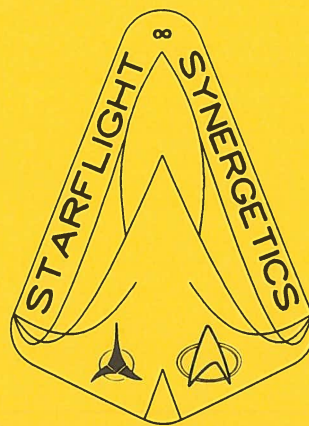
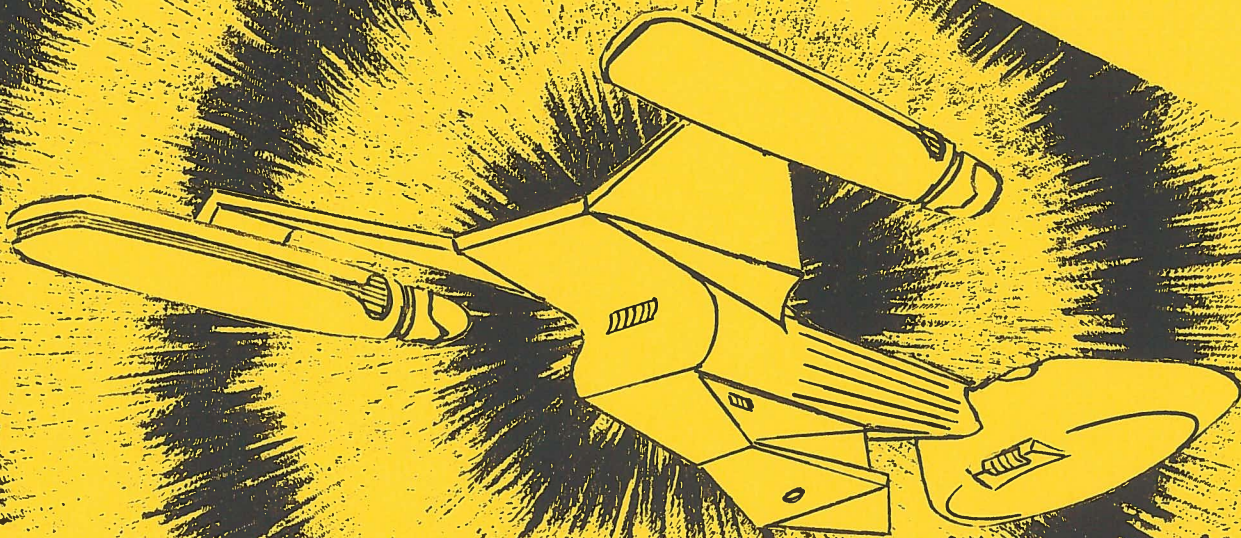


KFX-2 GARRETT CLASS

EXPERIMENTAL STARSHIP

SYNERGETIC CONCEPT & DESIGN STATUS UPDATE



**The best way to
predict our future
is to create it.**

Stephen R. Covey

EXTRAPOLATED AND COMPILED BY:
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SOLARIS REPRESENTATIVE
STARSHIP DESIGN CONCEPT CONSULTANT
ORION ARM LIAISON FOR ALPHA & BETA QUADRANTS
SENTIENT EXECUTANT ID: M57A-SLRDSN.1A SOL III

The writer/illustrator would like to take this opportunity to acknowledge the creative individuals who have found fascinating ways to rationalize the majestic lines and functional capabilities of awe-inspiring spacecraft (or who there along for the ride).

To Rick Sternbach and Michael Okuda for providing an enormous wealth of artistic and technical material for all Trekkers to enjoy. Also, a word of appreciation for the original influential concepts of Matt Jeffries and the new era Treknology of Andy Probert. Their driving artistic forces have helped to "make sure history will never forget the name...*Enterprise*."

One could not forget to mention Franz Joseph, who devised the first comprehensive *Star Trek* based technical drawings for worldwide distribution, and unwittingly galvanized this form of self-expression/escapism for the thin slice of humanity who continue to emulate him.

An emulator's age could range from 8 to 58. A dream starship could be scribbled and scrawled on dog-eared notebook paper or computer aided rendered, in a professionally printed, high priced, slick book. To all those known and unknown visionaries, who augment techno-esoterica for vessels of the spaceways; Scotty and LaForge will be proud of you, maintain course and speed! A special thanks to Trek-tech acquaintance Walt Atwood, whose talents helped to inspire this particular creative effort.

Direction and insight were influenced by the published *Star Trek* progenitors, whose writing laid the foundation upon which this project is based: *Star Fleet Technical Manual*, *Star Trek: The Next Generation-Technical Manual*, *Star Trek Spaceflight Chronology*, *Star Trek Mr. Scott's Guide To The Enterprise*, and *Star Trek: The Next Generation Writers' Technical Manual* and *The Wounded Sky*.

Some elements of real technical feasibility, were garnered from analyzing information from issues of *Aviation Week & Space Technology*, *Design News*, *Flight International*, *NASA Tech Briefs*, *Machine Design* and *Aerospace Engineering*.

Special recognition goes to soul-mates Dee Santos and Robert Falconer, who assisted in making quasi-sense of this spin-off of *Star Trek* technology. Heartfelt appreciation goes to Señora Alexander, who tolerated her husband's absence from the dinner table while he was trying to create new designs from the *Star Trek* universe. A thank you goes to Nicholas Alexander, who shares his father's sense of wonder.

Finally, a debt of gratitude goes to Gene Roddenberry, whose unique vision provided a enduring contribution to potential of the human spirit.

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**FEDERATION DECLASSIFIED REPORT
STARFLIGHT SYNERGETICS
KFX-2: GARRETT CLASS EXPERIMENTAL STARSHIP PROGRAM**

**DECLASSIFIED FILE HRD R138 TS
PRIORITY ONE EPSILON: NON-DISCLOSIVE
INTELLIGENCE RATING: DELTA**

**DATABANK PRINTED EXTRACT
(HARDCOPY)**

KFX-2

My family and friends are still amazed at my continued fascination with *Star Trek*, and even more amazed with the longevity and popularity of the genre. Now, at the age of thirty-five, I am still able to enjoy as I did at age nine the derring-do of heroes who somehow get the job done in less than an hour. As a five-year-old in 1962, I watched the televised *Mercury* launches as well as animated and live-action science fiction programs. This combination of viewing was to create a lasting impression, one which would ultimately lead me to pursue a career in the aerospace industry, and a zeal for drawing futuristic vehicles of action/adventure in my spare time.

I enjoy designing new elements of *Star Trek*, but there are other '60s fantasy icons that perpetuate nostalgic romanticism. How many of us fondly remember the *Seaview*, *Flying Sub*, *Fireball XL-5*, *Jupiter 2*, *Stingray*, *Voyager*, and the *Mach 5*? In 1970, I read Stephen E. Whitfield's *The Making of Star Trek*, and it began to sink in that *all* these fantastic vehicles were designed for just one purpose—to facilitate the telling of a story within the constraints of a TV show or motion picture budget. But even after years of real-world comprehension, the *magic* of these creations still remains.

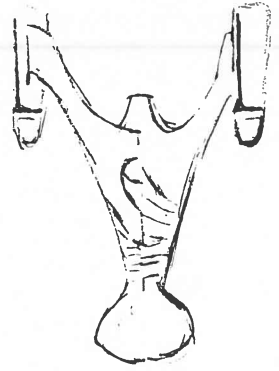
I learned that an artist's concept can be altered or deleted at the whim of studio executives. Reading behind-the-scene publications (e.g., *Cinefantastique*, *Cinefex*, *American Cinematographer*, *Starlog*) informed me that the destruction of the *Enterprise* in *Star Trek III* was partially attributable to a special effects supervisor's distaste for its design. On the other hand, we Treknology fans *try* to translate studio production glitches (dramatic license) into *Star Trek* sense. Using "bogus science and technobabble," one might be able to "explain" how an antimatter spread comes from a phaser array, or why a phaser beam emanates from a photon torpedo launcher tube.

Wherever possible, I have taken pains to extrapolate personal *Star Trek* interpretations from the work generated by the professionals. Designs such as the KFX-2 are my own extension of a particular scenario. I enjoy the challenge of drawing a ship with functional, flowing sylph lines or, conversely, sharp, jagged ones. The theme naturally dictates the design. A decade ago I created some hydraulic pump drawings for NASA's space shuttles. But, as an aerospace draftsman, my work is presently geared toward the "aero" portion of my profession. My visionary drawings are intended to fuel the imagination...and imagination is where all ideas begin, whether based in fantasy or in reality.

The second KFX vessel began as a collaboration between a writer acquaintance and me. He showed me a rough sketch of what he was looking for. After a month or so, my design input evolved and deviated from his original concept. The overall look is Klingon, but the nacelles provide the right amount of Federation slant.

Twenty years ago I would have been considered presumptuous in foreseeing a joint starship venture by the Federation and the Klingon Empire. I tried to take into account the political status between the factions. Based on the events of *ST:TNG*, though wishful thinking for a purely hybrid starship design wouldn't seem unfeasible. It has been implied in an issue of *ST:TNG* magazine that the Klingon attack cruiser *Vor'cha* incorporates some Federation technology. The KFX design team is trying to take another precarious step in that direction.

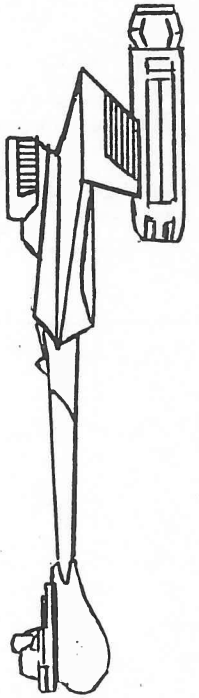
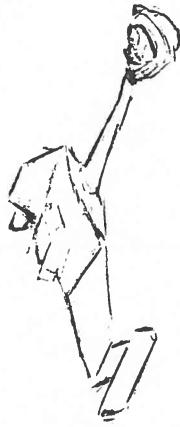
Michael Alexander
December 1992

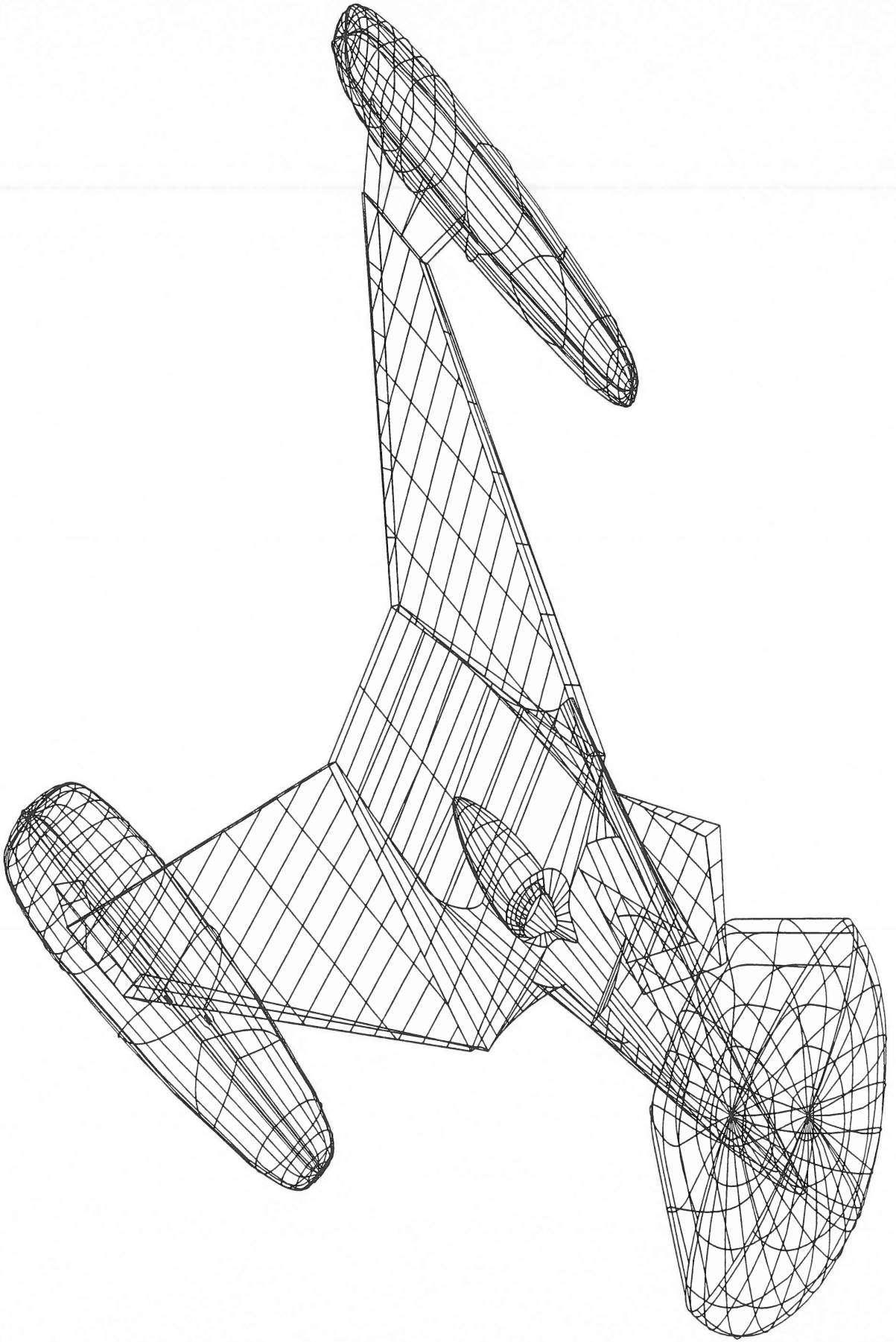


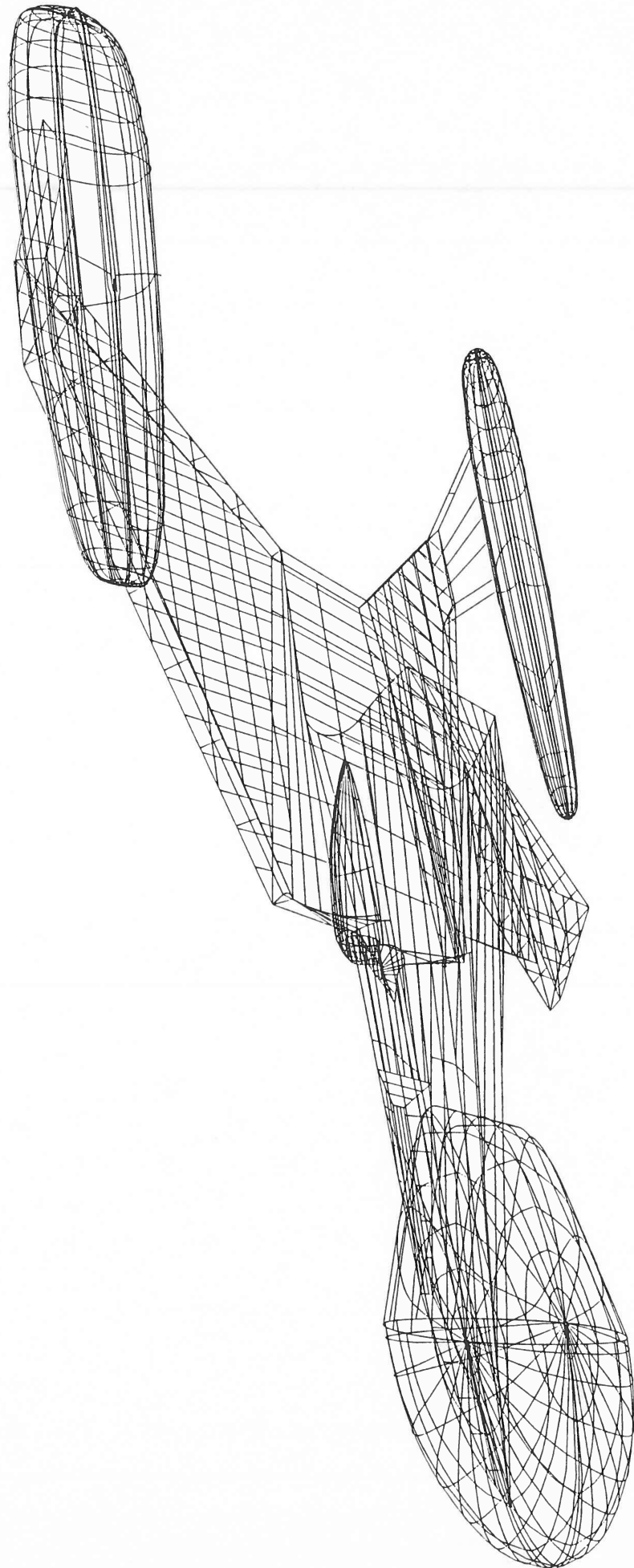
APPROACHING
6 MAN
SHUTTLE

BI-DIRECTIONAL
TORPEDO TUBES

PRELIMINARY
FOR INFORMATION ONLY







**STARFLIGHT SYNERGETICS
SPECIFICATIONS AND TECHNICAL DATA**

(PROPOSED) EXPERIMENTAL PROTOTYPE STARSHIP KFX-2

TYPE: Proof-Of-Concept Cruiser

CLASS: *Garrett*

MODEL: SMK-2A GC-1

PRIME CONTRACTORS: K'Tyzakt Starcraft Bureau / Solaris Corporation

MAIN CONSTRUCTION SITE: **CLASSIFIED**

FRAME & HULL PARTICULARS:

Length: 578.9 m
Draft: 103 m
Beam: 457.6 m
Displacement: 340,000 mt
Number of Decks: 35
Materials: Interwoven
trititanium/duranium alloys

PROPULSION METHODS:

Star Drive: (2) FUWT Series, Warp Drive
Matter/Anti-matter reaction manipulation.
Sublight Drive: (4) NJA-1 Series, Iton
FusionLink Impulse Reaction Coils.
Maneuvering Control: VariSurge CL-79
series, reaction Control Thrusters

ANALYSIS & COMMUNICATION NETWORK:

Artificial Intelligence: Daystrom Data
Concepts; M-7E Duotronic Nanosponse
Audio-Visual Range Transceiving:
Hyperchannel EM TransLaser telemetry
chambers, subspace radio coils.

TACTICAL RESPONSE:

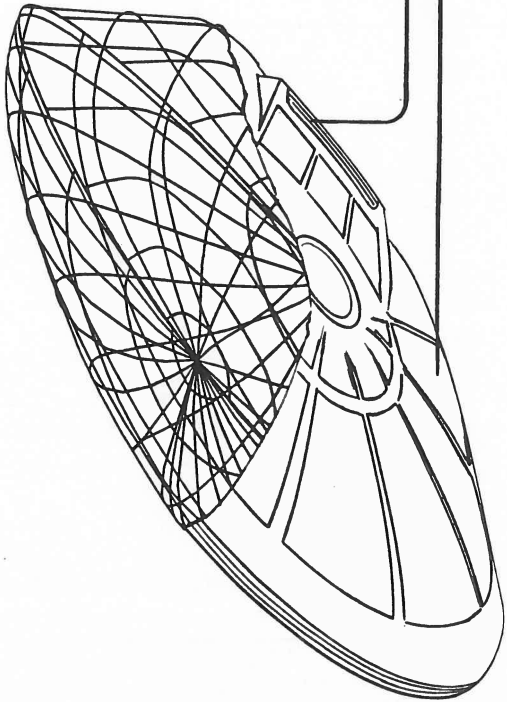
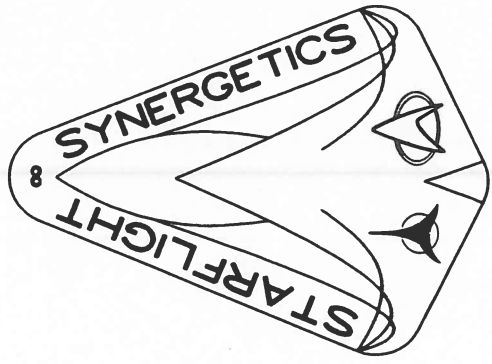
Beam Emitters: (3)Type IX Phaser Arrays,
(2) KD-9 Disruptor Mounts
Projectiles: (3) FP-9 Photon Torpedoes
(launchers, two fore and one aft)
Shielding: Triple-layer, multi-spectrum
projected deflector network. Variable
density electromagnetic/graviton matrix

COMPLEMENT & SECONDARY TRANSPORT:

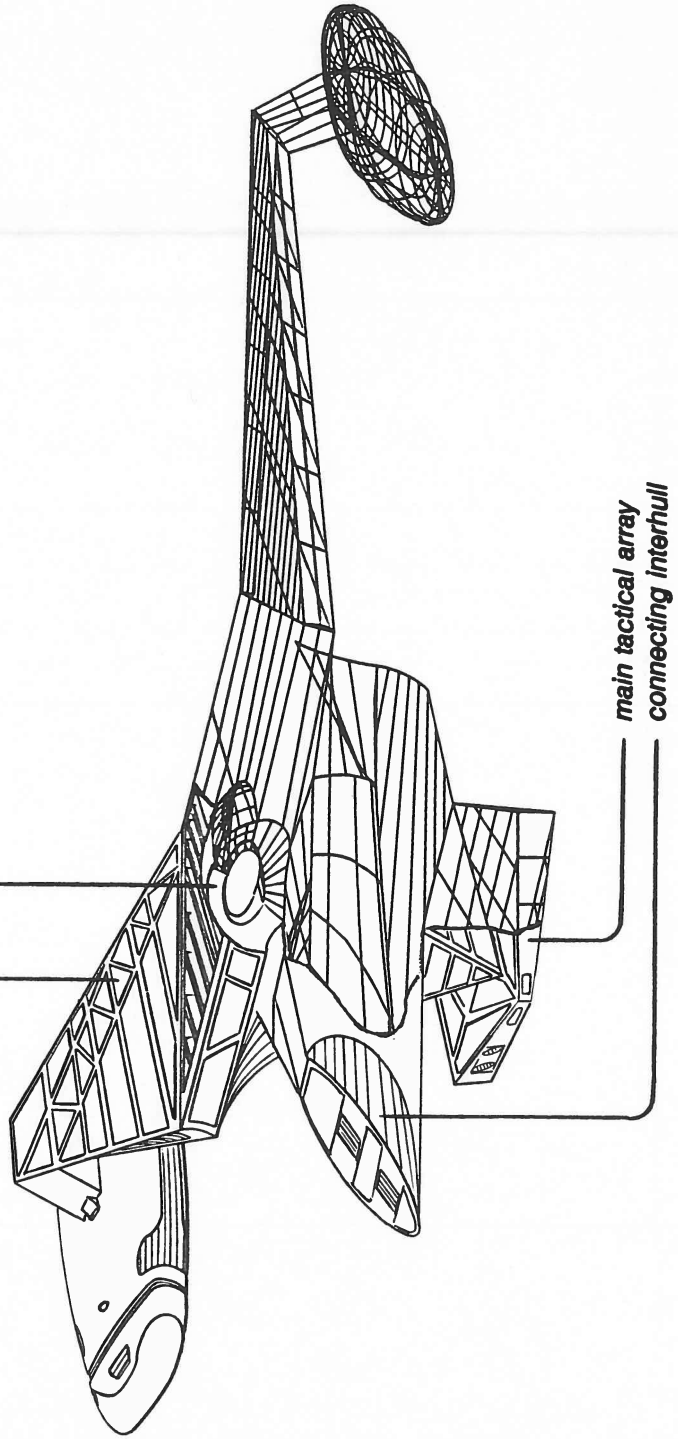
Crew: 700
Passengers: 200
Total Emergency Capacity: 2300
Shuttlecraft: 10 man - (16)
4 man - (6)
Sphinx workpod - (12)
Transporters: Personnel Units - (6)
Emergency Units - (6)
Cargo Units - (5)

ESTIMATED PERFORMANCE & DURATION:

Normal Cruising Velocity: Warp 6
Maximum Cruising Velocity: Warp 9
Maximum Range: 22,000 Light-Years
Expected Lifetime: 70 years



*main shuttlebay
leading module
tactical module
main deflector*



*main tactical array
connecting interhull*

KFX-2



CORPORATE MEMORANDUM

DATE: May 13, 2371
TO: ALL EMPLOYEES
FROM: Nicholas Jerel
SUBJECT: THRESHOLD OF A NEW ERA

SOLARIS is approaching its 300th anniversary as a spacecraft contractor. We are one of the few remaining original Terran based companies formed before the creation of the United Federation of Planets. Hundreds of SOLARIS employees can trace their ancestry who worked for the Corporation at its inception. It is the centuries spanning vision of destiny that will carry SOLARIS into a fourth century of operation.

Backlog activity among the three main divisions are at record levels. But by far the largest undertaking is the Starship Synergetics Program with the K'Tyzakt Starcraft Bureau. SOLARIS has been a part of the formal exchange between Klingon and Federation personnel for well over a decade. As a private contractor in a sole participant role, our involvement is pushing us to the forefront of commercial and military markets.

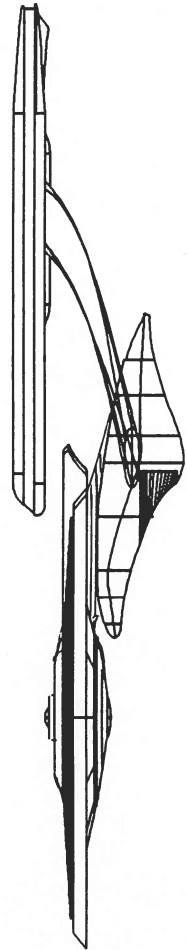
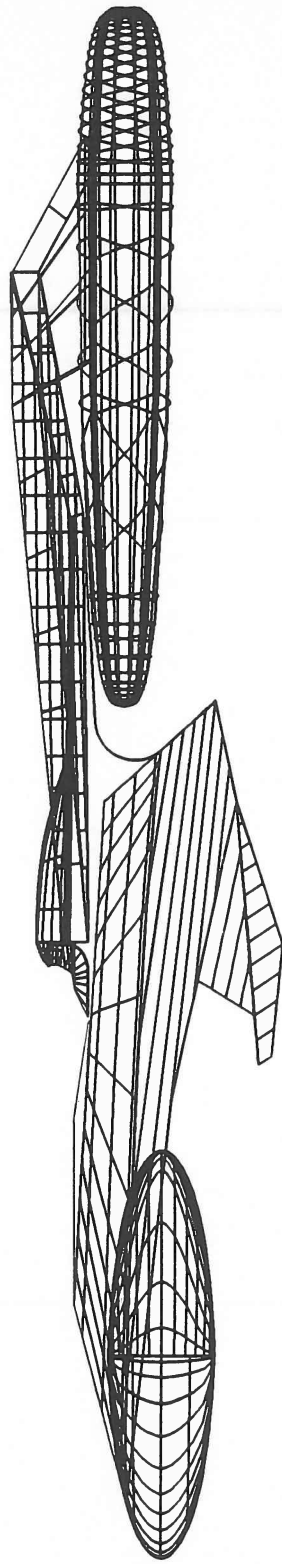
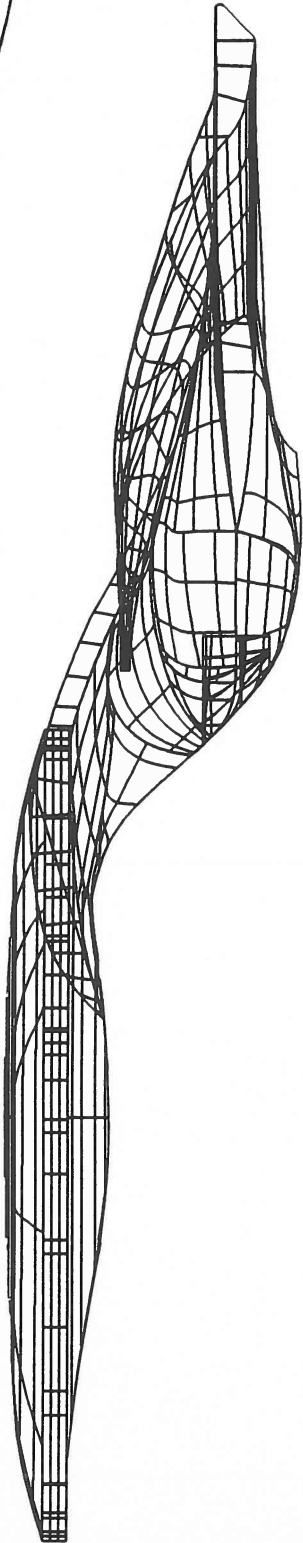
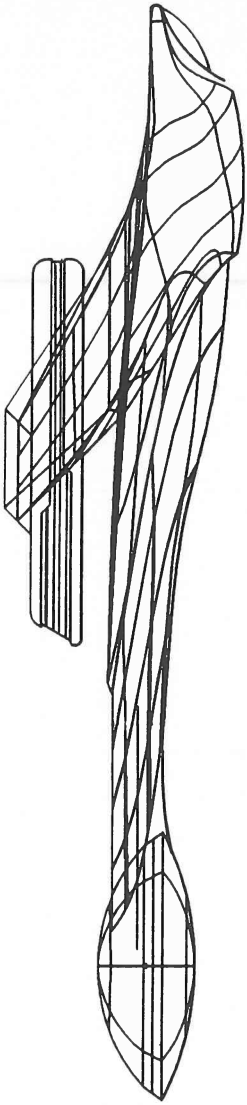
While the KFX program is at stand-by level, plans will continue on the next phase for Synergetics. Five years after the three vessel procurement is fulfilled, discussion for an allied peace-keeping armed fleet will begin. The second and third Synergetic vessels from the SOLARIS/K'Tyzakt collaboration may become the nucleus of a possible total of 12 *Garrett* class supercruisers. Some of this conjecture, is however predicated on events of the present. Based on our own projected optimization and current political climate, it may be not until the year 2400 when construction on subsequent alliance ships will begin.

The first KFX-2 design review is on hold, which presently translates to no fabrication for construction for at least a decade. You may wonder what the Corporation can achieve during this prolonged lull of activity? Are we actually supposed to embrace these far-flung projections of the Klingon/Federation alliance fleet on a concept demonstrator? The vast potential behind the intra-cooperation of the alliance can *make it so*.

The Federation and the Empire have made great strides over the last 25 years. But, the era for hope began during the 2367 treaty of peace imposed by Organia. The interaction of the Klingon Defense Force and Starfleet Command has already achieved what was once unthinkable. The combined (albeit futile) effort to repel the Borg at Wolf 359, is one example. Our joint starship involvement with K'Tyzakt is another milestone. Many delays and set backs of KFX-2 are only part of the ongoing steps of long-term progress.

Our corporation's rise from a bit player to major contractor is now one of legend. Lessons learned from KFX-1 fiasco, the NX-1701-A (the *Enterprise* that never was), and even as far back as the DYX-900 have provided the catalysis of advanced technology right up to our present day achievements. As inhabitants of this part of the Galaxy, you are playing a key role in strengthening universal peace and exploration. You can be proud of aiding in establishing higher levels of coexistence between the Federation and the Empire.

N. M. Jerel
President



STARS

C O R P O R A T I O N