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U.S.S. JENOLAN
NCC-2010

CLASS: SYDNEY

LAUNCHED: 23rd C

LENGTH: 235 METERS

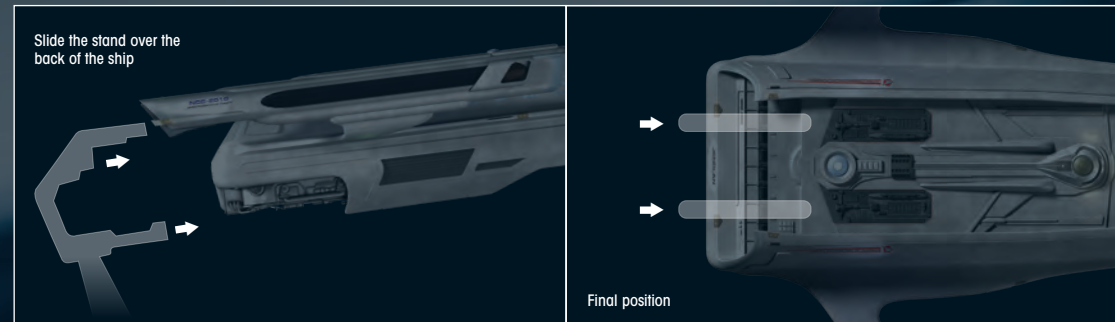
MAX SPEED: WARP 6

U.S.S. JENOLAN NCC-2010

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U.S.S. JENOLAN NCC-2010 SPECIFICATION



TYPE:	SYDNEY
AFFILIATION:	FEDERATION
LAUNCHED:	23rd CENTURY
LENGTH:	235 METERS (APPROX.)
CREW:	30 (+ 200 PASSENGERS)
TOP SPEED:	WARP 6
WEAPONRY:	PHASER EMITTERS





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*'s main body was rather boxy, but this helped to maximize its passenger carrying capacity. It was capable of reaching speeds of up to warp 6, and featured nacelles that were similar in style to those used on *Constitution*-class ships.

The U.S.S. *Jenolan* NCC-2010 was a Sydney-class Federation transport ship that entered service in the 23rd century. At approximately 235m 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.

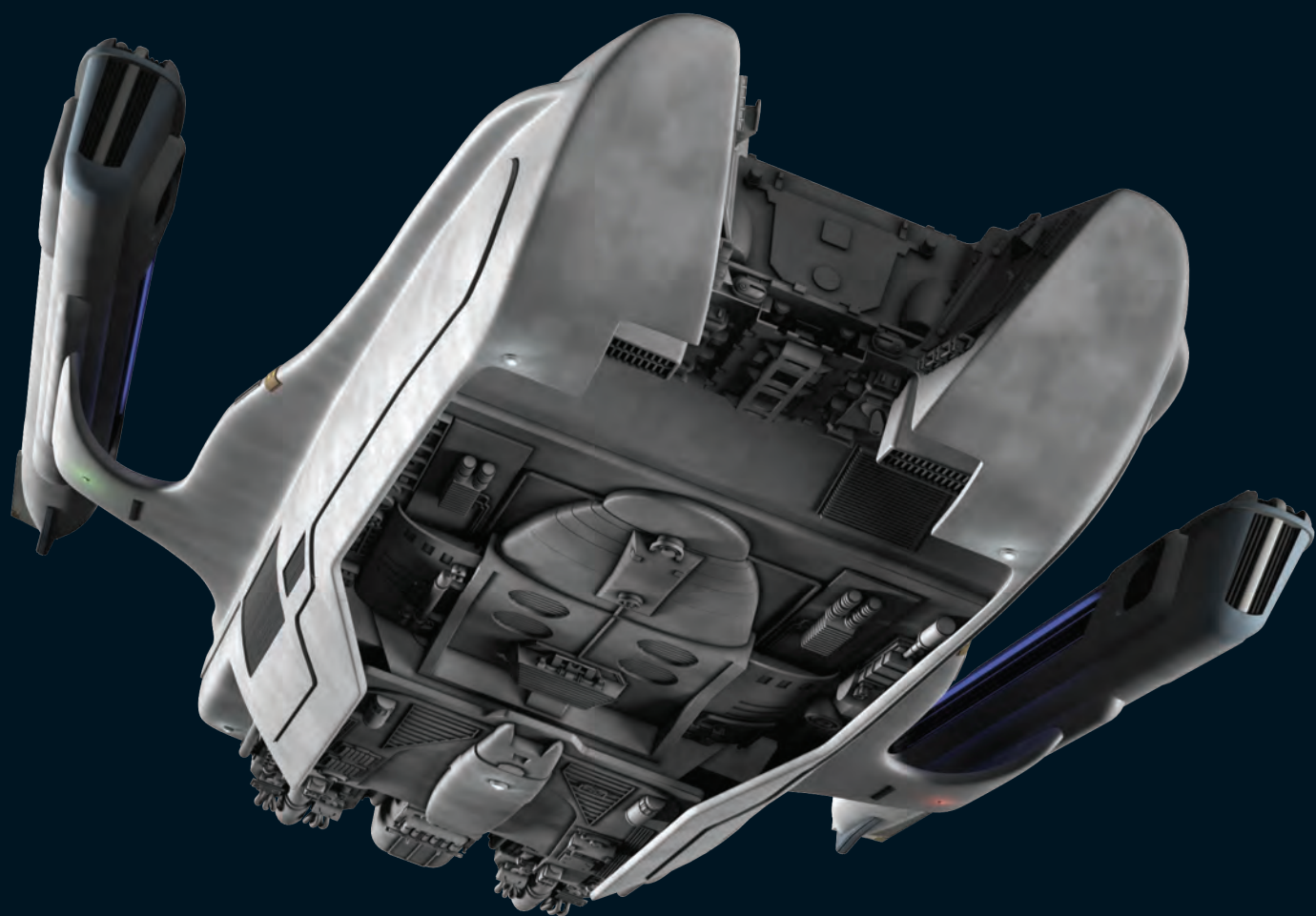
DURABLE ENGINEERING

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.



► 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.



▲ 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.

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

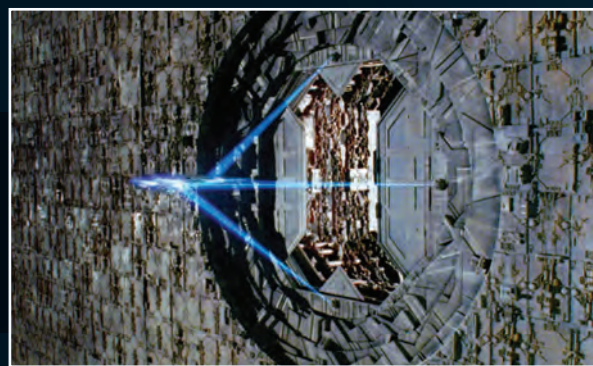
A Dyson sphere was a gigantic artificial structure built around a star, completely encircling it. The idea behind it was that the sphere would absorb the energy of the star, providing an almost limitless power supply for those living within it.

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.

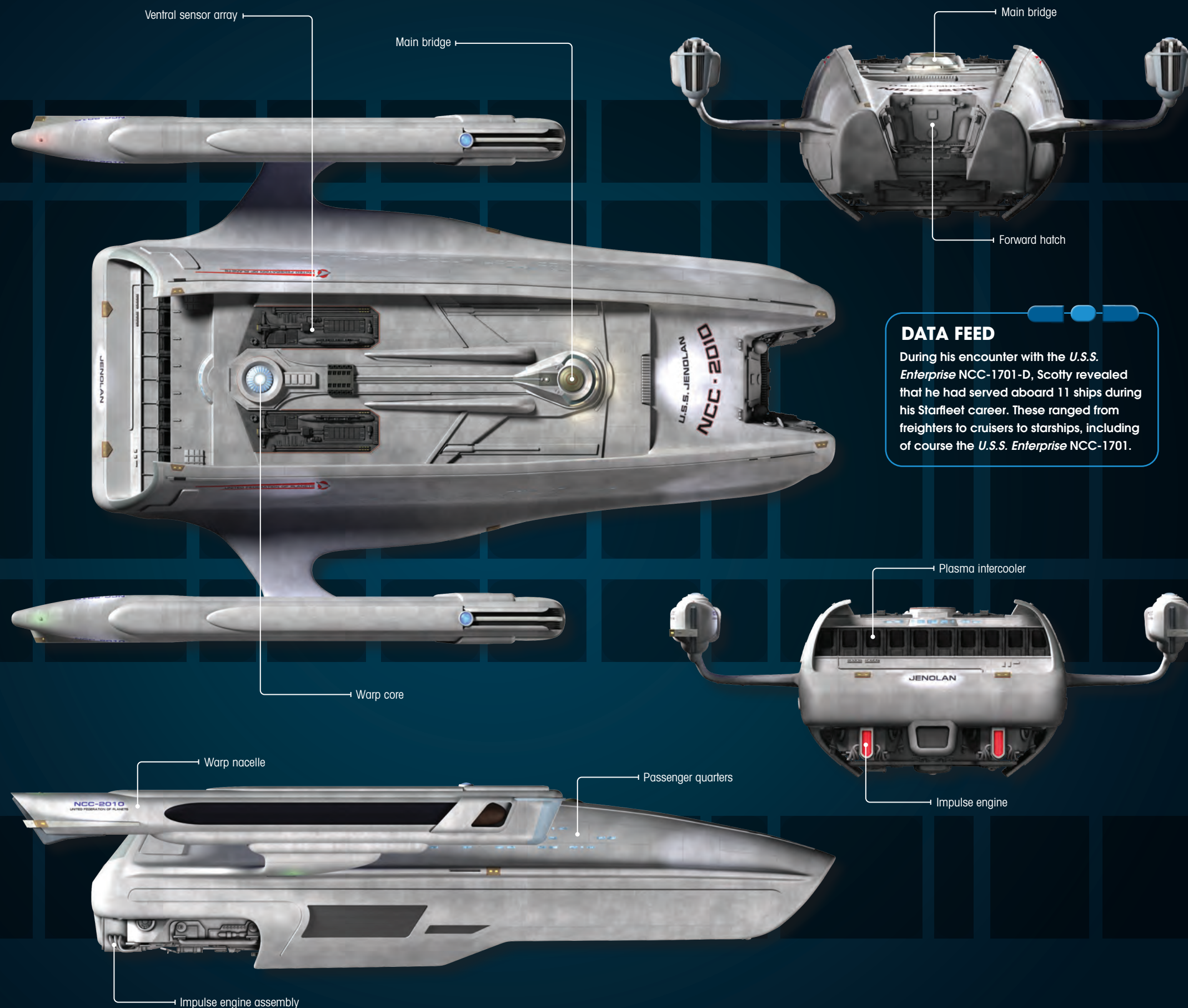
This Dyson sphere had a diameter of 200 million kilometers, nearly the size of Earth's orbit around the sun. This meant that the interior surface area was equivalent to around 250 million class-M planets.

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, rather than being the one used in the 23rd century films, was a recreation of the transporter effect used in the 1960s series.

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.'



DESIGNING THE

U.S.S. JENOLAN

The *U.S.S. Jenolan* studio model started out as a small executive shuttle before it was extensively modified by model maker Greg Jein.

The model of the *U.S.S. Jenolan* NCC-2010 from the *STAR TREK: THE NEXT GENERATION* episode 'Relics' was a redress of the *SD-103* executive shuttle that was briefly seen in *STAR TREK VI: THE UNDISCOVERED COUNTRY*.

The *SD-103* model was originally designed and built by Visual Effects Art Director Bill George and model maker John Goodson at Industrial Light & Magic. The scene in which it featured was near the beginning of *THE UNDISCOVERED COUNTRY*, when

Captain Kirk and the others headed up to Spacedock to board the *U.S.S. Enterprise* NCC-1701-A. The shot of the *SD-103* model was filmed from an unusual angle, as it was seen from below climbing almost vertically towards Spacedock. George did this because he wanted to capture "the grandeur of space" and show the Spacedock from an original perspective.

George and Goodson embellished the *SD-103* model with several elements that came from *STAR*

▲ Bill George and John Goodson at ILM designed and built the *SD-103* model for *THE UNDISCOVERED COUNTRY*. They did this in about a week and it was used in just one shot where it made a dizzying ascent to Spacedock.



▲ A matte painting was created that showed two *SD-103* shuttles picking up survivors of the crashed saucer section of the *U.S.S. Enterprise* NCC-1701-D in *STAR TREK: GENERATIONS*.

TREK model kits made by AMT/Ertl, including parts from an *Enterprise* NCC-1701-D model and a Romulan Warbird model.

A few years later, footage of the *SD-103* model was taken directly from *THE UNDISCOVERED COUNTRY* and reused in the feature film *STAR TREK: GENERATIONS*. This was when two *SD-103* type shuttles from the *U.S.S. Farragut* NCC-60597 were sent down to Veridian III to pick up the crew members of the crashed *U.S.S. Enterprise* NCC-1701-D. One of the *SD-103* models was flipped and altered in post-production, where blue *Farragut* signage was added, while the other *SD-103* was not a model, but part of a matte painting that was done for the scene.

MODEL CONVERSION

This was done because the *SD-103* model had already been heavily modified by model maker Greg Jein to turn it into the *U.S.S. Jenolan* for its appearance in 'Relics.' He added warp nacelle components from *Constitution* and *Miranda*-class models, which helped make it look like a larger vessel rather than just a shuttle. He further enhanced the impression that it was bigger by putting in rows of windows to make it appear like it had several decks. He refitted the dorsal side by creating a bridge module and a deflector crystal assembly, while he also changed several elements on the underside.

This model was mislabeled as the 'Jenolan,' but



▲ The *U.S.S. Jenolan* was turned upside down and used to depict the *U.S.S. Nash* in several episodes of *DEEP SPACE NINE*.

its name was never seen clearly on screen, until the episode was remastered in high definition.

After its appearance in 'Relics,' the model was turned upside down and relabeled as the *U.S.S. Nash*. In this guise, it was seen in the *DEEP SPACE NINE* episodes 'Playing God,' 'Accession,' 'Trials and Tribble-ations' and 'Chrysalis.' For these outings, the model was filmed at Image G by motion control camera operator Erik Nash, hence the name it was given.

At one point, the producers seriously considered using the *Jenolan* model as a runabout in *DEEP SPACE NINE*. In the end, they decided to create a new ship, but the *Jenolan* model provided a good starting point for the design of the Runabouts.

The studio model, still labeled as the *U.S.S. Nash*, was sold at Christie's '40 Years of *STAR TREK: The Collection*' auction in 2006 for \$26,400.

▼ Model maker Greg Jein modified the *SD-103* shuttle with warp nacelles, and added various elements to the hull surface to turn it into the *U.S.S. Jenolan*.





JAMES DOOHAN

In an interview conducted in 2000, James Doohan revealed that he was responsible for the name and accent of the much-loved Scotty.

▲ All over the world, James Doohan was famous for his role as Mr. Scott, the U.S.S. Enterprise's resident miracle worker. When he auditioned for *STAR TREK*, his character didn't have a name or nationality, until he came up with some suggestions.

James Doohan will always be remembered as Scotty, the U.S.S. Enterprise NCC-1701's inspirational chief engineer. Everywhere he went people recognized him, and called out "Beam me up, Scotty," or told him, "You cannae change the laws of physics." What few of these people realized was that Doohan was not Scottish.

In fact, he was conceived in Ireland, born in Vancouver, and brought up in Sarnia, Ontario –

but he had an extraordinary ability to mimic accents from all around the world that helped him become a busy actor long before he landed the role of Scotty. Jimmy, as his friends called him, was not quite sure where this skill came from, but said that it manifested itself at an early age. "I remember my father saying to my mother when I was about seven, 'How does he know a Cockney accent?' My mother had no idea," said Doohan.

Later in life, Doohan couldn't quite manage the range of accents he mastered as a young man because, he said, he hadn't "practiced." Of course, Scotty's brogue still came naturally, but you could sense that he was a little bemused that one part – one voice – became so important to him. After all, as he said, he hardly played any Scotsmen. When he took time to think about life, he concentrated just as much on his time in the service or in the early days of television as he did on *STAR TREK*.

It was hardly surprising that Doohan lingered on particular moments in his past. For one reason or another he'd been present at some of the most important events of the 20th century. One of the biggest days in his life was June 6, 1944 – D-Day – when he and his company landed on 'Juno' beach as part of the Allied invasion of Europe. Doohan was lucky to survive the day. At 11.30 that night he was caught by machine gun fire. He took half a dozen bullets and lost one of his fingers, which meant that Scotty only had nine fingers too. Look closely – you won't see his right hand very often. The injury sent him back to England, where he remembered lying in bed listening to "V-1s and V-2s flying over us and dropping themselves three or four miles further down."

NEW CAREER

After he left hospital, Doohan became an air observation officer. Then, after the war ended, he enrolled in the Canadian Academy of Radio Arts before winning an acting scholarship at the Neighborhood Playhouse in New York City and beginning a career as an actor, which brought another historic moment.

"I was on television the very first Tuesday that ABC started transmitting in New York City in 1948," said Doohan. The advent of TV ushered in a new phase of his career and kept him busy for a long time. "I was working three weeks later, and three after that," continued Doohan. "It was a regular thing. I did 450 live television shows before 1957, when videotape came along. I was doing every kind of accent and learning more accents. I left New York in 1953 because I was offered so many jobs by the Canadian Broadcasting Corporation. I did a 52-week space command show – it was kind of fun."

By the early 1960s, Doohan was working in Hollywood making appearances in shows such as *Bonanza* and *The Rogues*. Then, in 1965, his agent sent him to go and read for the part of an unnamed engineer on a new science fiction show that was in production at Desilu Studios. At the time, he recalled, he didn't know anything about the producers.

"I hadn't heard anything about them," said Doohan. "I said 'What is it?' and my agent told me it was called *STAR TREK*. So I went and I did



▲ Scotty was one of several department heads who appeared in *STAR TREK*'s second pilot, 'Where No Man Has Gone Before.' His role in this episode, where he wore a gold shirt, was virtually a cameo.



▲ Scotty became renowned for dealing with almost impossible situations in record time. He regularly found himself crawling through Jefferies tubes to repair the ship and save the day.



◀ Scotty was brave to the point that he was almost foolhardy. He was killed by Nomad when he stepped in to try and save Uhura. Fortunately, Nomad was able to "repair" Scotty and brought him back to life.



◀ During an espionage mission, Captain Kirk was able to steal a Romulan cloaking device. Upon returning to the *Enterprise*, Scotty proved his engineering genius by installing it into the deflector shield, allowing them to escape from Romulan space.



◀ Scotty was often left in charge of the *Enterprise* when Kirk, Spock and McCoy were on landing party duties. Scotty proved himself to be a tough and very shrewd commanding officer on numerous occasions, showing his talents did not just lie in engineering.

eight different accents for them. There was Scottish, and Irish, and there was Cockney, and German, and Italian, and French Canadian, and French. At the end Gene Roddenberry asked me which accent I liked. 'Well,' I said, 'if you want a chief engineer, he'd better be a Scotsman.' And they said, 'Well, we rather liked that one too.'

Having made history by making the *Enterprise's* chief engineer Scottish, Doohan felt confident enough to try making another contribution to the producers for the character.

NAMING THE CHARACTER

"I named him," said Doohan. "I called him Montgomery Scott; Montgomery is my middle name - James Montgomery Doohan. When Gene said, 'We rather like the Scottish accent,' I replied, 'Good, I'll name him Montgomery Scott.' He broke in and said, 'We haven't hired you yet!'"

Looking back on the audition, Doohan said he would have been equally happy if the producers had picked another accent. "I would have loved to have had Scotty with a Cockney or a Yorkshire accent," said Doohan. "I picked up these accents mostly in England during the war."

Still, perhaps it was inevitable that the character would become Scottish. Like many Canadians, Doohan had Scottish ancestors, and in his case, on his mother's side.

"My mother was a Montgomery from southern Ireland," said Doohan. "Her family was one of the Scottish families the British sent over to quell the Irish. My mother was Sarah Montgomery, and she married my Irish father. So actually I do have 50 percent Scottish blood."

UNFORGETTABLE VOICE

Even more importantly, Scotty's Aberdonian accent had been firmly planted in Doohan's mind for 25 years, because in 1940, shortly after he first arrived in England, he'd heard little else for more than a month. "A fellow from Aberdeen was in the cot next to me for six weeks in signalling school, in Yorkshire," said Doohan. "The first week of talking to him, I couldn't understand a word he'd said. It was thick. As a matter of fact, Gene Roddenberry twice told me, 'Don't make your accent so thick. They won't understand you.' I disbelieved that, but nevertheless I cut it down."



▲ Scotty loved his Scotch, and considered it a drink for real men. He even used a bottle to incapacitate a Kelvan by drinking him under the table after a group of them had taken control of the *Enterprise* in an attempt to return to their world.



▲ One of the reasons why Scotty was so beloved by the fans was the comic potential of the character. In 'The Trouble with Tribbles,' Scotty kept his cool with the Klingons despite all manner of insults, until they mocked the *Enterprise*.

Doohan filmed his part in 'Where No Man Has Gone Before,' then sat down and waited to hear if the series had sold. In 1966, he and everyone else learned that it had, but a few days later Doohan said he discovered that his future was far from guaranteed.

SAVED BY AN AGENT

"I got a letter from Gene saying 'Well, thanks very much, but we don't think we need an engineer,'" said Doohan. "I told my agent about this and he said, 'You got a letter?' I said, 'Yeah.' And he said, 'You just hang in there.' By three o'clock in the afternoon I was back on the show. He was a great agent."

Doohan's contract guaranteed him appearances in nine out of thirteen shows, but his Scottish engineer soon became a fixture on the *Enterprise*. By the end of the first season he'd acquired his famous catchphrases and a substantial engineering room. Doohan was not at all surprised by Scotty's success.

"I felt my character growing in popularity because the writers loved him," said Doohan. "As a matter of fact there were some scripts that were written, particularly for DeForest Kelley, and those

were changed. Also, there were one or two written with me in the lead role and they were rewritten. It was too bad that we didn't get more screen time, but the characters were well written."

FAMOUS ACCENT

Doohan once famously said that Scotty was "90 percent accent and 10 percent James Doohan." He certainly wasn't a fully developed character in the writers' bible, and Doohan can't remember getting much input from the producers.

"They just said, 'He'd better be the engineer.' That was that," said Doohan. "I never got any more guidance. I supplied the accent, because everything was written in straight English. I accepted whatever they wrote. If it needed a more fluid Scottish treatment, I told the writers about that, and they agreed with me because I knew what I was talking about."

The accent Doohan gave his alter ego did more than anything to define him. Before long he was drinking Scotch, there was a reference to his days as an 'Aberdeen pub crawler,' and in one episode he even wore a kilt. "They liked to dress me up a couple of times," said Doohan. "That was fine with me - I looked good. I was slimmer then."



▲ Doohan loved making the movies, and felt that *THE WRATH OF KHAN* was the best. His character had an emotional scene when his nephew Peter Preston was killed in engineering.

▼ The chance to do some comedy in *THE VOYAGE HOME* was another highlight, as Scotty used a mouse to talk to a computer.

STAR TREK's filming schedule was famously tough, but Doohan's years of live television had more than prepared him. "Because I was well taught, *STAR TREK* was a piece of cake for me. I'd done soap operas and got rave reviews for that."

END OF AN ERA

Like many cast members, Doohan found it hard to find work when *STAR TREK* ended in 1969. Luckily for his bank balance, the show soon found a new lease of life in syndication.

"When it was on at six o'clock at night under syndication, that was people's dinner time, and

I had mothers complaining to me about having to postpone dinner just to watch *STAR TREK*," said Doohan. "That was quite something. I started to hear about it in 1970 and '71 because the Program Corporation in the U.S. (who book personal appearances for TV stars) said, 'We're getting a lot of requests for you.' They charged 30 percent, but that was 70 percent I wasn't making before. I did 250 universities and colleges: usually about 40 a year. One time I did 17 colleges in 18 days, and that meant flying back and forth, north and south, and east and west."

The problem with *STAR TREK*'s ongoing popularity was that people began to find it difficult to separate Montgomery Scott from James Doohan. After years of adopting dozens of different accents, Doohan suddenly found that everybody thought he was a Scottish engineer. "In 1973, I was in a play that ran for 11 months," said Doohan. "I got rave reviews for playing an English barrister. They always mentioned that was the guy that played Scotty, and here he was playing an Englishman. They couldn't remember all the times when I played Englishmen and Irishmen."

By 1979, *STAR TREK* had finally returned and Doohan was back in the engineering room, but this time he was making a movie.

"Ten years after we finished shooting, in January of 1969, we were doing the first movie," said Doohan. "I looked on that as 'My God, maybe we'll make a living out of this after all.' My parts were a pretty good size in the movies. There was a lot of excitement there. The second one, *THE WRATH OF KHAN*, was great, but they edited it and my part was reduced. When it was on television a year or so later, the director, Nicholas Meyer, asked them if he could edit the movie, and they were just delighted to have him do it. He put all my words back in and put them in the proper order. I thanked him and he said, 'That was one thing that was wrong with it.'"

LONG CAREER

Doohan went on to appear in the first seven *STAR TREK* movies, making his swansong in *STAR TREK GENERATIONS*. Scotty, we learned, survived well into the 24th century, making a much-loved appearance in the *STAR TREK: THE NEXT GENERATION* episode 'Relics.' His return appearance left Doohan smiling.

"I enjoyed that because Scotty was in bits and pieces for 75 years, and when they put them all together again there he was, just as young as he used to be. That was fun," said Doohan.



◀ Doohan had a fantastic time returning as Scotty in *THE NEXT GENERATION* episode 'Relics.' He had a very powerful dramatic scene on a holodeck recreation of the original *Enterprise*, where he realized he was still living in the past and had become obsolete in the 24th century.

◀ Doohan's performance in 'Relics' was expertly played and a fitting final performance as Scotty, as the character realizes that he can still be of use in the 24th century. By the time Scotty leaves the *Enterprise*, he and Geordi La Forge have learned to admire each other and become firm friends.

Like Scotty, Doohan continued working into his 80s, but his time as the chief engineer aboard the *Enterprise* remained his most famous role and inspired many students to pursue a career in engineering. In fact, he was so influential as Scotty that the Milwaukee School of Engineering presented him with an honorary degree for sparking the interest and imagination of so many young engineers. Doohan was also honored with a star on the Hollywood Walk of Fame on August 31, 2004, and he was present at the ceremony, although this would be his last public appearance before he passed away aged 85 on July 20, 2005.



ON SCREEN



TRIVIA

The cost of recreating the 1960s bridge set for *THE NEXT GENERATION* episode *Relics* almost proved prohibitive. It was suggested that they use the bridge from the *U.S.S. Enterprise* NCC-1701-A that had already been built for the film *STAR TREK VI: THE UNDISCOVERED COUNTRY*, but writer Ronald D. Moore vetoed the idea. Instead, they saved money by only partially building the original bridge and filled in the rest using footage of the deserted bridge taken from the TOS episode *This Side of Paradise*.



The scene in *Relics* in which Scotty visits Ten-Forward and Data pulls a bottle of alcohol from behind the bar saying, "It is green" echoes a line Scotty says in *THE ORIGINAL SERIES* episode *By Any Other Name*. Captain Picard later identifies the bottle as "Aldebaran Whiskey."



A Dyson sphere was a real theory postulated by physicist Freeman Dyson in 1960. He wrote a paper for the journal *Science*, in which he said an advanced civilization might completely surround a star with artificial structures in order to maximize the capture of the star's energy.

- FIRST APPEARANCE: *RELICS (TNG)*
- TV APPEARANCES: *STAR TREK: THE NEXT GENERATION*
- DESIGNED BY: John Goodson, Bill George & Greg Jein

KEY APPEARANCES

STAR TREK: THE NEXT GENERATION *Relics*

The *U.S.S. Enterprise* NCC-1701-D discovers the wreckage of the *U.S.S. Jenolan* NCC-2010 upon the surface of a huge Dyson sphere, an artificially-constructed habitat built around a star.

The *Jenolan* had gone missing 75 years earlier and when an away team beams over to it, they find the transporter system still active. They rematerialize the person still in the pattern buffer and it turns out to be engineering legend Montgomery Scott from the original *Enterprise*.

Mr. Scott is beamed over to the *Enterprise-D*, where he is struck by all the

wondrous engineering advancements. He soon finds, however, that his technical knowledge, which had served him so well, is outdated and he no longer feels useful.

Later, Geordi La Forge asks Scotty to accompany him back to the *Jenolan* to recover its computer files. While they are there, the *Enterprise-D* becomes trapped within the Dyson sphere and is pulled towards the unstable star at the center. Scotty soon finds a new lease of life as he comes up with an ingenious plan. He helps get the *Jenolan* flying again and then uses it to 'prop open a door' of the Dyson sphere to allow the *Enterprise-D* to escape.

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