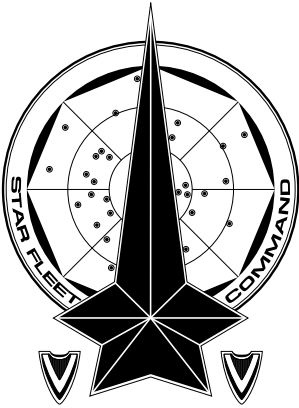




SHIP RECOGNITION MANUAL





Class A

Hard data gathered from physical examination.

Class B

Intelligence projections based on repeated scans and encounters over protracted periods. Class A plans available.

Class C

Intelligence projections based on repeated scans and encounters. Class B plans available.

Class D

Intelligence projections based on five or fewer scans and encounters. Class C plans available.

Class E

Speculative projections based on hearsay transmissions from official or semi-official sources.

Class F

Speculative projections based on hearsay transmissions from unofficial sources.

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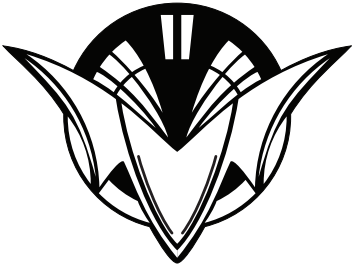
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Introduction

THE ORION FLEET

No other space faring navy has proved as unstandardized and decentralized as the Orion navy. Since it first steps into space on its own, the Orion race has worked under its own rules and maintained its own standards that have defied logic and yet has allowed the Orions to continue an integral role in the commerce and expansion of countless worlds. With vessels that are both pirate ship and defender of the home world, the Orion fleet as a whole can be found through space claimed by the major power and well entrenched in the frontiers of the Galaxy.

By far the most distinct aspect of the Orion fleet remains is variety. With native designs and a tremendous gamut of copied designs, the full fleet consists of thousands of small to medium sized ships that have been sold to all measure of men and companies, governments large and small. Only the Orions themselves truly know just how many vessels make up their fleet.

SCOPE OF THIS MANUAL

This manual describes the most notable and largest production runs of vessels from both the Orion colonies and holdings within the Triangle. It includes both native designs, contracted designs and modified vessels purchased from the major galactic governments. Known pirate designs are also included when data is available.

“Standardization” is a word associated with most navies except the Orions. While many vessels produced at Orion shipyards are officially sold as transports or couriers, most eventually end up modified or sold to less reputable companies and individuals. Statistics in this manual reflect known capability and data gathered from encounters with many of the ships in this manual. Readers are warned that they are as likely to encounter a vessel that does *not* match the given specs and a vessel that does.

ORION NAVY/PIRATE SHIP RECGONITION MANUAL

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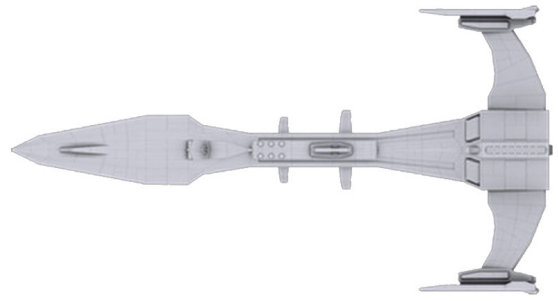
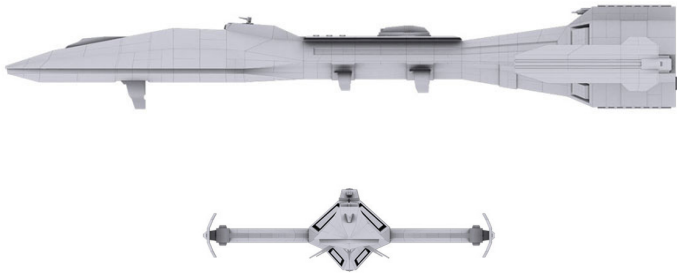
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Thain Raven

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ASTRAEUS CLASS II CORVETTE



Construction Data:

Model-	A-1	A-2
Class-	II	II
Class Commission Date-	2264	2269
Number Produced-	183	51

Hull Data:

Superstructure-	5	5
Damage Chart- Size:	C	C
Length-	35 m	35 m
Width-	19 m	19 m
Height-	6 m	6 m
Displacement-	14,838 mt	14,868 mt
Cargo		
Total SCU-	7 SCU	7 SCU
Cargo Capacity-	350 mt	350 mt
Landing Capability-	Yes	Yes

Equipment Data:

Computer Type-	Mark III	Mark III
Transporters-		
Standard 5-person- Cargo-	1	1
	1	1

Other Data:

Crew-	5	5
Passengers-	6	6

Engines and Power Data:

Total Power Available-	14	23
Movement Point Ratio-	1/1	2/1
Warp Engine Type-	OWC-1	OWC-2
Number-	2	2
Power-	6 ea.	10 ea.
Stress Chart-	E/F	E/F
Max Safe Cruising-	Warp 7	Warp 7
Emergency Speed-	Warp 8	Warp 8
Impulse Engine Type-	OIA-2	OIA-3
Power Units-	2	3

Weapons and Firing Data:

Beam Weapon Type-	OD-7	OD-4
Number-	1	2
Firing Arcs-	1 f	1 f/p, 1 f/s
Firing Chart-	K	T
Maximum Power-	8	6
Damage Modifiers		
+3	-	-
+2	(1-15)	(1-18)
+1	-	-

Shield Data:

Shield Type-	OSC	OSC
Shield Point Ratio-	1/3	1/3
Maximum Shield-	7	7

Combat Efficiency:

D-	76.1	64.1
WDF-	4.3	10.4

NOTES:

Known Sphere Of Operation: Orion Worlds

Data Reliability: A for all models

Designed as a light support craft, the Astraeus has become little better than a large tramp freighter to most who purchase the large vessel. First launched in 2264, the Astraeus A-1 was marketed as an easily modified fast scout sized vessel. Astraeus Industries, who would soon be out of business, contracted for over 300 of these light vessels to be used as a fleet of armed transports specializing in valuable cargoes and passengers. The A-1 was in fact fit with three 2-person comfortable berths, designed to house executives or nobility and their "escorts". Two small cargo holds were also incorporated, including a forward 2 SCU for crew and passengers, and a 5 SCU aft hold for unique cargoes.

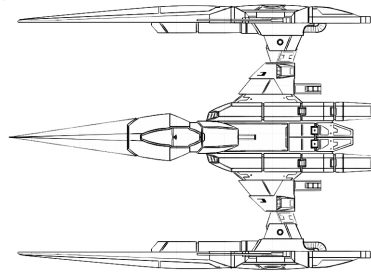
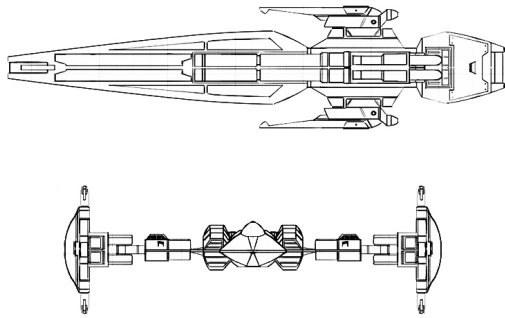
The A-1 model mounted a powerful OD-7 forward. This mid-range high powered disruptor gave the A-1 notable fire-power, and a number of corporations and families took notice. Within 2 years of its initial launch, the Astraeus was in contract for nearly 100 new vessels. But the A-1 had proved little better than the large Lightenings when encountering either Klingon or Federation patrol vessels. The majority of the A-1 models built remained in use by Orion corporations rather than privateers. Sales slumped until the A-2 was proposed.

The A-2 improved the power of the craft at the cost of maneuverability. The decision to mount two OD-4s made the A-2 far more popular with "independent" merchants. The A-2 had few other internal changes and several A-1's were scheduled for upgrade. The A-2 became an inexpensive pirate escort, able to provide cover for larger operations. Pirates master soon learned that the Astraeus had just enough firepower to force escorts into a chase situation on larger fleet engagements.

However, the claims that the Astraeus could easily be modified proved less than accurate. Most of the internal systems were too rigid to allow major modifications. The primary warp coils also proved unable to handle stresses beyond their original tolerances, restricting the original hull mass to the Class II range. By 2274, orders had ceased for the A-1 and A-2 models, and by 2276, Astraeus Industries had gone bankrupt.

Of the 234 built, a significant portions are believed to still be in general use. It is known that 11 A-1's and 6 A-2's have been destroyed over the years. Specifics concerning the remainder of these vessels are tenuous at best, as is often the case with Orion designs. None the less, at least 20 A-1's are registered and operate within Federation space.

QETRA CLASS II CORVETTE



Construction Data:

Model-	A-1	A-2	A-3
Class-	II	II	II
Class Commission Date-	2248	2256	2261
Number Produced-	260	150	100

Hull Data:

Superstructure-	3	4	6
Damage Chart-	C	C	C
Size:			
Length-	44 m	44 m	44 m
Width-	34 m	34 m	34 m
Height-	10 m	10 m	10 m
Displacement-	11,208 mt	12,668 mt	13,558 mt

Cargo

Total SCU-	5 SCU	5 SCU	5 SCU
Cargo Capacity-	250 mt	250 mt	250 mt
Landing Capability-	Yes	Yes	Yes

Equipment Data:

Computer Type-	Mark II	Mark Ia	Mark III
Transporters-			
Standard 5-person-	1	1	1
Cargo-	1	1	1

Other Data:

Crew-	6	6	6
Passengers-	2	2	2

Engines and Power Data:

Total Power Available-	14	14	21
Movement Point Ratio-	1/1	1/1	2/1
Warp Engine Type-	OWC-1	OWC-1	OWB-1
Number-	2	2	2
Power-	6 ea.	6 ea.	9 ea.
Stress Chart-	E/F	E/F	D/F
Max Safe Cruising-	Warp 7	Warp 7	Warp 6
Emergency Speed-	Warp 8	Warp 8	Warp 9
Impulse Engine Type-	OIA-2	OIA-2	OIA-3
Power Units-	2	2	3

Weapons and Firing Data:

Beam Weapon Type-	OD-1	OD-2	OD-3
Number-	4	4	2
Firing Arcs-	2 f/p, 2 f/s	2 f/p, 2 f/s	1 f/p, 1 f/s
Firing Chart-	E	J	R
Maximum Power-	3	3	4
Damage Modifiers			
+3	-	-	-
+2	-	(1-5)	-
+1	-	(6-10)	(1-16)
Torpedo Type-	-	-	OP-5
Number-	-	-	2
Firing Arcs-	-	-	2 f
Firing Chart-	-	-	Q
Power To Arm-	-	-	1
Damage-	-	-	10

Shield Data:

Shield Type-	OSC	OSC	OSC
Shield Point Ratio-	1/3	1/3	1/3
Maximum Shield-	7	7	7

Combat Efficiency:

D-	73.3	74.7	62.6
WDF-	24	7.6	17

NOTES:

Known Sphere of Operation: Orion-controlled space; Triangle, Klingon Neutral Zone

Data Reliability: A for A-1 & A-2 models; B for A-3 model

First sold in 2248, the Qetra is a sleek looking yet fairly standard cutter of Orion design. The Qetra is also more heavily armed than other contemporaries, mounting four light disruptors. The vessel has room for three crew, but is intended for short range operations, rather than long range patrols. Most Qetra are fielded in-system and operation at defensive craft. Those that do operate in deep space must operate from a flag ship or carrier to perform effectively.

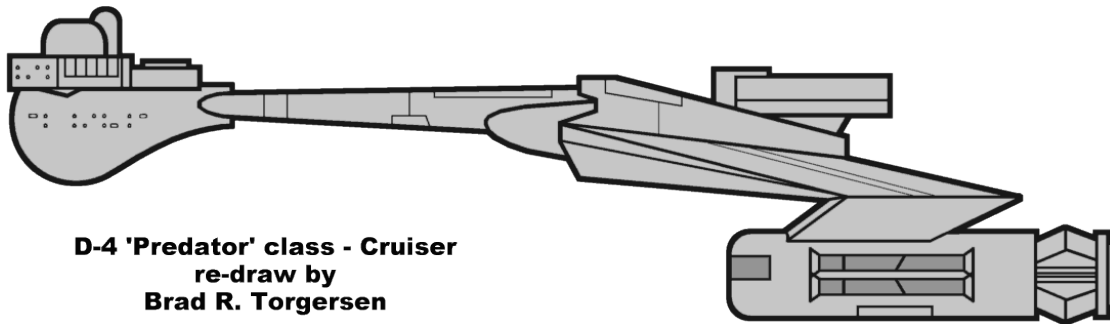
The A-1 model proved popular with boarder worlds who needed an inexpensive defense force quickly. Purchased in groups of 4 to 6, the A-1 had sufficient firepower to deter individual vessels from causing trouble near ports and transfer hubs. The A-1 was also popular with adventurers who enjoyed the vessels sleek look and relative comfort.

The A-2 was produced shortly after the Four Years War to capitalize on the remaining panic of the frontier worlds. Sales were brisk for the up-gunned variant, but soon tapered off. As with other light Orion designs, the A-2 became popular as a strike vessel for larger deep-space convoy raiding.

The A-3 was the last openly produced variant, and is considered one of the most dangerous, even today. Mounting two medium torpedoes with several reloads each, the A-3 became a truly dangerous light craft capable of engaging larger vessels with the high probability of damaging them. The A-3's cost was prohibitive for many pirate groups, but the vessel was produced in large numbers throughout the Triangle, where many still operate today.

The A-1 model is the only variant that was accurately tracked during production. The A-2 and especially the A-3 have been sold to a wide range of groups, with accurate production numbers nearly impossible to obtain. Evidence suggests that a number of A-1 and A-2 were eventually upgraded to the A-3 configuration. No A-1 or A-2's are believed to still be in active service at this time.

ORION'S SHIELD (D-4A) CLASS VII CRUISER



D-4 'Predator' class - Cruiser
re-draw by
Brad R. Torgersen

Construction Data:

Model-	A-1	A-2	A-3
Class-	VII	VII	VII
Class Commission Date-	2252	2269	2284
Number Produced-	4	3 conv.	3 conv.

Hull Data:

Superstructure-	20	20	20
Damage Chart-Size:	C	C	C
Length-	205 m	205 m	205 m
Width-	130 m	130 m	130 m
Height-	45 m	45 m	45 m
Displacement-	88,540 mt	84,235 mt	97,690 mt

Cargo:

Cargo Units-	80 SCU	80 SCU	80 SCU
Cargo Capacity-	4,000 mt	4,000 mt	4,000 mt
Landing Capability-	None	None	None

Equipment Data:

Computer Type-	ZD-5	Mark IV	Mark V
Transporters-			
Klingon 6-person-	3	3	3
Emergency 18-person-	1	1	1
Cargo-	1	1	1

Other Data:

Crew-	265	230	232
Passengers-	4	4	4

Engines and Power Data:

Total Power Available-	30	38	48
Movement Point Ratio-	4/1	4/1	4/1
Warp Engine Type-	KWC-1	KWC-1	OWF-2
Number-	2	2	2
Power-	14 ea.	14 ea.	19 ea.
Stress Chart-	L/O	L/O	L/O
Max Safe Cruising-	Warp 7	Warp 7	Warp 7
Emergency Speed-	Warp 8	Warp 8	Warp 9
Impulse Engine Type-	KIB-2	OID-3	OID-3
Power Units-	2	10	10

Weapons and Firing Data:

Beam Weapon Type-	OD-3	OD-4	OD-4
Number-	5	5	3
Firing Arcs-	2 f/p, 2 f/s, 1 a	2 f/p, 2 f/s, 1 a	1 f/p, 1 f/s, 1 a
Firing Chart-	R	T	T
Maximum Power-	4	6	6
Damage Modifiers			
+2	-	(1-18)	(1-18)
+1	(1-16)	-	-
Beam Weapon Type-	-	-	OD-5
Number-	-	-	U
Firing Arcs-	-	-	1 f/p, 1 f/s
Firing Chart-	-	-	R
Maximum Power-	-	-	4
Damage Modifiers			
+2	-	-	(1-10)
+1	-	-	(11-20)

Shield Data:

Shield Type-	OSI	OSC	OSC
Shield Point Ratio-	1/3	1/3	1/3
Maximum Shield-	6	8	8

Combat Efficiency:

D-	70.6	79.6	97.6
WDF-	15	26	37.6

NOTES:

Known Sphere of Operation: Orion-controlled space; Triangle, Klingon Neutral Zone

Data Reliability: C for A-1 & A-2 models; D for A-3 model

Originally purchased along with her sister ships in 2251, the D-4a would eventually become the Orion's Shield class of cruiser and would go on to bring a minor degree of legitimacy to the underwhelming Orion navy of the time. These vessels, along with most purchased Klingon naval surplus, were originally intended to be used by the rented from the ruling Botchok families as heavy attack cruiser. They would soon become the primary support vessels of the small Orion Space Navy.

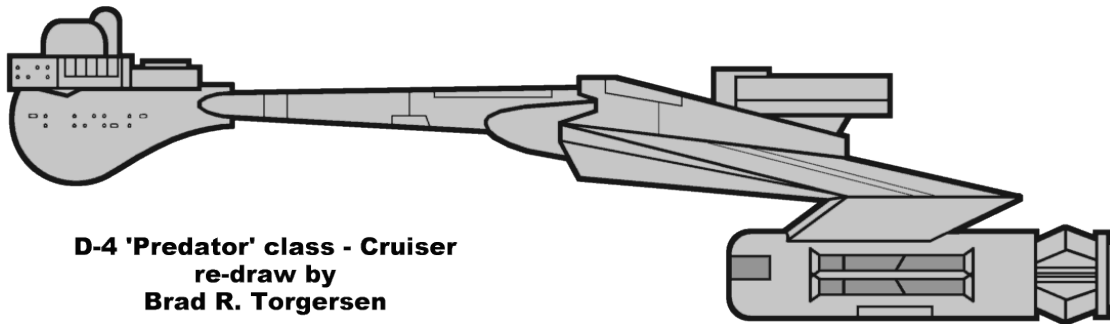
The A-1 model was the first to be completed, and immediately took to the spaceways to defende injustice done to the Orion colonies. All four A-1's were commissioned in 2252 and would spend the next ten years doing absolutely nothing. While the Klingon engines were less efficient than other native Orion engines, the cost of referbishing was simply too high and the main drive was retained. The medium weapons mounted did give the A-1 some bite, but the poultry shields were little better than the original Klingon design, albeit significantly more efficient.

After the loss of an A-1 model to a single Klingon D-20, the decision to upgrade the remaining 3 vessels was made. Heavier weapons and a native impulse drive, far less hazardous than the Klingon version, were installed, and the A-2 became an unqualified success. The A-2 models would go on to engage Klingons, pirates and even a Romulan cruiser near the triangle. While no single engagement proved overly telling, the cruiser's ability to stand and fight was now well established.

Political infighting in the Botchok Planetary Congress would mothball the three remianing cruisers in early 2282. Several families pulled financial support for the class due to the loss of "legitimate" trade vessels near Klingon territory. It would be a number of minor houses that would eventually foot the bill and help referbish the class into the A-3 model, which proved to be the most dangerous of all. The addition of two heavy forward disruptors gave the class firepower that proved effective.

Although all three remaining hulls are in constant contention among the more powerful familys in the BPC, each is still in operation and fielded with true Naval personnel rather than any single families supporters. The vessels reamin on patrol, mostly near the Klingon boarder and Neutral Zone.

ORION'S GUARD (D-4E) CLASS VII CRUISER



**D-4 'Predator' class - Cruiser
re-draw by
Brad R. Torgersen**

Construction Data:

Model-	A-1	A-2	A-3
Class-	VII	VII	VII
Class Commission Date-	2252	2271	2285
Number Produced-	7	7 conv.	6 conv.

Hull Data:

Superstructure-	20	20	20
Damage Chart- Size:	C	C	C
Length-	205 m	205 m	205 m
Width-	130 m	130 m	130 m
Height-	45 m	45 m	45 m
Displacement-	82,175 mt	99,305 mt	99,705 mt

Cargo:

Cargo Units-	80 SCU	80 SCU	80 SCU
Cargo Capacity-	4,000 mt	4,000 mt	4,000 mt
Landing Capability-	None	None	None

Equipment Data:

Computer Type-	Mark III	Mark IV	Mark IV
Transporters-			
Klingon 6-person-	3	3	3
Emergency 18-person-	1	1	1
Cargo-	1	1	1

Other Data:

Crew-	235	248	252
Passengers-	4	4	4

Engines and Power Data:

Total Power Available-	32	51	51
Movement Point Ratio-	4/1	4/1	4/1
Warp Engine Type-	KWC-1	OWF-2	OWF-2
Number-	2	2	2
Power-	14 ea.	19 ea.	19 ea.
Stress Chart-	L/O	L/O	L/O
Max Safe Cruising-	Warp 7	Warp 7	Warp 7
Emergency Speed-	Warp 8	Warp 9	Warp 9
Impulse Engine Type-	OIC-2	OIF-2	OIF-2
Power Units-	4	13	13

Weapons and Firing Data:

Beam Weapon Type-	OD-3	OD-12	OD-12
Number-	5	5	5
Firing Arcs-	2 f/p, 2 f/s, 1 a	2 f/p, 2 f/s, 1 a	2 f/p, 2 f/s, 1 a
Firing Chart-	R	W	W
Maximum Power-	4	5	5
Damage Modifiers			
+3	-	(1-7)	(1-7)
+2	-	(8-15)	(8-15)
+1	(1-16)	(16-20)	(16-20)
Torpedo Type-	-	-	OP-1
Number-	-	-	2
Firing Arcs-	-	-	1 f, 1 a
Firing Chart-	-	-	L
Power To Arm-	-	-	1
Damage-	-	-	10

Shield Data:

Shield Type-	OSI	OSM	OSM
Shield Point Ratio-	1/3	1/3	1/3
Maximum Shield-	6	8	8

Combat Efficiency:

D-	72.1	93.1	93.1
WDF-	15	28	36.8

NOTES:

Known Sphere of Operation: Orion-controlled space;
Klingon Neutral Zone

Data Reliability: C for A-1; D for A-2 and A-3 models

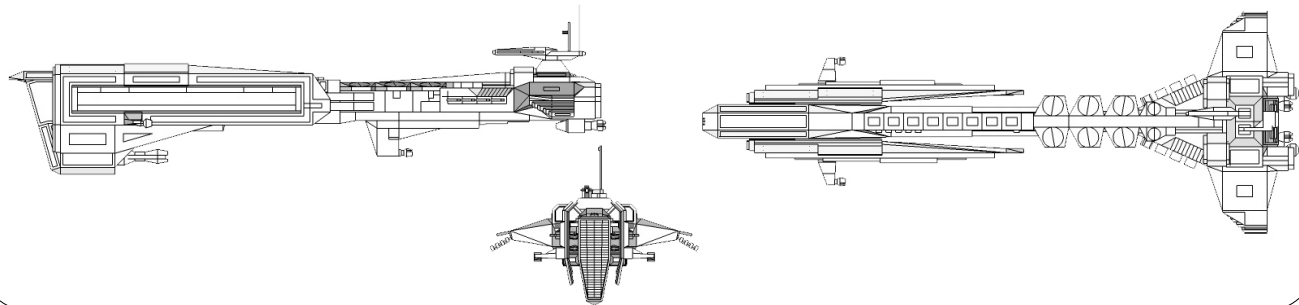
The Orion's Guard version of the Klingon D-4 has been involved in politics and infightings in both the BPC and OCI since first being relaunched in 2252. While nearly identical in power and capability as her sister ship, the Orion's Shield, the class was almost exclusively fielded by family members of the BPC, rather than pure Orion Naval personnel. Eventually, to settle the constant bickering, the decision was made to transfer custody of the vessels to the Navy, and the ships have served as effective defense vessels ever since.

The A-1 retained the original Klingon warp units, but replaced the impulse drive with the OIC-2 which produced less radiation and was far more stable than the original Klingon unit. When the Orion Navy finally took possession of the vessels, they immediately upgraded the impulse drive and main weapons to make the ship more powerful than the Klingon "renegade" ships it occasionally encountered. The A-2 saw the replacement of all five main disruptors with the popular and long ranged OD-12.

Recently, six of the seven ships purchased have been upgraded again with the installation of a two OP-1 torpedo systems. This has given the A-3 model a significant punch in combat and given it legitimacy in the naval world. Unfortunately, it has also made the A-3 model something of a target for Klingon commanders looking to make a name for themselves. A number of would-be captains have taken their "Orion" pirate vessels and sought out this class of ship in the hopes of earning glory and prestige.

Of the seven D-4e's originally purchased, all seven were converted to A-2's. Six were then converted to A-3 models while one was mysteriously "lost" near the Klingon boarder. Vulcan Intelligence has learned that the lost ships was in fact commendered by the Albeysha family and has since been significantly upgunned and modified. Although it is not listed where the ships operates from, it is known that the Klingons have placed a significant bounty on the ship.

BATTLENAUGHT CLASS VIII DESTROYER



Construction Data:

Model-	A-1	A-2
Class-	VIII	VIII
Class Commission Date-	2272	2278
Number Produced-	17	4

Hull Data:

Superstructure-Damage Chart-Size:	24 C	24 C
Length-	147 m	147 m
Width-	55 m	55 m
Height-	37 m	37 m
Displacement-	100,950 mt	104,375 mt

Cargo

Total SCU-	175 SCU	180 SCU
Cargo Capacity-	8,750 mt	9,000 mt
Landing Capacity-	None	None

Equipment Data:

Computer Type-	Mark III	Mark IV
Transporters-		
Executive 3-person-	1	1
Standard 8-person-	3	3
Emergency 14-person-	4	4
Cargo-	2	2

Other Data:

Crew-	126	137
Passengers-	25	20
Shuttlecraft-	6	6

Engines and Power Data:

Total Power Available-	40	48
Movement Point Ratio-	3/1	4/1
Warp Engine Type-	OWF-1	OWF-2
Number-	2	2
Power-	16 ea.	19 ea.
Stress Chart-	L/M	L/M
Max Safe Cruising-	Warp 6	Warp 7
Emergency Speed-	Warp 7	Warp 9
Impulse Engine Type-	OIE-2	OIJ-1
Power Units-	8	10

Weapons and Firing Data:

Beam Weapon Type-	OD-2	OD-5
Number-	6	4
Firing Arcs-	2 f, 1 p, 1 s, 2 a	2 f, 1 p, 1 s
Firing Chart-	J	U
Maximum Power-Damage Modifiers	3	7
+2	(1-5)	(1-10)
+1	(6-10)	(11-20)
Beam Weapon Type-	OD-1	OD-2
Number-	3	3
Firing Arcs-	1 f/p/a, 1 f/s/a, 1 a	1 f/p/a, 1 f/s/a, 1 a
Firing Chart-	E	J
Maximum Power-Damage Modifiers	3	3
+2	-	(1-5)
+1	-	(6-10)
Torpedo Type-	OP-2	OP-4
Number-	4	4
Firing Arcs-	2 f, 2 a	2 f, 2 a
Firing Chart-	F	H
Power To Arm-	1	1
Damage-	6	6

Shield Data:

Shield Type-	OSI	OSI
Shield Point Ratio-	1/3	1/3
Maximum Shield-	6	6

Combat Efficiency:

D-	100.3	94.3
WDF-	19.2	36.9

NOTES:

Known Sphere of Operation: Orion-controlled space
Data Reliability: B for all models

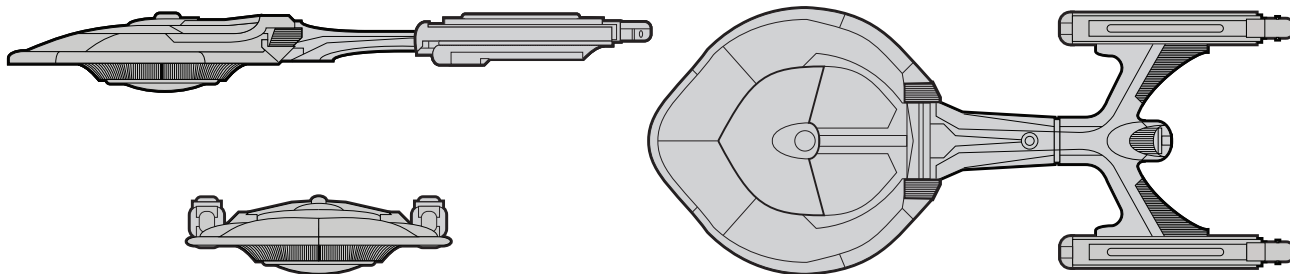
The Battlenaught was designed a direct competitor to the popular Guardian class, and has since proven itself as nearly useless in the major combat arena. Like most Orion combat vessel commercially built, the Battlenaught was built more for show than for combat. Larger than its competition, the Battlenaught mounted nine disruptors and four torpedoes. However, the power and range of these weapons were so poor as to be negligible. None the less, buyers lined up to purchase nearly a dozen of these large combat platforms, intending to refit them with far heavier weapons as soon as possible.

Despite it's paltry ability as a destroyer, the Battlenaught was very roomy and comfortable. Each crewmember had their own cabin and a number of other crew comforts were included. The sales design and strategy worked well for Orion colonial governors who wished to show off the menacing looking vessel. Only one of the 17 originally built A-1 models ever saw combat, with an attempted defense of the Orion colony of Vab. During a Klingon retaliatory strike in 2276, one Battlenaught was easily destroyed by a Klingon destroyer after it's over zealous captain challenged the imperial vessel.

In 2277, the decision was made to actually build a successful combat design, leading to the A-2, a far more capable military vessel. Four A-2 models were contracted by the Matieve Colonial Association, with delivery in late 2278. Two had been purchased by the loyalists and two by the rebels. None of the four A-2's purchased ever fought against each other, with all four being destroyed over the years. Their combat record stood, though, and a number of colonial governors requested upgrades to the previously purchased Battlenaught.

The A-2 is distinguished primarily by it's much heavier main disruptors, four OD-5's mounted in well covered firing arcs. Coupled with the more potent main power plant, the A-2 suffers only from a lack of shielding, rarely addressed in most Orion design. Of the 16 A-1's known to still be active, 11 have been refit to the A-2 variant. Three more are believed to have had other modifications, while two have been sold in the Triangle. Contracts for 6 more A-2 models are currently in the works, with four being used in the Orion colonies, and two being slated for governments in the Triangle.

DREAMRUNNER CLASS IV-V LIGHT DESTROYER



Construction Data:

	A-1	B-1	B-2
Model Numbers-	A-1	B-1	B-2
Ship Class-	IV	V	V
Date Entering Service-	2283	2288	2290
Number Constructed-	25	42	15
Hull Data:			
Superstructure Points-	9	15	20
Damage Chart-	C	C	C
Size			
Length-	160 m	160 m	160 m
Width-	63 m	63 m	63 m
Height-	18 m	22 m	22 m
Weight-	38,470 mt	49,765 mt	57,370 mt
Cargo			
Cargo Units-	1,000 SCU	1,000 SCU	40 SCU
Cargo Capacity-	50,000 mt	50,000 mt	2,000 mt
Landing Capability-	None	None	None
Equipment Data:			
Control Computer Type-	Mark IV	Mark IV	Mark IV
Transporters-			
Standard 8-person-cargo-	2	2	2
small-	1	3	3
large-	1	3	3
Other Data:			
Crew-	26	32	40
Troops-	-	5	12
Passengers-	8	5	-
Shuttlecraft-	1	1	1
Engines and Power Data:			
Total Power Units Available-	31	31	31
Movement Point Ratio-	3/1	3/1	3/1
Warp Engine Type-	QWJ-2	QWJ-2	QWJ-2
Number-	2	2	2
Power Units Available-	13 ea.	13 ea.	13 ea.
Stress Charts-	J/J	J/J	J/J
Maximum Safe Cruising Speed-	Warp 7	Warp 7	Warp 7
Emergency Speed-	Warp 8	Warp 8	Warp 8
Impulse Engine Type-	OID-1	OID-1	OID-1
Power Units Available-	5	5	5
Weapons and Firing Data:			
Beam Weapon Type-	OD-1	OD-2	OD-4
Number-	2	2	3
Firing Arcs-	1 f/p, 1 f/s	1 f/p, 1 f/s	2 p/f/s, 1 a
Firing Chart-	E	J	T
Maximum Power-	3	3	6
Damage Modifiers			
+3	(-)	(-)	(-)
+2	(-)	(1-5)	(1-18)
+1	(-)	(6-10)	(-)
Beam Weapon Type-	-	OD-4	OD-2
Number-	-	1	1
Firing Arcs-	-	1 a	1 a
Firing Chart-	-	T	J
Maximum Power-	-	6	3
Damage Modifiers			
+3	-	(-)	(-)
+2	-	(1-18)	(1-5)
+1	-	(-)	(6-10)
Missile Weapon Type-	-	OP-5	OP-5
Number-	-	3	4
Firing Arcs-	-	2 f, 1 a	3 f, 1 a
Firing Chart-	-	Q	Q
Power to Arm-	-	1	1
Damage-	-	10	10
Shields Data:			
Deflector Shield Type-	OSJ	OSJ	OSJ
Shield Point Ratio-	1/4	1/4	1/4
Maximum Shield Power-	8	8	8
Combat Efficiency:			
D-	69.9	79.9	85.6
WDF-	08	25.5	39.5

NOTES:

Known Sphere of Operation: Orion-controlled space; Triangle, Klingon Neutral Zone

Data Reliability: A for Model A-1; C for Model B-1 & B-2

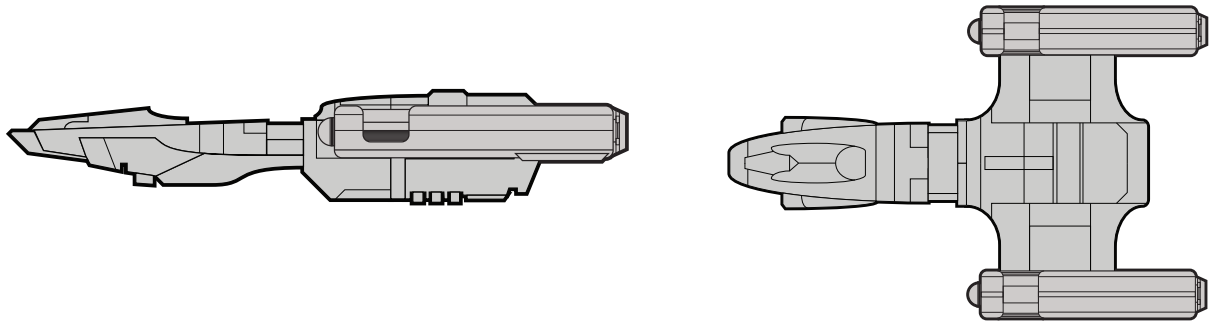
The Dreamrunner is a class built to suit the needs of a powerful Orion Family. In Orion Terms, it is only a freight runner that has been given the weapons it needs to accomplish its job. The Avasse Family was tired: tired of cargos that didn't get through and old freighters in constant need of repair. They were tired of having to buy scouts for scouting, freighters for hauling freight, and couriers for high speed luxury runs or VIPs- tired of single purpose ships that let business opportunities slip through their fingers. Worst of all, they were tired of smiling across the negotiation table at the leaders of other families who had most likely destroyed a freighter of theirs.

The A Model Dreamrunner was built by Orinco Shipbuilders of Rigel. A total of 25 A-1 models were built before production was halted. Once Orinco finished the A Models at Rigel, they began to produce the B-1 models at an undisclosed location at a rate of 6 per year. These ships would rarely see Federation space, but there are reports of them being used in the Klingon Neutral Zone, the Triangle and within Klingon space. Recently a new B-2 model has begun production; it has shed all illusions of being a peaceful freighter. With the B-2 Model, the Avasse family will exact revenge on those who have preyed on them in the past. Oddly, Starfleet Intelligence has found no trace of them being used within Orion space, but they are certain that many of the ships are based there.

Avasse Proprietary Systems, an Orion Company owned by the Avasse Family, operates all of the ships constructed to date. Both the A and B-1 Models incorporate an advanced sensor suite, powerful tractor beams, durable shields, and one multi-role, docked shuttle. The B-1 Model has additional systems intended for hostile environments. Of the 25 A-1 models built, all but two are in service. One was destroyed due, reportedly, to a dry-docking accident, while the other was destroyed by a Tellarite vessel. The disposition of the 55 or so B-1 and B-2 models is uncertain (as is the case with most information on them), but there are unconfirmed reports that one was lost in a confrontation with an Affiliation of Outer Free Worlds destroyer. At about that same time, an AOFW Baker class was said to have undergone an emergency dry-docking for repairs at their New New Aberdeen Facility. Outside of that, occasional rumors persist of vessels encountering Dreamrunners in the Triangle and disappearing.

The Avasse (Ah-voss) Company slogan is "We'll get what you need" - and the Dreamrunner is helping them to get it there.

GUARDIAN CLASS V-VI DESTROYER



Construction Data:

Model-	A-1	A-2	B-1	B-2
Class-	V	V	VI	VI
Class Commission Date-	2256	2267	2272	2281
Number Produced-	71	53	28	6
Hull Data:				
Superstructure-	20	20	20	22
Damage Chart- Size	C	C	C	C
Length-	187 m	187 m	187 m	187 m
Width-	121 m	121 m	121 m	121 m
Height-	33 m	33 m	33 m	33 m
Displacement-	44,248 mt	46,470 mt	65,593 mt	68,883 mt
Cargo				
Cargo Units-	150 SCU	150 SCU	150 SCU	150 SCU
Cargo Capacity-	7,500 mt	7,500 mt	7,500 mt	7,500 mt
Landing Capability-	None	None	None	None
Equipment Data:				
Computer Type-	Mark III	Mark IV	Mark IV	Mark VI
Transporters-				
Standard 8-person-	3	3	3	3
Emergency 12-person-	4	4	4	4
Cargo, small-	2	2	2	2
Other Data:				
Crew-	180	180	220	220
Passengers-	25	25	25	25
Engines and Power Data:				
Total Power Available-	38	39	44	44
Movement Point Ratio-	2/1	2/1	3/1	3/1
Warp Engine Type-	OWA-2	OWA-2	OWD-3	OWD-3
Number-	2	2	2	2
Power-	17 ea.	17 ea.	20 ea.	20 ea.
Stress Chart-	G/F	G/F	M/P	N/P
Max Safe Cruising-	Warp 7	Warp 7	Warp 6	Warp 6
Emergency Speed-	Warp 9	Warp 9	Warp 8	Warp 8
Impulse Engine Type-	OIA-4	OID-1	OIA-4	OIA-4
Power Units-	4	5	4	4
Weapons and Firing Data:				
Beam Weapon Type -	OD-3	OD-4	OD-5	OD-11
Number-	4	4	4	4
Firing Arcs-	2 f, 1 f/p, 1 f/s	2 f, 1 f/p, 1 f/s	2 f/p, 2 f/s	2 f/p, 2 f/s
Firing Chart-	R	T	U	U
Maximum Power-	4	6	7	8
Damage Modifiers				
+2	-	(1-18)	(1-10)	(1-20)
+1	(1-16)	-	(11-20)	-
Beam Weapon Type -	-	-	OD-3	OD-4
Number-	-	-	2	2
Firing Arcs-	-	-	2 f	2 f
Firing Chart-	-	-	R	T
Maximum Power-	-	-	4	6
Damage Modifiers				
+2	-	-	-	(1-18)
+1	-	-	(1-16)	-
Torpedo Type-	OP-1	OP-1	OP-1	OP-1
Number-	2	2	2	2
Firing Arcs-	2 f	2 f	2 f	2 f
Firing Chart-	L	L	L	L
Power To Arm-	1	1	1	1
Damage-	10	10	10	10
Shield Data:				
Shield Type-	OSI	OSJ	OSJ	OSR
Shield Point Ratio-	1/3	1/4	1/4	1/4
Maximum Shield-	7	8	7	11
Combat Efficiency:				
D-	118.6	150.6	122.6	131.4
WDF-	20.8	29.6	38	45.6

NOTES:

Known Sphere of Operation: Orion-controlled space

Data Reliability: B for all models

The many year that the Orions have spread throughout the galaxy, plying their trade and pirating from those who they could, rarely has the home world produced a purely military vessel in answer to it's neighbors. While transports, raiders and freighters abounded within the Orion controlled spaces, fewer than ten designs could honestly be called a military vessel. Traditionally, the Orions had always purchased larger combat craft from others, or simple done without. But the scars of the Four-Years were deep and fresh on the minds of the Orions. While these was no real government in the Orion colonies, those who played at politician and the billions they represented had become outraged at the restrictions the war had created. With only a light token combat force, the Orions had no real way to prevent a similar set of circumstances in the future. By war's end, the Orions had designed what would arguably be one of their most successful military designs.

The Guardian was designed from the outset to engage a wide range of enemy vessels, including destroyer and cruisers from both the Klingon Empire and the Federation. The A-1 model was built with the venerable and well-loved OWA-1 drive system, coupled with the OIA-4 impulse drive. While Orion shipwrights were producing newer engine designs, the older OWA system gave the light craft superb speed and handling characteristics. Repairs could be made at any of the worlds now part of the Orion colony worlds. The A-1 was also well armed with it's medium disruptors. In non-typical fashion, the new destroyer mounted it's weapon primarily forward, similar to the many Federation and Klingon ships that had fought within Orion space during the war. But the most telling weapon system aboard the Guardian was the newly created OP-1.

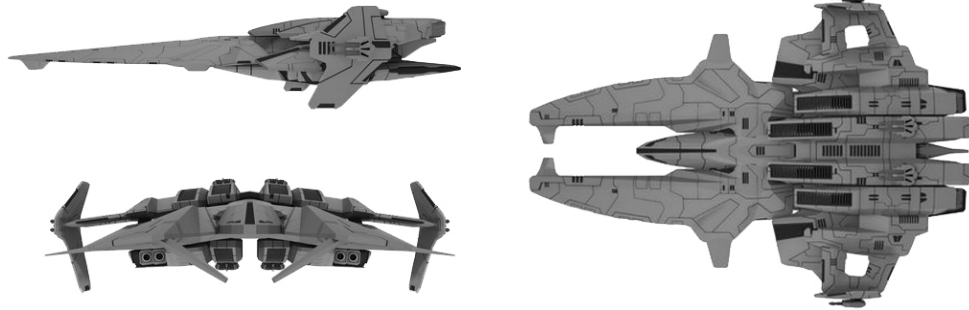
The torpedo was in fact a copy of the Federation's FP-1. More efficient than known Klingon torpedo designs, the OP-1 was quickly in high demand. But many realized that priority had to be given to the ever expanding Guardian project, and for the years of 2256, 2257 and 2258, nearly every OP-1 torpedo system build, and 98% of all torpedo casings were diverted to the project. Only a hand full of other hulls received OP-1's. Some influential corporate owners insisted that the OP-2, also a newly fielded torpedo design, was equal to the OP-1 and were threatening to pull their funding, but cooler heads prevailed, and the A-1 continued construction with the OP-1 as its primary weapon. The weapon gave the Guardian significant punch in combat, and would remain the primary weapon system for over 30 years.

The Guardian was first scanned by Federation scouts monitoring the Klingon border near Orion space. The effect was immediate and many upper echelon commanders began to wonder if the Orions were being supplemented by the Klingons in a bid to destabilize the region. The sheer firepower of the Guardian stunned fleet planners and Star Fleet began transferring some of their beleaguered forces to the Orion boarder. But it would be the Klingons who would first taste the sheer ferocity of the Guardian in battle when a squadron of D-16s crossed into Orion space in the hopes of capturing much needed supplies. The Klingon destroyers met the only two Guardians currently completed. The Orions devastated the Klingon raiding party. One D-16 was destroyed and a second was so badly damaged it was abandoned and later captured by the Orions. The third destroyer picked up what survivors it could and raced for home. While some felt the Klingons would retaliate, the audacity of the Orions in fact impressed Klingon policy makers who chose to grudgingly trade with the Orions rather than try to capture what was needed by the Empire.

The Guardian's power was impressive, but eventually overshadowed by Federation and Klingon designs alike. Fearing that either government would try and impose restrictive trade policies, the Orions fielded the A-2 Guardian. The A-2 mounted a larger impulse engine and heavier disruptors. To ensure that the weapons systems didn't overload the main computer, the more powerful Mark IV was installed.

In 2272, the Orions launched the larger and even more powerful B-1 model. The B-1 was a true warship of significant capabilities and could easily take on cruiser and destroyer from the major powers. Several years later, in 2281, the B-2 model saw a significant increase in firepower, giving the small Orion navy some credibility in the eyes of those who would engage them. Few families wanted to fund the naval vessels, though, and only 6 have been placed into service.

ARCHANGELOS CLASS III CUTTER



Construction Data:

Model-	A-1	A-2
Class-	III	III
Class Commission Date-	2260	2268
Number Produced-	87	128

Hull Data:

Superstructure-	10	10
Damage Chart- Size:	C	C
Length-	47 m	47 m
Width-	33 m	33 m
Height-	11 m	11 m
Displacement-	21,880 mt	24,708 mt

Cargo:

Total SCU-	2 SCU	1 SCU
Cargo Capacity-	100 mt	50 mt
Landing Capability-	Yes	Yes

Equipment Data:

Computer Type-	Mark II	Mark IV
Transporters-		
Standard 5-person-	1	1

Other Data:

Crew-	5	6
Passengers-	3	2

Engines and Power Data:

Total Power Available-	18	21
Movement Point Ratio-	2/1	2/1
Warp Engine Type-	OWA-2	OWA-2
Number-	1	1
Power-	17	17
Stress Chart-	G/F	G/F
Max Safe Cruising-	Warp 6	Warp 6
Emergency Speed-	Warp 8	Warp 8
Impulse Engine Type-	OIB-1	OIA-4
Power Units-	1	4

Weapons and Firing Data:

Beam Weapon Type-	OD-2	OD-4
Number-	3	3
Firing Arcs-	1 f/p/a, 1 f/s/a, 1 f	1 f/p/a, 1 f/s/a, 1 f
Firing Chart-	J	T
Maximum Power-	3	6
Damage Modifiers		
+2	(1-5)	(1-18)
+1	(6-10)	-
Torpedo Type-	OP-4	OP-2
Number-	1	2
Firing Arcs-	1 f	1 f, 1 a
Firing Chart-	H	F
Power To Arm-	1	1
Damage-	6	6

Shield Data:

Shield Type-	OSC	OSC
Shield Point Ratio-	1/3	1/3
Maximum Shield-	6	6

Combat Efficiency:

D-	62.3	68.3
WDF-	7.7	18.6

NOTES:

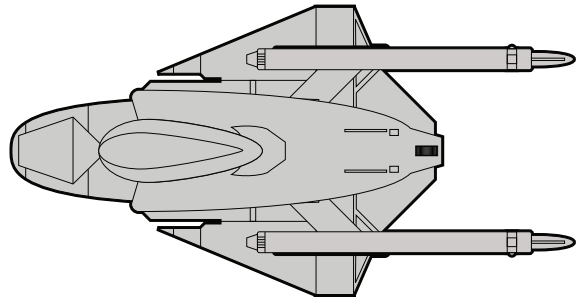
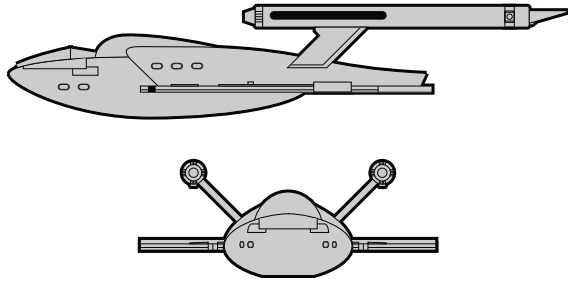
Known Sphere of Operation: Orion-controlled space; Triangle, Klingon Neutral Zone, Outmarshes
Data Reliability: A for all models

Another in a long list of small, fast and underwhelming vessels fielded by the Orions, the A-1 variant of the Archangelos is little better than a heavy combat shuttle. Designed by Orion Corporate Shipbuilding Ltd shortly before that company was absorbed by Orionco, The Archangelos was intended to be a slick, fast and deadly vessel capable of defending itself from larger military vessels. When first launched in 2260, the A-1 seemed to fulfill these roles well. The Archangelos' speed and armor made it a popular choice among new ship captains. While the speed of the A-1 was profitable to merchants and pirates alike, it was the overall firepower that made the vessel a true threat. The mid-range light torpedo gave the cutter sized blockade runner sufficient power to take down a freighter's shields and board her quickly. Unfortunately for most pirate captains, the A-1 was sleek but crowded, with no room for a dedicated boarding party. Despite its shortcomings, many wealthy merchants purchased the A-1 in pairs to support other heavier or larger vessels. A total of 87 were officially built by OCS before the company's collapse in 2267.

Orionco, who purchased the remnants of OCS, immediately redesigned the interior of the Archangelos, redistributing equipment and internal volume. The A-2 went from light armed freighter to major combat cutter in less than one year. The use of the heavy Orion OD-4 disruptors gave the A-2 firepower equivalent to some cruisers and destroyers of the period. Orionco dropped the pretense of a freighter, focusing the design on a purely combat layout. The A-2 became even more popular, with both Orion and non-Orion firms purchasing the vessels. By the time Orionco finally ceased production of the A-2, nearly 130 were built and officially sold.

The Archangelos is no longer in general production, although the plans have been copied by several other companies. A-1 and A-2 models still in use are being modified at several Orionco shipyards. Although a number of A-1 and A-2 models have since been sold to unknown individuals, records show that 11 A-1's and 67 A-2's are still in used throughout Orion controlled space. As with other Orion designs, several are believed to be in use by the Klingons for covert training purposes. Rumors continue to abound that several have been captured or purchased by the Romulans. Official records show that five A-1's and 2 A-2's have been purchased by various Naussicans interests. Three A-1's have been purchased by an Ithenite corporation, with two more A-1's purchased by Yridian interests. Well over 100 remain in an unknown status, although some 60 are known to be used by pirate cartels.

INVICTA CLASS III CUTTER



Construction Data:

Model Numbers-	A-1	A-2
Ship Class-	III	III
Date Entering Service-	2268	2273
Number Constructed-	70	2

Hull Data:

Superstructure Points-Damage Chart-Size	6 C	6 C
Length-	64 m	64 m
Width-	34 m	34 m
Height-	17 m	17 m
Weight-	24,573 mt	24,718 mt
Cargo		
Cargo Units-	20 SCU	20 SCU
Cargo Capacity-	1,250 mt	1,250 mt
Landing Capability-	Yes	Yes

Equipment Data:

Control Computer Type-Transporters-	Mark IV	Mark IV
Standard 8-person-cargo (small)-	2	2
Cloaking Device Type -	None	KCA
Power Requirements	None	12

Other Data:

Crew-	15	10
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Engines and Power Data:

Total Power Units Available-	34	38
Movement Point Ratio-	2/1	1/1
Warp Engine Type-	OWA-1	OWA-2
Number-	2	2
Power Units Available-	15 ea.	17 ea.
Stress Charts-	G/F	G/F
Maximum Safe Cruising Speed-	Warp 8	Warp 8
Emergency Speed-	Warp 10	Warp 10
Impulse Engine Type-	OIA-4	OIA-4
Power Units Available-	4	4

Weapons and Firing Data:

Beam Weapon Type-	OD-2	OD-2
Number-	4	6
Firing Arcs-	2 f/s/a, 2 f/p/a	2 f/p/s, 2 f/s/a, 2 f/p/a
Firing Chart-	J	J
Maximum Power-Damage Modifiers	3	3
+3	-	-
+2	(1-5)	(1-5)
+1	(6-10)	(6-10)

Shields Data:

Deflector Shield Type-	OSJ	OSJ
Shield Point Ratio-	1/4	1/3
Maximum Shield Power-	10	12

Combat Efficiency:

D-	120.6	179.6
WDF-	7.6	9.5

Notes:

Known Sphere of Operation: Orion controlled space, Klingon Neutral Zone, Romulan Neutral Zone, Triangle

Data Reliability: A for A-1 model; D for A-2 model

The 'Invicta' was the result of trade negotiations between the Orion Lifag Family/Lifag Corporation (the most prominent family and corporate entity in the OFMA) and the AOFW/New New Aberdeen. In response to increasing predation by Klingons (both IKS and Klingon Imperial Navy vessels acting as privateers), Romulan and various other pirate operations within the Triangle, a number of mutual access agreements were proposed to insure that OFMA and AOFW ships would be allowed use of each groups spaceports and docks in emergency situations and that citizens of each group would be guaranteed fair pricing for repairs and materiel at such facilities.

The wary Scotsmen of New New Aberdeen sensed the usual Orion duplicity and initially opposed the arrangement. However, once the Lifag proposed purchasing ships built to Orion specifications from New New Aberdeen, the Scots grudgingly agreed to the proposed arrangement.

Based on design requirements provided for a light patrol craft capable of also serving as a fast courier vessel, the engineers at New New Aberdeen retrofitted a Skyhawk Gunboat using all-Orion primary equipment. Pleased with the design, the Lifag Corporation provided Orion built control computers, warp and impulse engines and shield equipment for installation in Skyhawk hulls at New New Aberdeen which were skilfully interfaced to UFP-designed secondary systems such as transporters, life support, gravity control, sensor suites, food reproducers, etc. Weapon hard point superstructure was installed at New New Aberdeen, but the OD-2 disruptors were installed by Lifig Corp. technicians at Lifagport on Workday in the OFMA after delivery of completed Invictas.

Approximately 70 were delivered to the Orions by the end of 2285. The Scotsmen of New New Aberdeen, shrewd to the end, insisted on contract stipulations that the Orions purchase the rights (at a substantial profit) for further construction of Invictas at Orion facilities. Knowing the penchant of Orion 'copying' of other races technology and ship designs, the Scotsmen wanted to ensure they received appropriate compensation before seeing ships of the class appear that had not been constructed at New New Aberdeen.

Though most Invictas continue to serve legitimate OFMA and other individual trade operations, approximately 10 have been sold to or captured by Orion pirate cartels. Two of these rogue Invictas, the 'Ace of Spades' and 'Ace of Clubs' have additional disruptors installed paired with KCA Klingon cloaking devices. These pirate vessels have a substantial bounty placed on the heads of their crews. They both have eluded numerous attempts to hunt them down by official local governmental space forces and contracted individual bounty hunting vessels. They continue to prey on merchant ships within the Triangle as of this update.

New New Aberdeen engineers coined the name 'Invicta' from an old Spanish term meaning 'undefeated' which was derived from the Latin term 'Invictus' meaning 'unconquered'. It was meant as an ironic reference to the Orion tendency of being conquered by other powers and races over the course of their history and their penchant for maintaining their cultural identity despite the less than honorable use of Orion capitulation and guile to achieve their ends.

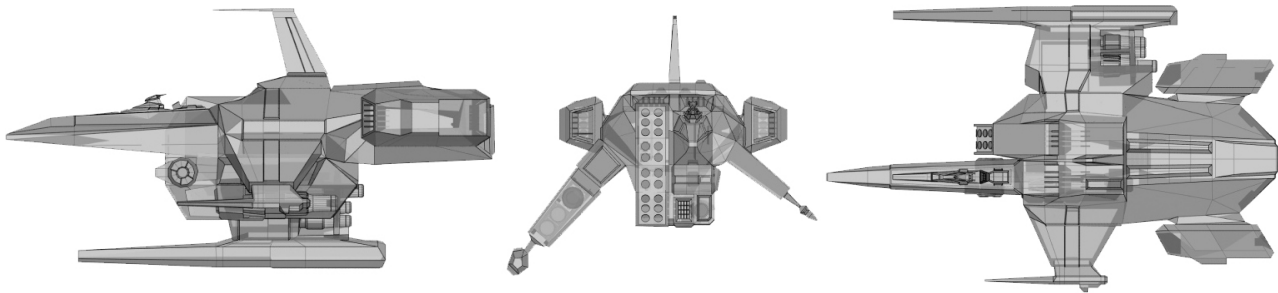
In the year 2274, it is known that 4 Invictas were purchased from the Lifag Corporation by Freeloder, a prominent member of the OFMA. The Invictas were purchased through direct negotiations with T'Planna, the Vulcan executive secretary of Tali Lathan, the Orion trade king of Freeloder. These cutters served as patrol craft around Freeloder for approximately 2 years before all 4 were removed from service due to 'unacceptable operational costs' and were reportedly scrapped.

Within a year, isolated pirate attacks made by cloak-capable Invictas began to filter out of the Triangle. For nearly two decades, successful attacks and raids carried out by such Invictas have been documented by a variety of sources in the Triangle and in near-space surrounding the Triangle.

A rare detailed scan of one of these Invictas was obtained in 2280 and confirmed that the OWA-1 warp engines have been replaced by the more powerful OWA-2 warp engines in this refit Invicta type. These engines have been configured to provide for better maneuverability while retaining the high-warp capability of the earlier OWA-1 warp engines installed in original-built Invictas. The OSJ shield system has been replaced by the less efficient OSM shield system. However, the OSM shields provide for a higher shield yield in this size class while freeing up space for an additional bank of two OD-2 disruptors.

Two ships, the 'Ace of Spades' and the 'Ace of Clubs', are known to operate out of unknown bases within the Triangle. It is postulated that an 'Ace of Diamonds' and 'Ace of Hearts' likely also exist. Reports of coordinated attacks by three or four of this pirate raider type have been documented but confirmation that all vessels involved are of this particular configuration has not been validated.

MAKO CLASS II CUTTER



Construction Data:

Model-	A-1	A-2	A-3	A-4	A-5
Class-	II	II	II	II	II
Class Commission Date-	2245	2256	2266	2274	2279
Number Produced-	290	230	160	130	48

Hull Data:

Superstructure-	6	6	6	7	7
Damage Chart-	C	C	C	C	C
Size:					
Length-	58.8 m	58.8 m	58.8 m	58.8 m	58.8 m
Width-	31.3 m	31.3 m	31.3 m	31.3 m	31.3 m
Height-	37 m	37 m	37 m	37 m	37 m
Displacement-	12,108 mt	12,428 mt	12,448 mt	14,968 mt	14,943 mt
Cargo:					
Total SCU-	5 SCU	5 SCU	5 SCU	5 SCU	5 SCU
Cargo Capacity-	250 mt	250 mt	250 mt	250 mt	250 mt
Landing Capability-	Yes	Yes	Yes	Yes	Yes

Equipment Data:

Computer Type-	Mark I	Mark II	Mark Ia	Mark III	Mark III
Transporters-					
Standard 3-person-	1	1	1	1	1
Cargo-	1	1	1	1	1

Other Data:

Crew-	3	3	3	3	3
-------	---	---	---	---	---

Engines and Power Data:

Total Power Available-	20	20	21	21	21
Movement Point Ratio-	2/1	2/1	2/1	2/1	2/1
Warp Engine Type-	OWB-1	OWB-1	OWB-1	OWB-1	OWB-1
Number-	2	2	2	2	2
Power-	9 ea.	9 ea.	9 ea.	9 ea.	9 ea.
Stress Chart-	D/F	D/F	D/F	D/F	D/F
Max Safe Cruising-	Warp 6	Warp 6	Warp 6	Warp 6	Warp 6
Emergency Speed-	Warp 9	Warp 9	Warp 9	Warp 9	Warp 9
Impulse Engine Type-	OIA-2	OIA-2	OIA-3	OIA-3	OIA-3
Power Units-	2	2	3	3	3

Weapons and Firing Data:

Beam Weapon Type-	OD-1	OD-2	OD-3	OD-7	OD-11
Number-	2	2	2	2	2
Firing Arcs-	1 f/p, 1 f/s	1 f/p, 1 f/s	1 f/p, 1 f/s	1 f/p, 1 f/s	1 f/p, 1 f/s
Firing Chart-	E	J	R	K	U
Maximum Power-	3	3	4	8	8
Damage Modifiers					
+3	-	-	-	-	-
+2	-	(1-5)	-	(1-15)	(1-20)
+1	-	(6-10)	(1-16)	-	-
Torpedo Type-	-	-	-	OP-3	OP-2
Number-	-	-	-	1	1
Firing Arcs-	-	-	-	1 f	1 f
Firing Chart-	-	-	-	D	F
Power To Arm-	-	-	-	1	1
Damage-	-	-	-	6	6

Shield Data:

Shield Type-	OSC	OSC	OSC	OSC	OSC
Shield Point Ratio-	1/3	1/3	1/3	1/3	1/3
Maximum Shield-	7	7	7	7	7

Combat Efficiency:

D-	61.1	61.1	62.5	64	64
WDF-	1.2	3.8	6	8.6	14.7

NOTES:

Known Sphere of Operation: Orion-controlled space; Triangle, Klingon Neutral Zone

Data Reliability: A - Model A-1, A-2, A-3, A-4; B- Model A-5

Introduced in 2245, the Mako class of light cutter was introduced not as a pirate vessel, but as a cheap defense vessel for the growing planetary governments of the Triangle. Since its initial introduction, the Mako has proven a popular design, with strong sales continuing to this day.

The A-1 model was considered powerful when launched, with a good maneuverability and light weapons. When used in squadrons of 3 or 4 vessels, the Mako became dangerous to vessels of all sizes. Its extremely efficient shielding also made it a popular vessel. Sales of the A-1 model skyrocketed during the Four Years War as colonies and independent planets attempted to create their own defense forces.

The A-2 model was introduced just as the war was ending. With longer ranged weapons, initial orders for the craft were brisk, but quickly dropped off after the end of the conflict.

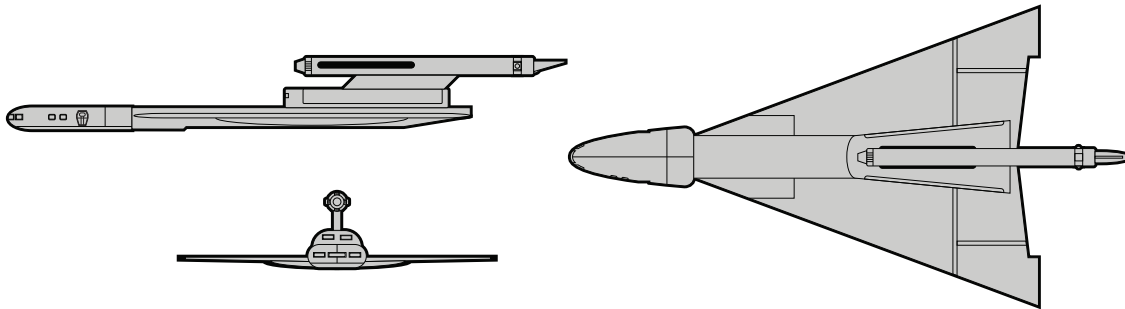
The A-3 was initially a contracted upgrade that became standardized in 2266. A larger impulse drive and heavier weapons all created a more powerful design. Unfortunately, many older Mako vessels could not handle the stress up the upgrade, and sales began to drop.

The A-4 became popular with the less-reputable elements in Orion society, who needed the added firepower to distract defensive elements while convoy raiding. Although ineffective as an actual pirate vessel, the Mako's extra firepower allowed it to capture cargo and flee.

The A-5 is rapidly become the variant of choice. Its long range heavy weapons allow it to stand off and harass its targets, while providing enough distance to allow for quick escapes. Sales of the A-5 model are restricted in the Federation, but it has proven popular throughout the Triangle and even as far as the Outback.

The Mako is produced at a wide range of Orion and non-Orion shipyards. The A-1, A-2 and A-3 models are no longer being actively produced, although they can be purchased in bulk from a number of sources. The A-4 is estimated to be produced at a rate of 20 per year. The A-5 is produced at a rate of 10 per year. Of the over 800 built, estimates place 500 still in active service.

SPECTRE CLASS I CLIPPER/BLOCKADE RUNNER



Construction Data:

Model-	A-1	A-2	A-3	A-4	A-5
Class-	I	I	I	I	I
Class Commission Date-	2239	2239	2244	2244	2259
Number Produced-	200	150	220	150	30

Hull Data:

Superstructure-	1	2	1	2	2
Damage Chart-	C	C	C	C	C
Size					
Length-					
Width-					
Height-					
Displacement-	3,023 mt	4,643 mt	3,023 mt	4,603 mt	4,643 mt
Cargo					
Cargo Units-	10 scu	10 scu	10 scu	10 scu	5 scu
Cargo Capacity-	500 mt	500 mt	500 mt	500 mt	250 mt
Landing Capability-	Yes	Yes	Yes	Yes	Yes

Equipment Data:

Computer Type-	Mark-I	Mark-I	Mark-I	Mark-I	Mark-I
Transporters-					
Executive 3-person-	1	1	1	1	1
Cargo, small-	1	1	1	1	1

Other Data:

Crew-	6	6	6	6	6
Passengers-	6	6	6	6	6

Engines and Power Data:

Total Power Available-	9	9	10	10	10
Movement Point Ratio-	1/2	1/2	1/2	1/2	1/2
Warp Engine Type-	OWB-1	OWB-1	OWB-1	OWB-1	OWB-1
Number-	1	1	1	1	1
Power-	8	8	8	8	8
Stress Chart-	C/D	C/D	C/D	C/D	C/D
Max Safe Cruising-	Warp 5	Warp 5	Warp 5	Warp 5	Warp 5
Emergency Speed-	Wapr 8	Wapr 8	Wapr 8	Wapr 8	Wapr 8
Impulse Engine Type-	OIA-1	OIA-1	OIA-2	OIA-2	OIA-2
Power Units-	1	1	2	2	2

Weapons and Firing Data:

Beam Weapon Type -	None	OD-1	None	OD-2	None
Number-	-	2	-	1	-
Firing Arcs-	-	1 p/f/s, 1 p/a/s	-	1 p/f/s	-
Firing Chart-	-	E	-	J	-
Maximum Power-	-	3	-	3	-
Damage Modifiers					
+2	-	-	-	(1-5)	-
+1	-	-	-	(6-10)	-
Torpedo Type-	None	None	None	None	OP-4
Number-	-	-	-	-	1
Firing Arcs-	-	-	-	-	1 f
Firing Chart-	-	-	-	-	H
Power To Arm-	-	-	-	-	1
Damage-	-	-	-	-	6

Shield Data:

Shield Type-	OSA	OSA	OSA	OSA	OSA
Shield Point Ratio-	1/1	1/1	1/1	1/1	1/1
Maximum Shield-	4	4	4	4	4

Combat Efficiency:

D-	32.9	34.4	35.4	36.9	36.9
WDF-	0	1.2	0	1.9	2

Notes:

Known Sphere of Operation: Orion controled space, Triangle, Outback, Romulan boarder

Data Reliability: A for A-1, A-2, A-3 model; B for A-4 model; D for A-5 model

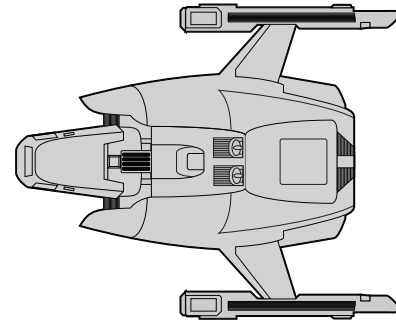
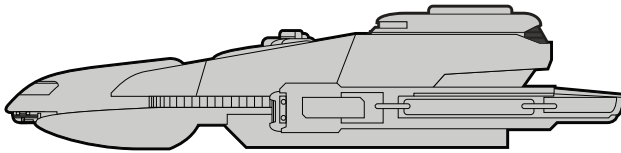
The 'Spectre' is a typical light Orion transport produced at numerous Orion shipyards starting in the late 2230s. Marketed as a 'clipper', many corporations and independent operators found this design to be a small, affordable light merchant vessel and passenger transport.

The unarmed A model went into production at the same time as the armed B model in 2239. The A-1 model did not offer the superstructure reinforcement found in the A-2 model primarily as a means of keeping the cost of the Spectre as low as possible. Of course, many of these light, fast Class I ships found their way into the hands of pirates and have operated as such since the introduction of the class. Production of the A and B models ceased in 2285 in favor of the C and D models.

The A-3 and A-4 model started production only five years later in 2244. The unarmed A-3 model and armed A-4 model remain in production as of this day at a number of Orion shipyards. Like the A-1 model, the A-3 model lacks superstructure reinforcement. The A-4 model is the variant most often found operating in pirate enterprises. The A-4 model has proven to be effective as a light gunship in support of larger vessels during raiding operations by various cartels, particularly when used in elements of 3 to 6 vessels. The rare illegal photon torpedo armed A-5 variant of the Spectre appeared in the late 2250s. It is used primarily to supplement firepower in elements of Spectre gunboats in Orion pirate cartel operations. Groups of 3-6 vessels composed solely of this 'torpedo' model have been observed operating independently from gunboat variants of the class in operations designed to concentrate firepower on a specific target. The numbers of the A-5's produced are unknown but are estimated at 20 to 30 vessels.

Exact numbers produced of all models of the Spectre are unknown. Approximately 600 of all models operate under legal registration as of 2295. As many as 100 more may be unregistered.

DARKSTAR CLASS III-IV PATROL SHIP



Construction Data:

	A-1	B-1	A-2
Model-	A-1	B-1	A-2
Class-	IV	III	IV
Class Commission Date-	2272	2274	2279
Number Produced-	35	165	15

Hull Data:

	A-1	B-1	A-2
Superstructure-	15	11	15
Damage Chart-	B	B	B
Size			
Length-	90 m	90 m	90 m
Width-	70 m	70 m	70 m
Height-	19 m	19 m	19 m
Displacement-	39,430 mt	24,488 mt	39,773 mt
Cargo			
Cargo Units-	10 SCU	20 SCU	5 SCU
Cargo Capacity-	500 mt	1,000 mt	250 mt
Landing Capability-	Yes	Yes	Yes

Equipment Data:

	Mark IV	Mark III	Mark IV
Computer Type-	Mark IV	Mark III	Mark IV
Transporters-			
Standard 8-person-	1	1	1

Other Data:

	A-1	B-1	A-2
Crew-	4	3	4
Passengers-	5	6	5
Shuttlecraft-	1	1	1

Engines and Power Data:

	A-1	B-1	A-2
Total Power Available-	44	26	42
Movement Point Ratio-	3/1	2/1	2/1
Warp Engine Type-	OWA-1	OWC-2	OWA-2
Number-	2	2	2
Power-	17 ea.	11 ea.	19 ea.
Stress Chart-	G/F	G/F	G/F
Max Safe Cruising-	Warp 8	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9	Warp 9
Impulse Engine Type-	OID-3	OIA-4	OIA-3
Power Units-	10	4	4

Weapons and Firing Data:

	A-1	B-1	A-2
Beam Weapon Type -	OD-5	OD-4	OD-5
Number-	2	3	2
Firing Arcs-	2 p/f/s	1fp, 1fs, 1 p/f/s	2 p/f/s
Firing Chart-	U	T	U
Maximum Power-	7	6	7
Damage Modifiers			
+2	(1-10)	(1-18)	(1-10)
+1	(11-20)	-	(11-20)
Beam Weapon Type -	OD-4	-	OD-3
Number-	2	-	4
Firing Arcs-	1 fp, 1 fs	-	2 fp, 2 fs
Firing Chart-	T	-	R
Maximum Power-	6	-	4
Damage Modifiers			
+2	(1-18)	-	-
+1	-	-	(1-16)
Torpedo Type-	OP-1	OP-1	OP-1
Number-	2	1	3
Firing Arcs-	2 f	1 f	2 f, 1 a
Firing Chart-	L	L	L
Power To Arm-	1	1	1
Damage-	10	10	10

Shield Data:

	A-1	B-1	A-2
Shield Type-	OSJ	OSI	OSJ
Shield Point Ratio-	1/4	1/3	1/4
Maximum Shield-	8	9	8

Combat Efficiency:

	A-1	B-1	A-2
D-	117.4	84.7	153.4
WDF-	30.8	20	36.8

NOTES:

Known Sphere of Operation: Orion-controlled space, Independent governments, Triangle, Outmarshes

Data Reliability: A for Model A-1 & B-1; C for Model A-2

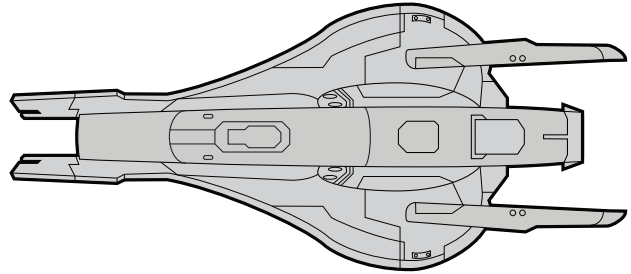
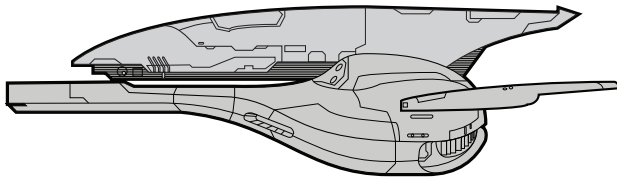
Orinco Shipbuilders first foray into the world of defensive patrol craft, the Darkstar was created as a purely combat oriented platform, capable of escort and fast response. First commissioned by the OFMA, the Darkstar is essentially Orinco's popular Dwarfstar freighter with the large cargo bay removed. Orinco's original design was to mount the powerful and efficient OWA-1 warp drive in it's high-maneuverability configuration. Shortly after tooling began, though, OFMA officials requested that a more manageable drive system be installed. The OWA's high-maneuverability version of the popular engine had proved time and again to be cost prohibitive. Orinco opted for a secondary-feed system for the maneuvering components which test indicated would extend the field time of the small craft by a factor of four. The resulting OWA-1 was less maneuverable, but significantly more cost effective; a factor that eventually allowed the ORMA to sign off on full production of the Darkstar.

The A-1 model proved expensive yet effective. The Darkstar could easily intercept most pirates and worked well as an escort vessel. The A-1 was as powerful as vessel twice its size, and mounted sufficient firepower to engage destroyer class vessels with a modicum of success. When first observed by Star Fleet Intelligence, many felt that the new vessel would quickly initiate an arms race, and even the Klingons worried that the small ship would soon replace the less effective Lightning class of raider. But Orinco built only 35 of the A-1 models, 30 of which were transferred to the OFMA. Of the remaining five, only one is known to have "turned rogue" and begun pirate operation. The Darkheart, believed to be owned by Dravik the Vicious, conducted lucrative and deadly raid along the Federation and Klingon border for nearly 6 years. Over 30 freighters were attacked, with nearly 50 casualties during its reign. The most famous raid was again Convoy NCV 3822 in which the Darkheart nearly destroyed two Federation escorts and plundered all eight freighters before being chased off by a Tellarite merchant cruiser. The Darkheart was eventually sabotaged and destroyed, not by Star Fleet Intelligence or Klingon operatives, but by members of the Orion Syndicate who felt that Dravik's viciousness had drawn unwanted attention to the syndicates operations.

Dispite the A-1's combat capability and growing reputation, several other governments approached Orinco about constructing a less expensive variant. Orinco quickly began selling the A-2, a smaller and significantly less expensive version of the Darkstar. While the A-2 had less power than its larger cousin, it was far easier to maintain than the A-1 and was easier to produce. The A-2 became a quick seller and soon found use as a scout and medium patrol craft. The A-2 also had a larger cargo capacity, allowing to operate on longer escort missions. The A-2 was extremely roomy and comfortable for deep space crew, many of whom became attached to their ships. The A-2 also proved more popular with pirate captains who found it's roomy interior perfect for their ostentatious living arrangements. Over 165 A-2's were constructed, with nearly 100 sold to various governments

But it would again be the OFMA that would contract Orinco for the most powerful and dangerous of the Darkstar class - the A-3. First requested in 2277, three squadrons of A-3's were contracted, all of which were launched and delivered in 2279. The A-3 had even greater firepower than the A-2, and was significantly more maneuverable during combat.

INTERCEPTOR CLASS III-IV PATROL SHIP



Construction Data:

Model-	A-1	A-2	B-1
Class-	III	III	IV
Class Commission Date-	2260	2272	2280
Number Produced-	116	68	22

Hull Data:

Superstructure-	6	7	11
Damage Chart-Size	C	C	C
Length-	80 m	80 m	80 m
Width-	34 m	34 m	34 m
Height-	21 m	21 m	21 m
Displacement-	22,068 mt	24,408 mt	32,698 mt
Cargo			
Cargo Units-	20 SCU	20 SCU	20 SCU
Cargo Capacity-	1,000 mt	1,000 mt	1,000 mt
Landing Capacity-	Yes	Yes	Yes

Equipment Data:

Computer Type-	Mark II	Mark III	Mark IV
Transporters-			
Standard 8-person-	1	1	1
Cargo, small-	1	1	1

Other Data:

Crew-	8	8	9
Passengers-	2	2	2

Engines and Power Data:

Total Power Available-	34	34	38
Movement Point Ratio-	2/1	2/1	2/1
Warp Engine Type-	OWA-1	OWA-1	OWA-2
Number-	2	2	2
Power-	15 ea.	15 ea.	17 ea.
Stress Chart-	G/F	G/F	G/F
Max Safe Cruising-	Warp 7	Warp 7	Warp 8
Emergency Speed-	Warp 9	Warp 9	Warp 10
Impulse Engine Type-	OIA-4	OIA-4	OIA-4
Power Units-	4	4	4

Weapons and Firing Data:

Beam Weapon Type -	OD-2	OD-2	OD-4
Number-	3	4	4
Firing Arcs-	1 f, 1 fp, 1 fs	2 f, 1 fp, 1 fs	2 f, 1 fp, 1 fs
Firing Chart-	J	J	T
Maximum Power-	3	3	6
Damage Modifiers			
+2	(1-5)	(1-5)	(1-18)
+1	(6-10)	(6-10)	-
Torpedo Type-	OP-4	OP-5	OP-5
Number-	1	1	1
Firing Arcs-	1 f	1 f	1 f
Firing Chart-	H	Q	Q
Power To Arm-	1	1	1
Damage-	6	10	10

Shield Data:

Shield Type-	OSI	OSJ	OSJ
Shield Point Ratio-	1/3	1/4	1/4
Maximum Shield-	9	10	8

Combat Efficiency:

D-	94.1	122.0	135.7
WDF-	7.7	13.1	26.3

NOTES:

Known Sphere of Operation: Orion-controlled space, Independent governments, Triangle, Outmarshes

Data Reliability: A for Model A-1 & A-3; B for Model B-1

While long time rivals Orinco Shipbuilders and Rigellian Starworks continued to try and create the ultimate in light, powerful patrol vessels, little known Emerald Fleet Design completed design work on the sleek and sexy Interceptor class. By the end of 2261, the Interceptor was officially adopted by the BPC as a general use craft.

The model A-1 was specifically sold to the Orion government with express capability to engage the ever expanding pirate fleets and was touted as being able to engage Klingon and Federation vessels twice it's size. And indeed, the A-1 was a dangerous opponent even in small groups. The standard OWA-1, which was rapidly becoming the most marketable warp drive produced by the Orions, gave the Interceptor excellent power far beyond it's size. The large impulse drive also gave the A-1 its legendary speed and maneuverability. The small ships main weapons consisted of three disruptors that could easily be focused against shielded targets. A light torpedo, believed to be a redesign of a Klingon torpedo systems, gave the A-1 firepower that proved deterrent to most pirates. The A-1 would remain in general production until 2275.

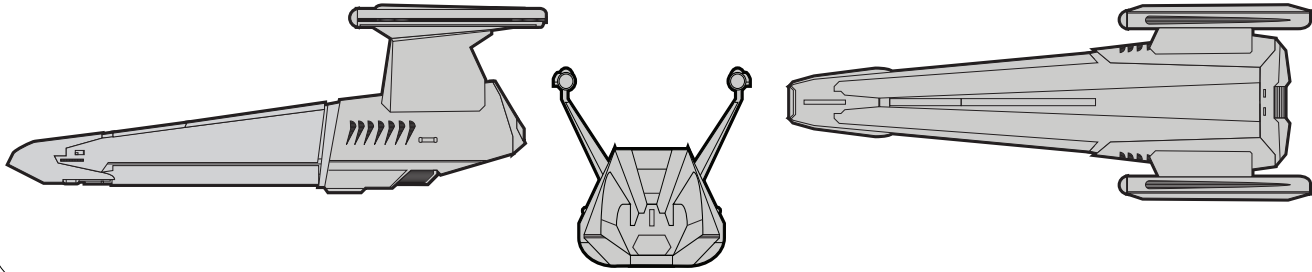
But by 2268, the Federation and Klingons were both fielding more powerful vessels. The Interceptor no longer had the firepower advantage it had enjoyed for years, and several planetary governments had already sold their early models. The A-2 was proposed in 2269 and the first models purchased by the BPC and the OFMA in 2272. The second model proved as sleek as the original, and included an additional forward disruptor. But the additional cost proved somewhat prohibitive. Emerald Fleet also discovered that the internal arrangement could not easily be rearranged to handle the larger computer and extra weapon system. But the heavier torpedo system did keep the A-2 under construction until 2276.

The final variant was commissioned by the government on Thirat who felt that a replacement for their armed gunboats was in order. While the BPC was somewhat uncomfortable with selling a vessel this powerful to the independent Thirats, few in the government thought that Emerald Fleet would not produce the vessels when Thirat offered the money. To counter, the BPC also funded several vessels and by 2281, Emerald had contracts for over 25 vessels.

The B-1 is by far the most powerful of the Interceptor designs. The OWA-2 was use to provide more power for the weapons and defense systems with the immediate advantage of the OD-4 replacing the lighter OD-2. The new disruptors had twice the firepower and nearly twice the range, putting the B-1 on par with most Klingon destroyers of the era. The B-1 also incorporated a larger computer. Despite it's significant cost, the B-1 is still the most popular among the legitimate governments of the neutral zones and triangle.

Emerald Fleet Design reports that over 200 Interceptors have been built since 2260, officially including 116 A-1's, 68 A-2's and 22 B-1's. To date, 6 A-1's and 2 A-2's have been destroyed. 9 A-1's have been scrapped. While exact disposition of the remainder vessels is not known, it is know that 20 A-1's and 4 A-2's were sold to the IKS for trading rights. 35 A-1's, 10 A-2's and 2 B-1's are in use by the OFMA. 16 A-1's and 39 A-2's are used by various planetary governments in the Orion Colonies. An estimated 30 A-1's and 10 or more A-2's are in use within the Triangle. Thisit and the BPC both field 10 B-1's each. Surprisingly, the sleek look and heavy firepower of the Interceptor does not lend itself to efficient raiding. The cargo hold is almost exclusively designed for supply storage. Never the less, a number of these vessels may be undocumented and operating as pirate ships along contested boarders.

OHMERA CLASS III-IV PATROL SHIP / FREIGHTER



Construction Data:

Model-	A-1	B-1
Class-	III	IV
Class Commission Date-	2269	2269
Number Produced-	125	50
Hull Data:		
Superstructure-	7	12
Damage Chart-	C	C
Size		
Length-	121.8 m	121.8 m
Width-	35.3 m	35.3 m
Height-	33.1 m	33.1 m
Displacement-	24,520 mt	34,655 mt
Cargo		
Cargo Units-	780 SCU	780 SCU
Cargo Capacity-	39,000 mt	39,000 mt
Landing Capability-	Yes	Yes
Equipment Data:		
Computer Type-	Mark III	Mark IV
Transporters-		
Standard 8-person-	1	1
Emergency 12-person-	1	1
Cargo (medium)-	1	1
Other Data:		
Crew-	26	35
Passengers-	5	5
Shuttlecraft-	1	1
Engines and Power Data:		
Total Power Available-	36	37
Movement Point Ratio-		
Unloaded-	3/1	3/1
Loaded-	4/1	4/1
Warp Engine Type-	OWA-1	OWA-1
Number-	2	2
Power-	17 ea.	17 ea.
Stress Chart-	G/F	G/F
Max Safe Cruising Speed:		
Unloaded-	Warp 8	Warp 8
Loaded-	Warp 7	Warp 7
Emergency Speed-		
Unloaded-	Warp 9	Warp 9
Loaded-	Warp 8	Warp 8
Impulse Engine Type-	OIB-2	OIB-3
Power Units-	2	3
Weapons and Firing Data:		
Beam Weapon Type -	OD-2	OD-3
Number-	9	9
Firing Arcs-	1 f/p, 1 f, 1 f/s, 2 p, 2 s, 1 p/a, 1 s/a	1 f/p, 1 f, 1 f/s, 2 p, 2 s, 1 p/a, 1 s/a
Firing Chart-	J	R
Maximum Power-	3	4
Damage Modifiers		
+2	(1-5)	-
+1	(6-10)	(1-16)
Shield Data:		
Shield Type-	OSI	OSJ
Shield Point Ratio-	1/3	1/4
Maximum Shield-	9	8
Combat Efficiency:		
D: Unloaded/Loaded-	73.0 / 61.0	99.2 / 81.1
WDF-	17.1	27.0

NOTES:

Known Sphere of Operation: Orion colonies, OFMA
Data Reliability: B for Model A-1; C for Model B-1

The Ohmera class of patrol ship is one of the few standardized classes of ships in the Orion Frontier Mercantile Association (located in the Triangle) or any other Orion government. Constructed in and around the Rigel system near the Orion home world, the 25 B-1's were then transferred to the OFMA for patrol and system defense. It is reported that some 150-odd more ships of this class are elsewhere in Orion controlled space, some of which have been given various design modifications in keeping with usual Orion practice.

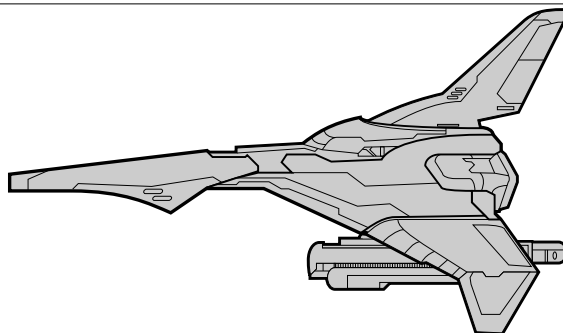
Loosely based on some older Orion blockade runner designs, the Ohmera class is able to catch anything it can defeat in battle and run away from anything that it cannot. Her nine disruptors are placed in three groups of three each located on the bow and one on each side of the hull. These weapons are fired independently by gun crews near their weapons. One shuttlecraft is usually carried on these vessels.

The Ohmera class patrol ships are usually seen in and around the systems of the OFMA. They are used mainly as police and customs ships by the various corporate interests in the area, although they are considered a part of the permanent Navy of the Orion Frontier Mercantile Association. These ships have also been seen as convoy escorts on the more dangerous trade routes within the Triangle, but this is rare. Interestingly, rumors are becoming more widespread that OFMA Ohmera ships have, on occasion, been involved in some "privateering" of their own in the usual Orion fashion. This has never been proven, however, and these vessels are still considered part of a bonafide Navy rather than as pirates.

It is reported that some ships of this class were patrolling the Workday system during the recent "Devon Incident." The explosion of this Federation warship seems to have caused considerable damage to the facilities there, including the loss or crippling of at least one vessel of the Ohmera Class.

Like many Orion vessels, production of the Ohmera class has slowed and is now by contract only. Of the estimated 175 hulls built so far, only 60 are officially registered along with the 25 currently in use by the OFMA. Reports from the Klingons indicate that they have captured several of these vessels. The Romulans are known to have destroyed two, although who owned those vessels remains a mystery. The IKS is rumored to own several, including 5 A-1 and possible a B-1. It is unknown if these were traded or captured. Ohmera Arms of Rigel originally owned the design patent until 2281 when it was sold. The current design holder is unknown.

RIPPER CLASS II GUNBOAT



Construction Data:					
Model-	A-1	A-2	A-3	A-4	A-5
Class-	II	II	II	II	II
Class Commission Date-	2268	2270	2274	2276	2280
Number Produced-	237	52	72	26	21
Hull Data:					
Superstructure-	5	5	5	4	6
Damage Chart-	C	C	C	C	C
Size					
Length-	34 m	34 m	34 m	34 m	34 m
Width-	19 m	19 m	19 m	19 m	19 m
Height-	20 m	20 m	20 m	20 m	20 m
Displacement-	14,208 mt	14,958 mt	14,868 mt	13,713 mt	13,368 mt
Cargo					
Total SCU-	10 SCU	5 SCU	5 SCU	10 SCU	10 SCU
Cargo Capacity-	500 mt	250 mt	250 mt	500 mt	500 mt
Landing Capability-	Yes	Yes	Yes	Yes	Yes
Equipment Data:					
Computer Type-	Mark II	Mark III	Mark III	Mark III	Mark III
Transporters-					
Standard 6-person-	1	1	1	1	1
Other Data:					
Crew-	6	6	6	6	6
Passengers-	2	2	2	-	-
Engines and Power Data:					
Total Power Available-	14	14	14	15	21
Movement Point Ratio-	1/1	1/1	1/1	1/1	2/1
Warp Engine Type-	OWC-1	OWC-1	OWC-1	OWC-1	OWB-1
Number-	2	2	2	2	2
Power-	6 ea.	6 ea.	6 ea.	6 ea.	9 ea.
Stress Chart-	E/F	E/F	E/F	E/F	E/F
Max Safe Cruising-	Warp 7	Warp 7	Warp 7	Warp 7	Warp 6
Emergency Speed-	Warp 8	Warp 8	Warp 8	Warp 8	Warp 9
Impulse Engine Type-	OIA-2	OIA-2	OIA-2	OIA-3	OIA-3
Power Units-	2	2	2	3	3
Weapons and Firing Data:					
Beam Weapon Type -	OD-2	OD-3	OD-4	OD-6	OD-4
Number-	3	3	2	4	2
Firing Arcs-	1 f/p, 1 f, 1 f/s	1 f/p, 1 f, 1 f/s	1 f/p, 1 f/s	2 f/p, 2 f/s	1 f/p, 1 f/s
Firing Chart-	J	R	T	D	T
Maximum Power-	3	4	6	6	6
Damage Modifiers					
+3	-	-	-	(1-2)	-
+2	(1-5)	-	(1-18)	(3-4)	(1-18)
+1	(6-10)	(1-16)	-	(5-6)	-
Torpedo Type-	-	-	-	OP-5	OP-1
Number-	-	-	-	1	1
Firing Arcs-	-	-	-	1 f	1 f
Firing Chart-	-	-	-	Q	L
Power To Arm-	-	-	-	1	1
Damage-	-	-	-	10	10
Shield Data:					
Shield Type-	OSC	OSC	OSC	OSC	OSC
Shield Point Ratio-	1/3	1/3	1/3	1/3	1/3
Maximum Shield-	7	7	7	7	7
Combat Efficiency:					
D-	76.15	76.15	76.15	77.72	62.58
WDF-	5.7	9	10.4	12.3	14.8

NOTES:

Known Sphere of Operation: Orion-controlled space, Independent governments, Triangle

Data Reliability: A- Model A-1, A-2 & A-3; B- Model B-4; C for Model A-5

The Ripper class of gunboats is one of a very few designs built to specifically counter a known enemy vessel. It was in fact the brain child of designers on Geisling, a few of whom had escaped the early Romulan occupation. Working with designers with Baker's Dozen, the initial design of the Ripper was intended to counter the dreaded Romulan V-8. It was hoped that the Ripper could be built cheaply and quickly in large squadrons to counter the V-8's ability to devastate targets with its plasma weapon. But even as designs were being reviewed, expatriates quickly realized that funding such a venture was impractical. Instead, the base design was sold to the highest bidder – Ripper Industries.

Executives at Ripper were also looking for an inexpensive design that could counter the dreaded V-8. Even as the Romulan threat waned, there were those who realized that a squadron of light attach craft could neutralize the threat and design work was immediate begun on a larger and more capable craft. Ripper Industries was an Orion controlled firm, though, and most of its designers began to look for ways of making the design more appealing to the flashy Orion captains who were looking for light cheep vessels.

The final A-1 model, first fielded in 2268, is often referred to as the most unnecessary ship in the Orion fleet. The Ripper mounts two wide wings and a massive tail fin, and yet is not designed for atmospheric operations. The wings indeed cause significant drag and can overwhelm the impulse drive at slow atmospheric speeds. The oversized tail fin, which would seem an ideal place for a large sensor array, in fact store water and atmospheric processing equipment, the vulnerability of which seems to have eluded the designers.

But the A-1 did have two major draws. While it was indeed gaudy, it did appeal to Orions of all type throughout the Triangle, and eventually the Orion colonies. The A-1 have extremely roomy cabins for each crew member. Cargo was distributed to five separate hold ensuring that even if damaged in combat, some supplies and cargo would survive. The A-1 mounted three disruptors and made the A-1 model a significant threat in its day. Typically efficient shields along with excellent maneuverability made the A-1 an instant hit with planetary defense forces, and by 2270, over 200 orders had been placed.

To fill demand, Ripper Industries was forced to outsource construction, leasing the design to Orinco and Vagabond. Eventually the Orion Syndicate became interested, and by late 2270, they had commissioned the A-2. This improved model replaced the lighter OD-2's with more powerful and longer ranged OD-3's. The A-2 also removed two of the small cargo holds in favor of a large "entertainment" chamber popular among Orion merchant princes. Green slave women could now be kept onboard in the opulence and luxury they demanded, and many captains began outfitting their ships in specific themes.

But the A-2 was no light freighter. Even as a raider, it was surpassed by many other designs. While the A-1 proved very popular in the Triangle, the A-2 seemed exclusively catered toward the Orion colonies. Few pirate captains attempted to buy the ships, while several mercenary groups and bounty hunters snapped them up as soon as they were on the open market. In an attempt to field a less expensive version, Orinco proposed and eventually produced the less expensive but equally useful A-3 model.

The A-3 removed the forward disruptor, replacing it with a targeting scanner for the longer range OD-4. The new disruptors had excellent range and could usually disable most ships within its class range. The A-3 retained the phenomenal maneuverability associated with the class and orders for the light craft quickly reached and then exceeded orders for the A-2.

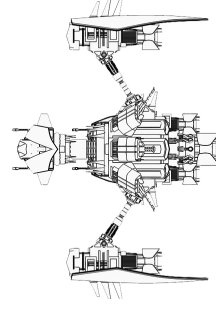
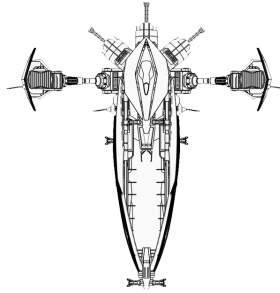
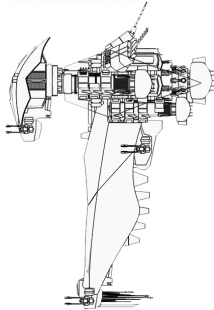
Eventually, even the A-3 became less popular and Ripper introduced a radical new design. The A-4 was specifically built to counter the ever increasing pirate threat in both the Colonies and the Triangle. The A-4 replaced the impulse engines and all of the main weapons with the short ranged but powerful OD-6. The

luxury suites were also replaced and a large torpedo was installed. The original cargo hold layout was also restored, and the A-4 immediately became a hit with the small but fanatical regular Orion naval officer core. The BPC, hoping to keep its naval regulars, contracted for 30 of the dangerous vessels, and the results were immediate. By 2278, nearly all of the serving A-4's had encountered pirate vessels and had either captured or driven off their foes. In early 2279, two A-4's from Vab encountered a Klingon battlecruiser under the command of Ketrol. The D-20 had crossed the neutral zone near Ayirn in the hopes of repeating the earlier success of the White Flame. But Ketrol, whose sensors were inferior to that of the increased Federation patrols, spend less than a day scanning before being chased into the Orion neutrality zone. Quickly realizing the Federation frigates and destroyers had stopped at the Orion boarder, Ketrol headed back towards Klingon space. When the two patrol craft from Vab demanded the customary payment for crossing Orion space, Ketrol refused and threatened the two smaller vessels. Both Orion ships made challenge, and Ketrol immediately engaged the two patrol vessels. Ketrol realized there would be little honor in destroying the two small ships, and in fact was worried about a takeover by his first officer. Ketrol ordered a few shots to be fired and expected the two Orions to simply wave off. Despite moderate damage, the two A-4's continued closing. Ketrol became enraged and ordered his vessel to turn to engage the two ships. Within moments, the two Orions had closed to less than 60,000 km. Both transferred their power to weapons and simultaneously fired on Ketrol. The combined firepower of both torpedoes and disruptors devastated Ketrol's ship, smashing the bridge and damaging many internal compartments. Ketrol was cut off from communication, and gunners aboard the Klingon vessel immediately took over. With no unified command from the bridge and communications cut off, none of the gun crews were able to coordinate their fire. While both A-4's were hit and seriously damaged, they quickly turned and fled the battlefield. When communications were restored, Ketrol wisely chose to limp back to Klingon space rather than risk an encounter with a heavier vessel.

As impressive as the encounter near Vab was, it also pointed out the inherent problem with the A-4. Neither of the two Rippers that encountered Ketrol's vessel were powerful enough to arm all of their onboard weapons. Coupled with the significantly reduced range, the A-4 was soon pulled from production in favor of the equally heavy A-5. The A-5 replaced the more efficient OWC-1 with the more powerful OWB-1. The A-5 also saw the return of the heavier OD-4 disruptor. Coupled with the OP-1 torpedo, the A-5 is now in high demand.

Despite its roomy interior and low cost, the Ripper had not proven overly popular with Pirates. Because of this, Star Fleet Intelligence believe that Ripper Industries' claim of 400 Ripper hulls is fairly accurate. Of the 408 officially on record, 192 A-1's, 35 A-2's, 67 A-3's, 16 A-4's and approximately 15 A-5's are in operation with the Orion colonies and Triangle. Intelligence reports indicate that 16 A-1's, 3 A-2's, 2 A-3's and 5 A-4's have been destroyed. Because of their ease of repair, only 3 A-1's, 1 A-2 and 1 A-5 have been scrapped. Various corporate and government records state that 6 A-1's, 3 A-2's and 3 A-3's have been lost, although some of these may have been sold to pirate cartels. The Klingons recently traded several vessels to Ripper Industries. Andorian intelligence operatives confirmed that 20 A-1's and 10 A-2's were traded to Klingon representatives. Unconfirmed reports show that 5 A-4's and 5 A-5's may also have been traded. The A-1 is still in general production at a rate of 6 per year. Orinco continues contract production of the A-2 and A-3. Production remains sporadic of these two models but seems to be averaging 3 of each model per year. Production rates of the A-6 vary widely, but best guess estimates place production at 5 per year. Reports show that Ripper Industries has current contracts for a total of 50 A-6's.

SINISTER CLASS III HUNTER/KILLER



Construction Data:

Model-	A-1	A-3
Class-	III	III
Class Commission Date-	2269	2275
Number Produced-	1	1
Hull Data:		
Superstructure-	11	10
Damage Chart-	C	C
Size:		
Length-	51.7 m	51.7 m
Width-	72 m	72 m
Height-	77 m	77 m
Displacement-	24,545 mt	24,445 mt
Cargo		
Total SCU-	5 SCU	5 SCU
Cargo Capacity-	250 mt	250 mt
Landing Capability-	None	None
Equipment Data:		
Computer Type-	Mark IV	Mark IV
Transporters-		
Specialized 4-person-	2	2
Cargo-	1	1
Other Data:		
Crew-	10	10
Shuttlecraft-	1	1
Engines and Power Data:		
Total Power Available-	31	35
Movement Point Ratio-	2/1	2/1
Warp Engine Type-	OWB-1	OWB-2
Number-	2	2
Power-	9 ea.	11 ea.
Stress Chart-	D/F	D/F
Max Safe Cruising-	Warp 6	Warp 6
Emergency Speed-	Warp 9	Warp 8
Impulse Engine Type-	TIF-1	TIF-1
Power Units-	13	13
Weapons and Firing Data:		
Beam Weapon Type-	OD-1	OD-1
Number-	4	4
Firing Arcs-	2 f/p, 2 f/s	2 f/p, 2 f/s
Firing Chart-	E	E
Maximum Power-	3	3
Damage Modifiers		
+3	-	-
+2	-	-
+1	-	-
Beam Weapon Type-	OD-3	FH-12
Number-	2	2
Firing Arcs-	2 f	2 f
Firing Chart-	R	R
Maximum Power-	4	6
Damage Modifiers		
+3	-	-
+2	-	(1-9)
+1	(1-16)	(10-16)
Torpedo Type-	OP-1	AP-5
Number-	4	1
Firing Arcs-	4 f	1 f
Firing Chart-	L	S
Power To Arm-	1	1
Damage-	10	15
Torpedo Type-	-	AP-4
Number-	-	2
Firing Arcs-	-	3 f
Firing Chart-	-	R
Power To Arm-	-	1
Damage-	-	8
Shield Data:		
Shield Type-	OSI	OSI
Shield Point Ratio-	1/3	1/3
Maximum Shield-	9	9
Combat Efficiency:		
D-	93.7	101.3
WDF-	26	31.2

NOTES:

Known Sphere of Operation: Orion-controlled space, Independent governments, Triangle, Outmarshes

Data Reliability: A for Model A-1; C for Model A-3

One of the deadliest vessel in know space, the Sinister is a vessel of distinction and power unequal even by Federation standards. Although little larger than a standard gunboat, the Sinister has firepower exceeding many destroyers and escorts and can easily match wits with nearly every design of Blockade Runner currently in use.

Designed by Drilos the Hunter, the Sinister is unique in its firepower and capabilities, designed to attack pirate vessels and capture their captains quickly and efficiently. Every system and subsystem on the Sinister is designed for this single purpose, make it the perfect bounty hunter vessel.

Drilos first envisioned the Sinister after having to pay off a bounty placed on himself by a rival pirate prince. Having to pay nearly half his fortune for his freedom, Drilos realized that bounty hunting could be a far more profitable exercise. To achieve his goals, Drilos rounded up several other bounty hunters and centralized the operation. After several years of success, Drilos was able to build the Sinister.

The most unusual aspect of the Sinister is its massive Tholian impulse drive. Larger and more efficient than any other know system, even Drilos has no knowledge of how his arms dealer was able to procure the drive. The drive allows the Sinister to instantly overwhelm it's targets defenses with a wide range of offensive weapons. The A-1 model saw the inclusion of four forward medium torpedo launchers, each capable of taking down the shields of most pirate vessels. Coupled with multiple light disruptors, the Sinister became a feared vessel.

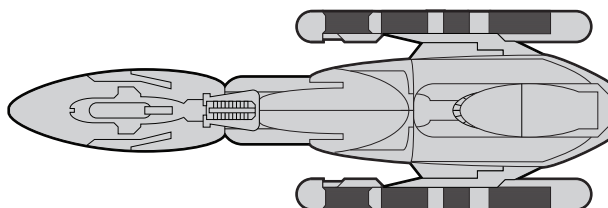
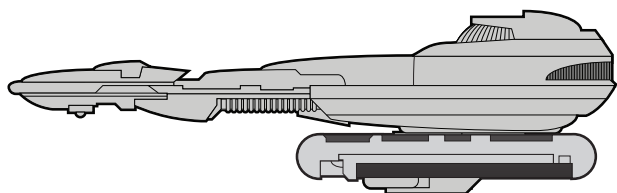
A year after first launching the Sinister, Drilos had conducted nearly a dozen hunts successfully when he and his band of hunters finally missed their first mark. Zor the Unstoppable lived up to his name after escaping from Drilos on no less than 10 different occasions. While Zor, a minor pirate operating in the Triangle, did not have powerful warships, he did have time during each encounter to escape, often sacrificing other craft to allow his flight. Even with the speed inherent in the Sinister, Drilos knew one final system would make the craft invincible. In 2270, Drilos took several bounties from the Romulans, eventually earning enough favor to purchase the lightest Romulan cloaking device in the inventory.

With the installation of the cloaking device, the Sinister became the most successful bounty hunting vessel in know space. Bounty after bounty fell to Drilos, with profits soaring for his small band of hunters. Yet in 2273, Drilos took the bounty on Klingon renegade Qagh. Although the Sinister was able to destroy several of Qagh ships and capture a handful of Qagh's sub-lieutenants, it was severely damaged in the attack, and three of Drilos' fellow hunters were killed. Unable to pursue Qagh, Drilos and the remaining crew of the Sinister were forced to put in for repairs.

During repairs and refit at New New Aberdeen shipyards, two Nausican plasma torpedoes were installed. However, this would nearly destroy the Sinister during tests. The Nausican system could not interface with Orion Mk IV computer. Both plasma field coils and the main computer exploded. The damage to the Sinister was extensive, and Drilos himself was seriously injured in the incident. While recuperating, Drilos' youngest daughter arrived at New New Aberdeen and took charge of a third refit to the Sinister. Using connections with her older brother, Shynia procured a replacement computer, and several Federation weapon systems, including a powerful FH-12 phaser bank and several Andorian torpedo systems. The A-3 was re-launched in early 2275.

Since it's refit, the Sinister has remained a powerful and deadly vessel, capable of fulfilling its mission with ease. Although the ship has changed hands multiple times, including being under the command of all three of Drilos' children over the years, it is now in the hands of Drilos' first mate, and continues it's bounty hunting mission. Several new and unique weapons systems have been procured in recent years, all awaiting installation in the very near future. To date, only the Sinister has been lunched in this configuration. Several copies of the Sinister have been lunched over the years. However, these have proven less than popular and they are immediately hunted down and destroyed.

ARAL CLASS V BLOCKADE RUNNER



Construction Data:

Model-	A-1
Class-	V
Class Commission Date-	2257
Number Produced-	1

Hull Data:

Superstructure-	14
Damage Chart- Size	C
Length-	110 m
Width-	34 m
Height-	32 m
Displacement- Cargo	59,335 mt
Total SCU-	500 SCU
Cargo Capacity-	25,000 mt
Landing Capability-	Yes

Equipment Data:

Computer Type-	Mark III
Transporters-	
Standard 8-person-	1
Cargo (medium)-	1

Other Data:

Crew-	28
Passengers-	5

Engines and Power Data:

Total Power Available-	31
Movement Point Ratio-	2/1
Warp Engine Type-	FWB-2
Number-	2
Power-	14
Stress Chart-	M/O
Max Safe Cruising-	Warp 8
Emergency Speed-	Warp 9
Impulse Engine Type-	OIB-3
Power Units-	3

Weapons and Firing Data:

Beam Weapon Type -	KD-3
Number-	6
Firing Arcs-	1 f/p, 1 f, 1 f/s, 3 p/a/s
Firing Chart-	I
Maximum Power-	5
Damage Modifiers	
+1	(1-12)

Shield Data:

Shield Type-	OSE
Shield Point Ratio-	1/2
Maximum Shield-	4

Combat Efficiency:

D-	70.0
WDF -	16.2

NOTES:

Known Sphere of Operation: Orion-controlled space, Klingon Neutral Zone

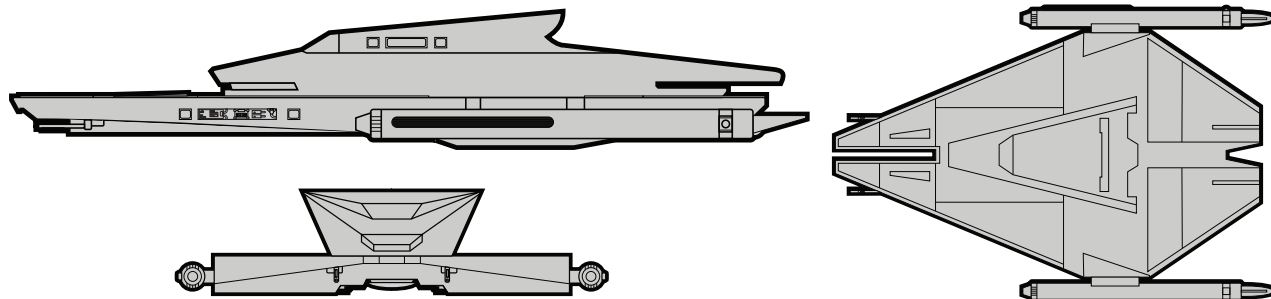
Data Reliability: C for Model A-1

The Aral is typical of the hundreds of independent Orion vessels used by various smugglers and privateers in and around the Orion Neutrality Zone. Constructed of mostly prefabricated parts shipped from various locations or stripped from derelicts and captured vessels, she is simple to operate, if not pretty to look at.

The Aral is allegedly part of the fleet of an independent band of privateers who raid the space lanes usually in groups of three to six ships. Most are as lightly armed as is the Aral but their preponderance of numbers usually tells is a battle against convoys or armed merchantmen.

Like most vessels of her type, the Aral is a one at a kind vessel, although she has many near-sister ships in the 20,000 to 30,000 ton range who conduct the same type of business as she does.

BLACKJACK CLASS III-IV BLOCKADE RUNNER



Construction Data:

Model-	A-1	A-2	B-1
Class-	III	III	IV
Class Commission Date-	2268	2268	2271
Number Produced-	16	11	20

Hull Data:

Superstructure-	6	6	14
Damage Chart-	C	C	C
Size			
Length-	70 m	68 m	68 m
Width-	48 m	52 m	52 m
Height-	12 m	13 m	13 m
Displacement-	24,553 mt	24,553 mt	37,135 mt
Cargo			
Total SCU-	20 SCU	20 SCU	20 SCU
Cargo Capacity-	1,000 mt	1,000 mt	1,000 mt
Landing Capability-	Yes	Yes	Yes

Equipment Data:

Computer Type-	Mark IV	Mark IV	Mark IV
Transporters-			
Standard 8-person-	1	1	1
Cargo (small)-	1	1	1

Other Data:

Crew-	10	10	12
Passengers-	15	15	15
Shuttlecraft-	1	1	1

Engines and Power Data:

Total Power Available-	34	38	39
Movement Point Ratio-	2/1	1/1	2/1
Warp Engine Type-	OWA-1	OWA-2	OWA-2
Number-	2	2	2
Power-	15 ea.	17 ea.	17 ea.
Stress Chart-	G/F	G/F	G/F
Max Safe Cruising-	Warp 8	Warp 8	Warp 7
Emergency Speed-	Warp 10	Warp 10	Warp 9
Impulse Engine Type-	OIA-4	OIA-4	OID-1
Power Units-	4	4	5

Weapons and Firing Data:

Beam Weapon Type -	OD-4	OD-4	OD-4
Number-	1	1	5
Firing Arcs-	1 p/f/s/a	1 p/f/s/a	2 p/f/s/a, 1 f/p/a 1 f/s/a, 1 p/a/s
Firing Chart-	T	T	I
Maximum Power-	6	6	5
Damage Modifiers			
+2	(1-18)	(1-18)	(1-18)
Missile Weapon Type -	OP-2	OP-2	OP-8
Number-	1	1	2
Firing Arcs-	1 f	1 f	1 f, 1 a
Firing Chart-	F	F	K
Power to Arm-	1	1	2
Damage-	6	6	16

Shield Data:

Shield Type-	OSM	OSM	OSM
Shield Point Ratio-	1/3	1/3	1/3
Maximum Shield-	12	12	11

Combat Efficiency:

D-	98.6	179.6	119.0
WDF-	6.7	6.7	39.4

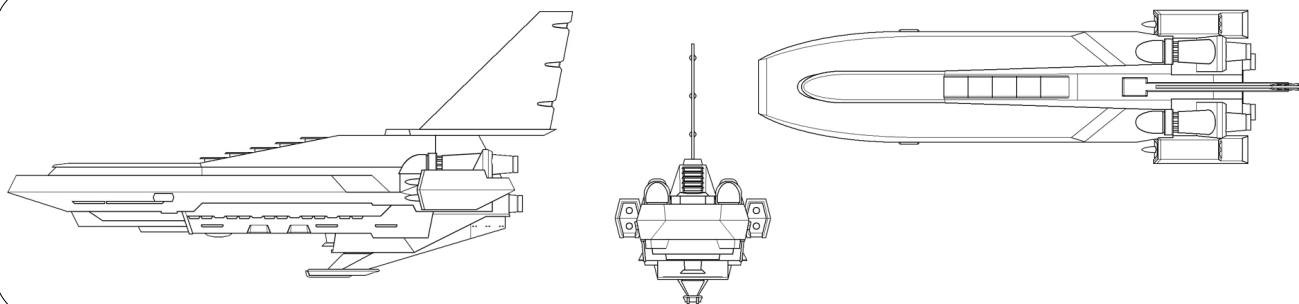
NOTES:

Known Sphere of Operation: Orion controlled space, Klingon Neutral Zone, Triangle

Data Reliability: A for Model A-1 & A-2; C for Model B-1

The Blackjack Blockade Runner began life as the Slipstream Premier, a high-end fast executive yacht marketed to interests in Orion space, the Federation and the Triangle. It wasn't long before enterprising Orion pirate cartels saw it's potential as a light pirate vessel and refit the vessel with more weapons and better shields.

DARKNESS CLASS IV BLOCKADE RUNNER



Construction Data:

Model-	A-1	A-2
Class-	IV	IV
Class Commission Date-	2260	2275
Number Produced-	25	25

Hull Data:

Superstructure-	10	14
Damage Chart-	C	C
Size:		
Length-	120 m	120 m
Width-	33 m	33 m
Height-	56 m	56 m
Displacement-	28,848 mt	36,700 mt
Cargo:		
Total SCU-	35 SCU	35 SCU
Cargo Capacity-	1750 mt	1750 mt
Landing Capability-	None	None

Equipment Data:

Computer Type-	Mark III	Mark IIIa
Transporters-		
Standard 5-person-	2	2
Emergency 14-person-	1	1
Cargo-	4	4

Other Data:

Crew-	26	27
Shuttlecraft-	2	2

Engines and Power Data:

Total Power Available-	38	39
Movement Point Ratio-	2/1	2/1
Warp Engine Type-	OWA-2	OWA-2
Number-	2	2
Power-	17 ea.	17 ea.
Stress Chart-	G/F	G/F
Max Safe Cruising-	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9
Impulse Engine Type-	OIA-4	OID-1
Power Units-	4	5

Weapons and Firing Data:

Beam Weapon Type-	OD-4	OD-4
Number-	3	3
Firing Arcs-	1 f/p, 1 f/s, 1 p/f/s	1 f/p, 1 f/s, 1 p/f/s
Firing Chart-	T	T
Maximum Power-	6	6
Damage Modifiers		
+3	-	-
+2	(1-18)	(1-18)
+1	-	-
Beam Weapon Type-	-	OD-5
Number-	-	1
Firing Arcs-	-	1 f
Firing Chart-	-	U
Maximum Power-	-	7
Damage Modifiers		
+3	-	-
+2	-	(1-10)
+1	-	(11-20)
Torpedo Type-	OP-3	OP-7
Number-	3	3
Firing Arcs-	2 f, 1 a	2 f, 1 a
Firing Chart-	D	H
Power To Arm-	1	1
Damage-	6	10

Shield Data:

Shield Type-	OSC	OSF
Shield Point Ratio-	1/3	1/3
Maximum Shield-	5	6

Combat Efficiency:

D-	102.8	111.5
WDF-	19.2	31.3

NOTES:

Known Sphere of Operation: Orion controlled space; Klingon Neutral Zone, Romulan Neutral Zone; Triangle, Outmarshes
Data Reliability: A- Model A-1 & B-1; C- Model A-2

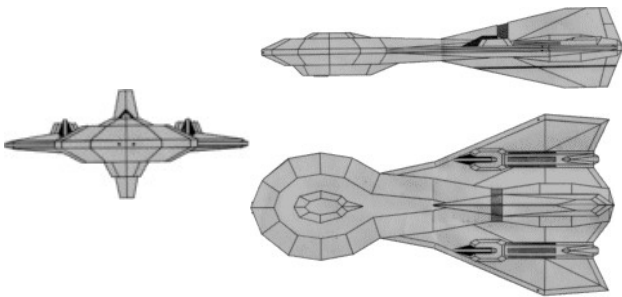
The Darkness class of light blockade runner is so incredibly unnoticeable that it is often included with reports of the Lightning class simply for brevity. Despite its similarity to other Orion designs, the Darkness class does have a number of unique features that have made it somewhat popular over the years.

The A-1 model in fact uses the more powerful OWA-2 warp drive. Although less fuel efficient and more costly to build, the OWA-2 drive system does produce 10% more overall power, giving the Darkness a slight advantage over its competition. Armament are also slightly more customized. Unlike its nearest competition, the Lightning class, the Darkness A-1 mounts only three heavy disruptors. This allows the inclusion of three light torpedoes, giving the A-1 a close in punch that made it popular with those operating near Klingon space.

The A-2 model was a significant up-gunning of the main design. The new Mark IIIa computer was installed to ensure ease of swap out. The more powerful OID-1 impulse drive was also installed, giving the A-2 slightly more maneuverability. A bow mounted OD-5 gave the craft extra forward punch, as did the installation of OP-7's to replace the lighter OP-3. The A-2 quickly became the more popular of the two models, and two dozen orders were soon placed.

Estimated indicate that the 50 or so Darkness' built over the years have been sold primarily to larger Orion families. A disproportionate number have been sold to interests in the Triangle, where they are used as pirate and escort vessels. A number are believed to have been modified since their original purchase.

FREELANCER CLASS V BLOCKADE RUNNER



Construction Data:

Model Numbers-	A-1
Ship Class-	V
Date Entering Service-	2268
Number Constructed-	350

Hull Data:

Superstructure Points-	20
Damage Chart-	C
Size	
Length-	200 m
Width-	100 m
Height-	40 m
Weight-	46,900 mt

Cargo

Cargo Units-	200 SCU
Cargo Capacity-	10,000 mt
Landing Capability-	Yes

Equipment Data:

Control Computer Type-	Mark IV
Transporters-	
Standard 8-person -	2
Cargo (small) -	1

Other Data:

Crew-	55
Passengers-	5
Shuttlecraft-	2

Engines and Power Data:

Total Power Units Available-	38
Movement Point Ratio-	2/1
Warp Engine Type-	OWA-2
Number-	2
Power Units Available-	17 ea.
Stress Charts-	G/F
Maximum Safe Cruising Speed-	Warp 6
Emergency Speed-	Warp 8
Impulse Engine Type-	OIC-2
Power Units Available-	4

Weapons and Firing Data:

Beam Weapon Type-	OD-5
Number-	7 in four banks
Firing Arcs-	2 f/p, 2 f, 2 f/s, 1 a
Firing Chart-	U
Maximum Power-	7
Damage Modifiers	
+2	(1-10)
+1	(11-20)

Shields Data:

Deflector Shield Type-	OSJ
Shield Point Ratio-	1/4
Maximum Shield Power-	8

Combat Efficiency:

D-	148.7
WDF-	39.9

NOTES:

Known Sphere of Operation: Orion controlled space; Klingon Neutral Zone, Romulan Neutral Zone; Triangle, Outmarshes
Data Reliability: A for Model A-1 & B-1; C for Model A-2

The Raven Cartel, a small and independent Orion consortium, was looking for the finest ship they could find. The Wanderer and the Lightning Class Blockade Runners were both good classes, but the Raven Cartel was in need of a specifically custom ship--a signature class that it might call its own, and which would set it apart from the larger Orion houses. They also wanted the components to be completely Orion in origin. So, they approached the Vagabond Corporation, and asked that a ship be made that would be unique to the Cartel.

The Vagabond Corporation was severely handicapped by the demands the Raven Cartel. Vagabond had yet to design its own photon torpedo technology. Plasma weapons systems were scrapped after a failed experiment on 2265. Therefore the only weapons Vagabond had in its inventory that weren't of alien origin, and could be mounted on the Freelancer, were their newly developed OD-5 disruptors. The OD-5 series was relatively poor compared to the beam weapon developments of other governments, most notably in its consumption of engine power.

Because of this, and because the disruptors draw their power through the warp engines directly, the design's power plant and nacelles had to be re-vamped to make up the difference, at the cost of total warp speed. The OIC-2 model impulse deck was added only after it became clear that more powerful classes were too large for the small craft to handle.

When the Freelancer's blueprints were finally finished and a prototype built, the magnate of the Raven Cartel visited the Vagabond Corporation's shipyards to inspect the first of his new ships.

The magnate was greatly disappointed. In fact, he was furious.

Unimpressed with the size and the armament of the ship, the Raven Cartel leader complained mightily. Three days later, the CEO of Vagabond Corporation was found drifting in an asteroid field, decapitated.

Needless to say, the Raven Cartel didn't buy the new Freelancer class vessel.

But this was the least of the Vagabond Corporation's problems. They had spent precious millions of their own credits developing this new ship, and all it had gotten them was a dead executive, a voided contract, and one completed prototype, now derelict. The total cost of R&D for the Freelancer broke the back of Vagabond, and the company officers had to find a way to make money--and make it quickly--lest their creditors liquidate not only their firm, but their lives as well.

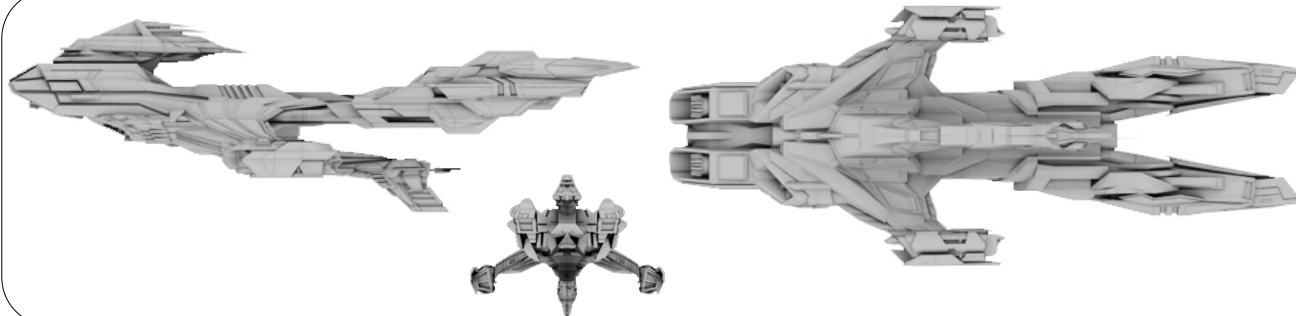
Vagabond's solution was simple, and took but one additional investor. The ship's weapons hard points were refitted so as to easily take a variety of interchangeable components, both Orion and foreign in origin. The idea behind this was if the ship's armament was not good enough for a purchasing captain's tastes, then said captain could remove the weapons and do whatever her or she wanted with the ship; even use the space for extra cargo.

As both the Lightning Class and Wanderer Class Blockade Runners did not have "swappable" weapons systems, the Freelancer suddenly came into its own. Vagabond quickly set about advertising this point, and after a notable trader purchased the original Freelancer hull, and found it to his liking, sale began to take off.

A year later, privateers, trade consortiums, defense forces and even the Raven Cartel were all putting in modest orders for the new Freelancer Class. Vagabond breathed a sigh of relief as it was able to eventually satisfy its creditors and recoup all of the R&D money lost to the original contract failure with the Raven Cartel.

Most Freelancers have been kept in stock configuration, while other, more creative privateers and pirates have used the Freelancer to house all sorts of domestic and alien weapons, from cloaking devices to photon torpedoes, and beyond.

FUJINE CLASS VI BLOCKADE RUNNER



Construction Data:

Model-	A-1	A-2
Class-	VI	VI
Class Commission Date-	2264	2270
Number Produced-	1	1

Hull Data:

Superstructure-	18	21
Damage Chart-	C	C
Size:		
Length-	139 m	139 m
Width-	57 m	57 m
Height-	42 m	42 m
Displacement-	71,880 mt	76,378 mt

Cargo

Total SCU-	75 SCU	75 SCU
Cargo Capacity-	3,750 mt	3,750 mt
Landing Capability-	None	None

Equipment Data:

Computer Type-	M-2	R-4M
Transporters-		
Standard 9-person-	2	2
Combat 20-person-	1	1
Emergency 10-person-	3	3
Cargo-	2	2

Other Data:

Crew-	36	36
Troops-	12	12
Passengers-	32	32
Shuttlecraft-	3	3

Engines and Power Data:

Total Power Available-	36	40
Movement Point Ratio-	3/1	3/1
Warp Engine Type-	NWB-3	NWB-3
Number-	2	2
Power-	15 ea.	15 ea.
Stress Chart-	0	0
Max Safe Cruising-	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9
Impulse Engine Type-	OIE-1	RIE-1
Power Units-	6	10

Weapons and Firing Data:

Beam Weapon Type-	OD-4	OD-11
Number-	3	3
Firing Arcs-	1 p/f/s, 1 p/a, 1 s/a	1 p/f/s, 1 p, 1 s
Firing Chart-	T	U
Maximum Power-	6	8
Damage Modifiers		
+2	(1-18)	(1-20)
Beam Weapon Type-	OD-5	OD-5
Number-	4	4
Firing Arcs-	2 p, 2 s	1 f/p/a, 1 f/s/a, 1 p, 1 s
Firing Chart-	U	U
Maximum Power-	7	7
Damage Modifiers		
+2	(1-10)	(1-10)
+1	(11-20)	(11-20)

Shield Data:

Shield Type-	KSH	RSL
Shield Point Ratio-	1/3	1/3
Maximum Shield-	13	15

Combat Efficiency:

D-	94.7	108
WDF-	38.8	43

NOTES:

Known Sphere of Operation: OFMA; Triangle
Data Reliability: C for Model A-1, D for Model A-2

The Fujine is one of the few Orion designs paid for and built solely by dubi. Finished in 2264, the Fujine was designed to overwhelm other pirate vessels and capture the crew, rather than the cargo. Survivors would be given the choice of returning to their respective families or joining the growing space fleet. Of course those who chose to return to their families soon found themselves adrift in lifeboats, but the principal worked for a number of years.

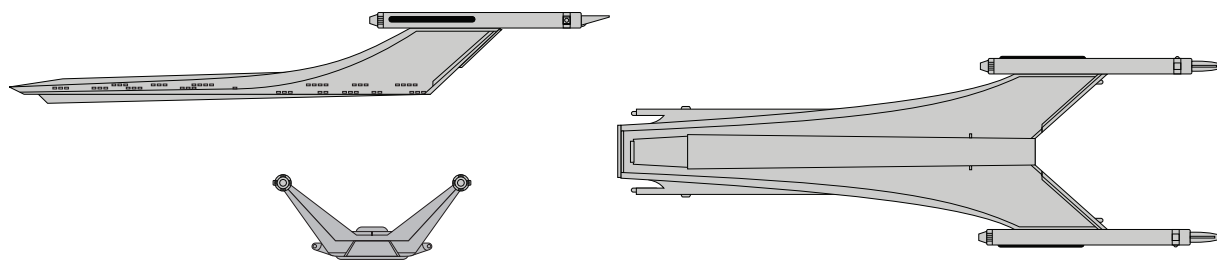
Because few Orions would work with escaped dubi, the Fujine was actually built at New New Aberdeen yards. It featured a motley collection of components from the Federation, Klingons and even Naussicans. The main computer was a venerable but expensive M-2. Purchased second hand from a scrapped freighter, the M-2 was refurbished and became the center piece of the Fujine. Because of their stigma, the dubi backers of the Fujine were forced to use Naussican warp nacelles. Integration proved very difficult with the Federation computer, and the addition of a Klingon main shield only made the situation worse. But as with many Orion difficulties, the problems were overcome, and the final weapon selection was soon chosen.

The A-1 model was fitted with some of the most powerful disruptors available. OD-4 and OD-5's gave the Fujine significant firepower, and made the vessel the focus of intelligence operatives from a number of governments. Only by adhering to its goal of targeting other known pirate vessels did the Fujine avoid being targets themselves. The first incarnation of the vessel remain in operation until 2269. After a significant battle caused serious damage to the Fujine, it was drydocked and eventually sold later that year to the Galmi family of Laldan.

The A-2 model saw the replacement of the damaged main computer, shields and impulse drive, all upgraded with Romulan equipment purchased at great expense. The Fujine became a major combat platform for the Galmi agricultural trade operation, and has since become the flagship of the Galmi family fleet.

While the Fujine is now nearly twenty years old, there are no indication that the vessel will be refit in the near future. Despite its enormous cost to maintain, the Fujine is still a force to reckon with in the OFMA.

LIGHTNING CLASS III-IV BLOCKADE RUNNER



Construction Data:

Model-	A-1	A-2	A-3	A-4	A-5	B-1	B-2	B-3	B-5	B-6
Class-	III	III	III	III	III	IV	IV	IV	IV	IV
Class Commission Date-	2257	2258	2259	2261	2263	2258	2266	2266	2267	2268
Number Produced-	150	100	50	30	125	100	50	25	50	50

Hull Data:

Superstructure-	7	7	7	7	7	15	16	15	16	16
Damage Chart-	C	C	C	C	C	C	C	C	C	C
Size:										
Length-	100 m	100 m	100 m	100 m	100 m	100 m	100 m	100 m	100 m	100 m
Width-	32 m	32 m	32 m	32 m	32 m	32 m	32 m	32 m	32 m	32 m
Height-	32 m	32 m	32 m	32 m	32 m	32 m	32 m	32 m	32 m	32 m
Displacement-	23,340 mt	23,300 mt	24,180 mt	24,200 mt	24,255 mt	36,450 mt	29,790 mt	38,610 mt	39,705 mt	39,930 mt
Cargo										
Total SCU-	50 SCU	50 SCU	50 SCU	50 SCU	50 SCU	40 SCU	30 SCU	20 SCU	45 SCU	40 SCU
Cargo Capacity-	2,500 mt	2,500 mt	2,500 mt	2,500 mt	2,500 mt	2,000 mt	1,500 mt	1,000 mt	2,250 mt	2,000 mt
Landing Capability-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Equipment Data:

Computer Type-	Mark II	Mark II	Mark III	Mark III	Mark III	Mark III	Mark IV	Mark IV	Mark IV	Mark IV
Transporters-										
Standard 8-person-	2	2	2	2	2	2	2	2	2	2
Cargo-	2	2	2	2	2	3	3	3	3	3

Other Data:

Crew-	23	23	23	23	23	23	23	23	23	23
Passengers-	10	10	10	10	10	10	10	10	10	10
Shuttlecraft-	2	2	2	2	2	2	2	2	2	2

Engines and Power Data:

Total Power Available-	35	35	35	35	37	36	36	36	37	37
Movement Point Ratio-	2/1	2/1	2/1	2/1	2/1	3/1	3/1	3/1	3/1	3/1
Warp Engine Type-	OWA-1	OWA-1	OWA-1	OWA-1	OWA-1	OWA-1	OWA-1	OWA-1	OWA-1	OWA-1
Number-	2	2	2	2	2	2	2	2	2	2
Power-	17 ea.	17 ea.	17 ea.	17 ea.	17 ea.	17 ea.	17 ea.	17 ea.	17 ea.	17 ea.
Stress Chart-	G/F	G/F	G/F	G/F	G/F	G/F	G/F	G/F	G/F	G/F
Max Safe Cruising-	Warp 8	Warp 8	Warp 8	Warp 8	Warp 8	Warp 8	Warp 8	Warp 8	Warp 8	Warp 8
Emergency Speed-	Warp 10	Warp 10	Warp 10	Warp 10	Warp 9	Warp 9	Warp 9	Warp 9	Warp 9	Warp 9
Impulse Engine Type-	OIB-1	OIB-1	OIB-1	OIB-1	OIB-3	OIB-2	OIB-2	OIB-2	OIB-3	OIB-3
Power Units-	1	1	1	1	3	2	2	2	3	3

Weapons and Firing Data:

Beam Weapon Type-	OD-1	OD-2	OD-4	OD-2	OD-2	OD-4	OD-2	OD-4	OD-4	OD-3
Number-	6	4	3	6	6	3	7	6	3	6
Firing Arcs-	3 p/f/s, 1 p	2 p/f/s,	2 p/f/s, 1 a	3 p/f/s, 1 p,	3 p/f/s, 1 p	2 p/f/s, 1 a	3 p/f/s, 1 f/p	3 p/f/s, 1 f/p	2 p/f/s, 1 a	3 p/f/s, 1 p,
	1s, 1a	1pa, 1sa		1s, 1a	1s, 1a		1fs, 2a	1fs, 1a		1s, 1a
Firing Chart-	E	J	T	J	J	T	J	T	T	R
Maximum Power-	3	3	6	3	3	6	3	6	6	4
Damage Modifiers										
+3	-	-	-	-	-	-	-	-	-	-
+2	-	(1-5)	(1-18)	(1-5)	(1-5)	(1-18)	(1-5)	(1-18)	(1-18)	-
+1	-	(6-10)	-	(6-10)	(6-10)	-	(6-10)	-	-	(1-16)
Torpedo Type-	-	-	-	OP-1	OP-1	OP-2	OP-1	-	OP-2	-
Number-	-	-	-	1	1	2	1	-	1	-
Firing Arcs-	-	-	-	1f	1f	1f, 1a	1f	-	1f	-
Firing Chart-	-	-	-	L	L	F	L	-	F	-
Power To Arm-	-	-	-	1	1	1	1	-	1	-
Damage-	-	-	-	10	10	6	10	-	6	-

Shield Data:

Shield Type-	OSB	OSB	OSF	OSB	OSE	OSF	OSF	OSF	OSF	OSF
Shield Point Ratio-	1/2	1/2	1/3	1/2	1/2	1/3	1/3	1/3	1/3	1/3
Maximum Shield-	5	5	6	5	6	6	6	6	6	6

Combat Efficiency:

D-	62.0	62.0	86.5	62.0	65.1	75.5	76.9	75.5	78.4	78.4
WDF-	3.6	7.6	15.6	15.8	15.8	18.6	17.7	31.2	17.1	18

NOTES:

Known Sphere of Operation: Open space

Data Reliability: A for all models

For a Class III-IV vessel, the Lightning seems exceptionally well-armed with its six disruptors, half of them mounted for forward fire. This is no ordinary merchant vessel-though, with its crew of only 23, it is also a paltry excuse for a pirate vessel.

The Lightning is a courier – a light, fast ship intended to carry small valuable cargoes, blasting out of its path any opposition it cannot outrun. Though it bears a superficial resemblance to many similar vessels of the Orions, the Lightning is more recent than the Wanderer, having been designed during the tumult of the Four Years War. Designed to pour its heart out in speed, this ships has shields so paltry and a hull so strong that it makes no difference whether shields are up or not. Many Orion captains put their trust in speed and live to tell how both dorsal were holed and still they got away.

Equipped with fail-safe navigation systems, permitting accurate guidance even if the main sensors are shot away, and crewed by diehards who get paid only if they live to deliver the goods, Lightnings are exceptionally good at getting where they are supposed to go.

The first variants to be sold publically were in fact the lighter Class III versions of the popular craft. The primary power plant, the OWA-1 system, was paired with the inexpensive OIB-1. To counter a number of Federation restrictions, six OD-1's were mounted to give the vessel good weapons coverage. However, the main weapon systems were specifically designed with a unique "upgrade" feature that allowed quick swap out with nearly any type of weapon system. This made the vessel very popular with many who wished to increase the overall firepower quickly and cheaply. Unfortunately, many soon learned that the shield system was so tightly fit and overtaxed that the vessel was good for little other than cargo delivery. This did not stop many a brave captain from attempting pirate activities. The prowess and legend of numerous pirate cartel captains was soon established, while the abysmal success rate of Lightnings as pirate vessels was quietly suppressed.

So successful was this "quieting" campaign, that in 2258, the A-2 was launched with much fanfare. Touted as a "true merchant Prince's vessel", the A-2 did little more than double the accuracy and range of the A-1. However, it was enough to cement the Lightning as the primary merchant and pirate vessel among the Orion. By year's end, nearly two dozen orders were placed for the underwhelming yet sturdy courier.

Also by the end of 2258, the first real upgrade to the vessel was fielded. With no fanfare and built in secret, the B-1 model was far more dangerous than the A-1 or A-2. Heavy weapons and two torpedos gave the B-1 far more sting than its lighter cousin and made it an instant hit with pirates and merchants alike. The B-1 required significant retooling and design layout changes, however, driving up costs. Significant hull bracing increased survivability but reduced crew accommodation. None the less, the B-1's ability to actually chase down fleeing freighters and disable them gave the B-1 a much more dangerous reputation.

The A-3, launched in 2259, was touted as a more combat capable ships for the more dangerous areas of the frontier. In reality, the A-3 was a direct answer to the B-1. The A-3 used the heavy OD-4 main disruptors in an attempt to create a weapon package that would deter attacks by other pirates. While the port and starboard disruptors were removed to make room for the bulkier main weapons, the efficient OSF was also installed, freeing up main power for the weapons and maneuvering thrusters. While the shields could still not stand up to a direct attack from a Klingon or Federation destroyer or cruiser, the firepower did allow the A-3 to operate independently rather than in small packs.

The A-4, first sold in 2261, was the only known attempt to upgrade the A-1 and A-2's. Doubling up crew quarters allowed the installation of a medium OP-1 torpedo – a copy of the FP-1. While there was still not enough room to increase the shield system,

space was found for the needed computer and the A-4 became the first (and only) standardized refit for older Lightnings. To date, it is suspected that anywhere from 70 to 100 A-1's and A-2's have returned to Orion shipyards and been refit. Of course a number of these received numerous other upgrades. None the less, the A-4 is now considered the most common of the Class III versions of the Lightning.

The A-5 would be the last of the lighter versions openly sold. The A-5 would see a minor increase in the impulse drive and a minor improvement to the shield system. This would be just enough to give the A-5 an edge over other light merchant vessels and the design eventually replaced the A-4 in production lines. By 2276, production of the Class III Lightning had ended, although it is suspected that several other models have been produced in small numbers at secret production facilities.

The B-2 and B-3 models would be fielded almost simultaneously in 2266. Offered primarily in the Triangle, The B-2 version was armed with a medium torpedo that proved extremely popular with the A-4 and A-5 while the B-3 version used heavy disruptors. Both version proved popular with the more swashbuckling pirate captains. These model also ushered in the era of ostentatious interior designs that would soon dominate the production and christening of Lightnings. These ships soon became the focal points for merchants and families who continued to try and out-luxuriate each other. Function gave way to form with few vessels launched in any kind of standardized internal configuration. The B-3's heavy weapons made it a popular target for pirate hunters, especially in the Klingon area of space. With the heavy firepower was equal to some destroyers and cruiser, the ships minor shields meant it would soon be destroyed in open combat. Because it is so targeted, the B-3 is now one of the least produced version of the Lightning.

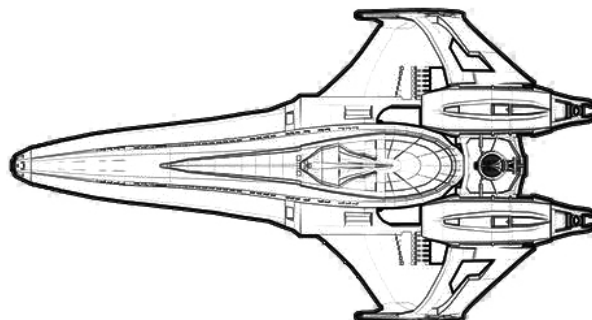
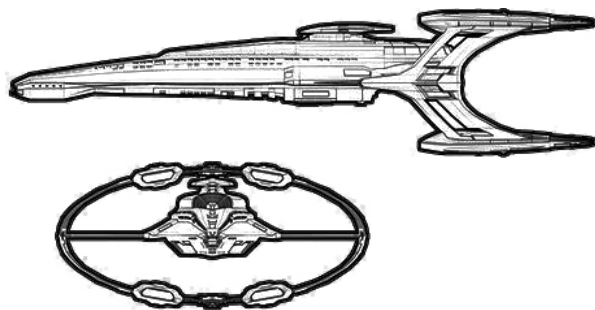
The B-4 model was never placed into significant production. The capabilities were similar to the B-1, but the internal configuration was so inefficient that even the wealthiest of merchant families would not purchase the vessel. Elaborate dining facilities, meeting room, slave quarters and entertainment facilities reduced the cargo hold to such a small size that the vessel could not be fielded with any hopes of making a profit. While six B-4's were built, none were in fact fully paid for. Their disposition is unknown.

The B-5 was designed directly for pirate operation. With two heavy forward disruptors and a light torpedo, the B-5 has sufficient firepower and speed to chase down its targets and still have the ability to escape before help arises. However, operating costs are slightly higher than the B-6.

The last known design to be openly produced, the B-6 is also one of the most popular. It is one of the few Lightning designs that can quickly switch from pirate to merchant and still be profitable for crew and captain alike. The vessels six OD-3's are sufficient to allow it to operate as a strike vessel or as a defensive platform. As with most Lightnings, the B-6 must prey on lighter vessels or risk significant damage during combat. Its armored hull can take several hits, but protracted combat can quickly disable the ship. Despite these shortcomings, the B-6 remain in active production.

Truly accurate estimates of the number of Lightnings currently in service is extremely difficult to come by. It is estimated that over 700 various Lightnings have been produced since 2257. Less than 1/3 are legitimately registered with either the Federation or other governmental agencies. Star Fleet Intelligence has learned that a significant number of governments, agencies, corporations and interests have purchased Lightnings over the years. Romulan and Klingon forces, as well as Star Fleet Command account for a number of these vessels being captured over the years, as well as the known destruction of an estimated 70 or more.

MAJESTIC CLASS VIII BLOCKADE RUNNER



Construction Data:

Model-	A-1	A-2
Class-	VIII	VIII
Class Commission Date-	2270	2280
Number Produced-	1	1 refit

Hull Data:

Superstructure-	24	24
Damage Chart-	C	C
Size:		
Length-	229 m	229 m
Width-	58 m	58 m
Height-	122 m	122 m
Displacement-	117,806 mt	119,870 mt

Cargo

Total SCU-	350 SCU	350 SCU
Cargo Capacity-	17,500 mt	17,500 mt
Landing Capability-	None	None

Equipment Data:

Computer Type-	Mark IV	Mark VII
Transporters-		
Executive 3-person-	1	1
Standard 5-person-	2	2
Standard 8-person-	1	1
Emergency 14-person-	4	4
Cargo-	3	3

Other Data:

Crew-	191	196
Passengers-	60	60
Shuttlecraft-	5	5

Shields and Power Data:

Total Power Available-	57	61
Movement Point Ratio-	4/1	4/1
Warp Engine Type-	NWB-2	NWB-2
Number-	4	4
Power-	12 ea.	12 ea.
Stress Chart-	G/F	G/F

Max Safe Cruising-		
Emergency Speed-		
Impulse Engine Type-	OIF-1	OIF-2
Power Units-	9	13

Weapons and Firing Data:

Beam Weapon Type-	OD-4	OD-5
Number-	4	4
Firing Arcs-	2 f/p, 2 f/s	2 f/p, 2 f/s
Firing Chart-	T	U
Maximum Power-	6	7
Damage Modifiers		
+2	(1-18)	(1-10)
+1	-	(11-20)
Beam Weapon Type-	OD-7	OD-4
Number-	3	3
Firing Arcs-	1 p/a, 1 a, 1 s/a	1 p/a, 1 a, 1 s/a
Firing Chart-	K	T
Maximum Power-	8	6
Damage Modifiers		
+2	(1-15)	(1-18)
Torpedo Type-	OP-1	OP-1
Number-	1	1
Firing Arcs-	1 f	1 f
Firing Chart-	L	L
Power To Arm-	1	1
Damage-	10	10

Shield Data:

Shield Type-	NDF	OSNH
Shield Point Ratio-	1/3	1/3
Maximum Shield-	12	13

Combat Efficiency:

D-	110.8	118.3
WDF-	38.1	43.2

NOTES:

Known Sphere of Operation: Orion controlled space; Klingon Neutral Zone, Romulan Neutral Zone; Triangle, Outmarshes
Data Reliability: C for Model A-1; D for Model A-2

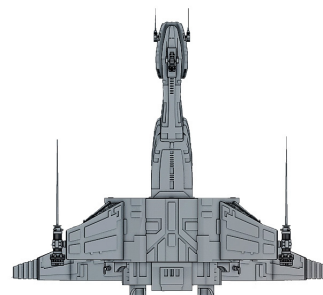
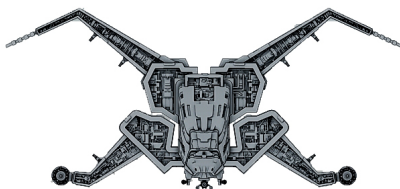
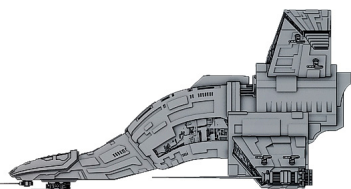
The Majestic is considered by many to be one of the most luxurious and ostentatious Orion blockade runners ever produced. Designed as a show piece, the Majestic is larger than most Orion vessels, and is one of the few Orion ships to use a quad nacelle design.

Launched in 2270 to surprising fan fair. Internal cabins on the Majestic are large and luxurious, with individual crew quarters as large as most officers quarters on other vessels. The entertainment gallery onboard is a three deck high replica of the Andorian Grand Palace. A second more private meeting space is modeled on the Terran Versailles Salon de Mars. Despite its opulent layout, the Majestic is also a surprisingly capable transport and pirate vessel.

The A-1 model is fitted with a Nausican main warp drive and shields, supplementing the standard Orion equipment. Heavy disruptors and a powerful main torpedo gave the A-1 the ability to strike quickly and effectively against multiple targets. The A-2 model saw a significant upgrading of the weapons, and replacement of the deflectors after the inability to obtain replacement components for the Nausican shields.

The A-2 is still in service and operates across the Triangle. The Majestic operates for both the Klingons and the IKS, a situation that so far has been lucrative, if tense.

STAREAGLE CLASS IV BLOCKADE RUNNER



Construction Data:

Model-	A-1	A-2	A-3	A-4
Class-	IV	IV	IV	IV
Class Commission Date-	2258	2266	2275	2277
Number Produced-	50	25	30	40

Hull Data:

Superstructure-	12	12	12	12
Damage Chart-	C	C	C	C
Size:				
Length-	84 m	84 m	84 m	84 m
Width-	89 m	89 m	89 m	89 m
Height-	40 m	40 m	40 m	40 m
Displacement-	30,970 mt	32,035 mt	32,595 mt	35,415 mt

Cargo

Total SCU-	200 SCU	200 SCU	200 SCU	200 SCU
Cargo Capacity-	10,000 mt	10,000 mt	10,000 mt	10,000 mt
Landing Capability-	Yes	Yes	Yes	Yes

Equipment Data:

Computer Type-	Mark II	Mark III	Mark IIIa	Mark V
Transporters-				
Standard 8-person-	3	3	3	3
Emergency 14-person-	2	2	2	2
Cargo-	4	4	4	4

Other Data:

Crew-	61	63	68	69
Passengers-	15	15	15	15
Shuttlecraft-	2	2	2	2

Engines and Power Data:

Total Power Available-	35	36	37	39
Movement Point Ratio-	2/1	2/1	2/1	2/1
Warp Engine Type-	OWA-2	OWA-2	OWA-2	OWA-2
Number-	2	2	2	2
Power-	17 ea.	17 ea.	17 ea.	17 ea.
Stress Chart-	G/F	G/F	G/F	G/F
Max Safe Cruising-	Warp 7	Warp 7	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9	Warp 9	Warp 9
Impulse Engine Type-	OIB-1	OIB-2	OIB-3	OIB-1
Power Units-	1	2	3	5

Weapons and Firing Data:

Beam Weapon Type-	OD-2	OD-3	OD-4	OD-5
Number-	4	4	4	4
Firing Arcs-	4 f	4 f	4 f	4 f
Firing Chart-	J	R	T	U
Maximum Power-	3	4	6	7
Damage Modifiers				
+3	-	-	-	-
+2	(1-5)	-	(1-18)	(1-10)
+1	(6-10)	(1-16)	-	(11-20)
Torpedo Type-	-	OP-2	OP-2	OP-1
Number-	-	1	1	1
Firing Arcs-	-	1 f	1 f	1 f
Firing Chart-	-	F	F	L
Power To Arm-	-	1	1	1
Damage-	-	6	6	10

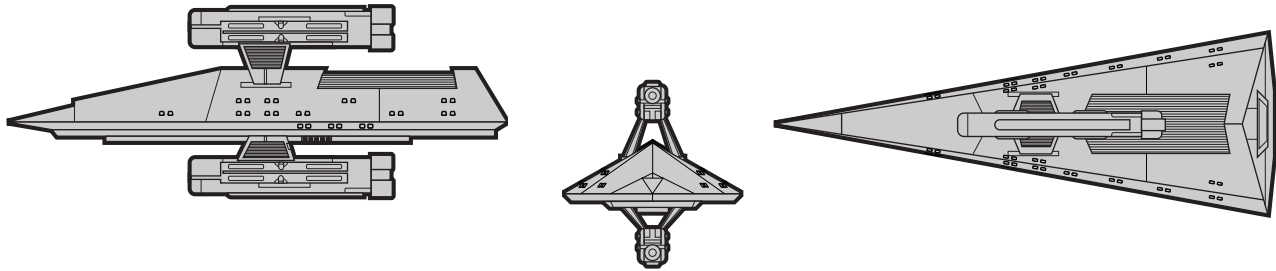
Shield Data:

Shield Type-	OSH	OSI	OSI	OSI
Shield Point Ratio-	1/2	1/3	1/3	1/3
Maximum Shield-	7	8	8	8

Combat Efficiency:

D-	77.2	104.2	105.7	110.1
WDF-	7.6	13.5	22.3	27.6

SWIFT SOLAIRA CLASS IV BLOCKADE RUNNER



Construction Data:

Model-	A-1
Class-	IV
Class Commission Date-	2268
Number Produced-	1
Cost-	400 MCr.

Hull Data:

Superstructure-	15
Damage Chart-	C
Size	
Length-	120 m
Width-	37 m
Height-	34 m
Displacement-	38,660 mt
Cargo	
Cargo Units-	430 SCU
Cargo Capacity-	21,500 mt
Landing Capability-	None

Equipment Data:

Computer Type-	Mark IV
Transporters-	
Standard 8-person-	2
Emergency 12-person-	1
Cargo (medium)-	1

Other Data:

Crew-	30
Passengers-	40
Shuttlecraft-	2

Engines and Power Data:

Total Power Available-	37
Movement Point Ratio-	3/1
Warp Engine Type-	OWA-1
Number-	2
Power-	17 ea.
Stress Chart-	G/F
Max Safe Cruising-	Warp 8
Emergency Speed-	Warp 9
Impulse Engine Type-	OIB-3
Power Units-	3

Weapons and Firing Data:

Beam Weapon Type -	OD-4
Number-	4
Firing Arcs-	1 f/p, 1 f/s, 1 p, 1 s
Firing Chart-	T
Maximum Power-	6
Damage Modifiers	
+2	(1-18)
Beam Weapon Type -	OD-5
Number-	1
Firing Arcs-	1 a
Firing Chart-	U
Maximum Power-	7
Damage Modifiers	
+2	(1-10)
+1	(11-20)

Shield Data:

Shield Type-	OSF
Shield Point Ratio-	1/3
Maximum Shield-	6

Combat Efficiency:

D-	83
WDF-	26.6

NOTES:

Known Sphere of Operation: Orion-controlled territory; Klingon Neutral Zone

Data Reliability: C for Model A-1

The Swift Solaira is known throughout the Orion Neutral Zone as one of the fastest, most successful Slaver/Blockade Runners in the area. Fitted with an unusual warp engine arrangement, the vessel is capable of speeds in excess of Warp 10 in times of emergency. With her two warp engine nacelles positioned centrally on the top and bottom of the hull, the Swift Solaira displays a unique appearance from the more ordinary vessels with rear mounted engines on the top of the hull. Tests have shown that through some still as yet not understood principle of warp matter/anti-matter balance, the vessel is able to attain greater speeds with more safety using this up and down warp engine nacelle configuration.

The Swift Solaria is equipped with four Type OD-4 disruptors positioned port and starboard between the top and bottom engine supports and forward port and starboard in front of the bridge. A Type OD-5 disruptor is located on the rear of the vessel above the impulse engine. This gives the Swift Solaria all round fire and places its heaviest armament aft to be used in chase situations. Although not heavily armed, the vessel would be able to defend itself against similarly sized opponents and would be able to run away from anything larger that it could not handle.

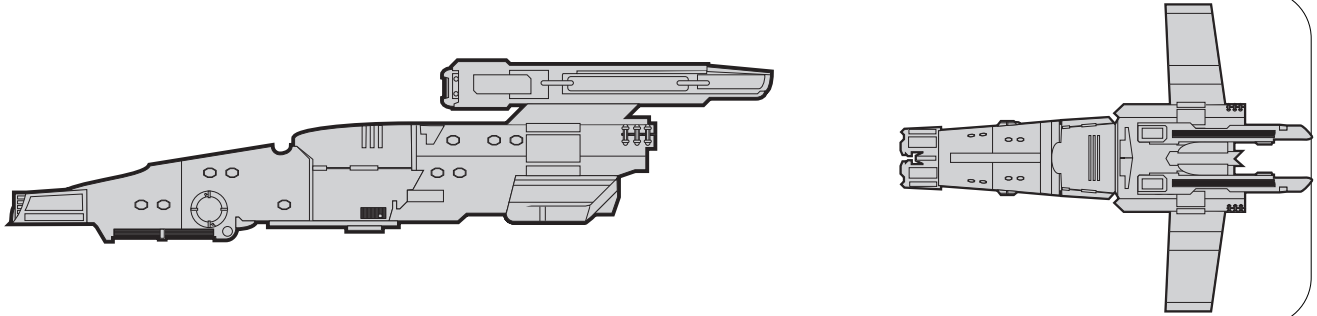
A shuttle hangar is located just below the upper warp engine nacelle and houses two Type J-1 Klingon shuttlecraft. The main offloading conveyance, however, is a large 30-person transporter which is used for slave cargo as well as other general cargo in the hold. The regular crew of thirty individuals normally use the five-pad transporter located in the forward part of the ship.

There are ten passenger staterooms located aboard the Swift Solaria. These can be used for up to 40 passengers at one time with the utilization of the four folding bunks located in the wall compartments in each stateroom. This allows any of these accommodations to be converted into single (normally for VIPs), double, triple, or quadruple berths with little or no problem. When all the staterooms aren't being used during a voyage the empty ones can be converted into additional slave quarters and can house between five and ten additional slaves each. Appropriate recreational and dining facilities are also provided in the passenger area.

The Swift Solaria can be seen operating in various regions of space around the Orion Neutrality Zone. It has been known to make forays into Federation space from time to time but must be constantly on guard for the numerous Starfleet patrol vessels that abound in this area. Various Klingon planets along the Orion Frontier are steady customers of the Swift Solaria and the Klingon Imperial Navy usually turns a blind eye to these operations. Lately some of the most profitable planets visited have been located in the Organian Treaty Zone where neither Klingon nor Starfleet jurisdiction exists and the Organians permit (or ignore) most non-violent activities such as that conducted by the Swift Solaria. Here many planets pay top credit for the chance to buy green Orion slave women and other rarities from the Orion planets.

The Swift Solaria is one of a kind, the only vessel of its class. But due to its successful nature a number of imitation vessels are now appearing around the Orion Neutrality Zone that could almost be considered sister ships. They all differ in tonnage and purpose but the unmistakable top and bottom warp engine nacelle configuration shows them to be unmistakably a copy of the Swift Solaria type Slaver/Blockade Runner. As has been proven, any vessel in the smaller tonnage ranges (30,000 tons or less) which uses a variant of the Swift Solaria warp engine configuration can expect a speed advantage versus a vessel of the same power and with a standard configuration.

THUNDER CLASS IV-V BLOCKADE RUNNER



Construction Data:

Model-	A-1	B-1
Class-	IV	V
Class Commission Date-	2278	2284
Number Produced-	81	12

Hull Data:

Superstructure-	15	18
Damage Chart-	C	C
Size		
Length-	84 m	84 m
Width-	63 m	63 m
Height-	19 m	19 m
Displacement-	39,085 mt	43,825 mt
Cargo		
Total SCU-	100 SCU	100 SCU
Cargo Capacity-	5,000 mt	5,000 mt
Landing Capability-	Yes	Yes

Equipment Data:

Computer Type-	Mark IV	Mark IV
Transporters-		
Standard 8-person-	2	2
Emergency 12-person-	1	1
Cargo, (small)-	2	2

Other Data:

Crew-	22	25
Passengers-	10	10

Engines and Power Data:

Total Power Available-	39	41
Movement Point Ratio-	2/1	2/1
Warp Engine Type-	OWA-2	OWA-2
Number-	2	2
Power-	17 ea.	17 ea.
Stress Chart-	G/F	G/F
Max Safe Cruising-	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9
Impulse Engine Type-	OID-1	OID-2
Power Units-	5	7

Weapons and Firing Data:

Beam Weapon Type -	OD-3	OD-4
Number-	3	3
Firing Arcs-	3 f	3 f
Firing Chart-	R	T
Maximum Power-	4	6
Damage Modifiers		
+2	-	(1-18)
+1	(1-16)	-
Beam Weapon Type -	OD-4	OD-11
Number-	2	2
Firing Arcs-	1 p/a, 1 s/a	1 p/a, 1 s/a
Firing Chart-	T	U
Maximum Power-	6	8
Damage Modifiers		
+2	(1-18)	(1-20)
Torpedo Type-	OP-2	OP-5
Number-	4	2
Firing Arcs-	2 f, 2 a	1 f, 1 a
Firing Chart-	F	Q
Power To Arm-	1	1
Damage-	6	10

Shield Data:

Shield Type-	OSI	OSM
Shield Point Ratio-	1/3	1/3
Maximum Shield-	8	10

Combat Efficiency:

D-	114.5	126.2
WDF-	25.4	39.8

NOTES:

Known Sphere of Operation: Orion-controlled territory; Klingon Neutral Zone, Triangle

Data Reliability: B for Model A-1, C for Model B-1

Considered by many Orions as the ugliest piece of artwork ever constructed, the Thunder class was Ripper Industries first and only attempt to take on the lucrative light transport market still dominated by the Lightning class of blockade runner. Ripper immediately began with the weapons systems and began designing the vessel.

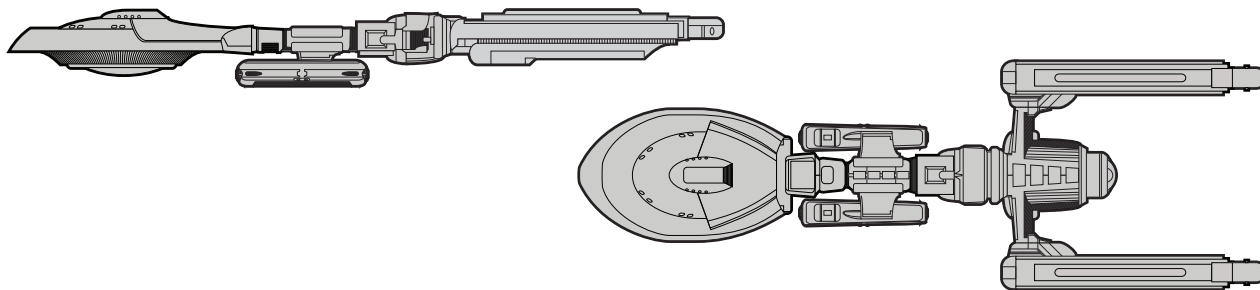
Designers studied many of the possible targets and determined that three OD-3's would be sufficient to take down most freighter shields and bring target vessels out of warp. To ensure extra punch, designer also planned on four OP-1 torpedoes. Yet corporate executives, many of whom were retired naval officers and pirates themselves, insisted on significant aft weaponry to deter perusing vessels. Designers took the unorthodox approach of mounting the heavier OD-4 aft. To further placate corporate headquarters, designers used the lighter and smaller OP-2 torpedo. While not as powerful as the OP-1, the lighter torpedo needed less coolant and was a smoother operating system. The A-1 model was fitted with the powerful OWA-2 warp drive, coupled with an OID-1 impulse drive. A two year delay ensued when designers tried to couple a cheaper reaction control thruster system with the OWA-2 power system. Bowing to corporate pressure, designers eventually returned to the standard RCS and the vessel was soon ready for trial runs.

Despite its superior design and larger cargo capacity, the Thunder class was still a significant investment for many independent merchants. The Lightning was simply more abundant and well known. By 2280, only 60 orders had been placed. But captains of the Thunder loved its general design. A roomy interior, two large docking ports and dual cargo transporters made the Thunder a force to be reckoned with. Several legitimate freight haulers requested an up gunned version of the Thunder. Ripper responded with pre-orders for the B-1 model, a heavier and more combat capable version.

The B-1 enlarged the available interior space by moving several secondary systems to the wings. The primary system was also moved to the small wings to make room for the larger OD-4's. A more powerful impulse drive was also fitted, as were very powerful aft disruptors. Once launched, the B-1 was considered as powerful as a Klingon destroyer or Romulan light cruiser. The new systems did prove costly in upkeep, forcing most B-1 owners to conduct legal trading to ensure the vessels upkeep. But some wily pirates have managed to turn a profit with the dangerous vessel.

Corporate construction figures are dubious at best. Officially, 81 A-1's and 12 B-1's have been sold. Unofficial sources indicate that as many as 100 A-1's and possibly 30 B-1's have been built. It is known that 2 A-1's and 1 B-1 have been destroyed, all by Klingon anti-pirate patrols near Orion space. Only 3 A-1's and 2 A-2's have been spotted in the Triangle, although the AOFW does have contract for the use of two A-1's within their boarder. Star Fleet Intelligence has become concerned that the Orion Syndicate may have placed an order for 10 B-1's. If true, this large force could indicate they are planning on forcefully overtaking several smaller pirate operations who at present are little more than an annoyance.

WANDERER CLASS IV-V BLOCKADE RUNNER



Construction Data:

Model-	A-1	A-2
Class-	V	V
Class Commission Date-	2271	2272
Number Produced-	100	80

Hull Data:

Superstructure-	21	21
Damage Chart-	B	B
Size:		
Length-	195 m	195 m
Width-	66 m	66 m
Height-	19 m	19 m
Displacement-	48,325 mt	49,265 mt

Cargo

Total SCU-	100 SCU	180 SCU
Cargo Capacity-	5,000 mt	9,000 mt
Landing Capability-	None	None

Equipment Data:

Computer Type-	Mark IV	Mark IV
Transporters-		
Standard 8-person-	2	2
Emergency 12-person-	1	1
Cargo-	3	3

Other Data:

Crew-	102	106
Passengers-	10	6
Shuttlecraft-	2	2

Engines and Power Data:

Total Power Available-	41	41
Movement Point Ratio-	2/1	2/1
Warp Engine Type-	OWA-2	OWA-2
Number-	2	2
Power-	19	19
Stress Chart-	G/F	G/F
Max Safe Cruising-	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9
Impulse Engine Type-	OIB-3	OIB-3
Power Units-	3	3

Weapons and Firing Data:

Beam Weapon Type-	OD-4	OD-5
Number-	4	6
Firing Arcs-	2 p/f/s, 2 p/a/s	2 p/f/s, 1 f/p, 1 f/s, 2 p/a/s
Firing Chart-	T	U
Maximum Power-	6	7
Damage Modifiers		
+3	-	-
+2	(1-18)	(1-10)
+1	-	(11-20)
Torpedo Type-	OP-1	-
Number-	4	-
Firing Arcs-	2 f, 2 a	-
Firing Chart-	L	-
Power To Arm-	1	-
Damage-	10	-

Shield Data:

Shield Type-	OSJ	OSJ
Shield Point Ratio-	1/4	1/4
Maximum Shield-	8	8

Combat Efficiency:

D-	158.1	158.1
WDF-	38.4	34.8

NOTES:

Known Sphere of Operation: Orion-controlled territory; Klingon Neutral Zone, Triangle

Data Reliability: A for Model A-1, B for Model A-2

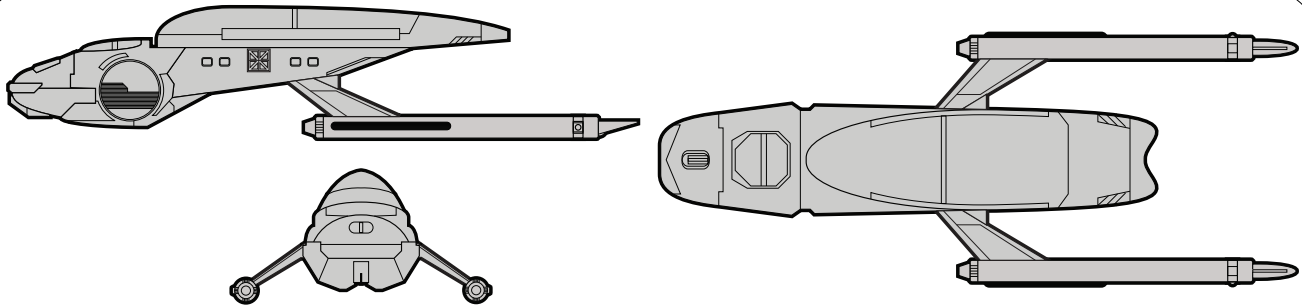
Nothing symbolizes Orion space power more than this sleek and powerful vessel, often called "the Orion D-7." A relatively new design, the Wanderer owes much to human starships, particularly in the use of an oval main hull where the bridge, sensors, computer, and most of the crew quarters are located. The engineering section, contained in a swelling 'abdomen', also contains the compact shuttlecraft bay (two eight-man shuttlecraft are carried in snug bays and can be launched simultaneously) and a powerful tractor beam capable of towing vessels up to twice the mass of the Wanderer.

The most striking feature of this ship is its outrigger weapons pods, carried at the waist of the narrow hull. Not only are these pods convenient for mounting heavy and dangerous weapons, but they are also easier to access for repair or to jettison in case of explosion, fire, or leakage. So far, the heaviest weaponry carried by the Wanderer has been four disruptors and no less than four Federation photon torpedoes. With some modifications (such as reducing the ship's shields), even heavier arms could be carried.

Although the Wanderer has often been termed nothing more than a pirate's mount, a number of Federation concerns have purchased Wanderers (despite the heavy import duties) because the ship is suitable for certain tasks. As a salvage and rescue vehicle, it has few peers, especially because sensor pods possessing marvelous range and sensitivity can replace the weapons pod. For the same reason, they perform planetary survey work well, particularly in unmapped regions or near uncertain borders where its great speed may ensure the survival of the mission.

The Wanderer is an example of a good, sturdy, versatile Orion starship. Star Fleet calls every vessel with a high speed and a small payload no larger than Class V a "blockade runner". This term describes a goodly portion of Orion starship designs, regardless of their actual function. For example, notice the differences between the Wanderer and the Lightning, which Star Fleet rates as the same type of ship.

WHITE RIFT CLASS III BLOCKADE RUNNER



Construction Data:

Model-	A-2	A-3
Class-	III	III
Class Commission Date-	2264	2270
Number Produced-	61	43

Hull Data:

Superstructure-	7	7
Damage Chart-	C	C
Size		
Length-	75 m	75 m
Width-	29 m	29 m
Height-	15 m	15 m
Displacement-	23,500 mt	24,528 mt
Cargo		
Total SCU-	350 SCU	175 SCU
Cargo Capacity-	17,500 mt	8,750 mt
Landing Capacity-	Yes	Yes

Equipment Data:

Computer Type-	Mark II	Mark III
Transporters-		
Standard 6-person-	1	1
Emergency 18-person-	1	1
Cargo, small-	5	3

Other Data:

Crew-	21	23
Passengers-	5	5

Engines and Power Data:

Total Power Available-	31	38
Movement Point Ratio-	2/1	2/1
Warp Engine Type-	OWA-1	OWA-2
Number-	2	2
Power-	15 ea.	17 ea.
Stress Chart-	G/F	G/F
Max Safe Cruising-	Warp 8	Warp 7
Emergency Speed-	Warp 10	Warp 9
Impulse Engine Type-	OIB-1	OIA-4
Power Units-	1	4

Weapons and Firing Data:

Beam Weapon Type -	OD-2	OD-2
Number-	3	3
Firing Arcs-	1 fp, 1 fs, 1 p/a/s	1 fp, 1 fs, 1 p/a/s
Firing Chart-	J	J
Maximum Power-	3	3
Damage Modifiers		
+2	(1-5)	(1-5)
+1	(6-10)	(6-10)
Beam Weapon Type -	-	OD-4
Number-	-	3
Firing Arcs-	-	3 f
Firing Chart-	-	T
Maximum Power-	-	6
Damage Modifiers		
+2	-	(1-18)

Shield Data:

Shield Type-	OSI	OSI
Shield Point Ratio-	1/3	1/3
Maximum Shield-	9	9

Combat Efficiency:

D-	89.5	103.0
WDF-	5.7	21.3

NOTES:

Known Sphere of Operation: Orion-controlled territory; Klingon Neutral Zone, Triangle, Outmarshes
Data Reliability: A for all models.

The White Rift class of blockade runners have the unusual distinction of being the only known Orion designs vessel that is not sold to Orions. The White Rift was the first build design study by Orinco Shipbuilders in the early 2260's. The first model's cargo capacity was so light that Orinco sold the design and began work on what would later be their successful Dwarfstar class.

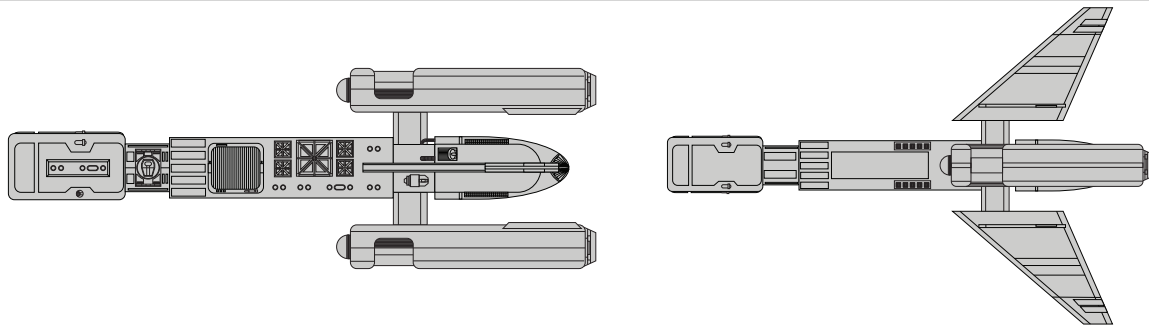
Designers at New New Aberdeen felt that the White Rift was still a marketable design and modified the internal layout. In 2264, Rigel Starworks purchased the White Rift design and began production. As was typical of the period, Rigel Starworks first marketed a lightly armed version to appeal to traders who were crossing into Federation space. The sales pitch worked and by year's end, all eight hulls had been sold, and a further 16 orders were on contract.

The A-2 model was still surprisingly typical of the light designs used throughout the trade lanes. The OWA-1 drive was efficient and powerful, while the cargo capacity was sufficient to turn a profit on most ventures. At the time of its launch, the A-2 could defend itself against most common pirate attacks and flee attackers it could not readily fend off. But the White Rift also distinguished itself with one onboard system that would rarely be duplicated. The A-2 model had five small cargo transporters. This allowed crews to off load the full cargo in less than two hours and on-load new cargo nearly as fast. With the reliability of the drive system, the White Rifts became very popular with the few established independent haulers within the Orion/Federation sphere of influence.

It would be the pirate cartel Nightwalkers that would vie for a full fledge production update to the White Rift class. Ordered in 2268, the Nightwalker cartel purchased contracts for five modified White Rifts. The forward cargo bay was removed in favor of a large OD-4 disruptor bank. To handle the new weapon systems, Rigel Starworks installed the larger Mark III computer, as well as the more powerful OWA-2 warp drive. While not as fast as the OWA-1, the new drive would maintain its emergency speed for longer periods of time. When the Nightwalker cartel was absorbed by the Orion syndicate, the A-3 was soon marketed to individuals in the Triangle and Outmarshes where its popularity grew despite its lighter cargo capacity.

Order for both the A-2 and A-3 models eventually slacked off in the latter half of 2276, and the last officially produced vessel was commissioned on 2280. Officially, Rigel Starworks lists 105 vessels having been built by the company. Unofficially, estimates place an additional 50 in service in the Triangle and Outmarshes. Current intelligence reports that 4 A-2's and 1 A-3 have been destroyed in the Triangle. 1 A-3 was captured by Star Fleet, and 2 of unknown design are reported captured by the Klingons. Vulcan intelligence reports that 3 A-2's have been purchased by the Romulans and operate around the Triangle. No one has yet scanned any of these vessels to know if there have been modifications to the basic design.

BOX CAR CLASS V FREIGHTER



Construction Data:

Model-	A-1	A-2
Class-	V	V
Class Commission Date-	2258	2269
Number Produced-	178	63

Hull Data:

Superstructure-	16	16
Damage Chart-	C	C
Size		
Length-	96 m	90 m
Width-	62 m	70 m
Height-	32 m	30 m
Displacement-	49,665 mt	58,370 mt
Cargo		
Total SCU-	1,600 SCU	1,600 SCU
Cargo Capacity-	80,000 mt	80,000 mt
Landing Capacity-	None	None

Equipment Data:

Computer Type-	Mark III	Mark IV
Transporters-		
Standard 8-person-	2	2
Emergency 18-person-	1	1
Cargo, small-	4	4

Other Data:

Crew-	26	28
Passengers-	10	10
Shuttlecraft-	8	8

Engines and Power Data:

Total Power Available-	36	45
Movement Point Ratio:		
Unloaded-	3/1	3/1
Loaded-	4/1	4/1
Warp Engine Type-	OWD-2	OWD-3
Number-	2	2
Power-	16 ea.	20 ea.
Stress Chart-	K/M	K/L
Max Safe Cruising:		
Unloaded-	Warp 6	Warp 6
Loaded-	Warp 5	Warp 5
Emergency Speed:		
Unloaded-	Warp 8	Warp 8
Loaded-	Warp 7	Warp 7
Impulse Engine Type-	OIC-2	OID-1
Power Units-	4	5

Weapons and Firing Data:

Beam Weapon Type -	OD-2	OD-4
Number-	5	5
Firing Arcs-	2 f, 1 a, 1 f/p, 1 f/s	2 f, 1 a, 1 f/p, 1 f/s
Firing Chart-	J	T
Maximum Power-	3	6
Damage Modifiers		
+2	(1-5)	(1-18)
+1	(6-10)	-
Torpedo Type-	None	OP-4
Number-	-	1
Firing Arcs-	-	1 f
Firing Chart-	-	H
Power To Arm-	-	1
Damage-	-	6

Shield Data:

Shield Type-	OSF	OSJ
Shield Point Ratio-	1/3	1/4
Maximum Shield-	5	8

Combat Efficiency:

D: (Unloaded/Loaded)-	81.4 / 69.4	120.9 / 98.9
WDF-	9.5	28

NOTES:

Known Sphere of Operation: Orion-controlled territory; Klingon Neutral Zone, Triangle

Data Reliability: A for all models.

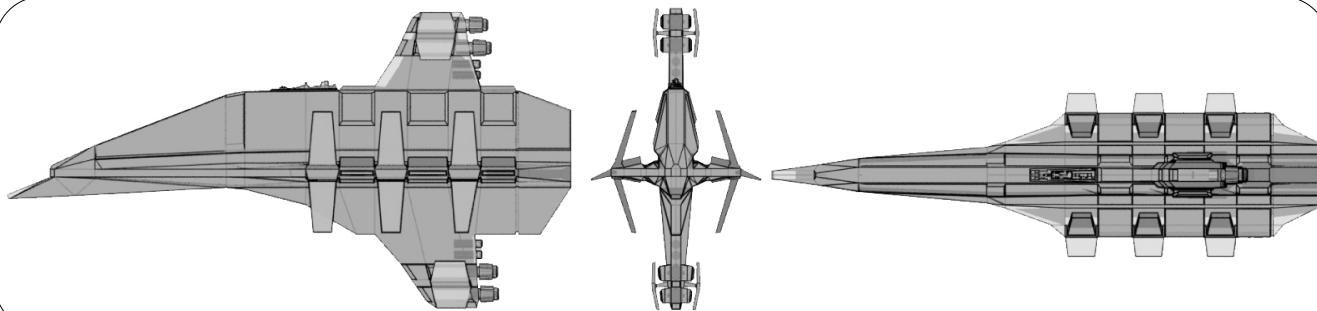
The Box Car distinguishes itself from other freighters not by its cargo capacity, speed or ease of upkeep, but by its incredibly spacious crew quarters. Each required crew member has a cabin that would be considered a full stateroom on other freighter designs, making the Box Car design extremely popular with retiring captains and others who are inclined to take a leisurely pace. Along with its large shuttle bay, the Box Car's simple cargo layout makes loading and inloading incredibly easy, further enhancing the design's popularity.

The A-1, despite its age, is still in use by many who have purchased these sturdy craft. Although armed, special license are available for those who apply to allow the Box Car to operate in Federation space. This has made the A-1 model a common sight along established trade routes within the Federation.

The A-2 is much more heavily armed, and is very popular in the Triangle and near the Klingon border where raiders are more common and help is often not nearly close enough. The A-2 is also unique in being equipped with a light torpedo, one of the few freighters to be so armed. Along with its reinforced hull, an unloaded A-2 can be a significant deterrent during combat operations, with firepower equalling some destroyers. This has made the A-2 popular with larger corporations who want the heavy firepower to supplement their escorts in pirate-prone areas. However, the small crew means that any prolonged combat would quickly render the heavy firepower inadequate.

None the less, several A-2's are operated by pirate bands. These vessels can quickly overwhelm a target's shields and loiter for longer periods of time to evaluate and capture desired cargos.

CORPORATION CLASS IX CORPORATE FLAGSHIP



Construction Data:

Model-	A-1	A-2
Class-	IX	IX
Class Commission Date-	2274	2274
Number Produced-	23	17

Hull Data:

Superstructure-	20	20
Damage Chart-	C	C
Size:		
Length-	232 m	232 m
Width-	69 m	69 m
Height-	122 m	122 m
Displacement-	120,645 mt	123,330 mt
Cargo		
Total SCU-	350 SCU	330 SCU
Cargo Capacity-	17,500 mt	16,500 mt
Landing Capability-	None	None

Equipment Data:

Computer Type-	Mark III	Mark IV
Transporters-		
Executive 3-person-	2	2
Standard 5-person-	4	4
Standard 8-person-	2	2
Emergency 14-person-	6	6
Cargo-	2	2

Other Data:

Crew-	126	174
Troops-	25	25
Passengers-	45	30
Shuttlecraft-	10	10

Engines and Power Data:

Total Power Available-	24	39
Movement Point Ratio-	2/1	3/1
Warp Engine Type-	OWG-1	OWG-2
Number-	2	2
Power-	8 ea.	12 ea.
Stress Chart-	L/J	L/J
Max Safe Cruising-	Warp 7	Warp 6
Emergency Speed-	Warp 9	Warp 8
Impulse Engine Type-	OIE-2	OIJ-2
Power Units-	8	15

Weapons and Firing Data:

Beam Weapon Type-	OD-2	OD-3
Number-	6	6
Firing Arcs-	1 f, 1 f/p, 1 f/s, 1 p/a, 1 s/a, 1 a	1 f, 1 f/p, 1 f/s, 1 p/a, 1 s/a, 1 a
Firing Chart-	J	R
Maximum Power-	3	4
Damage Modifiers		
+3	-	-
+2	(1-5)	-
+1	(6-10)	(1-16)

Shield Data:

Shield Type-	OSX	OSX
Shield Point Ratio-	1/2	1/2
Maximum Shield-	11	11

Combat Efficiency:

D-	79.6	81.6
WDF-	11.4	18

NOTES:

Known Sphere of Operation: Orion-controlled territory; Klingon Neutral Zone, Triangle

Data Reliability: A for all models.

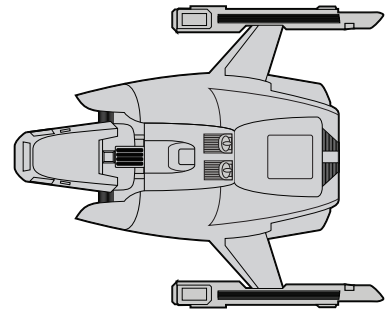
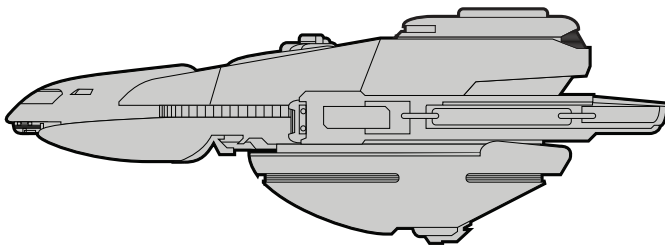
The Corporation class of exploration and exploitation vessel has proven to be a surprisingly capable command vessel for a number of corporate entities. Specifically designed to allow variable cargoes and extensive communication, the Corporation class has become a something of a cruise ship design. Palatial suites are found throughout the vessel, with multiple entertainment halls and extensive meeting rooms not uncommon. The Corporation class mounts a number of communication arrays allowing negotiators the ability to contact their corporate headquarters quickly. Extensive transporter facilities also allow for swift transfer of cargoes and personnel when needed.

The A-1 model was designed to be a faster, if less powerful version of the floating corporate headquarters. Armed with six light disruptors, the A-1 retain the medium torpedo and powerful shields that allow it to operate as a support vessel while in transit with other freight vessels. The A-2 model is significantly more powerful, if slower. Heavier disruptors make it a more popular model in the seedier areas of the galaxy.

While neither model is a warship, both are well defended and able to drive off most light to medium pirate vessels. The ability of the Corporation class to act as a command ship or flag vessel also allows the ships to coordinate multiple ships should the need arise.

Unbelievably, the Corporation class is one of the only native Orion designs that have been accurately tracked over the years. A total of 40 have been built, including 23 A-1's and 17 A-2's. Only one A-1 has been lost in during a raid by Klingons in the triangle. One A-2 was sold to the Romulan; its disposition remain unknown. Production of the Corporation class has ended, although the design is still open for construction. Elements from Comstock are reported to be interested in building four of these vessels.

DWARFSTAR CLASS III-IV FREIGHTER



Construction Data:

Model-	B-1	B-2	C-1
Class-	III	III	IV
Class Commission Date-	2268	2268	2268
Number Produced-	712	215	310
Hull Data:			
Superstructure-	3	3	7
Damage Chart-	C	C	C
Size-			
Length-	90 m	90 m	90 m
Width-	70 m	70 m	70 m
Height-	30 m	30 m	30 m
Displacement-	19,425 mt	19,505 mt	26,180 mt
Cargo-			
Total SCU-	1,000 SCU	1,000 SCU	750 SCU
Cargo Capacity-	50,000 mt	50,000 mt	37,500 mt
Landing Capability-	None	none	None
Equipment Data:			
Computer Type-	Mark IV	Mark IV	Mark IV
Transporters-			
Standard 8-person-	1	1	1
Cargo (small)-	4	4	2
Other Data:			
Crew-	8	10	15
Passengers-	4	4	4
Engines and Power Data:			
Total Power Available-	39	39	39
Movement Point Ratio-			
Unloaded-	1/1	1/1	1/1
Loaded-	4/1	4/1	4/1
Warp Engine Type-	OWA-2	OWA-2	OWA-2
Number-	2	2	2
Power-	19 ea.	19 ea.	19 ea.
Stress Chart-	G/F	G/F	G/F
Max Safe Cruising Speed-			
Unloaded-	Warp 8	Warp 8	Warp 8
Loaded-	Warp 6	Warp 6	Warp 6
Emergency Speed-			
Unloaded-	Warp 10	Warp 10	Warp 10
Loaded-	Warp 7	Warp 7	Warp 7
Impulse Engine Type-	OIB-1	OIB-1	OIB-1
Power Units-	1	1	1
Weapons and Firing Data:			
Beam Weapon Type -	-	OD-2	OD-5
Number-	-	1	1
Firing Arcs-	-	1 a	1 f
Firing Chart-	-	J	U
Maximum Power-	-	3	7
Damage Modifiers			
+2	-	(1-5)	(1-10)
+1	-	(6-10)	(11-20)
Beam Weapon Type -	-	-	OD-2
Number-	-	-	3
Firing Arcs-	-	-	1 f/p, 1 f/s, 1 a
Firing Chart-	-	-	J
Maximum Power-	-	-	3
Damage Modifiers			
+2	-	-	(1-5)
+1	-	-	(6-10)
Shield Data:			
Shield Type-	OSD	OSD	OSF
Shield Point Ratio-	1/1	1/1	1/3
Maximum Shield-	4	4	6
Combat Efficiency:			
D: Unloaded/Loaded	65.3/23.8	65.3/23.8	185.5/61
WDF-	0	1.9	11.5

NOTES:

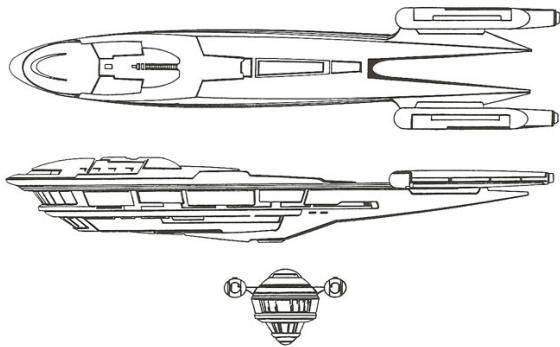
Known Sphere of Operation: Orion controlled space; Klingon neutral zone, Romulan neutra1 zone; Triangle
Data Reliability: A for Model B-1 & B-2; B for Model C-1

Manufactured by Orinco Shipbuilders, a Rigellian company, the Dwarfstar Class of freighters is Orion in design. Small, fast, and expensive, these ships are ideal for frontier traders who need to be prepared for trouble.

The three models of Dwarfstar Class ships currently in production at the Rigel VIII shipyards are basically similar, differing primarily in armament. The Mark I design was not armed, and is primarily employed in fast courier duty and to carry small, urgent cargoes between worlds where no trouble is expected. Although popular with some Federation customers, this model never won widespread acceptance in the Orion Colonies.

The Mark II Dwarfstar is a lightly-armed model, suitable for frontier traders who need weapons on occasion, but are still more oriented to flight over fight. The Mark III is much more heavily-armed and shielded than its counterparts. Company literature claims that the ship is intended for trade in hazardous areas, but this model is more commonly used as a raider by Orion pirate bands, and many are in service as fast corvettes or gunboats with the various Orion governments.

EICHA CLASS IV COMMERCIAL FREIGHTER



Construction Data:

Model-	A-1	A-2
Class-	IV	IV
Class Commission Date-	2270	2272
Number Produced-	112	98

Hull Data:

Superstructure-	8	8
Damage Chart-	C	C
Size		
Length-	80 m	80 m
Width-	18 m	18 m
Height-	12 m	12 m
Displacement-	34,025 mt	33,425 mt
Cargo		
Total SCU-	2,000 SCU	2,000 SCU
Cargo Capacity-	100,000 mt	100,000 mt
Landing Capability-	Yes	Yes

Equipment Data:

Computer Type-	Mark III	Mark III
Transporters-		
Standard 8-person-	2	2
Cargo (small)-	6	6

Other Data:

Crew-	8	8
Passengers-	12	12
Shuttlecraft-	3	3

Engines and Power Data:

Total Power Available-	39	39
Movement Point Ratio-		
Unloaded-	2/1	2/1
Loaded-	4/1	4/1
Warp Engine Type-	OWD-1	OWD-1
Number-	2	2
Power-	14 ea.	14 ea.
Stress Chart-	K/M	K/M
Max Safe Cruising-		
Unloaded-	Warp 6	Warp 6
Loaded-	Warp 5	Warp 5
Emergency Speed-		
Unloaded-	Warp 8	Warp 8
Loaded-	Warp 7	Warp 7
Impulse Engine Type-	OIC-2	OIC-2
Power Units-	4	4

Weapons and Firing Data:

Beam Weapon Type -	OD-3	-
Number-	4	-
Firing Arcs-	2 p/f/s, 2 p/a/s	-
Firing Chart-	R	-
Maximum Power-	4	-
Damage Modifiers		
+1	(1-16)	-

Shield Data:

Shield Type-	OSI	OSI
Shield Point Ratio-	1/3	1/3
Maximum Shield-	8	8

Combat Efficiency:

D		
Unloaded-	92.4	92.4
Loaded-	67	67
WDF-	16.2	0

NOTES:

Known Sphere of Operation: Orion controlled space; Klingon Neutral Zone, Romulan Neutral Zone; Triangle; Outmarshes
Data Reliability: B for all models

The Eicha freighter is occasionally seen on the space lanes in and near Orion space and within the Triangle. Not particularly numerous, they tend to be found more frequently in the Triangle than elsewhere.

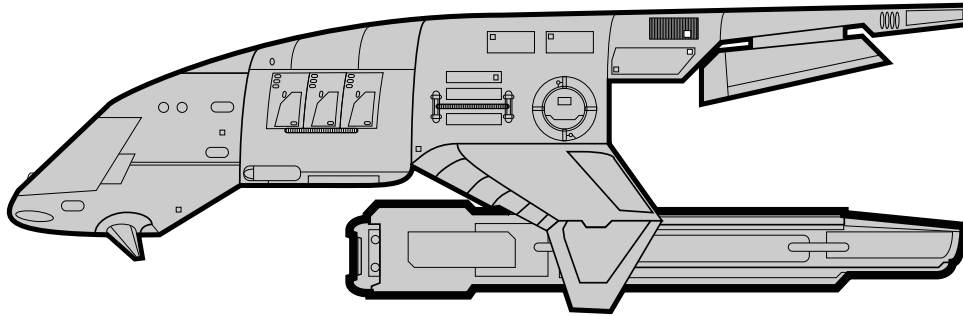
The cargo capacity of these vessels is quite impressive considering their relatively small size. Ancient and unique concepts of starship design enable the Orions to squeeze more space out of what seems like less space. Ton for ton, it is one of the most efficient freighter designs in space.

When fully loaded, an Eicha is capable of sustained operation at Warp 5 and can even "sprint" for short periods of time at Warp 6 without undue strain. In emergencies, its top speed is a healthy Warp 7. These speeds are unusually high for a freighter, and are one of this design's top selling points.

The A-1 is armed with the type OD-3 Orion disruptor, and for that reason is not allowed within the Federation because it violates the regulation concerning armed merchant vessels. The Orions have in response designed and built the A-2, identical in all respects to the A-1 but for the total absence of any armament. The A-2 is perfectly legal within the UFP but since it is impossible to tell it from the armed A-1, it hasn't really made Star Fleet's job any easier. The mere existence of the A-2, on the other hand, has caused an increase of sales of the A-1 to traders who regularly cross from the Federation to the Triangle, where they must fend off pirates. In typical Orion fashion, uncertainty about whether a particular Eicha is armed or not intimidates overzealous Star Fleet commanders and pirates alike. Orion buyers in particular like that.

An especially nice feature of the Eicha is the trinary transducer shield generator, a highly efficient deflector system usually found only on warships or much larger vessels of the major space faring powers.

INDUSTRIOUS CLASS IV-V FREIGHTER



Construction Data:

	A-2	A-3	B-1
Model-	A-2	A-3	B-1
Class-	IV	IV	V
Class Commission Date-	2267	2273	2280
Number Produced-	132	375	202

Hull Data:

	A-2	A-3	B-1
Superstructure-	15	15	18
Damage Chart-	C	C	C
Size			
Length-	78 m	78 m	78 m
Width-	70 m	70 m	70 m
Height-	25 m	25 m	25 m
Displacement-	38,750 mt	38,695 mt	43,570 mt
Cargo			
Total SCU-	520 SCU	550 SCU	380 SCU
Cargo Capacity-	26,000 mt	27,500 mt	19,000 mt
Landing Capability-	None	None	None

Equipment Data:

	Mark IV	Mark IV	Mark IV
Computer Type-	Mark IV	Mark IV	Mark IV
Transporters-			
Standard 8-person-	2	2	2
Emergency 12-person-	1	1	1
Cargo (small)-	5	5	4

Other Data:

	A-2	A-3	B-1
Crew-	29	24	25
Passengers-	10	10	10

Engines and Power Data:

	A-2	A-3	B-1
Total Power Available-	37	39	41
Movement Point Ratio-	2/1	2/1	2/1
Warp Engine Type-	OWA-2	OWA-2	OWA-2
Number-	2	2	2
Power-	17 ea.	17 ea.	17 ea.
Stress Chart-	G/F	G/F	G/F
Max Safe Cruising-	Warp 7	Warp 7	Warp 7
Emergency Speed-	Warp 9	Warp 9	Warp 9
Impulse Engine Type-	OIB-3	OID-1	OID-2
Power Units-	3	5	7

Weapons and Firing Data:

	A-2	A-3	B-1
Beam Weapon Type -	OD-3	OD-3	OD-4
Number-	6	4	4
Firing Arcs-	2 p/f/s, 2 p/a, 2 s/a	2 p/f/s, 2 a	2 p/f/s, 2 a
Firing Chart-	R	R	T
Maximum Power-	4	4	6
Damage Modifiers			
+2	-	-	(1-18)
+1	(1-16)	(1-16)	-
Beam Weapon Type -	OD-4	OD-4	OD-11
Number-	-	2	2
Firing Arcs-	-	1 f/p/a, 2 f/s/a	1 f/p/a, 2 f/s/a
Firing Chart-	-	T	U
Maximum Power-	-	6	8
Damage Modifiers			
+2	-	(1-18)	(1-20)
Torpedo Type-	OP-2	-	-
Number-	2	-	-
Firing Arcs-	1 f, 1 a	-	-
Firing Chart-	F	-	-
Power To Arm-	1	-	-
Damage-	6	-	-
Shield Data:			
Shield Type-	OSH	OSI	OSJ
Shield Point Ratio-	1/2	1/3	1/4
Maximum Shield-	7	8	8
Combat Efficiency:			
D-	83.5	114.5	153.7
WDF-	21	22.4	34

NOTES:

Known Sphere of Operation: Orion colonies; Klingon neutral zone, Romulan neutral zone; Triangle; Outmarches

Data Reliability: B for Model A-2 & B-1; C for Model A-3

No other design embodies what the Orion do best quite like the Industrious class - copy others. The Industrious class is in fact a rare well built copy of a heavy patrol ship designed by the Romulans for the loyalist forces of the MCA. The original design, which was half the size of the Industrious class, was contracted to Orion firms in exchange for much needed mining equipment. The Orions built the requested 35 patrol vessels, and immediately began work on what is considered a capable and powerful light freighter.

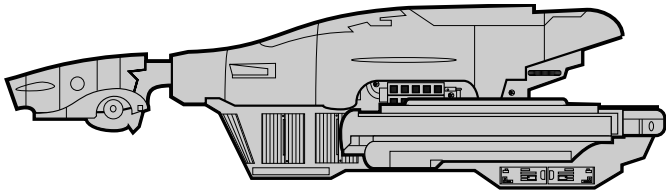
The original A-1 mounted the OWA-1 drive, which proved inadequate for the designers goals. Only 6 were completed and sold before the A-2 model was placed into production. The A-2 used the larger and more powerful OWA-2 drive, which gave the vessel excellent handling characteristics. The OWA-2 also allowed the Industrious class to maintain it's safe cruising speed even while fully loaded. But by far the best selling point was the weapon system. Designers deliberately placed a heavy weapon load that could cover all possible avenues of attack against the freighter. The A-2 also mounted a fore and aft torpedo, giving the class firepower equal to some destroyers of the era. The Industrious became an instant success. But the Romulans proved to be difficult patent holders. While few Orions paid any attention to patents, the Industrious was not easy to build. Shipyards that constructed the vessels were forced to charge substantial overhead to ensure that other lucrative Romulan contracts would not suddenly disappear.

By 2272, the Romulans released some rights to the patent and the following year the A-3 was fielded. The A-3 used the larger OID-1 impulse drive, giving the vessel even greater overall power. The A-2 had required several extra engineers to service the torpedo system. Designers replaced the torpedoes tubes and storage racks with two additional disruptors. Along with a more efficient shield system, the A-3 became the preferred model and by 2275, orders were pouring in. The A-3 became popular with smaller companies who couldn't afford the massive freighters but needed a more defensible platform than the light haulers.

Yet for high risk adventurers and those who traded near war zones, even the heavy firepower of the A-3 was insufficient. In 2280, designers presented the Romulans with the B-1. As powerful as some light cruisers, the B-1 had heavy weapons and even greater power with the addition of the OID-2 impulse system. The Romulans further lightened the patent charges on the B-1 to ensure volume sales to help pay their debt to the Klingons. The Romulans still insisted on strict records of each ship built, though. In 2282, Trando Independent Shipbuilders attempted to launch several Industrious vessels without Romulan approval. The Romulans retaliated in typical fashion, obliterating the mining operations in the system asteroid ring, destroying all seventeen of the companies sub-light ore carriers, the orbital refining station and dry docks. The Romulans also destroyed the entire city surrounding the Trando headquarters, but left the corporate building standing. Needless to say, no one else has attempted to build a vessel even resembling the Industrious without Romulan permission.

The Industrious is built almost exclusively in the Triangle, although nearly 50 were constructed by Orion interests in the Outmarches. To date, over 700 have been built. Because most individuals in the Triangle are aware of the Trando incident, only about 50 or so odd vessels have been purchased by know pirate cartels. Because of its significant combat capabilities, intelligence reports that only 6 A-2's, 17 A-3's and 5 B-1's have been destroyed over the years. Details concerning the remaining vessels are difficult to obtain. Intersystems Extraction, Inc. own the single largest group of Industrious class freighters - 25 A-3's and 15 A-2's. Rumors abound that the IKS is looking to sell a number of its older or damaged vessels for fully outfitted B-1's. Several intelligence agencies are keeping a close eye on this possibility.

LONG HAUL CLASS III LIGHT FREIGHTER



Construction Data:

Model-	A-1	A-2
Class-	III	III
Class Commission Date-	2269	2270
Number Produced-	557	108

Hull Data:

Superstructure-	12	12
Damage Chart-	C	C
Size		
Length-	103 m	103 m
Width-	59 m	59 m
Height-	28 m	28 m
Displacement-	22,628 mt	23,888 mt
Cargo		
Cargo Units-	820 SCU	800 SCU
Cargo Capacity-	41,000 mt	40,000 mt
Landing Capability-	Yes	Yes

Equipment Data:

Computer Type-	Mark II	Mark III
Transporters-		
Standard 8-person-	1	1
Emergency 12-person-	1	1
Cargo (small)-	3	3

Other Data:

Crew-	8	11
Passengers-	4	4
Shuttlecraft-	6	5

Engines and Power Data:

Total Power Available-	26	26
Movement Point Ratio-		
Unloaded-	2/1	2/1
Loaded-	5/1	4/1
Warp Engine Type-	OWB-2	OWB-2
Number-	2	2
Power-	11 ea.	11 ea.
Stress Chart-	D/F	D/F
Max Safe Cruising-		
Unloaded-	Warp 6	Warp 6
Loaded-	Warp 5	Warp 5
Emergency Speed-		
Unloaded-	Warp 8	Warp 8
Loaded-	Warp 7	Warp 7
Impulse Engine Type-	OIA-4	OIA-4
Power Units-	4	4

Weapons and Firing Data:

Beam Weapon Type -	OD-8	OD-4
Number-	2	2
Firing Arcs-	2 f	2 f
Firing Chart-	L	T
Maximum Power-	3	3
Damage Modifiers		
+2	-	(1-18)
+1	(-1-12)	-
Beam Weapon Type -	-	OD-6
Number-	-	4
Firing Arcs-	-	2 f/p/a, 2 f/s/a
Firing Chart-	-	D
Maximum Power-	-	6
Damage Modifiers		
+3	-	(1-2)
+2	-	(3-4)
+1	-	(5-6)

Shield Data:

Shield Type-	OSE	OSE
Shield Point Ratio-	1/2	1/2
Maximum Shield-	5	5

Combat Efficiency:

D: Unloaded/Loaded-	55.7 / 29.7	58.1 / 36.2
WDF-	1.8	5.7

NOTES:

Known Sphere of Operation: Open Space

Data Reliability: A for Model A-1 ; C for Model A-2

A direct competitor to the Dwarfstar class, the Long Haul class of light freighter was designed to provide all the advantages of Orinco's famous vessel at half the price. With a slightly smaller cargo area, the Long Haul is perfect for most frontier operations, providing owners the ability to support and service dozens of small frontier settlements or outlying mining operations, while still maintaining a profit margin.

While the Long Haul was slower than its competition, it was significantly more heavily armored, making it even more popular along the more active borders. Crew accommodation were also more spacious, enhancing its popularity on the frontier where shore leaves were often less frequent. But the Long Haul's main appeal was its hangar bay. This allows the craft to service outposts where transporters are unusable. The OWB-2 engines are also less fuel intensive and maintenance heavy as the OWA drive of the Dwarfstar.

The A-1 model has a larger cargo bay and fewer weapons. With its smaller crew, the yearly overhead is often marginally lower than its heavier cousin. Because of its light weaponry, special dispensation can be filed with the Federation to allow armed version of the Long Haul to operate within Federation borders.

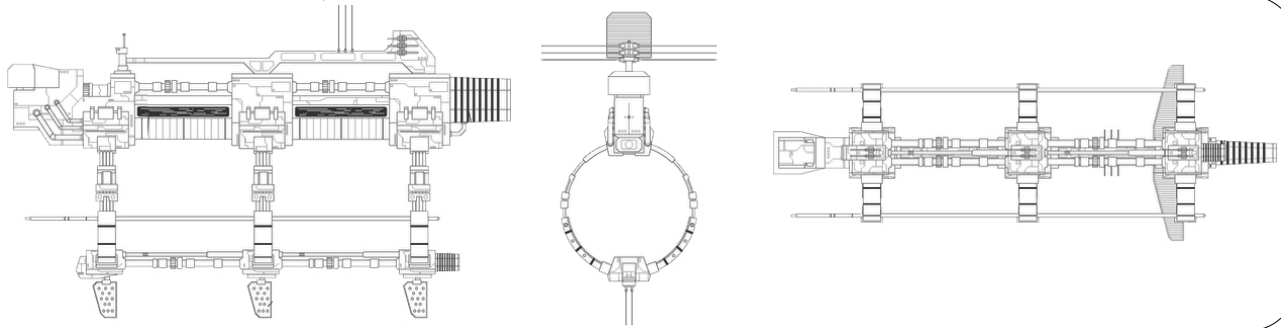
The A-2 model increases the computer size and adds heavier weapons, making it popular within the neutral zone and the triangle. The loss of cargo space and a single shuttle seems to have little effect in the overall operating costs and the vessel remain popular with independent operators through Orion influenced space.

Unfortunately, the Long Haul has also become a favorite of Klingon commanders who must often use modified pirate ships to earn glory and rank before being given full commands of their own along the Federation frontier. A number of Long Hauls are believed to be in Klingon possession, with many heavily modified.

Like many freighters of Orion design, the Long Haul has been documented after production, giving fairly accurate numbers of those still operational. Of the 557 A-1's and 108 A-2's built, it is known that 17 A-1's and 6 A-2's have been destroyed. 3 A-1's have been captured by the Romulans, 1 A-1 and 1 A-2 have been captured by the MCA. Three A-1's and 1 A-2 have been scrapped, although none due to combat damage. It is estimated that 15 A-2's are used exclusively by pirate groups. Unconfirmed reports indicate that 40 or more A-1's have been "appropriated" by the Klingons. The remaining hulls are registered with independent operators and large companies across the Triangle, Outback and Federation space.

Production of the A-1 remains steady at 4 per year, while production of the A-2 is on a contract only basis. Currently, only 6 A-2's are under construction to be completed within the next two years.

MINESHAFT CLASS XI ORE PROCESSING VESSEL



Construction Data:

Model-	A-1
Class-	XI
Class Commission Date-	2276
Number Produced-	85

Hull Data:

Superstructure-	30
Damage Chart-	C
Size:	
Length-	374 m
Width-	236 m
Height-	130 m
Displacement-	162,800 mt

Cargo:

Total SCU-	300 SCU
Cargo Capacity-	15,000 mt

Equipment Data:

Computer Type-	Mark IV
Transporters-	
Standard 8-person-	6
Emergency 14-person-	4
Cargo-	4

Other Data:

Crew-	115
Passengers-	45
Shuttlecraft-	25

Engines and Power Data:

Total Power Available-	37
Movement Point Ratio-	3/1
Warp Engine Type-	OWH-2
Number-	2
Power-	16 ea.
Stress Chart-	M/N
Max Safe Cruising-	Warp 7
Emergency Speed-	Warp 8
Impulse Engine Type-	OID-1
Power Units-	5

Weapons and Firing Data:

Beam Weapon Type-	OD-10
Number-	8
Firing Arcs-	2 f/p, 2 f/s, 2 p/a, 2 s/a
Firing Chart-	O
Maximum Power-	7
Damage Modifiers	
+2	(1-7)
+1	(8-14)

Shield Data:

Shield Type-	OSNI
Shield Point Ratio-	1/2
Maximum Shield-	14

Combat Efficiency:

D-	97.9
WDF-	36

NOTES:

Known Sphere of Operation: Open Space
Data Reliability: A for Model A-1

One of the few full scale production vessels to come out of the Orion colonies, the Mineshaft class of processing vessel was originally intended to be a quick and efficient way to process ores and raw materials that would reduce the reliance on slow and long distance transport to processing worlds.

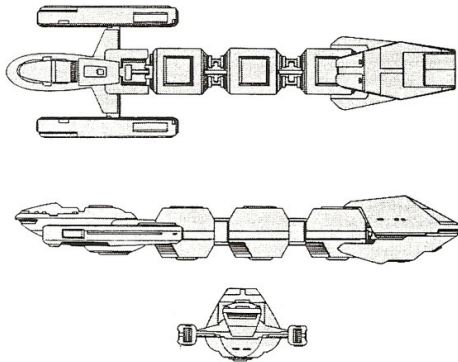
The Mineshaft class is in fact a Tellarite design that was produced at Orion shipyards to avoid a number of Federation safety requirements. Oddly enough, the final design would have met all the required safety guidelines but was armed by the Orion shipyards, forcing sales to be confined to non-Federation areas.

The ship is designed to enter asteroid fields and, using tractor beams, maneuver chunks of matter into it's processing fields. From there, the material is crushed and separated in open space with desired minerals gathered near the ships three large high-energy particle compressors. The ore is then "smelted" into more easily transported forms and transferred to either production facilities or ships for transfer.

Mineshafts are often part of large production operations and are rarely found operating along. Nearly all have been purchased by major corporations, with 30 belonging to Multiplanet Metals, Inc. alone. Despite being part of larger fleets and often having well armed escorts, the A-1 is heavily armed and capable of fending off large scale enemy vessels if necessary. Unfortunately, most of the processing equipment is fairly delicate and major combat has ruined two Mineshafts in the past 15 years. None the less, the vessel does save time and speed up production when utilized correctly.

Currently, no Federation interests have purchased a Mineshaft primarily due to the fact that established processing plants and transport routes are still less expensive than purchasing and reducing the armaments on an A-1. Orders have dropped significantly in recent years, with only a further 15 on order. Production rate is roughly 4 per year. Of the 85 built, two have been scrapped due to damage by pirates and one has been lost during mining operations.

MONON CLASS IV ORE FREIGHTER



Construction Data:

Model-	A-1	A-2
Class-	IV	IV
Class Commission Date-	2262	2268
Number Produced-	600	400

Hull Data:

Superstructure-	4	5
Damage Chart-Size	C	C
Length-	210 m	210 m
Width-	60 m	60 m
Height-	35 m	35 m
Displacement-Cargo	26,715 mt	28,815 mt
Cargo Units-	3,000 SCU	2,500 SCU
Cargo Capacity-	150,000 mt	125,000 mt

Equipment Data:

Computer Type-Transporters-	Mark II	Mark II
Standard 8-person-	1	1
Emergency 12-person-	1	1
Cargo (small)-	11	9

Other Data:

Crew-	60	60
Passengers-	6	5
Shuttlecraft-	6	4

Engines and Power Data:

Total Power Available-	30	31
Movement Point Ratio-		
Unloaded-	2/1	2/1
Loaded-	5/1	4/1
Warp Engine Type-	OWD-1	OWD-1
Number-	2	2
Power-	14 ea.	14 ea.
Stress Chart-	K/M	K/M
Max Safe Cruising-		
Unloaded-	Warp 6	Warp 6
Loaded-	Warp 4	Warp 5
Emergency Speed-		
Unloaded-	Warp 7	Warp 7
Loaded-	Warp 5	Warp 6
Impulse Engine Type-	OIB-2	OIB-3
Power Units-	2	3

Weapons and Firing Data:

Beam Weapon Type -	OD-1	OD-2
Number-	3	3
Firing Arcs-	1 f/p, 1 f/s, 1 a	1 f/p, 1 f/s, 1 a
Firing Chart-	E	J
Maximum Power-	3	3
Damage Modifiers		
+2	-	(1-5)
+1	-	(6-10)

Shield Data:

Shield Type-	OSE	OSE
Shield Point Ratio-	1/2	1/2
Maximum Shield-	5	5

Combat Efficiency:

D-		
Unloaded-	55.7	58.1
Loaded-	29.7	36.2
WDF-	1.8	5.7

NOTES:

Known Sphere of Operation: Open Space

Data Reliability: A for Model A-1 & B-1; C for Model A-2

The Monon class of ore freighter was first developed to transport large quantities of ship-building ore from the Tln and Volgas system to the more lucrative shipyards of Rigel. Simple to build and operate, the Monon class could completely strip mine a moderately sized asteroid and be on its way to the processing plants of Rigel in less than a month. On-board processing systems allowed the basic refinement of over 2,000 tons of ore per day. Several Monon's also had more specialized refinement systems installed that allowed nearly 100 tons of ore to be fully smelted and prepared for final processing per day.

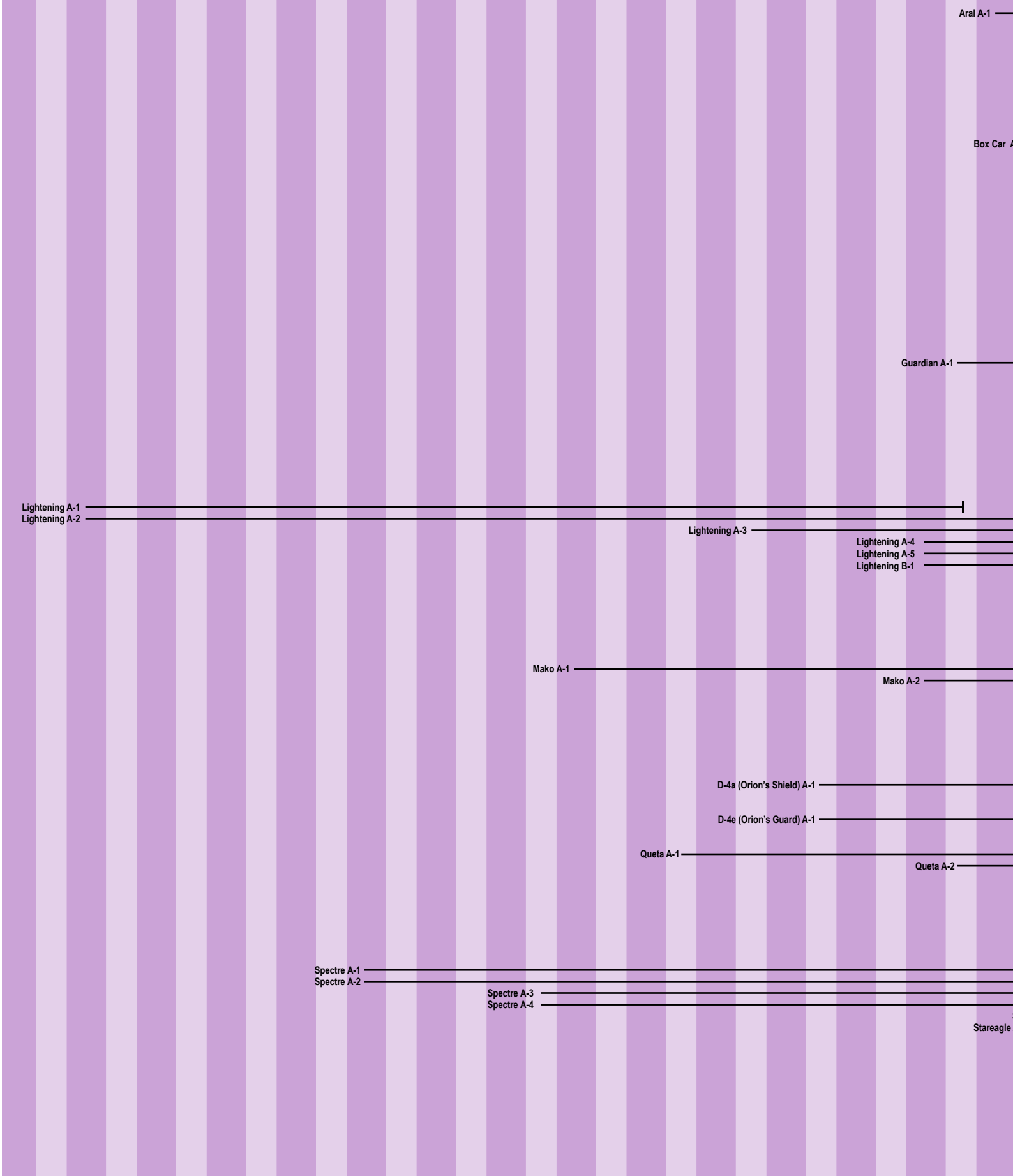
Sales of the A-1 Monon were staggering, with orders from both Orion and non-Orion firms at a rate of nearly 20 per month. The A-1 model was surprisingly comfortable for both fleet crews and the large processing and mining crew of 30. With it's 3 major storage facilities on board, the A-1 model could easily turn a profit on nearly every cargo run. From the start, the Monon was armed to discourage pirates and other raiders. Also installed was the dual transducer shield system that gave the freighter good protection should the need arise. This meant that companies need only assign two to three escort vessels to guard convoys of Monons returning to base.

The A-1's under gunned nature did prove dangerous, though, and many pirate raiders quickly learned to deal with the escorts and stay out of range of massed weapons fire. When orders from the Triangle jumped 40%, designers quickly installed the longer ranged OD-2 system. Still inexpensive enough to turn a profit, this design required the loss of some cargo space. Surprisingly, this change improved the basic warp field dynamics and increased emergency speed of the freighters when fully loaded. Although the more heavily armed A-2 could not be registered within the Federation, several Andorian and Tellarite mining interests quickly purchased small squadrons of the light ore freighter. The Monon is now a common site near deep space mining systems and uninhabited planets.

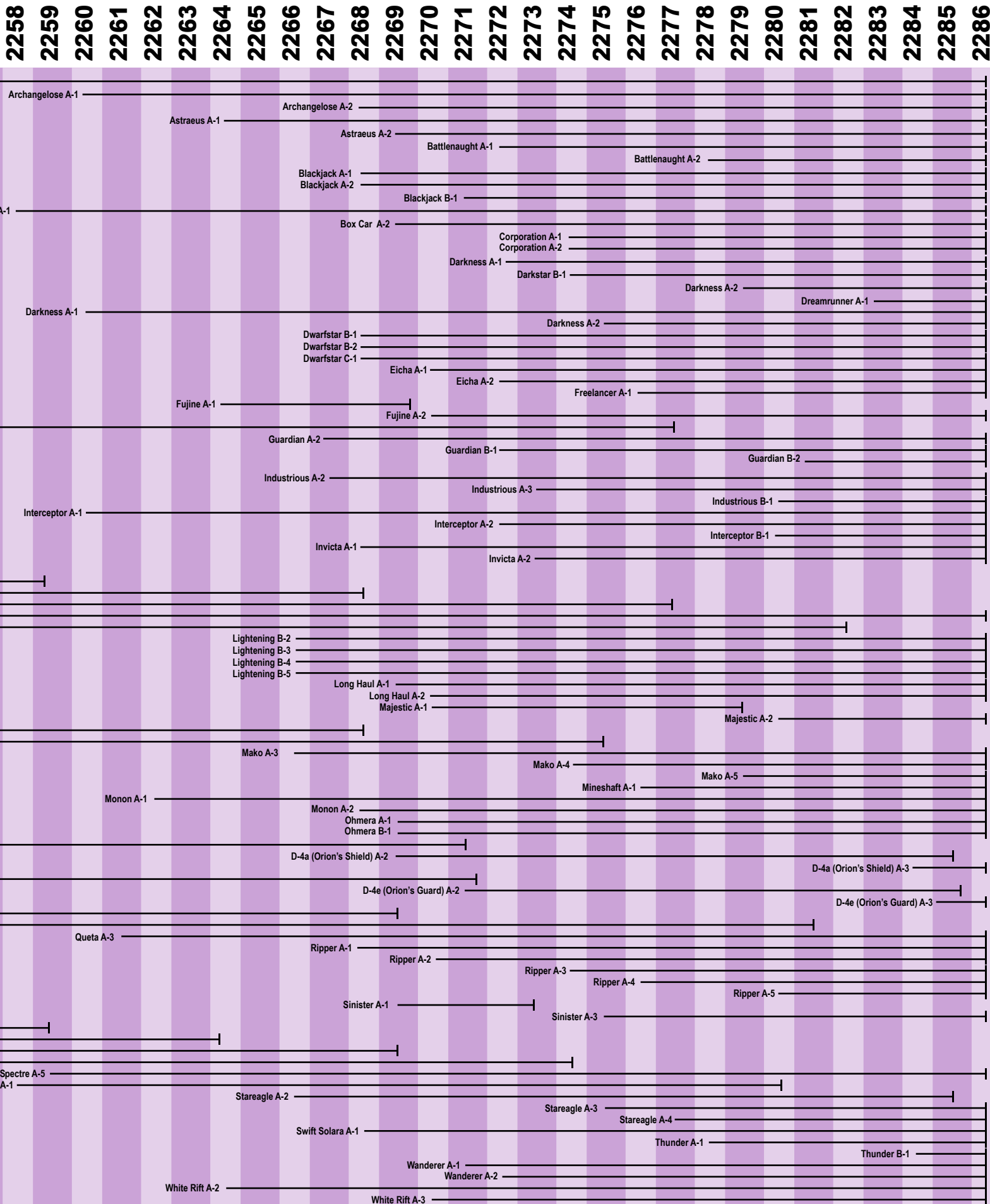
Of the estimated 1000 A-1 and A-2 models built, 146 A-1's and 162 A-2's are still used directly by Orion companies both within the Triangle and Orion space. Sketchy records indicate that only 3 of these vessels have been reported lost, owing to their use near populated systems. A total of 9 A-1's and 5 A-2's have been destroyed over the years from a wide variety of disasters and attacks. Because of their ease of repair, only 4 A-1's and 1 A-2 are known to have been scrapped. 11 A-1's and 6 A-2's are known to have been captured. A total of 428 A-1's and 225 A-2's have been sold to private and corporate interest's through-out the Alpha and Beta quadrants. Production rights have passed between 4 different companies over the past 60 years. Currently, Orionco Shipbuilding holds the patent to the Monon and produces only 2 per years unless directly requested. Despite this low production schedule, demand remains high for the light freighter and nearly 15 are refurbished each year.

TIMELINE OF ACT

2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257



VE SERVICE DUTY



CLASSIFIED AUTHORIZED PERSONNEL ONLY

The Orion Ship Recognition Manual is intended for Star Fleet Personnel with a "need to know" concerning information on the vessels sold by Orion shipyards to legitimate and less-legal individuals. This comprehensive study provides general information that may help frontline commanders who encounter variants of these vessels. Also included is a chronology of service of the main variants known to date. This manual is a must for all Star Trek enthusiasts.

Shown on the cover is one of the many variants of the Wanderer Blockade Runner. On the back cover are two Lightning Blockade Runners.

