

## Thufir Class VIII-IX Destroyer



### Construction Data

Model Numbers	Mk I	Mk III	Mk IV
Date Entering Service	2268 (2/10)	2270 (2/15)	2290 (2/26)

### Number Constructed

### Hull Data

Superstructure Points	16	17	18
Damage Chart	C	C	C
Size			
Length	280 m	280 m	280 m
Width	130 m	130 m	130 m
Height	40 m	40 m	40 m
Weight	112,430 mt	133,930 mt	135,045 mt

### Cargo

Cargo Units	100 SCU	100 SCU	100 SCU
Cargo Capacity	5,000 mt	5,000 mt	5,000 mt
Landing Capability	None	None	None

### Equipment Data

Control Computer Type	M-3	M-3	M-3
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### Transporters

standard 6-person	3	3	3
emergency 22-person	2	2	2
cargo	1	1	1

### Other Data

Crew	180	180	185
Passengers	15	15	10
Shuttlecraft	4	4	4

### Engines and Power Data

Total Power Units Available	29	39	39
Movement Point Ratio	3/1	2/1	2/1
Warp Engine Type	FWE-2	FWD-2	FWD-2
Number	2	2	2
Power Units Available	13	18	18
Stress Charts	G/K	M/G	M/G
Maximum Safe Cruising			
Speed	Warp 7	Warp 6	Warp 6
Emergency Speed	Warp 9	Warp 8	Warp 8
Impulse Engine Type	FIC-2	FIC-2	FIC-2
Power Units Available	3	3	3

### Weapons and Firing Data

Beam Weapon Type	FH-5	FH-5	FH-12
Number	6	6	8
Firing Arcs	2f/p,2t/s,2a	2f/p,2t/s,2a	2f/p,2t/s,2a
Firing Chart	R	R	R
Maximum Power	4	4	6
Damage Modifiers			
+2	(1-8)	(1-8)	(1-8)
+1	(9-16)	(9-16)	(9-16)
Missile Weapon Type	FP-2	FP-2	FP-7
Number	2	2	2
Firing Arcs	f	f	f
Firing Chart	H	H	R
Power To Arm	1	1	1
Damage	6	6	8

### Shields Data

Deflector Shield Type	FSF	FSF	FSI
Shield Point Ratio	1/2	1/2	1/3
Maximum Shield Power	9	8	12

### Combat Efficiency

D--	62.9	91.3	129.2
WDF--	23.8	23.8	37.2
CE--	15.0	21.7	48.1

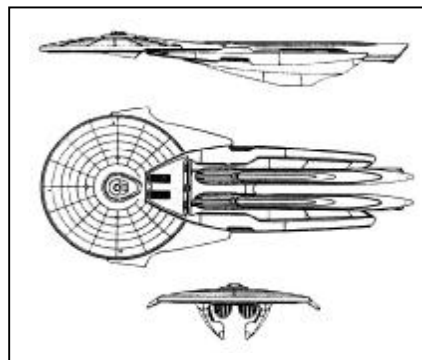
### Changes to FASA Mk I:

-FSF maximum shield power adjusted from 8 to 9; error in published stats.  
 -Superstructure increased from 15 to 16 due to component requirements.  
 -D and WDF adjusted.

### Changes to FASA Mk III:

-Superstructure increased from 16 to 17 due to component requirements.  
 -D and WDF adjusted.

Updated and expanded from Federation Ship Recognition Manual, 2<sup>nd</sup> edition with additional material from Ship Construction Manual, 2<sup>nd</sup> edition., both by FASA. Graphics courtesy of [www.shipschematics.net](http://www.shipschematics.net). Original text by Lee Wood (FASAtan@hotmail.com). Compiled by Lee Wood. Version 3.11.



### Notes:

After Starfleet proposed upgrading its *Larson* class destroyers to Mk VI standard in 2263 (2/05), it also concluded that a new destroyer would be necessary to supplement the *Larson* as it came in for refits. Starfleet accepted bids on the project and narrowed the field down to two Andorian contractors- Chiokis Starship Construction and Thraxen Enterprises headed by Sra Thraxen, a famous Four Years War hero. Chiokis held several Starfleet contracts and was considered the lending contender, but Thraxen Enterprises, a newcomer to the field, had some interesting ideas that Starfleet was willing to fund.

Chiokis' prototype vessel had a modest array of phaser weaponry with light photon torpedo support. It had a good power base and fair defensive capability. It was also cheap and easy to build. Engineers did have a problem with warp field envelope dynamics that preliminary computer testing had not discovered. For some reason, the warp field that the engines created became unstable due to the close proximity of the engines to one another. Engineers were beginning to address the problem when news of tragedy reached Chiokis.

On 16 January 2266 (2/08), Thraxen Enterprises' prototype vessel exploded, destroying the vessel utterly along with the orbital facility to which it was docked. Thraxen's daughter, Loranzi, who was the project's Chief Design Engineer, was also killed. Thraxen Enterprises had been, for all practical purposes, eliminated not only as a competitor but as a company. Two days later, however, representatives from Chiokis Starship Construction arrived at Thraxen Enterprises corporate offices and demanded (in typical Andorian fashion) that they be allowed to assist in the resurrection of Thraxen's prototype project. Thraxen himself refused, but Thraxen Enterprises board members discussed the offer and voted against Thraxen to accept the help [Editors note: this whole elaborate process is typical of Andorian protocol and may be confusing to non-Andorians. Nevertheless the gesture on the part of Chiokis was selfless and honor demanded that Thraxen Enterprises accept (even though it was quite reasonable and expected for Thraxen himself to refuse)].

Two weeks later, representatives from Thraxen Enterprises met with their counterparts from Chiokis and began to help them with their warp field envelope problems. This unprecedented cooperation between two rival ship contractors so impressed Starfleet that both companies were awarded the new destroyer contract. Chiokis' vessel was first to begin proving since the loss of Thraxen's prototype set that company back over a year.

Due to the cooperation of the two companies, Starfleet christened Chiokis' new destroyer *Thufir* and Thraxen's new vessel *Lenthal* after the Andorian constellation *Thufir Lenthal'ka*. This constellation contains two figures, one of the warrior prince Thufir and one of the warrior princess Lenthal. Andorian legend tells that these warriors of feuding clans were sent by their clans to rid the area of a foul beast. Neither was aware that the other had been sent and during a chance encounter, they fought each other. The fight was fruitless and after several hours, Thufir and Lenthal decided to unite and hunt the terrible beast together. Thufir with his sword and Lenthal with her bow were successful and returned to their homes heroes, while showing the advantages of cooperation to their clans. Later they married and united their clans in peace and cooperation.

Of the 488 *Thufir* class destroyers built, 51 Mk Is, 188 Mk IIIs and 61 Mk IVs remain in active service, with 14 Mk Is in reserve fleets. Of the remainder, 90 Mk Is have been upgraded to Mk III standard and 40 have been upgraded to Mk IV standards. Two Mk IIIs are used by Starfleet Training Command, 27 Mk Is and 14 Mk IIIs have been destroyed; 1 Mk III is listed as missing; 2 Mk Is and 2 Mk IIIs have been scrapped; and 2 Mk Is have been sold to the civilian commercial sector. The Mk II was an unbuilt proposal.

The *Thufir* is produced at the Morena and Salazaar shipyards at a combined rate of 15 per year. The remaining Mk I *Thufirs* are expected to be placed in reserve fleets by the end of the year. All production is now geared to the Mk IV.