

Finder Class V Corvette



Construction Data

Model Numbers	Mk I	Mk II
Date Entering Service	2283 (2/20)	2287 (2/23)
Number Constructed	33	24

Hull Data

Superstructure Points	4	6
Damage Chart	C	C
Size		
Length	140 m	140 m
Width	80 m	80 m
Height	32 m	32 m
Weight	45,260 mt	48,775 mt

Cargo

Cargo Units	15 SCU	15 SCU
Cargo Capacity	750 mt	750 mt
Landing Capability	None	None

Equipment Data

Control Computer Type	M-1	M-1
Transporters		
standard 6-person	4	4
emergency 22-person	3	3

Other Data

Crew	32	38
Passengers	200-500	200-500
Shuttlecraft	4	4
Evacuation Launches	4	4

Engines and Power Data

Total Power Units Available	32	32
Movement Point Ratio	2/1	2/1
Warp Engine Type	FWB-2	FWB-2
Number	2	2
Power Units Available	14	14
Stress Charts	M/O	M/O
Maximum Safe Cruising Speed	Warp 8	Warp 8
Emergency Speed	Warp 9	Warp 9
Impulse Engine Type	FIB-2	FIB-2
Power Units Available	4	4

Weapons and Firing Data

Beam Weapon Type	None	FH-1
Number		2 in 1 bank
Firing Arcs		2f
Firing Chart		F
Maximum Power		2

Shields Data

Deflector Shield Type	FSC	FSD
Shield Point Ratio	1/1	1/2
Maximum Shield Power	9	8

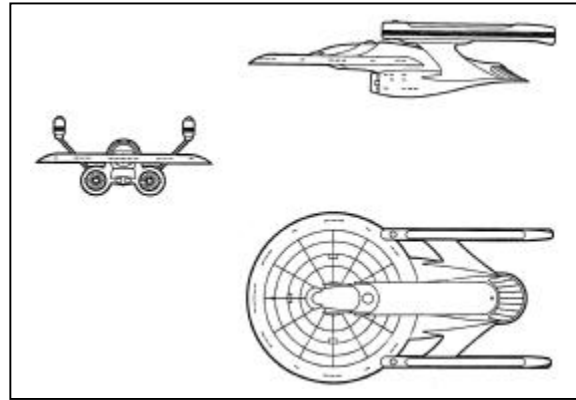
Combat Efficiency

D--	41.7	65.6
WDF--	0.0	1.0
CE--	0.0	0.7

Changes to Finder Mk I:

- FWB-2 power units available adjusted from 12 to 14.
- Total Power Units Available adjusted due to change.

Updated and expanded from Stardrive, Volume 1, Number 1 by Reluctant Publishing. Additional information from Ship Construction Manual, 2nd edition by FASA. Original text and editing by Lee Wood (FASAtan@hotmail.com). Compiled by Lee Wood. Version 3.12.



Notes:

"The Saint Bernard that runs like a greyhound" is how Federation Admiral James Atosin described the *USS Finder* at its launch. Among the newest of the Federation's base auxiliary craft, the *Finder* class IV search and rescue corvette fills a need long lacking in Starbase operations: a large, quick-response craft capable of locating and reaching vessels in distress in minimum time and of rescuing their crew and passengers.

Emergencies in space that result in loss of warp capability and life support are quite common in heavily-traveled spacelanes, as well as near busy frontiers. The great number of vessels for the former and the generally advanced age and poor condition of ships for the latter are the main causes. The Federation has had to rely on a passing Starfleet vessel for most of these rescues, even when the distress signal reached a Starbase or other permanent facility. It used to be common practice to dispatch whatever ships were available, including vessels under repair, Merchant Marine craft, tenders and tugs to ensure that sufficient vessels were on hand to take off all life-forms in danger.

Starfleet Admiral Hugam Naroev of Materiel Command finally had a "Tellarite blowup" over this situation. A sector-wide or even a single-base callout to rescue one ship was costing thousands of man-hours of repair and replenishment time for a dozen ships at a shot, time that could not be made up if a strict fleet maintenance schedule were to be maintained. His office prepared a study showing that 83% of this time could be saved if Starfleet had one type of vessel devoted solely to the rescue of endangered lives. He got support from his opposite number in the Office of Shipping and Transportation and took his appeal directly to the Secretary of Starfleet. Approval for a search-and-rescue corvette class was authorized in March of 2270 (2/15).

Starfleet had already authorized the construction of merchant cutters and other patrol craft for heavily-trafficked space and there was some friction over the necessity for a special purpose vessel, but the near disaster of the *Sunshine* class liner *Emperor Ankhan* won over most of the critics. Life-saver vessels were a Federation necessity. Merchant Marine Command, for one, adamantly supported the commissioning of this class.

Finders are intended to respond to distress calls at high speed, to located vessels in distress even if they have no transmissions, transponder or beacon and to effect a maximum-speed evacuation of all life-forms from a stricken vessel back to its home base. They are designed, therefore, to be light, fast, and roomy and equipped exclusively with emergency medical facilities, expanded life-support systems and an immense sensor array based on twin Chiokis scanner dishes. They also carry four specially-designed evacuation launches built with universal-adaptor airlocks, a miniature sickbay and couches for up to 40 humanoid life-forms each, capable of planetary landings as a matter of course. Each *Finder* can carry up to 200 humanoid-sized life-forms standard, but up to 500 or more can fit aboard in an emergency.

Any remaining doubts as to the class's usefulness were dispelled two months after the first launch when the *USS Finder* herself intercepted a distress call- on the way to its first duty station. The free trader *Backspin* had encountered an uncharted gravitic anomaly and suffered heavy damage; it was unable to resume warp and had less than a day's life-support left for the 41 surviving crew and passengers. By the time the *Finder* reached the last reported position of the ship, the free trader had already ceased to broadcast and the gravitic anomaly had confused the navigation sensors of the *Finder*. However, the *Finder's* crew spent less than two hours locating the vessel. By the time the Starfleet craft hove alongside, most of the free trader's crew were unconscious, but quick action saved them all without the loss of a single life.

Starfleet's original deployment plan would have placed two *Finders* at every Starbase and major Federation world. However, *Finder* production was increased four years after commissioning and *Finders* can now be found on open patrol in frontier regions to improve their reaction time in addition to allocation at bases and planets.

The *Finder* is produced at the Morena shipyard facility at a rate of 6 per year. The Mk II entered production in 2287 (2/23), giving the *Finder* better defensive abilities. The Mk II is produced simultaneously with the Mk I and is usually deployed near frontier areas and other potentially dangerous areas.