

Shasta Class IX Robot Freighter



Construction Data

Model Numbers	Mk I
Date Entering Service	2283 (2/2001)
Number Constructed	340

Hull Data

Superstructure Points	29
Damage Chart	C
Size	

Length	230 m
Width	166 m
Height	65 m
Weight	128,043 mt

Cargo

Cargo Units	5,850 SCU
Cargo Capacity	292,500 mt
Landing Capability	None

Equipment Data

Control Computer Type	M-2
Transporters	
standard 6-person	2
cargo	6

Other Data

Crew	None
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Engines and Power Data

Total Power Units Available	32
Movement Point Ratio	
unloaded	3/1
loaded	7/1
Warp Engine Type	FWE-1
Number	2
Power Units Available	8
Stress Charts	G/K
Maximum Safe Cruising Speed	
unloaded	Warp 7
loaded	Warp 4
Emergency Speed	
unloaded	Warp 9
loaded	Warp 5

Impulse Engine Type

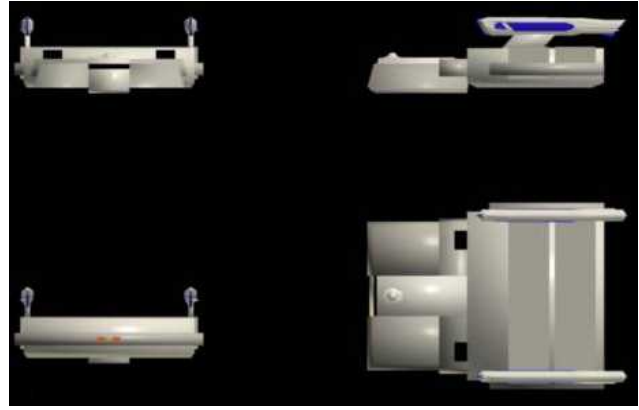
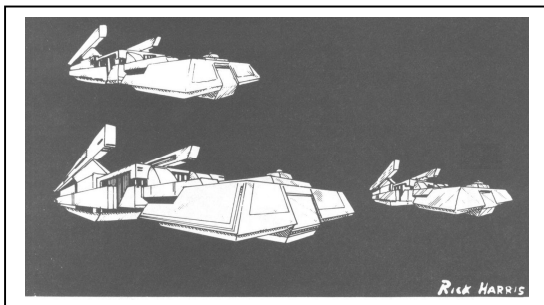
Power Units Available	FIF-2
	16

Weapons and Firing Data

	None
Shields Data	
Deflector Shield Type	FSH
Shield Point Ratio	1/2
Maximum Shield Power	12

Combat Efficiency

D-- (unloaded/loaded)	88.5/71.7
WDF--	0.0
CE-- (unloaded/loaded)	0.0/0.0



Notes:

During the 2270s (2/10), many senior officers in Starfleet's Colonial Operations Command were divided among two schools of thought. One group, led by Andorian Admiral Shola Trannath, advocated armed and heavily shielded transports for colonial supply missions. The other group, whose ranking spokesman was Admiral Reginald Winthrop, wished to see an increase in the use of robot freighters for non-hazardous assignments. As the result of a negotiated compromise in design philosophies, Starfleet engineers created the *Shasta* class robot freighter.

Though the *Shasta* class robot freighter is a relatively new design, many shipboard systems on the *Shasta* have been in regular use for a number of decades (the sole exception being the FIF-2 impulse engine). Thus, the *Shasta* has an excellent reliability and maintenance record. The hull-superstructure combination is one of the most heavily reinforced Federation designs ever, capable of withstanding more damage than a Mk I or Mk II *Enterprise* class cruiser. Of course, the *Shasta*'s FSH shield generator, while respectable for a freighter, scarcely makes the vessel battle worthy.

The *Shasta* is exceptionally stable in flight even when fully loaded, and its oversized M-2 computer always keeps the robot ship operating within flight parameters. The FWE-1 warp engines, selected for their low cost and ease of maintenance, appear to make the starship somewhat underpowered, especially while operating at slower-than-light speeds. Nevertheless, the FIF-2 impulse engine goes a long way toward correcting that weakness.

From the standpoint of cost-effectiveness, the *Shasta* class robot freighter is roughly one-third more expensive per cargo ton capacity than the more common *Liberty* class freighter. Despite this, there clearly are circumstances in which a sturdy, well-shielded, unmanned vessel proves superior to a more fragile, crewed ship. This advantage has been noticed by the private sector- the *Shasta* class has been purchased by three separate commercial firms.

The *USS Chapeton*, the only *Shasta* class vessel to be scrapped, was involved in a shipyard accident at Morena. The freighter, carrying a volatile cargo of neutronic fuel, happened to be in drydock for a non-critical secondary computer system malfunction when an explosion of unknown origin rocked the hull and the ship caught fire. No one was aboard, and there were only a few minor injuries, but several bulkheads were destroyed. The ship (still carrying almost its entire cargo) was deemed "a substantial hazard to shipping." The *Chapeton* was hastily towed to deep space and safely destroyed by low-intensity phaser fire. Remains of the ship's hull were retrieved and melted down for future use.

The *SS Patches* (formerly the *USS Green Peter*) is operating with Speckled Cat Shipping Lines, a small merchant coalition operating in the Triangle. *Patches*, the flagship of the line, routinely visits worlds of the Baker's Dozen, between which it maintains a regular route.

Of the 240 produced as of June 2295 (2/3106) for Starfleet, 185 are serving with the Colonial Operations Command, 37 are with the Merchant Marine Command, three are with the Training Command, twelve are in reserve fleets, two were sold to a commercial firm, and one has been scrapped. The *Shasta* class robot freighter is currently in production, and is being manufactured at the Federation shipyards at Sol III and Wall. Combined average annual production totals 40 ships per year, but this will soon be scaled back considerably since the Starfleet contracts have been filled. It is expected, however, that Starfleet will order more of the vessels. One hundred have been constructed for various private shipping companies.

Updated and expanded from Challenge Magazine 40 by GDW. Original *Shasta* design by John A. Theisen. Original *Shasta* artwork by Rick Harris. Additional information from Ship Construction Manual, 2nd edition by FASA. *Shasta* graphics courtesy of Steven Bacon (<http://homepage.ntlworld.com/steven.bacon>). Edited by Lee Wood (FASAFan@hotmail.com). Version 3.1.