

STAR TREK - U.S.S. ANUBIS LIGHT CRUISER

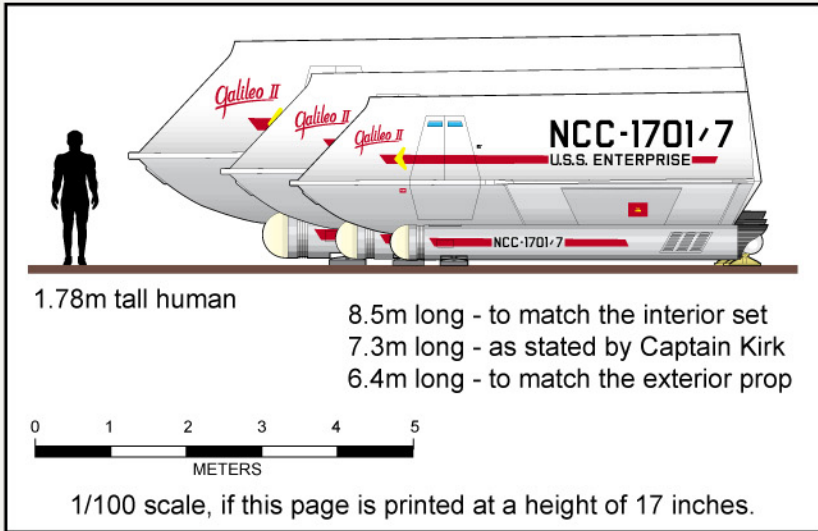
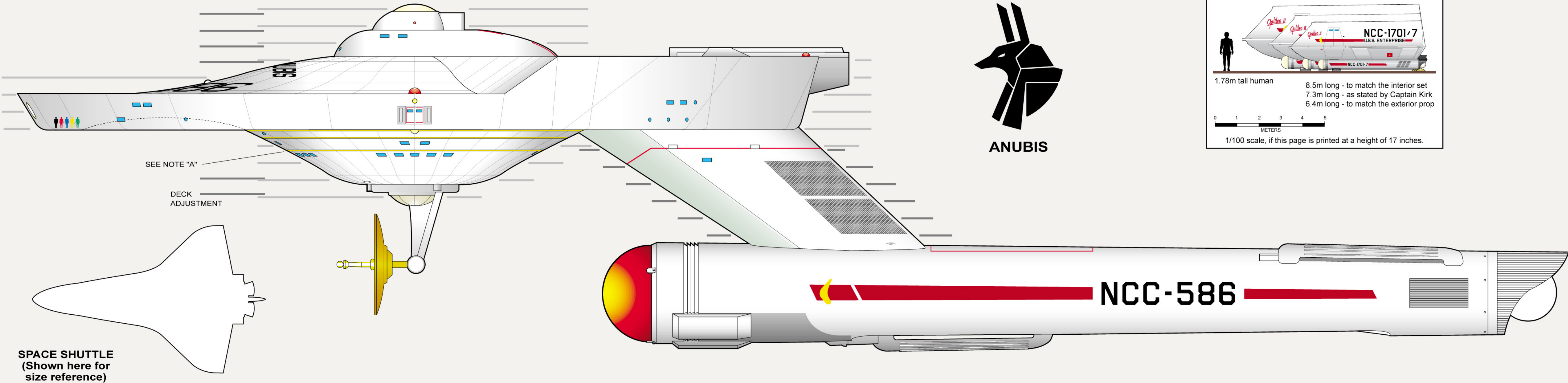
LAYOUT: PORT PROFILE PAGE 1 of 18

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If printed 17 inches tall (from black-outlined edge to black-outlined edge) the scale of these drawings is 1/350.



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BACKGROUND HISTORY

This project is an extrapolation of the U.S.S. ENTERPRISE drawings developed in the year 2020. Those drawings were governed by 3 criteria:
(1) The 11-foot-2.08-inch (3.4-meter) studio model,
(2) The Writer's Guide, and
(3) The 79 episodes plus the original pilot.
There are no such criteria to guide these drawings, but the basic design philosophy is to complete this ship in the same style that Franz Joseph (FJ) developed for his Technical Manual and in the same style as his Heavy Cruiser blueprints. The goal is to try and fit all the components inside the hull. But what are "all the components"? What are the roles of "Light Cruisers" and "Scouts" and "Frigates" in the STAR TREK universe? How and why was this ship constructed?

According to the Star Fleet Technical Manual, Saladin-class Destroyers have three Phaser Banks and two Photon Torpedo Banks, whereas Hermes-class Scouts only have one Phaser Bank.

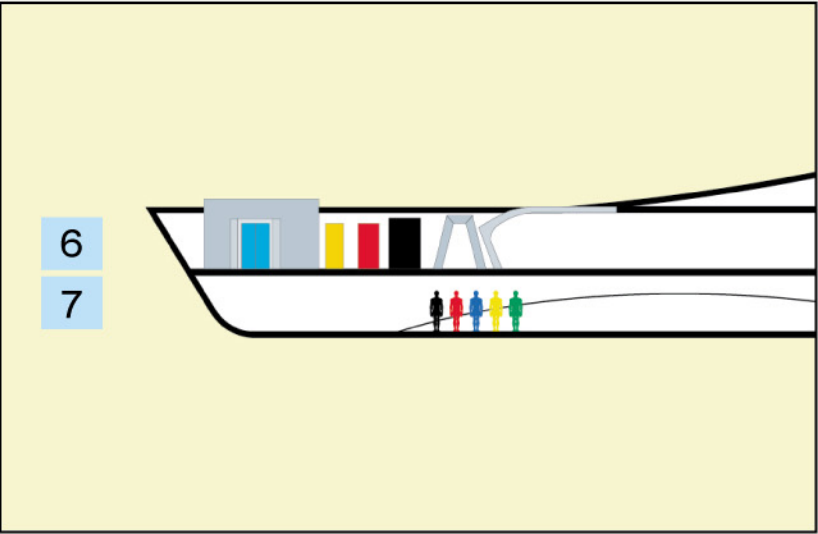
In Star Fleet, a "Frigate" is a fast, medium-sized ship intended to protect other vessels. That protection is provided by the ship's phasers and photon torpedoes, but also by the many small craft stored in the hangar bays. The Transport / Tug had an energy surplus. It is this energy surplus which led to the Surya-class Frigate. The Surya-class Frigates used that energy surplus for Hangar Bay Operations.

In Star Fleet, a "Light Cruiser" is a small-to-medium sized multi-purpose vessel, capable of sustained independent operation, but more lightly armed compared to other cruiser types, and not necessarily intended for front-line combat.

The U.S.S. ANUBIS started as a Hermes-class Scout, authorized on Stardate 0965. While serving in the Fifteenth Fleet, it was heavily damaged in battle. The Bridge, Computer Core, Dorsal section, and Warp Engine were grafted onto a Surya-class hull which was under construction at the time. The graft resulted in a unique, new type of ship. There were many changes to the Surya-class hull. Most are discussed in the following pages. The ship functioned well, but the design did not warrant mass-production.

CONSTRUCTION NOTES

As with my Heavy Cruiser plans, I started at the edge of the primary hull (see image below), where the height of 2 decks, the thickness of 1 floor, and the thickness of 2 hulls have to fit in this part of the saucer.



In CHARLIE X we saw how thick the walls are and also what is in the walls. The DESILU plans show walls that are 1 foot (0.3 meters) thick and sometimes even thicker. I decided to make all walls, decks, and hulls 1 foot thick, never thinner. In a few places, the walls are even thicker.

This leaves a ceiling height of 8 feet (2.44 meters) for each level.

The one set piece (reminiscent of a ship's rib - often seen in the Briefing Room) does not quite fit. However, all the other details (doors, openings, etc) do fit (see image at left). I consider the trapezoidal openings to be isolation doors ... in case of hull breaches, damage control, intruder alerts, etc.

In my profile drawing (at the top of this page) the light grey horizontal lines show the initial deck locations. They represent a constant 8 foot ceiling throughout the entire ship.

I built them upwards and downwards from my starting point, Deck 6 and 7. However, this makes the Bridge too high, and Deck 11 too low. The dark grey horizontal lines show the adjusted deck locations.

Since disconnection equipment is located on Dorsal Deck 8 and Dorsal Deck 9, it makes sense to keep this area clear of crew and difficult to access except by authorized personnel. Also, all the dorsal decks below Deck 9 are devoted to Warp Engineering. They have the same roles as the inspection stations in the warp engine pylons of the Constitution-Class ships. Because of radiation and the sensitivity of the equipment, this area is also difficult to access except by authorized personnel. Therefore, the entire dorsal section below Deck 8 is accessible only by ladders. The bottom level is heavily shielded and normally sealed.

The undercut on the Primary Hull affects Deck 7 but the concave undercut of the Primary Hull was flattened at the rear on Surya-class ships.

GENERAL NOTES

Are the wide steps in Engineering considered to be "stairs"? Are the steps on the Bridge considered to be "stairs"? Perhaps stairs do not appear in any episodes, but that does not mean they do not exist in Starfleet ships. Therefore:
1. After engine nacelle disconnection and an emergency landing, stairs on Decks 4, 3, and 2 lead up to the hatch, thus allowing the crew to leave the ship quickly.
2. Each of the 2 Recreation Rooms on Deck 7 have balconies on Deck 6. Those balconies have stairs that lead down to their respective Recreation Rooms.
3. The two Cargo Operations areas on Deck 7 have wide stairs as well as cargo lifts.
4. Stairs connect the two levels of the Deflector Equipment at the front of the hull.
5. Stairs connect Impulse Engineering and Warp Engineering.

Aside from these stairs, the rectangular ladders (within rectangular alcoves) and the triangular ladders (within circular alcoves) supplement the turbo-elevator system. If that system fails, or in some other emergency, ladders alone would not be very efficient; it is easier to carry something up stairs than up a ladder.

There are external features that do not need to be marked: hatches for the Phasers, hatches for the Photon Torpedo Launchers, and the Primary Hull / Warp Engine disconnection line, to name a few. These drawings attempt to make sense of the markings that ARE visible on the studio model of the ENTERPRISE, all of which are then extrapolated onto this ship.

More notes relevant to each deck appear on the following pages.

Contradictions and errors exist within the episodes. I am sure 100% continuity is not possible.

I hope these pages provide you with some pleasure, information, and ideas for contemplation / consideration.

If I missed something, please let me know.

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