

Sunshine Class VI Liner



Construction Data

Model Numbers	Mk I	Mk II
Date Entering Service	2269 (2/13)	2277 (2/18)
Number Constructed	25	120

Hull Data

Superstructure Points	20	21
Damage Chart	C	C
Size		
Length	327.9 m	327.9 m
Width	232.7 m	232.7 m
Height	74.0 m	74.0 m
Weight	73,315 mt	73,435 mt

Cargo

Cargo Units	1007 SCU	1007 SCU
Cargo Capacity	50,350 mt	50,350 mt
Landing Capability	None	None

Equipment Data

Control Computer Type	M-1	M-1a
Transporters		
standard 6-person	10	10
emergency 22-person	8	8
cargo	5	5

Other Data

Crew	245	245
Passengers	600	600
Shuttlecraft	20	20

Engines and Power Data

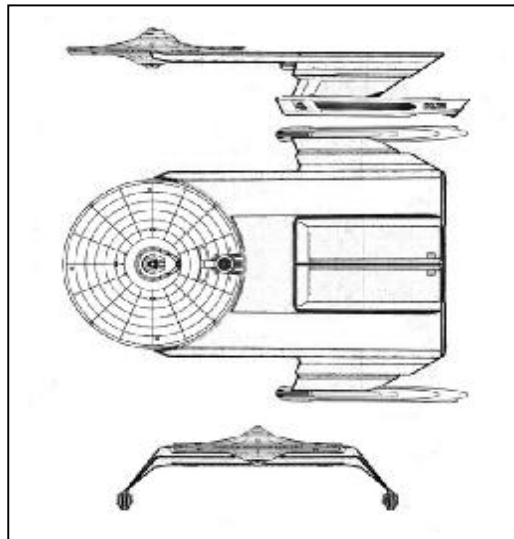
Total Power Units Available	19	19
Movement Point Ratio	4/1	4/1
Warp Engine Type	FWE-1	FWE-1
Number	2	2
Power Units Available	8	8
Stress Charts	F/I	F/I
Maximum Safe Cruising Speed	Warp 6	Warp 6
Emergency Speed	Warp 8	Warp 8
Impulse Engine Type	FIC-2	FIC-2
Power Units Available	3	3
Weapons and Firing Data	None	None

Shields Data

Deflector Shield Type	FSC	FSD
Shield Point Ratio	1/1	1/2
Maximum Shield Power	6	6

Combat Efficiency

D--	44.1	52.0
WDF--	0	0
CE--	0	0



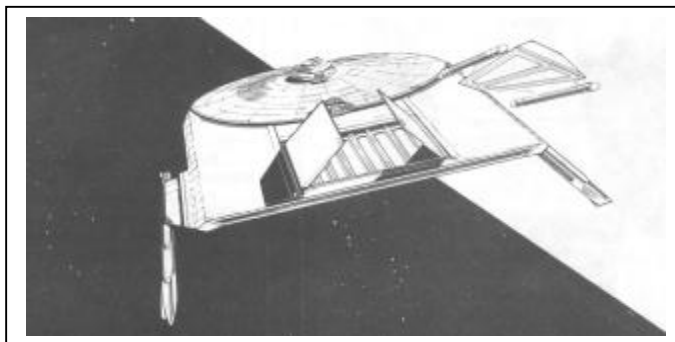
Notes:

The *Sunshine* class passenger liner is considered by many to be the most luxurious in the Federation. The service is the best, the staterooms are the finest, the gambling is honest (most of the time) and, naturally, the prices are among the highest. The regular accommodation staterooms are affordable for most vacationers and waiting lists can be up to one year long for passage on a round trip ticket. These staterooms are comparable to those found on Terran 20th century ocean-going liners. The Royal Suites on the *Sunshine* class, however, have to be seen to be believed. Some of the suites have private physical fitness centers with staff. The largest suite on the vessel even has a small private pool.

Sunshines have two large doors located dorsal-aft of the vessel which can open to reveal the shuttlebay and part of one cargo bay. This allows easy transport of any cargo that would benefit from this kind of loading or unloading in lieu of the cargo transporters. In addition, small vessels larger than a standard shuttlecraft can land within the shuttlebay, such as warpshuttles, *Mission* class couriers and the like. The bay can accept one such vessel with a length of 60 m or less, a width no greater than 56 m and a height no greater than 20 m. Of course, the bay can house more vessels of smaller dimensions.

Both models of the *Sunshine* class are equipped with deflectors of minimal combat strength, instead of just the normal navigational deflectors. Although the ships do not operate in hostile areas, there is always the risk of pirates. The deflectors were incorporated into the design for this reason and other potential dangers. No offensive weaponry is carried for ship to ship combat, but hand weapons are carried aboard, locked in several small arms lockers.

Of the 145 *Sunshines* built, 19 Mk Is have been placed in reserve within the fleets of the commercial liner companies that own them. One Mk I has been scrapped due to severe damage sustained during a cruise. The remaining Mk Is and Mk IIs remain in service. Forty-five *Sunshines* are in service with Highliner Cruises, whose home office is located in the Sirius system. *Sunshines* are produced as they are ordered by Antares Liners, Inc.



Updated from Ship Recognition Manual: The Federation, 1st edition with additional information and material from Spacelanes, Trader Captains and Merchant Princes, 2nd edition and Ship Construction Manual, 2nd edition, all by FASA. Graphics courtesy of www.shipschematics.net. Original text by Lee Wood (FASAFan@hotmail.com). Compiled by Lee Wood. Version 3.1.