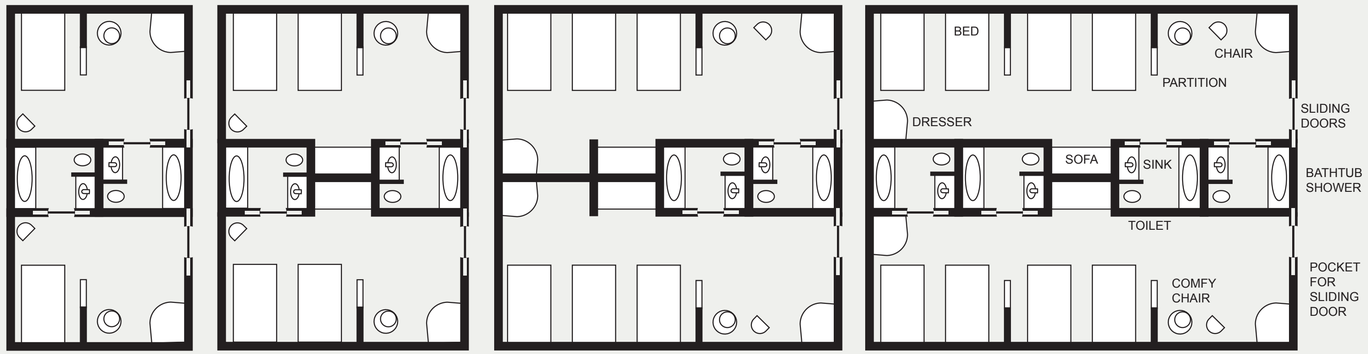
STAR TREK - TRANSPORT CONTAINERS

LAYOUT: ACCOMMODATIONS, etc. PAGE BONUS

DRAWN BY: Jim Botaitis

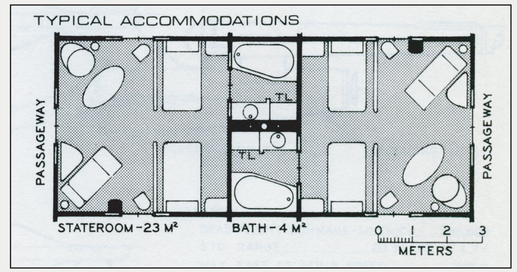
If printed 17 inches tall (from black-outlined edge to black-outlined edge) the scale of these drawings is 1/100.



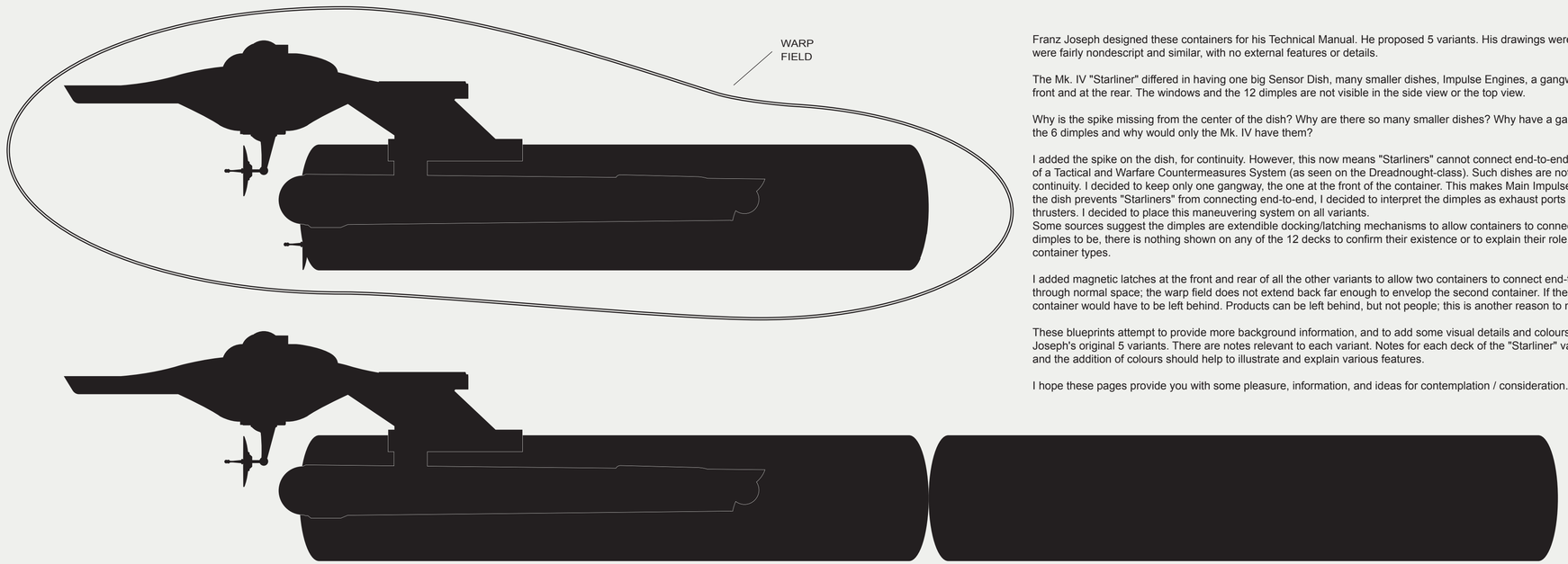
NOTES

My accommodations (left) are based on Franz Joseph's layout (below), but they have been modified to fit better on each deck.

I provide rooms for people traveling alone, or with up to 3 other people. If all the rooms for 1 person are replaced with rooms for 4 people, then the capacity of the "Starliner" can easily exceed 1,000. However ... there may not be sufficient food, air and water.



If printed 17 inches tall (from black-outlined edge to black-outlined edge) the scale of these drawings is 1/1000.



GENERAL NOTES

Franz Joseph designed these containers for his Technical Manual. He proposed 5 variants. His drawings were very small. Externally, four of his variants were fairly nondescript and similar, with no external features or details.

The Mk. IV "Starliner" differed in having one big Sensor Dish, many smaller dishes, Impulse Engines, a gangway fore and aft, windows, and 6 dimples at the front and at the rear. The windows and the 12 dimples are not visible in the side view or the top view.

Why is the spike missing from the center of the dish? Why are there so many smaller dishes? Why have a gangway in the center of Engineering? What are the 6 dimples and why would only the Mk. IV have them?

I added the spike on the dish, for continuity. However, this now means "Starliners" cannot connect end-to-end; the spike is too long. Smaller dishes are part of a Tactical and Warfare Countermeasures System (as seen on the Dreadnought-class). Such dishes are not needed here, so they were deleted, for continuity. I decided to keep only one gangway, the one at the front of the container. This makes Main Impulse Engineering more secure. Since the spike on the dish prevents "Starliners" from connecting end-to-end, I decided to interpret the dimples as exhaust ports for a Reaction Control System comprised of 16 thrusters. I decided to place this maneuvering system on all variants.
Some sources suggest the dimples are extendible docking/latching mechanisms to allow containers to connect end-to-end. But whatever FJ wanted the dimples to be, there is nothing shown on any of the 12 decks to confirm their existence or to explain their role, and they are not shown on any of the other container types.

I added magnetic latches at the front and rear of all the other variants to allow two containers to connect end-to-end. Two containers could be towed, but only through normal space; the warp field does not extend back far enough to envelop the second container. If the towing vessel had to go to warp, the second container would have to be left behind. Products can be left behind, but not people; this is another reason to not connect "Starliners" end-to-end.

These blueprints attempt to provide more background information, and to add some visual details and colours to the designs. I also expanded on Franz Joseph's original 5 variants. There are notes relevant to each variant. Notes for each deck of the "Starliner" variant have also been added. The larger scale and the addition of colours should help to illustrate and explain various features.

I hope these pages provide you with some pleasure, information, and ideas for contemplation / consideration. If I missed something, please let me know.

Jim Botaitis
jbot@rogers.com
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