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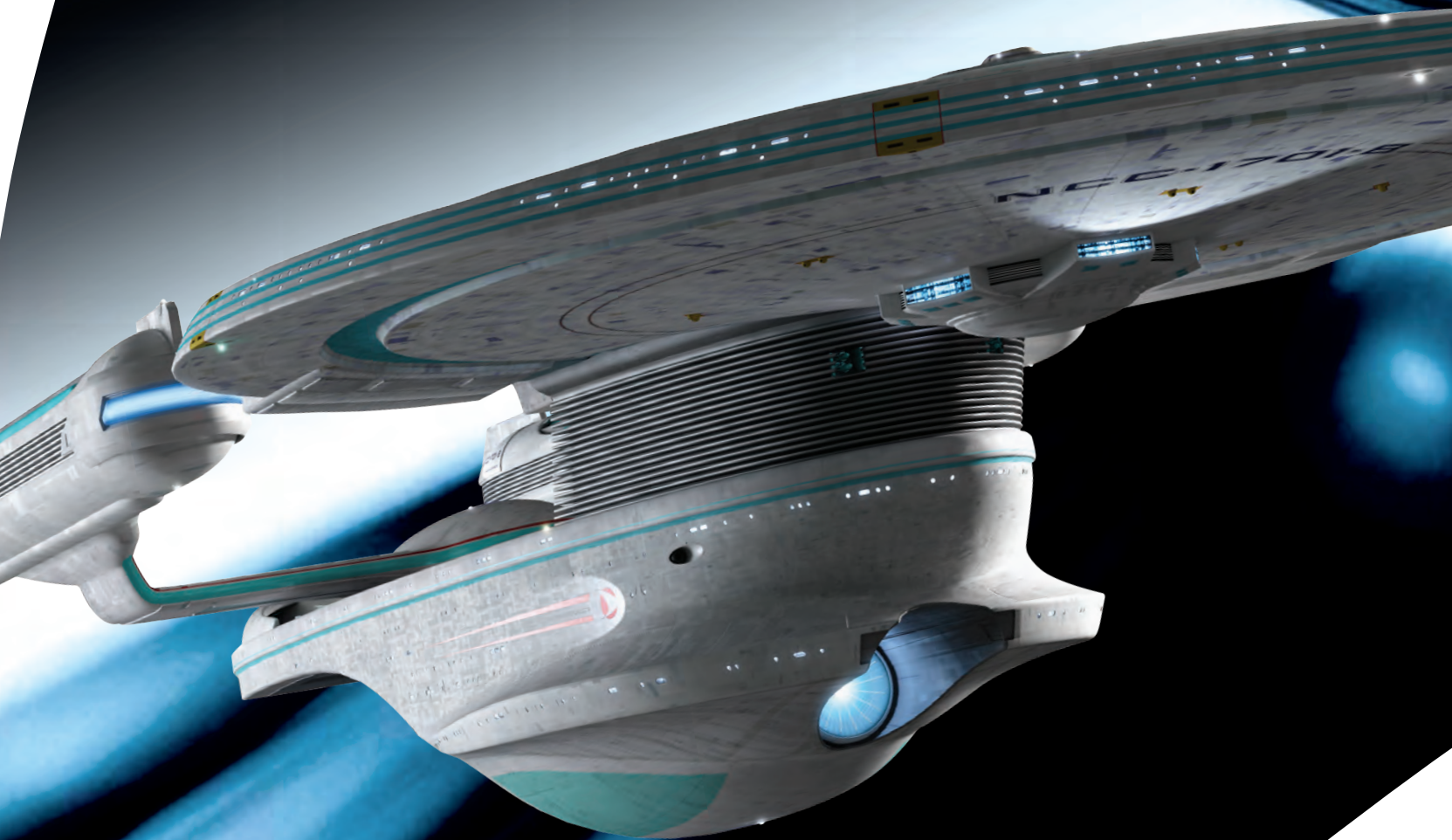
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U.S.S. ENTERPRISE™
NCC-1701-B

EXCELSIOR CLASS

LAUNCHED: 2293

LENGTH: 467 METERS

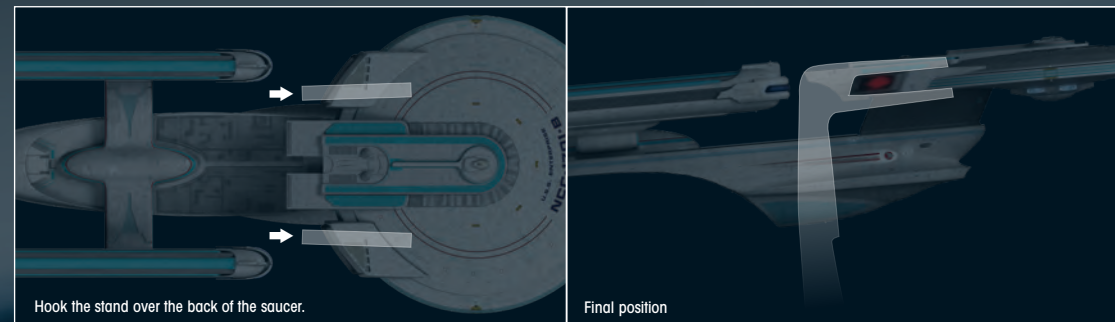
CREW COMPLEMENT: 502

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

Contents

- 04: *U.S.S. ENTERPRISE* NCC-1701-B
- 12: DESIGNING THE SHIP
- 16: FILMING THE SAUCER CRASH LANDING
- 18: ON SCREEN

Stand assembly:



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

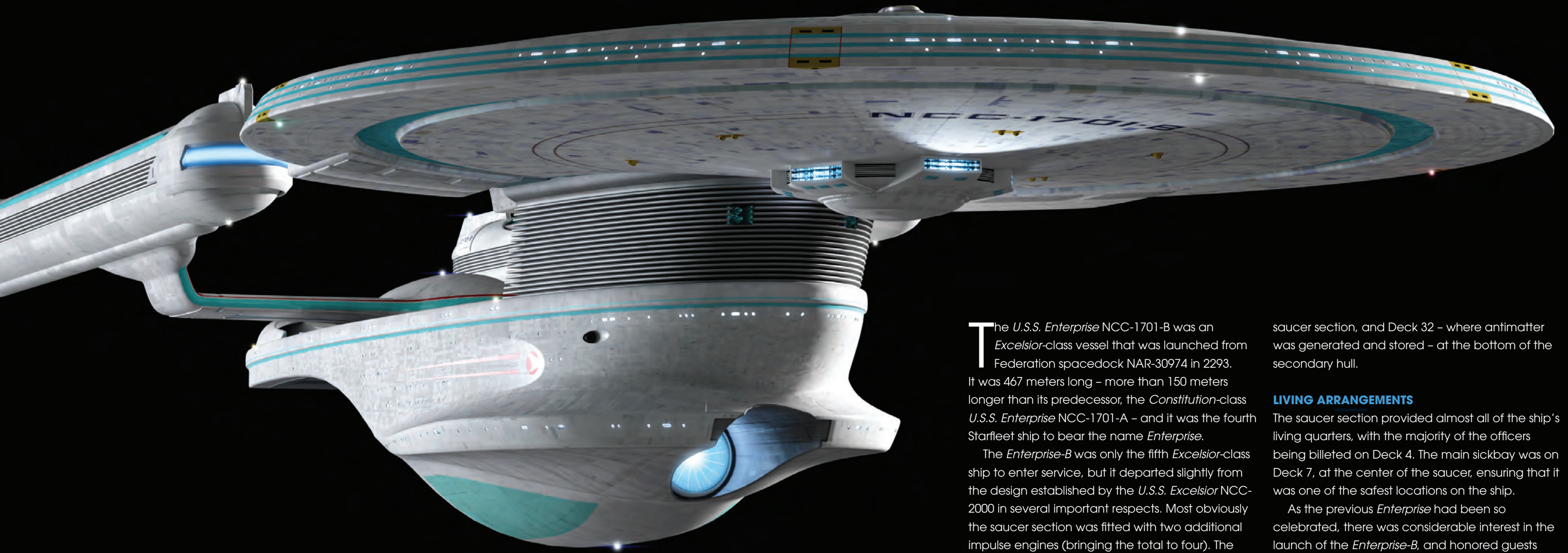


REGISTRY:	NCC-1701-B
CLASS:	EXCELSIOR
LAUNCHED:	2293
LENGTH:	467 METERS
DECKS:	32
CREW:	502
WEAPONRY:	TYPE-8 PHASER ARRAYS, PHOTON TORPEDO LAUNCHERS
CAPTAIN:	John Harriman



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▼ The *Enterprise-B* was slightly longer than the *U.S.S. Excelsior* NCC-2000, the ship upon which it was based, as it had a fin on the back of the warp nacelles. The other major visual difference was that the curvature of the hull around the main deflector was rounder and more prominent.



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.

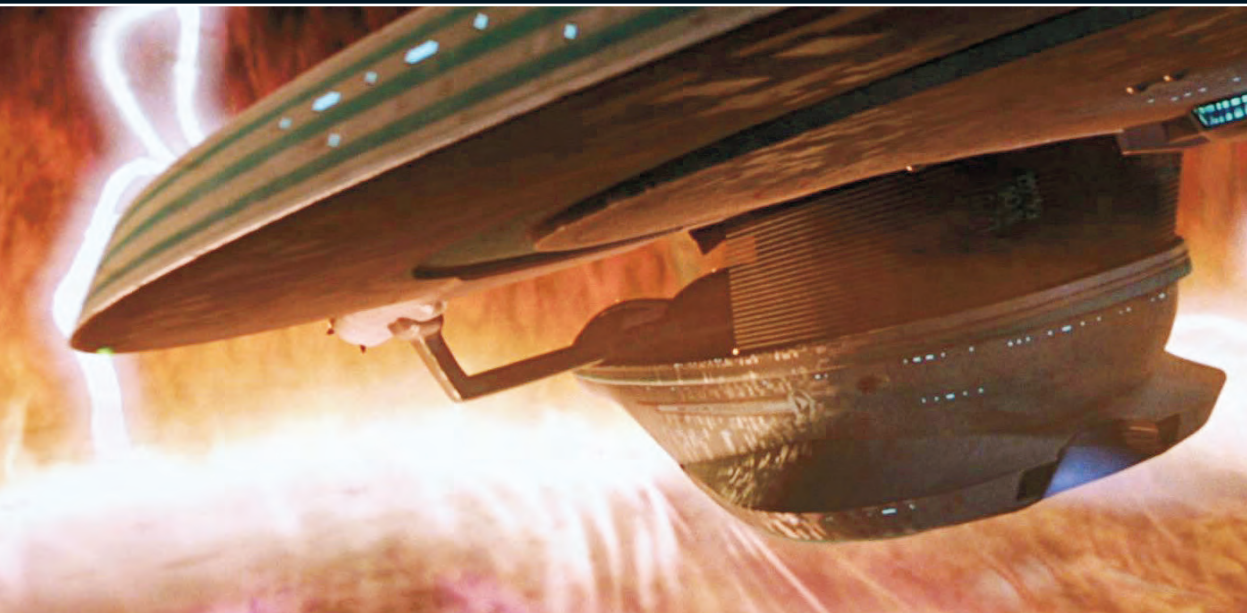
LIVING ARRANGEMENTS

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 as to 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. 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.

▲ 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 the time and was thankful when Kirk took charge of the situation.

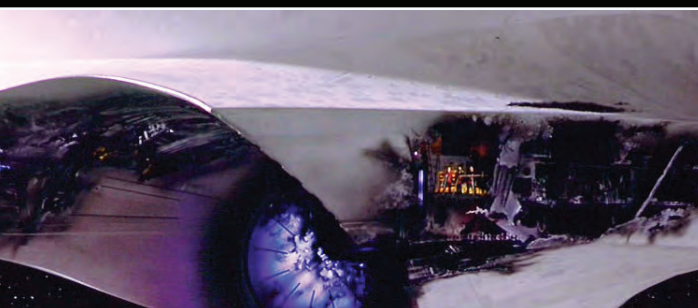
MASTER SYSTEMS DISPLAY

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.



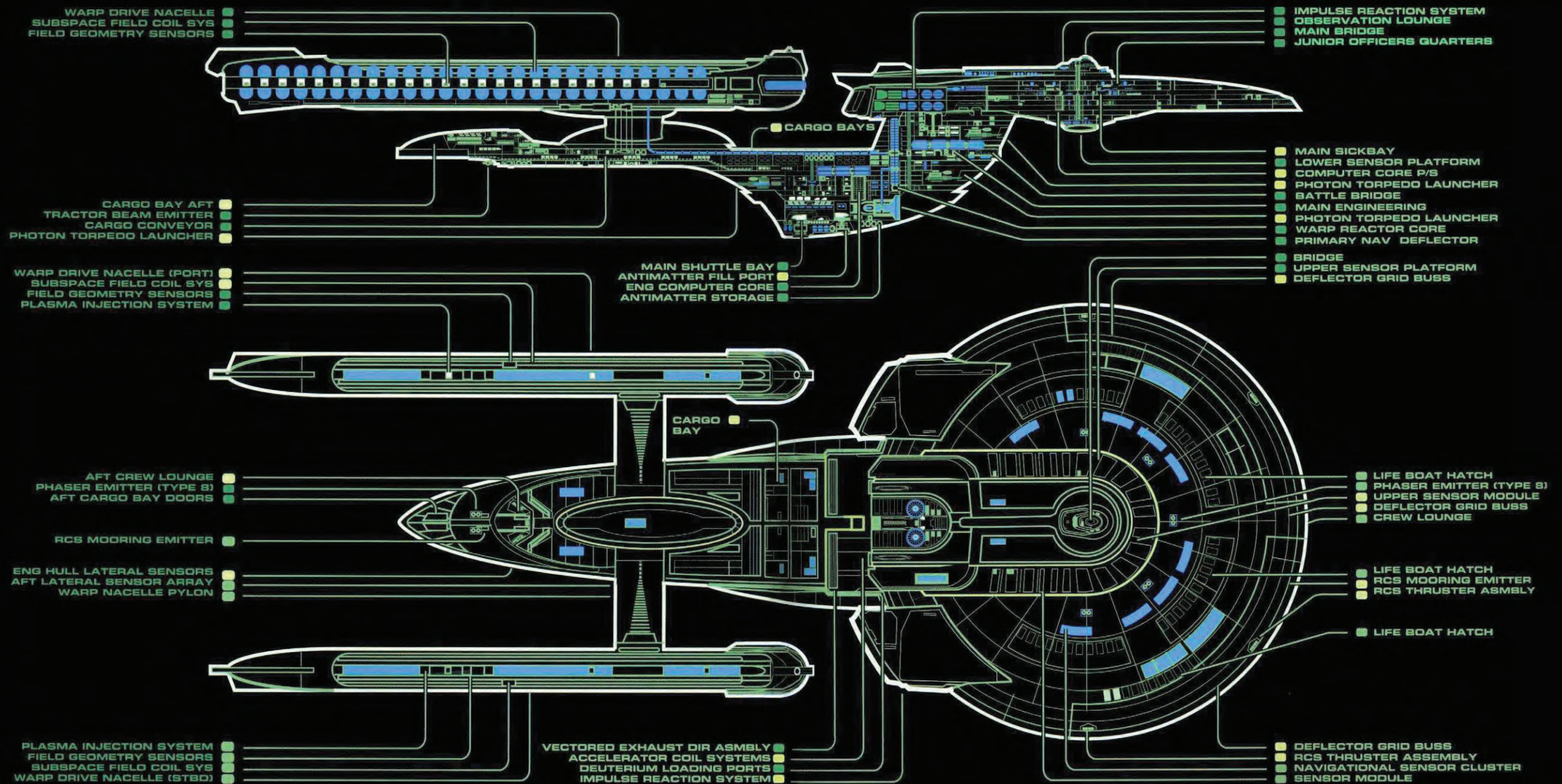
▲ In 2293, Captain Sulu's quarters were located on Deck 3 aboard the *U.S.S. Excelsior* NCC-2000, a ship that shared an almost identical internal layout to that found on the *Enterprise-B*.



▲ 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.



▲ The master systems display panel featured a schematic of the ship and was positioned on the rear wall of the bridge. It provided the crew with an instant update on the status of the ship's major systems.



▲ 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.



▲ The forward photon torpedo launchers were located on Deck 15 of *Excelsior*-class ships.

- According to the master systems display graphic above, the deck layout of the *Enterprise-B* was as follows:
- | | |
|------------------------------------|------------------------------------|
| Deck 1: Main bridge | Deck 19: Main engineering |
| Deck 2: Observation lounge | Deck 20: Cargo bays |
| Deck 3: Captain's quarters | Deck 21: Tractor beam emitters |
| Deck 4: Upper sensor module | Deck 24: Engineering computer core |
| Deck 5: Junior officers quarters | Deck 25: Aft torpedo launchers |
| Deck 7: Main sickbay | Deck 26: Warp reactor core |
| Deck 10: Crew lounge | Deck 30: Primary deflector |
| Deck 12: Warp reactor core | Deck 32: Main shuttlebay |
| Deck 15: Forward torpedo launchers | Deck 33: Antimatter storage |
| Deck 18: Aft cargo bay | Deck 34: Antimatter fill port |

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, and immediately behind it was a free-standing station 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.



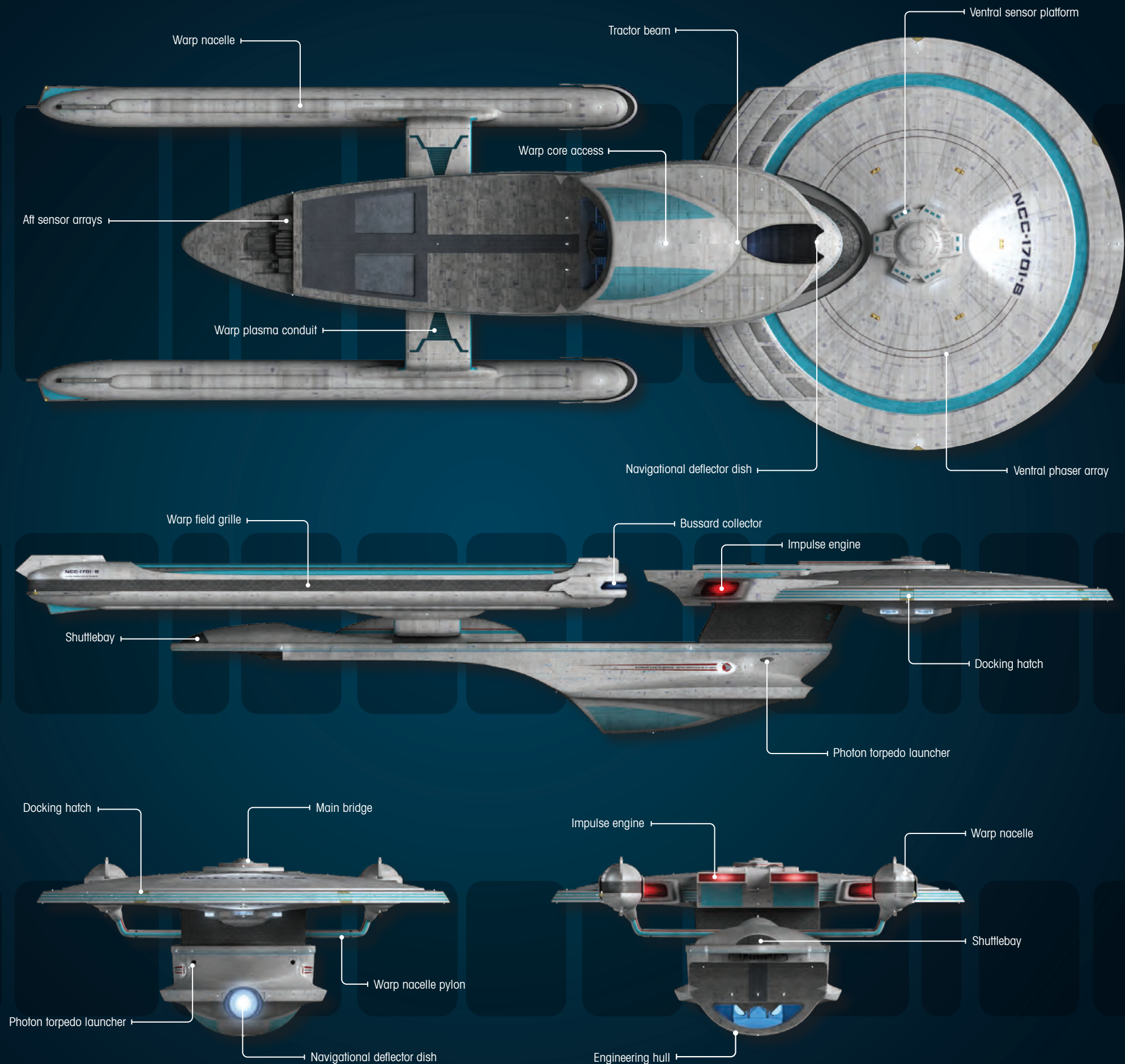
▲ The bridge on the *Enterprise-B* was much larger than on previous *Enterprise* ships, but it followed a similar layout with the captain's chair in the center, surrounded by the other main duty consoles.



▲ 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."

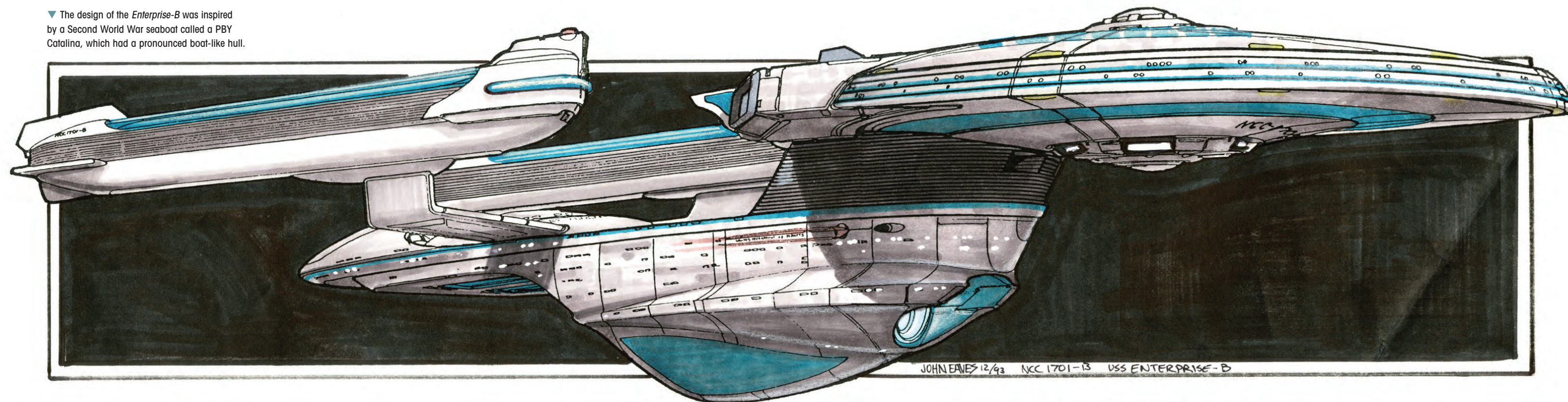
CHAMPAGNE LAUNCH

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.

▼ The design of the *Enterprise-B* was inspired by a Second World War seaboat called a PBV Catalina, which had a pronounced boat-like hull.



DESIGNING THE ENTERPRISE-B

► John Eaves's first task as a concept illustrator on *STAR TREK* was to envisage the look of the *Enterprise-B* based on the existing *Excelsior*-class design. Eaves knew from an early script that he had to bulk out a section of the hull that would be torn out by the Nexus energy ribbon, but not destroy the ship.

A desire to create something new while maintaining continuity meant designing the *U.S.S. Enterprise* NCC-1701-B was far from straightforward.

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.

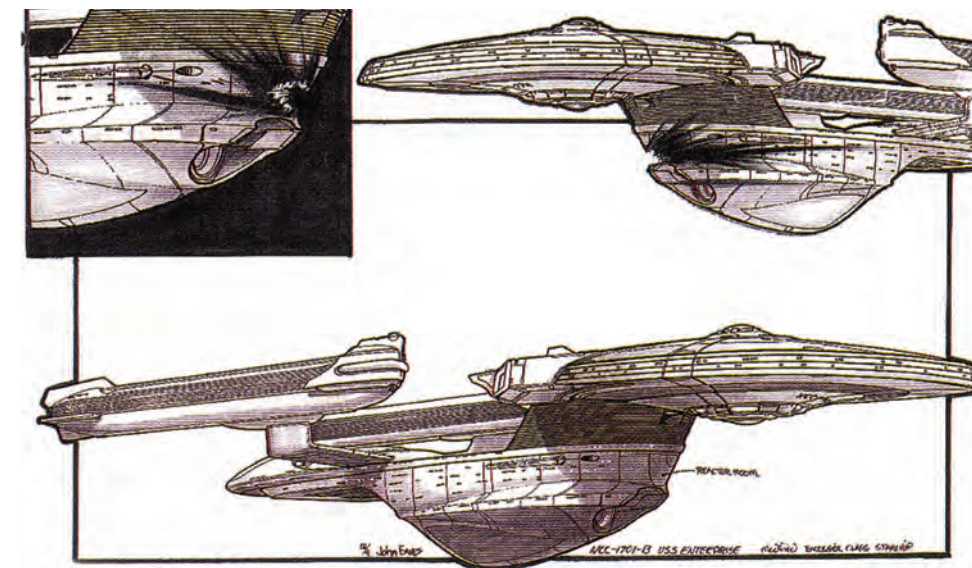
SATISFYING SOLUTION

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



▲ The *Enterprise-B* had been depicted as an *Excelsior*-class ship in a sculpture aboard the *Enterprise-D*.

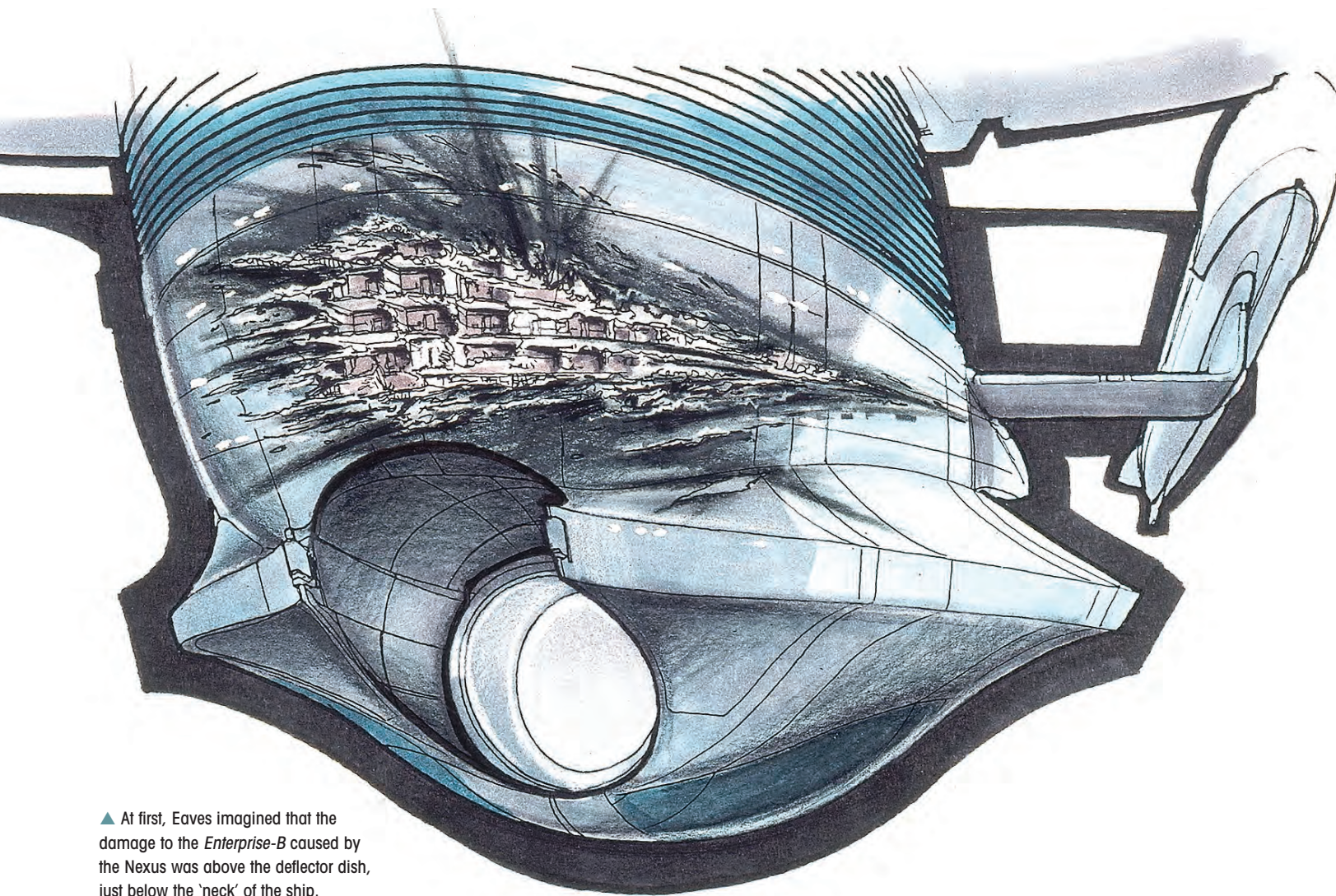
model. Scenic art supervisor Mike Okuda explained, "We had said for years that the *Excelsior* sculpture in *THE NEXT GENERATION* Observation Lounge represented the *Enterprise-B*, and I felt that some fans would have felt let down if we had failed to follow through with that idea. That's why I enlisted 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



▲ At first, Eaves imagined that the damage to the *Enterprise-B* caused by the Nexus was above the deflector dish, just below the 'neck' of the ship.

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."

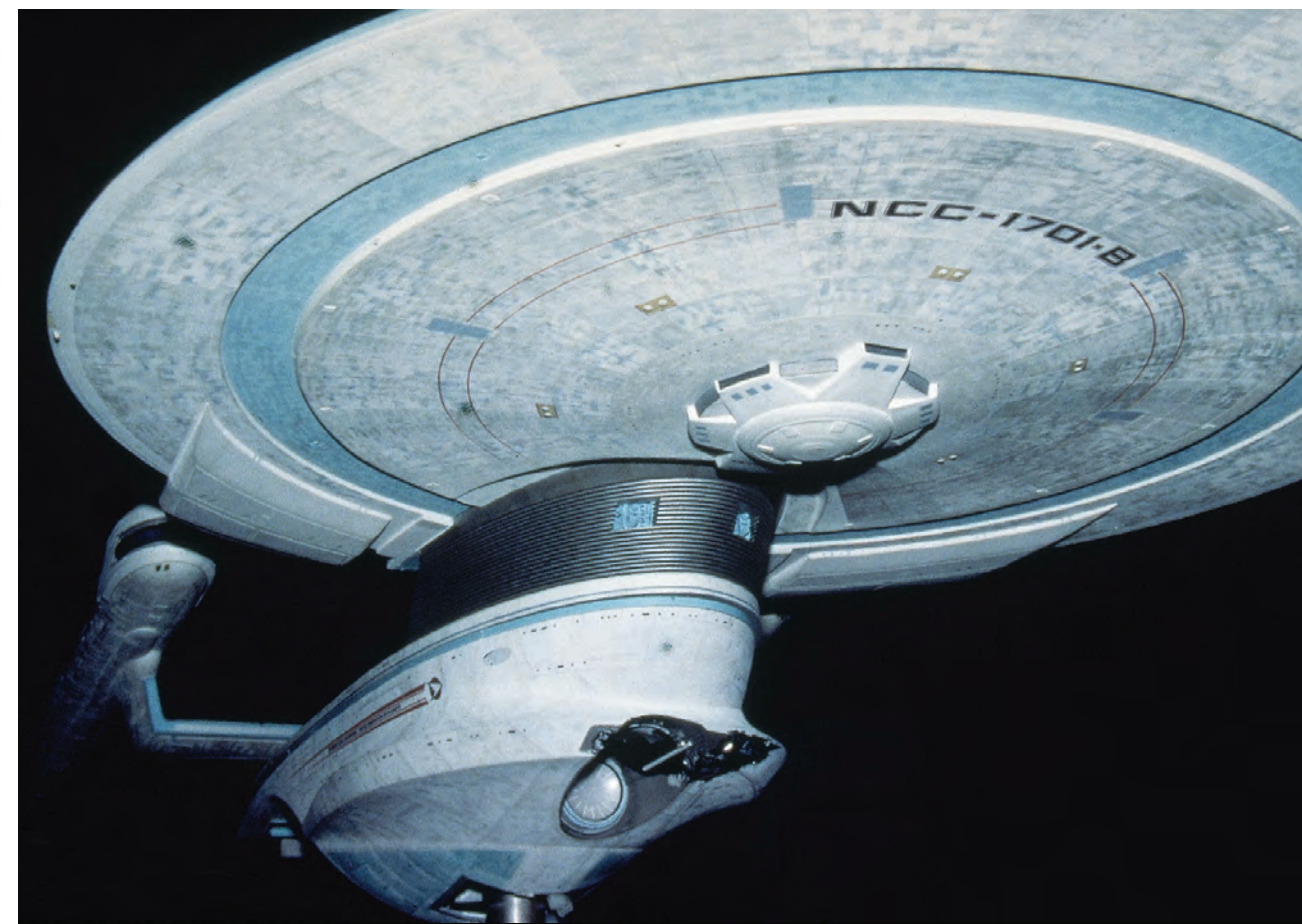
The Catalina, with its wing-top mounted twin propellers, also inspired the extra two impulse engines he added to the back of the main saucer section.

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



◀ An addition to creating a damaged section of the regular model [left], ILM built a separate larger scale model of just the damaged section around the deflector dish, because even the studio model wasn't detailed enough for an extreme closeup.

tendrils 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.



◀ The *Enterprise-B* model was filmed inside the spacedock that had first appeared in *STAR TREK: THE MOTION PICTURE*. Like the ship model, the spacedock model was also heavily modified and relabeled.



◀ Some of the most obvious changes to the model included adding extra impulse engines to the back of the saucer section and fins to the top and along the sides of the nacelles.



FILMING THE SAUCER

CRASH LANDING



Crashing the *U.S.S. Enterprise* NCC-1701-D's saucer section required the use of a huge, specially built set and some clever filming techniques.

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.



▲ A 12-ft fiberglass model of the *Enterprise-D*'s saucer section was mounted on a pole, and pulled along on tracks that ran beneath the set.



▲ A mirror was placed in the path of the saucer landing, and reflected a head-on view of the crash into a camera that was mounted above.

ON SCREEN



FIRST APPEARANCE: STAR TREK GENERATIONS

MOVIE APPEARANCE: STAR TREK GENERATIONS

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

KEY APPEARANCE

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 trillithium 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.

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 Tormed 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*.

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