

CORVETTE

CONSTRUCTION DATA:			
Model:	Mk. I	Mk. II	Mk. III
Class:	V	IX	IX
HULL DATA-			
Superstructure:	10	16	20
Damage Chart:	C	C	C
Dimensions (m):			
Length:	300	300	300
Width:	142	142	142
Height:	36	36	36
Displacement (mt):	54,835	130,143	136,623
Landing Capacity:	No	No	No
EQUIPMENT DATA-			
Computer Type:	M-1	M-3	M-3
Secondary:	None	None	None
Trinary:	None	None	None
ECM Device:	FECM-2	FECM-2	FECM-2
Power to Engine:	1	1	1
Dice Modifier:	+1	+1	+1
Cloaking Device:	None	None	None
Power to Engine:	0	0	0
Ships Complement:	98	232	244
Officers:	20	46	49
Enlisted:	78	186	195
Troops:	50	50	50
Passengers:	100	100	100
ENGINEERING-			
Total Power Available:	30	48	48
Auxiliary Units:			
Battery Units:			
Warp Engine Type:	FWB-2	FWD-2	FWD-2
Movement Point Ratio:	1/1	2/1	2/1
Number:	2	2	2
Power Units:	24	32	32
Stress Chart:	M/O	M/G	M/G
Cruising Speed:	N/A	6.0	6.0
Flank Speed:	N/A	8.0	8.0
Impulse Engine Type:	FIB-3	FIF-2	FIF-2
Movement Point Ratio:	1/1	2/1	2/1
Number:	1	1	1
Power Units:	6	16	16
WEAPONS/DEFENSE-			
Beam Weapon # 1:	FMH-1	FMH-1	FMH-1
Number:	2	2	2
Firing Arcs:	1PFA/ 1SFA	1PFA/ 1SFA	1PFA/ 1SFA
Firing Chart:	K	K	K
Maximum Power:	10	10	10
Damage Modifiers +3	(1 - 4)	(1 - 4)	(1 - 4)
+2	(5 - 9)	(5 - 9)	(5 - 9)
+1	(10 - 15)	(10 - 15)	(10 - 15)
Beam Weapon # 2:	None	None	None
Number:	0	0	0
Firing Arcs:			
Firing Chart:	0	0	0
Maximum Power:	0	0	0
Damage Modifiers +3	(0 - 0)	(0 - 0)	(0 - 0)
2	(0 - 0)	(0 - 0)	(0 - 0)
+1	(0 - 0)	(0 - 0)	(0 - 0)
Torpedo Type:	None	None	FP-4
Number:	0	0	2
Firing Arcs:			
Firing Chart:	0	0	2F
Power To Arm:	None	None	S
Damage:	0	0	1
Range:	0	0	20
Stock:	0	0	16
Torpedo Type:	None	None	180
Number:	0	0	None
Firing Arcs:			
Firing Chart:	0	0	0
Power To Arm:	None	None	None
Damage:	0	0	0
Range:	0	0	0
Stock:	0	0	0
Shield Type:	FSH	FSL	FSL
Shield Point Ratio:	1/2	1/3	1/3
Max. Shield Power:	14	15	15
Armor Type:			
Number of Hits:	None	None	None
Hit Ratio:	0/0	0/0	0/0
Power to Arm:	0	0	0
COMBAT EFFICIENCY-			
D:	120.0	146.7	152.5
WDF:	11.6	11.6	36.6

OTHER DATA:			
Class Commission Date:	2280	2284	2288
Number Proposed:	150	200	300
Constructed:	50	180	150
Transporters:			
Standard:	1	2	2
Combat:	3	3	3
Emergency:	1	3	3
Cargo:	1	1	1
Cargo Specs:			
Total SCU:	260	402	414
Cargo Capacity:	14,516	21,576	22,183
Shuttlecraft:			
Light Shuttle:	5	11	11
Standard Shuttle:	3	7	8
Heavy Shuttle:	2	4	4
Sickbays:	2	2	3
Laboratories:	1	1	1

Notes:
The Corvette is possibly the most ambiguous design in the fleet. In theory the term refers to the heaviest Escort Class vessels. In practice it can be made up of any starship design (Frigate and Cruiser included) including an extended or secondary hull, so long as the overall displacement is such that it falls into the Escort category (139,000 tonnes or less). This is normally achieved by excising portions of the primary hull not required for the Corvette's mission objectives. The result is a light, fast, and most maneuverable starship, but one whose range and capabilities are limited when compared to other Class 1 starships (curtailed operating and duration range, smaller or no hangar space, reduced cargo and living quarters space).

Although termed an Escort Class by virtue of its tonnage, Corvettes are generally utilized in a special mission capacity, and as such are assigned to Starfleet Intelligence. Mission profiles for other Corvettes (such as the Renner (CV 3250) class) have included covert landing party surveillance, Neutral Zone patrols, and surgical strikes by Marine Assault platoons. The Davenport (CV 2635) class Corvette lacks the pocket hangar facilities of the Renner class, and therefore cannot carry or launch the Assault Shuttlecraft or Talon Interceptor fighter craft used by the Marine Corps. It does however include limited Marine barracks facilities, as well as twin Tactical-Group (Platoon) transporters.

In order to improve cannon fire-arc coverage without necessitating the addition of two more cannon emplacements, the cannon were placed at the outer edge of the primary hull - penultimate to the port and starboard running lights. This entailed the removal of portions of said primary hull, with a corresponding loss of tonnage. The secondary hull is even smaller than that of the Adamant (DNF 3029) class Frigate/Dreadnought, and its sole tasks are containing the matter/ antimatter reactor, and energy distribution to the primary hull and warp drive nacelles. This was the first experiment with the novel lateral-orientation nacelle deployment, which promised excellent warp efficiency at the slight expense of maneuverability. Trial results proved better than

hoped-for. Not only was the efficiency gain realized, but the expected maneuverability loss was not detected (when compared to another twin nacelle Escort Class vessel of comparable displacement).

The Mark 1 was an achievement in its own right but it was underpowered. It had the speed when needed but under combat conditions it was not the best. The engineer's went back to see what was the cause of the problem. They found it was due to the warp engines. The type of warp engine that was needed was not available at the ship yards, so they had to improvise to use what was available at

the time. The FWB's were not powerful enough to produce the power that was needed, granted they were light, but they made the ship underpowered. Production had already started and some of the ships had already left the dock. A few years later it was decided to hold all production until the proper engines had come out. 4 years after the first launch of the first Davenport Class ship the engines had finally arrived. The new FWD's were exactly what the ship needed. This not only produced the power needed, but also gave it the power for the maneuverability it was lacking from the other engine. The only drawback was the weight, it was heavier then they had expected. Once they had put the newer engines on, it was still within the 139,000 mt limit. The Mark 2's went into full

production and the conversion of all mark 1's to mark 2's commenced. The Mark 2 was perfect for the role it was intended.

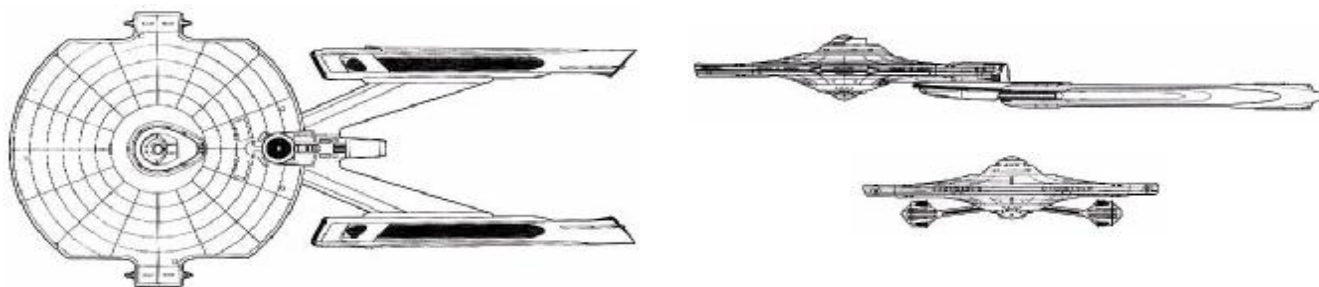
The vessel was then sent to the borders of the Federation and even in the Triangle. The vessel was a surprise to the Cardassians. They were amazed at how moveable the vessel was. The Klingons were also impressed too. The Romulans on the other hand were not, the vessel seemed more to their kind of thinking, but they respected it. The Romulans went as so far as to try to capture a few of them but found it was very difficult. They did succeed eventually in capturing one of the Mark 2s. Serving on a

Davenport Class is always an adventure. The vessel has been in many conflicts and has seen many boarder skirmishes. One of the most notable ones was near the Megara system. There were 4 Davenports on regular patrol; the Tholians had been pushing along the boarder of the Federation. When 5 Tholian fast cruisers came across the boarder and started to attack the Davenports. The Davenports tried as they might to hold them off by them selves but needed help. Near by on patrol were the USS Charger and the USS Sunbird, both Charger Class Destroyers. They got the transmission and came in for the rescue. But again they were out matched so another call went out for more help, and the USS Derwent, a Daring Class Destroyer was near by. By the time it got there the battle was in full gear. The Tholians thinking there were more on the way had left the area. Once the battle was over 2 out of the 4 Davenports were destroyed. One was heavily damaged and had to limp its way towards a mobile repair facility. The fourth one was slightly damaged. The other ships were not badly damaged but under their own power.

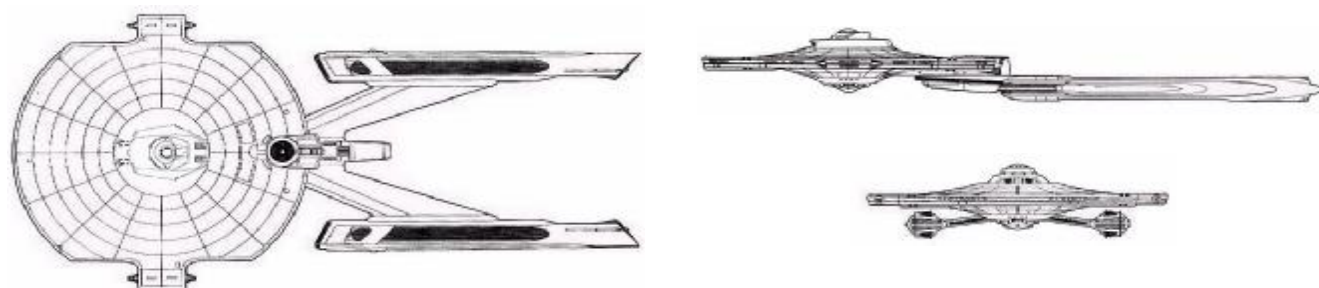
CORVETTE

A few years later it was decided to give the Davenport one more upgrade, which was the placement of torpedo tubes. This gave the vessel a different look but it kept the general shape. It was feared that introducing the torpedo tubes would make the ship heavy. Once the tubes were in place the ship came close but never went over the 139,000 mt limit. Thus the Mark 3 was introduced. It is hoped this extra firepower will give it the edge that is needed when it gets into thicker combat. The Mark 3 was launched at a time when things seem like they were cooling down with the Klingons and the Romulans. So the production of the Mark 3s was for a lot fewer then TacFleet was expecting. Alas things change. As the Klingons were having the problems on one of their planets, the situation seemed like things were going to heat up so production was increased. The reason was not only given due to the Klingons, but also due to the Romulans being quite more then usual. Production was increased, and the number of ships was raised to its current levels. It hoped that the Davenport will last well into the new century.

Mark 1 & Mark 2



Mark 3



	Registry	Ship Name	Disposition
I - Inactive			
D - Destroyed			
Sc - Scrapped			
R2 - Refit to Mark II			
R3 - Refit to Mark III			
R4 - Refit to Mark IV			
Dec - Decommissioned			
T - Training Vessel			