

## NOTES

### DECK 6

The layout of this deck is similar to the FJ design for the Constitution-class ship. I like the tri-radial symmetry. As on Deck 5, the turbo-elevator shafts are separated by 120°. I also added 4 more turbo-elevator storage spaces. This network is not as extensive as the FJ design; walking a few hundred feet or meters should not be an issue. Also, this network does not need to reach outward as much because it does not then drop down to Deck 7.

Over half of this deck is devoted to Crew Quarters. The majority of the remaining space is filled by the two Hangar Bays. They will be discussed below.

The windows around the edge of the Primary Hull governed the location of the two Recreation Rooms / Lounges. They have balconies (on Deck 6) which overlook the main level (on Deck 7). Stairs lead down from the balconies to each Lounge. There are also stairs at the bow, behind the Deflector Equipment.

A Cargo Lifts is located at the two aft window locations. Each is aligned with a Cargo Hold (located just aft of the Hangar Bay); inside each Cargo Hold is Cargo Operations. This will be discussed below. Stairs are also located beside each Cargo Lift.

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

Aft of the two Messrooms are wide corridors leading to the Hangar Bay airlock doors. Aft of the airlock doors are the two Impulse Engineering Highbays; they are separated by the main turbo-elevator shaft which leads aft to the Machine Shops and the Elevator Maintenance Shops.

Jefferies Tubes on each side of the turbo-elevator shaft provide access to Deck 5.

The Chief Engineer's Office is ahead of the Warp Engineering Highbay, and Environmental Engineering is on either side of that Highbay. The Engineering Computers are to port and starboard of Environmental Engineering.

The Emergency Manual Monitor is immediately to port of the Warp Engineering Highbay, but it can only be reached by a ladder from below, on Deck 7.

Environmental Lockers (EL) or storage spaces are distributed all around the deck, mostly concentrated near the 4 large rectangular escape hatches in the ceiling (shown here in orange).

### DECK 7

The windows around the edge of the Primary Hull governed the location of the two Recreation Rooms / Lounges. They have balconies (on Deck 6) which overlook the main level (on Deck 7). Stairs lead up from each Lounge to the balconies. There are also stairs at the bow, behind the Deflector Equipment.

Cargo Transporters and Cargo Lifts are located at the two aft window locations. Stairs are also located beside each Cargo Lift.

The grey area represents the concave cutout on the underside of the Primary Hull. This area could be used to store water, or fuel, or air, or more general cargo. I leave the area grey (for the most part) so as to clearly set it apart from the rest of the deck.

The center of this Deck contains the ship's Main Computers. The ring around the Computers contains Sickbay. Sickbay includes various labs, offices, and a post-surgery recovery area.

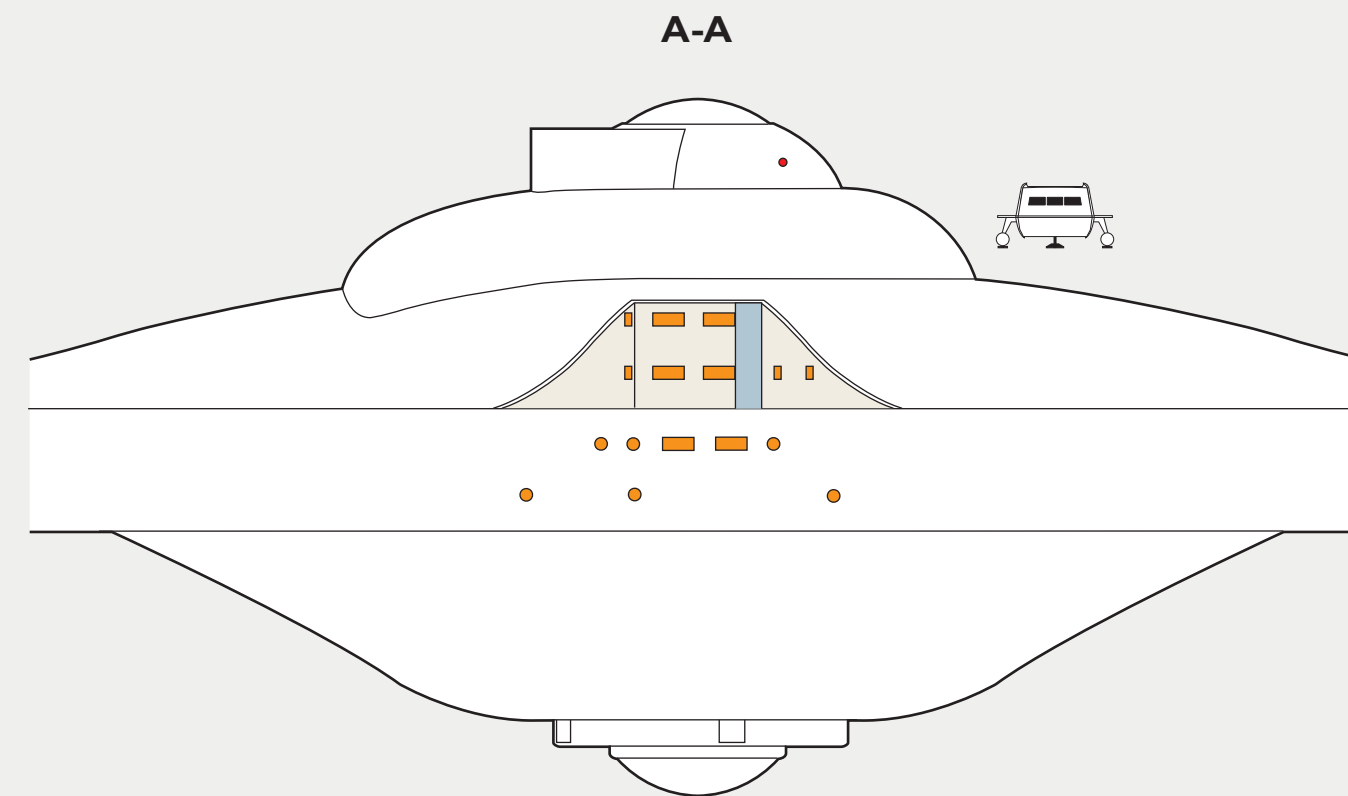
The ring around Sickbay contains the Armory, Briefing Room, Chapel, Brig, a few more offices, and airlocks leading to the 2 Main Landing Legs. Two Transporters (for 6 people) as well as one Emergency Transporter (for 22 people) are also located here. Corridors lead to the Shuttlecraft Maintenance Areas, but those corridors are not used often.

The machinery for the Food Conveyors is located aft of the Main Computers. Aft of that machinery are two Dillithium Energizer Stations. To port and starboard are each of the Impulse Engineering sections.

Aft of the Dillithium Energizer Stations are Inspection Corridors, on either side of the turbo-elevator shaft. Ladders lead down to the Dorsal decks.

The turbo-elevator shaft runs aft to Warp Engineering. The concave undercut of the Primary Hull might affect the floor here, but only slightly. One of the ladders to port leads up to the Machine Shops on Deck 6 and the other ladder leads up to the Emergency Manual Monitor.

The Impulse Engines are aft of Warp Engineering.



## HANGAR BAY and CARGO OPERATIONS

No matter how supplies arrive, they are efficiently distributed throughout the ship via the Cargo Operations Centers.

Cargo Operations is closely linked to Hangar Bay activities. From the Hangar Bay, supplies are unloaded and stored in the cargo holds immediately aft. From there, the supplies are cataloged in the Cargo Operations Center and then distributed via the Cargo Lift, located further aft. The lift can drop down to Deck 7, where cargo holds are located all around the perimeter. The process is reversed for material being shipped out.

People do not normally come and go via the cargo doors at the rear. They use the main airlock doors, located at the front of the Hangar Bay. Also at the front is a ladder that reaches up to the Landing Tractor Beam and Flight Control room, located on Deck 4.

Shuttlecraft maintenance occurs on the Flight Deck. There is no lift for the Shuttlecraft. However, the center of the turntable can be removed from below, from the Maintenance Area which is located on Deck 7. The Maintenance Area is accessed via a ladder in the alcove beside the Flight Deck or via a corridor on Deck 7.

