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

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Stand assembly:

Hook the stand over the back of the saucer. Final position.
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.

After its launch, the U.S.S. Enterprise NCC-1701-B performed a rescue mission that resulted in the loss of James T. Kirk.
spatial phenomenon. gravimetric forces of the torn apart by the huge that saved it from being actions of Captain Kirk of Captain Scott and the was only the knowledge produced by the Nexus. It crackling energy engulfed by the fiery torrents when it became trapped nearly destroyed on its first space flight been fitted. The Enterprise-B was apart. shields and almost tore straight through the ship's aerial and almost tore the Enterprise-B apart.

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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.

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.

SCOTTY’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. As performing this procedure required an adjustment to the ship’s deflector relays in the engineering section located on Deck 15, Section 21 Alpha, 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.

Fig. 1: Captain John Harriman was delighted to welcome James T. Kirk aboard the Enterprise-B, although Kirk was somewhat sullen that he no longer occupied the captain’s chair.

Fig. 2: Earlier Excelsior-class ships had blue accents running along the nooks and crannies of the raised part of the saucer section, but on the Enterprise-B those were repainted a teal color.

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 experience 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.
The master systems display (MSD) was a large computer display located on the back wall of the bridge of the U.S.S. Enterprise NCC-1701-B. This featured large cutaway diagrams of the ship showing the internal arrangement of all the decks and the facilities found on each deck. It was used to monitor the overall status of the ship and its departments, highlighting any elements that were damaged or malfunctioning.

This detailed graphic was created by scenic artist Doug Drexler specifically for STAR TREK GENERATIONS and included elements of Excelsior-class ships that had already been established in previous incarnations of the franchise.

In 2293, Captain Sulu’s quarters were located on Deck 3 aboard the U.S.S. Excelsior NCC-2000, a ship that shared an almost identical internal layout to that found on the Enterprise-B. In 2293, Captain Kirk went to the deflector control room on Deck 15 and reordered the deflector relays. The Enterprise-B was then able to fire a resonance burst from its deflector, allowing it to escape the Nexus.

According to the master systems display graphic above, the deck layout of the Enterprise-B was as follows:

- Deck 1: Main bridge
- Deck 2: Observation lounge
- Deck 3: Captain’s quarters
- Deck 4: Upper sensor module
- Deck 5: Junior officers quarters
- Deck 7: Main sickbay
- Deck 10: Crew lounge
- Deck 12: Warp reactor core
- Deck 15: Forward torpedo launchers
- Deck 18: Aft cargo bay
- Deck 19: Main engineering
- Deck 20: Cargo bays
- Deck 21: Tractor beam emitters
- Deck 24: Engineering computer core
- Deck 25: Aft torpedo launchers
- Deck 26: Warp reactor core
- Deck 30: Primary deflector
- Deck 32: Main shuttlebay
- Deck 33: Antimatter storage
- Deck 34: Antimatter fill port

The Nexus caused a huge hull breach on decks around the deflector control room on Decks 13, 14, and 15. Unfortunately, Captain Kirk was in the deflector control room on Deck 15 at the time.
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.

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.

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.

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.
In working out how the U.S.S. Enterprise NCC-1701-B should look, the makers of STAR TREK GENERATIONS faced a dilemma. The cost of designing and building a brand new studio model was prohibitive. In addition, a new design would present problems in terms of continuity. The relief sculpture of previous Enterprise ships on the wall of the Observation Lounge of the U.S.S. Enterprise NCC-1701-D had already established the Enterprise-B as an Excelsior-class vessel. On the other hand, the producers did not just want to use the existing Excelsior studio model, as it had been seen many times before, and they wanted to give the film audience a new ship.

SATISFYING SOLUTION

After much deliberation, a compromise was reached, and it was decided that the Enterprise-B should be a modified version of the existing Excelsior studio model. Scenic art supervisor Mike Okuda explained, "We had said for years that the Excelsior sculpture in THE NEXT GENERATION Observation Lounge represented the Enterprise-B, and I felt that some fans would have felt let down if we had failed to follow through with that idea. That's why I enlisted the talented [illustrator] John Eaves, who fortunately jumped right on board to help out. Our producers saw the value in this approach, both from a fan-expectation viewpoint, as well as the sheer financial practicality. If we can't do these things on budget, eventually the studio (and its investors) will figure out they can't make a profit, and they'll stop investing in new productions. They already take a huge financial risk on every new production, and the only reason they're willing and able to do so is if there's a reasonable chance that they'll make a profit."

At this time, John Eaves had previously only worked as a model builder on STAR TREK V: THE FINAL FRONTIER, but he would go on to have a long association with STAR TREK as a concept illustrator and designer on the future movies as well as on STAR TREK: DEEP SPACE NINE and STAR TREK: ENTERPRISE. He was thrilled to be asked to come up with...
design modifications for the Enterprise-B. “This was my first art assignment on STAR TREK,” said Eaves, “and what a fun one to say the least. I was one huge fan of the Excelsior, and despite all the changes we were asked to do, it was important to maintain the overall design as much as possible.”

Working out which areas of the original Excelsior design should be modified was partly dictated by the script for GENERATIONS. As Eaves explained, “First I took a photo that showed the Excelsior in spacedock, did a rendering, and started adding bits to the ship. Mike [Okuda] then pointed out that we needed to design an area that protruded from the ship, so that the energy ribbon could whip out a section, while leaving most of the ship intact.” As a result, Eaves, who had originally imagined the damage higher up near the neck of the ship, subsequently moved the damaged area further down, in front of the deflector dish. “To seek out inspiration, the PBY Catalina (a flying boat from the 1930s and 1940s) came to mind,” said Eaves. “Its built-in boat-like belly detail made for the perfect reference to translate into the starship’s new hull lines.”

The Catalina, with its wing-top mounted twin propellers, also inspired the extra two impulse engines he added to the back of the main saucer section.

FURTHER TWEAKS
Additional modifications to the design included giving the nacelles U-shaped Bussard collectors and extra fins along the top and side, while the two fins that were on top of the saucer section on the Excelsior were removed. Once Eaves’s changes had been approved, his artwork was passed along to Industrial Light & Magic’s model ship. Here, the existing Excelsior model was turned into the Enterprise-B under the supervision of lead modeler John Goodson. “The end result looked beautiful on film,” said Eaves. “The folks up at ILM again made movie magic.”

The Enterprise-B’s most memorable moment involved the scene where the tendril of energy from the Nexus rips a gaping hole in the front of the ship. The shot involved being so close to the model that ILM made an entirely separate model of an enlarged section of the forward secondary hull. The model of this one section turned out to be as large as the studio model of the whole ship, and was able to show the damage in great detail. As Okuda explained, “This model was built for an extreme close-up shot of the ship’s hull, revealing the dramatic extent of the damage, telling the audience that Kirk had no chance of survival.”

After its appearance in STAR TREK GENERATIONS, the Enterprise-B studio model made one further screen appearance as the U.S.S. Lakota NCC-42768 in the STAR TREK: DEEP SPACE NINE episode ‘Paradise Lost’. The model, still with its Lakota markings, was sold at Christie’s ‘40 Years of STAR TREK: The Collection’ auction in 2006 for $132,000.
One of the most dramatic scenes from *Star Trek Generations* involved the crash landing of the U.S.S. Enterprise NCC-1701-D’s saucer section on the less-than-ideal forest terrain of Veridian III.

Creating this ambitious sequence meant combining many different elements, but the majority of it was shot live on a purpose-built set by Industrial Light & Magic (ILM), headed by visual effects supervisor John Knoll.

The filming took place behind ILM’s facility in California and involved building a 12-ft fiberglass model of the saucer section, as well as a huge 40 x 80 ft landscape set to represent the forests of Veridian III. Building this set took an enormous amount of work, as visual effects art director Bill George explained. “We started with a basic substructure of plywood,” said George, “and over that we sculpted foam mountains. Those were actually the most detail-oriented aspect of the set. We went in there and carved each one of those. For the rest of it, we laid carpeting over it, and that gave us a nice rolling hill effect. One of the main problems we had was making it look lush enough. We found this fluorescent green paint that’s used to mark streets, and we used that to paint a lot of the hills. To the eye, it looked way, way too green, but on film it looked great.”

The set was also built with a narrow slot running through the middle of it with a set of railway-like tracks underneath. The saucer was mounted on top of an extendable pole that poked through the slot in the set, while the other end of the pole was attached to a dolly rig that ran on the track below. The saucer could then be pulled through the set via a system of pulleys, by a rental truck traveling between 15 and 20 mph.

The biggest problem for the filming unit was that they wanted a shot with the saucer crashing into the surface while heading straight for the camera. Obviously, they could not launch the large saucer model into a very expensive film camera at 20 mph, so they positioned a mirror in the path of the saucer as it hit the ground, and filmed into that from above. “I used that trick a lot for shooting trains and cars coming right up to the camera,” said Knoll. “To keep the camera safe, we placed a mirror in there at 45 degrees to get a virtual viewpoint that was right in the path of the ship. We could then plow the saucer right through the mirror and get our shot.”

The technique worked perfectly, and the team achieved just what they were looking for, capturing the moment when the careening saucer smashes into the ground, throwing up dirt and debris in its wake. The sequence took an enormous amount of time, effort and know-how to achieve. Even though the final results would only translate to a short time on screen, it all proved worthwhile as it was one of the most thrilling sequences of the film.
ON SCREEN

TRIVIA

Although not regarded as official STAR TREK canon, the STAR TREK - The Lost Era: Serpents Among the Ruins by David R. George III focuses on the Tomed Incident. It describes how Captain John Harriman and the U.S.S. Enterprise-B helped avert war between the Romulans and the Federation. According to the novel, once peace had been achieved in 2311, Harriman stepped down as captain, and he was replaced by his former first officer, Demora Sulu.

Malcolm McDowell, who starred as Soran in STAR TREK GENERATIONS, is the maternal uncle of Alexander Siddig, who is perhaps best known for playing Dr. Julian Bashir on STAR TREK: DEEP SPACE NINE.

In all the screen iterations of STAR TREK, the Enterprise-B only ever appeared in STAR TREK GENERATIONS. It was mentioned on screen in the STAR TREK: THE NEXT GENERATION episode 'A Matter of Time' when the historian Berlinghoff Rasmussen asked Commander Riker what he thought was innovative about the Enterprise-B.

KEY APPEARANCE

STARBURST 21701-B

FIRST APPEARANCE:
STARBURST GENERATIONS

MOVIE APPEARANCE:
STARBURST GENERATIONS

DESIGNED BY:
Nilo Rodis-Jamero, David Carson, John Eaves

STAR TREK GENERATIONS

In the late 23rd century, retired Starfleet officers James T. Kirk, Montgomery Scott and Pavel Chekov are guests of honor on the U.S.S. Enterprise NCC-1701-B’s maiden voyage. The celebratory trip has barely begun, however, when it detects two transport ships caught in the mysterious Nexus energy ribbon. The Enterprise-B manages to save a handful of passengers from one ship, but the rescue seemingly costs Kirk his life.

Seventy-eight years later, Captain Picard and the crew of the U.S.S. Enterprise NCC-1701-D come up against one of the survivors of the earlier disaster, a renegade scientist named Tolian Soran. Picard learns that Soran is trying to return to the Nexus, a blissful realm where time has no meaning. Soran is, in fact, so desperate to return to this paradise that he is prepared to destroy entire star systems with trilithium missiles to attract the Nexus.

By the time the Enterprise-D tracks Soran down, it appears to be too late. He has attracted the Nexus and it destroys the whole Veridian system, taking Soran and Picard with it. However, inside the Nexus, Picard encounters a legendary captain from the past, who may be able to help defeat Soran and reverse recent events.

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