

SHIP'S DIRECTORY

Note

Basic structural components such as turbolift stations, corridors, ladders, removable panels, viewports, general utility rooms, damage control lockers, and the ship's heads have been omitted from this directory for reasons of clarity. Likewise, localized equipment such as deflector shield generators, emergency battery banks, atmospheric processing units, gravity generators, structural integrity field generators, inertial dampers, and subspace radio transmitter/receivers are also not specified.

Deck One is actually a detachable bridge module and serves as the nexus for all command and control activities aboard the ship. This structure can be easily replaced with a different module when mission priorities demand a more specialized bridge configuration, or when new control technologies become ready for field application. At the forward end of the bridge is the main viewer, and along its walls are ten stations which control the ship's vital systems. At the center of the bridge, situated in a shallow well, is the helm/navigation station, and immediately aft is the Captain's Chair. Crewmembers may access one of the ship's many turbolifts through one set of pocket doors located along the bridge's aft centerline. These lifts provide powered access to almost all areas of Decks 2 through 10. At the far aft section of Deck 1 is Docking Port #1, where any vehicle featuring a standard docking ring can physically link to the bridge module. Personnel enter the ship via two large sliding doors, into a small airlock, then onto a control room where such dockings are supervised and monitored. Lining the inner edge of this room is a case of curved stairs leading down to Deck 2. On the starboard side of the main turboshaft, four chairs, a small table, and a food synthesizer are located in a foyer adjacent to the Captain's Ready Room. Here the ship's commanding officer may study, debrief a crew member, and send/receive a personal transmission. At the forward end of the foyer, an identical set of curved stairs also leads down to Deck 2. Finally, along the front edges of Deck 1 are the forward, lateral, and upper navigational sensor arrays.

Deck Two is known as the executive deck. Forward, along the ship's centerline is the beginning, and top, of the main stairwell, which permits unpowered access to Decks 3 through 10. On Deck 2's forward port side lies the main briefing room, and on its forward starboard side are offices for the Executive and Second Officers. At the center of Deck 2 is the top of the main computer core shaft, which connects to the bottom of the Deck 1 bridge module and runs down the central axis of the saucer section, to the lower navigational dome at the bottom of Deck 11. On either side of the main computer core are the curved staircases leading down from Deck 1. Far aft on Deck 2 is the high bay of the senior officers' lounge below on Deck 3. Lining the forward edge of this room are a rear-facing balcony and two viewing lounges, accessible from pocket doors on Deck 2 and stairs coming up from Deck 3.

Deck Three is the vessel's first through-deck, comprised of a forward saucer section and an aft raised hull section. In the saucer section, immediately about the computer core, is the communications bay. Here all ship's transmissions, not tended to on the main bridge, are monitored. A semi-concentric corridor surrounds this room, accessible from the main stairwell and the main turboshaft. Located outward of this corridor are four small social science labs and two personal communications rooms. Directly aft of the communications bay is the senior officers' lounge. On its port side is the philosophy lab and an office for the Doctor of Mental Health. On the starboard side of the lounge is the history lab and Communications Chiefs office. Directly aft of the senior officers' lounge, situated along the ship's centerline, is the stellar cartography room. On its port and starboard sides are four additional social science labs dedicated to anthropology, sociology, linguistics, and archeology. Aft of stellar cartography are the astronomy and astrophysics labs. On the port side of these rooms are the ship's arts center and ergonomics lab, along with an emergency (22-person) transporter complex. On the starboard side are the ship's library, information science lab, and specialized passenger staterooms. These cabins are capable of maintaining environments often required by non-humanoid passengers. Atmospheric variations including ammonia, hot methane, and sea water are available in these quarters. At the forward edge of the raised hull section, deck space is given to a pair of inlets housing the secondary (upper) navigational deflectors. These units are monitored by two control stations and navigational science labs, located on their respective inward edges. On the outer port edge of the raised hull, illuminators and support systems, along with a number of viewports, are situated just above the ship's two-level arboretum. Opposite of this is the ship's forward viewing lounge and chapel. In the former, a spiral staircase permits access to the two levels of the recreation deck. Directly aft of the secondary navigational deflectors are staging areas which house 42 single-occupant life pods each. Inward are containment field generators and tractor beam emitters for the forward cargo holds in the hangar bay below. Aft of these areas, running perpendicular to the ship's centerline, is the horizontal warp drive feed. This conduit branches off from the horizontal intermix shaft and supplies direct power to the warp nacelles, as well as the phaser cannons. A short power conduit runs forward off this shaft, into a small plasma venting station located directly aft of the astronomy and astrophysics labs. Two vertical turboshafts traversing the aft engineering section, convert to horizontal shafts on Deck 3 and follow zigzag paths around its mid-section. They run aft of the warp drive feed and end at drop points which continue straight down to the raised hull's lowest level, Deck 7. Just forward of the turboshaft entrances at these drop points are two more staircases, similar to the forward main staircase. However, like the vertical turboshafts, these staircases only span Decks 3 through 7. Forward still are the ship's plumbing pressurization systems and primary water tanks. They are located at the top of the vessel so that, in the event of an emergency landing, a planet's gravity may be utilized to pump needed water to the rest of the ship. On the opposite side of the hallway lining these areas, a number of physical and electromagnetic clamps fasten the weapons mount roll-bar to the raised hull. If the torpedo pod needs to be jettisoned in an emergency, these clamps release. Explosive bolts and small thrusters would then propel the entire roll-bar structure away from the ship to a safe distance. Circumscribed by the aforementioned turboshafts are two vast areas of support systems which maintain the environmental conditions in the hangar bay below. These automated facilities are located within low deck space and are only accessible via Jeffries tubes. At the forward end of this area are two large ventilation units which pressurize the hangar bay with breathable atmosphere. Flanking each of these units are two pairs of forward-facing maneuvering thrusters which provide backward movement for the ship. Aft of these support system areas are generators which maintain the hangar bay's two force field curtains. These shields maintain atmospheric integrity inside the bay when the hangar doors are opened, while still allowing shuttlecraft to pass through them. Lining the rear edges of Deck 3 are six personnel hatches which permit access to the ship's aft exterior. Two staging areas and four control rooms provide support for these exit points. Just aft of the staging areas, located at the rear corners of Deck 3, are two control rooms which have direct connections to all aft thrusters. Running along Deck 3's aft centerline, is the horizontal matter/antimatter intermix shaft. On either side of this conduit, immediately aft of the horizontal turboshafts, are storage tanks which support the ship's internal atmosphere. Aft of these areas are an

engineering lounge on the port side and an engineering briefing room on the starboard side, along with a number of engineering offices. The area surrounding the junction of the horizontal and vertical intermix shafts is known as impulse engineering or fusion reactor control. Heavily shielded and mounted to the ceiling of this room is the hydrogen slush toroid. Energized by the impulse deflection crystal, it prepares a compressed, superheated deuterium/tritium mix for the ship's ten primary fusion reactor units. The energy and helium plasma produced through thermonuclear fusion in these reactors is expelled from the ship's impulse thrusters to provide primary sub-light propulsion. If the main matter/antimatter reactor fails, these reactors can also supply auxiliary power to the ship by diverting their energy back into the primary intermix shaft, then onto the main energizers. Outward of the fusion reactors are the electronics and metallurgy labs. Located between the thrusters is the hydrogen pre-mix filter tank and an automated recorder/marker launch system which augments the recorder/marker buoys stored in the torpedo pod.

Deck Four holds the VIP lounge in the saucer section, immediately about the computer core. Surrounding it is a concentric corridor, accessible from the main turboshaft and the main stairwell, which permits access to a ring of 22 junior officers' quarters and two senior officers' quarters. Located outward of these cabins, and extending half-way down into Deck 5, are three hull-mounted phaser banks. Each bank has a phaser control room slaved to it where monitoring and manual firing may be performed. Aft of the forward set of junior officers' quarters are 14 additional quarters for junior officers, which lie in the forward edge of the raised hull section. On either side of these cabins are the ship's six VIP quarters, two of which have spectacular forward-facing window views of the saucer section. Aft of the VIP quarters are two hangar bay control booths, along with the inventory control center and the Quartermaster's office. Aft of these rooms is the top level of the ship's hangar bay, a U-shaped open area, three decks high. The bay holds twelve standard cargo modules and runs from the far rear of the ship, where two large hangar bay doors are located, to its mid-section. Along various parts of the hangar bay on Deck 4 are narrow catwalks, accessible from both doorways on Deck 4 and ladders coming up from Deck 5. On the port side of the raised hull section's forward edge is the arboretum high bay. Located inward of this area is the ship's botany lab. On the starboard side is the upper level of the recreation deck where the holographic simulation room is located along with an office for the Recreation Deck Officer. Located inward of this area is the ship's galley. Here specialty meals are cooked, not replicated, for dignitaries, guests, and sometimes the senior officers. Aft of the arboretum high bay is the ship's operations center, which holds a briefing room, support facilities, and offices for the Chief of Operations and Assistant Chief of Operations. The operations staff performs various ship functions, ranging from up-keep of the arboretum to cataloging the ship's supplies of non-replicable resources. Aft of the operations center is the ship's mathematics and statistics lab. Aft of the recreation deck is the ship's flight operations center where all shuttle and attack craft missions are planned and supervised. Located here are the flight crew's briefing room and four shuttlecraft simulators, along with offices for the Senior Flight Officer and Duty Flight Officer. Aft of the flight operations center is the ship's aeronautics and aquanautics lab. Located on the outer edges of the hangar bay on Deck 4 are four shuttlecraft garages, which run half-way down through Deck 5, and support the ship's eight attack craft from ceiling mounts. Standard deployment is four Wasp-class light fighters and four Killerbee-class assault craft. However, this can be enhanced or lessened to fit the ship's particular mission needs. Aft of these areas are two stations which monitor the hangar bay's operation, environment, and support facilities. The main engineering facility is located in the center-aft section of Deck 4. Surrounding the vertical intermix shaft are the computer terminals and work stations where the engineering staff performs most functions pertaining to the physical operation of the ship's systems. On either side are main engineering's two workshops where physical repairs are performed. Each shop contains a standard replicator, a number of tool sheds, and large amounts of storage space in a high bay located on Deck 3. Just forward of main engineering are the Chief Engineer's office and Assistant Chief Engineer's office. Forward of these areas is the upper level of the main cargo hold, which is an enclosed compartment, also three decks high. It has two sliding doors at its front and can hold up to eighteen standard cargo modules. At the far rear of Deck 4 are the ship's auxiliary fusion reactors. These are the third tier of power supply for the ship and have a direct feed up into the primary intermix shaft. If needed, these units can power most of the ship's internal systems, and at the same time provide minimal power to the impulse thrusters. Aft of these reactors are the firing field generators for the recorder/marker launch system above on Deck 3. On either side of these are the cooling units for the impulse thrusters, also above on Deck 3. Forward of these systems are the upper levels of the hangar bay door housings, which accommodate magnetic levitation motors that pull the two bay doors inward when opened. Finally, on either side of the two hangar bay doors, are two sets of tractor beam emitters which guide approaching shuttlecraft into the hangar bay.

Deck Five holds the officers' mess in the saucer section immediately about the computer core. Forward of the mess are eight senior officers' quarters, and aft are the remaining 38 junior officers' quarters. In the forward edge of the raised hull section are the lower levels of the arboretum and recreation deck, located on the port and starboard sides respectively. Within the lower level of the recreation deck are a swimming pool, jacuzzi, and gymnasium. Located on the inner wall of the arboretum is the ship's aquarium. Located inward of the recreation deck are bathing facilities and changing rooms for the swimming pool and gymnasium. Forward of these areas are two monitoring stations for the forward-facing multipurpose sensors, located on the upper edge of the saucer section. On either side of the hangar bay's forward outer edges are storage compartments accessible from shops on Deck 6. Outward of these areas are six quarters for the senior-most flight officers. Additional catwalks span the mid-level of the hangar bay, accessible from hallways on Deck 5 and ladders coming down from Deck 4 and up from Deck 6. Aft of the storage compartments are the low bays of the upper shuttlecraft garages and the high bays of the lower shuttlecraft garages. Aft of these areas are two fuel storage areas and power supply units, which service all embarked craft. In Deck 5's engineering section is a small station about the vertical intermix shaft known as power systems. A short power conduit runs aft off the vertical shaft into a shielded room that houses the ship's main energizers. These rounded units convert the intermix shaft's plasma energy into electrical power for the ship's localized systems. On either side of the main energizers are the ship's main batteries. Forward of power systems are two sets of deuteronic memory banks for the ship's engineering computer. Outward of these small areas are the ship's power distribution rooms.

Deck Six of the forward saucer section is primarily composed of 163 dual-occupant cabins and 89 shared bathrooms, to accommodate up to 326 Ensigns and NCOs. Located about the computer core is the ship's primary food synthesis machinery. These units replicate vast amounts of organic consumables which are then downloaded by the ship's localized food processors. Forward of this is the crew's main mess hall where up to 96 personnel can gather to dine on their daily meals. Two smaller mess halls are located on

Deck 6 in the forward sections. Located on the far port side of Deck 6 and running halfway down into Deck 7 is the main gangway hatch. This is the ship's primary entrance/exit point. Monitoring of crew egress is performed in a small reception room located just inward of the hatch. On the far port side of Deck 6, is a ramp leading down to Docking Port #2. Also, three personnel access hatches, similar to the ones on Deck 3, are located forward, port, and starboard on Deck 6, permitting access to the upper exterior of the ship's saucer section. The central area of Deck 6 is also where the vertical main turboshaft fans out in four directions to the outer regions of the ship at 45° angles. Located in the middle of Deck 6's saucer section are four mechanisms, which extend and retract the landing pads on Deck 7. In the forward portion of the raised hull section are the low decks of the arboretum and recreation deck. The former contains soil for the arboretum's plant-life and various support systems, accessible via Jeffries tubes. The latter contains the ship's swimming pool and support systems needed to maintain the facilities of the recreation deck above. Aft of these areas are the hangar bay's material fabricators, along with their defabrication units and areas for additional parts storage. The floor of the hangar bay lies in the middle of Deck 6, along with the bottom level of the main cargo hold. The latter contains two cargo transporters along with a small control booth. On either side of the hangar bay lie four more garages for storage of personnel shuttlecraft. Aft of these areas are two repair shops for shuttlecraft maintenance, which include tools, spare parts, and a number of diagnostic computers specially calibrated to handle such tasks. Built into the floor of the hangar bay, just inward of the garages, are two large shuttlecraft turntable-lifts. These platforms allow crew members to access the underbelly of any internal craft without the use of a tractor beam. Forward of the turntables, two removable floor panels allow entire turbolifts to be pulled up from the arced turboshafts on Deck 7, into the hangar bay for major repair or complete replacement. In the engineering section of Deck 6, is the upper level of the matter-antimatter reactor chamber. Here 16 antimatter containment bottles are mounted in a specially-reinforced ring, each of which is capable of individual ejection should the primary and secondary antimatter containment fail. In the center of this ring, immediately about the vertical intermix shaft, is the octagonal main reactor monitoring station, which is only accessible from the ladders and one-person lifts above on Deck 5. On either side of these areas are the "beehives", each of which hold four Workbee-class general utility craft. They are supported by two workbee attachment storage areas, immediately aft. Inward of these are two emergency (22-person) transporter pads. In the event of an evacuation, personnel not able to reach life pods are instructed to make their way to the hangar bay and reach these units or one of the numerous shuttlecraft.

Deck Seven is the final through-deck, often referred to as the main deck, for it houses the majority of the ship's personnel support systems. At the center of the forward saucer section is the auxiliary control room. This area assumes all functions of the main bridge should Deck 1 undergo a complete systems failure. Designed for use in extreme combat situations, it is located deep within the vessel's hull and is the best protected area aboard the ship. Forward of auxiliary control on the port side are defabrication units for the main food synthesis machinery, along with the food synthesis control center. Aft of these areas are the environmental engineering center and ship's diagnostics workshop. On the starboard side of auxiliary control are auxiliary offices and an auxiliary briefing room. These are rarely used, and under normal circumstances are allocated to whatever party should need them. Aft of these rooms are the damage control operations center and ship-fitting workshop. A concentric corridor spans all these areas, accessible via the turboshafts as well as the main stairwell, and permits access to another series of support systems. Forward is the ship's transporter complex, where four standard (6-person), two assault (22-person), and two emergency (22-person) transporter units are located. On the port side is a large section housing the security complex, brig, and armory, along with the Security Chief's office. On the starboard side of Deck 7's inner support systems is the ship's sick bay. It consists of an operating room, two examination rooms, two seven-bed intensive care units, two medical labs, and an array of sterile storage lockers, along with the offices for the Chief Medical Officer and Duty Nurse. Along the outer ring of forward deck space are the physical and life science laboratories, specifically located in these areas to minimize contamination, should an accident occur. Situated along the inner edge of the concentric corridor spanning these laboratories are hatches which permit access to 144 life pods. On the far port side of Deck 7 are the offices for the Chief Science Officer and Assistant Chief Science Officer. The ring of deck space between the science labs and the inner support areas is too narrow for standard human head-room due to the concavity of the ship's lower saucer section. This area is reserved for additional cargo storage and life support systems, and is only accessible via a network of Jeffries tubes linking the inner and outer sections of Deck 7. Cargo stored in the four shallow holds is either beamed directly into them via remotely-controlled cargo transporters, or manually placed into them through openings provided by four large extendible doors. Primary damage control lockers and hull plate storage racks are housed in these bays, along with four Workbee-class utility craft, which can transfer this material through openings provided by the ship's landing pads. In the event of an emergency landing, these pads are used to right the hull should it come to rest at an angle. Life support systems for the saucer section are located forward, port, starboard, and aft. In the forward section, two extendible hull hatches, similar in design to the ones in the cargo holds, allow external life support lines to link with the ship's systems. These replenish the ship's water and gas supplies, as well as provide electrical power to the ship while it is docked. At the far port and starboard sides of the raised hull section are additional physical and electromagnetic clamps which fasten the warp engine support pylons to the lower extremities of the ship. Just inward of these areas are the ship's primary maneuvering thrusters, along with their control rooms, which provide lateral thrust during sub-light operations. Situated along Deck 7's centerline is the ship's primary cooling array. When localized systems overheat, power conduits throughout the ship drain off such irregularities and feed them to these five super-conducting lines. These energies can then be safely vented into space through the array via radiation. The aft portion of the primary cooling array lies just underneath the pressurization units and linear induction generator of the ship's turbolift system. All turbolifts coming down from the upper engineering decks, or inward from Deck 7's outer areas, meet near the ship's turbolift repair shop, located aft and starboard of the turboshaft support units. In this shop, turbolifts with minor internal damage are pulled aside and repaired at three separate stations. A similar room, located aft and port of the pressurization units, holds surplus turbolifts. On either side of these sections are the ship's organic defabricators, water treatment systems, and additional water tanks. Still outward of these areas are the tractor beam emitters and gravity generators for the shuttlecraft garages and hangar bay above. At the center of the antimatter bottle ring, located just below Deck 7's ceiling, is the actual matter-antimatter reactor core. In the core, anti-deuterium meets with equal parts of standard deuterium where they annihilate one another to provide primary power for the ship. Dilithium crystals regulate the reaction and channel the generated plasma energy up into the vertical intermix shaft. On either side of the antimatter containment bottles are two areas where crew members service the undersides of the workbees parked above on Deck 6. Just outward of these rooms are the ship's primary navigational deflectors. These units

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project a force-field ahead of the ship to divert interstellar matter away from its flight-path. They also aid in channeling interstellar gases into the ship's Bussard collectors, located at the forward ends of the warp drive nacelles. Located within the outer edges of these rooms are the motors and lifting mechanisms for the two shuttlecraft turntables on Deck 6. Outward of these lifts are the ship's four external tractor beam emitters, which telescope down below its hull. These emitters normally work in tandem, with one pair facing forward and one pair facing aft. Directly aft of the matter-antimatter reactor core is the ship's antimatter generator. This spin reversal unit transforms deuterium into anti-deuterium, which is then pumped into empty portions of the 16 containment bottles. On either side of this unit are the auxiliary antimatter containment field generators. These systems augment the individual containment units in each bottle. On either side of these generators are two hydrogen isotope processing units. Compressed hydrogen from the Bussard collectors is continuously fed into these two systems, lining the aft edge of Deck 7. This gas is then exposed to various energies to produce supplies of deuterium and tritium for the ship's many fusion reactors. Finally, located just outward of these units are two more maneuvering thrusters which exit up into a pair of shafts that line the aft corners of the raised hull section. This thrust is vectored up or down through a louvered array, allowing the ship to pitch during sub-light operations.

Deck Eight is sometimes called the docking level, for it features the ship's two main docking port complexes, #3 and #4. Each complex is fully equipped to handle any extra-vehicular need or allow a standard travel pod to dock to it. Two huge sliding doors, flush with the outer hull when closed, conceal each docking port and are located at the forward corners of Deck 8. These doors are composed of reinforced tritanium and extend down past the floor of Deck 8 to the middle of Deck 9. They are controlled from consoles within the two staging areas, where such EVA's are launched and coordinated. Crew members don spacesuits and assemble needed tools and equipment in one of these staging areas, then enter its airlock. Relative to the ship, crew members step down and forward to leave the port and return in an opposite manner. At the center of Deck 8, surrounding the computer core, is the ship's auxiliary fire control room. Here phasers and photon torpedoes may be fired manually if control from the bridge is severed. Lining its walls are a number of tactical display stations where operators may track enemy vessels and consult the bridge during combat operations. Areas of the auxiliary fire control room immediately about and forward of the computer core have extremely low head-room, because of the low-decks of auxiliary control which protrude down from Deck 7. Likewise, Deck 8's semi-concentric corridor, encircling auxiliary fire control, juts around these forward, lower sections. This corridor is accessible from the main stairwell and main turboshaft and permits access to all portions of Deck 8. Located at the far forward, port, and starboard edges of Deck 8 are three more hull-mounted phaser banks. These units are identical to the ones located on Deck 4, and also have phaser control rooms slaved to them. Aft of auxiliary fire control is the saucer section's fabrication facility. Here two computer-controlled material synthesizers manufacture tools, hardware, small devices, repair and replacement parts, and any other object which can be programmed into the fabricator matrix, using a stock of raw materials much as do the ship's food synthesizers. Located within the fabrication facility are tools and equipment which allow it to double as a general maintenance shop for the saucer section. On the port side of the fabrication facility is the ship's laundry. Here soiled clothing is cleaned using sonic washers. On the opposite side of Deck 8 is the ship's primary reclamation facility. Here the ship's solid refuse is broken down by three defabrication units into basic elemental components, which are then stored one deck below for later use.

Deck Nine holds the computer laboratory immediately about the computer core. Surrounding this room is a concentric corridor, accessible from the main stairwell and the main turboshaft, which permits access to the remaining areas of Deck 9. Located at the far forward, port, and starboard edges of Deck 9 are three viewing galleries. These are located a half-deck down into Deck 10 and each contain four viewports outboard of a curved railing. In between the viewing galleries are two rooms containing the ship's back-up computer banks. These units are available for immediate emergency access and can even replace the main computer core should it undergo a complete systems failure. They can also provide temporary storage should the main computer core memory need to be dumped in an emergency, or to purge the system of a virus. Forward of the back-up computer banks are the lower halves of docking ports #3 and #4. Aft of the main turboshaft on the port side is the intelligence operations center along with the Intelligence Chief's office. On the starboard side are four raw material storage reservoirs, which are linked to the fabrication and defabrication units above on Deck 8. Aft of these two areas is the ship's temperature regulation station, which is accessible via a manual ladder or powered lift, both in the fabrication facility above on Deck 8. Here the primary cooling lines on the ship's underside can be monitored and regulated.

Deck Ten is primarily comprised of the circuit breaker control room. From here, power to all of the ship's internal systems is monitored both manually and by computer. Systems in this area ensure that any unexpected energy surges do not damage shipboard equipment. Surrounding the circuit breaker control room is a narrow concentric corridor, accessible from the final levels of both the main stairwell and the main turboshaft. Along the outer wall of this corridor are eight pull-away panels that permit access to the four main sensor arrays. These units, located forward, port, starboard, and aft, each contain a focused external illuminator, two active/passive sensors, and a number of smaller miscellaneous sensors.

Deck Eleven is only accessible from the circuit breaker control room via a manual ladder or a powered one-person lift, both fastened to the final level of the main computer core. The ship's lowest deck houses the main sensor array monitoring station. In it are sixteen multi-programmable computer terminals and four floor hatches which permit access to the lower navigation dome. This unit provides information on the position, course, and relative speed of the ship in general, stellar bodies, and other nearby phenomena.

The **Torpedo Pod** is a highly-shielded, bi-level structure located directly above the engineering section of Deck 3. It houses the ship's automated torpedo launching facility, and is left unmanned under normal operating conditions. For maintenance and damage control operations, the pod is accessible to crew members via four Jeffries tubes that run up the vessel's roll bar, and one closed-loop, two-person transporter platform. Within the pod's structure are two deuterium tanks and two antimatter containment bottles for the arming of photorps. The latter are equipped with ejection systems to prevent catastrophic damage to the torpedo pod, should its housing be breached. Empty photorp cases, sensor probes, and marker buoys are stored one deck below the launching bay and are transferred up to the facility through a system of robotic arms and magnetic conveyors. The torpedo pod also houses a storage locker, firing field generators, cooling lines, and photon exhaust systems.