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ECS
FORTUNATE

TYPE: Y-CLASS

LAUNCHED: 22nd C

LENGTH: 270 METERS

MAX SPEED: WARP 1.8

Contents

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ECS FORTUNATE

SPECIFICATION



TYPE:	Y-CLASS FREIGHTER
REGISTRY:	ECS 2801
OPERATED BY:	EARTH CARGO SERVICE
IN SERVICE:	22nd CENTURY
LENGTH:	270 METERS
WEAPONRY:	PHASE CANNONS
CREW:	23
CAPTAIN:	KEENE



▼ The *ECS Fortunate* was the space-going equivalent of a freight train in that a number of large modules could be attached to its central framework and hauled to various outposts along its trade route.



EARTH CARGO SERVICE FORTUNATE

The *ECS Fortunate* was a freighter designed to haul cargo along trade routes that could take years to complete.

The *ECS Fortunate* was a Y-class freighter, one of Earth's most common types of cargo transport ships in the early-to-mid 22nd century. Its modular design consisted of a long central spine with the bridge and crew accommodation at the bow.

As many as eight cargo pods could be attached to the backbone of the ship, meaning it could haul over 20 kilotons of freight. One of the most common cargos hauled by freighters was dilithium ore, but they also took on unusual consignments too, including small lifeforms such as stromatopod larvae.

All goods had to be evenly balanced inside the cargo modules. Improperly balanced loads could cause the whole ship to shake when approaching faster-than-light speeds and above.

The warp nacelles were located inboard of the cargo modules near the stern of the ship. They were capable of propelling the ship to a top speed of warp 1.8, meaning it could take at least a year to cross star systems, and voyages of five years or more were common.

LONG HAUL

Off-world colonies and planets that were on the *Fortunate's* cargo run included the Deneva and Vega colonies, Trillius Prime, the Teneebian moons, and Draylax. This latter planet was the homeworld of the Draylaxians and was almost 90 light years from the Sol system.

As the journeys were so long, freighters were often crewed by families, and it was not uncommon for children to be born on the cargo runs. The *Fortunate* was commanded by Captain Keene and had a crew of 23, including two children. Keene's family had been on the *Fortunate* for three generations by 2151.



◀ Matthew Ryan took command of the *Fortunate* after Captain Keene was injured while defending his ship from Nausicaan pirates. Ryan had previously lost members of his own family on board another freighter, and his grief made him determined to exact revenge, even though the *Fortunate* was ill-equipped to take on the Nausicaan ships.



◀ The warp nacelles on the *Fortunate* were situated inboard of the cargo containers, towards the rear of the ship. They were capable of powering the ship to a maximum speed of warp 1.8 when the cargo holds were fully laden. At this speed it could take years for the *Fortunate* to reach the furthest destination on some of its trade routes.



▶ Crewman Shaw was the helmsman aboard the *Fortunate*. He operated a single-person console in front of the command chair on the bridge. Shaw was reluctant to attack the Nausicaans, but he followed Ryan's orders.

◀ The *Fortunate* was armed with a low-yield plasma cannon at the front of the ship. It could blow apart small asteroids, but it was almost completely ineffective against the Nausicaan ships.



◀ The reduced gravity in the huge cargo bays on the *Fortunate* meant the crew could hurl a football over its entire length with little effort.

▶ The *Fortunate* stood little chance against the Nausicaan raiders. It would soon have been blown to pieces, but *Enterprise NX-01* came to its rescue.



▲ It was not uncommon for freighters, such as the *Fortunate*, to come under attack from Nausicaan pirates. The freighters had no hope of outrunning the Nausicaan raiders, and they often lost their valuable cargo to the pirates. Both the lives and livelihoods of the freighter crews were often at stake.

The crews on freighters, such as the *Fortunate*, were often referred to as 'boomers,' a slang term for people who spent their entire lives on ships running cargo. As boomer crews spent so much time on their own, they tended to be highly insular and independent, preferring to rely on their own resources rather than seek help from others.

It was particularly important that the crew of freighters were self-reliant, as they could often find themselves weeks away from help. They were also vulnerable to attack from pirates who wanted to steal their valuable cargo.

To help defend itself from raids, the *Fortunate* had rudimentary polarized hull plating and was armed with a plasma cannon. This weapon was often referred to as little more than a "popgun" because it was not very powerful and had a weapons-lock range of less than nine kilometers. In fact, it was primarily designed to blow apart

oncoming asteroids that were in the ship's path. Captains of Y-class freighters often upgraded the plasma cannon by tying it directly to the impulse engines, which at least gave it more power and a better chance of repelling attackers.

DAINGEROUS OCCUPATION

Even with upgraded weapons, these pioneering spacefarers knew they were far from safe. One freighter, called the *ECS North Star*, met with disaster, which resulted in almost the entire crew being killed. Matthew Ryan, who was one of the few survivors, had been born on the *North Star* and lost both his parents in the catastrophe. He subsequently transferred to the *Fortunate*, and by 2151 had become the first officer.

The tragedy that Ryan suffered perhaps explained his actions after Captain Keene was incapacitated when the *Fortunate* was attacked

by Nausicaan pirates. Ryan wanted retribution, and he ordered the *Fortunate* on an ill-conceived mission to destroy their Nausicaan attackers.

When the *Fortunate* eventually caught up with a Nausicaan ship, it disappeared behind a small asteroid. This turned out to be the site of a docking facility for multiple Nausicaan ships, but rather than retreat, Ryan pressed on with the assault. Their phase cannon had no effect on the Nausicaan ships, and soon the *Fortunate* was overwhelmed. With the propulsion systems knocked out, the *Fortunate* would surely have been destroyed had it not been for the intervention of *Enterprise NX-01*. Backed by *Enterprise's* superior weapons system, Captain Archer negotiated a settlement that allowed the *Fortunate* to leave without further incident.

When Captain Keene recovered, he demoted Ryan to able crewman, where he would spend

the rest of their long journey purging hydraulic pumps. Keene acknowledged that times were changing, and that he would have to upgrade the *Fortunate* to a warp three engine to stay in business. It would also mean that his ship would no longer be as isolated, and their mindset of being alone and doing things for themselves would have to change.

▲ With just polarized hull plating for protection, the *Fortunate* was ill-equipped to defend itself from the highly-agile Nausicaan raiders. It did not take many plasma hits before the *Fortunate's* engines were disabled.



DATA FEED

Before Ensign Mayweather became helmsman of *Enterprise NX-01*, he lived and worked on board a freighter operated by his family called the *ECS Horizon*. In fact, Mayweather had been born on the freighter during a cargo run halfway between a colony on Vega and the planet Draylax.

STUBBORN INDEPENDENCE

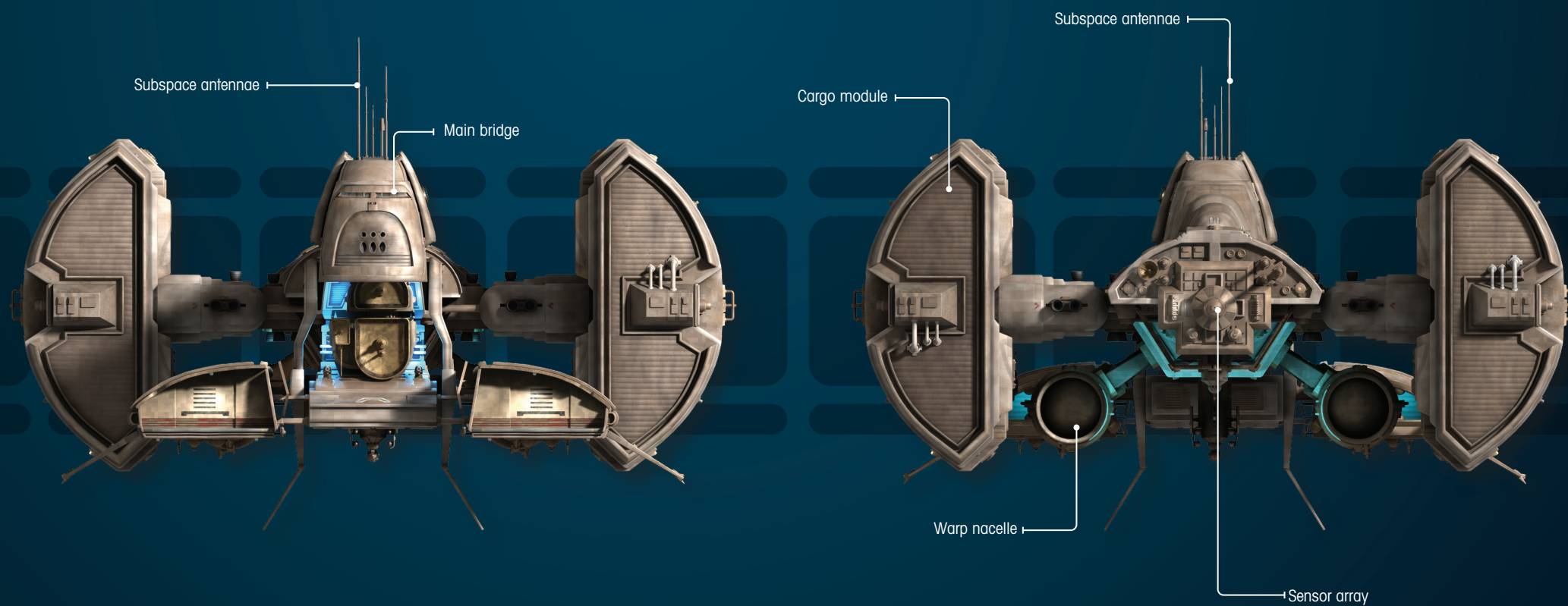
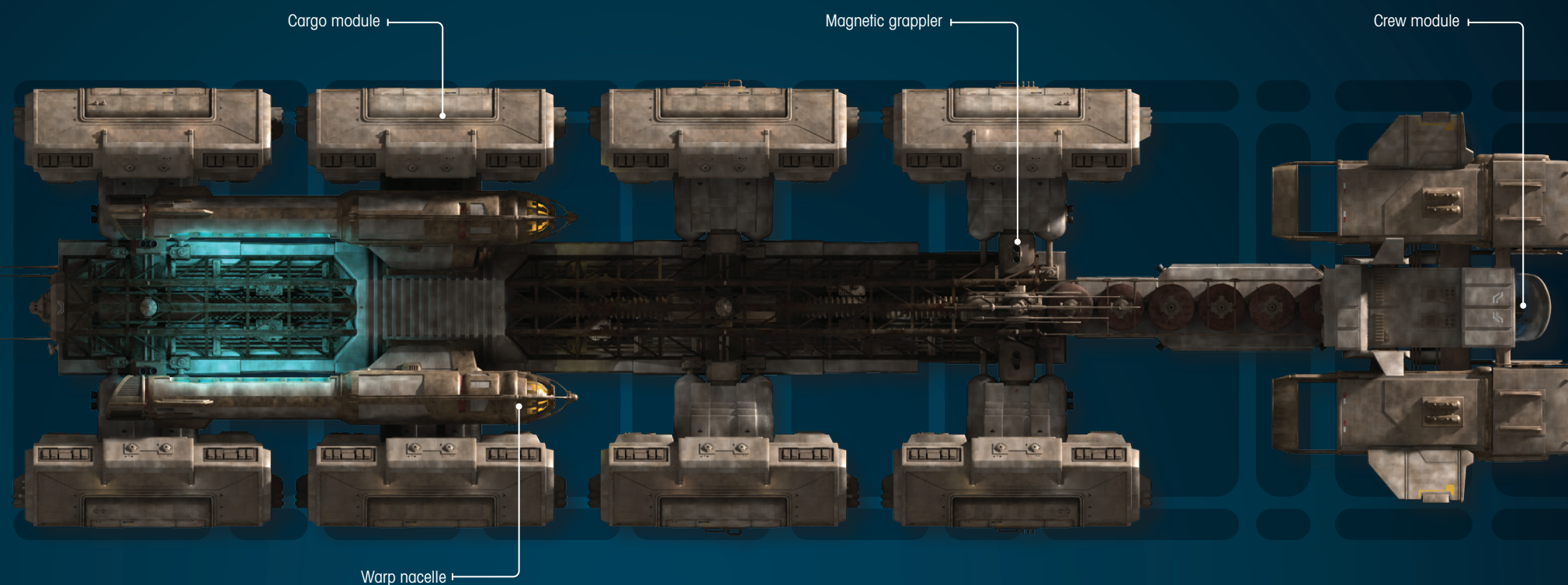
Despite Matthew Ryan's experiences being colored by the tragic loss of his parents, his attitudes were typical of many boomers. They were used to doing things for themselves and were resentful of interference from outsiders. Thus, Ryan was less than thrilled when *Enterprise NX-01* offered assistance with repairs after the *Fortunate* had been attacked by the Nausicaans. To get rid of them, Ryan trapped Captain Archer and his officers in a cargo bay before detaching it from his ship. This allowed him time to head off in pursuit of the Nausicaans, but he was lucky that *Enterprise* managed to track him down before his ship was destroyed.



▲ After repairs had been completed on the *Fortunate*, Ryan was less than appreciative and locked Captain Archer and several members of his crew in one of the cargo modules before jettisoning it into space.

DATA FEED

During the 22nd century, all Earth Cargo Service freighters were regulated by a government body known as the Earth Cargo Authority. This agency governed the operations of Earth-registered interstellar cargo transport vessels, and required them to gain a license to operate. This license to operate could be withdrawn if a delivery was missed.

**RESCUE CONVOY**

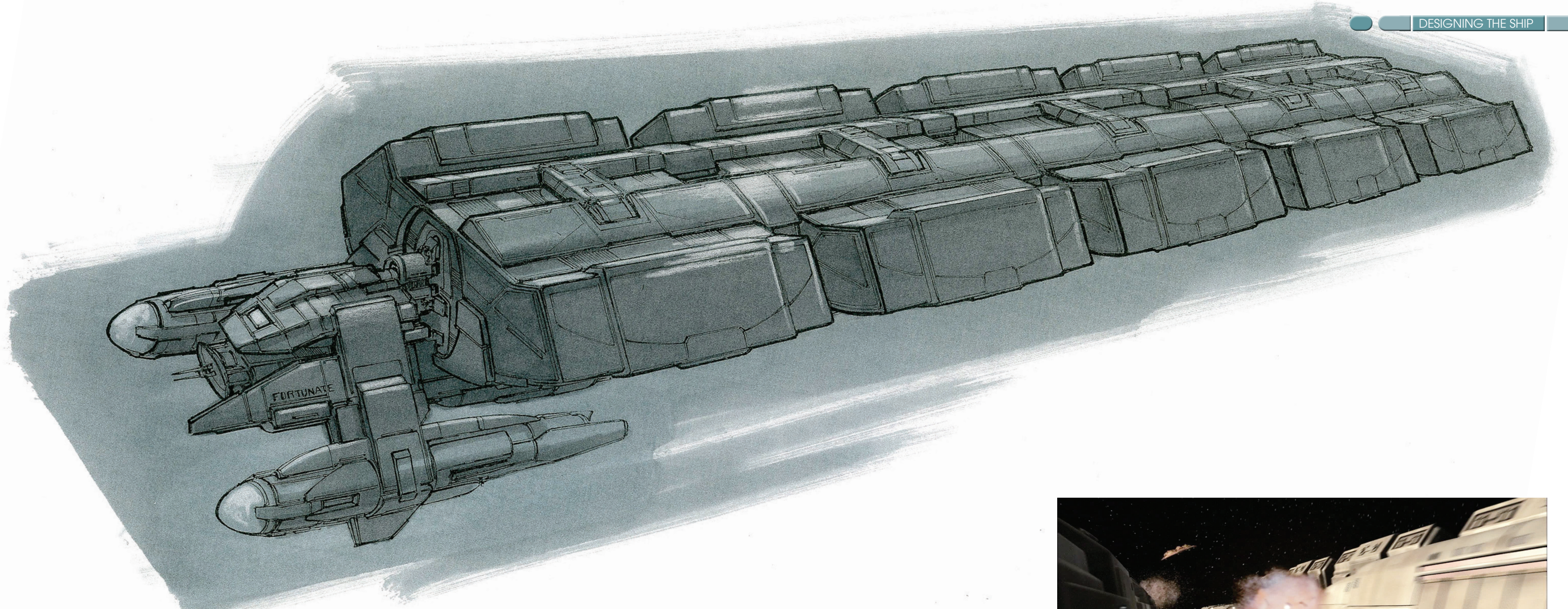
Two unnamed Y-class freighters similar to the *Fortunate* were part of a fleet that led the last surviving humans to Ceti Alpha V after Earth was destroyed in an alternate timeline by the Xindi.

FREIGHTER NAMES

Earth freighters known to have been operating in the 22nd century included the *North Star*, the *Horizon*, the *Constellation*, and the *Ticonderoga*, which was destroyed by a Romulan drone ship in 2154.

FAMILY PET

In 2151, one of the children living aboard the *Fortunate* kept a Teneebian skunk as a pet. Presumably, the animal had been acquired from one of the two inhabited Teneebian moons, one of the stops on the ship's route.



DESIGNING THE ECS II

FORTUNATE

As usual the design of the *ECS Fortunate* started with John Eaves' drawings, but it was completed by Ron B. Moore and the VFX team.

When the original *STAR TREK* was on air there were frequent references to Earth freighters and to human crews hauling cargo around the galaxy, but we never actually saw one. An Earth cargo freighter did appear in the animated series but remarkably, they didn't

really feature on *TNG* or *DS9*, so when the script for *Fortunate Son* called for us to spend time on an Earth Cargo Ship there really wasn't much to go by.

Concept artist John Eaves produced three alternative drawings for the *ECS Fortunate*, all of

▲ The *ECS Fortunate* was our first proper look at one of the missing elements of *STAR TREK* mythology: an earlier Warp 1.8 freighter.

which shared the same basic architecture: a central framework with a series of cargo pods on either side. In this case the script dictated a lot about the design – it made it clear that the *ECS Fortunate* was a massive ship and called for one of the cargo pods to be blown off during the episode. So Eaves concentrated on slightly different takes on basically the same thing, offering up different shapes for the pods, and the “cab” at the front. In one of his drawings the front section

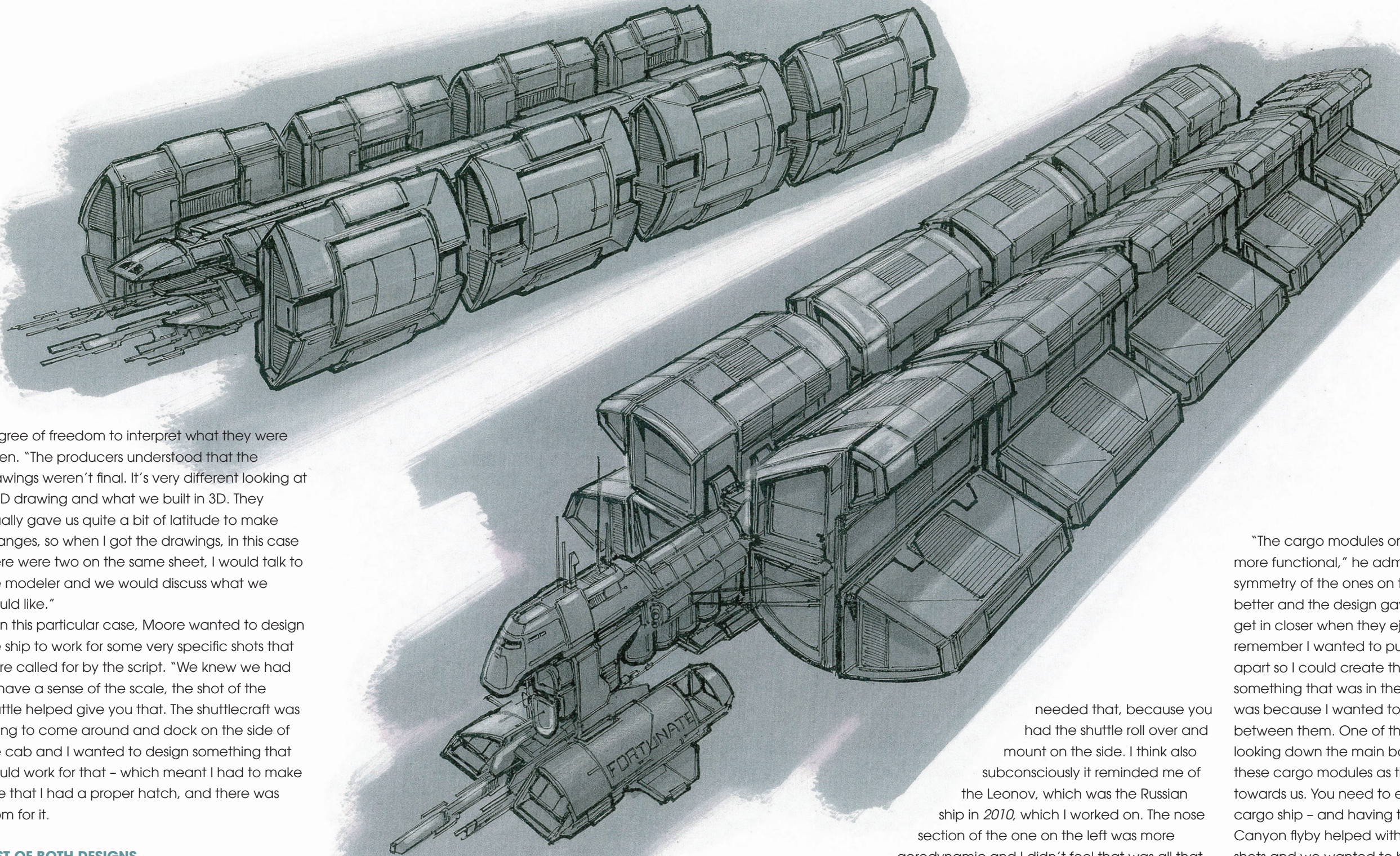
was like a tug, with twin warp nacelles on either side, but the producers rejected this approach in favor of the two other designs, which were passed on to the VFX team to be built as a CG model.

MAKING CHANGES

Fortunate Son was being supervised by Ron B. Moore, and his input had a major influence on the final design. As he explains, the VFX supervisors and their modelers were often given a substantial

▲ The *ECS Fortunate* was carefully designed so that the VFX team could produce some specific shots, one of which featured a Nausicaan fighter making a strafing run down the length of the ship's spine.





degree of freedom to interpret what they were given. “The producers understood that the drawings weren’t final. It’s very different looking at a 2D drawing and what we built in 3D. They usually gave us quite a bit of latitude to make changes, so when I got the drawings, in this case there were two on the same sheet, I would talk to the modeler and we would discuss what we would like.”

In this particular case, Moore wanted to design the ship to work for some very specific shots that were called for by the script. “We knew we had to have a sense of the scale, the shot of the shuttle helped give you that. The shuttlecraft was going to come around and dock on the side of the cab and I wanted to design something that would work for that – which meant I had to make sure that I had a proper hatch, and there was room for it.”

BEST OF BOTH DESIGNS

“Also I needed to have one of these cargo modules come off and float off into space. So I varied the model a little bit to make all of that work as well as possible. Either one of the drawings we had would have worked but if you look at the model in the show, what we came up with is kind of a cross between the two.”

Specifically, what Moore did was to take the nose section from the right-hand design and the cargo modules from the one on the left.

“Sometimes it was just because I liked one element better,” he says, “but we had reasoning for some of it too. I thought the nose on the one on the right gave us a little more bulk and we

needed that, because you had the shuttle roll over and mount on the side. I think also subconsciously it reminded me of the *Leonov*, which was the Russian ship in *2010*, which I worked on. The nose section of the one on the left was more aerodynamic and I didn’t feel that was all that necessary, especially for a freighter.”

When it came to the cargo pods, Moore had two concerns: one of the pods had to be ejected when the freighter’s acting captain, Ryan, turned on Archer, and Moore was planning a shot when a Nausicaan fighter flew the length of the ship, establishing its size.

“The cargo modules on the right were probably more functional,” he admits, “but I thought the symmetry of the ones on the left worked a little better and the design gave us an opportunity to get in closer when they ejected the pod. I remember I wanted to push them a little bit further apart so I could create this valley. That was something that was in the drawing on the left. That was because I wanted to get an alien ship in between them. One of the shots in the teaser is looking down the main body of the ship between these cargo modules as this alien ship is coming towards us. You need to establish that this is a big cargo ship – and having that ship do a Grand Canyon flyby helped with that. I love those kinds of shots and we wanted to build it and get the spaces just right to make that work.”

Moore and his modeler also added warp nacelles to the design, which were tucked into the unseen underside of the ship. Looking back he couldn’t have been happier with the results. “I really liked this episode,” he says, “I liked building this ship and I really like the final design.”

◀ Two of John Eaves’ drawings were on the same sheet, and this was what was passed to the VFX team. They took elements from both drawings and added their own ideas about what was on the underside to create the final model.

SPACE EXPLORATION IN THE 22nd CENTURY

In the early 22nd century, freighters such as the *ECS Fortunate* were among Earth's earliest pioneering spaceships, but it was the invention of the warp 5 engine that allowed humans to really explore the galaxy.

In the *STAR TREK* universe the dream of interstellar travel became a reality on April 5, 2063, when Zefram Cochrane successfully tested the *Phoenix*, the first faster-than-light starship developed by humans. His seminal flight drew the attention of the Vulcans and the rest, as they say, is *STAR TREK* history.

The years between Cochrane's daring flight, as portrayed in *STAR TREK: FIRST CONTACT*, and the voyages of the *U.S.S. Enterprise NCC-1701* helmed by James T. Kirk, remained something of a mystery, as in 35 years of the franchise, not one episode had involved a visit to this time period. But all that was about to change with the debut of the fifth *STAR TREK* television series, *ENTERPRISE*.

WARP BREAKTHROUGH

Set in the year 2151, some 90 years after Cochrane inaugurated the warp age, *ENTERPRISE* followed the adventures of the crew of the first warp 5 starship. By 2151, humans had been puttering around the nearby stars at low warp for nearly a century. They'd visited a handful of star systems, and established a few research stations. Cargo ships, like the *ECS Fortunate*, crewed by 'space boomers' – people born and raised on starships – transported supplies and exotic alien goods. It was these cargo freighters that were at the forefront of human space exploration. But with the advent of the warp 5 engine, humans were finally ready to get out into really deep space.

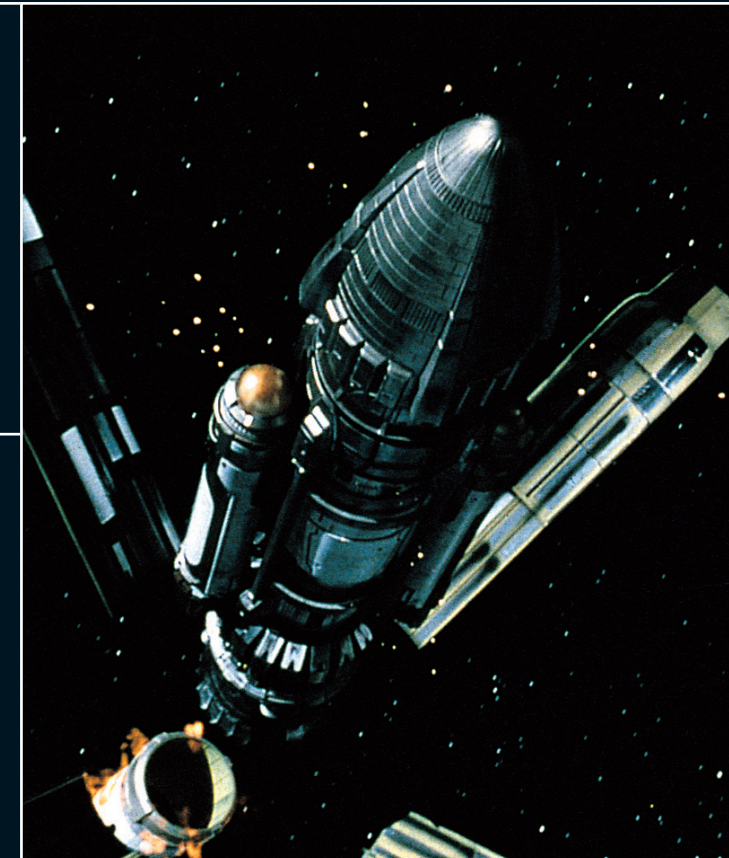
The reason for this, although it may not sound like it, is that the difference between warp 2 and warp 5 is significant. The warp speed scale isn't linear; it's



◀ Zefram Cochrane successfully piloted humanity's first warp flight in 2063, a massive technological breakthrough that led to contact with the Vulcans.



▶ The *Phoenix* may have been a warp capable ship, but it was not able to travel that far from Earth. It would be many years before humans were in regular contact with new alien species.



geometric. Warp 1 is equivalent to the speed of light (commonly designated by the letter *c*). Warp 2, however, isn't twice *c*; it's nearly 10 times *c*. Warp 3 is about 40 times *c*, warp 4 is about 100 *c*, and warp 5 a bit over 200 *c*. This speed scale was established during the first season of *STAR TREK: THE NEXT GENERATION* and doesn't exactly conform to the warp factors referenced in *THE ORIGINAL SERIES*, but it was followed on *ENTERPRISE*.

HABITABLE PLANETS

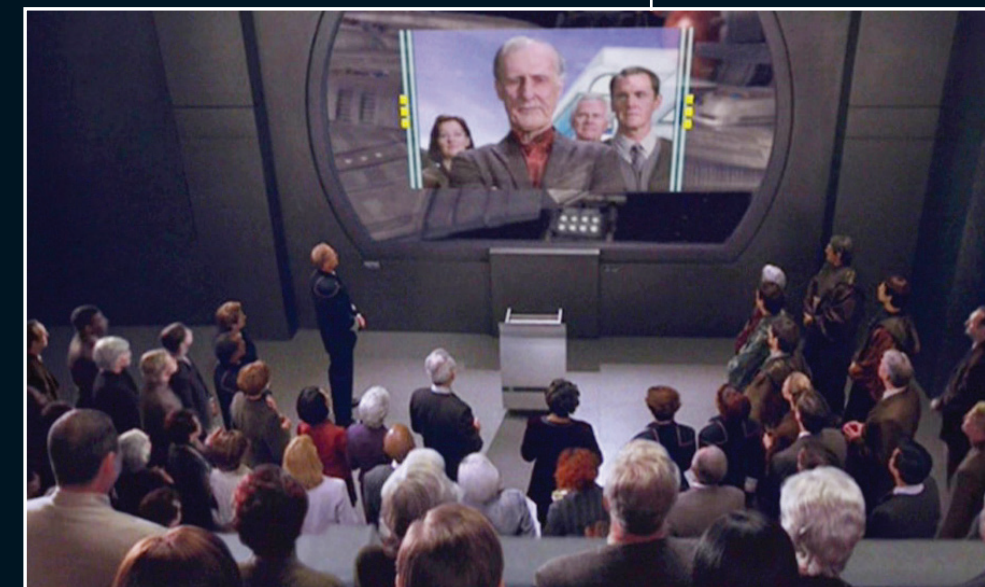
Our galaxy, the Milky Way, is a big place; its spiral arms span 100,000 light years, and contain several hundred billion stars. A sizeable fraction of those stars have families of planets like our sun.

Proxima Centauri – the next nearest star beyond our solar system – is about four and a quarter light years away in the constellation of Centaurus. At warp 2, about the maximum speed Earth ships like the *ECS Fortunate* could achieve prior to *Enterprise NX-01*, getting there would take 155 days, or about six months (this is about as long as it takes present-day spacecraft to get to Mars, the next planet out in our own tiny solar system.) But at warp 5 you

could make the trip in just a week. A voyage that would have taken 10 years on the *ECS Fortunate* would take just five weeks traveling at warp 5 on *Enterprise*.

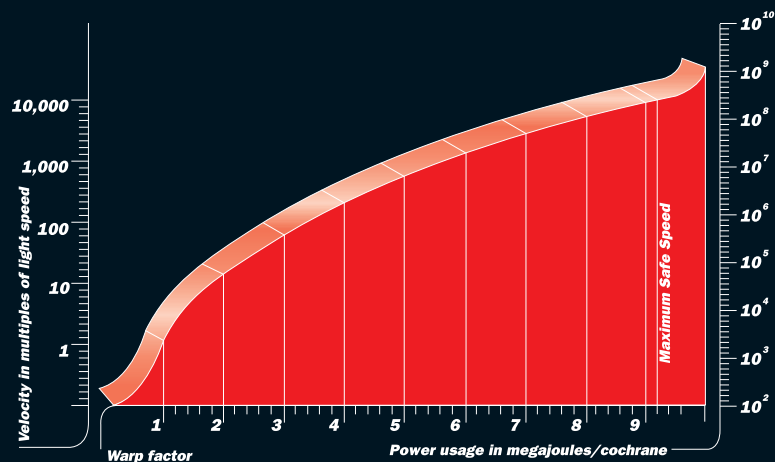
There are a dozen or so stars within 10 light years of Earth, including Alpha, Beta, and Proxima Centauri, and Sirius, the Dog Star. All are perfectly lovely places to visit, but a 10-light-year radius from

▼ At the launch of *Enterprise NX-01*, Admiral Maxwell played a recording of a speech given by Cochrane at the dedication ceremony for the Warp Five Complex. In it, Cochrane predicted that the warp 5 engine would lead to a new era in space exploration.





► This warp speed graph shows that warp 5 is not simply five times faster than warp 1 – it's actually 214 times faster than the speed of light.



◀ By the end of *Enterprise* NX-01's first year of service, it had traveled more than 90 light years from the Sol system, much farther than any Earth vessel had done before. In this time, the crew had encountered many new alien species, including the Andorians.



▲ Located less than 20 light years from Earth, Terra Nova became the first planet outside of the solar system to be colonized by humans.

Earth spans a pretty limited territory, galactically speaking. And at a measly warp 2, it would take a whole year to cover that distance.

This was why freighters, like the *ECS Fortunate*, had only visited a handful of inhabitable worlds and colonies by the mid-22nd century. Some of these earliest off-world human settlements were established about four light years away in the Alpha Centauri system, and this was where Zefram Cochrane moved to after 2069. Human colonies were also established in the Terra Nova, Neubilia and Vega systems, and on Deneva Prime. Other destinations inhabited by humans included the Teneebian moons and Trillius Prime, which at 24

light years from Earth would take a warp 2 vessel about three years to get there. Only a handful of aliens were known to be in regular contact with human freighter ships by the mid-22nd century. These species included the Draylaxians, the Demerians and the Deltans.

The fact was that the relatively limited distances warp 2 vessels, like the *ECS Fortunate*, could travel, meant that the galaxy was largely unexplored. For humanity to make any meaningful space exploration possible, a faster warp engine needed to be developed.

WARP PIONEERS

The advent of the warp 5 engine as used by *Enterprise* NX-01 changed all that. Following the successful test flight of the *Phoenix* in 2063, Zefram Cochrane continued to work on his propulsion system. In 2119, aided by engineers such as Henry Archer (Jonathan Archer's father), Cochrane began the work to create faster warp engines at the Warp Five Complex in Bozeman, Montana.

Thirty-two years later, humanity's first warp 5 engine was ready. Travelling at warp 5 meant that covering distances of 10 light years took just two and a half weeks – a walk in the park relative to what had been possible before. At warp 5, covering a distance of 100 light years could be achieved in less than six months. How many stars are there within a hundred light years of Earth? Thousands, including many familiar to *STAR TREK* fans: Aldebaran, Regulus, Arcturus and Vega, to name just a few. Warp 5 pushed back the final frontier big-time and opened up the possibility of contact with hundreds of alien species.

Like the square-rigged sail and the rocket motor of ages past, the development of the warp 5 engine marked the beginning of a totally new era in human exploration. It made it possible to travel huge distances in days, weeks or months, instead of years.

NEW FRONTIERS

In the episode 'Two Days and Two Nights,' *Enterprise* NX-01 set a milestone by becoming the first Earth ship to travel more than 90 light years from its homeworld, as Captain Archer explained

to Keyla while on Risa. This distance finally made it possible for humans to encounter a whole array of exotic alien species. During its first year alone, *Enterprise* had made official first contact with numerous species, including the Andorians, Axanar, Coridans, Eska, Kantare, Malurians, Menk, Suliban and the Xyrrillians.

As Cochrane correctly predicted in a recording played at the launching ceremony of *Enterprise*, the warp 5 engine would allow humanity to explore "strange, new worlds," and "go boldly where no man has gone before."

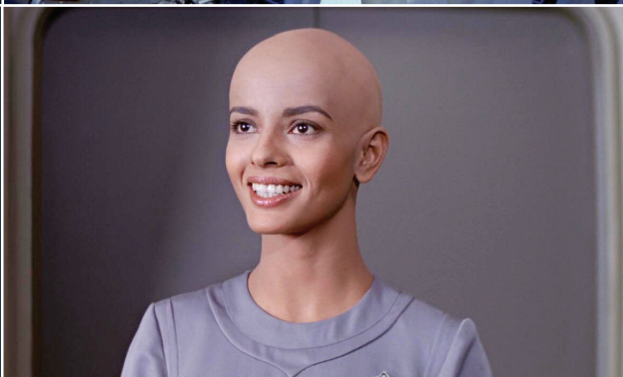
▲ The Suliban were one of the first alien species that the crew of *Enterprise* NX-01 encountered on their mission of exploration.

▼ The warp 5 engine fitted to *Enterprise* NX-01 represented a quantum leap in space technology, and finally made vast interstellar journeys possible.

► A human colony was established on Deneva by the mid-22nd century, and Earth freighters were regular visitors. By 2267, there were over a million inhabitants on this world when it was infested by neural parasites.



► Deltans were one of the few alien species encountered before the advent of the warp 5 engine. One Deltan, Lt. Ilia, later served on board the refit *U.S.S. Enterprise* NCC-1701 in the 2270s.



ON SCREEN



TRIVIA

One of the planets on the *ECS Fortunate's* trade routes was Draylax. Captain Keene (pictured below) believed that Draylaxian whiskey was "one of the galaxy's real pleasures." *Enterprise* NX-01's helmsman, Ensign Travis Mayweather, had visited Draylax when he was part of the crew of his family's freighter, the *ECS Horizon*. Mayweather confirmed Commander 'Trip' Tucker belief that Draylaxian women were endowed with "three...", and claimed to have had "first-hand, second-hand, and third-hand" experience.



In 2155, an unidentified Y-class freighter, similar to the *Fortunate*, was in orbit of Verex III when *Enterprise* NX-01 arrived there looking for nine members of their crew who had been abducted by the Orions to be sold into slavery.



An earlier type of freighter utilized by the Earth Cargo Service was the J class. This was similar in appearance to Y-class freighters, but smaller. The warp reactors fitted to J-class freighters were designed by warp pioneer Zefram Cochrane, and it was rumored that he personally signed the inside of each reactor casing.

FIRST APPEARANCE: 'FORTUNATE SON' (ENT)

TV APPEARANCE: STAR TREK: ENTERPRISE

DESIGNED BY: John Eaves

KEY APPEARANCES

STAR TREK: ENTERPRISE 'Fortunate Son'

The *ECS Fortunate* freighter ship is on an eight-month cargo run when it comes under attack from Nausicaan pirates wanting to steal its goods. Before the *Fortunate's* crew fight off their attackers, they send out a distress call.

Starfleet Command picks up the signal and orders *Enterprise* NX-01 to go to their aid. Once there, Captain Archer discovers that Captain Keene, the commander of the *Fortunate*, is out of action after being hit by weapons fire during the raid. His first officer, Matthew Ryan, has taken charge, and is reluctant to accept help. At first,

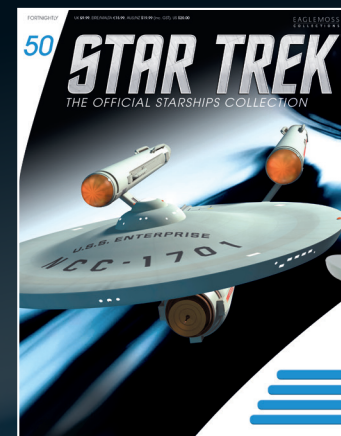
Captain Archer puts this down to the fact that freighter crews are renowned for their stubborn independence, but then he discovers that Ryan has kidnapped a Nausicaan pirate.

Rather than give up his prisoner, Ryan is so intent on revenge for the attack that he traps Archer and several members of his crew in one of the cargo modules before jettisoning it into space.

While Archer and the others are being rescued, Ryan leads his ship off in pursuit of the Nausicaans. Once they find them, Ryan orders an attack, but the *Fortunate* is soon overwhelmed. Their only hope for survival is if *Enterprise* can track them down and come to their aid before they are destroyed.

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