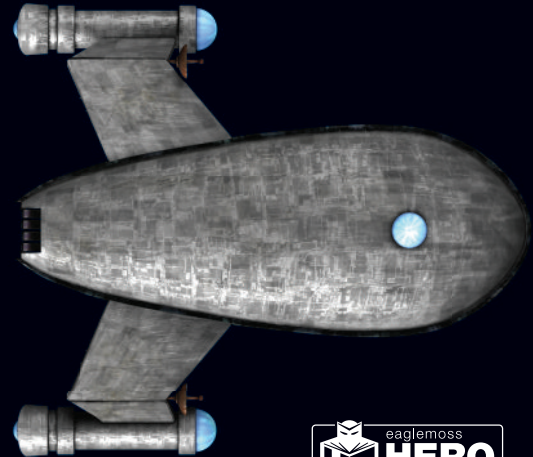
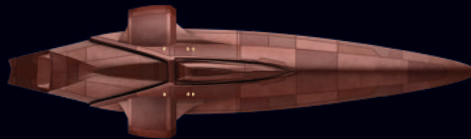
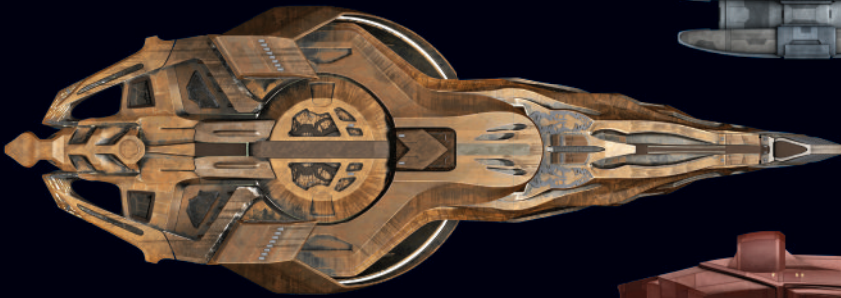
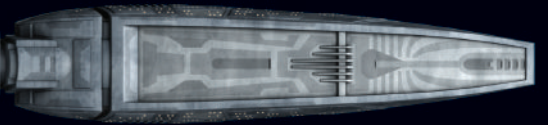
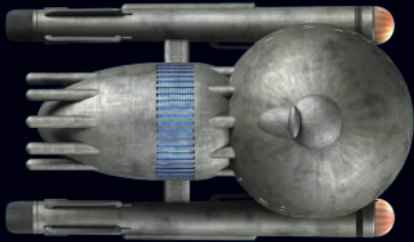
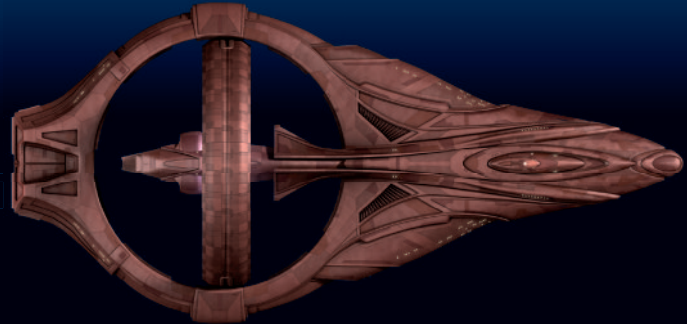
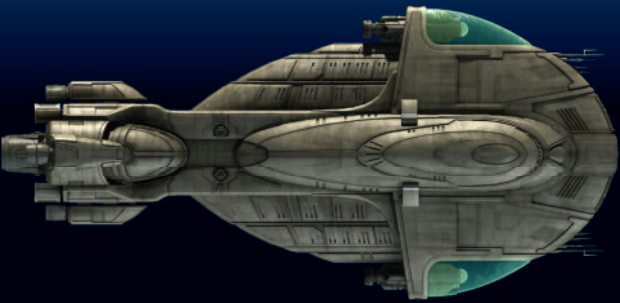




FEDERATION MEMBERS



STAR TREK™ SHIPYARDS

THE ENCYCLOPEDIA OF STAR TREK SHIPS

STAR TREK SHIPYARDS

FEDERATION MEMBERS AND ALLIES



Published by **Hero Collector Books**, a division of Eaglemoss Ltd. 2021
Eaglemoss Ltd., Premier Place, 2 & A Half Devonshire Square, EC2M 4UJ, London, UK
Eaglemoss France, 144 Avenue Charles de Gaulle, 92200 Neuilly-Sur-Seine, France

First published by **Hero Collector Books** in 2019

Second printing 2021

™ & © 2021 CBS Studios Inc. © 2021 Paramount Pictures Corp.
STAR TREK and related marks and logos are trademarks of CBS Studios Inc.
All Rights Reserved.

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic, mechanical, photocopying, recording or otherwise, without the prior permission of the publisher.

General Editor: **Ben Robinson**
Project Manager: **Jo Bourne**

Most of the contents of this book were originally published as part of
STAR TREK – The Official Starships Collection and *STAR TREK DISCOVERY – The Official Starships Collection* by Eaglemoss Ltd. 2013-2019

To order back issues: Order online at
www.shop.eaglemoss.com

ISBN 978-1-85875-576-2

10 9 8 7 6 5 4 3 2

Printed in Spain

CONTENTS

CHAPTER 1: VULCAN COMMAND FLEET

- 10: VULCAN SURVEY VESSEL *D’VAHL*
- 16: VULCAN SURVEY SHIP
- 22: VULCAN *D’KYR* TYPE
- 28: *D’KYR* SUPPORT CRAFT
- 32: VULCAN *SURAK* CLASS
- 38: VULCAN *NI’VAR*
- 40: THE *VAHKLAS*
- 46: VULCAN CRUISER
- 50: VULCAN *T’PAU*
- 56: VULCAN *T’PLANA HATH*
- 60: VULCAN SLED
- 68: SIZE CHART

CHAPTER 2: ALPHA AND BETA
QUADRANT SPECIES

- 72: ANDORIAN BATTLE CRUISER
- 78: ANDORIAN INTERCEPTOR

- 82: TELLARITE CRUISER
- 88: TELLARITE FREIGHTER
- 92: BAJORAN SOLAR SAILOR
- 98: BAJORAN RAIDER
- 104: BAJORAN ASSAULT VESSEL
- 110: BAJORAN FREIGHTER
- 116: TRILL SCIENCE VESSEL
- 120: *S.S. LAKUL*
- 124: SIZE CHART

CHAPTER 3: CIVILIAN FEDERATION SHIPS

- 128: *THE FESTOON*
- 132: HARRY MUDD’S *CLASS-J* STARSHIP
- 138: MEDUSAN SHIP
- 144: *S.S. XHOSA*
- 150: THE *ARCOS*
- 154: FEDERATION HOLOSHIP
- 160: SIZE CHART

ACKNOWLEDGMENTS

We'd like to acknowledge the work of Foundation Imaging, Digital Muse, Eden FX, Blue Sky /VIFX and Pixomondo who created many of the CG models that fill the pages of this book. Dave Rossi helped us to source the new models that were made for the remastered versions of the original series episodes. Before that the teams of modelmakers who worked on *STAR TREK: THE MOTION PICTURE*, *STAR TREK: THE NEXT GENERATION*, *STAR TREK: DEEP SPACE NINE* and *STAR TREK: FIRST CONTACT* were responsible for many of the physical models, which were recreated by our own CG modelers Rob Bonchune, Fabio Passaro and Ed Giddings. Rob , Fabio, Ed and Adam 'Mojo' Lebowitz, created many of the renders you will see on the pages that follow.

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, Brandon MacDougall and Koji Kuramura.

We'd also like to thank all the concept artists who were responsible for designing the ships and the modelmakers, VFX supervisors and producers whose role in creating the final designs is often overlooked. Mike Okuda and Doug Drexler have always been there to help us and we could not wish for better friends

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

As always we'd like to thank Gene Roddenberry and Matt Jefferies who came up with the design for the original *Starship Enterprise*, which inspired everything that followed.



FOREWORD

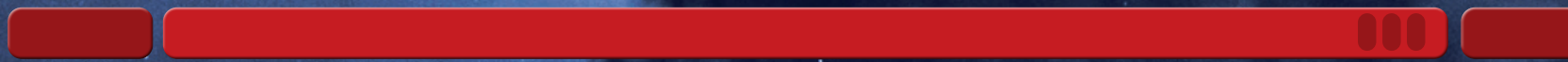
The ships in this book were all operated by members of the United Federation of Planets, the vast organization that is at the heart of *STAR TREK*. The line between Starfleet and the Federation has always been a fuzzy one. Starfleet's crews are drawn from the countless races that make up the Federation, but every now and again we have seen ships that clearly belong to the individual member races. Many of those vessels are described as freighters or science vessels, and are operated by organizations such as the Trill Science Academy and the Federation's civilian citizens, including Harry Mudd and Ben Sisko's wife, Cassidy Yates.

For those who like to quibble, we'd like to acknowledge that many of those ships made their debuts in *STAR TREK: ENTERPRISE*, which is set in the decades before the Federation was formed. That show introduced us to most of the Vulcan, Andorian and Tellarite ships you'll find on the following pages. Technically, these aren't Federation vessels, but, despite our concerns about the timeline and their place in history, we've included them because this is where they seem to belong. We made the decision to treat similar vessels from Earth's history differently, and they can be found in the sister volume to this book, which covers the early years of Starfleet. We've also included ships that are operated by the Federation's closest allies – the Bajorans, again because this seemed like the best place for them.

This book should be seen very much as part of a series, and ideally should be consulted alongside the other volumes, which cover Starfleet, the Klingons, and the other alien races that fill the *STAR TREK* Universe. Together the goal is to create a comprehensive reference to all the ships that have appeared in *STAR TREK*. We hope that this volume in particular provides a glimpse of the wider world of *STAR TREK*, which has often only hinted at the depth and richness of the cultures that make up the Federation.



CHAPTER 1
**VULCAN
COMMAND FLEET**



► The survey vessel *D'Vahl* was typical of Vulcan ship design of the 20th century. Small but sleek, it was capable of atmospheric maneuvers and able to make planetfall on worlds being surveyed for closer study.



VULCAN SURVEY VESSEL *D'VAHL*

The *D'Vahl* was a Vulcan survey ship that landed on the primitive planet Earth in the 20th century.

By the mid-20th century in the Earth calendar, Vulcan was a warp-capable civilization that had begun to expand and explore the Galaxy. Survey vessels of varying classes and capabilities began cataloguing the technological progress of many far-flung worlds, assessing for first contact potential. One such world was Earth, the attention of the Vulcans attracted by the launch of the planet's first orbital satellite, *Sputnik*. This ultimately brought the Vulcan survey vessel *D'Vahl* to the Solar System in the year 1957, responding to a distress call from a sister survey ship that experienced a catastrophic system failure.

INTER-PLANETARY SURVEY SHIP

The *D'Vahl* was under the command of Captain Tellus in this period of history, his ship undertaking a wide variety of survey missions around the galaxy during this time. The *D'Vahl* displayed the typically sleek aesthetics common to Vulcan starship design, leaning towards an aerodynamically efficient dart-like construction. The *D'Vahl* was not a large ship, with only a limited number of decks, crewed by a handful of survey officers under Tellus' command. It was warp capable, the necessary warp field generated by three engine pods – one mounted on the aft dorsal section with two further pods ranged to the lower port and starboard aft sections.

Although warp capable, the *D'Vahl* was able to enter a planet's atmosphere when needed. Its flight at impulse speeds and in planetary atmospheres was stabilised by forward-ranged



◀ In the mid-20th century, Captain Tellus was in command of the *D'Vahl*. In the year 1957, Tellus and the *D'Vahl* were dispatched to Earth by Vulcan High Command to rescue the crew of another survey vessel that had crash-landed on the planet. On arrival, Tellus found only two survivors of the survey ship's four-strong crew.



▲ It's dart-like configuration made the *D'Vahl* a typically efficient example of Vulcan starship design. It was equally well equipped for interstellar travel at warp speed, impulse and atmospheric maneuvers.

wings to port and starboard, held in a swept back configuration. Unlikely to possess transporter capability in this early period, the *D'Vahl* regularly made planetfall on survey worlds, its landings made secure on varied terrain by three retractable landing gears in a three-point formation. When locked in the open position, the forward landing gear uncovered a powerful landing/searchlight.

In the Earth year 1957, an unnamed Vulcan survey ship of a different class to the *D'Vahl* came under flight difficulties while in orbit of the planet to engage in a survey of the *Sputnik* satellite. The ship's warp manifold failed during the third week of the mission, forcing the four-person crew to effect an emergency landing on the continent known as North America. During the landing, the captain was killed and the ship damaged beyond repair. Surviving crewmembers T'Mir, Stron and Mestral were stranded on this primitive world, not knowing

whether their distress call had reached Vulcan High Command. With no other option available to them, the three Vulcans attempted to integrate covertly with the local human mining settlement of Carbon Creek. They awaited a rescue that may never arrive.

RESCUE MISSION

It transpired the Vulcan distress call was successfully sent and intercepted by a Tellarite freighter. Ignoring the extreme urgency of the situation, it took the Tellarites some time to forward the distress call on to the Vulcan High Command. As soon as it was received on Vulcan, Captain Tellus and his survey crew were assigned the rescue mission, setting course for the voyage to Earth aboard the *D'Vahl*.

With the survey team out of communications range, it was unclear if there were any survivors

► The *D'Vahl* entered Earth's atmosphere. It came in to land near the crash site of the stranded Vulcan survey vessel, approximately six kilometers from the human mining town Carbon Creek.

▼ When landing on a planet's surface, the *D'Vahl* deployed three landing gears in a three-point formation, lighting its landing zone with a powerful searchlight to check for potential hazards.



to rescue. Three days out from Earth, the *D'Vahl* finally made contact with the survivors. Tellus advised T'Mir and her comrades to rendezvous with the *D'Vahl* at the crash site.

The *D'Vahl* made planetfall on Earth at the appointed time without alerting the nearby mining settlement. On rendezvousing with the survey team survivors, Tellus found only two of the four awaiting rescue. T'Mir informed Tellus that their captain and Mestral had perished in the crash, their remains cremated.

T'Mir and Stron joined Captain Tellus aboard his ship. Its rescue mission accomplished, the *D'Vahl* left Earth, ready to return the survivors to Vulcan.

FIRST CONTACT?

The arrival of the crashed survey ship and, later, the *D'Vahl*, on Earth predates Zefram Cochrane's breaking of the warp barrier by just over a

century, and in real terms marked the first contact between Vulcans and humans. According to the earth starship *Enterprise's* Vulcan science officer T'Pol, details of the incident were readily available in the Vulcan Science Directorate and Space Council. However, for the sake of history, little attention has been drawn to this relatively minor incident.

▲ On rendezvousing with the stranded survey crew, Captain Tellus of the *D'Vahl* found only two survivors. T'Mir claimed that both their captain and Mestral perished. However, Mestral chose to remain on Earth.



DATA FEED

T'Mir was the second foremother of T'Pol, the future science and first officer of the Earth starship *Enterprise* NX-01. Following the death of their captain, T'Mir became commander of the surviving survey crew. She was wary of the humans, and became frustrated at Mestral's integration into the society of Carbon Creek. She was not without compassion, helping a local boy gain enough funds to attend college. T'Mir's experiences with the humans perhaps foresaw T'Pol's own human interactions on the *Enterprise*.

FUTURE FIGHTERS

The *D'Vahl* was a very early example of Vulcan interstellar craft – relatively small, multi-function and capable of warp travel, albeit at a low level. The success of its sleek design would have a long-lasting effect on the future of Vulcan spacecraft, although used for a much different function than planetary survey missions.

Almost 200 years after the Carbon Creek incident, the Vulcans were known to use a practically identical design to the *D'Vahl*'s class, but employed as an orbital fighter. These fighters displayed the same conical, dart configuration with three-point engine pod and forward wing spoilers. However, in this period the ships were markedly smaller than their 20th-century counterparts, designed for high-speed ship-to-ship combat engagements.

In 2154, fighters of this class engaged a shuttlepod launched by the starship *Enterprise* in orbit of Vulcan. The *Enterprise* crew were attempting to rescue Captain Archer and first officer T'Pol during a conspiracy instigated by V'Las, head of the Vulcan High Command. The shuttlepod was repelled and forced to return to *Enterprise*.



▲ The survey ship that crashed on Earth was of a different design to the *D'Vahl*, although it displayed an aesthetic that was typical of the era for Vulcan starship design. It was deemed beyond repair.

Port warp engine pod

Starboard warp engine pod

DATA FEED

While stationed on Earth, T'Pol took five days of leave to visit the town of Carbon Creek in Pennsylvania. This fact piqued Captain Archer's curiosity, and when asked about it over dinner, T'Pol related the story of her second foremother...

Dorsal warp engine pod

Drive section

Forward wing spoiler

Forward wing spoiler

Forward section

Undercarriage/landing gears

EARTH VISITORS

Other alien races to visit Earth prior to first contact include the Platonians, the El-Aurians – Guinan was present on Earth in the 1890s – the Skagarans and the Briori.

HAPPY ANNIVERSARY

T'Pol related the tale of her great grandmother's time on Earth to Archer and Tucker during a dinner to celebrate the first anniversary of her joining the *Enterprise*. The previous record for a Vulcan serving aboard a human ship was 10 days.

FIRST CONTACT

While T'Pol referred to the Carbon Creek incident as "first contact" between humans and Vulcans, official history records that moment took place on 5 April 2063 in Montana after Zefram Cochrane broke the warp barrier, attracting a passing ship.

▼ At a time when humanity was only just beginning to send out unmanned probes into near orbit of Earth, the Vulcans were already using warp-powered survey ships to study the Galaxy. These football-shaped vessels were fully independent, and allowed a crew of four to perform a thorough analysis of any stellar phenomena that piqued their interest.



VULCAN SURVEY SHIP

In the 20th century, Vulcans used small survey ships to conduct scans and gather information on planets.

A Vulcan survey ship was a type of starship operated by the Vulcan Science Directorate in the 20th century. It was mainly used to scout unexplored areas of space or investigate unusual readings received from planets or spatial phenomena. If what was found was of interest to the Vulcans, a survey ship could then make a more thorough scientific study of what had been discovered.

The main body of the Vulcan survey ship was zeppelin-shaped, while various curved fins were attached to its rear. It was roughly 25 meters in length and was normally operated by a crew of four. Its maximum speed was somewhere between warp 4 and warp 5.

The survey ship also had impulse engines for travel around planetary systems, and its aerodynamic shape and various fins meant it was suitable for atmospheric flight. Landing pads allowed it to touch down on planetary surfaces.

The main bridge of the survey ship was on top of the vessel towards the front, and although small and fairly cramped, there was enough room for all four crew members to work side-by-side. There appeared to be only one chair on the bridge, and most of the consoles and scanning workstations were operated from a standing position.

LONG-TERM MISSIONS

Survey ships were often sent on missions that could take weeks to complete, and this meant that they were equipped with crew quarters where individuals could rest and sleep. There also must have been some type of food replicator technology on board, as although there were emergency ration packs sealed in individual bags, they could only sustain the crew for about a week.

A Vulcan survey ship was sent to Earth in October 1957 after the Vulcans detected the launch of *Sputnik 1*, Earth's first artificial satellite. The Vulcan crew consisted of a captain, his second-in-command T'Mir, who was T'Pol's great grandmother, Stron, a warp field engineer and Mestral, who was the youngest and most junior member of the ship.

During their third week of making statistical scans of Earth and gathering information about humanity from high orbit, their ship's impulse



DATA FEED

T'Pol claimed that the incident of a Vulcan survey ship crash-landing on Earth in 1957 was well-documented on Vulcan. It appeared that the event was kept from humanity, as Captain Archer and Commander Tucker had never heard of it until T'Pol told them.



▲ The Vulcan survey ship that was studying Earth in 1957 developed a problem with its impulse manifold, and it crashed in an isolated area of woodland.

► After spending about three months living in Carbon Creek, T'Mir and Stron were rescued by the *D'Vahl*. This was another type of Vulcan survey ship, but it was slightly larger.



▲ T'Mir took command after the captain of the survey ship died in the crash-landing. T'Mir, Stron and Mestral stayed near the crash site for over a week hoping to be rescued. They remained there for five days after they had consumed their emergency rations, but driven by hunger they eventually had to make their way to Carbon Creek to look for food.



▲ Unlike later Vulcan vessels of the 22nd century, the Vulcan survey ship did not have a large annular warp ring that encircled the main body. Instead, the survey ship of the 20th century had warp engine pods attached to its rear section. It also had impulse engines that emitted an amber glow when in use.

manifold developed a fault. This caused the refusion pressure to drop and the ship's orbit began to decay. The crew tried everything to fix it, but in the end they had no choice but to attempt an emergency landing on Earth.

Despite deploying the survey ship's stabilizers, their landing vector was too steep and the Vulcans crash-landed in an isolated area of North America. The impact wrecked the ship, causing fires to break out throughout its systems and making repairs impossible. The captain was killed in the crash, while the other crew members were lucky to escape with their lives.

The one fortunate aspect of the disaster was that they landed in such a remote area that they did not attract the attentions of the indigenous population. Once the survivors had regained their

bearings, they realized that the ship's subspace transceiver had been damaged and they were unsure if their distress call had been transmitted.

REAL FIRST CONTACT

T'Mir decided that they should remain in the woods and await rescue. They consumed their rations within a week, but after another five days without food, they reluctantly decided to venture into the nearest town, which turned out to be Carbon Creek, a small mining town in Pennsylvania.

Over the following weeks, the three Vulcans took menial jobs and integrated themselves with the local community. Stron became a plumber, T'Mir took work in the local tavern, and Mestral became a coal miner. He was by far the most enthusiastic when it came to interacting with humans.

After three months of living in Carbon Creek, the Vulcans thought they were going to have to live there forever, but then they were contacted by Captain Tellus of the Vulcan survey vessel *D'Vahl*. He explained that their distress signal had been picked up by a Tellarite freighter, but it took them some time to report it to the Vulcan High Council.

When it came time to leave Earth, Mestral decided he wanted to stay. He wanted to study humans up close, as they stood on the verge of countless social and technological advancements.

T'Mir and Stron returned to Vulcan, but Mestral remained on Earth presumably for the rest of his life. This could have been for 150 years or more, which would have meant that he was still there when official 'first contact' between the Vulcans and Zefram Cochrane happened in 2063.

DATA FEED

At first, T'Mir had little regard for humanity. She believed that they were on the brink of self-annihilation because they seemed to revel in violence. But as time went by, T'Mir saw more potential in humans, and she became fond of the tavern's owner, Maggie, and her son Jack. Before she left Earth, T'Mir sold some Velcro, which she took from her crashed survey ship, to a local businessman. She gave the proceeds to Maggie, so she could afford to send Jack to college.



VULCANS ON EARTH

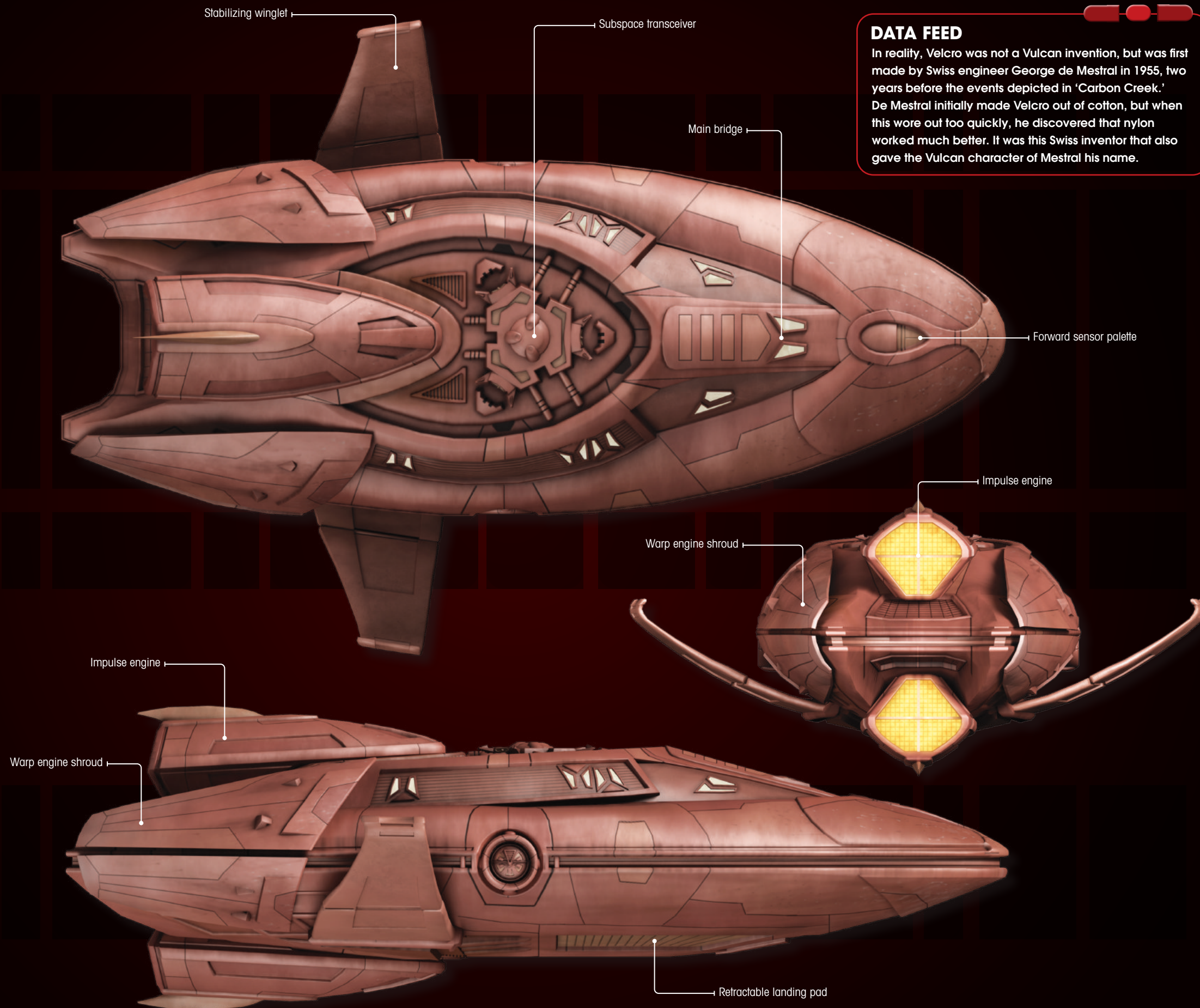
Of the three surviving crew members of the Vulcan survey ship, Stron had the most trouble adapting to Earth and did not enjoy spending time around humans. He especially did not appreciate humans likening him to Moe out of 'The Three Stooges' because of his hairstyle. T'Mir too had a low opinion of humanity, certainly at first, although she was partially won around by the time she left.

Mestral, the youngest of the Vulcan crew, had a strong fascination for humanity, however. He integrated into the local culture, liked to watch TV and even went with tavern owner Maggie to a baseball game. When some of his fellow miners became trapped underground, he was determined to help his "friends," even though T'Mir and Stron were much more reluctant to get involved. Mestral used a Vulcan particle weapon, which he retrieved from an armory case aboard the crashed survey ship, to blast a hole through the rock in order to rescue all 12 miners.

Mestral became so engrossed in humanity that he did not want to leave. T'Mir knew that the Vulcan High Command would never allow him to stay, so she told their rescuers that Mestral died in the crash along with their captain, and that they had burnt the bodies. T'Pol presumed that Mestral remained on Earth for the rest of his life, without his true identity ever coming to light.



▲ Mestral became fascinated with human culture and even joined tavern owner Maggie on a trip to a baseball game. He later chose to remain on Earth rather than return to Vulcan with his colleagues.

**DATA FEED**

In reality, Velcro was not a Vulcan invention, but was first made by Swiss engineer George de Mestral in 1955, two years before the events depicted in 'Carbon Creek.' De Mestral initially made Velcro out of cotton, but when this wore out too quickly, he discovered that nylon worked much better. It was this Swiss inventor that also gave the Vulcan character of Mestral his name.

NUCLEAR TESTING

The White Sands test was mentioned in 'Carbon Creek.' This is an area of New Mexico where the first atomic bomb was tested in 1945. The project was code named 'Trinity,' and the early bomb was nicknamed 'Gadget.'

TELLARITE MENTION

Chronologically, the Tellarites were mentioned for the first time in 'Carbon Creek' when one of their ships received the distress call from the Vulcan survey ship. Tellarites were not actually seen until the episode 'Bounty.'

DATA FEED

The crew of *Enterprise* NX-01 came across several *D’Kyr*-type vessels in the 2150s, including the *D’Kyr*, the *Tal’Kir* and the *Seleya*. The official class name of these vessels was never identified, hence they have been referenced after the *D’Kyr*, the first ship of this type to be encountered by *Enterprise*.

main body of the ship, with the hull splitting around it before joining up again at the rear.

Perhaps the most notable aspect of the *D’Kyr* type’s design was that the warp ring could pivot between being fully horizontal and fully vertical. It appeared that the warp ring was kept in the horizontal position when the ship was docked or partially powered-down, but tilted to the vertical position when it was in full operation.

Another noteworthy feature of the *D’Kyr* type was that it carried a support craft, approximately 180 meters in length, which docked inside the warp ring. This relatively large auxiliary ship also featured an annular warp drive, but it was fixed in position and hung down below the main cylindrically-shaped hull. It appeared that this support craft could only be launched when the engine hoop of its mother ship was in the horizontal position.

SUPERIOR TECHNOLOGY

Like the smaller *Surak* class, *D’Kyr*-type vessels had a top speed of warp 7, much faster than the warp 5 that could be achieved by Starfleet’s most advanced ships of this time, such as *Enterprise* NX-01. The *D’Kyr* type was more advanced in other ways, too, as it featured more sophisticated sensors and tractor beam technology. They also appeared to be the most heavily armed ships in the Vulcan fleet, and featured both photonic and particle weapons, with at least six emitters positioned at various points around the hull.

The *D’Kyr* was a type of vessel in service with the Vulcan High Command in the mid-22nd century. It was most commonly referred to as a combat cruiser, and had a standard operating crew of 147. At approximately 600 meters in length, it was the largest category of vessel in the Vulcan fleet at this time.

D’Kyr-type vessels shared a similar design to other Vulcan ships like the *Surak* class in that they comprised of an elongated hull with a large annular warp ring that emitted a blue glow when it was in operation. Unlike other Vulcan ships, the *D’Kyr* type featured a flatter, less cylindrical main hull, while the circular warp nacelle was positioned within the

VULCAN D’KYR TYPE

D’Kyr-type vessels were the largest and most powerful ships in the Vulcan fleet during the 22nd century.

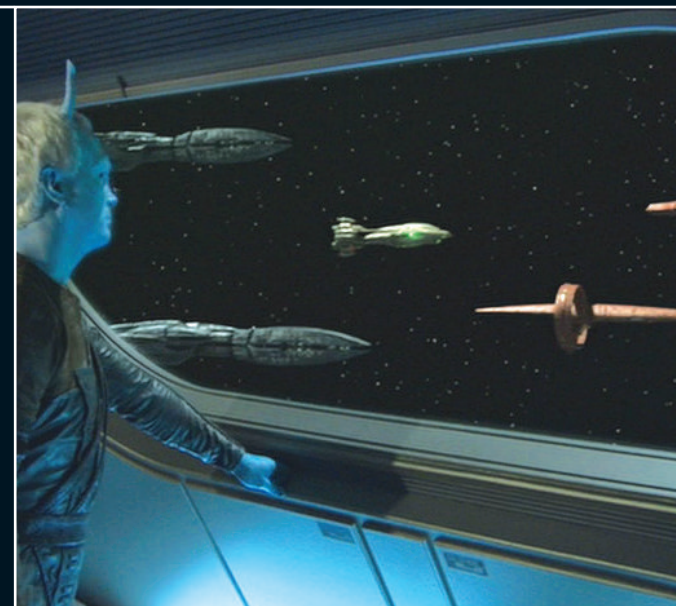


◀ D'Kyr-type vessels featured a copper-colored hull, while the warp ring emitted a blue glow when in operation. They were among the most advanced ships in the Alpha Quadrant in the mid-22nd century. Their technology was certainly superior to that of Starfleet's *NX* class, and there were few ships that could match the *D'Kyr* type's tactical abilities.



◀ D'Kyr-type ships became involved in a stand-off with the Andorians over a planetoid that was claimed by both sides. Later, after relations improved, *D'Kyr*-type vessels joined with the Andorians to track down a Romulan drone ship.

▼ The *Seleya* became trapped in the Delphic Expanse with its warp ring stuck half open. It was later destroyed as an away team from *Enterprise* made their escape from it.



► An away team from *Enterprise*, including T'Pol, became trapped on the *Seleya* when they attempted to discover what had happened to the crew. The away team made their way to the auxiliary control room, where they hoped to gain some control over the ship, but the systems were too badly damaged.



◀ Despite the Vulcans' reputation for pacifism, their *D'Kyr*-type vessels were heavily armed with both photonic and particle weapons. In 2154, several *D'Kyr* ships in orbit of Vulcan were ordered by Administrator V'Las to fire on the T'Karath Sanctuary, where a group of dissidents known as the Syrrannites were hiding out.



▲ The crew of the *Seleya* used trellium-D to insulate their ship against spatial anomalies after they became trapped in the Delphic Expanse. Unfortunately, the trellium-D had a neurotoxic effect on them that caused skin lesions and drove them insane.

The interior of the *D'Kyr* type featured at least seven decks, while the command bridge was on the uppermost level near the front of the ship. A small sickbay was located on deck 5, and contained a single biobed inside a transparent tube with diagnostic controls adjacent to it.

There was also an auxiliary control room where many of the ship's main functions could be accessed if the bridge or main engineering became inoperable. It had a circular console in the center, which could be used to control the power distribution net on the ship. On the walls of this room were monitors that showed engineering readouts and sensor telemetry.

D'Kyr-type vessels were among the most common in the Vulcan fleet and were used for diplomatic,

scientific and military operations. For example, the *Seleya*, a *D'Kyr*-type ship, was used to chart the thermobaric clouds surrounding the Delphic Expanse. During the mission, the vessel became caught in a subspace eddy and was pulled inside the phenomenon.

TOXIC INFECTION

It was later discovered that the crew of the *Seleya* had tried to protect their ship from the spatial anomalies inside the Expanse by lining the hull with trellium-D, an ore that they had mined from an asteroid field. While the trellium-D protected the ship, it also had a neurotoxic effect on the crew. Unable to control their emotions, they were driven insane and became psychotic murderers.

D'Kyr-type ships were more commonly used in their capacity as combat cruisers, often in disputes involving the Andorians. In 2152, two *D'Kyr*-type vessels were sent to protect a planetoid that was claimed by both the Vulcans and the Andorians. Meanwhile, in 2154, several *D'Kyr*-type vessels took part in the Battle of Andoria when a Vulcan fleet attempted to invade Andoria on the orders of Administrator V'Las.

Later in 2154, relations between the Vulcans and Andorians improved to the point that the former adversaries even worked together. They helped form a joint fleet in order to hunt down a Romulan drone-ship that had been trying to provoke a war between the major powers of the Alpha Quadrant to the benefit of the Romulan Empire.

DATA FEED

In 2152, Subcommander Muroc led one of two *D'Kyr*-type ships that were sent to settle a dispute over a planetoid claimed by both the Vulcans and the Andorians. When the Andorians deployed a force to occupy a base on the planetoid, Muroc was ordered to remove them by force if necessary. The Andorians responded by sending three battle cruisers, and a tense standoff ensued until Captain Archer managed to negotiate a truce between the two sides.

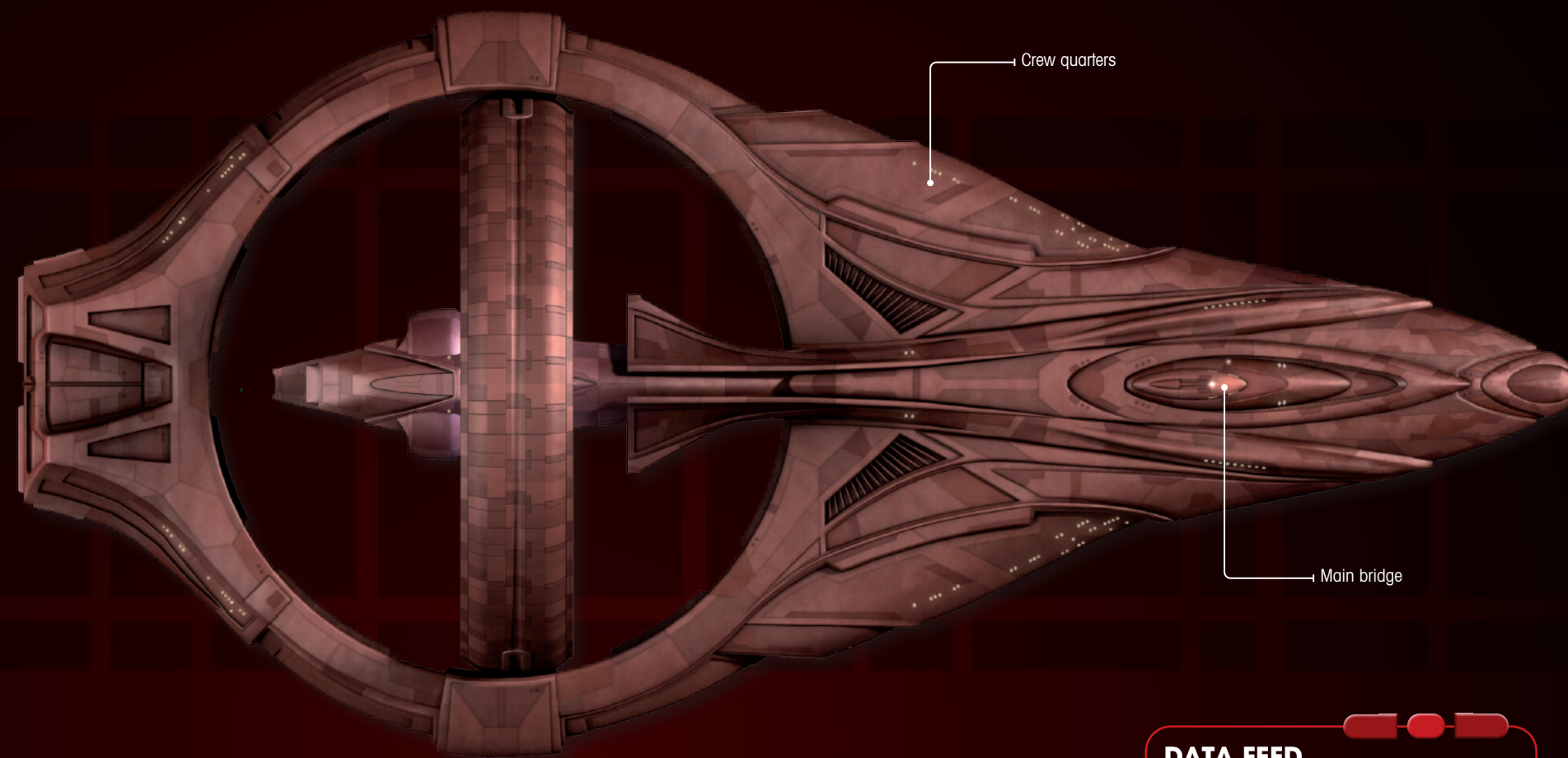


FIRST ENCOUNTER

The first time *Enterprise* NX-01 encountered a *D'Kyr*-type ship was in 2152, when it was supposed to drop off T'Pol and Dr. Phlox on the *D'Kyr* for transport home. This was after the crew of *Enterprise* had apparently caused the destruction of a mining colony on Paraagan II, and as a consequence Vulcan Ambassador Soval had cancelled *Enterprise's* mission. Captain Archer and his crew later acquired proof that the Suliban were responsible for the colony's annihilation, and their assignment was allowed to continue.



▲ The *Enterprise* crew brought evidence to a rendezvous with the *D'Kyr* that proved the Suliban had caused a shockwave that wiped out the colonists on Paraagan II, exonerating them from any blame.

**DATA FEED**

By the 24th century there were few vessels of exclusive Vulcan design, as they shared Starfleet ships along with countless other species. There were some ships that were of specific Vulcan design, however, such the science vessel *T'Vran* and *Apollo*-class transports such as the *T'Pau*.

**STARSHIP CLASS**

It was possible that the *D'Kyr* was a *Maymora*-class vessel, but as this class was never formally identified, this is only speculation.

TOWED HOME

The *D'Kyr*-type *Tal'Kir* was disabled by Tholian ships in 2152 after picking up a time travel pod from the 31st century that *Enterprise* had discovered. The *Tal'Kir* had to be towed back to its home planet by a Vulcan transport.

SELEYA CREW

The commanding officer of the *D'Kyr*-type *Seleya* was named Voris, while the chief engineer was called Solin. T'Pol served on the *Seleya* for a year as deputy science officer before being assigned to Earth as an ambassador to the Earth government.



▲ The support craft in the *D'Kyr's* docking grooves.

D'KYR SUPPORT CRAFT

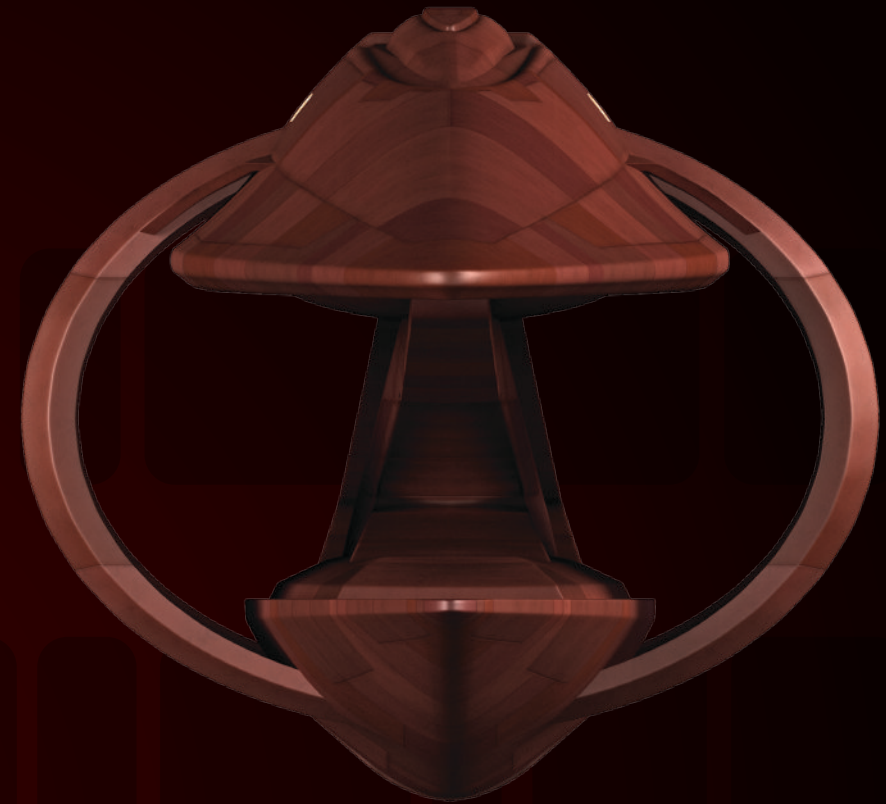
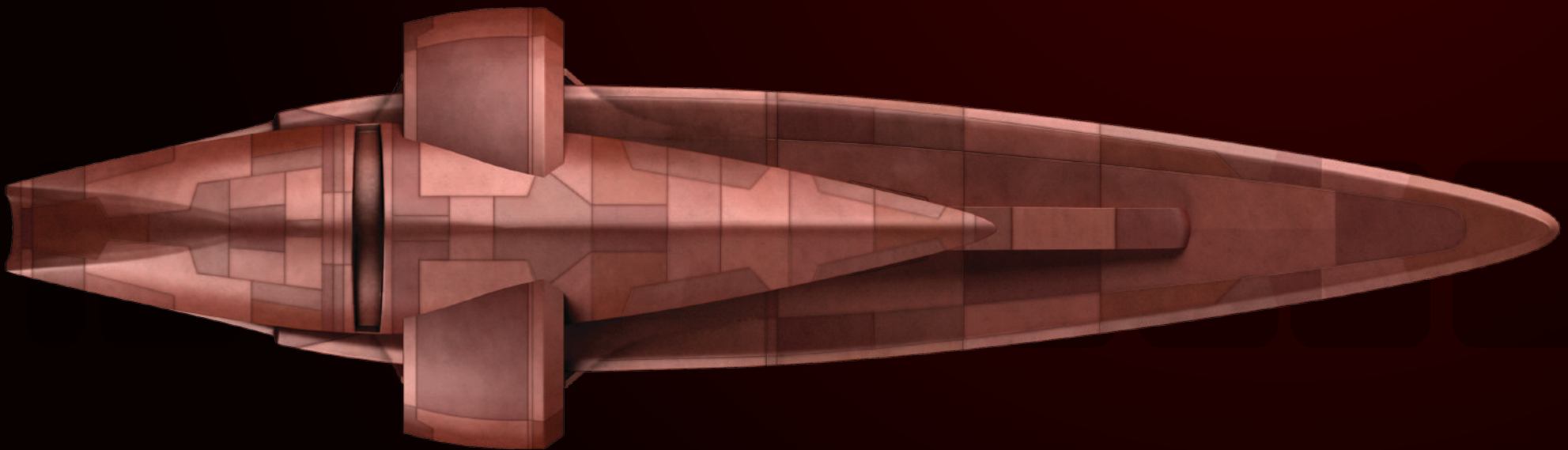
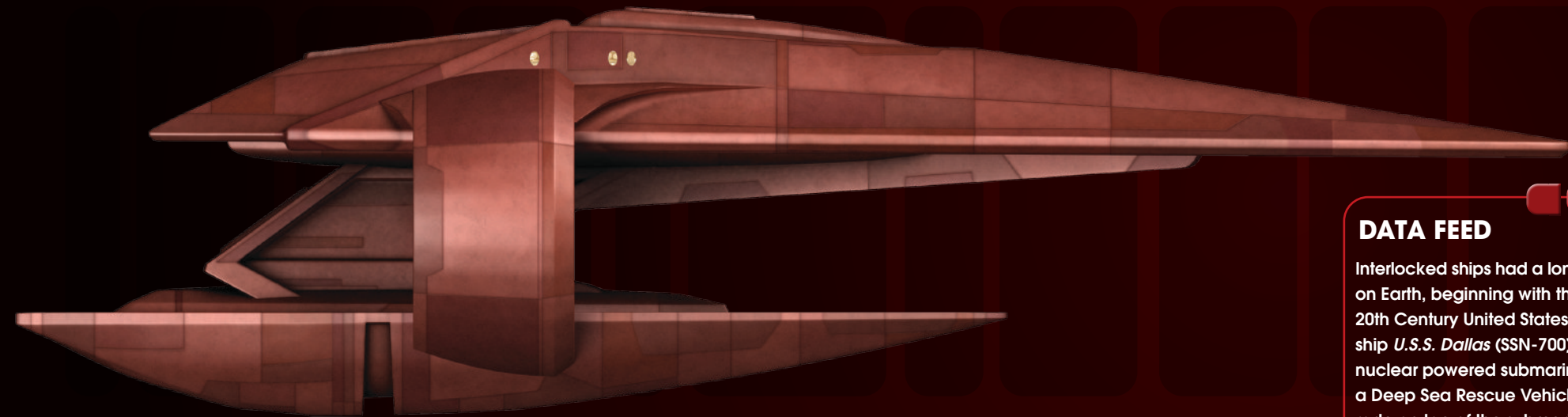
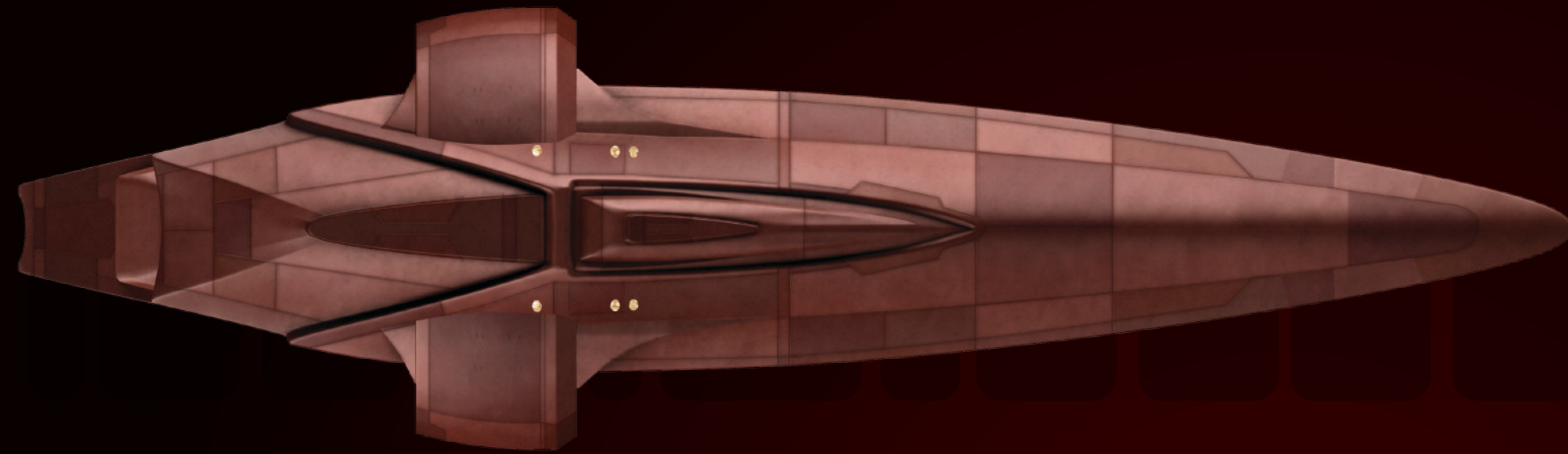
The small rescue vessel was twinned with the larger *D'Kyr* type, forming an elegant dual-purpose ship.

D'Kyr-type vessels were designed with an integrated support craft that docked inside the ships' engine hoops facing front, sitting in the ships' designated docking grooves. The paired craft flew in this interlocked position, the *D'Kyr's* hoop inclining to a vertical position within the outer ring in preparation for the support craft's launch and docking.

The craft echoed the design of the larger *D'Kyr*, with an extended nose and a small annular warp drive. The 180 meter-long ship sits comfortably inside the ring of the 600 meter ship.



▲ The *D'Kyr's* engine hoops shift into a vertical position and sit within the outer ring to allow the Support Craft's take off and landing.



DATA FEED

Interlocked ships had a long history on Earth, beginning with the late 20th Century United States Navy ship *U.S.S. Dallas* (SSN-700). The nuclear powered submarine carried a Deep Sea Rescue Vehicle that rode on top of the submarine's hull and to the rear.

◀ *Surak*-class ships had an unusual and distinctive design with a circular warp drive section surrounding a thin, elongated hull. They were among the most advanced ships in the Alpha Quadrant in the 22nd century, and few alien vessels could match their speed or tactical abilities.

DATA FEED

The script for 'Breaking the Ice' stated that the class name for the Vulcan ship was spelled 'Suurok,' which ties in with how Captain Archer pronounced the name. It seems much more likely, however, that it would be named 'Surak' after the founder of Vulcan philosophy, who placed logic above emotions.

In the mid-22nd century, the *Surak* class was one of the largest and most powerful ships in the Vulcan fleet. Its design comprised of a long, cylindrical primary hull, measuring approximately 350 meters in length, with a v-shaped section attached three-quarters of the way along its length that hung down below.

The most intriguing aspect of its construction was a ring-shaped warp drive structure that encircled the primary hull, but did not appear to be physically connected to it. In fact, the annular warp drive was attached to the rest of the ship near the bottom of the v-shaped structure, but from certain perspectives it appeared to just hang in place, apparently defying the laws of physics. How the Vulcans managed to engineer such an

arrangement was not clear, but their technology was far more advanced than that employed by Earth ships at this time. For example, the *Enterprise* NX-01 was the fastest ship in Starfleet with a top speed of warp 5, whereas *Surak*-class ships could achieve at least warp 6.5.

SEPARATE CONFIGURATIONS

The *Surak* class could be outfitted as either a science vessel or a combat cruiser. When it was configured as a science ship, it had a red-colored hull and a top speed of warp 6.5, but when it was built as a combat vessel, the hull was a copper color, while its maximum velocity rose to warp 7.

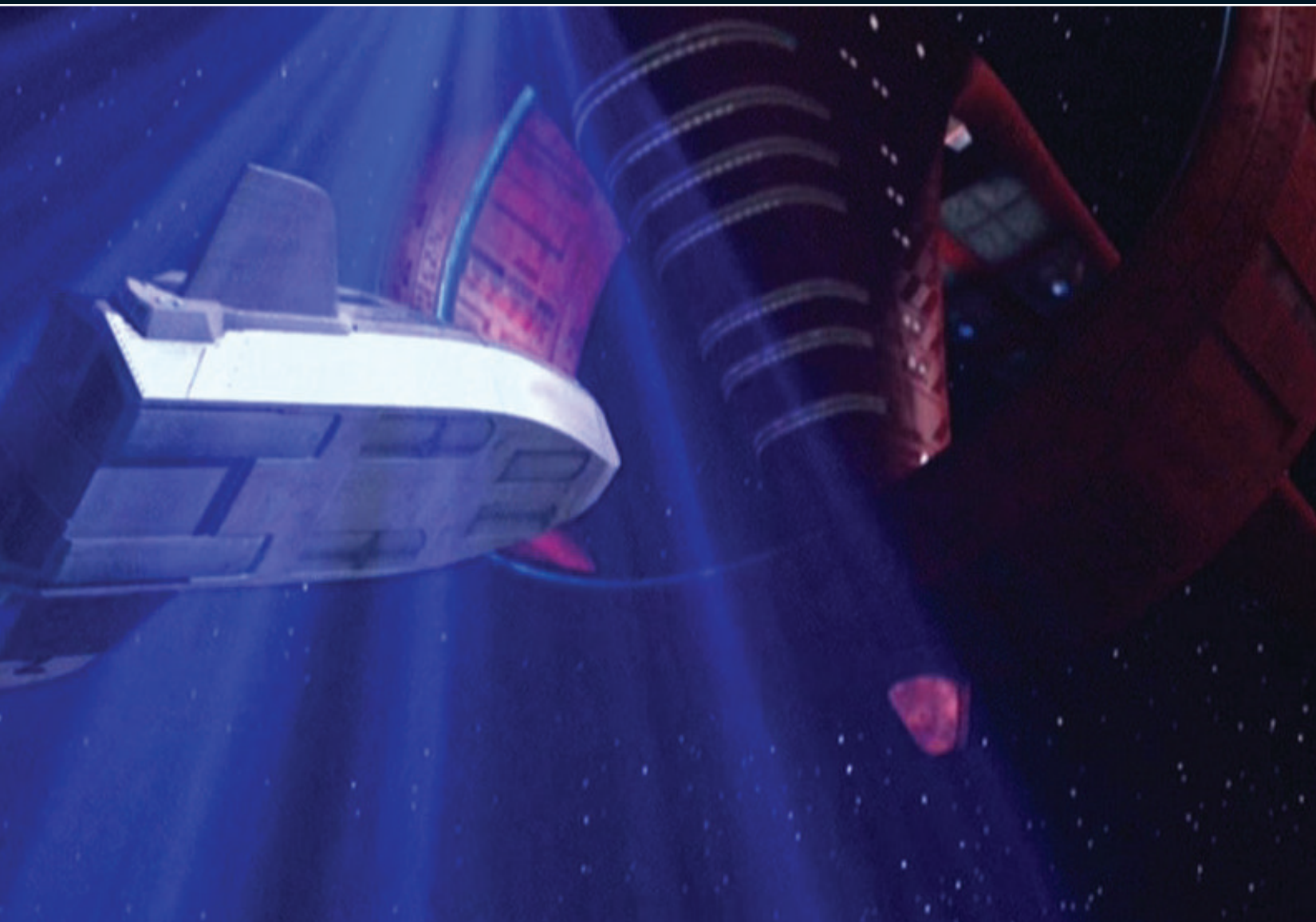
Despite the Vulcans' renowned pacifism, the *Surak* class was one of the most tactically advanced types of ship in the Alpha Quadrant in the 22nd century. They were equipped with deflector shields and multiple particle beam weapons that were considerably more powerful than the hull plating and phase cannons utilized by the *Enterprise* NX-01.

One of the reasons why Vulcan ships remained superior to Earth ships such as the *Enterprise* NX-01 was that the Vulcans refused to share their

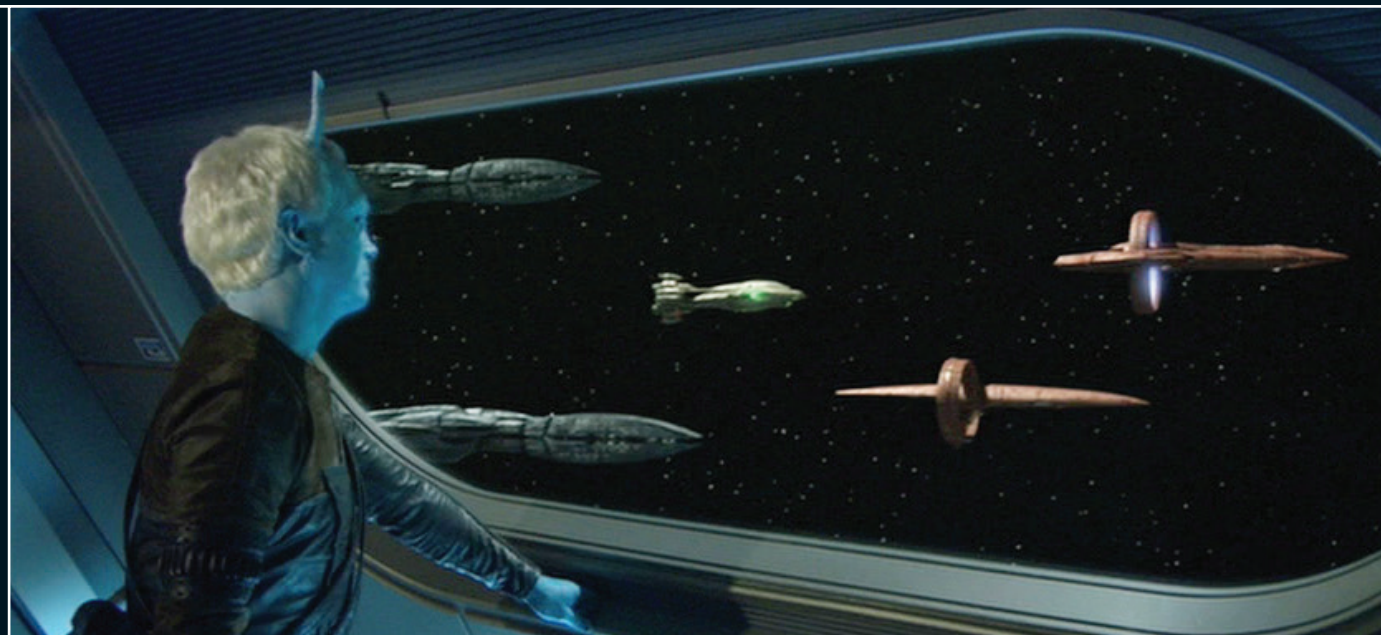


VULCAN SURAK CLASS

The *Surak* class was a 22nd-century Vulcan ship that could be configured for science or combat duties.

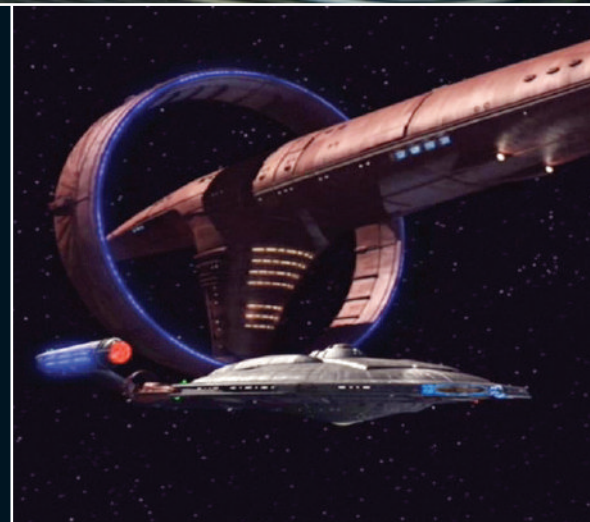
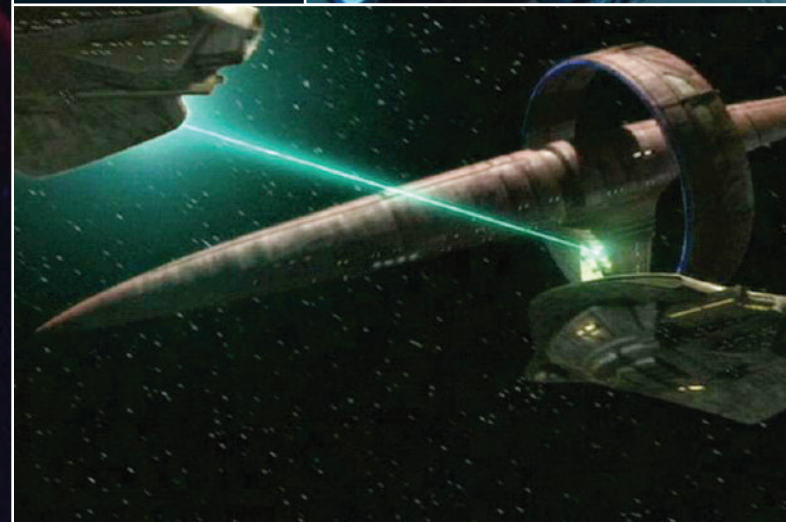


► *Surak*-class ships were part of a combined fleet made up of Earth, Andorian, Tellarite and other Vulcan vessels that worked together to locate a Romulan drone-ship. This alliance not only prevented the Romulan ship from carrying out further attacks, but it also led to a new era of cooperation that resulted in the formation of the Coalition of Planets.



◄ The *Sh'Raan*, a *Surak*-class combat cruiser, disabled three Mazarite warships that were trying to prevent the *Enterprise* NX-01 from transporting Ambassador V'Lar to Vulcan.

► *Surak*-class ships were considerably larger and more advanced than the *Enterprise* NX-01. It would be some years before the Vulcans trusted humans enough to share their technology with them.



▲ Unlike Earth ships of the mid-22nd century, Vulcan vessels were equipped with tractor beam technology. The *Ti'Mur* used its tractor beam to retrieve the *Enterprise* NX-01's shuttlepod after it fell through the icy surface of a comet and became trapped in a crevasse.

technology. They believed that humans were too volatile to be trusted to explore the galaxy unchecked. This meant that the Vulcans not only refused to share the technical specifications behind their warp and weapon systems, but they even kept seemingly benign hardware such as tractor beam technology classified.

The Vulcans' condescending attitude towards mankind's desire to explore the Galaxy rankled many in Starfleet, particularly Captain Archer, but he was glad of their help in 2151 when the *Enterprise* NX-01 investigated a huge comet. A shuttlepod was sent to retrieve samples from the comet, but it fell through the icy surface and became trapped in a fissure. The *Enterprise* NX-01 attempted to use its grappler to pull the shuttlepod free, but when this failed Archer was forced to

ask the *Ti'Mur*, a *Surak*-class science ship that had been observing them, for help. The *Ti'Mur* was able to use its tractor beam with precision to grab hold of the shuttlepod and pull it free with ease.

VULCAN RESCUE

Later in the year, the *Ni'Var*, a *Surak*-class combat cruiser, was sent to rendezvous with the *Enterprise* NX-01 in order to transfer T'Pol to Vulcan. Before she could be picked up, however, T'Pol and Captain Archer were captured by rebels while visiting Coridan. The commander of the *Ni'Var*, Sopek, then led a Vulcan commando team to help rescue them.

In 2152, a larger type of *Surak*-class combat cruiser named the *Sh'Raan* was sent to meet the *Enterprise* NX-01 in order to transport Ambassador

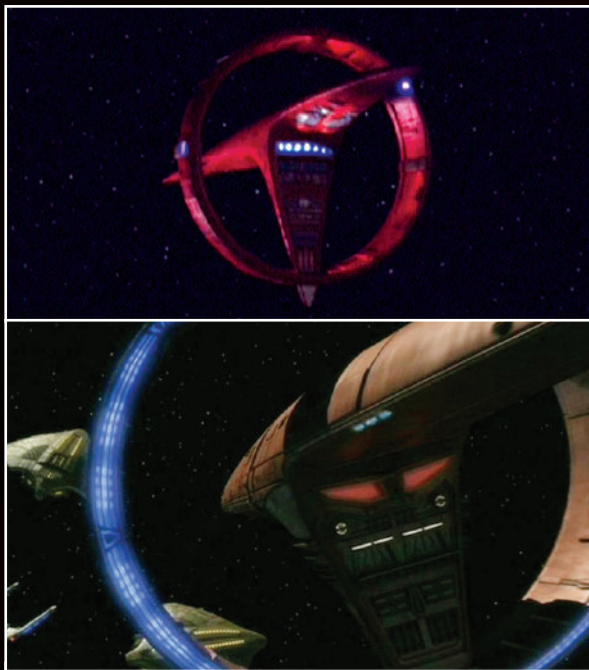
V'Lar back to Vulcan. The *Sh'Raan* easily disabled three Mazarite warships that had been dispatched to intercept the *Enterprise* NX-01 and capture Ambassador V'Lar, who was due to offer testimony against their corrupt government.

In 2154, *Surak*-class ships were part of a fleet of Andorian, Tellarite, Vulcan and Earth vessels that formed a sensor network in order to locate a Romulan drone-ship that had carried out a series of attacks. The allied fleet was successful in its endeavors and forced the drone-ship to withdraw to Romulan space. This unprecedented act of cooperation fostered a greater sense of trust between the Andorians, Tellarites, Vulcans and humans, and they founded the Coalition of Planets a year later, which in turn ultimately led to the formation of the Federation in 2161.

DATA FEED

Captain Vanik had been in command of the *Surak*-class *Ti'Mur* for 15 years. He had served in the Vulcan Space Program for 76 years, assuming command of his ship in 2136. Vanik was invited aboard the *Enterprise* NX-01 for a meal, but the occasion proved to be an awkward affair. Vanik refused to eat, even though he was offered Pok Tar, and he told Captain Archer that he had no interest in humans and found them arrogant.





▲ The *Surak*-class science vessel had a red-colored hull and different surface details than the *Surak*-class combat cruiser.

SURAK-CLASS VARIANTS

There were two different types of *Surak*-class vessel in operation in the mid-22nd century. The first was configured as a science vessel and was a similar red color to the *T'Polana-Hath*, the Vulcan survey ship that made first contact with humans in 2063. The second type of *Surak*-class ship appeared to have a longer and wider primary hull, and functioned primarily as a combat cruiser. It featured a copper colored hull and a different arrangement of features and lighting on the v-shaped structure that hung down below the horizontal primary hull.

DATA FEED

The Vulcan homeworld was mostly desert due to its hot and arid climate. Given these atmospheric conditions, it was likely that the environmental controls on board their ships kept the temperature at significantly warmer levels than on Earth ships.

Impulse engine

Warp drive ring

Crew quarters

Tractor beam emitter

Navigation light

Warp drive ring

VULCAN FLEET SHIPS

In addition to the *Surak* class, other Vulcan ships known to be in operation in the 22nd century included the *Maymora* class, and the *D'Kyr*-type combat cruiser, which had a standard crew complement of 147.

RACE RELATIONS

Species that the Vulcans had made contact with by the 22nd century included the Cardassians, Trill, Tholians and Klingons.

ANNOYING HUMANS

Vulcans often found it too chaotic and unpredictable to serve on ships with humans. T'Pol was not the first Vulcan to be assigned to an Earth ship, but previous Vulcans who had taken up posts alongside humans lasted only a few weeks. Even in the 24th century, Starfleet operated ships crewed entirely by Vulcans.

VULCAN NI'VAR

The *Ni'Var* was a *Surak*-class combat ship that flew under the command of senior Vulcan officer Sopek.

The combat cruiser *Ni'Var* saw service with the Vulcan High Command, under the charge of Captain Sopek. In 2151, Sopek was tasked with the transfer of Sub-Commander T'Pol from the *Enterprise* NX-01 to the planet Vulcan for her part in the destruction of the Vulcan monastery of P'Jem.

The sacred monastery was destroyed by the Andorians after they discovered its use by the Vulcans as a covert spy base. The *Enterprise* was the first to uncover the activity, and while Admiral Forrest blamed the Vulcans for their spying activity, Vulcan Ambassador Soval claimed responsibility lay with the *Enterprise* crew for reporting the activity in the first place.

Captain Jonathan Archer felt the *Enterprise* was

being unfairly penalized, and when the *Ni'Var* arrived to make the transfer, Captain Archer and T'Pol were not on board; they had traveled in a shuttle to a planet in the Coridan System, on a last exploratory mission together.

On the planet's surface, Archer and T'Pol were caught in a political uprising and were captured by humanoid insurgents. Captain Sopek insisted on mounting a rescue mission. In the course of the rescue, Sopek was saved by T'Pol, who was gravely injured in her efforts to save the captain.

Back onboard the *Enterprise*, chief medical officer Dr. Philox insisted that T'Pol was too sick to make the transfer to the *Ni'Var* and would have to remain with the *Enterprise* crew until she made a full recovery.

DATA FEED

Ni'Var means 'two-form' in Vulcan and refers to the art of examining a subject from two different viewpoints. It is based on the Vulcan philosophy of duality, whereby everything has two aspects, or natures.

◀ The *Ni'Var*, making its approach to the *Enterprise* NX-01 for the transfer of Sub-commander T'Pol.



▼ The *Vahklas* was used by a small group of dissident Vulcans, who wanted to explore their emotions. By the mid-22nd century, the ship was considered an old design, though its crescent-shaped warp engines heralded the hooped warp ring that would become a familiar feature on most other Vulcan ships.

DATA FEED

According to T'Pol, the crew of the *Vahklas* were not the first Vulcans to try to reintegrate emotions into their lives, but all previous attempts had ended in failure.

of Vulcan vessel, but it did share similar design architecture and the exterior was colored in a familiar coppery-brown. It resembled a scorpion as it had a thick main body and two arms on either side that ended with twin pincer-like claws at the front. These arms, or side elements, appeared to contain the main propulsion units and were the equivalent of warp nacelles. These structures were curved at the rear of the vessel, but did not quite form a complete circle like the hooped warp-ring that was seen on other Vulcan ships of this era.

On top of the main central body of the ship was a structure shaped like a helmet, while in front of that was a crescent-shaped arrangement that contained the ship's bridge. Lights from windows on the side of the main body seemed to suggest that this was where most of the occupants resided when traveling in the ship.

WORSE FOR WEAR

The *Vahklas* was encountered by *Enterprise* NX-01 in 2151 near the Arachnid Nebula. It was commanded by Captain Tavin and had left Vulcan in 2143. In the intervening eight years, it had fallen into a state of disrepair, and Tavin asked Captain Archer if they could help mend their propulsion and life support systems. After Commander Tucker had examined the *Vahklas'* engine, he commented that he had never seen one so far gone, and that every single plasma injector in their warp reactor needed to be replaced. It was estimated that all the repairs that needed doing would take as long as three or four days to complete.

The repair time gave the two crews the opportunity to get to know one another and to chart the Arachnid Nebula. The crew of the *Vahklas* were no ordinary Vulcans, but had taken up the practice of *V'tosh ka'tur*. This translated as "Vulcans without logic," but was not strictly

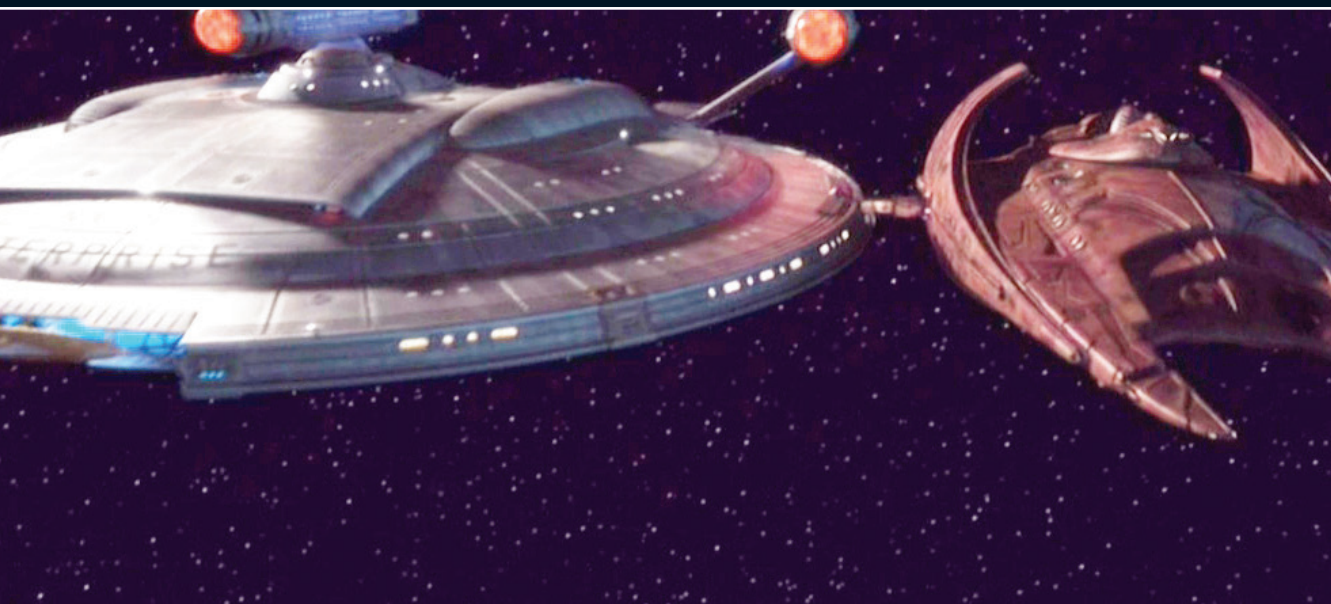
The *Vahklas* was a civilian transport ship used by the Vulcans in the 22nd century. In 2151, Sub-Commander T'Pol said that this class of ship had not been used for a long time, indicating that it had entered service many years earlier.

The exterior of the *Vahklas* was worn and weathered, as it had been in continuous operation for some years. At approximately 110 meters in length, it was smaller than most other classes



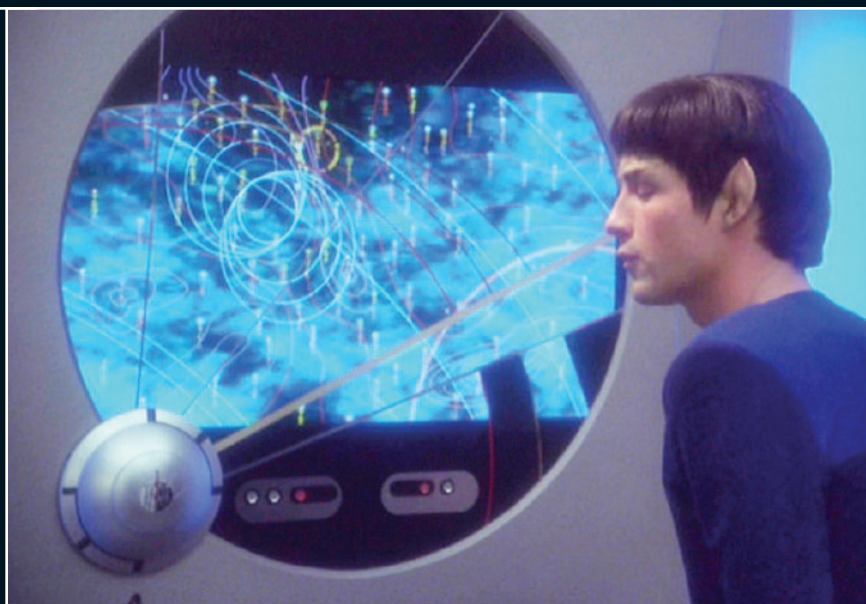
THE VAHKLAS

The *Vahklas* was a civilian transport vessel operated by Vulcans who did not believe in repressing their emotions.



◀ After eight years in space, the *Vahklas* was weathered and worn. It needed a major overhaul of many of its systems, and it docked with *Enterprise* while repairs were undertaken.

▶ Tolaris monitored the incoming data about the nebula on a display that was inset into a wall. It revealed that the dust cloud contained over 20 million cubic meters of disodium and traces of ethylchlorate.



▶ T'Pol helped Tolaris in the sensor control room aboard the *Vahklas* while it was scanning the Arachnid Nebula. This room was similar to an astrometrics lab and featured a large circular console with a domed display on top. The *Vahklas*' sensor technology was much more advanced than that found on *Enterprise*.



▶ In 2153, two *Vahklas*-type vessels in conjunction with a *D'Kyr*-type ship were used to attack *Enterprise* in orbit of Vulcan. The Starfleet vessel refused to leave after Archer and T'Pol went missing on Vulcan while looking for T'Pol's mother. The Vulcan vessels overwhelmed *Enterprise* and forced it to retreat.



▲ Much to T'Pol's surprise, an alcove in the *Vahklas*' sensor control room featured a statue of Surak, the founding father of Vulcan philosophy. Tolaris explained that they did not completely reject his teachings, but felt that they had been misinterpreted. They believed that Surak never intended Vulcans to completely purge their emotions, but integrate them into their lives.

▲ With both ships still docked together as maintenance continued, the *Vahklas* used its sophisticated translinear sensors to map the Arachnid Nebula. In just a few days, they found this interstellar dust cloud to be much larger than previously thought.

accurate. They had not given up logic, but had learned to exist without the need to continually repress their emotions. They were also much more open to new experiences, such as trying different food and learning about alien cultures.

In order to carry out their beliefs, the crew of the *Vahklas* had left their homeworld in 2143. They had spent the intervening years exploring not so much the Galaxy but themselves, by challenging their ancestral teachings and finding a balance between logic and emotion.

After eight years in space, the *Vahklas* needed a major overhaul. In addition to new plasma injectors, it also needed 1,000 liters of plasma coolant and a resupply of medical items. It did, however, have fully-functioning translinear sensors. These were much more advanced than the sensors

used by *Enterprise*, and were able to map and analyze the nebula in a matter of days rather than the weeks it would have taken the Starfleet ship.

MAPPING ROOM

T'Pol was transferred to the *Vahklas* so she could monitor the data gathered on the nebula in the sensor control room. It featured a large console, which displayed astronomical navigation by projecting stars on the inside of a dome-shaped screen. There were also various displays on the outer walls of the room showing star maps.

Both crews worked well together, and on the whole the *Enterprise* personnel found these Vulcans to be amenable and curious about humans. Unfortunately, the encounter turned sour after one of the *Vahklas* crew named Tolaris convinced T'Pol

to take part in a mind-meld to help her access her emotions. Shortly after beginning, T'Pol became extremely anxious and screamed that she wanted to stop, but Tolaris carried on until T'Pol eventually managed to break free and call sickbay.

When Archer confronted Tolaris about assaulting a member of his crew, the Vulcan got angry and threw the captain over a desk. Archer grabbed a phaser and told him to leave, bringing an end to the encounter between the two ships.

In 2153, two vessels of the same class as the *Vahklas* were used alongside a *D'Kyr*-type combat cruiser to defend Vulcan. They were ordered to attack *Enterprise* after it refused to leave orbit because Archer and T'Pol were missing on the planet surface. *Enterprise* was damaged in the attack and forced to retreat.

DATA FEED

Kov was an engineer aboard the *Vahklas* and he developed a friendship with Trip Tucker while they were carrying out the repairs to the Vulcan ship. Kov was extremely curious about humans and their behavior. For example, he had heard that humans eat six meals a day, sleep for around 12 hours and have sex whenever they want. He also heard that in American football, the teams tried to kill the opposing quarterback.



MIND ASSAULT

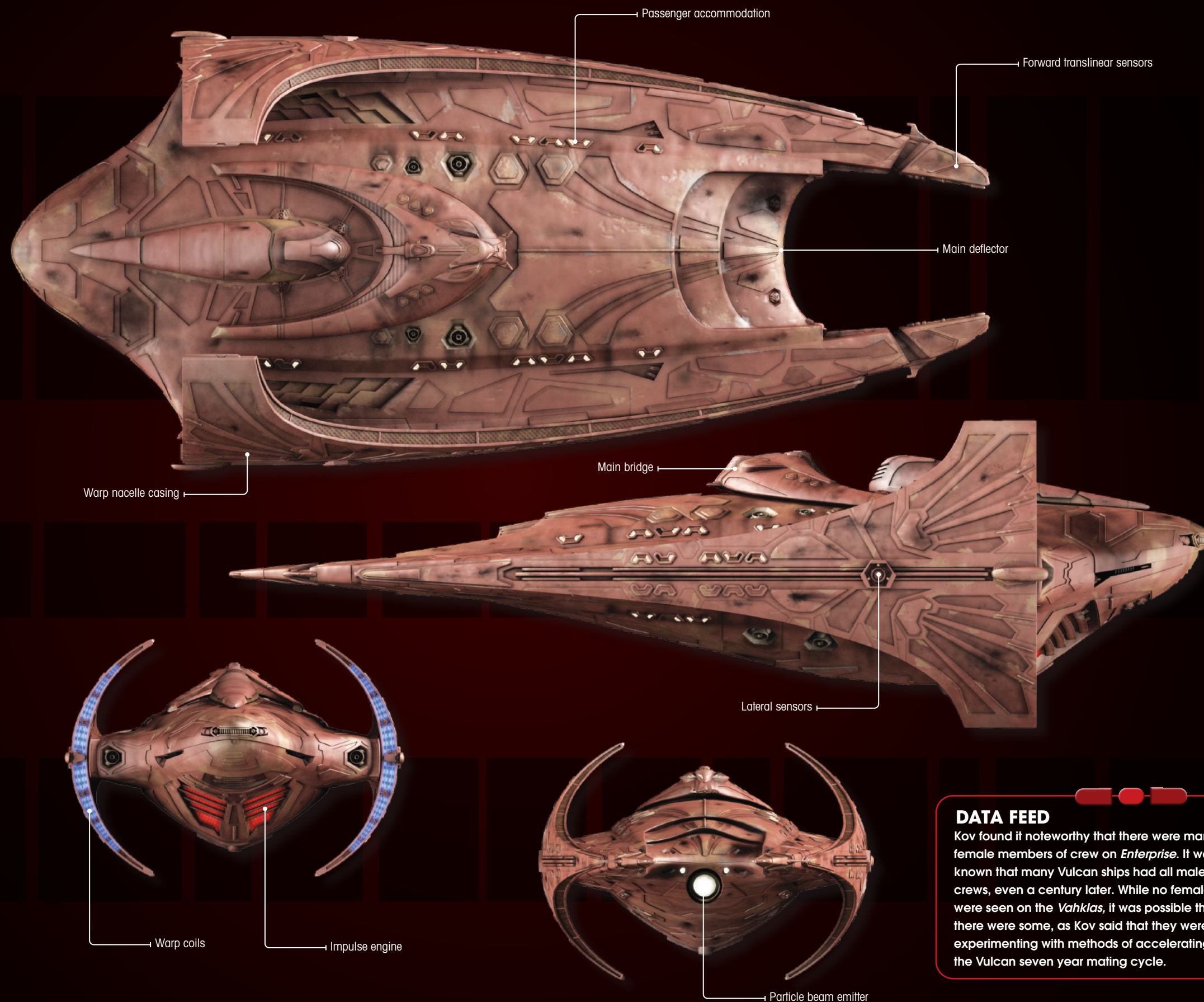
While the *Vahklas* was being repaired, Tolaris urged T'Pol to try some of the ways of the *V'tosh ka'tur* and not just dismiss them. He told her not to meditate before she went to sleep so she could dream, as it was not nearly as dangerous as she had been led to believe. That night, T'Pol skipped her usual meditation, but she had a terrifying nightmare that resulted in a trip to sickbay with elevated blood pressure and high synaptic activity.

The next day, Tolaris was eager to hear about T'Pol's dreams. She told him that it had been a mistake and planned to resume meditating, but Tolaris urged her not to give up. He told her he could help by forming a mind-meld. This ancient technique had been abandoned centuries ago, but he had found that it helped to access emotions. T'Pol agreed to take part in this telepathic link, but shortly after beginning she became extremely anxious and screamed at Tolaris to stop. He refused, but T'Pol eventually managed to tear herself away, leaving her with mental trauma.

Captain Archer was furious when he heard about what had happened to T'Pol, but Tolaris did not seem concerned. When Archer told him to leave T'Pol alone, Tolaris became extremely angry and physically attacked the captain. Realizing that Tolaris was unstable, Archer drew his phaser and demanded that he leave his ship.



▲ Tolaris claimed that the taboo practice of a mind-meld would help T'Pol access her emotions. She entered into it willingly at first, but was soon begging for it to stop after Tolaris forced her to continue with it.

**DATA FEED**

Kov found it noteworthy that there were many female members of crew on *Enterprise*. It was known that many Vulcan ships had all male crews, even a century later. While no females were seen on the *Vahklas*, it was possible that there were some, as Kov said that they were experimenting with methods of accelerating the Vulcan seven year mating cycle.

UNDER WATCH

The crew of the *Vahklas* had been ostracized by Vulcan society for their belief in *V'tosh ka'tur*, but Captain Tavin noticed that on several occasions the Vulcan High Command had been monitoring them.

CHILDHOOD DREAM

As a boy, one of Captain Archer's favorite books was *The Cosmos A to Z*. On the front cover was a picture of the Arachnid Nebula, a phenomenon that he never imagined he would see in person.

RECONCILED

Kov, one of the engineers aboard the *Vahklas*, had a father who worked for the Vulcan High Command. They had not spoken for several years after the father said Kov had brought shame to 15 generations of their family for his beliefs. They became partly reconciled after Kov learned his father was gravely ill.

VULCAN CRUISER

These small but powerful ships made their presence felt in more than one reality.

▲ The small Vulcan cruisers had bronze-brown plating and were capable of warp travel.

Vulcan cruisers were small, warp-capable craft used by the Vulcans during the 23rd century. Designed for planetfall, they came to rest on retractable landing gear, allowing for entry/exit through a door in the nose. A walkway led to the simple command station, which could be operated by a single crewman.

In 2256, Adjunct V'Latak was the Vulcan pilot assigned to escort Sarek on a cruiser as he undertook a secret diplomatic mission to Cancri IV. When V'Latak sabotaged the mission by blowing himself up, the ship and its key systems withstood the blast, allowing the badly injured Sarek to survive until rescued.

ON REFLECTION

When the U.S.S. *Discovery* found itself in the Mirror Universe, the first ship it encountered was a Vulcan cruiser. The crew was caught off-guard when the Vulcans fired on *Discovery*, but had fortunately raised their shields in expectation of a Klingon attack.

The *I.S.S. Cooper* came to *Discovery*'s defense, mistaking the Federation ship for its Terran counterpart, before going in pursuit of the cruiser. The *Discovery* crew later came to realize that, in this universe, Vulcans formed part of a rebellion against the Empire, alongside Klingons, Andorians, and Tellarites.

PAST AND FUTURE

Visually, 23rd-century Vulcan cruisers had little in common with the ships of the same name encountered by *Enterprise* NX-01 in the 2150s, though they did share the same bronze-brown hull plating.

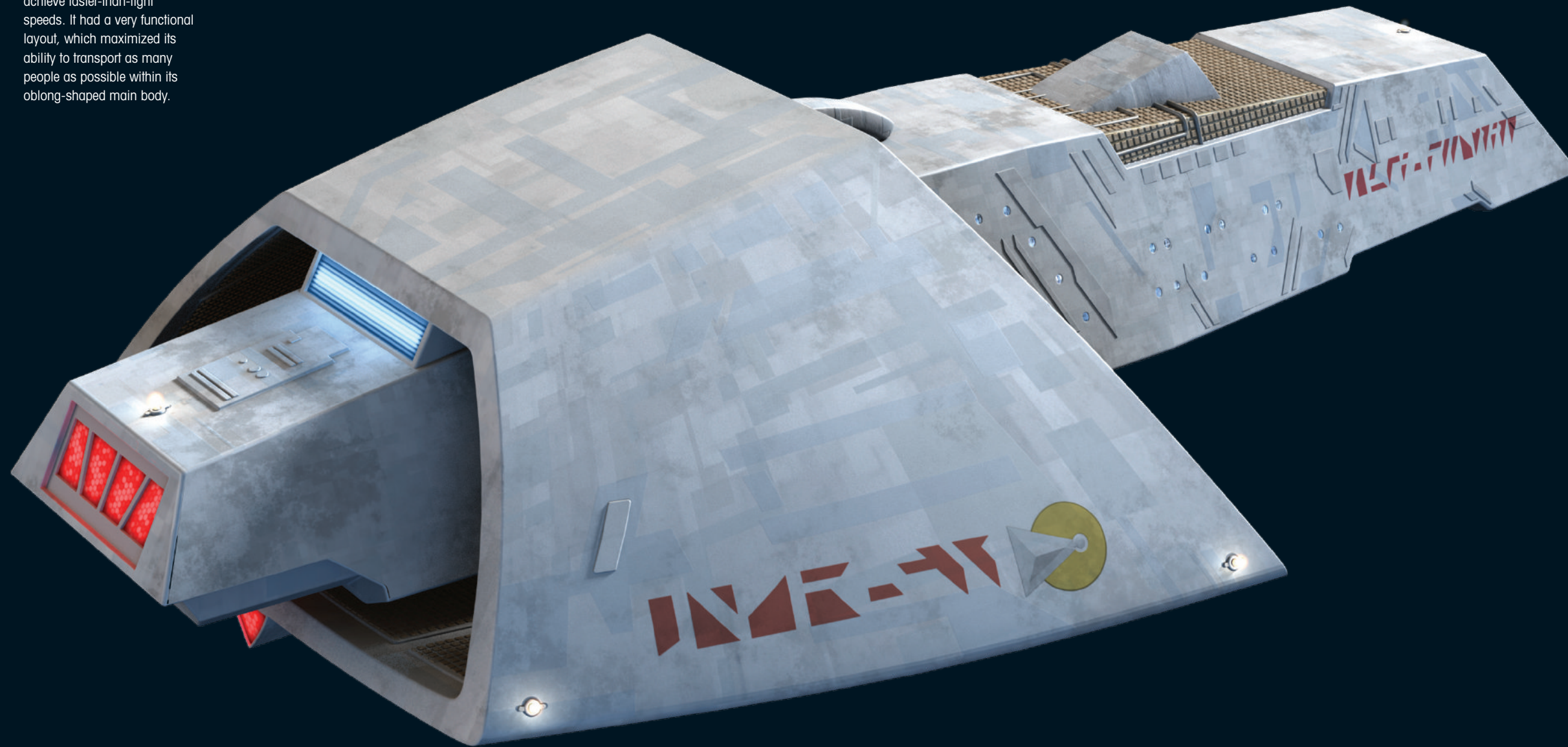
Later Vulcan cruisers differed in design again, as evidenced by schematics found on the database from the future discovered on *Enterprise* NX-01 in 2152.



▼ Vulcan cruisers had retractable landing gear and entry/exit through the nose of the vessel.



► The *T'Pau* was a Vulcan-designed ship that employed a ring-shaped warp drive to achieve faster-than-light speeds. It had a very functional layout, which maximized its ability to transport as many people as possible within its oblong-shaped main body.



VULCAN T'PAU

The *T'Pau* was a 24th-century starship of Vulcan design that was used to transport both cargo and personnel.

The *T'Pau* NSP-17938 was a 24th-century Vulcan transport ship used to carry passengers and cargo over interstellar distances. It was part of the Vulcan National Merchant Fleet and classified as an *Apollo*-class starship. It was approximately 470 meters in length and could accommodate around 650 people.

In common with many Vulcan vessels, the *T'Pau* featured an annular warp ring, rather than warp nacelles, and could reach a top speed of warp 9.6. It was lightly armed with particle beam weapons and featured graviton-based deflector shields, but these were not as strong as those found on frontline starships.

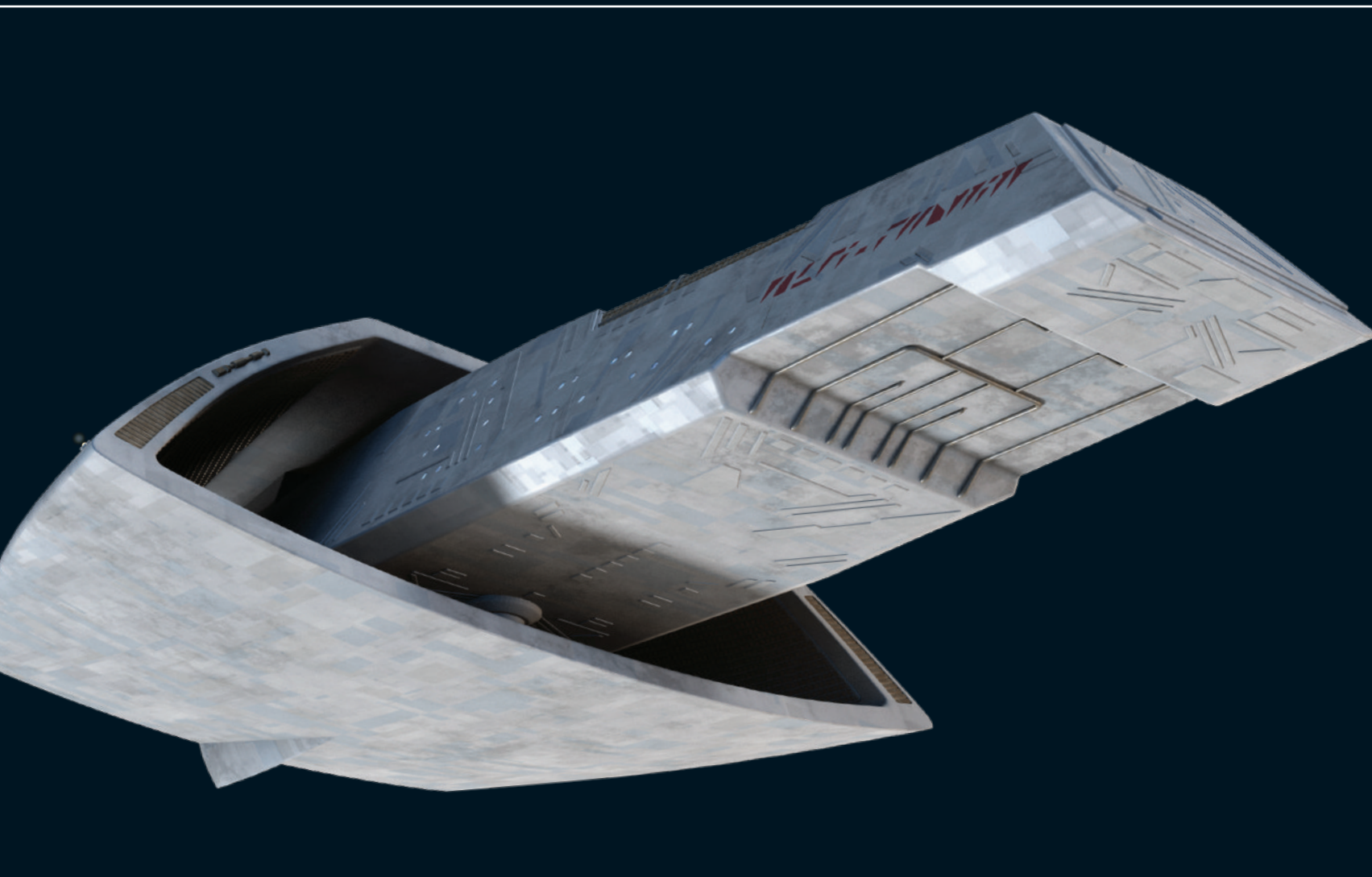
ESTEEMED NAME

The *T'Pau* transport was named in honor of the female official of the same name – one of the leading figures from Vulcan history. T'Pau the person helped reform Vulcan society in the 22nd century, and assisted in bring back the true teachings of Vulcan philosopher Surak, which centered on suppressing emotions and promoting logic.

The *T'Pau* ship was owned by the Makl'kom Group, an organization that operated many Vulcan merchant ships. While the *T'Pau* was an *Apollo*-class ship, not all *Apollo*-class ships were operated by the Vulcans. Many had entered service with Starfleet beginning in the 2320s. For example, the *U.S.S. Ajax* NCC-11574 was an *Apollo*-class ship that was commanded by Captain North in 2327. Later, in 2364 the *Ajax* was



◀ T'Pol, the revered leader and the greatest proponent of the Vulcan philosopher Surak.



▲ There was very little extraneous detail to the *T'Pau*, as might be expected from a species as logical as the Vulcans. There were no flamboyant stylistic flourishes to its appearance, and it had a very plain, utilitarian layout. It was arranged in such a way as to transport people and cargo in as efficient a manner as possible.

fitted with propulsion expert Kosinski's experimental warp drive upgrades. This apparently resulted in an increase in engine performance, but it was later thought that this was down to correcting simple inefficiencies in an older engine rather than Kosinski's theories.

The *Ajax*, along with other Starfleet *Apollo*-class ships were often used on missions of deep-space exploration. In 2368, the *Ajax* took part in an operation to blockade the Klingon-Romulan border during the Klingon Civil War. The *Ajax* ended up being part of the tachyon network that tried to uncover cloaked Romulan ships from delivering supplies to the Duras faction as they battled Gowron over who would be chancellor of the Klingon Empire.

The *Apollo*-class *T'Pau*, meanwhile, was decommissioned in 2364 and sent to Federation Surplus Depot Z15 in orbit of Qualor II. It was stored

in Sector 213 for the next four years, while awaiting review to see if any useful components could be salvaged before it was recycled.

STOLEN PARTS

Strangely, parts of the *T'Pau*'s navigational deflector turned up in the wreckage of a Ferengi cargo shuttle that had crashed in the Hanolin asteroid belt in 2368. Debris from the Ferengi ship was spread out over one hundred square kilometers, and an accident inquiry team ran a molecular pattern trace on pieces from the wreck. This turned up evidence that metal fragments from the *T'Pau*'s deflector had been on board in crates labeled as medical supplies.

Further investigation revealed that a Ferengi arms dealer named Omag had stolen the *T'Pau* from Surplus Depot Z15, and stripped it of its armaments, sensors and navigational array.

► The *T'Pau* had been decommissioned in 2364, and it was taken to a starship junkyard near Qualor II. When the *Enterprise-D* went looking for it, the crew found it was no longer there and was missing.

▼ It was while searching through the debris of a crashed Ferengi cargo shuttle that the remains of a deflector dish from the *T'Pau* were found. This mystery led the *Enterprise-D* to go in search of the *T'Pau* itself.



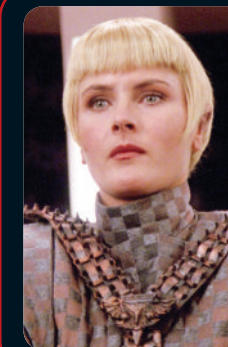
He sold the ship to a Barolian intermediary at Galorndon Core, an uninhabited planet just 0.5 light years from the Romulan Neutral Zone.

The Barolians then sold what remained of the *T'Pau* to the Romulans, as they needed it to complete a small fleet of Vulcan *Apollo*-class transport ships. It transpired that the Romulans had managed to acquire three *Apollo*-class vessels, with which they had packed with more than 2,000 Romulan troops. They planned to invade Vulcan under the guise that they were escorting a peace envoy to the planet, who was about to announce the reunification of the two races.

In fact, it was a prelude to an ambitious plot by the Romulans to conquer Vulcan and subjugate the inhabitants. The *Apollo*-class transports would deliver the Romulan troops to Vulcan unopposed and then seize control of the government before the Vulcans realized what was happening.

Fortunately, the plot was exposed as the Vulcan transports were crossing the Neutral Zone at warp one. Rather than allowing the transports to be captured, a cloaked Romulan warbird that was traveling with them decloaked, fired and destroyed them. It appeared that the Romulans preferred to kill their own invasion force instead of allowing them to be taken into custody and questioned.

▲ After the plot to invade Vulcan using three *Apollo*-class ships filled with Romulan troops was exposed, a Warbird decloaked and destroyed them. All the Romulan soldiers were vaporized in the explosion.



DATA FEED

Commander Sela was the Romulan officer who masterminded the plot to invade Vulcan. Her operatives had discovered that Ambassador Spock had traveled to Romulus to lay the groundwork of the reunification between the Vulcans and Romulans. She captured Spock and wanted him to announce that a peace envoy was en route to Vulcan when really it was three Vulcan *Apollo*-class ships carrying an invasion force of 2,000 Romulan troops.

CUNNING SCHEME

Vulcan transports like the *T'Pau* had been in operation with the Vulcan National Fleet since at least the 2320s. By 2364, the *T'Pau* had reached the end of its service life and it was taken to a surplus depot where old or damaged vessels were stored.

This junkyard contained the hulks of hundreds of retired ships. Klim Dokachin, the officious Zakdorn in charge of the facility, insisted he knew exactly where the *T'Pau* was located, but it was missing from the coordinates where it had been stored.

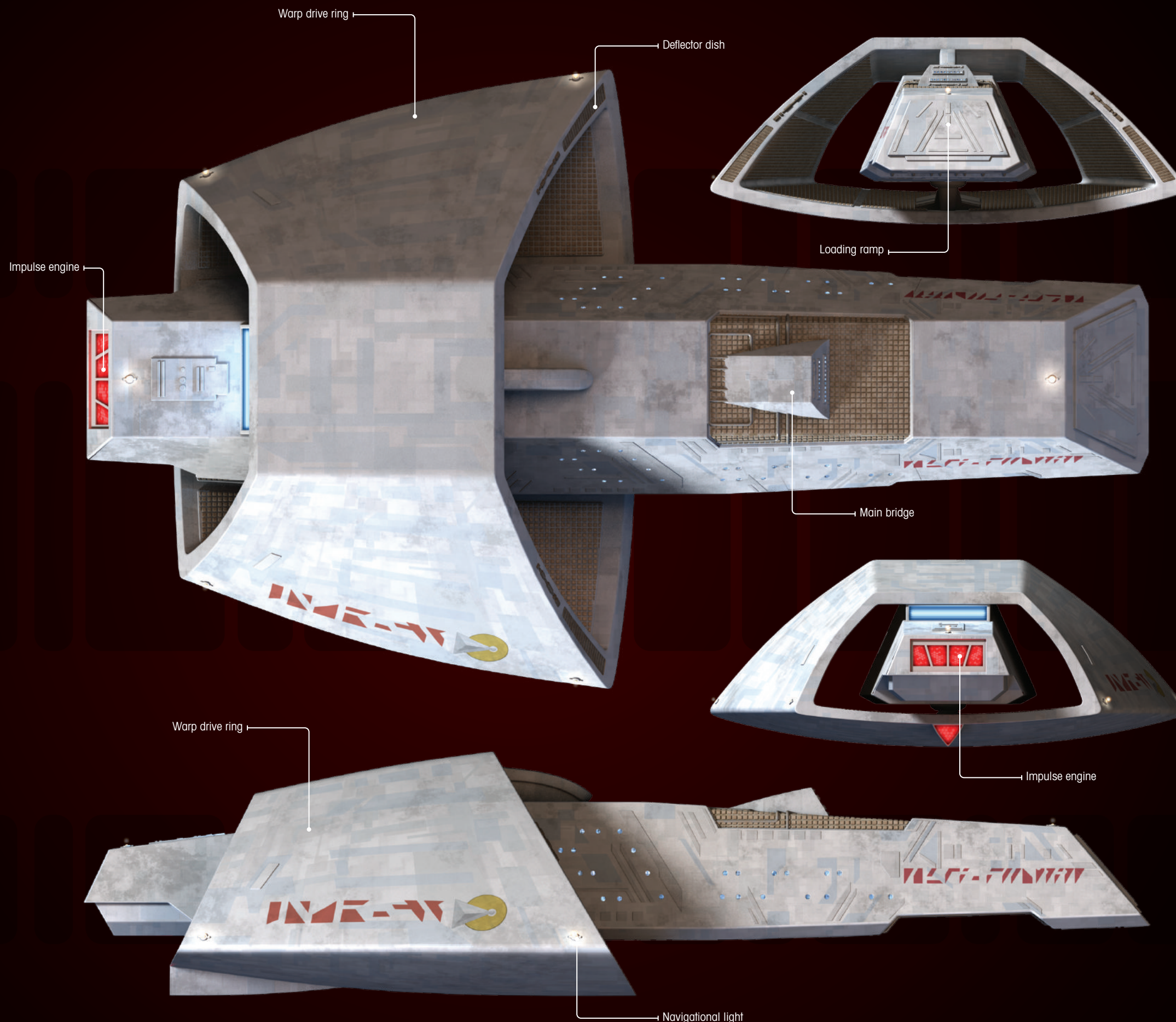
In fact, the *T'Pau* had been stolen by Omag, a Ferengi arms dealer, and it had made it into the hands of the Romulans via a Barolian intermediary. The Romulans acquired it because they needed another *Apollo*-class transport to mount an invasion of Vulcan.

After the Romulans refurbished the *T'Pau*, they loaded it with troops in preparation for the assault. The *T'Pau*, along with two other *Apollo*-class transports, then made their way to Vulcan under the guise that they were part of a peace envoy.

It was believed that the Vulcans would not suspect anything, as the Romulans were using the Vulcan's own ships. Fortunately, the ploy was discovered before it was too late and the invasion was called off. However, instead of the *T'Pau* and the two other transport ships returning to Romulus, a warbird was given orders to destroy them.



▲ The Vulcan transports carrying the Romulan troops were forced to abandon the invasion of Vulcan at the last minute. A Romulan warbird then destroyed the ships so the troops would not be captured.

**STOLEN SHIPS**

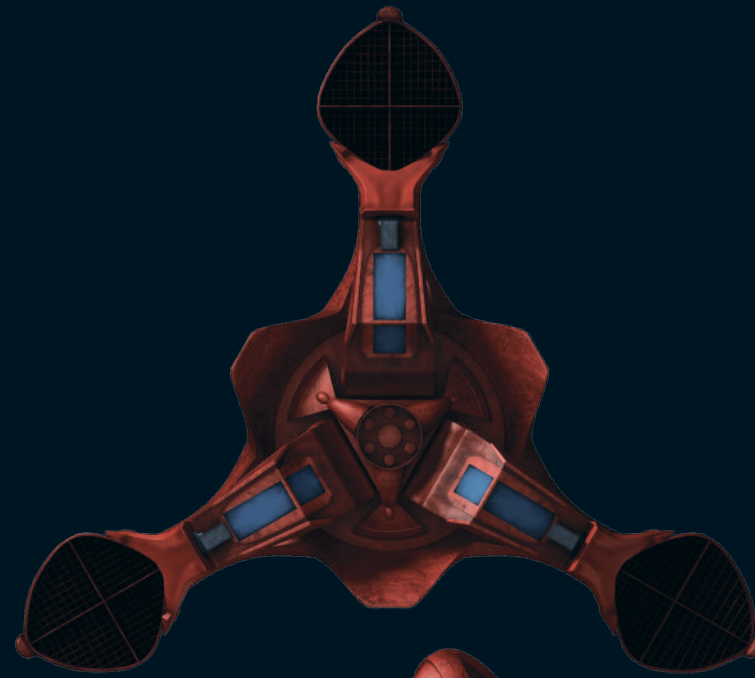
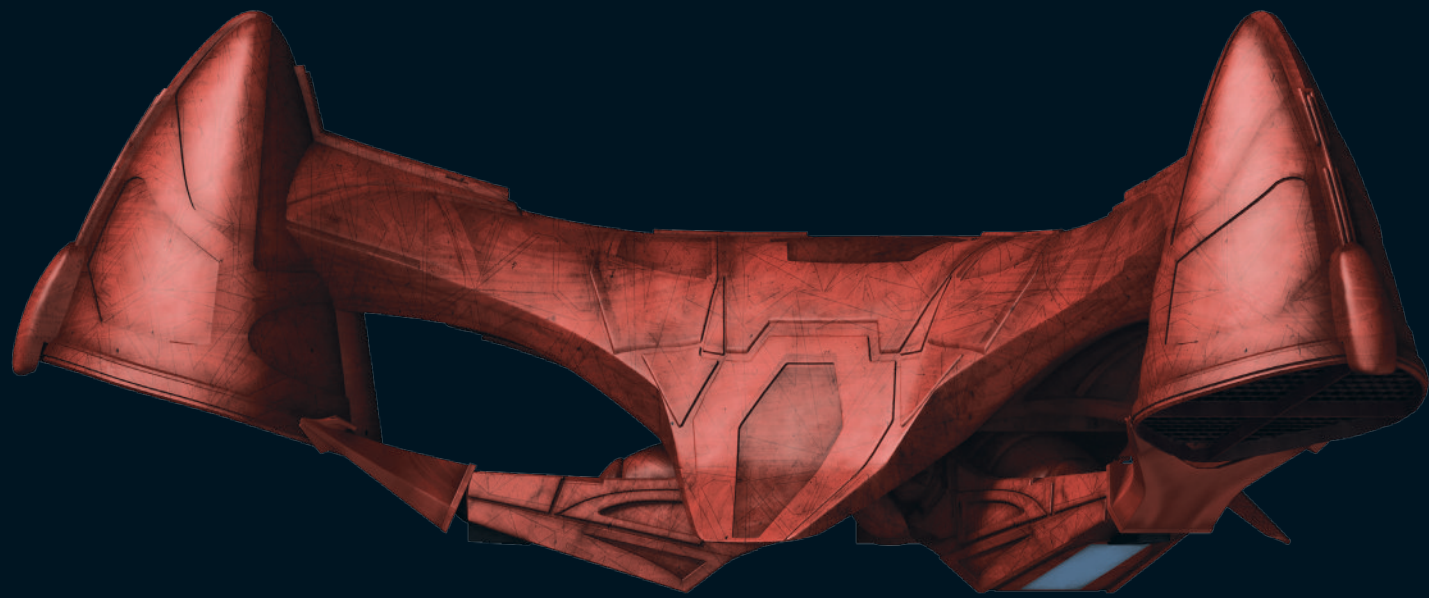
Some *Apollo*-class ships were appropriated by the Maquis in the 2370s. They were used as freighters and transports in the fight against Cardassian occupation.

SOLID CONSTRUCTION

Many starships were built from tritanium, an ore known to be 21.4 times as hard as diamond. *Apollo*-class ships used dentarium alloy in their construction, another hard metal that reinforced the structural integrity of the ship.

HIJACKED SHIPMENT

In 2372, an *Apollo*-class transport was used to take 12 class-4 industrial replicators to Cardassia after the Klingons had destroyed their industrial base. Unfortunately, the transport ship was hijacked by the Maquis and diverted to one of their colonies.



VULCAN T'PLANA-HATH

The survey ship was the first Vulcan ship to make contact with Earth, landing in Bozeman, Montana, in the mid-21st century.

The *T'Plana-Hath* was a small Vulcan survey ship that was in active service in the mid-21st century. It was named after T'Plana-Hath, the ancient matron of Vulcan philosophy. The ship had the distinctive rust red colour of Vulcan ships of the time, and was capable of landing on a planet's surface, extending three retractable landing legs in a tripod formation. Access to the ship was possible through a small hatchway positioned between two of the landing legs and was reached by a ramp that extended from the ship to the ground.

On April 5th, 2063, the *T'Plana-Hath* was passing through the outer edges of Earth's solar system. It would have continued its journey had it not detected a warp signature in close proximity to Earth. This came from the *Phoenix*, Earth's first warp-capable spacecraft that was on its test flight, piloted by its creator, Dr. Zefram Cochrane.

Vulcan had been monitoring Earth's development for decades, but now that it had successfully discovered warp drive, first contact was permissible. The *T'Plana-Hath* altered course for Earth and landed in Bozeman, Montana in North America – the launch site of the *Phoenix*. There the crew of the *T'Plana-Hath* met Cochrane and his followers, officially marking Earth's first contact with an extraterrestrial species.

ALTERNATE REALITY

In the Mirror Universe, Earth's first contact with the Vulcans from the *T'Plana-Hath* initially played out in much the same way as it had in the Prime Universe. However, rather than welcoming the Vulcans and forging a peaceful relationship, as had been the case in the Prime Universe, Cochran and his followers immediately attacked and killed the Vulcans and raided their ship. The encounter was officially recorded as the spearhead of a Vulcan invasion of Earth.



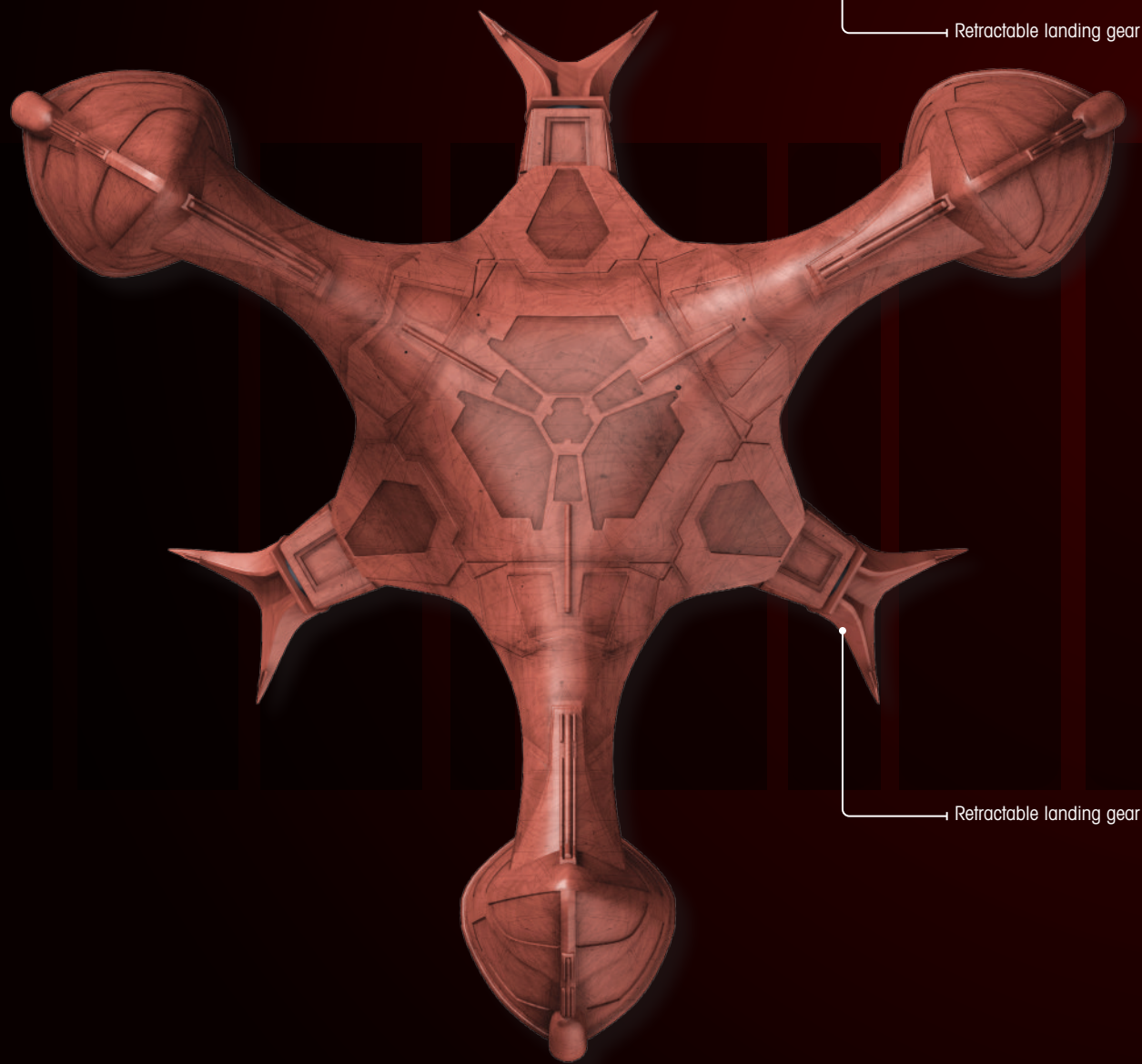
◀ The *T'Plana-Hath* comes to rest in Dr. Zefram Cochrane's encampment. The Vulcans emerged from the ship, offering the distinctive 'live long and prosper' hand shape as a greeting. Cochrane, unable to make the shape with his own hand, instead offered to shake hands as a welcome.



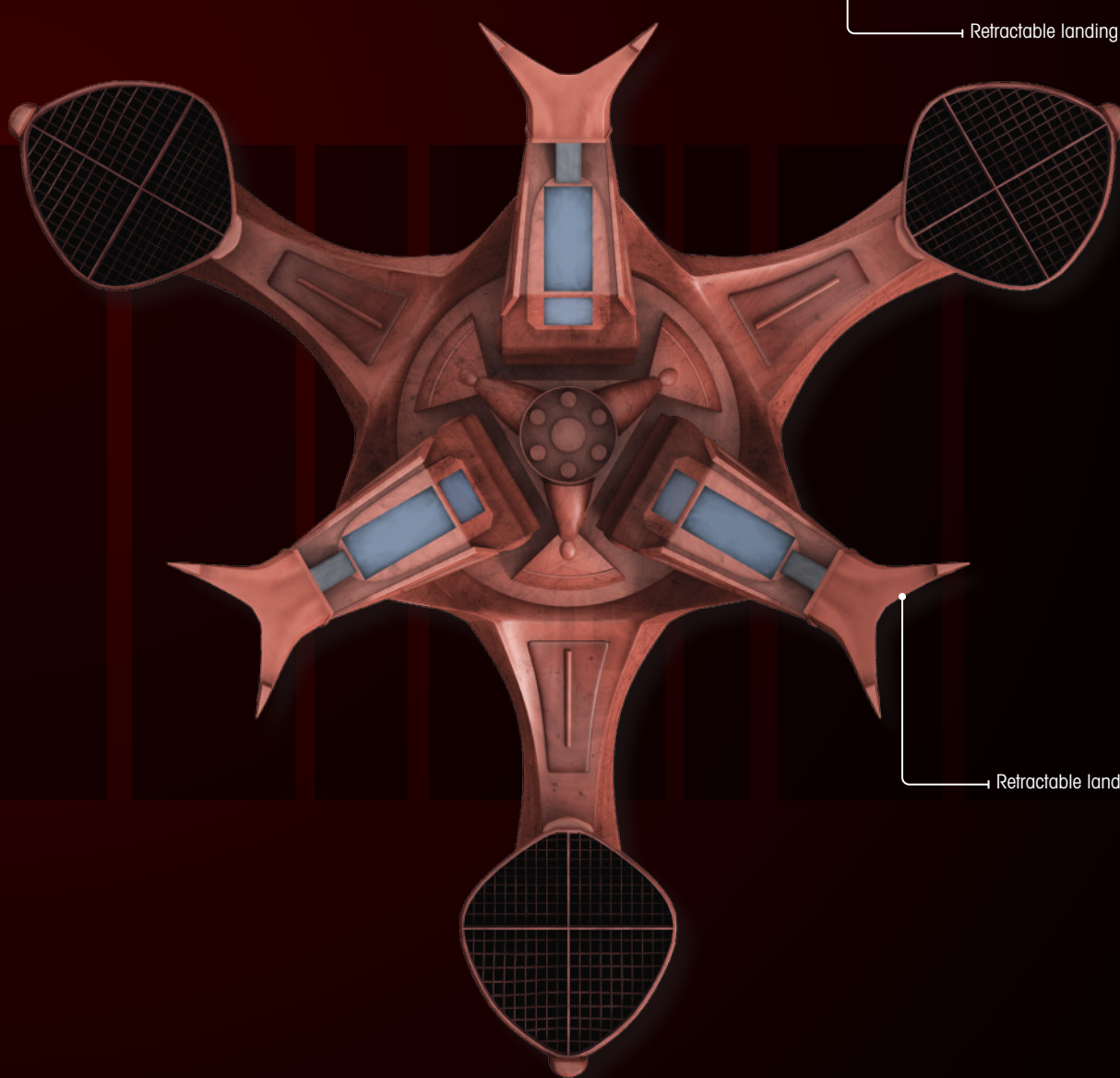
Retractable landing gear



Retractable landing gear



Retractable landing gear



Retractable landing gear

VULCAN SLED

The long range shuttle and warp sled was a two-part ship comprising a stardrive and detachable shuttlepod.

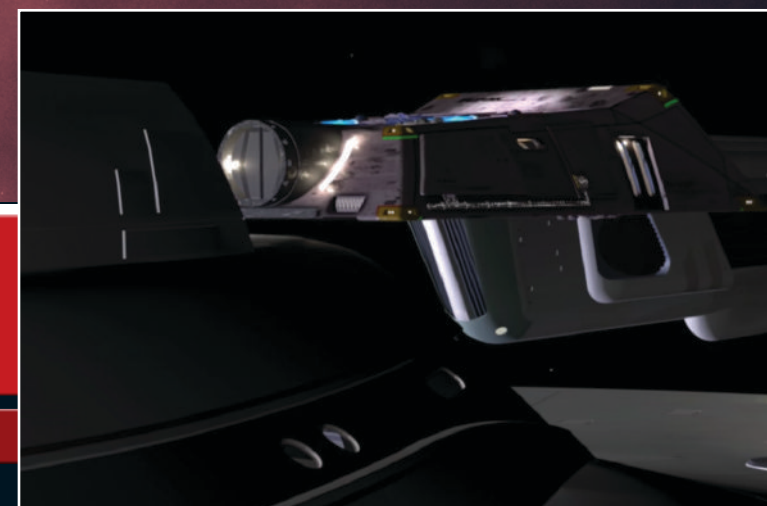


The Vulcan long range shuttle was a small 51.4 meter shuttlepod operating in the 23rd Century. Designed to transport light cargo and personnel from ground-to-space and ship-to-ship, the sled provided a means of rapid transport from departure point to destination.

The shuttle was constructed in two parts: the pod, carrying the pilot, any passengers and crew; and the sled, which comprised a docking framework for the pod and two six-sided warp nacelles. The shuttle traveled through space on the sled, detaching in order to dock with starships via the rear docking ring and hatch. The pod would reattach to the sled for onward journeys.

THE SURAK

In the year 2273, the Federation-registered *Surak* VS-5047-61192259584-5, named for the 4th century Vulcan philosopher, carried Commander Spock from Vulcan to the *U.S.S. Enterprise*. Spock had been on his home planet undertaking *Kolinahr* training to purge all remaining emotion and achieve a mental state of pure logic. But after receiving a telepathic communication from the *V'ger* entity, he abandoned his training, heading straight for the *Enterprise* to join the crew's mission to intercept *V'ger*.



◀ The long range shuttlepod docking with the *U.S.S. Enterprise*.

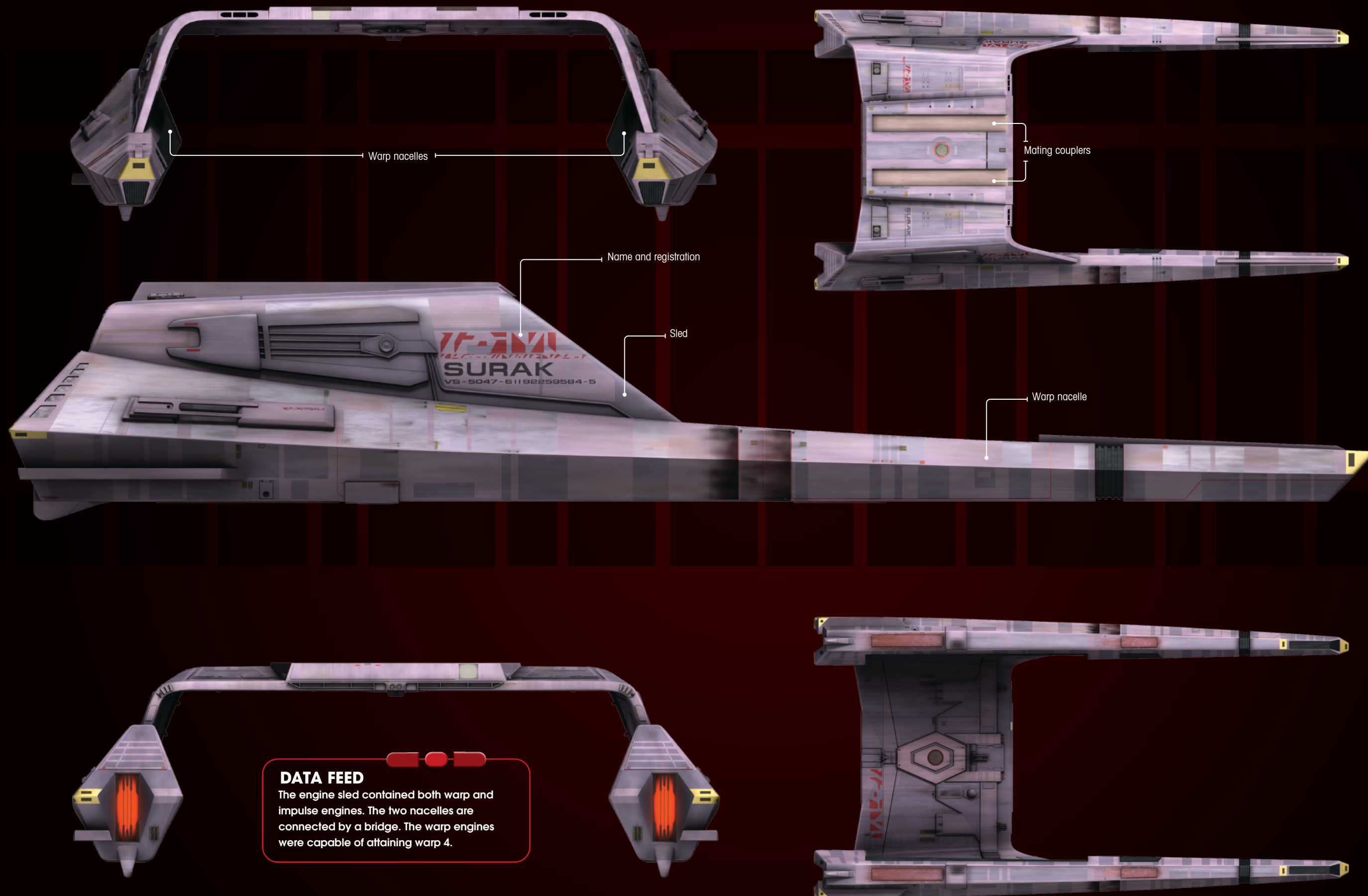
**DATA FEED**

The long-range shuttle could carry as many as four crew and ten passengers in relative comfort. The combined unit contained subspace sensors and communications arrays, which were capable of monitoring Starfleet's comms traffic.

DATA FEED

The pod's form, with its wedge-shaped heat-shield nose, was designed to enter planetary atmospheres. Side doors provided access upon landing. Docking with starships took place via the main hatch at the rear of the ship. The pod detached and reattached using mating couplers. The cabin was armed with three phaser banks and could protect itself with a force field.





VULCAN COMMAND FLEET

SIZE CHART

SCALE: 1:2000



VULCAN D'VAHL TYPE
150m



VULCAN T'PAU
142.5m



VULCAN SLED
51.4m



VULCAN SURVEY SHIP
24m



VULCAN SURAK CLASS
350m



NI'VAR VARIANT
350m



VULCAN D'KYR TYPE
600m



THE VAHKLAS
110m



T'PLANA HATH
43m

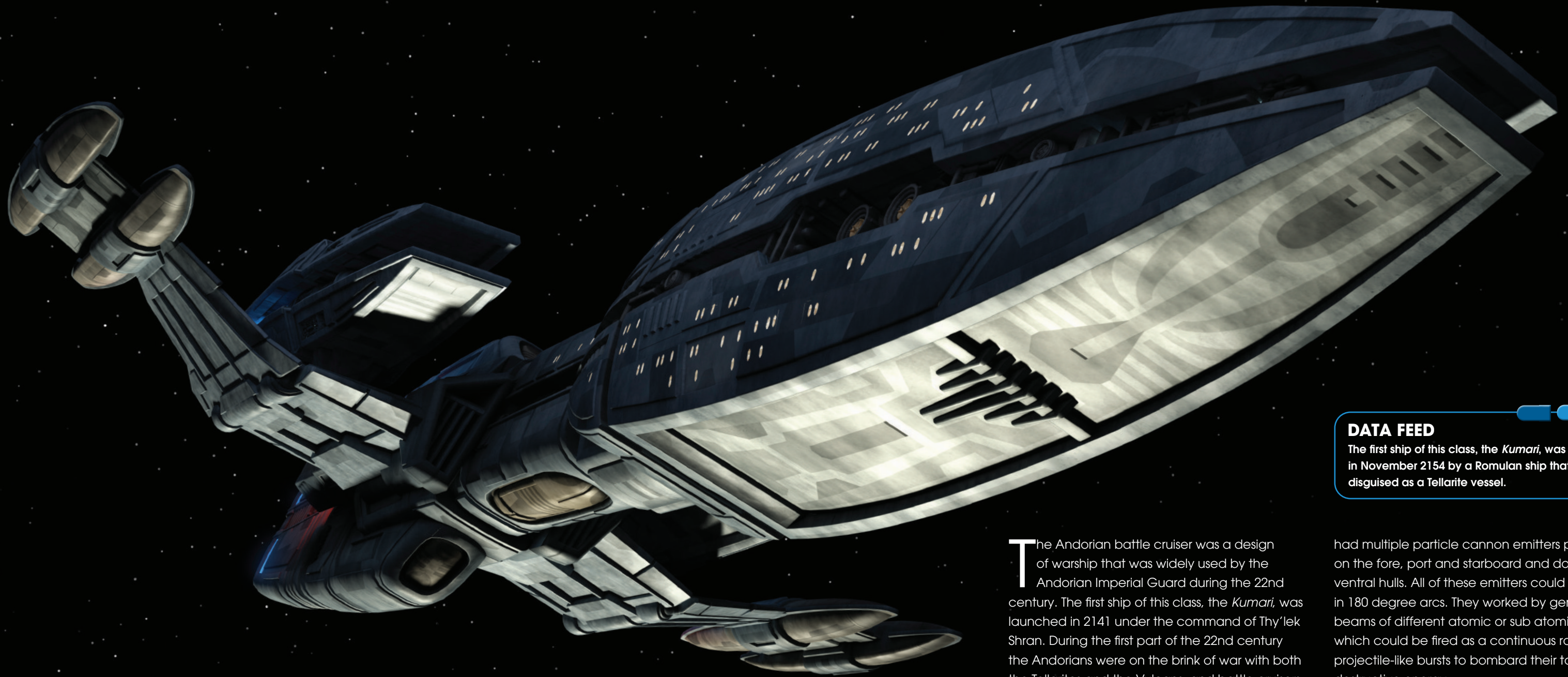


VULCAN CRUISER
142m



D'KYR SUPPORT CRAFT
203.5m





ANDORIAN BATTLE CRUISER

Battle cruisers such as the *Kumari* were designed to protect the Andorians from the threat of invasion.

DATA FEED

The first ship of this class, the *Kumari*, was destroyed in November 2154 by a Romulan ship that was disguised as a Tellarite vessel.

The Andorian battle cruiser was a design of warship that was widely used by the Andorian Imperial Guard during the 22nd century. The first ship of this class, the *Kumari*, was launched in 2141 under the command of Thy'lek Shran. During the first part of the 22nd century the Andorians were on the brink of war with both the Tellarites and the Vulcans, and battle cruisers like the *Kumari* were built as part of a strategy of military deterrence. They were heavily armed and designed for war.

Technologically, the Andorians were on a par with the Vulcans and their battle cruisers were a match for Vulcan *D'kyr* class warships. They

had multiple particle cannon emitters positioned on the fore, port and starboard and dorsal and ventral hulls. All of these emitters could be fired in 180 degree arcs. They worked by generating beams of different atomic or sub atomic particles, which could be fired as a continuous ray or in projectile-like bursts to bombard their target with destructive energy.

TOUGH AND ADVANCED

The battle cruiser was more rugged than contemporary United Earth vessels. As with all Andorian combat ships, its hull was constructed of duranium alloy. Battle cruisers were also among



◀ Andorian battle cruisers were equipped with tractor beams before they were in use on Earth vessels. The tractor emitter was fitted to the underside of the ship and could be used to pull objects into the cargo bay on the bottom of the craft. In 2153, the *Kumari* used its tractor beam to recover a prototype of the Xindi superweapon, which is something that their companion the *Enterprise NX-01* would have struggled to do.



◀ The bridge of an Andorian battle cruiser was normally staffed by five people. The captain's chair was in the center of the room, opposite the main viewer, and other consoles were positioned around the perimeter of the room.

▶ Andorian battle cruisers were the core of their fleet and often patrolled their borders to protect them from attack. In 2154, a small force repelled a Vulcan attack ordered by the Vulcan High Command.



◀ Andorian battle cruisers were fitted with a large number of particle cannons that fired a distinctive blue beam. They were protected by energy fields that could deflect an enemy attack.

▶ In the event of a catastrophe, the battle cruiser's crew could use escape pods to abandon ship. When the *Kumari* was destroyed 19 of her crew survived by using the escape pods.



◀ The commander of a battle cruiser had an office that was reached from the rear of the bridge. The office had a large viewer that allowed the commander contact with his superiors.

▶ The largest of the battle cruiser's shuttle and cargo bays was accessed through double doors in the ventral hull. The contents could then be isolated by forcefields.



the first ships of the era that used deflector shield technology rather than relying on polarized hull plating. But while the energy shields enabled the vessel to protect itself against enemy attacks and natural hazards, the shields depended on the shield generator, and if this was disabled it left the ship vulnerable.

The battle cruiser had a standard crew complement of 86 and the ship was controlled from a main bridge, which was routinely operated by five officers. The commander sat in a central chair, with helm and navigation officers seated at a twin console directly in front of him. Other crewmen operated a series of free standing consoles that faced the perimeter of the bridge. The commander had a private office, akin to a Starfleet Captain's ready room, immediately off

the bridge, where he or she could communicate with the Andorian Imperial Command in private.

The battle cruiser had tractor beams that were powerful enough to tow an NX-class ship, and were used to maneuver objects into the large cargo bay on the underside of the ship. The cargo bays were fitted with forcefields that allowed them to transport highly radioactive materials safely.

By the 2150s the Andorians had acquired transporter technology, but it was still regarded with some suspicion, and they routinely used shuttlecraft to transfer to other ships or to make the journey to a planet's surface.

SOPHISTICATED WARP ENGINE

The battle cruiser used a matter-antimatter reactor and was capable of achieving high warp speeds.

The reactor used advanced antimatter injectors with variable compression nozzles. This allowed it to achieve higher speeds than the NX class. Knowledge of these nozzles was considered to be "rather sensitive information."

The battle cruiser's long range sensors were far more sophisticated than those found on Starfleet's NX class and were capable of scanning systems from a distance without revealing their presence. However the same did not apply to the short range sensors, which were detectable by vessels that it attempted to scan. Information from the sensors was automatically stored in a data recorder that was heavily protected so that it would survive if the ship was destroyed, allowing the Imperial Guard to determine what had caused the loss of one of their ships.

DATA FEED

The *Kumari*'s commander, Shran, played a vital role in establishing relations between Andoria and Earth. He first encountered Archer in 2151, when Shran led a team that exposed the hidden Vulcan listening station on P'jem. Over the next few years, he grew to respect humans and forged links that would ultimately lead to the formation of the Federation. However, Shran had many enemies and lost his position, forcing him to fake his own death.



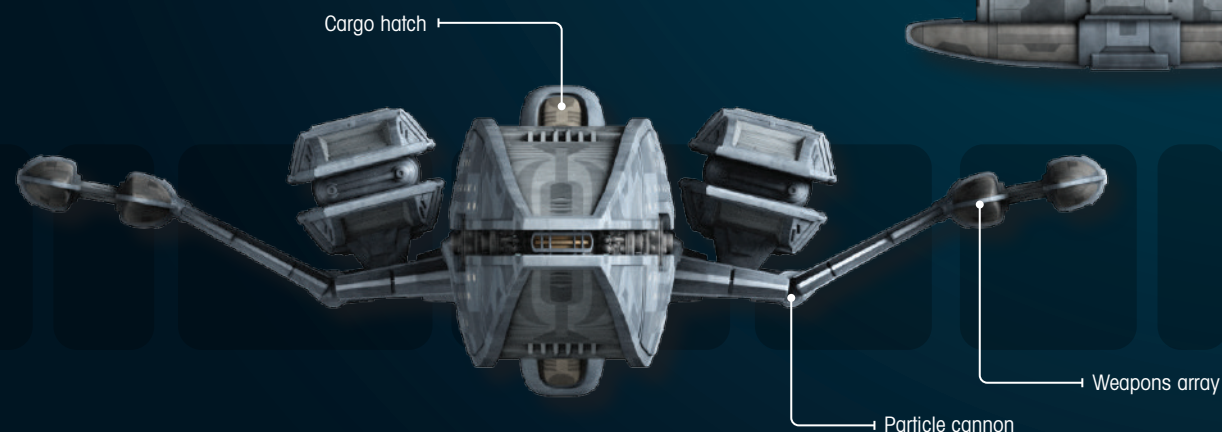
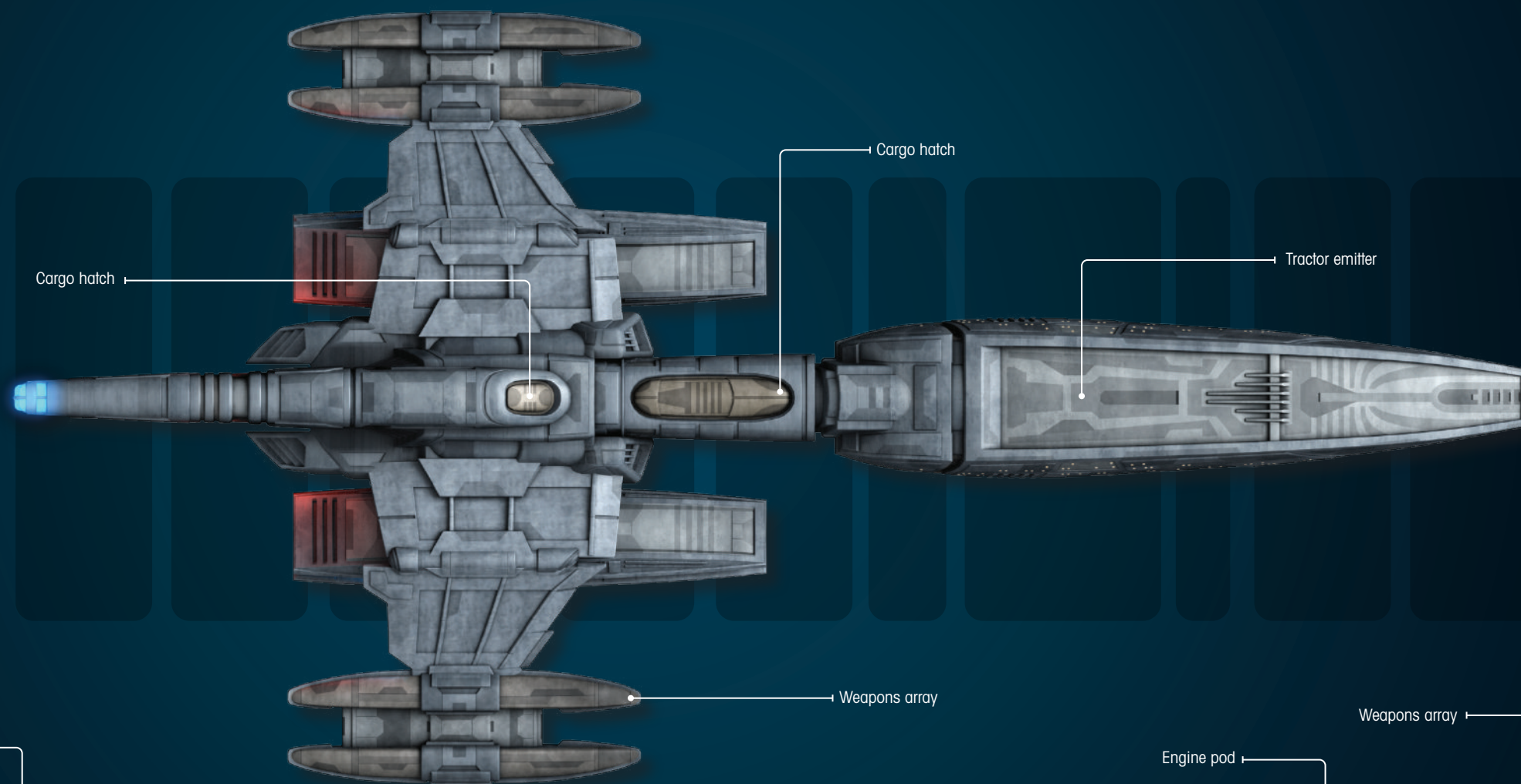
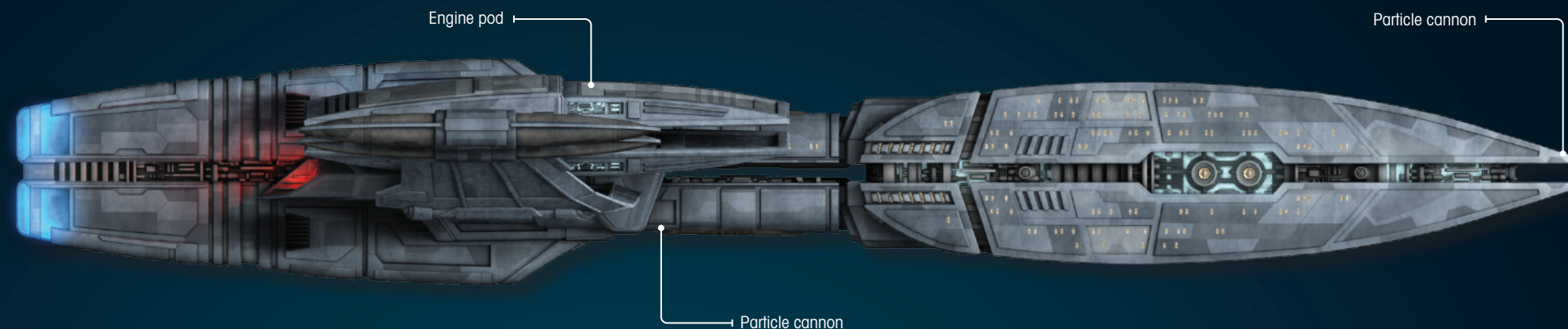
STATE OF THE ART

When the *Kumari* first entered service in 2141 the Andorian battle cruiser was one of the most advanced designs of ship in known space. Andorian technology was clearly superior to its human and Tellarite equivalents, and roughly on a par with similar Vulcan ships. However, by the mid-2150s some of the technology was being superseded, in particular the *Enterprise* NX-01's phase cannons were more powerful than the Andorians' particle cannons. In an early skirmish with the Romulans, the *Kumari* was rapidly destroyed.



DATA FEED

In the 2150s Andorian battle cruisers nearly went to war with the Vulcans on at least two occasions. In both cases they took up positions around the strategically important planetoid of Weytahn, known as Paan Mokar in Vulcan. The first time in 2152 was after an Andorian 'invasion'. On the second occasion in 2154 they repelled a Vulcan attack.



DURANIUM HULL

The hull of the battle cruiser was constructed of a duranium alloy, which was also used in the hull of *Galaxy*-class starships over 200 years later.

PHOTON TORPEDOES

Despite its large compliment of weapons, the Andorian battle cruiser was never shown using any kind of torpedo.

IN THE EXPANSE

When Shran entered the Expanse in an attempt to gather data on the Xindi super weapon, his ship seemed remarkably resistant to the effects of the anomalies that nearly destroyed the *Enterprise*. It's unclear whether this was the result of modifications or if the design was naturally resistant.



ANDORIAN INTERCEPTOR

The small, powerful interceptors were integral to the Andorian fleet and echoed the design of larger ships.

Fast, powerful and equipped with beam weapons, the Andorian interceptor was used as an attack ship to head off and disable hostile craft. The ships followed the same design aesthetic as the much larger *Kumari*-class battle

cruisers; built of utilitarian duranium alloy with an elongated hull and weapons arrays on the fixed wings. Often deployed alongside battle cruisers, interceptors were a valuable addition to the Andorian fighting fleet.

**DATA FEED**

in 2154, interceptors were mobilized with Andorian battle cruisers and the *Enterprise* NX-01 outside the Andorian system, to face a mighty Vulcan fleet.

► Tellarite cruisers were mainly used to patrol and protect the borders surrounding the planet Tellar, particularly against neighboring Andorian battle cruisers. The hull of a Tellarite cruiser was dark olive green, and the impulse thrusters at the rear, and the warp nacelles at the sides, emitted a distinctive neon green energy signature.

TELLARITE CRUISER

In the mid-22nd century, the Tellarite cruiser was the most powerful and common vessel in their fleet.

A Tellarite cruiser was a type of warp-powered warship used by the Tellarites in the mid-22nd century. It was approximately 200 meters in length, making it slightly shorter than *Enterprise* NX-01.

In appearance, the main section of the Tellarite cruiser was similar to a Starfleet vessel in that it was elliptical-shaped, but more elongated. The rear of the main body was sandwiched between two beams, which acted as a backbone, giving it extra strength and protection. At the rear was a vertically-oriented propulsion system, with four thruster-like nozzles, plus two more smaller units located at the sides. They emitted a green glow, as did the two short nacelles that were positioned

further forward at the sides of the saucer section.

The Tellarites had warp-capable starships since the middle of the 20th century, at least one hundred years before humans achieved faster-than-light travel, but the Tellarite cruisers of the 22nd century were no faster than Starfleet ships like *Enterprise* NX-01. This meant Tellarite cruisers had a top speed of around warp 5, and their sustained cruising speed was probably nearer warp 4.

WEAPON SYSTEMS

Tellarite cruisers were armed with particle cannons that were positioned towards the front of the ship on either side of the nose. While they were powerful enough to cause problems for most

DATA FEED

Tellarites had a mostly vegetarian diet, and enjoyed eating a variety of raw fruits and vegetables, but they were known to consider canines a delicacy.

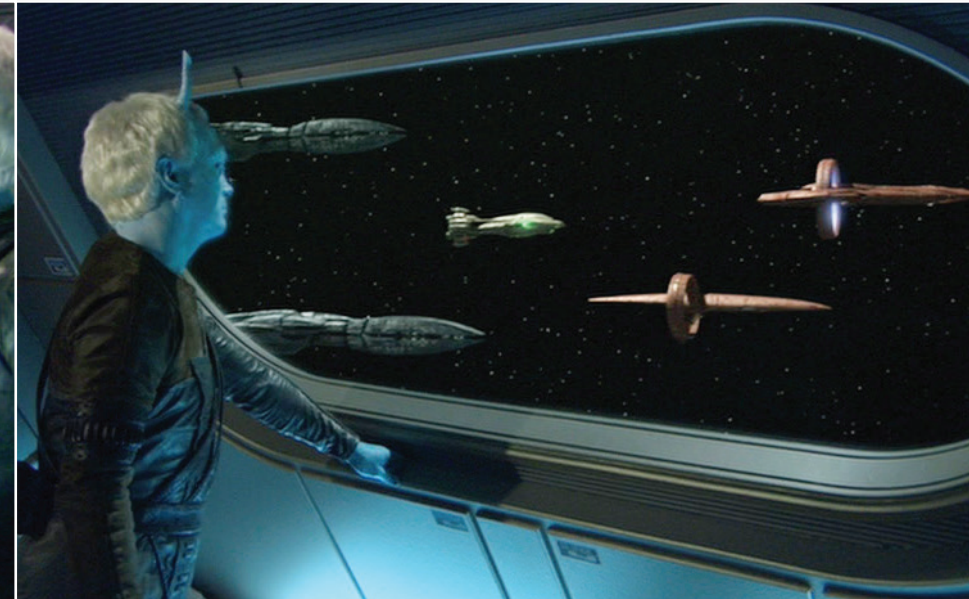
◀ Tellarites were short, stocky humanoid with pig-like facial features. They were renowned for being impatient and stubborn, and to the uninitiated they appeared very rude. It was their custom to begin a social interaction with a series of complaints, and if they had nothing to complain about, they would simply turn to insults.





◀ Despite having much shorter warp nacelles than those used on Starfleet ships, like *Enterprise NX-01*, Tellarite cruisers were capable of similar warp speeds.

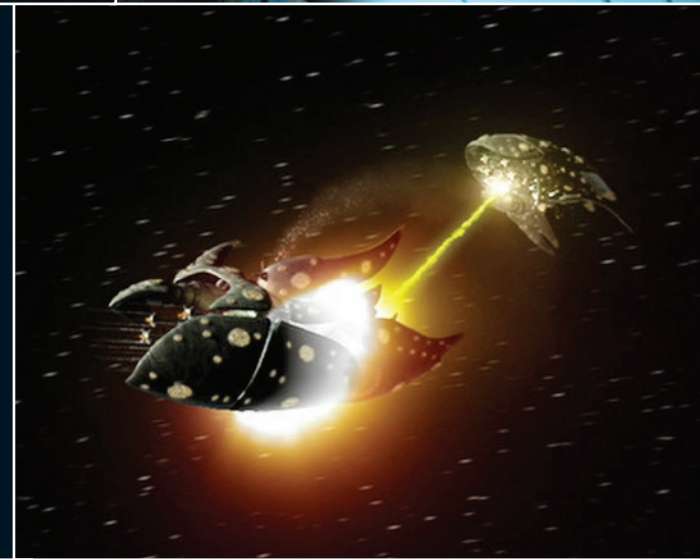
▶ Once it was proven that the Romulans were behind the attacks on Tellarite and Andorian vessels, Captain Archer was able to convince them to work together in a joint effort to find the Romulan marauder.



▶ A Romulan marauder drone ship, seen here in its true appearance, had been used to stir up trouble between the main powers of the quadrant. The marauder was able to use multispectral emitters located all over its hull to make it look like a ship belonging to another species.



▶ The Romulans' plan to destabilize the region was eventually ended when their two marauder ships were destroyed. This was accomplished by the Tellarites, Andorians, Vulcans and humans all working together, precisely the opposite effect of what the Romulans had set out to achieve.



▲ The Andorians, Tellarites, Vulcans and Starfleet united in a joint fleet of 128 vessels to form a sensor grid. They hoped that if the Romulan marauder passed into this network, they would be able to locate its position from its unique power signature, even if it was disguised as a ship of another species.

▲ By the mid 22nd century, there had been bad blood and enmity between the Tellarites and the Andorians for more than a century. A conference had been called on the neutral planet of Babel to end a long-standing trade dispute between the two species, but neither side trusted the other.

other ships, they were tactically inferior to Andorian warships. Ambassador Gral of the Tellarites believed that one of their cruisers would be easily outgunned by two Andorian warships.

One unusual feature of Tellarite cruisers was that they were equipped with mud baths for the crew. In 2154, when several Tellarites were transported to the planet Babel aboard *Enterprise NX-01*, Commander 'Trip' Tucker and his engineers worked triple shifts to install a mud bath to make the Tellarites feel more at home. It appeared that this was one way the Tellarites liked to relax, and they considered it almost a necessity.

It was during this journey that all-out war between the Tellarites and the Andorians almost ignited after a Tellarite cruiser seemingly destroyed two Andorian battle cruisers. One of them was

carrying the Andorian ambassador to the trade dispute talks on Babel, while the other was Commander Shran's vessel – the *Kumari*.

ROMULAN ATTACKER

It was only after a subsequent attack on *Enterprise* by what appeared to be an Andorian battle cruiser that the truth began to unravel. It was noted that the power matrix of the ship that destroyed Shran's vessel, and the one that attacked *Enterprise*, featured boridium cells. Only Romulan ships used this power signature.

This evidence was enough to convince the Tellarites and the Andorians to work together with the Vulcans and Starfleet in a joint fleet operation. They formed a sensor net consisting of 128 ships across a huge area of space. With *Enterprise*

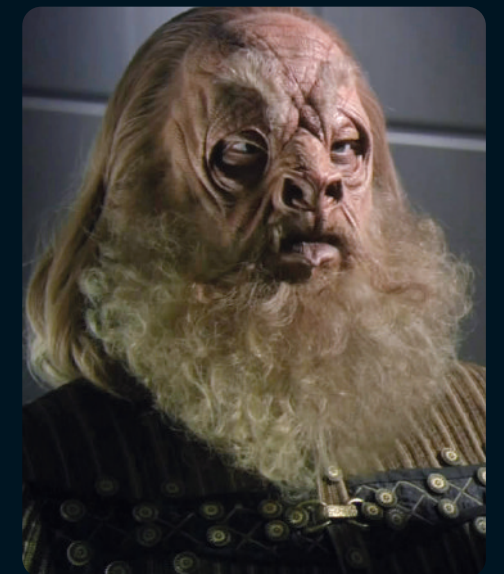
serving as the command ship, the other vessels merely had to exchange communications codes to connect the sensor network.

Once in place, it could detect the unique power signature of what became known as the Romulan marauder drone vessel, even when it was disguised as another ship. The plan worked, and several vessels converged on its location. In the encounter, one of the Tellarite ships was hit, but an Andorian warship rescued the crew. This helped further strengthen the new alliance. The Romulans, who had hoped to destabilize the region with their attacks, actually ended up bringing the main powers together in fighting a common enemy. In fact, just a few years later the Tellarites became one of the founding members of the Federation, along with the Andorians, Vulcans and humans.

DATA FEED

Some time prior to 2154, Ambassador Gral had served aboard a Tellarite cruiser. He took great pride in the fact that he helped drive the Andorian ships back into their own territory.

Despite Gral's mistrust of the Andorians, who he described as "blue demons," he was able to put his feelings aside and play a pivotal role in forming an alliance with them. His actions ultimately helped facilitate friendly relations with the Andorians.



PLOT EXPOSED

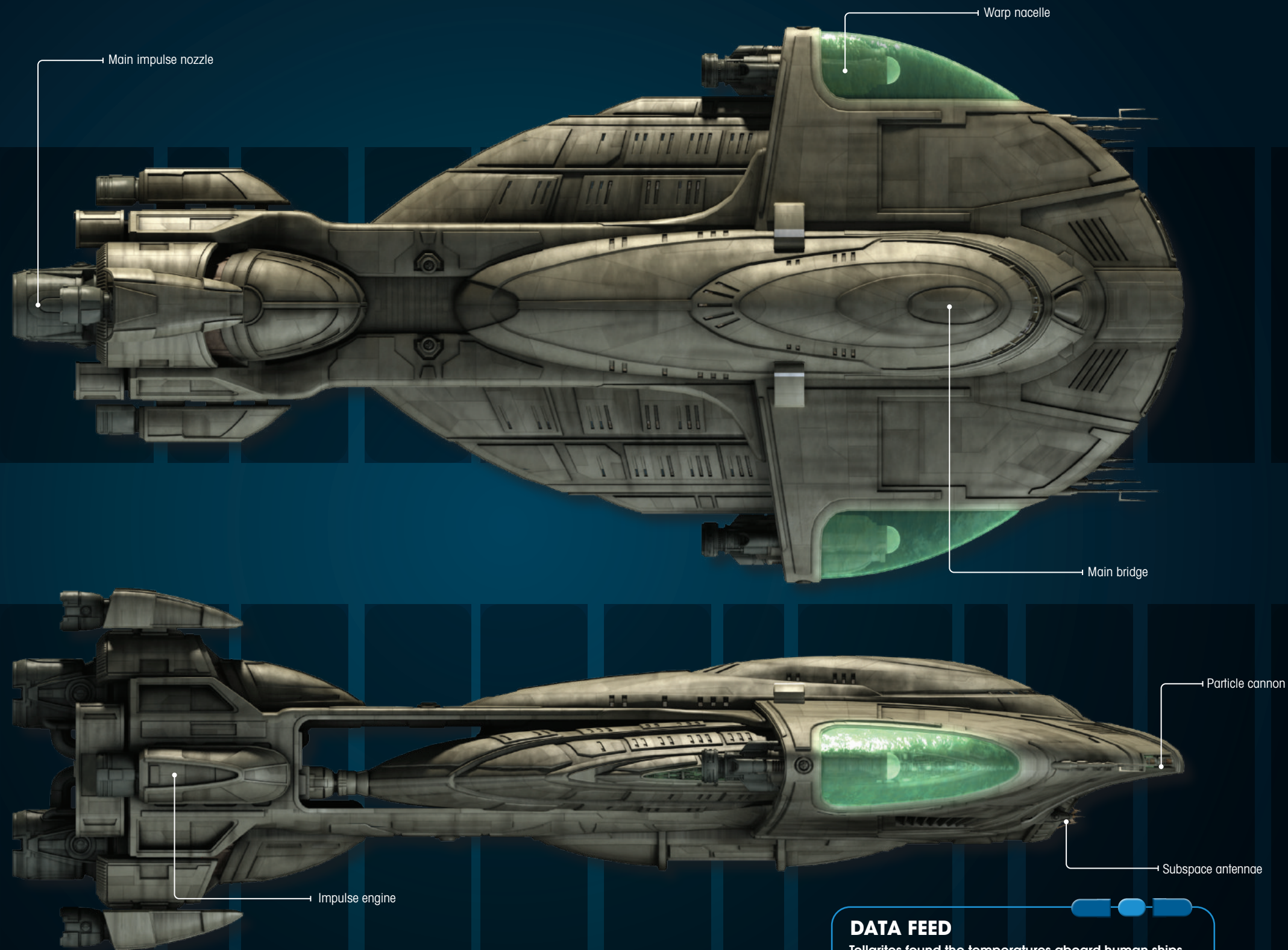
Captain Archer and the crew of *Enterprise* NX-01 played a pivotal role in exposing the Romulan plot to destabilize the region, and in forging better relations between the Tellarites and the Andorians.

It was Commander T'Pol who noted that the power signature of the ship that destroyed Shran's vessel, the *Kumari*, and the one that attacked *Enterprise* was the same. At first, Shran did not accept the data, believing that *Enterprise*'s sensors were faulty, and that the Tellarites had somehow manipulated the evidence. History had taught him that the Tellarites had violated every accord that they had made with the Andorians, but more evidence emerged that pointed squarely at the Romulans.

The vessel that had carried out the attacks on both the Andorian battle cruisers and *Enterprise* had boridium cells in its power matrix, which were only used by Romulan ships. It was also noted that its disruptor utilized triphasic emitters, and this technology could simulate the weapons signature of both Tellarite and Andorian phaser cannons. This proved to both the Tellarites and the Andorians that they had not been responsible for the destruction of each others' ships, but that the Romulans were behind the attacks.



▲ If it had not been for the actions of Captain Archer and his crew, the Romulan plot might never have been exposed and the joint fleet that gathered to locate the Romulan marauder would not have happened.

**DATA FEED**

Tellarites found the temperatures aboard human ships to be too cold for their comfort, which indicated that conditions aboard their own ships were much warmer. Interestingly, the Andorians preferred much colder temperatures, which perhaps partly explained why the Tellarites and the Andorians had trouble getting along.

HISTORICAL FIGURE

Shallash was an important figure in Tellarite history, and was known as the second liberator of the people. In 2161, Captain Archer mentioned him in a speech before signing the Federation Charter.

IMPRESSIVE SHIP

The Tellarite Mining Consortium oversaw a number of freighters in the 22nd century, including the *Tezra*, which could haul one million tons of cargo at a speed of warp 4.5.

EARTH VISIT

It was known that Tellarites had had warp-capable ships since at least 1957. A Tellarite freighter picked up the distress call of a Vulcan survey ship that had crash-landed on Earth, near Carbon Creek, Pennsylvania. The Tellarite ship passed the information onto the Vulcan High Command.

TELLARITE FREIGHTER

The 22nd-century interstellar freighters were used to transport cargo and ore for the mining industry.

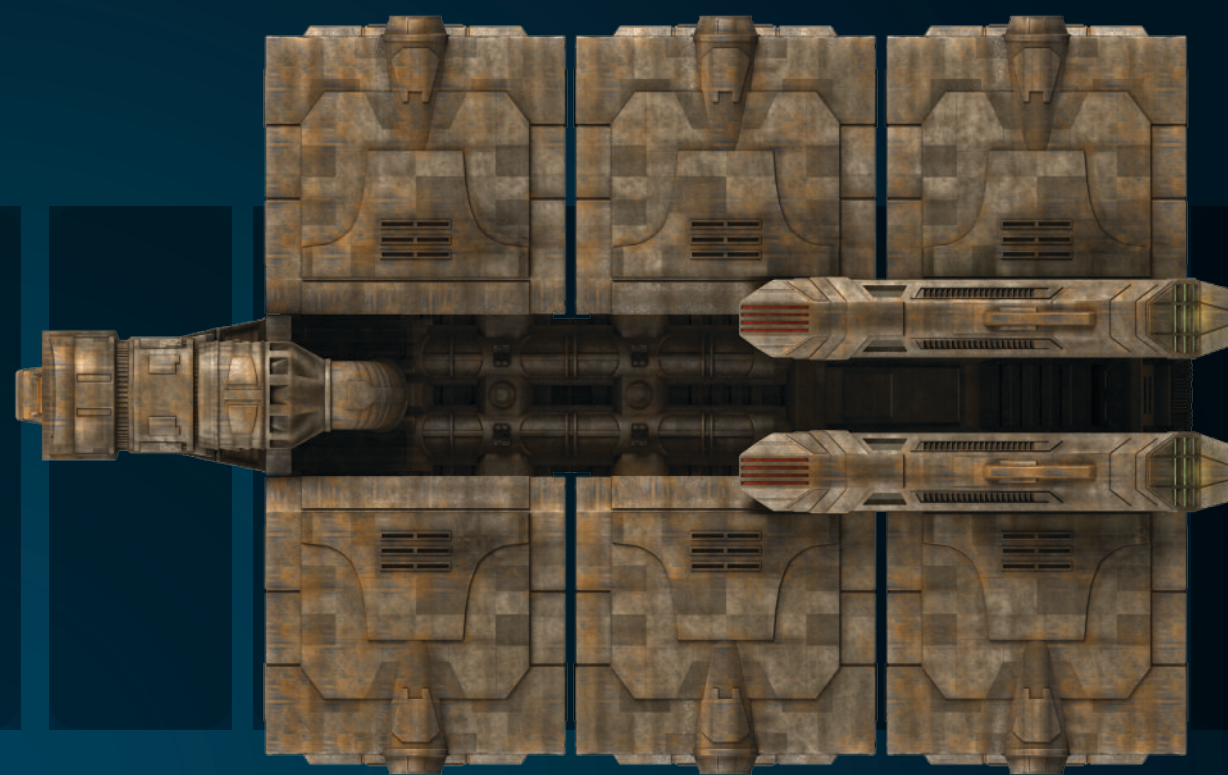
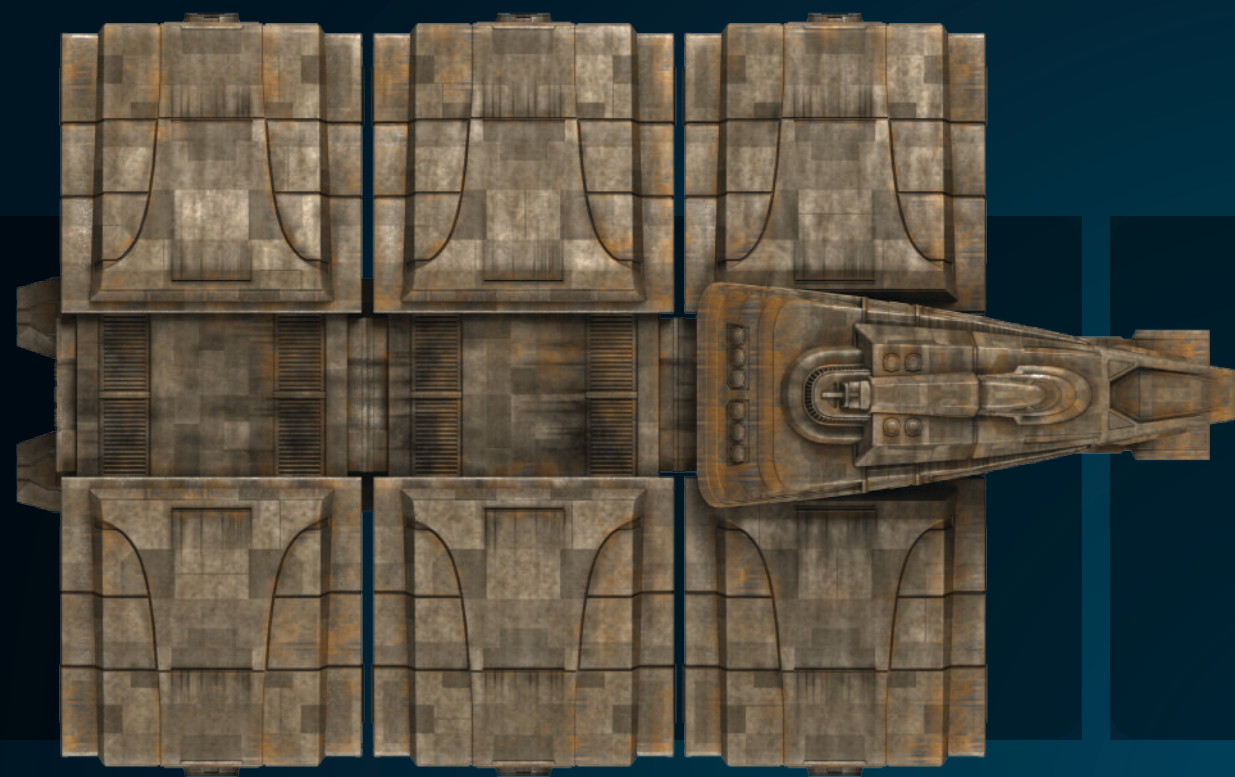
DATA FEED

The humanoid Tellarites had their homeworld on the planet Tellar Prime. They became founder members of the United Federation of Planets in 2161.

Freighters of the 22nd century were interstellar container ships that traversed the Galaxy transporting ore and general cargo from planet to planet. The ships were effectively a series of conjoined boxes – three on either side of the wide hull – which served as the ships' fixed wings.

Impulse engines sat between the wings; the warp nacelles below and to the aft. The command center was situated in the beaked fore of the ship.

The freighters were small by Federation standards – at just 110 meters – and had a crew of two. Maximum warp speed was 2.2.



BAJORAN SOLAR SAILOR

Ancient Bajorans used these simple solar-sail powered spacecraft to explore their star system and beyond.

DATA FEED

Many believed that the ancient Bajorans could not have traveled very far in their solar sailor vessels because they would need to have passed through the Denorios Belt. This was an unstable region of space in the Bajor system filled with severe neutrino disturbances and tachyon eddies, as well as being the location of the Bajoran wormhole.

Bajoran solar sailor vessels were ancient spacecraft that used enormous reflective sails to harness the power of light pressure from Bajor's sun to provide propulsion, much in the same way as a sailboat does with the wind.

More than 800 years ago, when humans were first sailing across oceans, the Bajorans used these solar sailor vessels, or lightships, to explore their star system. It was believed by some historians that these ancient vessels even managed to reach Cardassia in the neighbouring star system, but as these fragile ships were not designed for faster-than-light travel it was thought unlikely this was possible.

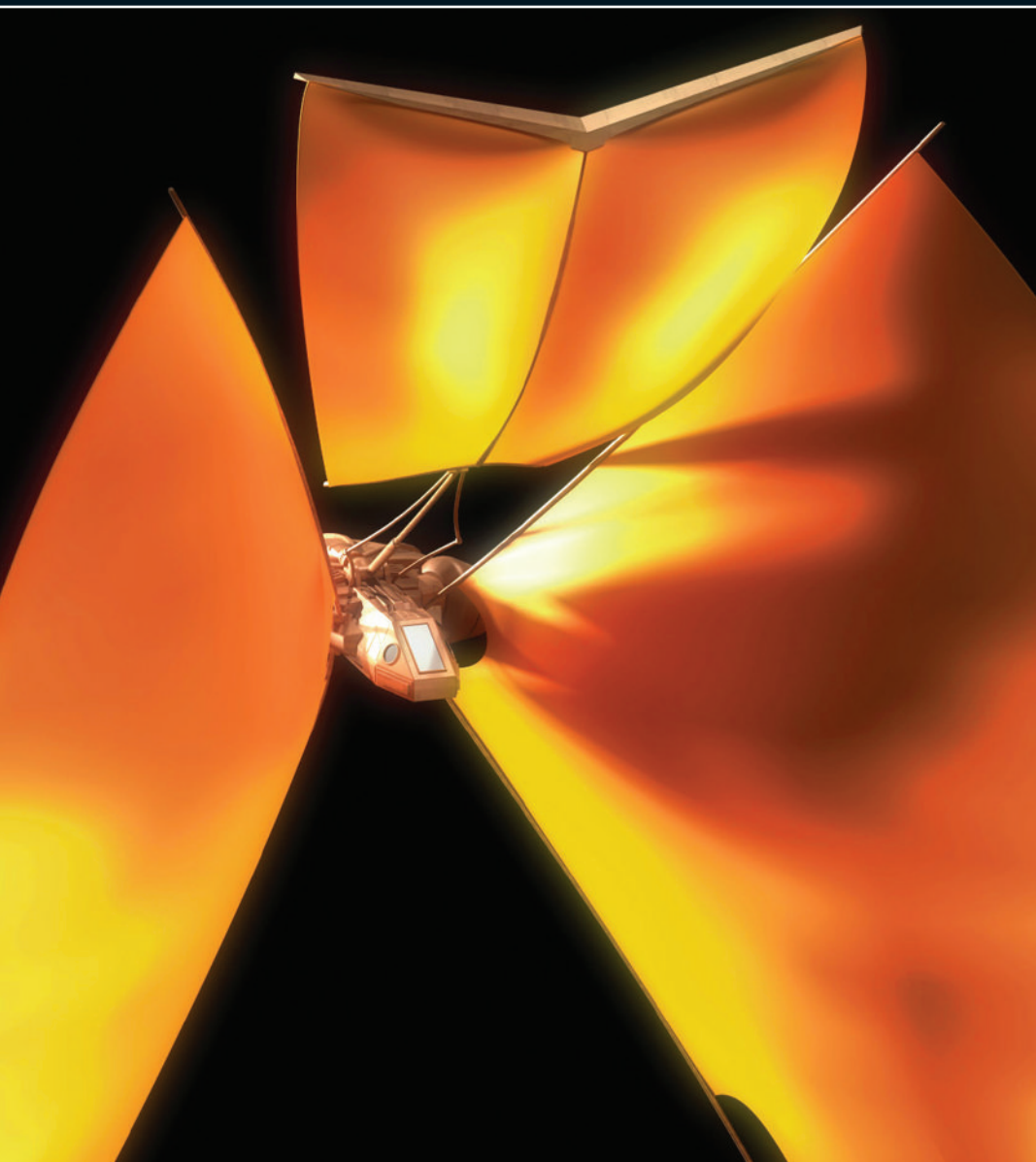
In 2371, Benjamin Sisko became fascinated by these ancient lightships after seeing blueprints for them while visiting the reopening of an old library on Bajor that had the most extensive collection of antiquities on the planet. He decided to use these plans to build an authentic replica of a solar sailor vessel to see if it was spaceworthy.

Certainly, Chief Miles O'Brien was skeptical that it would work, and he was sure that it could not have made it all the way to Cardassia. He pointed out that at sublight speeds the journey would have taken years, and the limited room on board the vessel meant the air supply would only last a few weeks. He also doubted the fragile ship would have survived the expedition, as encountering any kind of ion storm would have torn the sails to pieces and left the ship stranded.

TRADITIONAL CONSTRUCTION

Despite O'Brien's doubts, Sisko pressed on with the project, building the solar sailor vessel in one of *Deep Space 9's* cargo bays using the same materials and tools as the ancient Bajorans had done. In just a few weeks Sisko completed the vessel, impressing his colleagues with the fine, detailed craftsmanship that went into its construction. The only concession to modern

▲ Captain Sisko built an exact replica of a solar sailor vessel that the Bajorans used as early as the 16th century. They included a small living capsule surrounded by enormous solar-wind sails. The ships featured elegant craftsmanship, but were also fragile and not designed for faster-than-light speeds.



◀ Once all its sails were deployed, the solar sailor looked like a cross between a cellar spider and a butterfly.

▼ When the starboard spritsail became damaged, Sisko was forced to jettison it by detonating a small charge at the base of the mast.



▶ Jake was slightly shocked and amused by how small the ship's 'head' or bathroom was. It was barely big enough for him to fit inside.

◀ The interior was full of exquisitely crafted materials, but it was cramped. The winch assemblies were used to unfurl and control the sails. The angle of the sails and thus direction of travel could be altered by subtle adjustment of the winches.



◀ Three Cardassian warships put on a fireworks show as they begrudgingly celebrated the achievement of Sisko's solar ship.

technology that Sisko made was to install a gravity net in the floor, as weightlessness made him feel sick.

After launching from *Deep Space 9*, it did not take them long to get the sails in position, catch the light pressure from the Bajoran sun and start to sail across the star system. Even Jake, who had initially been reluctant to join his father on the trip, was struck by the romanticism of the mode of transport as the ship sailed silently and serenely among the stars.

The solar sailor initially performed very well, but part way through the journey the support for the starboard spritsail gave way and it ended up blocking one of the mainsails. Unable to fix it, Sisko was forced to jettison the spritsail by detonating a small charge at the base of its support. The ship

was now no longer running as smoothly as it had done before, but Sisko and his son were determined not to let this setback end the journey and they decided to press ahead.

WARP SPEED

The solar sailor had not gone much further when it was hit by a powerful force that tore the port mainsail clean off and catapulted the ship forward at warp speed.

It transpired that the vessel had been caught in a tachyon eddy, a naturally-occurring phenomenon common in the Bajoran system, that scooped it up and propelled it at faster than light speeds. Normally, tachyon eddies were not powerful enough to affect spaceships, but because the solar

sailor had a large surface-area-to-mass ratio, their impact on the sails accelerated it to warp speed.

By the time the solar sailor was ejected from the tachyon eddy, it had travelled several light years, and Sisko and Jake initially had no idea where they were. It was only when three Cardassian warships appeared that they realised they had been flung clear across the Denorios Belt and all the way to the Cardassian system.

Sisko and Jake had proved that it was possible for the solar sailor vessels to have reached as far as Cardassia. In a suspicious coincidence, it was only then that the Cardassians admitted that they had recently found the remains of a Bajoran lightship on Cardassia, proving beyond doubt that these ancient vessels were capable of interstellar flights.

DATA FEED

As a Starfleet officer in charge of *Deep Space 9*, Sisko had little time for outside interests. Prior to his appointment at the space station, he had a background in engineering and served at the Utopia Planitia Fleetyards where, among other things, he helped develop the *U.S.S. Defiant* NX-74205. It was only natural that he jumped at the chance to build a Bajoran solar sailor and indulge his passion for ship design. Many of his colleagues remarked on how happy he was working on the project and how well he built it.



INSIDE THE SOLAR SAILOR

The interior of the solar sailor was small and cramped with a low ceiling, but the use of rich woods and ornate metal work for the pipes, valve assemblies and analogue gauges made it a cozy, elegant environment.

The finish of the fittings in the interior may have been lavish, but it was sparsely furnished. There were no chairs or beds, and when it came time to sit or sleep, the crew had to perch wherever they could find space or string up a hammock. The one piece of furniture in the interior was a small table where star charts could be unrolled and laid out, while a sextant fastened to the wall was used for navigation.



▲ The interior had beautifully crafted fixtures, but it was sparsely furnished as the crew had to work the winches for the sails.

DATA FEED

The Bajorans used solar sailor vessels to explore their region of space as early as the 16th century. This was 400 years before humans had achieved any type of manned spaceflight.

Solar spritsail

Spritsail mast

Windows

Spritsail support

Solar mainsail

Living capsule

Starboard support

Solar jib sail

Living capsule

STAR TREK FIRST

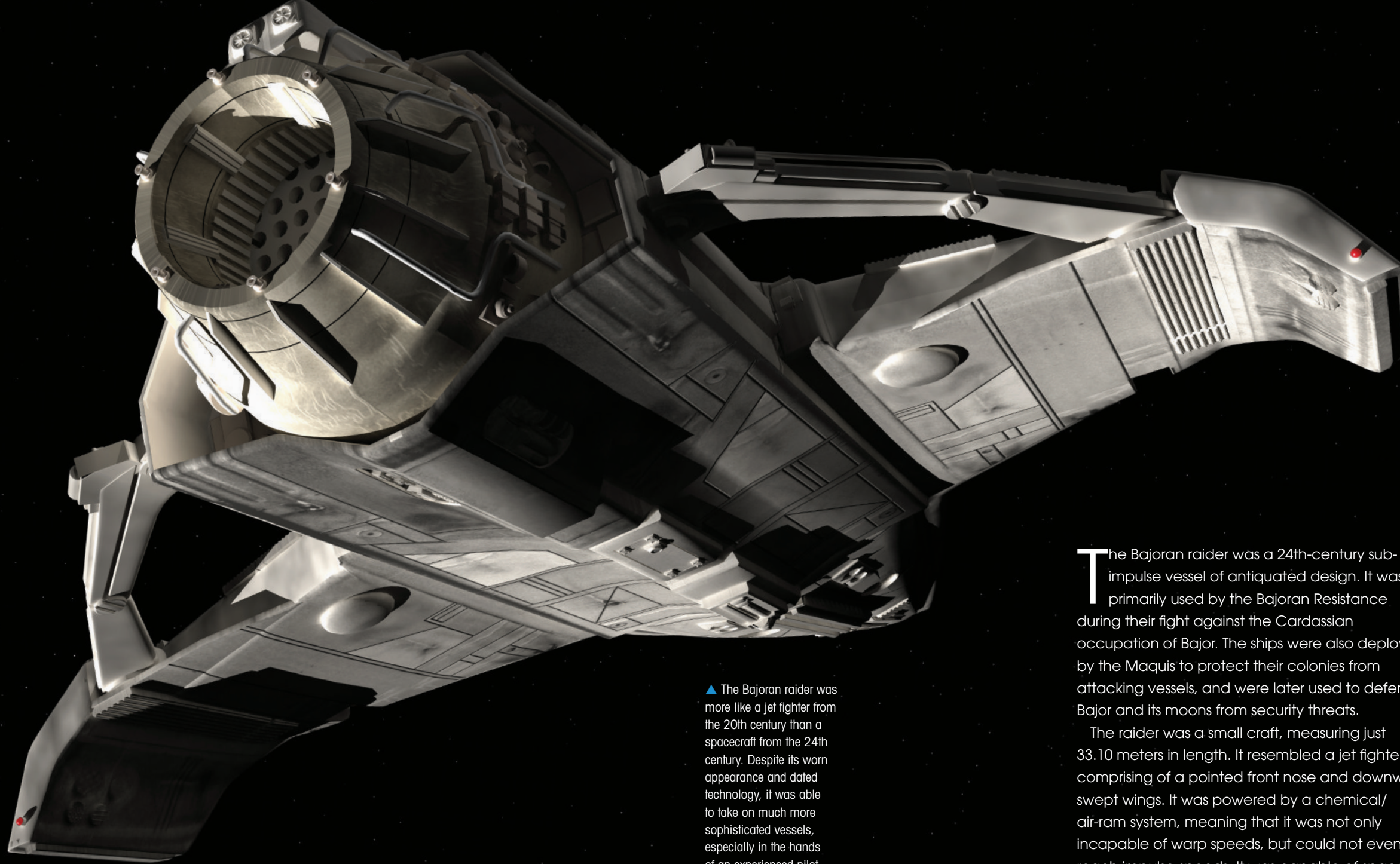
The first ever mention of a bathroom in *STAR TREK* history is made in the episode that features the Bajoran solar sailor, when Jake Sisko commented on the compact size of its facilities.

POET & PROPHETS

Bajoran poet Akorem Laan was travelling in a Bajoran solar sailor in 2174 when it was damaged by an ion storm and drifted into the Bajoran wormhole. The Prophets returned him to the Alpha Quadrant two hundred years later in 2372.

TACHYON POWER

Tachyons are particles that are always travelling faster than light. They are often associated with time travel, but in the case of the solar sailor an interstellar current of these particles swept it to warp speeds and into the Cardassian system.



▲ The Bajoran raider was more like a jet fighter from the 20th century than a spacecraft from the 24th century. Despite its worn appearance and dated technology, it was able to take on much more sophisticated vessels, especially in the hands of an experienced pilot.

BAJORAN RAIDER

The raider was a lightly-armed, sub-impulse vessel of dated appearance used to protect Bajoran interests.

The Bajoran raider was a 24th-century sub-impulse vessel of antiquated design. It was primarily used by the Bajoran Resistance during their fight against the Cardassian occupation of Bajor. The ships were also deployed by the Maquis to protect their colonies from attacking vessels, and were later used to defend Bajor and its moons from security threats.

The raider was a small craft, measuring just 33.10 meters in length. It resembled a jet fighter, comprising of a pointed front nose and downward swept wings. It was powered by a chemical/air-ram system, meaning that it was not only incapable of warp speeds, but could not even reach impulse speeds. It was capable of space

flight, but was far more suited to atmospheric operation. The thruster assembly was located in the rear of the craft and produced a ring of intense heat from the circular exhaust port.

While the raider was much slower than impulse ships in space or high-orbit, it was just as fast in atmospheric flight, where impulse engines could not be used. It could perform extreme aerobatics and was able to take on much more powerful vessels in dogfights, where it used its dual phaser emitters to good effect. These were the ship's only weapons, but thanks to phaser locks, it was able to target enemy vessels effectively. Raiders were often deployed in numbers, coordinating complex attack patterns to strike at larger ships, like insects swarming over a body.

BASIC TECHNOLOGY

The raider featured an extremely cramped cockpit for just two occupants, who had to perform a series of awkward contortions just to fold themselves into the basic seating. As technology was scarce, especially during the time of the Cardassian occupation, Bajoran engineers had to make do with what they could get their hands on. The interior was therefore rudimentary, but it did include essential technology such as a proximity system and navigational sensors. Unfortunately, these systems sometimes failed and the pilots were forced to fly by the seat of their pants, relying on their own instincts to keep them out of trouble.

In 2370, Major Kira and Lieutenant Commander Dax were forced to use a raider to take evidence

DATA FEED

Bajor had five moons, including Derna and Jeraddo. The latter was home to Lunar V, a small camp the Resistance set up during the Cardassian occupation.



◀ Kira and Dax found a Bajoran raider that had been hidden in a subterranean chamber on one of Bajor's moons. The craft had not been used since the Cardassians had withdrawn from Bajor, and it was in a dilapidated state. Dax managed to get its engines started, but she was skeptical that it would fly – or at least for very long.



◀ During the Cardassian occupation of Bajor, raiders were sometimes used in conjunction with other Bajoran ships to perform coordinated attacks on much larger *Galor*-class vessels.

▶ The forward position of the cockpit was taken by the pilot, while the rear passenger operated the phasers. The ship also featured navigation sensors, but they were not working on the ship Kira and Dax took.



▶ The interior of the raider was incredibly cramped. Occupants practically had to fold themselves double just to enter the craft. It appeared that the ships were built during the Cardassian occupation, meaning that materials and technology were scarce, hence comfort was not a priority.



▶ The raider piloted by Major Kira pursued one of the interceptors close to the surface of Bajor before shooting it down. The impulse-powered interceptor was much faster than the raider in the upper atmosphere, but nearer the ground the jet-powered raider was just as fast and more maneuverable.



▲ The Bajorans did not have large, powerful vessels, but they still fiercely protected their territory. When they discovered that the Romulans had been surreptitiously stockpiling weapons on one their moons, Kira organized a blockade comprising of interceptors, raiders and other ships to stop Romulan warships from approaching.

▲ Much to the alarm of Dax, the caverns in which the raiders were hidden on the Bajoran moon were also home to numerous huge arachnid-like life forms known as palukoos.

to the Chamber of Ministers that proved the Cardassians were behind a coup of the provisional government. Dax accompanied Kira because one of her former hosts, Tobin, could help with the raider as he knew all about phase coil inverters and sub-impulse thruster configurations.

They were dropped off on Jeraddo, one of Bajor's moons, where they found a raider in an underground base that had been set up by the Bajoran Resistance. The raider had not been used for over a year and was in a sorry state. After making a few repairs, Dax managed to get it started, although the engine made an almighty racket far from the gentle hum that Starfleet propulsion units usually made.

The raider shook with alarming force as it descended towards Bajor, when it suddenly

came under attack. The Alliance for Global Unity had sent two Bajoran impulse interceptors to shoot down the raider before it reached the surface. A fierce battle erupted in the skies over Bajor, in which Kira and Dax managed to destroy one interceptor before they were brought down by the other ship.

DOWN, BUT NOT OUT

Fortunately, Kira and Dax were able to survive the crash, and they later presented the evidence proving the Cardassians' involvement in the coup to the Chamber of Ministers.

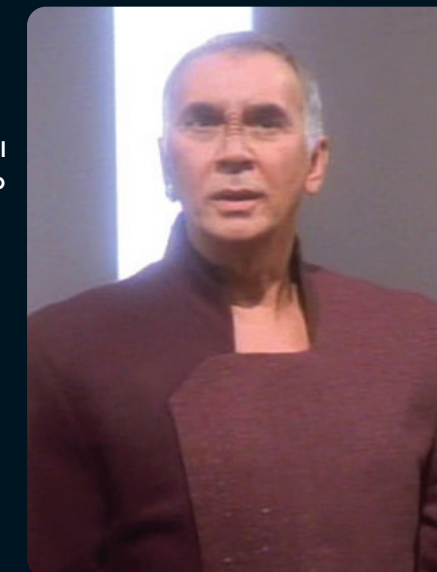
Later, in 2375, several Bajoran raiders were pressed into emergency service when they took part in a blockade that prevented the Romulans from stockpiling weapons on Derna, another of

Bajor's moons. The Romulans had supposedly set up a hospital on the moon, but this was just a cover as they had actually built a facility to store plasma torpedoes.

When the Bajorans discovered what was really happening, they were outraged as it would turn Derna into a prime target for a Dominion attack. The Federation tried to resolve the matter through diplomatic channels, but Kira preferred direct action. She set up the blockade, comprising of several types of Bajoran vessels including raiders, and threatened to attack any Romulan ships that attempted to reach the moon. After a tense standoff, and despite the Bajorans being heavily outgunned by 14 warbirds, the Romulans agreed to remove the weapons rather than jeopardize their relations with the Federation.

DATA FEED

Jarro Essa was a minister in the Bajoran Provisional Government, but he was also leader of the Alliance for Global Unity. This extremist faction, also known as The Circle, wanted all aliens expelled from Bajor. They smuggled in weapons to help them achieve this aim, unaware that the Cardassians had actually supplied them. Evidence emerged of the Cardassians' involvement, and Kira was given the task of using a Bajoran raider to get this proof to the Chamber of Ministers before it was too late.



AERIAL COMBAT

In 2370, the raider flown by Major Kira and Lieutenant Commander Dax became involved in a fierce dogfight with two interceptors that had been dispatched to shoot them down. A volley of phaser fire from one of the interceptors caused some damage to the raider, so Kira flew down into the planet's atmosphere where the interceptors could not use their impulse engines.

With the odds now more even, Kira performed a series of tight turns before straightening out behind one of the impulse ships. Dax took manual aim as the ships zigzagged with dizzying speeds over the Bajoran landscape. After missing badly with the first few shots, Dax zeroed in on the target, hitting it with a rapid succession of blasts. This sent the impulse ship spiralling towards the ground with smoke wheezing from its engines, and it crashed in a fireball.

While they were taking care of one ship, the other impulse ship had snuck up behind their raider. Before Kira could react, they took a massive hit on their tail that caused a fire in the cockpit. Dax found an extinguisher beneath her seat, but it failed to put out the fire. With thruster power failing, they had no choice but to jettison the plasma tank and try to perform a controlled crashlanding. The raider emitted a howling whine as it plunged from the sky before hurtling into a forest, but fortunately Kira and Dax survived the impact.



▲ Major Kira and Lieutenant Commander Dax were lucky to survive after their raider took a hit and lost engines. Thanks to the piloting skills of Kira, they managed to perform a controlled crashlanding.

**THRUSTER POWER**

According to the *Deep Space Nine Technical Manual*, by Herman Zimmerman, Rick Sternbach and Doug Drexler, the Bajoran raider was powered by a coanda-cycle chemical/air ram system.

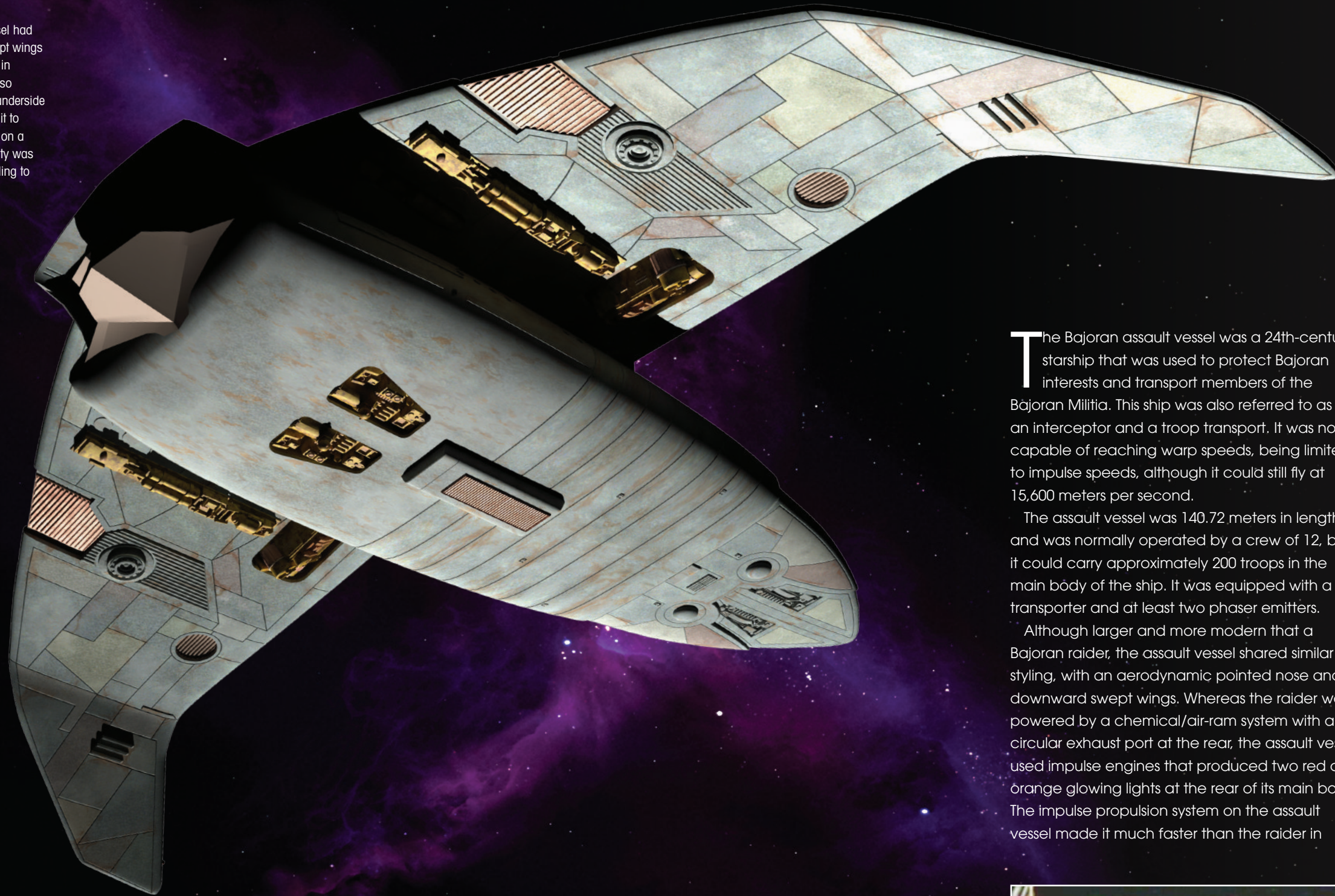
ANTIQUE VESSEL

The official script for "The Siege" described the raider as "the smallest, most archaic looking spacecraft we've ever seen on *STAR TREK*. In 20th century terms, it's a biplane."

SPACEFLIGHT HISTORY

Several Bajoran starships were capable of warp travel by the 24th century, but their vessels were not nearly as sophisticated as those used by Starfleet. This is somewhat surprising given that Bajorans undertook their first interstellar flights as long ago as the 16th century in solar-powered sail ships.

► The Bajoran assault vessel had pronounced downward-swept wings that helped to keep it stable in planetary atmospheres. It also featured lift engines on the underside of its wings, which allowed it to hover or set down vertically on a planetary surface. This facility was especially useful when needing to deploy troops quickly.



BAJORAN ASSAULT VESSEL

These impulse ships were used by the Maquis and the Bajorans to protect their planet and off-world colonies.

The Bajoran assault vessel was a 24th-century starship that was used to protect Bajoran interests and transport members of the Bajoran Militia. This ship was also referred to as an interceptor and a troop transport. It was not capable of reaching warp speeds, being limited to impulse speeds, although it could still fly at 15,600 meters per second.

The assault vessel was 140.72 meters in length, and was normally operated by a crew of 12, but it could carry approximately 200 troops in the main body of the ship. It was equipped with a transporter and at least two phaser emitters.

Although larger and more modern than a Bajoran raider, the assault vessel shared similar styling, with an aerodynamic pointed nose and downward swept wings. Whereas the raider was powered by a chemical/air-ram system with a circular exhaust port at the rear, the assault vessel used impulse engines that produced two red or orange glowing lights at the rear of its main body. The impulse propulsion system on the assault vessel made it much faster than the raider in

open space, but in the atmosphere of a planet their flight capabilities were much more even. The assault vessel was also capable of making planetary landings, meaning it could offload troops en masse, rather than beaming them down a few at a time from orbit, a great advantage when needing to deploy troops quickly.

COCKPIT LAYOUT

The assault ship was operated from the cockpit in the nose of the vessel, and it featured seating for at least four crew members. The captain or commander sat in the middle of the oblong-shaped cockpit, while the pilot was positioned at the front, directly behind the windshield canopy. The two other cockpit crew operated consoles behind the commander's chair, facing the side walls. They controlled ship functions such as communications, sensors, shields and weapons, while they could also monitor the overall 'health' of the ship. The pilot's position obviously controlled the heading and speed of the ship, but many of the ship's functions, such as weapons, were doubled on his console.

The assault vessel was somewhat outdated in comparison to ships used by other species in the 24th century. This was surprising given that the Bajorans had ventured out into space as early as the 16th century in solar sailing ships, but was understandable given their more recent troubled history. Their homeworld had spent decades under Cardassian occupation, and the advancement of their starship-building program was hardly a priority.

DATA FEED

When they were young, Jake Sisko and Nog spent hours on *Deep Space 9* watching families board Bajoran vessels at the station's airlocks.



◀ As it did not possess a warp drive, the Bajoran assault vessel was mainly designed for general policing and patrol duties within the Bajoran system. It was often used to transport goods and people to *Deep Space 9*, as well as being an extra line of defense for the strategically important space station.



◀ The assault vessel featured a tapered nose at the front that contained the cockpit. Most of the volume of the ship was in the mid-section, which could hold up to 200 troops.

▶ During the Cardassian occupation of Bajor, the highly-maneuverable assault vessels were able to hide from the larger Cardassian ships in the Badlands, which were full of unpredictable plasma storms.



▶ In 2370, two assault vessels loyal to the Alliance for Global Unity were ordered to intercept a Bajoran Raider flown by Major Kira and Lt. Commander Dax. In a dogfight in the skies over Bajor, one of the assault vessels was shot down, while the other one managed to hit the Raider, causing it to crashland in a forest.



▶ After the Bajorans learned that the Romulans were secretly stockpiling weapons on one of their moons, they gathered together a fleet of 12 ships to form a blockade. This fleet included assault vessels as well as larger freighter ships, but tactically they were no match for the 14 Romulan warbirds that were on the way.



▲ Colonel Kira took command of the fleet from the bridge of an assault vessel that was hastily assembled to stop the Romulan warbirds. She knew that her fleet was heavily outgunned and outmatched in almost every way, but she refused to let the Romulans through. The Romulans eventually backed down and agreed to remove their weapons from the moon.

▲ Before the end of the Cardassian occupation of Bajor, the Maquis often used assault vessels to attack much more powerful Cardassian warships. They were deployed in numbers and able to overwhelm the warship by making highly-coordinated attacking runs before flying out of the way of the returning fire.

when most of the population was living in forced-labor camps and barely had enough to eat.

The Bajorans were a resilient and innovative species, however, and they used whatever resources they could muster to fight the Cardassians. Using jury-rigged technology, members of the Bajoran Militia who joined the Maquis managed to keep assault vessels flying. They were then used alongside whatever other craft they could get their hands on to defend Maquis colonies, and even to attack Cardassian vessels using clever hit-and-run tactics.

In 2370, several assault vessels in combination with Raiders launched a surprise attack on a Cardassian *Galen*-class ship. Employing multiple strafing runs, the assault ships blasted the much larger Cardassian vessel with phaser fire before

quickly retreating before they could be hit, and then regrouping for another attack. The *Galen*-class ship's shields were down to 30 per cent and it was unlikely it would have survived much longer had not the *U.S.S. Enterprise* NCC-1701-D arrived and chased off the attackers.

PROTECTION DUTIES

Once the occupation of Bajor was over, assault vessels were used to protect their homeworld and various Bajoran colonies. In 2370, however, two assault vessels almost killed Major Kira and Lt. Commander Dax when they shot down their Raider in the skies over Bajor. Kira and Dax were lucky to survive the subsequent crashlanding, but they managed to deliver evidence that proved the Cardassians were secretly arming a Bajoran

faction known as the Alliance for Global Unity that had seized power on Bajor.

Later in 2370, an assault vessel with the call sign 'Interceptor One' was ordered to stop a Skrreean ship from landing on Bajor. Before it was realized that the Skrreean craft was piloted by a teenager, an assault ship fired on it. While the shot missed, it ignited a radiation leak from the rear of the ship, killing all three occupants onboard.

In 2375, several assault vessels were used alongside other Bajoran starships to form a blockade that prevented Romulan warbirds from delivering plasma torpedoes to Derna, one of Bajor's moons. Colonel Kira commanded the Bajoran fleet from one of the assault ships, and she was successful in making the warbirds turn back, even though her forces were severely outgunned.

DATA FEED

The Skrreeans were a Gamma Quadrant species, who had fled their homeworld after the Dominion had taken over their planet. They hoped to settle on Bajor, but they were refused permission. One teenage Skrreean boy named Tumak (pictured right) decided to take matters into his own hands and flew a ship towards Bajor. An assault craft fired on him before an order came through to stand down. Tumak's ship was blown up, killing him and the ship's other occupants.



STANDING FIRM

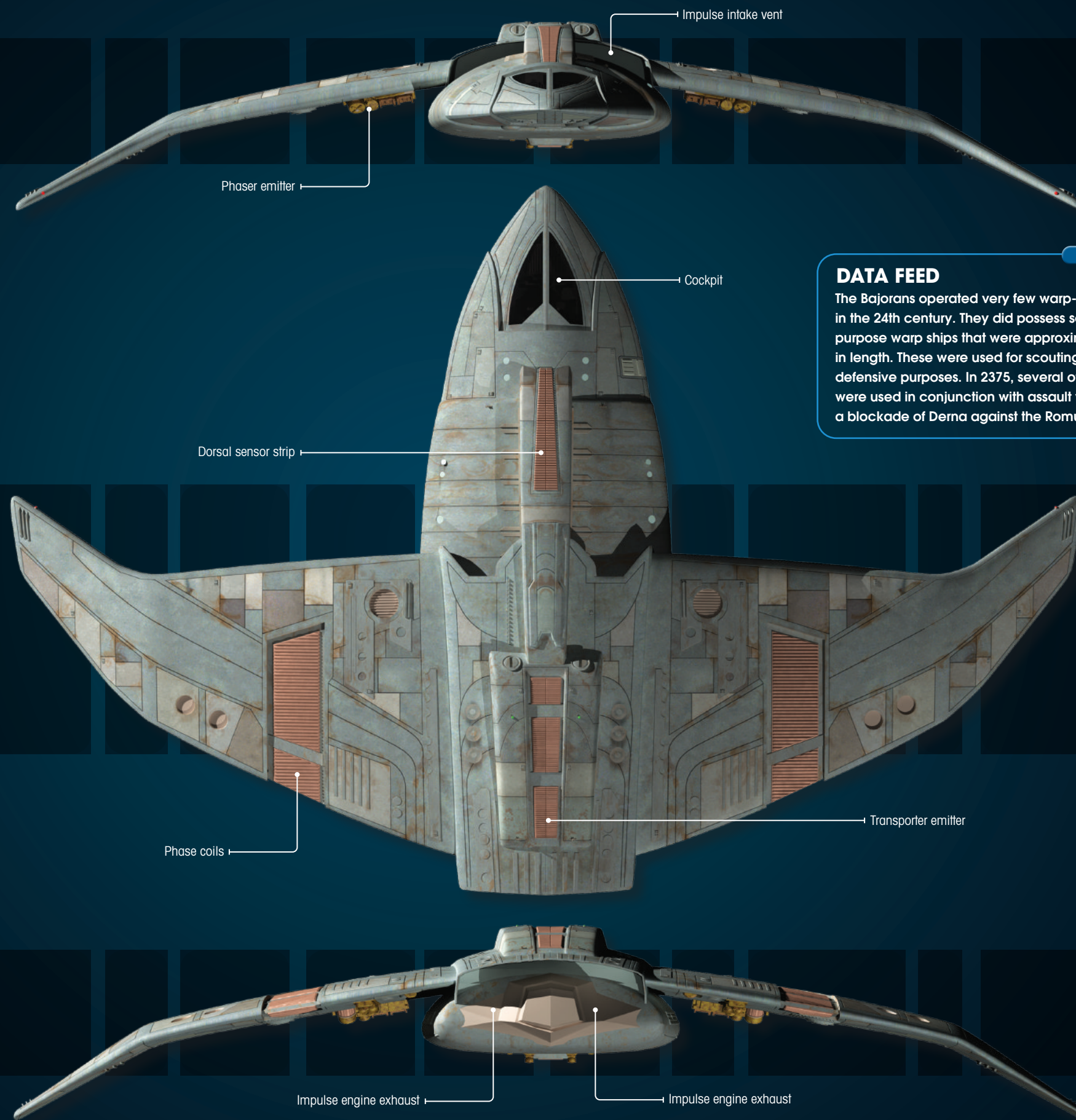
During the Dominion War, the Romulans had set up a field hospital on the Bajoran moon Derna, because many of their injured troops were dying on the long trip back to Romulus. The Bajorans were happy to accommodate the Romulans in this matter, but then they discovered that the Romulans were stockpiling weapons at this facility. This made Derna a priority target for the Dominion, and the Bajorans demanded that the weapons be removed, but the Romulans refused.

Starfleet did not want to get involved in the stand-off between two allies, and Colonel Kira was forced to confront the Romulans herself. From an assault vessel, she commanded a small fleet that formed a blockade of the moon, refusing to let any Romulan warbirds through until the weapons were removed.

When a group of 14 warbirds approached the moon, Kira demanded that they withdraw even though the Bajoran ships were heavily outgunned. After the warbirds powered their weapons, Kira continued to remain defiant and prepared to engage the Romulans, but at the last moment the warbirds turned away. With neither side prepared to back down, Admiral Ross had intervened and told the Romulans that if they did not remove the weapons, he would make sure Starfleet forces did. Unwilling to jeopardize their new alliance with the Federation, the Romulans agreed to remove the weapons, and Kira's brave stance won the day without a shot being fired.



▲ Several assault vessels alongside larger freighter-like ships made up a small fleet, which formed a blockade to stop Romulan warbirds from delivering armaments to a Bajoran moon.

**DATA FEED**

The Bajorans operated very few warp-capable starships in the 24th century. They did possess some multi-purpose warp ships that were approximately 260 meters in length. These were used for scouting, transport and defensive purposes. In 2375, several of these vessels were used in conjunction with assault vessels to form a blockade of Derna against the Romulans.

ANCIENT RACE

Bajor was one of the oldest civilizations in the Alpha Quadrant, and began to flourish about half a million years ago. The Bajorans were renowned for their flair in science and the arts long before humans began to speak or make tools.

BASIC FLEET

According to Kira Nerys, the Bajorans did not have any type of ship that was comparable in maneuverability or defensive capabilities to Starfleet runabouts.

BAJORAN SPACE

The Bajoran system was 52 light years from Earth and contained 14 planets. Bajor was the 11th and largest planet of the system. It had five moons, including Derna and Jeraddo. The Bajoran wormhole was located near the hazardous Denorios Belt between the ninth and tenth planets of the system.



BAJORAN FREIGHTER

This dated design of freighter was used by the Bajorans in the 24th century to transport goods and people.

The Bajoran freighter was an *Antares*-class vessel that was approximately 250 meters in length, and it was used for transporting cargo and passengers. By the 2360s, it was considered an antiquated vessel and many examples did not have warp power, with their top speed limited to half impulse. Also, many of the vessels did not possess visual communication capabilities, and had to rely on audio channels only.

The Bajorans first developed space flight in the 14th century, but it appeared that their starship technology did not advance as quickly as that

of many other species. By the 24th century their starships were obsolete compared with the vessels used by Starfleet. This was largely due to the fact that Bajor had spent decades under Cardassian occupation, and the people had suffered greatly. The advancement of their starship-building program was hardly their top priority when they were struggling to find enough to eat and survive.

RESISTANCE SHIP

Some of the freighters were used by the Bajoran resistance during the occupation. Orta, the leader of a Bajoran resistance splinter group, made use of a Bajoran freighter from his base on the third moon of Valo I. The fact that this freighter was used to transport Orta's followers on and off this moon indicated that the ship was capable of making planetary landings.

In 2368, this Bajoran freighter was used to mislead Cardassian forces into attacking what they believed was Orta's cell traveling from Valo I to Valo III. In fact, the ship was empty and was being remotely controlled from the ground, with communications handled through a subspace relay aboard the ship.

Two Cardassian warships intercepted the freighter during the journey and destroyed it, believing that they had killed Orta and his followers. In fact, the whole situation had been staged in order to prove that Admiral Kennelly had been collaborating with the Cardassians.

Even after the occupation of Bajor had ended in 2369, there were still much more urgent issues

DATA FEED

The Bajorans used several types of freighter in the 24th century, but they were all similar in size, ability and appearance.



◀ The *U.S.S. Enterprise* NCC-1701-D was ordered to escort a Bajoran freighter from the third moon of Valo I to Valo III. The freighter was used by the Bajoran resistance fighter Orta and his followers. The Cardassians tried to manipulate the situation in order to get Starfleet to find Orta and his comrades for them.



▲ A common sight at *Deep Space 9* was a Bajoran freighter attached to one of its docking arms. These ships brought supplies and people to the station several times a day.

► Several Bajoran freighters were part of the blockade that Colonel Kira set up to stop Romulan warships from delivering weapon supplies to Derna, one of Bajor's moons.



▲ Odo searched for clues in Ibudan's quarters aboard the Bajoran freighter he arrived on, hoping to find evidence of who killed him. The room featured a bunk bed, tables, chairs and a computer terminal.

▲ The Bajoran freighter, like most Bajoran ships, was rather ungainly, and featured many systems, conduits and other paraphernalia that were stuck on top of the hull in a rather haphazard fashion. It may have been that many of these accoutrements were added later to keep the ships running, as they were so old.

to address than building new ships. Instead, the Bajorans used their ingenuity to keep the ships that they did have flying. Bajoran freighters made frequent trips between Bajor and *Deep Space 9*, bringing with them supplies and passengers from the surface of the planet. As teenagers, Jake Sisko and Nog spent many idle, but enjoyable hours watching Bajoran girls board and disembark these vessels at *Deep Space 9*.

In 2369, a Bajoran criminal named Ibudan arrived at *Deep Space 9* on a Bajoran freighter that had come from an Alderaan spaceport, suggesting that this particular vessel was warp powered. He had booked quarters on the ship that included a bunk bed and a computer terminal, which allowed him to make entries in a personal calendar. In this diary, Ibudan had noted a ship's concert and an

appointment for tennis on a holodeck, indicating that the ship had recreational facilities.

FREIGHTER ACCIDENT

In 2371, a Bajoran freighter transporting Vedek Bareil Antos and Kai Winn Adami to peace talks with the Cardassians had to make an emergency stop at *Deep Space 9*. A micro-fracture ruptured in one of its warp plasma conduits and the entire relay system exploded. Vedek Bareil was badly injured, and a radiation leak from a loose plasma coil prevented him from being beamed to the infirmary aboard *Deep Space 9*, forcing the freighter to dock before he could be treated.

The explosion was an accident, and the cause appeared to be merely the result of the ship being old and worn out. Dr. Bashir was able to

bring Bareil back from the point of death, but he later succumbed to his injuries after he insisted on helping Winn with the peace talks rather than having further treatment.

In 2375, several freighters were part of a small Bajoran fleet that set up a blockade to prevent Romulan warbirds from delivering launch sequencers for plasma torpedoes to Derna, one of Bajor's moons. The Romulans had secretly been stockpiling weapons on the moon, and when the Bajorans found out, they were furious.

Colonel Kira organized the blockade, even though the Bajoran ships were no match for the warbirds. At the last moment the warbirds turned away after Admiral Ross was forced to intervene and threatened to use Starfleet forces to stop the Romulan ships from reaching the moon.

DATA FEED

Ibudan was arrested by Odo for killing a Cardassian during the occupation. He was later freed by the Bajoran provisional government, and arrived at *Deep Space 9* on a Bajoran freighter with plans for revenge against Odo. He faked his own death using a clone of himself, and did it in such a way that the evidence pointed at Odo. Fortunately, Dr. Bashir found proof of the clone aboard the freighter that exonerated Odo.



KLINGON ATTACK

It appeared that the Cardassians also used Bajoran freighters after perhaps appropriating them during the occupation. In 2372, at least one of these ships was part of a Cardassian convoy that was taking medical supplies and relief workers to Pentath III, where an outbreak of Rudellian plague had struck.

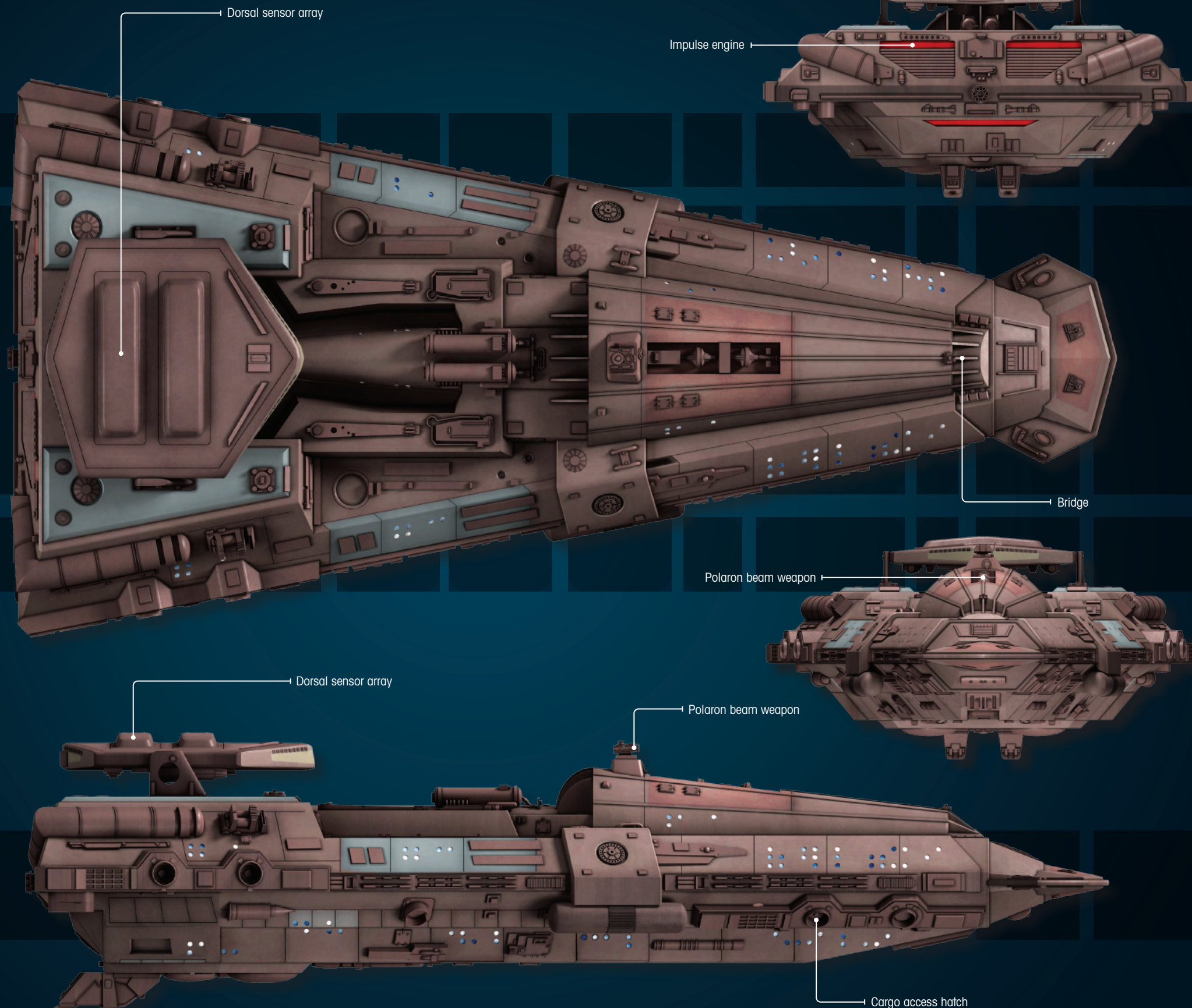
The *U.S.S. Defiant* NX-74205 was assigned to protect the convoy as this was at a time when the Cardassians and Klingons were at war. It was feared that because the Pentath system was close to Klingon territory, the convoy would be at risk.

This proved to be the case as two Klingon ships decloaked and attacked. Worf, who was in command of the *Defiant*, returned fire, but during the engagement a Klingon civilian transport ship decloaked and was inadvertently destroyed by the *Defiant*.

Later, the Klingons tried to extradite Worf for being reckless and killing the civilians who were on the ship. Fortunately, it was proved that the Klingons had staged the whole scenario in the hope of forcing the Federation to stop escorting the Cardassian convoys.



▲ Several Bajoran freighters had been co-opted by the Cardassians, and they were part of a convoy that was delivering medical supplies to one of their colonies when they were attacked by Klingon ships.

**COMMON TYPE**

Antares was a popular name for a class of ships in the *STAR TREK* universe. In addition to the Bajoran freighter, a Corvallen freighter and a Talarian ship named the *Batris* also belonged to the *Antares* class.

ARTISTIC RACE

The Bajorans did have accomplished starship engineers, but as a race they were more renowned for their achievements in art, music, architecture and philosophy.

LUNCH MEETING

Upon investigating Ibudan's quarters on the Bajoran freighter, Odo found that the Bajoran had noted a lunch appointment with Della Santina in his personal calendar file on the ship's computer. Della Santina was named for *STAR TREK: DEEP SPACE NINE* unit production manager Robert della Santina.



TRILL SCIENCE VESSEL

In 2367, the *U.S.S. Enterprise* NCC-1701-D rendezvoused with a Trill science ship to receive a new symbiont host.

In 2367, the *U.S.S. Enterprise* NCC-1701-D was despatched to the Peliar Zel system. On board was Odan, a Trill ambassador who was charged with negotiating a peace between the Alpha and Beta moons of the Peliar Zel and averting war.

When Odan and Commander Riker departed in a shuttle to Peliar Zel to begin negotiations, the shuttle was attacked by a ship from one of the moons. Although both Riker and Odan survived and were able to return to the *Enterprise*, Odan's injuries were fatal.

Odan revealed to Dr. Crusher that he was in fact a symbiont organism, hosted in a humanoid body, and he insisted that the symbiont be saved. As Odan's host body died, Dr. Crusher was able to remove the symbiont and it was temporarily hosted in Commander Riker's body. A science vessel, carrying aboard it a new host body, was dispatched from Trill to rendezvous with the *Enterprise*, a journey that would take 18 hours.

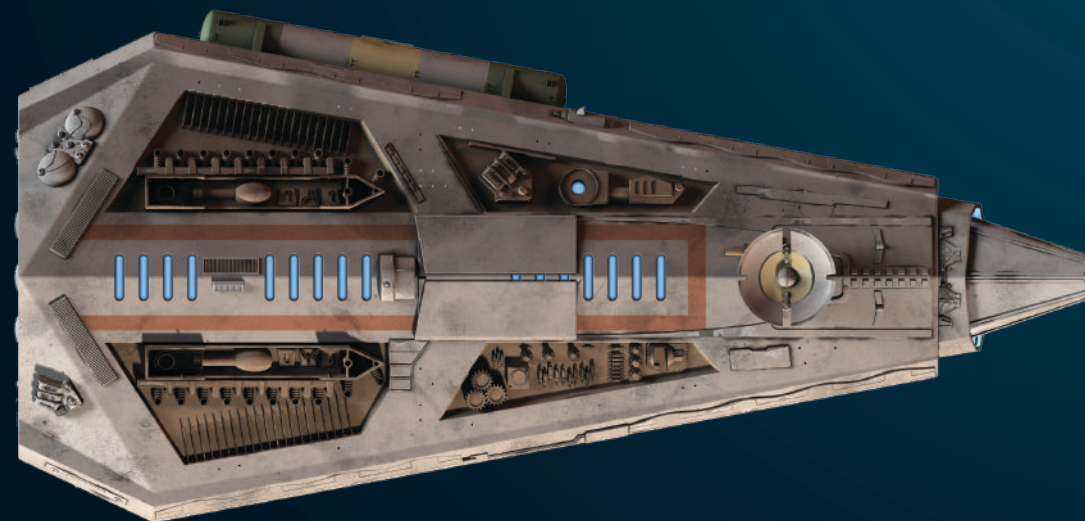
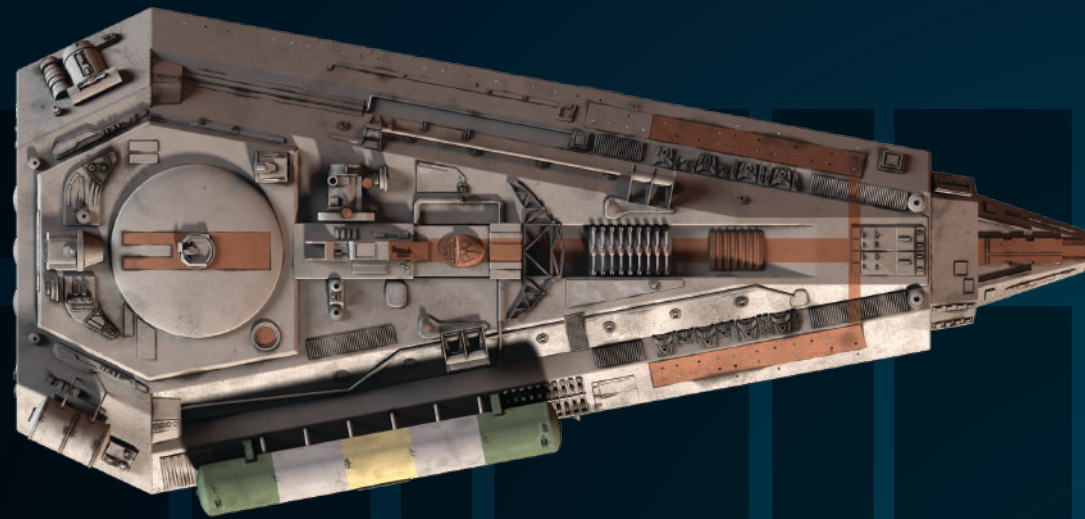
RENDEZVOUS

Despite Riker's body starting to reject the Odan symbiont, Odan insisted on completing the peace negotiations. The Trill ship reported that it had experienced difficulties, delaying its journey by a further three hours.

With negotiations successfully completed, and Riker's body at the point of collapse, the symbiont was removed and placed in status. Traveling at warp 9, the *Enterprise* reached the Trill ship in two hours, just in time for Odan's symbiont to be successfully implanted in the new host body.



◀ With war successfully averted between the Alpha and Beta moons of Peliar Zel, the *Enterprise* immediately departed the Peliar Zel system at warp 9 to intercept the Trill science vessel. Aboard the Trill ship was a new host for the Odan symbiont, whose previous host body had died following an unprovoked attack from one of the Peliar Zel moons.



EL-AURIAN

S.S. LAKUL

The El-Aurian transport was one of two Earth-bound ships caught in a gravimetric distortion; neither one survived.

The *S.S. Lakul* NFT-7793 was a *Whorfin*-class ship used by the El-Aurians in the late 23rd century as transport. In 2293 it set out, with its sister ship the *S.S. Robert Fox*, bound for Earth, carrying refugees fleeing from the Borg. On their journey the two ships became trapped in a gravimetric distortion while passing the edge of the Nexus energy ribbon, putting passengers and crew in extreme danger.

The *Lakul* sent a distress signal – which was received three light-years away by the *U.S.S. Enterprise-B* on its maiden voyage. Captain Harriman, hosting Captain Kirk, Captain Montgomery Scott and Commander Pavel Chekov, on the short trip, declared the *Enterprise* “in no condition to mount a rescue,” until his distinguished guests intervened.

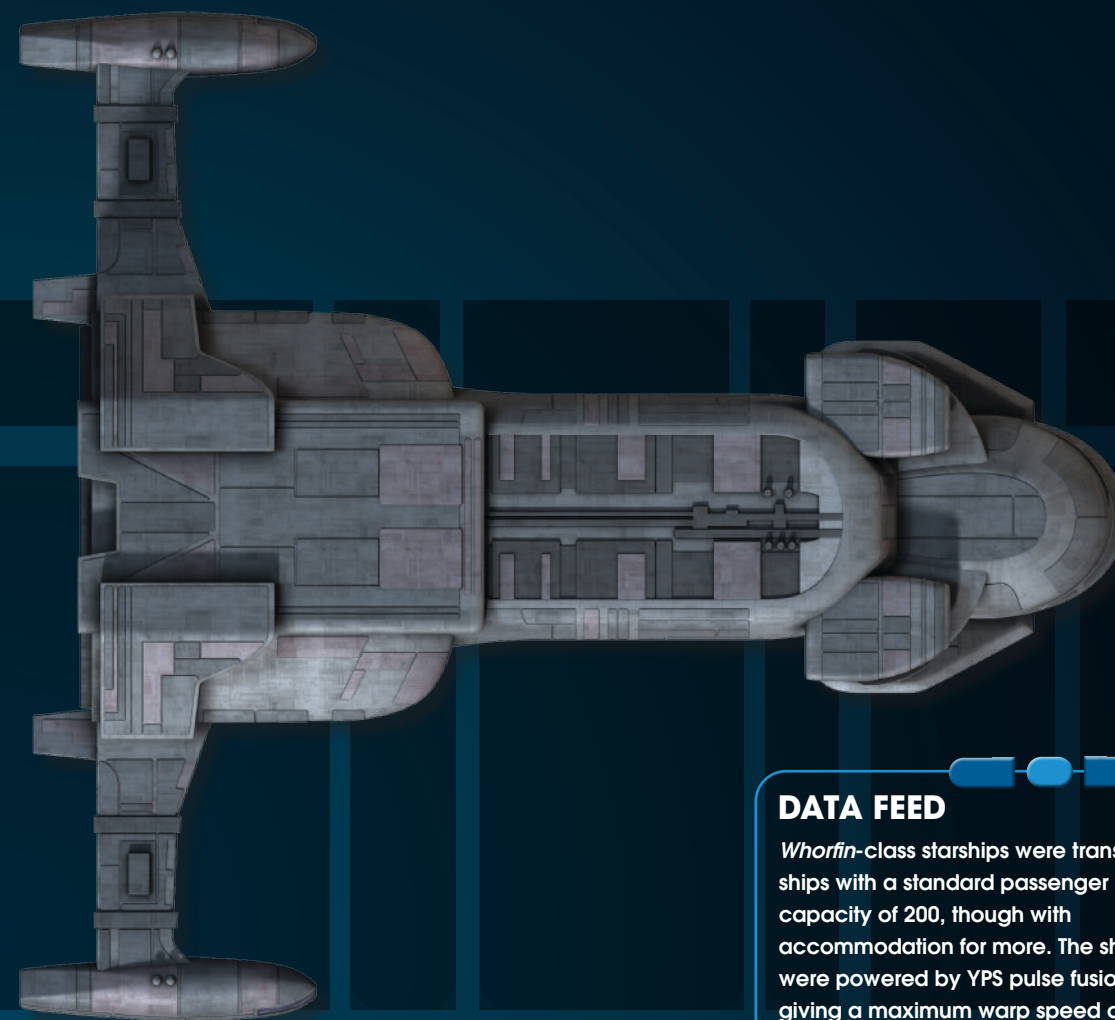
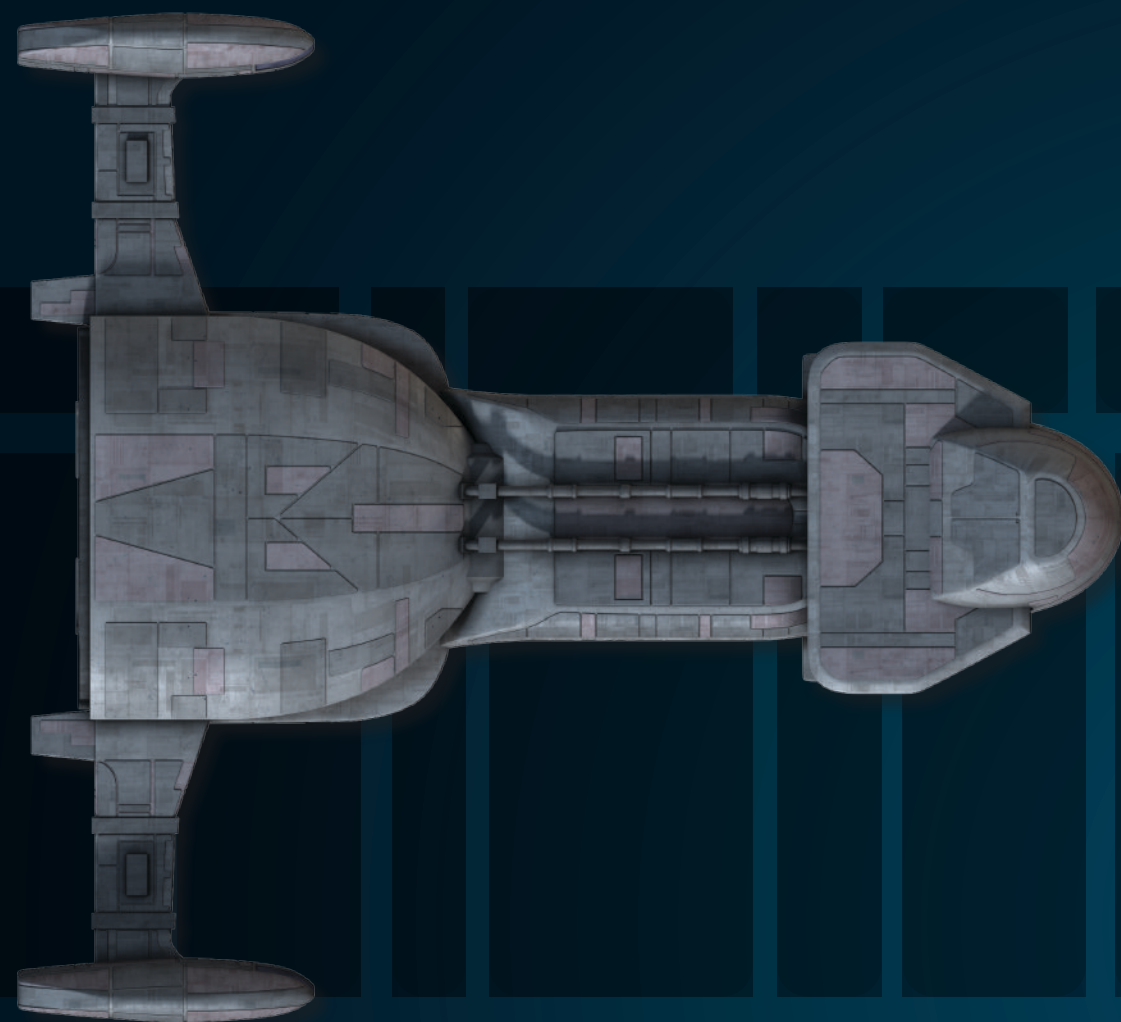
MORTAL DANGER

Arriving within visual range of the energy distortion it became clear the ship’s hulls were starting to buckle. With no tractor beam aboard the *Enterprise*, the crew attempted to vent plasma from the warp nacelles, but it had no affect, and the *Robert Fox* exploded with the loss of 265 souls.

Shifting in to transporter range, the *Enterprise-B* began the process of beaming the El-Aurians of the *S.S. Lakul* on board, but with their life signs phasing in and out of the space-time continuum Scotty could not lock on, and just 47 out of 150 were saved.



▲ The *S.S. Robert Fox* with the *S.S. Lakul* in the Nexus energy ribbon, seen from the bridge of the *Enterprise-B*, seconds before the *Robert Fox* exploded with the loss of all on board.

**DATA FEED**

Whorfin-class starships were transport ships with a standard passenger capacity of 200, though with accommodation for more. The ships were powered by YPS pulse fusion, giving a maximum warp speed of 4.

**THE ROBERT FOX**

The *S.S. Lakul*'s sister ship, the *S.S. Robert Fox* NFT-1327, was named for Special Ambassador Robert Fox, a human diplomat from Earth. In 2267 Fox traveled on the *U.S.S. Enterprise* NCC-1701 on a diplomatic mission to the planet Eminiar VII. Despite receiving a signal from Eminiar VII to stay away, Fox ordered an approach, and the *Enterprise* became a target in the computerized war between Eminiar and their enemy Vendikar. After the combined efforts of Captain Kirk, Spock and Chief Engineer Scott saved both the *Enterprise* and Fox's life, the computers responsible for the war were destroyed, and Fox remained on Eminiar to broker peace between the two planets.



▲ Special Ambassador Fox, from Earth's diplomatic service.

ALPHA AND BETA QUADRANT SPECIES

SIZE CHART

SCALE: 1:2000



BAJORAN SOLAR SAILOR
49m



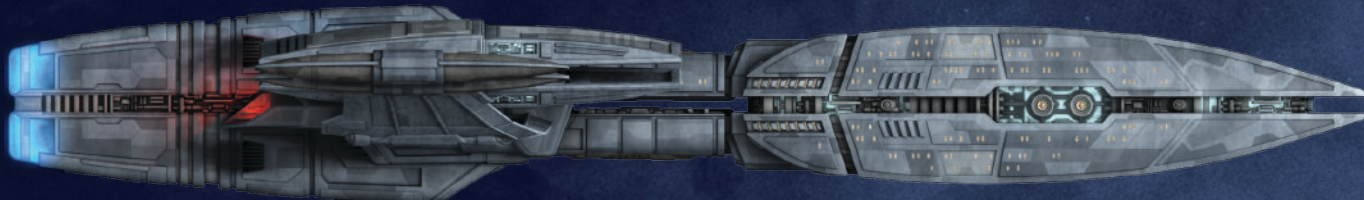
BAJORAN FREIGHTER
250m



ANDORIAN INTERCEPTOR
156m



BAJORAN ASSAULT VESSEL
140.72m



ANDORIAN BATTLE CRUISER
360m



S.S. LAKUL
270m



BAJORAN RAIDER
33.10m



TELLARITE CRUISER
200m



TELLARITE FREIGHTER
110m



TRILL SCIENCE VESSEL
300m



CHAPTER 3 CIVILIAN FEDERATION SHIPS

The Festoon

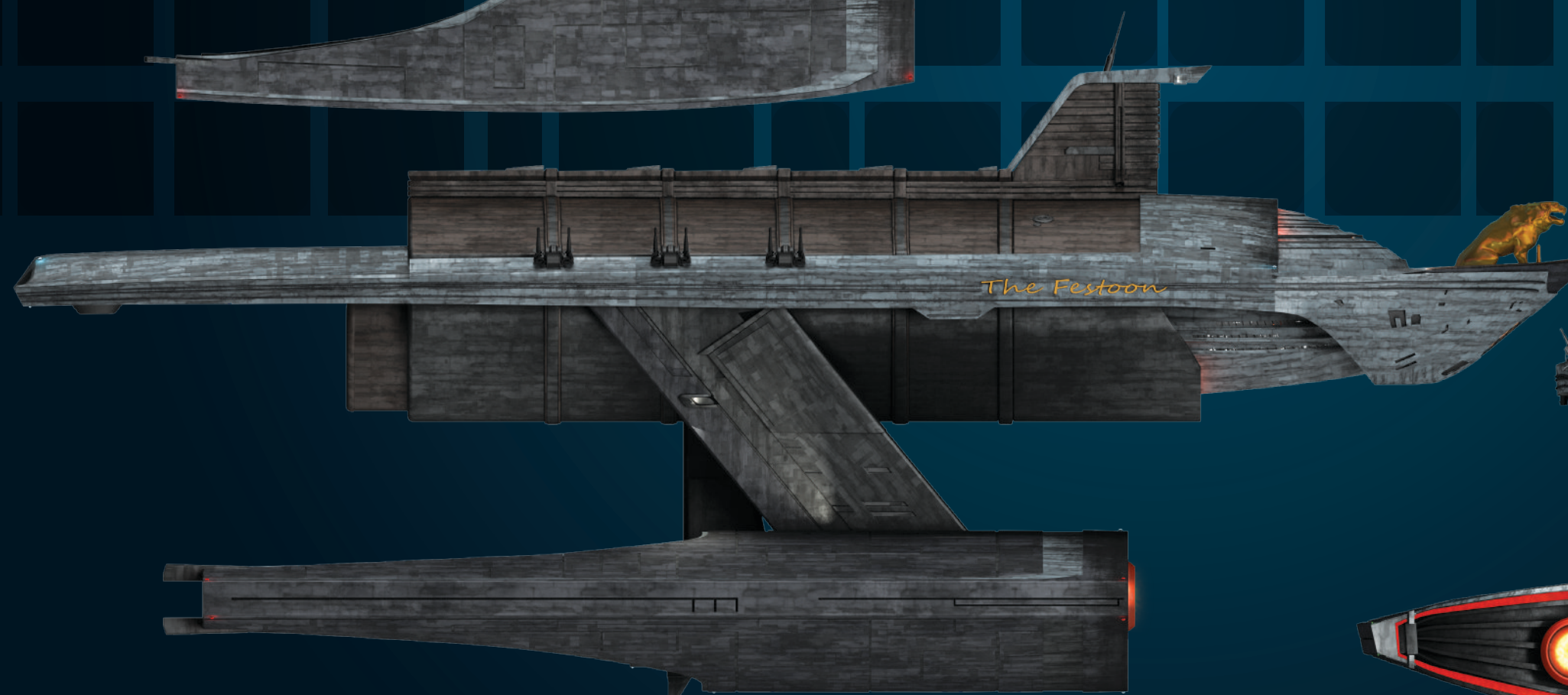
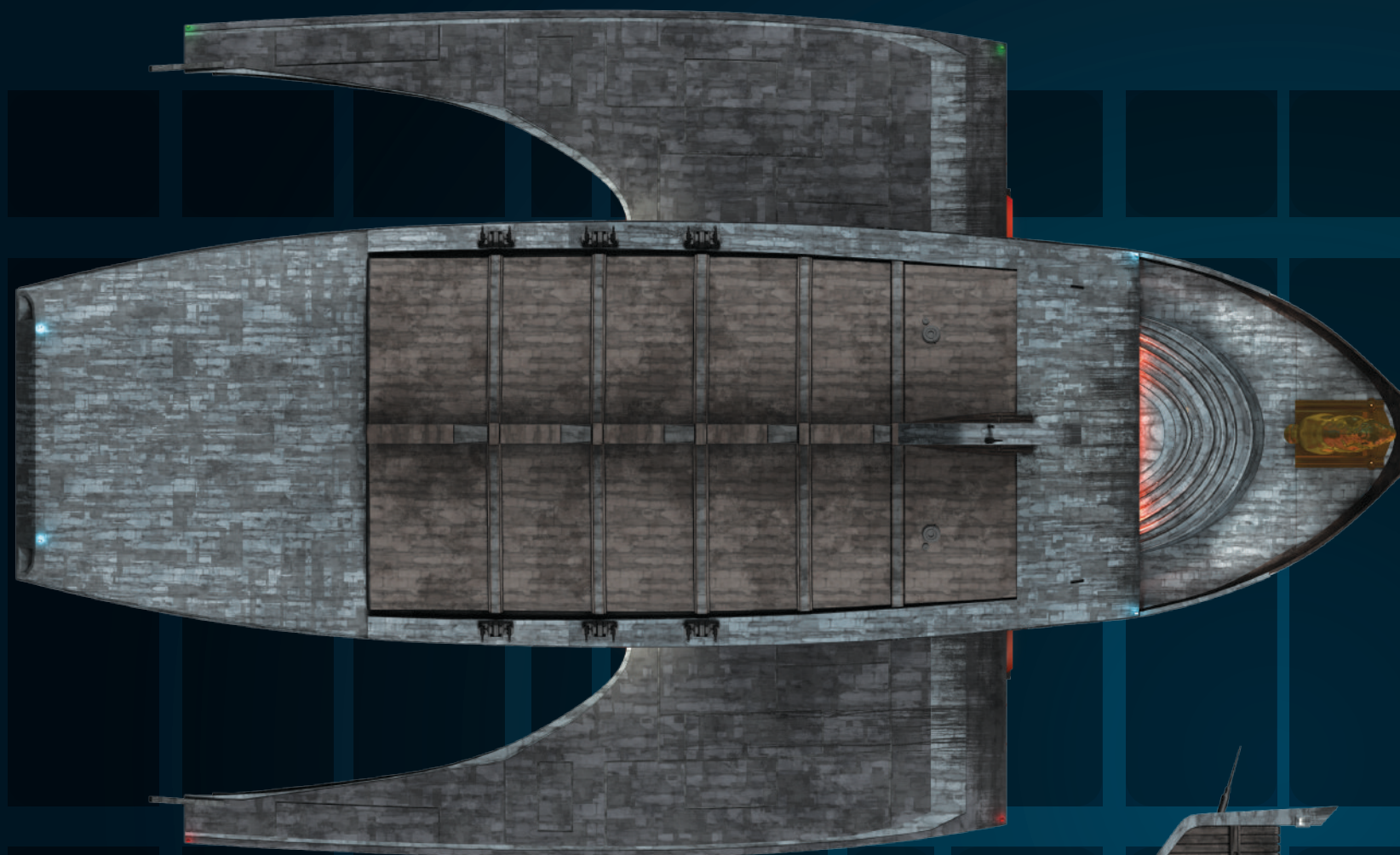
Baron Grimes was an extremely rich man, making his fortune by supplying weapons for the Federation-Klingon War of 2256-2257. His vast wealth allowed him to purchase his own private space yacht, named *The Festoon* – a ‘festoon’ being a garland hanging between two points.

Grime’s daughter, Stella, was married to Harcourt Fenton Mudd. When Mudd abandoned Stella, Grimes issued a reward for his capture. Alerted to Mudd’s presence, Grimes and his daughter traveled aboard *The Festoon* to rendezvous with the *U.S.S. Discovery* to collect Mudd.

THE FESTOON

This luxurious super yacht was privately owned by the arms dealer, Baron Grimes.





► The *Class-J* starship was of Federation design, and by the latter half of the 23rd century it was often used by private traders as a cargo or transport ship. It featured short warp nacelles pods that hung down below the main body of the ship.

HARRY MUDD'S CLASS-J STARSHIP

The *Class-J* starship used by rogue trader Harry Mudd was a small cargo ship, outdated by 23rd-century standards.

The starship being piloted by Harcourt Fenton – or Harry – Mudd in 2266 was a *Class-J* vessel that was normally used for cargo or transport duties. It was a small ship at approximately 18 meters in length, and was utilized by both Federation and independent traders.

By the mid-23rd century, the *Class-J* was somewhat antiquated, but it was warp capable and featured nacelles on outriggers that hung down below the main body of the ship. The ship possessed two deflectors, positioned either side on the front of the nacelle pylons for clearing space

debris out of the way. It also featured a centrally mounted impulse engine at the rear, above the undercut on the back of the lower hull, a style feature that was similar to a number of Starfleet ships.

This version of the *Class-J* vessel did not feature any windows, not even at the front where the cockpit was situated. Other ships of this type did include several oval-shaped windows along either side and one at the very front. Mudd's ship relied on a brightly-lit blue sensor dome on top to 'see' the way ahead and scan the surrounding space. The interior was large enough to accommodate around six people.

PROTECTED PROPULSION

When Mudd realized he was being pursued by the *U.S.S. Enterprise* NCC-1701, he refused to answer their hails and tried to outrun the Starfleet ship. At first, the *Enterprise* could not identify the vessel because its registration beam had been disabled. As the *Enterprise* closed in on it, Spock was able to get a sensor reading, which correctly identified it as a *Class-J* cargo ship. He was also able to ascertain that its engines were super-heating, as they were being pushed too hard in a futile effort to escape.

Perhaps Mudd was an inexperienced captain – he later claimed that the original captain had suddenly died and he had no choice but to take over – but he attempted to evade the *Enterprise* by entering an asteroid field. This was a suicidal course of action. It was highly unlikely that the ship would avoid the huge chunks of rock that littered this area of space, even with its deflector working at full capacity. As it was, it was not long before its red-hot engines went past critical and ceased working altogether.

Mudd's ship was now drifting helplessly through the field and it was only a matter of time before an asteroid would smash into it. With no other options available, Captain Kirk elected to throw



◀ The crew of the *U.S.S. Enterprise* first got a glimpse of Harry Mudd's starship on the viewscreen as it tried to escape into an asteroid field. The vessel was worn with age and not emitting an identification beam, which meant it was causing a menace to navigation. Captain Kirk wanted to question its occupants, but Mudd refused to answer.



▲ The three women who were aboard Harry Mudd's starship were Eve, Ruth and Magda. They were from different planets, but their prospects were limited. Mudd had arranged to sell them into marriage with settlers on Ophiucus III. To make sure that they would be accepted, he gave them the Venus drug, which temporarily enhanced their beauty.

the *Enterprise's* deflector screen around the vulnerable ship, giving them time to try and beam the occupants to safety.

This course of action was only a temporary fix, however, as the extra load on the *Enterprise's* power caused its own engines to overheat. It was not long before one of its four lithium crystal circuits blew. By this point, Mudd had activated a distress signal from his ship that the *Enterprise's* transporter could lock onto, and they beamed him to safety. He appeared to be completely oblivious to the danger he was in and was more concerned to know where he now found himself. He also claimed that he refused to answer hails and tried to make a run for it because he did not know who was chasing him.

As two more lithium circuits blew on the *Enterprise*, Chief Engineer Scott managed to get a transporter lock on the three remaining

people aboard Mudd's ship. Supplementing the transporter with battery power, Scotty began to beam them aboard the *Enterprise* just as a huge asteroid smashed into Mudd's ship, obliterating it to pieces. For a few tense seconds Scotty was unsure if he had managed to get the remaining people in time, but then three stunning women materialized on the transporter pad.

BEWITCHING CARGO

Mudd explained that the women were not his crew, but his "cargo." He was taking them to the frontier planet of Ophiucus III where they could marry some of the settlers. Immediately, Kirk noticed that these women were beyond beautiful, as they had a mysterious magnetic effect on his crew that could not be explained.

Kirk placed Mudd under arrest for operating a ship without a master's license, traveling

► The *J-class* ship had a lozenge-shaped main body, with the impulse engine emitting a red light at the rear. The blue light on the top was a sensor dome, and was used to navigate the vessel through space.

▼ The *Enterprise's* viewscreen showed the moment when an asteroid smashed into the side of Harry Mudd's drifting starship. It was reduced to millions of tiny pieces by the ferocity of the impact.



without a flight plan, not broadcasting an identification beam and failing to answer a starship's signal. Mudd protested his innocence, and at first claimed he was Captain Leo Walsh. The *Enterprise's* computer soon confirmed his true identity as Harcourt Fenton Mudd. He had been convicted of smuggling, transporting stolen goods and purchasing a starship with counterfeit currency. Records also indicated that the effectiveness of psychiatric treatment on his criminal ways was disputed.

Mudd's reckless actions not only caused the destruction of his own ship, but also posed a grave threat to the *Enterprise*. It was now operating with just one lithium crystal working and that had a baseline fracture in it. They were forced to set a course to the nearest lithium mine on Rigel XII to obtain some replacement crystals.

This unscheduled diversion gave Mudd the

chance to plan an escape. He had been giving the women in his care the illegal Venus drug. This made them appear more attractive than they were and he planned to sell them to the miners on Rigel XII – in exchange for his freedom. In the end, Mudd's plan failed as the true appearance of the women was discovered, but the miners agreed to marry them anyway and Mudd was taken to trial.

▲ The Venus drug was an illegal chemical that enhanced the taker's most attractive qualities. The effect did not last long, but while it was working, the women had an almost hypnotic effect on the men around them.



DATA FEED

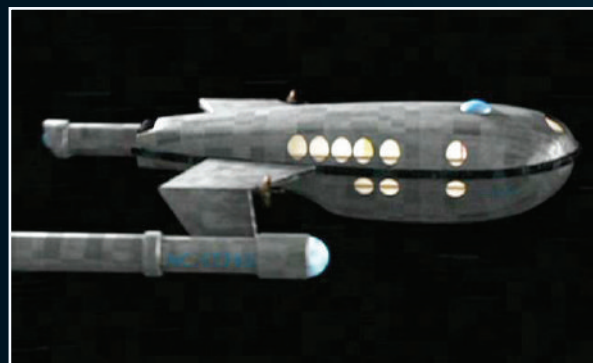
Harry Mudd was a rogue trader and smuggler. He did not have much of a conscience and was prepared to sell women into marriage for the highest price. He lived by his wits, but unfortunately for him he was rather lacking in the brains department. The crew of the *Enterprise* encountered him again when they found him on a planet inhabited entirely by androids. They tended to his every whim, but he was not allowed to leave as they wanted to study him.

OTHER EXAMPLES

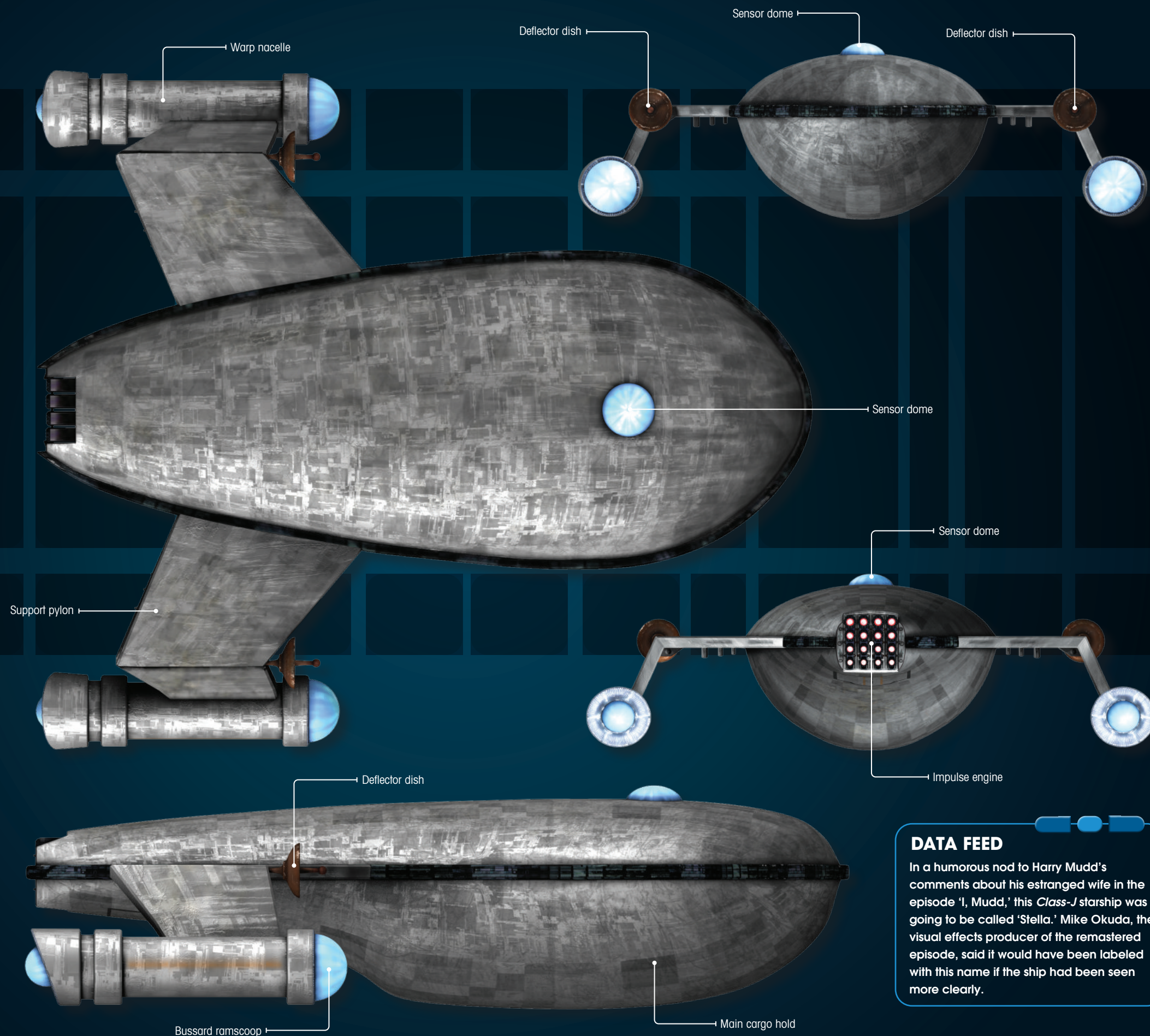
Harry Mudd's *Class-J* starship was not the only ship of this class in use in the 23rd century. In 2266, Starfleet used one of these vessels to train cadets. Fleet Captain Pike was carrying out an inspection on this vessel when a baffle plate ruptured, exposing him and the other occupants to delta radiation. Pike received an extremely high dose as he attempted to rescue the cadets. It left him with severe burns and confined to a wheelchair.

A colony on Deneva also had use of a *Class-J* starship, which was described as a one-man vessel. In 2267, a pilot flew the craft into the Denevan sun after he had been infected with neural parasites. Even at warp 8, the *Enterprise* was unable to intercept it before it burned up in the atmosphere of the sun.

In 2269, another *J-class* starship was seen in operation when one was stolen by Dr. Sevrin and his five followers. This ship was called the *Aurora* and was slightly different than Mudd's vessel in that it had windows. They used the craft in an effort to find the mythical planet of Eden, but it was destroyed when it tried to pull free of the *Enterprise*'s tractor beam.



▲ The *Aurora* was a *Class-J* starship used by Dr. Sevrin and his followers. It was almost the same as the ship used by Harry Mudd, except it featured windows and slightly longer nacelles.



DIFFERENT SHIP

Class-J starships were used in the 22nd century. These were large freighter ships, like the *ECS Horizon*, and were completely different than the small *Class-J* starship used by Harry Mudd.

ASTEROID RATING

Asteroid belts were quantified by their "Schiller Rating." The asteroid field that Harry Mudd's starship entered had a Schiller Rating of 35 – a level that required the use of strong deflector shields to survive.

PRICELESS CRYSTALS

Lithium crystals were used to power the *Enterprise*. These crystals were processed in "cracking stations," such as the one on Delta Vega. According to Harry Mudd, they were worth three hundred times their weight in diamonds and thousands of times their weight in gold.

DATA FEED

In a humorous nod to Harry Mudd's comments about his estranged wife in the episode 'I, Mudd,' this *Class-J* starship was going to be called 'Stella.' Mike Okuda, the visual effects producer of the remastered episode, said it would have been labeled with this name if the ship had been seen more clearly.

MEDUSAN SHIP

In the 23rd century, the non-corporeal Medusans utilized specially-prepared ships of Federation design.



The Medusan starship was a 23rd-century vessel of Federation origin that was specially adapted for the Medusans, who were a formless non-corporeal race. The ship had a spherical primary hull, and its appearance was similar to the *Daedalus* class, a type of vessel that Starfleet operated in the 22nd century.

There were, however, several differences between the Medusan ship and the *Daedalus* class. The Medusan vessel was considerably shorter at approximately 90 meters in length, and its warp nacelles hung down below the secondary hull rather than being supported by pylons above it. The nacelles indicated that this was a warp-powered vessel, capable of traveling interplanetary distances at a top speed of warp 6.

SHORTENED SHIP

The secondary, or engineering, hull was also much shorter than that of the *Daedalus* class, and shaped in a similar way to the aft section of *Constitution*-class ships. A series of blue lights, located towards the front of the engineering hull, ran over the top half of this section. There were also about 10 tubular prongs that ran from inside the spherical hull, through the secondary hull, and out of the rear of the craft.

As the Medusans were energy beings and did not have physical bodies, they did not develop technology in the way most lifeforms knew it. Instead, they relied on the Federation to supply them with vessels and for humanoids to operate and to interact with the controls.

◀ As even the briefest sight of a Medusan caused madness followed by agonizing death in most humanoids, these non-corporeal beings were carried in protective containers. Presumably, once on board their own ships, they could be let out and move around in areas where there was no chance of them being seen by humanoid members of the crew.



▲ With its spherical main hull, the Medusan ship resembled a *Daedalus*-class vessel, one of the first types of Federation ship in use in the 22nd century. The Medusan ship utilized the primary/secondary hull and warp nacelle designs that had become a characteristic of most Starfleet vessels.

The Medusans were renowned for their navigational skills, but their appearance was so hideous that the very sight of them caused most humanoids to go mad, shortly followed by death by massive organ failure. Their vessels were therefore arranged in such a way that the humanoids could control all the ship's functions without ever seeing a Medusan.

In 2268, the crew of the *U.S.S. Enterprise* NCC-1701 were ordered to convey a Medusan ambassador named Kollos back to his home planet. He was beamed aboard the *Enterprise* along with Dr. Miranda Jones, a human telepath who conveyed Kollos's thoughts. Also with them was Laurence Marvick, who was working on a project of adapting starship navigational instrumentation for Medusan use.

During the journey, Marvick begged Dr. Jones to abandon her assignment with Kollos and be

with him. He had been in love with her for some time, but she turned him down. Driven by jealousy, Marvick resolved to kill Kollos, but as he entered the Medusan's quarters he caught a glimpse of him. This sent Marvick into paroxysms of blinding terror, and in his insanity he rushed to engineering where he tampered with the ship's engines.

INTO THE VOID

Marvick pushed the *Enterprise* to incredible speeds, and before long it had crossed the galactic barrier and traveled beyond the rim of the Galaxy. Marvick died shortly after, while the *Enterprise* was left stranded, unable to determine its position.

Their only hope of returning to normal space lay with Kollos, as the Medusan sensory system was radically different from humanoids. In order for this to work, Spock had to mind-meld with Kollos so they could function as one being and have the

► Laurence Marvick's unrequited love for Dr. Jones led him to try and kill Kollos, who he saw as a rival for her affections. Instead, he saw Kollos and this led to his death while in the throes of insanity.

▼ It was possible for most humanoids to look directly at Medusans provided they wore a specially filtered protective visor. Spock put on this eyewear to protect himself before mind-melding with Kollos.



knowledge and sensory capabilities of each other.

Miranda Jones was vehemently against this idea as she had always wanted to mind-link with Kollos, and appeared almost jealous of Spock. In the end, Kollos persuaded her that Spock had to perform the mind-meld as, unlike her, he knew how to pilot the *Enterprise*.

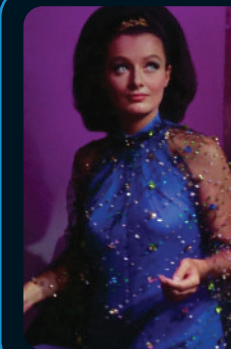
Once the mind-meld had taken place, Kollos's navigational skills helped Spock guide the *Enterprise* back to Federation space. However, Spock failed to wear the protective visor when he went to break the link with Kollos. It was probable that Miranda, in her jealousy, somehow inadvertently used her telepathic powers to make Spock forget about wearing the visor.

Having glimpsed Kollos's true appearance, Spock became seriously unbalanced and was taken to sickbay almost on the brink of death. He was saved when Miranda managed to put aside

her envy, and used her telepathic skills to reach Spock's mind and lead him back to sanity.

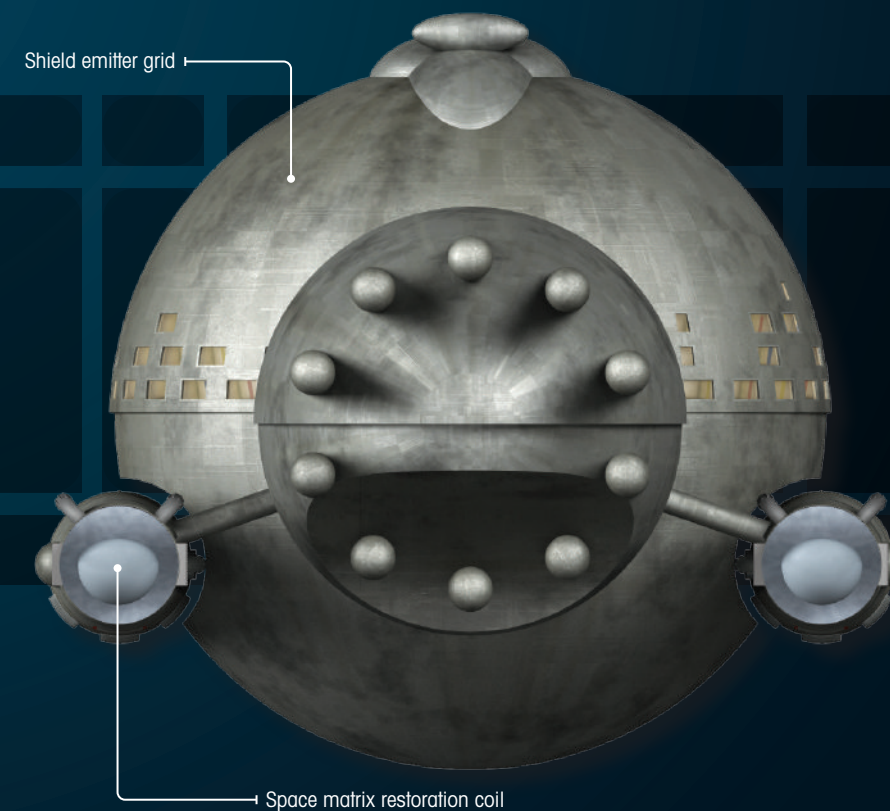
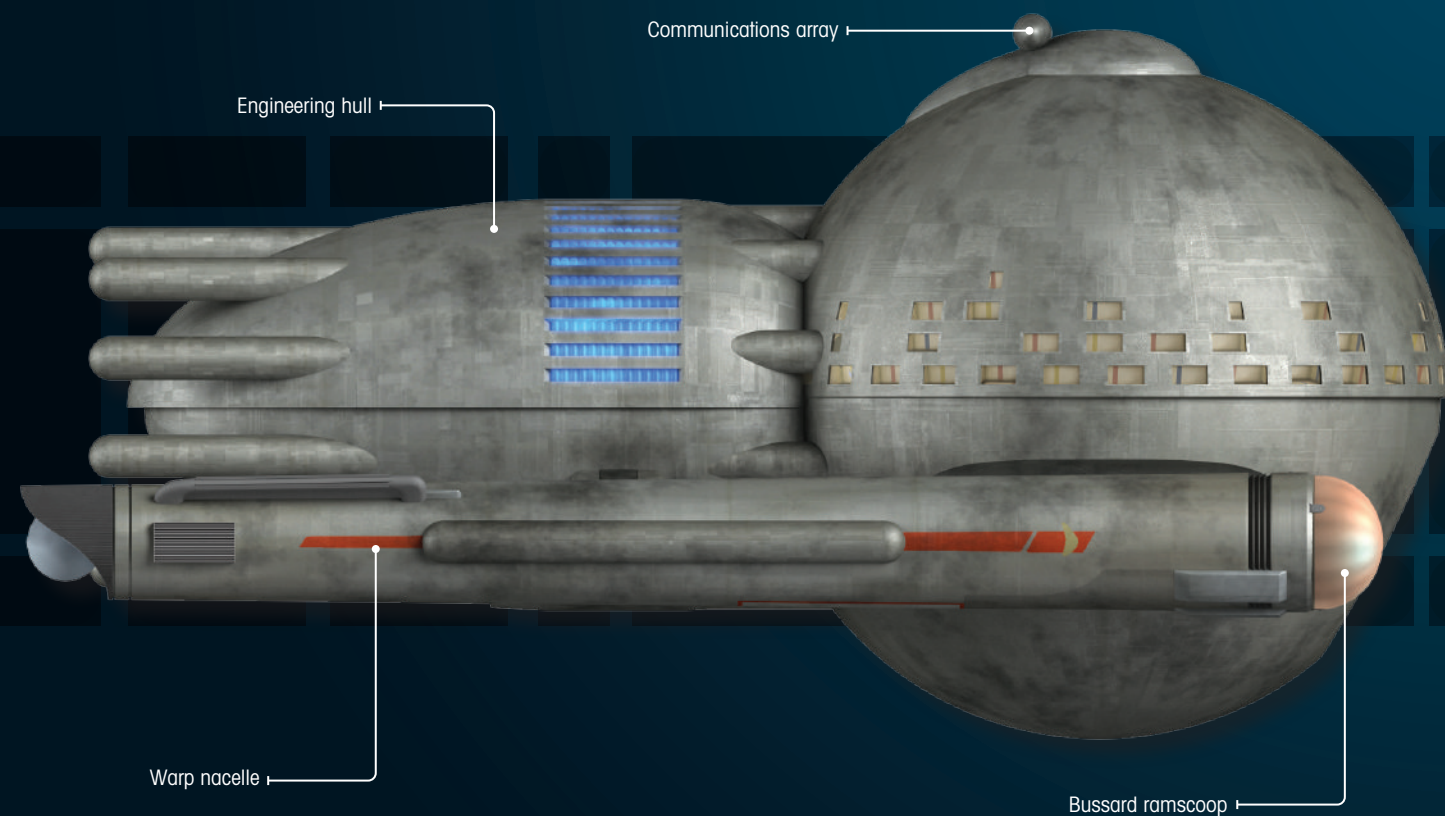
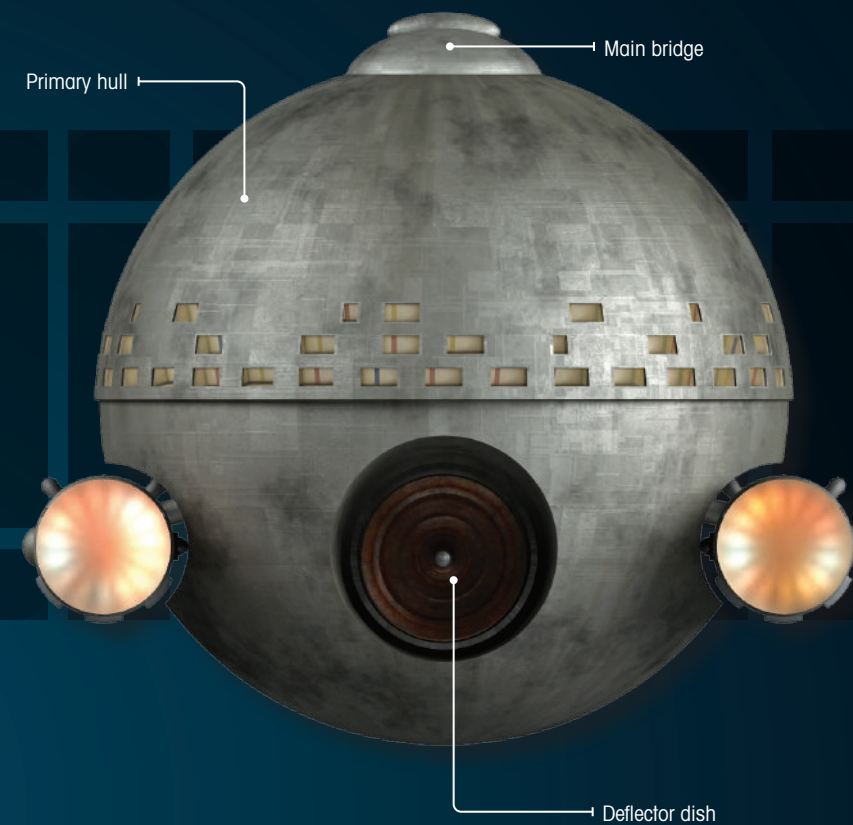
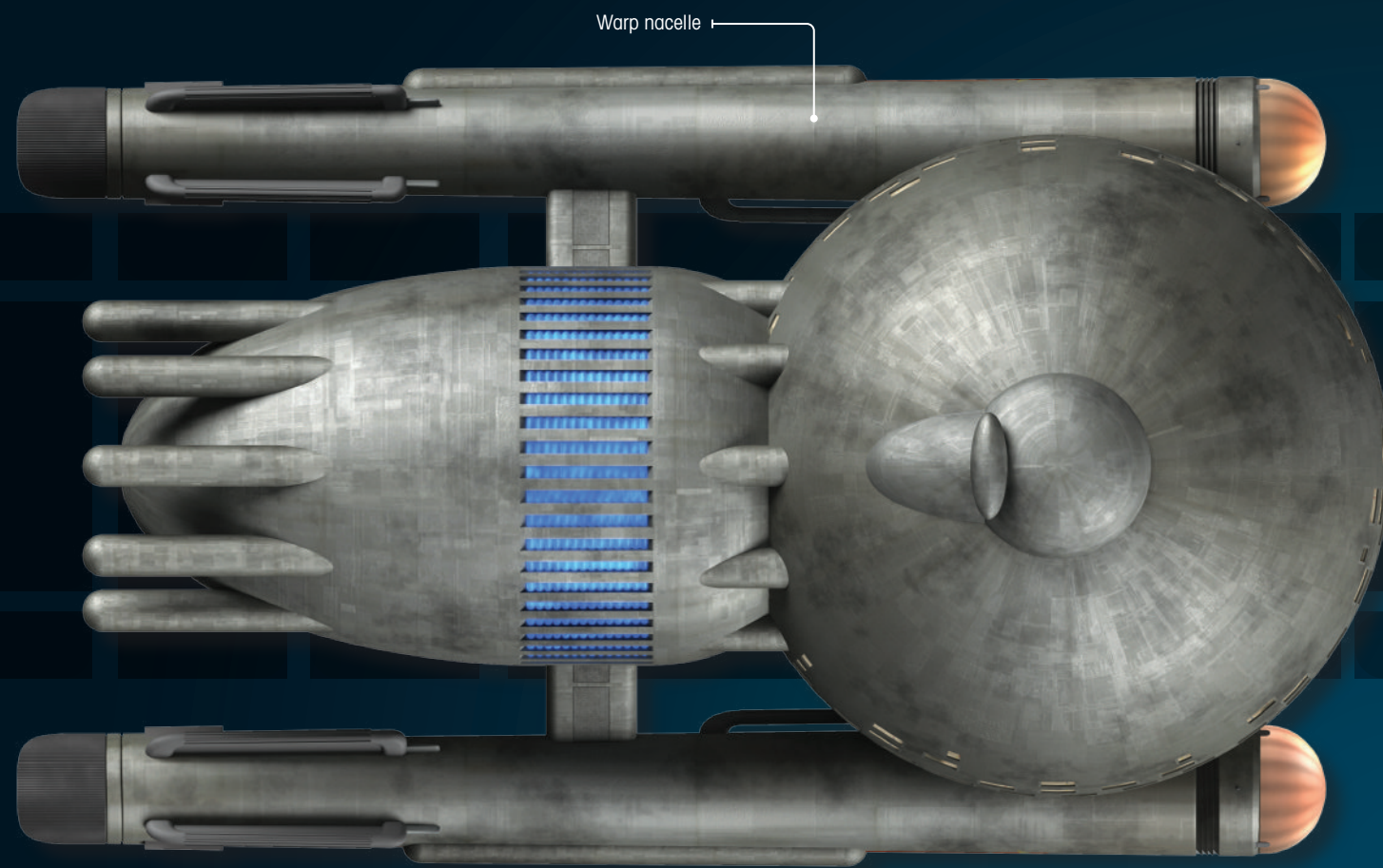
Later, the *Enterprise* rendezvoused with the Medusan ship and Miranda and Kollos were beamed over to it. Before they left, Miranda had managed to telepathically link with Kollos, something she had always wanted, while she was also pleased to see that Spock had fully recovered.

▲ After Spock forgot to wear the visor and saw Kollos, he almost died. Dr. Jones set aside her feeling of jealousy and used her telepathic skills to reach Spock's mind. With her guidance, Spock was returned to health.



DATA FEED

Dr. Miranda Jones was human, but had never visited Earth. She was also blind and a telepath, which made her the ideal candidate to work with the Medusan Ambassador Kollos. She hid the fact that she could not see and wore a special sensor web over her dress that allowed her to perceive her surroundings. She appeared to be almost in love with Kollos and was jealous of Spock when he became the first to mind-meld with him, believing that honor should have been hers alone.



Bussard ramscoop

MIND READERS

Apart from the Medusans, other telepathic species included the Betazoids, the Aenar, a subspecies of the Andorians, the Melkotians, the Ullians and the Vulcans.

EXALTED THOUGHTS

While the Medusans were physically so repugnant that they caused insanity and death simply by looking at them, their thoughts were said to be the most sublime in the Galaxy. This is why the blind Dr. Jones was so besotted with Kollos.

RENOWNED ENGINEER

Dr. Laurence Marvick was one of the engineers who designed the *U.S.S. Enterprise* NCC-1701. According to the book *STAR TREK: Enterprise Logs*, which is not considered canon, Marvick was the chief engineer at the time of the *Enterprise's* launch in 2245.



S.S. XHOSA

The *S.S. Xhosa* was an *Antares*-class freighter commanded by Captain Kasidy Yates in the 2370s.

The *S.S. Xhosa* was a type of freighter that was constructed at the Luna Shipyards sometime in the 23rd century. It was still in operation during the 2370s when it operated under the authority of the Petarians, but was commanded by a human female – Captain Kasidy Yates.

The *Xhosa* was used to haul a variety of cargo including deuridium ore, duridium, dilithium, Teresian hardwood and medical supplies to various worlds, colonies and space stations.

These freight runs could last weeks or even months, as the *Xhosa* was only capable of

low warp speeds. As a result, the crew, which numbered around 12, had their own sleeping quarters aboard the ship.

The *Xhosa* did not feature any weaponry, and it was only protected by standard deflector shields. This did leave it vulnerable to attack, but space piracy was much less prevalent in the 24th century than it had been in the early days of interstellar freight during the 22nd century. Of course, the *Xhosa* was equipped with subspace communications and could signal for help if it came under attack or suffered any kind of warp engine failure.

PRACTICAL LAYOUT

In appearance, the *Xhosa* consisted of a nose section, where the bridge and the crew's living quarters were situated, and the warp and impulse engines were located at the rear. In between these two sections were several boxy modules where the cargo was stored. The entire hold could be flooded with baryon radiation, which could eradicate any contamination such as a virus. This was done if the cargo was suspected of being exposed to some kind of harmful agent before being loaded onto the ship.

The crew often had to load cargo by hand using anti-grav sleds, which considerably added to their workload. The *Xhosa* did have a transporter, but it was an outdated Mark V model and was incapable of safely handling unstable biomatter.

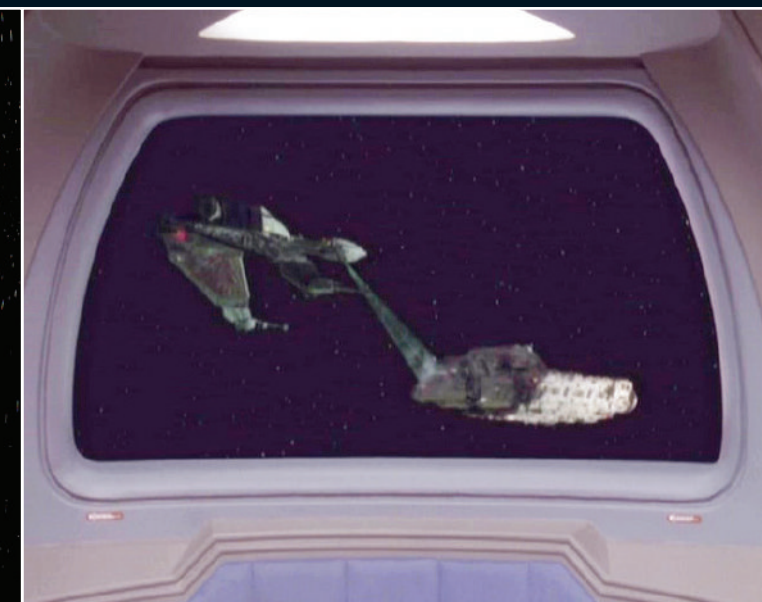
The bridge of the *Xhosa* was as antiquated as the transporter, and the fittings and furnishings,



DATA FEED

The *Xhosa* was named for a Bantu South African group. The Xhosa language uses a system of click sounds that are not present in most other languages.

◀ The bridge of the *Xhosa* was rectangular in shape, with the viewscreen at the front, and a free-standing console in the middle of the room that controlled helm and navigation. The display graphics on the consoles built into the side walls were reminiscent of those used aboard Starfleet ships from the mid-23rd century.



▲ The *Xhosa* had a very distinctive rear end, with three circular exhaust ports that gave off a red-orange glow when the engines were in use.

► Yates took the *Xhosa* into the unstable region of the Badlands in order to deliver medical supplies to the Maquis. She hoped that the region's plasma storms would hide their illegal activities from Starfleet.



▲ A Klingon bird-of-prey seized the *Xhosa* in a tractor beam to stop it continuing on its journey to deliver supplies to Cardassia Prime. The Klingons wanted to search the *Xhosa* for Changelings, and they only reluctantly let it go when the *Defiant* turned up and threatened to attack the bird-of-prey.

▲ The *Xhosa* docked with *Deep Space 9* nose first. Once the airlock had been secured, cargo could be loaded and unloaded through hatches located just behind the nose of the ship. As the *Xhosa* was only equipped with an outmoded transporter, some of the cargo had to be moved using anti-grav sleds.

including the consoles, looked as though they had not been updated since the 23rd century. The room, rather than being circular like the bridges of most Starfleet ships, was laid out in a rectangular design. Helm control was located in the center, while most of the other workstations lined the walls and were often unmanned.

In early 2372, the *Xhosa* was transporting cargo to Cardassia Prime when it was stopped and held in a tractor beam by a Klingon bird-of-prey named the *M'Char*. Kaybok, the commander of the Klingon ship, demanded to search the *Xhosa* for Changelings on orders from Chancellor Gowron.

Yates immediately sent a priority one distress call to Deep Space 9, but her communication was cut short when the *M'Char* jammed her signal. Captain Sisko promptly left in the *U.S.S. Defiant*

NX-74205 to come to her aid. After a tense standoff in which Sisko threatened to attack the *M'Char*, Kaybok backed down and released the *Xhosa*, allowing it to go on its way. Later, Kaybok was killed by General Martok for not carrying out his orders, even though it might well have led to war with the Federation.

POWERLESS TO RESIST

Later in 2372, Yates applied for a position with the Bajoran Ministry of Commerce to captain one of their ships. After a 20-minute interview with Minister Azin, Yates was offered the job, and she was allowed to keep the *Xhosa* and pick her own crew. This suited Yates down to the ground as it meant she would mostly be making cargo runs to outlying Bajoran colonies and would not be away for so

long. This was important to her as her romantic relationship with Sisko had become more serious, and she wanted to spend more time with him on board *Deep Space 9*.

Yates later put this all in jeopardy when she used the *Xhosa* to smuggle medical supplies to a Maquis ship in the Badlands. She was caught when the *Defiant*, operating under its cloaking device, followed the *Xhosa* and witnessed it rendezvousing with the Maquis.

Yates was genuine in her desire to help the Maquis, but she knew what she was doing was against Federation law. She subsequently handed herself in after dropping off her crew with the Maquis. She was sentenced to six months, but after she was released she picked up her relationship with Sisko and returned to work with the Bajorans.

DATA FEED

Kasidy Yates was a highly-capable freighter captain, who had been commanding the *Xhosa* for some time when she met Benjamin Sisko. They bonded over a shared love of baseball, and romance soon blossomed. Their relationship was tested when Yates was sent to prison for helping the Maquis, but after she got out, they took up where they had left off. They married in 2375, and she was expecting a baby by him when Sisko sacrificed himself to stop a Pah-wraith-possessed Dukat.

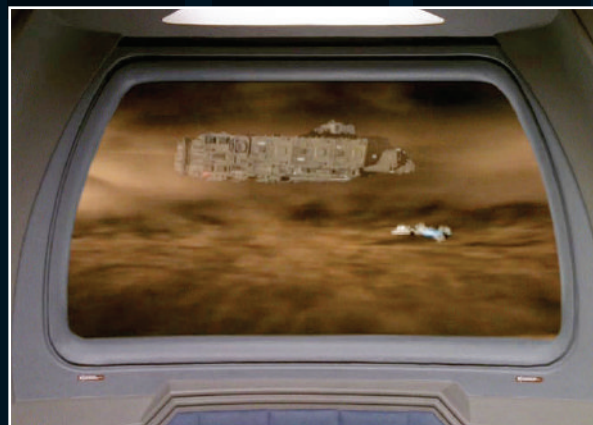


MANIPULATED BY THE MAQUIS

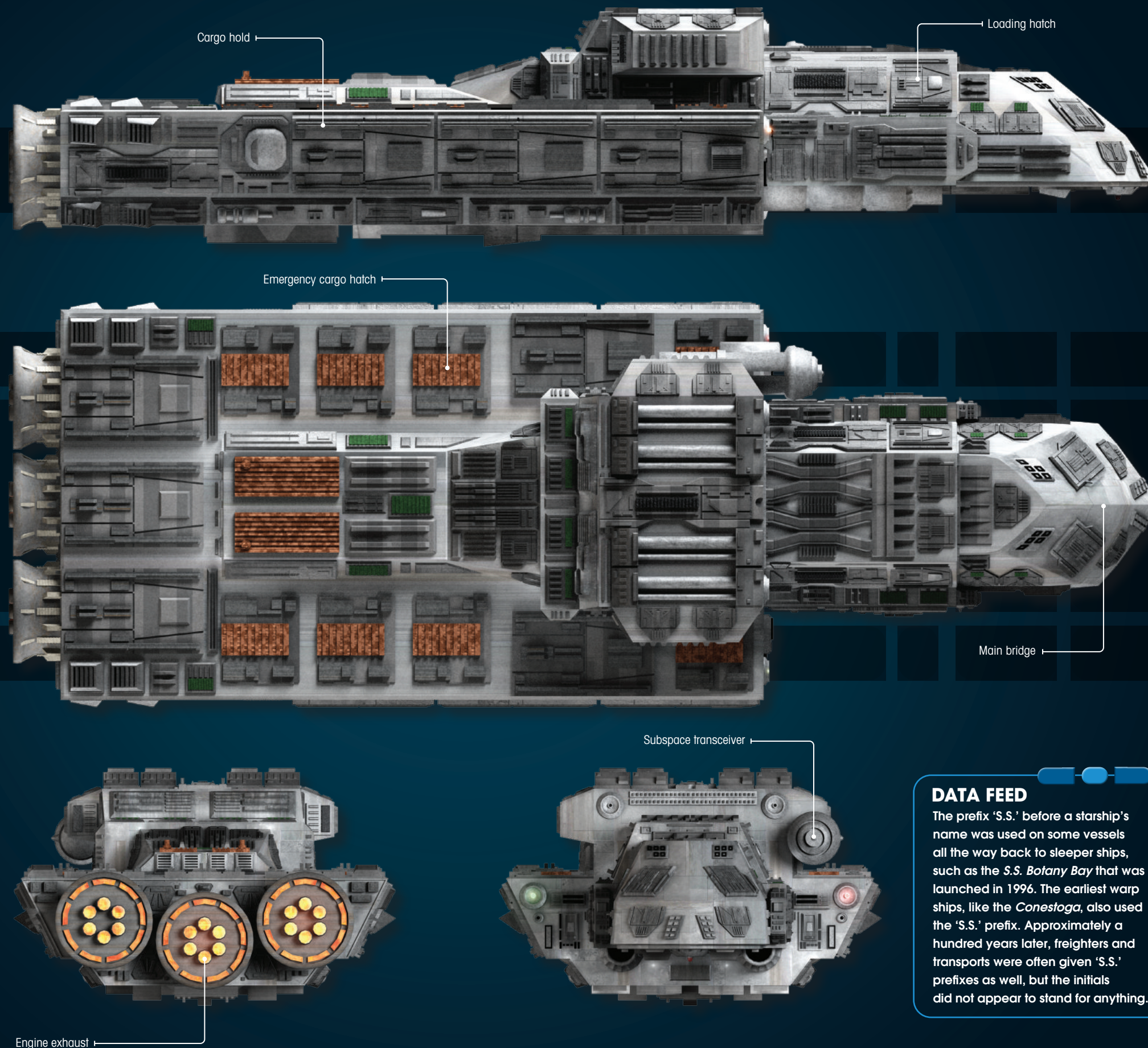
Kasidy Yates wanted to help the Maquis by delivering medical supplies to them, even though she knew that the Federation had branded them terrorists. Her motives came from the best of intentions, but what she did not realize was that she was being used by Michael Eddington. He had become Starfleet's chief of security on *Deep Space 9*, but he was really a part of the Maquis.

Eddington used Yates to divert Captain Sisko's attentions while he stole several Starfleet industrial replicators in order to give them to the Maquis. Sisko only belatedly realized that he had been lured out to the Badlands when the Maquis failed to keep their rendezvous with the *Xhosa*.

Sisko confronted Yates and she confessed to everything, but he left without arresting her. He arrived back at *Deep Space 9* too late to stop Eddington carrying out the theft of the replicators. A short while later, Yates also returned to the station to face the consequences of her actions after she had dropped off her crew with the Maquis. She was sent to prison for six months for her crime, but when she was released, Sisko forgave her and she returned to work with the Bajorans.



▲ Using its deflector cloak, the *Defiant* secretly followed the *Xhosa* into the Badlands, and the bridge crew watched on the viewscreen as Kasidy Yates' ship delivered medical supplies to a Maquis ship.



Engine exhaust

Loading hatch

Emergency cargo hatch

Main bridge

Subspace transceiver

DATA FEED

The prefix 'S.S.' before a starship's name was used on some vessels all the way back to sleeper ships, such as the *S.S. Botany Bay* that was launched in 1996. The earliest warp ships, like the *Conestoga*, also used the 'S.S.' prefix. Approximately a hundred years later, freighters and transports were often given 'S.S.' prefixes as well, but the initials did not appear to stand for anything.

XHOSA CREW

Apart from Kasidy Yates, the *Xhosa's* crew included a Bolian and a Markalian. In addition, the crew also consisted of aliens whose names were Pardshay and Kilby, but their species were never specified.

GORN BATTLE

Kasidy Yates had a younger brother who lived on Cestus III, the same planet where Captain Kirk was forced to fight the Gorn captain in hand-to-hand combat by the Metrons in 2267.

SIMILAR FREIGHTER

Another *Antares*-class freighter that was outwardly very similar to the *Xhosa* was the *Norkova*. The consoles on the bridge of the *Norkova* were from the 24th century, unlike the 23rd-century consoles on the *Xhosa*. The *Norkova* was hijacked by Rao Vantika, whose consciousness had taken over Dr. Bashir.



THE ARCOS

This Federation freighter ship was destroyed by a warp core break whilst in orbit of Turkana IV.

► The crew of the *Arcos*, engineer Tan Tsu and the pilot, survived the destruction of their ship but fell into the hands of Alliance forces on Turkana IV. When the *U.S.S. Enterprise* NCC-1701-D arrived to rescue the *Arcos* crew, the Alliance saw the opportunity of holding Tan Tsu and the pilot as hostages who would be released in exchange for weapons.

The *Arcos* was an *Antares*-class Federation freighter that was operational in the 24th century. In 2367, whilst in emergency orbit of Turkana IV, the *Arcos* was destroyed by a warp core breach.

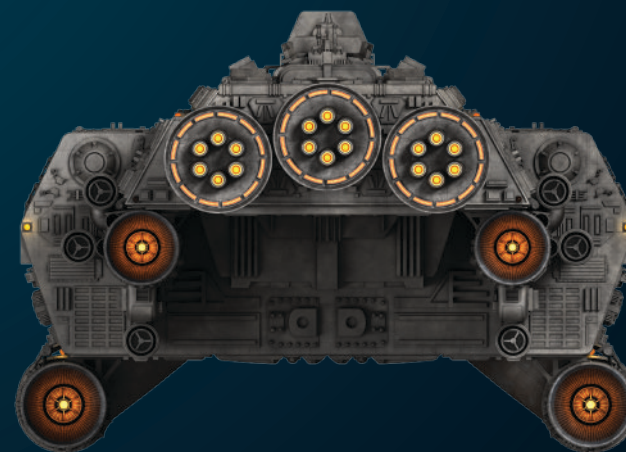
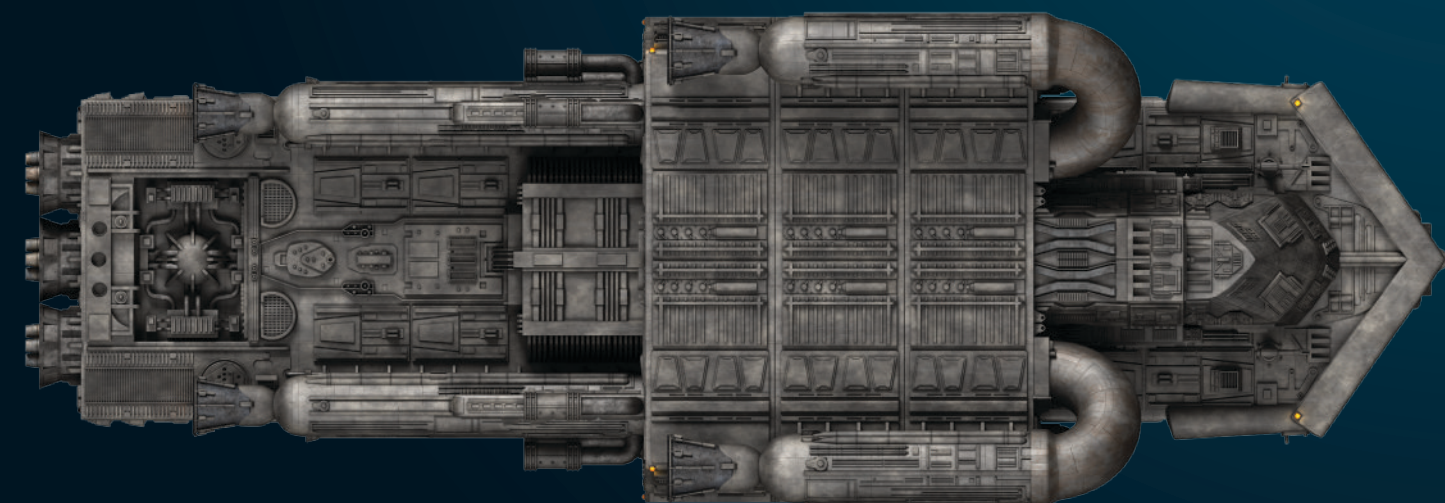
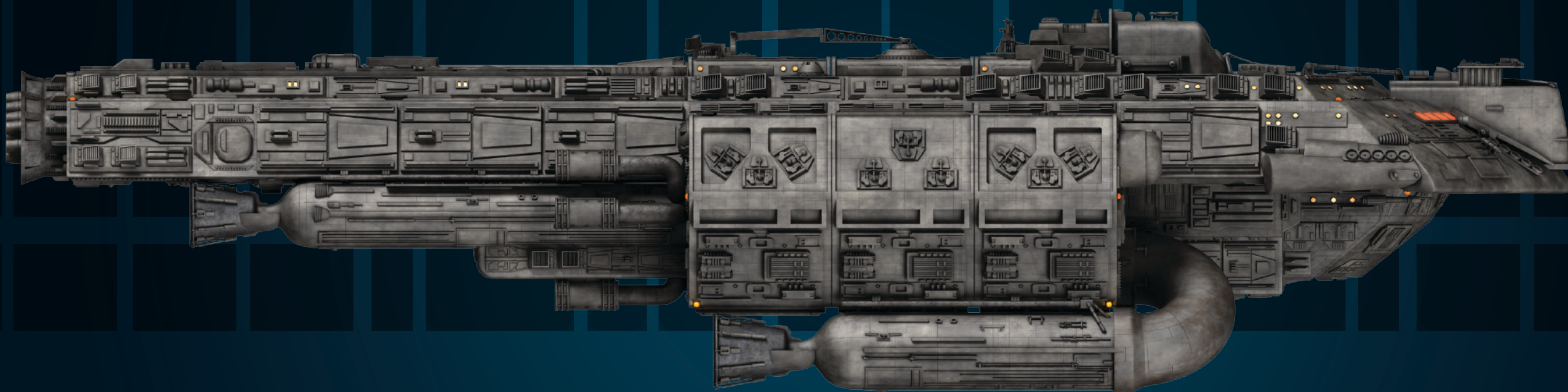
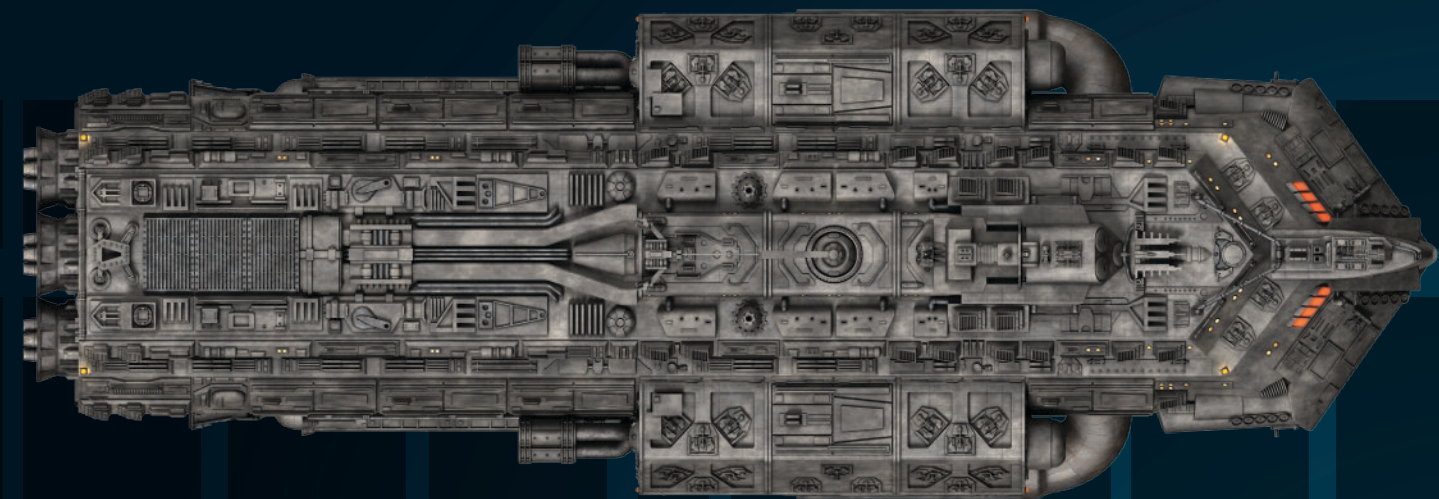
At the time of its destruction, the *Arcos* was manned by a crew of two – the engineer Tan Tsu, and a pilot. Both were able to leave the ship before its destruction, in an escape pod. However, after landing on the surface of the lawless Turkana IV, they were taken captive by the Alliance, a warring faction of the failed Earth colony, in conflict with the Coalition.

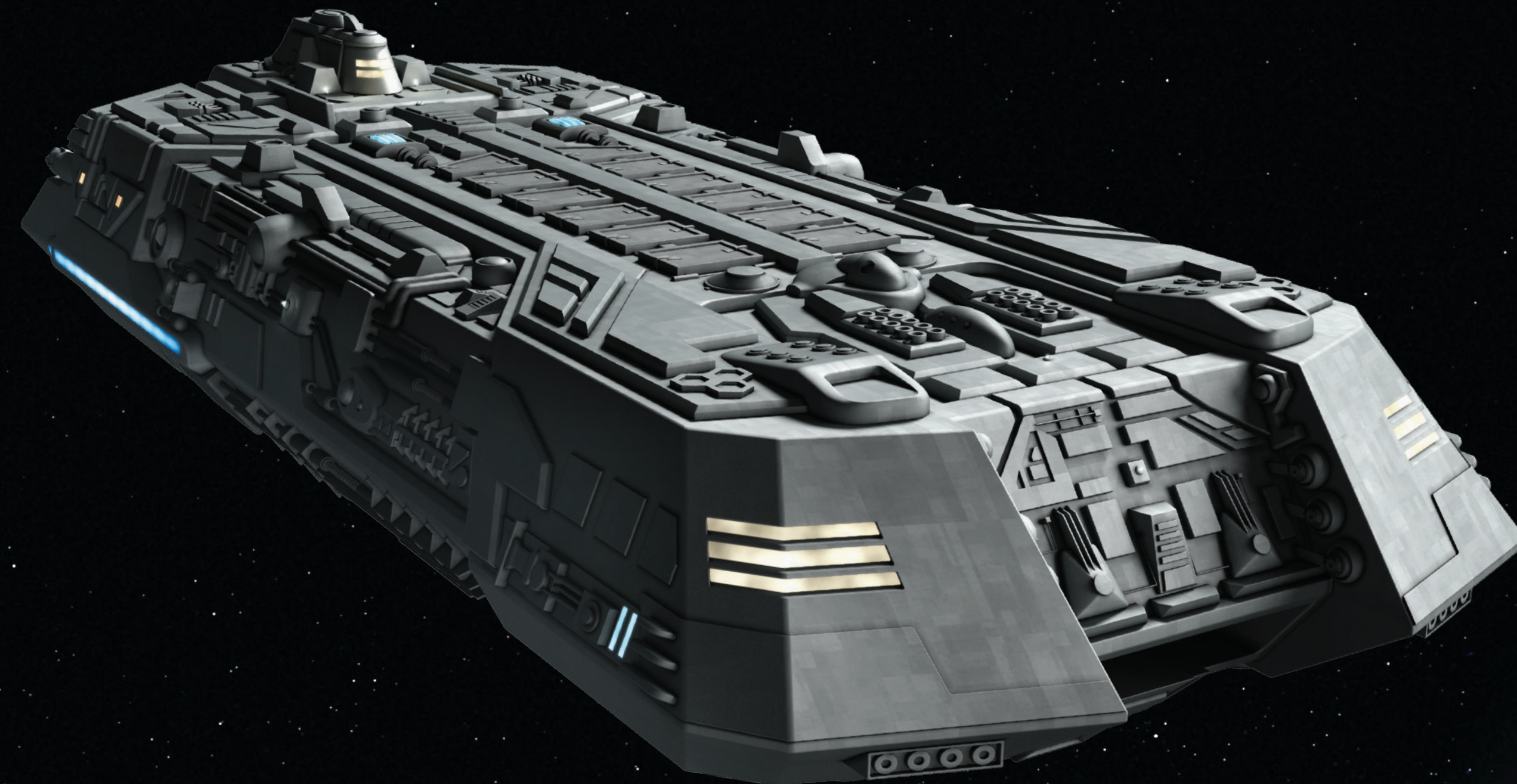
RESCUE MISSION

Having received the *Arcos*' distress call, the *U.S.S. Enterprise* NCC-1701-D arrived in orbit of Turkana IV. Detecting the trail of the escape pod, an away team was dispatched to recover Tan Tsu and the pilot. However, the Alliance were only willing to release their hostages in exchange for weapons, a condition that Captain Picard was unwilling to agree to.

The *Enterprise*'s Chief Engineer, Geordi La Forge, devised a way of locating the *Arcos* crewmembers by amplifying the *Arcos* escape pod's in-built myographic scanner. Ultimately, the plan was successful, and Tan Tsu and the pilot were located and transported back to the safety of the *Enterprise*.







FEDERATION HOLOSHIP

The Federation holship was a huge mobile holographic environment simulator used to try to resettle the Ba'ku.

► Ru'ao, the leader of the Son'a, and Vice Admiral Dougherty were in league in a nefarious plot to relocate the Ba'ku from their home planet. They planned to program a Federation holship with an exact replica of the Ba'ku village, and then beam the inhabitants inside so they could move them to another world without their knowledge.

The Federation holship was essentially an enormous flying holodeck. The interior featured a cavernous chamber filled with various technologies that could simulate almost any environment, so that it appeared to a user as indistinguishable from reality.

The holship was 247 meters long, and shaped similarly to a brick. A small bridge module was located at the front of the vessel, and warp nacelles were positioned within the main body. It was designed for interstellar travel and was capable of warp speeds. It could enter a planet's atmosphere and land on the surface. It was also equipped with 14 long-range transporters and a cloaking device, meaning that the entire ship could be hidden from view.

VAST CHAMBER

Most of the interior volume of the vessel was given over to the holodeck and the associated support systems to make it work. Holodecks on Starfleet ships were normally used for recreational purposes by just one person at a time, or at most a handful of users. The holship could accommodate at least 200 people at the same time, meaning it could simulate various environments simultaneously. This required a holodeck several times the size of even the largest ones installed on Starfleet ships. It also needed enormous computer processing power to keep up with the demands of all the users.

In 2375, a Federation holship was utilized by Vice Admiral Matthew Dougherty and the Son'a to secretly resettle 600 Ba'ku inhabitants from their





▲ With its symmetrical design and its metallic-colored exterior, the holoship looked more like something the Borg would construct than the Federation. Its utilitarian shape was needed to accommodate all the technology used to create extraordinarily realistic holographic simulations.

planet to another world without their knowledge. This was because they wanted to collect the metaphasic radiation from the rings of the Ba'ku planet, as it had rejuvenating qualities on most humanoid species, allowing injuries and diseases to be cured, as well as significantly prolonging life.

Unfortunately, the process by which this metaphasic radiation was collected would leave the planet uninhabitable. Dougherty and Ru'afo, the leader of the Son'a, therefore came up with a plan to transport the Ba'ku people to an exact recreation of their home aboard the holoship. They would then take them to a new planet without them realizing that they had been moved.

Their plan was discovered when Lt. Commander Data came across the holoship, which was cloaked and hidden at the bottom of a lake on the Ba'ku planet. After Data operated a dam to drain some of the water, the clear outline of a

cloaked ship, which he identified as Federation in origin, became visible.

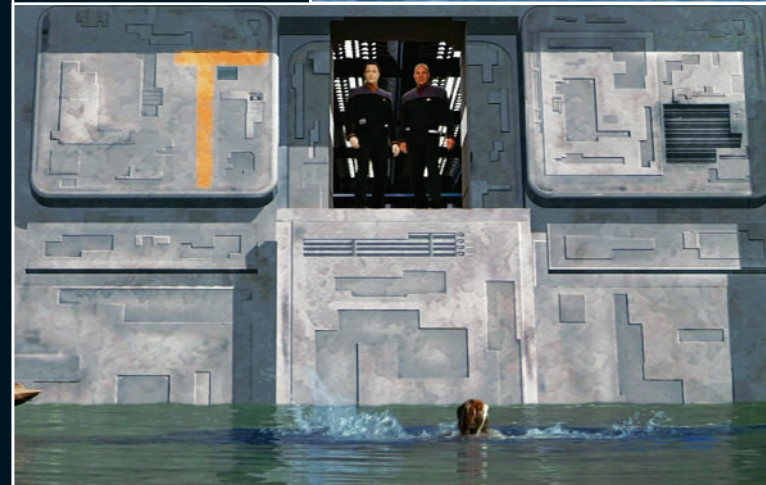
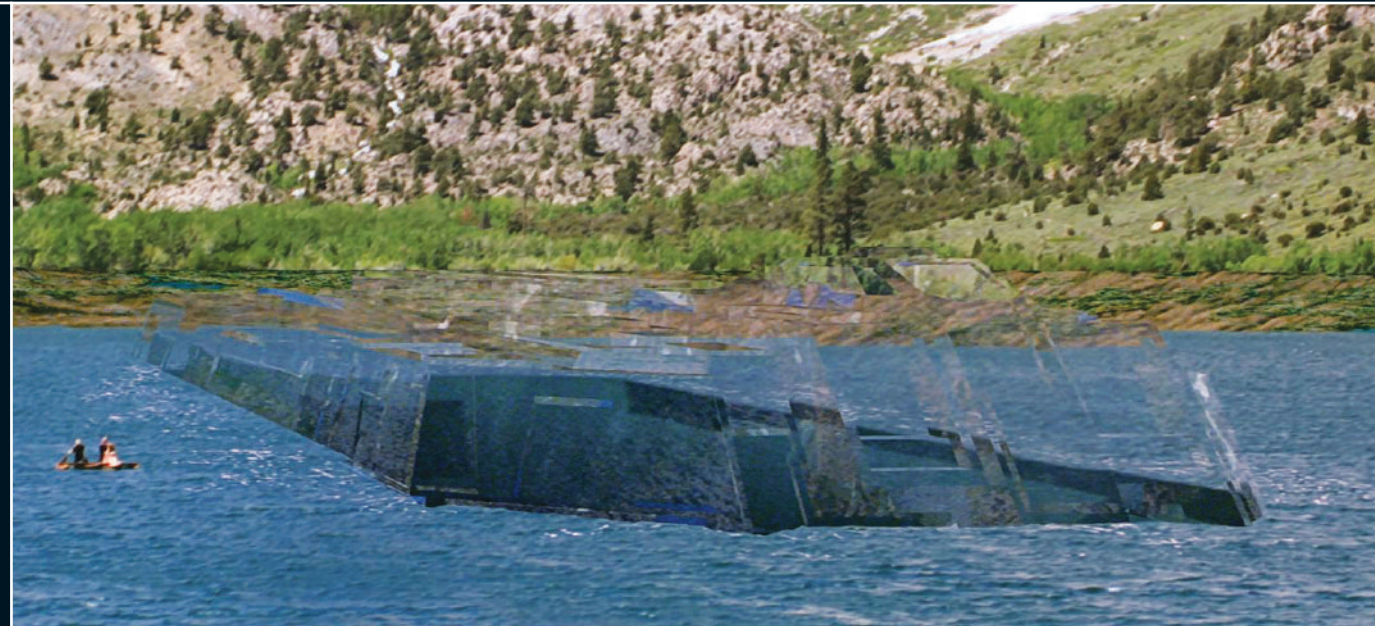
Taking a rowboat out to the holoship for further investigation, Data and Captain Picard opened a hatch and found an incomplete holographic recreation of the Ba'ku village inside. They were then attacked by a Son'a officer with a plasma rifle, but after a brief exchange of fire he was neutralized. Picard ordered the computer to end the program and decloak the vessel.

OUTWITTING RU'AFO

The holoship was later brought back into orbit of the Ba'ku planet by Lt. Commander Worf, where it was used to contain Ru'afo and his command crew in an exact replica of their Son'a ship's bridge. Ru'afo was on the point of initiating the Son'a Collector, which would harvest the metaphasic radiation from the rings of the Ba'ku

► The holoship was fitted with a cloaking device and hidden on the bottom of a lake on the Ba'ku planet. Once some of the water had been drained, the outline of the cloaked vessel was clearly visible.

▼ Picard and Data found a highly-detailed simulation of the Ba'ku village inside the ship. They were also attacked by a Son'a officer, and once they had neutralized him, Picard ordered the ship to decloak.



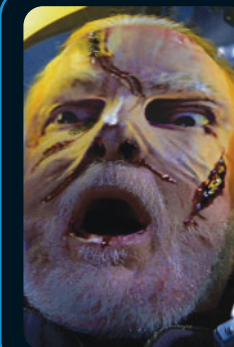
planet, while there were still people on the planet. In order to stop him, Data used the Captain's Yacht to attack the Son'a flagship in the hope of getting them to reset their shield harmonics, and in that brief window the entire bridge crew was transported to the holoship.

Unaware of what had just happened, they believed that the Collector was capturing the metaphasic radiation. It was only when they noticed that there were no changes to the metaphasic flux levels that Ru'afo realized that they had been transported to the holoship.

Picard ordered Worf to decloak the holoship and engage a tractor beam, so they could tow it to a Starfleet facility where Ru'afo would face justice for his actions. Unfortunately, Ru'afo was able to get one of the 14 transporters on the holoship working by re-routing its command sequence through the auxiliary processor. Ru'afo

then beamed to the Son'a Collector, where he restarted the countdown to collect the metaphasic radiation. Determined to stop him, Picard also beamed over to the Collector, where he managed to activate its self-destruct sequence. He was then transported to safety by the *U.S.S. Enterprise* NCC-1701-E just seconds before the Collector exploded with Ru'afo still on board.

▲ Picard used Ru'afo's own plan against him when Ru'afo and his senior crew were beamed to an exact replica of their bridge inside the holoship. A tractor beam was then used on the holoship to tow it away.



DATA FEED

It was almost certainly Vice Admiral Dougherty who acquired the Federation holship in order to relocate the Ba'ku. He knew that it was immoral to remove a peaceful race from their planet against their will. He felt justified because the metaphasic radiation would benefit billions of lives for the small price of moving just a few hundred Ba'ku. He received his just deserts when Ru'afo killed him by stretching his face in one of the Son'a's surgical chairs.

UNRAVELING THE CONSPIRACY

The conspiracy to relocate the Ba'ku using a Federation holoship was first uncovered by Data. He was part of the observation team that was secretly monitoring the Ba'ku when he followed a child into the hills surrounding their village. There, he came upon the holoship, but he was shot by a member of the Son'a, which damaged some of the memory engrams in his neural net. This caused Data to lose his memory and he entered a 'fail-safe' mode in which his moral and ethical subroutines took over, and he tried to protect the Ba'ku from the Starfleet and Son'a observation team who were spying on them.

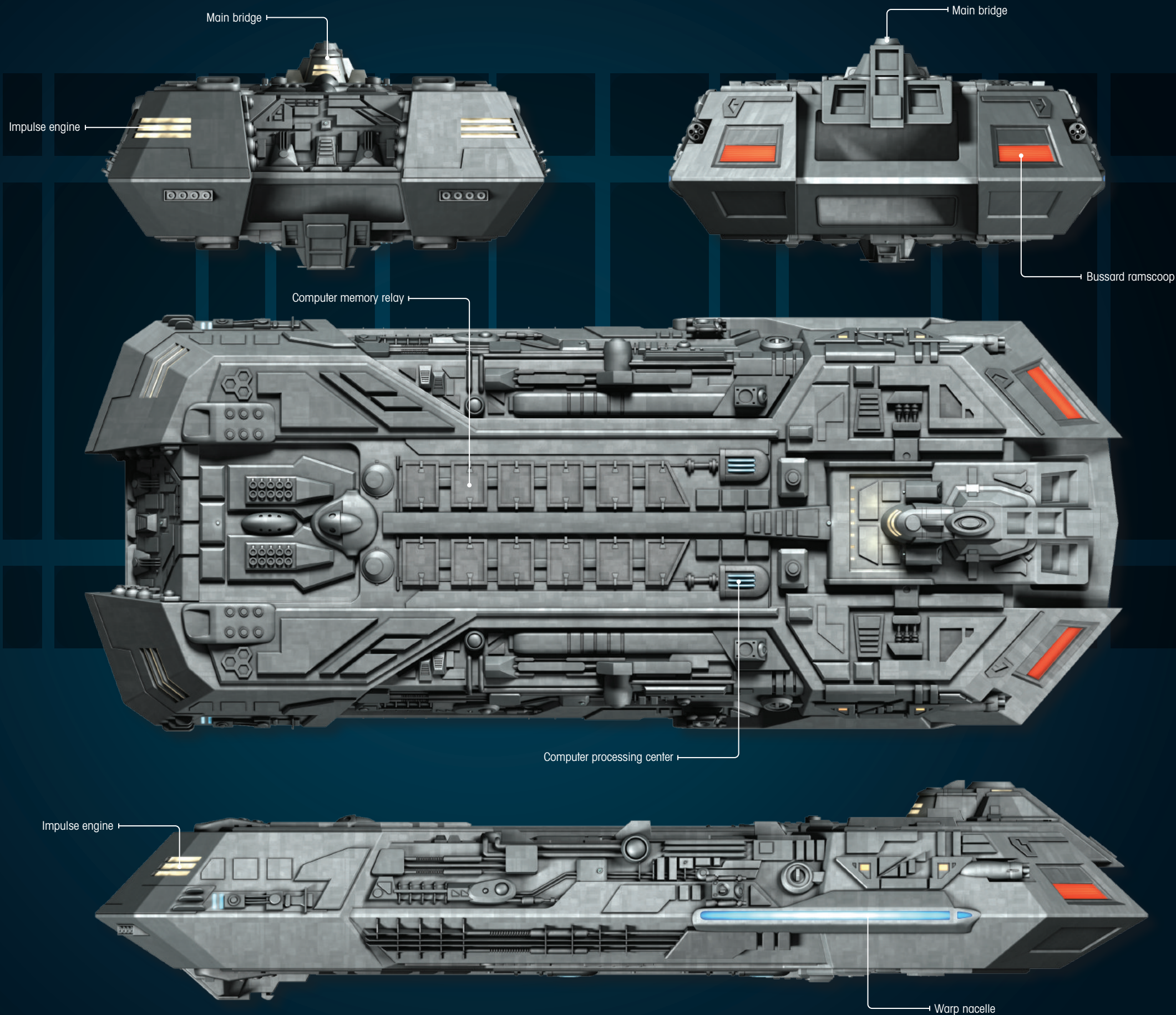
In retracing Data's steps before he lost his memory, the android and Captain Picard discovered the holoship in the lake. It had remained hidden because not only was it cloaked, but the heavy deposits of kelbonite in the surrounding hills were limiting the functions of sensors. Nevertheless, Data picked up strong neutrino levels emanating from the lake on his tricorder. This led him to walk underwater along the lakebed where he discovered the hidden holoship.



▲ Data followed the elevated neutrino readings from his tricorder, which led him into a lake. He continued underwater, walking along the lakebed, past some fish, until he discovered the holoship.

DATA FEED

The Federation holoship was fitted with a cloaking device, even though this was a violation of the Treaty of Algeron. This pact between the Federation and the Romulans was made in 2311, which expressly prohibited the development or use of cloaking technology by the Federation.



COMMON FACILITIES

Holodecks were introduced on Starfleet ships in the latter half of the 24th century. The *U.S.S. Enterprise-D* had at least seven holodecks, while the *U.S.S. Voyager* featured at least two.

CLEVER COMBINATION

A holodeck could, by combining transporter-based replication and 3D image projection, simulate almost any environment, although any holographic (as opposed to replicated) objects degraded into energy if they left the holodeck chamber.

TINY TECHNOLOGY

The omnidirectional holo diode (OHD) was an integral component of the holodeck. Covering the floors, walls and ceilings of holodecks, the OHDs [each measuring just 0.01mm] projected forcefields to allow users to feel objects that were not really there.

CIVILIAN FEDERATION SHIPS

SIZE CHART

SCALE: 1:2000



ARCOS
300m



S.S. XHOSA
270m



FEDERATION HOLOSHIP
247m



THE FESTOON
387.74m



HARRY MUDD'S CLASS-J STARSHIP
18m



MEDUSAN SHIP
90m

SHIPS

Andorian battle cruiser	72
Andorian interceptor	78
<i>Arcos</i>	150
Bajoran assault vessel	104
Bajoran freighter	110
Bajoran raider	98
Bajoran solar sailor	92
<i>D’Kyr</i> support craft	28
Federation holoship	154
<i>The Festoon</i>	128
Harry Mudd’s <i>Class-J</i> Starship	132
Medusan ship	138
Vulcan <i>Ni’Var</i>	38
<i>S.S. Lakul</i>	120
<i>S.S. Xhosa</i>	144
Tellarite cruiser	82
Tellarite freighter	88
<i>T’Plana Hath</i>	56
Trill Science Vessel	116
<i>The Vahklas</i>	40
Vulcan cruiser	46
Vulcan <i>D’Kyr</i> -type	22
Vulcan survey Vessel <i>D’Vahl</i>	10
Vulcan sled	60
Vulcan <i>Surak</i> class	32
Vulcan survey ship	16
Vulcan <i>T’Pau</i>	50

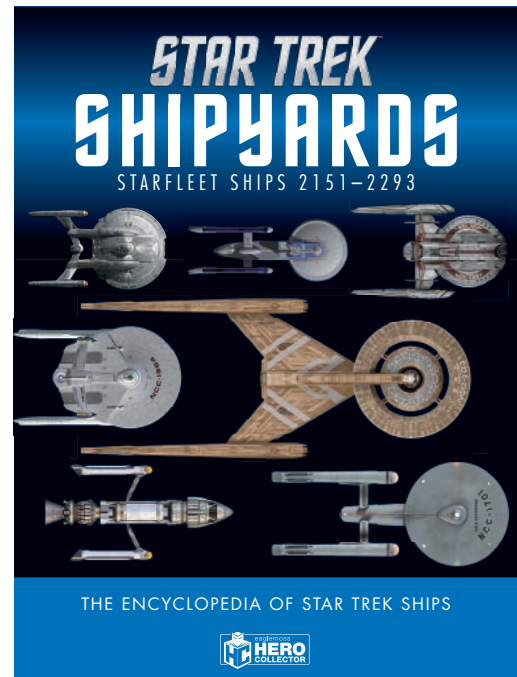
CLASS OR TYPE

Antares	110, 144, 150
Apollo	50
Cruiser	46, 82
<i>D’Kyr</i> -type	22, 28
<i>D’Vahl</i> -type	10
Freighter	88
Intceptor	98
<i>J-class</i>	132
<i>Kumari</i>	72, 78
Lightship	92
Scout ship	104
<i>Surak</i>	32
Survey	16, 56
<i>Suurok</i> class	38
Transport	128
Vulcan civilian transport	40
<i>Whorfin</i> class	120

www.startrek-starships.com
www.eaglemoss.com/discovery

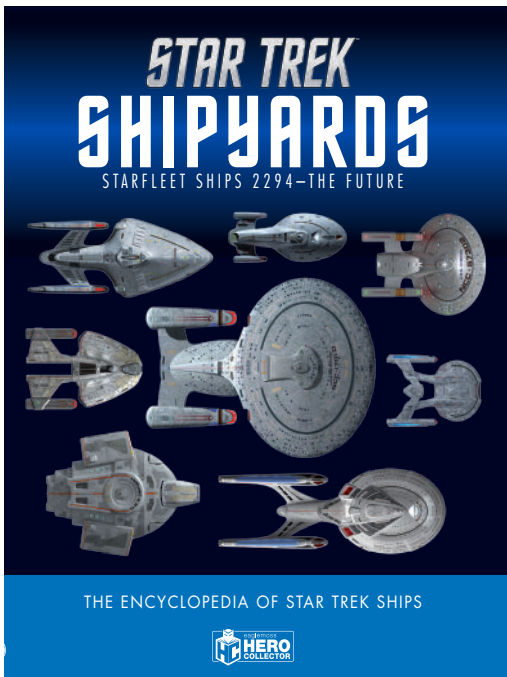
INDEX

ALSO AVAILABLE



**STAR TREK SHIPYARDS:
STARFLEET SHIPS 2151-2293**

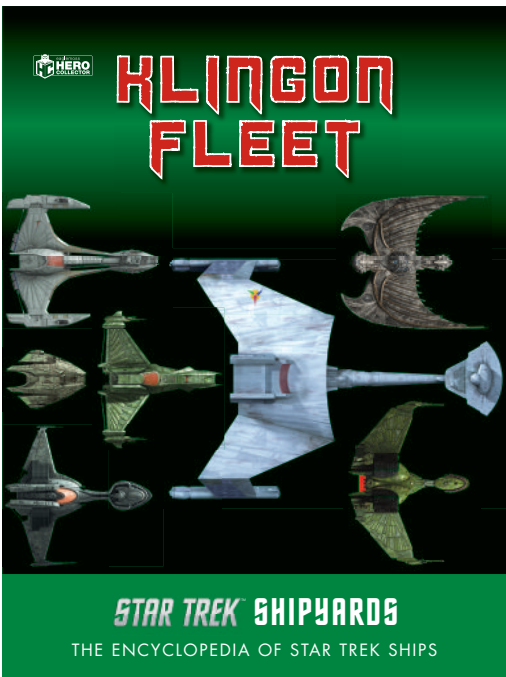
This in-depth reference book, written by Ben Robinson, Marcus Riley, and Matt McAllister profiles Starfleet ships from the birth of the Federation to the launch of the U.S.S. *Enterprise* NCC-1701-B and the death of Captain Kirk. It also includes a chapter on Earth's pre-Federation vessels, including Zefram Cochrane's ship the *Phoenix*, which made mankind's first faster-than-light journey. Plus all of the Starfleet ships from the first season of *STAR TREK: DISCOVERY* and the original *STAR TREK* TV series. The book is richly illustrated with CG artwork using the original VFX models created for the *STAR TREK* TV shows and movies.



**STAR TREK SHIPYARDS:
STARFLEET SHIPS 2294-THE FUTURE**

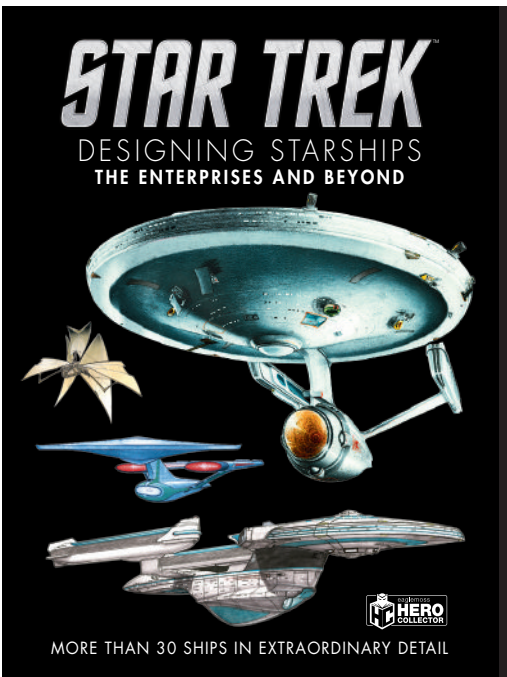
This volume features small transports, fighters, multi-mission explorers and time traveling ships from the distant future. Each ship is illustrated with CG artwork, including original VFX models made for the TV show, alongside a technical overview and operational history. Chapters include size charts, showing the ships to scale. An appendix of class listings is featured at the back of the book.

ALSO AVAILABLE



**STAR TREK SHIPYARDS:
KLINGON FLEET**

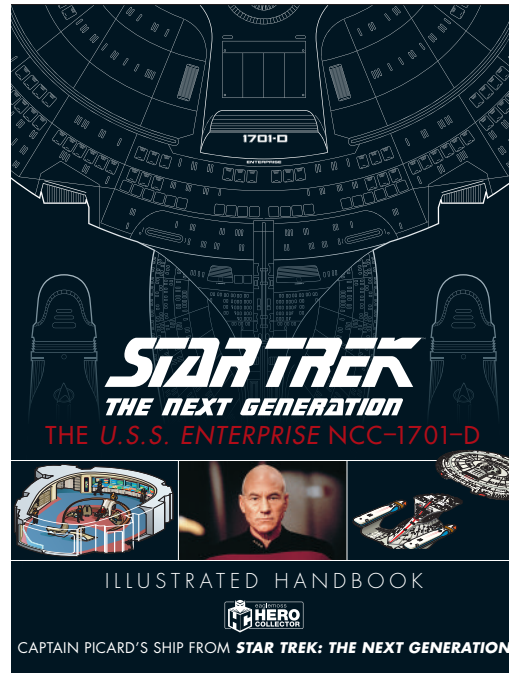
Volume 3 in the Shipyards series profiles ships of the Klingon Fleet. Including several bird-of-prey warships and the ships from *STAR TREK: DISCOVERY*, detailed CG renders are accompanied by technical details and the ships' operational history. Featuring twenty nine ships, it shows the full might and long history of the Klingon warships, and reveals their artistry in closeup. With technical details, operational histories and annotated plan views, the chapters trace the evolution and development of the fleet in sumptuous CG renders.



**STAR TREK DESIGNING STARSHIPS:
THE ENTERPRISES AND BEYOND**

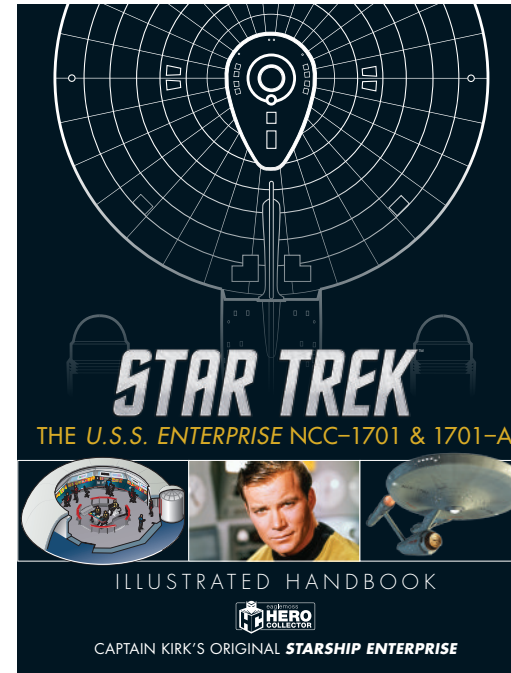
This book covers the genesis of more than 30 ships including seven *Enterprises*, and is packed with original concept art, showing fascinating directions that were explored and abandoned, and revealing the thinking behind the finished designs. Discover the inspiration behind the designs of key ships from the first five TV series, plus the movies including *STAR TREK: THE MOTION PICTURE*; *STAR TREK II: THE WRATH OF KHAN*; *STAR TREK III: THE SEARCH FOR SPOCK* and *STAR TREK: FIRST CONTACT*.

ALSO AVAILABLE



STAR TREK: THE NEXT GENERATION THE U.S.S. ENTERPRISE 1701-D ILLUSTRATED HANDBOOK

This volume, featuring the *U.S.S. Enterprise* NCC-1701-D, is a detailed, illustrated account of Captain Picard's ship. It shows the *Enterprise-D* in detail, inside and out, with illustrations of all the key locations – with special features on the bridge, the transporter room and crew quarters, plus technical features on the warp drive, the holodeck and weapons and defensive systems. Technology – including phasers, tricorders and replicators – is analyzed and explained, together with auxiliary vehicles such as shuttles and the captain's yacht.



STAR TREK: THE U.S.S. ENTERPRISE NCC-1701 & 1701-A ILLUSTRATED HANDBOOK:

Featuring the *U.S.S. Enterprise* NCC-1701 and the *U.S.S. Enterprise* NCC-1701-A, the second volume in the series is a detailed, illustrated account of the TV starship from the original 1966-1969 series, and the movie starship from *STAR TREK: THE MOTION PICTURE* (1979), *STAR TREK II: THE WRATH OF KHAN* (1982), *STAR TREK III: THE SEARCH FOR SPOCK* (1984), *STAR TREK IV: THE VOYAGE HOME* (1986), *STAR TREK V: THE FINAL FRONTIER* (1989), and *STAR TREK VI: THE UNDISCOVERED COUNTRY* (1991). Plus Captain Christopher Pike's *Enterprise* from the TV series *STAR TREK: DISCOVERY*. With isometric illustrations of all the key locations, annotated plan views, detailed technical information, Starfleet equipment, uniforms and insignia, the chapters follow the starships through time and provide an extraordinary reference guide to these iconic Federation vessels.

www.startrek-starships.com
www.eaglemoss.com/discovery

CREDITS

General Editor: Ben Robinson

Project Manager: Jo Bourne

Writers: Ben Robinson, Marcus Riley, John Ainsworth,
Mark Wright, and Jo Bourne

Illustrators: Fabio Passaro, Ed Giddings, Adam 'Mojo' Lebowitz,
and Robert Bonchune

Jacket Designer: Stephen Scanlan

Designers: Stephen Scanlan, and Katy Everett

Proofreader: Joe Hawkes

With special thanks to Jörg Hillebrand, Colin Williams,
and Chris Hayward

™ & © 2021 CBS Studios Inc. © 2021 Paramount Pictures Corp.

STAR TREK and related marks and logos are trademarks of CBS Studios Inc. All Rights Reserved.

Most of the text and illustrations featured in this volume were originally published in
STAR TREK™ – The Official Starships Collection and *STAR TREK™ DISCOVERY –*
The Official Starships Collection by Eaglemoss Ltd. 2013-2019

Published by **Hero Collector Books**, a division of Eaglemoss Ltd. 2021

Eaglemoss Ltd., Premier Place, 2 & A Half Devonshire Square, EC2M 4UJ, London, UK

Eaglemoss France, 144 Avenue Charles de Gaulle, 92200 Neuilly-Sur-Seine, France

ISBN 978-1-85875-576-2

Printed in Spain

