

JUMP POINT

ISSUE: 08 02



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FROM THE COCKPIT

GREETINGS, CITIZENS!

For many, the most exciting news this month is the arrival of the Anvil Carrack. I think I speak for a lot of *Star Citizen* supporters (and developers!) when I say that this is a release we've been dreaming about for quite a while. The Carrack was *Star Citizen's* original dedicated explorer first conceptualized back in 2013... and its development has long been a lodestone for those excited about journeying to strange new worlds. As I write this, I'm watching Carrack-related bug tickets come in and be smashed as the team readies it for its first flight. This is a situation where it's both exciting to finally get our hands on a long-awaited ship AND where we have so much fun watching the community come together around something we've anticipated for so long. It doesn't hurt, either, that the Carrack is looking mighty impressive!

We're trying something a little bit different in this month's **Jump Point**, with a special focus on some of the new ships. In fact, we're including TWO different Whitley's Guides: the aforementioned Anvil Carrack and the similarly long-awaited Cutlass Red. You've read their development histories in these pages before and now you can find out how they came to be in the 'verse. I'm interested to know which type of article readers prefer - the real life history of shipbuilding at CIG, or the in-lore tale of how it came to be in the 30th century. (And if your favorite is the former, fear not as it will return next month.)

For this month's interview, we were lucky enough to sit down with developers Josh Coons and Michael Sizemore, who have been putting their all into making the Cutlass Red flight-ready. The Cutlass variants have an interesting story since their initial concept added so much to what was needed to make them work; so while pilots have been crewing Cutlass Blacks for quite a while, additional gameplay for police work and medical systems was needed to make variants like the Blue and Red a reality. The Red's completion feels like another end of an era, with lots of excitement to look forward to in both new applications of the concept and chances to actually fly around rescuing players in the Stanton System!

Finally, we're remaining topical with a lore feature that provides a Voter's Guide to UEE Political Parties. I think we're all tired of 21st century politics at the moment, so seeing how they work in the year 2950 is a pleasant alternative. This one has all the details you'd come to expect from *Star Citizen's* crack lore department: political parties, endorsements, statements from the candidates, and even a guide to how and when elections take place. Very cool stuff!

P.S. Be sure to check out the new and longer-lasting flares!

Ben

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DRAKE INTERPLANETARY CUTLASS RED

Star Citizen's got a brand-new Cutlass, and to celebrate, we sat down with two of the developers behind it. The Cutlass was one of the first *Star Citizen* ships imagined during the original crowdfunding campaign in late 2012. Initially considered a cheaper, nastier equivalent of the Hornet to support players interested in lawless gameplay, the Cutlass' reach was later greatly expanded with a selection of non-combat variants. Because the Cutlass Blue and Cutlass Red include unique gameplay rather than existing combat mechanics, their development has taken additional time... but now the Red is ready for action! Here's what went into making it happen:

BEGIN TRANSMISSION →

JUMP POINT (JP): Please start by letting us know what you've been working on for *Star Citizen*.

MICHAEL SIZEMORE (MS): I work as a systems designer and R&D guy here at *Cloud Imperium Games*. I was involved in the Origin 300 series rework, Anvil Ballista, and Drake Cutlass Red (and upcoming Blue) along with the upcoming Crusader Mercury and Origin M50 update.

JOSH COONS (JC): I hold the title of Artist 1st Class of Vehicular Space Travel and have just wrapped up the Drake Cutlass Red or, as I like to refer to it, the DCR-2.

JP: The Cutlass Red is here! What kind of work went into making it flyable?

MS: From the design side, it was a pretty large undertaking considering

some of the new features that went into it. For example, the medical system and new style of airlock doors meant there was a lot of R&D. This ship also took advantage of a new refined setup method, meaning it wasn't as easy as just cloning everything from the Cutlass Black.

JC: For us, the DCR-2 was a pretty straightforward ship to build. Being the one who took on the Cutlass Black, it was just a question of difference and improvement. Improvement tasks were things such as improving draw calls, cleaning up the geo, and other technical things. Changes included modifying the original geo from the Black, adding the new side airlocks, changing the exterior to allow different materials to be applied, and interior lighting tweaks. The largest change was the interior geo; we had to come up with a new floorplan for gameplay reasons involving the medical bay area. Removal of the turret for a transponder meant we didn't need the tube leading to it, so it all had to change. Additions include a transponder instead of a turret, a crazy amount of new decals, the all-new medical bed, side airlocks, rear airlock/cargo door, search light, headlights, and a very large amount of new warning lighting and fixtures!

JP: It's been a while since the Cutlass Red was first imagined. Did additional concept work go into this iteration?

MS: Considering how long it had been since the ship was first designed, a new design pass was required. That said, we wanted to keep as many aspects of the old ship as we could. This involved me going through all of our old Q&As, Jump Point articles, and ship brochures to make sure we were covering everything.



MICHAEL SIZEMORE



JOSH COONS



JC: Yes and no. The Black was our base, so from there I looked at the old DCR. I noticed it wasn't a very good source of reference moving forward. It also wasn't very red. I did, however, bring a few things over from the old DCR-1 as homage to its heritage. I knew I wanted to base the look (color-wise) on a British search and rescue helicopter and the concept was very close to it. The warning lights are based off a generalization of the rules and laws for emergency vehicles here in the US. I was fortunate enough to have a backer in the studio one evening who was also a firefighter, and he was kind enough to send over some choice material for reference.

JP: What kind of mechanics needed to be developed to make the Cutlass Red launch possible?

MS: The med-bed system was the primary mechanic needed to get the Cutlass Red out and is probably the most important thing that had to be finished.

JC: Medical gameplay had to be fleshed out more to determine what would impact the art; the medical area having to be safely sealed off was a huge one. We had no system in place for having an independent lighting setup for warning lights either. We found a way to do this by hooking them up to the headlights.

JP: What's the story with the searchlight on top?

MS: Oh, the searchlight... This light and I have a bit of a love-hate history. Originally, the ship wasn't going to have anything there and a sensor simply replaced the turret, though I didn't exactly like that prospect. However, we're still working on tech that allows players to





scan and ping from a remote turret, so I couldn't add that feature (it will eventually be added though). So, the searchlight came to be. This was to give the co-pilot some extra gameplay, particularly around darker areas during search and rescue. Truth be told, I did take the search light out for a brief period just to see how things felt and it just didn't seem right, so it went back in. In the future, the light will make a lot more sense when we start having large disabled ships that you'll want to easily light up and scan for entry points or bodies that aren't easily seen otherwise.

JC: Can't search and rescue if you can't see, right? We knew in the beginning when planning out the Black and its variants that we wanted a controllable searchlight. All three will eventually receive the search light for different purposes - the Black for hunting, the Red for rescue, and the Blue for apprehension. As for building it, it actually works like a real searchlight works. I placed a mirror material inside it then bounced a light off the back, creating a new interesting effect. I liked it so much I redid the headlights the same way and will probably do lights the same way moving forward.

JP: Is the Cutlass Red a capable fighter? What did it gain or lose from the Black in the fight space?

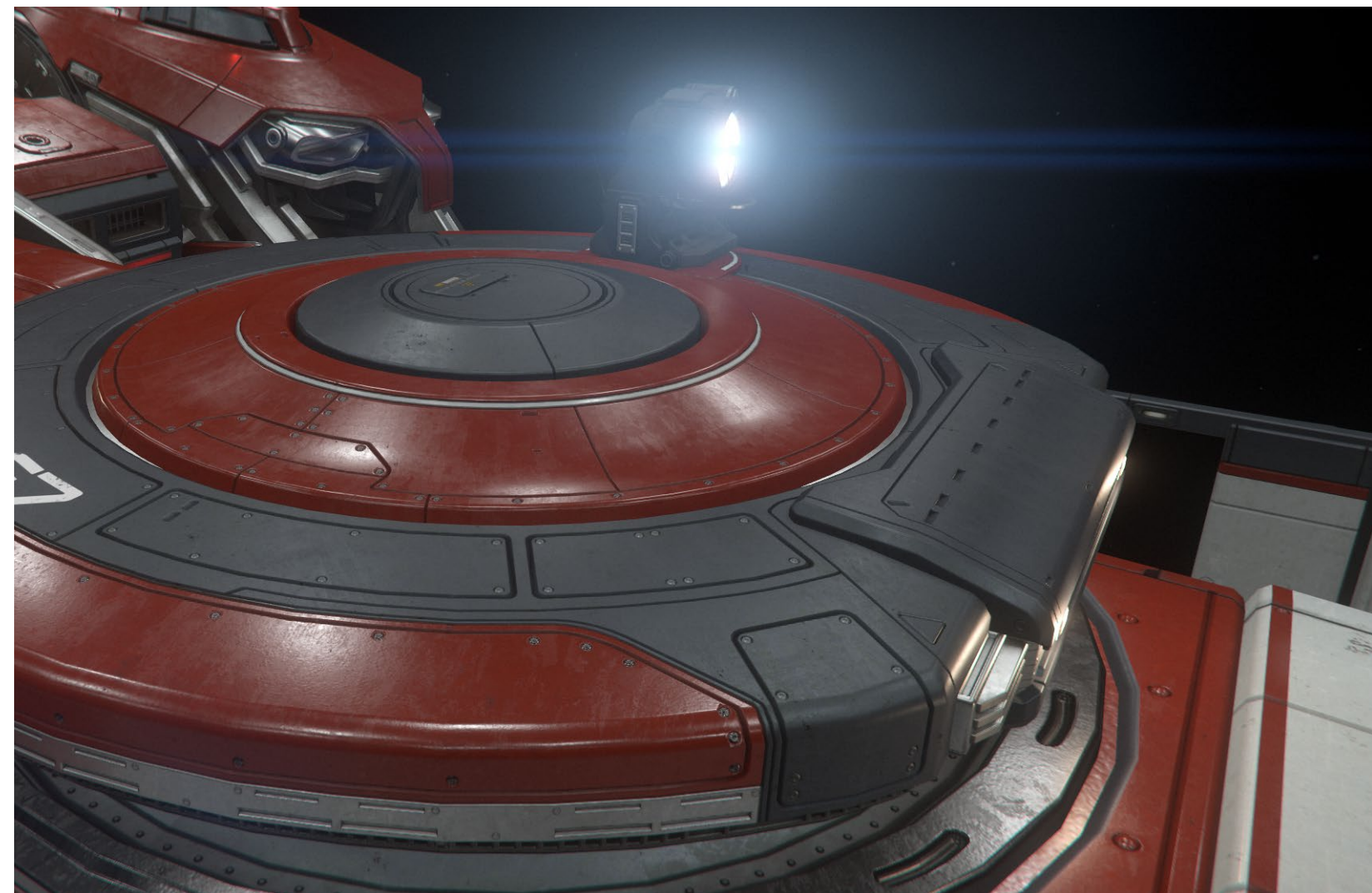
MS: The Cutlass Red can fight, but it isn't a true fighting craft. It's an EMS

vehicle and stays true to that. I did try to give it enough weaponry and loadout that would make sense for such a vehicle, thus the disruptor weapons, as you're out to save not kill people, so disabling a ship vs destroying it seemed right. Of course, players can change that as they want. One large thing it lacks vs the Black is the missile bays. While I did fight for them, I was overruled in keeping the missiles, mostly for the fact that it's an emergency vehicle.

JC: It is armed so, yes, it is capable. Is it as destructive as its sisters? No. It's the medic of the series, so is less armed so that it may do its job better, plugging holes rather than making them. However, its abilities, when combined with others, make a group very, very deadly in a fight.

JP: What kind of challenges did you encounter with the restoration of the side doors?

MS: The side doors are new technology and quite a lot of work went into getting them to work. A lot of time went into getting them to sync up so that if one opened, the other closed, getting the airlock sleeve animation to play at appropriate times and so forth. One big thing was doing this so that it didn't kill the player, which the new tech helps with. A lot of setup back and forth happened with this as it's the very first time the technology has been used in a ship.





JP: What is the "Nav-E7 Long Range Scanner" that has been mentioned alongside the ship previously?

JC: It's a long-range scanner used for picking up signals for search and rescue purposes.

MS: When we get the feature to work with remote turrets, the ship will have a longer scanning range than standard to help it pick up and see wrecks, escape pods, or rescue beacons from poor souls floating in space.

JP: How does the Cutlass Red differ from its variants? Is the design unique or is it a matter of changing components from ship to ship?

MS: Most of the differences between the Red and Black are more extreme than between the Red and Blue. Aside from the different doors, cargo changes, lack of a turret and missiles, there are quite a few structural and component differences.

JC: Originally, we wanted this ship to be a true variant, meaning it was just swap this for that. However, it was decided this ship would need its own identity, so more work was put into it, making it a Cutlass of its own.

JP: On the subject of flight performance, how does the Cutlass Red fly compared to the Black? Does it make any special tradeoffs?

MS: Flight-performance-wise, the Red is very similar to the Black. The primary difference is the Red has a higher cruise speed.

JP: The Cutlass Red is the first ship with a med-bed. How does it work compared to what we've seen elsewhere?

JC: You can respawn on the ship! That's pretty huge! Not to mention it's a sort-of save point for logging off and healing. It's also equipped with a scanner for diagnosing player ailments and damage.

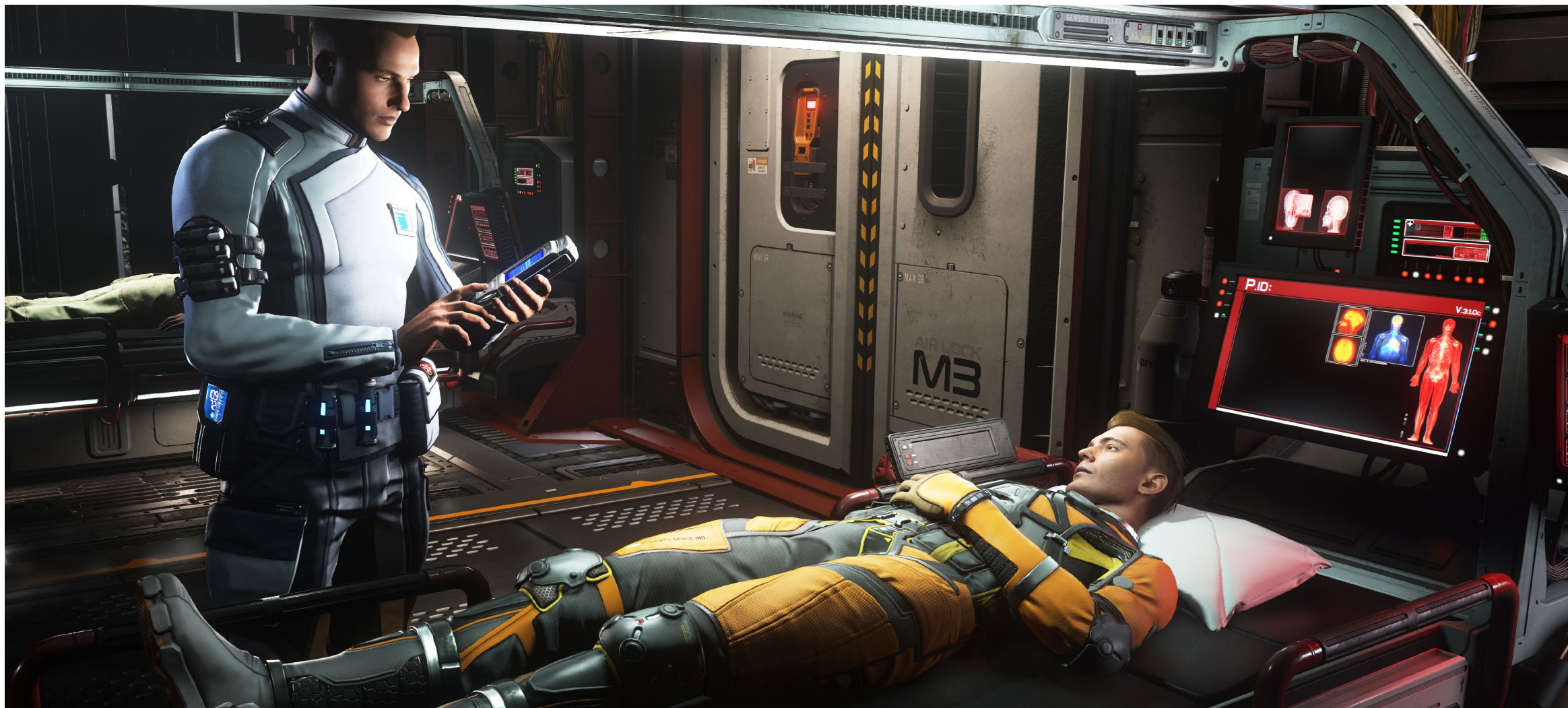
JP: What happens if someone is set to respawn in my Cutlass and I'm not online?

JC: Hopefully, you know this person and trust them not to fly your ship into the sun! Choose responsibly. Friends don't let friends log off on their cutlass with bad decision-making abilities!

JP: Is the Cutlass' bed a modular component? Are there plans to let me add them to other ships?

JC: The bed has a metric, so I know we are going to have many beds with a variety of different purposes and abilities. I know we have different tiers of beds in the medical category and all will have their own set of abilities. Technically, I view the prisoner pod on the Blue as a bed





and, believe me when I tell you, you do not want to log off or even be in this bed.

JP: Are there any longer-term plans for medical gameplay that you can talk about?

JC: For me, shooting another player is medical gameplay! We have tons of that coming, I assure you! If I was a betting man in a science fiction world, I would assume some cool content in the realms of prosthesis, robotic augmentation, and classic cryo-stasis.

JP: Did any special attention need to be paid to the thought that the *Cutlass Red* might work as an ambulance for larger hospital ships like the *Endeavor*?

MS: This is something I thought about heavily during the design of the *Red* and future ambulance-style ships. Though there isn't too much I care to share right now, in terms of how all of that will function, I can assure you that thought and care has gone into how these ships will all work together.

JP: Did you run into any unusual issues testing the *Cutlass* or the shipboard med-bed functionality?

JC: Not really, this time around was really smooth sailing! Most of the issues I ran into are issues left over from the *Black* that still needed resolving. The *Red* development cycle went by so fast and the *Blue* appears to be even smoother than the *Red*.

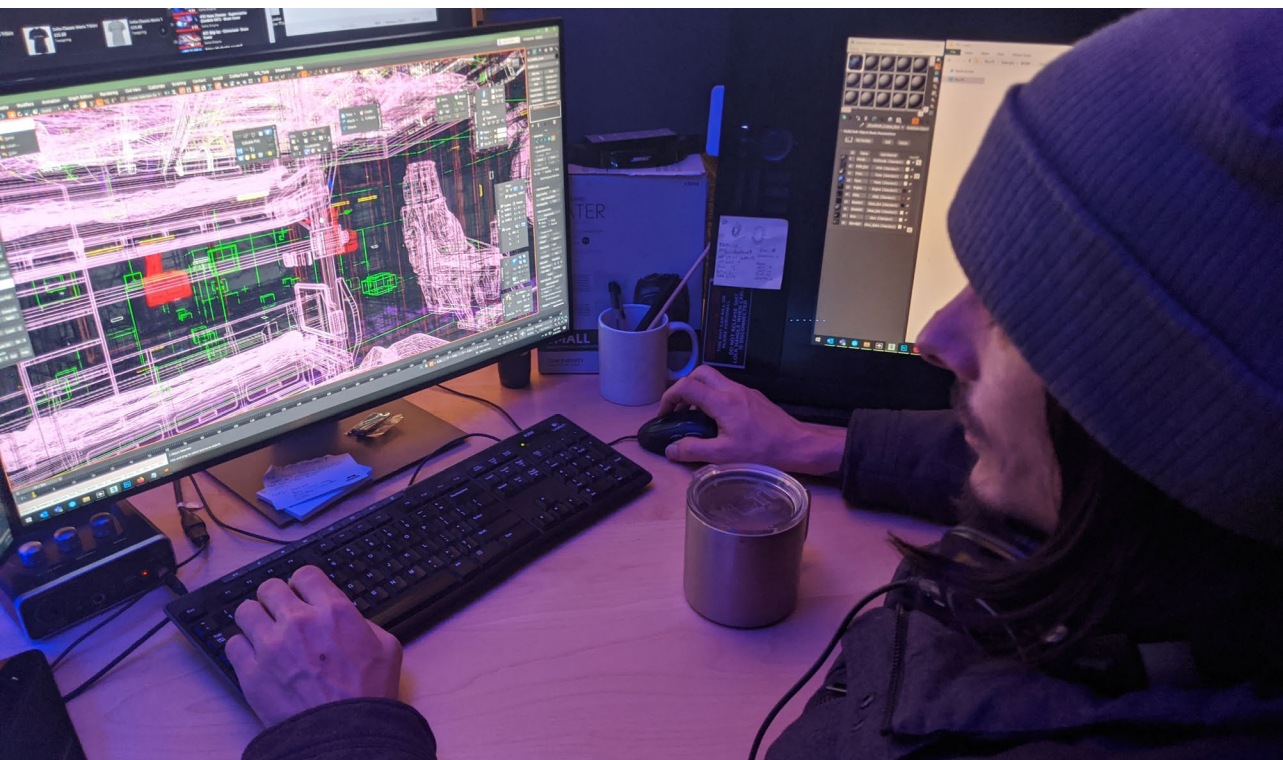
MS: Most of the issues with the med-bed resulted in odd spawning. For example, the bed not actually bringing the player back into itself but instead a random bed on the ship. It was pretty much crash-central if certain conditions were met, though all of which we've resolved.

JP: Give me your best 30th century spaceship salesman routine: why do I want to operate a *Cutlass Red*? Why should I choose a *Cutlass Red* over something like an *Apollo*?

MS: These two ships, while medical, really don't compare; the *Apollo* is a tier higher as far as the medical ambulance ships goes.

JC: Hi! Josh Coons here! Are you tired of having your whole team decimated only to watch them bleed out on the battlefield with no hope of victory!? If so, there is a better way! The all new medical grade DCR-2! You can re-spawn on it! You can heal on it! You can actually help people with it instead of just flying around causing mayhem with your fancy fighter. Come on down and test-pilot the all new DCR-2! Bad credit? No problem! No medical board certification whatsoever? We don't care! Come on down today and make a difference in the galaxy. The DCR-2 - saving lives one noob at a time.

← END TRANSMISSION





THE BIRTH OF A VARIANT... AGAIN

In 2845, Drake Interplanetary put itself on the map with the introduction of what was then referred to as the AS-1 Cutlass. Following the base model's unexpected success, Drake earned the undesired reputation as a manufacturer of spacecraft favored by outlaws and pirates. The company initially addressed these concerns with the launch of the Cutlass Blue in 2860. The Blue was a modification of the base Cutlass with non-lethal weaponry designed to appeal to law enforcement agencies. While the launch of the Blue failed to stifle all criticism, it did manage to successfully generate reasonable doubt among consumers and provide Drake's defenders sufficient ammunition to engage detractors.

The latter group's argument was again brought into the mainstream following the release of a 2875 documentary, *Bent Cutlass*, that claimed that Drake had knowingly ignored background check flags when selling ships. The documentary detailed an incident when twelve Cutlasses were sold to an intermediary who later transferred them to an outlaw organization for use in a raid that left 122 dead on an orbital outpost. Facing renewed criticism, the company decided to attempt to repeat their past success introducing what executives termed an "infallible" Cutlass

variant. But the Cutlass Red's road to acceptance was rockier than the Blue as the initial marketing campaign fell comparatively flat. Drake enlisted actor Don Shadow (then starring as Doctor W. Robin Simkins on the top-rated Spectrum drama 'Situation? Emergency!') as the spacecraft's official spokesperson. In an uncharacteristic series of advertisements, Shadow addressed the audience directly and invited them to sit down with him for a "very serious conversation" in which he extolled the new Cutlass model's virtues. "Ask yourself, do you want to put your life in the hands of an inferior scanner array?". He then informed viewers that they could request prepared correspondence to petition their local emergency services organizations to purchase the spacecraft. The ads did not feature the ship itself and were widely panned as disingenuous by audiences. Aerospace analysts and mainstream comedians alike had a field day with the Cutlass Red before it had even taken flight.

INTERNAL DEVELOPMENTS

As with the Cutlass Blue, Drake invested a great deal into developing the Red as a bespoke spacecraft. However cynical the inspiration behind the ship's development, the team actually charged with making the project

a reality was dedicated to building a spaceborne ambulance that would improve and extend the current standard of care. Like the Blue, the Red would have its own assembly line producing a significantly altered fuselage along with a completely different array of weaponry. The idea of turning a militaristic spacecraft into a hospital support ship greatly appealed to the war-weary Drake development team and slots on the Cutlass Red program were highly sought after. Early on, designers identified that the Cutlass Red could combine two previously unrelated roles: ambulance-style supported patient transport and search and rescue. The latter role, previously the domain of military-sponsored heavy equipment, was becoming increasingly necessary as the technology to make survival in a spacewreck or other catastrophe was improving greatly across the latter half of the 29th century. With more and more crews able to survive the destruction of their spacecraft (and a corresponding increase in space combat occurring on the edges of the Empire), the Cutlass Red was seen as a design with a strong *raison d'être*.

Drake assigned a full development team to each role and developed a mediating process for interfacing the two roles into a single ship. Each group was ordered and budgeted to develop a single keystone innovation that would help the Red stand apart on a professional level. The ambulance team opted to partner with AutoDoc for the development of a bespoke medical bed that would fit into the extended rear cabin (a recalled Blue being used for early fast prototyping). The search and rescue team decided to focus on software, assembling an electronics

sub-division to develop the now familiar Nav-E7 Long Range scanner system. The Nav-E7 would give the Red a unique edge in identifying and safely maneuvering around patients in three-dimensional space. The new electronics team, which would end up developing everything from the Dragonfly's bespoke ground interface to the Herald's protected computer core, managed to advance scanner clarity 23% from the industry standard using available components alone. Both role-specific projects proceeded extremely well and, because they focused on building out different areas of the ships, needed little mediation when adapted to the final hull design. In all, conversion of the Cutlass Blue into the Cutlass Red proof-of-concept took only eleven months, with a fully constructed Red production prototype flying its first round of space trials in September 2876.

UNEXPECTED SUCCESS

Then, in another example of Drake's extraordinary luck, laughter turned to applause within days of the Cutlass Red's first sale. In spite of the failed marketing campaign and overall negative perception of the project, Drake opted to continue with the planned launch in April 2877, believing that the investment could easily be made up due to the Cutlass Red's practical superiority in its role. With little event surrounding the initial release, first-month sales were limited. Then, galactic events shifted unexpectedly in Drake's favor when a cruise liner collided with a customs weigh station in the Corel System, penetrating both ships' hulls and setting off a case of improperly stored explosives aboard the station that caused significant



further damage. Dozens were killed immediately and hundreds were left stranded. The ensuing explosion destroyed the station's vacuum hangars, emergency spacecraft, and medical supplies, forcing emergency services on Lo to put together a makeshift response themselves. The centerpiece of that response became a flight of thirty-six brand-new Cutlass Red spacecraft that had just arrived for sale. Local forces deputized the ships and crewed them with anyone available to help. The familiar Cutlass controls allowed local pilots to make easy use of the Reds during the emergency. The situation was tailor made for Spectrum stories with the force of newly painted, bright red Cutlasses riding to the rescue and ultimately stabilizing and transporting back and forth dozens of patients who would otherwise have been lost.

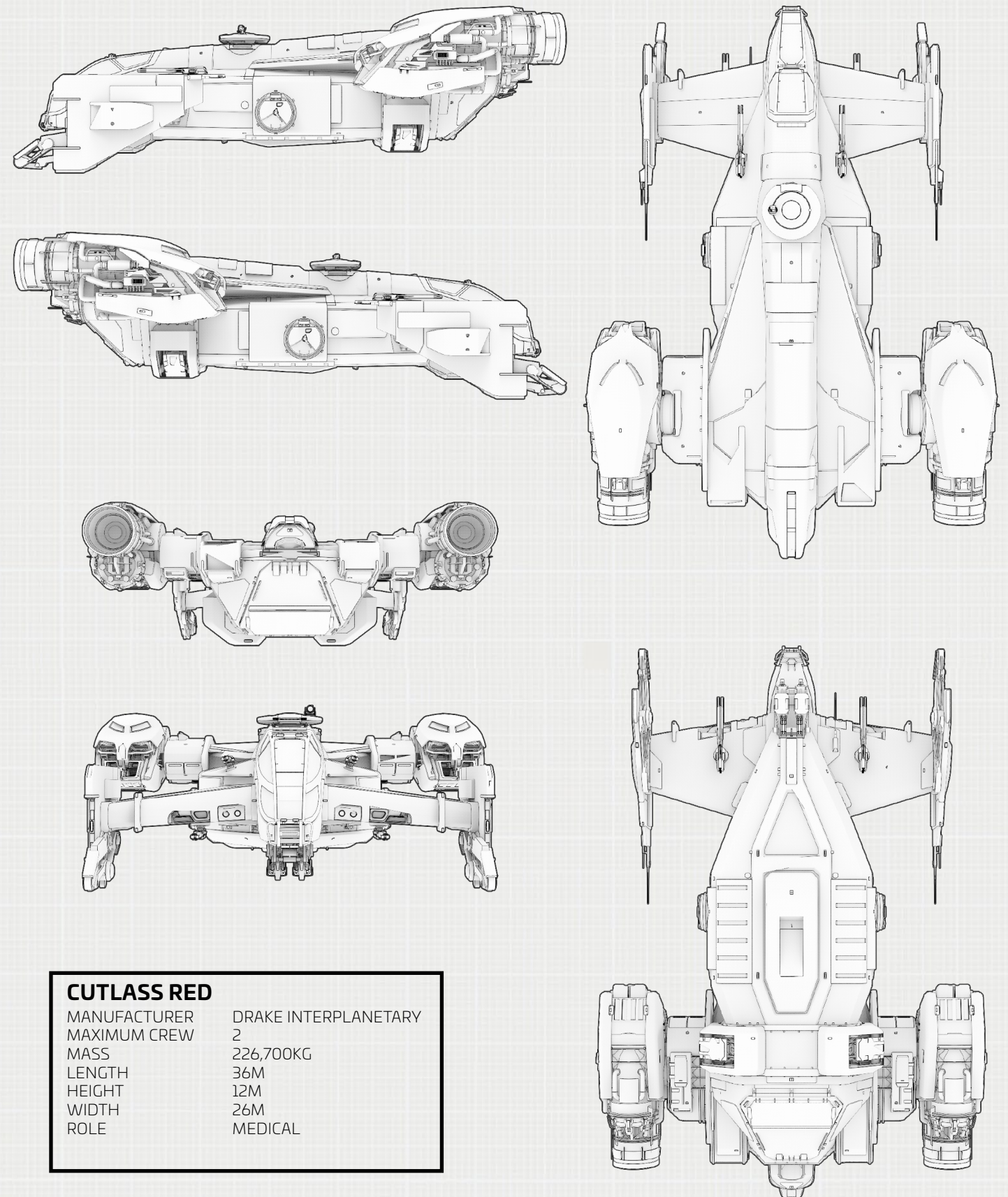
Drake marketing knew to capitalize on the situation, ensuring that footage of the rescue appeared whenever possible. Gone immediately were the concerns that the Cutlass Red was a cynical public-relations ploy replaced with the understanding that it truly was the next evolution of medical support spacecraft. So rapid and so significant was the Cutlass Red's turn to favor that actor Shadow credited the spacecraft as part of the reason for his move from Spectrum series to successful film roles. Inside the company, there was both a palpable sense of relief and a true sense that the Cutlass team had done something important.

THE NEXT GENERATION

Following the Corel customs rescue, sales of the Cutlass Red doubled

month over month for two years. Drake was forced to move from a single production line to a dedicated factory building only Cutlass Reds (since 2915 it has constructed both the Cutlass Red and some Caterpillar components). Even more important has been the long-term impact of the Cutlass ambulance concept on both aerospace design and emergency services. While the initial metrics for the Red were based only on the need to use a similar internal layout to the existing Blue, its rise in importance has led to countless third-party adaptations, including specialized medical components and massive designs like the optional boat decks of the Endeavour-class research ships. The bed-and-work-area designed into the Cutlass Red has become an industry standard unit that has gone on to define everything from loading decks to scanner mounts on a dozen different manufacturers' spacecraft.

For the Cutlass team at Drake, the ultimate mark of its success occurred in 2895 when the United Empire of Earth purchased an order of three-hundred Cutlass Reds for use as fleet support. Though a minor order in the scheme of things, the idea that the same UEEN that once turned down the Cutlass Black and forced Drake to 'go their own way' would purchase Cutlass Reds directly was seen as an indication that the project had true merit. The Navy has continued to buy small numbers of Cutlasses in the years since, outfitting many planet-side military hospitals with the ships in an attempt to maintain the same standard as civilian agencies; they have as of yet refused to contract a hardened militarized version for frontline service, favoring the larger (and more expensive) RSI Apollo instead.





THE ANVIL AEROSPACE CARRACK

DEVELOPMENT HISTORY



THE SURPRISE

For over a century, the Anvil Carrack has been the most famous symbol of human exploration. Carrack-based explorers have pushed the boundaries of human civilization and made countless thrilling discoveries that have enhanced our knowledge of the universe. In 2822, however, its very existence was a shock to the system. Aerospace watchers were universally confused when the Carrack first appeared at the MacArthur Naval Base, Kilian; both because of the impressive nature of the ship and because of the sheer mystery as to where it had come from. While it's not unusual for the military to sponsor the development of a spacecraft in secret, it's such a difficult and expensive prospect that it's only ever done when it can impact the balance of power. Here was the first ever corvette-sized, dedicated exploration ship in the Navy's inventory and it had seemingly been birthed fully formed and ready for service.

Speculation ran rampant that the Carrack must hide some sinister ulterior purpose, with suggestions including that it was a disguised electronic

warfare ship or that it carried a powerful new type of bomb. None were correct: the classification, since revoked, was instead intended to cover the need for the ship in the first place. In 2815, the UEEN cruiser Carraway was lost with all hands after being dispatched to chart unusual transmissions detected in a dense asteroid field in the Tohil System. The situation was an embarrassment for the Admiralty, which had previously debated the value of using warships for exploratory missions. The loss of the warship was reported as accident and warnings that its crew was not prepared for the mission were effectively covered up. A no-bid contract was awarded to Anvil Aerospace to secretly develop a dedicated explorer that could both replace and improve upon the missions, as they were currently being conducted by ships of the line.

Wholly separate from the drama surrounding its creation, the UEEN Carracks immediately began what would become more than a century of expert survey work. Military Carracks logged hundreds of discoveries,

DEVELOPMENT HISTORY



including full surveys of countless moons, comets, jump points, and asteroid fields and they continue to be actively produced and used today. Built as an explorer first, the Carrack has the shipboard facilities and crew stations to allow for in-depth research missions while maintaining the lower profile and necessary performance for facing particularly hazardous and uncharted regions of space.

CIVILIAN SERVICE

The Carrack immediately attracted the attention of the galaxy as the perfect combination of military ruggedness and attractive, fully-featured spacecraft design. Within a month of the launch of the first Carrack in UEEN service, Anvil Aerospace had recorded over four thousand requests from organizations and individuals interested in their own ship. Anvil began petitioning the military to permit civilian sales at the conclusion of the initial 18-month construction contract in 2825. The initial answer was a surprising no due to the classified nature of its original design process. While Anvil considered the decision wrong and considered pushing for a review, they ultimately didn't want to endanger their status as a prime contractor for projects like the Hornet. It would take the eventual ouster of the original staff officers who classified the Carraway's destruction and several decades of waiting before the government would relent.

In 2933, Anvil was finally authorized to develop a civilian-edition of

the Carrack. However, several requirements were made by the UEEN, including that sensor software be rewritten from the ground up and that it could not be produced in the same facilities as the UEEN hulls. Development work began immediately but quickly lagged behind. The process of rebuilding the software proved difficult and teams ran into issues adapting the ship's standard metrics (including aspects of seemingly simple things like the loading ramp's dimensions) towards civilian equipment. Prospective captains were encouraged to place a deposit on the initial wave of civilian ships because the first production run was expected to be slow; this sparked something of a "Carrack craze" as planned future hull slots were purchased and traded. These owners carefully followed development of the civilian version through the various development delays. The first civilianized Carrack, later dubbed Sonny Boy by her crew, was handed over on February 21st 2938, which Carrack user groups annually celebrate as an unofficial "Carrack Day". Civilian Carracks and their crews quickly became seen as a symbol of humanity's best - spacefarers dedicated to the noble (and profitable) goal of exploration rather than commerce or defense.

CAPSULE HISTORIES

These capsule entries provide short histories of selected notable Carrack explorers. These are not comprehensive and do not represent the totality



of the Carrack's long history of exploration, which would necessitate a dedicated volume. Note also that the UEEN does not formally christen Carracks; instead, they are given either the designation R for 'Research' or S for 'Survey', followed by a numerical designation. The leading '1' in the hull number identifies the size classification (65m or greater) and the following digits are issued numerically. Details of Carracks belonging to specialty and/or intelligence services are typically classified.

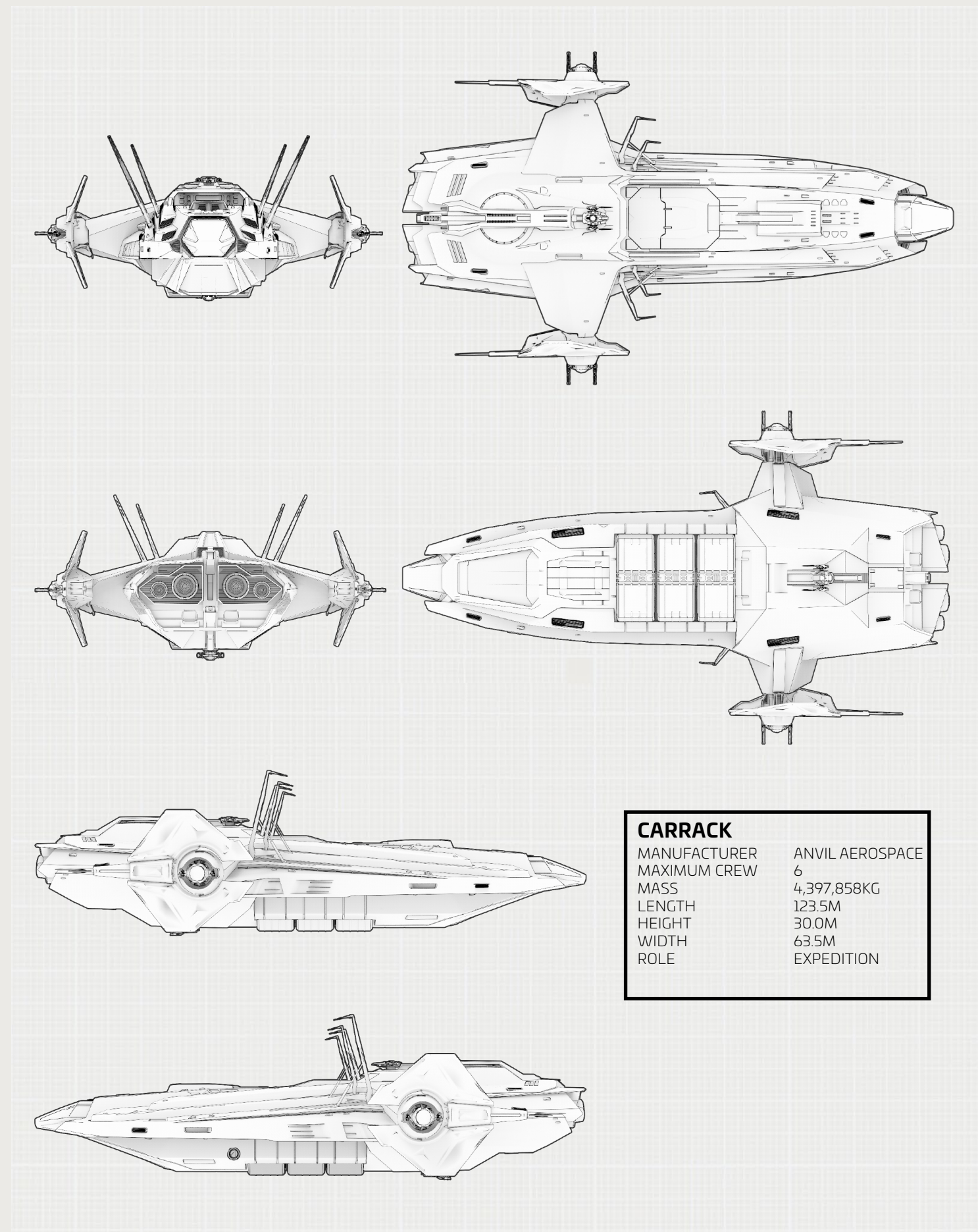
R-11 ("UEES Carrack") - The first Carrack off the line in 2823, R-11 was informally referred to as 'the Carrack' by her crews in the first years of the UEEN's formal exploration efforts (due to tool-and-die issues, she would not be joined by R-12 until 2825). R-11 made history by conducting the first-ever close survey of a star system's icy exterior cloud, mapping thirty-seven distinct points in the Kilian System as part of a UEEN efforts to establish a new type of early warning system in aid of the military complex at MacArthur. No additional cloud surveys have been conducted since, indicating that the proposed system may not have been viable.

S-1132 ("GQ Twelve") - Survey Carrack 132 entered service in 2831 and was assigned to long-distance survey missions along the Xi'an border at the former Perry Line. Popularly referred to by the callsign assigned for her final operation in 2836, Good Queen Twelve, the Carrack's last reported communication was a buoy check-in from an assigned patrol en route to the outer reaches of the Osiris System. After missing its next

two scheduled reports, mission organizers dispatched search and rescue spacecraft that found no trace of S-1132 in its assigned area. Thirty years later, the fully intact Carrack was discovered on the lone moon of the Indra System. All of the ship's systems were found to be functional and her stores of food and medical supplies were largely intact, though there were no indications of the crew's whereabouts.

Bocaccio - The Carrack explorer, Bocaccio, commissioned in 2940, is Doctor Lorraine Kent's famed exploration ships. The Bocaccio and her crew are famed for a series of historical wrecks discovered through what Kent describes as a combination of archival research, expert survey work, and sheer luck. Discoveries include the abandoned 22nd century colony transport Zephyr, the battlecruiser Braintree, and the impact site of the Spidercat. Kent and her crew dedicate much of their time today to the search for and recovery of extrasolar military remains from past conflicts.

Gronald's Hope - Gronald's Hope was a 2948 civilian Carrack which was issued an unusual kill-on-site order by the Advocacy shortly after it entered service. The Carrack was identified entering the Kellog system three days after the issue was ordered and it was successfully intercepted by a contingent of mercenary pilots. Details of the reason for the kill order have never been released, although speculation is rampant that the government had received intelligence that the Gronald's Hope's crew had contracted some form of previously encountered plague.



CARRACK	
MANUFACTURER	ANVIL AEROSPACE
MAXIMUM CREW	6
MASS	4,397,858KG
LENGTH	123.5M
HEIGHT	30.0M
WIDTH	63.5M
ROLE	EXPEDITION



2950 IMPERATOR VOTER GUIDE (Pt. 1)

IMPERATOR ELECTION OVERVIEW

- Only Citizens can vote for Emperor.
- Each Citizen can cast one (1) vote for a Secondary Candidate at polling centers between April 10th & April 24th, 2950.
- The five (5) candidates with the most votes will advance to the Final Vote occurring between October 10th & October 24th, 2950.
- Candidates listed alphabetically by last name.

IMPERATOR CANDIDATE STATEMENTS

Nikki Abdalla - Retired Navy Admiral

Endorsements: Centralist Party, UEE Vets for Peace, The Civility League

I have commanded forces into battle against the Vanduul. I have put my career on the line to speak truth to power. I know what it takes to be a leader, and I am ready to be the next Emperor.

I was born in Killian to a family that has proudly served in the Empire's armed forces for generations. They instilled in me the importance of civility, discipline, public service, and standing up for what you believe. I joined the Navy the day I turned 17 before receiving the immense honor of being selected to be a Marine. After serving with distinction, I returned to the Navy and ascended to the rank of Admiral.

Laylani Addison - Dean of Applied Science at Mentor University, Education Advocate

Endorsements: Educators United, Institute for Interspecies Peace, UEE Science Society

I'll never forget the first Xi'an ship I saw. Its form was familiar but strange; its presence beautiful but menacing. As a little girl standing awestruck at a spaceport on Oya III, the xeno-craft made me feel uneasy yet excited. Fascinated, I studied all I could about Xi'an ships and came to appreciate that, beneath the obvious differences, there were many similarities to be found. This realization inspired my lifelong belief that studying and learning are vital steps towards empathy and understanding.

My discussions with people across the Empire have revealed a similar

My decades fighting the Vanduul taught me that you can't defeat an enemy you don't understand. Our current war strategy squanders our Empire's two most precious resources - lives and credits - in pursuit of an undefined objective. For far too long we've sent our best and brightest into an endless, unwinnable, and expensive war. This mentality won't change unless directed from above. That's why I am running to be the next Emperor.

First Act: My administration's initial focus would be a complete audit of our troop deployments in the war against the Vanduul. If they can't prove a serious, achievable objective with specific milestones, any unit operating outside of UEE space will be redeployed to inside the Empire to bolster the defense of border systems against future enemy incursions.

mixture of excitement and apprehension about our current state of affairs. I can not deny that we currently face monumental challenges, from a horrific war against a merciless enemy to vast economic inequality, yet thanks to my experience as a researcher and scientist, I refuse to let fear dictate my future and choose instead to focus on the promise before us.

I believe the ills of the Empire can be addressed through education and innovation. I will fight to reshape the UEE central government into an institution that improves the lives of its constituents by cultivating knowledge and inspiring change. A new Empire awaits us, if we're brave enough to create it.

First Act: Loosen the current restrictions on AI research to allow for the exploration of new ideas and innovations that would benefit the entire Empire.



Titus Costigan - CEO Esrua Industries

Endorsements: Business Economic Trust, Merchant Guild, Intersystem Haulers United

I am running to become Emperor because I believe that I have the experience necessary to lead the UEE into its most prosperous decade ever. Years of success in the private sector taught me that managing a massive, system-spanning operation requires not only ambition and imagination, but fiscal responsibility and a strong support team made up of innovative thinkers who will challenge and drive you. Know that it is

not out of some misguided sense of legacy or birthright that I seek this position, but rather because I am convinced that the Empire's best days lie ahead of us, and that under my forward-thinking leadership, together we can put the UEE on a path towards peace and prosperity. Will you join me?

First Act: I would bolster the economy by eliminating onerous regulations that slow the flow of inter-system trade, and will use the additional tax revenue generated by this economic uptick to increase defense spending.



Calvin Derry - Militia Leader, Business Owner

Endorsements: Confederation of Local Militias, Human Unity Coalition, Border Defense League

Humanity is dying. Thanks to the greed and apathy of our politicians, our society's throat has been cut and we're slowly bleeding out.

Enough of constant Vanduul attacks ravaging Human settlements. Enough of corrupt trade deals allowing further Xi'an infiltration of our economy. Enough ignoring the fact that the Banu economy depends on slave labor. Enough of the attempts to force Tevarin to integrate into our society. Enough forgetting that the UEE was built by and for Humanity. It's time to stop being polite and fight for what's right!

If I've learned anything as the leader of For's largest militia, it's that you must fearlessly face problems head-on. When hijackers almost bankrupted my family business, I didn't wait for some government official to care, I joined the local militia and solved the problem myself.

Now, I'm not a politician. I don't care for dealmaking and backstabbing. I'm a man of action. I can't continue to sit back and watch people in expensive suits fleece the Empire for themselves and worsen it for everyone else. Our culture is dying, will you help me resurrect it?

First Act: To save the soul of our Empire, I will oversee the creation of militias in every system, expand their rights so they can truly enforce law and order, and fund their expansion by diverting credits away from wasteful social programs and corrupt military practices to put it back in the hands of the people.



Paul LeSalle - Politician, Former Chair of Centralist Party

Endorsements: Centralist Party, Federation of Interstellar Businesses, Wakana Society

Paul LeSalle has dedicated his life to public service and improving the UEE for all. He believes that the government's primary role is to protect individual liberties so people can prosper. For decades, he's pursued and defended these policies in several political arenas. He's had the honor of representing the great system of Goss in the Senate where he advocated for a fairer tax system and created an incentive system for companies to provide employment to struggling planets. For the past eight years, he also proudly served as Centralist Party chairman, unifying the party back to core ideology and leading them to important election victories across the Empire.

Paul has worked with and against the expansive government system and is now prepared to steer Humanity in an exciting new direction. One that protects the people from external threats while still fostering the freedom to pursue their dreams. Paul has spent his life preparing for this moment, and is ready, willing, and able to enact bold ideas that will build a government that works for the people.

First Act: Paul's goal of expanding economic prosperity for all begins with a thorough reevaluation of the Fair Chance Act. For far too long, ridiculous restrictions have prohibited people from extracting resources from locations that lack life or utilizing cutting-edge technology that can harvest resources with minimal disturbance to the developing lifeforms.

Jump Point will publish Part Two of the 2950 Emperor Voter Guide next month.

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