

Classification:	Frigate	Frigate	Frigate	Frigate
Class:	X	X	X	X
Model:	Mk I	Mk II	Mk III	Mk IV
Class Commission Date:	2274	2275	2297	2315
Number Proposed:	40	40	20	15
Constructed:	40	35	20	10
Lost:	1	-	-	-
Destroyed:	2	1	1	-
Scrapped:	1	-	1	-
Training:	4	-	-	-
Captured:	-	1	-	-
Sold:	-	-	-	-
Superstructure:	28	26	30	30
Damage Chart:	C	C	C	C
Dimensions:				
Length:	256.43 m	256.43 m	256.43 m	256.43 m
Width:	141.7 m	141.7 m	141.7 m	141.7 m
Height:	47.32 m	47.32 m	47.32 m	47.32 m
Displacement:	152763 mt	148923 mt	157758 mt	158530 mt
Cargo Specs				
Total SCU:	160 SCU	160 SCU	166 SCU	166 SCU
Cargo Capacity:	7990 mt	8000 mt	8280 mt	8310 mt
Computer Type:	M-4	M-6	M-6a	M-6a
Landing Capacity:	None	None	None	None
Cloaking Device/ECM:	-	-	-	-
Power to Engage:	-	-	-	-
Transporters-				
6-person:	2	2	2	2
20-person Combat:	-	-	-	-
22-person Emergency cargo:	4	3	4	4
Laboratories:	2	3	3	3
Laboratories:	4	4	4	4
Brigs:	12	12	13	13
Replicators:	4	4	4	4
Shuttlecraft-				
Standard Shuttle:	4	4	4	5
Heavy Shuttle:	2	2	2	2
Cargo Shuttle:	3	3	3	3
Assault Shuttle:	4	4	4	4
Heavy Assault Shuttle:	4	4	4	4
Fighters	6	6	6	6
Ships Complement:	448	441	458	460
Officers:	60	58	62	62
Enlisted:	239	233	247	248
Troops:	150	150	150	150
Passengers:	10	20	20	20
ENGINEERING-				
Total Power Available:	44	44	56	64
Movement Point Ratio:	2/1	2/1	3/1	3/1
Warp Engine Type:	FWD-2	FWD-2	FWL-1	FWL-1
Number:	2	2	2	2
Power Units:	16	16	20	20
Stress Chart:	M/G	M/G	D/E	D/E
Optimum Speed:	4	4	8	8
Max Safe Cruising:	6	6	12	12
Emergency Speed:	8	8	14	14
Maximum Speed:	8.38	8.60	14.20	14.13
Impulse Engine Type:	FIF-1	FIF-1	FIF-2	FIG-1
Power Units:	12	12	16	24
WEAPONS/DEFENSE				
Beam Weapon:	FH-9	FH-10	FH-11	FH-18
Firing Arcs:	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s	2 f/p, 2 f, 2 f/s
Firing Chart:	X	W	Y	Y
Maximum Power:	6	7	10	12
Damage Modifiers				
+3		(1-10)	(1-10)	(1-11)
+2	(1-12)	(11-17)	(11-17)	(12-20)
+1	(13-22)	(18-20)	(12-24)	(21-24)
Torpedo Type:	FP-5	FP-4	FP-9	FP-9
Firing Arcs:	2 f	2 f	2 f	2 f
Firing Chart:	R	S	R	R
Power To Arm:	1	1	1	1
Damage:	16	20	28	28
Stock:	40	40	40	40
Shields-				
Shield Type:	FSL	FSP	FSS	FSS
Shield Point Ratio:	1/3	1/4	1/4	1/4
Maximum Shield:	14	16	20	20
Combat Efficiency				
D-	90.5	164.1	176.6	224.6
D-	164.5	197.2	180.9	204.9
WDF-	55.0	83.2	97.6	109.6

Notes:

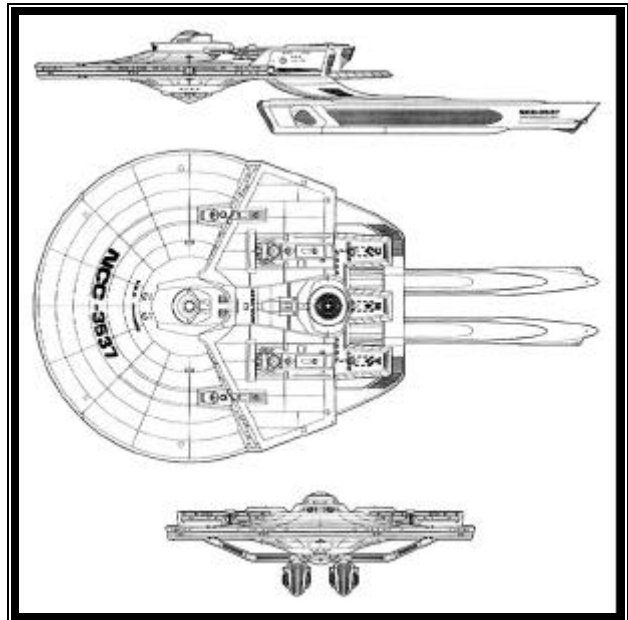
The Pharris class, an Andorian modified variant of the Knox class, was first introduced in 2274. Choikis shipyards had first requested permission to modify a Knox class frigate, believing that the design could be improved upon. In mid-2272, permission was granted and the USS Southampton, at Andor for repair work, was retrofitted and modified to meet Andorian construction specs. The Southampton modifications called for an extended hull mount for the engines, resembling the Andor missile cruiser. Although computer models had shown an increase in efficiency, test runs with the Southampton proved anything less than exemplary. The modifications, which placed the dual drive system above the main hull, created problems in the impulse drive system and the first attempt was scrapped. The second attempt, which placed the engines directly aft of the main hull, proved more successful combat wise, but placed such a restriction on the landing bay, that the design was also rejected. Finally, a specially modified roll bar, similar to rollbars used on the Miranda class of variants, was used on the last prototype, the Pharris, to mount the engines under the main hull. The resulting changes created a powerful and highly maneuverable frigate capable of prolonged patrol and high speed combat.

The Mk I, launched in 2274, was at the forefront of Andorian design. Capable of fast launching assault shuttles and still maintaining combat capability, the Pharris was sent to the Klingon boarder, where it directly engaged both D-7's and D-32's, proving successful in most encounters. The Pharris her self was recalled to Andor to upgrade the torpedo systems a year later. While in dry-dock, the shields were also upgraded to the more efficient FSL system. 50% more efficient, the FSL allowed more power to be transferred to the weapons systems, increasing the combat ability of the popular frigate. The Frigate continued to be a popular design and soon, Star Fleet Marine Special Ops took and interest in the ship. With its single engine signature, the Pharris proved useful for high speed response and special operation that required a powerful combat vessel.

On 2296, the USS Devarau was lost during combat with Orion pirate forces near the Klingon boarder. Although unconfirmed, it was believed that the Klingons had supplied one of the Orion pirate clans with a D-20, which allowed the Orion's to overwhelm the Devarau. The Special Forces contingent, in a shockingly surprising operation, were able to capture one of the attacking Lightning craft, and skillfully piloting the ship, were able to retrieve over 70 % of the Devarau's crew. Realizing too late what had happened, several Orion raiders were damaged and one was destroyed when the Devarau self-destructed several minutes later. None the less, Star Fleet began to examine the loss of the Devarau, along with recent losses of other Star Fleet Vessels. On 2297, the Mk III Pharris was launched. Incorporating the new and more powerful M-6a computer and FWL-1 warp engine, the Mk III retained the extreme maneuverability or previous models, while increasing striking power and distance all in one stroke. The Mk III soon was being transferred to the Romulan boarder, where they were used on independent patrols between the boarder outposts. The Pharris Mk III continued to be produced until 2315, when more powerful ships were beginning to be constructed. With the power of the Excelsior in mind, the Pharris's combat role changed, and weapons were installed to allow the Frigate more striking power. Because of the ease of replacing the torpedo system, the new FP-9 was installed, along with the more efficient FSS which had been successfully used on other ship designs. This gave the medium frigate the striking power of a cruiser, with the speed of a fast destroyer.

Mk IV entered service in 2315 with increased power from the FIG-1 impulse engine. Along with the impulse upgrade, Starfleet decided to install the new FH-18 phasers to increase firepower and service life of this proven design.

The Pharris class is produced at the Merak and Andor shipyards at a rate of 6 per year. Of the 105 constructed, 1 is listed as missing along the Tholian boarder, 4 have been destroyed, two have been scrapped, 4 older Mk I's are still used as training vessels.

Views:**Credits:**

Pharris is a copyright of David Schmidt and Mastercom Data Center from Starfleet Prototype The Journal of Innovative Design and Ideas. FASA stats provided by Bryan Jecko, BJecko4731@aol.com. Schematics provided by jstevens@mnsinc.com of Starship Schematic Database (www.shipschematics.net). Star Trek is a registered trademark of Paramount Pictures Corporation. No infringement intended. Version 1.1