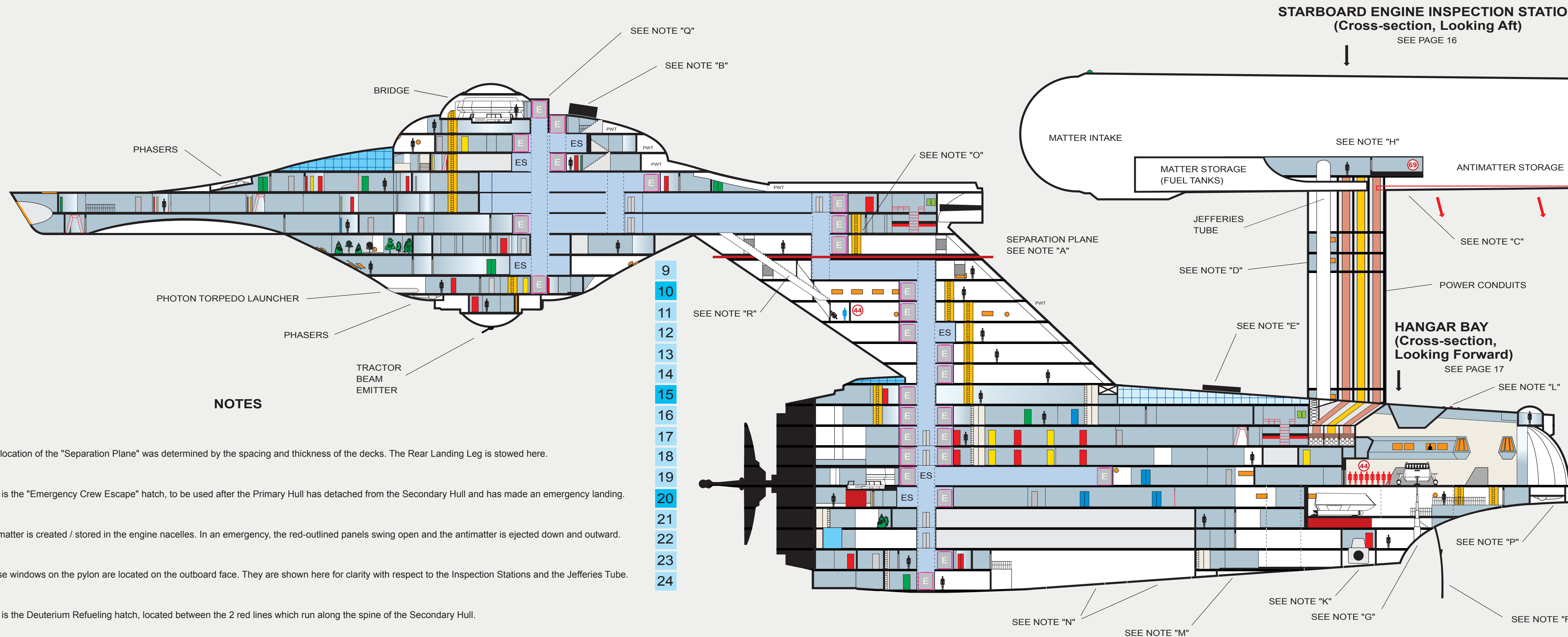


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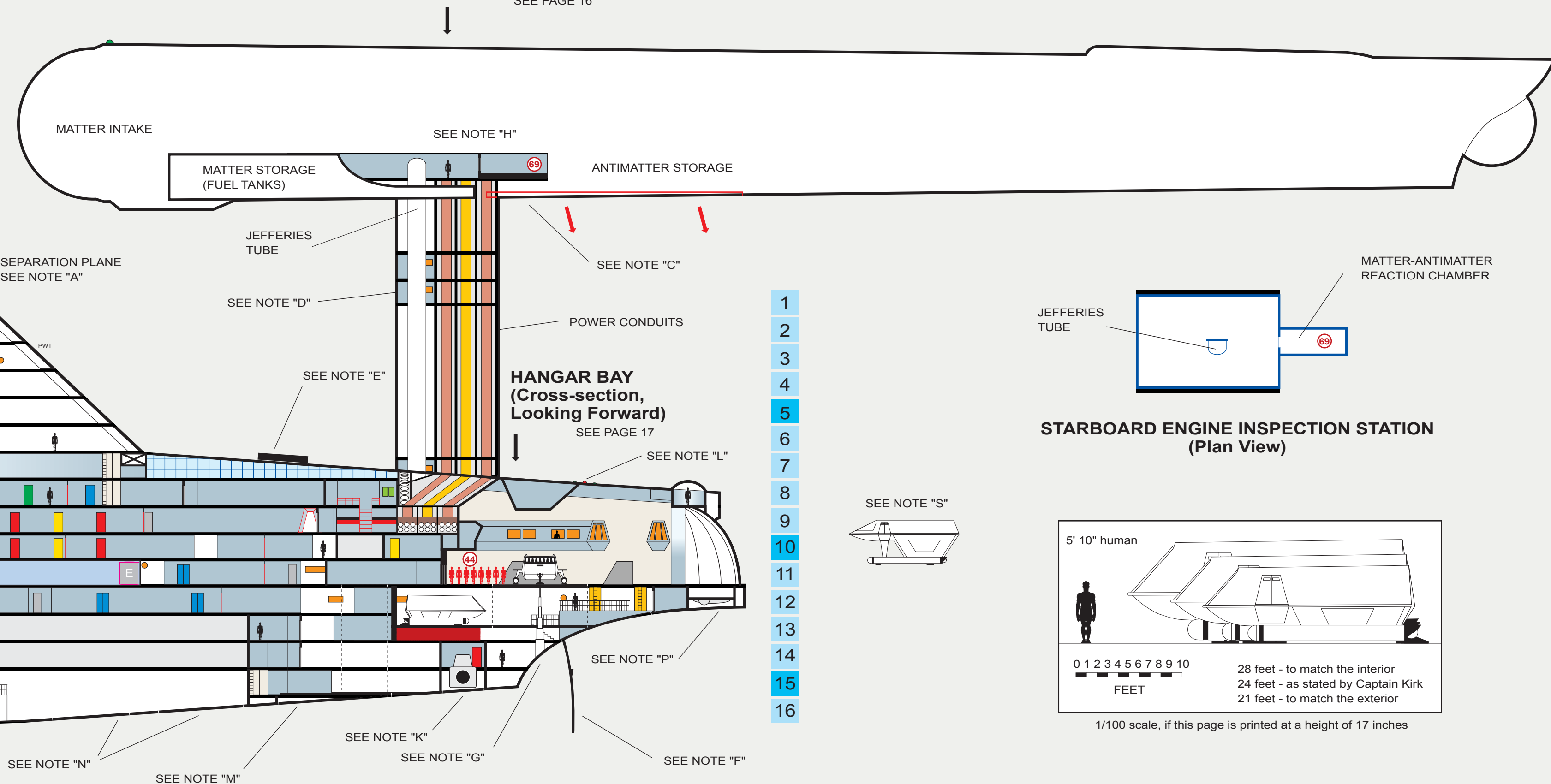


NOTES

- A The location of the "Separation Plane" was determined by the spacing and thickness of the decks. The Rear Landing Leg is stowed here.
B This is the "Emergency Crew Escape" hatch, to be used after the Primary Hull has detached from the Secondary Hull and has made an emergency landing.
C Antimatter is created / stored in the engine nacelles. In an emergency, the red-outlined panels swing open and the antimatter is ejected down and outward.
D These windows on the pylon are located on the outboard face. They are shown here for clarity with respect to the Inspection Stations and the Jefferies Tube.
E This is the Deuterium Refueling hatch, located between the 2 red lines which run along the spine of the Secondary Hull.
F This is the "Shuttle Maintenance Bay" hatch, for loading and unloading Shuttlecraft components, fuel, etc.
G The Shuttlecraft Lift is not necessarily hydraulically operated. This symbol could also represent anti-gravity equipment.
H The Matter-Antimatter Reaction Chamber is heavily shielded and partly recessed within the Warp Engine nacelle.
I The 2 square windows are in the port Observation Gallery (THE CONSCIENCE OF THE KING). The 2 round windows are on the starboard side.
J These 3 pale gold-coloured recessed rings are part of the Tractor Beam system. See Page 11 for more information.
K The Ion Storm Pod is located at the rear most hatch on the underside of the Secondary Hull.
L These 3 lights could be flight control lights or Tractor Beam status lights for Shuttlecraft Operations, or formation lights for the ship.
M The long rectangular hatch on the underside of the Secondary Hull allows access to the Cargo Lift Machinery and to the Cargo Transporter.
N These 2 hatches are for oversized cargo. They open into a large cargo space which has its own airlock.

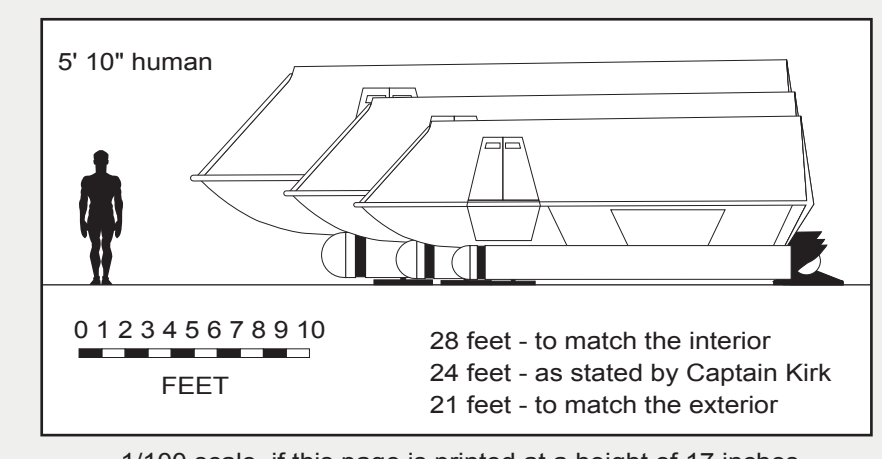
- O The undercut on the bottom of the Primary Hull affects Deck 7. However, the connection to the dorsal decks allows Deck 7 to be flat at this location. Therefore, the floor in Main (Impulse) Engineering will be flat, except along the left and right edge. This is shown on Deck 7 and discussed on Page 10.
P This is the "Aft Phaser" as mentioned in ARENA. It was specifically singular, not the generic plural "phasers" mentioned in many other episodes.
Q The Bridge was positioned very low to allow a turbo-elevator to reach it. This - and the Bridge's recessed floor - makes much of Deck 2 unusable. See Page 1 for more info.
R These stairs help evacuate the Secondary Hull prior to Primary Hull separation. Being on the port side of the ship, they would not normally be visible in this view, but their location is shown for clarification. See Page 10 for more info.
S The Shuttlecraft used here measure 28 feet (8.5 meters) in length, as suggested by the size of the interior set. The studio prop was 21 feet (6.4 meters) which was about 3/4 of the intended size. Kirk mentioned the Shuttlecraft is 24 feet (7.3 meters) long. A larger Shuttlecraft requires a larger Turntable / Lift. This moves the front wall of the Hangar Bay forward. Why? As seen in JOURNEY TO BABEL, there needs to be enough space for 8 guards to stand between the Shuttlecraft and the front wall of the Hangar Bay. Also, a larger Shuttlecraft requires the Lift to reach down 2 decks because a larger Shuttlecraft is taller than 8 feet. However, the fantail undercut limits the amount of vertical movement. A standard complement of 4 Shuttlecraft (as stated in THE OMEGA GLORY) does still fit.
Special thanks to Dana E. Lubich for permission to display the Cargo Shuttle design which Dana developed 30 years ago.

STARBOARD ENGINE INSPECTION STATION (Cross-section, Looking Aft)



HANGAR BAY (Cross-section, Looking Forward)

STARBOARD ENGINE INSPECTION STATION (Plan View)



GENERAL NOTES

- Red numbers within a red circle are callouts to specific episodes. A list of all the episodes is on the last page. If I have forgotten specific scenes or details, please let me know.
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 the ship. Therefore:
1. After hull 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. For the sake of Emergency Evacuation of the Secondary Hull prior to Primary Hull disconnection, stairs lead up from Deck 10 to Deck 7.
3. Each of the 3 Recreation Rooms on Deck 7 have balconies. Those balconies have stairs that lead down to their respective Recreation Rooms.
4. Beside each of those balconies are other stairs to serve each quadrant of the Crew's Quarters on Deck 7; those stairs lead up to Deck 6.
5. The arc of the Crew's Quarters in the forward quadrant of Deck 7 is very long, so stairs were added in the center of that arc; those stairs lead up to Deck 6.
6. Stairs were added to access Shuttle Maintenance and the Observation Gallery; these 2 decks were shifted up slightly, as mentioned on the previous page. 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 case of some other emergency, ladders alone would not be efficient; it is easier to carry something up stairs than up a ladder.
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.