

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

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

The *Swift Solaria* can be seen operating in various regions of space around the Orion Neutrality Zone. It has been known to make forays into Federation space from time to time but must be constantly on guard for the numerous Star

Fleet 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 turns a blind eye to these operations usually. Lately some of the most profitable planets visited have been located in the Organian Treaty Zone where neither Klingon or Star fleet 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 Girls 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 with a standard configuration.

### SILVERSTRIKE Class IV Mining Scout

#### Hull Data:

Numbers — OSB-1190  
Model Numbers — Mk I  
Date Entering Service — 2/0307  
Number Constructed — 1  
Size

Length — 120m  
Width — 37m  
Height — 34m  
Weight — 38,470mt  
Cargo Units — 430

#### Other Data:

Crew — 30  
Shuttlecraft — 2 Type J-1 Klingon  
Transporters —  
1 standard 6-person  
1 emergency 22-person

#### Engines And Power Data:

Total Power Units Available — 33  
Movement Point Ratio — 3/1, 4/1 Loaded  
Warp Engine Type — OWA-1  
Number — 2  
Power Units Available — 15 each  
Stress Charts — G/F  
Maximum Safe Cruising Speed — Warp 8, 7 Loaded  
Emergency Speed — Warp 10, 9 Loaded  
Impulse Engine Type — OIB-3  
Power Units Available — 3

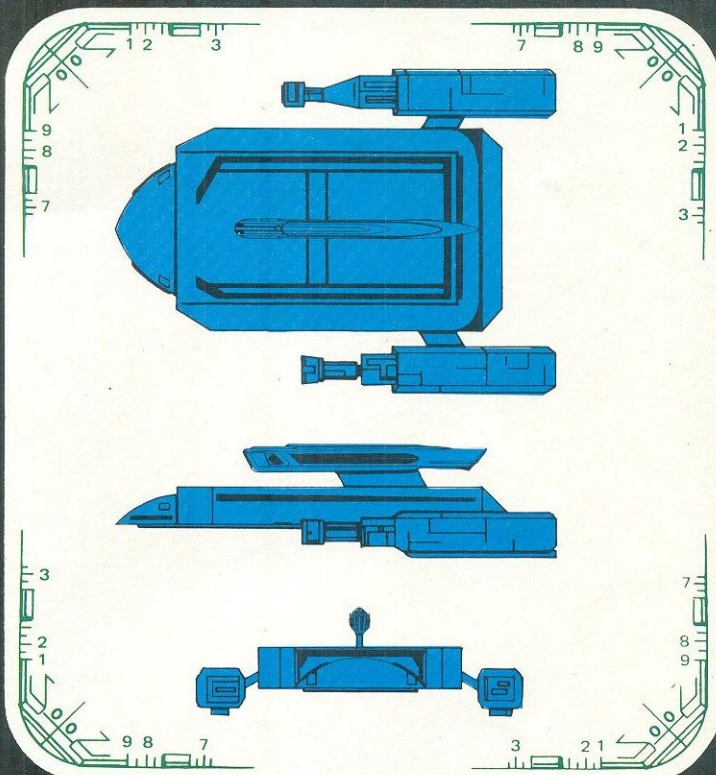
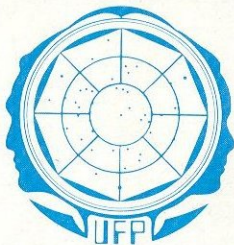
#### Weapons And Firing Data:

Beam Weapon Type — OD-4  
Number — 4  
Firing Arcs — fwd/port, fwd/stbd, port, stbd  
Firing Chart — T  
Power Range — 0-6  
Damage Modifiers — + 2(1 - 18)  
Beam Weapon Type — OD-5  
Number — 1  
Firing Arcs — Aft  
Firing Chart — U  
Power Range — 0-7  
Damage Modifiers — + 2(1 - 10) + 1(11 - 20)

#### Shields And Damage Control Data:

Superstructure Points — 15  
Damage Chart — B  
Deflector Shield Type — OSF  
Shield Point Ratio — 1.3  
Maximum Shield Power — 6

Game Aggressive Value: 20.6



by Dale Kemper

### SILVERSTRIKE Class IV Mining Scout

The *Silverstrike* Class of Mining Scout/Prospector is a versatile craft used by all sizes of interplanetary mining concerns as well as individual prospectors. At the present time this class contains 12,784 vessels of varying characteristics. Among the more common type is the Mark XXI vessel *Motherlode* (shown here). Designed by T. P. Hodekker of Belter Industries, the *Motherlode* is set up for small mining operations and prospecting by no more than 1 to 4 individuals. Extensive sensors arrays (usually of older designs) are

deployed on the forward portion of the hull and are primarily used for detection of various valuable minerals and ores. Two powerful tractor beams are installed for pulling in mineral ore into the lower processing hold for refinement and separation. Some vessels of the Mark XXII classification have additional equipment for the mining of antimatter and other highly dangerous substances. Normally, these vessels will not return to their homeport until their cargo hold is full of the refined ore. This and other similarities have led people to compare this type of interstellar mining to the whaling industry of Earth history.



In addition to the smaller 1-4 man mining operations various Mark X to XVII craft of the *Silverstrike* Class are used in massed flotillas twenty or more strong. These mining ships coordinate their activities within, say, a rich asteroid belt or planetary ring formation, and then return with their cargo holds filled to a larger mothership, whose processing and storage capacity dwarf the abilities of her attending mining vessels. Such an operation is the Multiplanet Metals Corporation's task force centered around the factory ship *Goldstar* and some 32 *Silverstrike* Class vessels.

Older vessels of the Mark I to IX versions of this class are continuing to be converted to other uses, such as small freighters, orbital storage ships (usually with the warp engine removed), and even planetary housing and warehouses (The

*Silverstrike* Class cannot land on a planet, but scrapped ships have been known to be forced into a "controlled crash" and used for ground habitations).

Normally unarmed, as in the case of the *Motherlode*, these ships nevertheless have good deflectors installed as well as reinforced hulls. Since much of their operational life is spent amid interplanetary debris, asteroid belts and meteor fields, some bumps and collisions with this material are not uncommon.

Construction continues on this class by various licenced shipyards throughout the Federation. Currently, some 120 vessels of the Mark XV to the Mark XXIII are still not completed, with more construction planned.

## JAYNZ SHIPS OF THE GALAXY

