

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



NOTES

Warp Engineering is located at the top of the pylons immediately below the Warp Engine. This may seem controversial and unconventional, however, even though the power conduits could have traveled down the pylons they would not have been able to reach into the Primary Hull because the Hangar Bay occupies the entire volume at the base of the pylon. So, if the power cannot be brought to Engineering, move Engineering to the power source. Extra shielding is installed all around Warp Engineering.

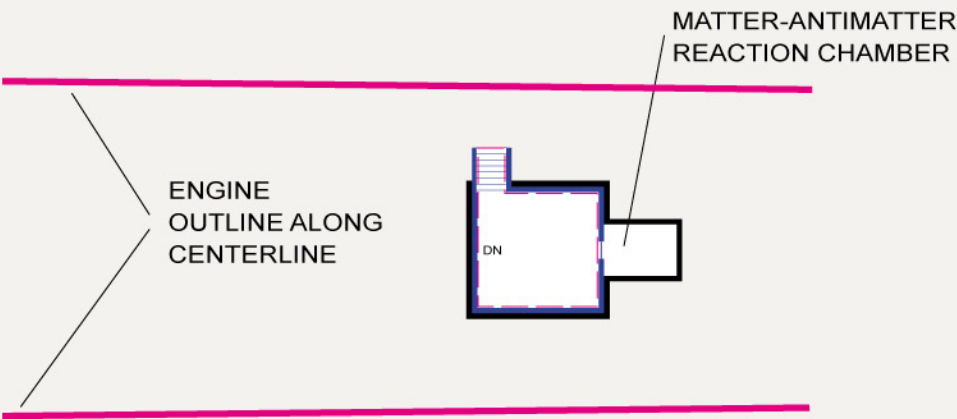
ENGINE INSPECTION STATION
The Matter-Antimatter Reaction Chamber is accessed by stairs to starboard from "A" Deck.

"A" DECK
The Emergency Manual Monitor (EMM) is immediately to port of the Warp Engineering High Bay. It can only be reached by a ladder from below, on "B" Deck.

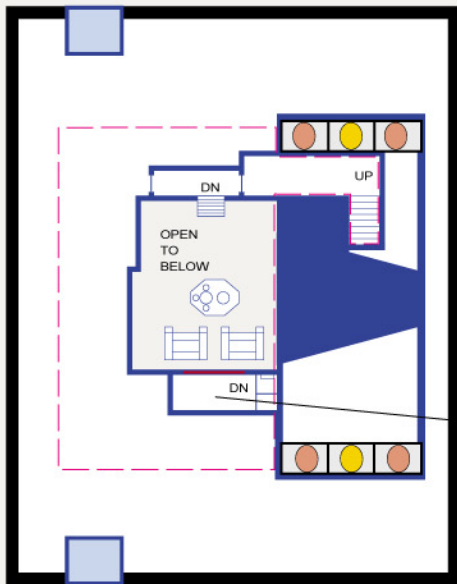
One fuel tank in the engine nacelle was deleted so as to make room for the EMM.

"B" DECK
Four (4) Turbo-elevators are always in stand-by mode on "B" Deck. The crew only needs to be evacuated to a point slightly lower than the upper separation plane, which is a few feet (meters) below, before the engine nacelle can be disconnected. Stairs are also available beside the Turbo-elevators.

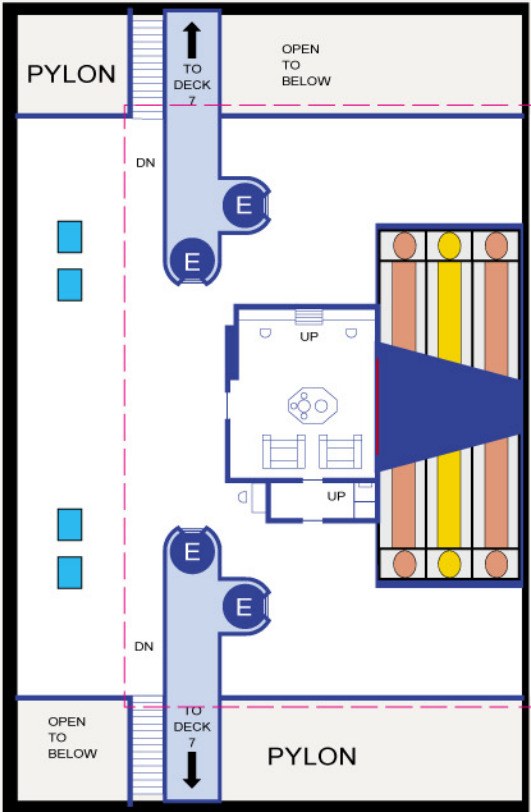
In many cases, the extra space around Engineering is filled with machine shops, tools, and cargo.



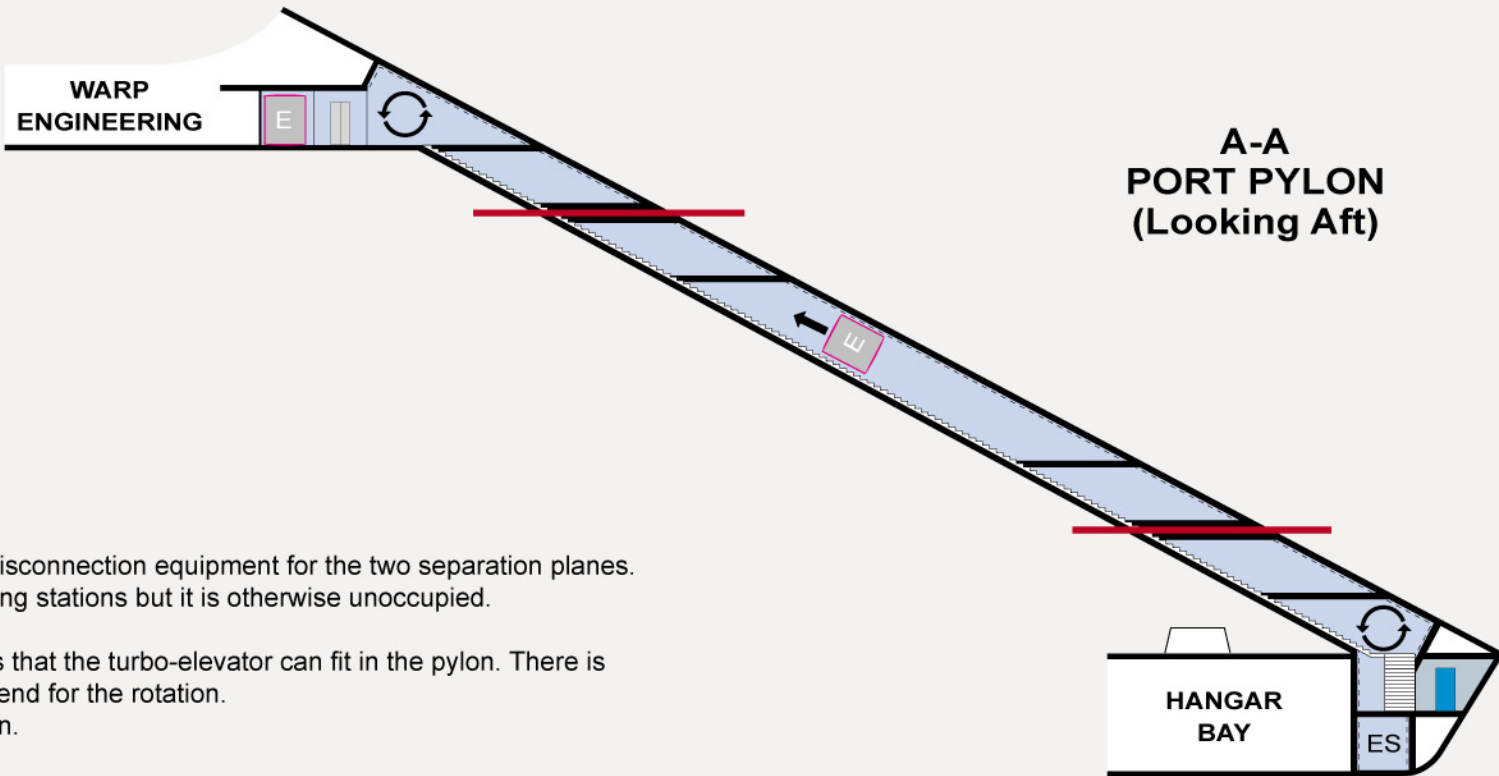
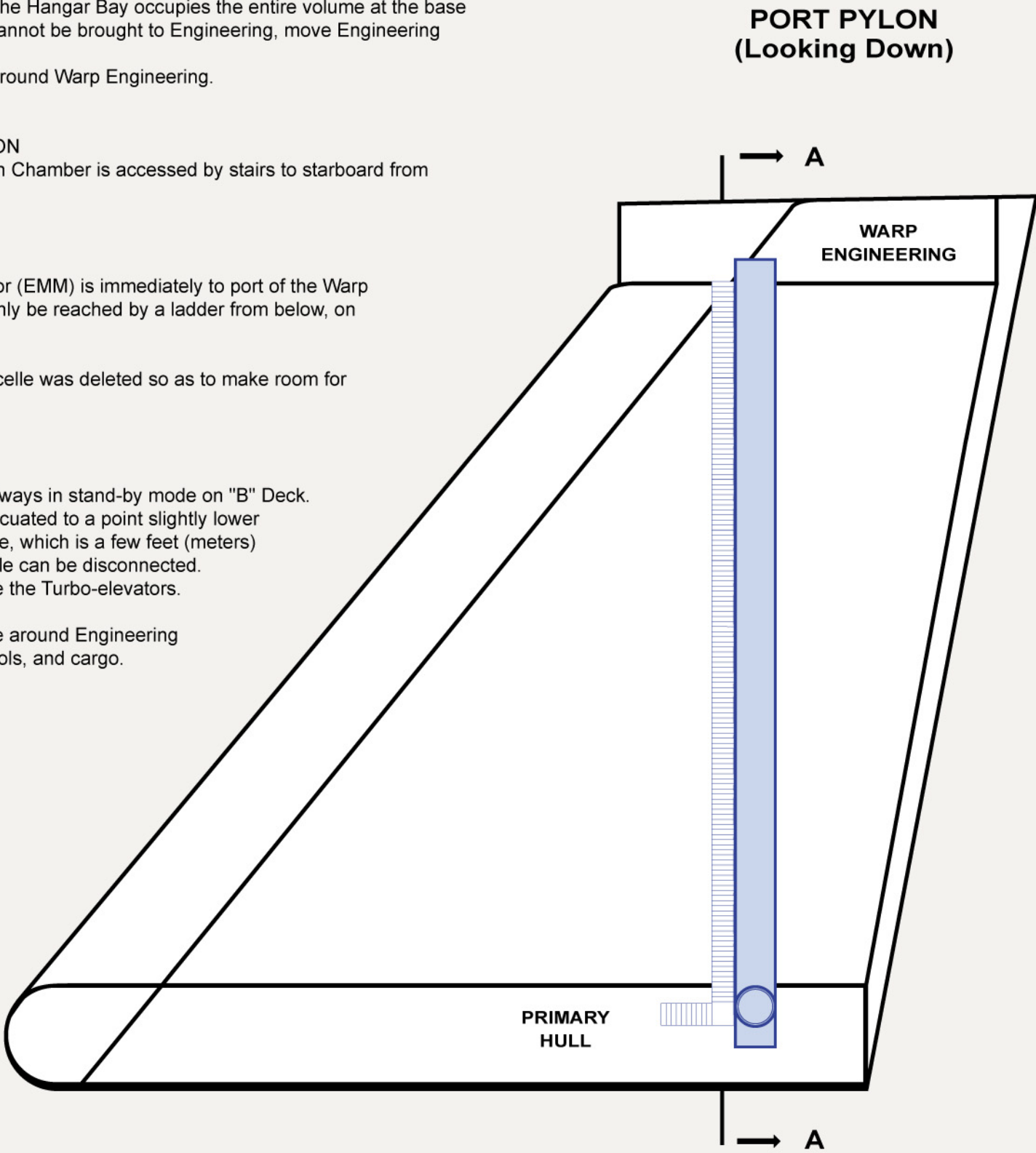
ENGINE INSPECTION STATION



"A" DECK:
WARP ENGINEERING
HIGHBAY



"B" DECK:
WARP ENGINEERING



PYLON
The pylon contains the disconnection equipment for the two separation planes. There are some monitoring stations but it is otherwise unoccupied.

View A-A (at right) shows that the turbo-elevator can fit in the pylon. There is space set aside at each end for the rotation. The stairs are also shown.