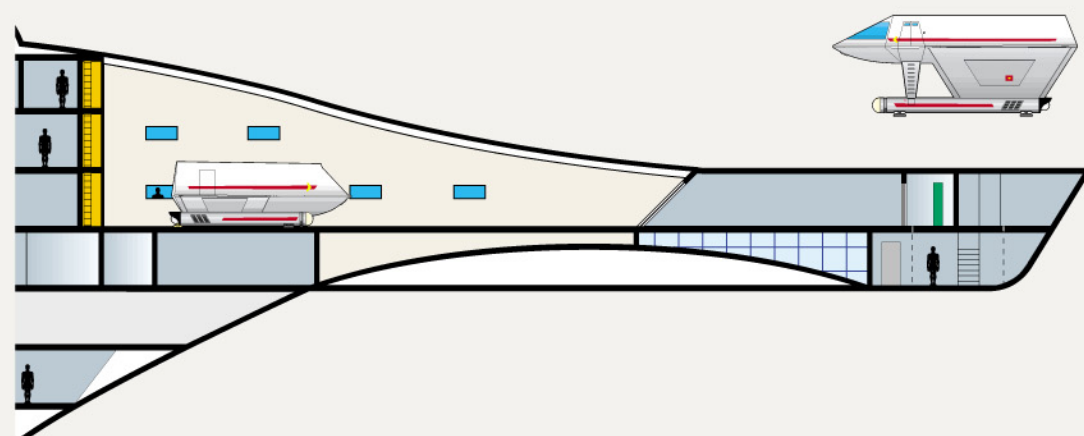
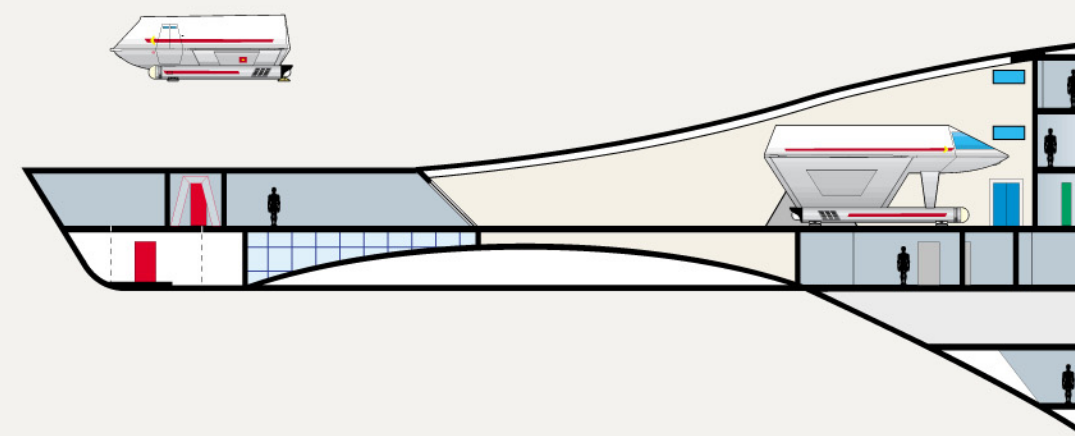




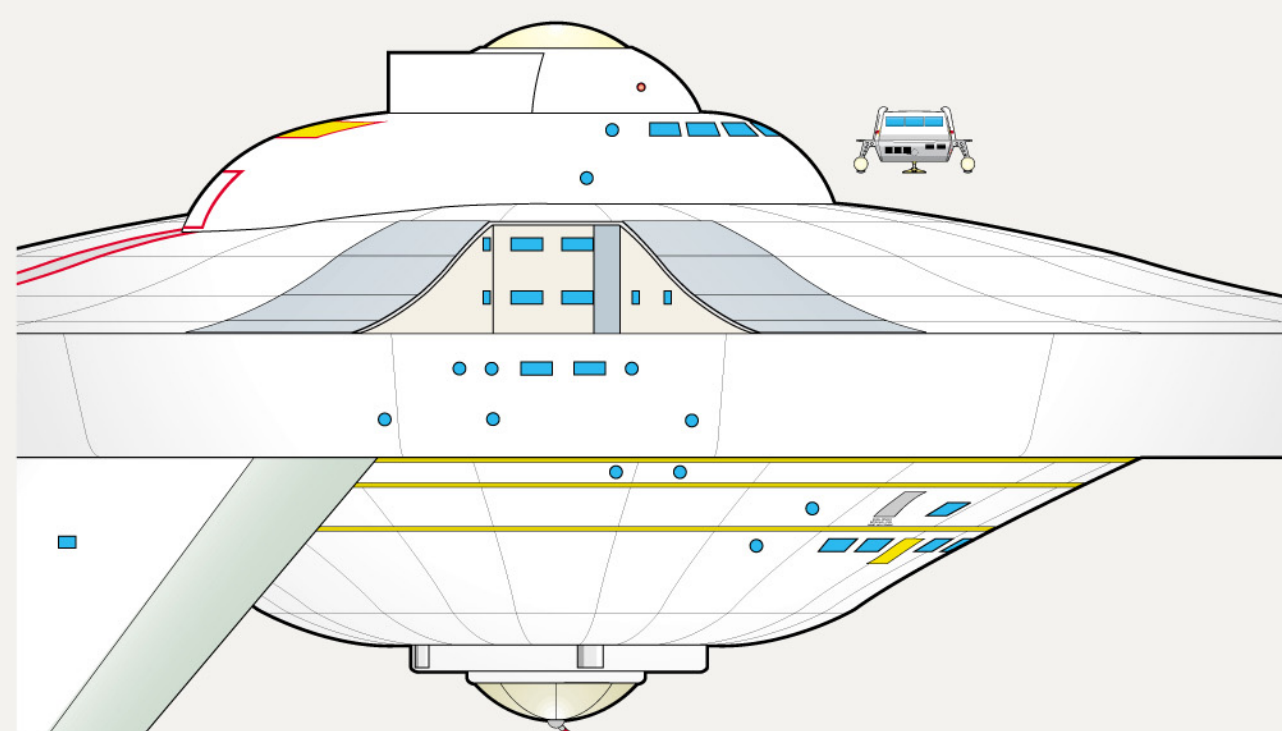
B-B



C-C



A-A



NOTES

Shuttlecraft maintenance occurs on the Flight Deck. Fuel and parts are stored in the cargo hold aft of the Hangar Bay.

There is no elevator platform for the shuttlecraft; the markings on the Flight Deck are for targeting / landing.

CARGO OPERATIONS

Cargo Operations is closely linked to Hangar Bay activities. Supplies can be unloaded in the Hangar Bay, taken to the Cargo Lift, then distributed to the Cargo Holds around the rim of Deck 7. Cargo can also arrive via the Cargo Transporter on Deck 7.

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. Most of the remaining space is filled by the Hangar Bay.

The windows around the edge of the Primary Hull governed the location of the three 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 Lift is located at the starboard aft window location. Ahead of the Cargo Lift (just aft of the Hangar Bay) is the Shuttlecraft Maintenance area. Stairs are also located beside the 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 starboard Messroom is a Foyer leading to the Hangar Bay. To port of the Foyer is the main turbo-elevator shaft which continues to the rear. Machine shops are to port. Environmental Engineering and turbo-elevator maintenance are to starboard. The Engineering Computers are to port and starboard of Main Engineering.

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 yellow).

DECK 7

The windows around the edge of the Primary Hull governed the location of the three 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.

A Cargo Transporter and a Cargo Lift are located at the starboard aft window location. Stairs are also located beside the 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. Aft of the Main Computers is the machinery for the Food Conveyors. Aft of that machinery are storage areas for Medical Supplies.

The ring around Sickbay contains the Armory, Briefing Room, Chapel, Brig, a few other offices, and airlocks where the 2 Main Landing Legs used to be. Those were replaced with hatches for extra-vehicular activities. The ring also contains three Transporters (for 6 people) as well as two Emergency Transporters (for 22 people).

A corridor on each side leads aft to access the decks within the pylons. The undercut between the two pylons was flattened. The Chief Engineer's Office is located beside the starboard corridor.

At the rear is Main Impulse Engineering.