



NOTES

DECK 6 (on Page 10)
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 design keeps the travel distance between any two points to less than a couple hundred feet or meters.

Only a few windows appear around the edge. 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. 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.

Impulse Engineering is at the rear of the deck, ahead of the Impulse Engines. Engineering Computers are on both sides of Engineering.