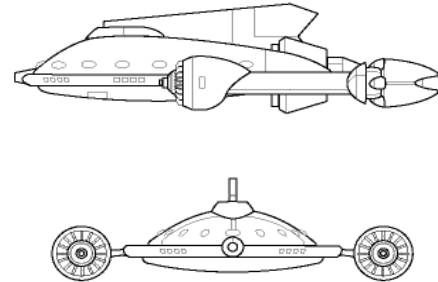
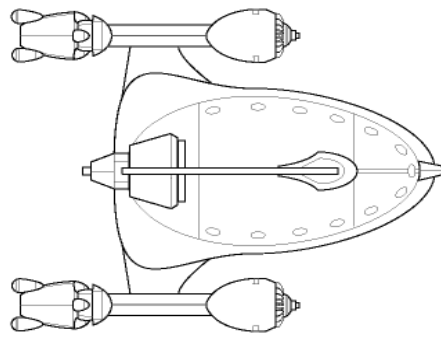


Romulan Skim Hawk Class V Destroyer



50 meters

CONSTRUCTION DATA:

Class:	V	V	V
Model Number:	Type I	Type II	Type III
Date Entering Service	2141	2146	2156
Number Constructed	55	38	64

HULL DATA

Superstructure:	10	10	10
Damage Chart:	C	C	C
Dimensions:			
Length:	104m	104m	104m
Width:	85m	85m	85m
Height:	26m	26m	26m
Weight:	57950 mt	58550 mt	58850 mt
Cargo Specs			
Total SCU:	80 SCU	80 SCU	80 SCU
Cargo Capacity:	3570 mt	3610 mt	3630 mt
Landing Capacity:	NO	NO	NO

EQUIPMENT DATA

Computer Type:	R1L	R1L	R1L
Cloaking Device/ECM:	None	None	None
Power to Engage:			
Transporters-			
6-person:	1	1	1
20-person Combat:	0	0	0
22-person Emergency:	1	1	1
Cargo	1	1	1

OTHER DATA

Crew:	84	85	85
Passengers:			
Troops:			
Shuttlecraft-	2	2	2

ENGINE AND POWER -

Total Power Available:	26	27	27
Movement Point Ratio:	3/1	3/1	3/1
Warp Engine Type:	RFTL-2	RFTL-2	RFTL-5A
Number:	2	2	2
Power Units:	24	24	24
Stress Chart:	Q/R	Q/R	P/Q
Max Safe Cruising Speed:	2	2	2
Emergency Speed:	3	3	3
Impulse Engine Type:	RNSP-1B	RNSP-3A	RNSP-3A
Number:	1	1	1
Power Units:	2	3	3

WEAPONS/DEFENSE

Beam Weapon:	RDB-1	RDB-2	RDB-2
Firing Arcs:	2F/P,2F/S	2F/P,2F/S	2F/P,2F/S
Firing Chart:	A	C	C
Maximum Power:	1	1	1
Damage Modifiers			
+3			
+2			
+1	(1 - 2)	(1 - 2)	(1 - 2)

Torpedo Type:	RM-C1(RC-2)	RM-C1(RC-2)	RPC-1(RC-1)
Firing Arcs:	1F	1F	1F
Firing Chart:	A	A	C
Power To Arm:	4	4	6
Damage:	10	10	12
	see damage chart	see damage chart	see damage chart

Shields-

Shield Type:	RDS1	RDS1	RDS2
Shield Point Ratio:	2/1	2/1	2/1
Maximum Shield:	1	1	2

Combat Efficiency

D-	0.4	0.4	0.7
D-	22.0	22.2	23.6
WDF-	1.7	2.0	2.9

NOTES:

The Skim Hawk stood as one of the more venerable ships of its era, popular with its crews and commanders, respected by its opponents. Throughout most of its career, the Skim Hawk saw action along the Gorn border, testing Gorn frontier defenses.

The type I and II were effective against their fairly inferior Gorn counterparts, with its sizeable fusion powerplants and maneuverability. Unknown to the Romulans at the time, their weaponry, though effective against the Gorn, were less so against the more technologically advanced Federation which was slowly encroaching close to Romulan space.

As the confrontation with the Federation forces began, it soon became obvious that the only type III proved to be any serious challenge to comparable Federation ships. Even then, the Skim Hawk was shockingly slow, having difficulties intercepting advancing Federation ships.

Needless to say that the Skim Hawk's limitations were exemplified even more against the Klingon Navy. Unless the Romulans had overwhelming numerical superiority, they seldom stood a chance against the Klingons.

Like so many other ships, after the Earth/Romulan War, all but a few were retired from service, the last remaining were shipped deep within the empire to serve as local system defense ships.

Design by Joe Homoki www.ufc465537.scificities.com
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 Version 2 10/07/16 updated and added MCP.

DAMAGE CONTROL PANEL

Romulan Prey Seeker Class IV-V Scout

Type II

SHIELDS

SHIELD TYPE: RDS2

SHIELD POINT RATIO: 2/1

MAXIMUM SHIELD POWER: 2

TURN

#1 #2 #3 #4 #5 #6 #7 #8 #9 #10 #11 #12

Shield Points Available

--	--	--	--	--	--	--	--	--	--	--	--	--

DAMAGE CHART: **C**

DAMAGE POINT RECORD

TURN	#1	#2	#3	#4
	#5	#6	#7	#8
	#9	#10	#11	#12

SYSTEMS REPAIR STATUS

HITS 1ST 2ND 3RD 4TH 5TH
1-8 1-6 1-4 1-2 OUT
SENSORS

SHIELD					
#1					
#2					
#3					
#4					
#5					
#6					

ENGINEERING GRIDS
SHIELDS

WEAPONS

MANUEVER

SUPERSTRUCTURE DAMAGE TRACK

1	2	3	4	5	6	7					

CASUALTY MODIFIER TRACK

0-19% 0	20-39% -1 -10%	40-59% -2 -20%	60-69% -5 -50%	70% + NO FIRING
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CREW: 78

PERCENT CASUALTIES TRACK

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26
27	28	29	30	31	32	33	34	35	36	37	38	39
40	41	42	43	44	45	46	47	48	49	50	51	52
53	54	55	56	57	58	59	60	61	62	63	64	65
66	67	68	69	70	71	72	73	74	75	76	77	78
79	80	81	82	83	84	85	86	87	88	89	90	91
92	93	94	95	96	97	98	99	00				

TURN #1	FWD	F/S	S/A	AFT	P/A
F/P #1	#2	#3	#4	#5	#6
1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2

TURN #2	FWD	F/S	S/A	AFT	P/A
F/P #1	#2	#3	#4	#5	#6
1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2

TURN #3	FWD	F/S	S/A	AFT	P/A
F/P #1	#2	#3	#4	#5	#6
1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2

TURN #4	FWD	F/S	S/A	AFT	P/A
F/P #1	#2	#3	#4	#5	#6
1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2

TURN #5	FWD	F/S	S/A	AFT	P/A
F/P #1	#2	#3	#4	#5	#6
1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2

TURN #6	FWD	F/S	S/A	AFT	P/A
F/P #1	#2	#3	#4	#5	#6
1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2

TURN #7	FWD	F/S	S/A	AFT	P/A
F/P #1	#2	#3	#4	#5	#6
1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2

TURN #8	FWD	F/S	S/A	AFT	P/A
F/P #1	#2	#3	#4	#5	#6
1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2

TURN #9	FWD	F/S	S/A	AFT	P/A
F/P #1	#2	#3	#4	#5	#6
1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2

TURN #10	FWD	F/S	S/A	AFT	P/A
F/P #1	#2	#3	#4	#5	#6
1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2

TURN #11	FWD	F/S	S/A	AFT	P/A
F/P #1	#2	#3	#4	#5	#6
1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2

TURN #12	FWD	F/S	S/A	AFT	P/A
F/P #1	#2	#3	#4	#5	#6
1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1
2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2	2 1 2 2 2 2

