to the ship. Three heavy-duty, extensible towing arms attach to the station, but they do not bear the entire towing burden. Several heavy-duty tractor/pressor beams also are installed for towing. These beams are so powerful that they actually draw an appreciable amount of ship's power when active, as is noted in the specifications.

These vessels have no offensive armament and so never travel unescorted. All of the *Samsons* operate out of starbases. They are dispatched to an *R-1* station only when the station must be moved.

Starfleet made plans to upgrade the Mk I beginning in 2285 (2/22) due to growing tensions with the Klingon Empire. The Mk II *Samson* mounted the FIE-2 impulse engine for increased power and the more efficient FSI shield generator. However, during shake-down cruises, it was found that the impulse engine and shield generator, when powered simultaneously with the tractor beams, created unusual sub-space stresses on the towing arms. Computer modeling helped the designers to understand the problem and the Mk II project was abandoned for the successful *Samson* Mk III program.

Of the 77 *Samsons* built, 68 remain in active service. Five Mk Is have been destroyed and 4 Mk IIs are assigned to Starfleet Training Command.

The *Samson* is produced at the Sol VI facility at a rate of 4 per year. All production is now geared to the Mk III. Production is dependent upon projected tasks that will require the services of the *Samson*. The *Samson* design has been under review for some time now in hopes of applying its successful design to other orbital stations and high-tonnage towing needs.

The *Samson* is named after a legendary figure of great strength from one of Terra's major religions.

Updated from Star Trek III: Sourcebook Update and Regula-1 Deck Plans with additional information from Ship Construction Manual, all by FASA. Graphics courtesy of www.shipschematics.net. Original text by Lee Wood (FASAFan@hotmail.com). Compiled by Lee Wood. Version 3.12.