



JUMP POINT

ISSUE: 13 04

KRUGER INTERGALACTIC WOLF

SHIP SHOWDOWN 2955 FINAL FOUR

RSI METEOR

KRUGER INTERGALACTIC PORTFOLIO

CONGRESS NOW

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FROM THE COCKPIT

GREETINGS, CITIZENS!

Welcome to August's issue of **Jump Point**! We're a day late this month to coincide with the final of Ship Showdown, and it's certainly been an interesting one.

Following a whole host of incredible community submissions (thank you so much for sharing your creations and voting for your favorites), a diverse Elite 8 emerged. Alongside expected contenders like the Zeus Mk II and Vulture, we saw the inclusion of Origin's littlest tourer, the 85X, and the debut of the old-school Anvil Gladiator. Regardless of how they ended up here, it was great to see fans of these underdogs showcasing and supporting their most loved ships. To celebrate the success of this year's Showdown, we're shining a spotlight on the Final Four and collating some of the Community team's favorite submissions from across the whole event.

Before that, however, we're going behind the scenes of arguably the coolest-looking ship of the year so far, the Kruger Intergalactic L-21 Wolf. This fully-fledged Light Fighter is bigger and more formidable than the shipbuilder's previous snub craft, so it took

a lot of impressive design work to bring to life. We've also got the Kruger Intergalactic Portfolio (recently updated to include the Wolf) to get you up to speed on the brand's history.

We're also peeking behind the development curtain at the RSI Meteor, which followed a different path to fruition. Like the Wolf, we've uncovered loads of roads not travelled, so don't miss out on seeing what could've been.

Finally, the Narrative team is back, this time giving us the details of a UEE Congress meeting regarding the ongoing issues with regeneration. It's a great read, particularly for those of you keeping up with the ongoing crisis affecting the 'verse.

Thanks for reading. We'll see you in the 'verse!

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BEHIND THE SCENES: KRUGER L-21 WOLF

Just over a decade ago in June 2015, Kruger Intergalactic was unveiled to backers and prospective citizens of the ‘verse. Its first ship, the P-52 Merlin, was and remains a bit of a paradox – while it was conceived to fill a very specific role, the majority of its development focused on appearance, which referenced both classic and high-end contemporary automotive design.

“We wanted to take the Merlin in a bit more of an automotive direction, something like a BMW or Audi, with classic muscle car Influences. You can see how this really helps shape the personality of the ship – the cockpit shape is inspired by classic Mustangs, giving it a much more angry look”. Ships Team

Unlike the rest of *Star Citizen*’s early ships, such as the rugged but ruthless Drake Cutlass pirate vessel, the P-52 wouldn’t enable a gameplay loop. Instead, it would supplement another,

with the initial brief simply requesting a ‘parasite craft for the RSI Constellation’.

However, the popularity of the littlest ship in the ‘verse was somewhat of a surprise internally as it developed a loyal following, particularly within the racing community, who relied on its best-in-game maneuverability to push the limits on the toughest racecourses across Stanton. The second version, the P-72 Archimedes, was released in August 2020 and would offer alternate weaponry and marginally improved performance, making it the go-to choice of snub fighter and snub racer alike.

Despite its fans, Kruger Intergalactic wouldn’t be heard from again, with development instead focusing on the more mainstream shipbuilders to fill out the ever-growing needs of *Star Citizen*’s careers and gameplay. However, in late 2024 (and

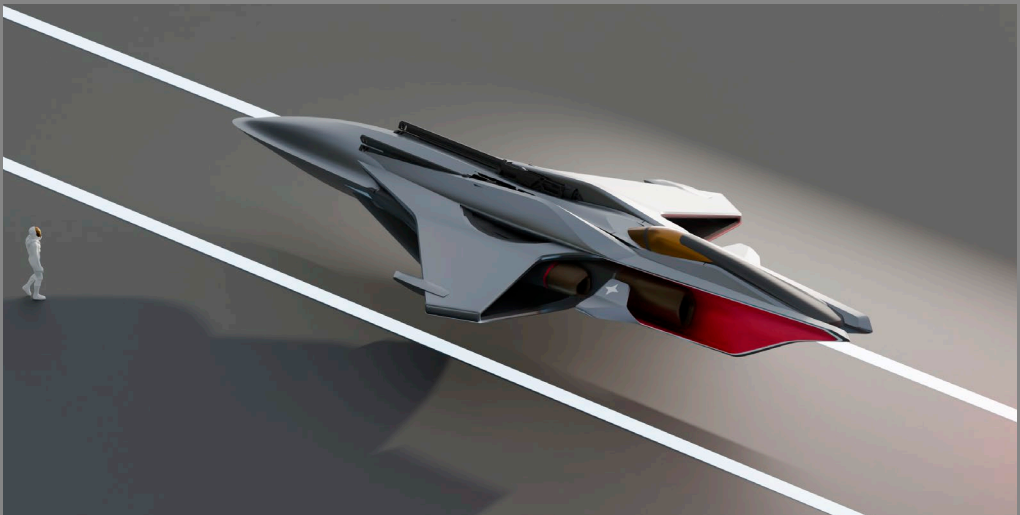
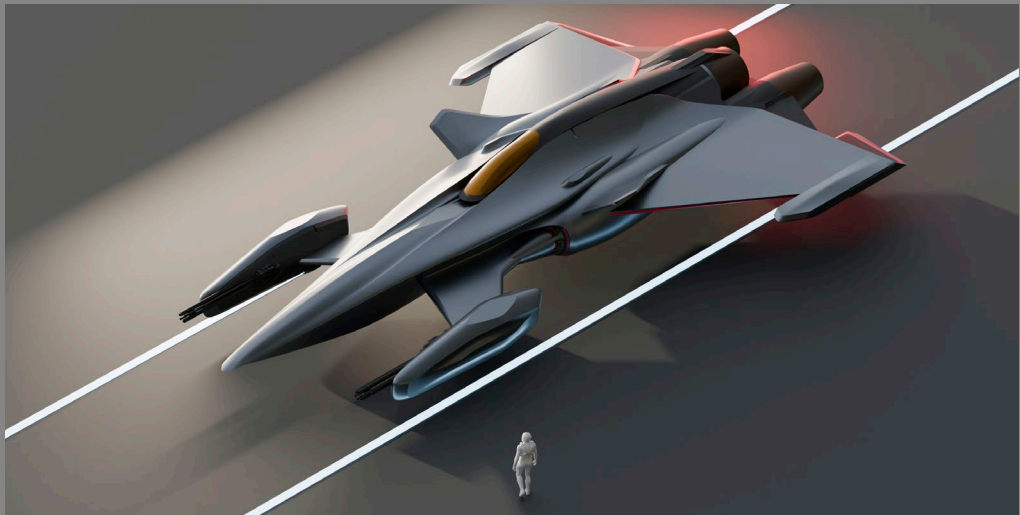
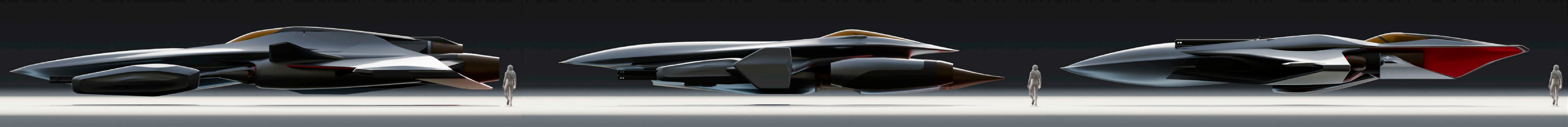
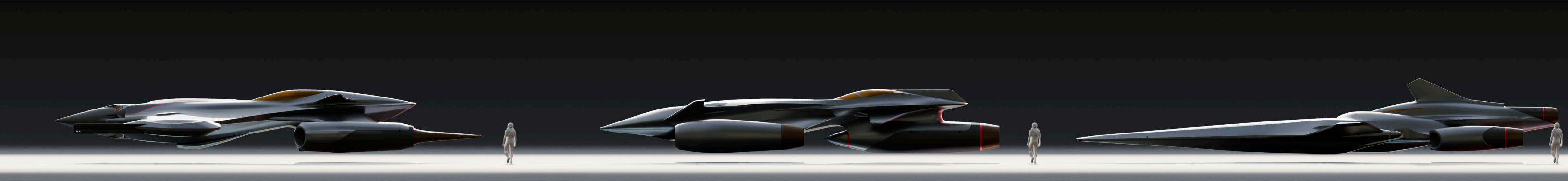
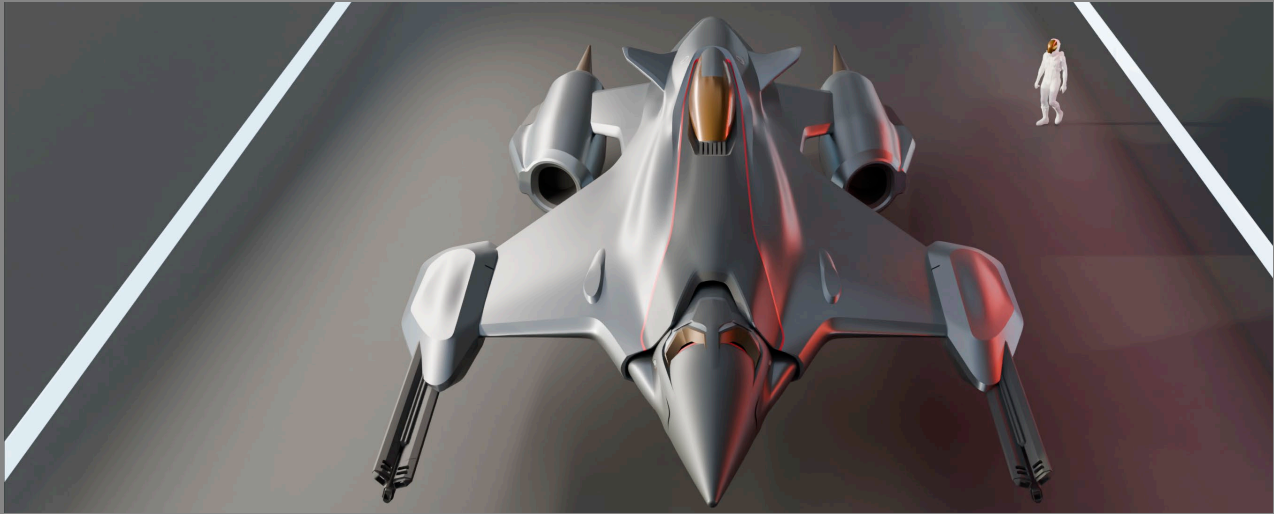
much to the surprise of many devs and CIG staff), a brief that would rejuvenate the Kruger brand appeared.

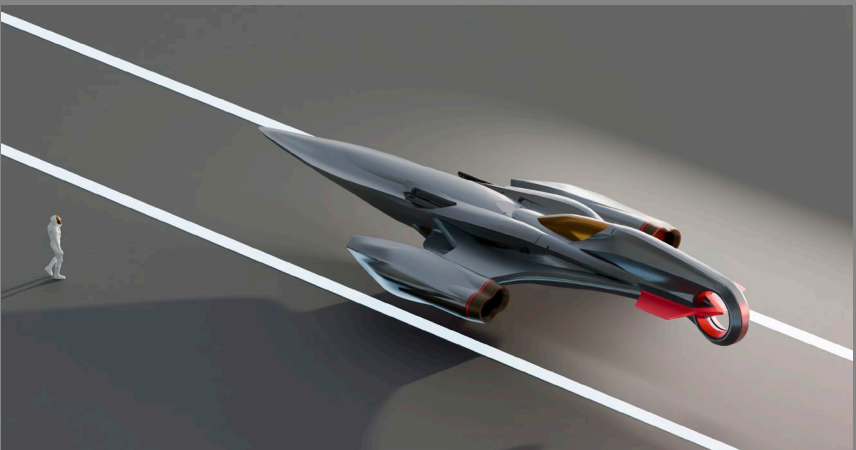
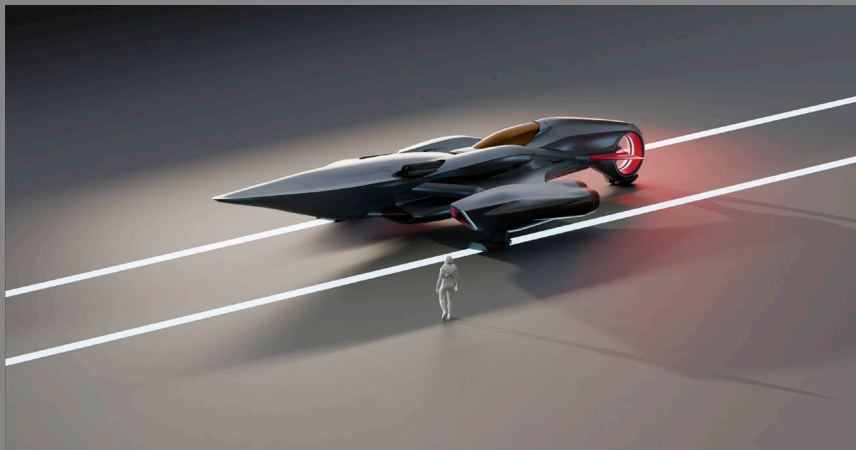
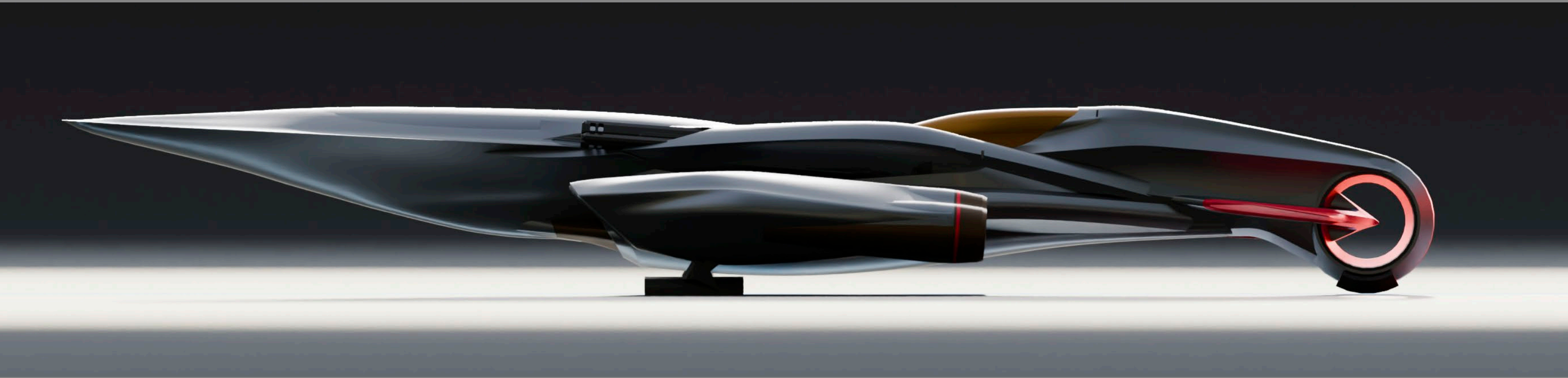
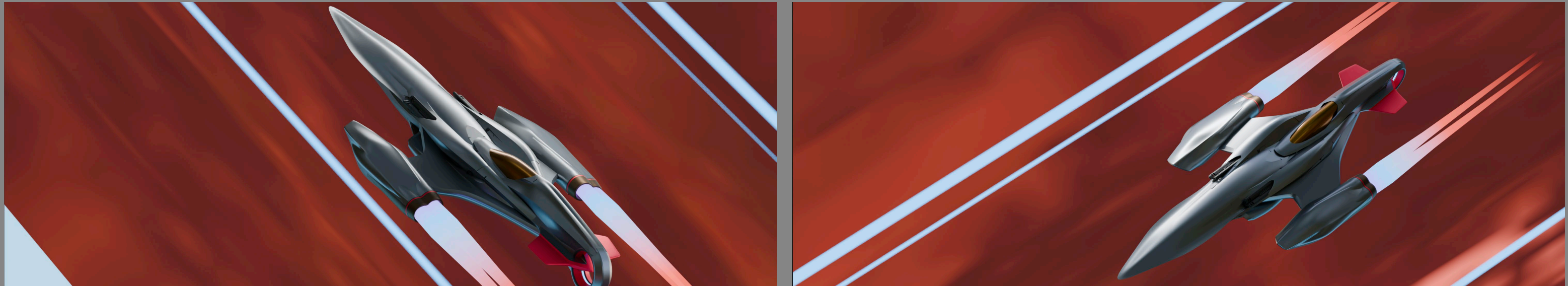
Kruger Light Fighter

Sleek and agile single-seat Light Fighter that features twin bespoke S4 fixed Gatlings and 8x S1 missiles integrated into the hull. Transforming winglets for landed and flight mode, like the Merlin/Arrow. External FPS weapon rack on fuselage similar to the Gladius.

The key thing left out of the brief, though, was the visual direction that had already been briefed to the Concept team (and excitedly gossiped about over coffee breaks and pre-meeting chats to any interested parties). Like the original ten years ago, vehicle aesthetics would be a key driver of development, but this time the team would go all in on the golden age of muscle cars and post-WW2 aerospace.

As usual, development kicked off with a round of basic concepts. However, unlike the typical first kitbashing stage when creating ships from well-established manufacturers, Kruger's contemporary design language hasn't been determined. So, alongside potential engine and wing configurations of the upcoming ship, this stage also included explorations toward Kruger's new overall brand look.





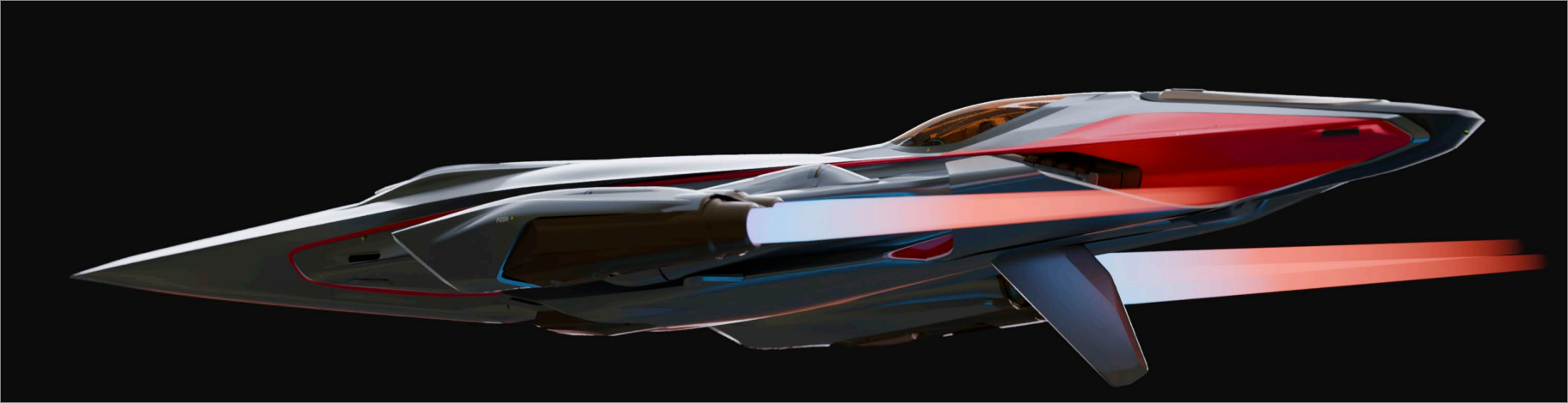
A single concept was chosen for further development. This design references the shape of Kruger's snub craft, though exaggerates its form and shapes with large, smooth surfaces that invoke pressed steel vehicles panels. The prerequisite integrated guns are present too, here retracting into haunches that surround the cockpit.

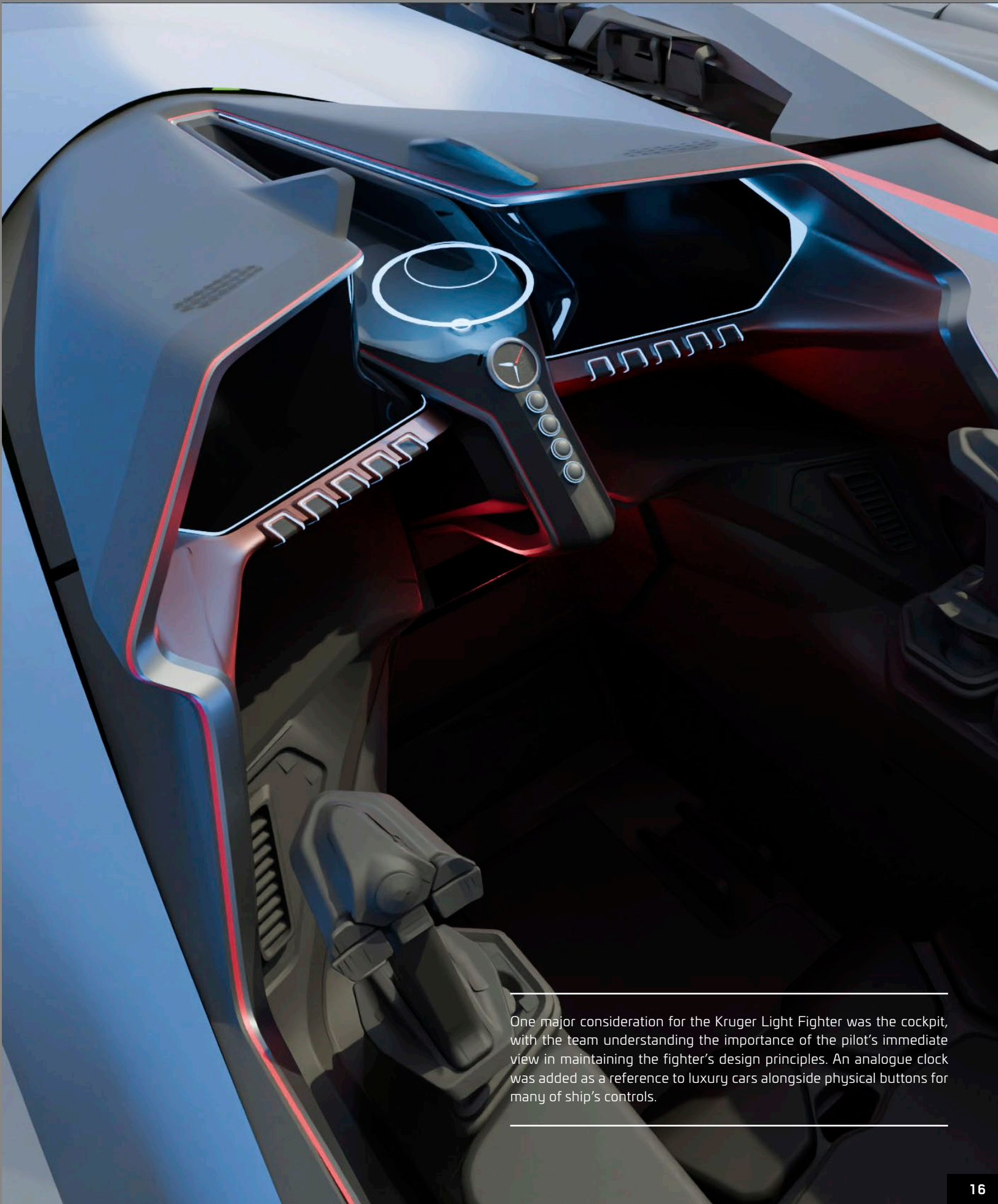
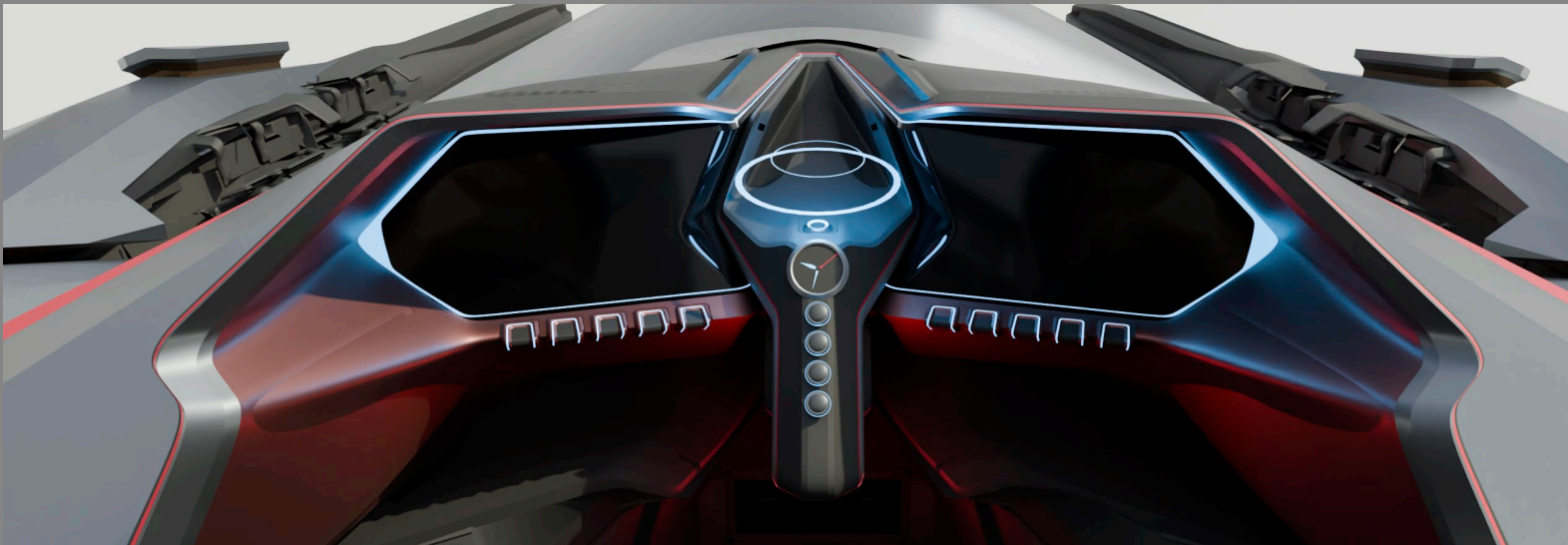


At this stage, the concept was presented to Chris Roberts for feedback. Although pleased with the overall direction, Chris didn't like the red loop at the rear of the ship, so this was removed as the concept was iterated on. This led to a much smoother appearance, and one more in keeping with the classic-vehicle appearance.



With the overall shape decided on, surface shapes and details were added, such as around the engines, cockpit, and landing gear. Despite the additions, large sections remained clean and devoid of unnecessary detail to ensure the design direction remained intact. The overall dimensions of the ship were locked in too, including wingspan and height.

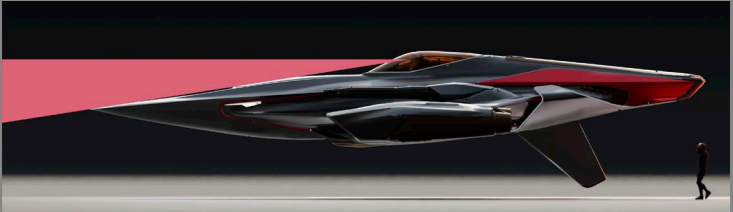
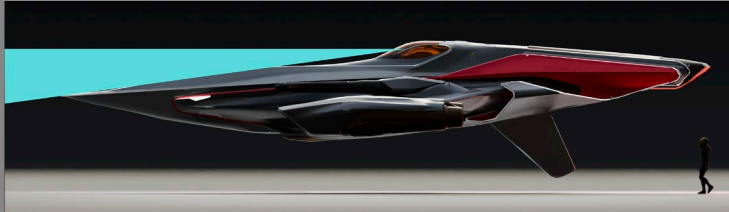
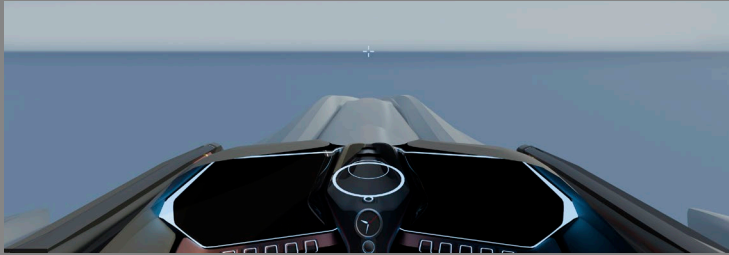
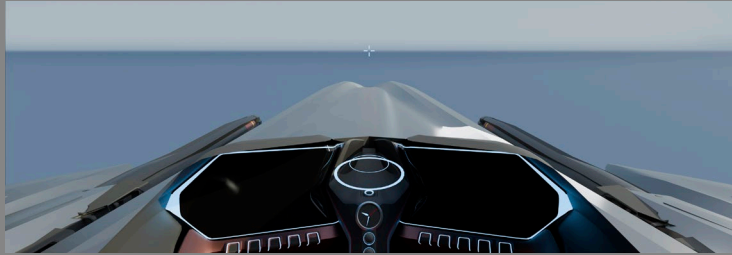
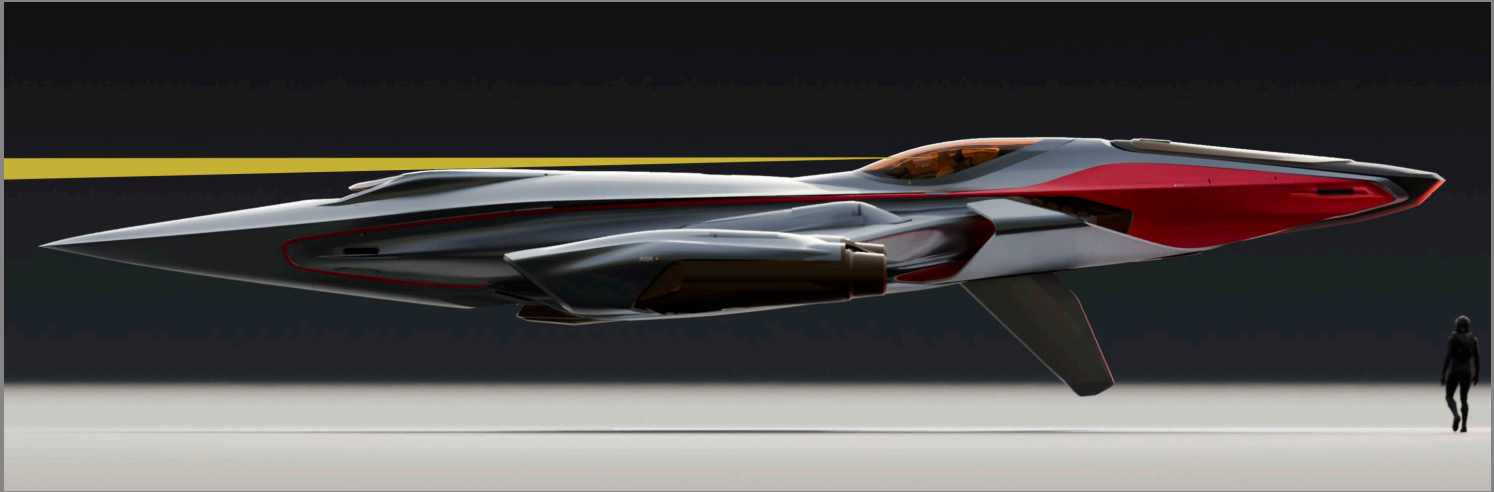


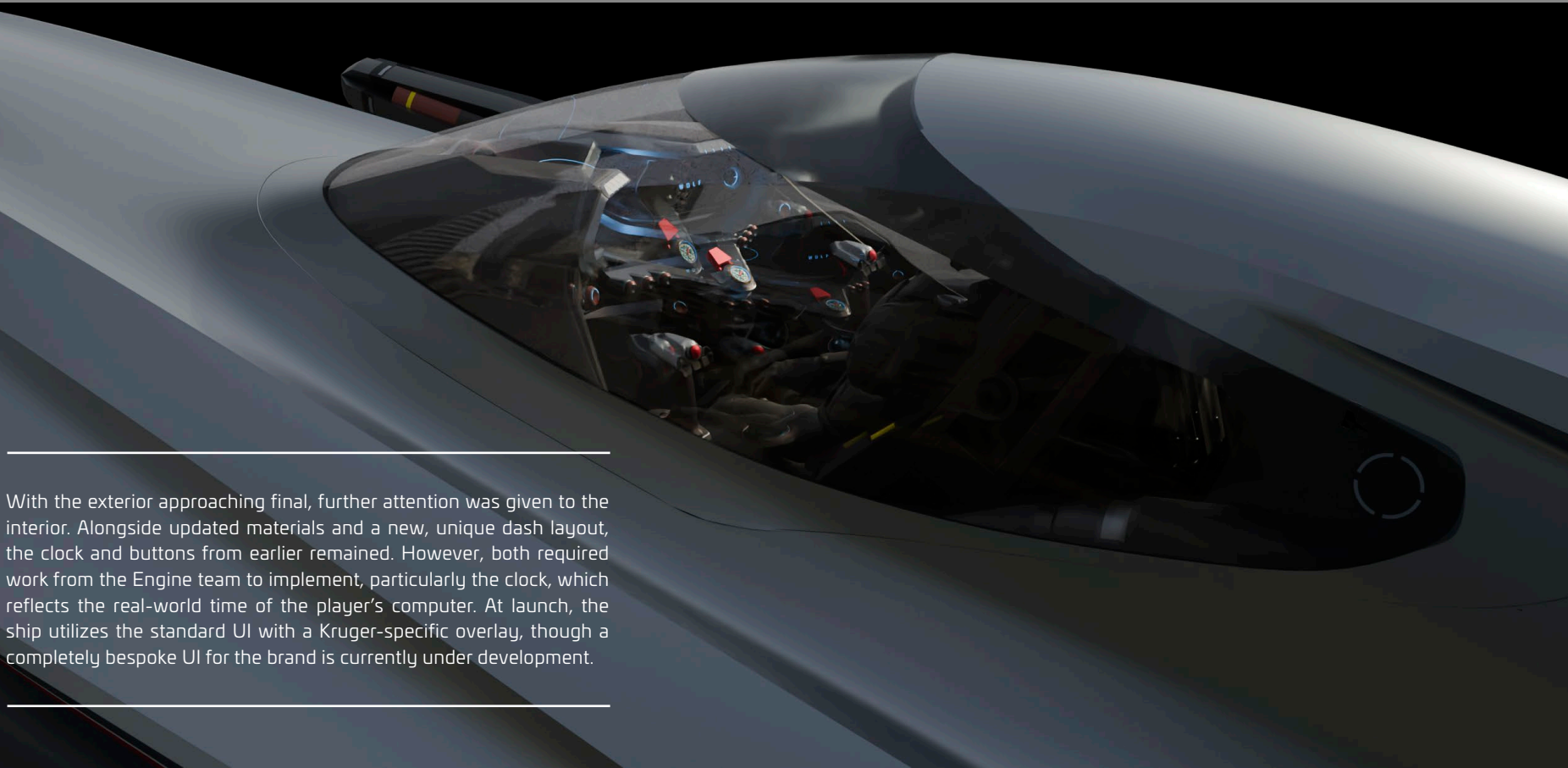


One major consideration for the Kruger Light Fighter was the cockpit, with the team understanding the importance of the pilot's immediate view in maintaining the fighter's design principles. An analogue clock was added as a reference to luxury cars alongside physical buttons for many of ship's controls.

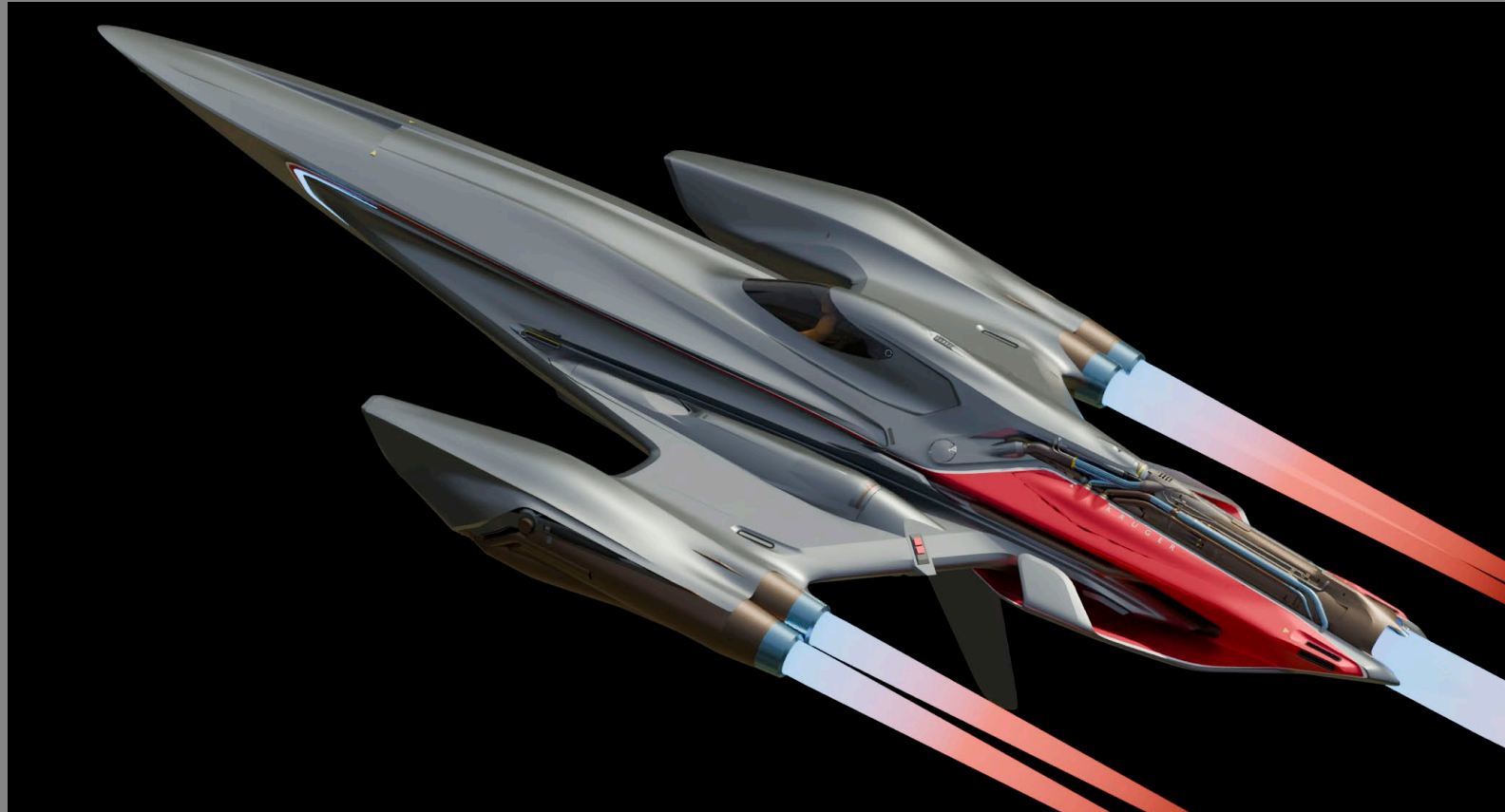
As the Kruger Light Fighter approached ‘art complete’, a major review on gameplay and usability raised an issue - the pilot’s view was severely affected by the wings and bow. Although apparent earlier and providing the desired effect of a more dramatic view while flying, testing deemed that the precise movement would be impeded and the pilot would be at a huge disadvantage during combat.

So, the cockpit was shifted forward in line with the wings. This allowed the designers to add an additional thruster to the rear of the chassis, which was styled with a nod to American concept cars of the 1940s and 50s.





With the exterior approaching final, further attention was given to the interior. Alongside updated materials and a new, unique dash layout, the clock and buttons from earlier remained. However, both required work from the Engine team to implement, particularly the clock, which reflects the real-world time of the player's computer. At launch, the ship utilizes the standard UI with a Kruger-specific overlay, though a completely bespoke UI for the brand is currently under development.



With the concept mesh signed off, final concept images were created and handed to the Implementation team to help them build the ship in-engine. The Kruger Light Fighter also completed its adjacent Narrative pass and was officially named the L-21 Wolf.





With the ship in StarEngine, the Marketing Art team could begin creating that images that would accompany the L-21 Wolf's official unveiling in the Alpha 4.3: Dark Territory patch.

Will fans of Kruger have to wait another decade for the follow-up, or are plans already in motion for another release from the brand? Only time will tell.



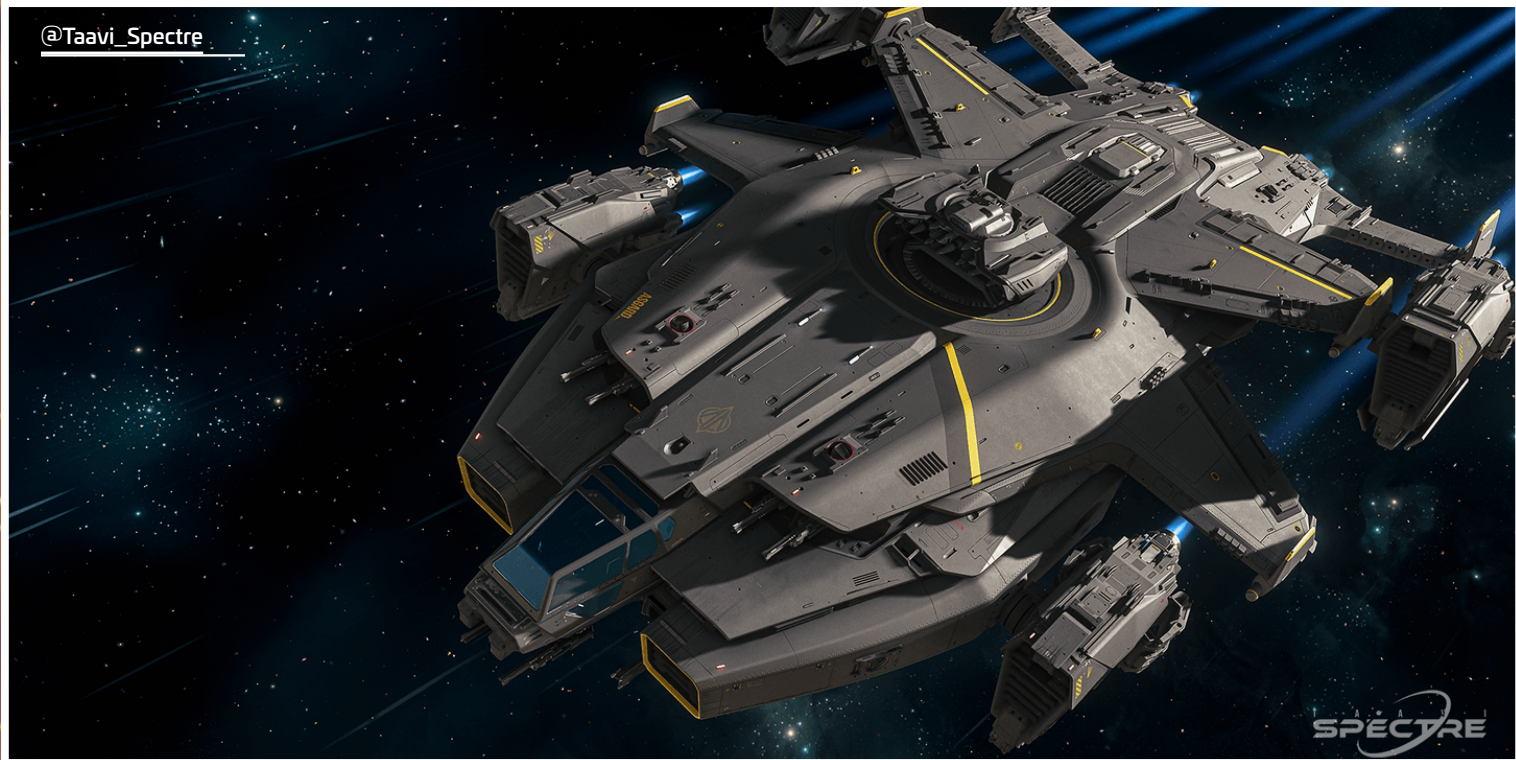


SHIP SHOWDOWN 2955: FINAL FOUR

It's back! Ship Showdown returns for another year of community creation, conflict, and crowning victory. As we add the last touches to this issue of Jump Point, the Anvil Asgard and RSI Zeus Mk II are battling it out to claim the title of most-loved ship of the year.

To celebrate your efforts to get your favorite vehicles through each stage, we've gathered some of the Community team's favorite submissions for each of the Final Four. Whether you created or voted, thank you for taking part in Ship Showdown 2955!

@Taavi_Spectre

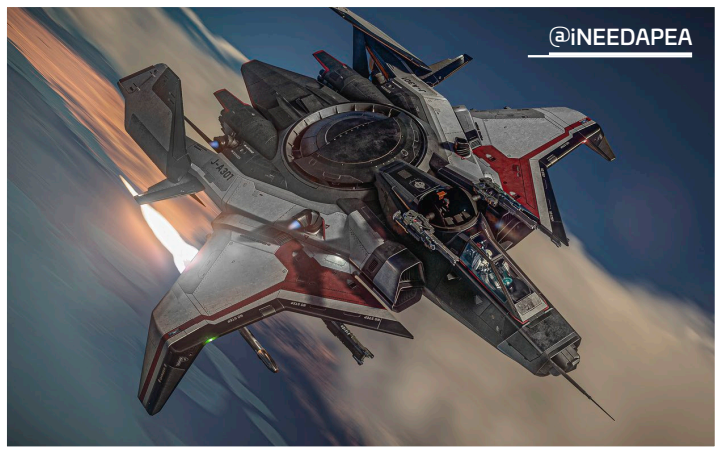


ANVIL GLADIATOR

Another focused Anvil combat ship, this one released over a decade ago in April 2015. The T8A Gladiator is designed for space-to-ground bombing runs, dropping out of atmosphere to quickly annihilate targets before fighting its way home.

While the manual turret does a reasonable job of keeping enemies at bay, the Gladiator's vast array of missiles and torpedoes are the real stars of this legendary bomber.

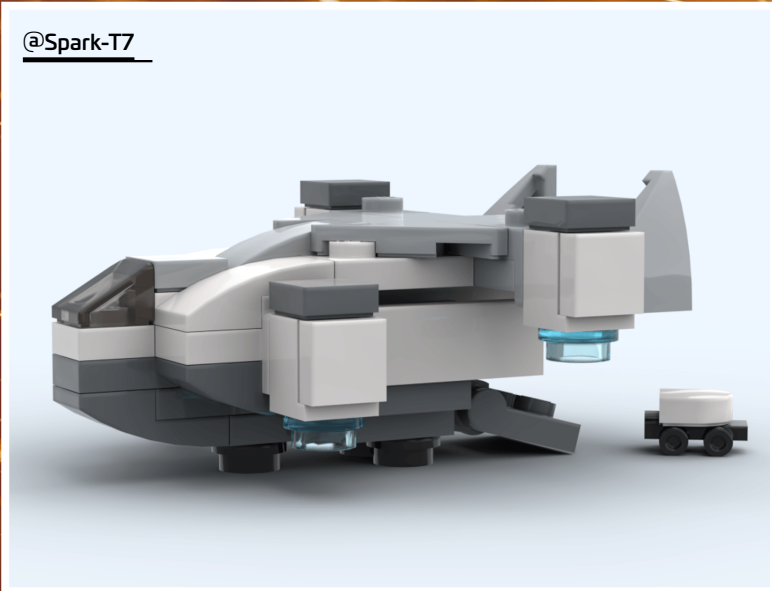
@iNEEDAPEA



@polacus 01



@Spark-T7



ANVIL ASGARD

May 2025 saw the release of the Asgard, a full reworking of Anvil's time-served troop-transport chassis. Built to drop combat vehicles into hectic battlefields, it's a heavily defended hard hitter wrapped in classic militaristic Anvil design.

With a full array of missiles and both pilot and manual guns, it's a formidable foe, and that's before deploying its on-board tank or attack vehicle.

@Z3R0



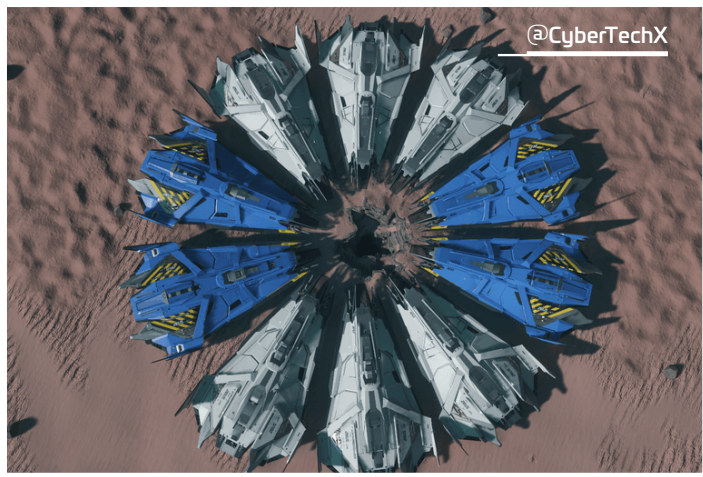
@Nohbo



RSI ZEUS MKII ES

The Zeus MK II entered the ‘verse in October 2024, carrying the weight of Humanity’s spacefaring history in its cargo hold. A homage to the first commercially available ship capable of quantum travel, it far exceeded the original in design and usability, more than earning its right to wear the Zeus name.

Tuned for long-range travel and exploration, the ES is a consummate all-rounder, with the MR and CL variants focusing on electronic warfare and cargo hauling, respectively.



@ADSENTMINDEDNESSES-H



@BigHuge



ZEUS MKII ES

MAIN
TYPE: Heavy Fighter
LENGTH: 150m
WIDTH: 40m
HEIGHT: 20m
WEIGHT: 15,000 tons
Crew: 120
Armaments: 2x Main Cannon, 4x Torpedo Launchers, 2x Missile Launchers
Speed: 0.8c
Range: 100,000 km

Since 2140,

Roberts Space Industries has provided humanity with the ability to reach the stars. With our 2954 Zeus Mk. II series starships, we continue a legacy born through centuries of technological evolution, determination, and the pioneering abilities of our ancestors. We trust that our latest product will be right at home alongside our battle-tested RSI designs like the Polaris Corvette and Scorpion Heavy Fighter. RSI continues to be the beacon of both hope and progress as we leap forward into new beginnings, new stories, and of course, new adventures...

...with the RSI Zeus Mk. II.

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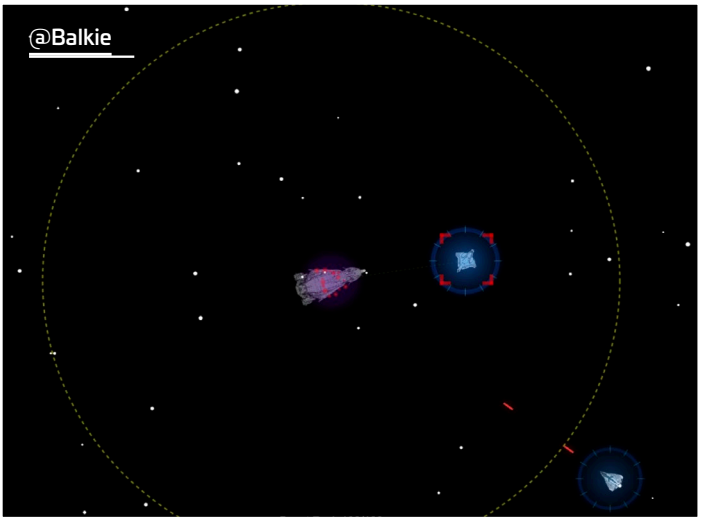
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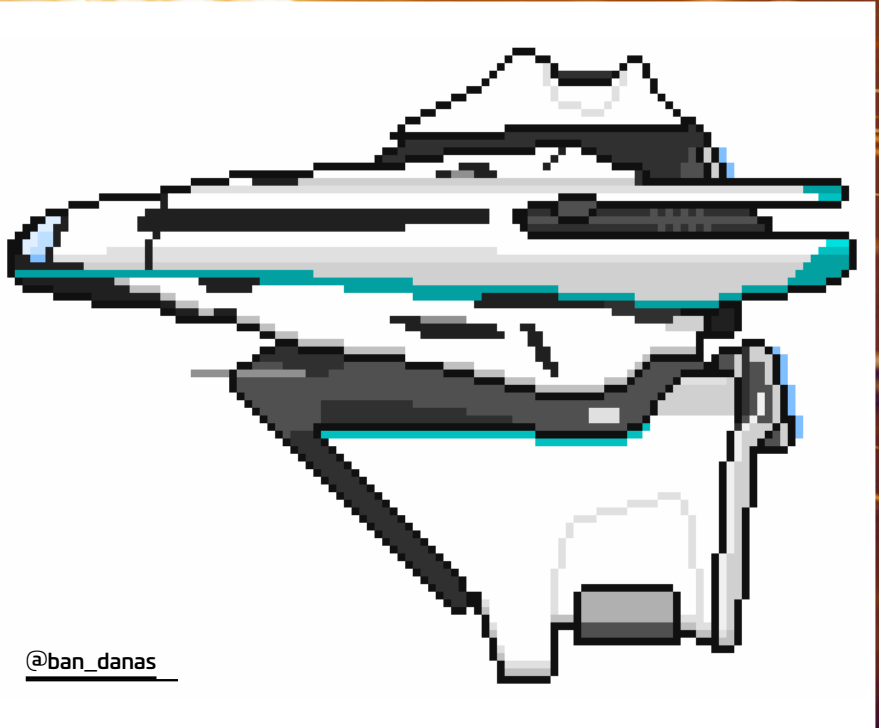
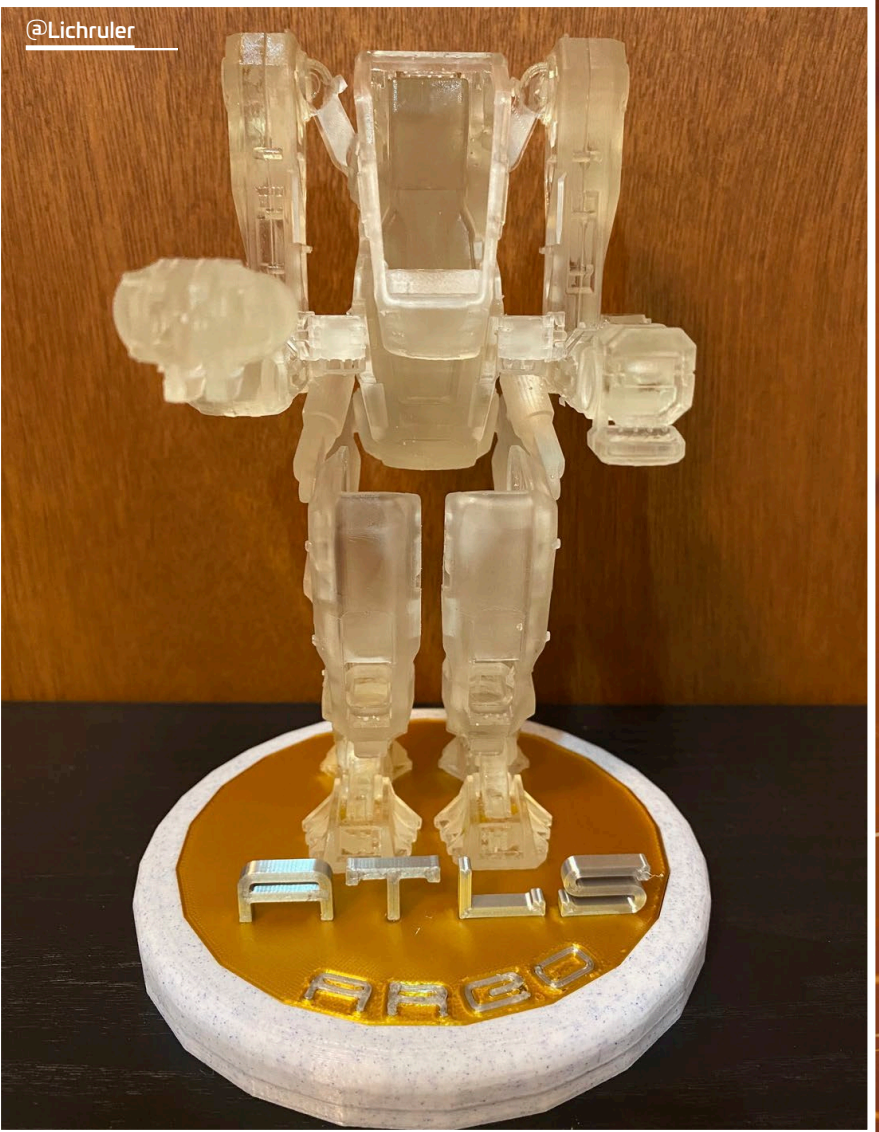
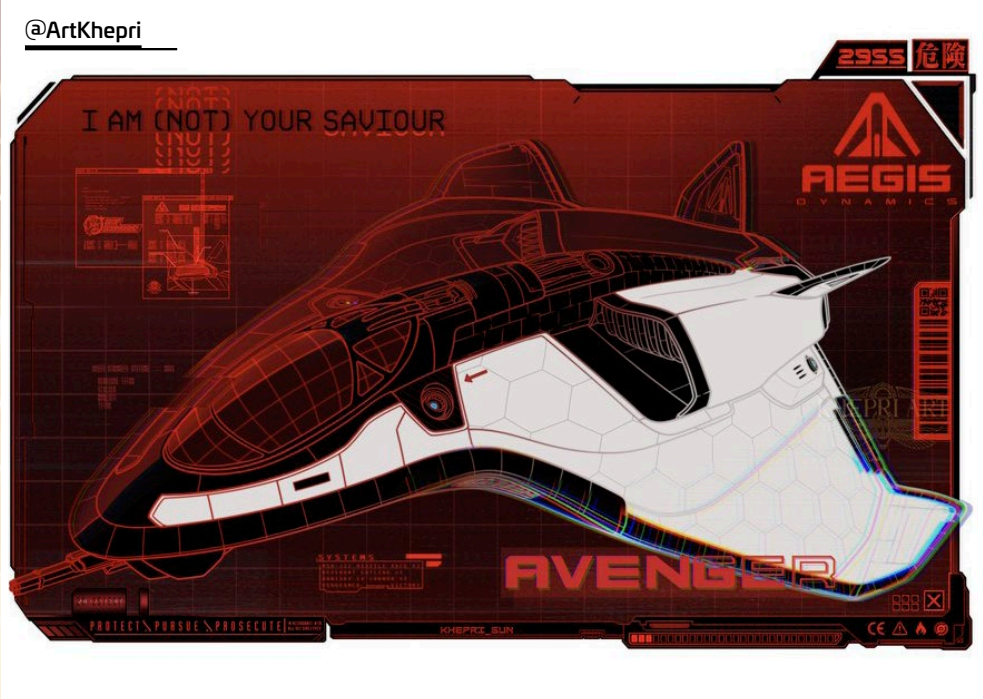
RSI POLARIS

The Intergalactic Aerospace Expo always delivers, with exciting vehicle releases and announcements a given. Last year’s was particularly significant though, with one of the most anticipated ships of all time becoming flyable - RSI’s ferocious corvette-class Polaris.

Two huge bespoke turrets and vast torpedo launchers keep the crew of this long-range behemoth safe wherever it roams.

@Balkie







BEHIND THE SCENES: RSI METEOR

At CIG, ship briefs are submitted for a variety of reasons, be it the needs of gameplay, a desire to flesh out new or existing brands, the exploration of new careers, or simply as a passion project of the devs. In early 2025, one of the latter landed with the Ships team.

The RSI Mantis has been a firm favorite of many teams at CIG since its release, so a variant was always a serious possibility.

Regardless, for a ship to make it from pet project to flyable, there has to be viable gameplay reasons. Luckily, the Mantis chassis had the potential to do something different in the well-served combat-ship market.

However, during production, this utility rework ended up going far beyond that of a variant; far enough to warrant a whole new name.

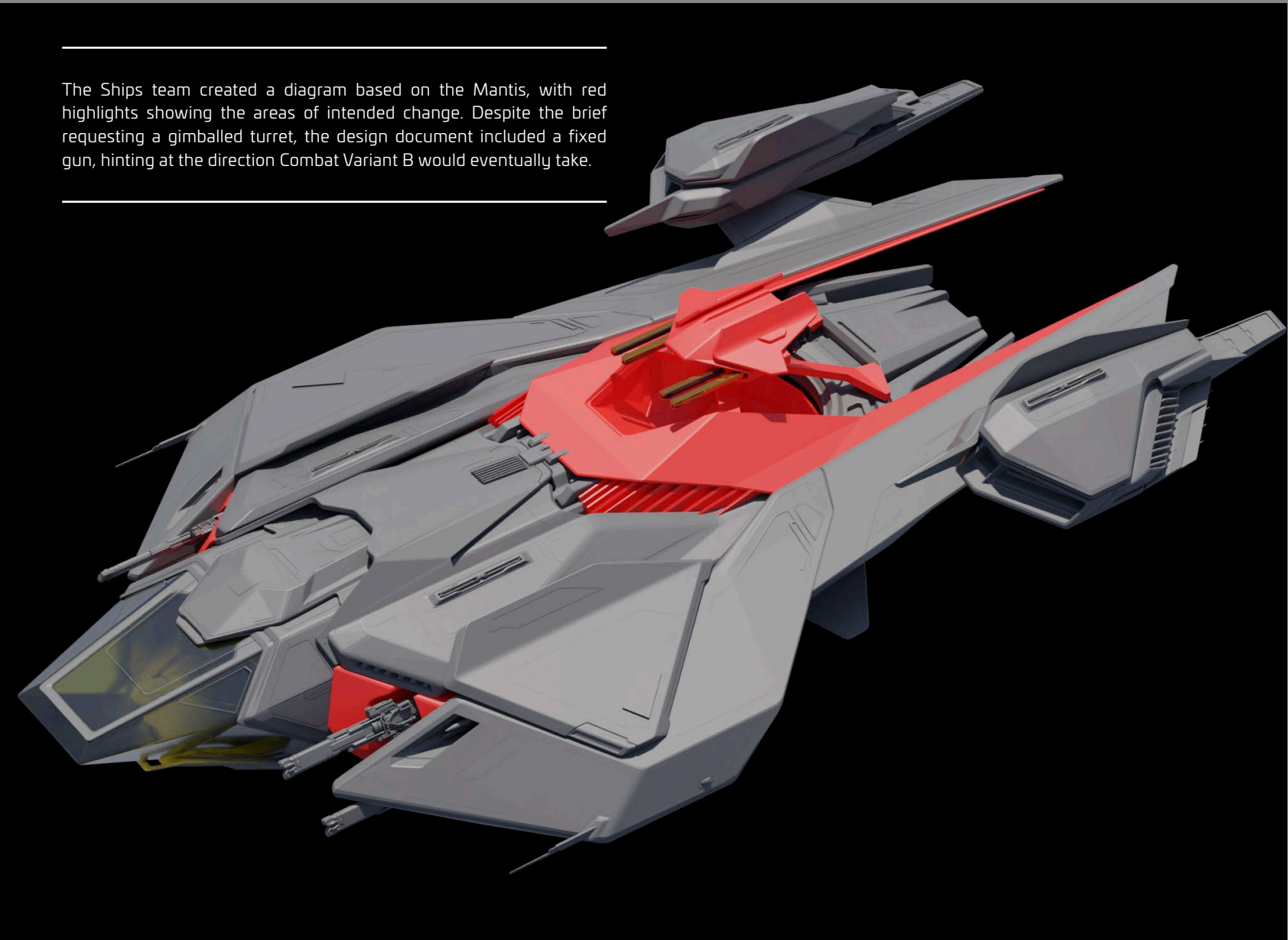
BRIEF 1: RSI MANTIS COMBAT VARIANT B

Take the classic RSI Mantis hull and swap out the QED for a more offensive firepower-based variant.

- Trades the space for the QED on the base Mantis for a remote turret slaved to the pilot (and optionally remote-enterable for full 360 coverage) and traditional missile bay underneath
- Missile bay uses generic swappable racks to allow players to customize missile loadout from 4x single S4 missiles to 32x S1 missiles and all in between
- Stock weapon loadout is increased with an additional pair of S3 guns for the pilot, for a total of 6x S3



The Ships team created a diagram based on the Mantis, with red highlights showing the areas of intended change. Despite the brief requesting a gimbaled turret, the design document included a fixed gun, hinting at the direction Combat Variant B would eventually take.



Following the brief, development began with adjustments to the base ship to trial the positioning of the new components and sections; specifically, the location of a single main gun that, at this stage, was the primary offensive tool of Combat Variant B. The

designers explored various formats of remote turret as requested by the brief. A lower missile launcher setup was considered here, too.

Feedback on the initial design direction raised two points. The first was that bespoke

weapons were preferred over a gimbaled turret and, secondly, Combat Variant B was barely a Mantis anymore. So, on August 18, an updated brief was submitted that embraced the shift away from the Mantis toward a separate chassis.

BRIEF 2: RSI MANTIS COMBAT VARIANT B (UPDATED)

Take the classic RSI Mantis hull and swap out the QED for a more offensive firepower-based variant revolving around an integrated/ bespoke anti-large-fighter weapon.

DIFFERENCES FROM ORIGINAL BRIEF:

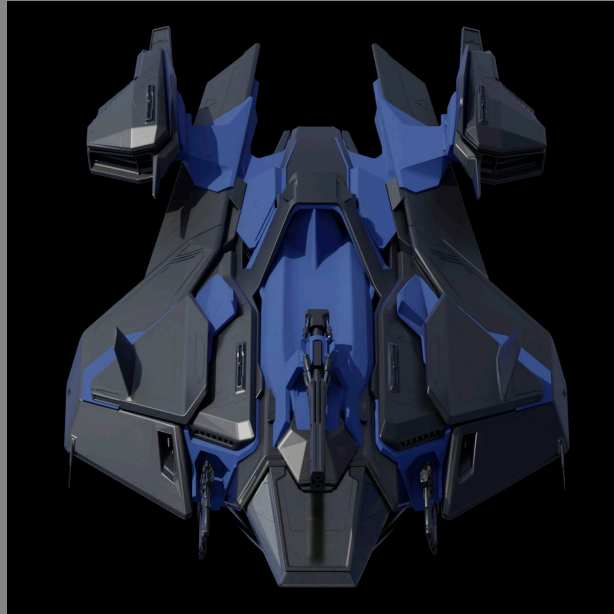
- Removed remote turret, replaced with bespoke S6 gun. Can be dressed as twin-barrel S5. Does not need gimbal, can be fully integrated
- Ballistic cannon styled. Multi-shot burst. 2-3 rounds per burst. Should have space for ammo box for future rearming
- Additional geo to support implied faster speeds

This brought Combat Variant B in line with the current approach to variants and new models: variants adjust usability while retaining the core feel of the ship, while new names are given to when a ship is rebuilt from the chassis up with new functionality and a significantly different use case. For example, rather than supporting a larger fleet with quantum snaring and dampening, Combat Variant B was shaping up to be a solo fighter capable of taking on some of the biggest threats in the 'verse.

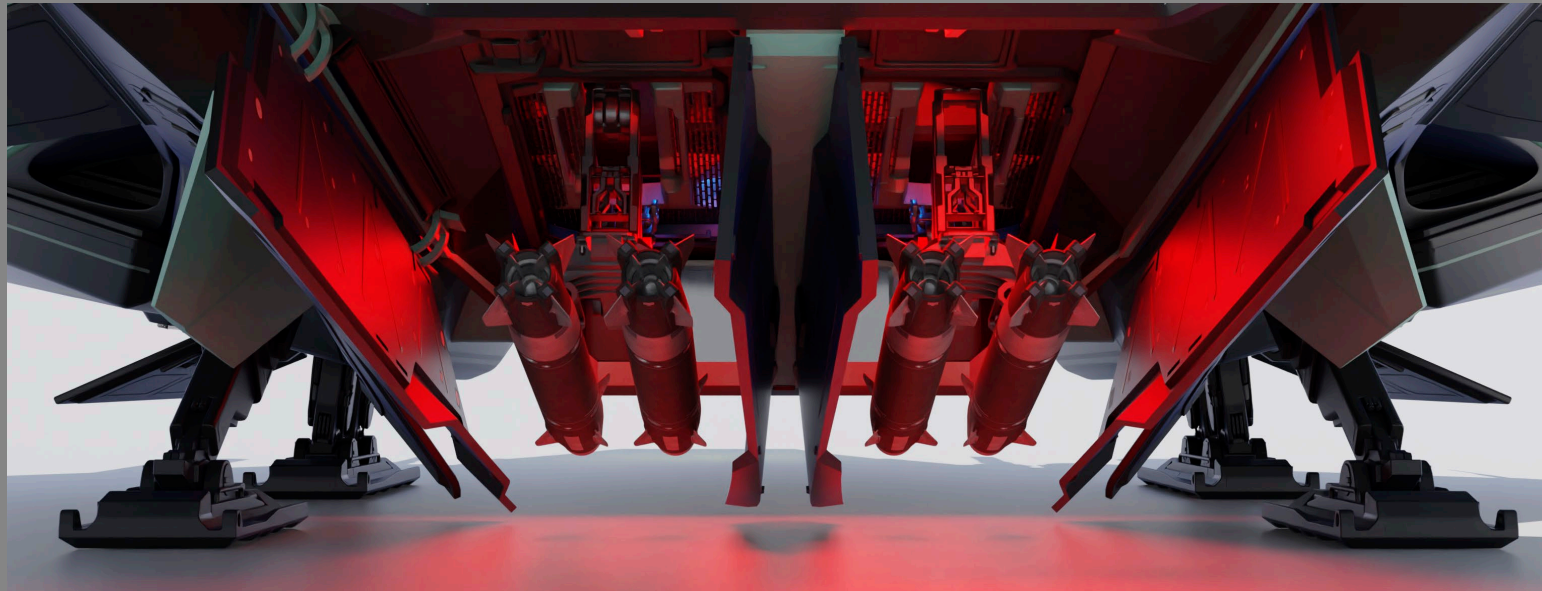
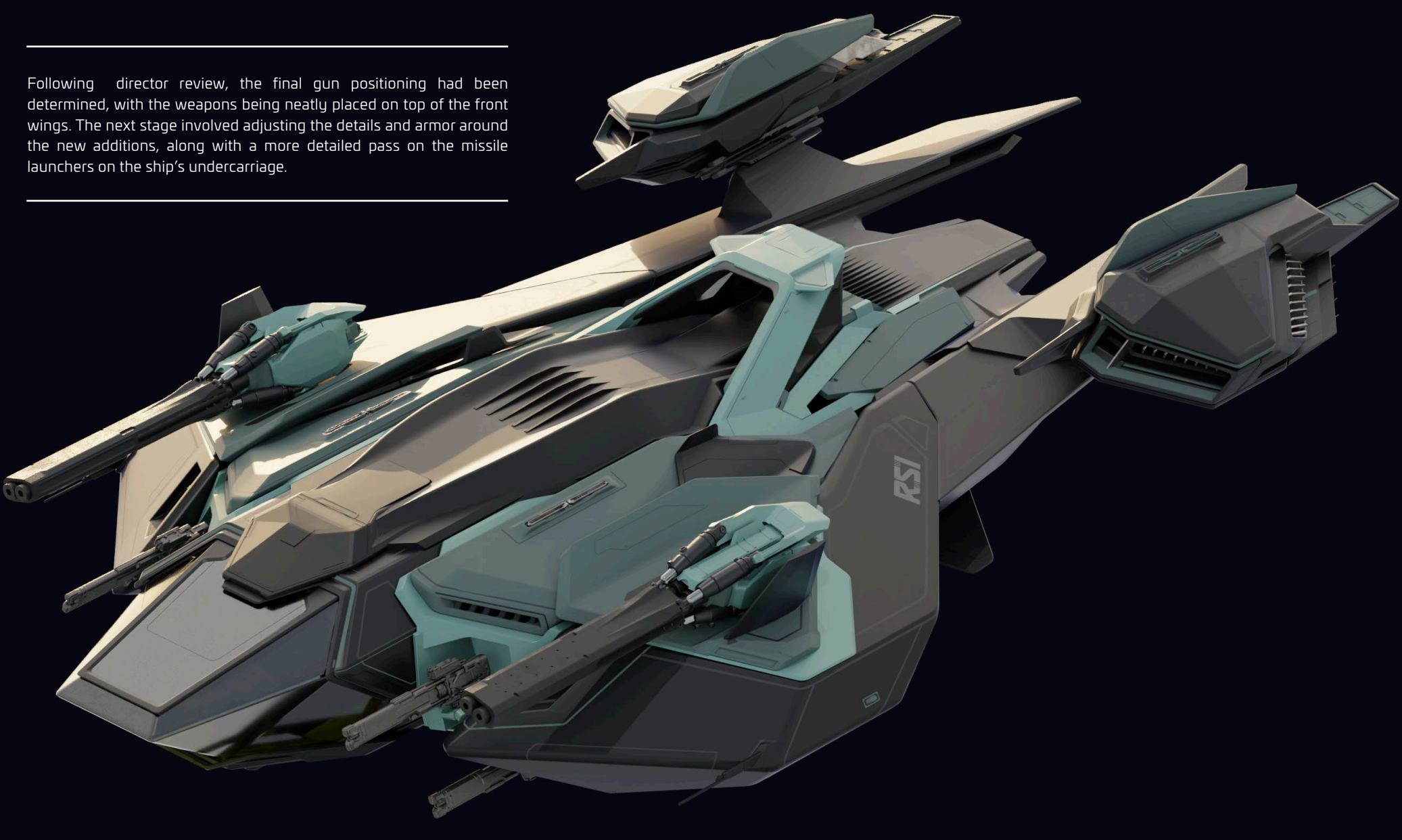




With the new brief in mind, a wealth of new options were created for wider review. These potential directions included bespoke cannons in a variety of layouts, though the prevailing approach featured two either side of the cockpit. Regardless of format, a key focus at this stage was integrating the guns into the bodywork to avoid them looking like an afterthought.



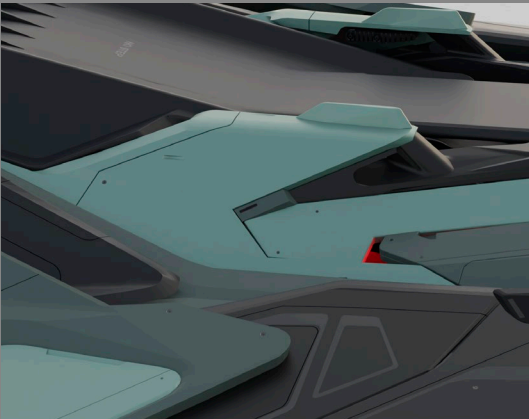
Following director review, the final gun positioning had been determined, with the weapons being neatly placed on top of the front wings. The next stage involved adjusting the details and armor around the new additions, along with a more detailed pass on the missile launchers on the ship's undercarriage.





Combat Variant B entered the final approval process and was deemed complete. It was then sent off to be implemented in-engine alongside all other supporting work, including the creation of images to unveil the new ship to the community.

Around this time, the Narrative team made a full pass, which, alongside all in-game content, officially christened the ship the ‘Meteor’.





BALANCING THE METEOR

Putting comparatively huge weapons on a smaller chassis is a proven concept for making some of the coolest vehicles in the ‘verse; see the Crusader Ares with its oversized guns or the Aegis Eclipse with its colossal torpedoes. However, balancing these ships can be a headache, as they need a downside to offset their excessive firepower.

Rather than simply nerf the guns, the Ships team aligned the Meteor’s defense, agility, and firepower with the norms of the three main fighter classes: Light, Medium, and Heavy respectively. This allows it to utilize its serious firepower and comparatively high speed against the heaviest hitters without making it untouchable by the lightest and most agile fighters out there.

So, while skilled Meteor pilots are capable of downing anything they’ll likely come across, they’ll need to keep an eye on their shields and armor as they do so, as a few well-timed shots could lead to an unexpectedly rapid regen.





A HUMBLE BUT DETERMINED START

“Perfection in every piece.” Those words hung on the wall of a makeshift workshop in a rented hangar in Magnus; they would end up being the driving principle of the company that became Kruger Intergalactic.

For all its success, few know this industry heavyweight’s humble origins. In 2558, Ozell Kruger opened a workshop on her home planet of Borea in the Magnus System and called the company Kruger Intergalactic. Her company’s ability to deliver first-rate products on time and within budget quickly impressed customers. Still it was Ozell’s good fortune to have opened her operation during the Borea boom that really helped her fledgling company thrive.

Building on that significant boost up, Kruger Intergalactic has grown from those humble beginnings into a multi-billion credit business. It specializes

in expertly crafted, custom-machined parts and, more recently, creating full weapons and ships, including the popular Tigerstrike gatling and the P-52 Merlin snub fighter.

MILITARY COMPLEX

As the Navy expanded, UPE money flooded into Borea, which, for a while, was a major military hub and source of ship construction. At the time, Kruger was still a small operation and did not have the infrastructure or production pipeline to compete for government contracts, so it focused on landing deals to produce components for larger companies. Kruger’s selling point was the ability to manufacture a wide variety of parts for anything from weapons to construction equipment to ships. With manufacturers scrambling to fill orders, and Kruger’s sterling reputation spreading fast, its services were in high demand. It was during this period that Kruger began its longstanding relationship with Behring and RSI. From laser-

cut firing pins on Behring’s P8-AR to meticulously forged crucial capital ship components, Kruger-designed manufacturing parts quickly became essential for many items.

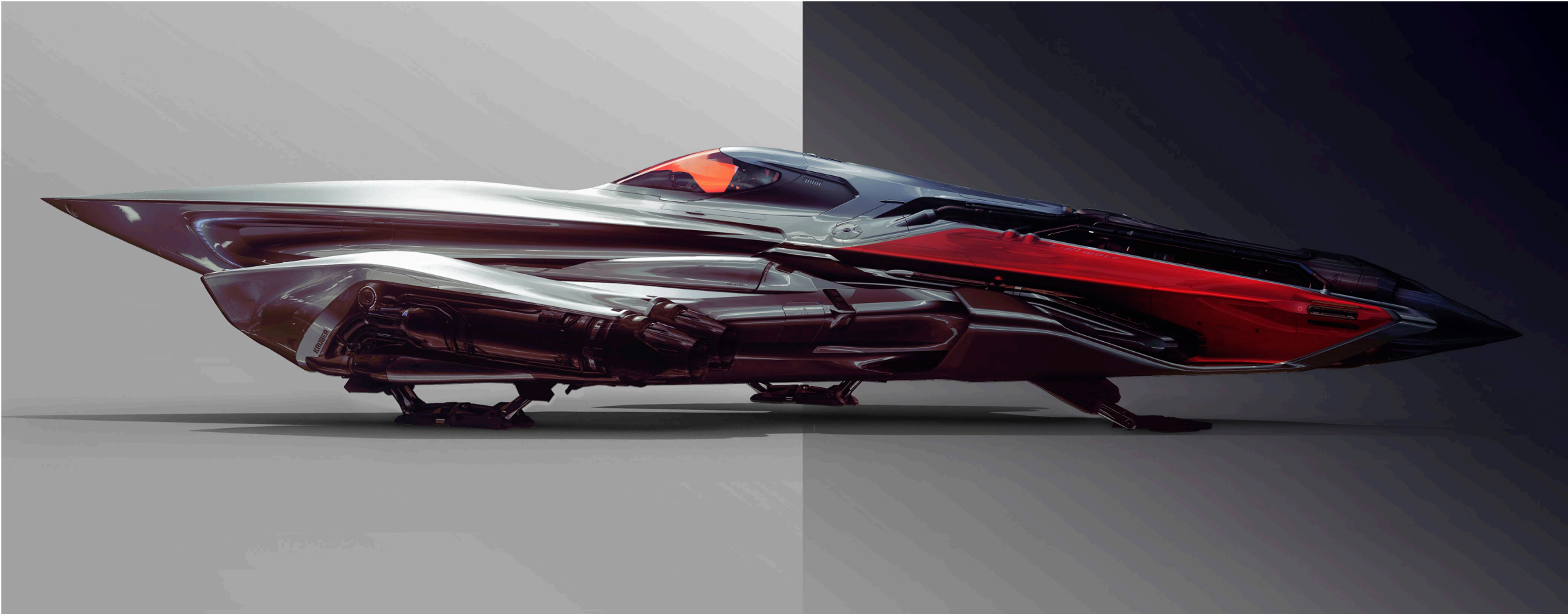
Luckily for Kruger, this confluence of events occurred before Magnus’ military-industrial bubble burst. In 2631, the UEE moved their main shipbuilding yard to the Kilian System. As numerous companies closed or fled the system, Magnus’ economy collapsed. Yet, Kruger did not just survive, it thrived. The company took advantage of the downturn to buy cheap real estate and abandoned equipment to expand its operations. At the time, Kruger’s CEO, Artyom Chansiri, claimed that the company would stay loyal to the system and told numerous trade publications that its parts would always be “made in Magnus.”

Unfortunately, Chansiri was not able to keep his word. As legitimate businesses left Magnus, residents were forced into illegal industries to

survive. It was not long before Magnus had earned a reputation as a developed system with a frontier mentality. Each year, Kruger executives grew more concerned as additional credits were spent protecting shipments.

Finally, in 2785, pirates raided a large convoy of Kruger-made RSI parts leaving the system. The disruption to RSI’s supply chain put one of Kruger’s key partnerships in jeopardy, so the company scrambled to find a solution. Years later, leaked corporate documents revealed that Chansiri personally guaranteed that Kruger would leave the Magnus System to keep RSI’s business. It was only a matter of finding a suitable, and cost-effective, new home for its massive operation.

Eventually, Kruger found the ideal spot near Sherman on Castra II. The planet was originally a military base constructed during the cold war with the Xi’an. In 2789, relations with the Xi’an had improved enough for the system to be designated for Citizen and civilian use. With a significant



amount of affordable space, solid infrastructure and, most importantly, safe and secure shipping routes, Sherman was an ideal destination. The moment the planet became open to non-military entities, Kruger moved in. Sherman has housed their headquarters ever since.

THE WHOLE PICTURE

After centuries of success as a parts manufacturer, it was an offhand remark by an executive at a board meeting that the company “made all the parts for a gun, except for the gun itself” that would change Kruger’s course forever. The seed was planted and it did not take long to sprout. The company’s first entry into the weapons market was a line of ballistic Gatling guns named Tigerstrike. Their expert craftsmanship and straightforward design produced a slick and powerful weapon.

At first, sales were sluggish. With Kruger having previously only been known by industry insiders, the weapon buyers of the ‘verse were not quite sure what to make of this ‘new kid on the block.’ Determined to show what it could do, Kruger cut a deal with Aegis. Kruger gave Aegis a discount on parts production in exchange for them changing the Avenger’s stock weapon to the Tigerstrike. Soon, with both military and Advocacy personnel singing the gun’s praises, its popularity rapidly rose. The success of the Tigerstrike encouraged the company to continue developing other weapons.

Following its successful transition to full-scale weapons manufacture, Kruger set its sights on making ships. After the sluggish beginning of its weapons program, it knew this would pose a significantly higher financial risk, so it needed to figure out a way to enter the field without being fully exposed. For this endeavor, it once again leveraged its strengths and looked to a larger company for a leg up. Kruger won a contract to produce two short-range ships for RSI to package with their Constellation line. Of course those ships, the P-52 Merlin and P-72 Archimedes, heavily feature Kruger parts and weapons.

In 2955, Kruger unveiled their most ambitious endeavor yet. The L-21 Wolf is the first ship the company developed and manufactured completely independently. Based on an original design created when Kruger was first working on the Merlin, the ship’s unique, retro-futuristic look was beloved but deemed too expensive to produce due to multiple manufacturing challenges. Finally, building on centuries of industrial experience and the skills learned during their invaluable partnership with RSI, Kruger developed new production techniques that allowed them to make the Wolf without compromise.

To celebrate this exciting new chapter, Kruger also updated their logo for the first time. A sleek silver and white color scheme replaced the brash red and yellow used for centuries. The iconic bird of prey logo still remains, as it was originally chosen by Ozell because of her love of falconry.

Ozell Kruger opened her original workshop intent on making quality parts. Few could have predicted just how far that initial dedication would take the company. Now the words that once graced her original shop, “Perfection in every piece,” have become the motto of a company known and respected throughout the Empire.



CONGRESS NOW: SECOND LIFE INITIATIVE

UEE CONGRESS

2955-08-15 SET

Session AutoScript

Proofed and Admitted – Archivist Yates (#57573BDF)

2955-08-15_14:01 – Transcript Excerpt Begins

Speaker MARSHALL MADRIGAL (U – Borea – Magnus Sys):

Everyone, please be seated. We will now begin the discussion regarding the vote to extend Imperator Addison's executive order: the Second Life Initiative. Senator, I see you have your hand raised. Please proceed.

Senator RAMONA FEDERICO (C – Mars – Sol Sys): Thank you Mr. Speaker.

While it's important to acknowledge the desired impact of the Second Life Initiative, it has become apparent that the unfettered scientific research occurring has unequivocally caused more harm than good.

In the wake of the recent Associated Science & Development whistleblower testimony, I think the time has come to not only end Addison's failed Second Life Initiative, but to place stricter limitations on research going forward.

My proposal requires that all scientific institutions, including, but not limited to: corporations, independent research facilities, and universities that intend to explore research in relation to Ibrahim spheres, directly or indirectly; must submit a detailed proposal of the scope and contents of the research to the Imperial Science Foundation for approval before said research can be conducted.

I am sure that ASD is not the only company to have exploited Addison's naivete, and unless we take a zero-tolerance approach to this misuse of government funds for dubious and morally questionable science, irreparable harm will continue to be done to the Empire. Mr. Speaker, I yield the remainder of my time.

Speaker MARSHALL MADRIGAL (U – Borea – Magnus Sys):

Thank you, Senator. The floor recognizes Senator Caldwell.

Senator LEON CALDWELL (U – Persei – Rhetor Sys): Thank you, Mr. Speaker.

Senator Federico, let me start by saying: I share your concerns. We've all seen the experiments that came out of ASD's Pyro facilities. And the reports last week that a company used a Second Life grant to fund the development of a simpod game were gravely disappointing. While we can all agree that it was an extreme misappropriation of government funding, increasing restrictions is not the answer. We have to acknowledge that these are edge cases.

They do not represent the scientific community as a whole. Creating unnecessary bureaucratic red tape will only stymie the little progress that is already being made. This is not some hypothetical where we can afford to waste time. Until a solution to regeneration is found, real people are dying.

I feel that some of my distinguished colleagues may need a bit of historical reminder that difficult problems often require unconventional solutions. Need I remind you of how the Crop Rust epidemic of 2765 was cured? Granted, a little before my time, but an important lesson to be remembered. The government was very, very different back then. As the Messers continued their rapid expansion across worlds, an erroneous and misguided terraforming incident caused the creation of the Rust fungus which managed to spread to Asura in the Ferron System. It spread like wildfire, making the soil of the planet completely untenable. Mass famine, declining birthrates, and a dramatic increase in crime ensued.

But, in tandem to this, Aegis Dynamics were developing a plasma reformer technology to increase quantum fuel efficiency. Nobody expected that a biproduct gas of this hydrocarbon fuel conversion could be turned into a fertilizer that would prove to be the solution to the Crop Rust epidemic, allowing them to revitalize the environment without re-terraforming it.

< pause >

My point is, we simply cannot anticipate where these breakthroughs will come from. I admire Imperator Addison's bravery in creating this initiative, and the trust that she is placing in the scientific community to solve our very real, and very urgent problem. Thank you.

Speaker MARSHALL MADRIGAL (U – Borea – Magnus Sys):

Thank you, Senator. Please go ahead, Senator Vaux.

Senator KLARA VAUX (T – Rytif – Bremem Sys): Thank you Mr. Speaker. Senator Caldwell, I must say, your level of hypocrisy is astounding.

Speaker MARSHALL MADRIGAL (U – Borea – Magnus Sys):

Senator, you will address your colleague with --

Senator KLARA VAUX (T – Rytif – Bremem Sys): Withdrawn. I'm saying that your interest in maintaining this initiative is entirely self-serving.

Senator LEON CALDWELL (U – Persei – Rhetor Sys): I believe this initiative is paramount to the survival of Humanity, and without it, we have no hope of solving the Regen Crisis --

Senator KLARA VAUX (T – Rytif – Bremem Sys): And this initiative in no way benefits or serves you personally? That your public support for ASD is purely in the interest of Humanity's development?

I have a source who has indicated that your support is not entirely unrelated. That you have been promising government funding for various projects, some relating to the Second Life Initiative, others that do not. And more so, that this is a company that you hold shares in.

Senator LEON CALDWELL (U – Persei – Rhetor Sys): I’d like to know the legitimacy of your source, but it’s frankly irrelevant.

Speaker MARSHALL MADRIGAL (U – Borea – Magnus Sys): Senator Vaux, this is your second warning. This chamber will not be home to whispers and rumors. Please return to the topic at hand and stick to facts unless you are willing to enter direct evidence as corroboration.

Senator KLARA VAUX (T – Rytif – Bremem Sys): My point is: this initiative is giving rise to self-interested individuals and organizations that would exploit government funding for personal gain. We are being blinded by our desperation. I call for not only this initiative to be revoked, and for previous safeguards to be reinstated, but for Emperor Addison to resign immediately and --

< indistinct shouting >

Speaker MARSHALL MADRIGAL (U – Borea – Magnus Sys): Order!

Senator LEON CALDWELL (T – Persei – Rhetor Sys): Mr. Speaker, if I may. Senator Vaux, let me ask you this: are you aware of the extent of this crisis? That almost one in twenty people are able to regenerate? And you would have our Emperor resign? We need strong leadership and we need to take risks.

Senator KLARA VAUX (T – Rytif – Bremem Sys): But where is the regulation? Where is the accountability? Emperor Addison has enabled an environment where even the most reprehensible, and morally bankrupt people can pursue their --

Senator LEON CALDWELL (T – Persei – Rhetor Sys): What exactly is your solution, Senator? We continue to allow our people to lose their loved ones? Their partners, their families, their children...all in favor of caution?

Senator KLARA VAUX (T – Rytif – Bremem Sys): You are willfully misinterpreting what I am saying, Senator. I would like nothing more for this crisis to end. Scientific research must continue, but not under Emperor Addison’s rule. What we are experiencing is a result of gross incompetence at the highest level encouraged by Senator Caldwell’s personal greed and --

< gavel bang >

Speaker MARSHALL MADRIGAL (U – Borea – Magnus Sys): Enough! I am withdrawing your time, Senator.

< pause >

Speaker MARSHALL MADRIGAL (U – Borea – Magnus Sys): Senator Toth, you have the floor. Please proceed.

Senator AKIO TOTH (I – Hyperion – Fora Sys): Thank you Mr. Speaker.

I believe the conversations and debates that are occurring in this room are reflective of what the true heart of the issue is: Humanity’s obsession with immortality. We see the decline in regeneration as a crisis, when we should be using this as a stark reminder of the inevitability and finality of the Human race. We can’t live forever. It’s as simple as that.

Would our time, effort, and funds not be better spent on increasing the quality of life of those still alive? Or increasing the security presence in dangerous systems? Or ensuring there isn’t a single hungry mouth to feed in our most impoverished system? I propose that this initiative be immediately scrapped, and the government’s funds allocated to something more impactful and meaningful. Something that matters to those still alive.

< loud chatter >

< gavel bang >

Speaker MARSHALL MADRIGAL (U – Borea – Magnus Sys): Quiet down. I suggest we take a fifteen-minute recess so people can calm down. Then we will continue the discussion properly before voting.

| END TRANSCRIPT EXCERPT



HARVEST HOPE, NOT ANIMALS

