**Shatter-Class Armor Plating, Outer to Inner:**

|  |  |
| --- | --- |
| **External Magnidar Brick Plating** | This layer of magnidar bricks forms the first line of defense against both physical and energy weaponry, and is especially effective against electromagnetic attacks (such as lasers). |
| **Composite Mesh Predispersal Interlayer** | The predispersal interlayer redistributes excess thermal energy and breaks up incoming projectiles before they pass into the honeycomb. Additionally, the layer is flexible and allows magnidar bricking to be replaced easily and impacts to be managed. |
| **Peltor Dispersal Honeycomb** | The peltor dispersal honeycomb is a tessellated hexagonal structure with embedded industrial diamonds which aid the disintegration of projectiles passing through. At the vertices of each hexagon, embedded ferrofiber rebar prevents the formation from breaking down and effectively slices projectiles. Finally, the honeycomb structure (which is layered in three dimensions) is filled with particulate slag before it is sealed off. This slag absorbs and disperses impact energy and slows down projectiles passing through. |
| **Interior Hardened Impact Layer** | The interior hardened impact layer forms the primary buffer between the dispersal honeycomb and the interior layers, absorbing impact damage directly and preventing deformation of the inner hulls. |
| **Modular Mesh Composite Binder and Breach Sealant Buffer** | Binding the interior layers together and protecting the buffer gel, this flexible composite mesh layer incorporates resin sealant packets which, on puncture, combine externally to weld together small breaches and prevent further structural damage. |
| **Radiation Shielding and Thermal Buffer Gel Interlayer** | A thick layer of radiation shielding gel forms the primary interlayer of crew protection and life support preservation, as well as an additional layer of thermal conductivity to further protect against energy weaponry and transfer excess heat to the radiators. |
| **Interior Surfacing layer** | The final layer, the interior surface, is the direct and variable plating on the internal crew access points. Although this is often separated significantly from the inhabited chambers (as in the elevators) it is the layer most familiar and accessible, and contains most infrastructural connectivity. |