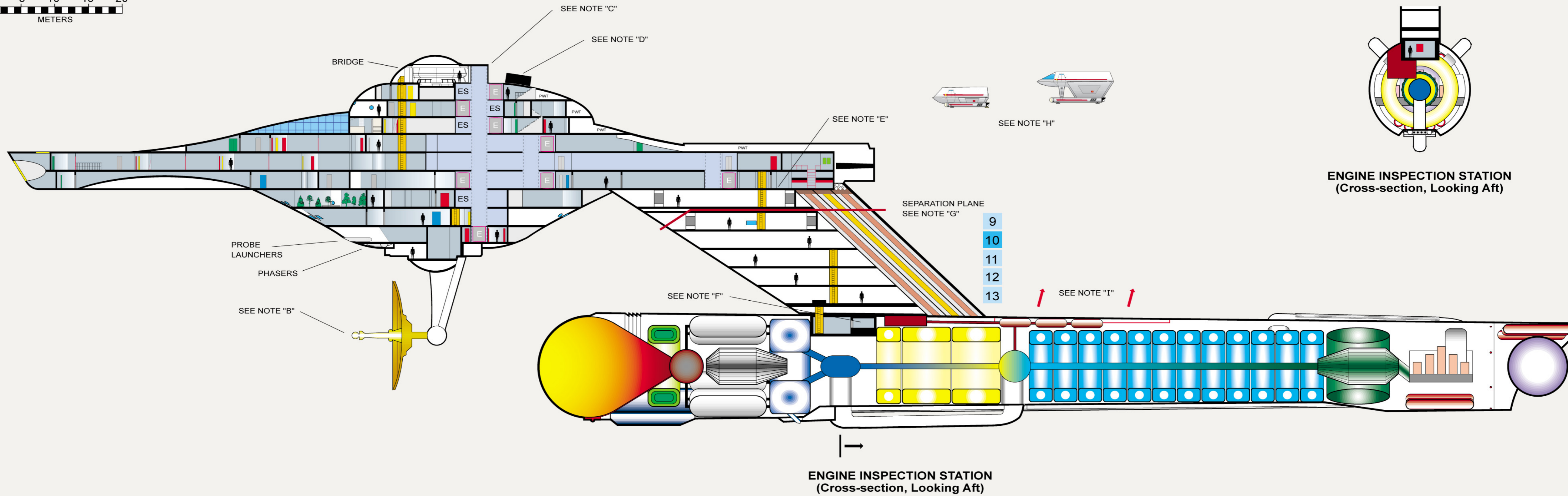




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NOTES

A SEE PAGE 1
 These 3 pale gold-coloured recessed rings are part of the Tractor Beam system. See Page 16 for more information.

B
 The Tractor Beam Emitter is built into the Main Sensor Dish.

C
 The height of the bump behind the Bridge has been increased to allow a turbo-elevator to fit. See Page 7 for more information.

D
 This is the "Emergency Crew Escape" hatch, to be used after the Primary Hull has detached from the Warp Engine and made an emergency landing.

E
 The undercut on the Primary Hull affects Deck 7. However, the connection to the dorsal decks allows Deck 7 to be flat at this location. Therefore the floor in Warp Engineering will be flat, except along the left and right edge. This is shown on Deck 7 and discussed on Page 11.

F
 The Matter-Antimatter Reaction Chamber is heavily shielded and recessed within the Warp Engine nacelle.

G
 The location of the "Separation Plane" was determined by the spacing and thickness of the decks.

H
 The Shuttlecraft used here measure 28 feet (8.5 meters) in length, as suggested by the size of the interior set. The studio prop was 21 feet (6.4 meters) which was about 3/4 of the intended size. In one episode of STAR TREK, Captain Kirk mentioned the Shuttlecraft is 24 feet (7.3 meters) long.

Special thanks to Dana E. Lubich for permission to display the Cargo Shuttle design which Dana developed 30 years ago.

I
 Antimatter is created / stored in the engine nacelle. In an emergency, the red-outlined panel swings open and the antimatter is ejected up and to the rear. This particular configuration / orientation required the Antimatter Storage Containers to be shifted 54 feet (about 16 meters) toward the rear. The red-outlined panel was also shifted by that same amount.

CUTAWAY SYMBOLS

- STRAIGHT WALL
- CURVED WALL
- CUTAWAY ALONG WALL
- INNER FACE OF HULL
- CUTAWAY THROUGH DECK
- CUTAWAY ACROSS WALL
- CUTAWAY THROUGH DOOR
- TREE, SHRUB
- DOORS
- ISOLATION DOORS
- PRIVACY SCREENS
- RECTANGULAR LADDER ALCOVE
- ROUND LADDER ALCOVE
- STAIRS
- RAILING
- JEFFERIES TUBE