

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



NOTES FOR DECK 6 AND DECK 7

DECK 6

The layout of this deck is similar to the Heavy Cruiser-class design but the diameter is 13 meters (43 feet) larger. The tri-radial symmetry is retained, but expanded. As on the previous decks, the turbo-elevator shafts are separated by 120°; the 3 prongs finally meet in the middle on this deck. Many turbo-elevator storage spaces have been added.

Because the outer corridor-arcs are so long, three access nodes have also been added between the three main horizontal spokes of the turbo-elevator system. Those nodes are connected from below, via the network on Deck 7. This system keeps the travel distance between any two points to less than a couple hundred feet or meters.

The FJ drawings show a few windows around the edge of the Primary Hull. Recreation Rooms are placed at the forward window locations. The Cargo Operations Centers are placed at the aft window locations. Stairs beside the Cargo Operations Centers lead down to Deck 7. Stairs within Ring D also lead up to Deck 5.

In the center are 3 relaxation areas. The one at the front is a Lounge. The other two are considered to be Messrooms because they are serviced by food dispensers which are directly connected to the Food Preparation area on Deck 8.

Environmental Lockers (EL) or storage spaces are distributed all around the deck. The 4 large rectangular escape hatches which exist on the Primary Hull of the Heavy Cruiser-class are retained (shown here in yellow).

The Space Energy Field Sensors are now located on either side of the Deflector Equipment in the bow of Deck 6 and Deck 7. These work together and can operate independent of the Main Sensor Dish. Fore and aft sensors are located around the perimeter. Some cargo holds are also located around the perimeter.

Main gangways are at the port and starboard edges, on both Deck 6 and Deck 7.

The Main Impulse Engineering section and the Secondary Warp Engineering section are combined at the rear of the deck, ahead of the Impulse Engines. Environmental Engineering and Engineering Computers are on both sides of the engineering section.

DECK 7

There is no undercut on the Primary Hull of the Dreadnought.

Several shafts drop down from the turbo-elevator system on Deck 6 to serve Deck 7. On this level the shafts do not converge. Instead, the turbo-elevators travel in arcs around the hull, and then pop up to Deck 6 to serve the three access nodes between the three main horizontal shafts. There is also one main shaft (just ahead of Engineering) which drops down to the Secondary Hull.

In the center are the ship's Main Computers. More computers exist in the center of Deck 8. Aft of the computers is the machinery for the food conveyors. Outward from the computers are various labs, doctor's offices, and Sickbay.

The next ring outward contains an Armory, a Briefing Room, the Chapel, the main Brig, some crew quarters, and Engineering Machine Shops (EMS).

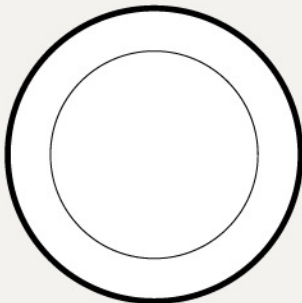
Outward from all that are four Transporters (for 6 people) and four Emergency Transporters (for 22 people).

The turbo-elevator maintenance shop (EM) is located starboard of the aft turbo-elevator shaft. On the port side are the stairs used for evacuating the Secondary Hull prior to disconnecting the Primary Hull.

Aft of the EMS is the combined Warp and Impulse Engineering section, flanked on both sides by fuel tanks. The Chief Engineer's office is located at the front of Engineering on the starboard side.

In the outermost ring (just ahead of the port and starboard fuel tanks) is a Cargo Operations Centers, with a Cargo Transporter and a Cargo Lift. From here, cargo can be distributed to the various cargo holds in the outer perimeter of the hull.

Fore and aft sensors are located around the perimeter. Main gangways are on both sides, just as on Deck 6.



DECK 12: LOWER SENSOR DOME

NOTES

DECK 12

The Lower Sensor Dome feeds data directly to the various science laboratories on Deck 2 (just like the upper sensor dome). That data is then relayed to the various command stations on Deck 3.

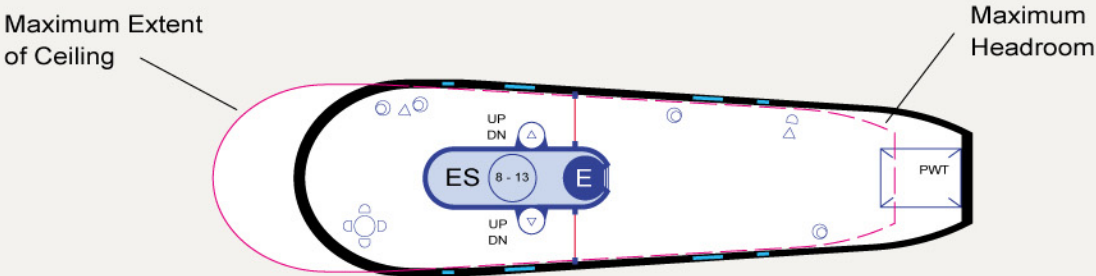
DECK 12 VENTRAL

This is a Lounge.

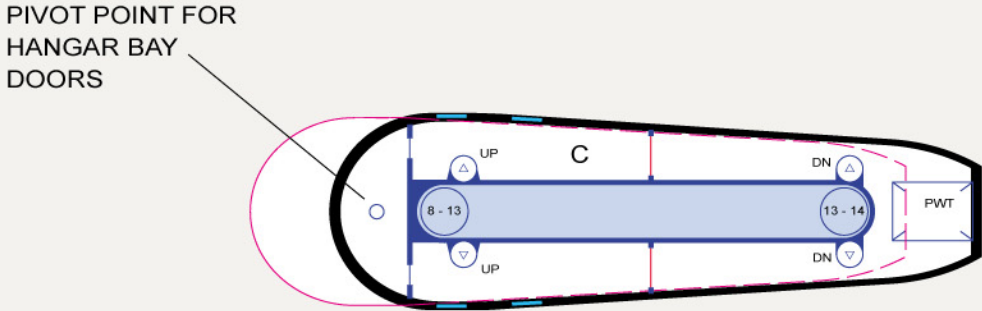
DECK 13 VENTRAL

The horizontal shaft of the turbo-elevator provides access between the Primary Hull and the Secondary Hull. This long traverse allows the turbo-elevator to reach aft beyond the Hangar Bay.

The pivot point for the Hangar Bay doors is located at the front of this deck.



DECK 12: VENTRAL



DECK 13: VENTRAL