

This project is an extrapolation of the U.S.S. ENTERPRISE drawings developed earlier this year. 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 the ships Franz Joseph (FJ) developed for his Technical Manual 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 is the role of a "Dreadnought" in the STAR TREK universe?

A "Dreadnought" was a type of ship on Earth in the early 20th Century. They were designed with an "all-big-gun" philosophy. As weapons and armor improved, the advantages faded. It could also be called a "Battle cruiser."

According to Star Fleet, a "Dreadnought" is a heavily armed starship. But more than that, it also has elaborate Electronic Warfare capabilities. The EW abilities are a result of the surplus power that is available from all the power generation systems in the ship.

This layout retains the lines as established by Franz Joseph. However, the shape of the Hangar Bay doors was adjusted slightly. Also, the leading edge of the neck - connecting the Primary Hull to the Secondary Hull - was moved forward slightly. Finally, some windows were moved and others were added. This FJ design appeared in the movies on various displays on the Bridge of the U.S.S. ENTERPRISE.



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.

As with my Heavy Cruiser plans, I started at the edge of the Primary Hull (see image at left), 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. Note that there is no undercut on the Primary Hull of a Dreadnought ship.

The edge of the Primary Hull on the Dreadnought is thicker, but we don't know how thick. Fortunately, the FJ drawing states the Secondary Hull is 30 meters in diameter. The light grey horizontal lines in the profile drawing (above) represent the floors. In order to maintain a constant and reasonable ceiling height (that is to say, the spacing between the lines), the Secondary Hull could contain 9, 10,

or 11 decks. Extrapolating these three possibilities across the rest of the ship revealed that the spacing which allowed 10 decks to fit well within the Secondary Hull was the only spacing that also fit well within the rest of the ship. That spacing even aligned with the edge of the Primary Hull remarkably well. That spacing was 9 feet (2.74 meters). All the DESILU set details fit except for the 10-foot walls. There was only one adjustment made to this. The Hangar Bay's Flight Deck was shifted down slightly. The dark grey horizontal line shows that adjustment.

The Separation Plane between the Primary Hull and the Dorsal Engine resulted in an upward shift of Dorsal Decks 2, 3, and 4. Also, the Separation Plane between the Primary Hull and the Secondary Hull resulted in a downward shift of Decks 9 to 23.

Since disconnection equipment is located on Deck 8 and Deck 9, it makes sense to keep this area clear of crew and difficult to access except by authorized personnel.

The main sensor at the rear (the "Deflector Dish") has a Tractor Beam Controller built into it, as well as Electronic Warfare systems.

The original Franz Joseph drawing does not show an Impulse Engine for the Secondary Hull, but that would be required for that portion of the ship to have full maneuverability and independence. I suggest the two engine pylons are unusually wide so as to allow impulse engines to be placed inside them. If you accept this, then:

The Secondary Hull can operate independently. The only thing it lacks is sufficient crew quarters for extended-duration missions.

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. For the sake of Emergency Evacuation of the Secondary Hull prior to Primary Hull disconnection, stairs lead up from Dorsal Deck 10 to Deck 7.

- 2. The two Cargo Operations areas on Deck 7 have wide stairs as well as cargo lifts.
- 3. Stairs lead from Engineering on Deck 7 down to Deck 10.
- 4. Stairs allow for a quick connection between the crew quarters on Deck 5, Deck 6, and Deck 7. From deck 7 stairs also lead to the main Recreation area on Deck 8.
- 5. Stairs allow access to the Hangar Bay door machinery and to the Shuttlecraft Maintenance area.

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 the Dreadnought.

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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