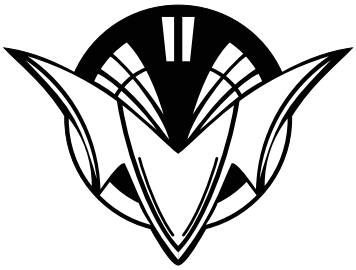
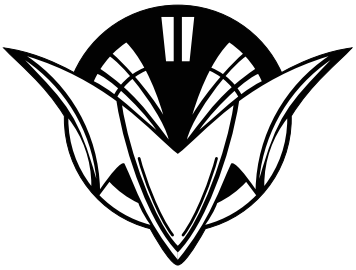
A supplement for use with STAR TREK© THE ROLE PLAYING GAME

2305

ORION

SHIP RECOGNITION MANUAL





CHANGES TO THIS MANUAL

Users of this manual are required to submit changes in the information in this publication pursuant to SFOPS. MAN. 307/A45T. Such changes or other comments regarding this publication must be keyed to the specific page, paragraph, and line of text in which the chage is recommended. Reasons should be provided for each comment to insure understanding and complete evaluation.

Comments should be prepared using SFRD form 2028 (Recommended Changes to Publication) and forwarded directly to:

STAR FLEET INTELLIGENCE COMMAND
Assistant Chief of Staff
Orion Sector Intelligence
Star Base 12 013.776

FOR AUTHORIZED USE ONLY
Unautorized use, possession, or disclosure of the contents of this manual is strictly prohibited. All violations are treasonous acts against the United Federation of Planets. Failure to comply with directives regarding the use of this manual will regult in imprisonment, death or both.
Classified Document Directive 998.21C

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 it 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 them selves 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.

Published 2285

ORION NAVY/PIRATE SHIP RECGONITION MANUAL

CREDITS

Original Manual Design

Forest G. Brown

Ship Designs

Dale L. Kemper
Dallas Reinhart
Jeff Wiloughby
Rat On Pier
Terry Shannon
TheAdmiral

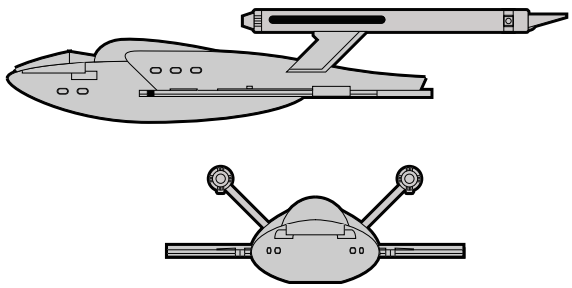
Contributing Editors

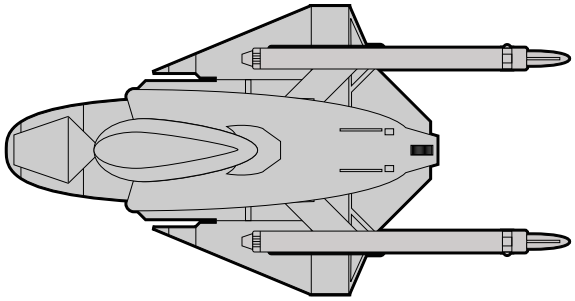
Carl Stark
Terry Shannon
Bill Colley

Cover Art

Thain Raven

INVICTA Class III Cutter





Construction Data:		
Ship Class	III	III
Model Number	A-1	A-2
Date Entering Service	2268	2273
Number Constructed	70	2
Cost:	307 MCr	358.6 MCr
Hull Data:		
Superstructure Points	6	6
Damage Chart	C	C
Size		
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	25 SCU
Cargo Capacity	1,000 mt	1,250 mt
Landing Capability	Yes	Yes
Equipment Data:		
Control Computer Type	Mark IV	Mark IV
Transporters		
standard 8-person	1	1
cargo, small	1	1
Cloaking Device Type	None	KCA
Power Requirement	None	12
Other Data:		
Crew	15	10
Engines and Power Data:		
Total Power Points 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
Max 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 in 2 banks of 2	6 in 3 banks of 2
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
Max Power	3	3
Damage Modifiers		
+2	(1-5)	(1-5)
+1	(6-10)	(6-10)
Shield Data:		
Deflector Shield Type	OSJ	OSM
Shield Point Ratio	1/4	1/3
Max 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 Lifig 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 reprocessors, 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.

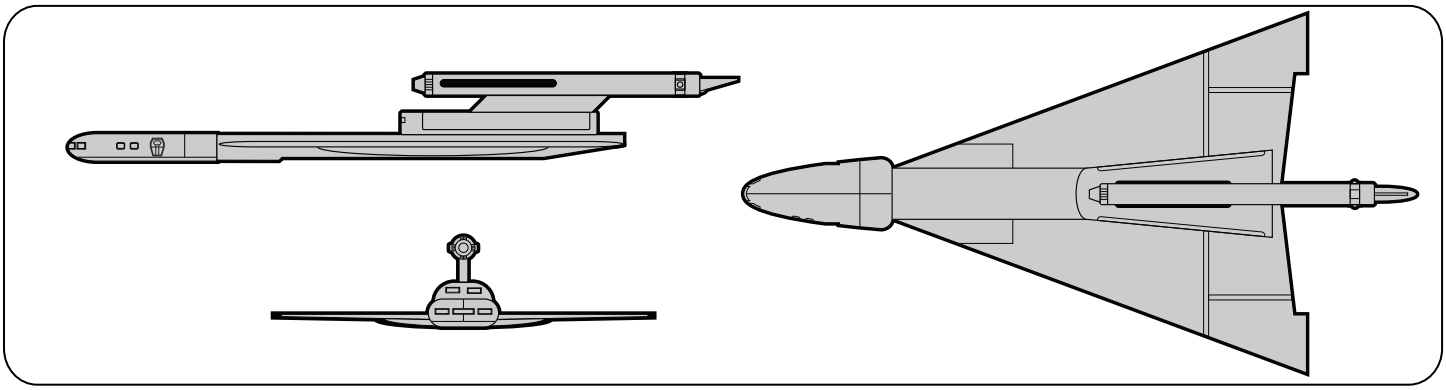
In the year 2274, it is known that 4 Invictas were purchased from the Lifag Corporation by Freeloader, a prominent member of the OFMA. The Invictas were purchased through direct negotiations with T'Planna, the Vulcan executive secretary of Tali Lithan, the Orion trade king of Freeloader. These cutters served as patrol craft around Freeloader 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-bulit Invictas. The OSJ sheild 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.

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
Cost-					
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 Capacity-	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

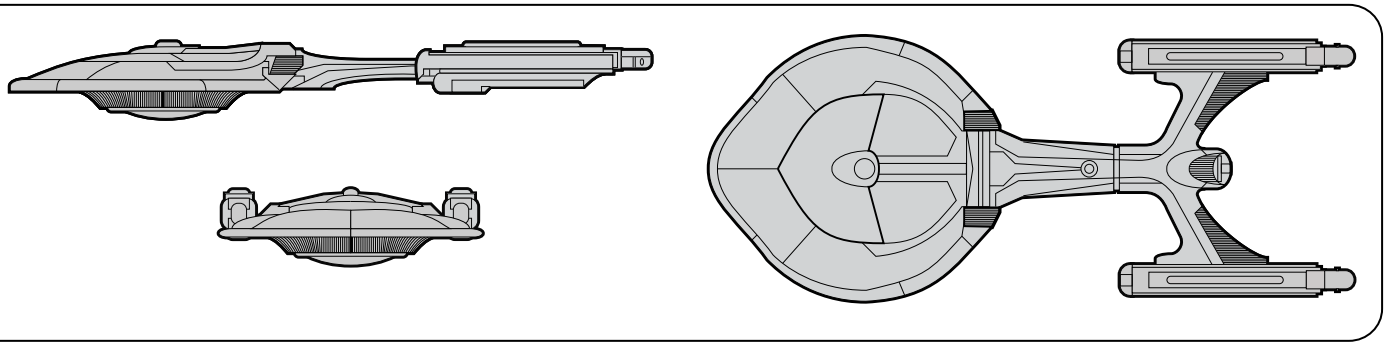
Data Reliability: A for A-1, A-2, A-3 model, B for A-4 model, D for A-5 model

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.

Dreamrunner Class IV-V Light Destroyer



Construction Data:			
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-	2	2	2
cargo-			
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-	OWJ-2	OWJ-2	OWJ-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
Defense Factor-	69.9	79.9	85.6
Weapon Damage Factor-	0.8	25.5	39.5

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

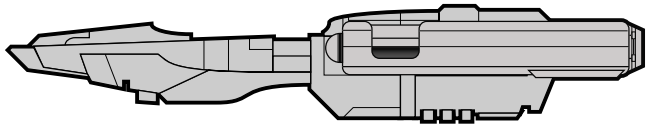
The Dreamrunner is a class built to suit the needs of a powerful Orion Family. In Orion Terms, it is only a freight runner that has been given the weapons it needs to accomplish its job. The Avasse Family was tired: tired of cargos that didn't get through and old freighters in constant need of repair. 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.

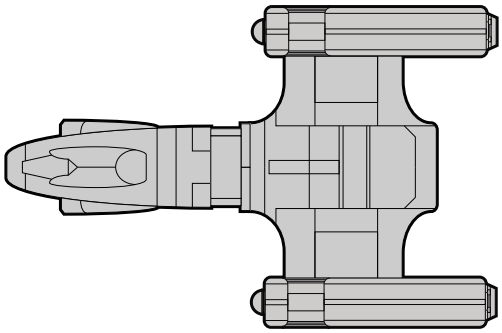
The A Model Dreamrunner was built by Orinco Shipbuilders of Rigel. A total of 25 A-1 models were built before production was halted. Once Orinco finished the A Models at Rigel, they began to produce the B-1 models at an undisclosed location at a rate of 6 per year. These ships would rarely see Federation 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
Cost-	442 MCr.	504 MCr.	1,519 MCr.	1,605 MCr.
Hull Data:				
Superstructure-	20	20	20	22
Damage Chart-	C	C	C	C
Size				
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
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: A- 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.

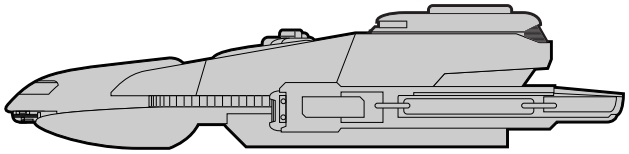
The torpedo was in fact a copy of the Federation's FP-1. More efficient than known Klingon torpedo designs, the OP-1 was quickly in high demand. But many realized that priority had to be given to the ever expanding Guardian project, and for the years of 2256, 2257 and 2258, nearly every OP-1 torpedo 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.

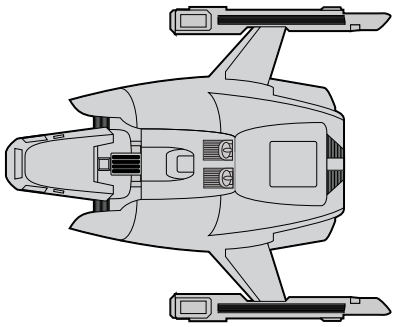
The Guardian was first scanned by Federation scouts monitoring the Klingon border near Orion space. The effect was immediate and many upper echelon commanders began to wonder if the Orions were being supplemented by the Klingons in a bid to destablize the region. The sheer firepower of the Guardian stunned 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.

Darkstar Class III-IV Patrol Ship





Construction Data:			
Model-	A-1	B-1	A-2
Class-	IV	III	IV
Class Commission Date-	2272	2274	2279
Number Produced-	35	165	15
Cost-	516 MCr.	345 MCr.	594 MCr.
Hull Data:			
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:			
Computer Type-	Mark IV	Mark III	Mark IV
Transporters-			
Standard 8-person-	1	1	1
Other Data:			
Crew-	4	3	4
Passengers-	5	6	5
Shuttlecraft-	1	1	1
Engines and Power Data:			
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:			
Beam Weapon Type -	OD-5	OD-4	OD-5
Number-	2	3	2
Firing Arcs-	2 p/f/s	1 f/p, 1 f/s, 1 p/f/s	2 p/f/s
Firing Chart-	U	T	U
Maximum Power-	7	6	7
Damage Modifiers			
+3	-	-	-
+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 f/p, 1 f/s	-	2 f/p, 2 f/s
Firing Chart-	T	-	R
Maximum Power-	6	-	4
Damage Modifiers			
+3	-	-	-
+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:			
Shield Type-	OSJ	OSI	OSJ
Shield Point Ratio-	1/4	1/3	1/4
Maximum Shield-	8	9	8
Combat Efficiency:			
D-	117.4	84.7	153.4
WDF-	30.8	20	36.8

NOTES:

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

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

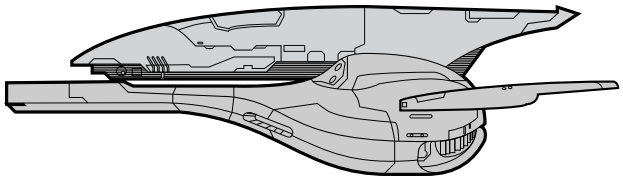
Orinco Shipbuilders first foray into the world of defensive patrol craft, the Darkstar was created as a purely combat oriented platform, capable of escort and fast response. First commissioned by the OFMA, the Darkstar is essentially Orinco's popular Dwarfstar freighter with the large cargo bay removed. 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.

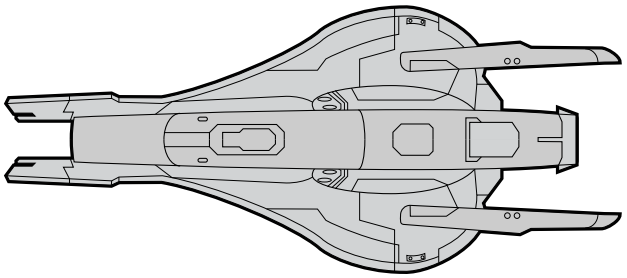
The A-1 model proved expensive yet effective. The Darkstar could easily intercept most pirates and worked well as an escort vessel. The A-1 was as powerful as vessel twice its size, and mounted sufficient firepower to engage destroyer class vessels with a modicum of success. When first observed by Star 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 boarder 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 confortable 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 requsted in 2277, three squadrons of A-3's were contracted, all of which were launched and delivered in 2279. The A-3 had even greated firepower than the A-3, 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
Cost-	271 MCr.	348 MCr.	480 MCr.
Hull Data:			
Superstructure-	6	7	11
Damage Chart-	C	C	C
Size			
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 f/p, 1 f/s	2 f, 1 f/p, 1 f/s	2 f, 1 f/p, 1 f/s
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, Independant governments, Triangle, Outmarches

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

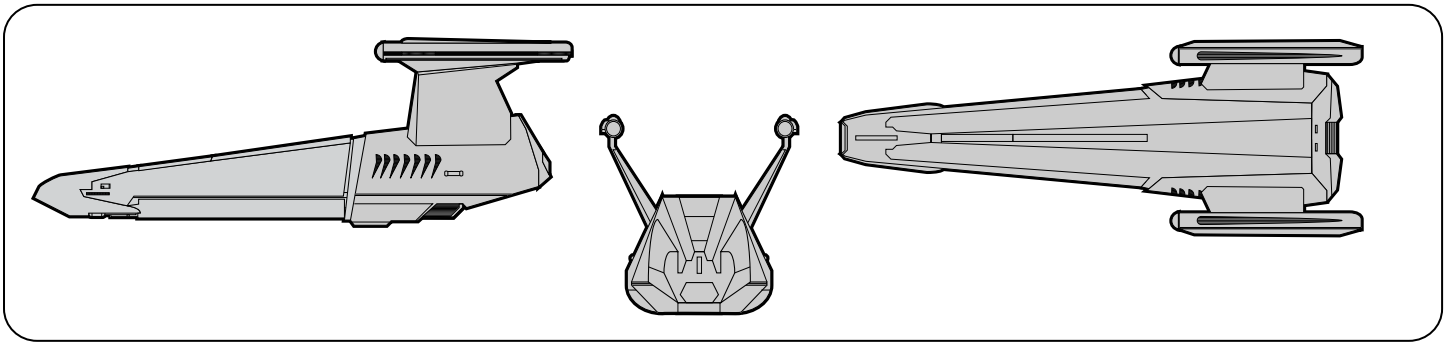
But by 2268, the Federation and Klingons were both fielding more powerful vessels. The Interceptor no longer had the firepower advantage it had enjoyed for years, and several planetary governments had already sold their early models. The A-2 was proposed in 2269 and the first models purchased by the 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
Cost-	328 MCr.	485 MCr.
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
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: A- Model A-1, B- 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.

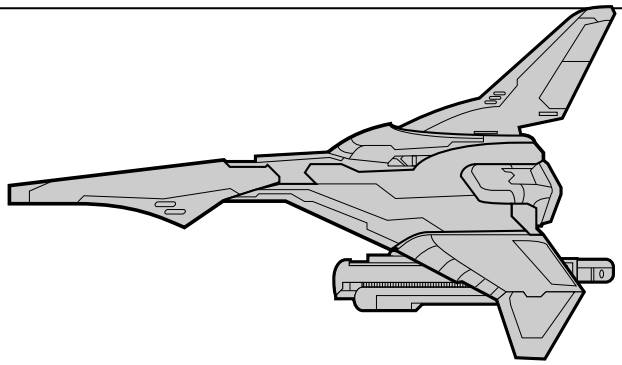
Loosely based on some older Orion blockade runner designs, the Ohmera class is able to catch anything it can defeat in battle and run away from anything that it cannot. Her nine disruptors are placed in three groups of three each located on the bow and one on each side of the hull. These weapons are 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 carious 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
Cost-	156 MCr.	203 MCr.	187 MCr.	282 MCr.	200 MCr.
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
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, Independant 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, Orionco proposed and eventually produced the less expensive but equally useful A-3 model.

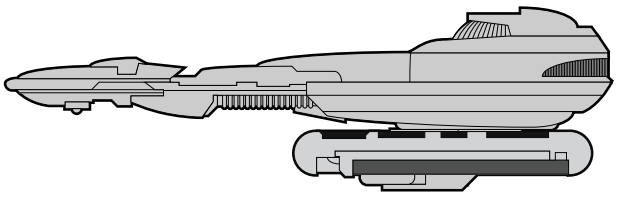
The A-3 removed the forward disruptor, replacing it with a targeting scanner for the longer range OD-4. The new disruptors had excellent range and could usually disable most ships within its class range. The A-3 retained the phenomenal maneuverability associated with the class and orders for the light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

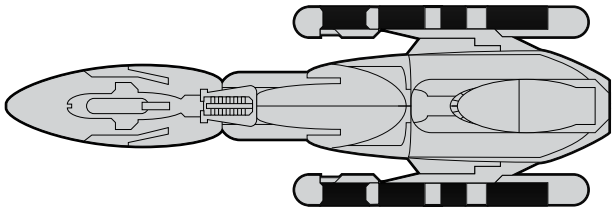
Eventually, even the A-3 became less popular and Ripper introduced a radical new design. The A-4 was specifically built to counter the ever increasing pirate threat in both the Colonies and the Triangle. The A-4 replaced the impulse engines and all of the main weapons with the short ranged but powerful 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 simple 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 we 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 torepdo, 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 Rapier Industries has current contracts for a total of 50 A-6's.

Aral Class V Blockade Runner





Construction Data:

Model-	A-1
Class-	V
Class Commission Date-	2257
Number Produced-	1
Cost-	560 MCr.

Hull Data:

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

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

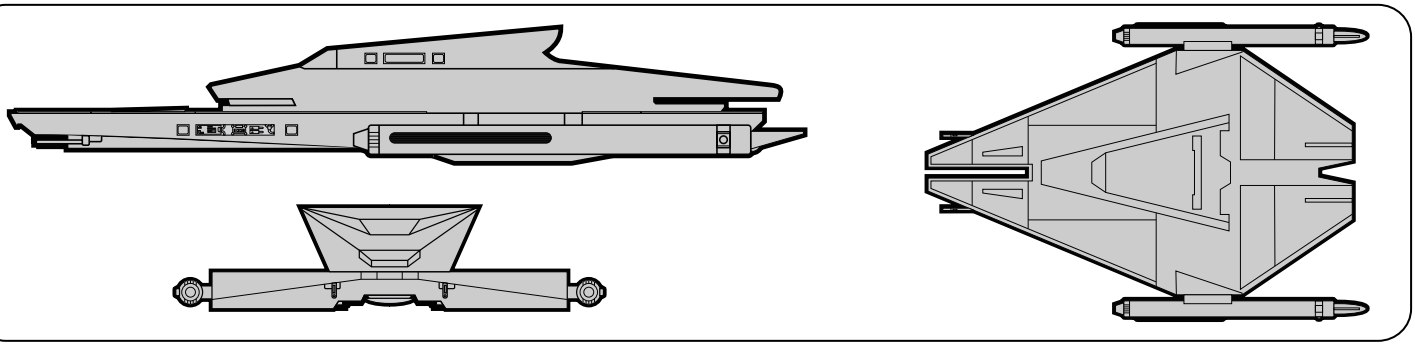
Data Reliability: C- Model A-1

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
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

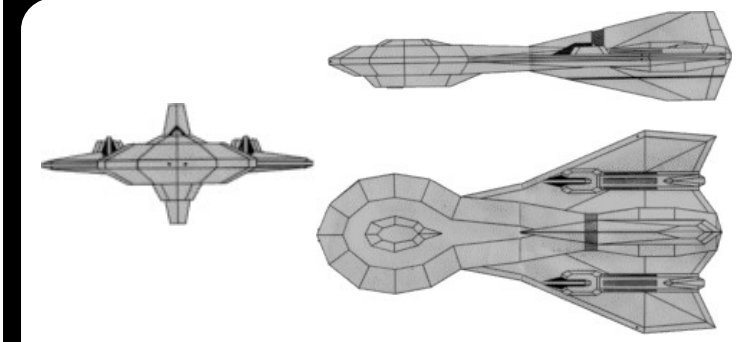
NOTES:

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

Data Reliability: A- Model A-1 & A-2; C- 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.

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, Outmarches
Data Reliability: A- Model A-1 & B-1; C- 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.

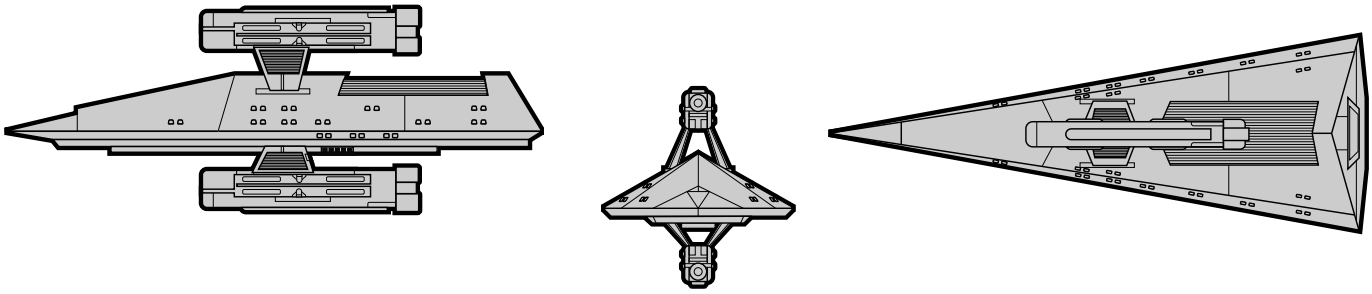
Vagabond's solution was simple, and took but one additional investor. The ship's weapons hard points were refitted so as to easily take a variety of interchangeable components, both Orion and foreign in origin. The idea behind this was if the ship's armament was not good enough for a purchasing captain's 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 hot 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.

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

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- 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.

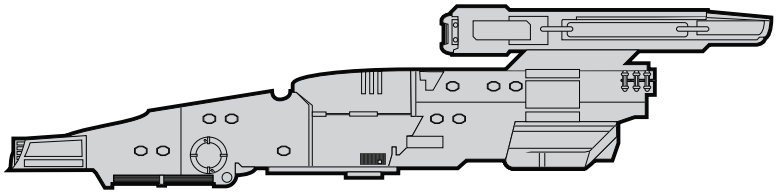
A shuttle hangar is located just below the upper warp engine nacelle and houses two Type J-1 Klingon shuttlecraft. The main offloading conveyance, however, is a large 30-person transporter which is used for slave cargo as well as other general cargo in the hold. The regular crew of thirty individuals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

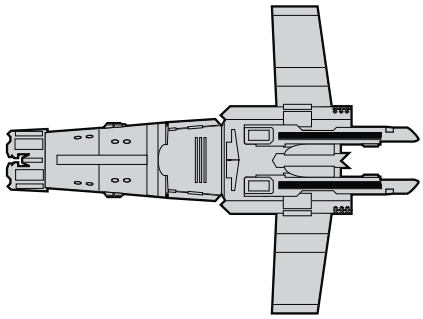
There are ten passengers staterooms located aboard the Swift Solaria. These can be used for up to 40 passengers at one time with the utilization of the four folding bunks located in the wall compartments in each stateroom. This allows any of these accommodations to be converted into single (normally 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
Cost-	526 MCr.	620 MCr.
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 Capacity-	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- Model A-1, C - 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.

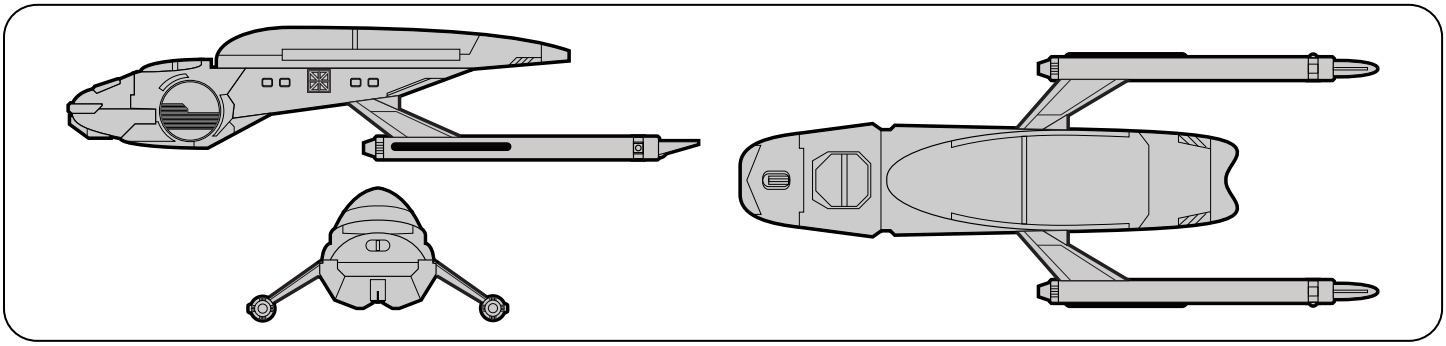
Designers studies many of the possible targets and determined that three OD-3's would be sufficient to take down most freighter shields and bring target vessels out of warp. To ensure extra punch, designer also planned on four OP-1 torpedoes. Yet corporate executives, many of whom were retired naval officers and pirates them selves, insisted on significant aft weaponry to deter perusing vessels. Designers too 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 it's 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 it's 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 system 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.

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
Cost-	224.7 MCr.	374.2 MCr.
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 f/p, 1 f/s, 1 p/a/s	1 f/p, 1 f/s, 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, Outmarches
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.

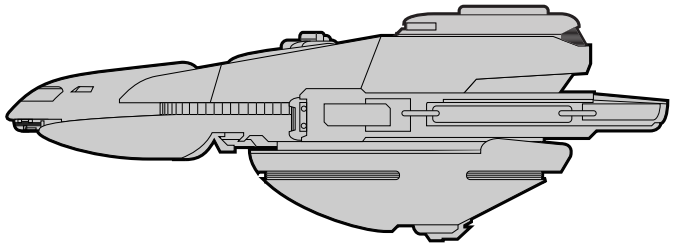
Designers at New New Aberdeen felt that the White Rift was still a marketable design and modified the internal layout. In 2264, Rigel Starwork purchased the White Rift design and began production. As was typical of the period, Rigel Starworks first marketed a lightly armed version to appeal to traders 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.

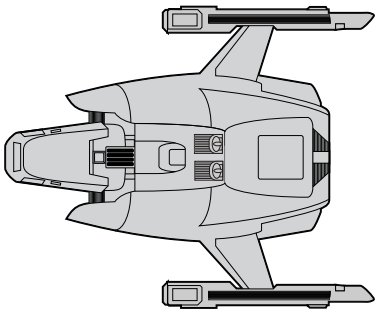
The A-2 model was still surprisingly typical of the light designs used throughout the trade lanes. The OWA-1 drive was efficient and powerful, while the cargo capacity was sufficient to turn a profit on most ventures. At the time of its launch, the A-2 could defend itself again most common pirate attacks 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 it 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 Outmarches where it's 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 Outmarchs. 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 vessel to know if there have been modifications to the basic design.

Dwarfstar Cllass 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
Cost-	266 MCr.	278 MCr.	349 MCr.
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
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
Shuttlecraft-	-	-	-
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 / 61.0
WDF-	0	1.9	11.5

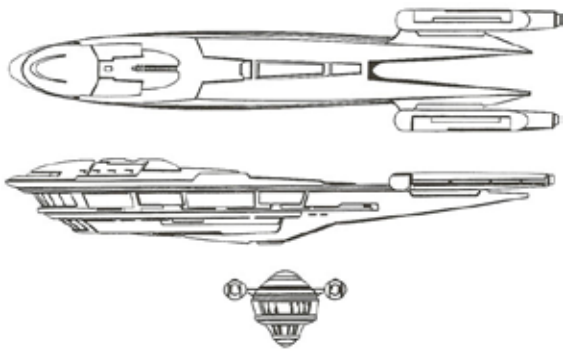
NOTES:
Known Sphere of Operation: Orion controlled space; Klingon neutral zone, Romulan neutra1 zone; Triangle
Data Reliability: A- Model B-1 & B-2; B- Model C-1

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
Cost-	642 MCr.	598 MCr.
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
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/Loaded)-	92.4/67	92.4/67
WDF-	16.2	0

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

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.

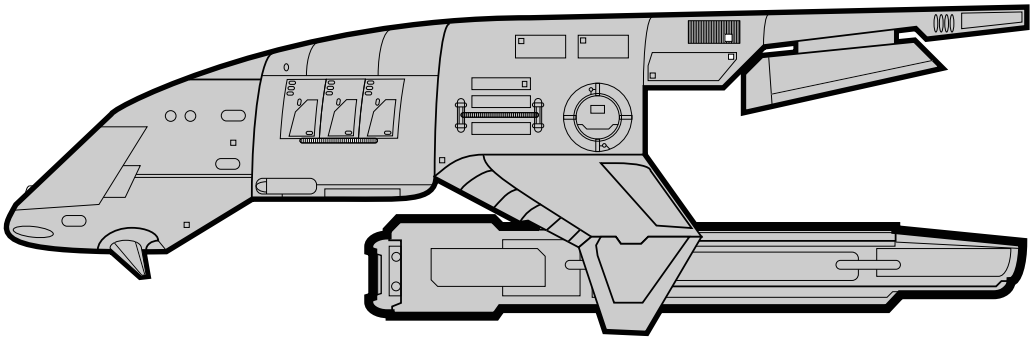
The cargo capacity of these vessels is quite impressive considering their relatively small size. Ancient and unique concepts of starship design enable the Orions to squeeze more space out of what seems like less space. Ton for ton, it is one of the most efficient freighter designs in space.

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 on 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:			
Model-	A-2	A-3	B-1
Class-	IV	IV	V
Class Commission Date-	2267	2273	2280
Number Produced-	132	375	202
Cost-	628 MCr.	448 MCr.	516 MCr.
Hull Data:			
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 Capacity-	None	None	None
Equipment Data:			
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:			
Crew-	29	24	25
Passengers-	10	10	10
Engines and Power Data:			
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:			
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-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- Model A-2 & B-1; C- 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.

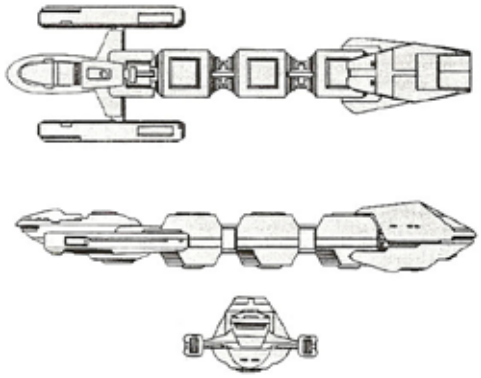
The original A-1 mounted the OWA-1 drive, which proved inadequate for the designers goals. Only 6 were completed and sold before the A-2 model was placed into production. The A-2 used the larger and more powerful OWA-2 drive, which gave the vessel excellent handling characteristics. The OWA-2 also allowed 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 no 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.

Monon Class IV Ore Freighter



Construction Data:		
Model-	A-1	A-2
Class-	IV	IV
Class Commission Date-	2262	2268
Number Produced-	600	400
Cost-	538 MCr.	572 MCr.
Hull Data:		
Superstructure-	4	5
Damage Chart-	C	C
Size		
Length-	210 m	210 m
Width-	60 m	60 m
Height-	35 m	35 m
Displacement-	26,715 mt	28,815 mt
Cargo		
Cargo Units-	3,000 SCU	2,500 SCU
Cargo Capacity-	150,000 mt	125,000 mt
Equipment Data:		
Computer Type-	Mark II	Mark II
Transporters-		
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- Model A-1 & B-1; C- Model A-2

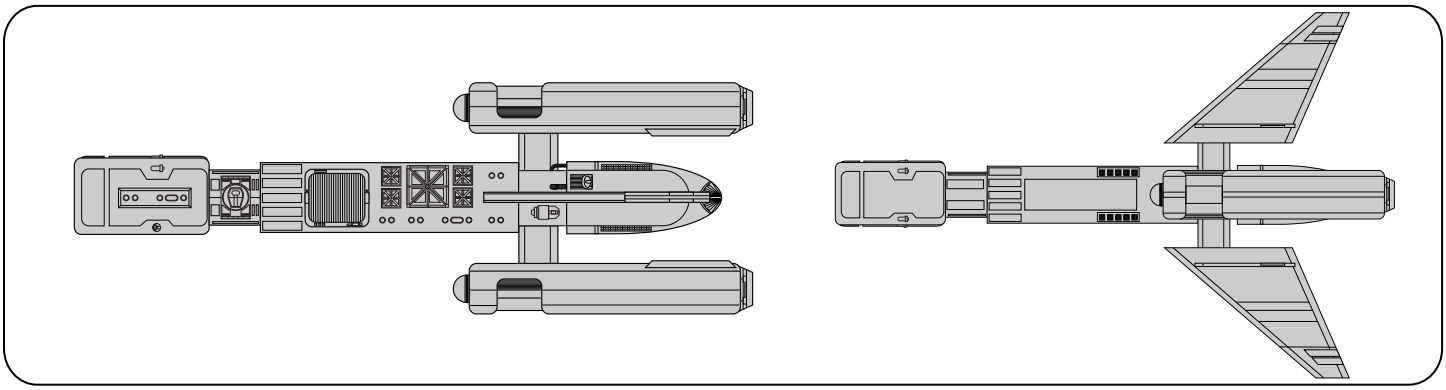
The Monon class of ore freighter was first developed to transport large quantities of ship-building ore from the Tiln and Volgas system to the more lucrative shipyards of Rigel. Simple to build and operate, the Monon class could completely strip mine a moderately sized asteroid and be on its way to the 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.

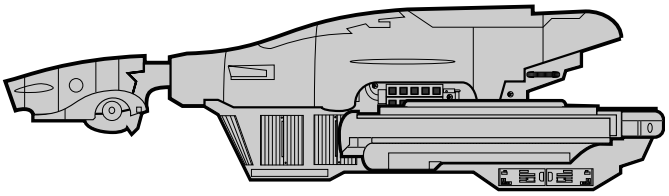
Of the estimated 1000 A-1 and A-2 models built, 146 A-1's and 162 A-2's are still used directly by Orion companies both within the Triangle and Orion space. Sketchy records indicate that only 3 of these vessels have been reported lost, owing to their use near populated systems. A total of 9 A-1's and 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-1s' 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.

Box Car Class V Freighter



Construction Data:		
Model-	A-1	A-2
Class-	V	V
Class Commission Date-	2258	2269
Number Produced-	178	63
Cost-	860 MCr.	1,417 MCr.
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

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
Cost-	170 MCr.	270 MCr.
Hull Data:		
Superstructure-	12	12
Damage Chart-	C	C
Size		
Length-	m	m
Width-	m	m
Height-	m	m
Displacement-	22,628 mt	23,888 mt
Cargo		
Cargo Units-	820 SCU	800 SCU
Cargo Capacity-	41,000 mt	40,000 mt
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

1st Edition -
This is the first edition of the Orion Starship Recognition Manual. It was originally hoped to have 38 to 42 Orion oriented ships, including pirate vessels, traders, freighters and government vessels, including the ships sold to Orion interests in the Triangle, the Outback/Outmarches and the Orion colonies. Our deadline for the first edition was Christmas 2009. As such, we have so far been able to produce a book with 20 vessels. We are hoping to have a 2nd edition within 4 to 6 months - sometime around June 2010. We are also hoping for more input from fans and contributors. If you have a design, graphic or back story you would like to submit, please do so thorough the Yahoo web group.

The 1st edition remain a work-in-progress. Expansion and update to presented work as well as inclusion of work from other sources will be notated for the 2nd edition. All ships were created using the expanded Master Equipment List found on FASA Star Trek portion of the Tactical Starship Combat website.

Graphic Artist Contributions:
A wide range of ships are presented here. We take no real credit for these design or graphics. Most of these ships are retraces of other's designs. We have taken some liberties to try and make these vessels more "Star Trek" like in their appearance. If you know more detail for proper credits for any of these graphics, please let us know as soon as possible. If you use these graphics for yourself, credit them correctly. They are NOT our ideas or designs.

Box Car - Original graphic by "TheAdmiral" : http://www.swagonline.net/user/317/gallery
Blackjack, Invicta & Spectre - mustakashipyards: http://games.groups.yahoo.com/group/Mustaka_Shipyards/
Freelance: Dallas Reinhart & Jeff Willoughby
Dreamrunner: Rat On Pier
Ohmera: Rat On Pier
Swift Solaira: Dale L. Kemper

Sadly, the vast majority of these graphic were from a blog that is now closed. Again, if you recgonize the owner of any of these designs, please let us know so we can properly credit them.