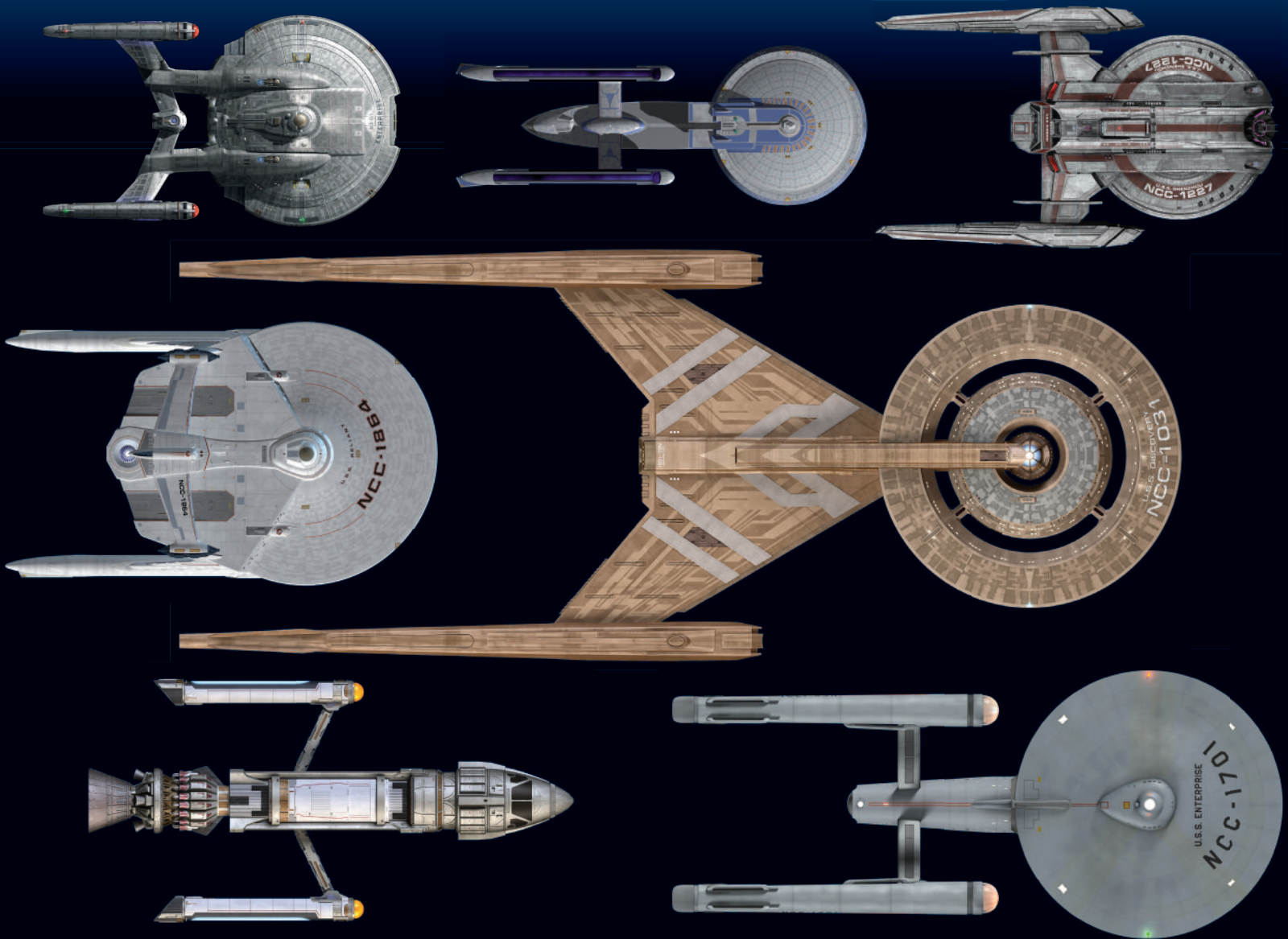


STAR TREKTM SHIPYARDS

STARFLEET SHIPS 2151–2293



THE ENCYCLOPEDIA OF STAR TREK SHIPS

STAR TREK™

SHIPYARDS

STARFLEET SHIPS 2151–2293



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THE ENCYCLOPEDIA OF STAR TREK SHIPS



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We'd especially like to acknowledge the work of the modelers at the CG companies. Sadly we don't always know the names of everyone involved, but we know that particular thanks are due to Pierre Drolet, and Koji Kuramura.

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We'd like to thank our friends at CBS Consumer Products: Risa Kessler, Marian Cordry and John Van Citters.

And of course, we'd like to thank Gene Roddenberry and Matt Jefferies for imagining a very different starship all those years ago and establishing a design aesthetic that survives to this day.



FOREWORD

This is the first in a series of books that is designed to build into a detailed reference library. Our goal is to produce the most detailed and comprehensive guide to *STAR TREK*'s ships ever published. Each book will cover a different group of ships. This book and its sister volume cover Starfleet ships, which are divided by era. Other volumes will cover geographical areas, such as the Delta Quadrant, or political groups such as the Klingon Empire. The plan is that eventually we will cover every corner and every minute of the *STAR TREK* universe.

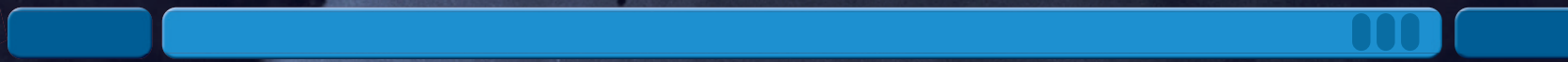
There are, of course, some rules. The ships in this book are all canon ships that have appeared in one of the *STAR TREK* TV series or movies. Some of them are obscure, and were only seen as wreckage in the aftermath of the Battle of Wolf 359, but they were there. The ships in this book are all from the Prime timeline and don't take account of the vessels that can be found in the movies that have been made since 2009. There will be a place for them, but this is not it. Likewise, you won't find ships that have only appeared in books, games, calendars or the animated *STAR TREK* series from the 1970s. Nor will you find ships that have only been glimpsed in graphics or mentioned in passing.

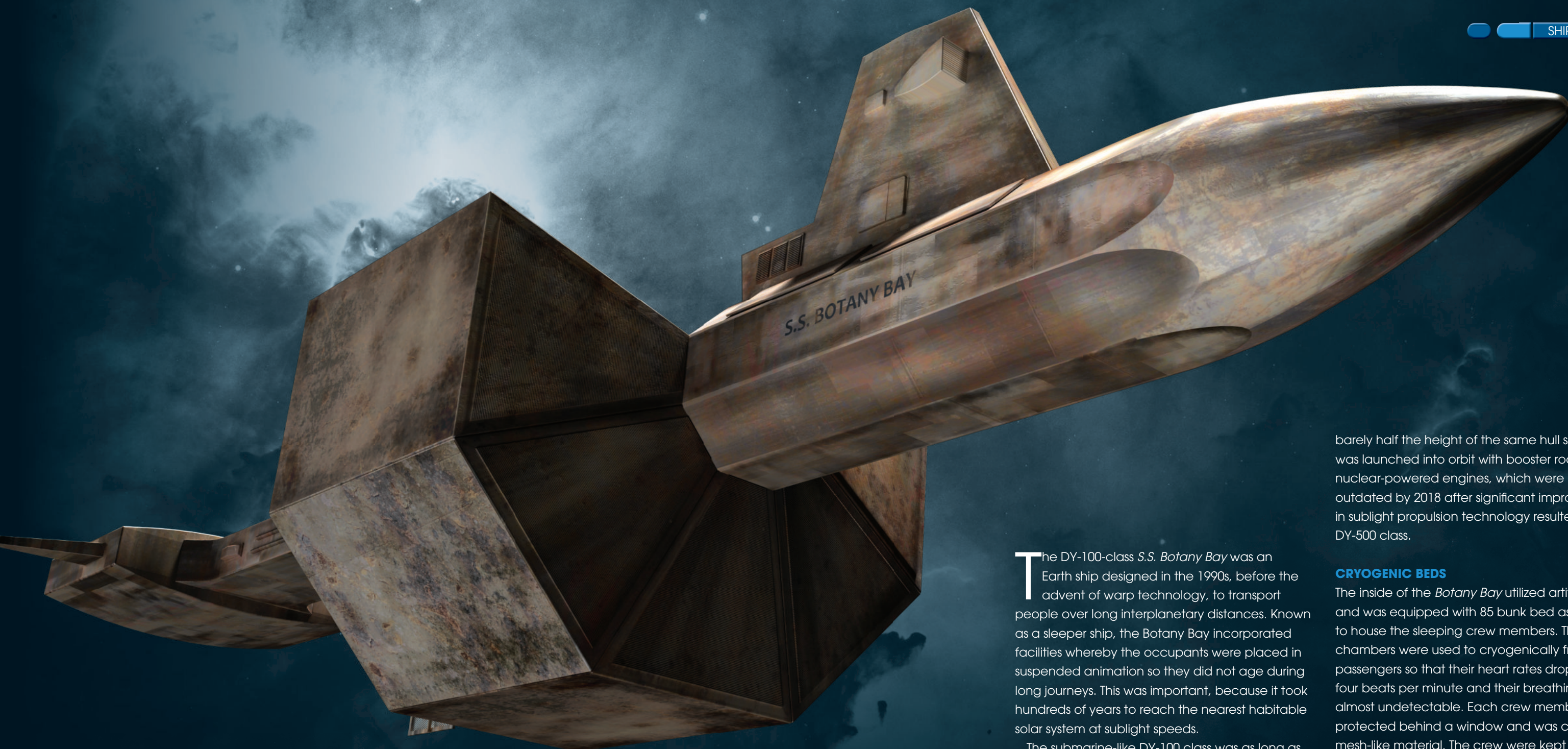
What you will find, is detailed plan views of every ship, with carefully researched text that details their onscreen adventures. You will have the chance to pore over these to pick up details that might have flashed by onscreen. And, you will be able to see how Starfleet ships have evolved over the years and how they compare to one another.

This book starts at the beginning with the first vessels in the *STAR TREK* universe that headed out into space, from Khan's sleeper ship, the *Botany Bay* to Kirk's *Enterprise*. It also includes all the Starfleet ships from the first season of *STAR TREK: DISCOVERY*, putting them in context between Archer and Kirk. It's a book that we feel should have existed before, and we are incredibly proud and pleased to be able to bring it to you. It's the beginning of an extraordinary journey that we hope will help to put one of the most exciting aspects of *STAR TREK* in your hands.



CHAPTER 1
THE ROAD TO WARP 5





S.S. BOTANY BAY

This sublight sleeper ship from the 20th century was used by Khan and his followers when they fled from Earth.

The DY-100-class *S.S. Botany Bay* was an Earth ship designed in the 1990s, before the advent of warp technology, to transport people over long interplanetary distances. Known as a sleeper ship, the Botany Bay incorporated facilities whereby the occupants were placed in suspended animation so they did not age during long journeys. This was important, because it took hundreds of years to reach the nearest habitable solar system at sublight speeds.

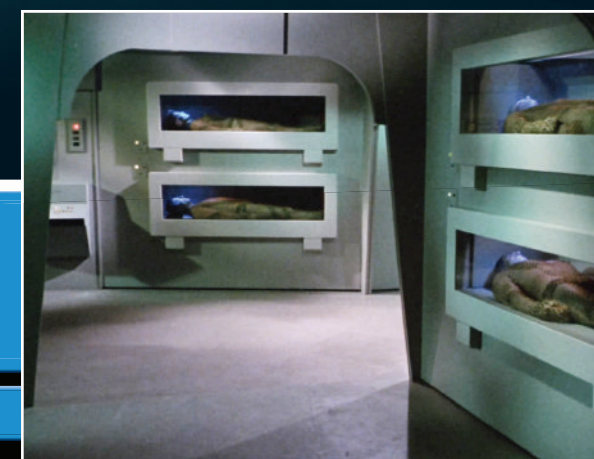
The submarine-like DY-100 class was as long as the engineering hull of a *Constitution*-class ship, yet

barely half the height of the same hull section. It was launched into orbit with booster rockets. It had nuclear-powered engines, which were considered outdated by 2018 after significant improvements in sublight propulsion technology resulted in the DY-500 class.

CRYOGENIC BEDS

The inside of the *Botany Bay* utilized artificial gravity and was equipped with 85 bunk bed assemblies to house the sleeping crew members. These chambers were used to cryogenically freeze the passengers so that their heart rates dropped to four beats per minute and their breathing became almost undetectable. Each crew member was protected behind a window and was clothed with mesh-like material. The crew were kept alive by the ship's internal support systems.

Upon reaching the desired destination, the ship's computer would first activate its internal life support systems. Then it would activate the bunk of the crew member who had been designated the



◀ Khan and 84 of his followers were placed in suspended animation in life-support canisters before the *Botany Bay* left Earth in the 1990s. They wanted to find a world that they could colonize, but as the ship was only capable of sublight speeds, it would take centuries before they reached a planet that might be suitable for sustaining life.



► While the rest of the *Botany Bay's* crew were left in suspended animation, Khan was taken to sickbay on the *Enterprise* before Kirk and his crew realized who he was. It was not long before he was in perfect health.

◀ The entire crew of the *Botany Bay* were placed in cryogenic freeze. Twelve of these canisters failed, meaning that there were 30 female and 43 male Augments who survived the journey.



◀ Marla McGivers' fascination with Khan soon turned to infatuation. She was immediately attracted to Khan's strong personality, and she was so besotted with him that she helped him briefly gain control of the *Enterprise*. Kirk found that Khan had anticipated every contingency for retaking control of the ship, and he shut off life support to the bridge.

▲ After nearly 300 years in space, the *Botany Bay's* hull surface was pitted with meteor scars. The whole ship was approximately the size of the *Enterprise's* secondary hull, and at first it appeared to be derelict. It was only when some of the *Enterprise's* crew beamed over to the *Botany Bay* that systems began to come on.

leader. If all the systems were secure and there was no threat to life, the leader would revive the rest of the crew.

The *Botany Bay* undertook one of the longest recorded trips using this form of suspended animation when Khan Noonien Singh and his followers used it to flee Earth in 1996. It was found 271 years later when the *U.S.S. Enterprise* NCC-1701 detected its primitive Morse code distress signal. It was discovered in a sector that was infrequently visited by Earth ships, and at first it appeared to be derelict. After being scanned by the *Enterprise*, the *Botany Bay's* internal systems automatically activated heat and oxygen into the environment.

Once on board the *Botany Bay*, Chief Engineer Scott turned on the ship's lighting system, which also activated one of the suspended animation bays. Although the circuit failed, the Starfleet personnel were able to break its occupant, Khan

Noonien Singh, out of the chamber and save his life. The *Botany Bay* had beaten 10,000 to 1 odds by surviving such a long journey.

SURVIVORS

Captain Kirk, Dr. McCoy, Scotty and the ship's historian, Marla McGivers, discovered 84 more bodies cryogenically frozen in specially designed compartments, although 12 of these units had malfunctioned, leaving 73 people still alive.

Marla McGivers surmised that Khan was probably a Sikh from Northern India, while Scotty noted that the others were of various racial origins, including Western, Latin and Asian.

The *Botany Bay* was pulled by the *Enterprise's* tractor beam at warp 2 to the sector's command base at Starbase 12. Khan, meanwhile, was beamed straight to sickbay, where he amazed Dr. McCoy with his recuperative powers. Upon

awakening, Khan put a knife to McCoy's throat before demanding to know where he was. As if by reflex, Khan immediately began plotting how to take over the *Enterprise*. Before Kirk worked out exactly who he was, Khan had asked to study the technical manuals on the ship, and used his charm to win over the support of Marla McGivers.

With the help of Marla and his revived crew, Khan took control of the *Enterprise*, and left the now-useless *Botany Bay* adrift in space. Fortunately, the hijacking was quickly overcome by Captain Kirk and his officers. Rather than confine them to a reorientation center, Kirk chose to deposit them on Ceti Alpha V, a rough but habitable Class-M planet. Spock, however, wondered at the 'seed' Kirk had planted in their galaxy, and what it would be like in 100 years' time. In fact, it took far less time for Khan to once again cross Kirk's path.



DATA FEED

Apart from his intellect, strength and ambition, one of the attributes that made Khan so powerful was his magnetism. He inspired complete loyalty among his followers, and they believed he would lead them to greatness. While it was true that there was little freedom in the area of Earth that he ruled, there were also no massacres or war. Even those who were against him had an admiration for what he had accomplished. Perhaps even Kirk was influenced by Khan's charisma, and that was why he chose to leave him and his followers on an uninhabited world.

SLEEPER SHIP

Khan was one of a group of genetically engineered supermen or Augments, born in the early 1960s as the result of an ambitious project by a group of scientists to improve the human race. These supermen were mentally and physically superior to ordinary men and women, but they also had superior ambition.

They seized power in more than 40 nations, and Khan ruled all of Asia and the Middle East. By 1996, the tyrants had been brought under control by the rebellious population, and Khan was forced to flee in the *Botany Bay*, along with 84 more Augments.

Despite its primitive condition, the *Botany Bay* was a remarkably sturdy ship that survived for nearly 300 years. The large cargo bay housed cryogenic units that were used to prolong the life span of the ship's human cargo during its long interplanetary flight.

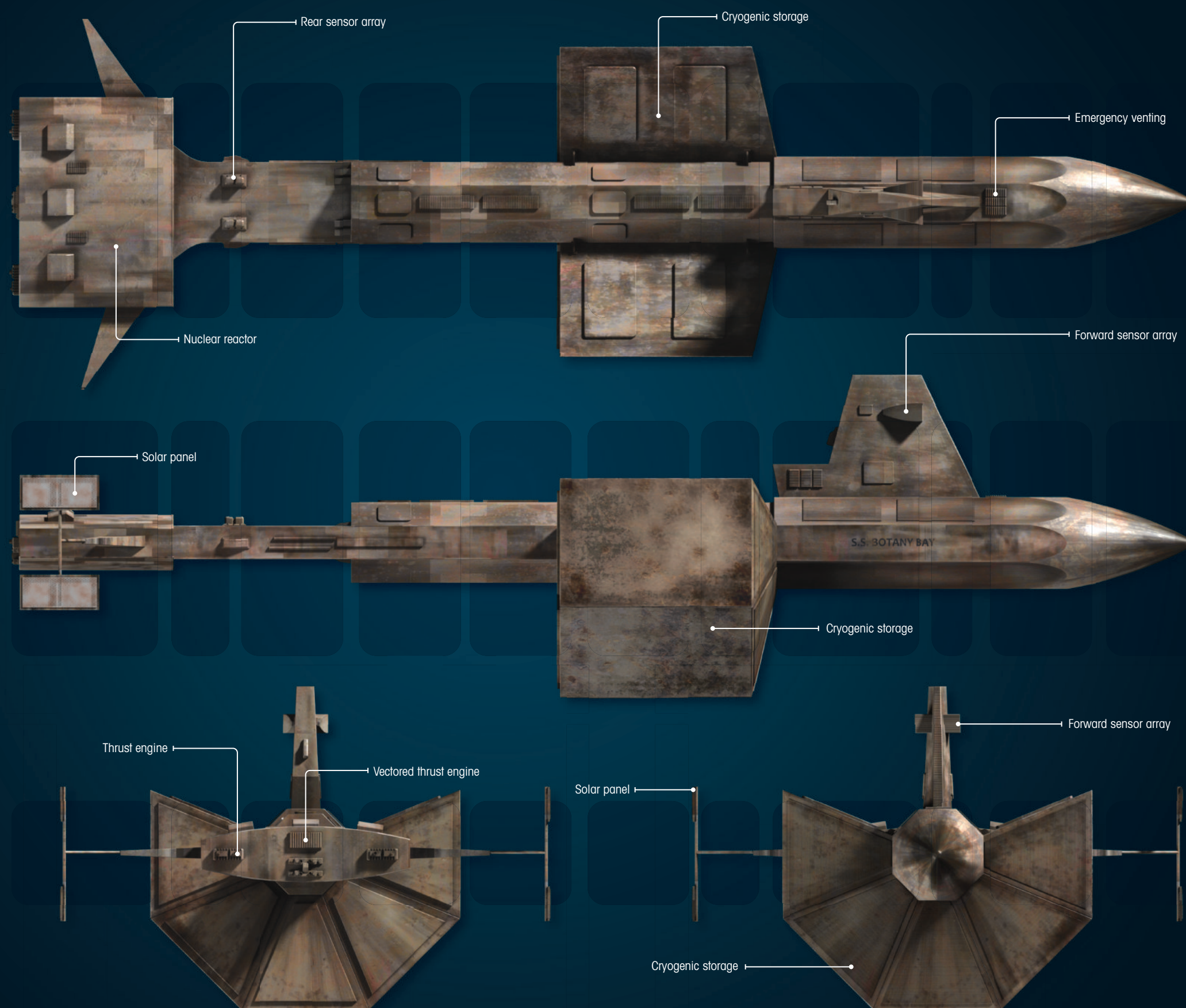
After all those years in cryogenic sleep, Khan was awakened, and thanks to his superior genetic makeup, he was soon back in perfect health. He wasted no time in plotting to take control of the *U.S.S. Enterprise* so he could find a new world to rule.



▲ Khan and his fellow Augments were forced to flee Earth in the *Botany Bay*, where they placed themselves in suspended animation.

DATA FEED

The Eugenics Wars were a series of conflicts fought on Earth between 1992 and 1996. Through genetic engineering and selective breeding, scientists attempted to improve the human race, but it resulted in a number of 'supermen' who seized power. The wars devastated parts of Earth, by some estimates officially causing 30 million deaths.



PENAL COLONY

The *Botany Bay* was named for the Australian geographical location in Sydney, New South Wales, the site of the first penal colony on the shores of Australia.

BATTERED STATE

In the 2006 remastered version of 'Space Seed,' the *Botany Bay* was given a much more weathered state to match Spock's line stating that its "hull surface is pitted with meteor scars."

LAUNCH DATE

In 'Space Seed,' Captain Kirk inquires as to the exact date of the launch of the *Botany Bay*, but he never receives an answer. The non-canon novel *The Rise and Fall of Khan Noonien Singh, Volume 2* by Greg Cox revealed that it was launched from Earth on January 5, 1996.



OV-165

The OV-165 was an orbital vehicle in the early 21st century and a descendant of the Space Shuttles built by NASA.

The OV-165 was a type of space shuttle orbiter built by humankind in the early 21st century.

The 'OV' part of its name stood for orbital vehicle, while the '1' meant it was flight ready and the '65' meant that it was the 65th shuttle in the series. The program had begun in 1976 with the NASA built OV-101, which was also known as the Space Shuttle Enterprise.

▼ The OV-165 had a lifting body design, meaning the body itself produced lift rather than the wings. The fact that it had only small wings meant it produced less drag and was more suitable for atmospheric re-entry. The OV-165 was often used to carry cargo, which was released through its payload bay doors on its dorsal side.

Whereas the early space shuttles had required booster rockets for lift-off and to propel them beyond Earth's atmosphere, the OV-165 used aerospike engines. This type of engine used a lot less fuel to blast the ship into low orbit, meaning it did not have to jettison the multi-stage solid booster rockets. This made it much cheaper to fire the shuttle into orbit, and the OV-165 was also known as a single-stage-to-orbit (SSTO) vehicle. It took off vertically, landed horizontally, and could be reused again and again, making its operational costs much cheaper.

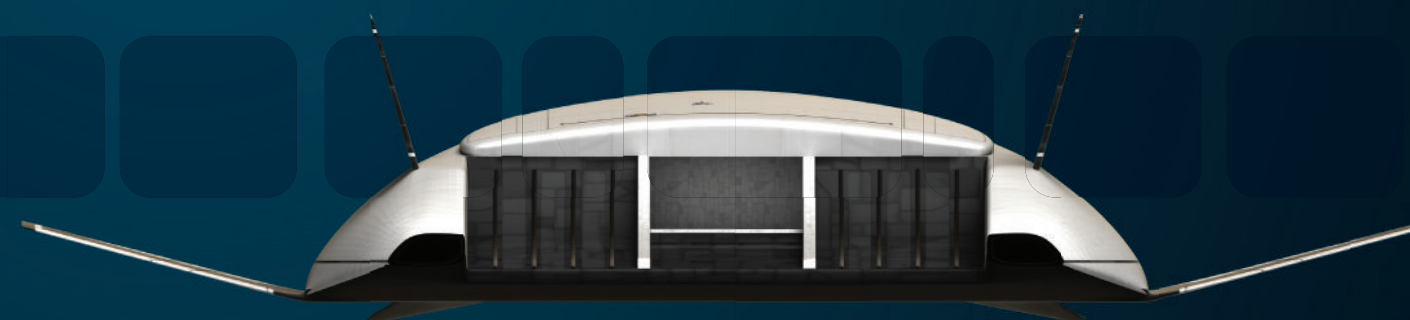
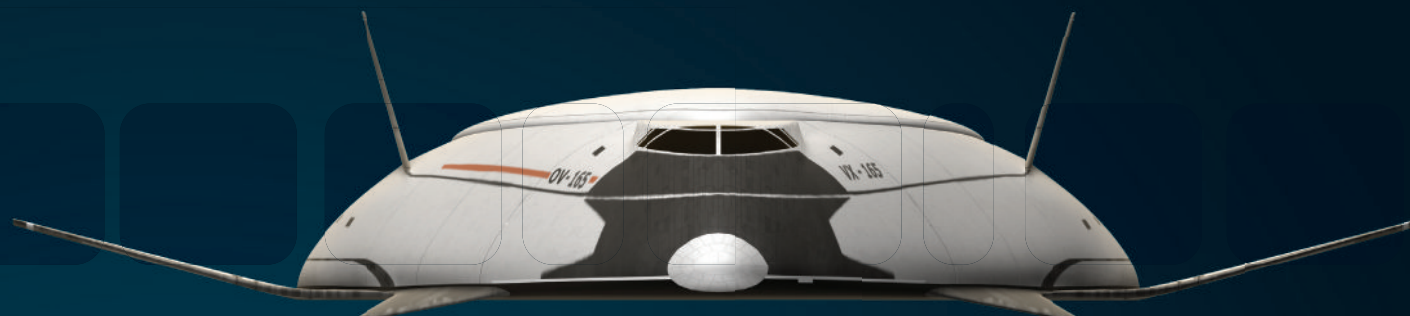
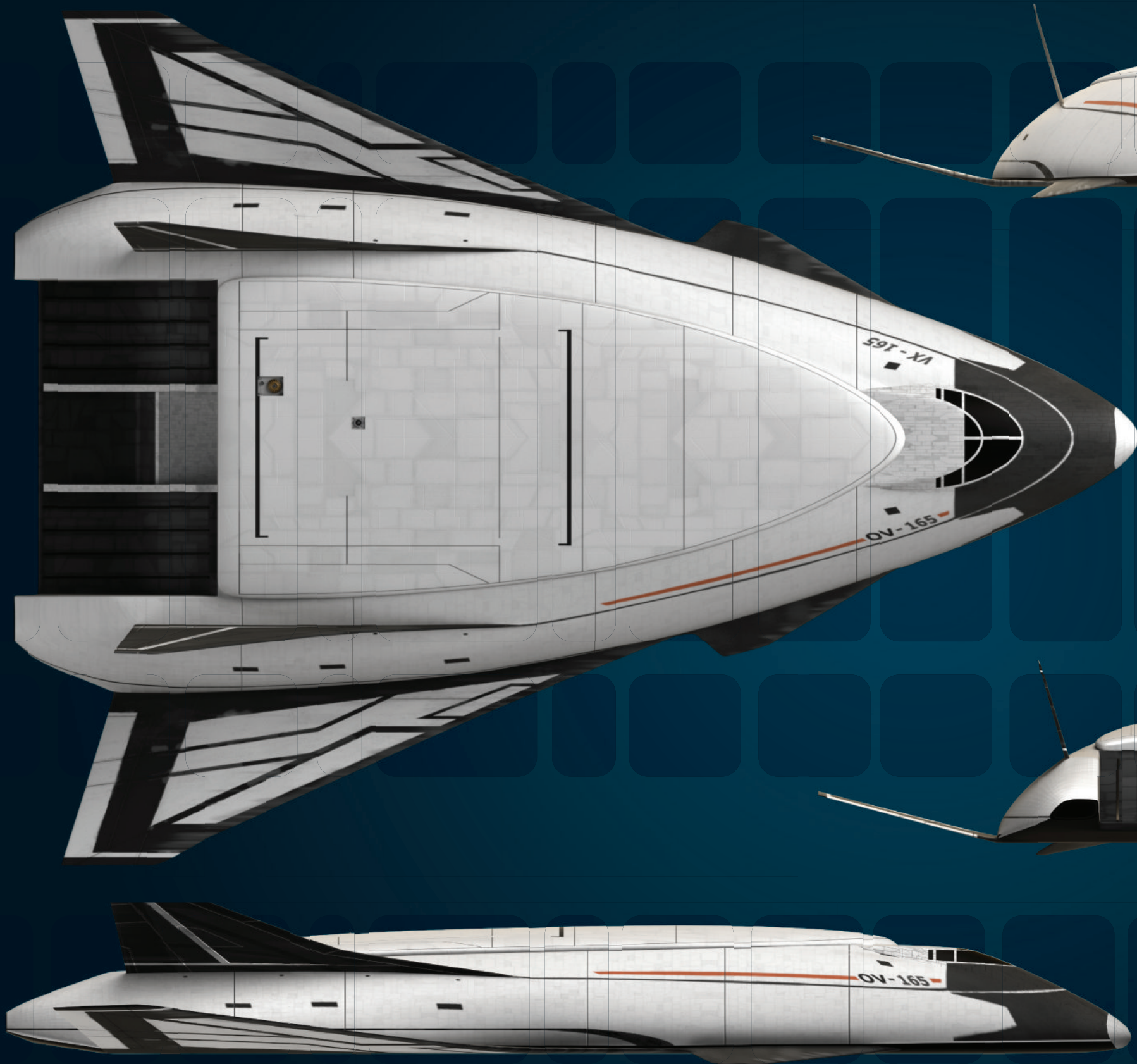
The OV-165 was 40 meters in length, and it had a top speed of 27,000 km/h (17,000 mph). It was used to launch satellites into orbit, and could also be modified to carry passengers.

HEAT RESISTANCE

The OV-165 used a metallic thermal protection system that shielded it from the intense heat that built up when re-entering the atmosphere. This was safer and cheaper to maintain than the ceramic protection system that had been used on the earliest space shuttles. They had required thousands of hours of maintenance to check and replace the countless ceramic tiles that composed the exterior of these shuttles.

The OV-165 was a vital stepping-stone in the development of spacecraft, as humans sought to develop the technology that would allow them to explore the solar system and beyond.





DATA FEED

Lunar One Colony was the largest human outpost on Earth's moon in the 22nd century. By the 24th century the population of the Moon was 50 million.

MISSION TO MARS

According to the *STAR TREK: VOYAGER* episode 'One Small Step,' another craft that was in operation around the same time as the OV-165 was the *Ares IV*. In 2032, it took Lt. John Kelly to Mars.

SAME DESIGNATION

The term 'space shuttle' was still in use in the 23rd century. In 2285, Spock was alerted by loudspeaker that his space shuttle would be leaving in 15 minutes for the *U.S.S. Enterprise NCC-1701*.

JELICO'S MODEL

The Rockwell X-30 was a real world example of a single-stage-to-orbit spacecraft that was in development in the 1990s, but the project was cancelled. A model of this craft appeared in Captain Edward Jellico's ready room aboard the *U.S.S. Enterprise NCC-1701-D* in the *TNG* episode 'Chain of Command, Part I.'



PHOENIX

The *Phoenix* holds a special place in Federation history as the first warp-capable ship to be built by humankind.

The *Phoenix* was the first crewed vehicle designed by a human to successfully break the speed of light. It was designed and constructed in the middle of the 21st century by a ragtag team of scientists and engineers led by Dr. Zefram Cochrane and Lily Sloane from inside a missile complex in Bozeman, Montana.

Cochrane finished work on his revolutionary vessel in April of 2063, approximately 10 years after the end of World War III.

In an irony that was not lost on historians, Cochrane used an instrument of mass destruction – a modified nuclear missile – for the fuselage of the *Phoenix*, and replaced the nuclear warhead with a four-meter cockpit module. Materials were extremely hard to come by in the devastated world that existed following the nuclear world war, and his team took six months to scavenge enough titanium to build the cockpit.

STRAPPED IN

Inside the module were three astronaut-type chairs, one right at the front and two in alignment at the rear; all three chairs faced toward the front windows. In flight, Cochrane piloted the craft from the forward seat. Unlike later Federation starships, the *Phoenix* was equipped with seat restraints, as the initial journey out of the Earth's atmosphere was made using the rockets of the missile.

Despite its advanced technology, the *Phoenix* looked more than a little jury-rigged; most of the materials had not been specifically built for the ship but had been modified from various sources. The walls of the module were lined with

► In the mid-21st century, humanity was teetering on the edge of a second dark age after a third world war. Amid the chaos, a visionary scientist, Zefram Cochrane, and his colleague, Lily Sloane, designed and built the *Phoenix* out of a nuclear missile. This was humanity's first manned warp-capable spacecraft, and it changed history forever.





▲ The *Phoenix* was essentially an intercontinental missile, with added warp nacelles and a custom capsule fitted over the original nose cone. As Data noted, it was an example of supreme irony that Cochrane used what had been an instrument of mass destruction to inaugurate an era of peace and prosperity for mankind.

many different kinds of controls. One of the most important devices, at least as far as Cochrane was concerned, was a music system that allowed him to listen to his beloved rock'n'roll.

Due to the extreme noise of the engines – compounded by Cochrane's dashboard-mounted music player – communication was carried out via personal microphone headsets worn by all the crew. These allowed them to talk to each other and their ground control support.

The ship was fitted with an intercooler system, and versions of many other systems that became common on warp-capable ships. These included an intermix chamber, a warp plasma conduit and a fuel manifold.

Cochrane assembled the *Phoenix* inside a missile silo that was dug deep into the Montana mountains. A metal staircase led through the large concrete door that covered the silo entrance.

The launch area was at least 30 meters deep, with a control room at the top, and metal catwalks that allowed technicians access to the ship descending to the bottom of the spacecraft.

HISTORIC FLIGHT

Despite the revolutionary propulsion systems on board the *Phoenix*, the ship relied on conventional rocket engines of the time to lift it clear of the Earth's atmosphere.

Once the fuel in the first-stage booster had been exhausted, the entire lower half of the rocket was jettisoned. Immediately after this, metal covers on the sides of the ship fell away to reveal the two warp nacelles. After the *Phoenix* was clear of its discarded components, the warp nacelles extended on struts until they were held parallel to the ship's hull. Following this, Cochrane brought the warp core and plasma injectors on line.



◀ The actual launch vehicle that blasted off was more than 35 meters long. The bottom third was made up of conventional rockets, and these allowed the ship to break free of Earth's atmosphere.

▶ Once in space, the booster rockets detached, while the outer casing of the *Phoenix* also fell away, exposing the two warp nacelles. These then extended ready for warp flight.



◀ Once the warp nacelles were in position, the warp core and plasma injectors were brought online. It took several seconds before there was the familiar flash of energy that could be seen with later starships, as the *Phoenix* accelerated to warp speed. Displays in the cockpit showed the condition of the structural integrity field, and the relative speed.



As the ship approached warp 1 – the speed of light – the roar of the engines increased, and severe turbulence built up, shaking the hull, as if the *Phoenix* were moving through an atmosphere.

Although a structural integrity field and inertial dampers protected the ship, when the *Phoenix* crossed the light barrier, the occupants were thrust back into their seats by the force of the acceleration. The ride became much smoother after the *Phoenix* had established lightspeed.

At approximately 11 a.m. (Mountain Standard Time) on April 5th, 2063, a Vulcan survey ship, the *T'Plana-Hath*, passed through Earth's solar system. They intended to ignore Earth as being too primitive to warrant further study, but then something caught their interest.

The warp signature from Cochrane's experimental ship registered on the Vulcans' sensors. This chance occurrence led to one

of the most important moments in human history – the first official contact with an alien race.

This momentous meeting prompted not only the interstellar expansion of humanity, but to an extended period of peace and prosperity, which eventually culminated in the birth of the United Federation of Planets.



DATA FEED

Less than 48 hours from launch, a group of Borg from the 24th century tried to destroy the *Phoenix*. They caused significant damage to it, but fortunately it was repaired in time with help from the crew of the U.S.S. *Enterprise* NCC-1701-E, who had pursued the Borg from the future.

COCKPIT CONTROLS

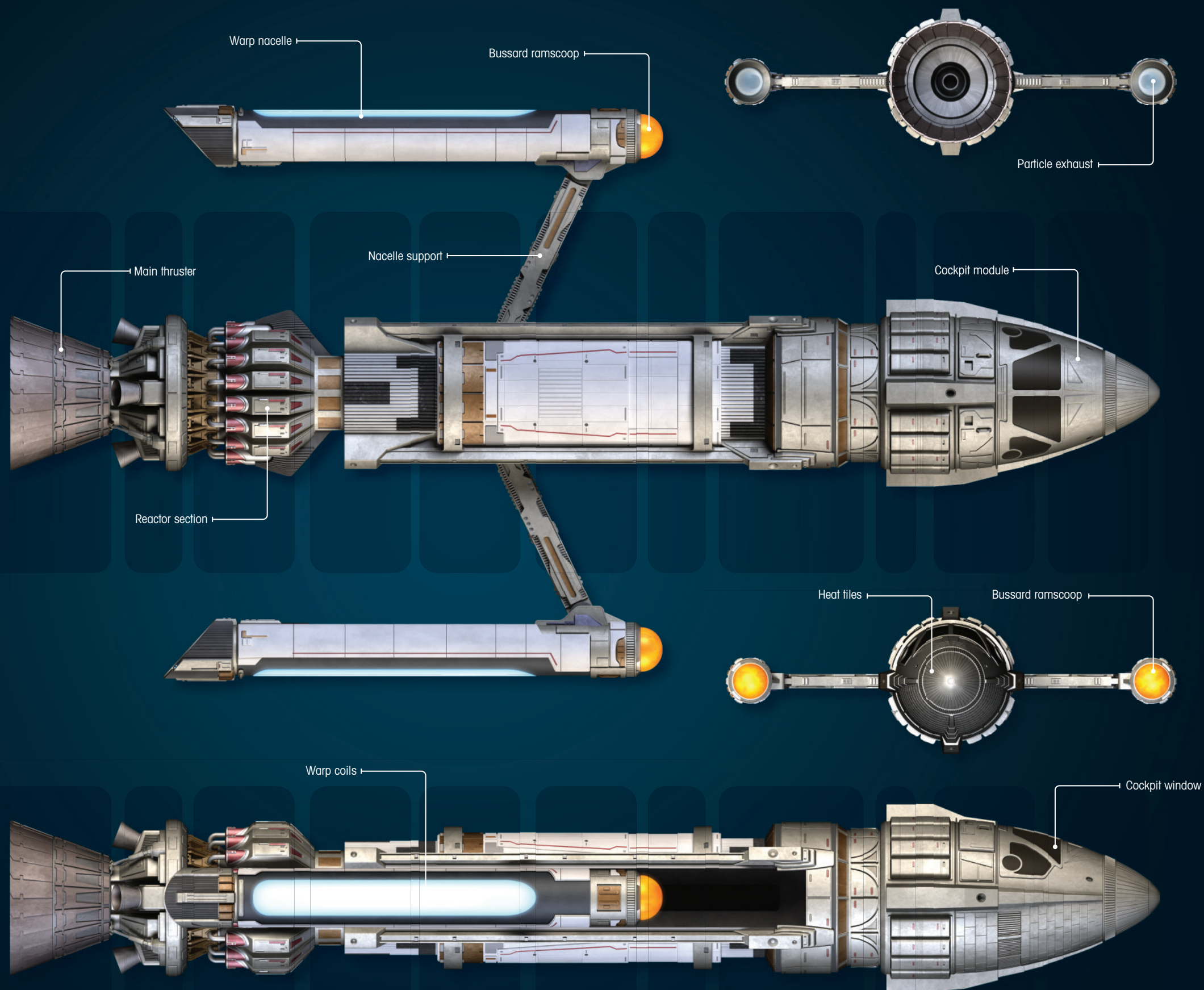
The *Phoenix's* cockpit was extremely cramped, squeezing in vital control systems and secure seating for just three crew members. As movement was limited, controls were within arm's reach of the crew. The majority of the controls consisted of two-way toggle switches with red flip-up security covers. The pilot had a computer graphic monitor set into the bulkhead directly in front of him, with a smaller rectangular readout display set in the roof. This acted as a chronometer at launch, with green numerals counting down the elapsed flight time. Another display, showing the condition of the intake valves, was located on the upper control bank shared by the copilot and engineer. This unit also housed controls to eject the shell around the warp nacelles and to close down the launch rockets.



▲ The cockpit of the *Phoenix* was approximately four meters long, and was the only part of the ship that was capable of supporting life.

DATA FEED

Posterity recorded Zefram Cochrane as a hero and a visionary. In the years following his warp flight, his theories were taught in schools, and Geordi La Forge even went to Zefram Cochrane High School. The reality was somewhat different as Cochrane was often drunk, and claimed his motives were purely to make a buck off a scientific discovery. He said he merely wanted to "retire to a tropical island where native girls ran around naked."



WARP DISPLAYS

Inside the *Phoenix's* cockpit, there were two computer displays that referred to the warp drive as the "space warp generator." The speed of light is 1,080 million kilometers per hour.

MUSEUM PIECE

By the 24th century, the *Phoenix* was on display in the Smithsonian Institution. Captain Picard had seen the exhibit many times as a child, but he was never allowed to touch it, something he always wanted to do.

INHABITED MOON

According to Commander Riker, the Moon in the 24th century had 50 million people living on it. He told Zefram Cochrane that on a clear night, you could see Tycho City, New Berlin and Lake Armstrong.

S.S. EMMETTE

The S.S. *Emmette* was an Earth starship that bridged the gap between the *Phoenix* and the launch of *Enterprise NX-01*.

The S.S. *Emmette* was one of Earth's earliest warp-powered starships. It was in service sometime after the launch of the *Phoenix* – Earth's first successful warp-powered ship in 2063 – and the development of the NX class of starships in the early 22nd century.

The *Emmette* had a 'D'-shaped main hull, with upswept wings on either side onto which short warp nacelles were attached. It was approximately 130 meters in length and could accommodate a crew of around 20. It also possessed old-style rocket engines at the rear, which were used to propel and maneuver the ship at sublight speeds. They were also used to power the ship if the warp engines failed, meaning the crew were not be left stranded in an emergency.

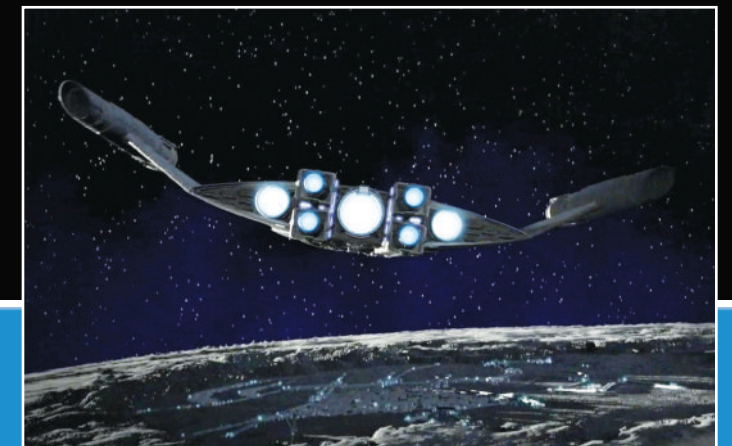
LIMITED TRAVEL

When the *Emmette* was first launched it had a top speed of between warp 1 and warp 2. As a consequence, the *Emmette* could not travel too far from Earth, and it was mainly used to test warp spaceflight technology.

As warp technology improved, the *Emmette* was replaced by the Warp Delta starship. This vessel looked almost exactly the same as the *Emmette*, but instead of the rocket engines at the rear, it was equipped with more advanced impulse engines.

Warp Delta starships eventually managed to reach warp 3, and they were equipped with rudimentary polarized armor-plating and two plasma cannons. They were used to protect Earth and its early off-world colonies.

► The S.S. *Emmette*'s rocket engines were seen glowing brightly as it flew over the Luna colonies sometime between the late 21st century and the early 22nd century. The *Emmette*'s rocket engines were used to power the ship at sublight speeds, as impulse engines were not introduced until slightly later on the similar looking Warp Delta ship.

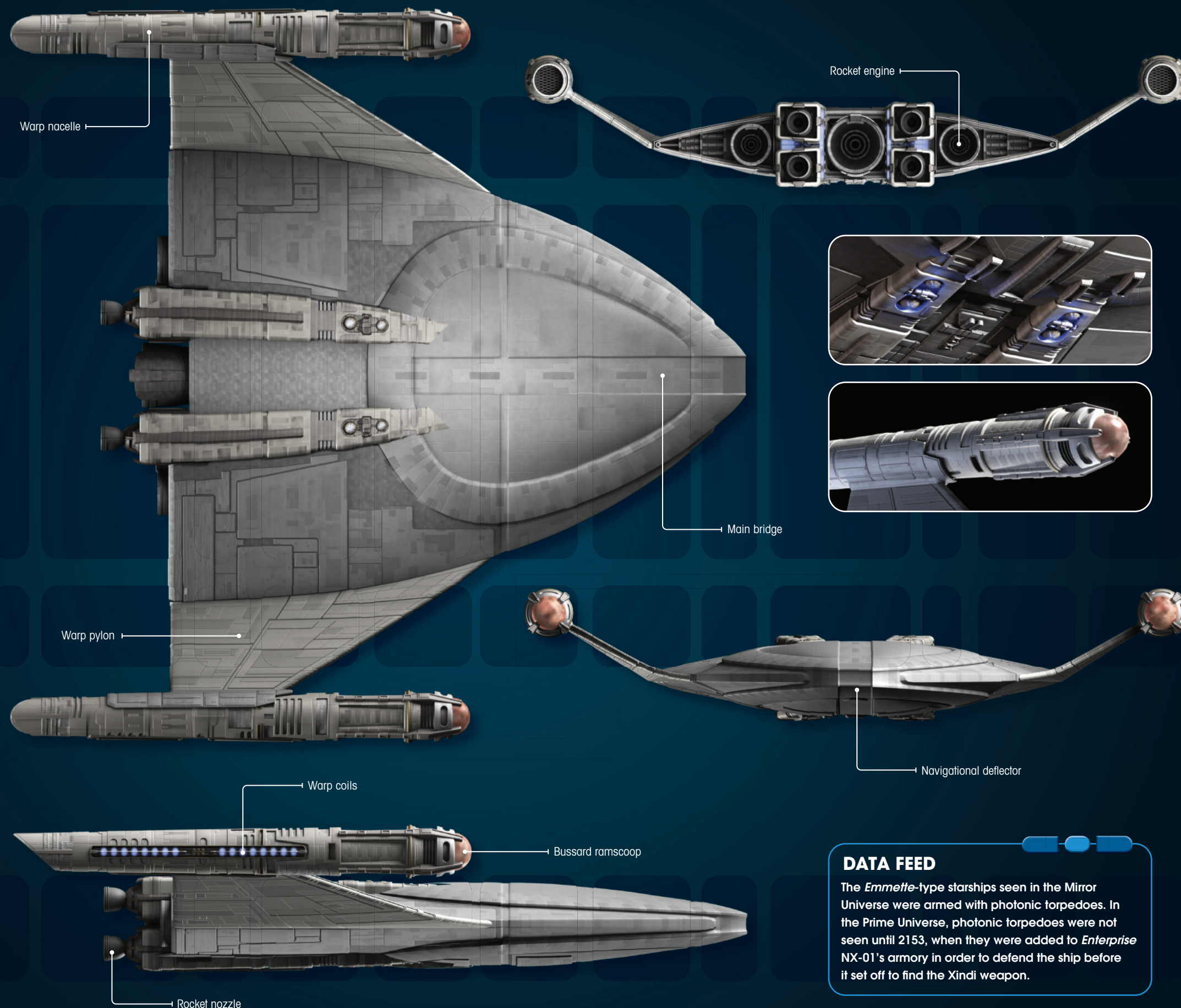


PROTOTYPE SHIP

The *S.S. Emmette* was a test vehicle rather than a fully-functioning starship used for exploration. In the late 21st and early 22nd century, humans were only at the beginning of their understanding of faster-than-light travel. Zefram Cochrane broke the warp 1 barrier in the *Phoenix* in 2063, but there was still much to learn about faster-than-light travel. The Vulcans were on hand to make sure humans did not make any catastrophic mistakes with this new technology, but they did not just give away their warp secrets either. They were concerned that humans were not developed enough to be out roaming the Galaxy. They concluded that humans were too volatile to be trusted when they inevitably met other species and would cause huge problems. Humans were therefore largely on their own as they sought to build on the breakthroughs achieved by Zefram Cochrane. They built starships like the *S.S. Emmette* to test their latest warp theories, and to find out how warp travel affected the crew. The ship, therefore, had little regard for crew comfort, and did not even feature windows. It was built purely from a pragmatic point of view, and used to test new systems that would be refined and eventually fitted to vessels such as the Warp Delta and later the *Enterprise NX-01*.



▲ The Warp Delta was an evolution of the *S.S. Emmette*'s design. It retained the same basic shape, but was upgraded with impulse engines and featured a more recognizable bridge module.



DATA FEED

The *Emmette*-type starships seen in the Mirror Universe were armed with photonic torpedoes. In the Prime Universe, photonic torpedoes were not seen until 2153, when they were added to *Enterprise NX-01*'s armory in order to defend the ship before it set off to find the Xindi weapon.

MIRROR VERSION

Emmette-type starships existed in the Mirror Universe. Several of these ships were seen bombarding the Lunar colonies in an alternative version of the opening credits for *ENTERPRISE*.

MOON COLONY

The settlement on the Moon that the *Emmette* was seen flying over was probably Lunar One Colony – the main outpost on the Moon in the 22nd century. By 2373, the population on the Moon was about 50 million, and Dr. Crusher was born there.

WARP 2 BARRIER

The first Earth vessel to break the warp 2 barrier was the *NX-Alpha*. Commander A.G. Robinson was the pilot when in 2143 he attained warp 2.2 in the *NX-Alpha* before it broke apart. Luckily, Robinson was able to eject in an escape pod before the craft disintegrated.



UNITED EARTH STARFLEET NX-ALPHA

The *NX-Alpha* was the first human-made starship to exceed warp 2 before it broke apart on its first test run.

The *NX-Alpha* was Earth's first starship to break the warp 2 barrier. It was flown by test pilot A.G. Robinson in 2143, 80 years after the *Phoenix* had first achieved warp 1.

In the years following the successful faster-than-light flight of the *Phoenix*, the United Earth Space Probe Agency merged with Starfleet and set up the Warp 5 program. As its name suggested, this scheme was designed to develop a warp 5 engine. The main scientists involved in this project were Dr. Zefram Cochrane, the designer and pilot

of the *Phoenix*, Dr. Tasaki, and Dr. Henry Archer, the father of Jonathan Archer, who would later become captain of *Enterprise* NX-01.

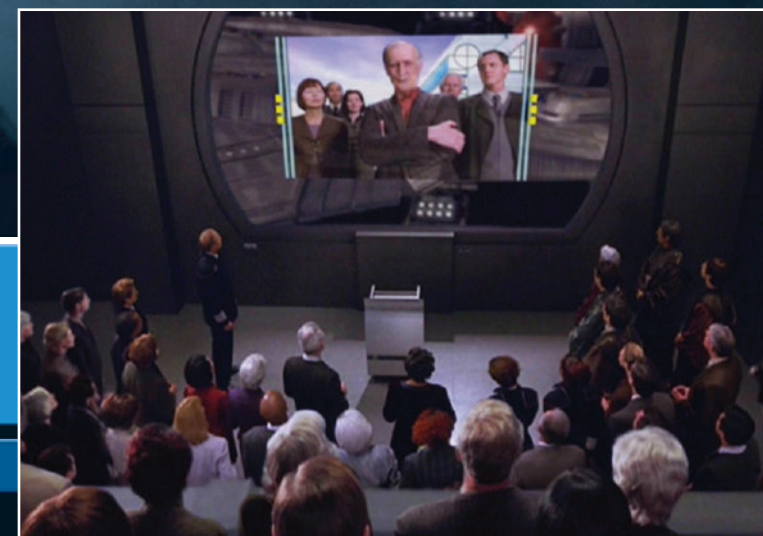
These scientists did much of their work at the Warp 5 Complex, which was located just outside of Bozeman, Montana, the site of the *Phoenix*'s construction and launch. The scheme was overseen by Commodore Maxwell Forrest and was supervised by the Vulcans. They helped in so far as they were willing to point out any dangerous mistakes that were made, but they were unwilling to share their knowledge of warp mechanics.

SLOW PROGRESS

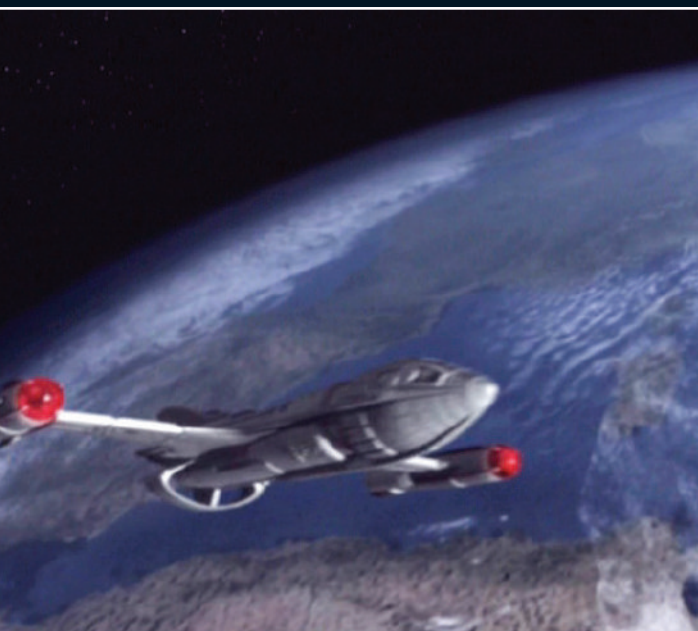
The program evolved into the NX Project in the 2140s as the scientists sought to test their warp engines in prototype starships. Progress was frustratingly slow, especially as Cochrane retired and disappeared to "parts unknown," while Henry Archer died due to advanced Clarke's disease in 2124. Nevertheless, the warp engine that Henry Archer was primarily credited with designing was eventually fitted to an experimental starship.

In 2143, the prototype *NX-Alpha* was ready for its inaugural flight. Several commanders in Starfleet were in competition to pilot the ship in its attempt to break the warp 2 barrier: Gardner, Duvall, Robinson and Jonathan Archer. In the final weeks before it was launched, this was narrowed down to just two: Archer and Robinson. Archer dedicated himself to the project and spent 18 or even 20 hours in the flight simulator, but he was overlooked in favor of Robinson.

Despite Archer's disappointment, he congratulated Robinson and monitored the flight from the Warp 5 complex. Once *NX-Alpha* was launched and in orbit, problems arose in the warp field stabilization protocols, delaying the warp 2 attempt. It was not long before the problems were



◀ At *Enterprise* NX-01's launch ceremony, a recording of a speech given by Dr. Zefram Cochrane in 2119 at the Warp Five Complex was played to the attending dignitaries. Cochrane was filmed with Dr. Henry Archer and the other scientists involved in developing a warp engine that would allow humans to travel further than they ever had before.



◀ Once in orbit around Earth, various checks were made on the *NX-Alpha's* warp engine before it began its attempt at reaching warp 2.

▶ Problems arose in keeping the warp field stable, but these appeared to have been solved as the *NX-Alpha* accelerated to warp 2.

▼ Jonathan Archer monitored the progress of the *NX-Alpha's* maiden flight on a display that recorded its warp jumps at the NX complex.



▶ After breaking the warp 2 barrier, the *NX-Alpha's* warp field became unstable, but Robinson believed he could go even faster. This led to a catastrophic collapse of the warp field and the ship exploded.

▼ In order to prove that the warp engine worked, Archer and Robinson decided to take the *NX-Beta* on a test run without permission. They 'stole' it from its hangar during the night when no one was around.



▲ The cockpit of the *NX-Alpha* had seating for two pilots, but the craft could be flown by just one. The technology and controls featured in the cabin were much more sophisticated than they had been in the *Phoenix* when it made its flight 80 years earlier. The instrument panels directly in front of the pilot not surprisingly dealt with the direction and velocity of flight, while the panels to the right monitored the engine and warp field.

ironed out and flight control gave the order to go to warp. Moments later, *NX-Alpha* accelerated through warp 1, on to warp 1.5, and after a small bump, past warp 2. Robinson had done it – piloting the first human starship to warp 2. As he continued to accelerate, however, the craft began to shake alarmingly and warp field integrity fell to 20 per cent. Robinson was ordered to slow to sublight speeds while the problem was diagnosed.

Robinson had ideas of his own, and believed he could push the ship even faster. He continued to accelerate to warp 2.2, but as *NX-Alpha* approached Jupiter, the warp field collapsed and the ship exploded. Fortunately, Robinson survived as he ejected from the craft, making him the first person to deploy an escape pod at warp, and he was later picked up and brought back to Earth.

In the debriefing of the mission, Robinson blamed a fundamental flaw in the design of the

warp engine for the loss of *NX-Alpha*. The Vulcans agreed with him, and told Starfleet to put the NX program on hold.

BUST UP

Archer was furious as it would set the project back decades, and he believed the cause of the accident was pilot error. Robinson would have none of it, and refused point blank to take any blame. Instead he placed the failure on Henry Archer, accusing him of "designed a lousy engine," a statement of staggering insensitivity which triggered a fist fight between the two men.

Once Archer and Robinson had calmed down, they tried to work out how they could keep the project alive. Robinson realized that however many simulations and calculations they made, the Vulcans would never countenance restarting the project. The only thing that would prove that

it worked was to take a ship out and perform the flight. They therefore decided to appropriate the *NX-Beta*, an almost identical ship to the *NX-Alpha*, without permission to perform a test flight.

With the help of engineer Trip Tucker at the NX hangar, Archer and Robinson 'stole' the *NX-Beta*. As they pushed past warp 2, the same fluctuations in the intermix chamber occurred as before, but this time they were able to make adjustments to keep the warp field stable. Moments later they reached and held steady at warp 2.5, proving the engine worked.

When they returned to Earth, both men were suspended from duty. There was a real threat that they would be dismissed from Starfleet altogether, but the men felt it was worth it to keep the NX Project on track.

As it transpired, Archer and Robinson were only suspended for three months, but the Vulcans ran

every simulation they could think of on the warp engine before they were convinced that it would work. In 2145, over 20 months after Archer and Robinson's unsanctioned flight in the *NX-Beta*, Commander Duvall broke the warp 3 barrier in the *NX-Delta*. The success of the NX Program eventually led to the first warp 5 engine, and the launch of *Enterprise NX-01* in 2151.

▲ The *NX-Beta* was virtually identical to the *NX-Alpha*. By controlling the ratio in which the matter and antimatter were combined, the warp field remained stable and it successfully reached warp 2.5.

DATA FEED

A.G. Robinson and Jonathan Archer were friends and great rivals. Robinson was somewhat arrogant and more of a maverick than Archer, attributes that he felt were the reason that he was chosen to pilot the *NX-Alpha*. Robinson and Archer came to blows after the destruction of the *NX-Alpha*, but later made up and took the *NX-Beta* on its record-breaking flight. Robinson was killed in 2153 while climbing Mount McKinley on Earth, shortly before he was expected to take command of *Columbia NX-02*.



SIMILARITIES AND DIFFERENCES

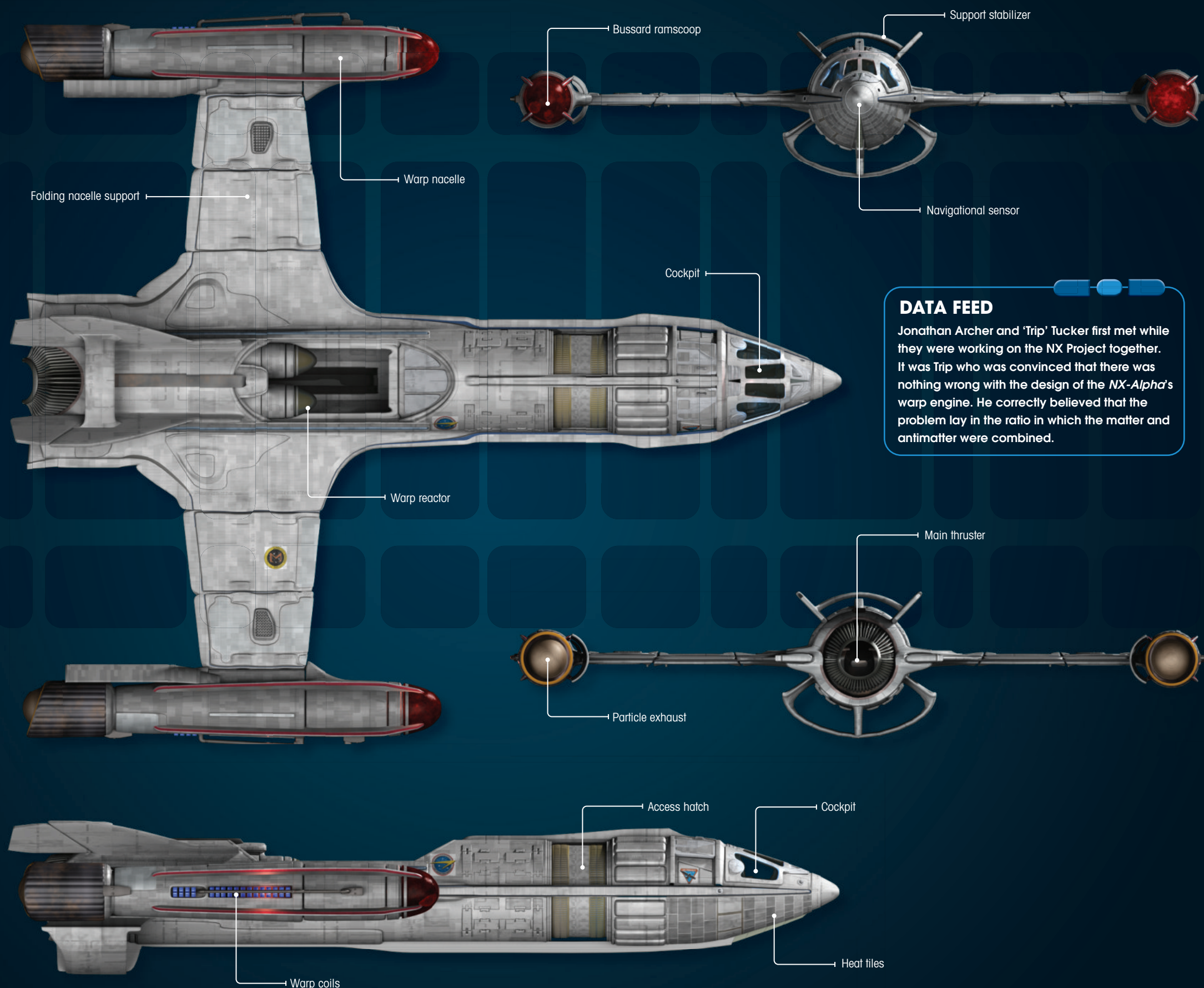
The *NX-Alpha* was similar in appearance to the *Phoenix*, Earth's first warp ship. The cockpit module at the nose of the ship was almost identical from the outside, but the interior was much different. The command module of the *Phoenix* had seating for three occupants, and the technology was much more rudimentary as Dr. Cochrane had to make do with whatever parts could be scavenged on post-apocalyptic Earth. In contrast, the *NX-Alpha* had seating for two crew members, and its controls and interfaces were much more sophisticated. While the *NX-Alpha's* cockpit had a pressurized and breathable atmosphere, the occupants wore full spacesuits and helmets in case of sudden depressurization.

Behind the cockpit module, the *NX-Alpha* still had a cylindrical main body like the *Phoenix*, but it had shorter and much more advanced nacelles, which were attached to thicker articulated wing-like structures.

The main differences between the two ships were to be found at the rear. The *Phoenix* was launched through Earth's atmosphere and into space via rocket boosters that detached from the craft once it was in orbit. The *NX-Alpha* used rocket-like propulsion to speed along a horizontal sled-track that had an almost vertical launch ramp at the end. The combined effects of these launch systems powered the craft into orbit, and the rocket-like engines remained part of the ship rather than detaching and falling away.



▲ The Warp 5 Complex included a launch system for the *NX-Alpha* and the *NX-Beta*. They were blasted along rails that ended in a vertical ramp, launching them through the atmosphere and into orbit.



DATA FEED

Jonathan Archer and 'Trip' Tucker first met while they were working on the NX Project together. It was Trip who was convinced that there was nothing wrong with the design of the *NX-Alpha's* warp engine. He correctly believed that the problem lay in the ratio in which the matter and antimatter were combined.

PILOT PROMOTION

Duvall was made captain of the *Shenandoah* seven years after he broke the warp 3 barrier in the *NX-Delta*. Upon hearing the news, Jonathan Archer remarked, "Thank God we're a hundred light years away."

RIVAL CAPTAIN

Commander Gardner, who was another of the test pilots in the NX Project, was Vulcan Ambassador Soval's first choice to become captain of *Enterprise NX-01*. Soval felt Captain Archer was too impulsive to hold such an important position.

NX ENGINEERS

Other people who were part of the NX Project included Captain W.M. Jefferies and Lt. Charles Tucker III. Jefferies wanted to fit powerful weapons to NX-class ships, something that Jonathan Archer was initially against, but later agreed was probably a good idea.



UNITED EARTH STARFLEET **INTREPID**

One of Starfleet's earliest vessels, the *Intrepid* was used as defense support for Earth and its off-world colonies.

The *Intrepid* was a United Earth Starfleet (U.E.S.) ship that was in service in the early half of the 22nd century before the NX class of starships, such as the *Enterprise* NX-01, was launched. At approximately 165 meters in length, the *Intrepid* was a compact but agile starship equipped with warp drive and phase cannons. Its primary mission was to act as part of a space defense fleet for Earth and its early off-world colonies in the solar system, as well as on Alpha Centauri, Deneva, Terra Nova and Vega.

The *Intrepid* was a forerunner of the later NX class, and although less advanced, its shape and general layout were similar. It featured a 'half-saucer' primary hull with a pronounced oval structure on top that housed the bridge, while a sensor dome was located in a corresponding position on the underside.

SURFACE DETAIL

An elliptical deflector dish was integrated into a section that had been removed from the leading edge of the saucer. The edge of the saucer also featured sensor pallets. A short engineering section that housed the ship's engines was attached below and at the rear of the half-saucer. A symmetrical warp field governor that regulated the warp field shape was located on top of the engineering section at the midway point between the nacelle support pylons.

The nacelles themselves were shorter than they would be on the later NX class. They were positioned much closer to the primary hull, and in fact overlapped a significant portion of the saucer hull. The nacelles also featured stabilizing fins on the outer edges and tubular structures on either side of the warp field grilles that gave off a luminous blue glow.



◀ In 2153, the *Intrepid* was under the command of Captain Ramirez. At this time, the ship was patrolling the Sol system along with two Warp Delta starships after Earth had come under attack from a Xindi superweapon. Together, these ships were able to chase off a Klingon bird-of-prey that had severely damaged the *Enterprise* NX-01.



► The *Intrepid* lost its port nacelle when it was trying to defend a human colony on Ceti Alpha V from an attack by the Xindi. Although it was forced to withdraw, Captain Archer was later able to reset the timeline.

◀ The *Intrepid* was just one of many Earth and Vulcan ships that welcomed the *Enterprise* NX-01 home from the Delphic Expanse after it neutralized the threat from the Xindi and the Sphere Builders.



► When working in a coordinated attack with two 'Delta Wing' starships, the *Intrepid* was able to cause enough damage to a Klingon Bird-of-Prey that it was forced to retreat.



◀ In an alternate reality in which Earth had been destroyed by the Xindi, the *Intrepid* was part of a convoy of Earth ships that transported the last 6,000 remaining humans to the safety of the Ceti Alpha system.

▲ The *Intrepid* featured stabilizing fins towards the rear of its nacelles, and a blue glow from the impulse engines could be seen at the rear outer edges of the half saucer. Although not as fast and powerful as the NX class, the *Intrepid* was still capable of warp speeds and was equipped with phase cannons and torpedo launchers.

In the early 22nd century, as humans began to explore well beyond the Sol system, it was inevitable that they would come into contact with other species, not all of whom could be guaranteed to be as peaceful as the Vulcans. It was therefore imperative that the United Earth government could protect Earth and its outlying colonies. The *Intrepid* was part of an Earth defense force, along with several more *Intrepid*-type ships, and additional classifications of ships. The other main type of ships that made up the defense force included the Warp Delta that featured a triangular-shaped hull with short nacelles attached to the ends of upswept 'wings', and another of similar design, but with old-style rocket engines and large impulse exhausts at the rear.

In 2153, the *Intrepid*, along with two Warp Delta type vessels, helped save the *Enterprise* NX-01 from destruction when it came under attack from a

Klingon bird-of-prey. The *Enterprise* was on its way back to Earth following the attack by the Xindi probe that had cut a swath 4,000 kilometers long from Florida to Venezuela and left seven million people dead.

DEFENDING EARTH

As the *Enterprise* NX-01 approached Earth, a Klingon bird-of-prey commanded by Duras swooped in and attacked, knocking out the *Enterprise*'s phase cannons and crippling one of its nacelles. Fortunately, following the Xindi attack, the Earth defense force was on high tactical alert and ready to engage the Klingon bird-of-prey. The *Intrepid*, commanded by Captain Ramirez, led two other ships in a highly coordinated strike that took out the bird-of-prey's third and fourth disruptor banks and forced it to flee.

The *Intrepid* was also one of the few Starfleet

vessels to survive in an alternate timeline in which Earth was destroyed by the Xindi superweapon. Along with the *Enterprise*, it was part of a small convoy that transported the last 6,000 humans to the Ceti Alpha system where they set up a ramshackle colony on Ceti Alpha V. The *Intrepid* and the remaining Starfleet vessels were then stationed in orbit and patrolled the system in order to look out for any threats.

In 2165 of the alternate timeline, the *Intrepid* suffered heavy damage after the Xindi found the last remaining human outpost and launched an attack. At first, the *Intrepid* and the *Enterprise* managed to ambush and disable two enemy ships, but more Xindi arrived and the *Intrepid* did not stand a chance. Its port nacelle was lost and it was forced to withdraw before it was completely destroyed. Humanity would have been completely wiped out, but Captain Archer

managed to reset the timeline by initiating a subspace implosion aboard the *Enterprise*.

In 2154, the *Intrepid* was one of at least six *Intrepid*-type ships that made up a makeshift armada of other Earth vessels and Vulcan ships that welcomed the *Enterprise* NX-01 back to Earth after it returned from the Delphic Expanse.

DATA FEED

The *Intrepid* was far from the last Starfleet ship to carry the name. In the 23rd century, the U.S.S. *Intrepid* NCC-1631 was a *Constitution*-class ship that was crewed entirely by Vulcans. There was also an *Excelsior*-class U.S.S. *Intrepid* NCC-38907 in the 24th century that responded to the Khitomer crisis.

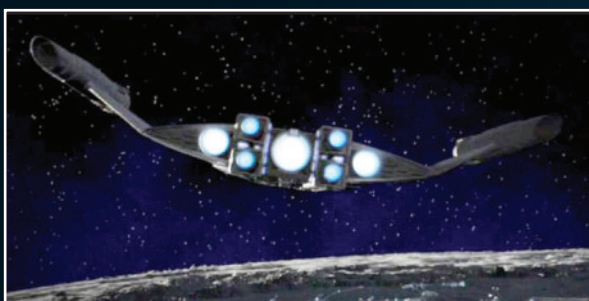


EARTH DEFENSE FORCE

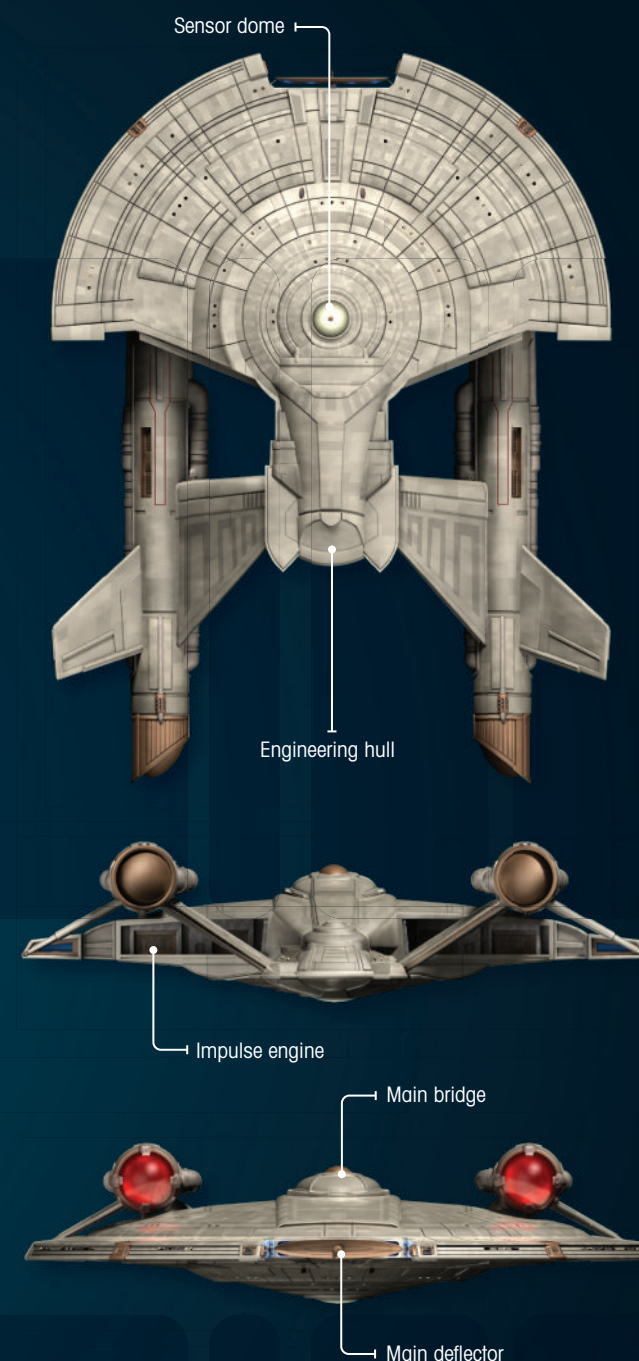
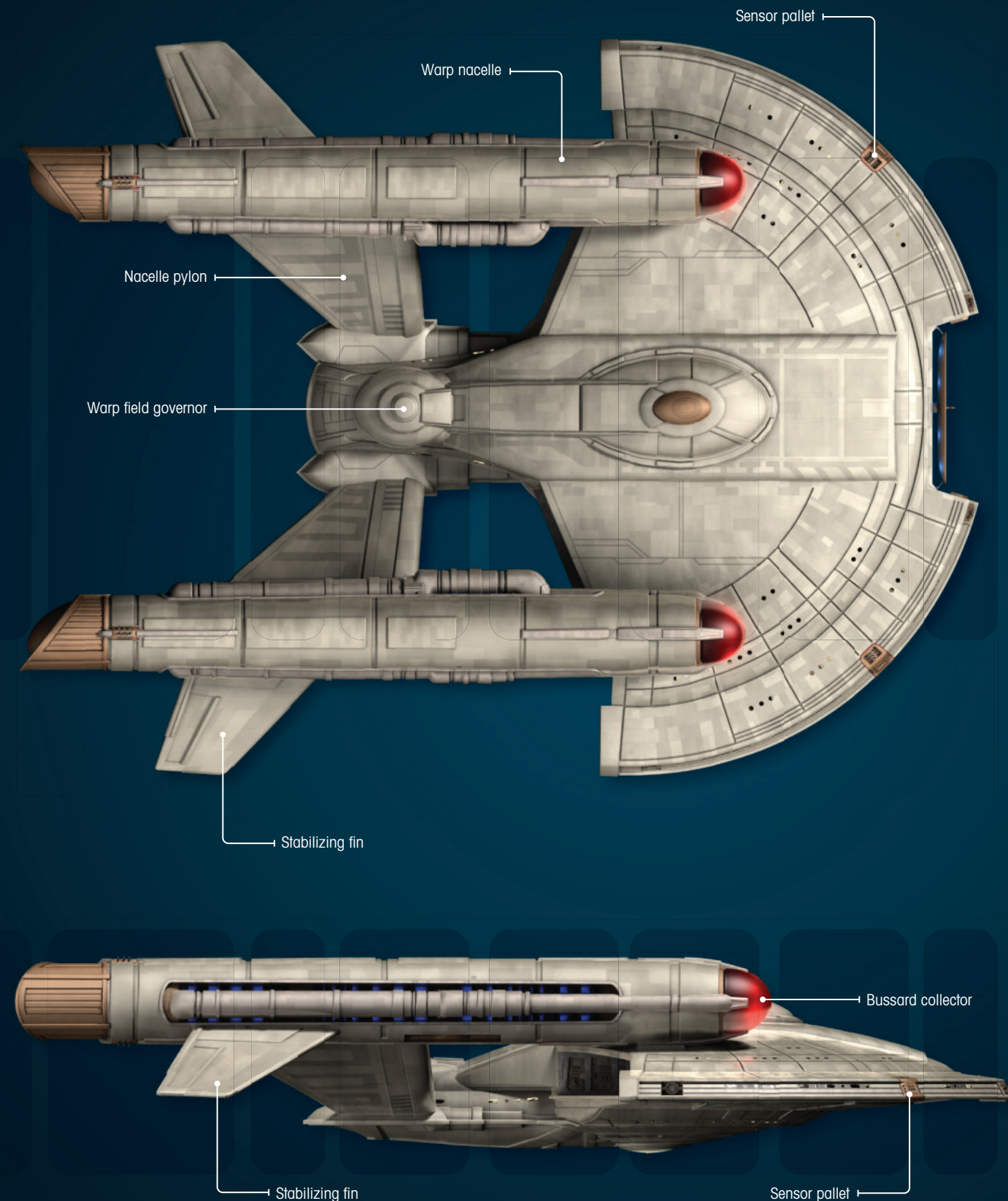
A United Earth government existed as early as the 2130s. Its primary space defense and exploration organization was led by the United Earth Space Probe Agency, which was also referred to as Starfleet Command. By the mid-22nd century, Starfleet was operating several types of warp capable vessels. One of these was the *Intrepid*-type ship, but others included a Warp Delta ship, an older design that featured short nacelles on the ends of upswept wings, and a similar type of starship that appeared to be equipped with rocket-like engines at the rear of the main body.



▲ A Warp Delta ship that featured a single triangular hull was one of the vessels that was in operation alongside the *Intrepid* in the mid-22nd century. These ships helped defend Earth from outside threats.



▲ One of the other types of vessels that was used by Starfleet from the 2130s had a similar configuration to the Warp Delta ship, but it featured older, rocket-like nozzles at the rear of the main body.



DATA FEED

The separate nations of Earth came together as one organization known as United Earth in the 22nd century. There were many agencies formed under its government, including the Military Assault Command Operations (MACO), the United Earth Diplomatic Corps, and the United Earth Space Probe Agency, which was led by Starfleet Command.

SHIP SLOGAN

The *Intrepid* ship's motto was 'In Mare In Coelo,' which meant 'In the sea, in Heaven.' This motto appeared on a shoulder patch on Captain Ramirez's Starfleet uniform.

TORPEDO RANGE

Apart from spatial torpedoes, the *Intrepid*'s main weapons were phase cannons. They emitted a concentrated beam of energy that could be set at different strengths. Their maximum output was rated at 500 gigajoules.

CAPTAIN REED

In an alternate timeline, Malcolm Reed was due to replace Ramirez as the captain of the *Intrepid*. Before Reed could take command, he was killed while aboard the *Enterprise* NX-01 when the Xindi attacked Ceti Alpha V.

UNITED EARTH STARFLEET WARP DELTA

Taking its name from its shape, the Warp Delta was armed with phase cannons and mainly used to protect Earth.



The Warp Delta was a United Earth Starfleet (U.E.S.) ship that came into service early in the 22nd century before the NX class of starships, such as the *Enterprise* NX-01, were launched. It was approximately 130 meters in length and normally carried a crew of around 30.

The Warp Delta took its name from the shape of its main hull, which was triangular, much like the upper-case fourth letter of the Greek alphabet – the Delta. On either side of the main body were upswept ‘wings’ onto which short nacelles were attached. When the Warp Delta was first introduced, it had a top speed approaching warp 2. Further advancements in warp technology carried out by the NX program meant that by the mid-22nd century the Warp Delta was fitted with engine upgrades that allowed it to reach warp 3.

When the Warp Delta was first introduced, it featured old-style fusion-rocket exhausts at the

rear of the main body, but as progress with propulsion technology was made, they were replaced with more advanced impulse engines. These engines were much more efficient, and enabled the ship to be maneuvered with greater speed and precision.

DEFENSIVE CAPABILITIES

The bridge of the Warp Delta was located on top of the ship, between the front and middle of the main hull. There were a few windows along the edge at the side of the vessel, but most of the hull was covered with polarized armor-plating for protection. This was done through the application of electromagnetic power, which made the metal of the hull several orders of magnitude harder than it was in its non-polarized state. The ship was also equipped with armaments that included two plasma cannons. These fired a plasma discharge in the form of a beam or a burst like a hand-held plasma weapon, but much more powerful.

Warp Delta ships were primarily used as part of a space defense fleet to protect Earth and its early outlying colonies. As humans began to explore well beyond the Sol System with their early warp vessels, it was inevitable that they would come into contact with other advanced species, not



◀ After the Xindi dispatched a prototype of their superweapon that attacked Earth and killed around seven million people, Starfleet boosted the planet's defense forces. This included operating several vessels, including Warp Delta starships, in the Sol System that could be called upon to engage threats at a moment's notice.



▲ The Warp Delta comprised many of the elements that would come to characterize Starfleet ship design for the next two hundred years. It included warp nacelles attached by pylons to the ship, and the bridge located in a raised section on top of the main hull. The entire ship was clad in polarized armor-plating that could clearly be seen in the patchwork of metal coverings.

all of whom would turn out to be as friendly as the Vulcans. It was therefore critical that Starfleet operated ships that could defend Earth.

SAFEGUARDING EARTH

This point was amply illustrated in 2153, when *Enterprise* NX-01 was recalled home after a Xindi probe had attacked Earth and left seven million people dead. Unfortunately, a cloaked Klingon bird-of-prey commanded by Duras was waiting for them as they approached Earth. Earlier, Captain Archer had made himself an enemy of the Klingon Empire after he had helped some members of the Arin'Sen species escape the Raatooras colony that had been annexed by the Klingons. Archer was subsequently captured and sentenced to life imprisonment on the prison planet Rura Penthe, but he managed to escape.

Duras was determined to recapture Archer,

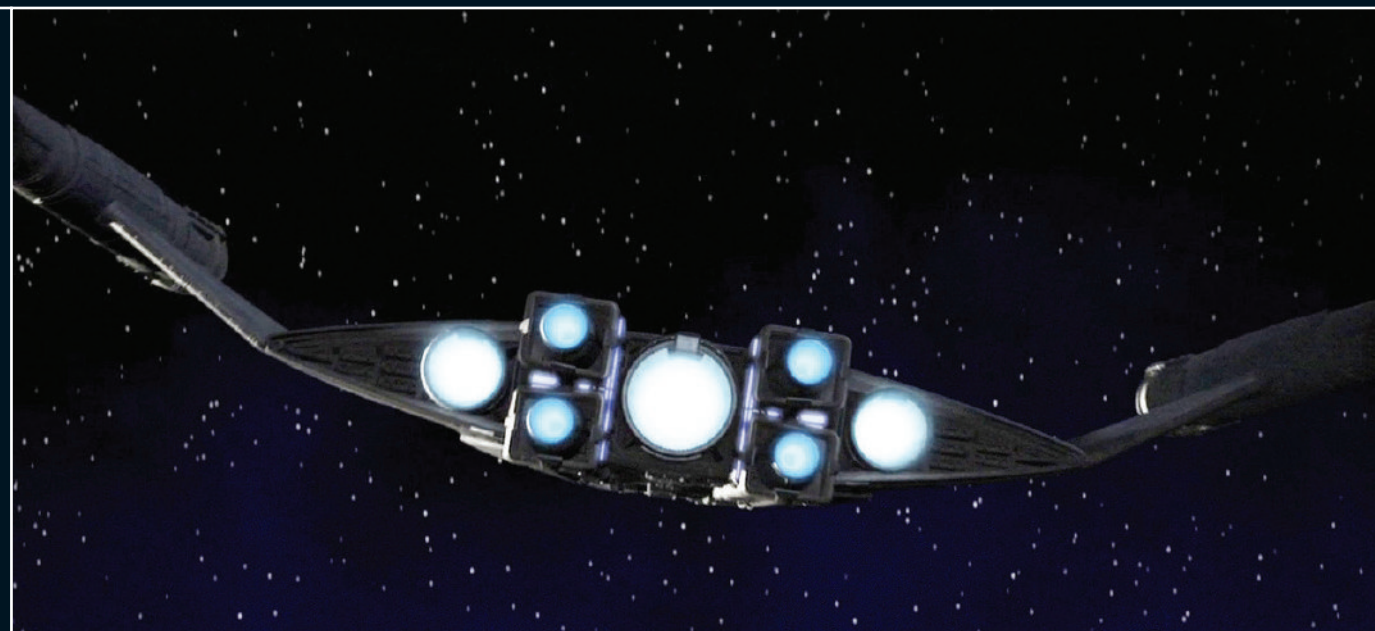
as the Klingon had suffered humiliation and loss of rank for allowing the Arin'Sen to escape in the first place. As *Enterprise* neared home, it was taken by surprise when Duras' bird-of-prey swooped in and attacked. The Klingons quickly knocked out *Enterprise*'s phase cannons and crippled one of its nacelles, leaving it nearly defenseless.

Fortunately, following the Xindi probe incursion, Earth's defenses were on high tactical alert and ready to engage the Klingon bird-of-prey. Two Warp Delta ships and the *Intrepid* launched a highly coordinated strike that took out the bird-of-prey's third and fourth disruptor banks and forced it to flee. The three ships then accompanied the damaged *Enterprise* safely back to Earth.

Warp Delta ships were also one of the few Starfleet vessels to survive in an alternate timeline in which Earth was destroyed by the Xindi superweapon. They, along with *Enterprise*,

► An early version of the Warp Delta featured rocket-style engines on the rear of the main body. As propulsion technology improved, these were upgraded with more advanced impulse engines.

▼ Warp Delta starships were used alongside larger vessels, such as the *Intrepid*, as a defense force to protect Earth. Two Warp Delta ships and the *Intrepid* came to the aid of *Enterprise* when it was attacked by the Klingons.



were part of a small convoy that transported the last surviving six thousand humans to the Ceti Alpha system, where they set up a ramshackle colony on Ceti Alpha V.

Warp Delta ships and the other few remaining Starfleet vessels were stationed in orbit of the planet and patrolled the system in order to look out for any threats. They were particularly wary of the Xindi, who had stated their intentions to hunt down the last remaining humans.

LAST STAND

In 2165 of the alternate timeline, the Xindi found them and launched an attack. Despite a valiant rearguard action, the Starfleet ships were unable to repel the Xindi vessels. Humanity would surely have been wiped out, but Archer managed to reset the timeline by initiating a subspace implosion aboard the *Enterprise*.

Warp Delta ships also existed in another alternative timeline – the Mirror Universe. Two Warp Delta vessels were seen in formation alongside the *I.S.S. Enterprise*, a Terran NX-class battle cruiser, as they launched an attack on the surface of an advanced world. These Warp Delta ships had the same blade-like yellow markings on the surface of their hull as was painted on the *I.S.S. Enterprise*.

▲ In an alternate timeline in which Earth had been destroyed by the Xindi, Warp Delta ships were part of the small fleet that attempted to defend the last remaining humans, who had set up a colony on Ceti Alpha V.



DATA FEED

Duras, son of Toral, was an ancestor of the infamous Duras family of the 24th century that tried to take control of the Klingon Empire through various nefarious means. The Duras of the 22nd century was the commanding officer of the *I.K.S. Bortas*, who was ordered to capture a group of Arin'Sen rebels after they fled from a colony that had been annexed by the Klingons. Captain Archer helped them escape, humiliating Duras in the process, and the Klingon spent the next year trying to hunt down Archer.

UNITED EARTH DEFENSE

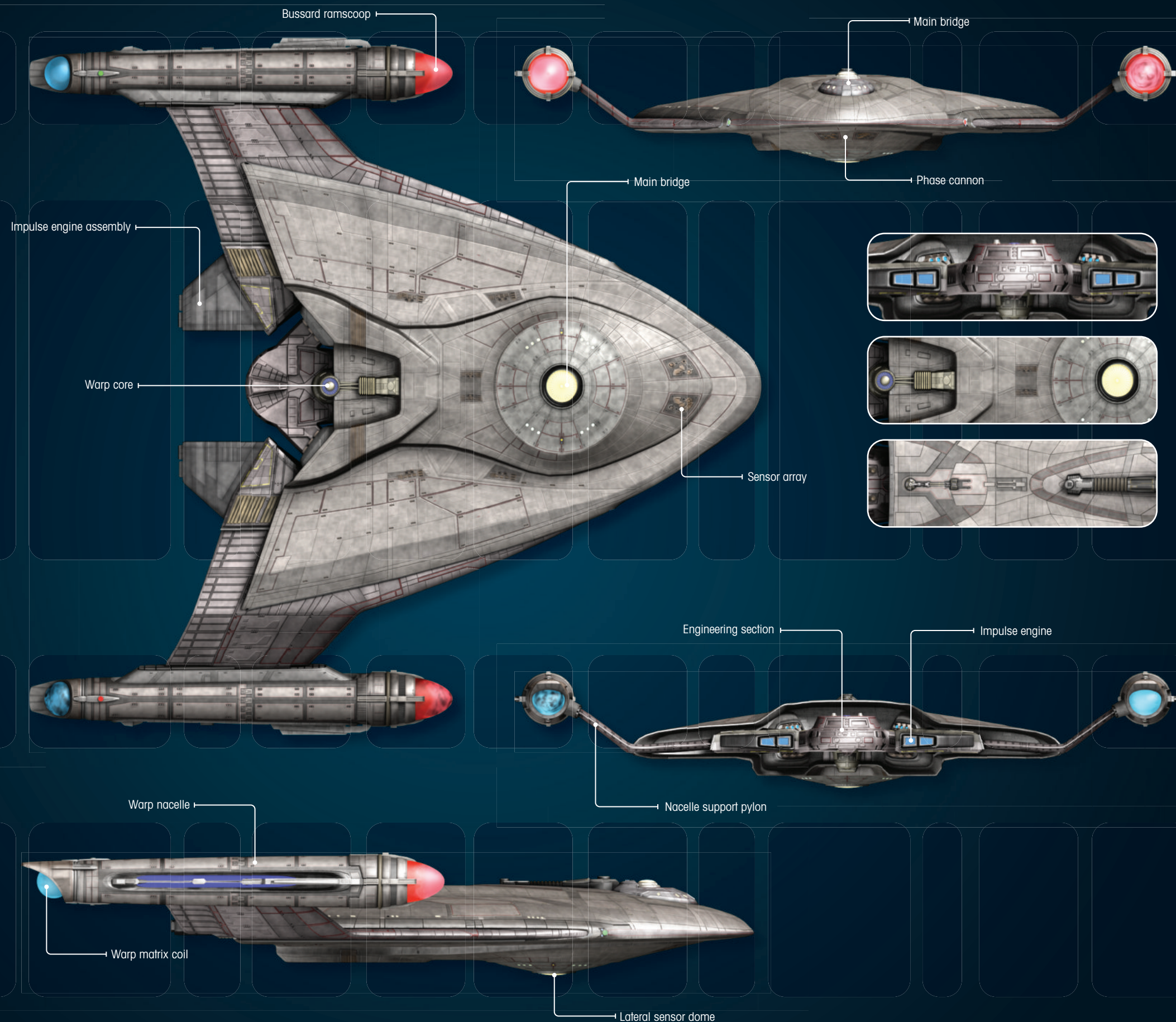
A United Earth government was established early in the 22nd century. By the 2150s, it governed the Sol System and had begun to spread out to nearby star systems, such as Alpha Centauri and Terra Nova, where human colonists had settled. The government needed to protect its territories, and it turned to Starfleet – its primary space defense and exploration organization – to carry this out. Starfleet operated a number of ships, but the Warp Delta was one of its first vessels that was not built purely for exploration or transportation. The Warp Delta had combat capabilities both in terms of its firepower and agility, and it was used as a line of defense to protect Earth and its early off-world colonies.



▲ Warp Delta ships often worked in conjunction with larger ships, such as the *Intrepid*, to defend Earth. In 2153, they launched a coordinated attack on a Klingon bird-of-prey, forcing it to retreat.

DATA FEED

During the first half of the 22nd century, freighters belonging to the Earth Cargo Service were humanity's only real presence in outer space. It was not until the development of faster warp engines in the latter half of the century, which were fitted to ships like the Warp Delta, that humans really began to explore the Galaxy.



EARLY UES SHIPS

Other vessels that served with United Earth Starfleet in the mid-22nd century included the *Neptune*-class survey ships and the *Sarajevo*-type transport vessels.

CONTINUING ACTION

According to the *STAR TREK: ENTERPRISE* novel *Rise of the Federation: Uncertain Logic* by Christopher L. Bennett, Warp Delta ships, including one named *Eberswalde*, served in the Earth-Romulan War that began in 2156.

WARP 2 BARRIER

Prior to the NX Project, which was set up in the early 2140s, human ships were incapable of exceeding warp 2. In 2143, the *NX Alpha* briefly broke the warp 2 barrier before it exploded. Shortly after, the *NX Beta* reached warp 2.5 with Jonathan Archer and A.G. Robinson piloting the craft.

The *E.C.S. Fortunate* was a Y-class freighter, one of Earth's most common types of cargo transport ships in the early to mid-22nd century. Its modular design consisted of a long central spine with the bridge and crew accommodation at the bow.

As many as eight cargo pods could be attached to the backbone of the ship, meaning it could haul over 20 kilotons of freight. One of the most common cargos hauled by freighters was dilithium ore, but they also took on unusual consignments too, including small lifeforms such as stromatopod larvae.

All goods had to be evenly balanced inside the cargo modules. Improperly balanced loads could cause the whole ship to shake when approaching faster-than-light speeds and above.

The warp nacelles were located inboard of the cargo modules near the stern of the ship. They were capable of propelling the ship to a top speed of warp 1.8, meaning it could take at least a year to cross star systems, and voyages of five years or more were common.

LONG HAUL

Off-world colonies and planets that were on the *Fortunate's* cargo run included the Deneva and Vega colonies, Trillius Prime, the Teneebian moons, and Draylax. This latter planet was the homeworld of the Draylaxians and was almost 90 light years from the Sol system.

As the journeys were so long, freighters were often crewed by families, and it was not uncommon for children to be born on the cargo runs. The *Fortunate* was commanded by Captain Keene and had a crew of 23, including two children. Keene's family had been on the *Fortunate* for three generations by 2151.

EARTH CARGO SERVICE FORTUNATE

The *E.C.S. Fortunate* was a freighter designed to haul cargo along trade routes that could take years to complete.



◀ Matthew Ryan took command of the *Fortunate* after Captain Keene was injured while defending his ship from Nausicaan pirates. Ryan had previously lost members of his own family on board another freighter, and his grief made him determined to exact revenge, even though the *Fortunate* was ill-equipped to take on the Nausicaan ships.



◀ The warp nacelles on the *Fortunate* were situated inboard of the cargo containers, towards the rear of the ship. They were capable of powering the ship to a maximum speed of warp 1.8 when the cargo holds were fully laden. At this speed it could take years for the *Fortunate* to reach the furthest destination on some of its trade routes.



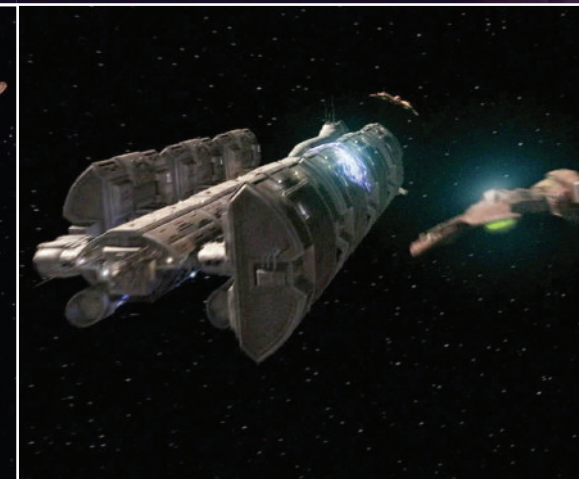
▶ Crewman Shaw was the helmsman aboard the *Fortunate*. He operated a single-person console in front of the command chair on the bridge. Shaw was reluctant to attack the Nausicaans, but he followed Ryan's orders.

◀ The *Fortunate* was armed with a low-yield plasma cannon at the front of the ship. It could blow apart small asteroids, but it was almost completely ineffective against the Nausicaan ships.



◀ The reduced gravity in the huge cargo bays on the *Fortunate* meant the crew could hurl a football over its entire length with little effort.

▶ The *Fortunate* stood little chance against the Nausicaan raiders. It would soon have been blown to pieces, but *Enterprise NX-01* came to its rescue.



▲ It was not uncommon for freighters, such as the *Fortunate*, to come under attack from Nausicaan pirates. The freighters had no hope of out-running the Nausicaan raiders, and they often lost their valuable cargo to the pirates. Both the lives and livelihoods of the freighter crews were often at stake.

The crews on freighters, such as the *Fortunate*, were often referred to as 'boomers,' a slang term for people who spent their entire lives on ships running cargo. As boomer crews spent so much time on their own, they tended to be highly insular and independent, preferring to rely on their own resources rather than seek help from others.

It was particularly important that the crew of freighters were self-reliant, as they could often find themselves weeks away from help. They were also vulnerable to attack from pirates who wanted to steal their valuable cargo.

To help defend itself from raids, the *Fortunate* had rudimentary polarized hull plating and was armed with a plasma cannon. This weapon was often referred to as little more than a "popgun" because it was not very powerful and had a weapons-lock range of less than nine kilometers. In fact, it was primarily designed to blow apart

oncoming asteroids that were in the ship's path. Captains of Y-class freighters often upgraded the plasma cannon by tying it directly to the impulse engines, which at least gave it more power and a better chance of repelling attackers.

DANGEROUS OCCUPATION

Even with upgraded weapons, these pioneering spacefarers knew they were far from safe. One freighter, called the *E.C.S. North Star*, met with disaster, which resulted in almost the entire crew being killed. Matthew Ryan, who was one of the few survivors, had been born on the *North Star* and lost both his parents in the catastrophe. He subsequently transferred to the *Fortunate*, and by 2151 had become the first officer.

The tragedy that Ryan suffered perhaps explained his actions after Captain Keene was incapacitated when the *Fortunate* was attacked

by Nausicaan pirates. Ryan wanted retribution, and he ordered the *Fortunate* on an ill-conceived mission to destroy their Nausicaan attackers.

When the *Fortunate* eventually caught up with a Nausicaan ship, it disappeared behind a small asteroid. This turned out to be the site of a docking facility for multiple Nausicaan ships, but rather than retreat, Ryan pressed on with the assault. Their phase cannon had no effect on the Nausicaan ships, and soon the *Fortunate* was overwhelmed. With the propulsion systems knocked out, the *Fortunate* would surely have been destroyed had it not been for the intervention of *Enterprise NX-01*. Backed by *Enterprise's* superior weapons system, Captain Archer negotiated a settlement that allowed the *Fortunate* to leave without further incident.

When Captain Keene recovered, he demoted Ryan to able crewman, where he would spend

the rest of their long journey purging hydraulic pumps. Keene acknowledged that times were changing, and that he would have to upgrade the *Fortunate* to a warp 3 engine to stay in business. It would also mean that his ship would no longer be as isolated, and their mindset of being alone and doing things for themselves would have to change.

▲ With just polarized hull plating for protection, the *Fortunate* was ill-equipped to defend itself from the highly-agile Nausicaan raiders. It did not take many plasma hits before the *Fortunate's* engines were disabled.

DATA FEED

Before Ensign Mayweather became helmsman of *Enterprise NX-01*, he lived and worked on board a freighter operated by his family called the *ECS Horizon*. In fact, Mayweather had been born on the freighter during a cargo run halfway between a colony on Vega and the planet Draylax.



STUBBORN INDEPENDENCE

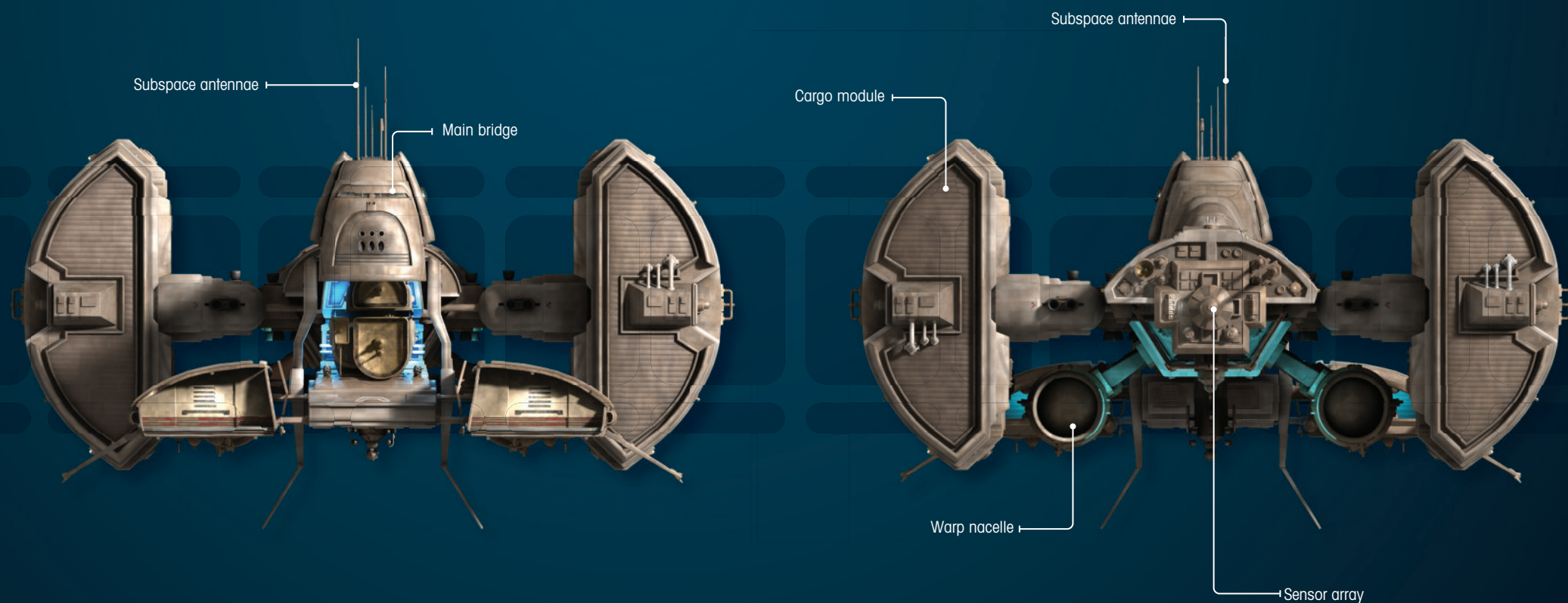
Despite Matthew Ryan's experiences being colored by the tragic loss of his parents, his attitude was typical of many boomers. They were used to doing things for themselves and were resentful of interference from outsiders. Thus, Ryan was less than thrilled when *Enterprise* NX-01 offered assistance with repairs after the *Fortunate* had been attacked by the Nausicaans. To get rid of them, Ryan trapped Captain Archer and his officers in a cargo bay before detaching it from his ship. This allowed him time to head off in pursuit of the Nausicaans, but he was lucky that *Enterprise* managed to track him down before his ship was destroyed.



▲ After repairs had been completed on the *Fortunate*, Ryan was less than appreciative and locked Captain Archer and several members of his crew in one of the cargo modules before jettisoning it into space.

DATA FEED

During the 22nd century, all Earth Cargo Service freighters were regulated by a government body known as the Earth Cargo Authority. This agency governed the operations of Earth-registered interstellar cargo transport vessels, and required them to gain a license to operate. This license to operate could be withdrawn if a delivery was missed.

**RESCUE CONVOY**

Two unnamed Y-class freighters similar to the *Fortunate* were part of a fleet that led the last surviving humans to Ceti Alpha V after Earth was destroyed in an alternate timeline by the Xindi.

FREIGHTER NAMES

Earth freighters known to have been operating in the 22nd century included the *North Star*, the *Horizon*, the *Constellation*, and the *Ticonderoga*, which was destroyed by a Romulan drone ship in 2154.

FAMILY PET

In 2151, one of the children living aboard the *Fortunate* kept a Teneebian skunk as a pet. Presumably, the animal had been acquired from one of the two inhabited Teneebian moons, one of the stops on the ship's route.

The *Horizon* was a J-class modular freighter registered with the Earth Cargo Service in the 22nd century. It was 230 metres in length and could haul as much as 30 kilotons of cargo at a top speed of warp 1.8 when fully laden.

The first human starships to regularly travel interstellar distances were not Starfleet vessels, but cargo ships that transported supplies and goods to off-world colonies such as Deneva or Vega. The *Horizon* was among the earliest freighters to be in service and it was launched in 2103, just 40 years after Dr. Zefram Cochrane became the first

human to attain warp flight in the *Phoenix*. In fact, the warp engine on the *Horizon* was designed by Cochrane, and rumor had it that he personally signed the inside of each reactor casing.

The *Horizon* worked in much the same way as a locomotive or semi-trailer truck. That is to say, the front section of the ship housed the warp engine and the living quarters, while the cargo was loaded in up to five modules that were attached behind via docking clamps.

VARIABLE PAYLOADS

The module cargo sections could be attached and detached as necessary, meaning that like a locomotive, the *Horizon* could pull from one to five cargo containers, or detach completely and operate on its own. Cargo inside the modules had to be evenly distributed and balanced, otherwise the whole ship would shake violently when accelerating to warp. Even so, the *Horizon* was not a state-of-the-art vessel like *Enterprise NX-01*, and it had a tendency to jolt and shudder when breaking through the warp barrier, especially if the pilot was inexperienced.

The interior of the drive section was not particularly homely or comfortable considering the crew practically lived there. Journeys on the trade routes that the *Horizon* made could take months or even years to complete. While crew members had individual small rooms in which to sleep, the overall décor was industrial and basic. They could add personal items like books or posters, but there were very few creature comforts, and even the beds were

EARTH CARGO SERVICE

HORIZON

By 2253, the *Horizon* had been in service for more than 50 years, making it one of Earth's earliest freighters.



DATA FEED

When Travis Mayweather was young, he accidentally locked himself in one of the *Horizon's* cargo containers, a blunder his family never let him forget.

◀ The *Horizon* had been run by the Mayweather family for three generations. Travis' grandfather had been the original captain and his father took over when he was in his late 20s. It caused some consternation within the family when Travis did not follow in their footsteps and decided to join Starfleet instead.



► The *Horizon* had a top speed of warp 1.8, but it normally cruised at a slightly slower speed so as not to stress the engines. At this speed, it could take years to reach some destinations on their cargo routes.

▼ The mess hall was one of the few areas on the *Horizon* where the crew could gather and enjoy a communal experience. Even so, space was limited and the facilities were simple and hardly welcoming.



► The forward section of the *Horizon* could decouple from the cargo modules that it was towing in much the same way as the cab section of a truck could be unhitched from its trailer. Once free of its load, the *Horizon's* drive section was faster and more maneuverable.



▲ The bridge of the *Horizon* was small and rather basic. Most of the consoles were operated from a standing position, and when there was a lot of people on the bridge, it was rather cramped. The captain's chair was positioned in the center of the room, while the helm and navigation console was at the front of the room.

▲ The forward tug section of the *Horizon* contained all the vital elements, such as the deflector dish and the warp nacelles. The ship's plasma cannons hung down below this forward section. The rear cargo modules were filled with barrels, cylinders and containers, which housed all manner of vital goods for colonies.

so basic they looked as if they had been rejected by a prison. There was also a mess hall, but this too was rather austere and far from welcoming. Meals mainly consisted of reconstituted food in the form of nutri-paks. The crew referred to them as "mystery meals" as they often tasted nothing like how they were labeled.

The bridge of the *Horizon* was equally as worn and run-down as the rest of the ship, as well as being small and cramped. It featured a pilot's station at the front, with a chair on a slightly raised platform behind for the captain. To the sides and behind this command chair were various screens and consoles that were operated from a standing position. These workstations could be used to monitor the cargo or to scan and identify any craft they encountered.

The *Horizon* had nominal defenses with polarized hull plating instead of shields. This worked by running electromagnetic power to the ship's metal hull, making it stronger and harder. The ship was also armed with two plasma cannon turrets. In practise, these were little more than 'popguns' and were really only of use in breaking up asteroids.

FAMILY SHIP

The *Horizon* was operated by *Enterprise* helmsman Travis Mayweather's family and a handful of crew. In fact, Travis was born on the *Horizon* in 2126 when it was halfway through a cargo run from Draylax to the Vega colony.

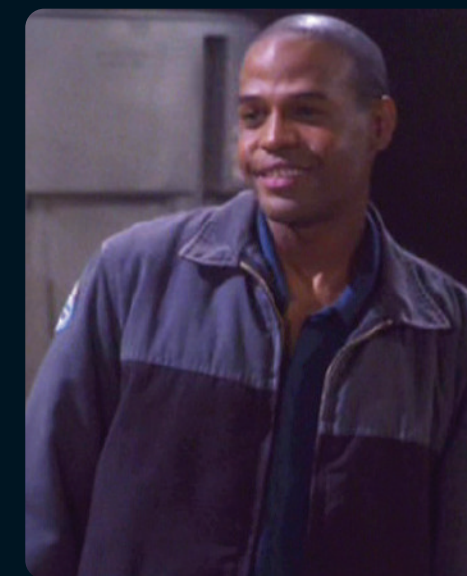
The ship was originally run by Travis' grandfather, while Travis' father had taken over the running of the *Horizon* when he was only in his twenties.

His wife, Rianna, took on the roles of both chief engineer and medic. This was not unusual as members of the crew often had to wear several hats to keep the ship running. Travis' grandfather was said to have had five jobs at one time – two of them on the bridge.

In January of 2153, Travis visited the *Horizon* after his father died. While most of the crew were pleased to see him, his brother Paul, who had taken over the running of the ship, resented the fact that he had left to join Starfleet. Travis was able to make peace with him after he helped defend the *Horizon* from aliens who wanted to steal their cargo. He upgraded the ship's plasma cannons by tying them into the impulse engines, and this together with his piloting skills allowed them to keep their cargo safe.

DATA FEED

Paul Mayweather, Travis' younger brother, took charge of the *Horizon* after their father died. He felt resentment towards Travis for leaving their ship and joining Starfleet, particularly since so many freighters were losing out on crew members to the organization. Paul's feelings of jealousy towards his brother continued until Travis helped upgrade the ship's weapon system and fight off some aliens who wanted their cargo.



FIGHTING BACK

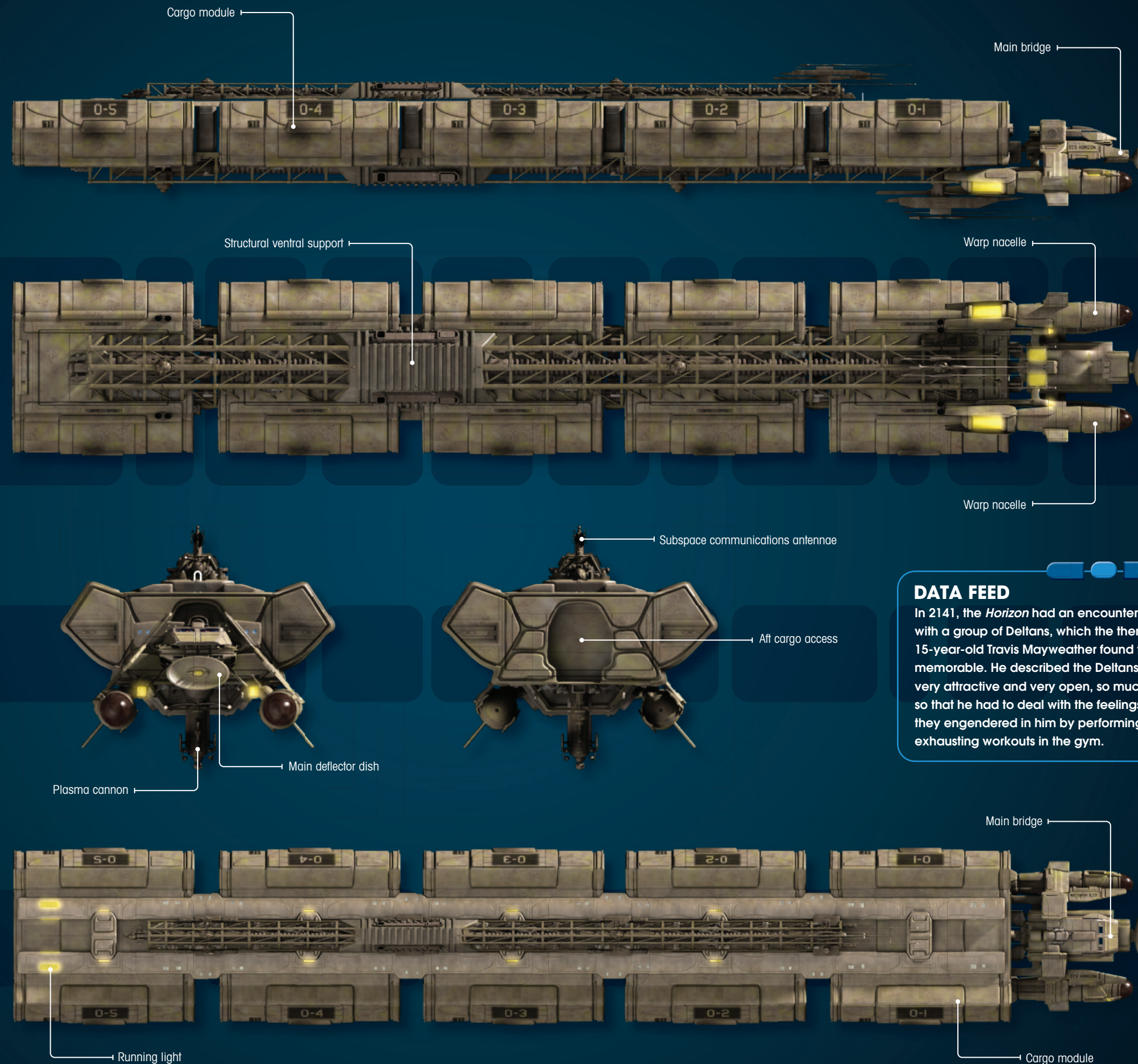
Running freight on ships like the *Horizon* could be a dangerous business. They were out there in space on their own and often subject to raids by alien vessels that wanted to steal their valuable cargo.

In 2153, the *Horizon* came under attack from space pirates. Paul Mayweather wanted to hand over their cargo rather than get into a fight and risk the lives of his crew members. Travis had other ideas, however, believing that if they just gave in, they were going to encourage more attacks.

Travis increased the yield of the *Horizon's* plasma turrets by 80 per cent by tying them directly into the impulse engines. For the upgraded weapon to be effective, Travis had to pilot the *Horizon* behind the enemy ship, but he could not pull off this tough maneuver while pulling 30 kilotons of cargo. He therefore detached the cargo modules, which gave the now much smaller ship more speed and maneuverability. Travis then performed a loop-the-loop, which brought the *Horizon* right up behind the enemy cruiser before unleashing their upgraded weapon. The *Horizon* also got hit by weapon fire during this stunt, but Travis went in for one more strafing run, which brought the pirate ship to a halt. The *Horizon* was then able to retrieve its cargo, and was free to continue on its journey.



▲ After detaching its cargo, Travis was able to pilot the *Horizon* behind the attacking pirate ship by performing a loop-the-loop, then unleashed the upgraded plasma cannon and scored a direct hit.



SHIP IMPROVEMENTS

While visiting the *Horizon*, Travis increased the range of the navigation sensors, and fixed a long-standing problem with the port stabilizers by reconfiguring the spatial discriminators.

FREIGHTER FATALITIES

The *E.C.S. Constellation* had earlier come under attack from the same aliens that targeted the *Horizon*. The *Constellation* lost its entire cargo and three of the crew were killed.

SPOILED PALATE

Having been brought up on the *Horizon*, Travis Mayweather became so used to the nutri-pak food rations that the first time he tried real strawberry shortcake in San Francisco, it just did not taste right to him. His mother, Rianna, joked that the nutri-paks had obviously ruined his taste buds forever.

DATA FEED

In 2141, the *Horizon* had an encounter with a group of Deltans, which the then 15-year-old Travis Mayweather found truly memorable. He described the Deltans as very attractive and very open, so much so that he had to deal with the feelings they engendered in him by performing exhausting workouts in the gym.



MOON TRANSPORT

In the 22nd century, Moon transports were used primarily to take cargo and passengers between Earth and the Moon.

► In the mid-22nd century, Moon transports were often seen landing and taking off at facilities that had been built on the surface of Earth's satellite such as the Orpheus Mining colony. The transport ships played a vital role in supplying the ever expanding settlements on the Moon with provisions, engineering equipment and workers.

The Moon transport was a type of Earth starship that was in operation in the 22nd century. As its name suggests, it was used to ferry cargo and passengers from Earth to the Moon and back at a time when numerous colonies and mining operations were being set up on Earth's satellite.

The Moon transport was almost identical in appearance to the *Arctic One*, a contemporary research vessel designed to operate in extreme cold weather environments. The main difference between the two vessels was that the exterior hull of the Moon transport was gray in color, rather than the pale green of the *Arctic One*. Another distinction was that the Moon transport featured landing pads on its underside, allowing it to touch down on solid surfaces, whereas the *Arctic One* was equipped with landing skis for dealing with snowy ground.

CONFIGURABLE HOLD

The Moon transport was roughly 60 meters in length, and could be operated by a crew of two, but depending on its configuration it could transport roughly 30 passengers. The passenger area could also be transformed into a cargo hold, allowing it to carry bulky mining equipment or supplies for off-world colonies. While the Moon transport was not armed, it was protected by polarized hull plating.

The distance between Earth and the Moon was too short for warp engines to be used, but perhaps





▲ The warp and impulse engines were contained in the rearmost section of the Moon transport. Thruster nozzles were housed in the underside of the 'wing' sections, allowing the ship to take off and land vertically. Most of the ship below the cockpit section was given over to cargo storage, but it could also be configured to carry more passengers.

surprisingly the Moon transport was fitted with warp engines, which allowed it to reach a top speed of warp 1.4. This was because, despite its name, the Moon transport was used to carry cargo and passengers throughout the Sol system and beyond. These vessels also serviced some early Earth off-world colonies that were established on Deneva and in the Alpha Centauri system.

While the Moon transport was capable of traveling beyond the Sol system, it was mainly used as a shuttle service between Earth and the Moon. During the 21st and the early part of the 22nd century, settlements and mining facilities were established all over the Moon, and a permanent population began to settle there.

There were enough people there by 2039 that a government of the Moon known as the Lunar Colonies was founded, and a settlement called Tycho City became its base of operations.

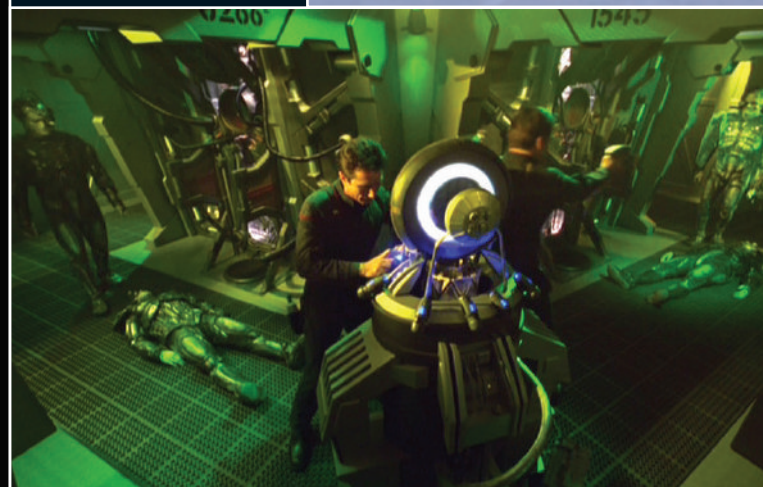
Another new settlement known as New Berlin was established on the Moon prior to Zefram Cochrane's first warp flight in 2069. Other points of interest, such as Tranquility Base and Lake Armstrong were also set up, and all these places needed supplies. This was where the Moon transport came in, and dozens of these vessels helped turn the Moon from a barren rock devoid of life into a planetoid that supported several thriving settlements.

MINING OPERATION

The real key that took the Moon from a promising off-world colony into a flourishing success was Orpheus Mining, which first established a valuable excavation concern there in 2090. This was a private company set up by John Frederick Paxton's father, which he built from the ground up. He had the farsighted vision of creating a mobile mining

► The Arctic One was essentially the same ship as a Moon transport. The only differences were that the Arctic One was colored green, and it featured landing skis, enabling it to set down on snowy surfaces.

▼ The interior of a Moon transport was never seen, but it must have been similar to that on the Arctic One. In 2153, the Arctic One was taken over by Borg drones, who modified the interior with their own technology.



facility known as Orpheus. This meant that when a mine had been depleted, the entire facility could launch off the surface and set down in another area where minerals or other valuable resources had been detected.

This mining operation turned out to be incredibly profitable, and it brought more workers in the form of miners and engineers to the moon. This meant Moon transports were constantly flying between Earth and the Moon, conveying more people, supplies and equipment; without them, the mining operations just would not have been possible. Traveling from the Earth to the Moon had become commonplace by the 22nd century thanks to the Moon transports, and the success of mining operations and settlements depended on these valuable workhorses.

It was not just the Moon either. While J-class freighters like the *E.C.S. Horizon* moved thousands

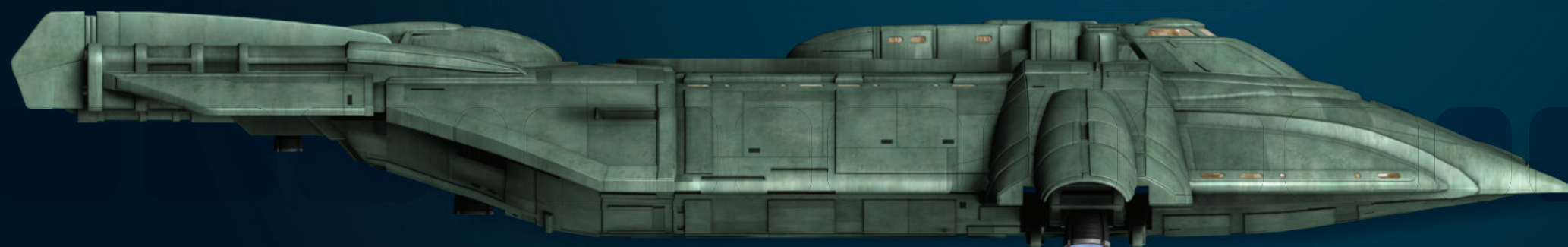
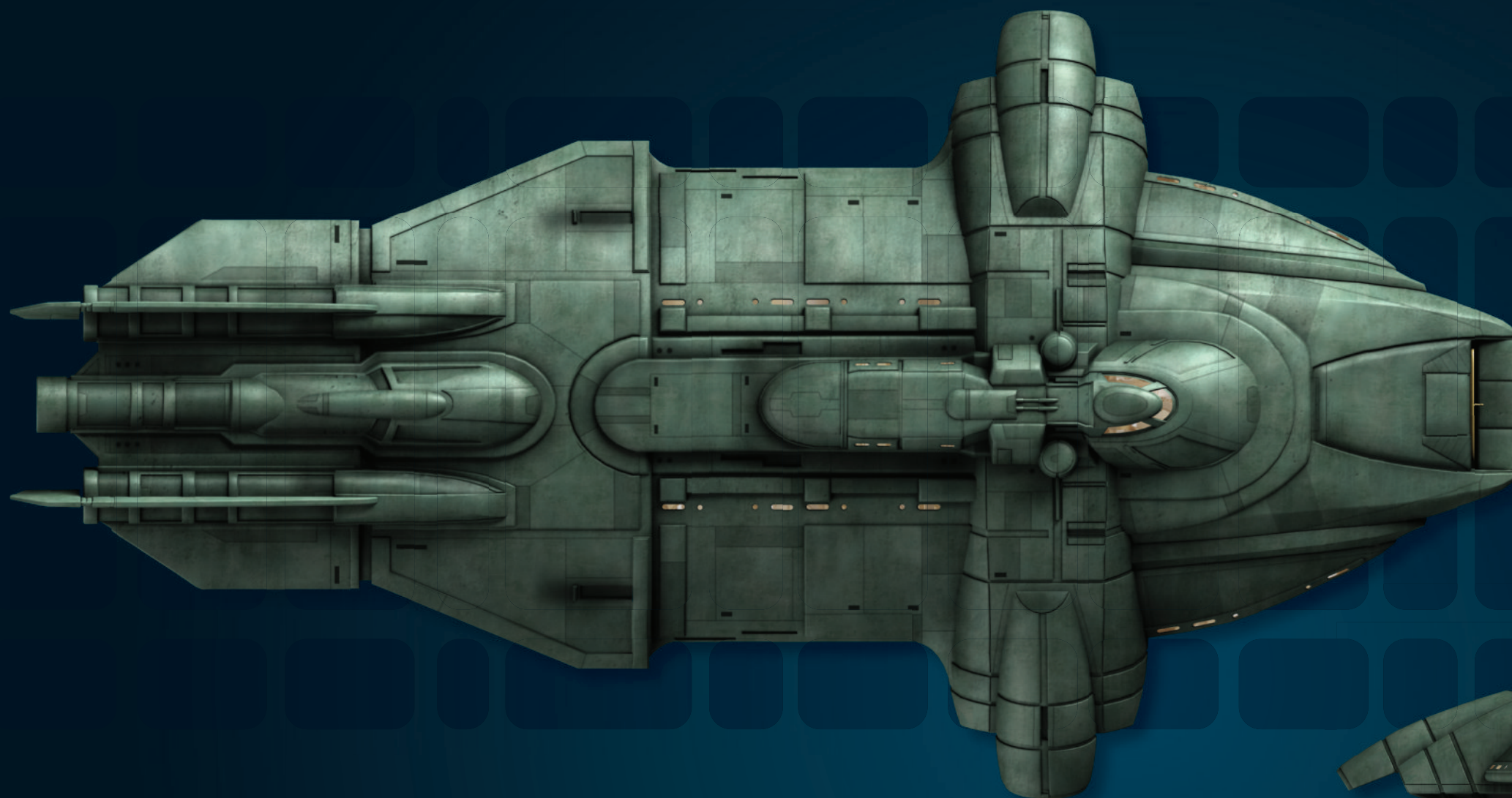
of metric tons of ore and valuable minerals between worlds like Draylax and the Vega colony, it was vessels like the Moon transports that kept these new economic opportunities running with people and supplies. It would not be an exaggeration to say that without these Moon transports, humanity's first tentative steps out into the Galaxy would have taken much longer.

▲ Moon transports were the starship equivalent of a 21st-century bus or large van, since they were commercial vehicles, and very important in helping off-world colonies to function and thrive.



DATA FEED

Orpheus Mining was a private company, which did much to expand the settlements on the Moon through the excavating of valuable minerals beneath the surface. By the mid-22nd century, the company was run by John Paxton, the son of the founder. Paxton was also the leader of Terra Prime, an extremist organization that called for all non-humans to be expelled from the Sol system, and they were prepared to use violence to achieve their aims.

**DATA FEED**

Lunar One Colony was the largest human outpost on Earth's Moon in the 22nd century. By the 24th century, the population of the moon was 50 million.

**GRUBBY MINERS**

Veteran workers of the Orpheus Mining colony referred to new, inexperienced miners as 'grubbers.' A worker named Josiah called Trip Tucker a grubber after the commander infiltrated the mining facility in 2155.

ARMSTRONG HONOR

Two locations on the Moon – Lake Armstrong and Armstrong City – were named for Neil Armstrong, who of course was the first human to set foot there in 1969 as part of the Apollo 11 mission.

MOON FACTS

The average distance from the Earth to the Moon is 384,402 km (238,857 miles). The first spacecraft to land a man on the Moon was Apollo 11, and it took 75 hours and 56 minutes to travel from Earth to orbit around the Moon. Every year, the Moon moves about 3.8 cm further away from Earth.

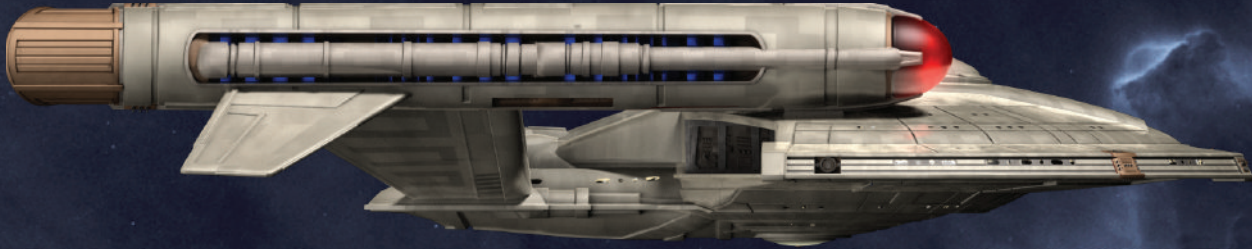
THE ROAD TO WARP 5

SIZE CHART

SCALE: 1:1000



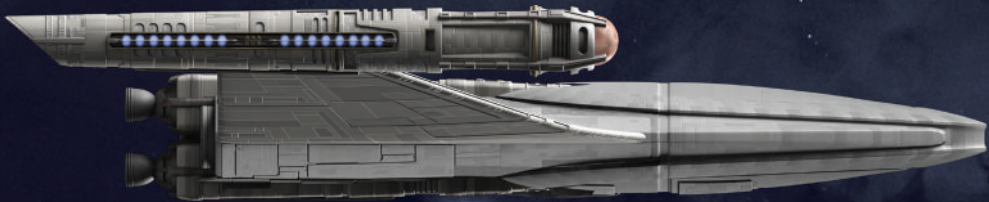
E.C.S. HORIZON
230m



INTREPID
165m



WARP DELTA
130m



EMETTE
130m



E.C.S. FORTUNATE
270m



S.S. BOTANY BAY
104m



MOON TRANSPORT
50m



PHOENIX
20m



OV-165
50m



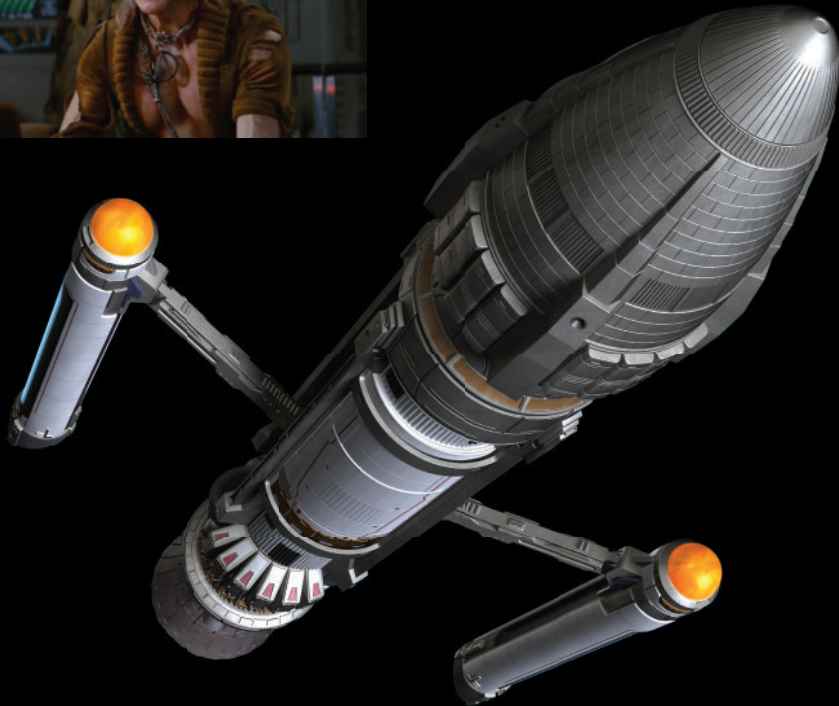
NX-ALPHA
20m

SIGNIFICANT EVENTS

1990s



Earth is devastated by the Eugenics Wars, in which genetically engineered supermen take control of more than 40 countries. One of them, Khan Noonien Singh, controls more than a quarter of the planet. Humanity rises up against them, defeats them and bans the use of genetic engineering. Khan and more than 80 of his followers escape by putting themselves into suspended animation aboard the *DY-100*-class *S.S. Botany Bay*, which they launch into space.



2050s

Earth's Third World War leads to the collapse of most governments, the destruction of most major cities and kills more than six hundred million people.

2063

Zefram Cochrane makes humankind's first faster-than-light journey in a converted Titan II missile, the *Phoenix*. This attracts the attention of the Vulcans, who make first contact, ushering in a new era in human history. Over the following decades humans will eliminate hunger and poverty.

2070s

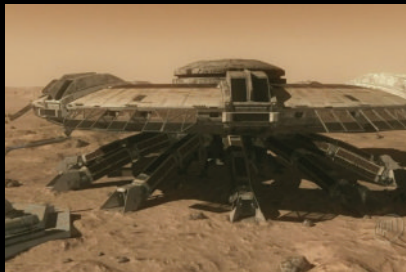
Using early warp ships Earth starts to establish colonies on other planets. These ships are only capable of speeds slightly in excess of warp 1 and it takes them years to reach other habitable planets.

2077

Henry Archer, inventor of Earth's warp 5 engine is born.

2090

The Orpheus mining colony is established on Earth's moon.



2102

The *E.C.S. Horizon* is commissioned.



2103

The first permanent human colonies are established on Mars.

2112

Jonathan Archer, future captain of the *Enterprise NX-01*, is born.



2119

Zefram Cochrane formally opens the Warp Five Complex. Its goal is to create an engine that will be fast enough to make interstellar travel something that takes days rather than months or years.

Early 22nd century

The 87-year-old Zefram Cochrane leaves his home on Alpha Centauri, planning to die in space. His body is never recovered. In fact, his ship lands on a planetoid in the Gamma Canaris region, where a being he knows as the Companion rejuvenates his body, keeping him alive for more than 150 years.

2143

The *NX-Alpha* makes Earth's first warp 2 flight.



2145

The *NX-Delta* makes Earth's first warp 3 flight.

2150

Starfleet lays the keel of the *Enterprise NX-01*, which is destined to be the first Earth starship to travel faster than warp 5.

2151



Starfleet launches the *Enterprise NX-01*, which makes Earth's first warp 5 flight. Under the command of Captain Jonathan Archer, it makes first contact with the Klingon Empire. It then begins a mission of deep space exploration that will lay the foundations of the United Federation of Planets.





CHAPTER 2

STARFLEET SHIPS 2151-2293

DATA FEED

The *Enterprise* NX-01 was the first starship to bear the famous name. She retired intact in 2161 and became a museum ship. There wasn't another *Enterprise* until 2245 when the *U.S.S. Enterprise* NCC-1701 was launched.

ENTERPRISE NX-01

The *Enterprise* NX-01 was a major technological breakthrough that changed the course of history.

▲ The *Enterprise* NX-01 in orbit around Earth shortly after its launch from Earth Spacedock in April 2151.

The *Enterprise* NX-01 was one of the most significant ships in history. Launched in April 2151, it was by far the most advanced human vessel ever built and the first Earth ship to be fitted with an engine capable of reaching warp 5. This finally made deep-space exploration a practical reality enabling humans to become more involved in interstellar affairs. This had a major impact on the shape of the Alpha Quadrant since actions taken by her crew made it clear that Earth, Vulcan, Andoria and other planets shared a common goal, and this directly led to the foundation of the United Federation of Planets.

As with later Federation warp-capable spacecraft, the engines of the NX-01 were based around a primary warp coil that generated a matter/antimatter reaction, which was focused through dillithium crystals. The NX class also established the design, which was to become the norm for Starfleet vessels, of a forward saucer section housing the bridge and living quarters, and a secondary hull located in the rear.

With seven decks, the NX-01 had a crew of over 80, including a MACO (Military Assault

Commando) unit. Decks were labelled A through to G, with the bridge located on deck A and the sensor array on deck G. Two half decks were located between D and E.

STATE OF THE ART

Deck A was almost filled by the bridge, which was served by a turbolift. The captain's ready room could be accessed through a doorway on the starboard of the bridge. A command chair dominated the centre of the room and a variety of stations dedicated to communications, science, engineering and tactical ran along the outside, while a situation room with a tabletop display tied to stellar cartography and the ship's library computer and monitoring the engineering systems was located at the rear.

The tactical station provided the bridge with control of the ship's arsenal of weapons, which initially only consisted of rocket-propelled torpedoes using explosive charges. The ship was also designed to carry three phase cannons mounted outside on the hull, although these were not fitted at the time the NX-01 set out on its first mission. After a hostile encounter in August 2151,

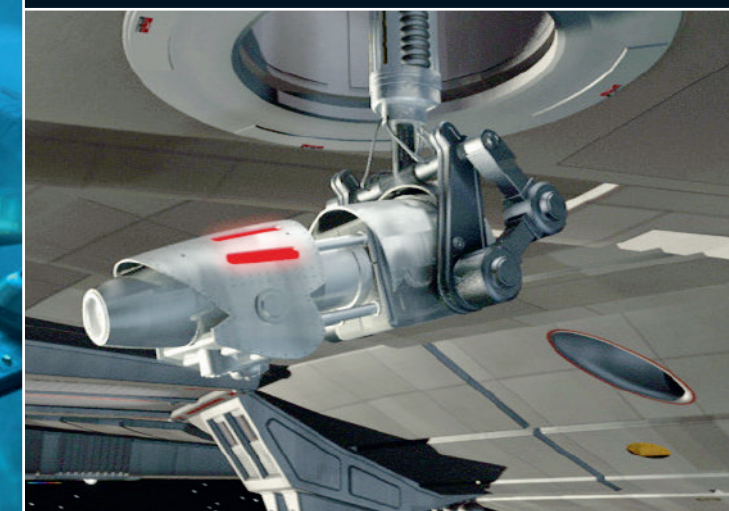


◀ Space exploration was a very dangerous business and the NX-01 was often damaged. In one of the most serious incidents the ship hit a mine, which was later concluded to be of Romulan design.

▶ Although the NX-01 had transporters they weren't often used. The ship normally docked with other vessels using the airlocks on either side of the saucer section. Airlocks were also used at spacestations.



▼ The NX-01 was always intended to carry phase cannons, but they were only fitted several months after she was launched.



◀ Unlike later Starfleet ships, the NX-01 needed regular maintenance from the outside and carried an inspection pod that was used to carry out repairs to the hull.

▶ In an extremely difficult maneuver the *Enterprise* and her sister ship, *Columbia NX-02*, flew in close formation to allow a crew member to be transferred between the two ships at warp speed.



▲ The *Enterprise* relied on grappling hooks to catch her shuttlepods and to reel them into the docking bays on the underside of the saucer section. Flying a shuttlepod in manually was too dangerous.

however, the decision was taken to begin installing two forward phase canons.

Rather than head to the nearest space station, alterations began mid journey. During the installation it was calculated that if they were tied into the ship's impulse engines the cannons could take a greater load than they were designed for. Unfortunately, the initial test caused a plasma recoil in the power systems, but this was later solved by redirecting energy through the gravity plating, which was then polarized to absorb the recoil. Excess energy was sent to the structural integrity field, which had the added advantage of making the ship more resistant to damage.

The targeting scanners were controlled from the ship's armory on Deck F. From here the torpedoes were loaded into fore and aft tubes. While the phase cannons were mounted on the outside of

the ship, their frequencies were set and modulated from the armory. In addition to torpedoes and phase cannons, dotted throughout the ship there were also 14 weapons lockers that were stocked with an assortment of small arms.

Prisoners were held in the Brig on deck E, which was designed to hold two people but could handle more in an emergency. Sickbay, also on deck E, was a state-of-the-art medical-research facility.

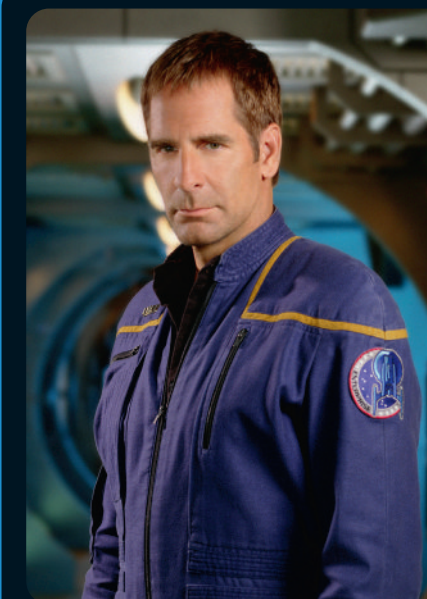
CREW FACILITIES

Most of the crew quarters were on deck D, although crew members were also quartered on decks B, C and E. Guests were housed in VIP quarters on deck G. Senior staff had individual quarters on deck B. Typically these were divided into two distinct areas for living and sleeping and enjoyed their own en-suite bathrooms. Junior crew

members shared quarters designed for two with bunk beds fitted into the bulkhead.

Meals were taken in the mess hall on Deck E with food prepared in the nearby galley by the ship's chef. Although the ship carried a supply of real food, which was kept in cryogenic storage, most of the foodstuff was re-sequenced protein that could be prepared to resemble almost any dish. The mess hall also served as a recreation area where crewmembers could gather to socialize and watch movies. They could also work out in the fully fitted gym located on deck C.

The NX-01 was also one of the first Starfleet ships to be fitted with a matter transporter advanced enough for use by living beings. Found on deck D, it had a range of only 2,000 kilometers. However, crews still relied on shuttlepods, housed on decks D and E, to travel to the surface of planets.



DATA FEED

The *Enterprise NX-01* was commanded by Captain Jonathan Archer, whose father had been responsible for the design of its warp engines. Archer's achievements are legendary: he made first contact with countless species and established friendly relations with major species including the Andorians and Tellarites. He changed the course of Vulcan politics, saved Earth from the Xindi and laid the groundwork for the foundation of the Federation.

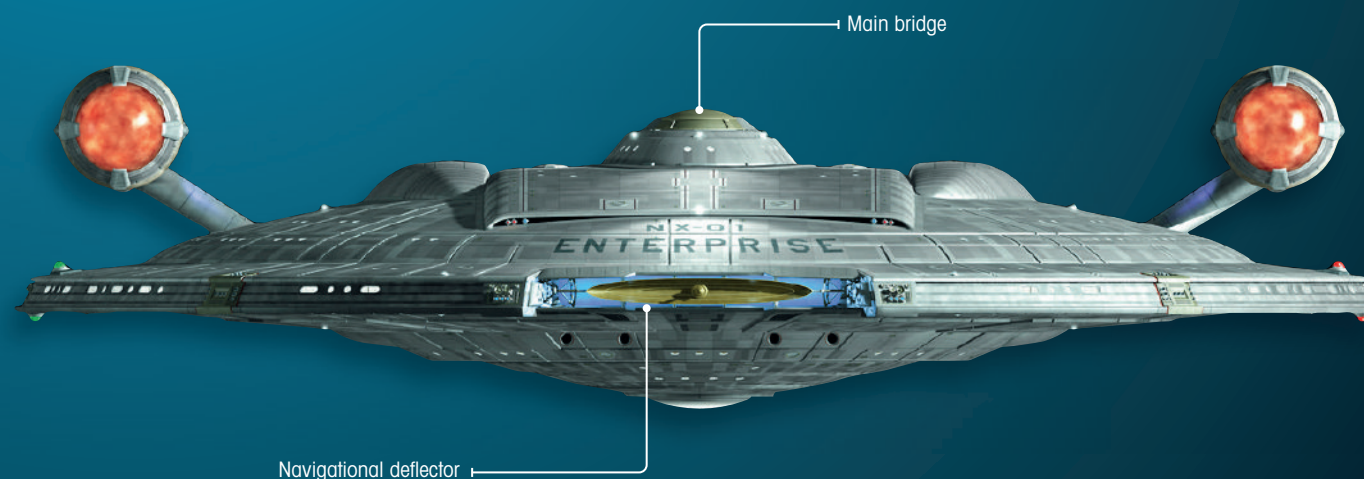
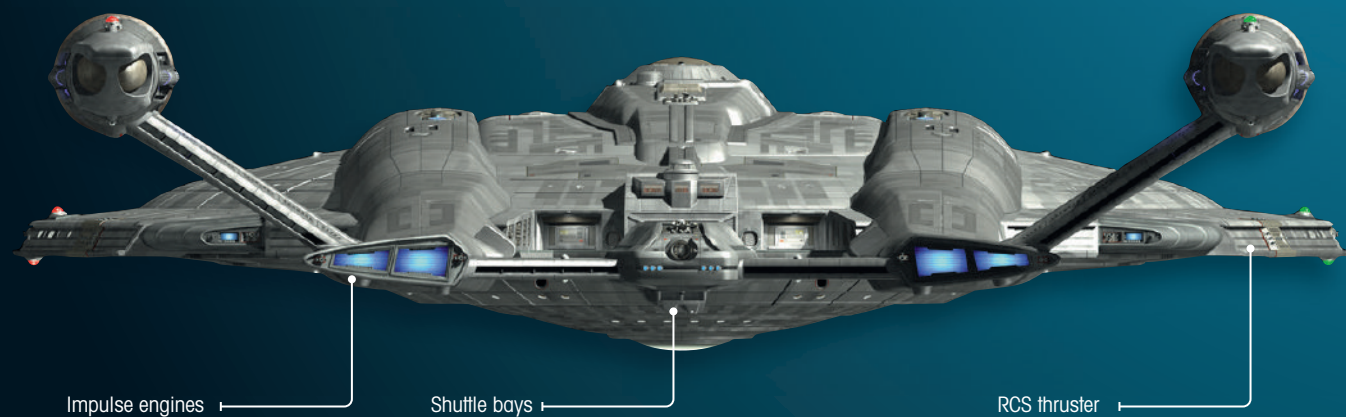
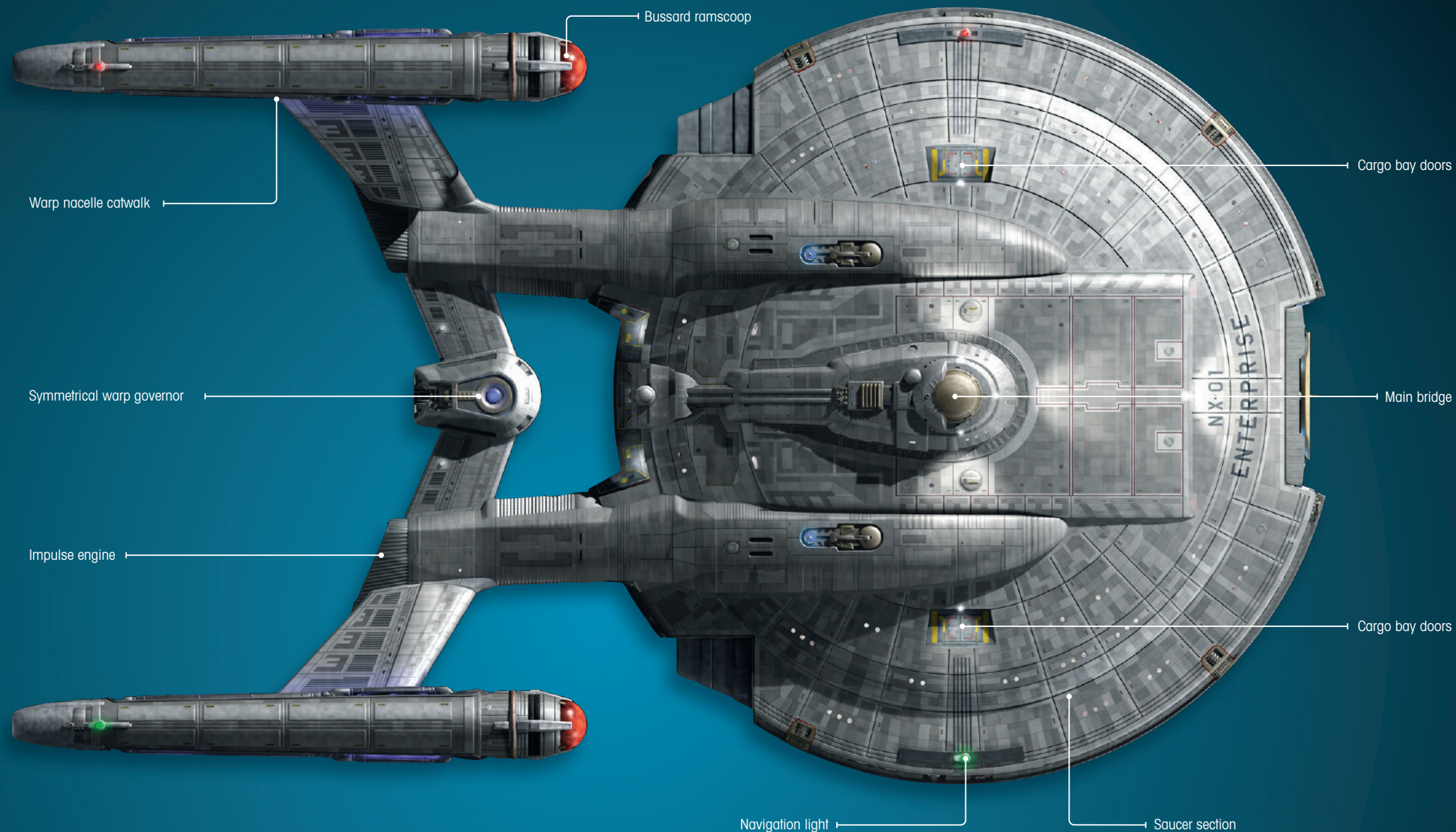
EXTERIOR CHANGES

One of the biggest technical problems faced by the *Enterprise* NX-01 was maintaining the symmetry of the twin warp fields generated by the nacelles. This was as important as it was dangerous since an imbalanced warp field could either collapse or tear the ship apart. The solution was the Symmetrical Warp Governor, which was positioned on the strut between the nacelles. This generated a low-yield subspace field that 'bent' the warp bubble into a more acceptable configuration for high-warp velocities.



DATA FEED

The reactor in the *Enterprise's* warp engine contained enough antimatter to run the ship for a month without refilling. The ship carried 2,000 liters of deuterium that were used to refuel it.



ARMOR PLATING

Shield technology was in its infancy when the *Enterprise* NX-01 was launched so the ship relied on polarisation to strengthen the hull if it was attacked. This worked by sending an electromagnetic charge through the hull plating to make it stronger.

IMPULSE ENGINES

The twin impulse engines that were used at sublight speeds were basically large rockets. They were powered by nuclear fusion reactors and used superheated plasma that was vented from the rear of the ship.

CARGO BAYS

The twin cargo bays doors on the top of the saucer are mirrored by ones on the underside. The cargo bays actually run through the entire height of the saucer section so if the top and bottom doors were open you could fly straight through the ship.

DAEDALUS CLASS

The *Daedalus* class was one of the first Starfleet ships to explore deep space after the Federation had been set up.

Daedalus-class starships were Starfleet vessels that entered service around the same time that the Federation of Planets was formed in 2161. Their most obvious distinguishing feature was a spherical primary hull, while the engineering hull was tubular in shape. The warp nacelles were also cylindrical and fitted above and away from the secondary hull on pylons for safety reasons.

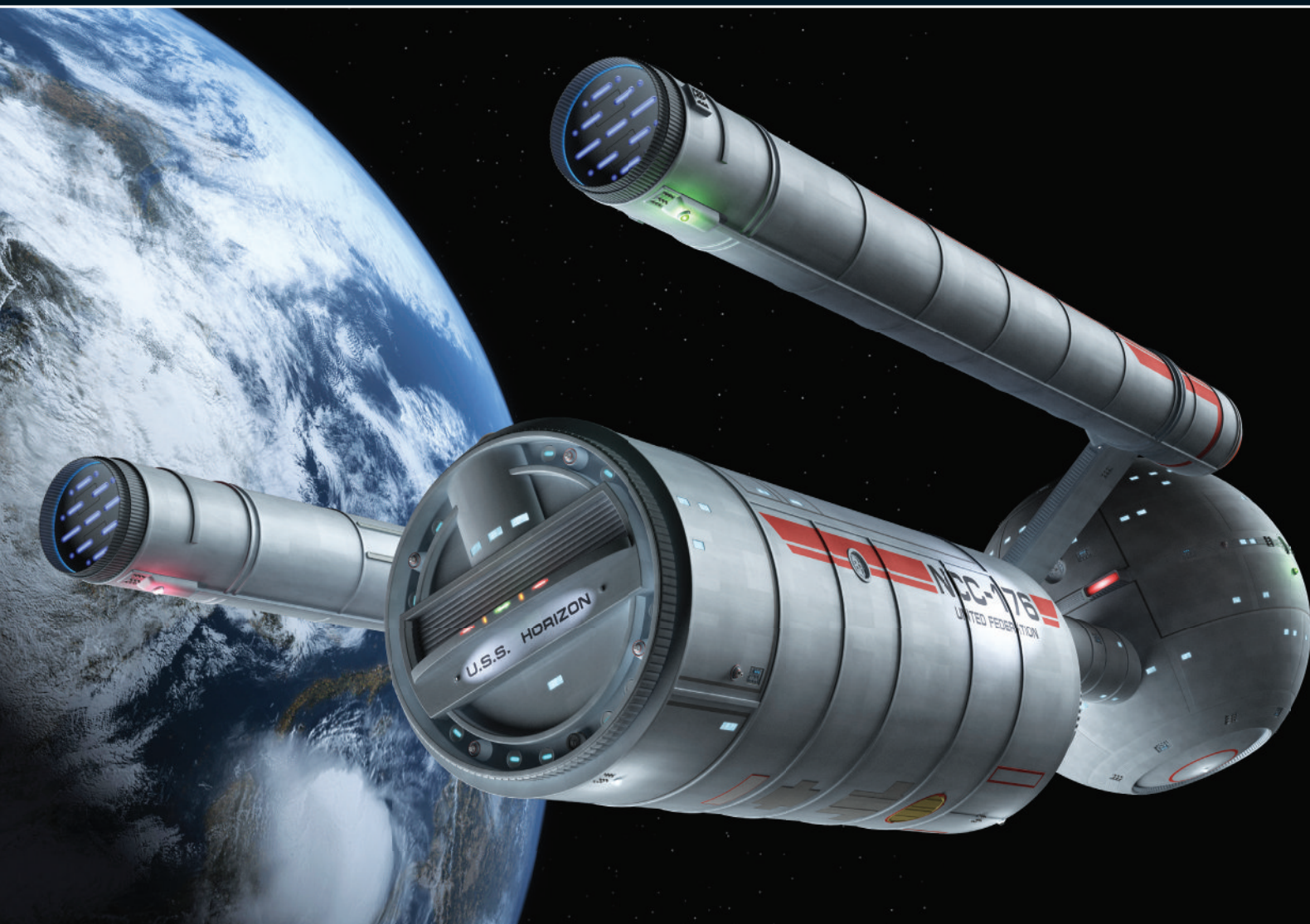
Daedalus-class vessels were approximately 140 meters in length and normally operated with about 230 crew members. Around 2161, the NX class of ships, like *Enterprise NX-01*, were decommissioned and the *Daedalus* class superseded them as the 'next generation' of starship design. They in effect become the primary vehicles of deep space exploration and research used by Starfleet. Whereas the NX class had a top speed of warp 5, *Daedalus*-class ships were capable of reaching warp 7 for short periods of time. They were also fitted with deflector shields, phaser emitters and photon torpedoes.

ON THEIR OWN

Communications were extremely limited at this time, and as a result *Daedalus*-class ships were often out of contact with Starfleet for extended periods. They were equipped with subspace transmitters and transponders which could signal their position, but in the event of trouble they were sometimes forced to rely on radio waves to transmit messages, which could take as long as 100 years to reach Federation space.

◀ *Daedalus*-class ships came into operation roughly 100 years after Zefram Cochrane invented warp drive. In that time, starship technology had improved to the point that *Daedalus*-class vessels could achieve a maximum speed of warp 7. This meant deep space exploration was now possible, but it brought with it new challenges and dangers.





▲ *Daedalus*-class vessels served as the primary exploratory ships for Starfleet after the Earth/Romulan wars. They ventured into territory that was so remote that Starfleet did not thoroughly explore it until the mid 23rd century. Conditions on board these vessels were cramped, and facilities to make life easier, such as replicators and holodecks, had not yet been invented.

The limitations of 22nd-century communication systems meant that *Daedalus*-class vessels were much more independent than their later counterparts. With no nearby support, life on these missions could be extremely dangerous, and many of these ships were lost in action.

For example, the *Daedalus*-class *U.S.S. Archon* NCC-189 disappeared in 2167 while visiting the planet Beta III. It was pulled from orbit by a planetary computer system called Landru, and its crew was either killed or 'absorbed' into Beta III's society. The fate of the ship was not discovered until the *U.S.S. Enterprise* NCC-1701 was sent there 100 years later to find out what had happened.

Daedalus-class ships were also exploring the galaxy and visiting worlds before Starfleet established the Prime Directive. This was the non-interference edict that prevented Starfleet personnel from interfering with the natural

development of non-warp societies. On a visit to the planet Sigma Iotia II in 2168, the crew of the *Daedalus*-class *U.S.S. Horizon* NCC-176 freely interacted with the native inhabitants, contaminating their culture by leaving a book about the Chicago mobs behind.

CHANGED WORLD

The *Horizon* was lost shortly after leaving Sigma Iotia II, but the highly imitative Iotians proceeded to use the book as a blueprint for their society. Starfleet only received the radio reports from the *Horizon* a century later, and when the *Enterprise* went to investigate, it found that Iotian society had split into territories ruled by mob bosses.

The *Daedalus*-class *U.S.S. Essex* NCC-173 also went missing with all hands in a sector of space overseen by Admiral Uttan Narsu from Starbase 12. Its subspace distress signal was picked up 201 years

► The *U.S.S. Archon* disappeared near the planet Beta III. The crew were 'absorbed' into their society by a computer that used telepathy to control them. All free will was removed and they acted as if in a trance.

▼ The Iotians had modeled their society on one run by gangsters after the *U.S.S. Horizon* left behind a book that described in detail the way of life of the mobsters who ran Chicago in the 1920s.



later by the *U.S.S. Enterprise* NCC-1701-D coming from an M-class moon in orbit of a gas giant planet called Mab-Bu VI.

Records revealed that the *Essex* was under the command of Captain Bryce Shumer, but it had never been found and it remained a mystery as to what had happened to it.

It transpired that the *Essex* had been lured there by condemned prisoners from a system called Ux-Mal. Hundreds of years earlier, these prisoners had been separated from their physical bodies and left to drift in the storms on the moon. They tried to escape on the *Essex*, but it could not pull free from the violent atmosphere and crashed.

The prisoners had another chance to escape when the *Enterprise-D* arrived in 2368, and three of them claimed they had been part of the *Essex* crew, believing it would give them a greater chance of leaving the moon. In the end, they

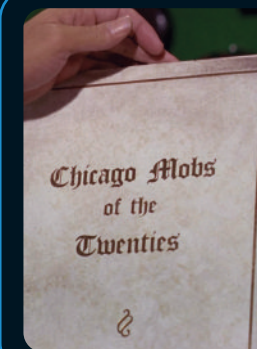
were found out and Captain Picard had the entities beamed back down to the moon's surface.

The *Daedalus* class was in operation for 35 years, and all examples were retired from service by 2196. But *Daedalus*-class ships were far from forgotten; few Starfleet vessels deviated from the basic layout which they established, and many considered the *Daedalus* class to be a design classic.

▲ An away team from the *Enterprise-D* were lured to a moon by non-corporeal criminals, who somehow took over their bodies. They later claimed to be from the crew of the *Daedalus*-class *U.S.S. Essex*.

DATA FEED

The *Daedalus*-class *U.S.S. Horizon* was responsible for contaminating the natural development of the Iotians, a pre-warp society. The crew of the *Horizon* left behind several books, including one entitled *Chicago Mobs of the Twenties*. The Iotians came to revere this publication and modeled their entire society on it. Cultural contamination like this led Starfleet to introduce the Prime Directive – a policy of non-interference in pre-warp civilizations.



POSSESSED CREW

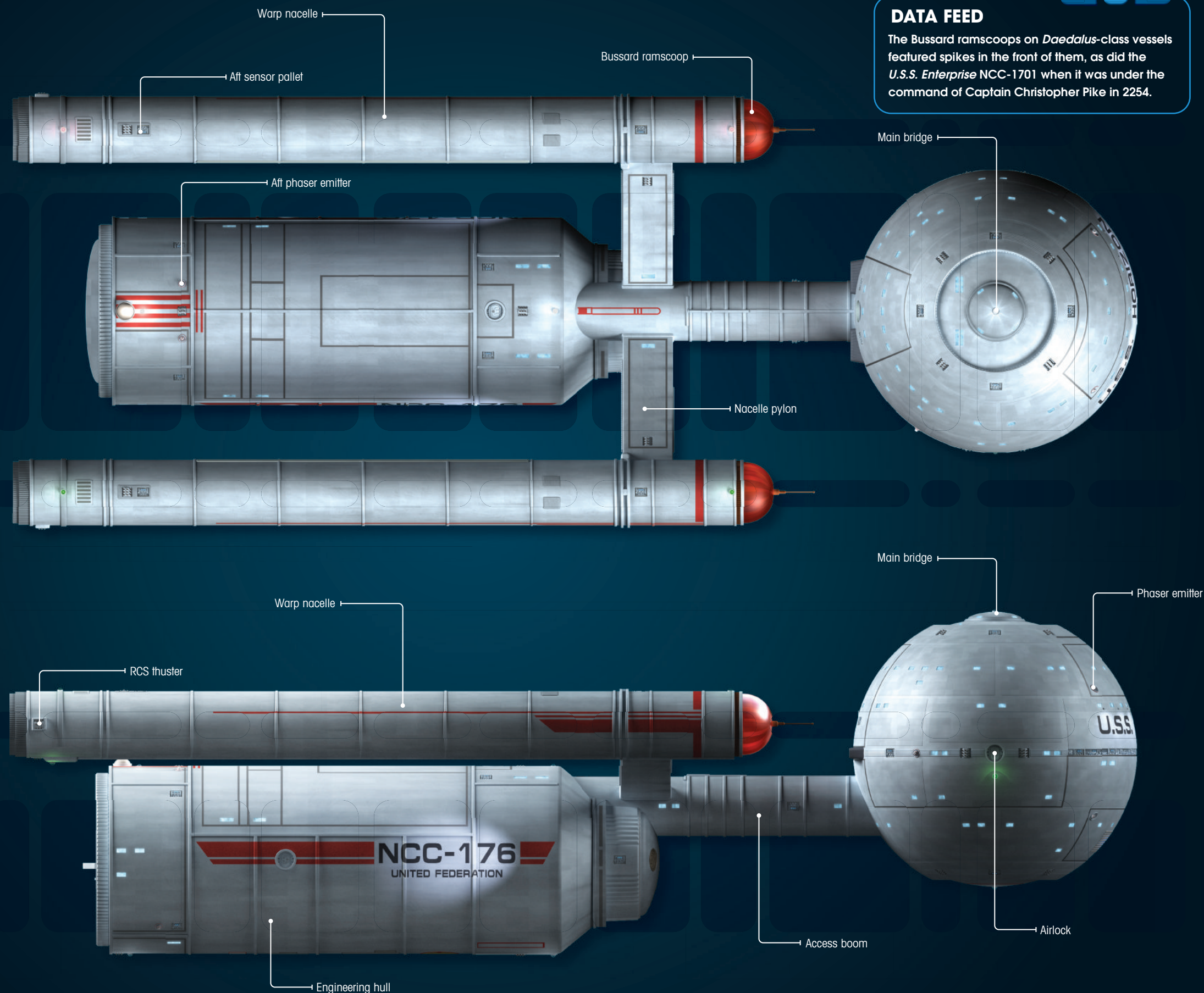
In 2167, the *Daedalus*-class U.S.S. *Essex* NCC-173 was under the command of Captain Bryce Shumar. His first officer was Commander Steven Mullen and the ship's security chief was Lt. Morgan Kelly. The *Essex*, along with its 229 crew members, went missing in a region of space that was overseen by Starbase 12.

The *Essex*'s subspace transponder signal was picked up 201 years later coming from the moon of Mab-Bu VI by the U.S.S. *Enterprise* NCC-1701-D. It transpired that the *Essex* had been investigating the moon when non-corporeal criminals from Ux-Mal, who had been imprisoned there centuries before, attempted to escape by possessing the *Essex* crew. The prisoners were somehow able to superimpose their neural patterns over the *Essex*'s crew and took control of their ship. They then attempted to escape, but the *Essex* was caught in a violent electromagnetic storm and the ship was ripped apart. The *Essex*'s crew was killed, but the consciousness of the prisoners survived as anionic energy and they could remember everything about their human hosts.

The criminals remained stranded on the moon for nearly another two centuries before luring the passing U.S.S. *Enterprise* NCC-1701-D there by broadcasting the *Essex*'s signal. Three of these life forms took over the bodies of Troi, Data and O'Brien before they were eventually found out and separated from their hosts' bodies. The criminal entities were then exiled back to the surface of the moon.



▲ The criminals from Ux-Mal had been separated from their bodies and lived as anionic energy. They were eventually rounded up on the *Enterprise*-D and beamed back to the moon of Mab-Bu VI.

**DATA FEED**

The Bussard ramscoops on *Daedalus*-class vessels featured spikes in the front of them, as did the U.S.S. *Enterprise* NCC-1701 when it was under the command of Captain Christopher Pike in 2254.

RARE FEATURE

The only other type of Starfleet vessel with a spherical main hull, apart from the *Daedalus* class, was the 24th-century *Olympic*-class medical vessel from an alternate future.

UNCERTAIN EXAMPLE

According to the *STAR TREK Encyclopedia* [second edition] by Michael and Denise Okuda, the U.S.S. *Carolina* was a *Daedalus*-class ship. It supposedly sent an emergency distress signal to the U.S.S. *Enterprise* in 2267.

NOVEL REPLACEMENT

In the *ENTERPRISE* novels *The Good that Men Do*, *Kobayashi Maru* and *Beneath the Raptor's Wing*, the *Daedalus* class featured heavily as the main replacement of the *NX*-class fleet, as *NX* ships were deemed too expensive and took too long to build.



U.S.S. SHENZHOU NCC-1227

The fortunes of the *Walker*-class starship changed during a mission to investigate a damaged interstellar relay.

The *U.S.S. Shenzhou* was one of Starfleet's *Walker*-class starships in the 23rd century. By the middle of the century it was seen as an older model, fitted with outdated technology such as a lateral vector transporter system. Despite this, the *Shenzhou* was held in high regard by Starfleet and, under the command of the highly decorated Captain Philippa Georgiou, it continued to be dispatched on missions of great importance. Typically for a *Walker*-class vessel, the *Shenzhou* boasted a saucer section (with the bridge located on the ventral side), a small secondary hull and two nacelles.

The fortunes of the *Shenzhou* changed when it was dispatched to a binary star system to investigate a damaged interstellar relay. While there they detected something lurking in a nearby debris field. When First Officer Michael Burnham conducted a fly-by using a long haul EV suit, she realized that the object was some kind of ancient vessel – shortly before she was attacked by a Klingon, a race few humans had encountered in over 100 years.

STAND-OFF

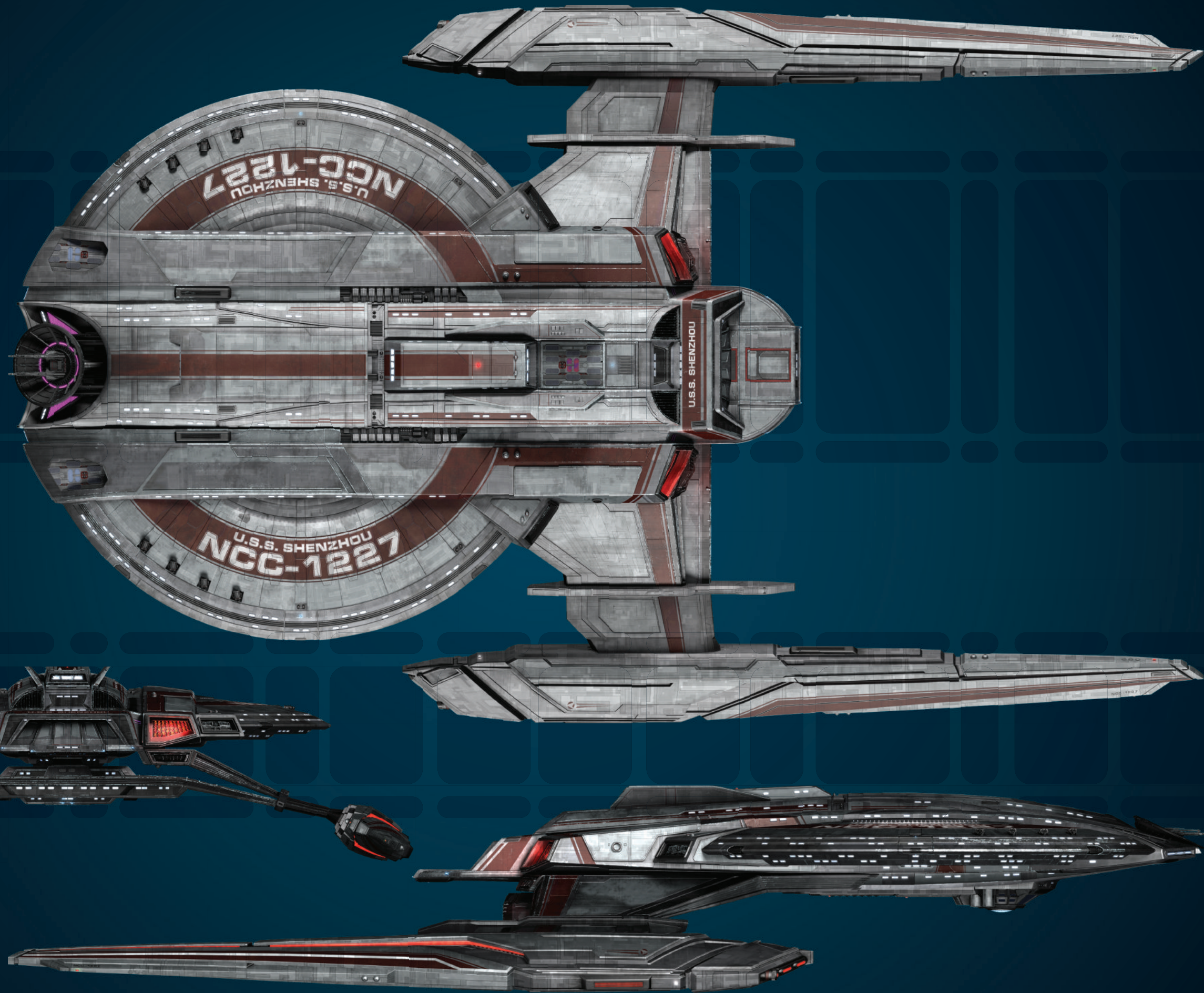
After Burnham returned to the *Shenzhou*, the ship locked its weapons onto the cloaked vessel – at which point an enormous ship sheathed in sarcophagi of deceased Klingon warriors materialized before them, followed by 24 Klingon warships. When Starfleet reinforcements arrived, a stand-off ensued – which ended when the Klingon sarcophagus ship fired upon the *Shenzhou*, causing a major hull breach, knocking its shields and impulse engines offline, and inflicting heavy casualties. During the subsequent Battle at the Binary Stars, the Klingons proved the superior force, and eventually the wrecked *Shenzhou* was the only Starfleet vessel left.

However, the *Shenzhou* crew managed to beam a photon torpedo warhead onto a dead Klingon, which detonated after being brought aboard the sarcophagus ship. Georgiou and Burnham then beamed aboard the sarcophagus to capture the firebrand T'Kuvma – only for T'Kuvma to fatally stab Georgiou, before Burnham killed T'Kuvma in turn. The *Shenzhou* survivors fled their ruined ship, leaving it to drift in space.



◀ The *Shenzhou* was commanded by Philippa Georgiou, one of the most decorated captains in Starfleet.

► The *Shenzhou* was dispatched to missions of grave importance, including investigating a damaged relay on the edge of Federation space.



The cutting-edge *U.S.S. Discovery* played a key role in the early days of the Federation-Klingon War in 2256. Under the command of Captain Gabriel Lorca, the ship was initially a testbed science vessel that could accommodate 300 discreet scientific missions (a Starfleet record). However, during the war against the Klingons it was turned into a warship, and much of *Discovery's* resources were devoted to accelerated research and development of a new propulsion technology. The *Crossfield*-class ship consisted of a saucer section (which was separated into three distinct segments), a triangular secondary hull and two long nacelles, and its 15 decks could accommodate a crew complement of 136.

SPORE DRIVE

The *Discovery* was designed around its most famous resource: the spore drive, an experimental propulsion system that allowed ships to travel 90 light years in 1.3 seconds. The spore drive worked by harvesting mycelium spores to travel in the mycelial plane. Chief engineer and co-creator of the drive, Paul Stamets, had envisioned it as a peaceful technology before Starfleet adapted it for military purposes. Stamets later gained the ability to control the spore drive's jumps after his DNA became mingled with a tardigrade-like creature that could traverse the mycelial plane.

During spore drive jumps, the ship went to black alert and its outer and central saucer ring sections rotated in opposite directions to initiate excess energy cavitation.

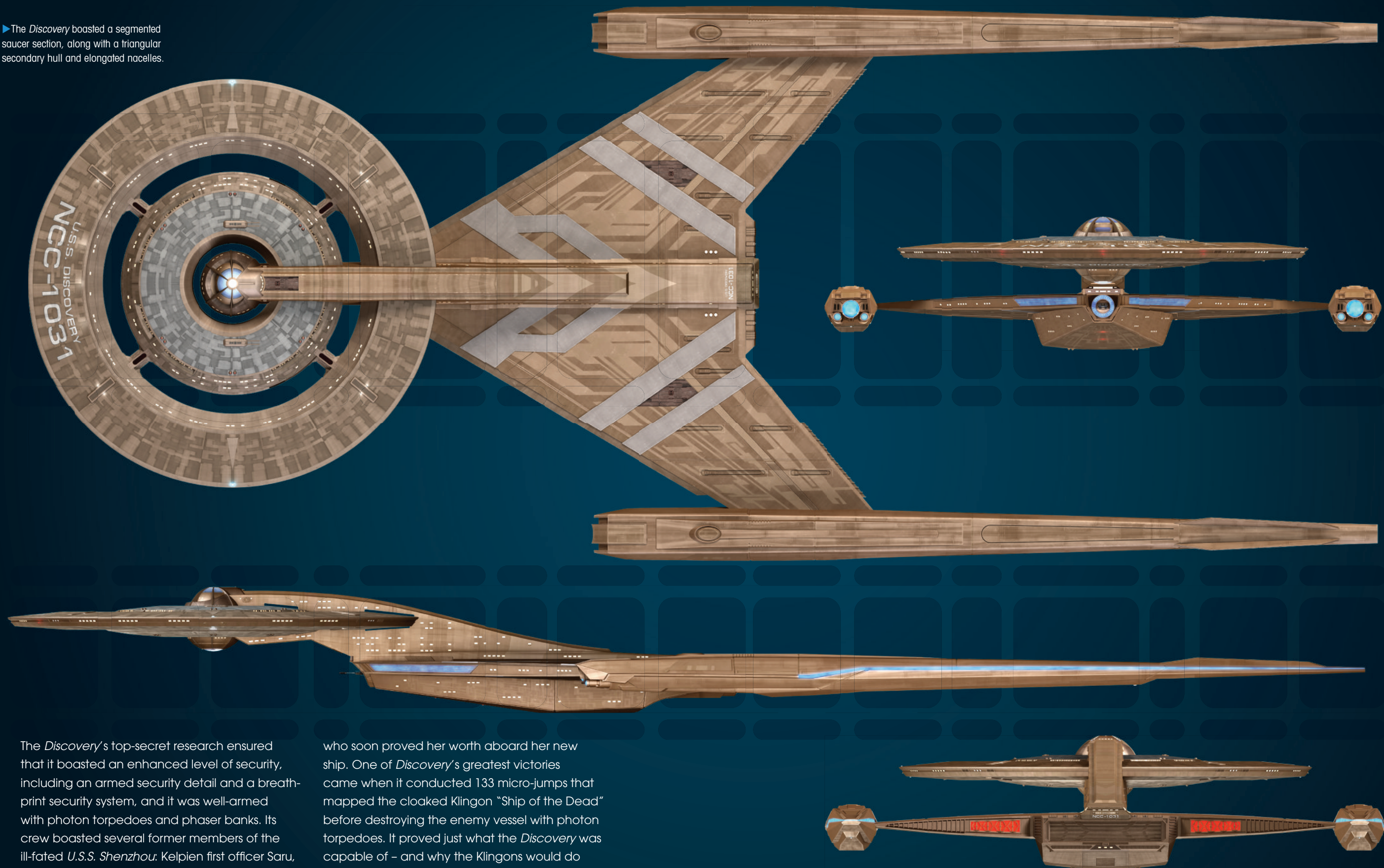
U.S.S. DISCOVERY NCC-1031

The pioneering ship was one of Starfleet's key weapons in the war against the Klingons thanks to its spore drive.



◀ The *U.S.S. Discovery* was commanded by Captain Gabriel Lorca.

► The *Discovery* boasted a segmented saucer section, along with a triangular secondary hull and elongated nacelles.



The *Discovery*'s top-secret research ensured that it boasted an enhanced level of security, including an armed security detail and a breath-print security system, and it was well-armed with photon torpedoes and phaser banks. Its crew boasted several former members of the ill-fated *U.S.S. Shenzhou*: Kelpien first officer Saru, helmsman Keyla Detmer and Michael Burnham, the disgraced former first officer of the *Shenzhou*

who soon proved her worth aboard her new ship. One of *Discovery*'s greatest victories came when it conducted 133 micro-jumps that mapped the cloaked Klingon "Ship of the Dead" before destroying the enemy vessel with photon torpedoes. It proved just what the *Discovery* was capable of – and why the Klingons would do anything to get their hands on its incredible spore drive technology.



U.S.S. KERALA NCC-1255

Unlike several of her fellow ships, the *Shepard*-class *Kerala* managed to survive the fateful Battle at the Binary Stars.

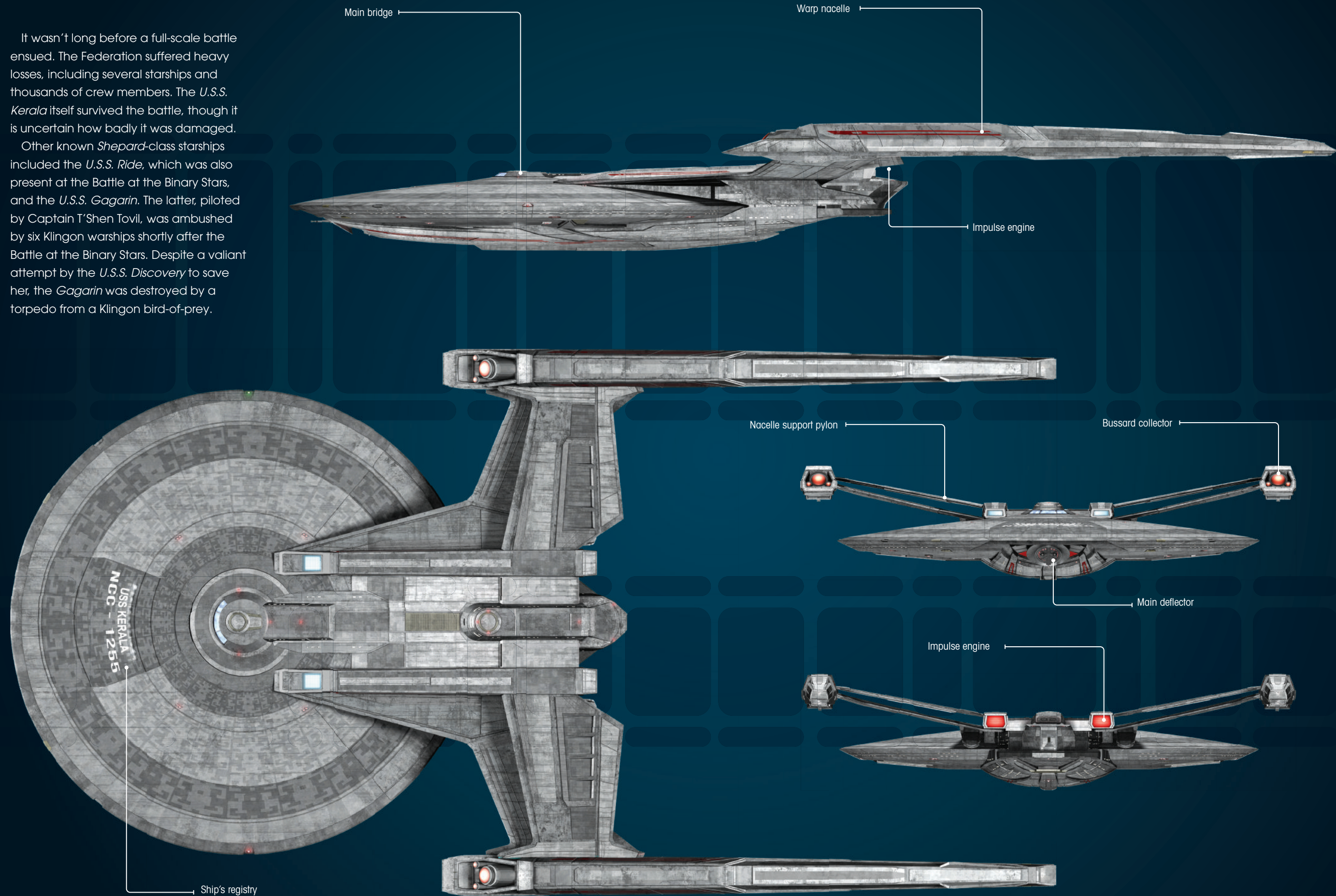
The *U.S.S. Kerala* was a *Shepard*-class Federation starship that was active in the mid- 23rd century. The ship was named after the state in south India where the country's Institute of Space Science and Technology was based, while its class was named in honor of the 20th-century astronaut Alan Shepard, who was the first American in space. As with other *Shepard*-class ships, the *Kerala* had a sleek design, with an aztec-patterned saucer section that blended into a secondary hull, and raised, blocky nacelles with upward-slanting struts.

Visually, the *Kerala* had echoes of the *NX*-class starships that were active in the mid-22nd century, and it was armed with phasers and photon torpedoes as well as defensive deflector shields. The *Kerala* was one of a number of Federation starships that arrived to assist the *U.S.S. Shenzhou*, which had sent out a distress signal after encountering the Klingon T'Kuvma and his forces.

The *Kerala*, along with other Federation starships, dropped out of warp just in time, as T'Kuvma had summoned ships from the squabbling 24 Great Klingon Houses to his side.

It wasn't long before a full-scale battle ensued. The Federation suffered heavy losses, including several starships and thousands of crew members. The *U.S.S. Kerala* itself survived the battle, though it is uncertain how badly it was damaged.

Other known *Shepard-class* starships included the *U.S.S. Ride*, which was also present at the Battle at the Binary Stars, and the *U.S.S. Gagarin*. The latter, piloted by Captain T'Shen Tovil, was ambushed by six Klingon warships shortly after the Battle at the Binary Stars. Despite a valiant attempt by the *U.S.S. Discovery* to save her, the *Gagarin* was destroyed by a torpedo from a Klingon bird-of-prey.





U.S.S. EUROPA NCC-1648

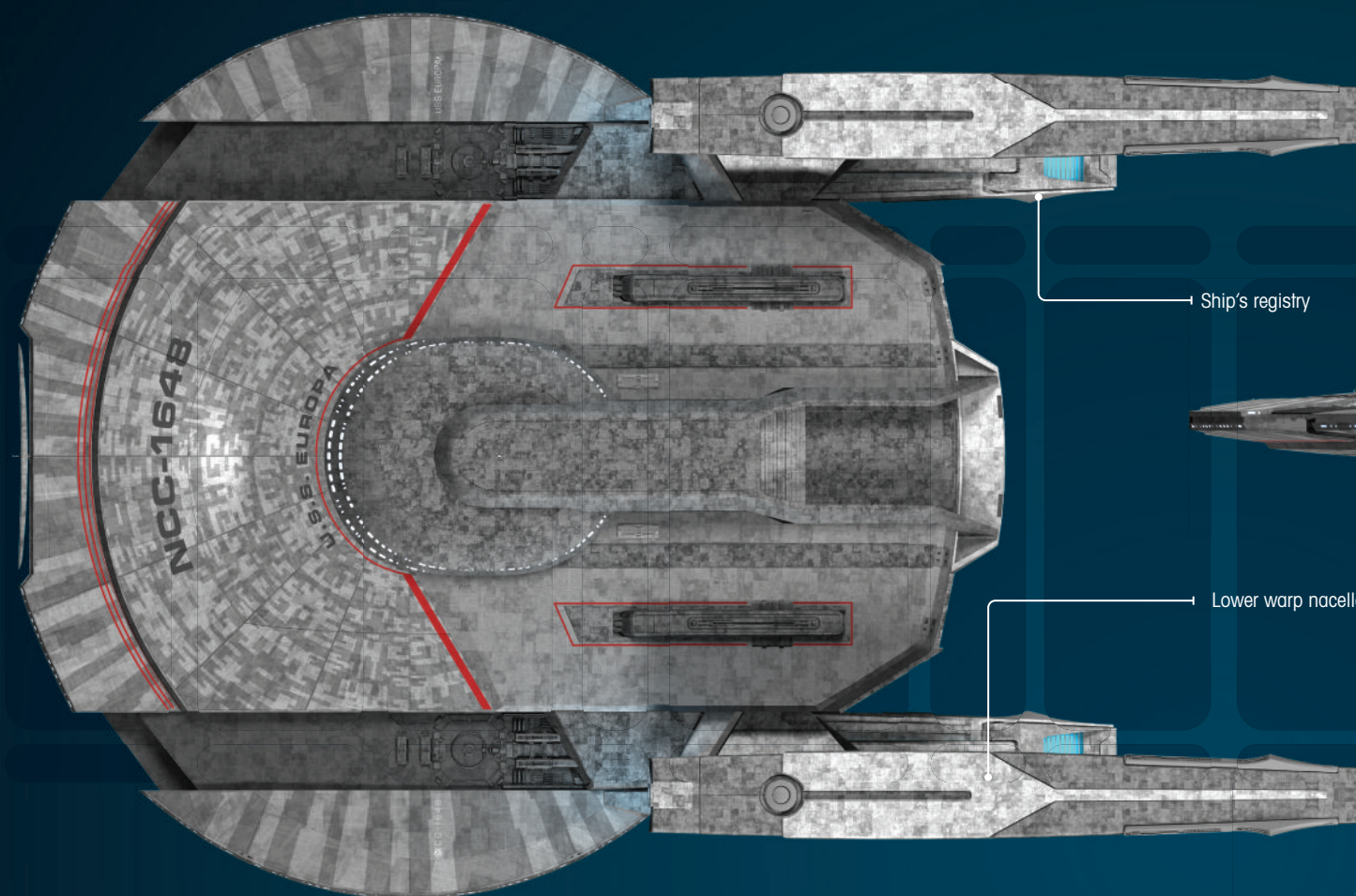
Admiral Anderson's *Nimitz*-class flagship dragged the *U.S.S. Shenzhou* to safety before being rammed by a Klingon ship.

The ill-fated *U.S.S. Europa* was a *Nimitz*-class Federation starship under the command of Admiral Brett Anderson. Active in the mid-23rd century, *Nimitz*-class ships were notable for having four warp nacelles: two that arched over the saucer section and two connected nacelles that arched below and behind the saucer. The class, named for the World War II Navy Fleet Admiral Chester Nimitz, who commanded the US's Pacific fleet, also boasted a tractor beam on its underside that was powerful enough to tow other starships, as well as phasers and deflector shields.

The *Europa*'s tractor beam came in useful when it received a distress signal from the *U.S.S. Shenzhou*, which was under attack from Klingon forces. The flagship *Europa* diverted course to come to its aid along with other Federation ships. When the *Shenzhou* sustained significant damage, it started drifting towards an asteroid until the *Europa* dragged it to safety.

Following this, Admiral Anderson attempted to broker a ceasefire with self-styled Klingon leader T'Kuma. Anderson's offer was apparently accepted – only for T'Kuma to order a cloaked cleave ship to ram the *Europa*. While some crew members managed to flee in escape shuttles, it appears likely many more were killed. It is thought that Anderson was among the dead. However, the *Europa* took its assailment with it, as Admiral Anderson (or another commanding officer) ordered that the ship's antimatter containment matter be deliberately breached, creating an explosion that destroyed the cleave ship as well as the *Europa*.

In memory of those who lost their lives aboard the *Europa*, there was a display of the ship in the mess hall of the *U.S.S. Discovery*.



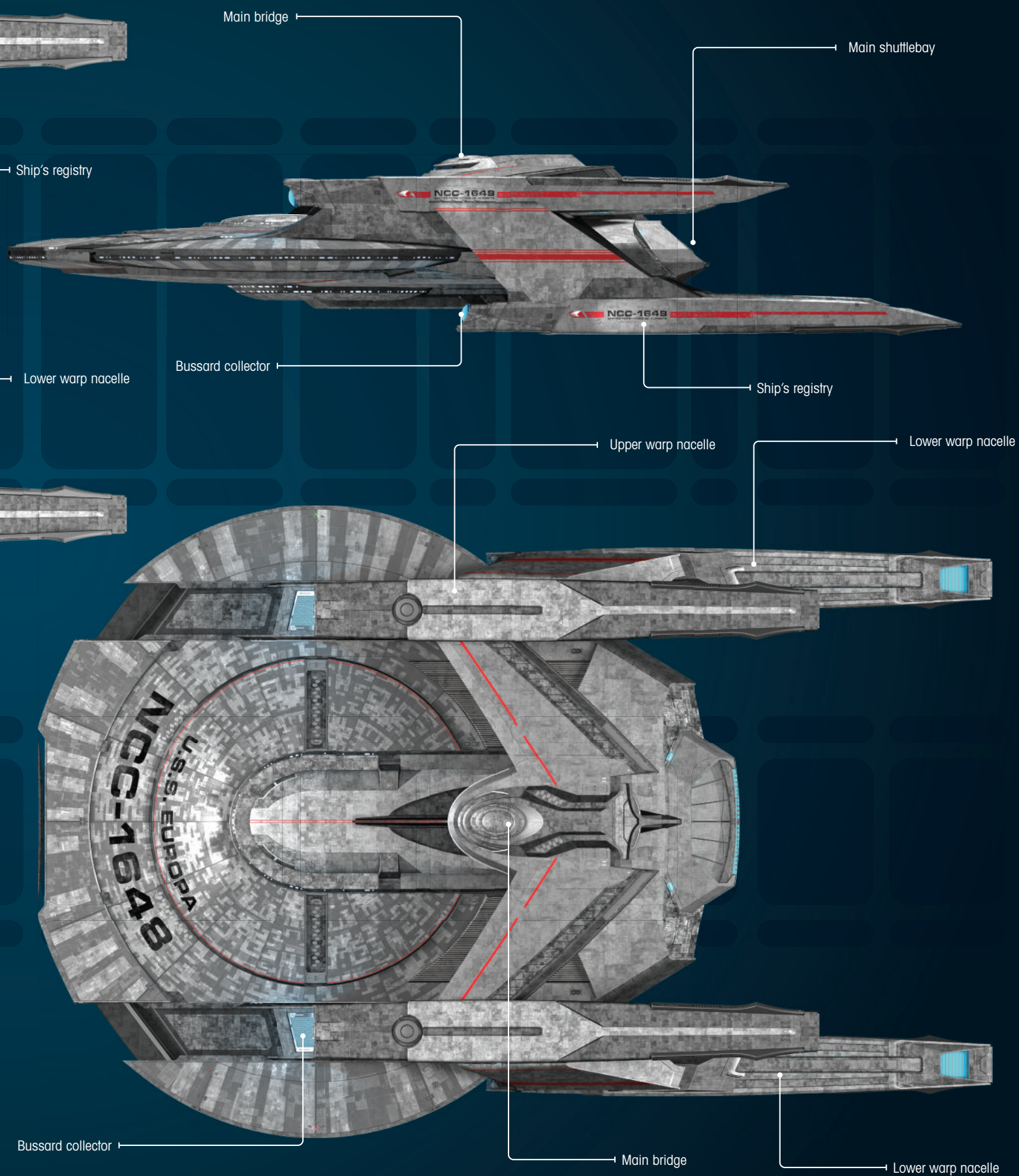
Ship's registry

Lower warp nacelle

Impulse engine

Main shuttlebay

Main deflector





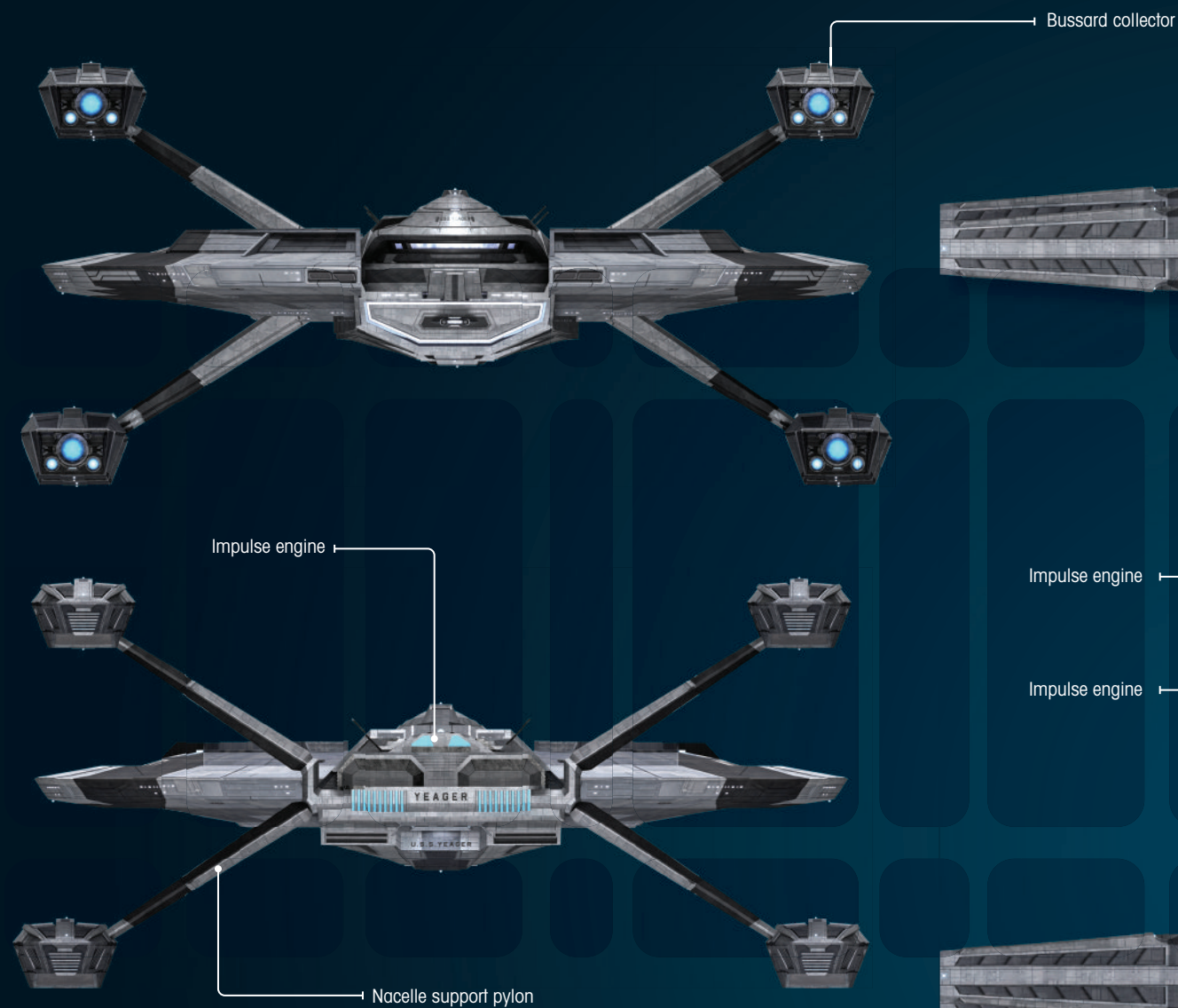
U.S.S. YEAGER NCC-1437

This starship belonged to the same class as Lorca's ship, the *U.S.S. Buran*, which he destroyed to prevent its capture.

The *Cardenas*-class type of Federation starship, active in the 2250s, was instantly recognizable by its quad warp nacelle design. Two of these nacelles jutted up above its secondary hull and two beneath it in a distinctive 'X' formation.

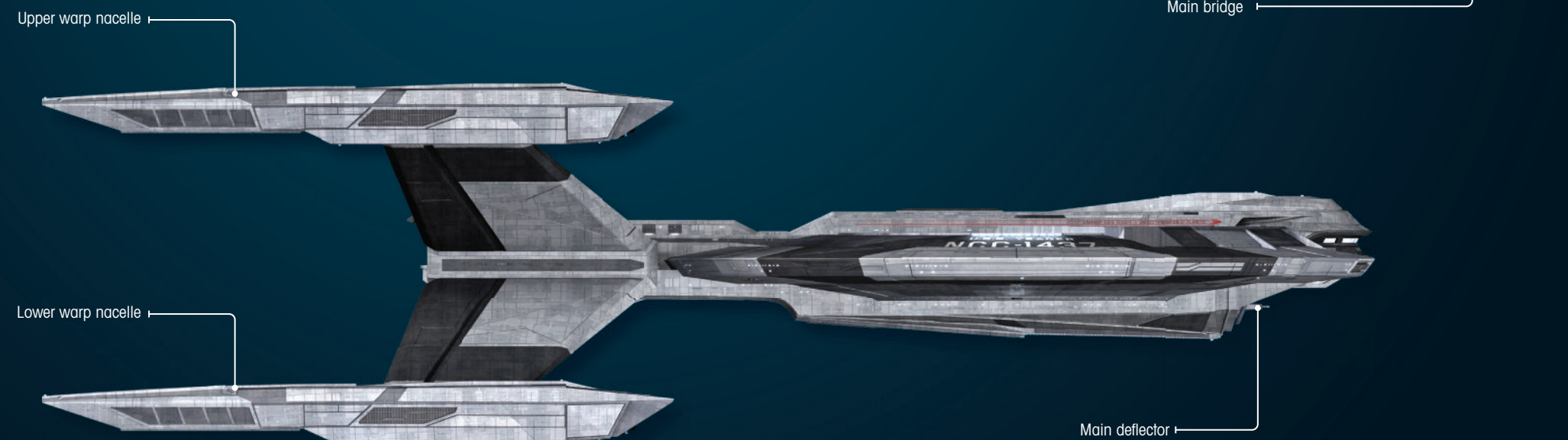
The two best-known *Cardenas*-class starships are the *U.S.S. Buran* and the *U.S.S. Yeager*. The *U.S.S. Buran* was commanded by Gabriel Lorca in 2256, prior to his command of the *Discovery*. Commander Ellen Landry, who later became Chief Security Officer onboard the *Discovery*, served as First Officer. A month into the Federation-Klingon war, the *Buran* was ambushed by Klingon forces and boarded. Initially, all that was known was that the *Buran* was subsequently destroyed, presumably by the Klingons. However, Lorca later admitted to Harry Mudd and Ash Tyler that he set the ship to self-destruct to save his crew being taken prisoner and tortured on the Klingon homeworld. It remains unknown how many of the crew survived aside from Lorca and Landry.

It was later revealed that at some point, prior to his taking command of *Discovery*, Lorca was replaced by his counterpart from the Mirror Universe, disproving his claims that his eyes were damaged during the destruction of the *Buran*.



were untrue. Whether the alternate Lorca swapped with his counterpart during or after his command of the *Buran* is currently unknown, but it is known that the alternate Lorca once commanded the *I.S.S. Buran* in the Mirror Universe before it was destroyed by the Terran Emperor's forces following an unsuccessful coup.

The *Buran*'s fellow *Cardenas*-class starship, the *U.S.S. Yeager*, was commanded by Captain Steven Maranville. During the Battle at the Binary Stars, the ship was incapacitated and then destroyed by Klingon warships. Before the Klingons obliterated the *Yeager*, they took prisoners – including Lieutenant Ash Tyler. During his incarceration, Tyler endured terrible tortures before his memories and DNA were transferred onto the Klingon torchbearer Voq.



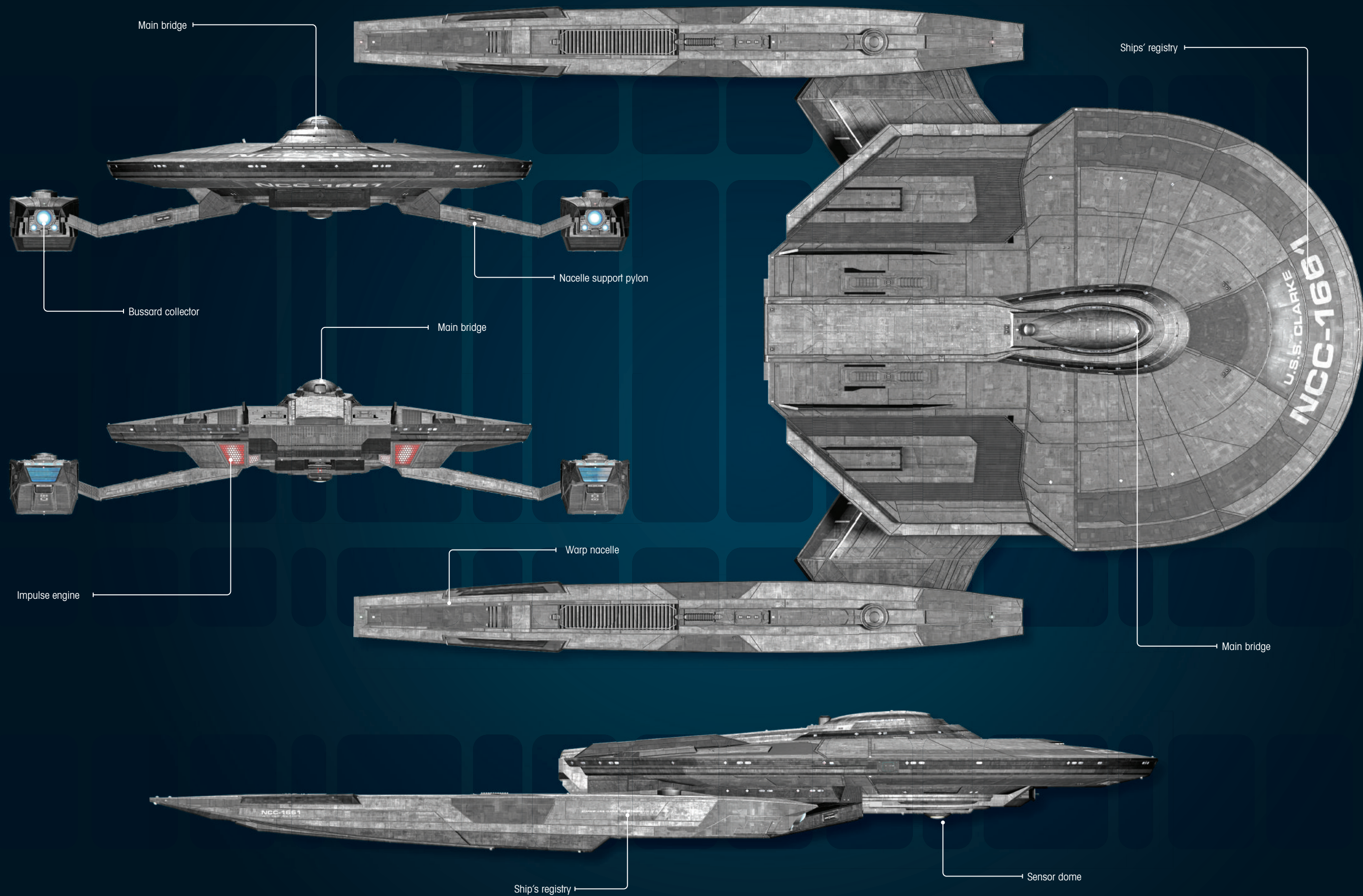


U.S.S. CLARKE NCC-1661

The *U.S.S. Clarke* NCC-1661 was a *Malachowski*-class ship that was in service in the 2250s. The basic design was similar to the *NX* and *Miranda* classes, with twin nacelles hanging below a saucer section with no secondary hull. Twin impulse engines were built into an extended section at the back of the saucer. At just over 277m long, it was slightly longer than the *Miranda* class.

The *Clarke* was one of the first ships that arrived in support of the *U.S.S. Shenzhou* during the Battle at the Binary Stars in 2256. It was destroyed early in the battle. A second *Malachowski*-class ship, the *U.S.S. Sioux* NCC-1621 also took part in the battle.

The *Malachowski* class, which was in service in the 2250s, had a compact design with twin warp nacelles.





U.S.S. T'PLANA-HATH NCC-1004

The *U.S.S. T'Plana-Hath* was in service in the middle of the 23rd century and took part in the Battle at the Binary stars.

The *U.S.S. T'Plana-Hath* was an *Engle*-class starship that was named for both the Vulcan philosopher and the first Vulcan ship to openly make contact with Earth.

The design featured a saucer section with twin bars across the top that enclosed the front part of the warp nacelles, which hung on either side of the saucer. A very shallow secondary hull was blended into the underside of the saucer. This part of the ship contained two large shuttlebays at the back. The navigational deflector could be found at the front of the saucer.

Along with the *U.S.S. Earthart*, the *T'Plana-Hath* was one of two *Engle*-class ships that took part in the Battle at the Binary Stars in 2256. It came under heavy fire early in the conflict and was saved from immediate destruction by the intervention of the *U.S.S. Shenzhou*.



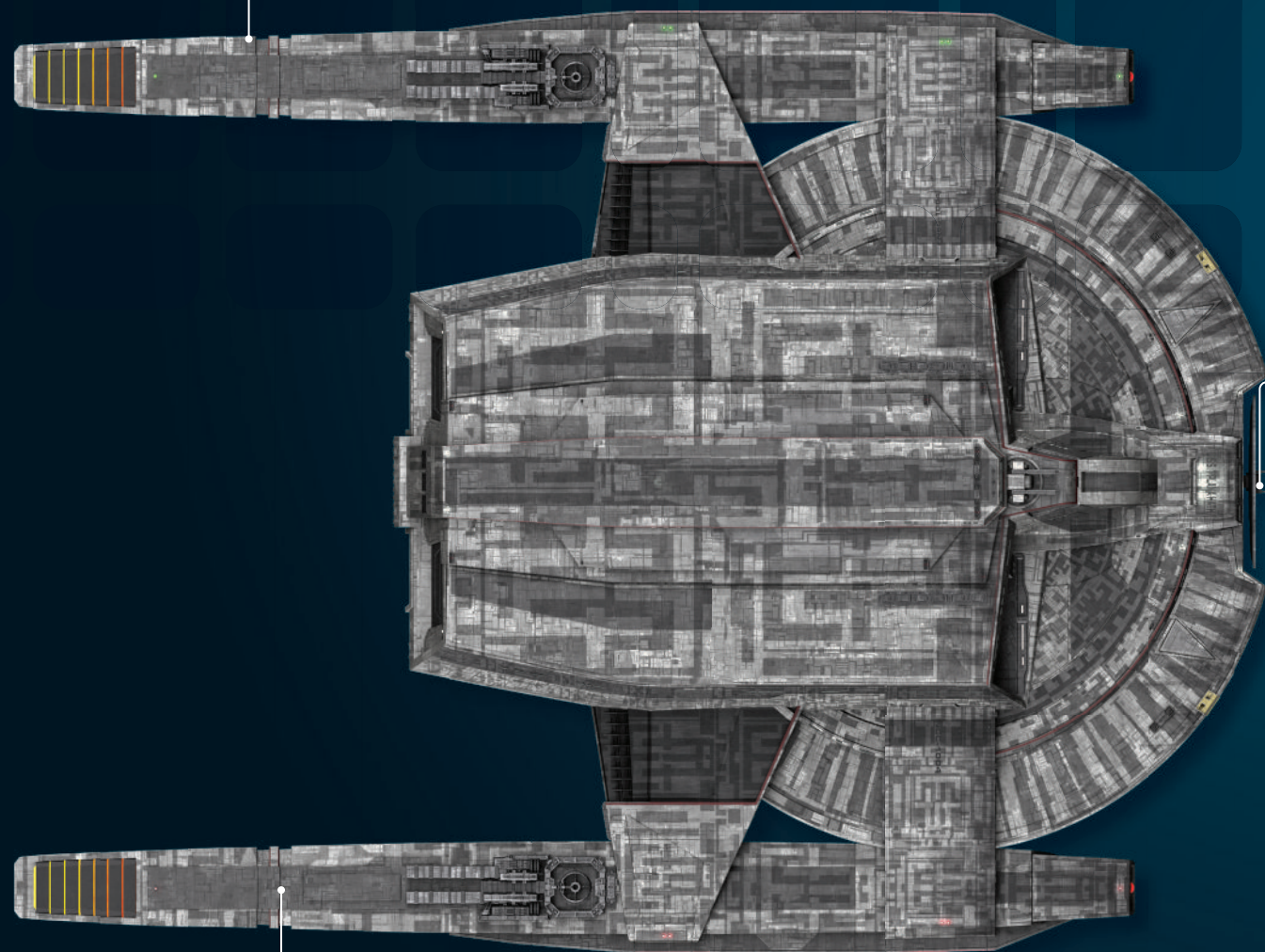
Main bridge

Shuttlebay

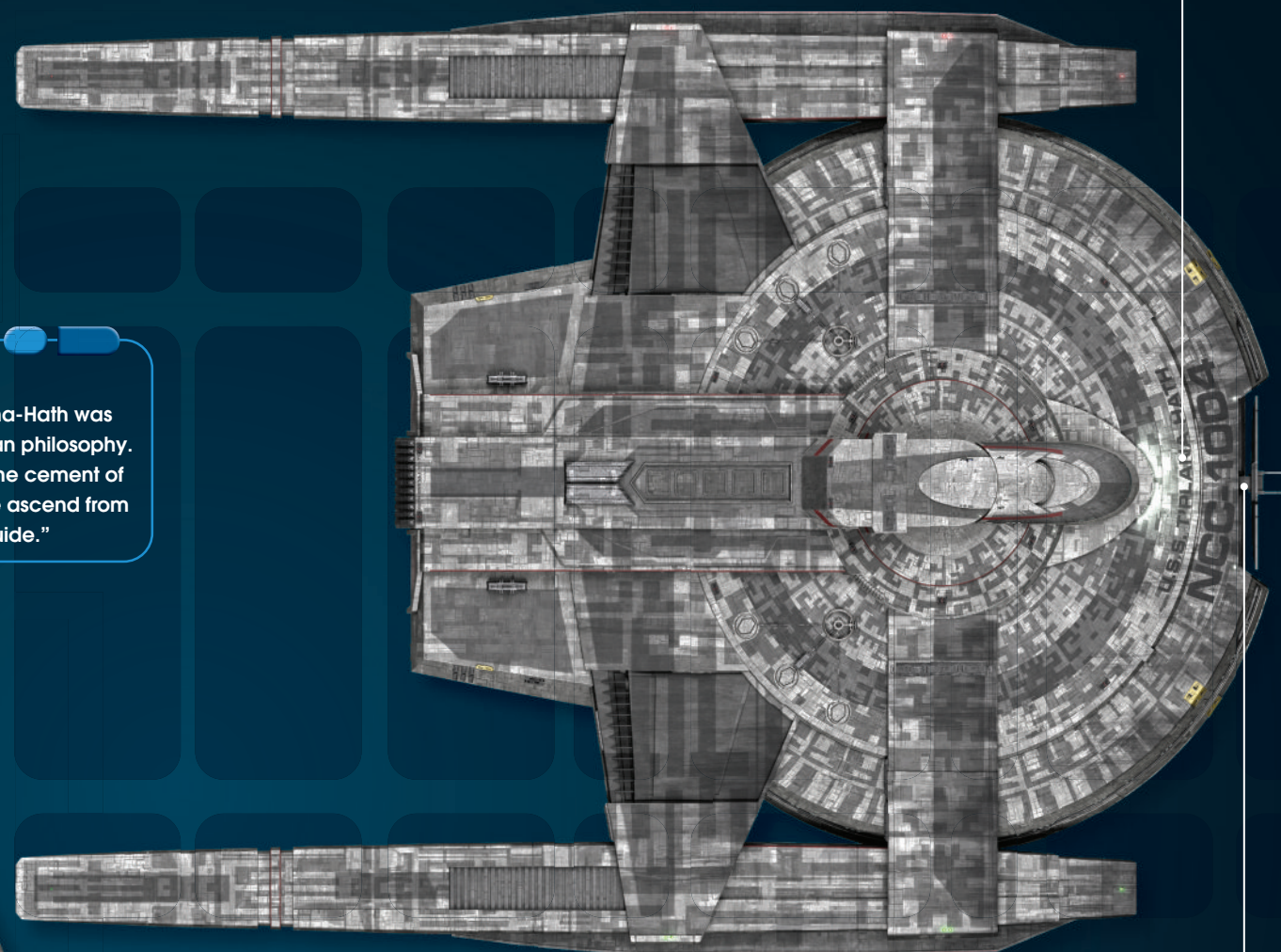
Warp nacelle

DATA FEED

The Vulcan philosopher T'Plana-Hath was known as the matron of Vulcan philosophy. She famously said, "Logic is the cement of our civilization, with which we ascend from chaos, using reason as our guide."



Warp nacelle



Ships' registry

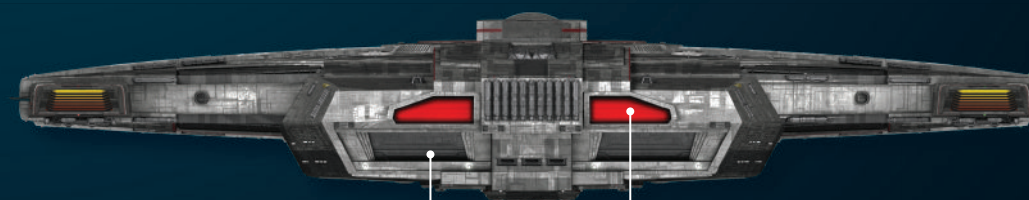
Main deflector

Main deflector



Bussard collector

Bussard collector



Shuttlebay

Impulse engine



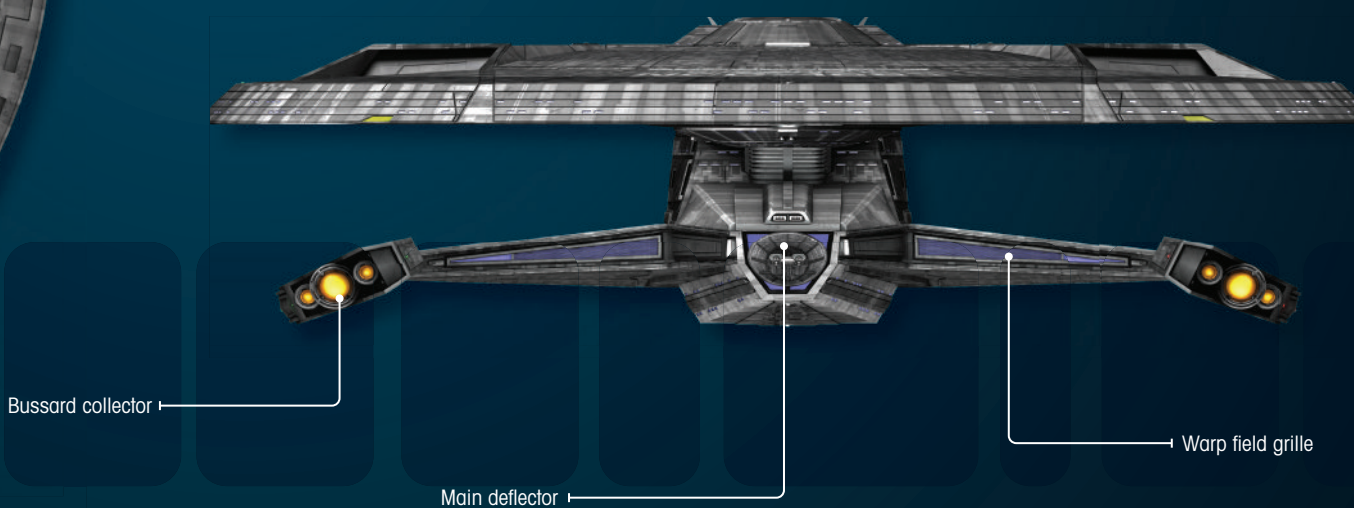
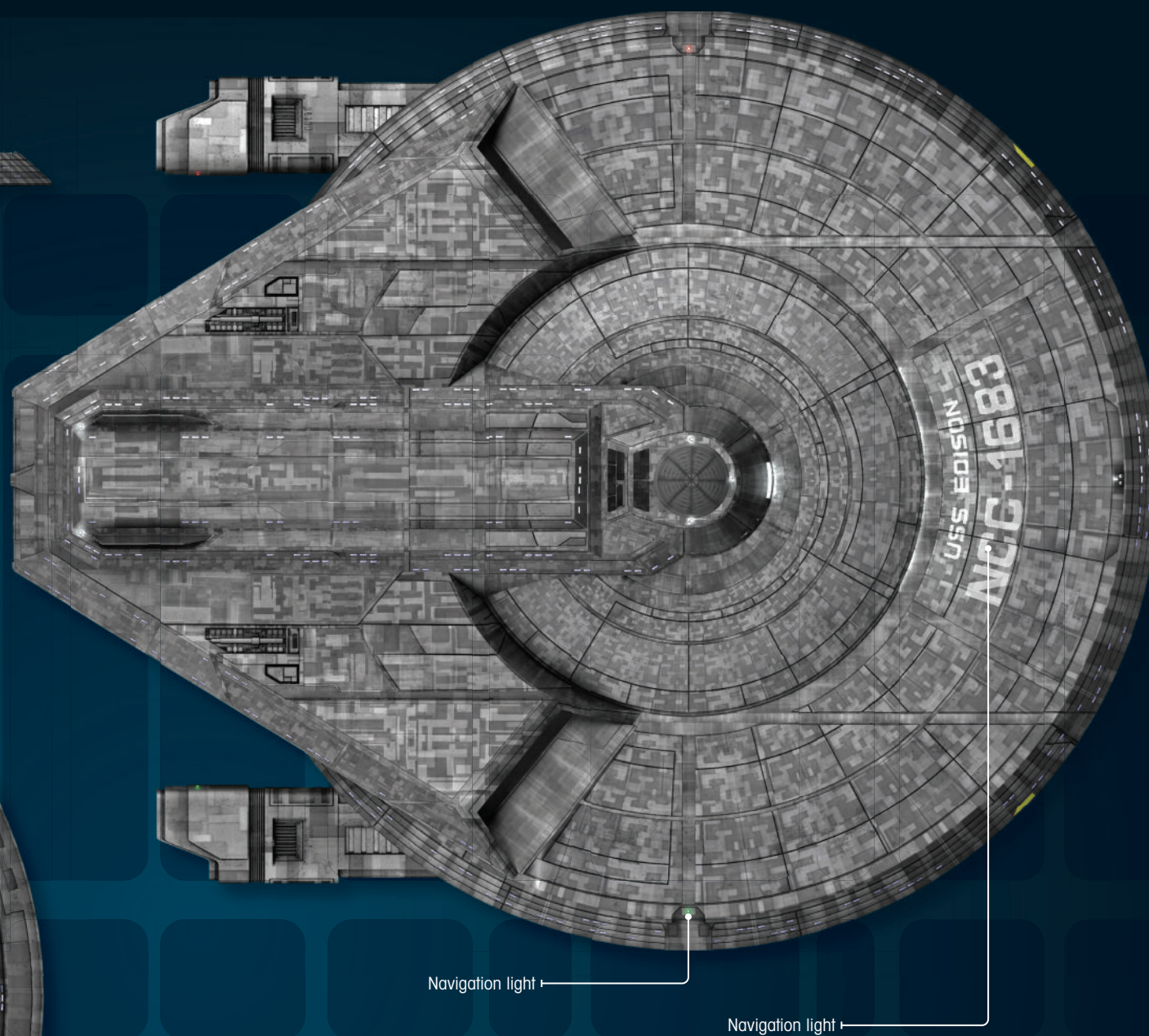
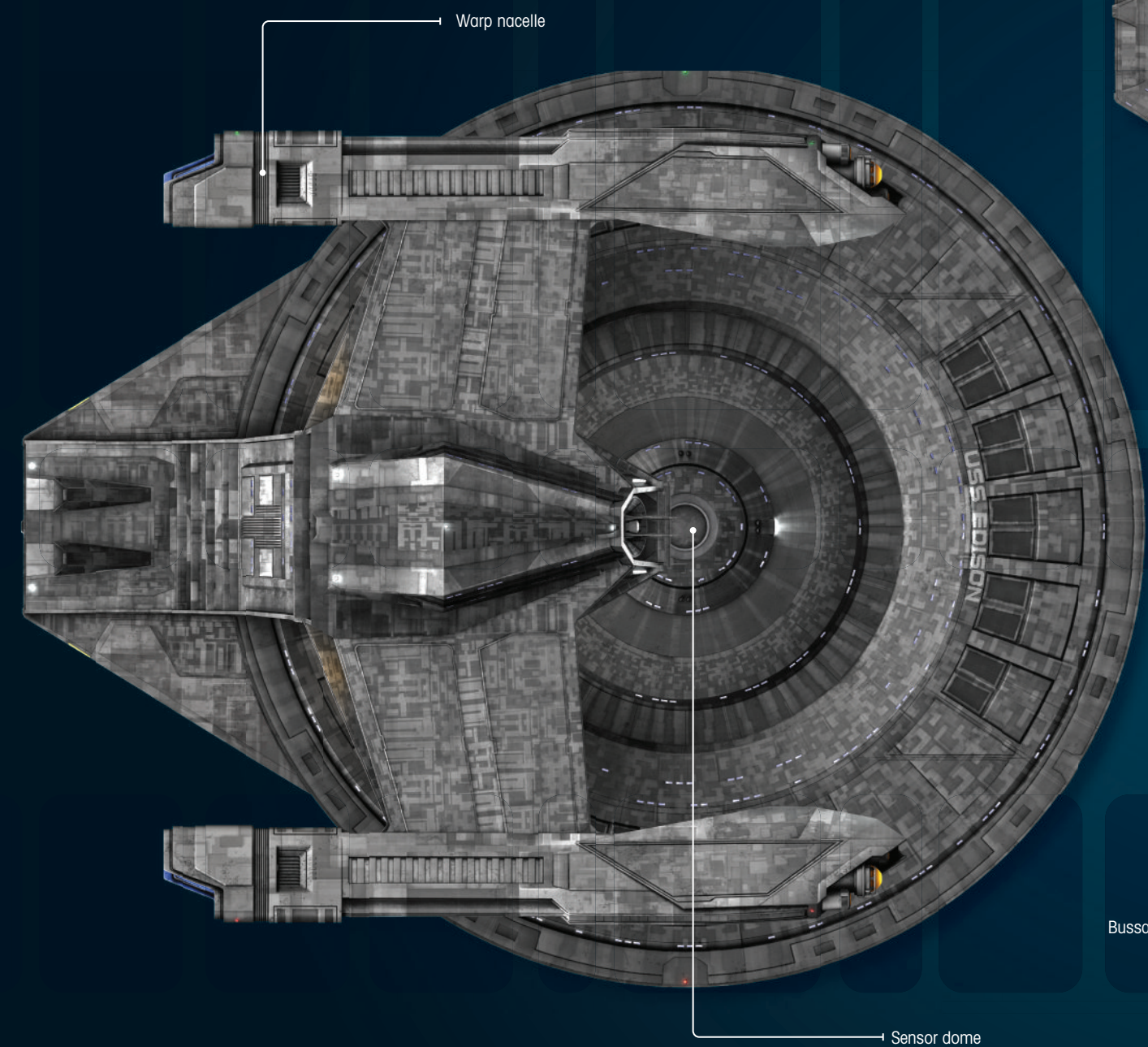
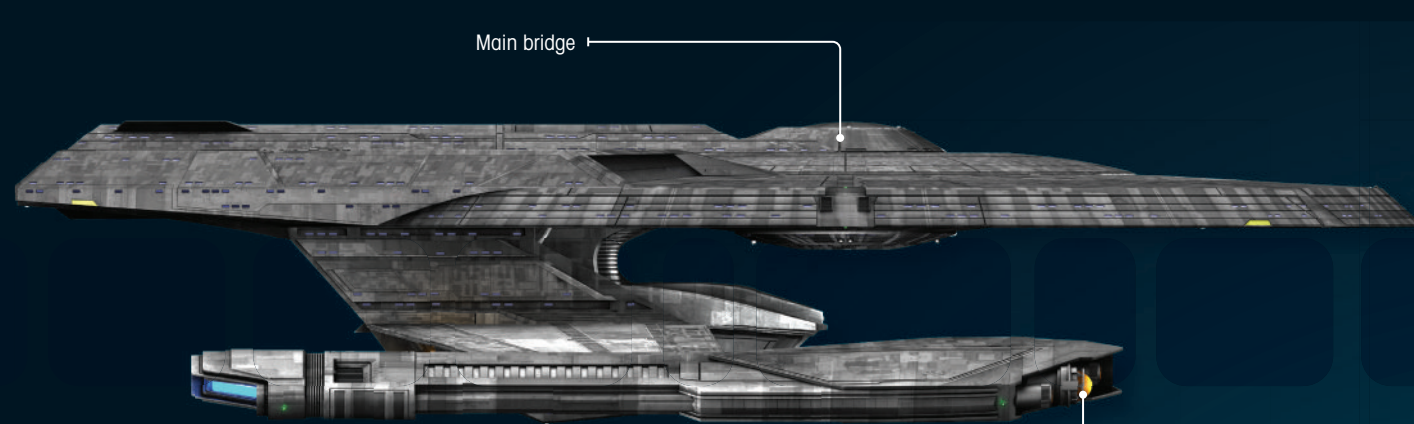
U.S.S. EDISON NCC-1683

This *Hoover*-class starship is remembered for playing a valiant role in the Battle at the Binary Stars.

The *U.S.S. Edison* was a *Hoover*-class Federation starship that, at 356.3 metres in length, was similar in size to the *U.S.S. Europa* and *U.S.S. T'Polana Hath*. Like many starships operated by Starfleet in the mid-23rd century, *Hoover*-class ships had a distinct shape, with an *Aztec*-patterned saucer that tapered into a triangular-shaped rear hull. The saucer was split into an outer and inner section, with the bridge located in the centre of the inner circle and a raised secondary hull leading off it to the rear of the ship. Two boxy-shaped nacelles were affixed to nacelle supports beneath the ship.

The *Edison* was part of the Federation flotilla that participated in the fateful Battle at the Binary Stars against the forces of the 24 Klingon Great Houses after it dropped out of warp to aid the *U.S.S. Shenzhou*. Unfortunately, like many of its fellow ships, the *Edison* was destroyed during the battle, although the precise details of how it was destroyed and how many of its crew survived remains unclear.

As with other ships that fell during the Battle at the Binary stars, an image of the *Edison* was on permanent display in the mess hall of *U.S.S. Discovery*.





U.S.S. SHRAN NCC-1413

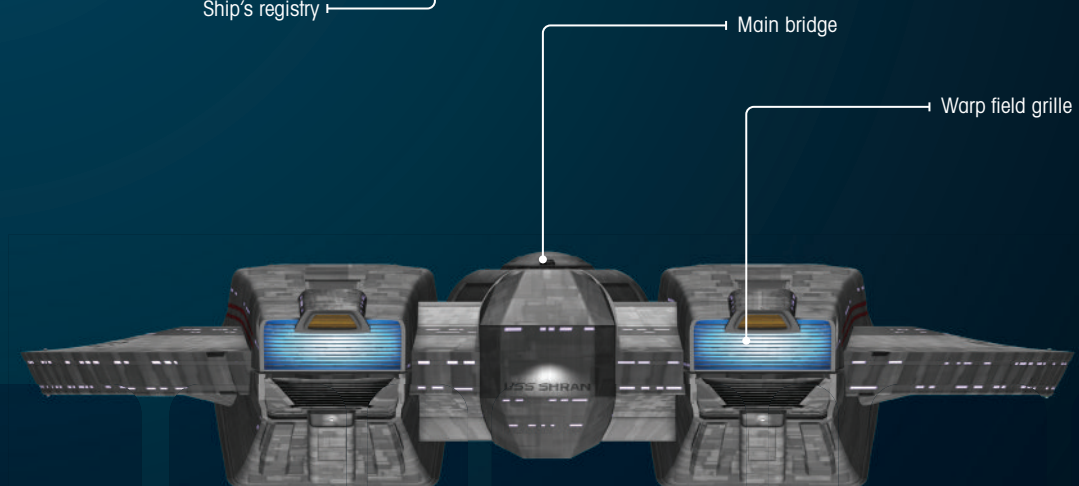
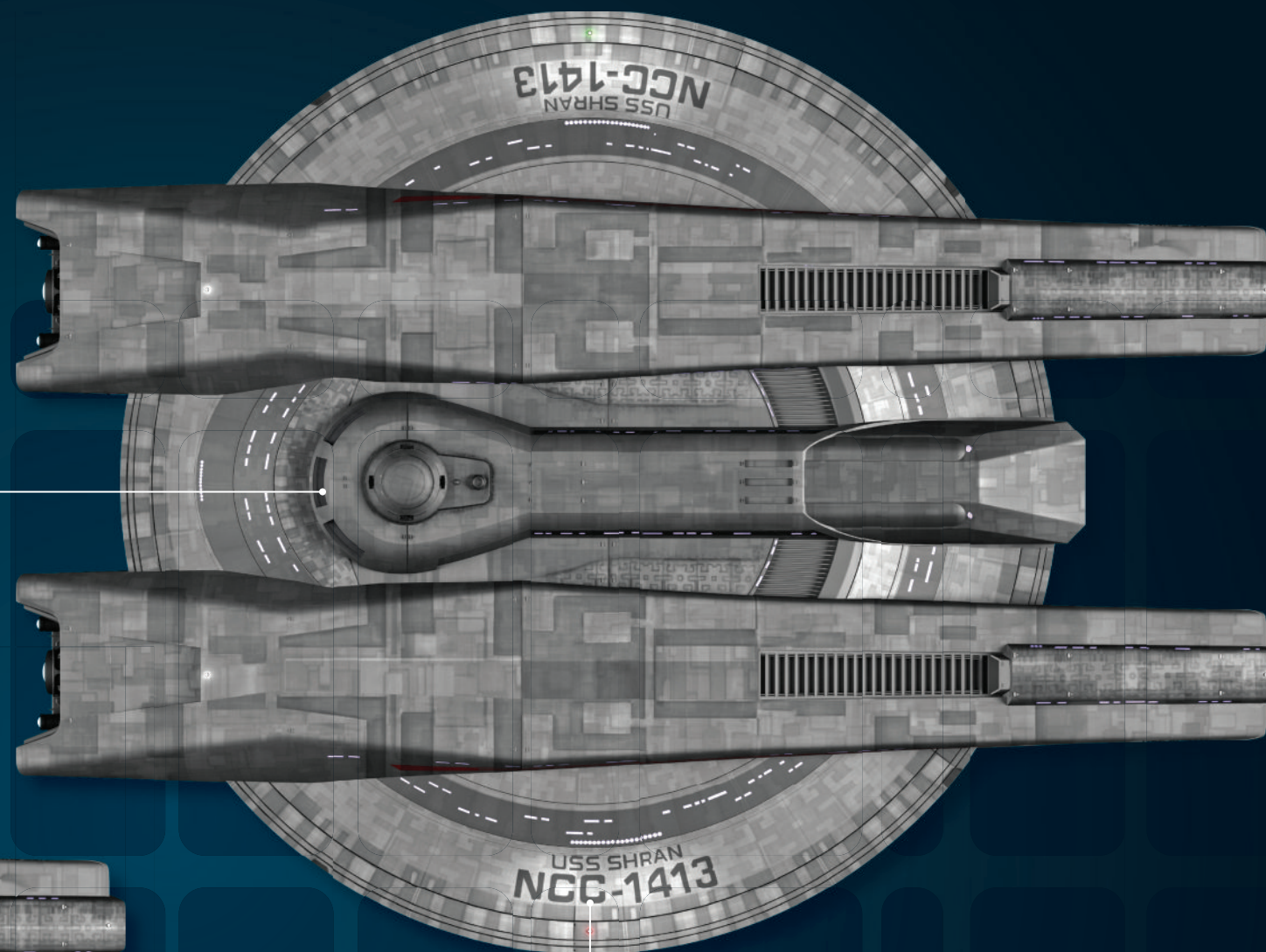
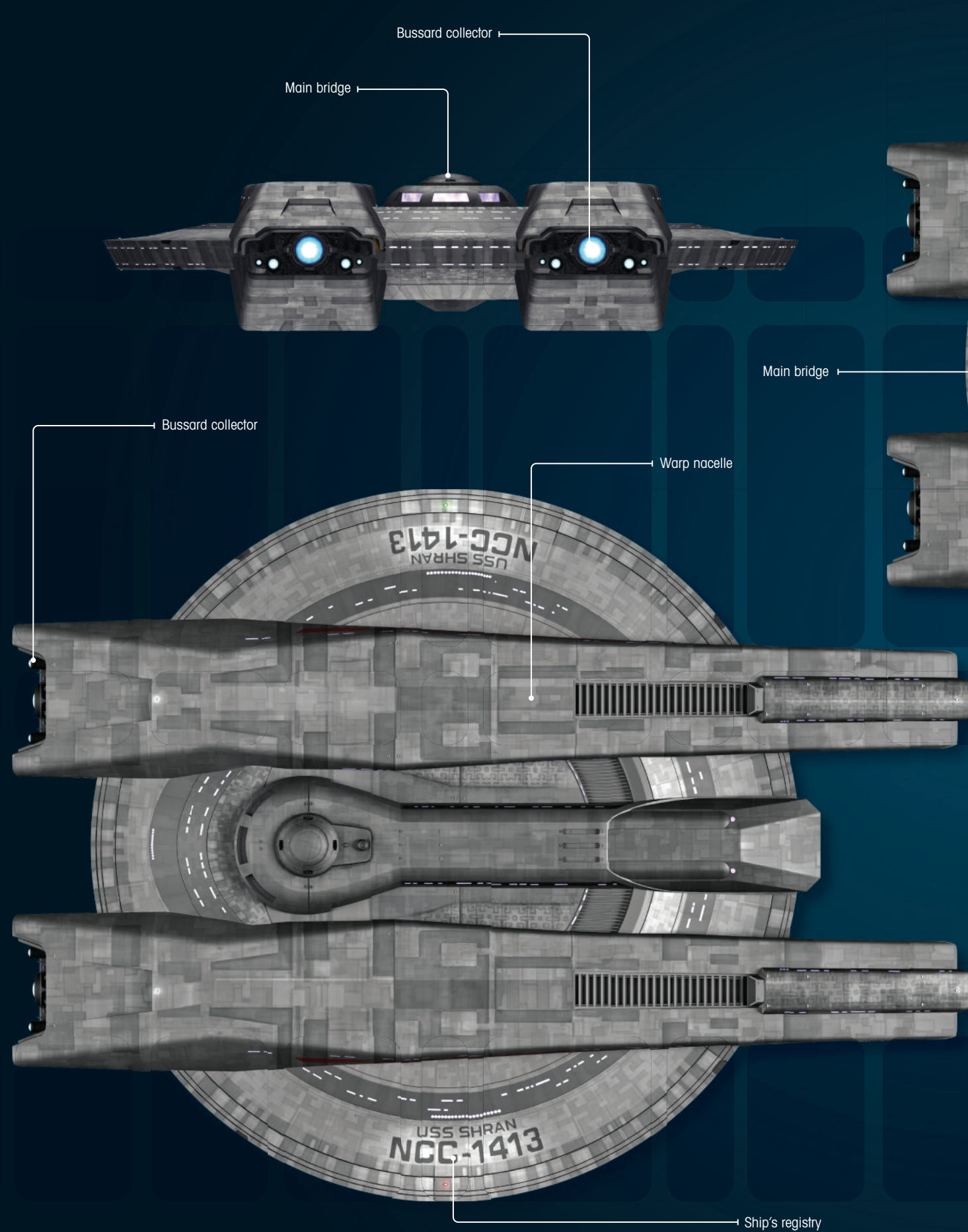
A small *Magee*-class starship with a unique nacelle design that ran around its saucer section.

The *U.S.S. Shran* – in all likelihood named after the famed Andorian commander Thy'lek Shran – was a *Magee*-class starship, one of the smallest class of Federation ships in operation in the 23rd century. The ship consisted of a saucer section with two large nacelles running around it. These nacelles were built directly onto the saucer without the aid of nacelle supports, while the bridge was located between them.

Little is known about the crew or history of the *U.S.S. Shran*. What is known is that the *Shran* was one of a number of Federation starships to answer a distress call from the *U.S.S. Shenzhou* after it came under threat from Klingon forces led by the fanatical T'Kuvma. When the *Shran* and the other Federation ships arrived, they found themselves facing 24 Klingon warships representing the race's Great Houses.

It didn't take long before the battle between the Federation and the Klingons began in earnest, with an attempt to broker a ceasefire proving futile. The ensuing conflict – which subsequently became known as the Battle at the Binary Stars – led to heavy losses on both sides. But it was the Federation who suffered the greater number of casualties, including the loss of the *Shran*. It is unclear exactly how the *Shran* was destroyed or if any of its crew survived.

As with other Federation starships destroyed during the Battle at the Binary Stars, the *U.S.S. Shran* was commemorated with a display in the mess hall of the *U.S.S. Discovery*.



**DATA FEED**

When Khan said, "I'll chase him round the moons of Nibia and round the Antares maelstrom and round perdition's flames before I give him up," he was paraphrasing Ahab, the protagonist of *Moby Dick* by Herman Melville.

U.S.S. RELIANT NCC-1864

The *U.S.S. Reliant* entered the history books when it was hijacked by Khan, a madman obsessed with revenge.

► In 2285, the captain of the *Reliant* was Clark Terrell, seen here with his first officer, Pavel Chekov. The ship was assigned to finding a suitably lifeless planet that could be used to test the Genesis device, a radical new technology that could completely rewrite the energy matrix of a planet, creating new life but destroying the old.



The *U.S.S. Reliant* NCC-1864 was a *Miranda*-class starship, a type of vessel employed by Starfleet from the late 23rd century until the late 24th century. There were several slight design variations within the *Miranda* class, but they were used primarily as science or supply vessels, although they were employed in combat against the Borg and during the Dominion War.

At 233 metres long and with a crew complement of around 200 personnel, the *Reliant* was over 50 metres shorter than the refitted *Constitution*-class vessels, like the *U.S.S. Enterprise* NCC-1701. Unlike many other Starfleet ships, the *Miranda*

class did not have a secondary engineering hull, but consisted of a single saucer section with two warp nacelles that were mounted below. The enlarged area at the rear of the saucer section was normally used for cargo, while at the very rear, on either side of the impulse engines, were two shuttle-bays, numbered '1' and '2'.

Some *Miranda*-class vessels, including the *Reliant*, were equipped with a weapons 'roll bar' that extended above the rear section of the saucer. This greatly enhanced its firepower as it was fitted with two forward and two aft-facing torpedo launchers in the middle and two tubular phaser banks on



► The *Reliant* was fitted with a 'roll bar' that was positioned on top of the squared-off area at the rear of the saucer section. This structure housed additional weapons, greatly improving its offensive capabilities.

► Khan and his followers took control of the *Reliant* after they were accidentally discovered on Ceti Alpha V. Khan was obsessed with having his revenge on Kirk for leaving them stranded on the planet.



◀ There were two large shuttlebay doors clearly marked with a '1' and a '2' on the rear of the saucer section on either side of the impulse engine pod. The warp engines were attached to the outer edges of the saucer and had no direct connection to the roll bar above, which was not fitted to variants of the *Miranda* class such as the *Soyuz* class.



▲ Unlike many other Starfleet ships, *Miranda*-class vessels did not have an engineering hull. Their "cut-down" design was reminiscent of Earth vessels such as the NX class that had been in service over 100 years earlier.

each side. Other *Miranda*-class ships, such as the *U.S.S. Bozeman* NCC-31911 upon which Benjamin Sisko served, did not have this 'roll bar', but did have extra cylindrical sensor pods fitted on either side of the saucer section. All *Miranda*-class vessels had six type-7 phaser emitters, three mounted on top of the saucer and three below, while there were also two single phaser emitters at the rear, located just below the impulse engines.

The *Reliant* had a vertical-installed warp core that was the same design as those fitted to the *Constitution* class. It spanned several decks and was capable of propelling the ship to a top speed of warp 8.

In common with most other Starfleet vessels, the bridge of the *Reliant* was located on Deck 1 at the top of the saucer section. The layout was very similar to that on *Constitution*-class ships, with helm and navigation stations at the front

and the captain's chair in the middle. On the *Reliant*, the tactical station was slightly behind the captain's chair on his left, while the science and communications stations were on his right on the other side of the bridge.

SOPHISTICATED SCANNERS

As a vessel used primarily for scientific research, the *Reliant* had sophisticated scanning equipment, including a dyno scanner, which was powerful enough to detect microbes, or even a particle of preanimate matter, on a planet surface.

In 2285, the *Reliant* was under the command of Captain Clark Terrell when it was assigned the task of finding a completely lifeless planet to satisfy the stringent requirements necessary for a top secret test of the Genesis Device.

The crew of the *Reliant*, which included Commander Pavel Chekov and Commander

Kyle, who had both previously served aboard the *Enterprise*, eventually discovered what they believed to be a suitable planet for testing the Genesis Device in the Ceti Alpha system.

Unfortunately, it turned out to be the planet where Captain Kirk had marooned the genetically enhanced Khan Noonien Singh and his followers 18 years earlier after they tried to take control of the *Enterprise*. The planet had subsequently become almost uninhabitable after the destruction of a nearby planet. Embittered that Kirk had never checked on his fate, Khan seized control of the *Reliant* and lured Kirk and the *Enterprise* to him so he could have his vengeance.

When the unsuspecting *Enterprise* arrived, Khan launched a surprise attack, very nearly destroying the *Enterprise*. It was only Kirk's intimate knowledge of Starfleet ships that saved them as he used the *Reliant*'s prefix code – 16309 – to

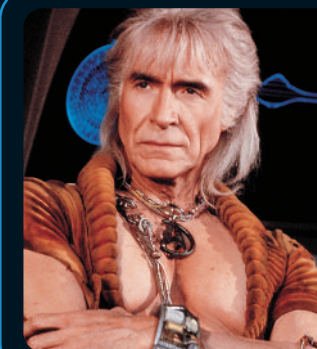
take control of their systems and lower the ship's shields. The *Enterprise* was then able to target the *Reliant*'s weapons and warp drive, rendering them temporarily inoperative.

The heavily damaged ships later re-engaged and fought a tense battle inside the Mutara Nebula in which Khan was killed and the *Reliant* destroyed, although victory came at the cost of Spock's life.

▲ The *Reliant*'s impulse engines were positioned at the rear of the saucer section in a similar position to the ones on the *Constitution* class.

DATA FEED

Khan Noonien Singh was a genetically engineered human, who possessed enhanced strength and intelligence. He had tried to take control of Earth during the Eugenics Wars of the 1990s, but instead was overthrown and forced to flee in a sleeper ship. He remained in stasis until 2267 when he tried to take control of the *Enterprise*, but he was thwarted and exiled to Ceti Alpha V.





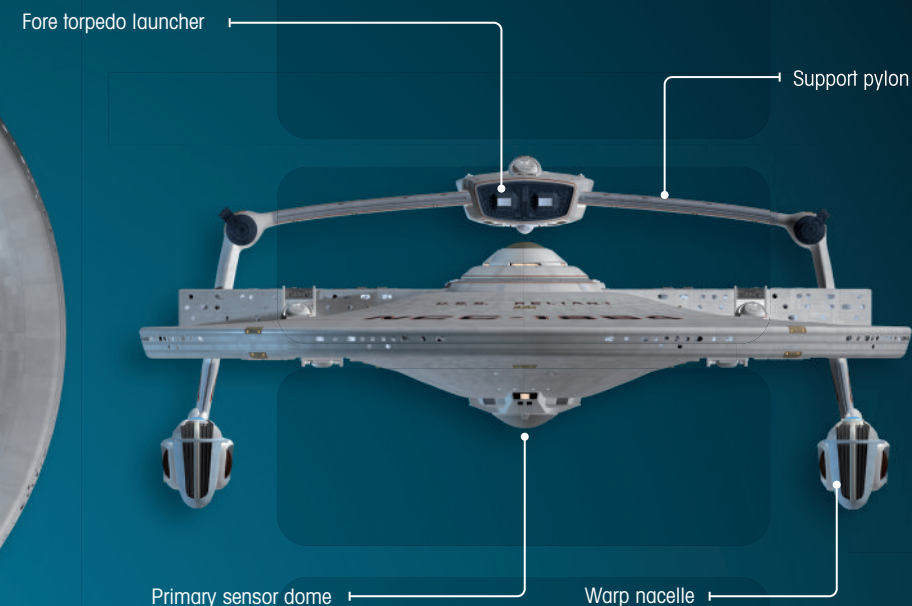
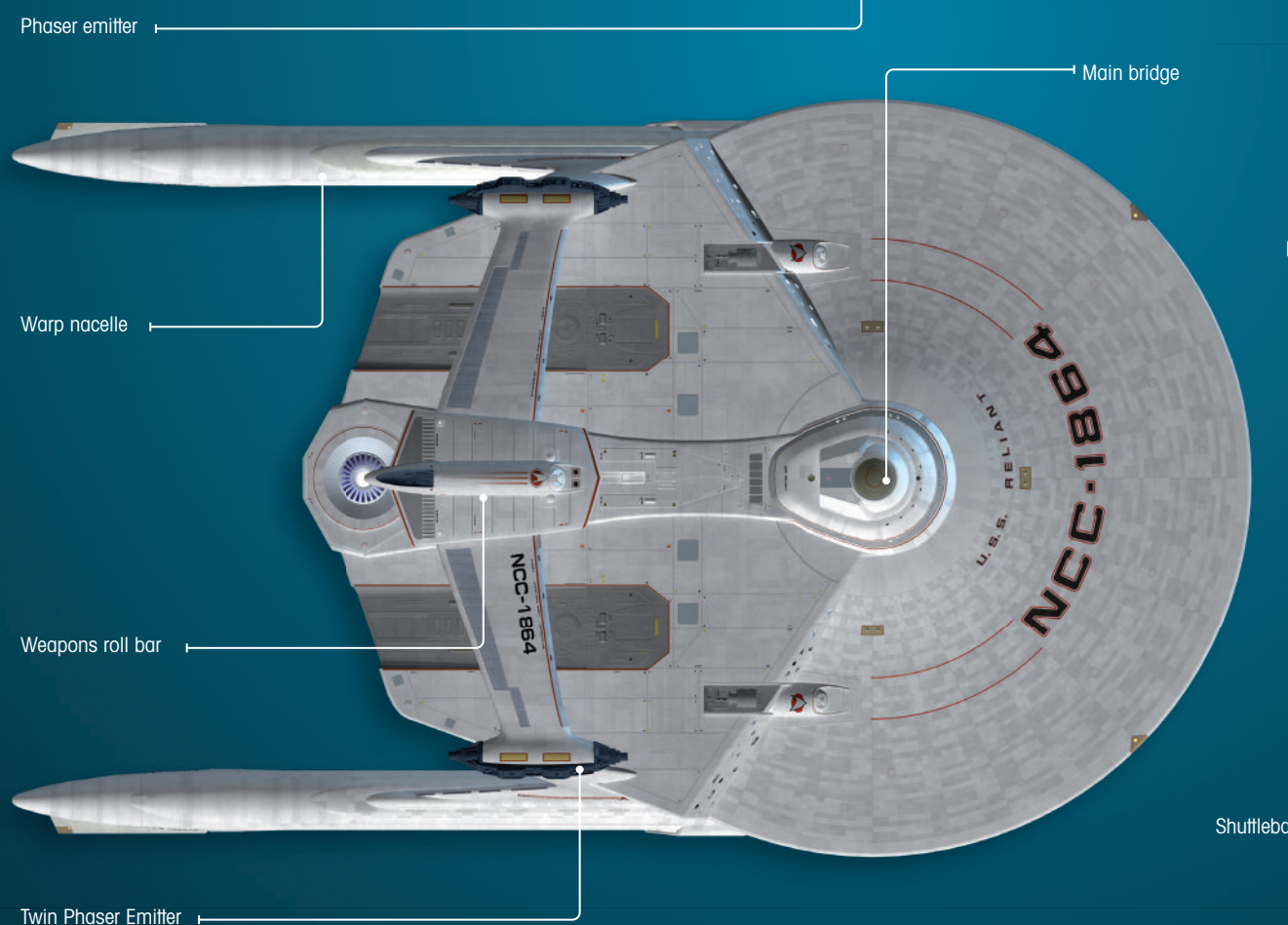
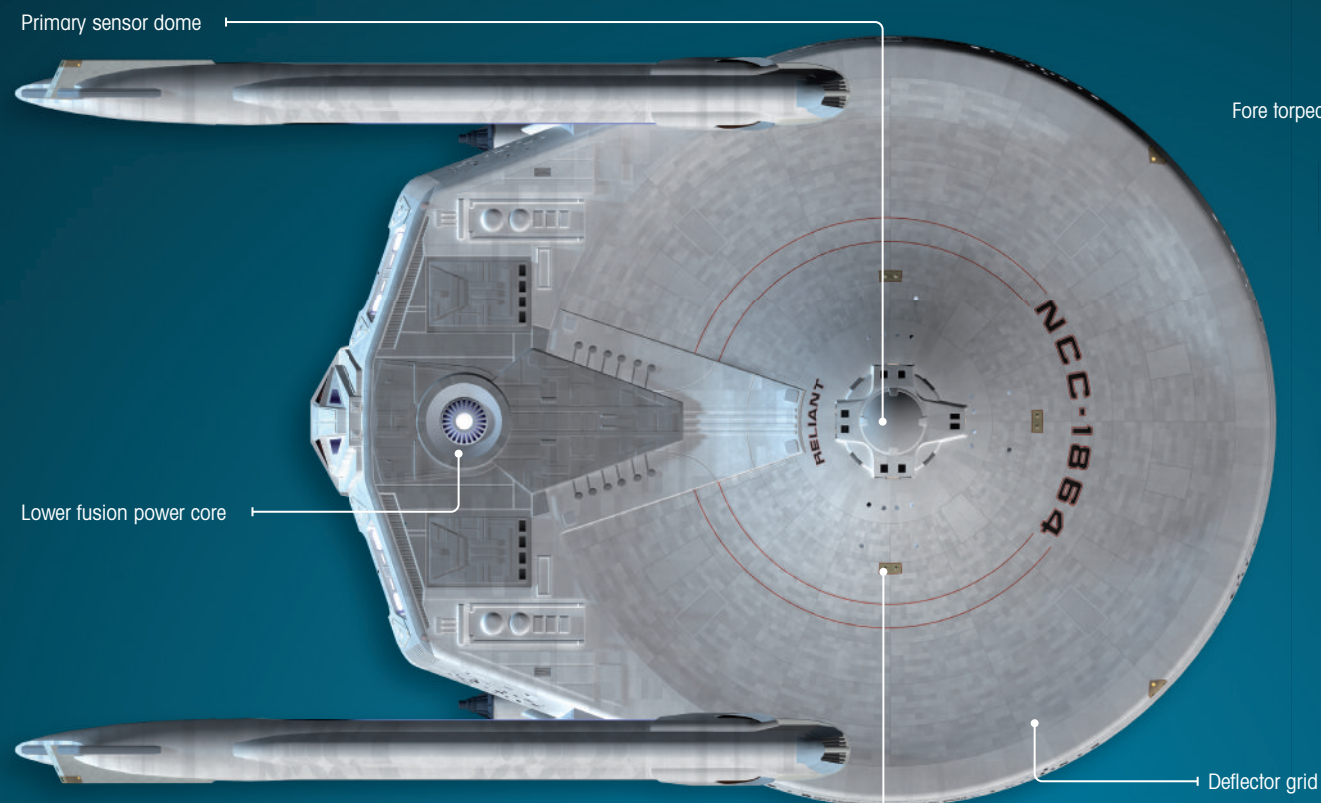
ADDITIONAL WEAPONS

Designed to be used primarily as science research or supply vessels, *Miranda*-class ships were typically not well-armed. In the latter half of the 24th century, for example, the *Miranda*-class *U.S.S. Lantree* NCC-1837 was known as a Class 6 Starfleet supply ship. It was not fitted with the weapons 'roll bar' and was equipped with just basic class 3 defensive armaments.

Other *Miranda*-class vessels, like the *U.S.S. Reliant* NCC-1864, were equipped with the 'roll bar' and this greatly enhanced their offensive capability. The middle of the 'roll bar' featured a pod containing two forward and two aft-facing torpedo launchers. There were also twin phaser emitters located on each 'shoulder' of the 'roll bar'. This made them more than useful in combat situations.

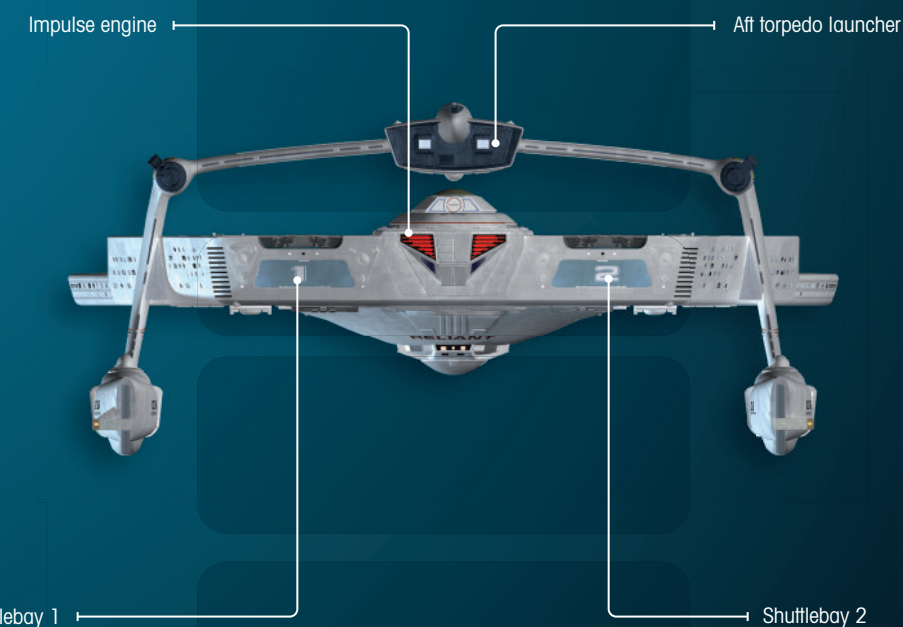


▲ The *U.S.S. Reliant* had standard Starfleet weapons, such as a phaser strip just below the main bridge (top picture), as well as the weapons 'roll bar' that provided additional armaments.



DATA FEED

There have been two *Miranda*-class vessels named the *U.S.S. Saratoga*. The first was the *U.S.S. Saratoga* NCC-1887 that encountered the whale probe in 2286. The second was the *U.S.S. Saratoga* NCC-31911 that was destroyed by the Borg in 2367.

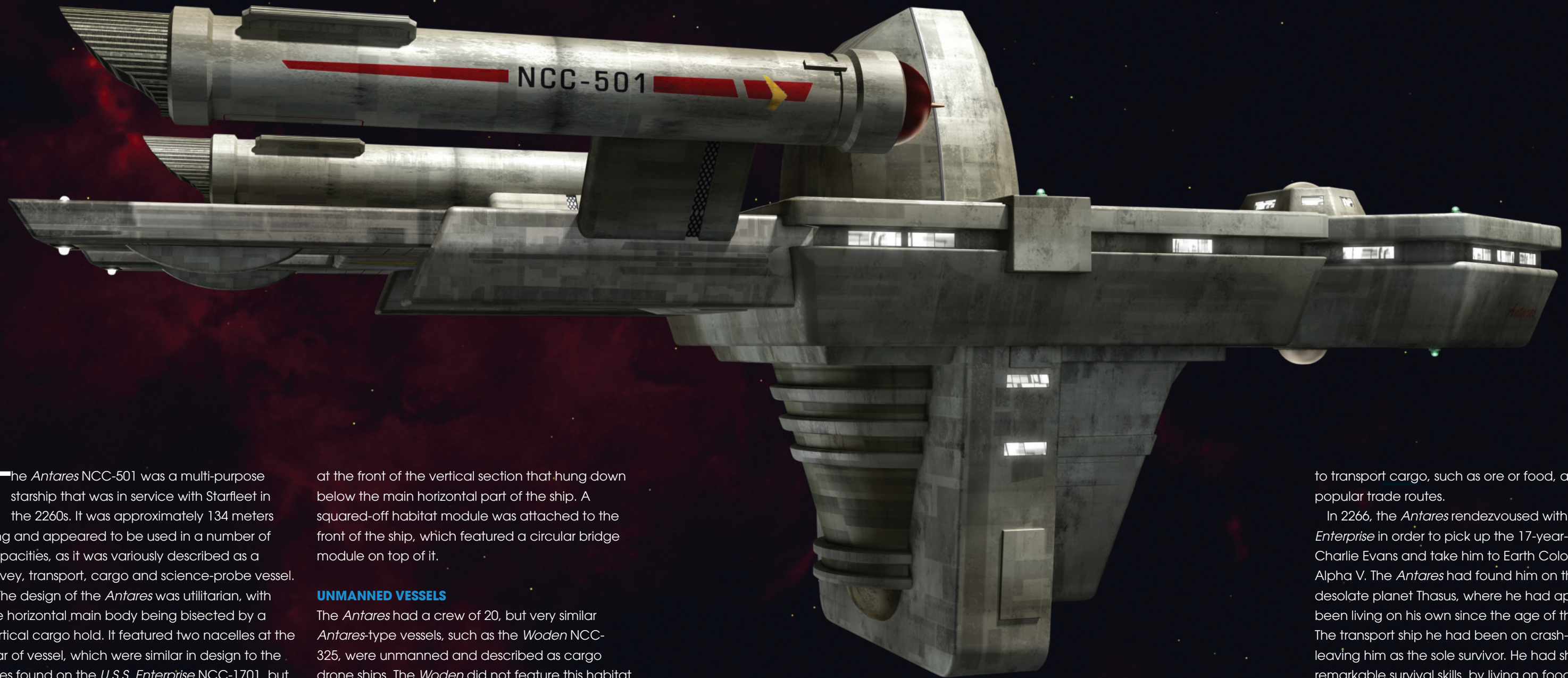


REDRESSED BRIDGE

The *Reliant* had an identical design of bridge to the *U.S.S. Enterprise*. They were essentially the same except the chairs were given brown upholstery and an extra ceiling piece was added.

COMBAT ACTION

Miranda-class vessels took part in several major battles in the 24th century. They were present in both engagements with the Borg in the Alpha Quadrant and also saw action in numerous Dominion War battles.



The *Antares* NCC-501 was a multi-purpose starship that was in service with Starfleet in the 2260s. It was approximately 134 meters long and appeared to be used in a number of capacities, as it was variously described as a survey, transport, cargo and science-probe vessel.

The design of the *Antares* was utilitarian, with the horizontal main body being bisected by a vertical cargo hold. It featured two nacelles at the rear of vessel, which were similar in design to the ones found on the *U.S.S. Enterprise* NCC-1701, but smaller. They were capable of propelling the ship to warp speeds. The main deflector was located

at the front of the vertical section that hung down below the main horizontal part of the ship. A squared-off habitat module was attached to the front of the ship, which featured a circular bridge module on top of it.

UNMANNED VESSELS

The *Antares* had a crew of 20, but very similar *Antares*-type vessels, such as the *Woden* NCC-325, were unmanned and described as cargo drone ships. The *Woden* did not feature this habitat module, and were converted to run automatically. They were essentially flying cargo holds and used

to transport cargo, such as ore or food, along popular trade routes.

In 2266, the *Antares* rendezvoused with the *Enterprise* in order to pick up the 17-year-old Charlie Evans and take him to Earth Colony Alpha V. The *Antares* had found him on the desolate planet Thasus, where he had apparently been living on his own since the age of three. The transport ship he had been on crash-landed, leaving him as the sole survivor. He had shown remarkable survival skills, by living on food concentrates and edible native foods. He also managed to learn what he needed to from just a few microtapes that had survived the crash.

Captain Ramart of the *Antares* and his navigator Tom Nellis beamed over to the *Enterprise* with Charlie. They explained that they were on a

ANTARES NCC-501

In the 23rd century, the *Antares* was an aging starship that was used mainly for transport and cargo duties.



◀ Captain Ramart was the commander of the *Antares* and his first officer and navigator was Tom Nellis. They wore old-style Starfleet uniforms, perhaps indicating that their ship's status was not one of Starfleet front-line vessels. In 2366, they transferred Charlie Evans to the *Enterprise* after he had been found living alone on Thasus.



▲ The *Antares* was approximately 134 meters long, significantly smaller than the *Enterprise*. Nevertheless, thanks to its cargo hold, it was able to carry a significant number of supplies along trade routes. It was destroyed by Charlie Evans when the *Antares* crew attempted to warn the *Enterprise* about Charlie's mental abilities.

tight schedule, and did not have enough time to take Charlie to Alpha V, where his closest living relatives were situated. Captain Kirk expressed surprise that Ramart and his crew did not want to avail themselves of his ship's facilities, such as entertainment tapes, or supplies, such as Saurian brandy.

It soon became apparent why Ramart and Nellis had been in such a hurry to drop off Charlie and be on their way. Charlie had been given a wide array of psionic powers to help him survive by the non-corporeal Thasians, who lived on the inhospitable planet. While these powers allowed him to thrive, they also made him extremely dangerous, as he did not have the emotional maturity to use them wisely. Not long after the *Antares* had left, the crew attempted to contact the *Enterprise* and warn them of Charlie's abilities. Their transmission was cut off, and the *Antares*

was destroyed when the baffle plate on the shield of the ship's energy pile was removed. This caused a warp core breach, resulting in a massive explosion. This was done by Charlie, but he did not seem to understand the enormity of his actions. He merely rationalized the act by saying that the baffle plate was badly warped and would have blown up anyway. Moreover, he said that the crew were not nice to him and wanted to get rid of him, but they didn't now.

Charlie continued to use his psionic powers on members of the crew who upset him, including turning Yeoman Tina Lawton into an iguana. However, he soon overextended himself and could no longer control everything. At this point, the Thasians arrived and were able to reverse most of the changes Charlie was responsible for, but they could not bring back the *Antares*. The Thasians apologized for all the havoc Charlie had wreaked,

and stated that he was taking him back to his planet. Charlie was distraught at this thought, and promised to behave himself, but the Thasian knew he was too much of a threat and could never be taught to control the use of his enormous powers.

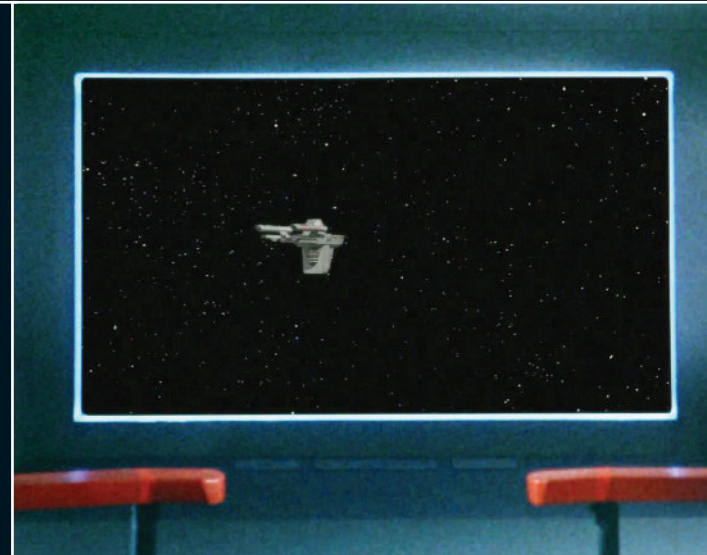


► After the *Antares* had discovered Charlie Evans on Thasus, he was transferred to the *Enterprise*. The *Antares* was in the middle of a trade run and did not have time to take him to Earth Colony Alpha V, where Charlie's nearest living relatives had settled, but the *Enterprise* was due to head that way.



► The *Woden* was an *Antares*-type vessel that was hauling ore near Alpha Carine II. Under the control of the M-5 computer, the *Enterprise* destroyed this unmanned cargo vessel.

◀ The *Enterprise* was used as a test bed for Dr. Richard Daystrom's M-5 computer. This system was advanced enough to control a starship by itself, and it ended up destroying the *Woden*.



UNMANNED VESSELS

There were two more instances of *Antares*-type vessels seen in action in the 23rd century. In 2268, after the M-5 computer was installed on the *Enterprise*, a slow moving ship was detected by the sensors. The M-5 used the Starfleet Registry to identify it as the *Woden*, an *Antares*-type ore freighter. The computer relayed this information to the bridge crew before intercepting it and destroying it with a photon computer.

In 2269, two fully-automated *Antares*-type freighters were assigned to the command of the *Enterprise* for a quintotriticale run to Sherman's

Planet. One of these freighters was disabled by the *I.K.S. Gr'oth*, which was under the command of the Captain Koloth, but its cargo was transferred to the *Enterprise*. The *Gr'oth* later returned and attacked the second grain ship, disabling its propulsion systems. This ship was recovered and towed by the *Enterprise* to Sherman's Planet.



DATA FEED

The Thasians were responsible for giving Charlie Evans his psionic powers, which he used to destroy the *Antares*. The Thasians had evolved beyond the need for physical bodies, and a floating, translucent head appeared on the *Enterprise* to explain what they had done, and to take Charlie back.

DANGEROUS POWERS

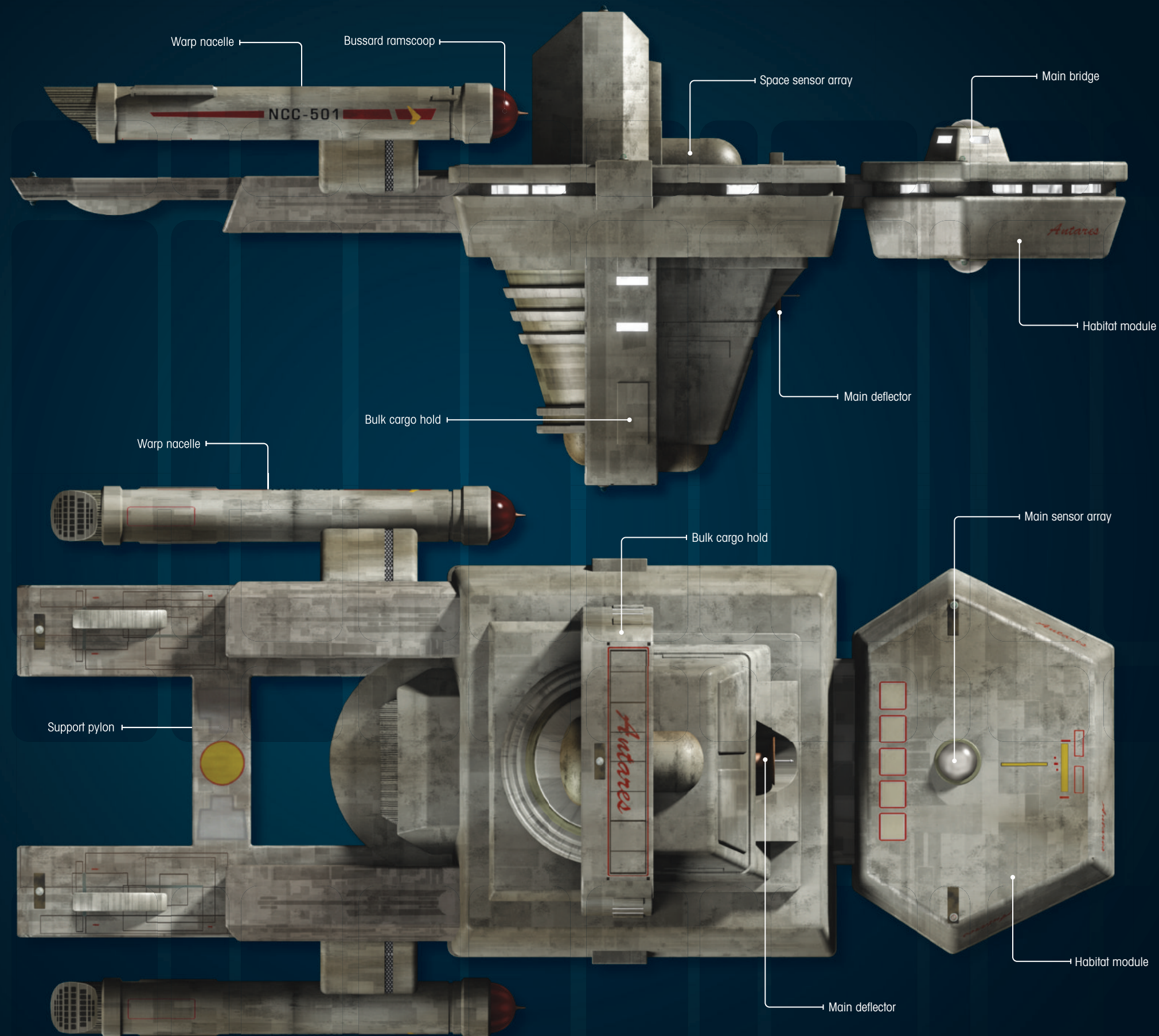
Charlie Evans was just three years old when the transport ship he was on crash-landed on Thasus, killing all the other passengers. When he was rescued 14 years later by the *Antares*, he claimed that he had survived on the ship's supply of food concentrates, and then on the planet's edible plant life. He also claimed that he learned to talk by listening to the ship's tapes as its memory banks still worked. It soon became clear that this was not true, and he had survived by using the extraordinary psionic powers that he had been given by the Thasians. This made him very dangerous as he was immature and petulant due to his inexperience of living with other humans. He destroyed the *Antares* simply because he felt that the crew did not like him, and he took over the *Enterprise* when he did not get his way. Eventually, the Thasians took him back to their planet, something Charlie was extremely upset about.



▲ The Thasians gave Charlie Evans incredible psionic powers to help him survive alone on their harsh planet, but once he was among other humans, these god-like powers made him extremely dangerous.

DATA FEED

A baffle plate, or an isolation plate, was a key component of a warp core. When Charlie Evans removed the *Antares'* warped baffle plate using his psychokinetic powers, it blew up the ship, with all hands lost. Charlie did not seem to fully understand what he had done, as he commented that because it was warped, it would have blown up anyway.

**ENGLISH NAME**

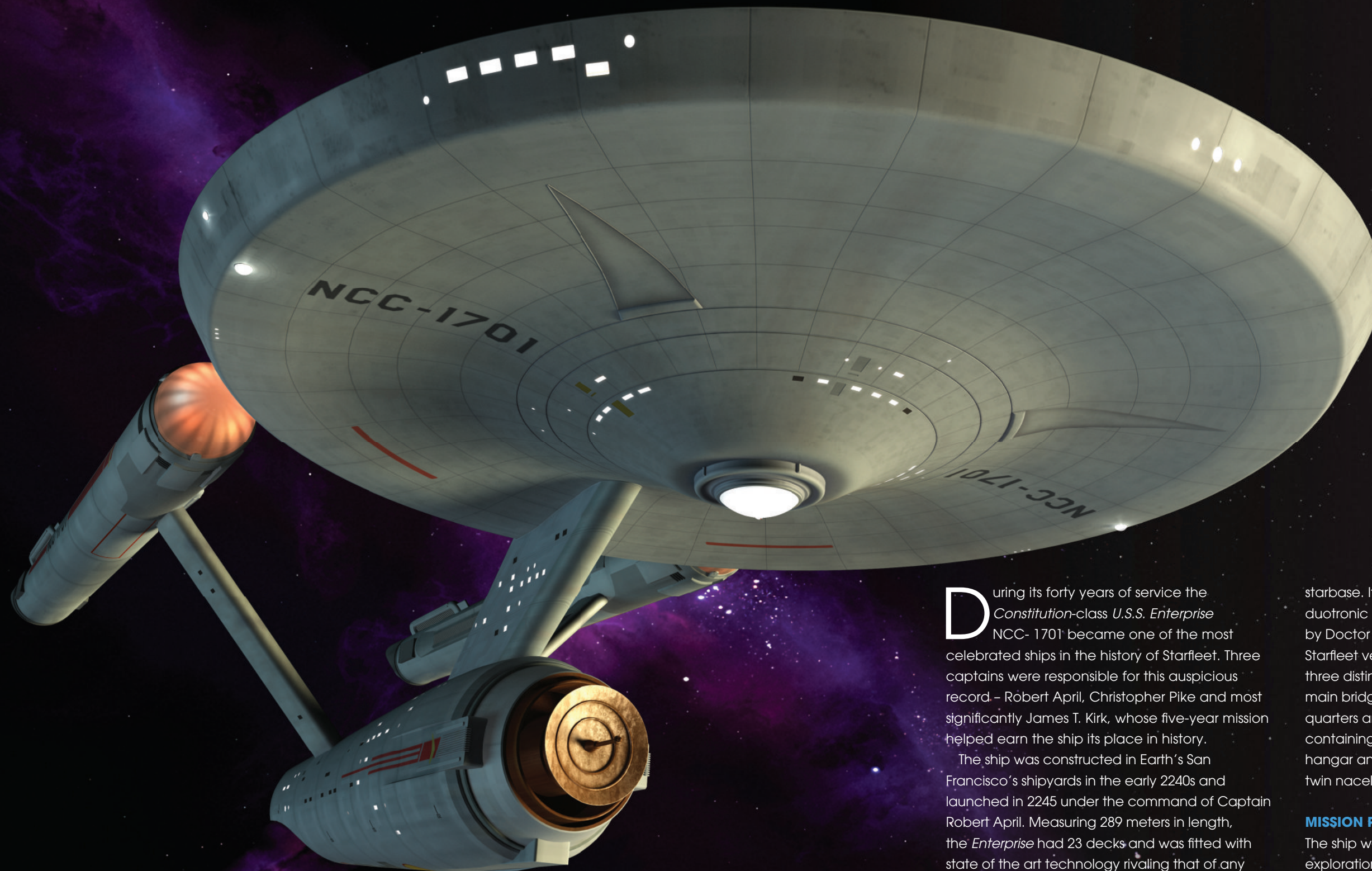
In 2267, the *Yorkshire* NCC-330 was an *Antares*-type starship that was in orbit of Starbase 11 when the *Enterprise* put in for repairs after suffering damage in a severe ion storm.

REGISTRY NUMBER

The two *Antares*-type robot grain ships that were assigned to the command of the *Enterprise* for a quintotriticale run to Sherman's Planet in 2269 had the registry number NCC-G1465.

FAMOUS VOICE

The chef on the *Enterprise* heard talking to Captain Kirk during the episode "Charlie X", stating that the meat loaf in the ovens had somehow turned into turkeys, was voiced by *STAR TREK* creator Gene Roddenberry himself.



U.S.S. ENTERPRISE

The *Constitution-class Enterprise* spent nearly 30 years exploring the final frontier and defending the Federation.

During its forty years of service the *Constitution-class U.S.S. Enterprise NCC-1701* became one of the most celebrated ships in the history of Starfleet. Three captains were responsible for this auspicious record – Robert April, Christopher Pike and most significantly James T. Kirk, whose five-year mission helped earn the ship its place in history.

The ship was constructed in Earth's San Francisco's shipyards in the early 2240s and launched in 2245 under the command of Captain Robert April. Measuring 289 meters in length, the *Enterprise* had 23 decks and was fitted with state of the art technology rivaling that of any

starbase. It boasted an extremely powerful duotronic computer system, which was designed by Doctor Richard Daystrom. As was typical of Starfleet vessels, the ship was designed to have three distinct areas: a saucer section where the main bridge was located together with the crew quarters and impulse engines, an engineering hull containing the warp drive systems, a shuttlecraft hangar and the main navigational deflector, and twin nacelles that generated the warp field.

MISSION PARAMETERS

The ship was designed primarily for deep space exploration with a view to making first contact with alien species, but was also tasked with supplying Federation colonists, delivering medical supplies, transporting diplomats and patrolling



◀ Many of the *Enterprise's* missions took it to planets such as Sigma Iotia II that Earth had contacted in the past but, because of the difficulties of early warp travel, had never visited again. The crew often found themselves trying to correct the mistakes of the past, and to establish new and productive relationships.



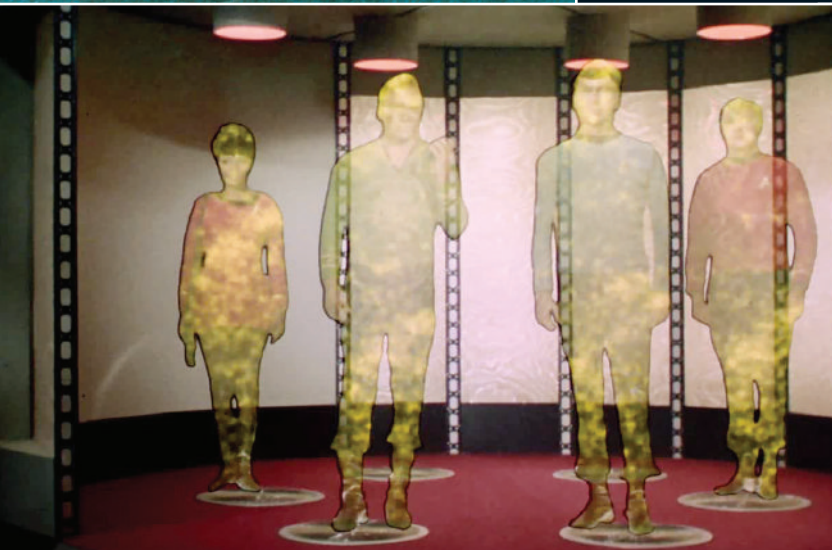
◀ Captain Christopher Pike assumed command of the *Enterprise* in 2250, and stayed in charge until 2263, when he was promoted to Fleet Captain and replaced by James T. Kirk.

▶ Under Pike's command, the ship had a crew of 203, was armed with lasers rather than phasers, and had a different design of bridge module and Bussard collectors.



▶ Dr. McCoy joined the crew in 2266, replacing Dr. Mark Piper. His research during his time on the ship formed the basis of his seminal work *Comparative Alien*.

◀ The *Enterprise* was commanded from the Main Bridge, which was located in Deck 1 on the top of the saucer section. Consoles around the edge of the room provided access to all of the ship's systems.



◀ The *Enterprise's* main engineering room was given a major refit in 2267, when the matter-antimatter integrators were moved to the center of the room and a gantry was added that allowed access to the upper level.

▶ The *Enterprise* completed many historic missions. One of the most notable was being the first ship to survive crossing the barrier that surrounds the Galaxy.



▲ By the 2260s transporters were commonplace and it was standard procedure for the crew to use them to visit the surface of planets and even other ships. The *Enterprise* did also carry shuttlecraft that could be used for longer-range missions.

the Federation's border in order to defend it against hostile alien forces. Another of the ship's objectives was scientific research and she had 14 fully equipped science labs. As well as the science labs, the ship carried a range of medical facilities, which included a full surgery as well as a medical research lab located on Deck 7. To accomplish all this the crew included a number of mission specialists, including psychologists, tactical experts, botanists, physicists, geologists and historians.

The *Enterprise* was powered by both warp and impulse engines. The warp reactor was situated in main engineering on Deck 19 in the secondary hull along with life support, power distribution and inertial dampening. In the event of the engines breaking down, the ship was able to run on battery power for about a week to keep essential systems such as life support or sickbay in operation. All the ship's systems were monitored and adjusted from a

bank of consoles in engineering and control could be transferred to the main bridge.

WEAPONS AND DEFENSES

The *Enterprise* was equipped with extensive weapons systems, which had the power to destroy the surface of an entire planet. Under Captain Pike's command, the ship had been fitted with an array of laser cannons but by 2267 these had been upgraded to more sophisticated phasers. Mounted on the underside of the saucer section, they had an effective range of 300,000 km. The ship also carried a number of photon torpedoes, which could be fired when the travelling at warp speed.

Rather than the polarized hull plating found on ships of the previous century the *Enterprise* used deflector shields, which surrounded the entire ship. The strength of the shields could be altered to provide increased protection to particular areas of

the ship. Rounding out the weapons system was a powerful tractor beam, which enabled the vessel to take smaller ships into tow.

The ship initially carried a complement of 203 crew members but over time that number was increased to 430. The majority of the crew areas were located in the saucer section, while the VIP and senior officers quarters were housed on Decks 4, 5 and 6. As it was normal for crews to spend long periods in space, a concerted effort was made to ensure their comfort. This resulted in even the most junior ensign and yeoman being allocated private quarters. These generally consisted of a single cabin divided into sleeping and living areas with a small bathroom attached.

The crew was also provided with recreational areas where they could gather for meals, or to socialize. Food was provided by synthesizers located in various areas around the ship, but there

was also a commissary where a catering team provided freshly cooked meals.

In 2269 and following the end of Kirk's five-year mission, the now 25-year-old ship underwent a major upgrade. It was completely refurbished to the point where it where it was virtually unrecognizable but its legacy continued.

▲ The helmsman sat on the port side of the console at the front of the bridge and was responsible for operating the ship's weapons.

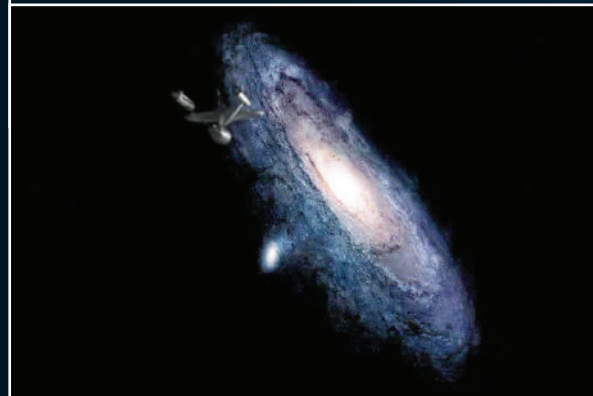
DATA FEED

James T. Kirk was the most famous captain of the *Enterprise*. He assumed command in 2264, and led the ship on an historic five-year mission of exploration. When the ship returned to Earth, Kirk was promoted to Admiral and the *Enterprise* began an 18-month refit that transformed her.

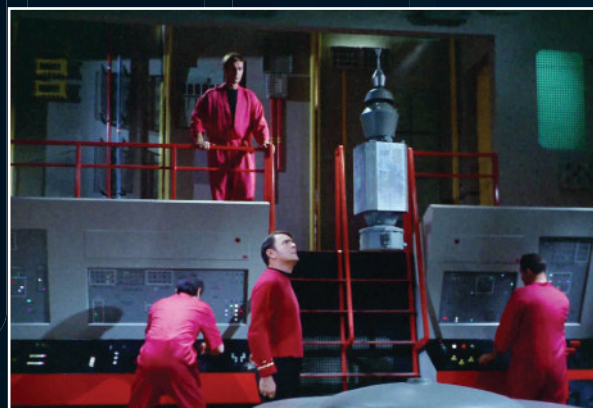


WARP SPEEDS

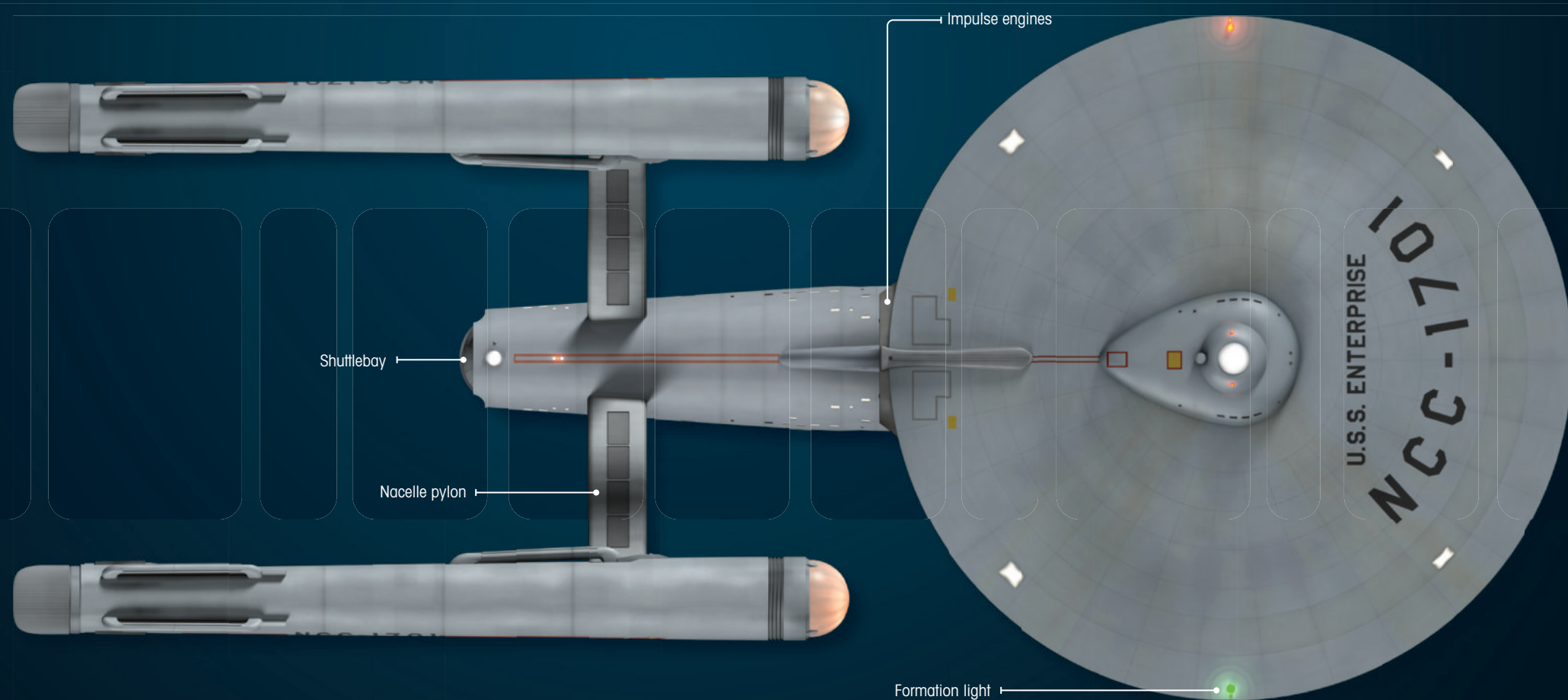
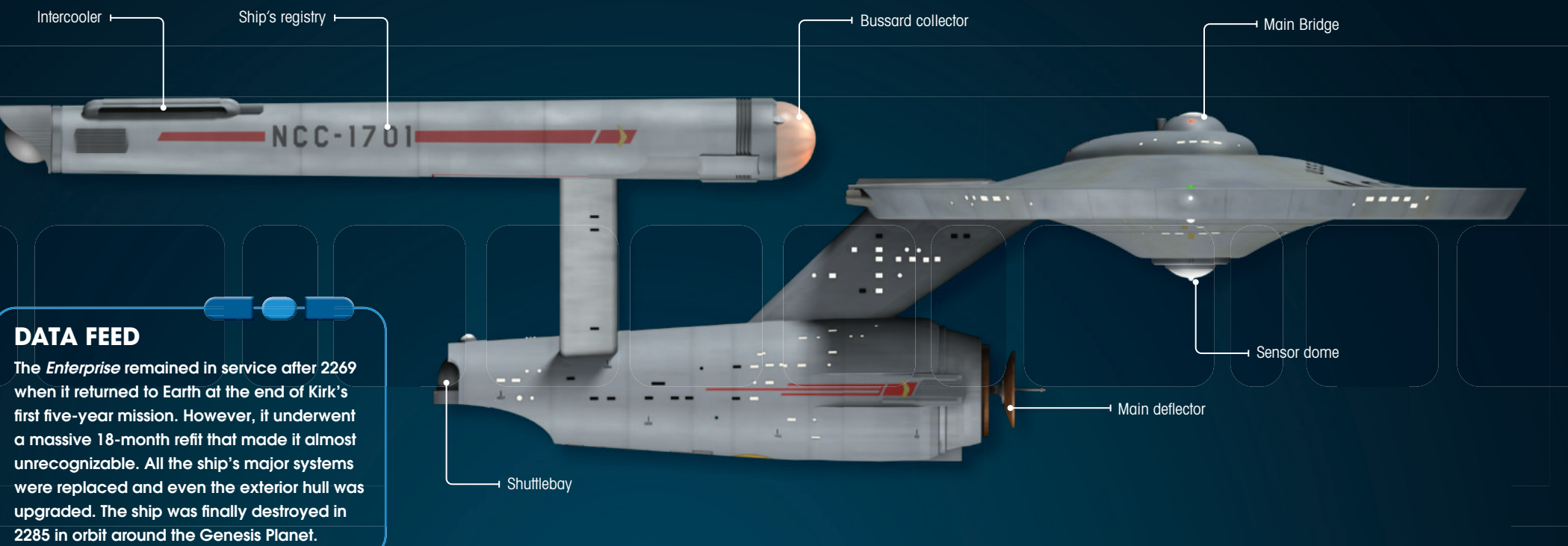
The *Enterprise* was fitted with state-of-the-art warp engines, which were upgraded several times during its decades of service. By the time Kirk was in command in the late 2260s, she had a regular cruising speed of warp 6 but could maintain warp 8 and above for extended periods of time. There were several occasions on which the *Enterprise* achieved speeds in excess of warp 10 on the old warp scale that was used until the 24th century. On the revised scale these speeds were in the upper warp 9.9 range. These speeds were only possible due to modifications made by extremely advanced beings, including the Cheronians and the Kalandans.



▲ In 2268 the Kelvans modified the *Enterprise's* engines so it could achieve warp 11, a speed that would eventually allow them to reach their own Galaxy.



▲ Nomad increased the efficiency of the *Enterprise's* engines by adjusting the matter/antimatter injectors and the energy release valves. After the modifications the ship could reach warp 11.



TIME TRAVEL

The *Enterprise* was the first Starfleet vessel to discover how to travel through time, when Spock and Mr Scott initiated a cold start of the warp engines. The ship later made several trips to the past.

KLINGON BORDER

During Kirk's first five-year mission, the *Enterprise* was on the front line of the conflict with the Klingons. She was nearly involved with the beginning of a war during the encounter at Organia, and was involved with diplomatic incidents near Sherman's planet, Capella IV and Neural.

NEUTRAL ZONE

The *Enterprise's* mission took her close to the Romulan Neutral Zone and she pursued and destroyed a Romulan marauder that crossed it in 2266.



In 2269, following the completion of Captain Kirk's momentous first five-year mission, the *U.S.S. Enterprise* NCC-1701 returned to San Francisco Yards, a Starfleet drydock in Earth's orbit, for a major overhaul.

The *Enterprise* had undergone minor refurbishments in the past, but the punishing nature of the mission had taken its toll on the ship and a major refit was required. It had been subject to numerous hull-pounding battles and frame-stressing maneuvers and was in need of an almost complete rebuild. Nearly every system was replaced or upgraded and the interior was remodelled and refurbished. The reconstruction was so extensive that the *Enterprise* practically

became a brand-new ship, although it retained the same registry number – NCC-1701.

The overhaul took approximately 18 months and was overseen by Captain Willard Decker, who had taken over command of the ship after Kirk's promotion to admiral. He was given valuable technical assistance by Chief Engineer, Commander Montgomery Scott, a man who knew the ship's systems better than anyone.

INCREASED LENGTH

At first glance, the refit *Enterprise* appeared much as it had before, with a saucer section connected to an engineering hull underneath and two warp nacelles at the back. A closer examination

revealed many subtle changes that resulted in a sleeker, more elegant look and it was now 14 meters longer at a total length of 305 meters.

While the external changes to the *Enterprise* were more of an evolution than a revolution, the internal changes were more radical. The very heart of the ship was replaced with a new vertical warp core superseding the old horizontal configuration. Energy from the warp engines was now routed directly to

the ship's nine dual-phaser banks resulting in these weapons being more powerful, although this did mean that if warp power was knocked out, the phasers went off-line too.

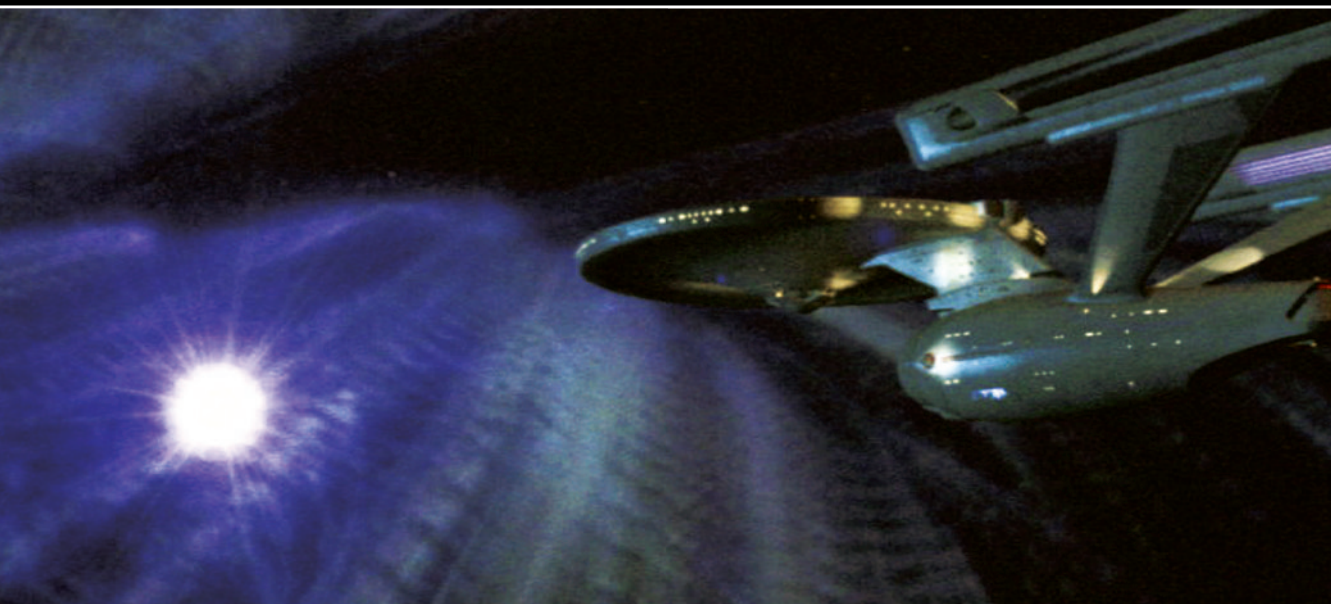
The most obvious changes to the casual observer were the renovation of the interior spaces. They were completely redecorated and refurbished in a new color scheme and all the console workstations were upgraded. The medical facilities, main

DATA FEED

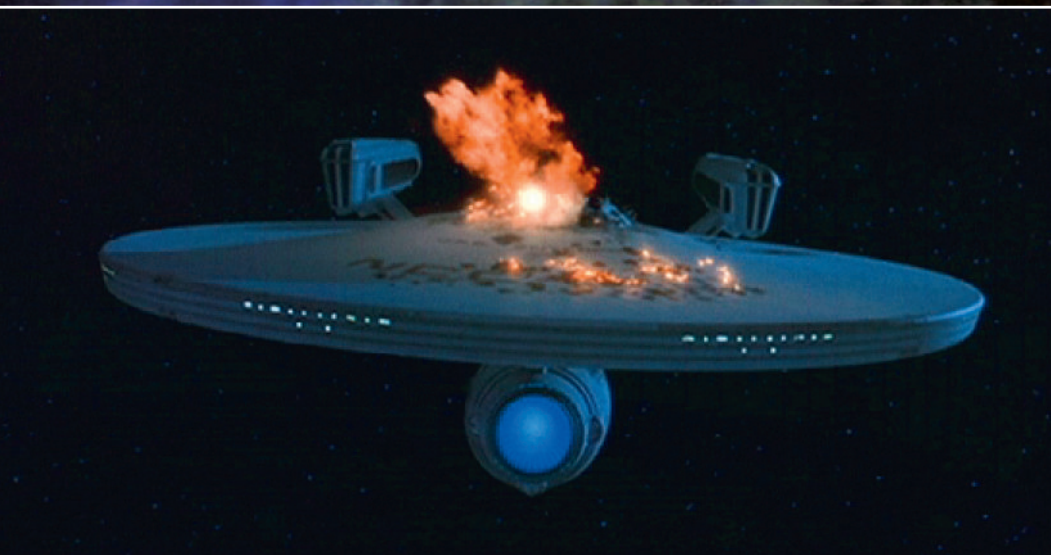
The color of the light given off by the deflector dish changed depending on how fast the refit *Enterprise* was travelling. At warp speeds it had an intense blue glow, while at impulse speeds it had a golden glow.

U.S.S. ENTERPRISE NCC-1701 REFIT

An 18-month-long refit resulted in the *U.S.S. Enterprise* NCC-1701 looking and performing better than ever.



◀▶ Much as it had done before the refit, the *Enterprise* continued to face grave threats. In 2271, it was despatched to deal with V'Ger, an immense machine life form of unbelievable destructive power. In 2285, with a crew made up largely of Starfleet cadets, it answered a distress call and became embroiled in a deadly confrontation with Khan Noonien Singh who had seized control of the *U.S.S. Reliant* NCC-1864.



◀ One of the new facilities aboard the refit *Enterprise* was a recreation area. It featured a large viewscreen and could accommodate most of the assembled crew.

▶ The bridge on the refit *Enterprise* was a totally new module. It featured a similar layout as before but, among the changes, Spock's science station was moved towards the rear of the circular room.



▲ The *Enterprise* survived numerous seemingly impossible situations during its service, but it finally met its end in 2285, some 14 years after its major refit and just before its scheduled retirement. Returning to the Genesis planet to retrieve Spock's body, the ship suffered major damage in a surprise Klingon attack. Kirk was forced to implement the autodestruct to stop it falling into enemy hands.

transporter room, shuttlebay and main bridge were all totally redesigned.

A huge recreation area was also added to the saucer section. It was equipped with many games and also featured a giant viewscreen suitable for addressing most of the ship's assembled crew.

OPERATIONAL HISTORY

The refit *Enterprise* was rushed into service in 2271 to deal with the V'Ger crisis. The refurbishment and upgrades had not been fully completed and many of the systems, including the transporters and warp engines, were not operational. There had been no time for the normal shakedown tests, but as the *Enterprise* was the only starship in intercept range, it had to be launched ahead of schedule. With Kirk back in command, the mission was successful

and the threat from V'Ger was averted, although Captain Willard Decker was lost in action. Following this, the refit *Enterprise* undertook another five-year mission with Kirk again in command. When this was completed in 2277, the refit *Enterprise* became a training vessel assigned to Starfleet Academy under the command of the newly promoted Captain Spock.

In 2285, the refit *Enterprise* found itself pressed into action once more after Khan Noonien Singh stole the Genesis Device, an incredibly powerful technology that could create and destroy entire worlds. In the ensuing confrontation, the *Enterprise* sustained heavy damage, but ultimately triumphed, although it cost Spock's life.

Upon return to Earth, Starfleet Command informed Kirk that the *Enterprise* was to be

decommissioned. However, before this could happen, Kirk and a skeleton crew of his most loyal colleagues stole the *Enterprise* in order to return to the Genesis planet and retrieve Spock's body. This proved to be the *Enterprise*'s last journey as Kirk was forced to activate its autodestruct to stop it falling into Klingon hands.

Kirk had made the ultimate sacrifice, but it proved to be worth it as the crew discovered a regenerated Spock, who had been miraculously restored to life by the Genesis process. In many ways it was a fitting final mission for the *Enterprise* NCC-1701. The refit may have changed its appearance but in essence it was still the same ship. Far better for it to go out in a blaze of glory, helping to save the life of Kirk's old friend, than be scrapped because it was too old for service.

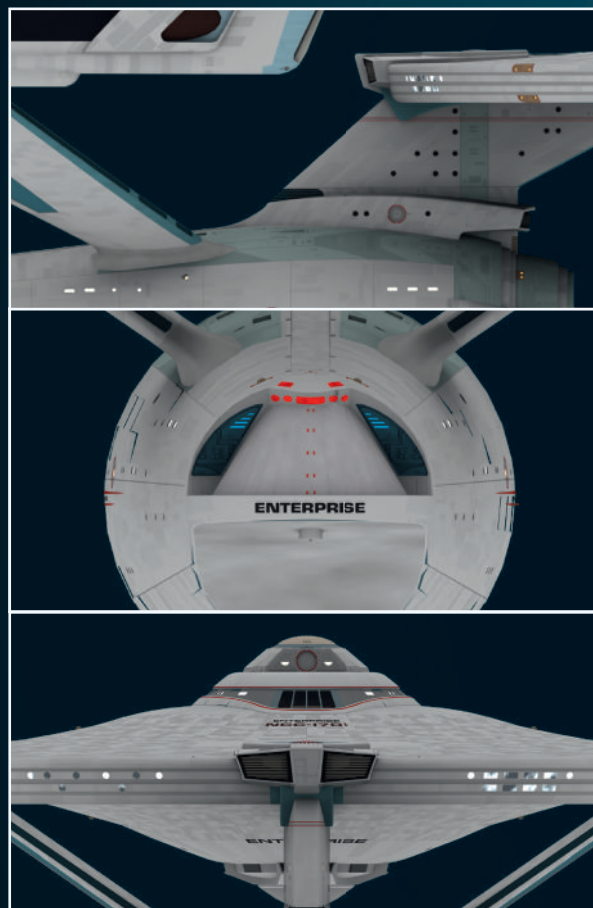


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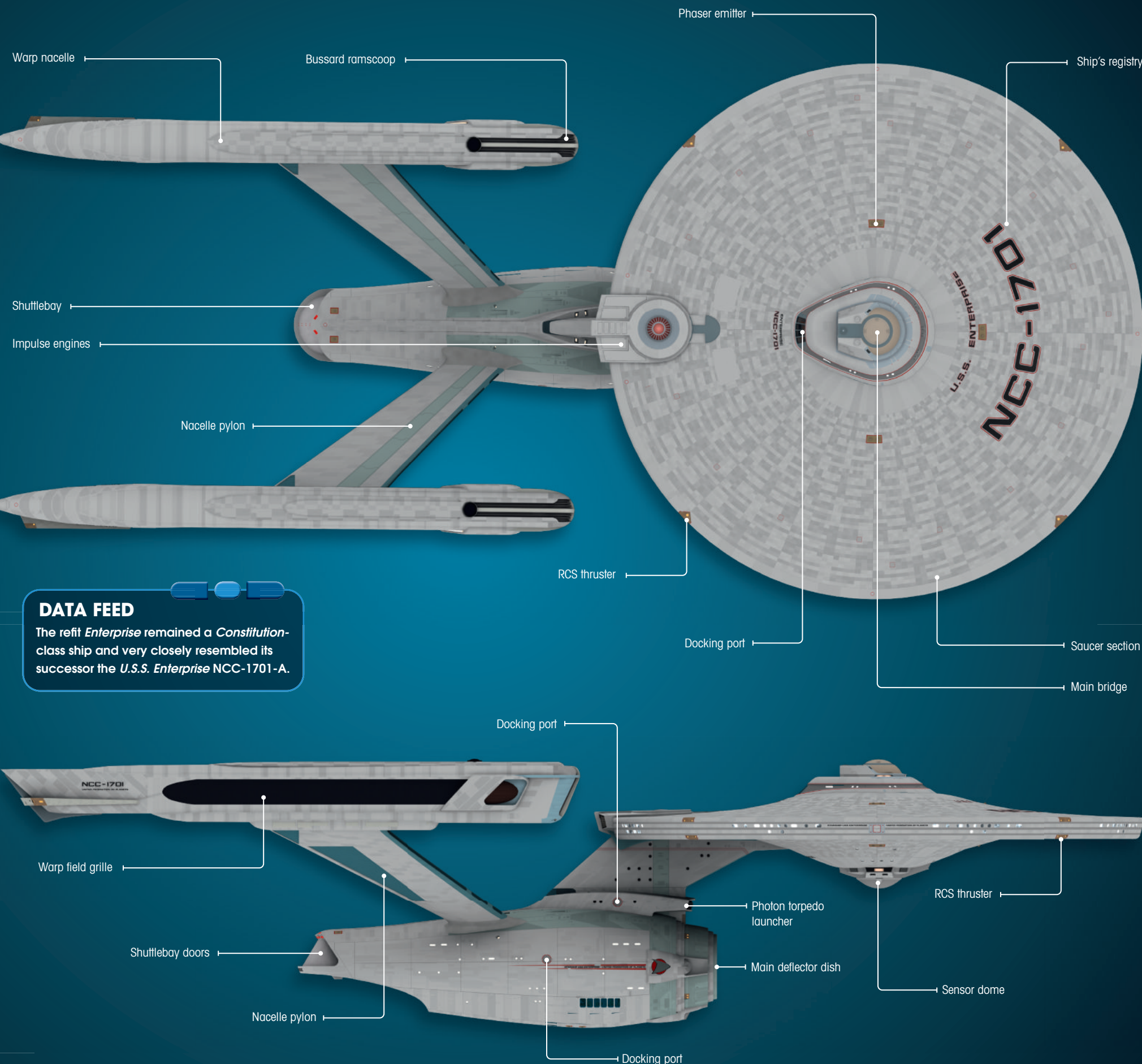
Following Kirk's promotion to admiral and his posting as Chief of Starfleet Operations, his hand-picked successor, Willard Decker, took over as captain of the *Enterprise*. He was in charge of the ship throughout its refit and work was nearing completion when the V'Ger crisis arose. Given the enormity of the threat, Kirk took command of the *Enterprise* and Decker was temporarily demoted to commander and posted as executive officer.

EXTERIOR CHANGES

The refit of the *Enterprise* resulted in many changes, although the overall shape remained very similar. One of the most noticeable changes was that the pylons supporting the warp nacelles were now located further towards the neck of the ship and rose from the engineering hull at a swept back angle rather than straight up as they had been before. The nacelles themselves were no longer cylindrical, but more angular and the glow from the warp energy field could be seen through the panels that ran along the sides.



The dorsal pylon connecting the saucer section to the engineering hull now housed a rectangular twin photon torpedo/probe launcher at the front where as before it had been located on the underside of the Saucer Section. Also, the whole surface shape of the Engineering Hull became rounder, while the shuttlebay and shuttlebay doors were made much larger.



DATA FEED

The refit *Enterprise* remained a *Constitution*-class ship and very closely resembled its successor the *U.S.S. Enterprise NCC-1701-A*.

SURFACE DETAIL

The hull plating and deflector grid became much more pronounced on the refit *Enterprise*. This gave the exterior a noticeable pattern and many more windows were added too.

IMPULSE ENGINES

The impulse engines that were used for propelling the ship at sub-light speeds were housed inside a distinct module on the saucer section. This was located on top of the saucer at the rear.

UMBILICALS

Many more airlocks and docking ports were added to the *Enterprise* during the refit. They were located all over the surface, but in particular on the neck pylon that connected the saucer section to the engineering hull. More service hatches were also added to allow the transfer of consumables, such as deuterium, to the ship.



U.S.S. BOZEMAN NCC-1941

The *U.S.S. Bozeman* was a Soyuz-class starship that became trapped in a repeating time loop for 90 years.

The *U.S.S. Bozeman* NCC-1941 was an example of a Soyuz-class starship, a type of vessel utilized by Starfleet in the 23rd century, although they were phased out of service by 2288. The *Bozeman* was roughly 240 meters in length, had a crew of around 200 personnel and was commanded by Captain Morgan Bateson.

All Soyuz-class vessels were closely related to the *Miranda* class, having the same design of saucer section and warp nacelles. Neither class featured a secondary hull, and main engineering on both classes was located in the primary hull.

ADDITIONAL SENSORS

The main differences between the two classes was that the *Soyuz* class featured an even larger square superstructure at the rear of the saucer, and several additional outboard sensor pods. One of these extra pods was located on top of the rear superstructure, while another was found in the corresponding position below. Two more sensor pods were positioned on the sides of the rear module in line with the warp pylons.

Most of these sensor attachments featured several tubular protuberances emerging out the front of them. Although they looked like barrels of a large cannon, they were in fact various types of sensor and communication arrays. In fact, the *Bozeman* possessed two more long antenna-like devices that emerged from the sensor dome beneath the saucer section.

Given all this extra sensor equipment, the *Bozeman* was primarily used for scientific research



◀ The *Bozeman* suddenly emerged directly in front of the *Enterprise-D* from a temporal distortion within the Typhon Expanse like a ghostly apparition. It had been transported through time from the year 2278 before looming out of the murky darkness of the distortion into 2368, where it collided with the *Enterprise-D*, causing a massive explosion.



▲ The underside of the saucer section on the *Bozeman* featured a sensor dome, which was outfitted with a number of cylindrical arrays. There was also another sensor pod near the rear of the vessel, which mirrored a similar device that was mounted on top of the built-up section behind the saucer.

and mapping missions, although it could also undertake supply or defensive patrol duties.

The *Bozeman*, like all *Soyuz*-class ships, had six forward-facing phaser arrays and two rear-facing phaser arrays, which were located just below the impulse engines. It was also equipped with at least two photon torpedo launchers, one facing forward and another directed rearwards.

In 2278, the *Bozeman* was just three weeks out of a starbase when it encountered a temporal distortion in the Typhon Expanse and became trapped. It was presumed lost in action, but it actually emerged in 2368 where it collided with the *U.S.S. Enterprise* NCC-1701-D. The *Bozeman* appeared out of the murk of a distorted area of space with such suddenness that the crew of the *Enterprise* had little time to react. They tried using a tractor beam to push the *Bozeman* away from them, but it was too late and the *Enterprise*'s

starboard nacelle was hit, sending out stray jets of plasma. The damage was extensive, resulting in a warp core breach, and when it could not be ejected, the *Enterprise* spun out of control before exploding in a massive fireball.

REPEATING TIME

Somehow this explosion, coupled with the highly localized nature of the distortion, caused a temporal causality loop in which time reset itself. Both the *Enterprise* and the *Bozeman* were thrown back in time by a few days, where the crews unknowingly experienced the same events until the ships collided and destroyed each other. At this point, time reset itself once again and events played out as before until the ships collided.

This time loop might have gone on forever, but some members of the *Enterprise* crew experienced strong feelings of déjà vu. They

► The *Enterprise*-D tried to use its tractor beam to deflect the *Bozeman* away from it, but it was too late and the two ships collided. The subsequent explosion caused both ships to become trapped in a temporal causality loop.

▼ The built-up rear part of the saucer section on the *Bozeman* was one of its most distinctive features. A large sensor pod, which looked like a turret gun, was located at the rear of this section.



became convinced they were reliving the same events over and over.

Eventually, the *Enterprise* crew found a way to avoid the collision with the *Bozeman*, and this finally broke the causality loop. According to a time-base beacon, the *Enterprise* had spent 17.4 days in the temporal loop, but for the *Bozeman* it was much worse. Their crew had spent roughly 90 years in the temporal distortion, and Captain Bateson had no idea that his ship had been trapped for 90 years and emerged in 2368.

The *Bozeman* was subsequently refitted and recertified for service. In 2371, the *Bozeman* was forced to make a course correction to avoid the gravitational effects caused by the destruction of the Amargosa star when Dr. Tolian Soran fired a trillithium weapon into it. This course correction helped Captain Picard realize that Dr. Soran's reasons for destroying the Amargosa star was to

alter the trajectory of the nexus energy ribbon and send it to the Veridian system.

In 2373, the *Bozeman* returned to the Typhon sector to join up with an armada of Starfleet ships that was mobilized to meet an invading Borg cube heading for Earth. After the fleet first engaged the cube, the *Bozeman* and the *U.S.S. Defiant* were given orders to fall back to "mobile position one."

▲ The forward half of the saucer section on the *Bozeman* shared the same design as was seen on *Miranda*-class ships. The *Bozeman* also shared the same warp technology as was used on the *Miranda* class.



DATA FEED

Captain Morgan Bateson was in command of the *Bozeman* at the time it went missing in 2278. He and his crew had no idea that they had been stuck in time for the last 90 years, repeating the same few days again and again. After the crew of the *Enterprise*-D found a way to break free of the causality loop, Captain Bateson contacted them to offer assistance. He believed that his ship was only a few weeks into its latest mission and was incredulous to learn that the year was now 2368.

FAMILIAR LAYOUT

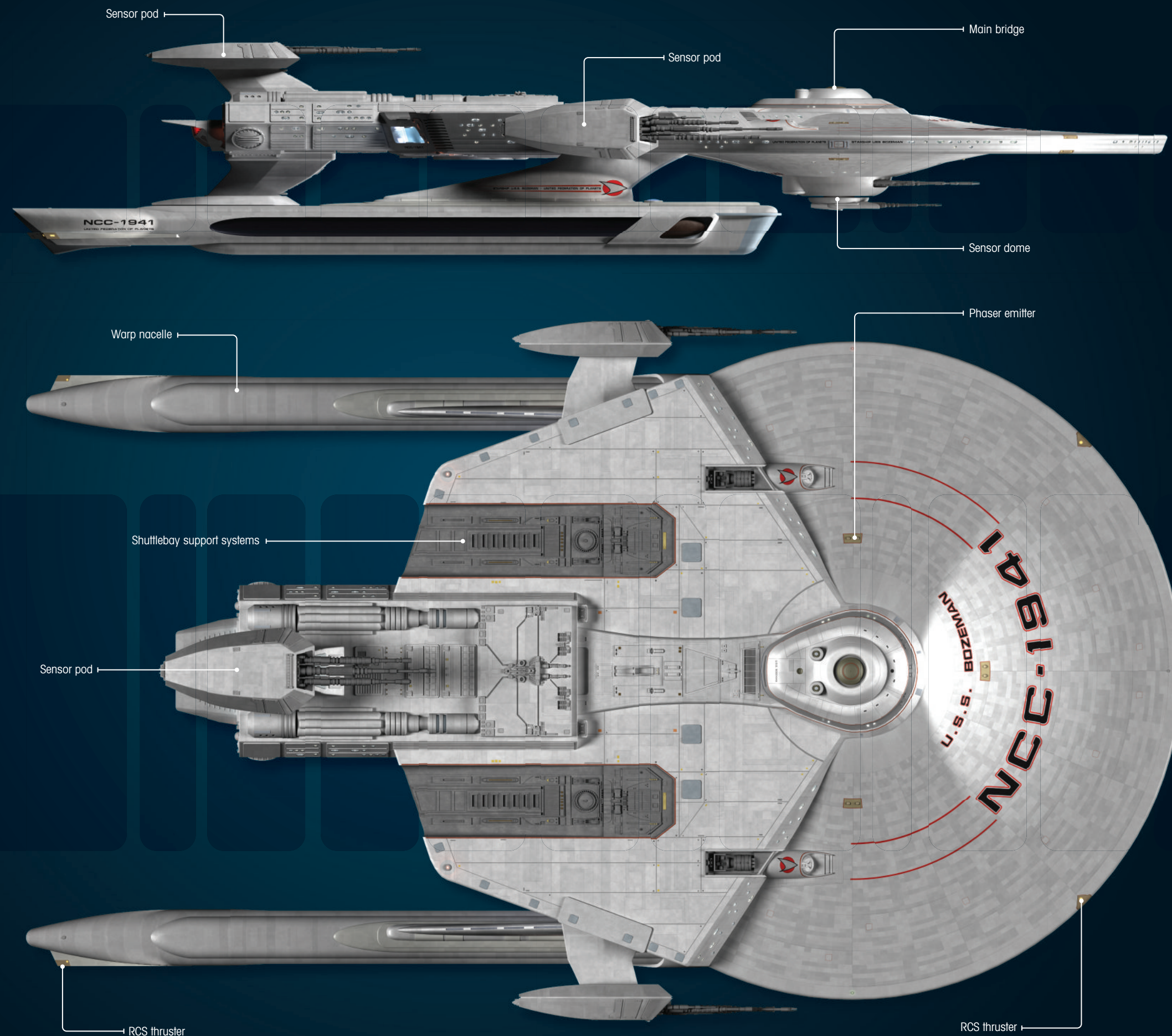
The bridge of the *U.S.S. Bozeman* was typical of the command area of Starfleet ships from the mid-23rd century. The main viewscreen was located at the front of the room, while the captain's chair was positioned near the center. A standing console was located behind the captain's chair to the starboard side, and behind that was a semi-circular railing that separated the various system monitors embedded in the rear wall from the rest of the bridge. All the colors and furnishings used on the bridge, as well as the style of the readout graphics, were also the same as those used on Starfleet ships of this era, including the *U.S.S. Enterprise* NCC-1701-A.



▲ Captain Bateson addressed Captain Picard from the bridge of the *Bozeman*, which was outfitted and decorated in technology and colors that were clearly from a time nearly one hundred years earlier.

DATA FEED

The *Bozeman* also appeared in an alternate timeline when it was sent to investigate an anti-time anomaly in the Devron system, which ultimately threatened the entire Alpha Quadrant. This rupture in the subspace barrier was closed when the superbeing Q helped Captain Picard prevent the rupture from forming in the first place.



RUSSIAN ORIGIN

The *U.S.S. Bozeman* was a Soyuz-class starship. The class was named for the series of Russian spacecraft that began flying in the 1960s. Soyuz means 'union' in Russian.

NAME AND NUMBER

The writer of 'Cause and Effect,' Brannon Braga, named the *Bozeman* for his Montana hometown. The *Bozeman's* registry number of '1941,' provided by modelmaker Greg Jein, was a homage to the Steven Spielberg movie of the same name.

RESILIENT SHIP

The *U.S.S. Enterprise* NCC-1701-D was destroyed five times in the seven-season run of *THE NEXT GENERATION*. In order, the episodes in which the *Enterprise-D* met its demise were 'Time Squared,' 'Cause and Effect,' 'Timescape,' 'Parallels' and 'All Good Things....'



U.S.S. EXCELSIOR NCC-2000

Initially regarded as a failure, the *Excelsior*-class would become one of the most enduring designs in Starfleet's history.

The U.S.S. *Excelsior* NX-2000 was the prototype for the *Excelsior* class, a new design of starship that was built to replace the aging *Constitution*-class ships, such as the U.S.S. *Enterprise* NCC-1701. Its primary role was to act as a deep space explorer.

The *Excelsior* still featured many of the classic design elements of Starfleet vessels, with a saucer section, engineering hull, and two warp nacelles supported by pylons. At 467 meters long and with 32 decks, it was much larger than the *Constitution* class and its engineering hull was distinguished by a graceful curved bow. More importantly, it incorporated Starfleet's latest thinking about several new technologies.

What made the *Excelsior* really different, though, was its experimental transwarp drive. This was a new type of warp engine dubbed "the great experiment" by Admiral Kirk, which in theory could propel the ship to much higher speeds than had previously been possible.

In 2285, after nearly a decade of transwarp tests, the *Excelsior* was on the brink of being launched from Earth Spacedock for its first shakedown tests when it was prematurely pressed into action. Admiral Kirk and a skeleton crew had stolen the U.S.S. *Enterprise* in an unauthorized attempt to return to the Genesis planet and rejoin Spock's katra with his regenerated body. The *Excelsior*, under the command of Captain Styles, was ordered to pursue them and tow the *Enterprise* back to Spacedock.

TRANSWARP FAILURE

Supremely confident that the *Excelsior* would easily catch the *Enterprise*, Captain Styles was in for a



◀ Captain Styles was in command of the U.S.S. *Excelsior* while it was still a prototype. He was certain that the *Excelsior*, with its new transwarp drive, would break the *Enterprise*'s speed records, but he was left humiliated when it ground to a halt shortly after launch.



◀ The bridge aboard the prototype *U.S.S. Excelsior* NX-2000 was large and spacious, but followed the traditional Starfleet arrangement. The captain's chair was located in the middle with the helm and navigation consoles in front, while all other work stations were positioned around the perimeter of the room.



◀ The bridge aboard the commissioned *U.S.S. Excelsior* NCC-2000 was smaller than the one fitted to the prototype. There was also a handrail encircling the central positions.

▶ Janice Rand, the communications officer aboard the *U.S.S. Excelsior* NCC-2000, had previously served aboard the *U.S.S. Enterprise* NCC-1701, alongside Sulu, initially as Captain Kirk's yeoman.



▲ Senior officers aboard the *Excelsior* had their own private quarters, while many of the enlisted crew and junior officers had to share quarters.



◀ In 2285 the *Excelsior* was based at Earth Spacedock where she underwent final preparations before her initial shakedown tests. At the time her advanced technologies were seen as the future for Starfleet.

▶ The *Excelsior* was near the Klingon border when it was hit by an enormous shockwave generated by the destruction of Praxis.



shock when he gave the order to engage the transwarp drive, only for the ship to come to a shuddering halt. Scotty, who had been appointed the *Excelsior*'s captain of engineering, had secretly removed the transwarp computer drive.

As it turned out, Scotty's act of sabotage was probably unnecessary. Several years later the field tests of the *Excelsior*'s transwarp drive had still not been successful and it became increasingly clear that they never would be; the technology simply did not work in practice.

Rather than abandon the *Excelsior* altogether, Starfleet fitted it with a conventional warp drive and it entered full service in 2290 with the registry NCC-2000. By this point it was four years behind schedule, but the refitted *Excelsior* was a great success so Starfleet decided to put into

production as a new class of ship that became a mainstay of the fleet. In fact, the *Excelsior* had such an adaptable and enduring design that ships of this class remained in service for the next century and played a significant role in the Dominion War.

Apart from being larger, the fully-commissioned *Excelsior* differed from the earlier *Constitution* class in several ways. Most notably, the warp core was positioned toward the front of the ship and ran almost the entire height of the engineering hull from Deck 12 through to Deck 31. There were also two computer cores, one in each hull, so that if the saucer section was separated from the engineering hull, both sections could continue to operate entirely independently from one another. In addition to the fore and aft photon-torpedo

launchers, the weapons systems were also upgraded with Type-8 phaser emitters.

REPLACEMENT BRIDGE

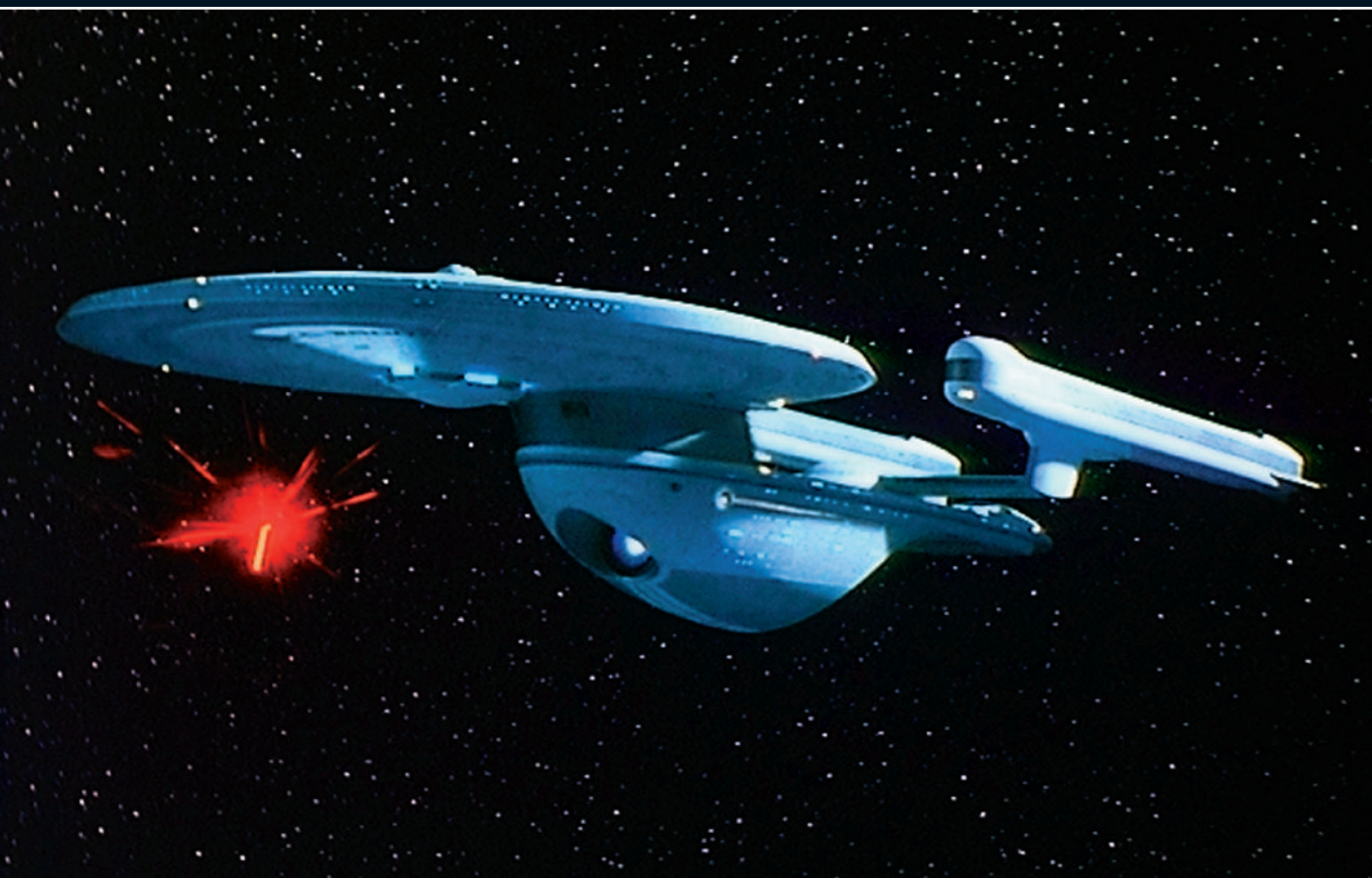
While still a prototype, the *Excelsior* had a larger bridge module, but before 2290, it was replaced with a smaller unit that was more reminiscent of the bridge on the *U.S.S. Enterprise* NCC-1701-A.

By 2290, the *Excelsior* was under the command of Captain Hikaru Sulu, who had previously served as the helm officer on board the *U.S.S. Enterprise*. Other familiar crew members included the communications officer Janice Rand, who had also served on the *Enterprise*, and Ensign Tuvok, who would later become the tactical and security officer aboard the *U.S.S. Voyager* NCC-74656.

DATA FEED

The experimental transwarp drive fitted to the *U.S.S. Excelsior* NX-2000 relied on an extremely complicated set of equations that boosted the power of a conventional warp engine in much the same way that the Kelvans had modified the *U.S.S. Enterprise* NCC-1701's engines in 2268. However, although the systems could be made to work in computer models, in practice it proved unworkable and the project was abandoned.





▲ The *Excelsior* was equipped with several torpedo launchers, including two on the neck section and two lower down on either side of the deflector dish.

The *Excelsior*'s first assignment was a three-year mission cataloguing gaseous planetary anomalies in the Beta Quadrant. In 2293, the *Excelsior* was returning home when an enormous subspace shockwave smashed into the ship and only the quick thinking of Captain Sulu, who managed to give the order to raise the shields just in time, prevented her from being torn apart.

The crew traced the origin of the shockwave to Praxis, a Klingon moon and site of their key energy production facility, which had been destroyed. Sulu immediately offered his ship's assistance, but he was warned off by the Klingons and told to

remain outside the Neutral Zone.

Two days later, Captain Kirk and Dr. McCoy were arrested for the assassination of Klingon Chancellor Gorkon and the *Excelsior* was earmarked to take part in 'Operation Retrieve', a mission to rescue them from Klingon custody. When this mission was abandoned due to fears that it would jeopardize the upcoming peace talks with the Klingons, Captain Sulu, out of intense loyalty to his former crewmates, decided to ignore Starfleet orders and mount a rescue attempt anyway.

The *Excelsior* tried to sneak into Klingon space by approaching through Azure Nebula, a giant interstellar gas cloud, which Sulu hoped would blind Klingon sensors to their approach. Unfortunately, the *Excelsior* was detected by a Klingon K't'inga-class battle cruiser commanded by Kang, and Sulu was forced to lie, explaining that they had got lost inside the nebula due to a navigational sensor malfunction.

Wary of this explanation, Kang insisted on escorting the *Excelsior* back to Federation space, but Ensign Tuvok suggested a plan whereby



they could escape Kang's attentions. As the *Excelsior* was leaving the gas cloud, she fired a modulated positron beam that ignited the highly combustible sirillium inside the nebula and the resultant explosion temporarily disabled Kang's ship long enough for them to escape. The *Excelsior* resumed its course to the Klingon homeworld, but its presence was now known and it was not long before she was intercepted by three battlecruisers. Heavily outgunned, Sulu was reluctantly forced to withdraw and abandon the rescue attempt.

HISTORIC ACTIONS

As it turned out, the crew of the *Enterprise* were able to rescue their crewmates, and the *Excelsior* played a vital role in the following events at Khitomer. The *Excelsior* practically flew itself apart in the rush to come to the *U.S.S. Enterprise*'s aid after it came under sustained attack from General Chang's cloaked bird-of-prey.

The *Excelsior* reached Khitomer with the *Enterprise* just moments away from destruction and provided the distraction of another target

for Chang's bird-of-prey. This bought Spock and McCoy the time to reconfigure a photon torpedo that would home in on the vented plasma gas from the cloaked bird-of-prey. When this torpedo hit the bird-of-prey, it was exposed and both the *Excelsior* and *Enterprise* were able to concentrate all of their fire and destroy it.

Without the *Excelsior*, it is no exaggeration to say that the *Enterprise-A* would have been destroyed, the Khitomer peace talks would have failed and all-out war between the Federation and the Klingons, with the loss of thousands, possibly millions, of lives, would have been all but inevitable.

▲ The *Excelsior* played a vital role at Khitomer, when it arrived just in time to save the *U.S.S. Enterprise* and help to destroy General Chang's bird-of-prey.

► Kang's K't'inga-class battlecruiser discovered the *Excelsior* trying to sneak into Klingon space via the Azure Nebula. Kang attempted to escort the *Excelsior* back to Federation space, but his ship was disabled when the *Excelsior* ignited the sirillium inside the nebula.



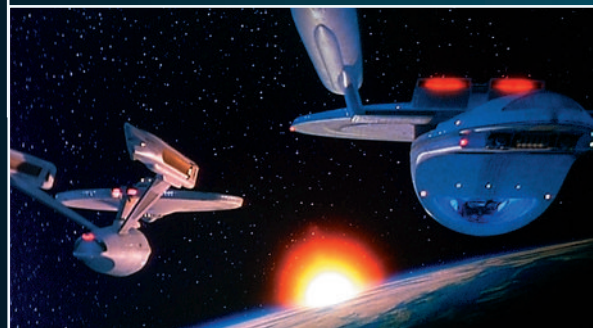
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Sulu's first name, Hikaru, had never been revealed on screen until *STAR TREK VI: THE UNDISCOVERED COUNTRY* in 1991 despite the fact that the character had been created some 25 years earlier in 1966. The name Hikaru had, however, been used by fans since it was introduced by Vonda N. McIntyre's 1981 *STAR TREK* novel, *The Entropy Effect*.



PHASER LOCATIONS

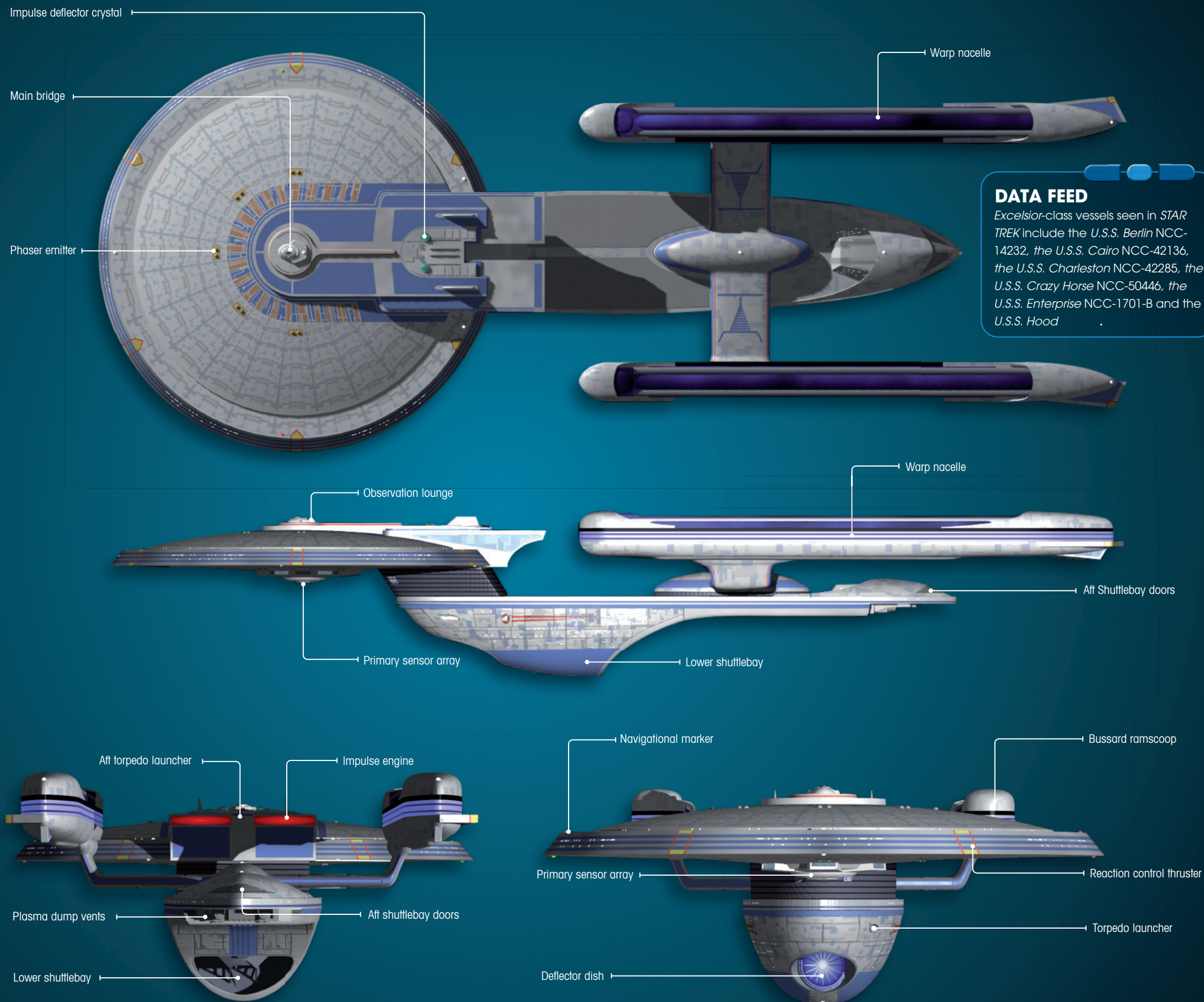
When it entered service the *Excelsior* class was outfitted with type 8 phaser emitters in five dual phaser emplacements on the forward saucer section, and one dual emplacement on the aft of the saucer. Phaser banks were also positioned laterally, located port and starboard, near the point that the primary and secondary hulls meet, as well as one emplacement located between the nacelles. Early versions of the *Excelsior* class also had two impulse engines on the rear of the saucer section, but later updated designs featured four impulse engines in the same location.



▲ The U.S.S. *Excelsior* NCC-2000 had just two impulse engines, but some later versions of the *Excelsior*-class had four.



▲ *Excelsior*-class ships played a major part in the Dominion War, including taking part in the battle to regain the Chin'toka system.



DATA FEED

Excelsior-class vessels seen in *STAR TREK* include the U.S.S. *Berlin* NCC-14232, the U.S.S. *Cairo* NCC-42136, the U.S.S. *Charleston* NCC-42285, the U.S.S. *Crazy Horse* NCC-50446, the U.S.S. *Enterprise* NCC-1701-B and the U.S.S. *Hood*.

DEDICATION PLAQUES

The U.S.S. *Excelsior* NCC-2000's dedication plaque featured the motto, "No matter where you go, there you are," a quotation taken from the film 'Buckaroo Banzai'. This motto also featured on the dedication plaques of the U.S.S. *Hathaway* NCC-2593 and the U.S.S. *Phoenix* NCC-65420.

COMPUTER VOICE

The elevator computer voice on board the U.S.S. *Excelsior* NX-2000 in *STAR TREK III: THE SEARCH FOR SPOCK* was credited to 'Frank Force', although it was actually supplied by Leonard Nimoy.

TRIBUTE SHOW

The *STAR TREK: VOYAGER* episode 'Flashback', which featured the U.S.S. *Excelsior*, was made to celebrate *STAR TREK*'s 30th anniversary and served as an homage to the original series, just as the *DEEP SPACE NINE* episode 'Trials and Tribble-ations' did.



OBERTH CLASS

The *Oberth* class was an enduring design of starship that was mostly used to study astronomical phenomena.

The *Oberth* class was an extremely successful design of Federation starship that was in service from at least as early as 2285 to as late as 2375, nearly a century later. It was primarily designed to conduct science and research missions, and was often deployed to record, analyze and study unusual spatial phenomena.

The secondary role of the *Oberth* class was to act as supply and transport vessels. For example, in 2367, the *U.S.S. Cochrane* NCC-59318 was used to transfer Admiral Norah Satie to the *U.S.S. Enterprise* NCC-1701-D so that she could investigate a case of possible Romulan espionage. In addition, an *Oberth*-class vessel assisted in recovering the crew of the *Enterprise-D* from Veridian III, following the crash-landing of its saucer section there in 2371.

In emergencies, *Oberth*-class vessels were even deployed in battle. They took part in both of Starfleet's major conflicts with the Borg at the Battle of Wolf 359 in 2367 and at the Battle of Sector 001 in 2373, and they were even part of fleet engagements during the Dominion War.

DISTINCTIVE DESIGN

Although instantly recognizable as a Federation starship, the *Oberth* class had an unusual design. The most notable aspect of its construction was that its secondary hull was connected to the rest of the ship only through the nacelle struts. This may have indicated that it was unmanned and contained cargo or sensor systems.

The overall length of an *Oberth*-class ship was roughly 120 meters, and the standard number



◀ The *Oberth*-class *U.S.S. Cochrane* NCC-59318 was used to transport Admiral Norah Satie to the *U.S.S. Enterprise* NCC-1701-D in 2367. The following year, the *Cochrane* met up with the *Enterprise-D* again so that Wesley Crusher could visit his mother, and it was used in 2369 to take Dr. Bashir and Jadzia Dax to *Deep Space Nine*.



► The *U.S.S. Grissom* was conducting a survey of the newly formed Genesis Planet when it was destroyed in a surprise attack by a Klingon Bird-of-Prey.



◀ When the *Enterprise-D* was stuck in the path of a stellar core fragment, the tractor beam was modified to produce a repulsor beam that was bounced off the *S.S. Tsiolkovsky* to push itself clear of danger.



▲ Not all *Oberth*-class vessels were crewed by Starfleet personnel. The *S.S. Vico* was operating with a civilian crew when its hull was sheared off in several places by gravitational wavefronts while exploring the interior of a black cluster. Hull breaches led to a loss of atmosphere on several decks of the ship and the entire crew, apart from a small boy named Timothy, were lost.

of personnel on board was 80, although it was capable of operating with a crew complement of just five. Interestingly, although the *Oberth* class was a Starfleet vessel, it was sometimes loaned out to civilian scientists. For example, in 2368 the *S.S. Vico* NAR-18834 was operating with an entirely civilian crew while investigating a black cluster, one of the most ancient known astronomical formations in the galaxy.

In keeping with its primary role as a research vessel, the *Oberth* class was equipped with numerous science labs. One area, located in the saucer section, was a corridor-like chamber that featured science consoles and small monitors against the wall. Another section, known as science ops, contained multiple computer consoles and a personnel transporter pad.

Although specialized for scientific missions, *Oberth* class ships featured many of the systems

found on other types of Starfleet vessels. They were capable of high warp speeds, and were equipped with transporters and phasers. They also utilized specialized shields, as they often had to enter dangerous regions of space in order to study them. This shielding was supplemented by the use of immensely strong victurium alloy in the construction of the bulkheads to help maintain the integral structure of the hull when it was subjected to the stresses of powerful spatial phenomena.

CREW CASUALTIES

Despite the enhanced shielding, the crews of several *Oberth* class ships were lost during the course of their duties. In 2285, the *U.S.S. Grissom* NCC-638 was investigating the newly formed Genesis Planet when it was destroyed by a single disruptor blast from a Klingon bird-of-prey, whose crew were hoping to acquire the Genesis device.

In 2364, the entire crew of the *S.S. Tsiolkovsky* NCC-53911 died after they became infected with a variant of the Psi-2000 virus while monitoring the collapse of a super red dwarf star. The ship was destroyed soon after when it was hit by a stellar core fragment, but the *U.S.S. Enterprise* NCC-1701-D escaped a similar fate as it bounced a repulsor beam off the *Tsiolkovsky* to push itself clear of the fragment.

In 2358, most of the crew of the *Oberth*-class *U.S.S. Pegasus* NCC-53847 were lost while the ship was being used to test a cloaking device in violation of the Treaty of Algeron. During the trials, an explosion occurred in main engineering, resulting in several casualties. Many of the crew refused to continue and mutinied, forcing Captain Pressman and a few crew members loyal to him to abandon the ship in an escape pod. As they fled they saw an explosion, leading them to conclude

that the ship had been destroyed. It was not until 2370 that it was discovered that the *Pegasus* had drifted in phased-cloak form before rematerializing inside an asteroid, half of it in solid rock.

Despite these incidents, the *Oberth* class continued to be used into the late 2370s, but by this time it was slowly being replaced by newer designs of science vessels, such as the *Nova* class.

▲ The *U.S.S. Pegasus* served as a prototype for an illegal Federation cloaking device. After an explosion in engineering, the ship drifted through a large asteroid before decloaking, leaving parts of it encased in rock.



DATA FEED

In 2358, Captain Erik Pressman was in command of the *U.S.S. Pegasus* while it was being used to test an illegal cloaking device. During the trials, the crew mutinied and Pressman was forced to abandon the ship. It appeared to be destroyed shortly after with all hands and Pressman never faced justice. It was not until 2370, when the *U.S.S. Enterprise* NCC-1701-D discovered the wreckage of the *Pegasus*, that the truth emerged and Pressman was arrested.

BRIDGE AND CREW QUARTERS

The bridge on *Oberth*-class ships was found on the upper level of the saucer section and was arranged in a similar configuration to most Starfleet ships. Located at the front of the bridge was a viewscreen, with the side-by-side navigation and helm consoles directly in front of it. The captain's chair was in the middle of the room with the primary science station to port and secondary science consoles trailing along the wall to the back of the bridge. A communications station was positioned to the starboard side of the captain. The bridge also featured an emergency hatch set into the bulkhead, which led directly into space.

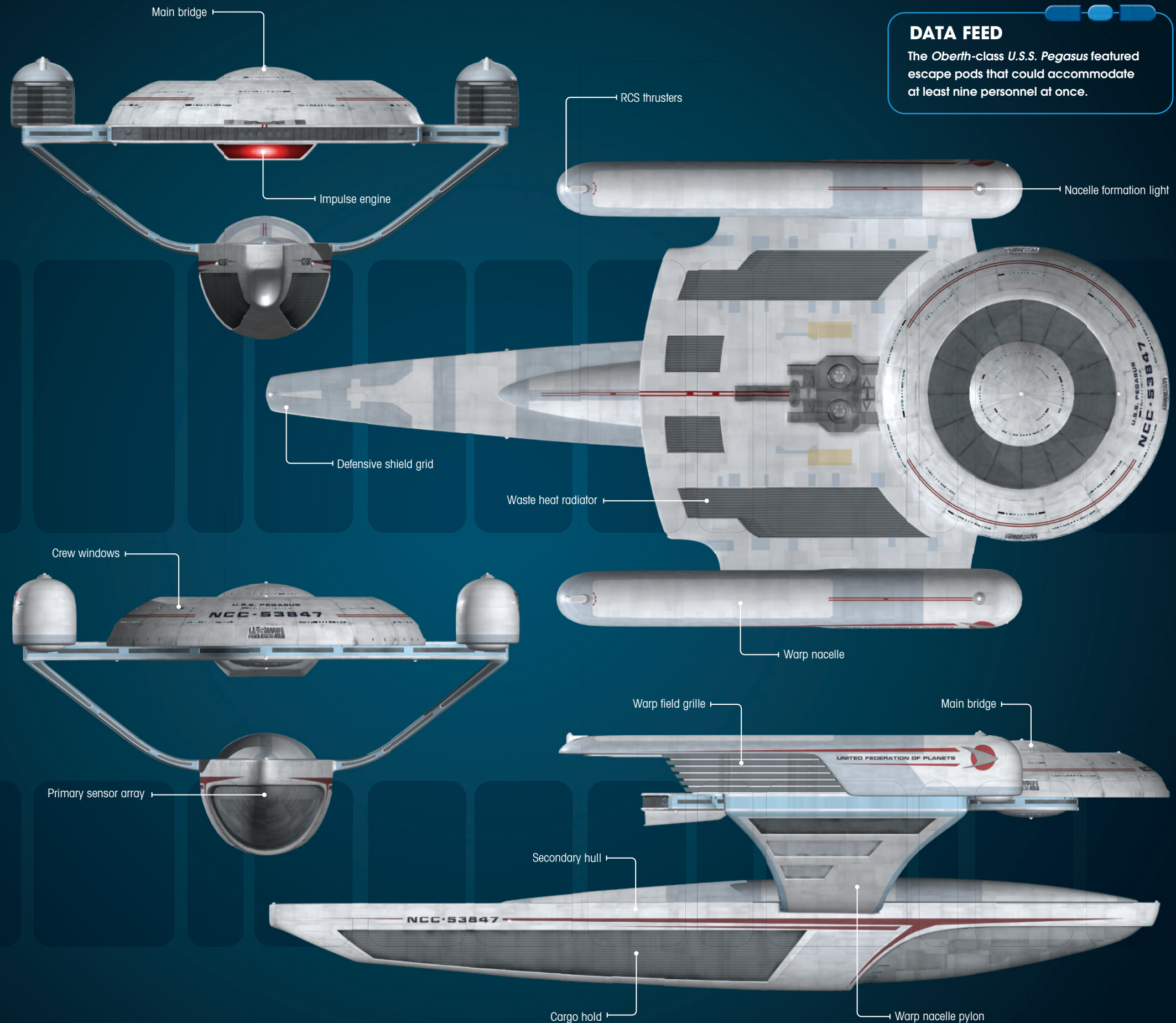
The crew quarters found aboard *Oberth*-class vessels included a main living area, with an attached bedroom and adjacent bathroom.



▲ Geordi La Forge discovered that most of the crew of the S.S. *Tsiolkovsky* had frozen to death when he searched their quarters.



▲ The science consoles on the bridge of the U.S.S. *Grissom* were more extensive than those on other Starfleet vessels.



ROCKET SCIENTIST

Oberth-class starships were named in honor of Austro-Hungarian-born German physicist Hermann Oberth. He is considered one of the founding fathers of modern rocketry and astronautics.

ENSIGN RIKER

William T. Riker's first posting after he left Starfleet Academy was aboard the *Oberth*-class U.S.S. *Pegasus*. He was the ship's conn officer, and his youthful appearance earned him the nickname of "Ensign Babyface."

LONG PRODUCTION

Oberth-class ships were in service as early as 2285. The dedication plaque on the S.S. *Tsiolkovsky* stated that it was commissioned in 2363, proving that new *Oberth*-class ships were still being constructed nearly 80 years later.



U.S.S. ENTERPRISE NCC-1701-A

The *Enterprise-A* was only in service for seven years, but it helped usher in a new era of peace with the Klingons.

The *U.S.S. Enterprise* NCC-1701-A was a *Constitution*-class ship, like its predecessor, and was launched in 2286. Externally, it was almost identical to the former *Enterprise*, but it was slightly larger and measured 305 meters in length. Internally, the ship was completely new, with all the major systems significantly upgraded.

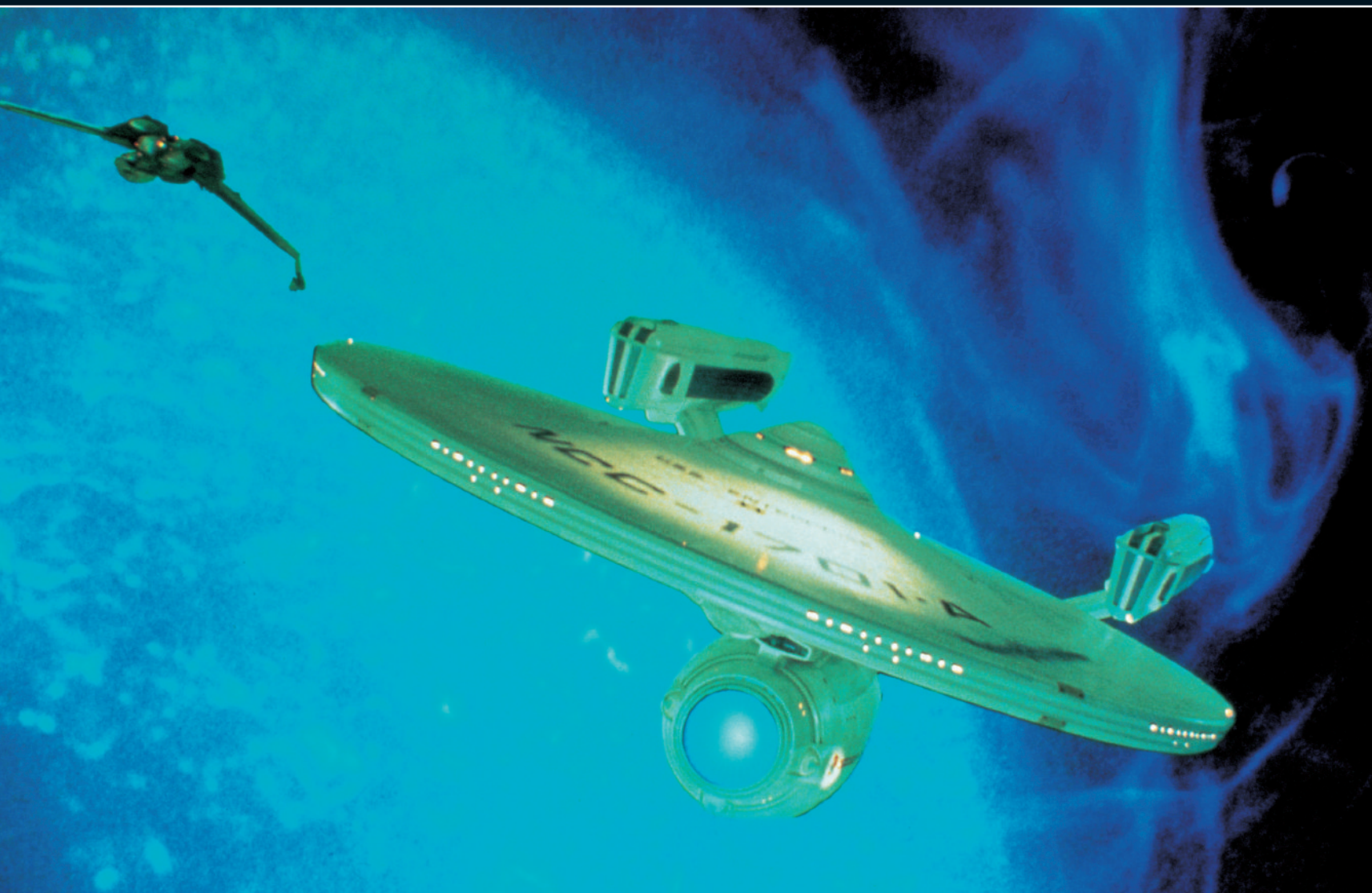
The *Enterprise-A* had 21 decks, with the bridge located at the top, on deck 1. At least three different configurations of bridge were used during its service. Crew quarters were located on decks 3 through 6. They were arranged so that junior staff had to share quarters, with as many as eight crew members assigned to a room, although senior staff still had quarters of their own. The sickbay and a transporter room were on deck 7, while main engineering and the shuttlebay were on deck 19. The tractor beam emitter and antimatter storage pods were on the lowest level, on deck 21.

UPGRADED FIREPOWER

Weapons systems included at least nine dual phaser banks, while the torpedo bay was on deck 13. It was much more automated than on the previous *Enterprise*, and the forward photon torpedo launcher was located on the neck of the ship, near the top of the secondary hull.

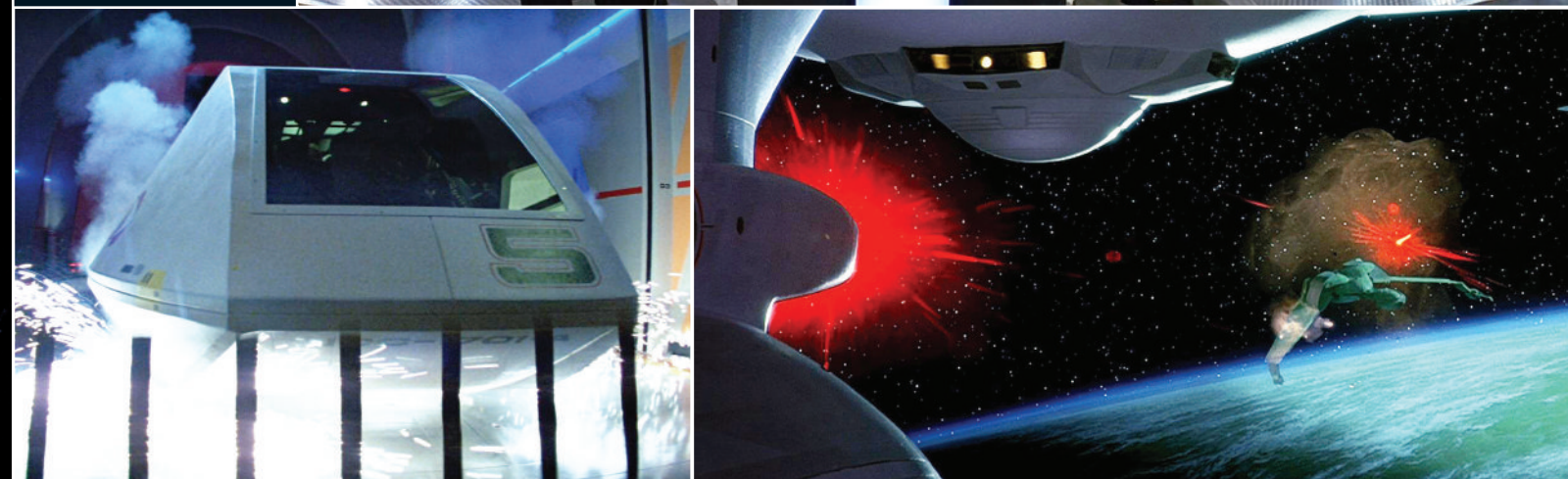
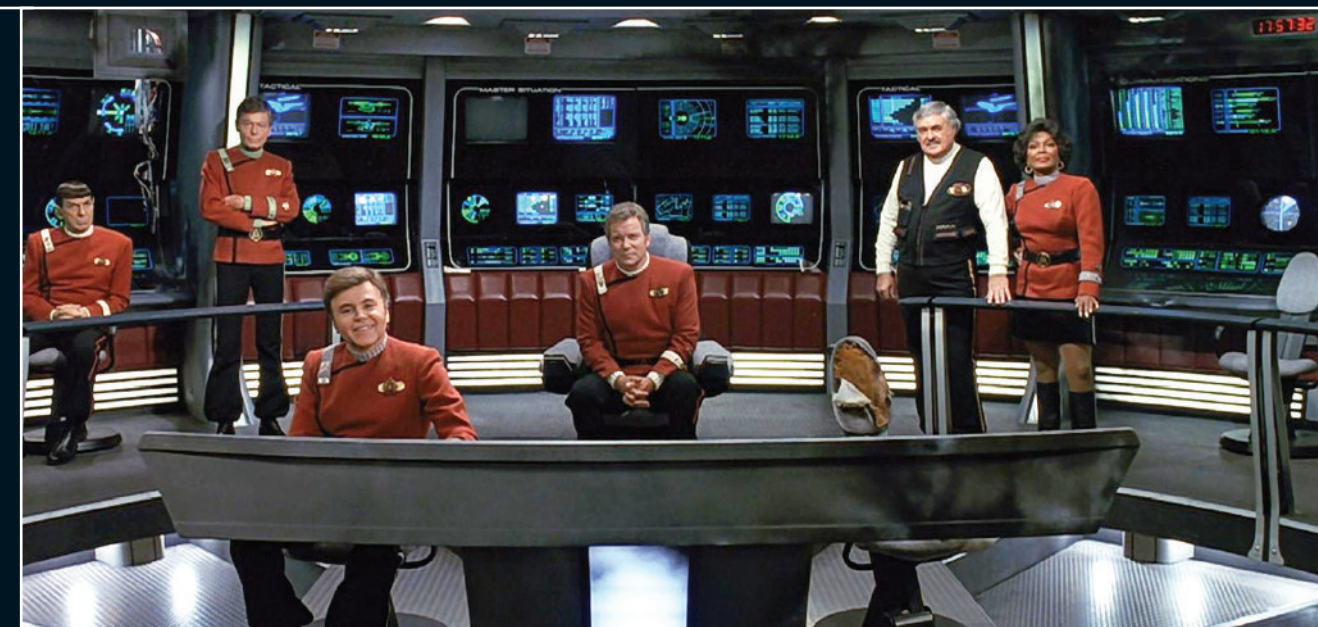
The *Enterprise-A* was equipped with a galley where real food was prepared by the kitchen staff. There was also an officer's mess, which doubled as a formal dining room when entertaining distinguished guests, and was where the senior crew received the Klingon Chancellor Gorkon and





► The *Enterprise-A* had several different bridge modules during its lifetime. The final configuration featured darker tones, and saw the outer walls almost entirely covered with display monitors.

▼ Shuttles were normally guided into the bay at the rear of the *Enterprise-A* by tractor beams. If the tractor beam failed, a large emergency net could be erected to catch the shuttle if it came in too fast.



▲ Not long after it was commissioned and before it fully operational, the *Enterprise-A* was pressed into action after the Vulcan Sybok kidnapped several diplomats. The mission took them beyond the Great Barrier to the center of the Milky Way. They were pursued by a Klingon bird-of-prey, and they found a planetoid that Sybok claimed was Sha Ka Ree, or the home of 'God.'

his entourage shortly before the peace talks that were due to take place between the Federation and the Klingon Empire.

One of the new features aboard the *Enterprise-A* was a forward observation room. It gave a panoramic view in front of the ship, and was decorated with an old sailing ship's wheel that featured a plaque bearing the ship's motto, "To boldly go where no man has gone before." This room also contained emergency communication equipment.

A brig was located in the bowels of the engineering hull, and according to Captain Spock it was escape-proof, or at least he failed to find a way out when he was testing how secure it was.

The shuttlebay was at the stern of the engineering section, and was accessed from space by a pair of clamshell doors. Normally, a tractor beam guided a shuttle into the ship,

but a large net barricade was installed and could catch a shuttle if it came in too fast during a manual landing. The bay had room for multiple shuttlecraft, and it contained at least two, which were named the Galleo and the Copernicus.

OPERATIONAL HISTORY

The *Enterprise-A* first left Earth Spacedock in 2286 for its shakedown cruise with a skeleton crew. The warp drive worked perfectly, but half the doors on the ship were malfunctioning, numerous control interfaces did not work, and the transporter was non-functional. This led Scotty to remark that it must have been put together by monkeys.

Before the repairs could be made, the *Enterprise-A* was thrust into action when Spock's half-brother, Sybok, kidnapped several diplomatic dignitaries on Nimbus III. In the process of rescuing them, the *Enterprise-A* journeyed to the center of

the Milky Way in pursuit of Sha Ka Ree, a location said to be the home of 'God,' and the origin of all creation. In fact it turned out to be the home of a malevolent alien entity that needed a ship to escape from its imprisonment on the planet. The crew only just managed to escape, although Sybok was killed when he sacrificed himself to allow the others to escape.

Following this, the *Enterprise-A* was engaged in a research project to study gaseous planetary anomalies. In 2293, the *Enterprise-A*'s final mission was to escort Chancellor Gorkon of the Klingon Empire to peace talks. After a series of events that briefly implicated Kirk and Dr. McCoy in Gorkon's murder, the *Enterprise-A* was instrumental in destroying a cloaked Klingon bird-of-prey commanded by the Klingon General Chang, who was intent on disrupting the peace process at Khitomer. The crew also exposed Starfleet officers

who were equally determined to avoid peace with the Klingons. The *Enterprise-A* was then ordered to return to Earth to be decommissioned, but Kirk, never a man to follow the letter of the law too precisely, disobeyed Starfleet orders one final time. He took his ship out for a last run, setting a final course for "second star to the right and straight on till morning."

▲ The *Enterprise-A* found a way to reveal General Chang's cloaked bird-of-prey by using a photon torpedo equipped with sensors to track the ionized gas from its impulse engines. Once it was visible, a volley of torpedoes destroyed it.



DATA FEED

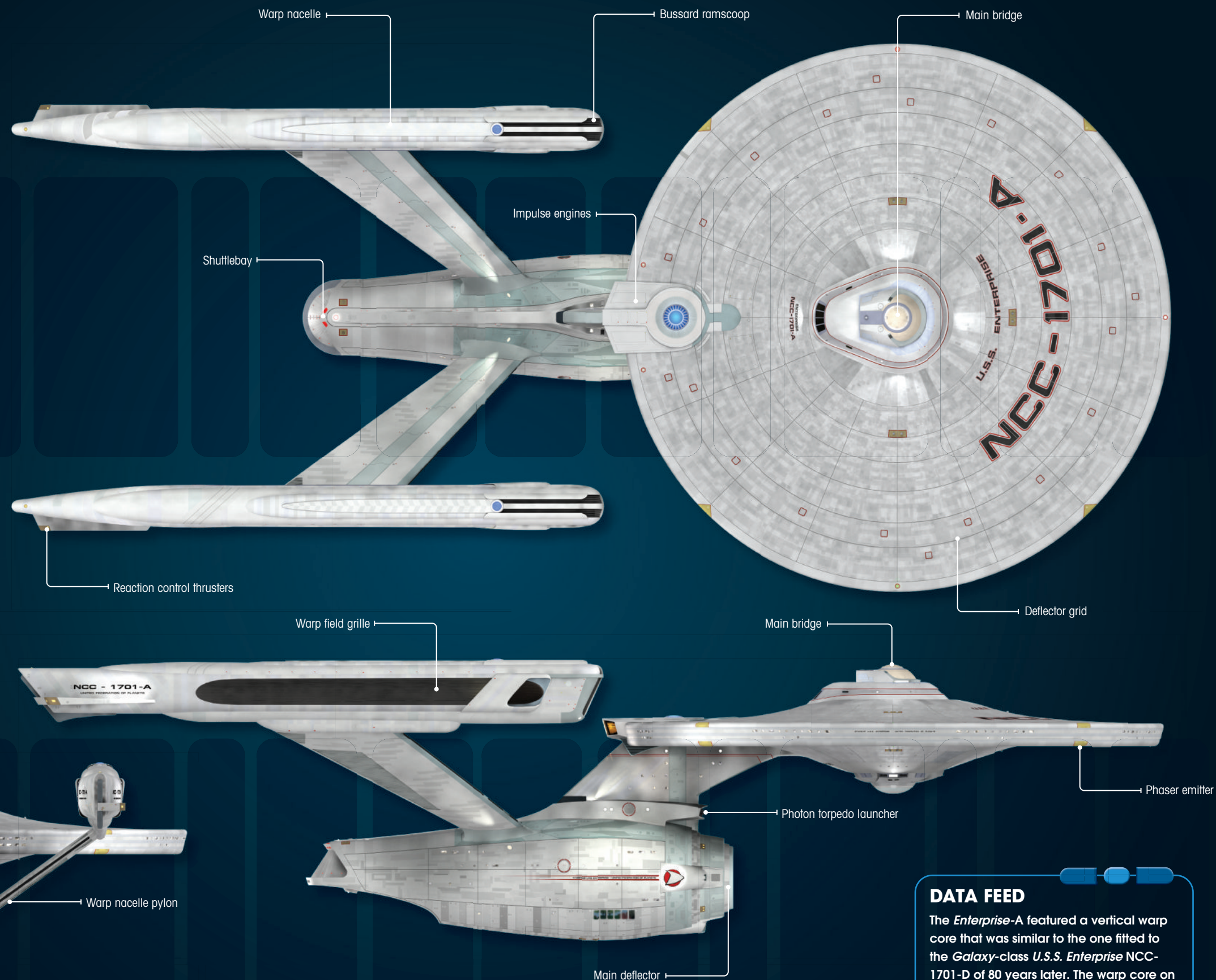
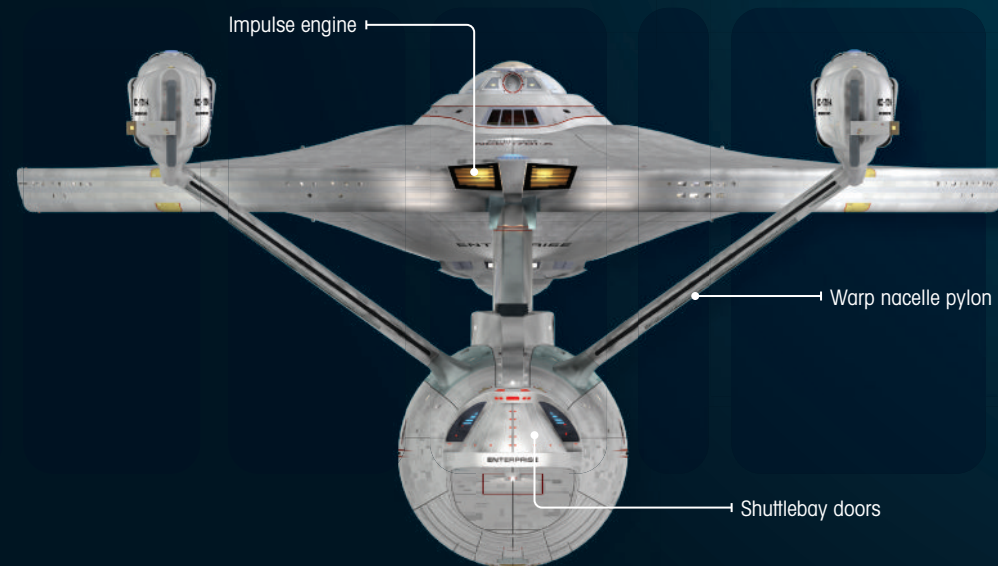
Lieutenant Valeris was the helm officer aboard the *Enterprise-A* during its final mission to bring the Klingon Chancellor to peace talks with the Federation. She had been mentored by Captain Spock during her training at Starfleet Academy, and she became the first Vulcan to graduate top of her class. Spock had high hopes for her, but unfortunately she was found to be a key participant in the conspiracy to sabotage the peace talks.

LEGENDARY NAME

The refit *Enterprise* had been destroyed earlier in 2285 around the Genesis planet when Admiral Kirk activated the auto-destruct sequence to prevent it falling into the hands of the Klingons. Later, when Kirk and his crew returned to Earth expecting to face court martial for disobeying orders, they found that the planet was under attack from the Whale Probe. They managed to save Earth, and in recognition of their extraordinary service, Starfleet assigned them to another ship, which was renamed the *U.S.S. Enterprise* NCC-1701-A in honor of its illustrious predecessor. Kirk was demoted from admiral to captain, and he assumed command of the ship for the rest of its service until it was retired in 2293.



▲ The use of a suffix in the ship's registry was only granted to the most distinguished ships. The NCC-1701 registry was kept for the next four *Enterprises*, even though they belonged to different classes.



DATA FEED

The *Enterprise-A* featured a vertical warp core that was similar to the one fitted to the *Galaxy-class* *U.S.S. Enterprise* NCC-1701-D of 80 years later. The warp core on the *Enterprise-A* was exposed, and crew members could look down its full length and access it from engineering on deck 15.

THREE CAPTAINS

Three members of the *Enterprise-A*'s crew held the rank of captain by 2285. These were Captain Kirk (after his demotion from Admiral), Captain Spock and Captain Montgomery Scott.

PHASER WARNING

Internal security was beefed up on the *Enterprise-A* in comparison with its predecessor. The ship's internal sensors were calibrated to sound an alarm if an energy weapon was fired above the level of stun anywhere on the ship.

SPOCK'S PAINTING

Spock had a painting on the wall in his quarters aboard the *Enterprise-A*. It was a depiction of Adam and Eve being expelled from the Garden of Eden by the 20th-century artist Marc Chagall. Spock chose to hang it on the wall as a reminder that all things must end.

U.S.S. JENOLAN NCC-2010

The *Jenolan* was a Federation transport ship that crashed into a Dyson sphere and remained there for 75 years.

The *U.S.S. Jenolan* NCC-2010 was a *Sydney*-class Federation transport ship that entered service in the 23rd century. At approximately 235 meters in length, it was a relatively large vessel and was used by Starfleet to ferry passengers between starbases and colonies.

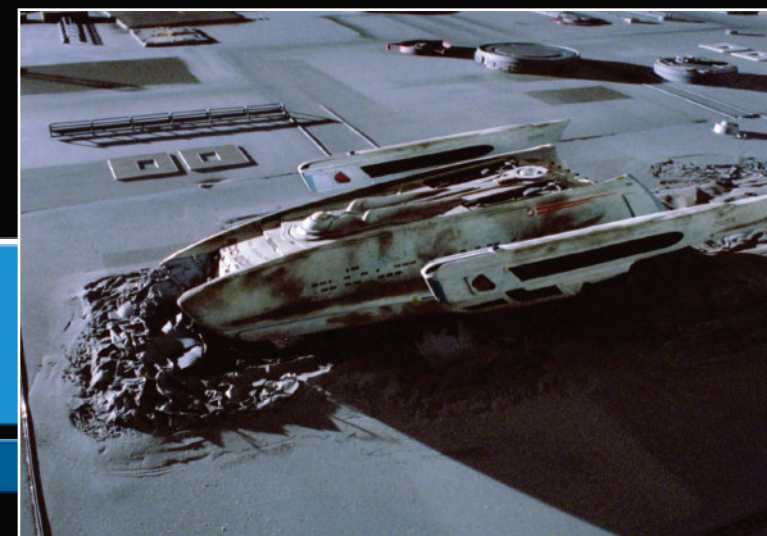
The *Jenolan* had a crew of about 30, but it could accommodate a few hundred passengers. It was capable of warp speeds, and could maintain a top speed of warp 6 for short periods. It was also equipped with basic defenses, including shields and several phaser arrays.

The bridge interior was fairly small and cramped, with a command area near the rear and an engineering console located on the right towards the front. Off to one side of the bridge was a two-person transporter pad and a control panel.

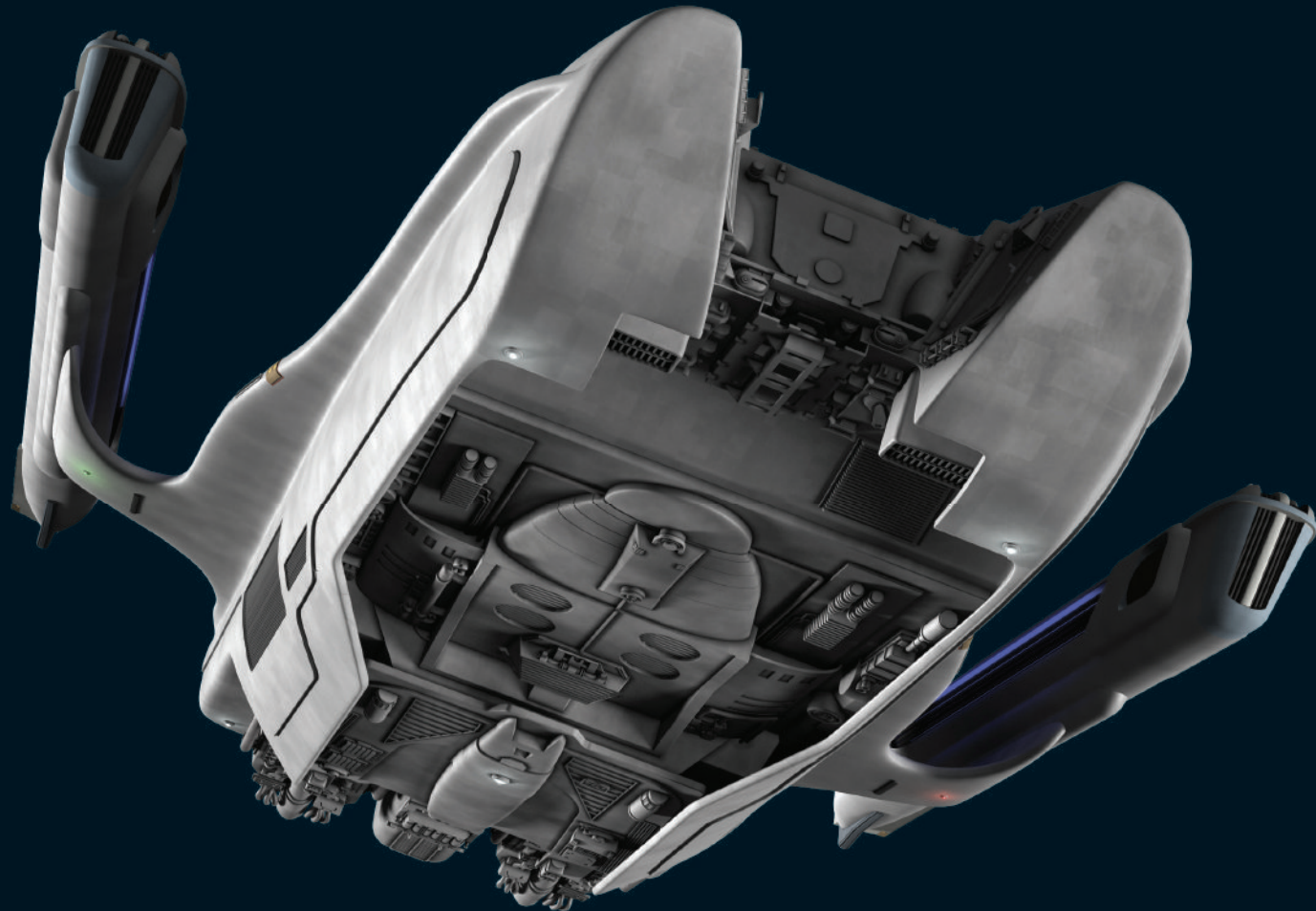
DURABLE ENGINEERING

The systems and hardware fitted to the *Jenolan* were obviously from the 23rd century, but some of them, including the transporter, subspace radio, sensors and impulse engines were not that different in principle than those used aboard Starfleet vessels 75 years later. In fact, Chief Engineer Geordi La Forge commented that the impulse engines on the *Jenolan* could "run circles around" a *Galaxy*-class ship at speeds below warp 1.

In 2369, the *U.S.S. Enterprise* NCC-1701-D found the crashed remains of the *Jenolan* on the surface of a Dyson sphere. The *Jenolan* had gone missing with all hands 75 years earlier, and its whereabouts had remained a mystery until this point.



◀ The *Jenolan* was transporting passengers to the Norpin V colony in 2294 when its warp drive failed due to an overload in one of its plasma conduits. It was then hit by huge gravimetric forces caused by a Dyson sphere. It crashed into the surface of the northern region of the sphere, and its whereabouts remained a mystery for 75 years.



▲ In terms of its appearance, the *Jenolan* could be thought of as a large Runabout. The *Jenolan* was in operation from the late 23rd century, so it predated the Runabout by about 100 years, but its configuration was similar. Whereas the Runabout was more of a multi-purpose ship, the *Jenolan* specialized in carrying up to a few hundred passengers between star systems.

An away team from the *Enterprise-D* beamed over to the *Jenolan*, and much to their surprise, they found that there was still a pattern in the transporter's buffer. When they activated it, Captain Montgomery Scott, the chief engineer from the *U.S.S. Enterprise* NCC-1701, materialized.

Scott explained that he was not a member of the crew of the *Jenolan*, but was merely a passenger on his way to the Norpin V colony, where he had chosen to enjoy his retirement.

Scott told how the *Jenolan* had just completed an orbital scan of the Dyson sphere when the aft power coils exploded. The ship became caught in the sphere's gravity well and crashed into the surface. Everyone on board was killed except him and a crewman named Matt Franklin.

With not enough supplies to wait for rescue, Scott came up with an ingenious solution to keep them alive. He used the transporter pattern buffer

to store their body signals, and locked it into a diagnostic cycle to keep them from degrading. He ensured that the transporter kept functioning by cross-connecting the phase inducers to provide a regenerative power source. The idea worked so well it kept him alive for 75 years, but unfortunately Franklin's pattern degraded so much he could not be re-energized.

TRAPPED INSIDE

Later, Scott and La Forge returned to the *Jenolan* to retrieve the data it had collected about the Dyson sphere from the ship's memory core. While they were gone, the *Enterprise-D* was pulled inside the Dyson sphere by tractor beams and it lost main power. Although the tractor beams released the ship, inertial motion caused the *Enterprise-D* to continue on its trajectory and come under threat from the star at the center of the Dyson sphere.

► After repairing the *Jenolan's* impulse engines, it was flown into an open entry hatch of the Dyson sphere. Its shields were then used to wedge open the hatch door, allowing the *Enterprise-D* to escape.

▼ An away team found a matter stream still in the *Jenolan's* transporter buffer. When they activated the transporter, Captain Montgomery Scott materialized, unaware that he had spent 75 years in there.



Under normal circumstances, it would have taken a week to get the *Jenolan's* impulse engines started, but with two brilliant engineers working on it, they managed to improvise a quick solution and get the ship flying again.

To help the *Enterprise-D* escape, La Forge and Scott opened a hatch on the Dyson sphere, and brought the *Jenolan* to a halt in the middle of it. As the portal started to close, it hit the shields of the ship and became wedged open.

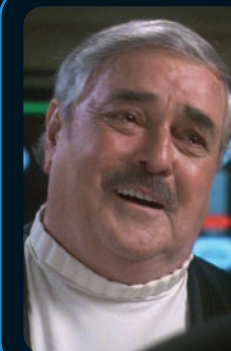
The *Jenolan* shook with the strain of keeping the hatch open. With the engines overheating, the ship's systems began to shut down, but it managed to keep the hatch from closing long enough for the *Enterprise-D* to escape.

The *Jenolan* had lost helm control, meaning it could not move out of the way as the *Enterprise-D* came through. Scott and La Forge were therefore beamed aboard the *Enterprise-D* just seconds

before two photon torpedoes were fired at the *Jenolan*. The *Enterprise-D* then flew through the debris and out of the Dyson sphere just before the hatch slammed shut.

The *Jenolan* may have been lost in the encounter with the Dyson sphere, but like Captain Scott, it proved that it could still be useful many years after it should have retired.

▲ Under enormous strain, the *Jenolan's* shields held out just long enough to keep the hatch open. The *Enterprise-D* nevertheless had to turn on its side to make it through the closing hatch before it slammed shut.



DATA FEED

After an illustrious career in Starfleet, Captain Montgomery Scott was on his way to a retirement colony aboard the *Jenolan* transport when it crashed into a Dyson sphere. He would surely have died, along with the rest of its crew, had he not come up with the ingenious idea of storing his energy pattern in the transporter. When he was finally rematerialized in 2369, he found all his engineering knowledge was outdated and he felt useless, until he helped rescue the *Enterprise-D* from the Dyson sphere.

DYSON SPHERE

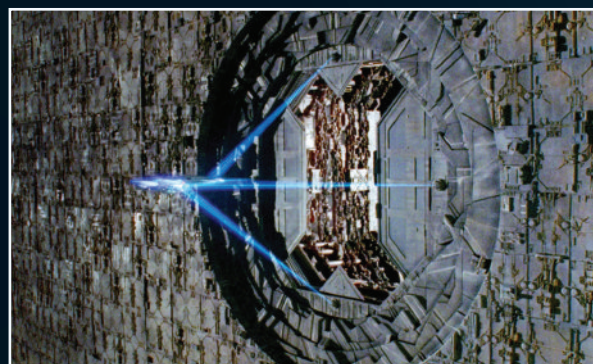
A Dyson sphere was a gigantic artificial structure built around a star, completely encircling it. The idea behind it was that the sphere would absorb the energy of the star, providing an almost limitless power supply for those living within it.

A Dyson sphere had first been postulated by the 20th-century physicist Freeman Dyson. It had always been thought of as a clever but fanciful notion until the *U.S.S. Enterprise* NCC-1701-D happened upon one in 2369.

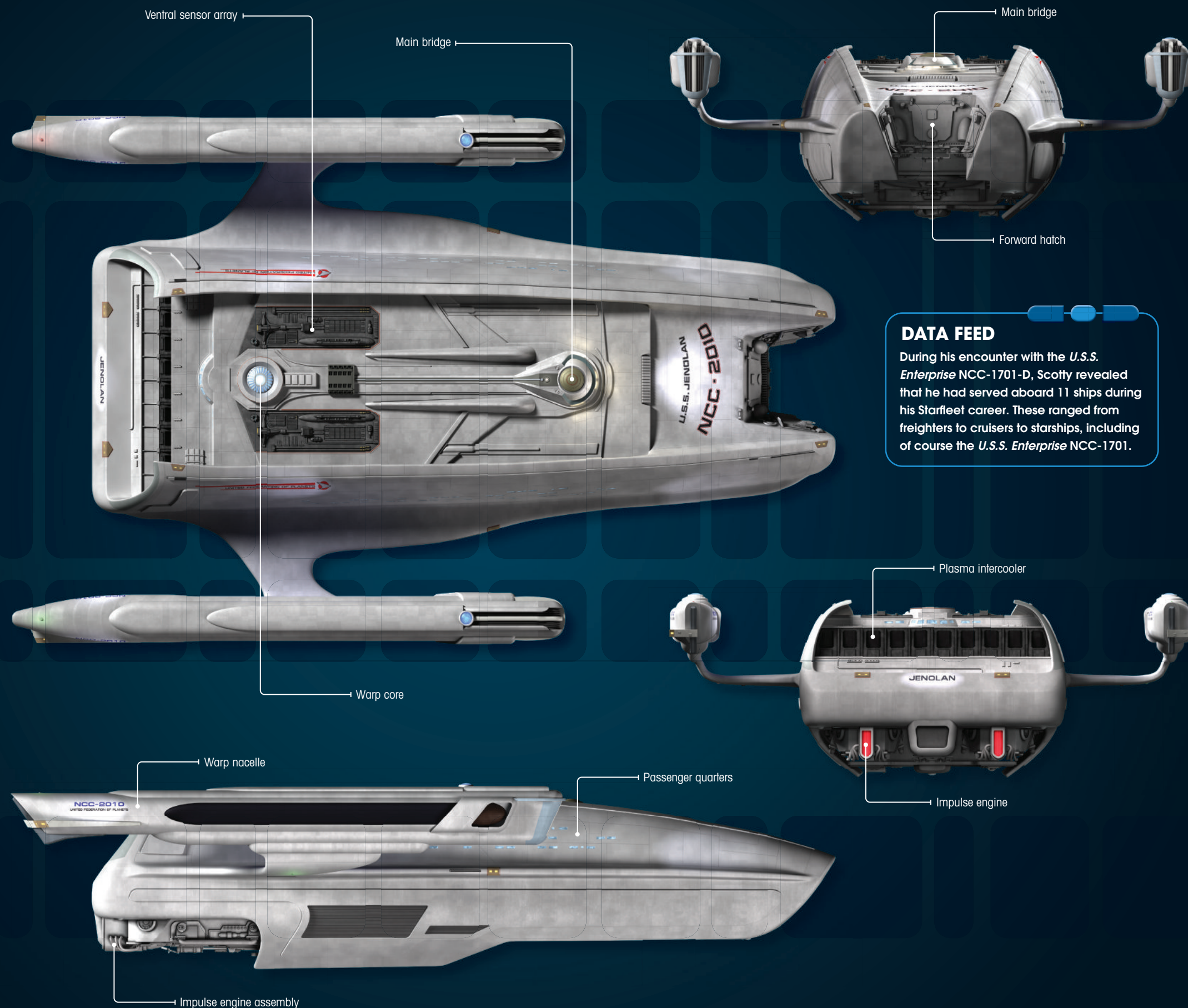
This Dyson sphere had a diameter of 200 million kilometers, nearly the size of Earth's orbit around the sun. This meant that the interior surface area was equivalent to around 250 million class-M planets.

The exterior shell of the sphere was composed of carbon neutronium, an incredibly dense material that not even photon torpedoes could penetrate. The sphere was also built with hatches large enough to allow starships to pass through into the interior. These were opened by a ship's hailing frequency, after which tractor beams were triggered to grab hold of the ship and guide it in.

The interior of the Dyson sphere encountered by the *Enterprise*-D had long since been abandoned because the G-type star at the center had become extremely unstable. After the *Enterprise*-D had been pulled inside, it was under severe threat from solar flares as the star expelled huge bursts of radiation.



▲ The *Enterprise*-D inadvertently triggered three tractor beams when it sent out a standard hail to the Dyson sphere. It was then pulled inside, where an unstable star threatened to engulf it in flames.

**DATA FEED**

During his encounter with the *U.S.S. Enterprise* NCC-1701-D, Scotty revealed that he had served aboard 11 ships during his Starfleet career. These ranged from freighters to cruisers to starships, including of course the *U.S.S. Enterprise* NCC-1701.

LONG-LIVED CAREER

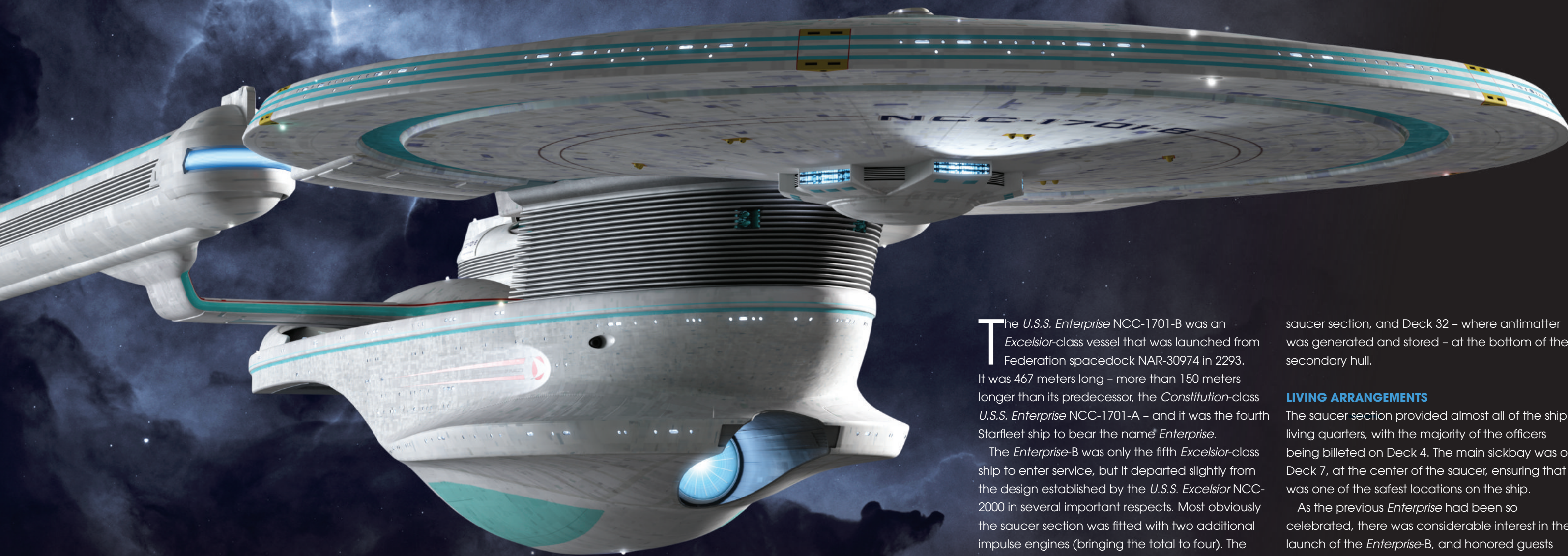
By the time Captain Montgomery Scott was rematerialized aboard the *Jenolan* in 2369, he had spent 75 years in the transporter pattern buffer. This meant he was now 147 years old.

ORIGINAL EFFECT

When Scotty materialized on the *Jenolan*'s transporter pad, the transporter effect was a recreation of the transporter effect used in the 1960s series, rather than the one used in the 23rd-century films.

TOURIST NAME

The *Jenolan* was named for the Australian tourist attraction, the Jenolan Caves in New South Wales. *STAR TREK* writers Naren Shankar and Ronald D. Moore visited the area where they saw actress Suzie Plakson, who played Worf's love interest K'Ehleyr, singing 'Amazing Grace.'



U.S.S. ENTERPRISE NCC-1701-B

After its launch, the *U.S.S. Enterprise* NCC-1701-B performed a rescue mission that resulted in the loss of James T. Kirk.

The *U.S.S. Enterprise* NCC-1701-B was an *Excelsior*-class vessel that was launched from Federation spacedock NAR-30974 in 2293. It was 467 meters long – more than 150 meters longer than its predecessor, the *Constitution*-class *U.S.S. Enterprise* NCC-1701-A – and it was the fourth Starfleet ship to bear the name *Enterprise*.

The *Enterprise-B* was only the fifth *Excelsior*-class ship to enter service, but it departed slightly from the design established by the *U.S.S. Excelsior* NCC-2000 in several important respects. Most obviously the saucer section was fitted with two additional impulse engines (bringing the total to four). The other major difference involved making the decks at the bottom of the engineering hull wider to provide additional lab space and sensor capacity.

Internally the *Enterprise-B* was a standard *Excelsior*-class ship. It had 32 decks, with the main command bridge on Deck 1 at the top of the

saucer section, and Deck 32 – where antimatter was generated and stored – at the bottom of the secondary hull.

LIVING ARRANGEMENTS

The saucer section provided almost all of the ship's living quarters, with the majority of the officers being billeted on Deck 4. The main sickbay was on Deck 7, at the center of the saucer, ensuring that it was one of the safest locations on the ship.

As the previous *Enterprise* had been so celebrated, there was considerable interest in the launch of the *Enterprise-B*, and honored guests aboard for the ship's maiden voyage included Captains James T. Kirk and Montgomery Scott, as well as Commander Pavel Chekov, along with many journalists. In command was Captain John Harriman, who had limited experience of active space exploration, while at the helm was Demora



◀ The *U.S.S. Enterprise* NCC-1701-A was decommissioned in 2293, just a short time before the *Enterprise-B* undertook its first official voyage. At the time, the *Enterprise-B* was one of the fastest and most technologically advanced vessels in Starfleet, and its launch caused a media frenzy, especially as Kirk, Scott and Chekov were in attendance.



► Captain John Harriman was delighted to welcome James T. Kirk aboard the *Enterprise-B*, although Kirk was somewhat wistful that he no longer occupied the captain's chair.

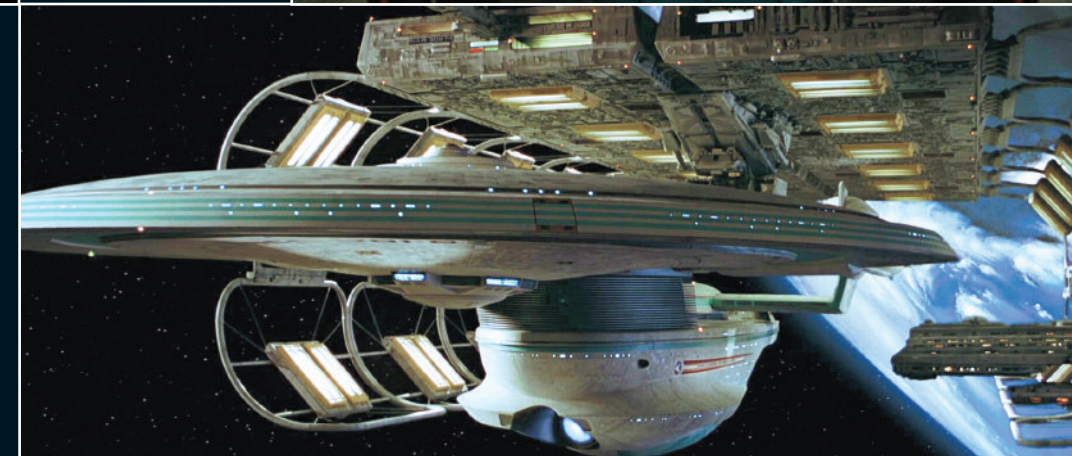
◀ Earlier *Excelsior*-class ships had blue accents running along the nacelles and on the raised part of the saucer section, but on the *Enterprise-B* these were repainted a teal color.



▲ The *Enterprise-B* was engulfed by the fiery tendrils of energy emanating from the Nexus. They were so powerful that they ripped straight through the ship's shields and almost tore the *Enterprise-B* apart.



◀ With modification to the relays in the deflector control room, the deflector dish produced a powerful energy pulse that freed the *Enterprise-B* from the gravimetric pull of the Nexus and allowed it to escape from danger.



▲ The *Enterprise-B* was nearly destroyed on its very first space flight when it became trapped in the violent torrents of crackling energy produced by the Nexus. It was only the knowledge of Captain Scott and the actions of Captain Kirk that saved it from being torn apart by the huge gravimetric forces of the spatial phenomenon.

Sulu, daughter of Captain Hikaru Sulu, who had been the helmsman on the *U.S.S. Enterprise* NCC-1701. As Kirk said, "It wouldn't be the *Enterprise* without a Sulu at the helm."

When the *Enterprise-B* was launched, it was not entirely functional. It was not carrying a full crew complement, it had no medical staff, and the tractor beam and photon torpedoes had not yet been fitted.

UNEXPECTED EMERGENCY

This was of no great concern as the *Enterprise-B* was scheduled to make only a brief journey to Pluto and back on its maiden voyage – a simple "pleasure cruise." However, a few minutes after departure, it received a distress call from two transport ships that were bringing El-Aurian refugees to Earth. As there were no other vessels in range, Captain Harriman had no choice but to give the order to go to their aid despite his ship

and crew being unprepared and far from mission ready. Upon investigation, it was discovered that the transport ships had become trapped in a destructive gravimetric field emanating from a powerful spatial distortion that was later determined to be the Nexus energy ribbon. As the *Enterprise-B* moved closer, it too began to be pulled towards the phenomenon.

One of the transport ships then buckled under the stresses of the gravimetric force and exploded, with the loss of all 265 souls on board. With the other ship, the *S.S. Lakul*, in imminent danger of a similar fate, Harriman was at a genuine loss how to proceed and allowed Kirk to take charge. He immediately suggested that the *Enterprise-B* should move closer in order to beam the surviving El-Aurians aboard. Harriman was reluctant to implement this plan as it would risk the safety of his own ship, but Kirk pointed out that "risk is part of the game, if you want to sit in that chair."

They managed to beam 47 people out of 150 to safety before the *Lakul* exploded, but then the *Enterprise-B* also became trapped by the pull of the Nexus.

SCOTT'S SOLUTION

With time running out before their own destruction, Captain Scott suggested that a resonance burst from the deflector dish to simulate an antimatter explosion might disrupt the field's hold on the ship long enough for them to break away. Performing this procedure required an adjustment to the ship's deflector relays in the engineering section located on Deck 15, Section 21 Alpha, so Harriman passed command to Kirk as he prepared to leave the bridge and perform the modifications.

After only seconds in the captain's chair, Kirk maintained that Harriman's place was on the bridge of his ship, so he volunteered to go himself.

Just as Kirk completed the modifications to the relays, an immense energy surge from the Nexus struck the ship, causing a hull breach where Kirk was working. With the ship having broken free of the field, due to Kirk's actions, Harriman, Scott and Chekov made their way to Deck 15. There, they discovered a gaping hole in the ship's hull, apparently resulting in Kirk's death, and the mission became notorious due to his loss.

▲ The *Enterprise-B* provided a majestic sight for spectators who had gathered to watch as it left spacedock for the first time and headed out into open space.



DATA FEED

Captain John Harriman was an eager young officer when he took command of the *U.S.S. Enterprise-B*. He was so young that he learned about the legendary missions of Captain Kirk and his crew while he was still a child at grade school. His youth and inexperience showed when the *Enterprise-B* was unexpectedly called into action to save the El-Aurians. He appeared overwhelmed at times and was thankful when Kirk took charge of the situation.

BRIDGE LAYOUT

The *U.S.S. Enterprise* NCC-1701-B had a traditional Starfleet bridge design. It was a single round room with the captain's chair alone in the center, with a free-standing station and immediately behind, where two officers sat facing forward. The one on the left was assigned to the security station. The helm and navigation consoles were located at the front, but in a reversal of the previous *Enterprise's* bridge, this time the helm was on the right as the captain faced forward, and navigation was on the left. Other duty stations, including communications and science, were located around the perimeter of the room.



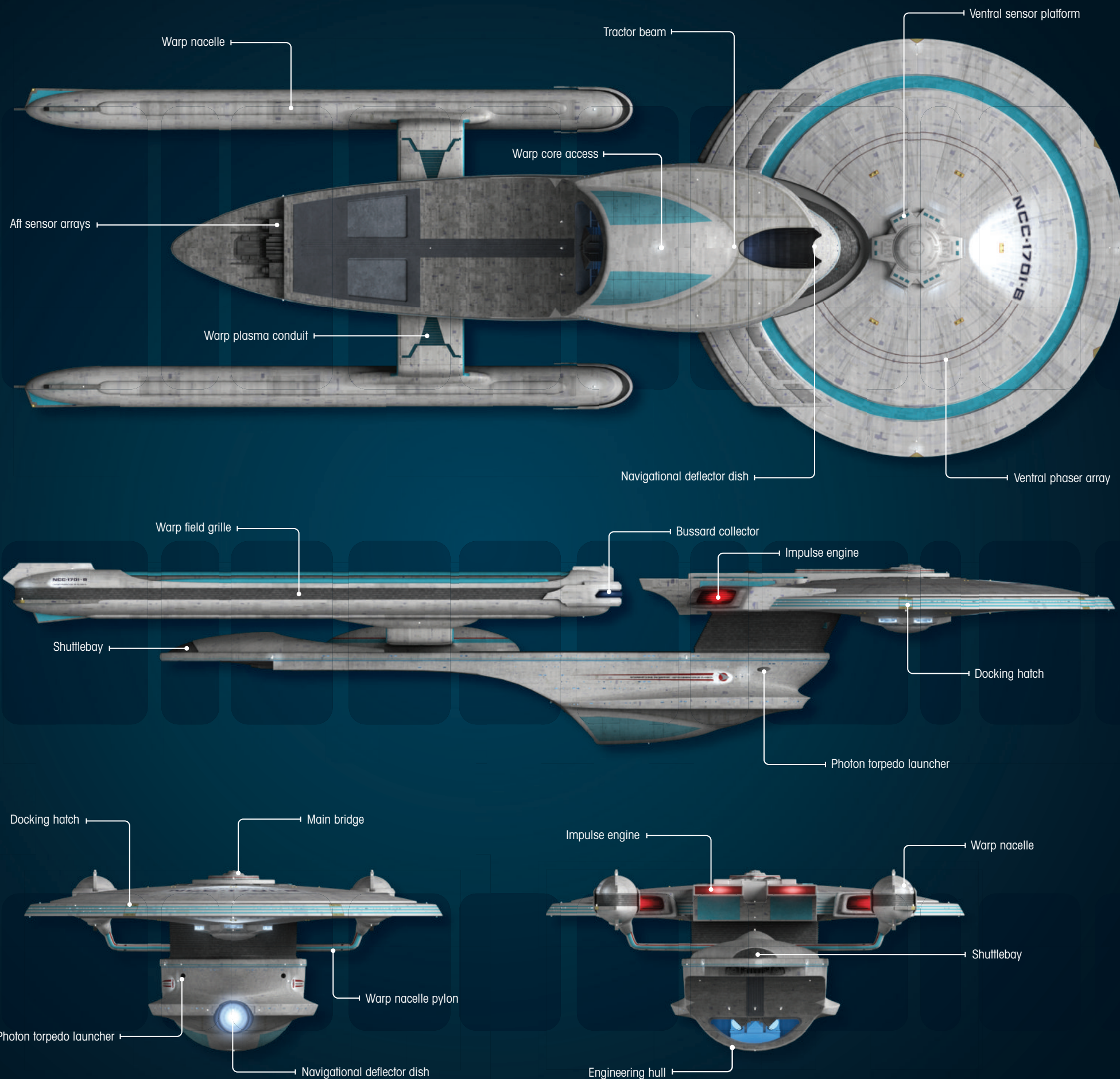
▲ The bridge on the *Enterprise-B* was much larger than on previous *Enterprise* ships, but it followed a similar layout with the captain's chair in the center, surrounded by the other main duty consoles.



▲ Captain Kirk was delighted to find that Hikaru Sulu's daughter, Demora, was at the helm of the *Enterprise-B*, although he wondered how his former helmsman found time to have a family.

DATA FEED

The deflector dish was normally used to clear debris from in front of the ship during space flight. In 2293, Captain Kirk modified the deflector relays, so that the dish fired a resonance burst, which freed the ship from the pull of the Nexus.



DIFFERENT OPINION

Captain Montgomery Scott described the *Enterprise-B* as a "damn fine ship," even though he had described the earlier *U.S.S. Excelsior*, upon which it was based, as a "bucket of bolts."

CHAMPAGNE LAUNCH

In keeping with centuries-old tradition, a bottle of Dom Pérignon champagne, vintage 2265, was used to name the *Enterprise-B* at its launch ceremony inside Federation spacedock NAR-30974.

FUTURE MISSIONS

According to the *'STAR TREK: THE NEXT GENERATION Technical Manual,'* the *Enterprise-B* went on to explore beyond the Gourami sector, charting 142 star systems and making first contact with 17 new civilizations.

STARFLEET SHIPS - 2151-2293

SCALE: 1:3000

SIZE CHART



U.S.S. ENTERPRISE NCC-1701-B
467m



ANTARES NCC-501
134m



U.S.S. ENTERPRISE NCC-1701
289m



U.S.S. JENOLAN
235m



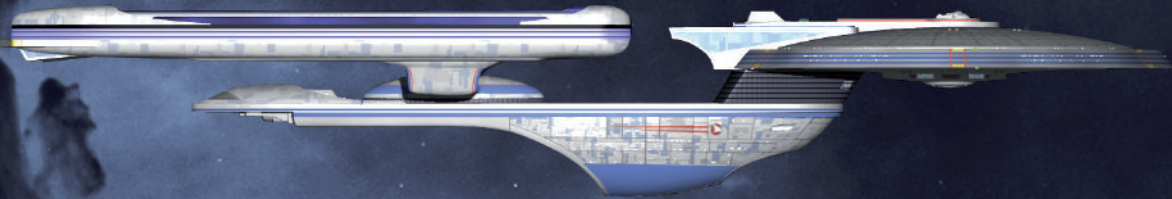
U.S.S. ENTERPRISE NCC-1701-A
305m



U.S.S. RELIANT NCC-1864
233m



U.S.S. ENTERPRISE NCC-1701 (2271)
305m



U.S.S. EXCELSIOR NCC-2000
467m



U.S.S. SHENZHOU
423m



OBERTH CLASS
120m



DAEDALUS CLASS
140m



ENTERPRISE NX-01
225m

STARFLEET SHIPS - 2151-2293

SIZE CHART

SCALE: 1:3000



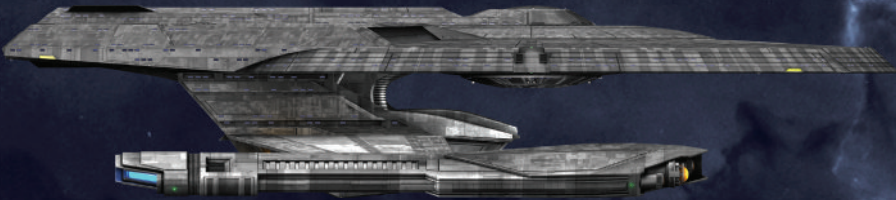
U.S.S. DISCOVERY NCC-1031
750.5m



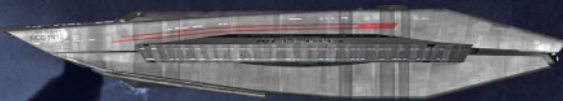
U.S.S. EUROPA
383.3m



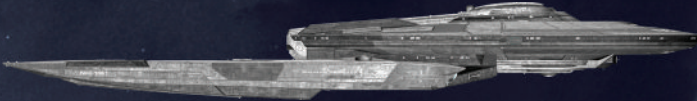
T'PLANA HATH
387.7m



U.S.S. EDISON
356.3m



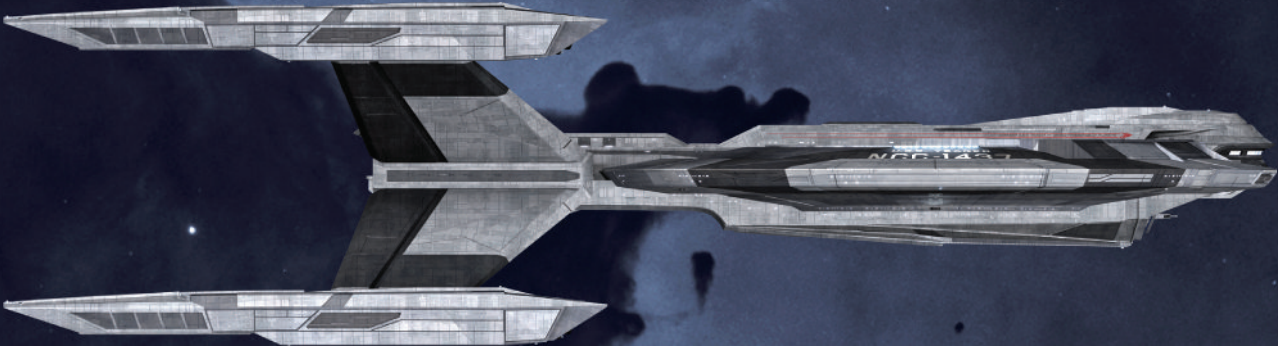
U.S.S. SHRAN
225.5m



U.S.S. CLARKE
277.3m



U.S.S. BOZEMAN
243m



U.S.S. YEAGER
505m



U.S.S. KERALA
505.5m

SIGNIFICANT EVENTS

2153

The Xindi launch an attack on Earth that devastates a large part of the land mass between Florida and Venezuela, killing seven million people. Earth learns that the Xindi are planning a second attack that will destroy the entire planet so they send the *Enterprise* NX-01 to find the Xindi and stop the attack.



2154

Working with several Xindi factions, and the Andorians *Enterprise* NX-01 manages to destroy the second Xindi weapon as it is attempting to attack Earth.



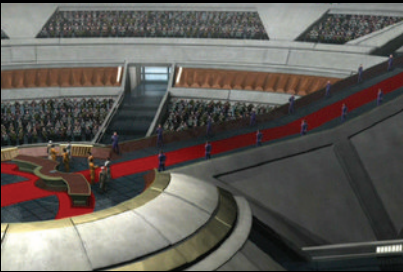
An alliance of Earth, Vulcan, Andorian and Tellarite ships comes together to fight a mysterious cloaked ship.

2155

13 species including Humans, Vulcans, Tellarites, Denobulans and Rigellians establish an alliance known as The Coalition of Planets.

2156-2160

Earth fights a bitter war with the Romulans. It ends with the establishment of a Neutral Zone that separates Earth and Romulan space.



2161

The United Federation of Planets is formed.

The *Enterprise* NX-01 is retired from service and becomes a museum ship.

2196

The last *Daedalus*-class ships are retired from service.

2219

Richard Daystrom, the inventor of duotronic computer circuitry, is born.



2233

James T. Kirk, future captain of the *Starship Enterprise*, is born.



2240

Richard Daystrom invents the duotronic computer.

2245

The *Constitution*-class *U.S.S. Enterprise* NCC-1701 is launched.



2256

Starfleet begins work on an experimental spore drive that can transport a ship across vast distances in a matter of moments.

Starfleet suffers heavy losses at the Battle of the Binary Stars. The conflicts ends with the death of T'Kuvma, the leader of a Klingon faction who is seeking to reunite his people. But it leads to a Federation-Klingon war.



2257

The Federation is on the brink of defeat, but the Federation-Klingon war ends when the crew of the *U.S.S. Discovery* NCC-1031 help the Klingon L'Rell to assume leadership of the Klingon Empire.

2265

The Federation and the Klingon Empire sign a peace treaty. Captain James T. Kirk takes command of the *U.S.S. Enterprise* and begins his first historic five-year mission.

2267

War breaks out between the Federation and the Klingon Empire but within a matter of days the almost omnipotent Organians impose the Organian Peace Treaty on both sides.

2270

Kirk ends his first five-year mission and accepts a promotion to Admiral. The *Enterprise* begins an 18-month-long refit in orbit around Earth.



2271

V'Ger, a one-time Earth probe that has evolved to become an immensely powerful machine life-form, nearly destroys Earth.

2285

The *U.S.S. Enterprise* NCC-1701 is destroyed in orbit around the Genesis Planet.

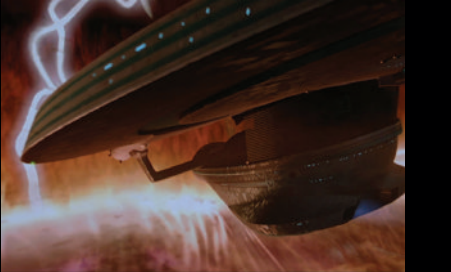


2286

Starfleet demotes Admiral Kirk to the rank of Captain and gives him command of a new starship, the *U.S.S. Enterprise* NCC-1701-A.

2293

After the Klingon moon Praxis explodes, the Klingons and the Federation open peace talks, which end with the Khitomer Accords, which establish lasting peace.



The *U.S.S. Enterprise* NCC-1701-B is launched. James T. Kirk appears to be killed in the immediate aftermath as the *Enterprise* rescues two ships from the Nexus ribbon.

CLASS LISTING

DY-100 class



S.S. Botany Bay page 10

Space Shuttle



OV-165 page 16

Emmette type



S.S. Emmette page 26

NX class



NX-Alpha
Enterprise NX-01 page 30
page 72

Others:
Columbia NX-02
Challenger NX-03
Discovery NX-04
Atlantis NX-05
Endeavour NX-06

In the mirror universe:
I.S.S. Enterprise NX-01
I.S.S. Avenger NX-09

Escort type



Warp Delta page 42

Y class



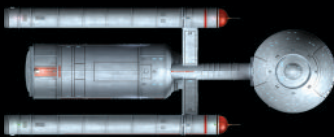
E.C.S. Fortunate page 48

J class



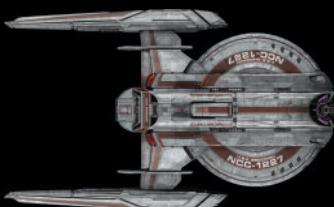
E.C.S. Horizon page 54

Daedalus class



U.S.S. Essex
U.S.S. Horizon page 78

Walker class



U.S.S. Shenzhou page 84

Crossfield class



U.S.S. Discovery page 88

Other:
U.S.S. Glenn

Shepard class



U.S.S. Kerala NCC-1255 page 92

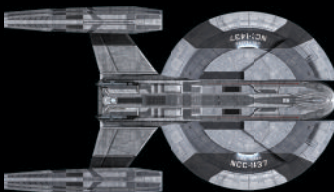
Others:
U.S.S. Gagarin
U.S.S. Ride

Nimitz class



U.S.S. Europa NCC-1648 page 96

Cardenas class



U.S.S. Yeager NCC-1437 page 100

Other:
U.S.S. Buran

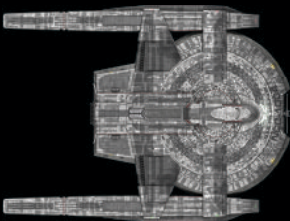
Malachowski class



U.S.S. Clarke NCC-1661 page 104

Others:
I.S.S. Cooper NCC-1004
U.S.S. Sioux NCC-1621

Engle Class



T'Plana-Hath NCC-1004 page 108

Other:
U.S.S. Earhart NCC-1052

Hoover class



U.S.S. Edison NCC-1683 page 112

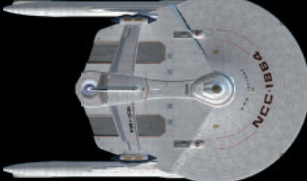
Other:
U.S.S. Dana NCC-1690

Magee class



U.S.S. Shran NCC-1413 page 116

Miranda class



U.S.S. Reliant NCC-1864 page 120

Others:
U.S.S. Antares NCC-9844
U.S.S. Brattain NCC-21166
U.S.S. Lantree NCC-1837
U.S.S. Majestic NCC-31060
U.S.S. Nautilus NCC-31910

U.S.S. Saratoga NCC-1887
U.S.S. ShirKahr NCC-31905
U.S.S. Sitak NCC-32591
U.S.S. Tian An Men NCC-21382
U.S.S. Trial NCC-1948

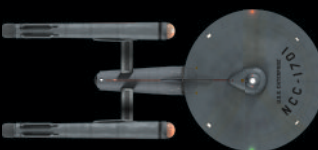
Antares type



Antares NCC-501 page 126

Others:
Woden
Yorkshire

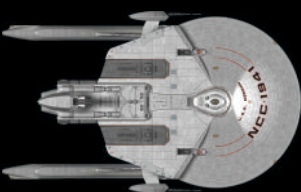
Constitution class



U.S.S. Enterprise NCC-1701 page 132
U.S.S. Enterprise refit page 138
U.S.S. Enterprise NCC-1701-A page 164

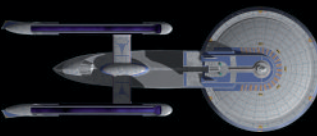
Others:
U.S.S. Ahwahnee NCC-2048
U.S.S. Constellation NCC-1017
U.S.S. Defiant NCC-1764
U.S.S. Eagle NCC-956
U.S.S. Emden NCC-1856
U.S.S. Endeavour NCC-1895
U.S.S. Excalibur NCC-1664
U.S.S. Exeter NCC-1672
U.S.S. Hood NCC-1703
U.S.S. Intrepid NCC-1631
U.S.S. Korolev NCC-2014
U.S.S. Lexington NCC-1709
U.S.S. Potemkin NCC-1657

Soyuz class



U.S.S. Bozeman NCC-1941 page 144

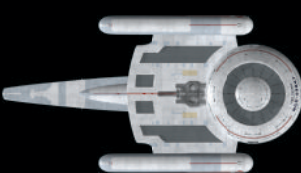
Excelsior class



U.S.S. Excelsior NCC-2000 page 150
U.S.S. Enterprise NCC-1701-B page 176

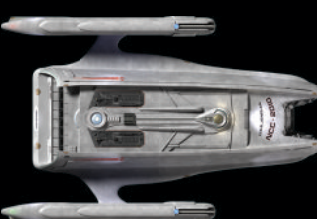
Others:
U.S.S. Berlin NCC-14232
U.S.S. Cairo NCC-42136
U.S.S. Charleston NCC-42285
U.S.S. Crazy Horse NCC-50446
U.S.S. Farragut NCC-2582
U.S.S. Fearless NCC-14598
U.S.S. Fredrickson NCC-42111
U.S.S. Gorkon NCC-40521
U.S.S. Hood NCC-42296
U.S.S. Lakota NCC-42768
U.S.S. Malinche NCC-38997
U.S.S. Melbourne NCC-62043
U.S.S. Potemkin NCC-8253
U.S.S. Repulse NCC-2544
U.S.S. Valley Forge NCC-43305

Oberth class



U.S.S. Biko NCC-50331
U.S.S. Cochrane NCC-59318
U.S.S. Copernicus NCC-640
U.S.S. Grissom NCC-638
U.S.S. Oberth NCC-602
U.S.S. Pegasus NCC-53847
S.S. Tsiolkovsky NCC-53911
S.S. Vico NAR-18834
U.S.S. Yosemite NCC-19002

Sydney class



U.S.S. Jenolan NCC-2010 page 170

Other:
U.S.S. Nash NCC-2010-5

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CLASS OR TYPE

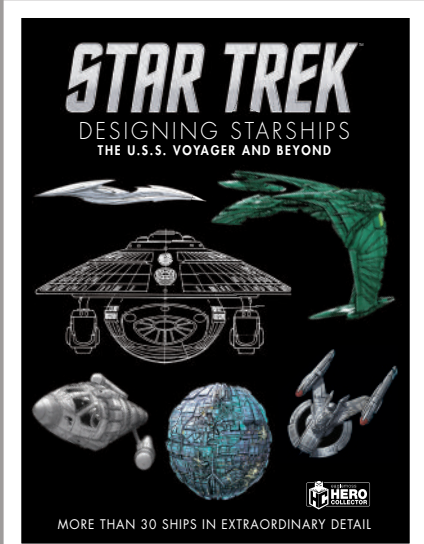
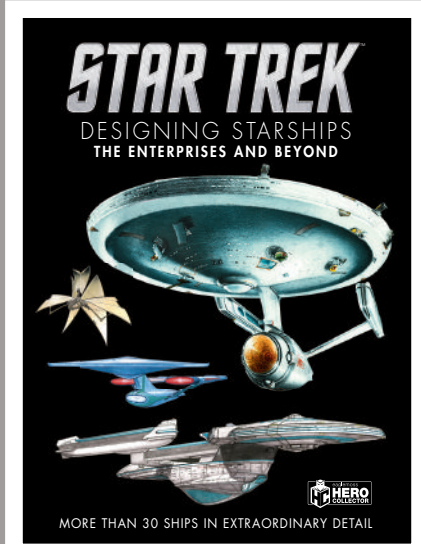
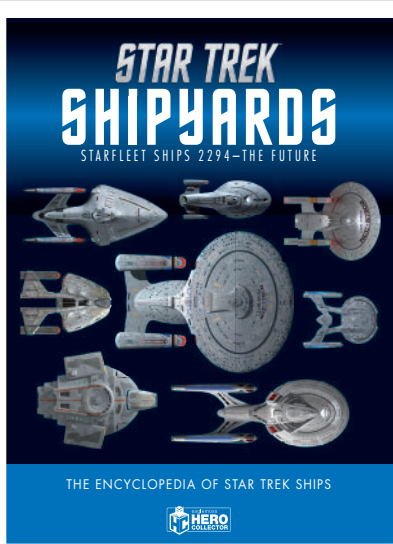
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