



# JUMP POINT

ISSUE: 14 01

ARGO MOTH

NYX REST STOPS

RSI HERMES

TERRA GAZETTE



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## FROM THE COCKPIT

### GREETINGS, CITIZENS!

**Jump Point** is back for another year of peeking behind the curtain of *Star Citizen* development! This year is primed to be a huge one for the Persistent Universe, and while we can't talk about some of the biggest content scheduled for 2026 yet, we can share the development of some incredible looking locations due later next month. These are the Nyx-based rest stops coming in Alpha 4.7, which kick off a full year of updates to the system that will make it one of the most exciting places in the Empire to explore.

However, before that, this issue is kicking off with the full development details of Argo's entry into salvage, the MOTH. This ship has been hugely popular in the CIG studios during its creation, largely down to its heavy industrial aesthetic. Luckily for the salvagers, it's also a hugely competent multi-crew hull-crushing tool, too.

We're also checking out the updates to the Apollo chassis that transformed it from a deep-space ambulance to a classic blockade runner.

Finally, the Narrative team kicks off this year's lore with an interview from the Terra Gazette. Read on to hear directly from generational racing talent Teddy Mills as he sets his sights on the 2956 Stella Fortuna Cup.

As always, thank you for leafing through **Jump Point**, and we'll see you next time!

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# BEHIND THE SCENES: ARGO MOTH

Argo Astronautics is an industrial titan, building ships relied on by hardworking citizens the 'verse over. While the brand's most prolific vehicle remains its specialized tugboat, the MPUV, Argo's contemporary releases subsequently shook up the industrial world, offering miners and haulers a viable alternative to the typical ships from the typical manufacturers.

With both the MOLE and RAFT firmly established as contenders in their respective fields, the next logical step was for Argo to enter the only industry it hadn't yet touched: salvage. So, in February 2025, the brief was submitted for a salvage ship.

Argo's vehicle naming convention follows acronyms that describe the

ships' role: the Standard Recovery Vehicle (SRV), Multi-Purpose Utility Vehicle (MPUV), Reinforced Advanced Freight Transport (RAFT), and Multi-Operator Laser Extractor (MOLE). From the off, the brief called for the new ship to be based on the MOLE, as the team wanted the multi-turret layout that worked so well for mining to be translated to salvage. While the Narrative team would ultimately name it the Multi-Operator Targeted Harvester in line with convention, the Ships team initially referred to it with a placeholder name, the Argo SOLE.

## ARGO 'SOLE'

Medium Salvage ship based in the MOLE chassis with external salvage autoloader. Four-person crew with three dedicated salvage turrets for

hull scraping, with structural salvage controls being inside the ship itself and controlled by the pilot/co-pilot. Minimal weapons, which are empty by default, alongside a small remote missile turret for the co-pilot showcase a dedication to industry over combat.

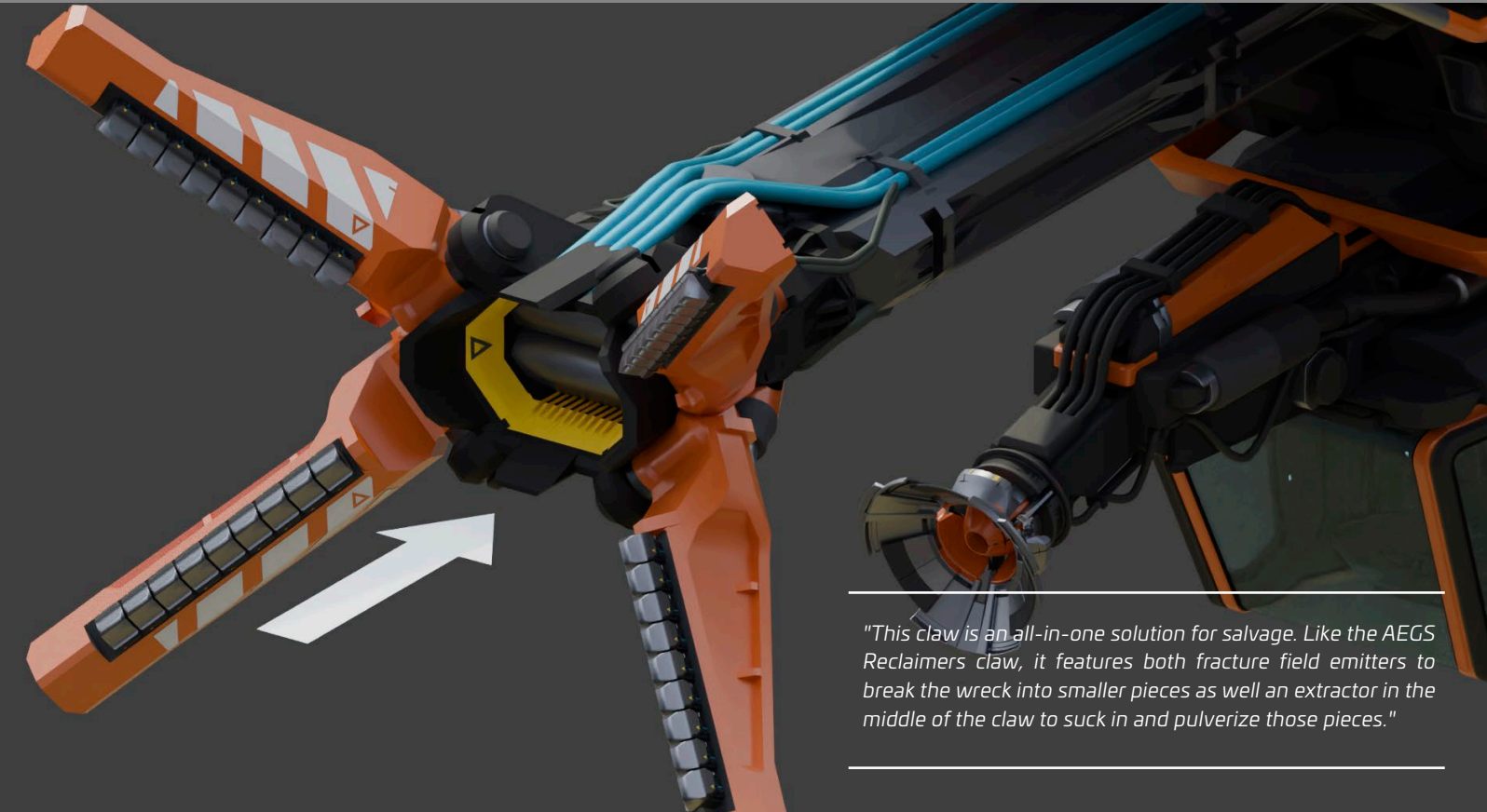
Before work began, additional details were provided to direct the design, including the intention for all four salvage stations to feed into a single output, with the aim of simplifying the retrieval process and ensuring the ship had enough space to store its potential ore volumes.

The turrets would also need to be updated as to not expose their users to space, while an interior space would need to be created to store salvaged components.

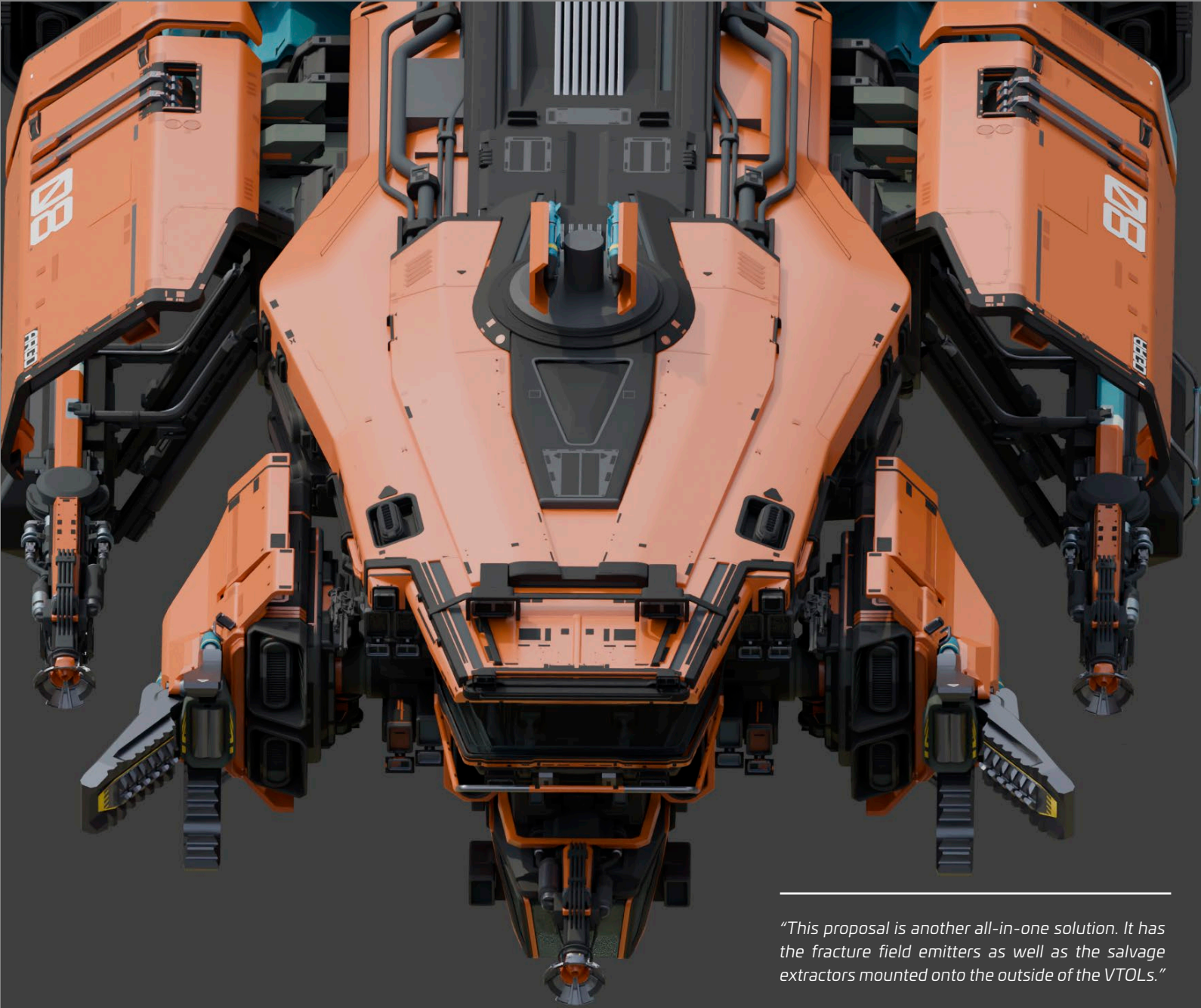


Work began conceptualizing the structural salvage components, adding them in various formats to the front of the MOLE. Here, the team differentiated the salvage-specific parts with a standout teal color. While this was intended to be temporary and purely to highlight areas of significant change, it was liked and would persist throughout development and ultimately be used in the final base livery.

A major consideration here was the ship's VTOL thrusters, which would need to be entirely separate from the salvage components to prevent interference to either movement or hull scraping.



"This claw is an all-in-one solution for salvage. Like the AEGS Reclaimers claw, it features both fracture field emitters to break the wreck into smaller pieces as well an extractor in the middle of the claw to suck in and pulverize those pieces."

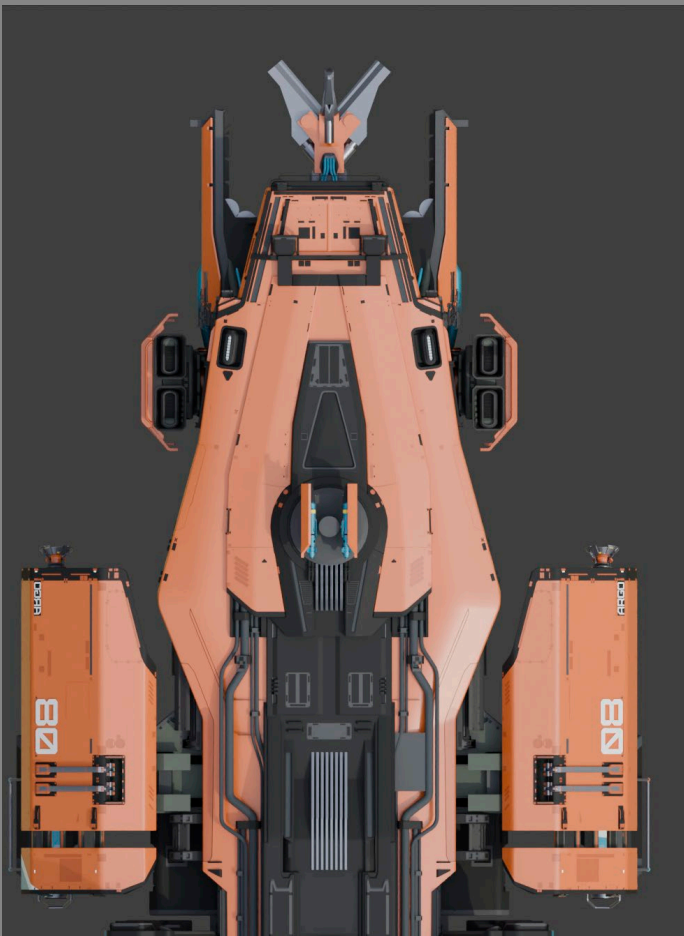
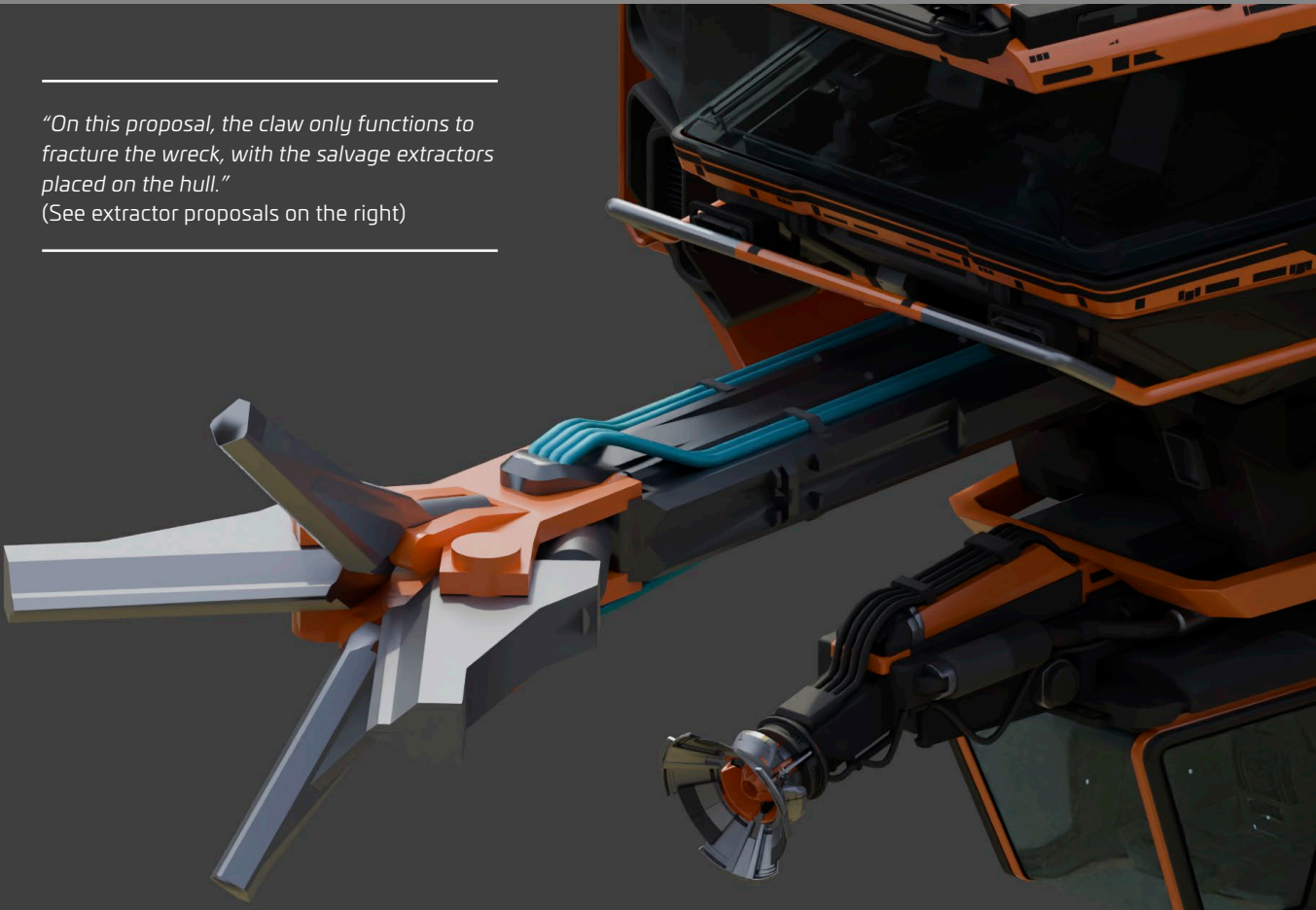


"This proposal is another all-in-one solution. It has the fracture field emitters as well as the salvage extractors mounted onto the outside of the VTOLs."

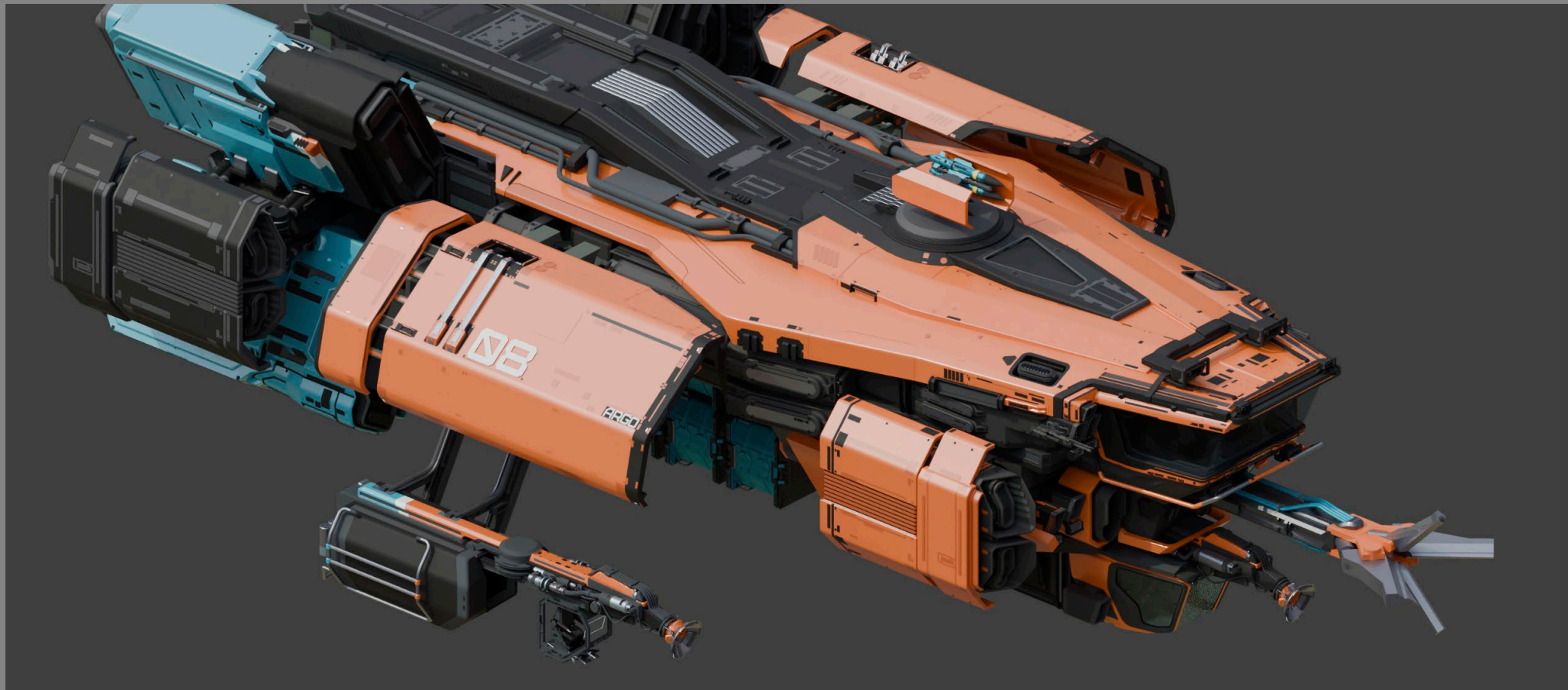




“On this proposal, the claw only functions to fracture the wreck, with the salvage extractors placed on the hull.”  
(See extractor proposals on the right)

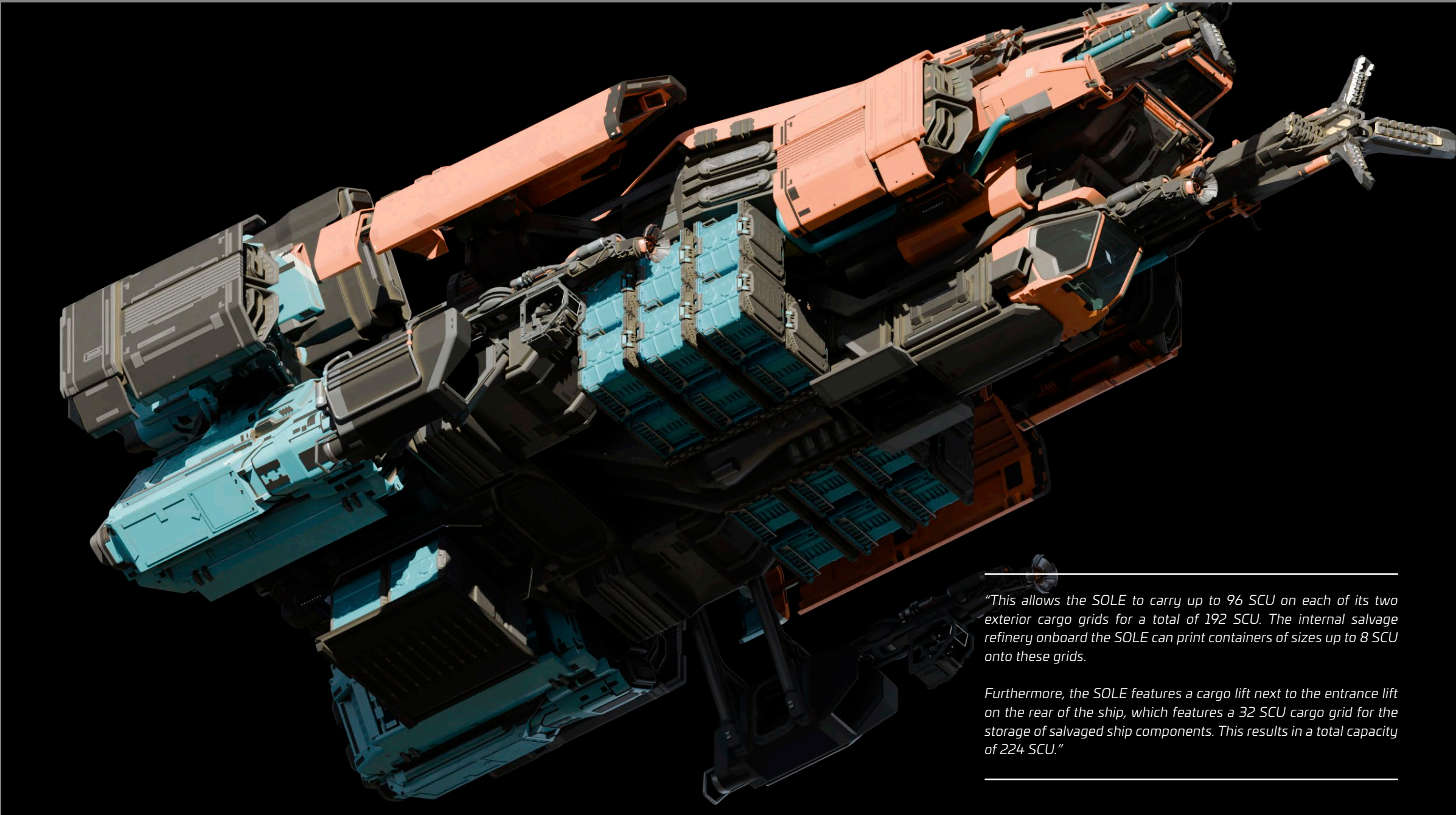
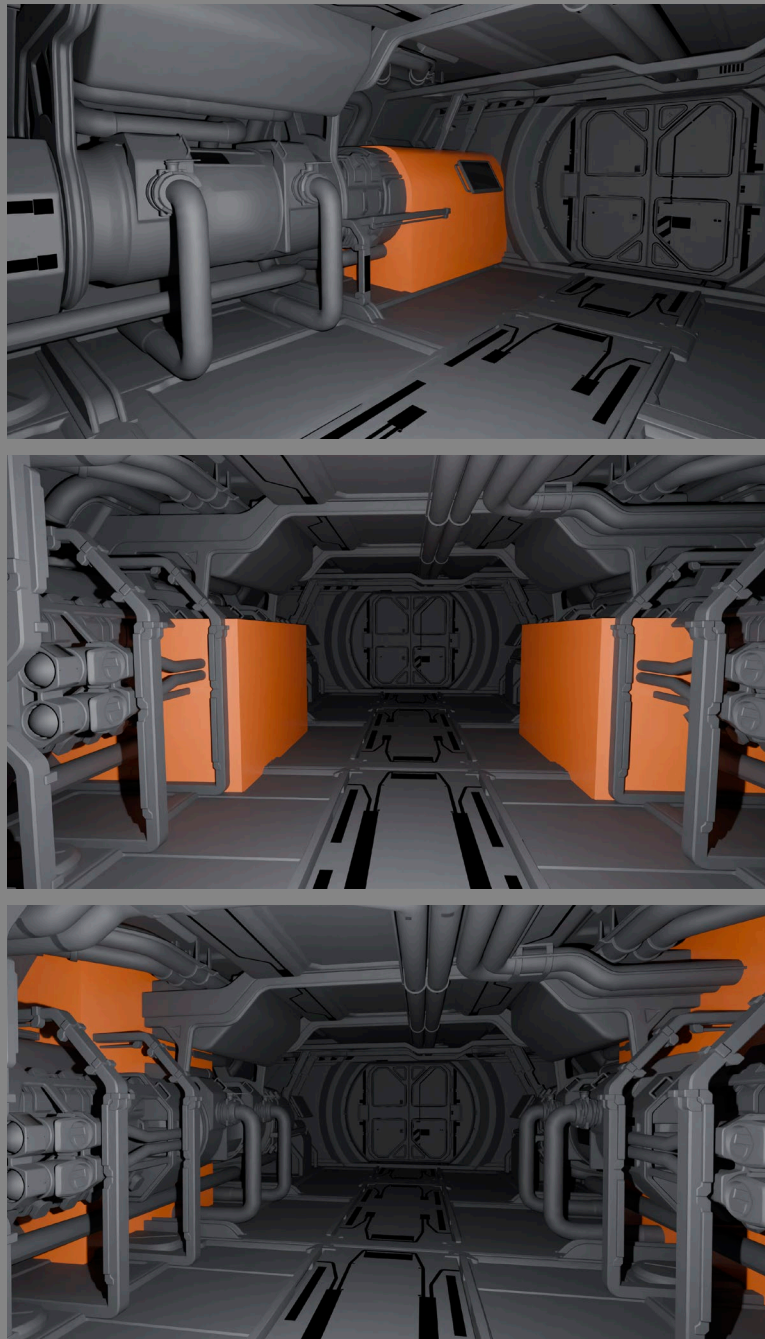


“The extractor/crusher is mounted on a pivot onto the outside of the VTOL, which allows it to keep its rotation even if the VTOL nacelle rotates. Having the extractor separate from the claw also serves to distinguish the overall silhouette of the SOLE from the MOLE.”



“The extractor/crusher is mounted on arms reminiscent of the DRAK Vultures salvage arms. these arms extend slightly beyond the original length of the MOLE, but stay within the preferred size boundaries outlined in the SOLE brief.”

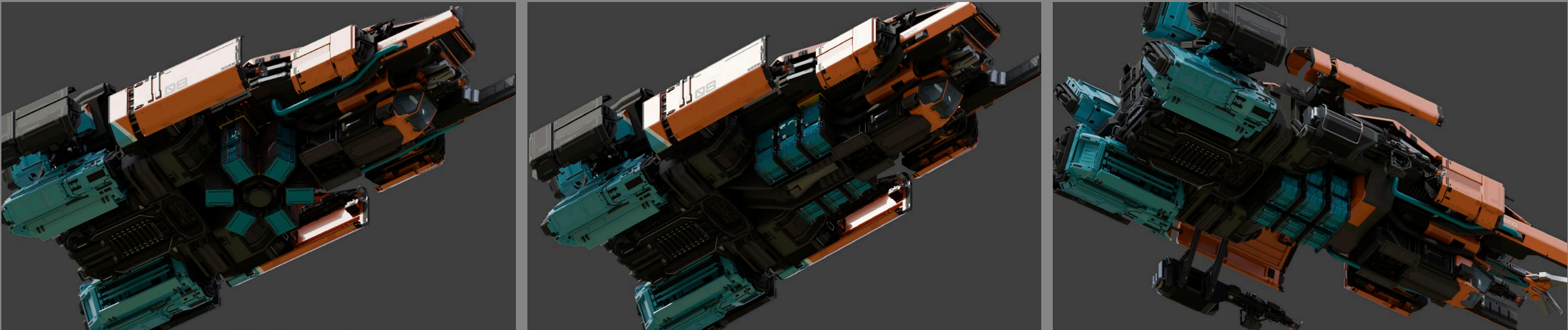




“This allows the SOLE to carry up to 96 SCU on each of its two exterior cargo grids for a total of 192 SCU. The internal salvage refinery onboard the SOLE can print containers of sizes up to 8 SCU onto these grids.

Furthermore, the SOLE features a cargo lift next to the entrance lift on the rear of the ship, which features a 32 SCU cargo grid for the storage of salvaged ship components. This results in a total capacity of 224 SCU.”

Initial exploration also began on the SOLE’s cargo storage. Due to salvage’s higher storage requirements than mining, the team experimented with different combinations of external cargo grids. Although the layout would continue to be iterated on, it was determined here that the ship would utilize two external cargo grids, plus a lift at the rear for salvaged components (as per the brief).







Exploration began around the positioning of the fracture-field emitters, used to break down the remnants of the target hull following scraping by the turrets. These were always located at the front of the ship, as the ship's structural salvage was always planned to be controlled by the pilot.

*"This proposal utilizes fracture-field emitters mounted on an extendable claw to break up wrecks into smaller chunks. These chunks are then sucked into the rotating shredders on two pylons mounted on the sides of the cockpit. The pylons also serve to change the silhouette of the SOLE when compared to the MOLE."*

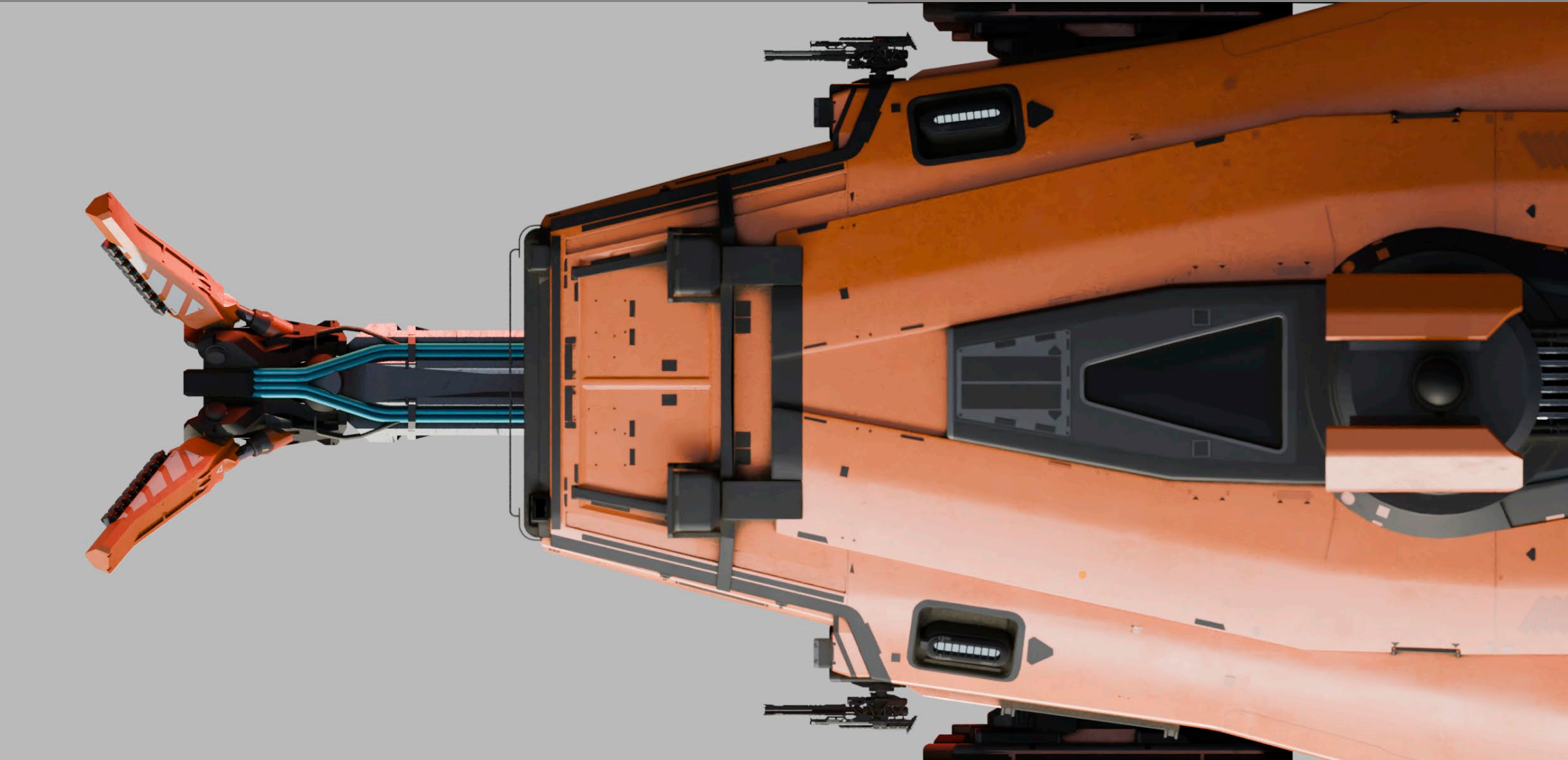
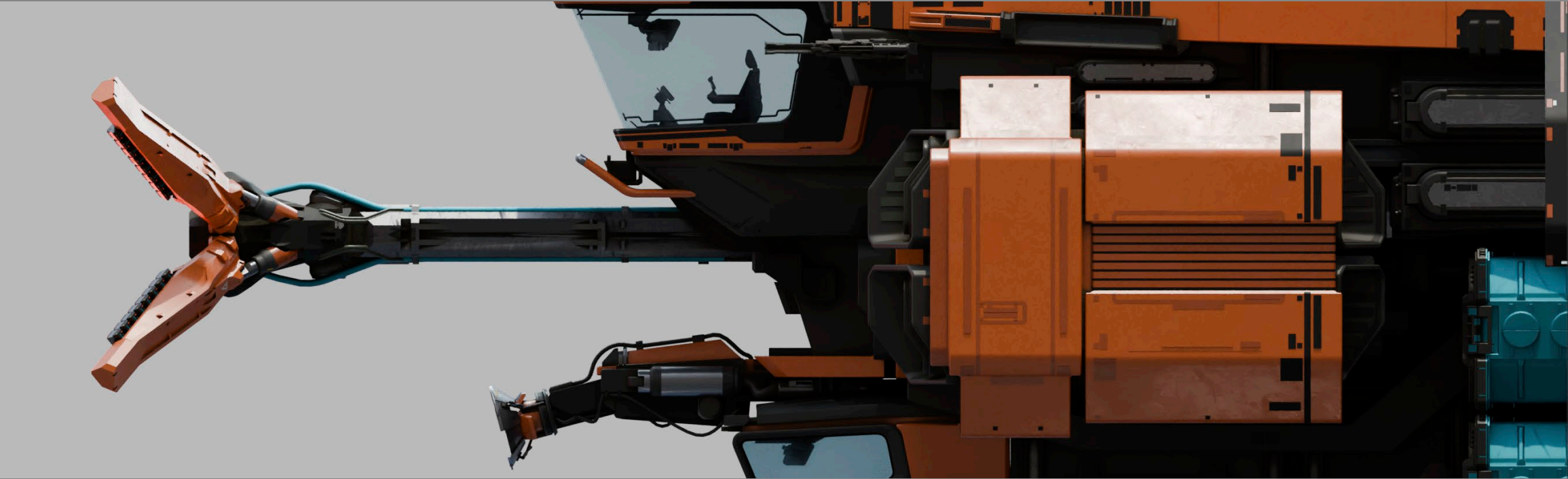




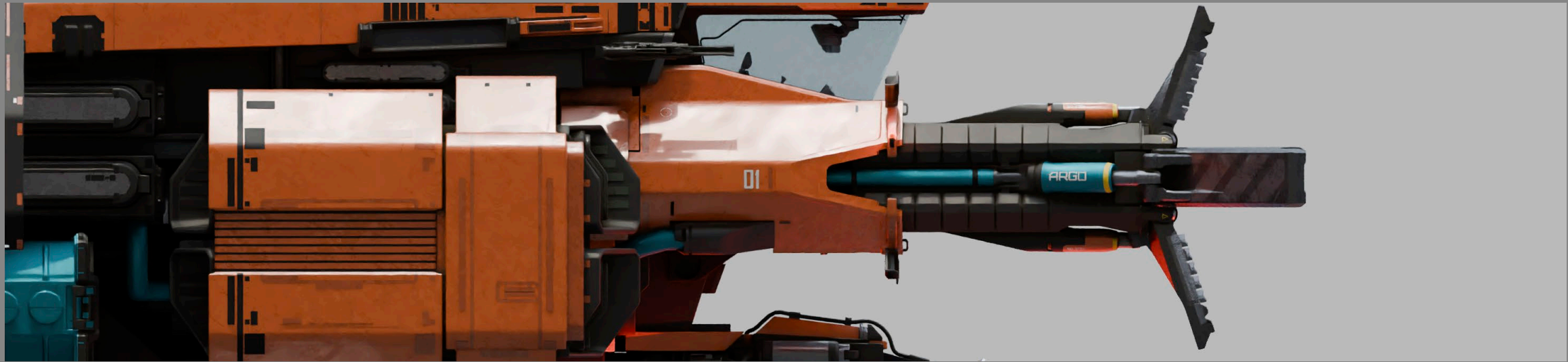


Another option for the structural salvage components added both the emitter unit and shredder to the front claw for a more compact approach with less impact on the cabin area.

*“On this proposal, the fracture field emitters as well as the shredders are mounted on the claw. This means that beyond the claw, the cargo area and the lift no further changes to the exterior would be necessary.”*







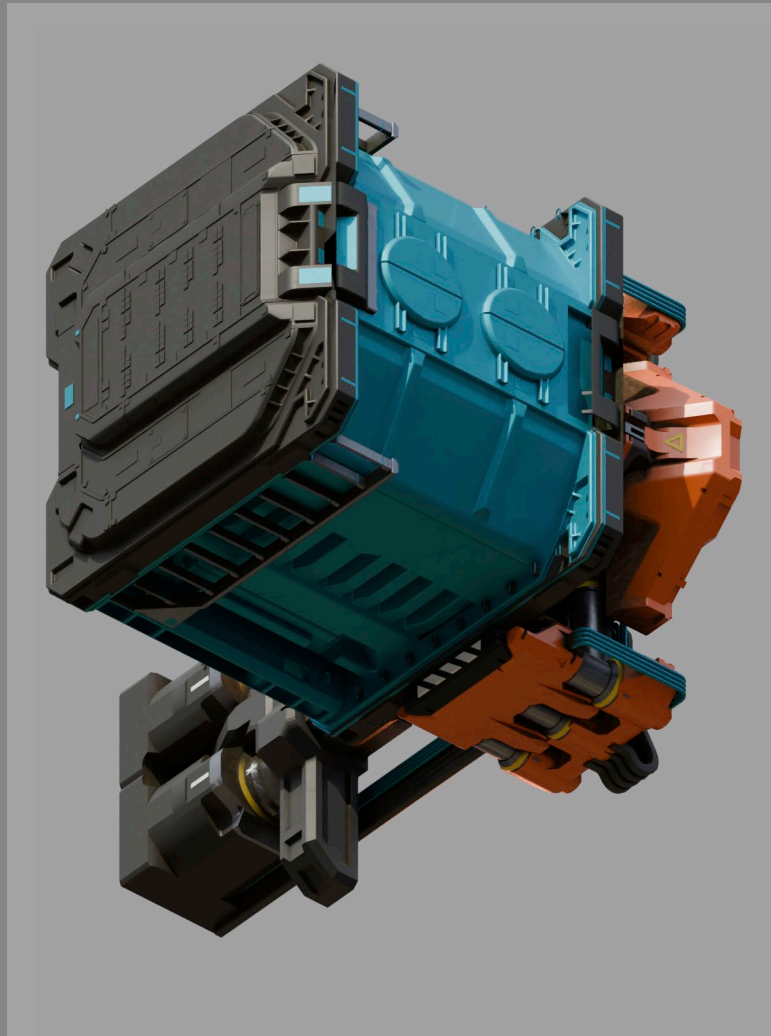
The final option for the pilot-controlled systems split them in half and mounted them on extending arms on each side of the cockpit. This would ultimately be preferred upon review and would remain through to the final design.

*“Here, the claws with the fracture field emitters and the shredders are both integrated into extending pylons on both sides of the cockpit.”*

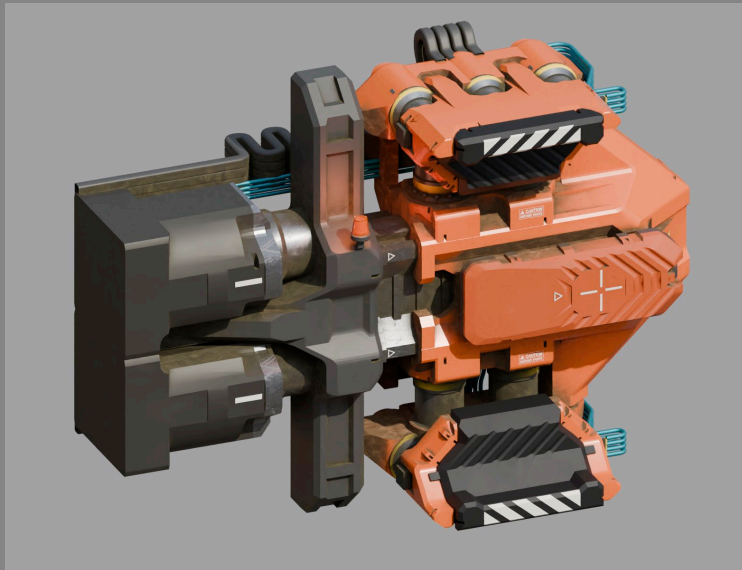
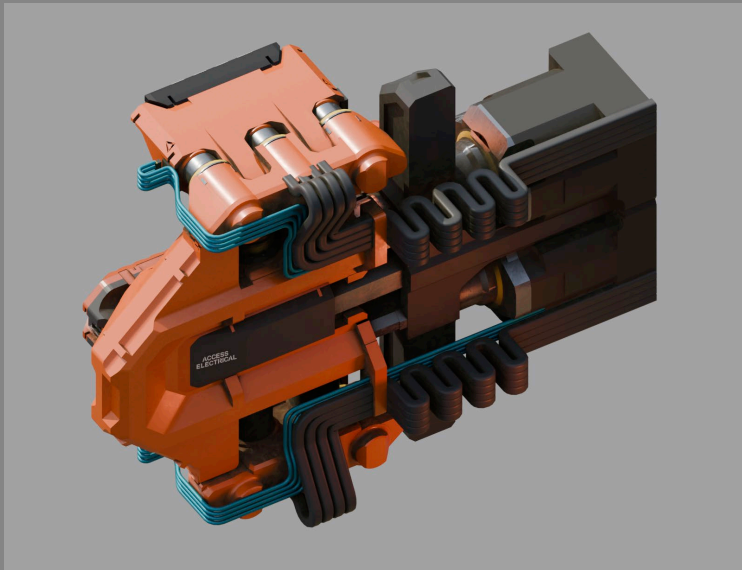
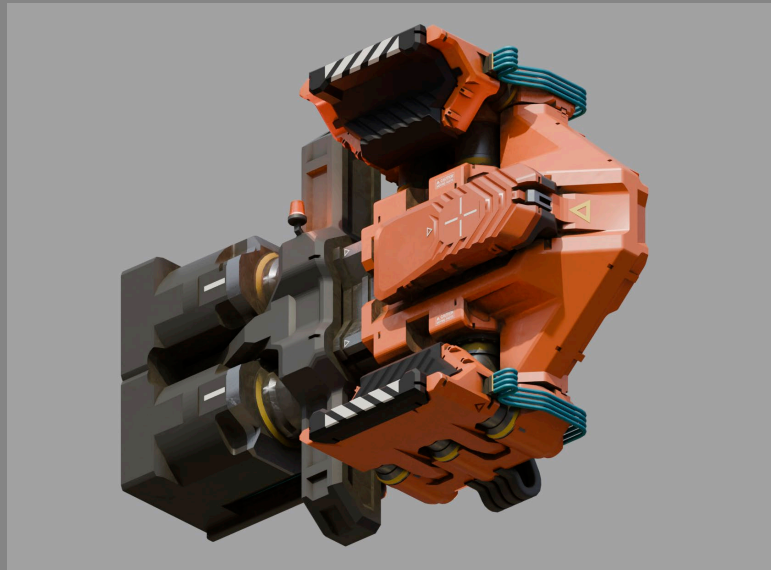




The team then looked into the changes required to the center of the hull, laying out the proposal for the ship to create and move storage containers as needed.



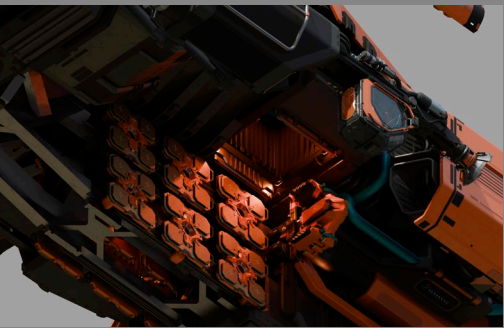
*“When the base layer of the cargo grid has been filled up, the claw can grab containers sized up to 8 SCU after they have been printed onto the grid and move them further outboard, which opens up space below the printer for another 8 SCU container to be printed. Once that process is finished, the claw can stack the old 8SCU container on top of the newly printed one.”*



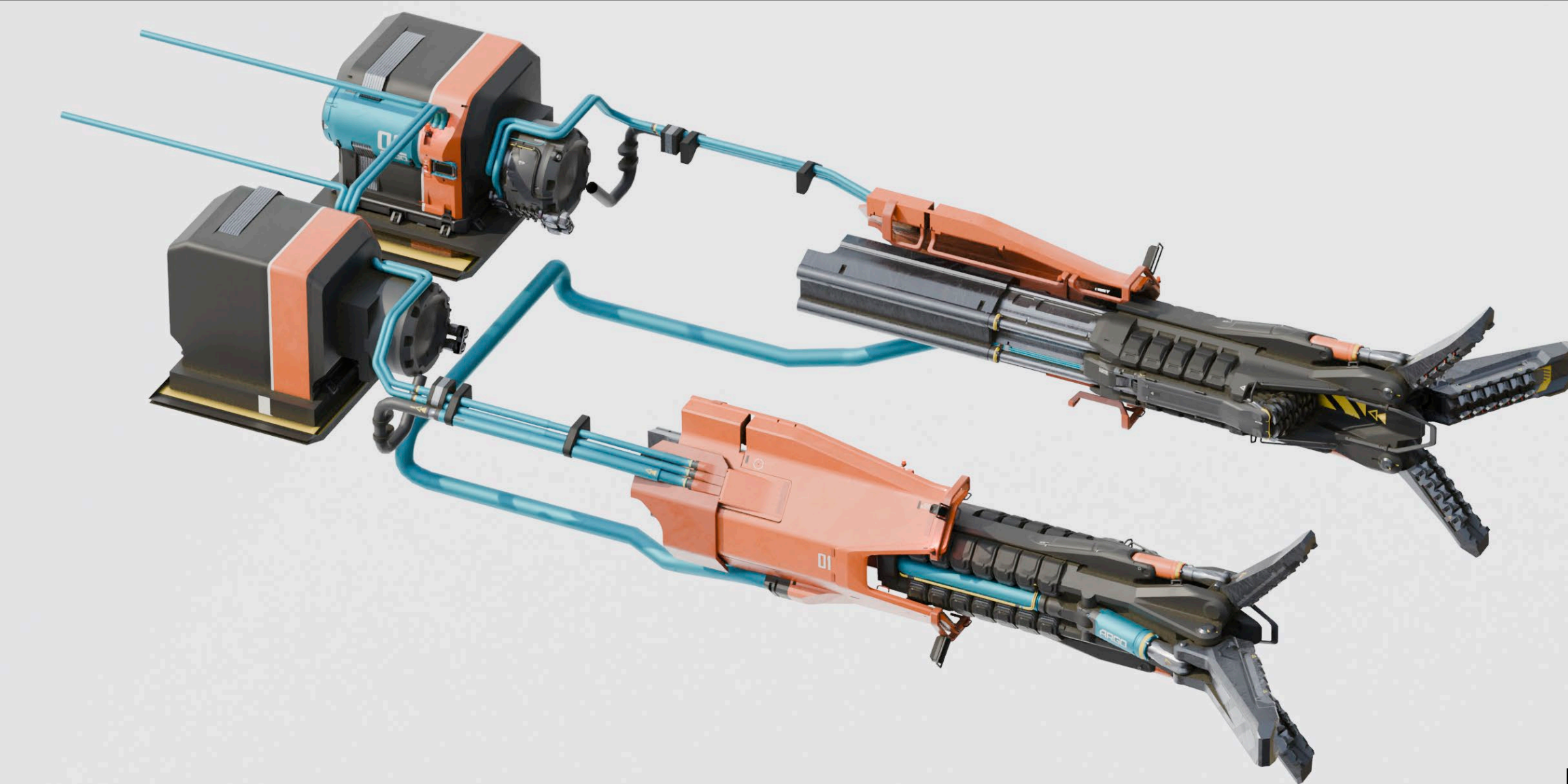




Following review, the placement of the SOLE's salvage arms and its cargo deck were confirmed. A full detail pass began, adding additional chassis geometry and textures to the new components. The brief's requirement for fully contained turrets was dealt with, along with a new missile turret to deter conflict.

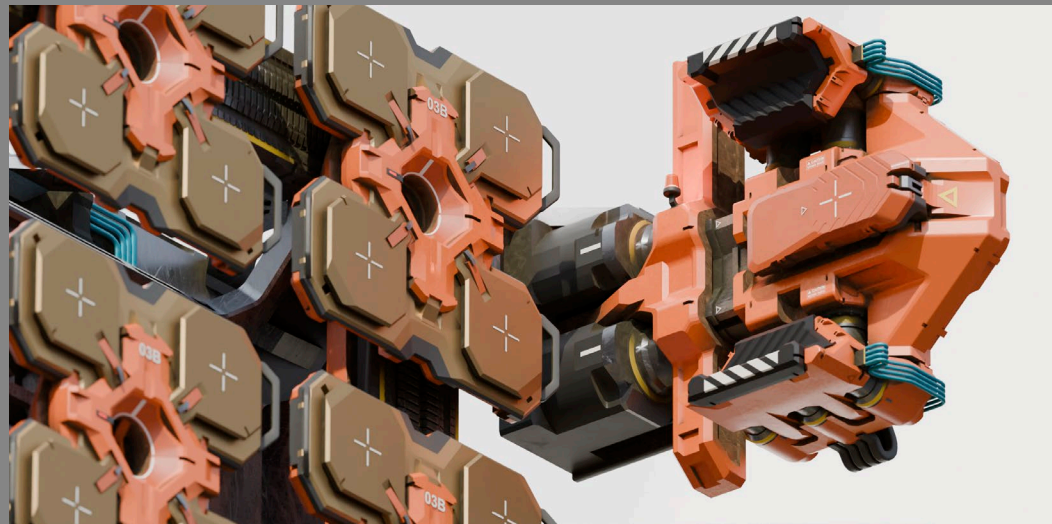
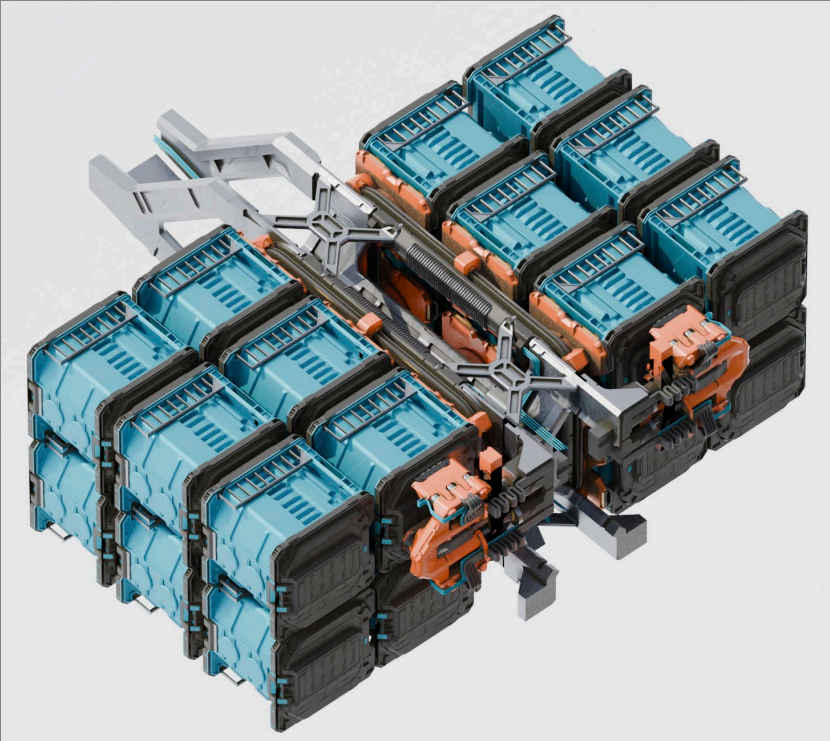
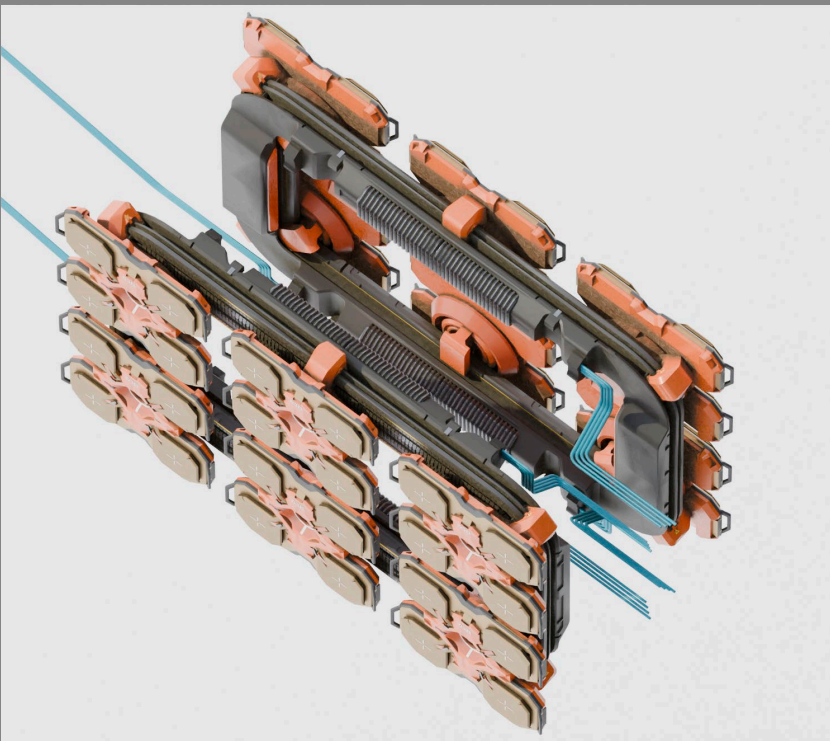
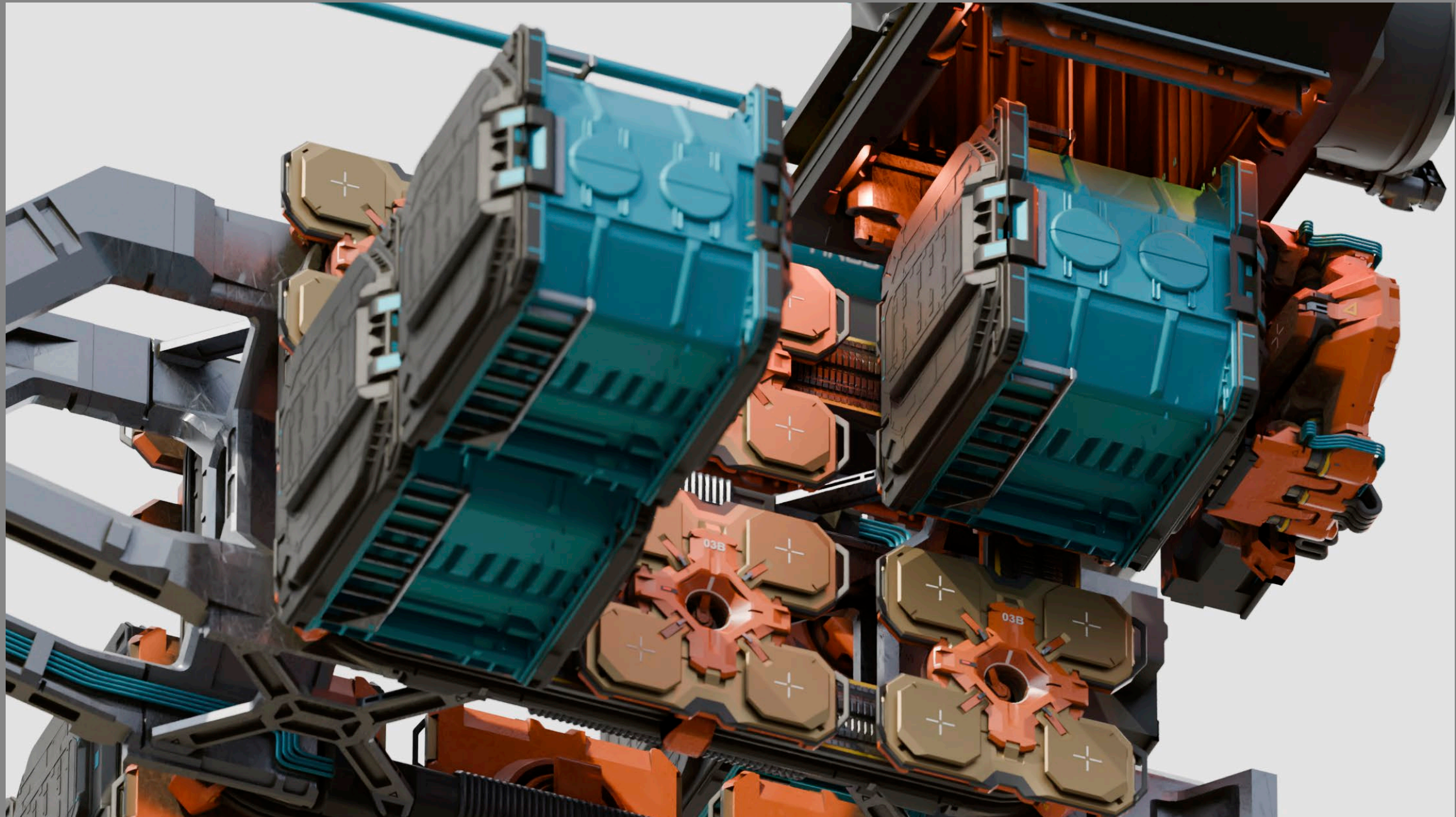






Alongside the visual pass, the specifics of the salvage components were devised, including additional detail to the pilot-controlled structural salvage arms. The Narrative team also completed their work for the ship, officially naming it the MOTH.





While the concept had been signed off, the full workings of the cargo system were applied. The final form utilizes independent grids and a claw system to move containers around as they're printed and subsequently filled with salvage.



Once complete, the MOTH passed through all downstream teams, including QA for testing and Marketing Art for all supporting promotional images.

The MOTH entered the 'verse on February 11 alongside the Coramor festivities, joining Argo's ever-expanding collection of rugged, dependable, and always cool-looking industrial tools.







# WORK IN PROGRESS: NYX REST STOPS

*"Discovered in 2582, the Nyx system was left unclaimed by the UEE after deciding its three planets were not terraforming candidates and attempts to mine the dense Glacem Ring were deemed too dangerous. In 2618, a group of political activists and refugees, fleeing the Mësser regime, moved into a vacated mining facility located in Delamar, a moon-sized asteroid deep within the system's asteroid belt."*

Compared to the polarized Stanton and Pyro systems, Nyx sits between them in terms of safety, amenities, and accessibility. And, although its most famous outpost, Levski, is operated by the people for the people, the needs of interstellar commerce haven't entirely bypassed Nyx. Thanks to eight jump points, including to commercially

vital systems like Stanton and Castra, significant traffic flows through the space lanes. For those travelers who don't want or need to take in the sights and sounds of Levski, enterprising occupants have set up familiar, though uniquely presented, rest stops at key locations around the system.

Like all of the space stations in Nyx, these rest stops once supported the brief mining efforts around dense asteroid belts. Whether sites of actual mining or just supporting the crews, machinery, and transport needs of the operation, when the system was abandoned, the stations were left too, remaining as evidence of the failed attempts to extract wealth from the system.





OVERVIEW

The development of key locations like these is split between various teams, including Level Design, Art, and Missions Design. Initially, the needs of the stations are determined by Game Design and Narrative with an overarching Level Design Document. For Nyx’s rest stops, the first step was splitting the stations between rest stops (internally known as social stations) and another use that players will discover later this year. For the social stations, the document began with an overview.

*The Nyx social stations are places inside asteroid belts for players to refuel, repair, and rearm their ships as well as getting a break during long travels. They usually have a small assortment of shops as well as the occasional food establishment. Clinic services are available and they also provide a place to sleep. Rest stops can serve both small and large ships through their hangars and docking tubes, however parking space is limited. The stations themselves have huge fuel reserves and missions are frequently generated to provide for the stations’ needs. Social stations are located across asteroid belts and sometimes in even the most unlikely of places.*

NOTE: Vanduul attacks are a threat in the Nyx system, so stations have not developed around the Virgil jump point.





DESIGN GOALS

Accompanying the Overview is the Design Goals document, a prioritized list that defines the most important intentions for each location in development. It shows what’s important to the area’s gameplay, what’s required for the player, and what the developers need to have in mind when creating. These requirements are usually set in stone, with any variations typically due to testing or intended gameplay changes during production.

AMENITIES

SHIPS
<ul style="list-style-type: none"><li>Hangar (S,M,L)</li><li>Landing pads - Touch, RRR, and go</li><li>Docking tube for XL vehicles</li></ul>
CARGO
<ul style="list-style-type: none"><li>Exterior cargo freight elevators on landing pads</li></ul>
ADMIN
<ul style="list-style-type: none"><li>Admin counter</li><li>Covalex shipping machine (for small packages)</li></ul>
HABITATION
<ul style="list-style-type: none"><li>Hab units - instanced habitation</li></ul>
SHOPPING
<ul style="list-style-type: none"><li>Armor</li><li>Generic clothing</li><li>Weapons &amp; ammo</li><li>Consumables</li><li>Tools</li><li>Buy or rent ships and vehicles (just kiosk)</li></ul>
CLINIC
<ul style="list-style-type: none"><li>MedBeds<ul style="list-style-type: none"><li>Imprint transfer</li><li>Healing</li></ul></li><li>Pharmacy</li><li>Insurance</li></ul>
GUILDS
<ul style="list-style-type: none"><li>TBD</li></ul>

GAMEPLAY

COMMODITY TRADING
MISSIONS
<ul style="list-style-type: none"><li>Resource gathering</li><li>Hauling</li><li>Courier</li><li>Patrol</li></ul>
ECONOMY SIZE
<ul style="list-style-type: none"><li>Small</li></ul>







NARRATIVE

The Narrative pass is key to the design of any location in *Star Citizen*, as it situates each new place within the established lore of the ‘verse. Here, the social stations differ from most other areas within Nyx, as there’s no tie to the People’s Alliance, the group that controls Levski and generally touches everything in the system.

The events that led to the rest stops across Nyx today predate the People’s Alliance and begin with QV Planet Services, the company that built the stations themselves.

QV PLANET SERVICES

Initial scans of the Nyx system didn’t reveal any easily terraformable planets or easily accessible resource possibilities. As such, the UEE decided not to invest heavily in the system, creating an opportunity. QV Planet Services had found a way to be profitable on low return mining in the past through the economy of scale. They figured that, with enough initial capital spent on infrastructure, they would be able to harvest enough materials to make a return, overcoming the

challenges that Nyx’s unstable belt offered. QV Planet Services’ bid to establish mining operations was accepted and they rapidly constructed a network of stations across the system. Within a short time, asteroid fracking stations, mining bases, and logistic centers were in full operation across Nyx.

Unfortunately for QV, a large, previously unknown deposit of their most valuable commodity was found elsewhere, tanking the market, meaning mining operations ended up being too costly. After being unable to return a profit or even sell their rights, QV abandoned their facilities in the mid 2600s rather than spend the money to dismantle the equipment.

However, the mining operation did not stay empty long, as the inaccessibility and seclusion that cost QV Planet Services so much was deemed extremely valuable by certain elements of Humanity.

STYLE GUIDE

Each brand that makes it into the ‘verse has a style guide that supports all teams with creating assets.

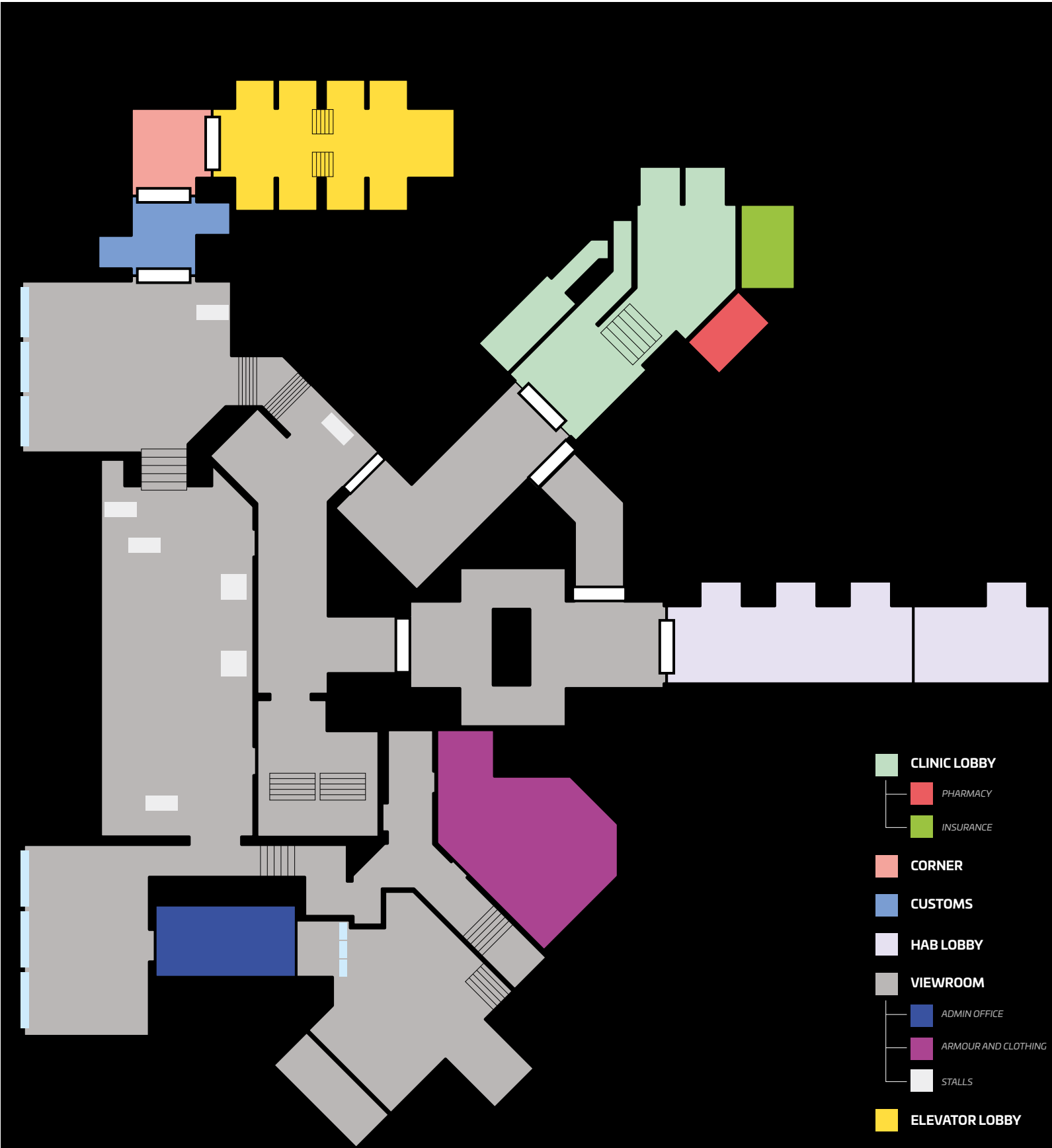




LAYOUT

Following the design goals, a preliminary layout of location modules is created that includes everything required from a gameplay and narrative perspective. As various stations will eventually exist across Nyx, the layout featured in the design document is typically reflected in the first station added, with subsequent additions using the same modules but connected differently, with bespoke elements added as required.

The social stations are worked on alongside any upcoming mission locations that utilize similar design elements. However, the mission locations have much more focus on pathing, NPC placement, pacing, and rewards. This means the social stations are designed with a more neutral, realistic layout, as there's no intended route for players to follow, though ensuring they can find the things they need is a major consideration. For example, placing shops around social areas or high traffic areas around key design or narrative points of interest.







**LAUNCH**

With all teams working toward a unified goal, the station modules follow a similar process to ships, passing through the white and grey box stages before being implemented as a whole into the engine.

Four rest stop stations will be live in the PU with Alpha 4.7, each of which can be found around the Keeger asteroid belt, making travelers' lives easier, whatever they brave the Nyx system for.





# BEHIND THE SCENES: RSI HERMES

In late January, 2026, Alpha 4.6: Lifeline for Levski landed in the Persistent Universe. And with it, the Molina Mold that infected the people of Levski. To help rid Nyx's main landing zone of this deadly illness, players were tasked with working for CureLife and/or Gyson, two companies working on a solution. This involved gathering the required resources by any means and delivering them to locations in Stanton and Nyx. Though seemingly a simple task, outlaws across the Empire also took the opportunity to 'acquire' the needed supplies and make an easy Credit.

So, to help Levski's patients and prevent the mold from spreading further, a new blockade runner made its debut. Faster and more capable in a skirmish than typical haulers, these ships are built to move vital supplies into and out of heavily defended locations. Rather than build

an entirely new ship or make a simple variant, the Ships team chose to redevelop the chassis of an existing ship hugely popular with both devs and the community, the RSI Apollo.

Initially a dedicated medical vehicle, the brief detailed the changes required to move the chassis into a whole new classification.

## RSI HERMES

Taking the RSI Apollo and stripping the medical areas for a singular cargo room, with upgraded thrusters to make this into a blockade runner. Apollo base loadout but with +1 size guns (S4 not S3) and double the missile racks.

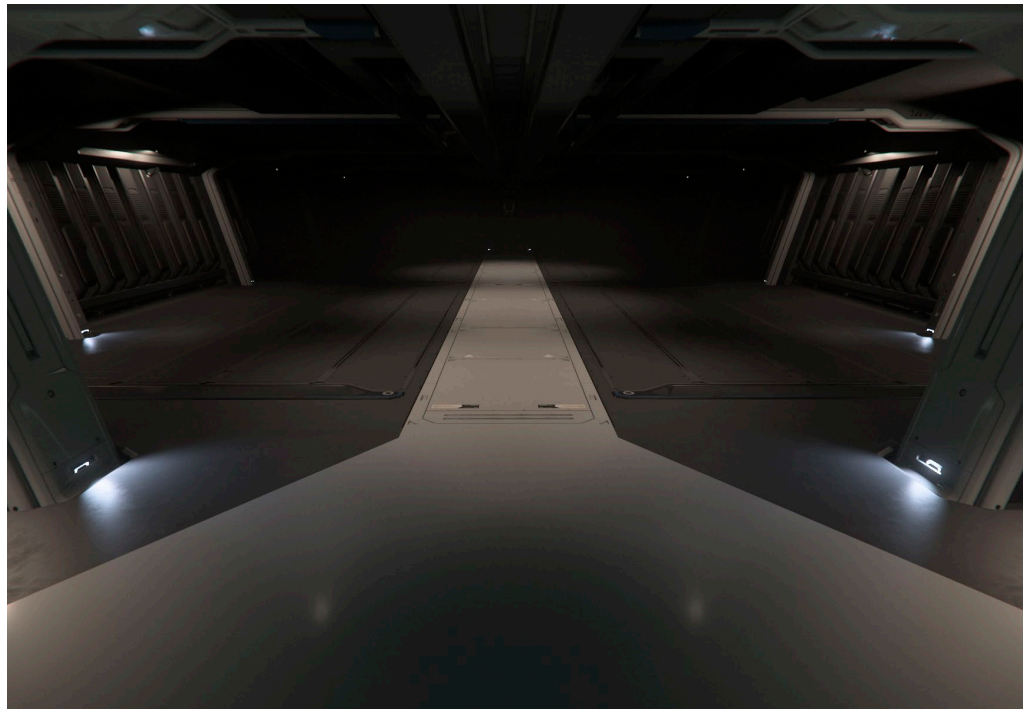




As the Hermes wouldn't follow the full ship-creation pipeline, work began with overall concept art, showing the ship in use and highlighting some of the external design changes. It was known as the Hermes from inception, the mythological name perfectly suiting both its role and existing RSI naming convention.



With the general concept signed off, development of the most significant changes began. Specifically, the all-new cargo hold, integrated tractor beam, and loading ramp, which replaced the medical rooms of the Apollo.







With the brief calling for new thrusters to support the Hermes' improved speed, a new design was greyboxed and built to replace the existing components.







**“Once in a generation talent” racing pilot Teddy Miller has no intention of slowing down as he sets his sights on the 2956 Stella Fortuna Cup.**

**By Narumi Ibanez**

*Staff Writer*

With an impressive 7 wins and 8 podiums across 15 races, few pilots have racked up accolades like Teddy Miller. Having turned 23 just last week, many believe Teddy’s journey has barely begun.

The working-class racing prodigy was kind enough to grant me an exclusive interview at his home on Asura in the Ferron System.

He greets me at his apartment door with a warm smile and clasps my hand tightly. Immediately it’s apparent just how calloused and scarred they are.

This is no surprise – Teddy has built a reputation for his hard work. Son of a local mechanic, he spent most of his childhood tightening bolts and checking fuel levels on the ships that came into his mother’s garage.

What strikes me is how incredibly accommodating he is. He offers me what he describes as “the best seat in the house” – a reclining chair by the window that looks out over the neighboring industrial estate. Within seconds of me sitting down he’s already boiling some water to make me a hot drink.

He notices that the almost mountainous pile of scrap standing in the center of the estate has caught my eye.

*“We used to climb that when we were kids. It’s sharper than it looks,”* he chuckles, handing me a steaming mug then pointing to a particularly gruesome scar on his palm.

He tells me about growing up, glossing over the details such as the thick smog and rundown buildings, instead focusing on how he would scavenge metal and parts to repair junkyard ships with his friends.

*“Trying to rebuild a ship out of scrap is hard, and if I found anything useful, I’d bring it to the garage for my mum to use. So, the first ship I fixed up was a real junker,”* he points to a framed picture of him as a child – barely tall enough to see over the flightstick of what can only be described as a dustbin with wheels.



**TEDDY MILLER INTERVIEW:**

**SCRAPYARD SHIPS  
AND FIERCE FINISHES**



# TERRA GAZETTE



*"But I knew that making my own ship was the only way I was ever going to get to race one."*

The living room itself is bursting with sentimentality. Framed pictures of Teddy with his family post-race. Podium shots of him throughout the years holding cups from a variety of races. Holograms of him with fans at meet-and-greets. It's all brimming with pride but without being boastful.

I'm drawn to one of the more weathered photographs – Teddy with his parents at the Wildstar Expo Cup of 2951.

*"My first win. Well – first official win,"* he explains even though I'm already well aware of Teddy's news-worthy debut.

Tiffany Drake, Avigail Bekele, Fakhir Carrey – he drops the names casually like they're old friends as he talks me through that Expo Cup, but the race results tell a different story. Teddy shattered two records that day: fastest qualifying time, and fastest lap – beating three of the year's most promising racers.

This was the beginning of Teddy being thrust into the limelight – with all the pros and cons that come with it.

*"I'd be lying if I said it didn't affect me. Having so much attention at such a young age was really intense. I mean, how's a thirteen year old supposed to deal with potential sponsorship offers?"* he shifts uneasily in his chair, blowing on the coffee in front of him.

As such a prominent young racer, Teddy immediately came under scrutiny. With a majority of successful amateur pilots coming from well-established junior racing teams such as Origin or Mirai, people wanted to know how this young boy from the outskirts of Asura, managed to lift the bar so high in his debut race.

Teddy is one of the first independent candidates in decades to achieve such success without corporate backing. Racing teams such as Origin are known for their developmental system, where their racers are trained in-house and given opportunities to move up and down their systems based on their performance.

But this didn't deter Teddy. After the Wildstar Expo, he went on to compete in several more races on the amateur circuit, placing first in each of them. With such a high number of wins under his belt, his stats were slowly approaching that of the season's other rising star – Shay Rousseau.

*"Shay's a funny one, I can't tell if she loves me or hates me,"* Teddy laughs, his demeanor completely changing now.

*"We met back at that '51 Wildstar Expo, I think the first thing she said to me was 'shouldn't you be in school?' But when I won, she was the first one to run up to me and congratulate me."*



# TERRA GAZETTE



During their next race, Shay beat Teddy over the finish line by less than two-tenths of a second. Their rivalry has been keeping fans excited for the upcoming Stella Fortuna Cup for months now. It'll be the first time in almost a year that they'll have competed in the same race together.

For Teddy though, the rapidly approaching cup isn't just an opportunity for him to compete against Shay, Stella Fortuna carries a great deal of personal meaning to him too.

*"I'm not superstitious, but..."* He shoots me a grin before continuing, *"Stella Fortuna is all about starting a new journey, isn't it? I really think this could be the next big step for me."*

Stella Fortuna's strong association with good fortune, taking risks, and beating the odds are values that all serious racers hold dear. Like many successful racers before him, the Stella Fortuna Cup could be a potential gateway to the next level of

his career.

From the way he leans forward as he speaks, you can tell how much being offered a place in the prestigious race means to Teddy.

*"I've got so much to prove and so many people to prove it to,"* he knocks back the remainder of his coffee and stands up briskly.

He grabs a photograph from his dresser to show me, a framed picture of his mother, Rose Miller, and two siblings, Canto and Ruxpin.

*"Last year my mum quit her job and became my full-time race mechanic. She basically built my ship from scratch. Then she put my brother and sister in charge of looking after the garage."* He moves on to speaking about how insistent his mum was that

he finished his equivalency before he made racing his career.

*"You don't question my mum in my family,"* he laughs.

When asked if he's hoping to find sponsorship soon he rubs his hands together in excitement. The Stella Fortuna Cup is considered by many to be the "debutant ball" of the racing scene – for the 'verse's most promising young drivers to show what they're capable of, and if they're lucky, catch the eye of a corporation.

*"I feel proud of what we've achieved on our own, but if I could trade my ship in for a Kruger Wolf..."* His reverie is interrupted by the ringing of his mobiGlas. Without excusing himself, he hurries to the room next door.

I hear him say "thank you" and the comm ends. An abrupt cheer echoes throughout the apartment. Rushing into the

room he can barely contain his excitement.

He has the same look of child-like glee as he did in the photograph at the Wildstar Expo. When I ask him about the call, he attempts to catch himself.

*"I really can't say, so don't ask me again! I'm a terrible liar."*

But his smile hints at something big.

As the day of the cup approaches, many fans of racing, and this reporter included, will be dying to find out which way Teddy Miller's fortunes will blow. Will he take the top spot, or will it be Shay Rousseau's year? Could this be his last race without sponsorship, and if it is, who will be the one to sign him?

As we say our goodbyes at the front door, I can't help but feel that this Stella Fortuna is going to be a lucky one for Teddy Miller.





***YOUR PROTECTION:***  
**OUR PRIORITY.**



*Roussimoff knows that your equipment can  
be the difference between life and death.  
DON'T LEAVE IT TO CHANCE: CHOOSE RRS*