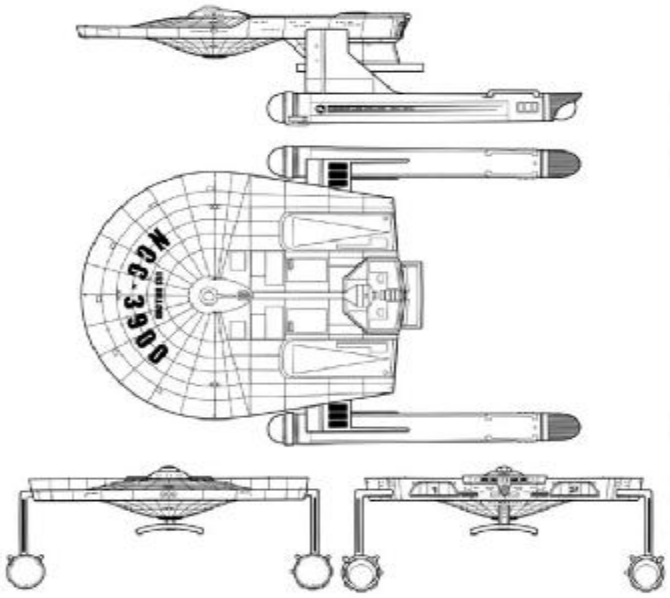
Construction Data		
Ship Classification	Transport	Transport
Ship Class		
Model Numbers	VII	VIII
Date Entering Service	2248 (1/91)	2254 (1/96)
Number Constructed	42	37 (Mk I refits)
Hull Data		
Superstructure Points	14	14
Damage Chart	C	C
Size		
Length	224 m	224 m
Width	145 m	145 m
Height	51 m	51 m
Weight	90,535 mt	106,435 mt
Size, Cargo Container		
Length	200 m	30 m
Width	40 m	25 m
Height	40 m	25 m
Weight, empty	80,000 - 121,566 mt	10,000 mt
Cargo		
Cargo Units	40,147 - 40,900 SCU (per container)	2,430 SCU (per container)
Cargo Capacity	2,007,350 mt - 2,045,00 mt (per container)	121,500 mt (per container)
Landing Capability	None	None
Equipment Data		
Control Computer Type	M-1	M-2
Transporters		
standard 6-person	2	2
emergency 22-person	2	2
cargo	1	1
Other Data		
Crew	235	235
Passengers	10	10
Shuttlecraft	2	2
Engines and Power Data		
Total Power Units Available	14	22
Movement Point Ratio		
unloaded	6/1	4/1
loaded	7/1	6/1
Warp Engine Type	FHLWB-1	FWE-1
Number	2	2
Power Units Available	4	8
Stress Charts	R/R	G/K
Maximum Safe Cruising Speed		
unloaded	Warp 2	Warp 6
loaded	Warp 2.5	Warp 5
Emergency Speed		
unloaded	Warp 2	Warp 8
loaded	Warp 2.5	Warp 6
Impulse Engine Type	FIC-3	FIC-3
Power Units Available	6	6
Weapons and Firing Data		
Beam Weapon Type	FL-2	FL-2
Number	2	2
Firing Arcs	f/p, f/s	f/p, f/s
Firing Charts	F	F
Maximum Power	2	2
Damage Modifiers	None	None
Shields Data		
Deflector Shield Type	FSC	FSC
Shield Point Ratio	1/1	1/1
Maximum Shield Power	6	6
Combat Efficiency		
D-- (unloaded/loaded)	33.4/32.9	37.5/34.7
WDF--	1.0	1.0
CE-- (unloaded/loaded)	0.3/0.3	0.4/0.3



Notes:

The Dollond class transport was the sister ship to the Doppler class transport. Built from identical hulls, the Dollond class differed from the Doppler in the warp engines mounted to its hull. The high production schedule of the Doppler transports, using Shuvinaaljis Warp Technology's FHLWA-1, strained that company's ability to produce the required warp engines. To alleviate that pressure, Starfleet approved a plan to equip some Doppler frames with FHLWB-1 engines from Leeding Engines. Although the two companies were rivals, the situation cooled when, less than a year after the decision was made, the Federation found itself at war with the Klingon Empire. Those frames fitted with the FHLWB-1 became Dollond class transports and were produced simultaneously with the Doppler class as the FHLWB-1 became available.

The FHLWB-1 engine used tractor beam technology imbedded into the warp drive itself to alleviate some of the strain on the engines due to the high tonnage loads it carried. This made the engine slightly lighter and gave it slightly better maneuverability when loaded than the FHLWA-1. Leedings' concept lost out to Shuvinaaljis' engine initially when problems developed in the FHLWB-1 design. These were eventually worked out a year later.

Like the Doppler class, Dollonds were converted to Mk II vessels during the Four Years War. These vessels could reach the contested areas much more quickly. However they could not carry the same tremendous load as the Mk I.

The *Dollond* class was the last transport in Starfleet to use the standardized cylindrical cargo containers first introduced in the *Ptolemy* design for sometime to come. The concept was a solid one, but lacked support in the form of strong transports early in the concept's life and never caught on as hoped. In addition, the commissioning of the *Liberty* class freighters, with their huge internal cargo capacity, made the cargo container concept somewhat antiquated. Not until the development of more powerful high-load warp engines in the 2270s did the cargo container practice resurface.