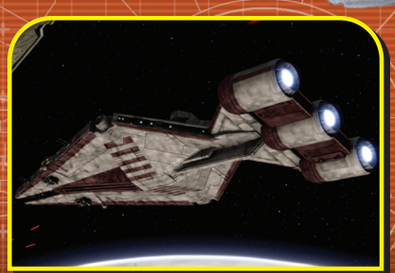
STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





***ARQUITENS*-CLASS LIGHT CRUISER**

F219FSC060

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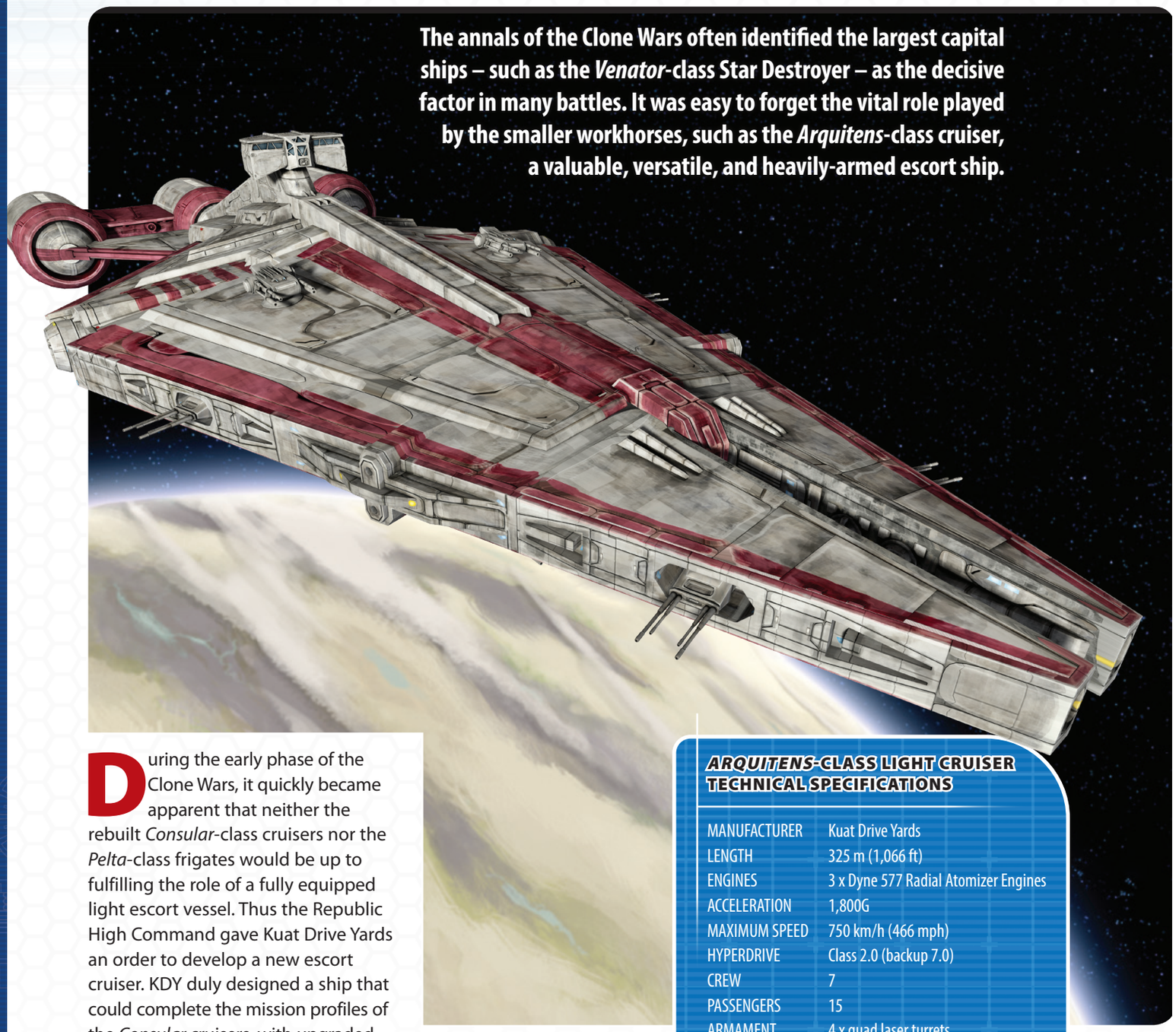
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MILITARY ESCORT VESSEL

ARQUITENS-CLASS LIGHT CRUISER

The annals of the Clone Wars often identified the largest capital ships – such as the *Venator*-class Star Destroyer – as the decisive factor in many battles. It was easy to forget the vital role played by the smaller workhorses, such as the *Arquitens*-class cruiser, a valuable, versatile, and heavily-armed escort ship.



During the early phase of the Clone Wars, it quickly became apparent that neither the rebuilt *Consular*-class cruisers nor the *Pelta*-class frigates would be up to fulfilling the role of a fully equipped light escort vessel. Thus the Republic High Command gave Kuat Drive Yards an order to develop a new escort cruiser. KDY duly designed a ship that could complete the mission profiles of the *Consular* cruisers, with upgraded technology and weaponry.

The *Arquitens*-class light cruiser, also known as the Republic or Jedi light cruiser, featured a forked, kite-shaped

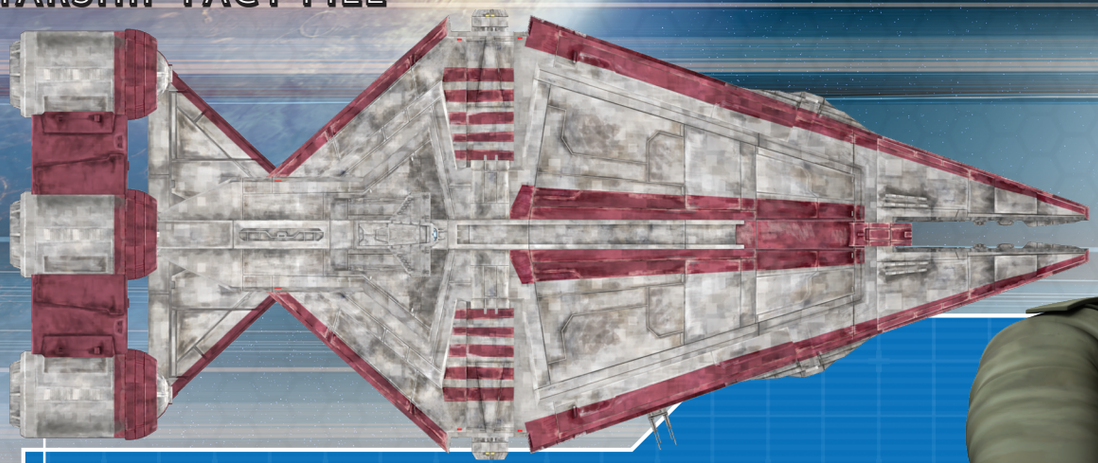
Bristling with weapons, the *Arquitens*-class was heavily armed for such a small vessel, while its cluster of three powerful engines (shared with the *Consular*-class ships) gave it a turn of speed that allowed it to run rings around larger capital ships.

ARQUITENS-CLASS LIGHT CRUISER TECHNICAL SPECIFICATIONS

MANUFACTURER	Kuat Drive Yards
LENGTH	325 m (1,066 ft)
ENGINES	3 x Dyne 577 Radial Atomizer Engines
ACCELERATION	1,800G
MAXIMUM SPEED	750 km/h (466 mph)
HYPERDRIVE	Class 2.0 (backup 7.0)
CREW	7
PASSENGERS	15
ARMAMENT	4 x quad laser turrets 4 x dual turbolaser cannons 4 x missile launchers
CONSUMABLES	1 week

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STARSHIP FACT FILE



IMPERIAL COMMUNICATION VESSEL

Such was the success of the *Arquitens*-class cruisers that the Galactic Empire continued to use them. When the Imperial Fleet was reaching its full strength, they were mostly deployed as communication vessels to relay messages and transmissions from planets in more remote regions of the galaxy with little or no HoloNet access, until an Imperial communication tower or station had been established on the planet. These cruisers were retrofitted with additional equipment, and a bay was added to the forward split prong to enable shuttles to dock with the ship.

hull with the engines of a *Consular* cruiser attached to the aft section. In times of war, even economic competitors such as Kuat Drive Yards and Corellian Engineering Corporation found a way to cooperate.

The *Arquitens*-class looked like a miniature Star Destroyer, and it was far from being a modest adversary on the battlefield. The class was a bit slower than the *Consular* cruiser, which was quite normal, since the latter ship originally had no offensive capabilities and had to rely on its shields and speed to survive. As found in most of KDY's capital ship designs, a command tower was built near the aft section of the ship, and docking stations were positioned on the flanks.

Its impressive weaponry was probably the biggest asset of the Arquitens. The ship carried four quad laser turrets, four dual turbolasers and four missile launchers, which was more than enough to be a useful pawn in combat situations with other military-grade vessels. The command tower was flanked by two quad laser turrets and two additional ones could be found



From the rear, the source of the *Arquitens*-class cruisers' great speed was clear, as the engines were huge in proportion to the hull.



SMALL CREW

These ships had a crew of seven, consisting of two pilots, two gunners, two communications/scanning officers and the captain. A hallway led to the bridge in the command tower, which wasn't much larger than any other quarters in the vessel. Scanners and computer consoles could be found on each side of the door, and stairs led to the pilot and gun stations.



Admiral Coburn was famous for a daring operation at Kadavo, where his light cruiser *Hand of Justice* was the key to the rescue of a number of Togruta colonists.

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THE LOTHAL REBELLION

INFILTRATING THE TELLSTAR

After Grand Moff Tarkin destroyed the Imperial Communication Tower on Lothal, the rebels discovered that the Empire was using an *Arquitens*-class cruiser to relay messages until the network was restored. Chopper (repainted as an Imperial astromech) used the opportunity to infiltrate the *Tellstar* above Lothal. His mission was to seek out where the Empire had taken the captive Kanan Jarrus. Although the crew noticed that the droid was copying unauthorized information, Chopper was able to make a hasty exit by opening the starboard docking bay. The experienced crew of the *Ghost* was careful in engaging the *Tellstar*, and only performed a few strafing runs to buy Chopper time to escape with the information on the whereabouts of *Spectre 1*.



The crew of the *Ghost* were very cautious in tackling the heavily armed *Arquitens*-class *Tellstar* in orbit over Lothal.



When Eeth Koth was captured by General Grievous, the Republic staged a rescue. After an *Arquitens* light cruiser docked with his ship, Grievous ordered his crew to fire on its engines, despite the two ships being attached.

underneath the ship's prow. The flanks of an *Arquitens*-class were equipped with two dual turbolaser cannons that could be repositioned in the fore, side or aft positions. The missile launchers were built between those turbolasers.

FORMIDABLE OPPOSITION

Near the end of the first year of the Clone Wars, the *Arquitens*-class cruisers were ready to enter the battlefield, becoming the primary escort vessels used by the Republic. Their presence could mean trouble for many Separatist ships – even including big cruisers – as their speed meant that an *Arquitens*-class was well able to engage larger enemies, since it was harder to hit than a cumbersome Star Destroyer.

Not only could an Arquitens escort convoys and act as the command vessel, but in a fleet it could also function as a Star Destroyer escort.

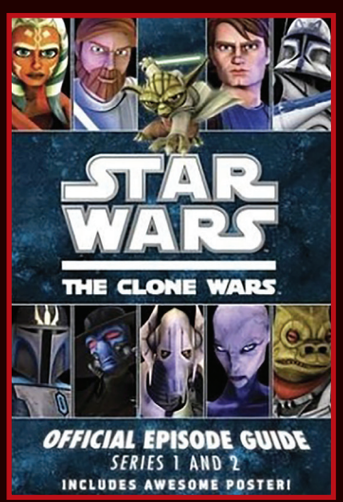
Some cruisers would patrol the perimeter of the group, while others could function as advanced scouts or as picket ships. On the other end, the cruisers were often tasked with protecting a larger, important ship against fire by quickly forming a shield. In such situations, where the cruisers themselves weren't covered, it usually didn't end well for them.

Arquitens-class cruisers played a crucial part during several important battles in the Clone Wars. Obi-Wan Kenobi used the *Surrogator* as a decoy to lure General Grievous away from the captured Jedi Master Eeth Koth above Saleucami, and Admiral Barton Coburn rescued Togrutans from a terrible death on Kadavo with the *Hand of Justice*. Several cruisers were also part of the fleet that protected the vital Kamino system. But in spite of their excellent performance, it wasn't really a pleasure to serve on an Arquitens cruiser. The bridge and life-supported sections of the ship were very dark, and had low ceilings and cramped corridors.

BEHIND THE SCENES

NAMING THE SHIP...

The *Arquitens*-class light cruiser was a new design, created for *The Clone Wars* animated television series. It made its debut during 2010 in 'Grievous Intrigue', the ninth episode of the second season of the show, and went on to appear in many more episodes. The *Arquitens* played an important part in some of them, such as 'Escape from Kadavo', but the ship didn't get its proper name until the publication of *Star Wars: The Clone Wars Official Episode Guide Series 1 & 2* – more than half a year after it had been seen on screen. The *Arquitens* was also featured in *Star Wars: Rebels*, where it appeared for the first time in 'Rebel Resolve' (Episode 12 of the first season). The cramped layout of the command bridge was kept the same as in *The Clone Wars*.



The official guide for *The Clone Wars'* first two series saw the *Arquitens* name used for the first time, long after the ship itself had appeared on screen many times.

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DOCKING RINGS

Docking rings offer one of the most secure ways of entering and exiting a starship. They are built to a galactic standard, ensuring a hermetically-sealed connection that allows safe movement from one ship to another.



Although Han Solo preferred the *Falcon*'s boarding ramp, which offered a quick exit when needed, it was essential to use the docking ring and airlock when the ship was in the vacuum of space.

The agreement that introduced a galactic standard for the docking rings installed on a diverse range of starships was a seemingly small technical detail that made a vast difference to countless travelers and traders. It means that spacers can travel as far across the galaxy as they like, and be almost guaranteed to be able to dock with whatever starships and facilities they meet. Without matching docking rings, it would be unimaginably harder to facilitate trade with other beings, transship passengers, or obtain fresh food and fuel for the long trip home.

TYPES OF INSTALLATION

Docking rings are installed in almost all classes of starships, from the size of a light freighter up, and are all but universal in larger vessels, from medium transports and corvettes through to the largest capital ships. Most starfighters are, of course, too small to be fitted with standard docking rings – and as most are only large enough to carry a single pilot and astromech, there's no room to host visitors from other ships and facilities. But it is not unheard of to find docking rings aboard some of the larger makes and models of fighter.



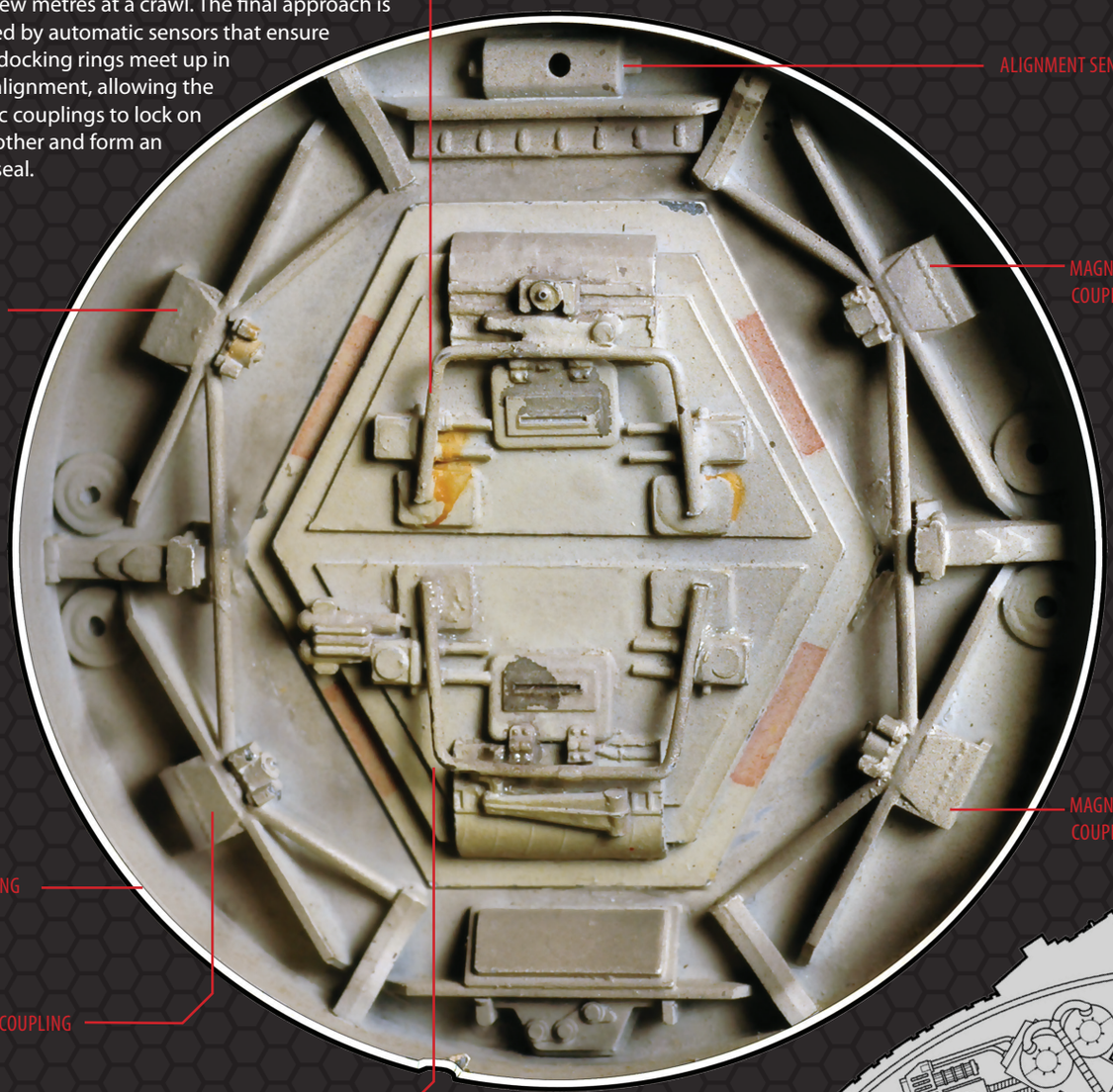
From the inside, a heavy inner door leads to a sealed airlock chamber, while the outer airlock door is part of the docking ring on the hull.

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DOCKING WITH THE FALCON

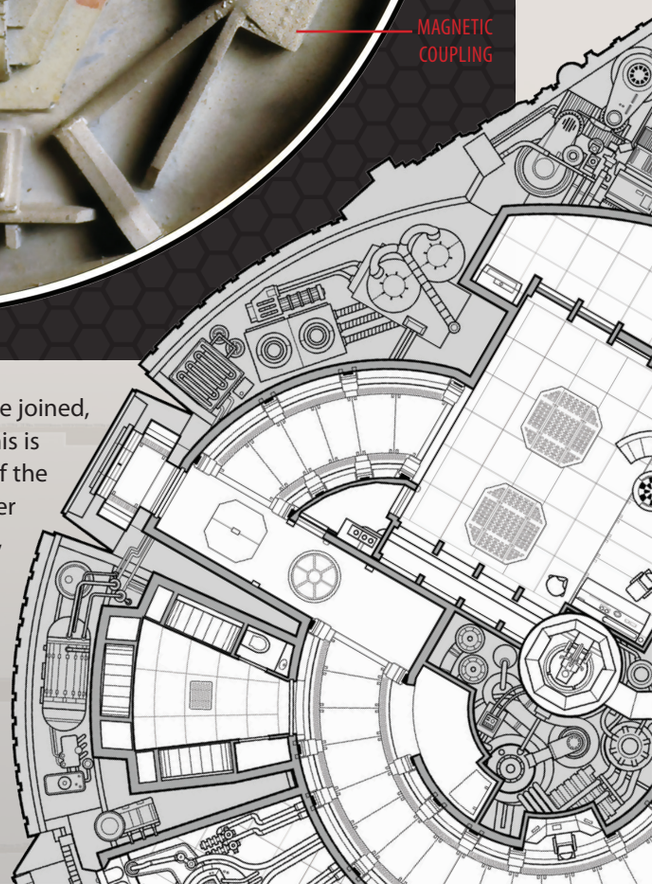
Like other YT-1300s, the *Falcon* can dock on either the port or starboard side – although the starboard docking ring is preferred. Standard docking procedure is to line up the approach run, using the ship's thrusters to bring it sideways-on towards the target docking ring, bleeding off speed so it covers the last few metres at a crawl. The final approach is controlled by automatic sensors that ensure the two docking rings meet up in perfect alignment, allowing the magnetic couplings to lock on to each other and form an airtight seal.





There are two main parts to a docking ring. The outer, circular housing is designed to enable all suitably equipped starships to couple with the docking rings on other ships and facilities. The fact that it is circular means that the rings can be in any alignment and still form a tight seal. This is accomplished through the use of external magnetic couplings built into the docking ring mechanism.

Once the two docking rings are joined, the second part can be used. This is the sealed hatch in the center of the ring, which forms the ship's outer airlock door. The larger the ship, the more likely it is to have multiple docking rings, making it vitally important to confirm



Both the port docking ring (shown here) and its starboard counterpart are set at the periphery of the YT-1300's main disc.

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BEHIND THE SCENES

REAL-LIFE STANDARDS

The International Space Station is being fitted with new, universal docking adapters. This move will pave the way for Boeing's CST-100 Starliner and SpaceX's Crew Dragon spacecraft to venture to the station – followed by many more ships that are only at the concept stage, or have yet to be dreamed of. The docking adapters are being built by US aerospace giant Boeing to an internationally agreed standard, with their overall dimensions being 42in tall and 63in wide. Although docking systems have existed for a long time, the new adapters are much more complicated than previous designs, using an array of lasers and sensors to enable automatic alignment and connection. The adapters also include fittings that allow power and data to be transferred from the station to the visiting spacecraft. The first spacewalks to prepare the station for the addition of the new adapters took place in early 2015.



This test rig in America's Space Vehicle Mockup Facility at the Johnson Space Center is designed to examine the alignment of an experimental docking system using a Six-Degree-of-Freedom Dynamic Test System (SDTS).

Space stations usually have multiple docking rings, so they can handle a number of ships arriving at the same time. It is important to confirm which docking ring is to be used before beginning an approach run.



your coupling site before latching on. It is also essential to ensure that you breathe the same atmosphere as your destination, or else docking could be potentially fatal.

Space stations usually have multiple docking rings. On some more luxurious, high-end space ports, the docking rings are fitted to the ends of transparisteel passenger gantries, which are designed to impress new arrivals and show off the facility in all its technological glory.

YT-1300 DOCKING RINGS

Years of shipbuilding experience meant that the Corellian Engineering Corporation understood the practical needs of their customers. While the internal configuration of one YT-1300 to another can differ vastly, the designers included two docking rings in the standard layout of the ship to give the maximum flexibility when loading and unloading a cargo.

One docking ring is installed at the end of the starboard corridor, and the other is fitted diametrically opposite. Many YT-1300 pilots prefer to use the starboard ring whenever possible, as the approach is in direct sight from the cockpit. This makes docking marginally simpler – although the actual hook-up is largely automated.

Han Solo and Chewbacca also favor the *Falcon*'s starboard docking ring for transferring cargo, equipment and even passengers, because it has a larger airlock. The port docking ring is, of course, the same size as its starboard counterpart, but thanks to the inclusion of a dorsal hatch in the ceiling and universal docking hatch in the floor, the airlock is much smaller than the starboard one.



During a struggle between Adi Gallia and General Grievous, the docking tube of Grievous's destroyer was torn apart, creating a powerful suction as the sealed compartment was open to the vacuum of space.

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YOUR NEXT PARTS

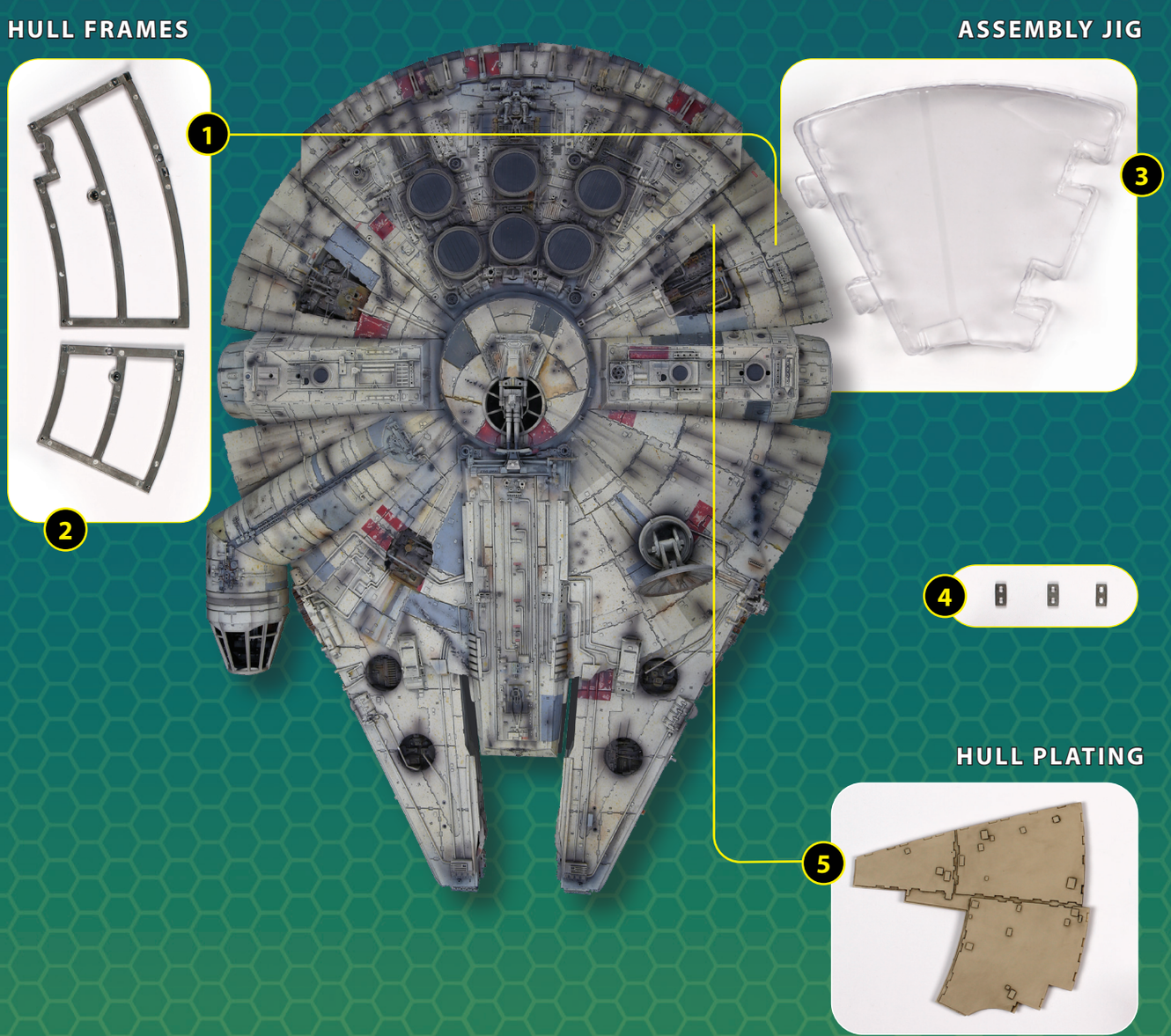
This issue's parts are used to extend the upper hull framework. You have also received another section of the assembly jig to support the growing framework, plus another piece of hull panelling.

The steps on the next two pages add three more sections to the top framework. The only part not used in this stage is the top hull panel, which has the mounting for the rectenna. Keep this safely until later.

COMPONENTS CHECKLIST

1. Hull frame TF-29
2. Hull frame TF-30
3. Assembly jig (1 section)
4. 2-hole connectors (x 3)
5. Hull panel TP-16

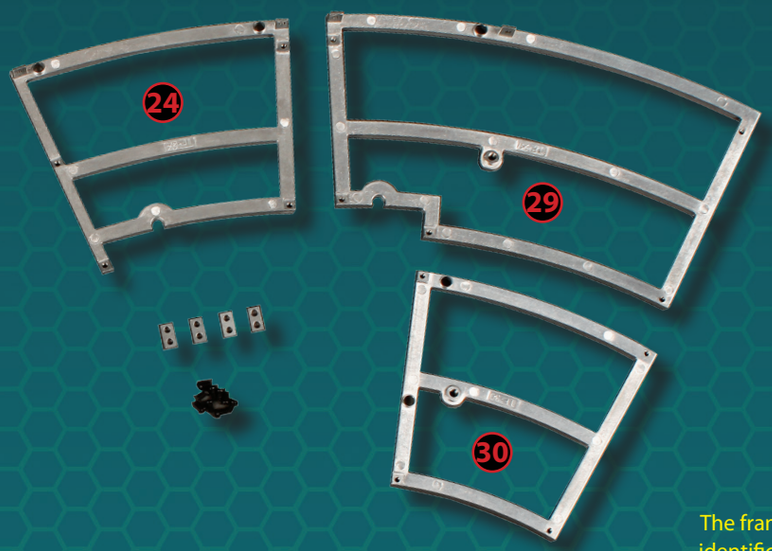
WHERE THE PARTS FIT



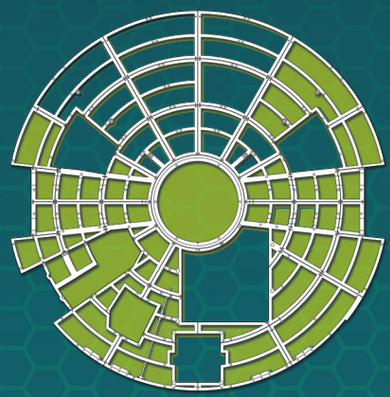
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ASSEMBLING THE TOP FRAMES

After adding the next section of the assembly jig, there will be enough support to continue extending the frame beyond the large recess just astern of the port corridor. At this point, you have almost completed three-quarters of the upper hull framework.

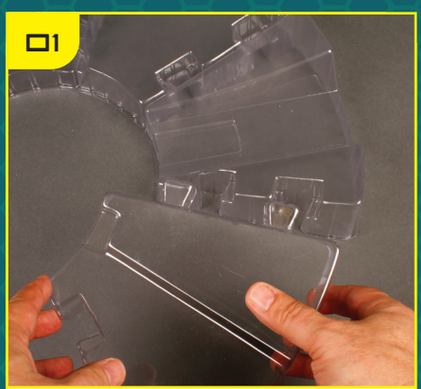


For this stage, you need the two frame sections provided with this issue, plus frame TF-24 (provided with Issue 56). You also need four 2-hole connectors, and nine short black button-head screws.



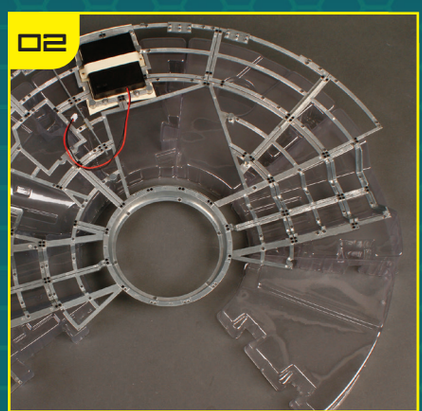
The frames shown have TF numbers (shown in red) cast into them for identification. The small diagram above identifies the area you will be assembling on the blueprint that came with Issue 1.

01



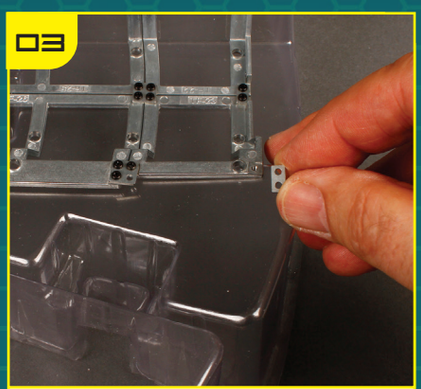
Fit this issue's section of the assembly jig to the end of the existing jig.

02



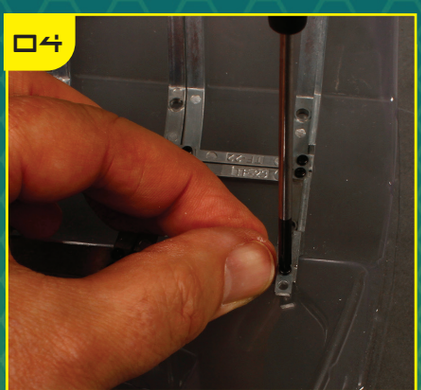
Return the framework to the jig.

03



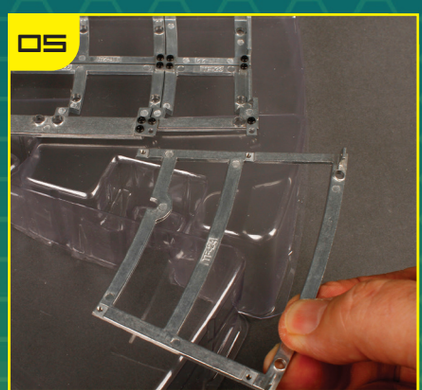
Fit a 2-hole connector to the outer corner of frame TF-23.

04



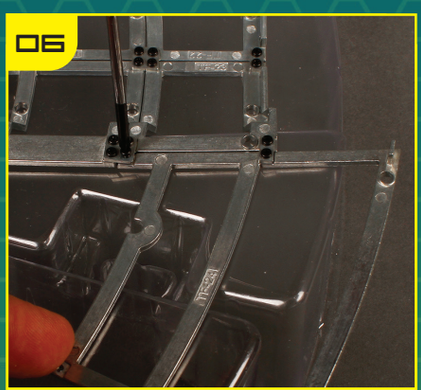
Screw the connector in place with one screw.

05



Align frame TF-24 with the end of the assembly, noting how it is offset.

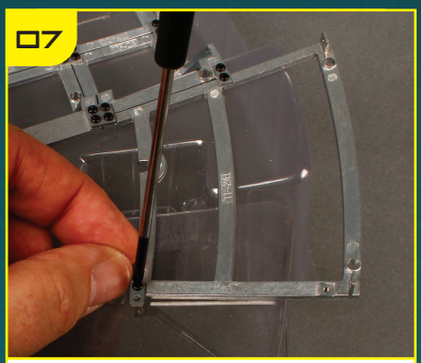
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Screw TF-24 to both connectors on frame TF-23.

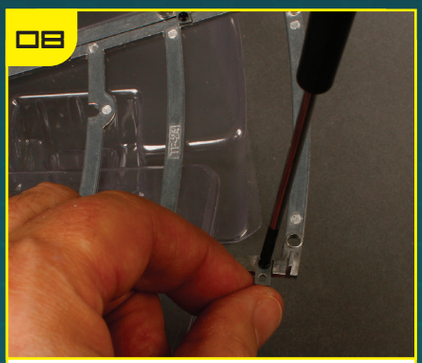
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07



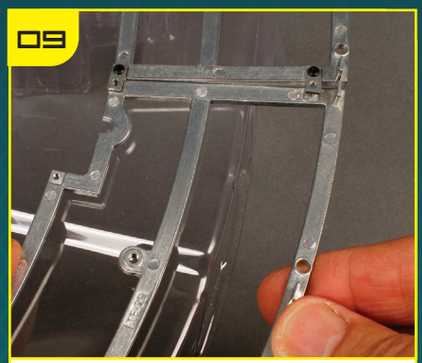
Screw a 2-hole connector to the inner corner of frame TF-24.

08



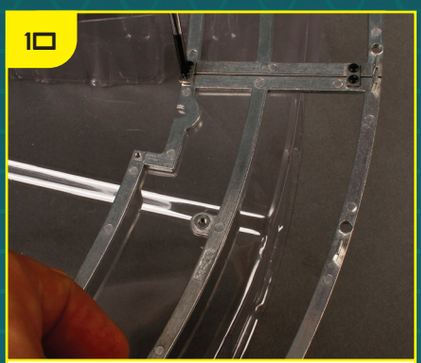
Screw another 2-hole connector to the outer corner of frame TF-24.

09



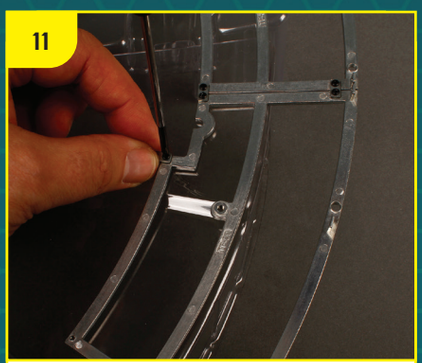
Align frame TF-29 with the end of frame TF-24.

10



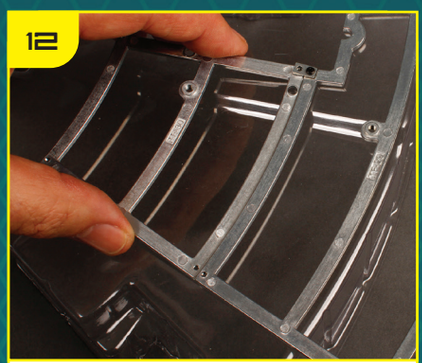
Screw TF-29 to both connectors on frame TF-24.

11



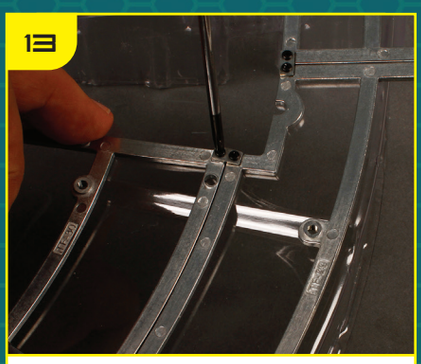
Screw a 2-hole connector to this inner corner of frame TF-29.

12



Fit frame TF-30 against the inner curve of frame TF-29.

13



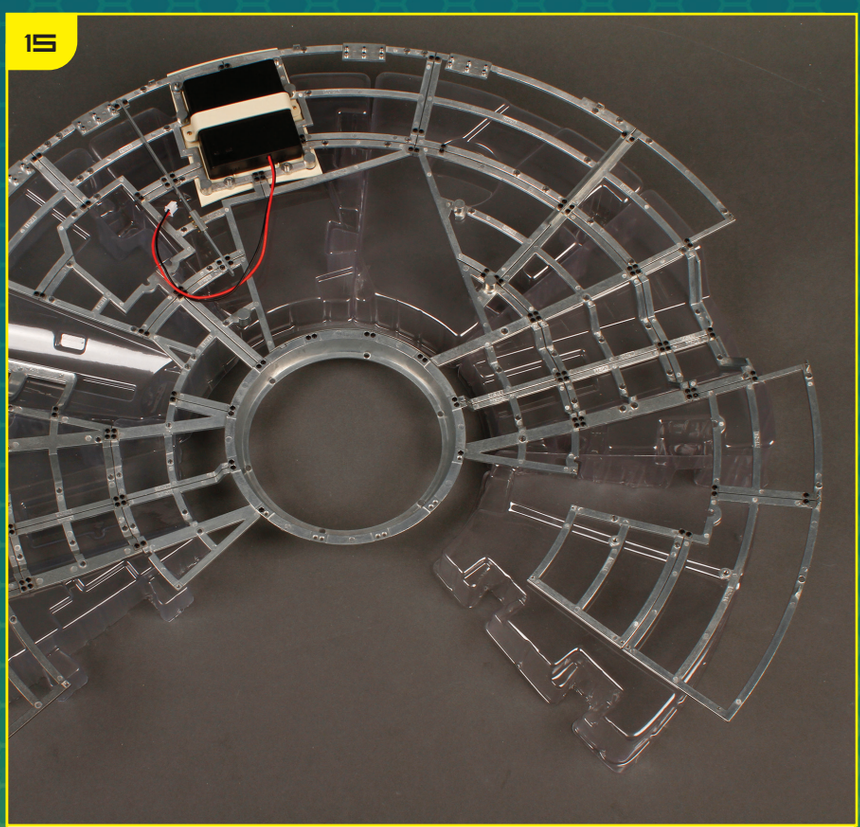
Screw frame TF-30 to the connector from Step 11.

14



Frame TF-30 is only retained by one screw, so handle the assembly with care until the next stage.

15



That completes the assembly for this stage.

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