74

STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





***TERRAPIN*-CLASS BULK TANKER**

FANHOME

DeAgostini COLLECTIBLES

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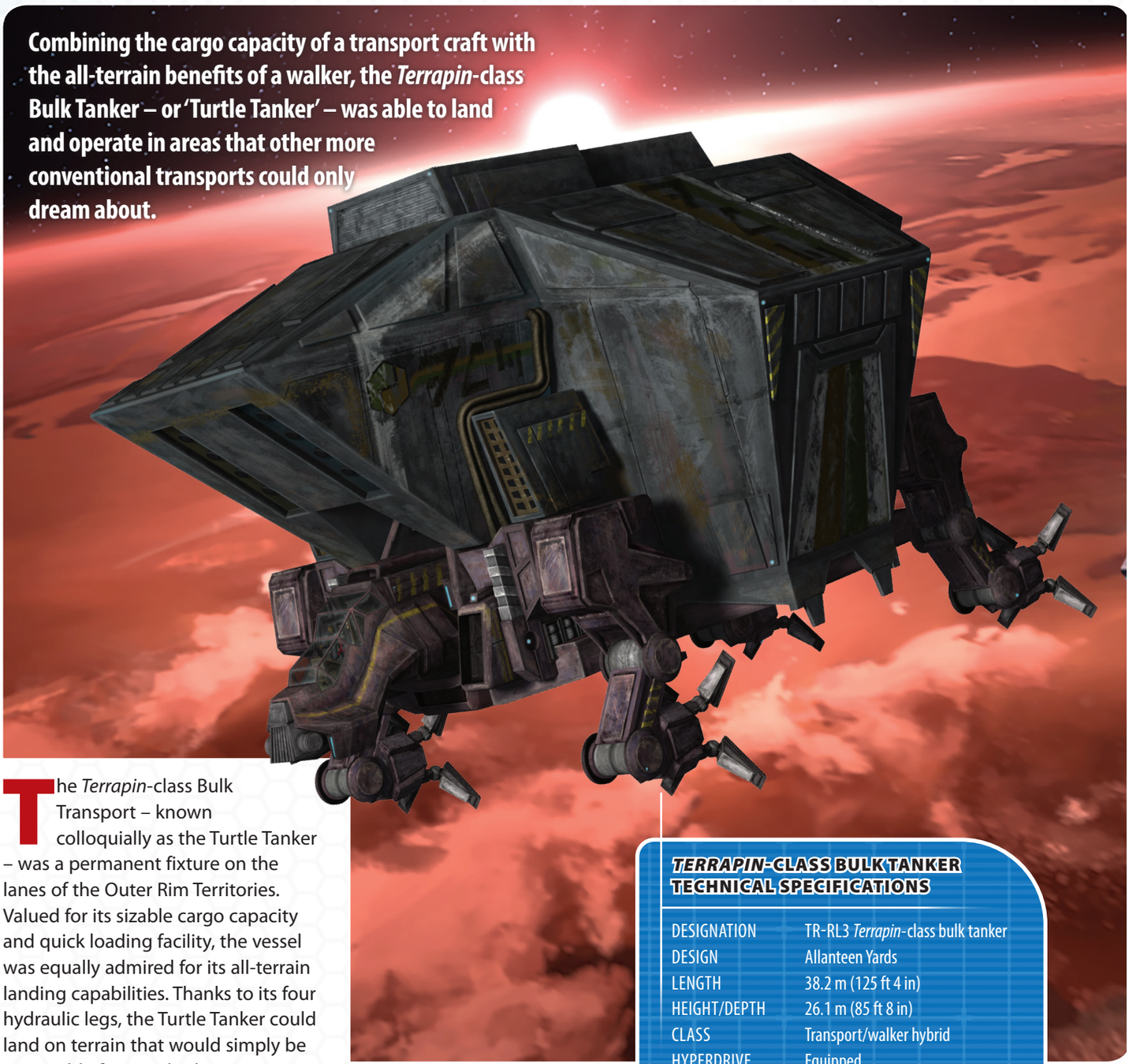
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TRANSPORT/WALKER HYBRID

TERRAPIN-CLASS BULK TANKER

Combining the cargo capacity of a transport craft with the all-terrain benefits of a walker, the *Terrapin*-class Bulk Tanker – or 'Turtle Tanker' – was able to land and operate in areas that other more conventional transports could only dream about.



The *Terrapin*-class Bulk Transport – known colloquially as the Turtle Tanker – was a permanent fixture on the lanes of the Outer Rim Territories. Valued for its sizable cargo capacity and quick loading facility, the vessel was equally admired for its all-terrain landing capabilities. Thanks to its four hydraulic legs, the Turtle Tanker could land on terrain that would simply be impossible for standard transports. The combination of these qualities made the versatile tanker a highly desirable vessel for commerce on the lesser developed worlds of the Rim.

The Turtle Tanker, as it was colloquially known, was a common sight in the Outer Rim. With a large cargo capacity in its shell-like hold and the ability to traverse difficult terrain, it was among the most efficient vehicles in its class.

TERRAPIN-CLASS BULK TANKER TECHNICAL SPECIFICATIONS

DESIGNATION	TR-RL3 *Terrapin*-class bulk tanker
DESIGN	Allanteen Yards
LENGTH	38.2 m (125 ft 4 in)
HEIGHT/DEPTH	26.1 m (85 ft 8 in)
CLASS	Transport/walker hybrid
HYPERDRIVE	Equipped
ESCAPE CRAFT	1
ESCAPE PODS	1

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LEG/ENGINE CONFIGURATION

In a galaxy where every square centimetre of ship-board space counts, the Turtle Tanker benefited greatly by its innovative space-saving design of having its engines housed within its four hydraulic legs, rather than inside the vessel's body. The legs were tucked tight to the hull during flight, with the engines in the legs themselves and their housings set into the feet. As the tanker came in to land, the legs retracted and jets were used to slow the craft's descent, allowing it to land and – if necessary – walk to a suitable point.

DESIGN AND POPULARITY

Designed and built by the engineers of Allanteen Yards, the Turtle Tanker was built to fulfil the bold promises made by a number of its smaller and less successful predecessors built by Allanteen's competitors. Marrying the toughness and durability of, for example, Rothana's ground vehicles, with the ingenious design cues of the likes of Desando Dynamics' successful heavy transport series, the new transport/walker hybrid certainly did fulfill those promises. Despite being a relatively small firm, Allanteen Yards handled the marketing masterfully, and was backed up with impressive performances from their vehicle.

Among other features, the TR-TL3 was championed for its simple but effective partitioning system, built into the design of the ship, which allowed for a variety of diverse cargoes to be transported at any one time. For example, while commonly pressed into service as a waste-disposal vessel, the TR-TL3 was equally at home transporting livestock such as rathtars, rancors or reeks to and from all corners of the galaxy.

Some were fitted out to carry foodstuffs to outlying systems, and many captains secreted cargoes of illegal weaponry around the ship, behind false walls and under false floors, for extra profit. Less scrupulous captains were known to transport captives, passing them on to the many slavers who plied their seedy trade on the peripheries of the Rim. Others simply fitted them out as public transports,

SAFETY FIRST

Operated from a secure and detachable cockpit area, the Turtle Tanker was a more versatile vehicle than first impressions might give. The cockpit could separate into an independent craft, giving the captain an escape option should the cargo come loose or the vehicle hit difficulties. A second control deck within the tanker itself gave the crew another option should their safety and security become compromised.

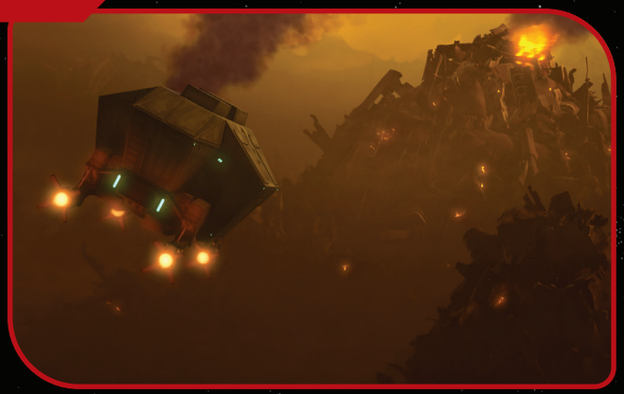
Savage Opress hijacked a Turtle Tanker during his search for his brother Darth Maul. Disposing of the craft's original owner in typically ruthless fashion, Opress used the walker to scour the junk-strewn surface of Lotho Minor.

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THE HUNT FOR DARTH MAUL

MISSION TO LOTHO MINOR

Conducting much of its business in the Mid Rim and Outer Rim Territories, the Turtle Tanker saw all manner of worlds on its travels. One such tanker was on its way from the Outer Rim planet of Stobar to the junk world of Lotho Minor, close to the Koda Spur hyperspace route, when it was hijacked by the dark warrior Savage Opress. With little option, the craft's Sakiyan captain flew Opress to Lotho Minor, where the Zabrak intended to search for his long-lost brother Darth Maul. Upon reaching their destination, the captain was brutally discarded high above the twisted metal junk piles of the planet, thrown mercilessly from the airlock at altitude. Despite losing the skilled pilot, Opress managed to land the tanker safely and continued his search for his lost brother using the tanker's walking ability.



When Savage Opress's search for his long-lost brother Darth Maul took him to the junk world of Lotho Minor, he 'acquired' a Turtle Tanker in which to travel.



allowing paying passengers to access locations with more challenging terrain.

Another popular feature was the location of the transport's engines, which were housed within the all-terrain hydraulic legs. The rationale behind this design was well thought out, and its benefits two-fold. Previous walker/transport hybrids had been fitted with dedicated engine bays to the rear of the ship, like those on a spaceship, resulting in a reduction in the cargo capacity. Allanteen's engineers put forth their design as a way to both save internal space and, crucially, argue that the vehicle be categorized in the cheaper band of land-based vehicles with aerial capabilities – and not the other way around. The company's legal team successfully exploited this loophole, significantly reducing costs, permits, and fees, and making the Turtle Tanker even more desirable to operators on the lanes.





OUTER RIM SPECIALIST

It was in the Outer Rim, where sophisticated docking facilities and spaceports are at a minimum, that the TR-TL3 really came into its own. Independent operators began using the Turtle Tanker more and more, sending the transports out to the most inhospitable locations with a view to eke out the maximum profit from each world. Without the requirement of a landing platform, costs were lessened still further, in the knowledge that the TR-TL3 could 'walk' its way through most terrain to a suitable and safe position for its cargo to be loaded or unloaded.



The Turtle Tanker's innovative leg/engine configuration both saved space in its cargo hold and made it easy to land – pointing its jets downward slowed the descent of the craft, allowing for a vertical landing.

With one- and two-man operations a common sight in the Mid and Outer Rim Territories, the fact that a TR-TL3 required only a single crew member was yet another bonus. As such, cargo operations rarely employed more than three crewmen to any one tanker, knowing that the off-loading systems could be operated automatically. In times of danger, the cockpit could detach into a separate escape vessel, giving the small crew time to escape. To avoid the loss of the ship or its cargo in such an evacuation, designers had even fitted the tanker with a capable autopilot, able to return the ship to its designated primary port.

BEHIND THE SCENES

PET PROJECT

The inspiration behind the Turtle Tanker came from a somewhat unlikely source. Supervising Director Dave Filoni needed a unique and versatile craft in which Savage Opress could traverse the treacherous and jagged metal canyons of the junk planet Lotho Minor, while searching for his long-lost brother Maul in Season Four of *The Clone Wars*. The vehicle developed to tackle this journey was the Turtle Tanker – a hybrid walker/transport whose inspiration largely came from Filoni's pet turtle, Goji. Looking at the tanker, it's easy to see just how much the physiology of the turtle inspired the final design. The cockpit sits low on the body and appears to peek out of the larger, protective hold above, much like a turtle's head pokes out of its shell, while small but agile legs protrude from the underside of the vehicle to provide locomotion.



With its bulging and top-heavy hold, low-placed cockpit and dexterous 'feet', it is little surprise that the TR-TL3 gets its inspiration from a turtle – in this case, Goji, the pet of *The Clone Wars* Supervising Director Dave Filoni.

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MILITARY STARSHIP CLASSIFICATION PART 1

To outsiders, the classification of military starships may seem like an obscure series of arbitrary decisions, but knowledge of the subject is vital to understand the battles that decided the fate of the galaxy.

The basics of naval combat changed little from when ships bobbed in the seas of innumerable planets to the time when they floated in the endless reaches of deep space. Small craft moved and turned quickly, but were vulnerable; large ships maneuvered slowly, but packed a powerful punch. Even in the ocean-bound days, ships were divided into classes, and this tradition was continued.

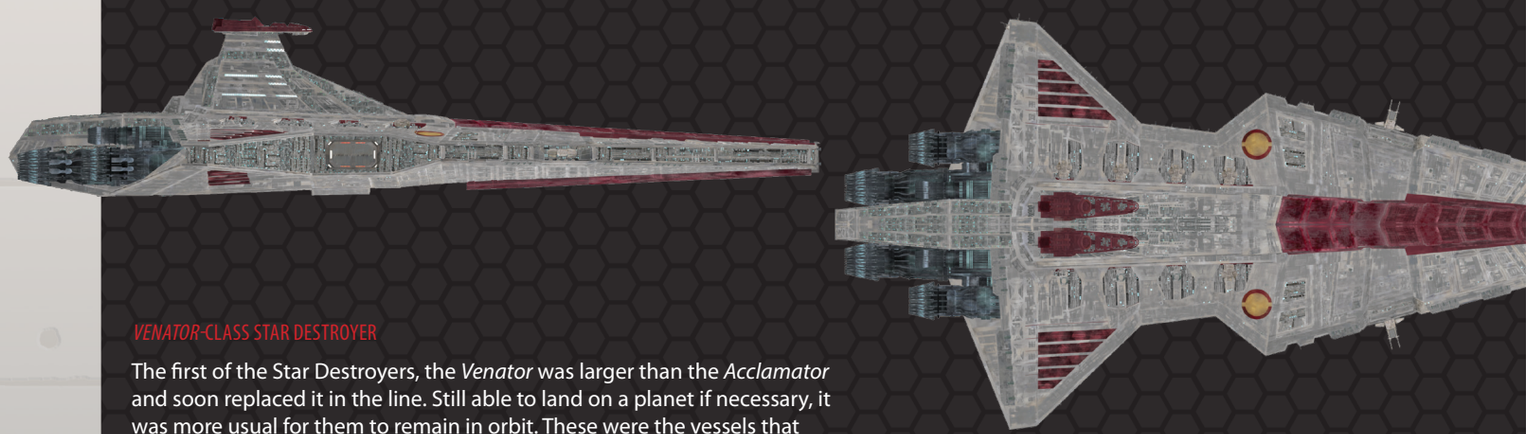
Determining the class of a starship was vital, allowing senior military commanders, such as Admirals Ackbar and Piett, to plan an action – be it defensive or offensive. A commander's 'Line of Battle' found a place for all ships by assessing their strengths and weaknesses, and assigning them a class accordingly . Sometimes, those classifications would be generic across all battles, while at other times, classes were particular to one engagement.

CLONE WARS ERA: REPUBLIC CAPITAL SHIPS



ACCLAMATOR-CLASS ASSAULT SHIP

The predecessor to the first Star Destroyers, the *Acclamator* was another example of a ship that had a varying role. If no Star Destroyers were present, it would fill the role of the main capital ship in the group. Otherwise, it would be moved into a close-support role. During planetary invasions, its principal role was to deliver troops to the front, either by landing itself or by deploying squadrons of dropships. Lastly, the *Acclamator* could act as a carrier, launching and recovering starfighters.



VENATOR-CLASS STAR DESTROYER

The first of the Star Destroyers, the *Venator* was larger than the *Acclamator* and soon replaced it in the line. Still able to land on a planet if necessary, it was more usual for them to remain in orbit. These were the vessels that manned Republic blockades, and broke Separatist ones.

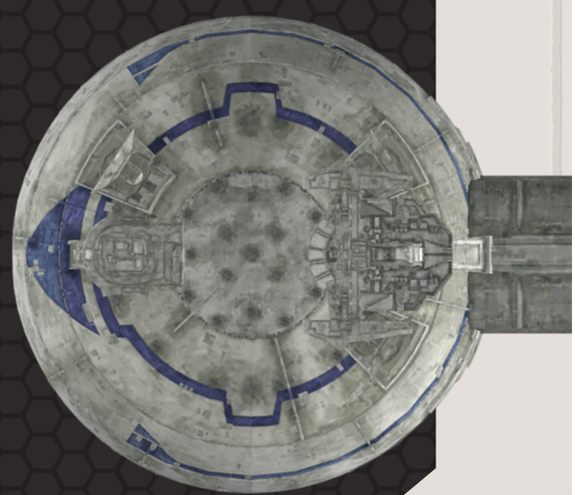
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For example, at the famous Battle of Endor, the *Millennium Falcon* was classed as a starfighter, leading and coordinating the various fighter squadrons for the Rebel Alliance against the Empire. It achieved this despite its size, something that would ordinarily have seen it assigned to the picket line. There, often

SEPARATIST CAPITAL SHIPS

LUCREHULK-CLASS BATTLESHIPS

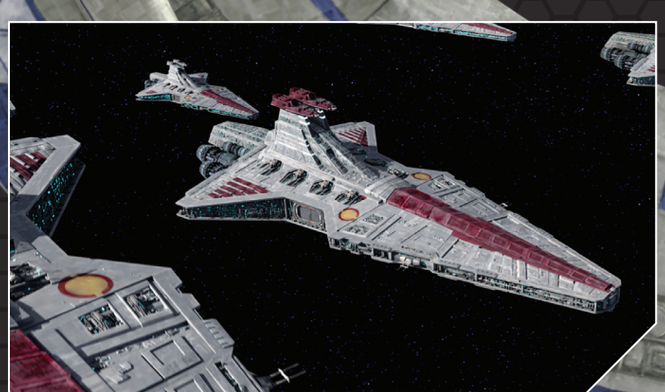
The mainstay of the Trade Federation fleet, these ships were converted freighters. Barely able to handle combat with other capital ships, they were dropped into close-support roles or left to focus on launching droid fighters and ground troops.





PROVIDENCE-CLASS CARRIER/DESTROYER

The most famous of the *Providence*-class vessels was the *Invisible Hand*, the flagship of General Grievous at the Battle of Coruscant. *Providence* ships had large hangars for launching and recovering starfighters, but had the shields and firepower to handle close combat with other capital ships.



During the Clone Wars, the Republic's *Venator*-class Star Destroyer became the capital ship of choice for larger-scale engagements, often grouping together to form the core of a commander's line of battle.

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disposable ships acted as early warning vessels monitoring approaching enemy. The *Falcon*, though, was fast enough and maneuverable enough to keep up with – and occasionally outpace and outfly – the agile starfighters of the Alliance.

MAIN BATTLE LINE

At the core of any fleet were the big ships of the line, the capital-class vessels often referred to as cruisers. These ships were the big hitters, and generally included the command vessel, or flagship, of the overall commander of any given naval action. In combat, these ships could be slow to commit themselves. This was simply because they took a great deal of time and space to maneuver, certainly compared to smaller ships. Everything they did had to be carefully planned well in advance, requiring significant tactical skill on the part of their commanders to read the way the battle was going.

Whether maneuvering for advantage or closing in on the enemy, the tactics of capital-class combat were focused on presenting as small a profile as possible to the enemy while maximizing the damage potential of their own weapons. Cruisers were designed to soak up immense amounts of damage, and to dish it out, too. In most engagements, there came a point when opposing capital vessels would engage in trading 'broadsides' – sitting side by side, pounding away with all their weapons until one or other ship was crippled, destroyed or withdrew.

Getting caught in the crossfire of such an engagement was deadly for smaller ships. When Obi-Wan Kenobi and Anakin Skywalker rushed to the rescue

IMPERIAL ERA: REBEL ALLIANCE CAPITAL SHIPS

MC80 STAR CRUISER

Built by the Mon Calamari, these ships were credited as having saved the Rebel Alliance. Though not as large as a Star Destroyer, their unique overlapping shield configuration and powerful weapons clusters made them almost a match for the Imperial warships. At the Battle of Endor, an MC80 called *Home One* served as the flagship for the Rebel Fleet commander, Admiral Ackbar.





EF76 NEBULON-B ESCORT FRIGATE

Although perfectly capable of acting as escort frigates – their original purpose – the Rebel Alliance more famously used them as medical frigates. They were heavily armed to act as escorts for transport ships, and also had powerful tractor beams.

IMPERIAL CAPITAL SHIPS

IMPERIAL I & *II*-CLASS STAR DESTROYER

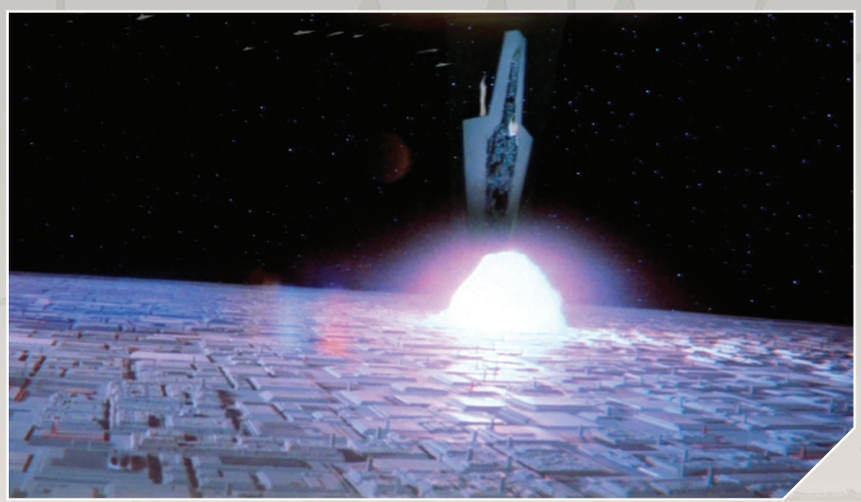
Brought in before the end of the Clone Wars (when they were known as the *Imperator*-class), *Imperial I* and *II*-class Star Destroyers replaced the *Venator*-class vessels of the Republic and quickly became a symbol of the Galactic Empire. These ships were carriers, able to launch fighters, support vessels and ground troops, but they were also terrifyingly capable warships. A single Star Destroyer could easily dominate and control an entire star system.



EXECUTOR-CLASS STAR DREADNOUGHT

By far the most famous of these ships, also called Super Star Destroyers, was the *Executor*. The flagship of Darth Vader, it coordinated the hunt for the Rebel Alliance base and the destruction of that base at the Battle of Hoth. Later, at the Battle of Endor, the *Executor* was humbled when, with its shields knocked out by concentrated fire from multiple rebel capital ships, its main bridge was hit by a dying Alliance pilot. This caused the Super Star Destroyer to crash onto the surface of the second Death Star.

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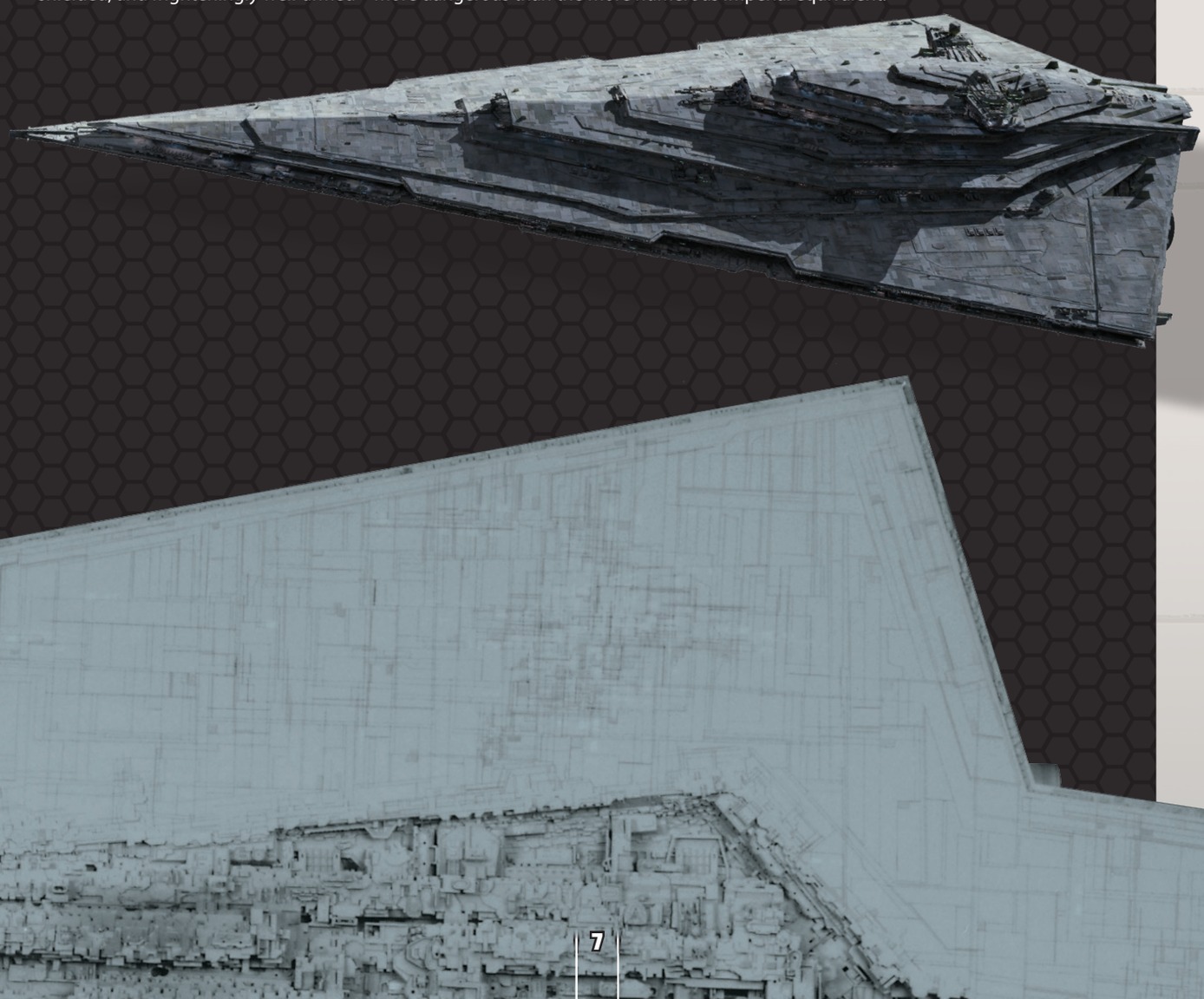
During the Battle of Endor, the *Executor,* its command bridge taken out by a downed rebel pilot, crashed onto the exterior of the second Death Star.

of Chancellor Palpatine from the Separatist flagship *Invisible Hand* during the Battle of Coruscant, towards the end of the Clone Wars, they had to negotiate the maelstrom of weapons fire, debris and explosions that made the space over the galactic capital a lethal obstacle course. During the rescue, a Republic Star Destroyer was hammering the opposing ship with broadsides, making the job of the Jedi that bit harder.

NEW REPUBLIC ERA: FIRST ORDER CAPITAL SHIPS

RESURGENT-CLASS STAR DESTROYER

Dwarfing the *Imperial II*-class, but smaller than the mammoth *Executor*, the *Resurgents* were a direct violation of the treaties signed between the New Republic and the tattered remnants of the Empire. The First Order built these ships to last, not having the seemingly endless resources of the Galactic Empire to call on. In many ways, this made the First Order Star Destroyers – so well-armored and shielded, and frighteningly well-armed – more dangerous than the more numerous Imperial equivalent.



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YOUR NEXT PARTS

COMPONENTS CHECKLIST

1. Top frame TF-41 (mandible)
2. Bottom panel BP-32 (mandible)
3. Recess

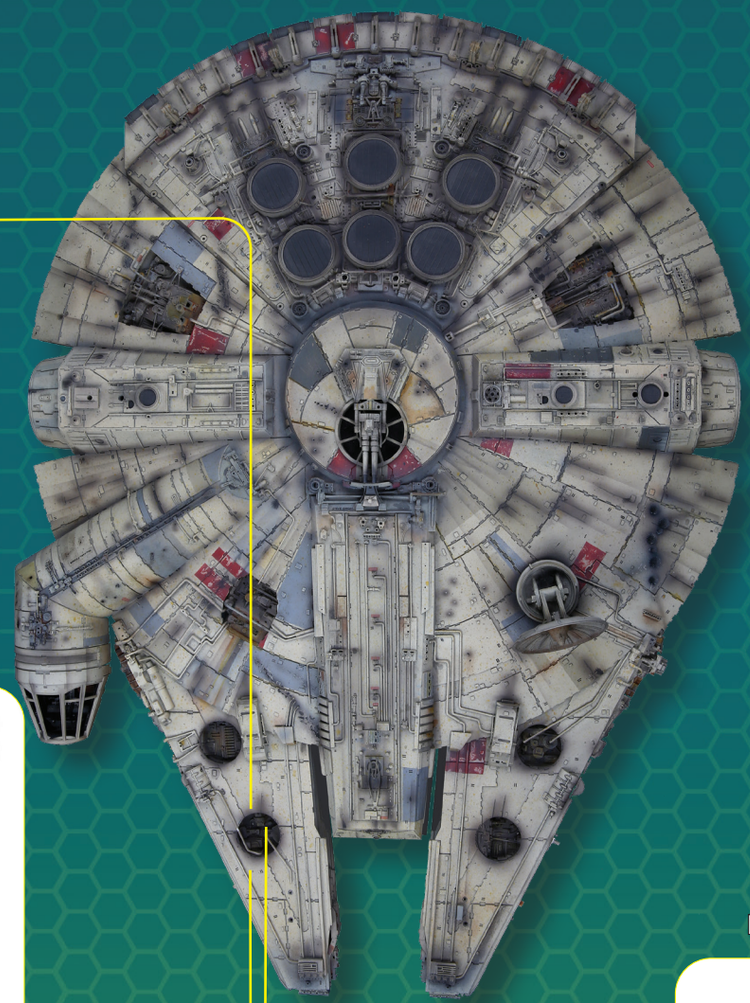
This issue's parts are the next frame and plating pieces for the forward mandibles, which include the first of the eight circular recesses in this area.

The piece of plating you have received will complete the underside of the starboard mandible. The frame is the first part for the top of the mandible. Keep this and the circular recess safely until you receive some more parts.

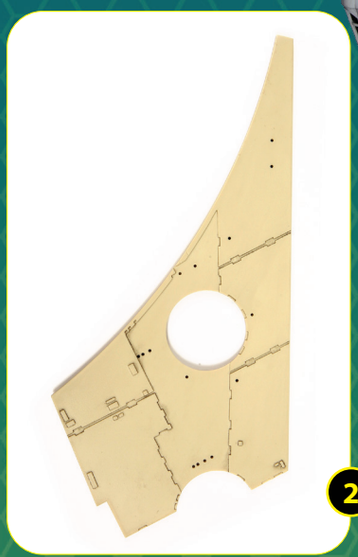
WHERE THE PARTS FIT

HULL FRAME





HULL PANEL



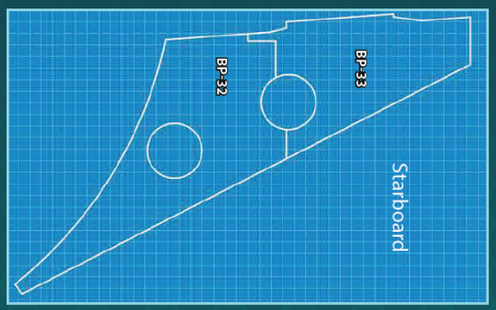
RECESS DETAIL



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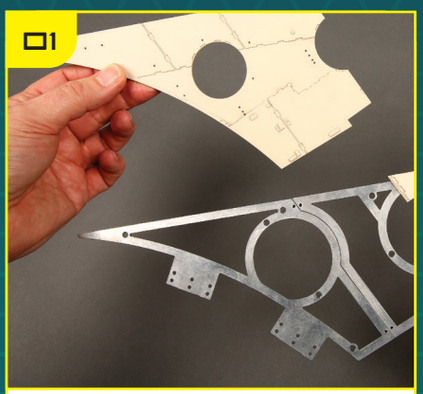
ASSEMBLING THE MANDIBLES

Fit the second bottom panel (BP-32) provided with this issue to the mandible you started assembling in Stage 73. You also need five silver screws to attach the panel.



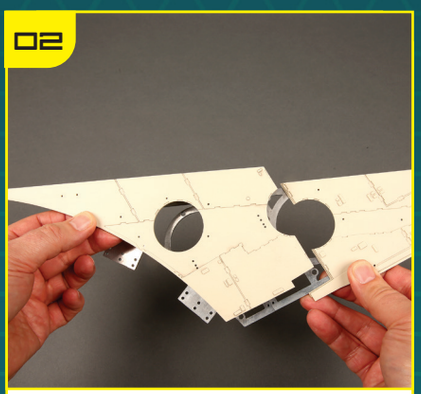
This assembly is shown on the blueprint provided with Issue 73.

01



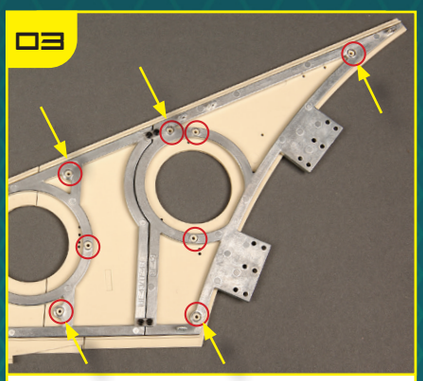
Take the assembly from Stage 73, together with bottom panel BP-32.

02



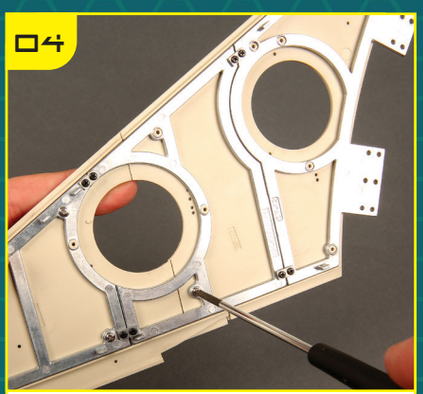
The panel fits onto the framework with its edge overlapping BP-33.

03



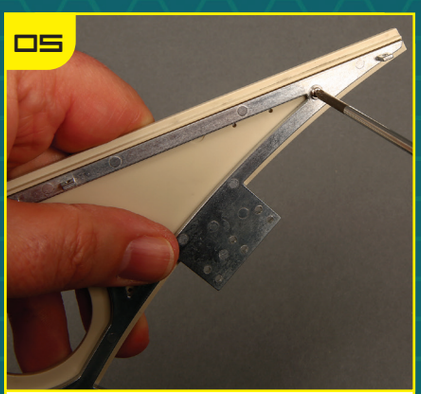
Ensure all eight lugs on BP-32 fit into the holes circled in red. Only the five marked with arrows are used in this stage.

04



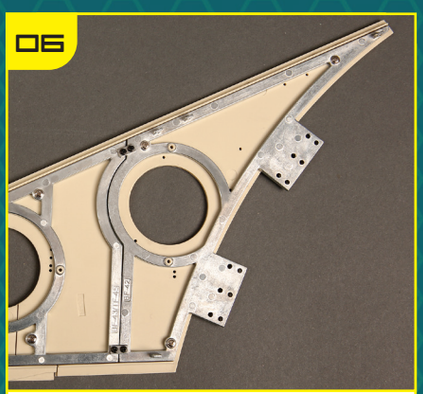
Use silver self-tapping screws to fix the frames to the panel.

05

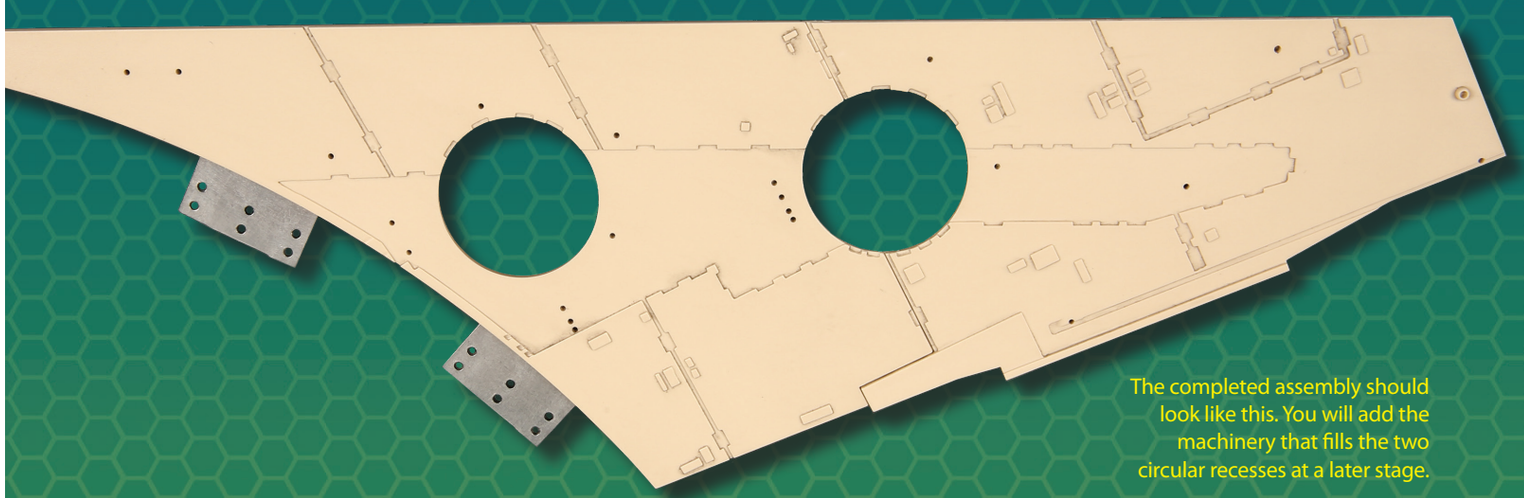


Continue fitting the screws to the remaining four lugs indicated in Step 3.

06



This shows the underside of the assembly with all five screws fitted.



The completed assembly should look like this. You will add the machinery that fills the two circular recesses at a later stage.

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