

CORIOLIS

THE • GREAT • DARK



EXPEDITION BOOKLET



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CHAPTER

1

THE SYSTEMS OF THE HAMMURABI ARM



This chapter provides a gazetteer of the four systems of the Hammurabi Arm: Gahand, Ninhulam, Auriga, and Habanatum.

GAHAND

*“Vibrant and alive, the cloud speaks in warm vermillion,
searing Al Ghul red, refined amethyst, visionary lavender,
and deep gold. A dream for the artist to capture,
and for the runner to harvest – yet alas, only a mirage.”*

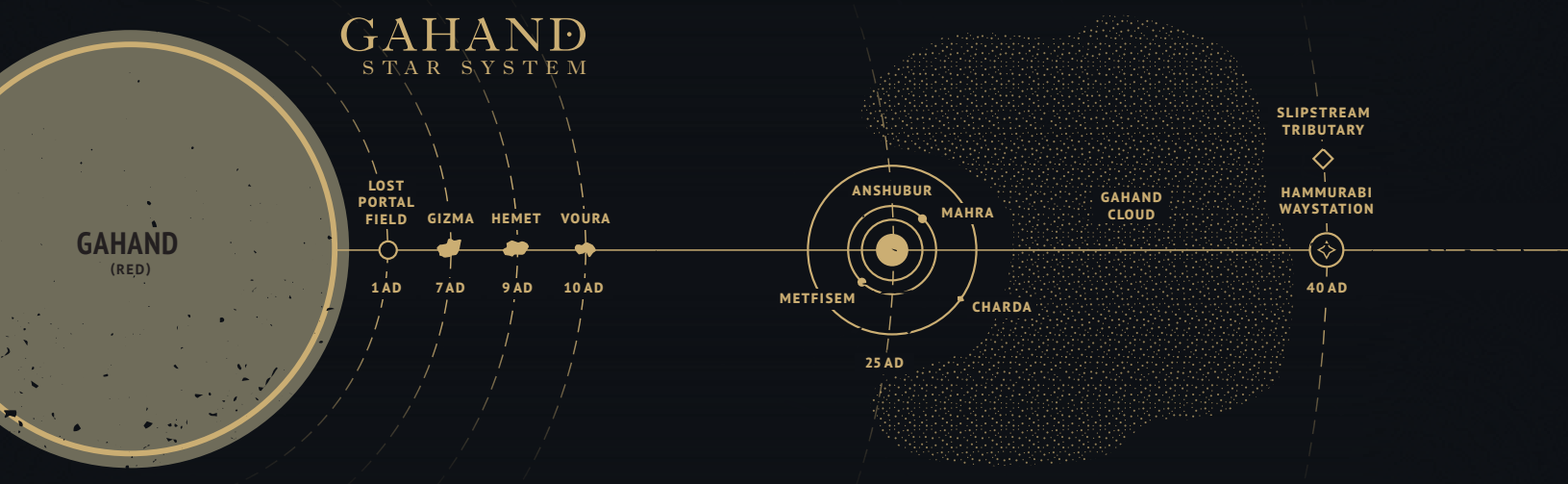
MAROSEF CIRCE, POET AND PROPHET IN GAHAND

Gahand is the system of hope and color, the epitome of the Lost Horizon’s dreams of what could be a new home. While the vivid hues of the Gahandan Cloud hide both riches and death, no sanctuary lies here, save for the magnificent Waystation built by the Navigators Guild.

THE GAHAND SYSTEM

The Gahand system holds many celestial bodies, but none capable of becoming a new cradle for the Diaspora. The small planets crowd between the magnificent red vista of the star Gahand and the cloud that seeks to envelope the system in its warm embrace.

Its lone planet, Anshubur, is an enigma – a giant rocky planetoid in a shimmering amber-colored atmosphere with giant ash-laden rifts crisscrossing the surface. The Depths, as explorers call the place, lie below the golden clouds in a world of perpetual darkness. The murky innards of Anshubur have only been braved by a handful of explorers. Those who managed to return speak of an unnerving vista of gloom and ash, with only brief flashes of lightning illuminating the craggy, never-ending plains. Some say there was once a magnificent Builder city down there, and the planet was different back then – thriving, even beautiful.



CONFLICTS IN GAHAND

Despite its promise, Gahand seethes with conflict hidden beneath vibrant clouds. Ever since the discovery of the cloud's rich and exotic gases, the Mining Combine – acting on behalf of the Navigators and Ship City's ruling factions – has been extracting resources from its upper layers.

This balance held until the arrival of the Sharzad Collective. Allegedly backed by the Black Toad and openly encouraging free harvesters and dust runners to stake their claim, the Collective quickly disrupted the Combine's operations. Tensions flared into open skirmishes during the Cloud Conflict, when shuttles, harvesters, and skimmers clashed over control of the gas lanes threading the cloud's outer decks.

THE CLOUD CONFLICT

The simmering conflict between the Combine and the Collective is driven by competition over control of the gas lanes of the Gahand Cloud – the safest and most efficient routes for extracting valuable gases. Free harvesters either sign up with the Sharzad Collective or sign a contract with the Combine bosses to be able to mine the cloud. Independent dust runners descending deeper into the cloud often do so secretly; if discovered by either side, they risk being boarded or vanishing. In the Lost Horizon, the phrase “under the cloud” has taken on a grim new meaning: the disappearance of runners and harvesters swallowed by the vibrant haze.

MASSOV'S WRECKERS

Even the open space beyond the cloud is no longer safe. Over the past decade, ships have begun to vanish – harvesters, trading sloops, and even the occasional

dust barge all disappeared without a trace. At first, the blame fell on the Combine and the Collective, but it soon became clear they weren't responsible. Behind it all was Captain Massov of the Wreckers. Driven by greed, he escalated the attacks, even pulling off a bold strike in which he seized a docked vessel at the Hub of the Waystation. Now, ships move in convoys through the system, and even Greatships proceed with caution when exiting the Slipstream.

The formation of the Auxiliary Patrol Fleet has done little to stem the raids. Wrecker assaults continue, and voices are growing louder, calling for aid from Jumuah or the Ship City Navy. Yet the Governor of Hammurabi Waystation has yet to send a formal request.

THE FREE GAHAND MOVEMENT

As Wrecker attacks escalate and tensions between the Mining Combine and the Sharzad Collective flare and fade without resolution, the response is no longer just words – it's fists, hull axes, and coiler rifles. A covert movement calling itself Free Gahand has emerged, demanding secession from Ship City and the formation of a new Republic of Gahand, governed by and for its people.

Their presence is felt through pamphlets, mosaic tags, and wall texts appearing in alleys and corridors of the Waystation. Yet for all their noise, the movement remains shrouded in secrecy, so much so that no one truly knows who leads it. The Governor continues to dismiss the rebels outright. On the rare occasions he addresses them, he calls them only Sharzad agitators.

ANATOMY OF THE CLOUD

The Gahand Cloud spans over ten astronomical units across the outer system, effectively dividing it into two. The planetoid Anshubur marks its inner boundary, while the Hammurabi Waystation orbits just beyond its reach. Early attempts to cross the cloud proved hazardous, prompting explorers to chart safer routes – narrow corridors later known as gas lanes, now used by harvesting crews and dust runners alike. The most renowned is the Charendra Miasma, a relatively stable tunnel of

thin vapor stretching from the outer system to Anshubur's orbit.

The cloud itself is stratified into cloud decks, categorized by density – a system first described by Master Navigator Jienra in 168. The upper decks, lying near the edge of the cloud, are ideal for harvesting. In contrast, dust runners often plunge into the denser lower decks – or even the Umbra, the cloud's shrouded, dangerous core.

TRAVEL IN GAHAND

Travel within the Gahand system is straightforward, so long as one remains outside the Cloud. The region beyond the vapor belt is mainly free of comets, meteoroids, and debris fields. No significant navigational hazards have been recorded beyond the Cloud, and the inner system holds only a few celestial bodies orbiting the crimson glow of Gahand itself. The real challenge lies in crossing the Gahand Cloud. Gas storms and dense protrusions routinely detach from it, drifting unpredictably in ways that defy orbital logic and even the most precise Navigator forecasts.

While travel to the galactic north or south (above or below the ecliptic) is technically possible, most crews avoid straying far from the system plane. Tradition – and tales of Old Horizon djinni – keep ships clinging to the relative safety of the ecliptic.

Crossing the Cloud is best done with specialized harvesters, whose scoop systems can stabilize passage by collecting dense gases along the outer lanes. Guided passage through the Charendra Miasma remains the safest known route. Even so, lone sloops – and occasionally even Greatships – have struggled against the volatile weather fronts and wave-like gas storms that move within the Cloud's churning layers.

PHENOMENA & DANGERS

A frontier system such as it is, Gahand is filled with dangers, but almost all of them are contained in the Cloud and the atmosphere of Anshubur. Ships, both harvesters and traders, are regularly lost in the fog of the Gahandan Cloud. Add to that the perpetual risk of the wreckers and skirmishes between Miners and Sharzads, and you have a volatile system, rife with conflict.

ETHER STORMS

The Cloud is infamous for its Ether Storms, one of the main reasons the area is so tricky to navigate. These storms are more common in the lower cloud decks but occasionally surge outward, much like the deadly Hadra micro-nebulas of the Old Horizon.

Ships caught in an Ether Storm are battered by ionized discharges and coated in ether liquid – a caustic, viscous substance that eats through hull plating, destroys sensors, and overloads systems. The only known countermeasures are scrubbing the hull – an essential and dangerous task for any hull guard in the Cloud – or reaching a neutralizing gas zone, which is easier said than done.

UMBRAVORES

The Gahand Cloud is not devoid of life, if you listen to superstitious harvester and dust runner crews plying its vapor trails. Large creatures are said to live in the deep cloud decks, close to the Umbra. Like small shuttles or harvesters, they follow in the wake of dust runner trails or skim along in front of them to scoop up particulate nutrients from the dust. They collide with ships as they are there for the same thing: valuable dust. The existence of such creatures is, of course, refuted by the intelligentsia of the Waystation and the scant teratologists of Ship City.

LOCATIONS IN GAHAND

Gahand is mostly devoid of larger colonies or outposts, except the waystation at the system's outskirts. Living upon ships, like explorers do along the Slipstream, is the most common habitation in the system. There are but a few outposts and places of interest in the system.



HAMMURABI WAYSTATION

The focal point of the system, orbiting itself and the star, is described on the next page.

MOURIR'S LANDING

Perched on the drifting moonlet Charda, Mourir's Landing is the system's only outpost within the Gahandan Cloud – a lonely speck orbiting near the Charendra Miasma. As Charda cuts through the vapor layers, the station serves as a waypoint for passing ships and harvester crews. A tall spar rises from the outpost into the haze, its tip lost in red mist. This structure is a beacon and navigational aid for vessels entering the Miasma from the Cloud's inner edge.

The colonists of Mourir's Landing survive through trade with travelers and small-scale extraction: mining gas and dust using excellent sails and trawl-kites extended into the surrounding turbulence. Currently, the outpost is held by miner akbar Mina Margool –but rumors swirl that a rival duster gang is gearing up to take control, putting the fragile settlement at risk.

ANSHUBUR OBSERVATORY

Floating above the opaque cloud cover of Anshubur is the planet's only permanent colony: a small, drifting observatory. It is headed by the eccentric Professor Gamda-din-Dougrou, a Coriolite scientist, of all things. His modest team, composed of a few doctoral students and technicians, maps the winding crags and deep ravines that pattern the planet's shrouded surface. Occasionally, they lower the station's buoyancy balloons to dip into the murk for direct sampling. More often, however, they rely on advanced sensor arrays provided by the Navigators to carry out their work from above.

OURAM'S CLOISTER

The Gahandan Cloud captures not only the imagination of artists, poets, and dreamers but also the devotion of the devout, or in this case, zealots. On the moon Amarha, a small sect has established a remote cloister, dedicated to worshiping what they call the God in the Clouds. The cloister maintains limited contact with the outside world, occasionally trading with passing sloops and small boats. Their offerings consist of hydroponically grown fruits, berries, and plants – each one, they claim, blessed by their god.

WRECKER LANE

In a spinward sector just beyond the reach of the Gahandan Cloud, a loose cluster of Wrecker ships drifts in orbit. Their location shifts from time to time, making them hard to track – but when spotted, they often appear in long, parallel formations, giving the formation its name: Wreckers Lane. It is the largest known Wrecker congregation outside Jumuah, acting as a base and staging ground for raids. The Auxiliary Patrol Fleet continues its efforts to locate and intercept the Lane, but with limited access to long-range vessels, the pursuit has been largely unsuccessful.

UMBRA MAJOR

The mythic lost planet hiding in the Gahand Cloud is foretold by anomalies in mathematical projections of the cloud, ramblings of dust-blinded first mates, and rumors spread by the Free Gahand proponents. It is said to be a planetoid, rivaling Anshubur itself with an atmosphere close to normal pressure for humans. According to the same rumors, it is covered by ruins of the lost Builders, untouched by ruin divers and explorers – ripe for the taking. Some say the Wreckers have a secret base at the hidden planet reached by a thin vapor bridge from the lower cloud decks.

HAMMURABI WAYSTATION

Hammurabi stands as a gleaming engineering marvel, a tribute to the long-lost Coriolis Station of the Old Horizon. Its white hull shimmers as Greatships, sloops, and harvesters approach the docking hub. The wayward poet Gourif Plou once called it “the spinning eye of the forgotten gods.”

MERKANTO DIN DOURI, AUTHOR OF THE TRAVEL GUIDE TO THE CHARTED SPHERE

Sitting at the nexus of the orbits of Gahand’s major celestial bodies, the Hammurabi Waystation is the natural hub of all interstellar travel departing Jumuah and Ship City. As the largest station of the Felkanter Slipstream, it works as both a lighthouse and the main port-of-call for Gahand.

HISTORY

Founded in 132, Hammurabi Station was the product of a massive undertaking – at the time, the most significant effort ever mounted by the Navigators Guild. Originally constructed as a crescent, the great wheel took over twenty years to complete. During that period, it was commonly referred to as Crescent Station by workers and early residents – a

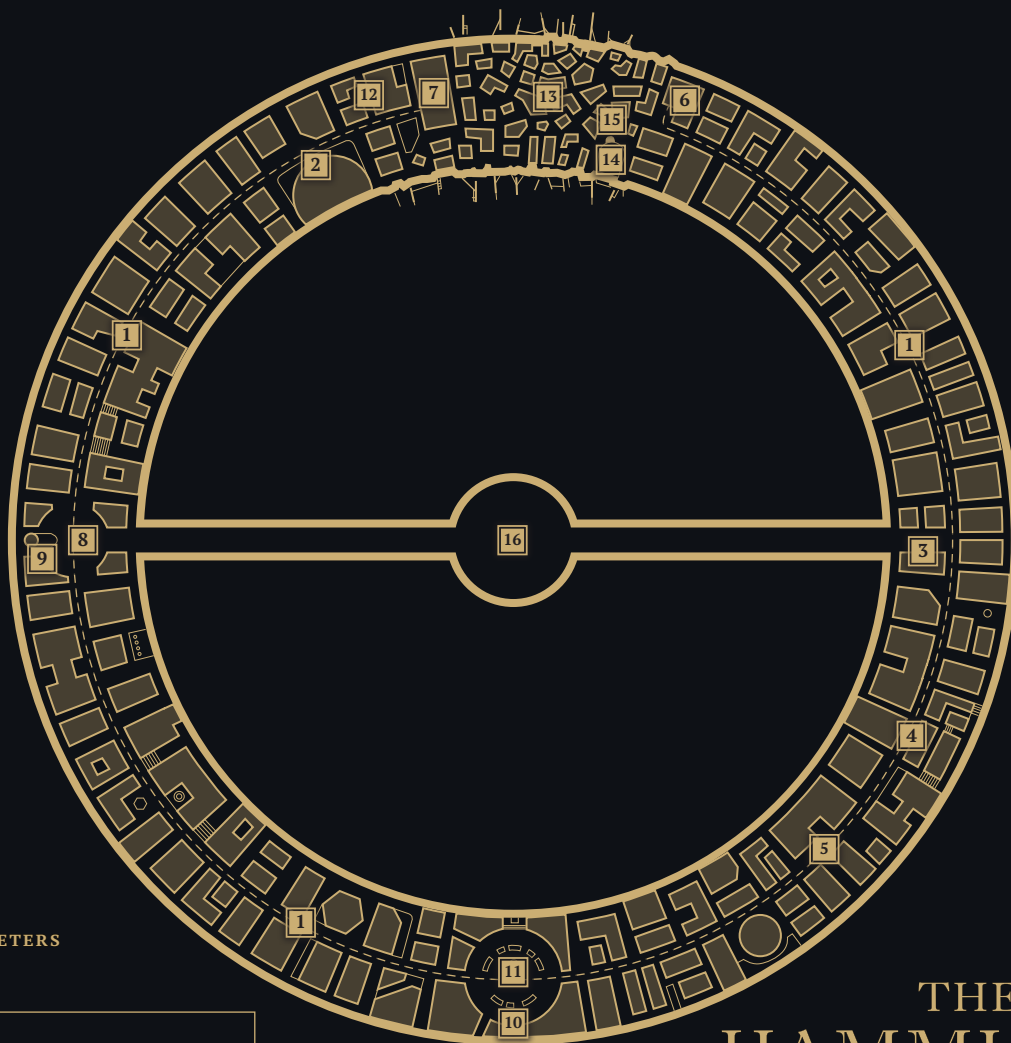
name still used today, especially among older generations and in the labor districts. The station was meant to echo the legendary Coriolis Station of the Old Horizon. However, as funding was redirected to other ventures, its design was scaled back – most notably, the central axis was never built, replaced by a more modest port structure.

As travel through the Gahand system increased and new Slipstream routes opened outward, wealth followed. The Anshubur Cloud and its resources soon attracted the attention of the Mining Combine and the Black Toad, acting through their proxy, the Sharzad Collective. Eventually, the system’s growing importance also drew in the Wreckers, pushed out from the overcrowded lanes of Jumuah – a threat to both the station and the crews passing through its orbit.

THE RING

Ring, wheel, or less flattering names – all refer to the station’s main body. The Crescent remains a favored term among the older generation, as a nod to the station’s unfinished beginnings. Some even argue Halmura

Bridge should be blown out and vented – so the station can begin again. The Ring contains Hammurabi’s residential and civic life; the hub serves only as a port and a docking facility.



50x50 METERS

- 1 MOSAIC BOULEVARD
- 2 SLIPSTREAM MOSAIC
- 3 ARRIVAL MOSAIC
- 4 FIRST MEAL MOSAIC
- 5 TAVERNA DISTRICT
- 6 NEARBY STATION
- 7 FARAWAY STATION
- 8 PLAZA OF ENDEAVOR
- 9 THE SHRINE OF T'MASSAS
- 10 CINNAMON PLAZA
- 11 THE IFOUMAR BAZAAR
- 12 THE MAVASSA
- 13 HALMURA
- 14 HIDDEN PLAZA
- 15 BOULEVARD TUNNEL
- 16 THE HUB AND PORT SAHUR

THE HAMMURABI WAYSTATION

WAYSTATION FACTS

- **Population:** 8,000 souls live on Hammurabi, mostly itinerant workers and ship crews.
- **Physical Data:** The station is a wheel with a diameter of 500 meters, with a total circumference of more than 3,000 meters. Two spokes radiate from the central circular hub, the port.
- **Calendar:** Ship City Standard.
- **Law and Order:** The Hamura Watch on station (except Halmura Bridge and Mavassa), and the Auxiliary Patrol Fleet in space.
- **Governance:** Governor Reeza Malfoumad, and the Merchant and Scientist Council.

MOSAIC BOULEVARD

Like a ring within the Ring, Mosaic Boulevard serves as the main thoroughfare of the station, circling the wheel except at Halmura Bridge. It teems with noise, movement, and life, rising multiple stories high beneath a canopy of ventilation pipes, suspended walkways, and makeshift bridges between the apartments above. In many stretches, the walls are adorned with colorful mosaics portraying iconic scenes from Diaspora history. Entire neighborhoods are named after these depictions, such as the tavernas around The First Meal mosaic, which shows the boarding crews sharing a meal in the cave halls that would one day become the Gardens of Ship City.

THE TRAM LINE

A rickety tramway runs in curves along the Mosaic Boulevard. It slowly traverses the ring from Halmura Bridge to the Mavassa district. Stops are sprinkled across the ring, but the tram goes so slow that it's possible to board and get off it on the run. At the two spoke plazas, Nearby and Faraway, it stops to load cargo on the open bogey running behind every tram, servicing all the small shops, tavernas, and cantinas along the boulevard.

THE SHRINE OF T'MASSAS

At the Plaza of Endeavor, where mosaics flow across the plaza floor, the station's only temple stands: the Shrine of T'Massas, clinging to the tilework like a barnacle on a ship's hull. The structure rests on nine pillars beneath a domed sphere, its interior gilded with gold inlays depicting the Charted Sphere. Outside, terracotta-colored metallic tiles cover the dome, smudged by a small troop of macaque monkeys that have made it their home.

The Shrine is open to all spirits and progenitors. Small altars dot the mosaic under the dome, with the largest honoring Master Mohara-Quas, founder and protective spirit of the station. Other popular altars include Maleman's, where miners and dust runners leave offerings before missions, and The Demitra Podium, a gracefully curved structure where hopeful parents pray to the fertility spirit. Even the unmarked altars overflow with tokens, notes, and flowers – later gathered by the Shrine's celibate keepers from the adjacent monastery.

CINNAMON PLAZA

The largest plaza on the station is opposite the Halmura Bridge. Somewhat illogical in its location, as far away from the spokes as possible, it houses the station's biggest market,

JIRIMAN'S TAVERNA

Tucked between two mosaic-covered walls at the mouth of Glutton's Alleyway, Mimoros Jiriman's taverna is a cozy, crowded staple of the station's food scene. The alley beyond winds into a district packed with cantinas, bars, and street vendors – but Jiriman's remains the heart of it all. The menu features dishes from across the Hammurabi arm, with local ingredients like multi-colored oyster shrooms, lion's mane, and gripping hand fungi. Skewed shish, savory vegetable curries, and pickled cuts on sourdough buns ensure something for every palate. Queues often spill onto Mosaic Boulevard, but regulars will tell you – it's always worth the wait.

the Ifoumar Bazaar. Here, hydroponic produce such as cabbages, beets, and green water lily spinach is sold with spices like cinnamon, dust pepper, and rock and sea salts from the Hammurabi Arm. At the periphery of the bazaar, vendors and hagglers shout out their more technological wares, such as mining and delving equipment, tools, and repair instruments, at Grease Pit Alley. Most visiting Machinist guilders pass this part of the station when visiting. The Gardeners' local branch has a wondrous greenhouse in the adjacent Ardakhad District, spinwards of the plaza.

THE MAVASSA

The Mavassa creeps up along the boulevard near the spinward end of the Crescent, just before Halmura Bridge. A dense knot of staircases, alleyways, and passages leads into this chaotic and vibrant entertainment district. Hanging bridges, balconies, and terraces overflow with revelers. Street performers of scrappy theater crews compete for attention with the pulsing rhythms of nearby dancing parlors, where glittering lights and sequined dancers beckon behind open doorways.

Along the winding Stairway to the Sphere, the jarkava poet-prophets chant visions and riddles in erratic meter, pausing for hours in trance or silence before resuming their meditations on the future of the Lost Horizon. Oshana Uke, the most famous among them, left Hammurabi long ago for Ship City, where jarkava now thrives, but her many followers still perform here.

HALMURA BRIDGE

The station's slum quarter, Halmura Bridge, takes its name from being the final segment of the wheel constructed, the section that "bridged" the closing of the original Crescent. By then, funding had run dry, and this part of the station was left unfinished – little more than a hollow honeycomb of girders and bulkheads, with the future Mosaic Boulevard threading through its core.

No plans were made for habitation, but as the station's population swelled, Halmura Bridge became a refuge for the poorest colonists, outcast crews, and those with nowhere else to go. Over time, they built makeshift homes and enclaves within the skeletal mesh, gradually claiming the inner structure. These self-made communities blend into the tail end of the Mavassa and the beginning of the Boulevard, forming a chaotic but enduring part of station life.

HIDDEN PLAZA

The Hidden Plaza is right in the middle of the district, more like a broad balcony around the orifice in the middle, leading down to the Boulevard tunnel. Shadow merchants, Sharzad operatives, and beggars mix in the crowds of visitors and

locals, haggling over leftover produce, drugs, and illegal goods. At the Spinward Balcony, crime boss and Sharzad captain Hadjar Houda holds court beneath multicolored electric lanterns strung between rusted rails and cracked pillars. Those seeking forbidden favors or illegal services know to come here, just as those who have crossed Houda know to fear it and avoid it. For those who fall out of Houda's favor, the drop into the Boulevard Tunnel below is as final as it is silent.

BOULEVARD TUNNEL

Originally intended to complete the ring tramway, the Boulevard Tunnel was never finished. Now, its gaping black mouth opens into the Halmura Bridge district, buried beneath the sprawl of the Mavassa and the cramped coffin apartments of the Mining Combine. Only dripping pipes, wheezing vents, and the occasional forgotten beggar remain here. The air carries the constant creak of aging bulkheads and the low grind of unseen machinery. Rumors persist of disappearances – beggars and criminals vanishing into the dark. Some whisper of flesh-eating djinni. Others speak of worse: abominations from the Great Dark dwelling in the tunnel's depths.

THE HUB

At the center of Hammurabi Station sits the Hub, a gray puck-shaped structure littered with openings, extension cranes and gantries, and a few orbiting buoys extending to the north and south of the station. Two round spokes extend from the Hub towards the ring, with the text Hammurabi and Station emblazoned on each side in beautiful calligraphic text along the Navigators Guild symbol.

PORT SAHUR

The inner part of the Hub consists of a large oval hangar with docking bays all around the rim. Dock extensions, boarding tunnels, and smaller cranes criss-cross the crowded space where small tug shuttles and exo-suited bay

workers – nicknamed rig monkeys – move cargo between vessels and bays.

All is overseen by the port master, Gilyana, and her heirloom, the eccentric relic, a so-called intelligence from before the Diaspora, self-named "The Propellant." The intelligence controls the airwaves in the hub, always directing the cargo handlers and lifters in the port with an annoying voice.

The whole Hub is kept at zero-G to facilitate easy loading of the arriving ships. Inside are cargo holds and corridors with gravity lifters, locking cargo in place as they shuffle it between the port and the spoke elevators. The inner loading is handled by the merchant companists, always at odds with the rig monkeys. The two groups have to work together, but don't have to like each other. Scuffles between them happen regularly.

LAW & CRIME

The Hamura Watch maintains order aboard Hammurabi Station – at least in the districts where order still holds. Their presence is rare in areas like Halmura Bridge or the deeper alleys of the Mavassa. Most merchants and ship crews

know better than to rely on the Watch alone; they carry their own law, backed by fusillard guns and loyal guards.

Halmura Bridge technically belongs to no one, but it answers to the Sharzads in practice, with Hadjar Houda

currently holding control. His justice is swift and unforgiving. In Port Sahur, authority is a messy balance between the rig monkeys, the merchant companists, and the Auxiliary Patrol Fleet. In truth, it's the Port Master who enforces order, with or without their help.

Crime is common, though mostly low-level – petty theft, shop break-ins, pickpocketing. But in Halmura Bridge, things change. No one ventures there unarmed or without Sharzad's blessing. Some say the Wreckers have embedded themselves deep within the station. Whispers tell of infiltrators among the rig monkeys, the port officials, and even within the Auxiliary Patrol Fleet, whose sluggish emergency responses have raised more than a few eyebrows.

FREE GAHAND

The self-proclaimed rebels of the system, the Free Gahand movement, have grown bolder in recent months. What began as harmless pamphleteering – scraps of printed slogans plastered across bulkheads – was dismissed by most as a nuisance. But their recent turn to public satire has drawn more attention.

Caricatures of Merchant and Scientist Council officials now adorn station walls and mosaics, turning thoroughfares

into galleries of mockery. Many residents have seen it as an artist's protest rather than a political uprising. The most infamous image – Master Astronomist Hegrom Mustaf depicted with an exaggeratedly small chin – has circulated widely, much to his public irritation. But not all actions have been met with amusement. The brief kidnapping of a Patrol Fleet sailor, later found beaten and barely alive, marked a shift in tone. Whispers on the station suggest the rebels are escalating.

THE SHARZAD COLLECTIVE

A constant source of rumors and speculation, whether the Sharzad Collective is an offshoot of the Black Toad or an independent faction remains uncertain. What is clear is that it operates as a loose network of dust-runners, smugglers, and rebels, united under the leadership of the so-called Captains of Sharzad.

Recently, Sindhra Harbatha – a captain of the Sharzad – has become more visible, engaging openly with station authorities and pressing the governor for docking concessions and protections for Collective ships. She has also sided with the Free Gahand movement, advocating against Ship City control of the station.

NINHULAM

“Oh, Ninhulam, the promise.

Oh, Ninhulam, the beautiful.

Oh, Ninhulam, the jungle deep

On Ninhulam – crawling death beneath the leaves”

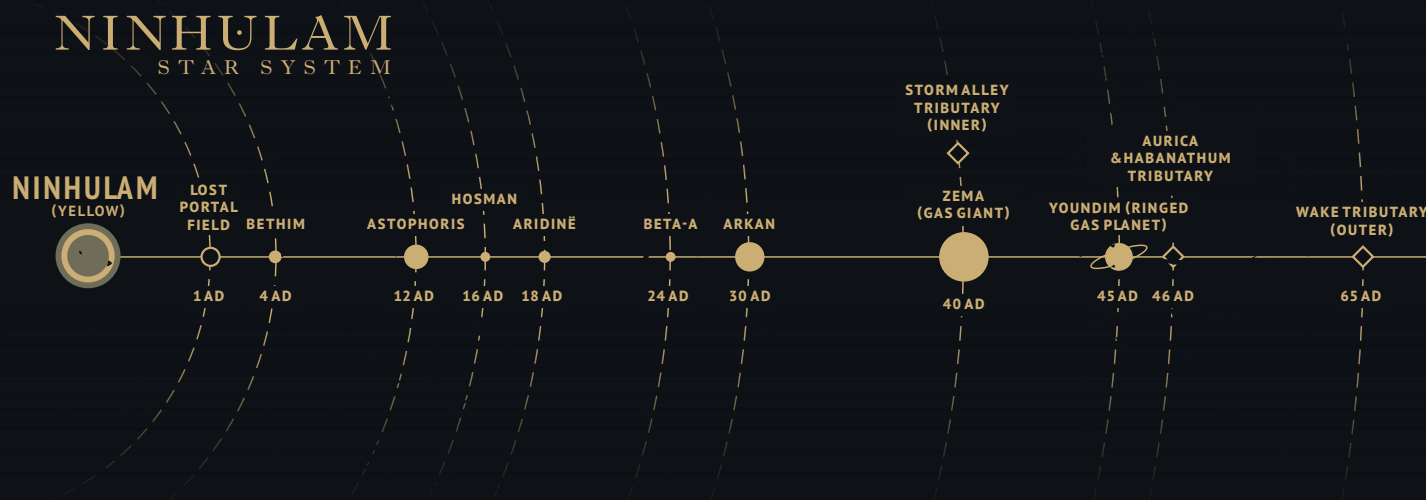
UNKNOWN AUTHOR

The dream of a new home for the Diaspora died in Ninhulam. The promise of a breathable atmosphere, endless jungles, and even a brine sea sparked hope among eager colonists. Many died. Few returned. But some remain, determined to create some sort of home here.

THE NINHULAM SYSTEM

Like the lost Sol of Ardha, Ninhulam burns bright, yellow, steady, and life-giving to its system. Eight planets orbit its warmth, accompanied by a scattering of asteroids

and drifting meteoroids. The second celestial body from the star is the green world of Astophoris, a planet often compared to the lost Kua. A mighty world of vast jungle forests, towering mountains, and the Big Brine – a planet-spanning ocean – Astophoris has long captivated imaginations. It has been the subject of countless zinti novels, portraying the heroic yet tragic fate of its would-be colonizers.



CONFLICTS IN NINHULAM

Rumors still circulate about what happened on Astophoris after the early colonization attempts ended in bloodshed and plague. Officially, the planet was abandoned, being deemed too dangerous, too unpredictable. But spacer talk suggests otherwise. Some say splinter groups within the Gardeners Guild never gave up on the lush world and secretly sent missions into the planet's teeming forests.

If true, the Guild did not sanction these efforts, especially after the infamous Jabron Incident in 164. A virulent jungle mold infiltrated the transit vessel *Vixen Vourt*, consuming its interior, including priceless Old Horizon electronics, the ship's mainframe, and the entire crew. Under orders from the captain of a Greatship in orbit, a nearby mining platform launched an asteroid to intercept. *Vixen Vourt* was destroyed mid-descent, taking its secrets with it.

THE NON-COLONIZATION CLAUSE

Following the incident, and the deaths of so many would-be colonists in the jungles of Astophoris, the rulers of Ship City declared the planet off-limits. This decision was acceptable to the Navigators, who had already found their own prize on Arkan in the outer system, but it was poorly received by the general populace – especially among Gardeners still dreaming of new forests and flora to explore. The Non-Colonization Clause, written in 165, states that “no entity or group, sovereign or free, may land on the surface of Astophoris.”

It is now an open secret that the Gardeners have not accepted the clause. Unauthorized colonization efforts have taken place, and the occasional appearance of exotic flora and unusually well-grown produce in Ship City's markets tells the same story. The Gardeners Guild denies

any involvement, instead blaming the insidious Toads for the influx of black market vegetables and spices.

THE MNEMONIC STRIFE

The deep, cavernous lakes of Arkan were discovered by a geological surveyor in 178 and quickly became as infamous as the jungles of Astophoris. Rich in biomass and coated in uniform algal growth, the lakes span a network of submerged and subterranean caves. The so-called Arkan Spores have shown remarkable pharmacological effects – antibiotic, antifungal, and possibly even memory-enhancing properties believed to slow cognitive aging.

The Navigators Guild moved swiftly, annexing the caves and establishing the research outpost Sinbar Zour, which soon expanded into a chain of sites labeled SZ-2 through SZ-6. Laboratories there continue refining the spores into medical and metabolic compounds. An amendment to the Non-Colonization Clause allowed limited development under the condition of “non-sustainable outposts,” accessible only to official Guild parties. But this legal boundary has only deepened tensions.

The Gardeners Guild, who claim all biologically-derived research as their domain, responded by establishing their own station, Tasmur. From the beginning, the outpost has suffered unexplained system failures and damaged equipment – sabotage, the Gardeners insist. Accusations have flown both ways. Skirmishes between research crews have broken out in the caves. Shared routes are now patrolled. Supplies go missing. Data is tampered with. What was once a scientific rivalry has begun to resemble a cold war.

Meanwhile, rumors from Ship City speak of hidden Toad outposts operating deep in the flooded caverns, of unauthorized baths in spore-rich waters, and of people returning changed – claiming new memories, enhanced perception, and, in some cases, speaking languages they never learned.

TRAVEL IN NINHULAM

Space in Ninhulam is largely clear. Apart from the Nefiti Veil – a mild navigational nuisance more than a true hazard – there are no asteroid belts or major debris fields, making system navigation straightforward.

Five Slipstream tributaries enter the system, as Ninhulam lies at the crossroads between Gahand, Auriga, and Habanatum. Exiting the system, however, can be tricky for those unfamiliar with higher-order Slipstream algebra. From Gahand, navigators face two options: the Wake Tributary, safe but distant, drops Greatships a ponderous 20 AD from the outer system; or the Storm Alley, a volatile route that delivers ships just outside Arkan – but not always in one piece. The remaining tributaries from Auriga and Habanatum lie logically beyond the system's Oort-like boundary, about 40 AD out.

Planetary travel is conducted by shuttles and rovers. During the initial colonization attempts on Astophoris, barges, scows, and even sail-powered skiffs were used to cross jungle rivers and the Big Brine. On Arkan, the cave lakes are traversed by modified shuttles outfitted as submersibles, equipped with reinforced hulls and bulkheads to survive the pressure and depth.

PHENOMENA & DANGERS

The dangers of Ninhulam are found mostly on its planetary surfaces. From hostile terrain to violent wildlife, few places in the system can be approached without caution.

CRIMSON MOLD

The mold that devoured the *Vixen Vourt* in 184, came from the river basin of Khera Reach in the northern hemisphere of Astophoris. At first glance, it resembled any standard mold known to threaten hydroponics, life-support systems, or cave farming. But this strain was crimson red and spread with alarming speed. The Gardener biologist on the *Vixen* had encountered the mold as a covering on the mauve and black leaves of the jungle. Curiously, the plants showed no signs of harm – in fact, they seemed to thrive with the fungus present. On the contrary when affecting humans, it leads to sniffles, followed by coughing, a mild fever – then a sudden

escalation to bleeding lungs and suffocation. Strangely, the same effect seems to befall circuitry, starting with glitches leading to a crescendo in total system shutdown within a few hours. Rumors persist that a cure was developed aboard the *Vixen*. No one survived the asteroid strike, but some believe the cure might still be hidden somewhere in the wreck.

KHAR SAURIANS

The jungles and rainforests of Astophoris teem with life, mostly dangerous and averse to humans. The bigger animals of the planet are a type of saurians, posthumously named after the attributed discoverer, chief biologist Youssor Khar. They range from rodent-sized to huge ponderous beings, large as a rover train. There are of course predators among them, from pack hunters to apex killers and even flying kinds.

THE NEFITI VEIL

The Veil is an amorphous cloud of static particles that drifts through the Ninhulam system, both through space and in the atmospheres of planets. First documented by early explorers as a faint nebula near Arkan's orbit, it earned its name after engulfing the Nefiti outpost on Aridinë, causing widespread system failures in life support, mining rigs, and other systems.

The cloud is presumed to consist of electrically charged dust particles that interfere with electronics and circuitry. Astromantists and algebraists have posited a theory that this is in fact incorrect, and that the Veil is an autonomous nano-particle cloud or even a spaceborne variant of the Arkan Spores. So far this has not been proven, or refuted for that matter.

LOCATIONS IN NINHULAM

As with its dangers, most activity in the Ninhulam system is concentrated on the planets. Unauthorized outposts are largely rumored to exist on Astophoris and are a confirmed reality on Arkan.

NEKO VALE

Hidden deep within a crag on the rocky surface of Aridinë lies the small mining outpost Neko Vale. Sheltered from the planet's turbulent winds, the site was chosen for its proximity to metal-rich strata beneath the surface. The outpost is operated by an unusual partnership between the Mining Combine and the Coriolite family Nestera – a collaboration that has raised more than a few eyebrows. Officially, the operation focuses on mineral extraction. But some suspect the partnership hides a deeper motive, something older, buried beneath Aridinë's crust.

Access to Neko Vale is limited. A series of slow, rattling elevators cling to the cliff face, connecting the colony to the landing platforms high above. The entire settlement lies in near-perpetual shadow, untouched by the planet's fleeting sunlight.

THE NINHULAM ARCHIVE

A reason to travel to Ninhulam is the presence of the Ninhulam Archive, a vast repository of Builder artifacts and written knowledge located on the surface of Arkan. Much like the library stations of Jumuah, the Archive exists to safeguard both the home system and its inhabitants from dangerous machines, devices, and ideas – at least according to the Navigators Guild, which tightly controls access.

The facility itself is a cluster of brutalist concrete hangars, half-buried in the regolith of Arkan's atmosphere-less surface. Its remote location is defended by a battery of ship-deterrent cannons and reinforced by the planet's natural isolation.

Access is tightly regulated. Historians, algebraists, or artifact explorers must first apply to the Navigators Guild on Ship City and obtain a handwritten, officially stamped letter of recommendation. This document must then be presented to the station chief, Mourgan din Dour.

FIVE ORCHARDS COLONY

The one colony rumored to still exist on Astophoris is the Five Orchards – a large, fortified settlement that was officially meant to be decommissioned following the signing

of the Non-Colonization Clause. Instead, according to persistent rumors, the colony was relocated by the Gardener colonists who refused to abandon it.

The exo-botanists stationed there have not been heard from since, fueling speculation and gossip about their fate. One of the colony's founders was the renowned Ariklia Couyer, famous for her unmatched skill with coiler rifles and tranq guns used to subdue hostile fauna. Many believe that if anyone could keep a colony alive in the deadly jungles of Astophoris, it would be her.

THE BIG BRINE

The Circumferent Ocean of Astophoris – commonly called the Big Brine – is the planet's only, but vast, ocean. Fed by countless jungle rivers, its shores are lined with massive deltas and mangrove-like swamps. The sea is filled with large kelp-like forests as well as critters of unknown nature.

Dead center in the widest part of the ocean is a small archipelago of jungle-covered volcanic islands, called the Rhomboid Cluster due to their regular spacing and shapes. No colonies or outposts were ever built on the islands, and to this day they are but a cartographic anomaly. A group of algebraists has proposed an expedition to the isles, but this was stopped due to the Clause, at least officially.

AURIGA

“Gentle swirls of green-turquoise gas envelop our ship as we approach the ruin artifact, designated UMA-1. Sensors are pinging – composition's shifting. Temperature's rising... it's going plasma...”

LAST ENTRY IN LOG OF THE SCOUT SHIP ERDEMA

One could argue that Auriga has more in common with a heated nebula than a regular star system. The gas clouds enshrouding the system are so dense that, in some regions, visibility drops to near zero and ships drift as if submerged. That is, if they survive the violent plasma storms that rip through the system, making it effectively uninhabitable.

THE AURIGA SYSTEM

Yellow and warming Auriga rests in the depths of the gas clouds. Its primary, as it is in fact a binary system, is Auriga itself. The secondary star, Zubi, is much smaller and travels an eccentric orbit, leaving its sibling behind to return every few hundred years, the exact timing of which is an ongoing argument between algebraists. The human activity in the system is concentrated around the gas giant Sabitum, where ships can find shelter from the dangers of surging plasma storms.

AURIGA STAR SYSTEM

AURIGA
(YELLOW)

LOST
PORTAL
FIELD

CHANT

LOST
WARRIORS
CLOUD

TROJAN
ICEBERGS

SABITUM
(GAS GIANT)

WAYWARD
DELTA TO
GAHAND &
NINHULAM

1 AD

10 AD

20 AD

28 AD

31 AD

33 AD

ZUBI

CONFLICTS IN AURIGA

One would think the plasma storms that regularly burn everything to a crisp would be enough of a threat to explorers and miners combined. Alas, where there are chances of riches and future prosperity, there is absolute probability of strife. And to survive the storms one has to cluster in the only safe spot in the shadow of the gas giant Sabitum, the Umbra Funnel. Some harvesting crews brag to have survived in the embrace of the Lost Warriors cluster but that is up for debate.

THE UMBRA FUNNEL

When plasma storms surge across the Auriga system, the only true refuge is the Umbra Funnel – a shielded corridor that lies in the orbital and gravitational shadow of the gas giant Sabitum. This volume overlaps with the giant's inner rings and the chaotic orbits of its many moons and drifting debris, making it a zone of both shelter and risk. During heavy storms, most permanent mining and harvesting vessels withdraw to the Funnel. Its high concentrations of ionized ovanium vapor – preserved here while destroyed elsewhere in the system – make it a prime harvesting ground. But space is limited, and competition is fierce. Conflict is inevitable.

The Free Harvesters, led by Captain Seera Shamoun, claim the Funnel by seniority, citing years of surviving without aid from Ship City or the Guilds. Others, especially newly arrived free miners, challenge this claim – leading to regular tension, close-proximity flybys, and the occasional accident.

The Auriga Consortium, a corporate arm of the Mining Combine, remains a dominant, if controversial, presence. Operating from Gas Extraction Rig 14, the Consortium deploys its own fleet to the Funnel as soon as conditions allow. Though officially sanctioned, their aggressive resource claims and deep pockets often create friction with independent crews. In one notorious incident in 182, the Consortium-affiliated harvester *Gecko Launch* strayed too close and crushed a free miner's shuttle, killing several of its crew. The resulting outrage led to the arrest and dismissal of its captain, Harmuk Khantar, but did little to ease tensions.

As the gas weather clears and ships scatter in search of better ore and streams, the pressure eases. But the Funnel remains a flashpoint of survival, rivalry, and fragile coexistence.

DELTA WRECKERS

A small group of wreckers have made a home where the Slipstream undulates and fractures into the Wayward Delta. Operating from a hidden base, they scour the outer edges of the system, searching for derelicts cast out from the system's turbulent core. But salvage is sparse – and often little more than scorched debris. Recently they have been attacking arriving Greatships. Not in hope of securing the whole ship, but rather to harvest docked shuttles, and smaller ships or just hull plating and external circuitry.

TRAVEL IN AURIGA

Similar to Gahand, the Auriga system is hostile to regular ship travel. Constant gas friction and plasma pockets make navigating within Sabitum's orbit prohibitively dangerous for most vessels. However, staying within the gas giant's outer rings is manageable, as the atmosphere thins before the cloud deck proper.

Harvesters equipped with scoops navigate without issue, provided they align with the local gas streams or lanes. Shuttles, particularly those with aerodynamic features like wings, fins, or vanes, can also maneuver effectively through the nebula, riding pressure gradients with relative ease. Larger ships face greater challenges. They require near-constant maintenance or the installation of a plasma shroud – a forward-facing deflection array designed to break up high-density gas flow and reduce hull abrasion.

Another method of traversal involves following the turbulence created by celestial bodies. Crews have learned to trail the wakes of objects like the Lost Warriors Cluster or solitary asteroids. Some even herd low-grade chondrites from Sabitum's rings ahead of their ships – reviving a technique once used by the asteroid wallahs of the Old Horizon.

PHENOMENA & DANGERS

The true dangers of Auriga lie in its volatile nebula. Handling the gas in its inert, cooled state is routine for most crews – but it's the plasma pockets, sudden storms, and violent surges that make survival the real challenge.

THE AURIGAN HAMSIN

Much like the scorching mountain winds of old legend, Auriga can release searing gusts – though on a stellar scale. On rare occasions, the star's surface erupts in multiple massive protuberances. When this happens, the surrounding gas can ignite, creating a plasma wall that radiates outward through the nebula.

This event, known as the Aurigan Hamsin, expands rapidly and can envelop vast regions of the system. The only viable options are to escape through the Slipstream, hide behind Sabitum, or flee into the Great Dark. Thankfully, these events are rare, and Auriga gives advance warning – if one knows how to read the star's shifting face.

CAULDRON OF FIRE

Gas pockets drifting through the nebula can combine and reach critical volatility, triggering sudden bursts of combustion into free-floating plasma. These cauldrons of fire can engulf a ship entirely or flare just ahead, forcing emergency evasive maneuvers. A direct hit can scorch hull plating, destroy external sensors, and burn through exposed circuits in moments.

PLASMA SPEAR

The most feared event in the system, bar the Hamsin, is the plasma spear. When small meteoroids, the size of a coin or fruit, pass through certain combinations of gas they can ignite, melt and become a spear of fusion plasma. A plasma spear can pierce a ship's hull in an instant. If it strikes a critical system or, worse, the reactor, it may mean the end of the vessel.



LOCATIONS IN AURIGA

The only permanent habitations in the system orbit Sabitum in one way or another. The system's general hostility has led to far fewer expeditions compared to others, and long-term exploration remains limited.

NIRGAL-B

One of the larger moons around Sabitum is Nirgal-B, sister moon to Nirgal-A. Nirgal-B is the one place where a normal, although not inert, atmosphere coats the whole moon. The atmosphere is highly toxic and acidic, but sustains some form of life in acid resistant algae growing on the bare cliffs of the surface. This did attract attention from miners and would-be explorers, but after a few failed attempts to mine the surface, no one returned.

Adding to the moon's strangeness, Nirgal-B periodically dips into Sabitum's upper atmosphere, seemingly to replenish its acidic shroud. What happens during these passages remains unknown, but each time it reemerges, the surface appears scrubbed and renewed, as if purged.

HARVEST HOME

The ruling party in the system is a small group of affiliated sky miners calling themselves the Free Harvesters. Using old ships and shuttles as makeshift habitats, they've established a permanent haven on a cluster of herded rocks called Harvest Home. The rocks are orbitally locked, always facing Sabitum and positioned right in the middle of the Umbra Funnel.



The group is led by the draconian captain Seera Shamoun of the harvester *Girham's Gambit*, which is more or less permanently parked on the surface of a large rock. Her leadership isn't the easiest but she has made a point of stressing that her choices have led to the survival of the whole settlement. The only problem is the other ships that intrude on the Forgotten Harvesters turf, i.e. the Umbra Funnel.

THE TROJAN ICEBERGS

Outside the bubbling kettle of gas, where the Great Dark stretches its icy fingers towards the sun, rests a small cluster of ice planetoids. They break orbital mechanics by

always staying in the same sector of Auriga, not orbiting, but rather aligning themselves like a Trojan cluster some sixty degrees ahead of the Wayward Delta. The first surveyors of the system marveled at the hugeness of these ice asteroids, which can approach the size of small planets. They sent a small contingent to map the cluster. The first reports came back, describing vast tundras and tunnels and cave systems worming through the ice. But then they went silent, until a final transmission with heavy interference ending in "overrun... mercy..." Since then no one has ever ventured close to the Trojans.

HABANATUM

Grown immense enough to devour its child stars, Habanatum then collapsed – reversing into its fickle white form, where it now rests. Flickers of waves and graviton still escape it regularly, sending its tale to those who listen.

FROM THE ESSAY "THE DESTROYER" BY FIRST ALGEBRAIST SIMIAN KAVUL

Desolate, dark, and empty – Habanatum might as well be part of the Great Dark. It lies at the farthest reach of the Gahand Arm, where three massive Slipstreams taper into sluggish, dying tributaries. Beyond them, there is nothing – only the flat drift of slow space, extending farther than sensors can measure. The star's pale flicker reflects dimly in the crystals of the Aragalshu Belt, a vast field of ice and stone just short of where the Slipstream ends.

THE HABANATUM SYSTEM

The system is mostly empty with a white neutron star at its center. The previous expansion and the residual gravitational waves have obliterated any planets that might once have been found here and even vaporized gas giants, sending their atmospheres into the dark void. What's left of the crystal cores has become a gigantic belt of crystals and ice at the far end of the system. The inner system is empty but for gravel, dust, the occasional black birr and a few clusters of larger rock chunks.

CONFLICTS IN HABANATUM

In spite of its emptiness, Habanatum is not uninhabited. Like fireflies are drawn to a flickering flame, the strange and the fervent are pulled into its silence. Prophets, exiles

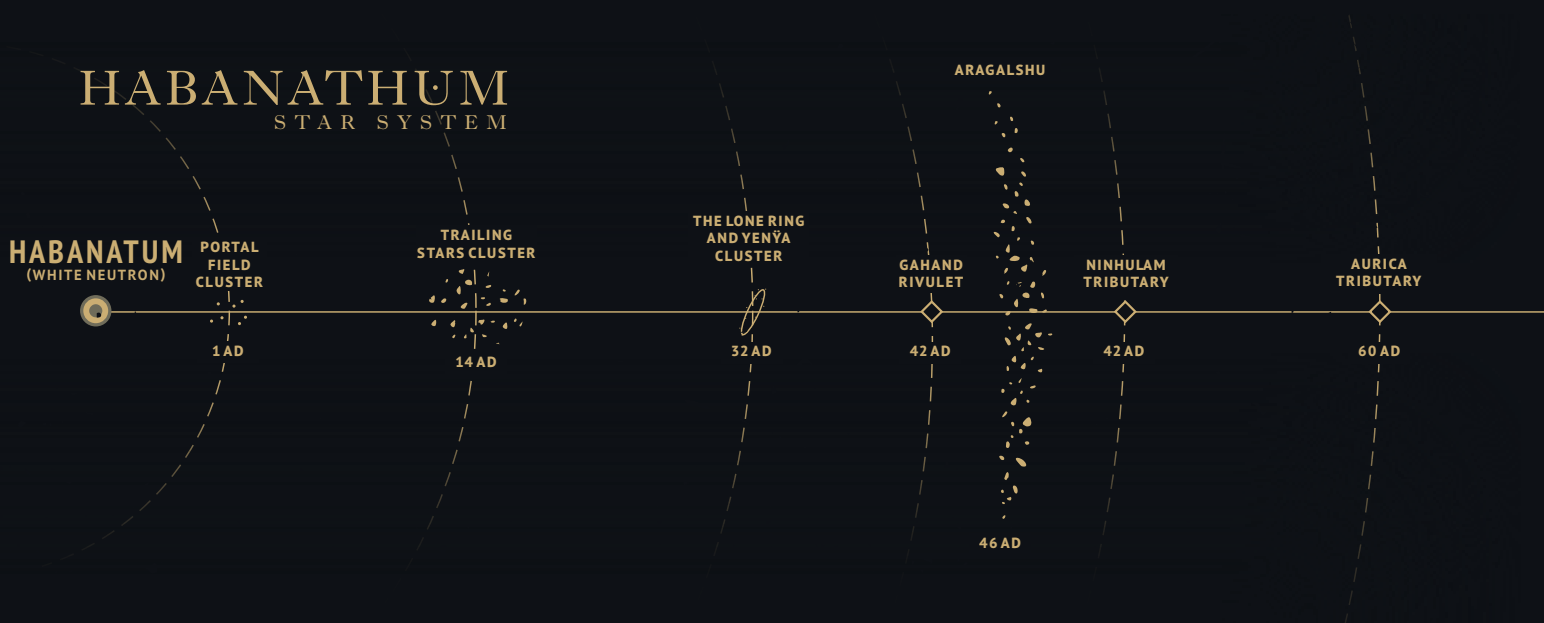
clinging to lost causes, and end-time believers drift among the Aragalshu, seeking meaning – or an end.

THE PHILEMON PARADOX

Even though many cults came for the same reason – and often worship the same idea, imaginary deity, or worse – they rarely coexist peacefully. The largest among them, the Followers of the White Star, has experienced its share of internal schisms. Interpretation of the neutron pulses, believed to carry divine revelation, has led to countless prophecies, disputes, and, according to the cultists themselves, fallacies.

The most prominent of these was The Lucent Verse, a doctrinal divergence that split the cult in two. On one side, the Followers proper; on the other, the radical Luminous Way, led by the prophet Yhaa. Declaring all others heretical, the Luminous Way set out to eradicate both the Followers and any cult that refused to accept their path, offering conversion – or destruction.

Their campaign reached its peak with the massacre at Qharuda, a brutal attack that united rival cults, Guild forces, and free settlers against the Luminous Way. Yhaa was eventually captured and executed, effectively dismantling the sect's leadership. The remaining cult members disappeared or retreated into the depths of the Aragalshu Belt. Yet



even now, scattered settlements report sightings of white harvest shuttles gliding across the void, ships said to match those once flown by the Luminous Way.

The strife within the Followers of the White Star is just one example of how cults in Habanatum compete for dominance and belief. Historians and cultural savants of Ship City refer to this recurring cycle as the Philemon Paradox – a reference to the Old Horizon poem about a consuming religious love that leads, inevitably, to catastrophe.

THE KAIDL RAIDERS

The discovery of kaidl crystal in 181 led to a rapid increase of interest in the Habanatum system. Machinists, Navigators, the Mining Combine, Coriolites, and independent prospectors all moved in, hoping to exploit the resource. Settlements were established across the Aragalshu Belt, a now-abandoned Guild colony was founded on the moonlet Houroumura, and Greatships brought in harvesters, trawlers, and scoopers. But the crystal was harder to find than expected. As surface deposits ran dry, the initial rush slowed and eventually collapsed into a few scattered operations.

Not long after, the raids began. The first attack targeted the Mining Combine facility at the Sphone Maharum Deposits. Unknown ships breached the site and made off with its entire stockpile of kaidl. The attackers were never identified, and the crystals were never recovered. More settlements were hit in the months that followed. The culprits became known as the Kaidl Raiders.

Some believe the rise of the Raiders coincided too closely with the arrival of the Markanna Trawler – a massive extraction rig operated by the Machinists. Rumors suggest the Raiders aren’t operating alone, but are instead funneling stolen kaidl through the trawler to buyers in Ship City. Nothing has been proven, but the theory persists. In a system where mining has failed, piracy now dominates the kaidl trade.

TRAVEL IN HABANATHUM

Flying through a sandpit or a blizzard is what characterizes Habanatum space. Even the huge expanse of the empty system is filled with the gravel, dust and rocks of annihilated planets. The astromantics of the Navigators Guild claim that as many as ten planets were destroyed by the premature expansion of the star. The density of particles in space goes from sporadic to hail storm according to the experienced pilots and captains of the system.

Using extra prow shields and high resolution sensors is the best way to navigate the system or the previously used trails left by trawlers, ice breakers, and larger ships. The settlers keep a comprehensive map of the trails, routes and charts used, which can be bought at larger settlements, on the Markanna trawler, or in some cult monasteries. Old charts soon become obsolete as the gravel and dust take new paths through the system, as it is affected by Habanatum’s gravitic pulses.

PHENOMENA & DANGERS

The dangers of Habanatum originate from the star itself, either as a result of its previous destruction of the system or its still lingering pulses of a potpourri of waves, from radio to gamma and gravitic, or even stranger ones such as the Hymn Signal.

THE HYMN SIGNAL

Among the most unsettling rumors in Habanatum is talk of a strange transmission – a signal that suddenly floods sensors without warning. To most it is just chaotic sounds of static, but some claim they here something beautiful and even divine within the white noise. There are stories about ships that have changed course after receiving the signal, never to be heard from again. There's no official record of such events, but the rumors keep resurfacing – spacers warn each other to not listen too carefully to the void out there.

GRAVITIC RIFTS

Occasionally the star lets out powerful gravitic waves that surge through the system, shoveling dust and rocks aside, and boring tunnels right thru the Aragalshu. The '84 Tunnel is such a tunnel, slowly filling as the icebergs and rocks realign themselves. Sometimes the waves are powerful enough to rip through space itself, causing rifts across flat space. Smaller rifts feel like atmospheric turbulence but larger rifts can turn into solid walls or chasms in space. Some ships vanish entirely within these anomalies. For the Followers of the White Star, such a fate is not a tragedy, but a sacred calling – believed to be a final union with Habanatum's gravitic embrace.

THE TERROR

Among the drifting icebergs and snow clouds of the Aragalshu Belt, settlements whisper of a presence – something that moves through the void with silent intent. It has many names: The Ripper of Souls, Shizirim, but most often, simply The Terror. Whether myth or something born of the Great Dark, no one agrees. Cultists claim it is an avenger, drawn to punish the reckless mining of kaidl crystals. Others still believe that it is a rumor spread by the Kaidl Raiders to hide their own atrocities and robberies of distant settlements. All are in agreement that the Terror seems to visit places with new discoveries of the valuable crystal.

LOCATIONS IN HABANATUM

Civilization in Habanatum comes in two shapes: the rough settlements on larger rocky or icy asteroids, and the different temples, monasteries, or seclusions of the cults – both mainly in the Aragalshu. As it is the end system of the whole arm, the resupply runs are far apart and mainly directed at the Markanna Trawler and its ports of call.

THE MARKANNA TRAWLER

The Markanna Trawler is a late arrival to the system, entering Habanatum in 184. It was delivered in modular parts and assembled in a makeshift berth orbiting off the Slipstream Cruiser *Kuzada*, fully sanctioned by the Machinist Guild. Once completed, the trawler resembled less a starship and more a floating refinery – part space station, part machine of unknowable purpose.

Its exterior bristles with articulated maws, collection funnels, and layered piping, all feeding into the central kaidl extraction plant at its core. There, Head Machinist Geanna Zurvof personally oversees operations with characteristic precision. By-products from the process – unrefined ore, pure water ice, and trace helium – are sold to nearby settlements or stockpiled for shipment when one of the rare Greatships passes through.

To support trade, an old barge has been converted into a marketplace: the Silent Bazaar. It now serves as the central hub for miners, scavengers, and traders from across the system. Most passing Greatships dock here to resupply and perform repairs, making the Bazaar the system's center of civilization, however drifting and impermanent it may be. The trawler also operates *Silen*, a massive support barge nearly the size of a small Greatship, used for transport and offloading.

HERMITAGE OF THE WHITE STAR

Carved into the heart of an ice asteroid – shaped with the precision of a great Vault – the Followers of the White Star have established one of the most striking sites in the system. The outer surface has been polished clean of dust and debris to resemble the pale glow of Habanatum itself, an act some rival cults have condemned as blasphemy. Over time, the cult has reshaped the asteroid into a near-perfect sphere, its surface gleaming in the void.

Colossal pillars carved out of the ice flank the ceremonial entrance of the hermitage. It is used only for religious

processions and rituals; visitors, unless initiated into the cult, are never allowed inside. Instead, a fleet of ships, shuttles, and orbital pods surrounds the asteroid. Some are visibly armed – a warning, even though the Luminous Way is long gone.

High Prophet Araqas the Seer resides deep within the hermitage. He never appears in person but communicates through decrees, visions, and cryptic poems – sent out to his followers scattered across the Aragalshu Belt.

DAVOUD'S GAMBIT

Across the '84 Tunnel rests a formerly prosperous outpost. The prospectors of the Gambit have been mining and harvesting the kaidl in the rim of the Tunnel and adjacent regions for a few years now, and although they have been left alone by the Kaidl Route, and the alleged Terror, they are not content. The outpost has been divided into three rival families, all trying to get a larger share or more claims in the northern rim of the tunnel. As prospectors and surveyists from the Markanna Trawler have arrived, the tensions are reaching a new high. Will the Trawler change course and leave its current sector for the Tunnel?

TEMPLE OF LOSS

Riding a small asteroid in the outskirts of Aragalshu is the smallest temple of the system, a cube made of black hull plates in contrast against the dirty white of the asteroid. The temple has but one room, containing an effigy with a blank slate. What cult built it and to what purpose is unknown. Evidence shows that from time to time visitors dock with the rock and leave small offerings to whatever deity or spirit the temple honors.

THE LONE RINGS

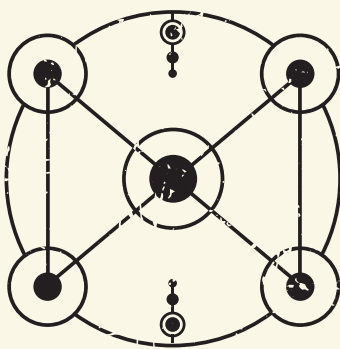
Baffling to astromancers, geologists, and Navigator algebraists alike, the Lone Rings are the remnants of a vanished planet once located in the mid-system. The planet itself is gone – now reduced to what is known as the Yen'ya Cluster – but its former rings still remain, orbiting a slowly dispersing core of rubble caught in the gravitic winds of Habanatum. Even a few moons continue to circle the ghost of the world that once held them, revolving around a focal point that no longer exists.

LIBRARY STATION 21

Despite its modest size, Station 21 serves as a research library for the Navigators Guild. Officially tasked with surveying and collecting artifacts and anomalous remnants across the system, it operates quietly on the fringe of official missions. Station master Hurus Goff-DenkI regularly dispatches students and junior scientists to nearby settlements in search of Builder shards or rumors of lost technology. More often than not, they end up in the Silent Bazaar, trading Guild credit and theory for strange goods of questionable origin.

MIN-MIRA-MAROUK

One of the stranger settlements or outposts of the system is the Coriolite station Min-Mira-Marouk. Drifting far from the Aragalshu, it doesn't seem to be a mining operation. And the station has more resemblance with an astrogation facility or observatory than a mining outpost. Its true purpose remains unclear. Records show no registered surveys or transmissions, and its crews rarely communicate with other stations. Whatever the Coriolites are doing out there, they keep it to themselves.





CHAPTER

2

THE SHIPS



Don't just stand there! Secure your suit to the prow holding and start scrubbing!

SECOND MATE GEORF DURING THE BARNACLE OUTBREAK IN 182

This chapter presents two very different Slipstream-capable ships in some detail. First, the Slipstream Cruiser *Akhandar*, a workhorse that has seen better days. She's not old, but she's been run to her limits and beyond. Tight corridors, duct-taped machines, and a crew more loyal to the vessel than the absent captain define her. The *Akhandar* is a small ship built on a tough frame and crewed by spacers who know her quirks and peculiarities as well as they do their own.

Then there's the *Rigel* – a giant Greatship, renewed in drydock and gleaming with capability. Prestigious,

beautiful, and mighty, the *Rigel* is everything *Akhandar* is not. Well managed, refurbished, and run by commanders and crew that do things by the book, it is a vessel that represents the very finest of Ship City's Expeditionary Fleet.

Together, the two ships carry the expedition's hopes – one like an aging scout with nothing left to prove, the other like a city reborn for a purpose. Each bears its own truths, ghosts, and crew of dedicated souls.

This chapter can be read by both the players and the Gamemaster.

THE AKHANDAR

The Slipstream Cruiser *Akhandar* has been run hard, and it shows. Her hull is scored from countless transits, and her systems creak not from age, but from being pushed past their limits too many times. Still, she flies. Her crew is an odd, stubborn mix, bound more by loyalty to the ship than to command. With a new coat of paint and a few key systems patched, the *Akhandar* might even pass for dependable again.

HISTORY

The *Akhandar* was part of an early initiative to build smaller, faster Greatships to expand the fleet's reach. The idea was to deploy convoys of agile vessels rather than rely solely on massive flagships. This type of Greatship was called a Slipstream Cruiser and was considered a cheaper and more flexible alternative to the original designs. The

concept worked as intended, but over time, large expeditions favored the stability and cohesion of single, centralized ships. The unpredictable nature of the Slipstream – with its signal interference and navigational hazards – made unified command on a single hull more appealing than managing dispersed flotillas.

Construction began in early 162 at the newly opened Felkanter Docks in the then-growing orbital harbor of Aluminum Bay. Misfortune struck early. A docker was killed when a hull plate shifted during a gravity test, a procedure later banned after the introduction of algebraic simulacra testing in 175. The ship's central core axis warped while lowering the reactor housing, delaying progress further. Then the master shipwright reportedly went mad. Some blamed a Blight-induced dream – unlikely, but the rumor stuck.

Over budget and behind schedule, the ship was finally named in 164. Following tradition, she took the name of a city in the Algot system of the Old Horizon. A newly appointed captain and an equally untested command crew took possession. At launch, the outer hull coating began to peel under vacuum exposure before the ship even cleared the dock – a final omen, some said, in a project haunted from the start.

PREVIOUS ASSIGNMENTS

The *Akhandar* completed only a handful of missions to the Far Colonies and Gahand Waystation before being gradually overshadowed by newer, faster Greatships and Slipstream Cruisers. But in her early years, she was seen as a symbol of innovation and adaptability. Her maiden voyage in 164 followed the newly charted Colony Tributary, a Slipstream corridor that terminated significantly closer to the Far Colonies than older routes. The new path cut nearly a week from the passage through flat space – a critical gain at a time when every saved day meant lower attrition, fresher cargo, and tighter contact with outposts on the edge.

By the late 170s, the fleet's focus had shifted toward high-volume, consolidated expeditions, and *Akhandar's* class fell out of favor. She was reassigned to secondary routes and support roles, her name fading from dispatches. Still, among her crew and those who served on her early voyages, she remained a ship with spirit – stubborn, quick to rattle, but always willing to fly.

NOTABLE INCIDENTS

After the unfortunate start of its construction, the *Akhandar* had a few notable incidents.

- **The Mirror Signal:** In 171, the *Akhandar* received a tight-beam transmission matching one of its logs, word-for-word, timestamped one hour into the future. The signal source was never identified, and the log it matched hadn't been recorded yet.
- **The Sealed Door:** During maintenance in 177, an internal access door on Deck 3 sealed without command input. It remained locked for three days, resisting all override attempts. When it finally opened, the tools left inside were corroded, and a thin layer of fine black dust covered every surface. No source for the dust was found.
- **The Barnacle Invasion:** On her trip to Hammurabi Waystation in Gahand, coinciding with the station's 50th anniversary in 182, she was beset with a most serious infestation of barnacles after passing a Blight Swell of Promontory Point, the false tributary mid-trip along the Felkanter Stream.

NOTABLE EXPEDITIONS

The *Akhandar* has seen little glory in her years of service, with only one expedition of real note.

- **The Quoros Palace Expedition:** Her most famous voyage was commissioned in 184, after her final Slipstream trip. Master Moska sent the Digeni crew of explorers to the Red Garden to investigate the Quoros Palace ruins.

CURRENT STATUS

Deemed obsolete and in need of a refit, the SSC *Akhandar* had its Slipstream turbines mothballed and has only plied flat space for the last decade. The turbines are still installed in the hope of future travel.

DESIGN & LAYOUT

The *Akhandar* was built around two design pillars: speed and compact volume. This made her much smaller than other Greatships of her time, with a newly developed Slipstream drive – the latest generation in the 160s. Like most ships of the '50s and '60s, she featured three large dorsal gravity funnels, a configuration later replaced by slimmer gravity sinks. Her elongated, rounded silhouette earned her the nickname "the courgette" among dock crews.

The interior reflected the same philosophy: spartan and efficient. Much of the ship's space was allocated to large cargo bays, hangars, and external docking ports. The *Akhandar* boasts twenty external anchor points – ten per side – each with a

dedicated cargo airlock connecting to the internal holds. Corridors were lower than in newer designs, forcing taller crew members to stoop, but the ship was well-connected by elevators and then-modern gravity shafts spanning its five decks.

In place of live plants to maintain shand (see sidebar), the crew areas – including corridors, the bridge, and the observatory – were decorated with geometric patterns etched in a faux-bronze finish. The effect was intended to evoke warmth and grounding, but the coating soon began to peel, giving the ship a tarnished look that never quite faded.

OVERVIEW

The *Akhandar* comprises five decks, with the lower three dedicated to engineering, maintenance, and cargo operations. Stairways, elevators, and several gravity shafts connect all decks. The upper two decks house the crew quarters, rising toward the ship's highest point – where the bridge and communications center sit perched above it all.

The main bridge is situated on the aft dorsal spine, with two auxiliary bridges – one in engineering, the other near the cargo bays. These secondary control points are usually unstaffed and activated only during docking, loading, or emergencies.

Externally, the ship's hull is cluttered with anchor points, ledges, cargo hatches, and sensor systems, ranging from traditional antennae to mussel-shaped flat discs. The *Akhandar* originally bore a full bronze finish, though most of it has faded. Only the forward arc is kept freshly maintained, part of an ongoing effort to ward off the bad luck that haunted the ship's early years.

SHIP LOCATIONS

The *Akhandar* was designed to enable extended journeys, prioritizing cargo handling and storage. With five decks crammed in its frame, space quickly became limited, especially in the living quarters.

ENGINEERING

Known informally as “the plumbing” by the rest of the crew, Engineering and Maintenance are wedged between the ship's outer hull and the massive cargo hold. The decks are narrow, noisy, and labyrinthine – more like oversized vent shafts than proper corridors. Steam hisses, pipes groan, and the hull creaks constantly. It's never truly quiet.

Chief Engineer Geeta Haspour presides over the section with unshakable authority. The area lacks ornamentation; no

THE SHAND CONCEPT

After the first expedition of the Great Jumuah, the engineers of Ship City realized that the instability of the Slipstream, in tandem with the corrupting influence of the Great Dark, threatened the crew's well-being. The Coriolite master ship architect Vlem D. Alamasy mir-Kua proposed a radical solution: shand. Meaning “fragments of the past,” the concept was to create a ship-wide environment that would anchor the crew in their humanity and the history of the Old Horizon. By adding plants, trees, and floral motifs, engineers sought to soften the harshness of space and make the ship feel like a living, breathing presence. Subsequent expeditions had far greater survival rates, and the concept of shand has since been integrated into the ship-building craft of Ship City. Nowadays, shand is considered to be many things. Every Master Engineer and every Greatship Captain has their interpretation, making for a wide variation of shipboard environments in the Expeditionary fleet.

effort has been made to paint or polish anything. Instead, the walls are covered in crew scribbles, doodles, and crude diagrams accumulated over years of service. Tools are scattered everywhere, organized in a way only the engineering crew understands. It may be chaos to outsiders, but here, it all works.

HOLDS & HANGARS

“What can't be stuck in the hold is taped to the outside,” is a saying of the Cargo workers. The cargo holds of the *Akhandar* are massive, with sectioned walls between them and the possibility of fast venting if necessary. They can be opened up to a long 50-meter vault, enough to swallow a smaller sloop or scout ship – although this requires the hold ports to be disassembled, including intervening struts. Cranes and gantries line the upper ceiling connecting to the maintenance deck, and spindly ladders, like ribs, lead down to the different levels and floors of the holds. The walls and floors can be sectioned off with hydraulics, cranes, and manpower to make different cargo compartments, including portable iris locks. The cargo rats, a self-acclaimed derivative of crane rats, are the rulers of the cargo section, led by the twins and foremen Yahoud and Gerber.

AKHANDER

REGISTRY:

SSC AKHANDER

SHIP ARCHITECT:

SHIPWRIGHT:

FERVID GHARAMANTAN

TONNAGE:

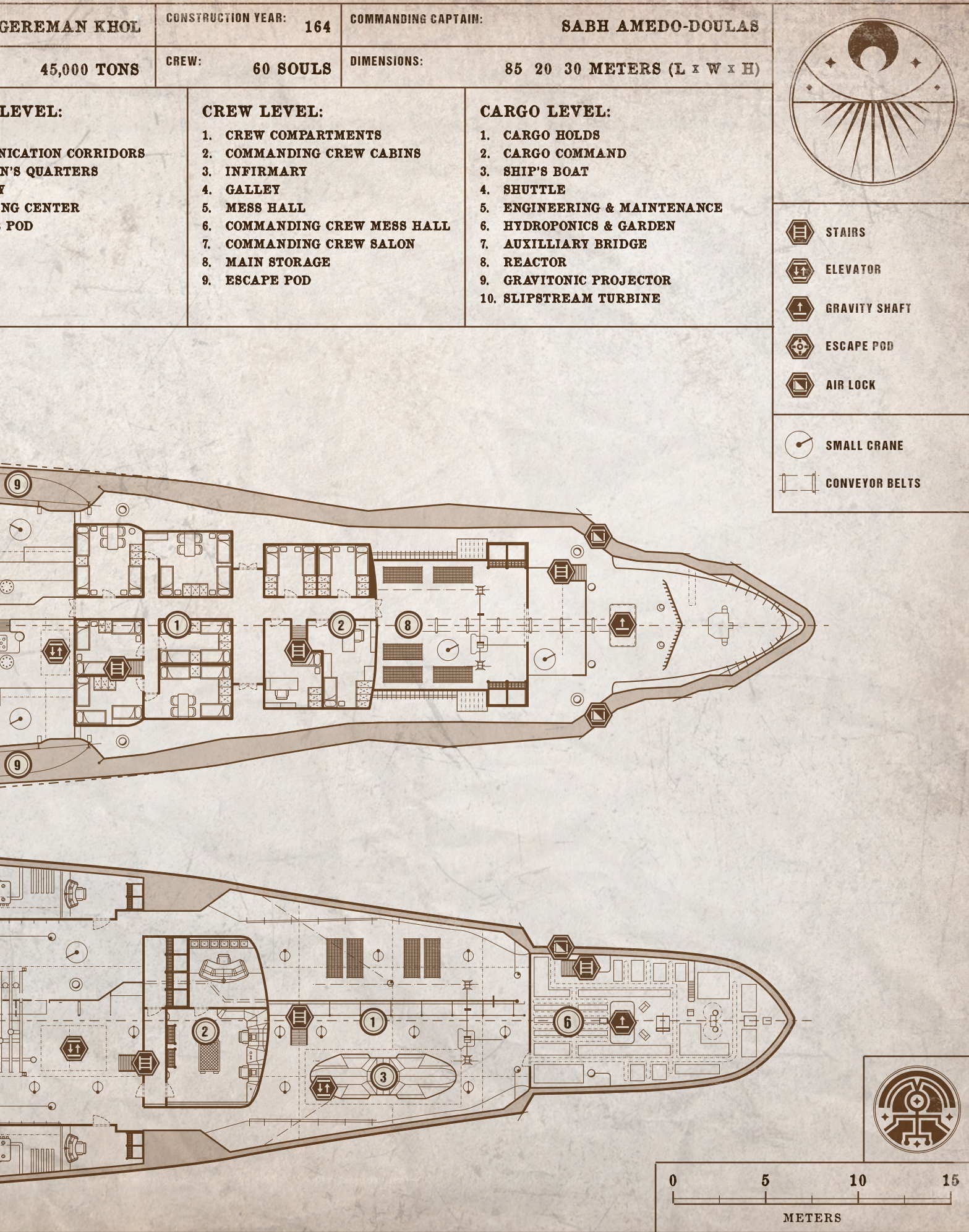
BRIDGE

1. BRIDGE
2. COMMUNIC
3. CAPTAIN
4. ARMORY
5. SCANNING
6. ESCAPE

BRIDGE LEVEL

CREW LEVEL

CARGO LEVEL



CREW QUARTERS

The crew deck is the most extravagant part of the *Akhandar* – if anything aboard can be called extravagant. Though the corridors are narrow and cramped, they’re decorated with painted floral patterns and geometric borders in earthy tones and bronze, adding a sense of warmth to the otherwise industrial plating. All corridor locks are irised and somewhat erratic in operation, but the hatches to the rooms are round, bulky, and hooked. Maintenance has a continuous war against the creaking and squeaking of the hatches. Each crew compartment has two to four bunks, including a sanitary station, a fold-down table, fold-out chairs, and personal decorations. Under each lower bunk are two ships’ chests for personal belongings.

GALLEY & MESS

The heart of the *Akhandar* is the mess, adjacent to the large galley. Space is at a surplus here compared to the claustrophobic corridors and tight crew cabins. A long table in the middle of the mess was planned to house the whole crew when the ship was commissioned. Over time, the table has been divided into three and refurbished. The inner ceiling of the mess was painted to resemble a forest canopy from Ship City but has peeled and flaked away over the years, to be repainted in a multitude of green shades, transforming it into another kind of art.

The galley is run by Mirtha Maroussal, former top chef of Ship City. After a widely publicized food poisoning incident in 187, Mirtha found herself in exile aboard the *Akhandar*. Despite – or perhaps because of – her fall from grace, she runs the galley with sharp precision and a discerning palate.

BRIDGE

The ship’s bridge is connected to the rest of the ship via two communications corridors and a central tunnel leading to the auxiliary bridge. At its center sits the captain’s chair – throne-like, surrounded by a halo of ceiling-mounted screens and displays. In front of it, arranged in a wide U-shape, are the pilots’ stations and the consoles for the sensor operator, communications officer, and the first officer’s station.

Modern bulbous screens cluster across the consoles, while older heirloom flat-screens dangle from ceiling arms and brackets, creating a layered, slightly chaotic feel. Though

spacious by ship standards, the bridge still feels cramped due to the sheer density of equipment and display units.

The communications corridors function as extensions of the bridge, though they are rarely occupied. They house control boards for cargo doors, magnetic anchors, airlocks, iris locks, and the cranes and hydraulics that manage the cargo holds. Each corridor is a maze of switches, relays, small screens, and dials – every surface packed from floor to ceiling. A small armory is tucked into a sealed compartment nearby, ready but rarely needed.

THE OBSERVATORY

Perched like a bulb on still water, the observatory clings to the forward dorsal hull of the *Akhandar*, an odd addition that feels more like an afterthought than part of the original design. A large iris-hatch atop the dome opens to deploy signal-boosting antennas, mussel dishes, and an array of long-range sensors. Beneath – or rather, above – the retractable equipment lies the cramped control room. At its center sits a large, underlit oval table surrounded by tucked-in workstations. A narrow gantry and steep ladder connect the observatory to a corridor leading directly back to the bridge.

The observatory is the quiet domain of the ship’s second algebraist, Youran Houx, and second navigator, Housma Mirca, who share the space between calibration tasks, drift calculations, and long periods of waiting in silence.

CREW

The *Akhandar*’s original skeleton crew was kept to a minimum – just the commanders, a handful of spacemen doubling as cargo handlers, and a lone engineer. Over time, however, the roster has grown. By 189, the ship hosts a broader range of personnel, including a dedicated cook, a guard master and an archivist.

COMMANDING CREW

The current captain, Sabh Amedo-Doulas, has been absent from the bridge for the last year and left the day-to-day business to First Officer Indria Kander, who does it to perfection and with the crew’s approval. Captain Amedo-Doulas wasn’t much loved, as he was notorious for his unexpected drill – “There’s always a catastrophe around the corner,” was his motto. Today, he is all but dead to the crew, in his self-selected seclusion in the captain’s quarters in the prow of the crew section. He’s even welded shut the access from the

main deck, leaving only a steep ladder from the bridge and a double-encoded hatch as the sole way in.

The three masters of the ship – Master Algebraist Eilenin Rounas, Master Engineer Geeta Haspour, and Master Sentinel Orchid Beleichon – work in sync with First Officer Kander as if she has been the captain forever. However, in daily business, only the Master Navigator is present at the bridge, while the Master Engineer stays on the engineering and maintenance decks. Algebraist Rounas is preoccupied chiefly with mathematical proofs and navigational esoterics. The least known of them all is master Sentinel Beleichon, as he has the least to do. There were no large hydroponics or garden holds on the *Akhandar* until recently, when one of the forward cargo holds was converted, and soil from the Cave Gardens was brought in to create a small garden for the old Beleichon.

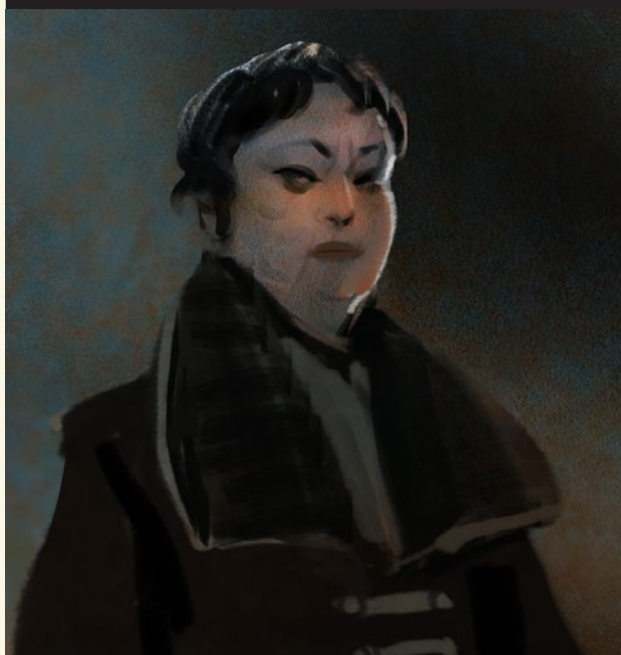
Not a master but part of the commanders is Herat Yivgola Alamasy mir-Zamusa, a strange Coriolite who usually keeps to herself. As there is no official shrine on the ship, she wanders the decks, staying predominantly in the mess and the small observatory – much to the seconds' chagrin.

NOTABLE SPECIALISTS

There are few specialists on the *Akhandar*, but they have all been there for a long time and know the ship's peculiarities.

- **Merrima Yakoul (First Pilot):** Merrima works closely with Indria Kander and has unofficially taken the role of First Officer. She is in a quiet relationship with second pilot Denz.
- **Youran Houx (Second Algebraist):** Devoted to the study of cometary orbits, Houx blends science with faith, seeing comets as elegant mathematical phenomena and divine signs from the Icons.
- **Housma Mirca (Second Navigator):** Down to earth and getting just a bit too old for expeditions. Fond of the ship's shabby and half-feral cat, Gattu.
- **Mal Cuisse (Guard Master):** Stiff and factual, a stickler for rules and order. Maintains a small brig in a remodeled cabin next to his own.
- **Yahoud (Cargo Rat):** Bubbly, large, and brutish – quick to laugh. Keeps a tight watch on the cargo hold and has named all the escape pods (and painted the names on their outer hatches).

FIRST OFFICER INDRIA KANDER



Indria Kander was never known for her academic discipline at the Navigator Academy in the Astrolaab. She talked more than she studied, charmed her instructors more than she followed procedures, and ultimately failed her captaincy exams. However, she made up for what she lacked in formal credentials with instinct, people skills, and calmness under pressure.

Assigned to the *Akhandar* as First Officer, she found an unlikely home aboard the aging cruiser. In the absence of the captain, Indria stepped in without hesitation. The crew accepted her leadership almost immediately, not out of protocol, but out of trust.

She carries herself with a quiet gravity and is stern-faced, but she speaks in a soft, deliberate voice that can settle arguments before they start. Though she avoids ceremony and doesn't care for uniforms, there is no doubt who's in command. Still, she insists on correcting anyone who calls her Captain – the ship already has one.

STR 3 AGL 4 LOG 4 PER 3 INS 4 EMP 4

HEALTH: 7 HOPE: 8

TALENTS: Charmer 2, Endurance 1, Shuttle Pilot 1, Greatship Pilot 2, Smart 1, Zero-G Training 1

EQUIPMENT: Lumin cricket, novel (*Mesma Cour's Tribulations*, keepsake), Slipstream chart of the Hammurabi arm (+2), patched exo suit with *Akhandar* symbol

CREW MANIFEST

COMMANDING CREW (6)

Captain: Sabh Amedo-Doulas

First Officer: Indria Kander

Master Algebraist: Eilenin Rounas

Master Engineer: Geeta Haspour

Master Sentinel: Orchid Beleichon

Herat: Yivgola Alamasy mir-Zamusa

CARGO CREW (7)

Cargo Specialist: Yahoud Zort

Cargo Specialist: Gerber Zort

Cargo Specialist: Dima Jall

Cargo Specialist: Largo Kima

Cargo Specialist: Saana Dir

Cargo Specialist: Loni Mitox

Dock Tug Pilot: Rannis Verel

MAINTENANCE & SUPPORT (14)

Hull Scrubber Lead: Tael Grimmon

Scrubber: Ixo Feland

Scrubber: Miran Tosk

Scrubber: Denrah Bileth

Ventilation Steward: Salla Tyvar

Grav Shaft Inspector: Nodrej Halik

Sanitation Lead: Fray Donoro

Sanitation Crew: Pell Anjar

Sanitation Crew: Goffa Belin

Interior Maintenance Tech: Yurren Mall

Lift Systems Mechanic: Shifa Nomel

Outer Hatch Mechanic: Kol Junat

Waste Compactor: Res Tannan

Crawlspace Rover: Bitzi Mar

FLIGHT CREW (4)

First Pilot: Merrima Yakoul

Second Pilot: Denz Acharab

Second Algebraist: Youran Houx

Second Navigator: Housma Mirca

MEDICAL & SECURITY (3)

Ship Surgeon: Charlom Grift

Guard Master: Mal Cuisse

Deck Watch: Olma Derra

ENGINEERING & MACHINISTS (16)

First Engineer: Davoud Sigmon

Second Engineer: Mannala-Li Kerfala

Machinist: Tif Herah

Machinist: Samboun Hisma

Machinist: Sirfan Antouliv

Electro-Mechanic: Vos Nelari

Electro-Mechanic: Jal Azbourn

Power Technician: Endra Fell

Power Technician: Kerfala Feldurum

Drive Core Specialist: Thashik Rou

Slipstream Systems Tech: Armal Jayiv

Auxiliary Systems Tech: Kora Mulven

Reactor Watch Officer: Vey Sunitra

Structural Engineer: Neha Damroush

Diagnostic Operator: Pharel Joun

Spare Parts Controller: Jern Vask

OTHER LIFE FORMS

Ferrem, Captain's Bird

Gattu, Ship's cat

CREW MANIFEST, CONTINUED

OPERATIONS & SERVICES (10)

Cook: Mithra Maroussal

Galley Steward: Kimm Rojir

Quarters Attendant: Delmi Hor

Inventory Officer: Sharwa Ket

Archivist: Enn Tolvak

OPERATIONS & SERVICES (10), CONTINUED

Comms Technician: Nerma Jal

Sensor Operator: Vosik Enru

Quartermaster: Belran Dour

Bridge Steward: Orrel Khash

Laundry Crew: Toman Nef

EQUIPMENT MANIFEST

This log describes the equipment the Explorers have received from the Council and the Explorers Guild,

already loaded in the *Akhandar's* holds. There is room for more cargo, including the crew's own cargo allotments.

EQUIPMENT

Standard delving suits, 6

Protective suit, 8

Grappling gun, 2

Flame thrower, 2

Dagger, 10

Info cube, 2

Climbing kit, basic, 8

Breathing mask, 8

Backpack, large, 10

Crank, 2

Field kitchen, 2

Tent, 4

Filter packs, 20

Pickaxe, 8

Shovel, 12

Deep scanner (with ability to scan for singularity sphere), 2

Proximity sweeper, 2

Environmental scanner, 2

EQUIPMENT, CONTINUED

Electric lanterns, 10

Garuda device, 3

Lightstick, 20

Com hook, 12

Comlink, 12

Distress beacon, 8

Emergency flare, 20

Orbital comlink, 2

MediDose, basic, 20

MediKit, basic, 6

Decontamination dose, 20

Decontamination kit, 3

Waking pills, 20

Mulitwrench, 5

Cutting torch, 4

Supply, 500

Fusillard pistol, 8 (Weapon's Locker)

Fusillard rifle 8, (Weapon's Locker)

Hull axe, 12 (Weapon's Locker)

MODULES & CRAFTS

The *Akhandar* has a small contingent of auxiliary craft.

- **Shuttle and Ship's Boat:** Sikon 2 (ship's boat, 10 passengers), White Ghost (shuttle, 6 passengers)
- **Escape pods:** Pod 1–4 (pods 1–2 are attached to the bridge), taking 20 passengers each

AKHANDER SHIP STATS

HULL: 10

FLAT SPACE SPEED: 3 AD/day

SLIPSTREAM SPEED: 3 Leagues/week

CREW TYPE: Exploration

STARTING MORALE: 12*

COMMANDING CREW TALENTS*: Astrometry 2, Data Djinn 1, Electro-Specialist 1, Field Surgeon 1, Greatship Pilot 2, Mechanic 2, Medic 2, Shuttle Pilot 3, Scan Operator 2

UPGRADES INSTALLED: Orbital Scanning Suite (+2), Singularity Sphere Detector, Escape Pods, Infirmary (+3), Garden Hold

*Including first officer talent level

*Key attributes are assumed to be 4

THE RIGEL

One of eleven Greatships active today, the *Rigel* has seen service since its inception in 112 and has been commanded by no less than twelve captains. Often overshadowed by the likes of *Hammurabi*, *Zenobia*, and *Ordana*, who discovered the three main arms of the Charted Sphere, *Rigel* has nonetheless been of invaluable use to Ship City and the Diaspora during its service. Her main contributions have resulted in neither fame nor glory, but she has been a dependable and capable Greatship serving Ship City and the colonies in various roles.

As it recently completed a thorough overhaul in the dry dock of the Marmorin Shipyard, it is the most modern and robust vessel of the entire Expeditionary Fleet.

HISTORY

Construction of the ship was originally ordered by the Grand Council at the behest of the Archimandrite Malodores of the Navigators Guild in 108, but actual construction began the following year. The name was chosen from the Rigel system in the Dabaran Circle of the Old Horizon, and the master Khan Marmorin was selected as the ship architect. Construction took four years, and, save for an unfortunate fire in the port cargo hold that killed seven workers, it went without any major problems. The Greatship *Rigel* was launched from the Marmorin Shipyard in the ninth segment of year 112, thus becoming the eighth Greatship made. The maiden voyage

went to the Far Colonies. During this, Xavio Dervassi, legendary correspondent for The Jumuah Gazette, called *Rigel* “The finest vessel ever built in the history of the Diaspora.” This quote is often repeated in ports she anchors at to this day.

NOTABLE INCIDENTS

No more stricken by unfortunate accidents than other ships of its size, *Rigel* has had its fair share of incidents that are remembered by its sailors and enshrined in the ship's mythology.

- **The Blight Fever of 118:** During a stop at the outer colonies, an unfiltered cargo intake exposed the lower decks to Blight spores. Five crew members fell ill, and one succumbed before containment protocols were restored. The incident led to permanent quarantine zoning on Deck 3.
- **Disappearance of the Second Engineering Team in 129:** While inspecting a coolant breach near the reactor housing, the entire second engineering team vanished without a trace. Tools and suits were found still sealed and active, but the crew was never located. The shaft remains sealed and listed as off-limits.
- **The Great Fire of 148:** An electrical surge in the galley ignited a chain reaction in the venting system, spreading fire across Deck 2. It took nearly six hours to contain, and half the crew quarters were lost. Burn marks are still visible along Corridor 2B.

- **The Blue Fungi Infestation of 163:** A biological survey container leaked during transit from the Verdant Chain, releasing fast-growing blue fungal spores into the storage bays. They spread into ventilation shafts and fed on synthetic fibers, forcing a full purge of uniforms and bedding across the ship.
- **Collision with the Slipstream Cruiser *Dar Bahri* in 176:** During a misaligned exit from a Slipstream corridor, the *Akhandar* clipped the aft sensor wing of the *Dar Bahri*. No fatalities occurred, but the resulting inquiry grounded the ship for three months and permanently disabled one of her dorsal antenna arrays.
- **Pirate Attack in Shibur in 182:** While offloading supplies near Shibur's outer ring, the *Rigel* was ambushed by a wing of disguised trader ships. The attackers were repelled, but two cargo pods were lost and one crew member was wounded. Since then, all docking procedures have required double sentry shifts.

NOTABLE EXPEDITIONS

The *Rigel* has not made any exploration missions to date.

CURRENT STATUS

Damaged in an asteroid collision in Kasserat in 186, *Rigel* spent two years in the Marmorin drydock off Ship City, undergoing extensive repairs and refitting. As a result, it has been thoroughly modernized and is generally considered the most up-to-date of all Greatships in the Expeditionary Fleet. In active service since 188, it has served as a bulk hauler on the Ordana Arm.

DESIGN & LAYOUT

Measuring 432 meters from bow to stern and spanning 68 meters at its widest point, *Rigel* is not the biggest, nor the smallest, Greatship constructed. Its construction is, however, the work of a master ship architect and is generally considered one of the better-built ships in the entire Expeditionary Fleet. Architect Khan Marmorin designed the ship according to the shand-principle, to anchor the vessel in the past and present. Following tradition, inspiration was gathered from the system after which it was named. However, as information from that system was scarce, indeed, there was not a single individual in the Diaspora fleet that is said to have originated from that system – master Marmorin had to take some liberties.

The result was a sleek Greatship, with a blue hue specially minted by Professor Courtani of the Cherolab Academy of Arts & Crafts – called *Rigel* Sky. Inside, the *Rigel* is an intentional contrast. Rather than mirroring the exterior color, the interior embraces warmth and texture. While subtle blue accents remain – mostly in trims and ceiling – the bulk of the design uses soft sand tones, deep bronze, and warm neutrals to evoke a grounded, habitable feel. Floors are matte and resilient, and bulkheads are finished in tactile composites to reduce the sense of sterility common in long-haul ships.

The shand principle manifests as a sense of openness, most compartments feature faux-glass vaulted ceilings with tall ornamental lines, giving the illusion of height and sky. Crew quarters include ceiling-hung tapestries and framed wall art depicting landscapes from the Old Horizon as if to remind the crew where they are coming from and what their purpose is.

OVERVIEW

The massive *Rigel* holds twelve decks divided into four sections. These are the Bridge Section, Crew Section, Midship Section, and the lowest Cargo Section. There are broad, vaulted staircases connecting the two upper decks, with some large elevators and gravity shafts to add capacity. Between the lower decks, massive hangar bay elevators, cargo drums, and gravity-free zones keep it all together.

The Midship Section holds multiple docking ports, bay doors, and mooring points for smaller ships. Finally, the massive lower bow is filled with sensors, signal arrays, and fine-tuned receivers – all connecting to the bridge far above.

SHIP LOCATIONS

The *Rigel* was built as an expeditionary vessel, and space was never a concern. With the introduction of new Slipstream turbines propelling massive ships became routine. As a result, the crew quarters aboard the *Rigel* were designed to be spacious and comfortable, all according to the shand principle.

THE BRIDGE

The bridge and scanning observatory form the command center of the *Rigel*. As in the early days, captain Albay's tower rises above the forward section of the room – fitted

with heirloom flat consoles and two auxiliary captain's seats, designed to oversee the entire ship. In front of it is a large vaulted window, which can be covered by armor plates when in transit. Along the window are the first officer stations, pilots seats, and cargo supervisor and loading officer seats.

Captain Albay's tower has its own ED-field and dedicated escape pod, as has the front part of the bridge that can detach into a crab-like pod. There are a total of eight different escape pods along the bridge's circumference.

The bridge has the same vaulted architecture with blue etched ribbons between consoles and work stations. The *Rigel* insignia is printed like a mantra on all bulkheads in dark *Rigel* sky blue.

The aft part of the bridge contains the orbital scanning suite with a massive heirloom screen table and ceiling-mounted holoscreen. A special console is connected to the Singularity Sphere Detector in the bow. Beyond the scanning observatory are the captain and commander suits with their own galley and luxurious mess hall.

The aft part also holds the ship's Ornithium, with room to hold more than a dozen Birds. The algebraist apprentice Nilla keeps it clean.

CREW & RECREATION

The *Rigel*'s long crew section spans much of its central axis and houses bunk halls, cabins, officers quarters, and guest suites. One corridor is reserved for passenger compartments, mostly used by second-tier officers and visiting specialists.

Vaulted corridors connect the compartments, lit in soft tones with blue-accented art. Carved metal atmosphere locks separate each section, opening silently when needed.

ORNITHIUM

At the beginning of the Age of Greatships, many foresaw the use of Birds to help navigate and perceive the currents and strangeness of the Slipstream. There was also a fear of the Blight and creatures from the Great Dark. The Birds were indeed useful, but not available to the same degree, as they were much more useful for delving.

Between living areas, multiple galleys, kitchens, and cantinas serve meals, some operated by dedicated galley crews, others by off-shift volunteers.

Mess Halls: Mess halls are scattered across the section, each with its own character. Mess 3, known as The Copper Bell, is famous for its spiced stew and hand-written menu boards. Meal shifts become social gatherings, often with announcements, singing, or small performances. A rotating kitchen roster gives every crew section a chance to cook or clean, building a sense of ownership – and rivalry – between the halls.

Arboretum & Shrine: At the center of the section lies a tall arboretum filled with pruned fruit trees and low, dense greenery. A shrine of nine white pillars overlooks a quiet pond, tended by the Master Sentinel and gardener Milouk. In the far front of the arboretum, along the ship's midline,



are the hydroponic farms and reinforced Heaphog hangar, housing five of the massive beasts.

Dome Garden: Above the arboretum sits the Dome Garden, a retreat used for meditation, marriages, and reflection. Milouk and the hydroponics crew keep their muted blossoms in bloom. The Master Sentinel often holds informal councils here under the stars.

Aft Promenade: A vaulted corridor toward the rear has become the Aft Promenade – social commons lined with memorial plaques, crew-made tapestries, and a few shopfronts run during off-hours. It's a favored space for quiet walks, Navigator rites, and small ceremonies.

Ship's Bazaar: Below the crew section, around the main gravity shaft, sprawls the ship's bazaar – an informal market with food stalls, barter booths, and the teahouse The Turning Star. Gambling dens, a tattooist, and rumor boards give the place a lively edge.

Guild Kiosks: Near the promenade stand three Guild Kiosks for the Navigators, Gardeners, and Machinists. Crew use them to file requests, lodge complaints, or read bulletins from Ship City. The booths are rarely staffed.

Brig & Armory: Right under the bridge are the ship's guards and constable dorms, the armory, and a much too big brig.

MEDICAL & LABORATORY

The ship's infirmary has been turned into a modern trauma lab, capable of taking care of all kinds of diseases, afflictions, poisons, and wounds. Surgical suites led by First Surgeon, Professor Nintahla can handle multiple traumas at the same time. A ward that can expand and hold 80 patients lies next to the trauma suites. There is even a decontamination lab, including cells to hold Blight-afflicted crew before decontamination, or in worst case, forceful decompression and ejection.

The Master Scientist's Laboratory: Next to the lab is the newly refurbished laboratory led by Master Scientist Zigma Zouhour. In association with the lab lies an extensive library, with books, pamphlets, a small printing press and info cubes, holding information about various subjects. The Library is built with blue faux-tree trunks holding

multiple levels reachable from the crew compartments and the bridge.

WEAPON SYSTEMS & AUXILIARY BRIDGE

A rear, armed, Blight-protected and secluded auxiliary bridge, usually led by Captain Jivgori Alaman and Second Officer Asera Houm, can control the whole ship in an emergency, but also has hardlines reaching the aft weapon turrets with the newly installed coil guns and defense systems.

ENGINEERING

In front of the reactors and just below the main crew compartments is the huge engineering department, housing workshops, mechanical repair shops, and the life support machines with scrubbers, filters, and gas exchangers.

Zoha's Workshop: A maze of parts bins, diagnostic rigs, and scorched workbenches, Zoha's domain is where jury-rigging becomes art. Known for his temper and his genius, Damar can rebuild half a shuttle with scrap and still find time to argue about torque specs with passing techs.

Life Support: The control center spans two decks, overseeing air, water, and pressure for the entire *Rigel*. Packed with scrubbers, exchangers, and fluid systems, it's staffed around the clock by maintenance techs. Chief Vesh al-Ramin runs life support – he's named every major system and talks to the monitors like they're part of the crew.

Graviton Projector & Reactor: The four reactors supply power to the gargantuan ship and its three Kefarat graviton projectors deep in the rear midline. Claustrophobic service ducts and auxiliary tunnels run like a maze around the reactors, projectors, turbines, and exhausts. A constant din of clanking and hissing from cooling ducts and machinery fills the area.

HANGAR & SERVICE STATION

A service station with large elevators to engineering and conveyor belts big enough to hold a shuttle lies just ahead of the main hangar. Along the outside, there are mooring points for shuttles and smaller ships and three huge docking stations on each side. The docking stations can even fit smaller ships into cylindrical bays behind them. A prospection module with drills, ore nets, magnet trawls, and mining kites is connected to the rear hangars, where the mobile platforms are parked.

RIGEL

REGISTRY:

GSV RIGEL

SHIP ARCHITECT: K

SHIPWRIGHT:

KHAN MARMORIN

TONNAGE:

BRIDGE

1. BRIDGE
2. COMM
- QUAR
- CAPT
3. ORNT
4. SCAN
- OBSE

BRIDGE LEVEL

CREW LEVEL

MIDSHIP LEVEL

CARGO LEVEL

HAN MARMORIN	CONSTRUCTION YEAR: 112	COMMANDING CAPTAIN: CAPTAIN ALBAY OMAR DUROV
220,000 TONS	CREW: 240 SOULS	DIMENSIONS: 432 68 112 METERS (L x W x H)

DECK LEVEL ENGINE LANDING CREW STATIONS AND CAPTAIN'S SUITE REACTORIUM TRAINING LABORATORY	CREW LEVEL 1. BUNK HALLS 2. CREW CABINS 3. PASSENGER AND GUEST CABINS 4. SUITES 5. MESS HALL & GALLEY 6. ARBORETUM 7. SHRINE 8. HYDROPONICS	9. HEAP HOG FARM 10. DOME GARDEN 11. AFT PROMENADE 12. SHIP'S BAZAAR 13. GUILD KIOSKS 14. BRIG AND ARMORY 15. INFIRMARY 16. WARD 17. LABORATORY 18. LIBRARY	19. TRAUMA LAB 20. DECONTAMINATION LAB 21. BLIGHT CELLS (INCLUDING AIRLOCKS) 22. AUXILIARY BRIDGE 23. WEAPONS SYSTEMS 24. DAMAR'S WORKSHOP 25. LIFE SUPPORT 26. GRAVITON PROJECTOR & SLIPSTREAM TURBINE
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MIDSHIP LEVEL

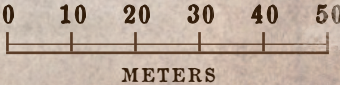
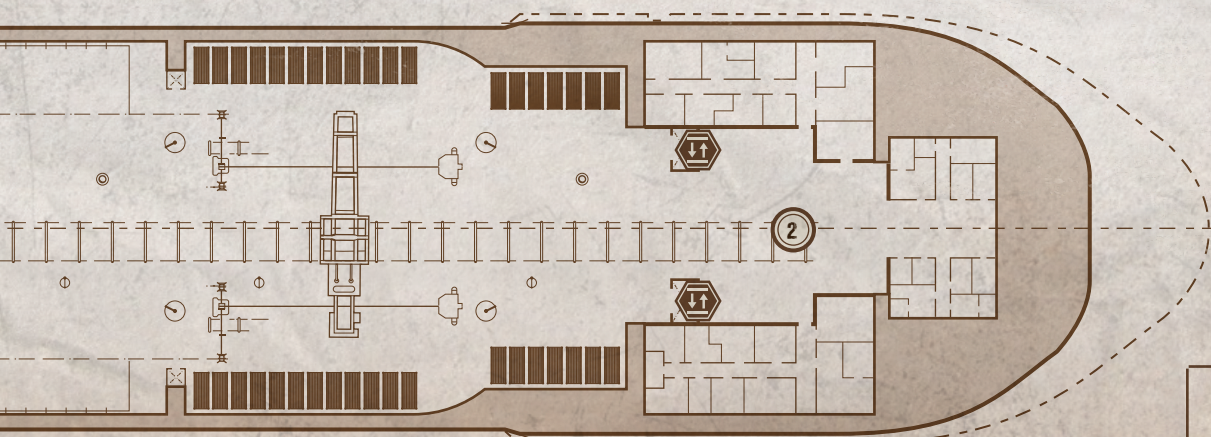
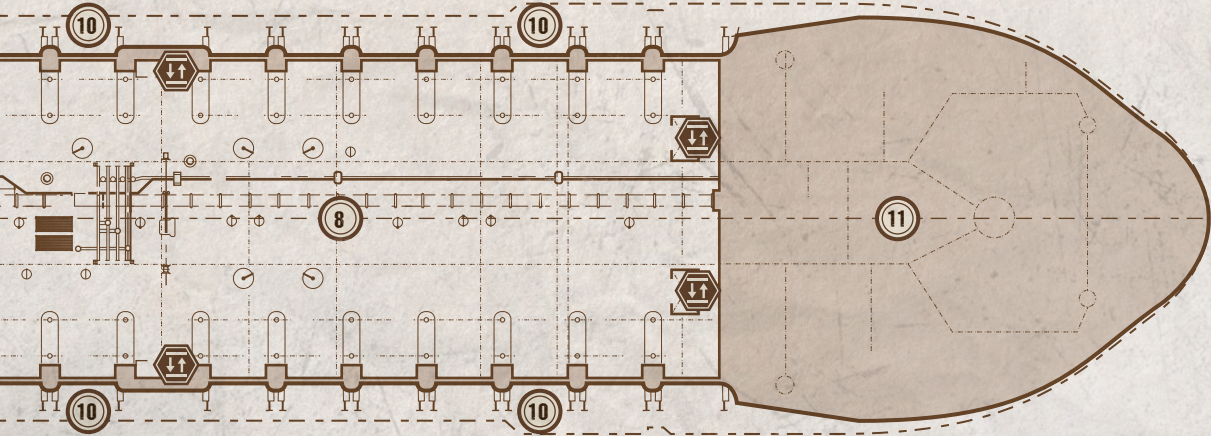
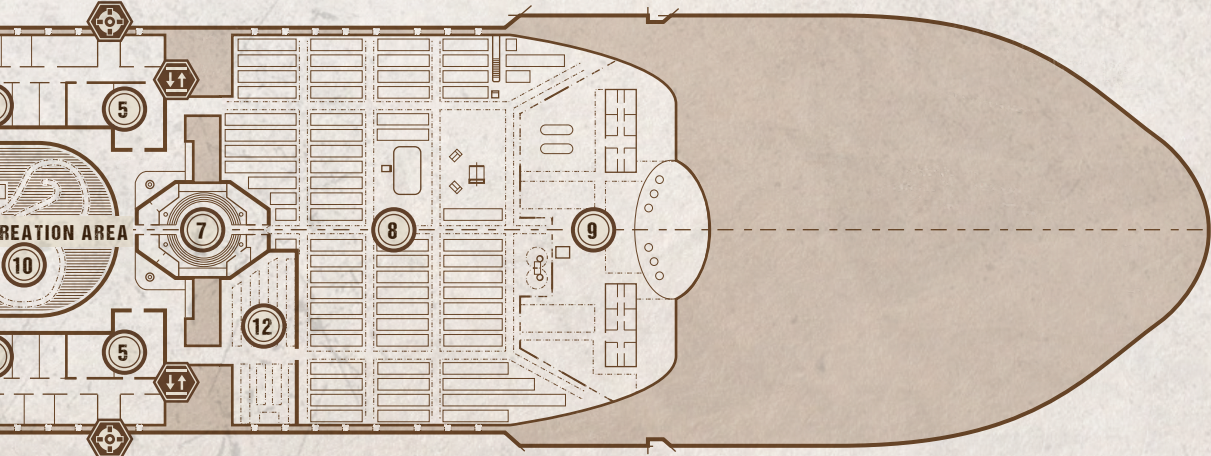
1. REACTORS
2. DOCKING PORTS
3. DOCKING FACILITY
4. REPAIR HALLS
5. WORKSHOPS
6. SERVICE MODULE
7. PROSPECTION UNIT
8. HANGARS
9. HANGAR DOORS
10. MOORING POINTS
11. DUCTS, VENTS & ELECTRONICS

CARGO LEVEL

1. MAIN HOLD
2. SALVAGE STATION

- STAIRS
- ELEVATOR
- GRAVITY SHAFT
- ESCAPE POD
- AIR LOCK

- SMALL CRANE
- CONVEYOR BELTS
- LARGE CRANE



CARGO HOLD

The largest part of the *Rigel* is made out of huge holds and hangars, filling two voluminous decks, with a total height of over 50 meters. The main cargo hold measures an astounding 200 meters and contains large ceiling cranes, cargo carousels that rotate containers along the ship's midline, as well as an armada of loading kites, trucks, and vehicle garages for rovers and mobile platforms (used in mining and excavation). The bow part of the cargo section holds a salvage station with long extendable cranes, derricks, gripping claws, and tow harpoons to handle space junk and strange Builder orbital artifacts.

The so-called Rustwell is an abandoned cargo shaft repurposed into a recreational climbing wall and space for other sports, popular among younger riggers and hull guards.

CREW

The *Rigel* requires a large crew to be fully operational, in the capacity of an expeditionary ship. As a hauler, it needs far fewer hands. To use all the specialized facilities requires a contingent of machinists, algebraists, librarians, and salvagers. A large crew also requires its ship guards, who are former zapti recruited for a life on the Slipstream.

COMMANDING CREW

The command crew of the *Rigel*, led by Captain Albay Omar Durov, operates in rotating shifts centered on the main bridge. The masters of engineering and gardens rarely appear there – understandable, given the scale of the workshops, service stations, and hydroponics they oversee. One notable exception is Master Algebraist Demetraya Khorsid, who remains a constant presence on the bridge or in the adjacent scanning suite and Ornithium, always alert to the shifting tides of the Slipstream.

- **Captain Jivgori Alaman:** Resentful of his ceremonial position, Alaman is prone to sharpening and re-sharpening his uniform pins to a razor edge. He collects broken navigational tools in a drawer beneath his desk – symbols, he claims, of the mistakes of others.
- **First Officer Rami Astarra:** Seen as the right hand of Captain Albay Durov, First Officer Astarra commands the bridge with calm authority and steady logic. Respected by crew and officers alike, she manages

CAPTAIN ALBAY OMAR DUROV



Captain Albay Omar Durov rose slowly but steadily through the ranks of Greatship captains, eventually earning command of the *Rigel* – a prestigious assignment in the Expeditionary fleet. His rise was built on a combination of skill and a keen understanding of Guild politics. Durov's reputation solidified during the Siravat Pirate Incident of '82, when he successfully repelled an ambush outside Shibur. The pirates were not after cargo, but a ship carrying members of the Coriolite cult the Scions of Ahlam. Durov uncovered their true aim mid-engagement and orchestrated a feint that split their formation, allowing *Rigel's* escorts to break the siege. The move earned him lasting respect from both military and spiritual quarters.

Though entitled to the private tower reserved for him, Durov prefers to walk the main bridge daily, quietly observing and making his presence known without fanfare. He is rarely seen without his sweet-scented tabak pipe and speaks in a dry, measured tone. In his spare hours, he retreats to his quarters to build intricate wooden models of old seafaring ships, lining his shelves with hulls from half-forgotten eras.

STR 5 AGL 3 LOG 4 PER 3 INS 6 EMP 4

HEALTH: 10 HOPE: 10

TALENTS: Charmer 3, Commander 1, Cultural Savant 1, Endurance 1, Exo-Specialist 2, Greatship Pilot 3, Hopeful 2, Renowned 1, Tough 2, Zero-G Training 1

EQUIPMENT: Zapti long-gun with *Rigel* Insignia, tabak pipe and scented tabak, icon symbol of the Traveler (keepsake), exquisite captain's uniform with Coriolite patterns (+3), mercurium blade, modified exo suit (armor 5)

coordination across departments and is known for her unshakable focus during Slipstream entries as well as a complete lack of humor.

- **Second Officer Asera Houm:** Cheerful, sharp, and always two steps ahead, Asera brings laughter to even the most stressful shifts. She tells increasingly absurd stories about “her time in the mines,” and somehow remembers every crew member’s birthday – whether they like it or not.
- **Master Engineer Xander Sargsyan:** Gruff and unshaven, Sargsyan speaks to the engines as if they were people – and insists they answer, if you’re quiet enough. He wears the same patched exo-boots every cycle, claiming they’re “lucky,” though they’re more hole than sole by now.
- **Master Algebraist Demetraya Khorsid:** Brilliant, obsessive, and often sleep-deprived, Khorsid carries four styluses in her sleeve and compulsively taps equations with them on the console surfaces. Her Bird Gurhan is allowed to perch wherever it pleases – even on officers’ shoulders – to the great irritation of first officer Astarra.
- **Master Sentinel Ilyouva Anastas:** Serene and unsettling, Anastas speaks to her plants in Old Horizon cant and keeps dried leaves in a stitched pouch around her neck. She always wears gloves, even in casual company, and never explains why.

- **Herat Mimosar Ashur din-Hrama mir-Dabaran:** The Herat speaks in half-parables and rhetorical questions, often frustrating the crew before enlightening them. He wears layered robes and insists on brewing his own spiced tea before offering any advice. Most find him strange, yet oddly comforting when things go wrong.

NOTABLE SPECIALISTS

There are many specialists on the *Rigel*. Some stand out more than others.

- **Herouda D’Narme (Guardmaster):** Always tired, but observant. He mostly keeps to himself, writing down observations and deviations from normal behavior in a red little book.
- **Milos Gho (First Pilot):** Treats the Greatship as a shuttle, making tight turns, hard dockings, and slow spatial acrobatics. Always without a mishap.
- **Wisma Calvanter (Quartermaster):** She always wished she’d been a delver, but her knee was out of kilter. So instead, she plans imaginary base camps and dreams of the expedition – the one with a capital E.
- **Loob Xi (Librarian):** Disdainful of new media like info cubes, tabulas, and emerald discs. Information should be presented and recorded on paper.
- **Hiram Xantalla (Heaphog Specialist):** Has a composite leg after a heaphog rampage, but still loves the “little critters.”

CREW MANIFEST

COMMAND STAFF

Captain: Albay Omar Durov

Captain: Jivgori Alaman

First Officer: Rami Astarra

Second Officer: Asera Houm

Master Engineer: Xander Sargsyan

Master Algebraist: Demetraya Khorsid

Master Sentinel: Ilyouva Anastas

Herat: Mimosar Ashur din-Hrama mir-Dabaran

FLIGHT CREW

First Pilot: Milos Gho

Second Pilot: Kiravan Semm

Third Pilot: Karet Ershem din-Toulem

Second Algebraist: Murma Nashur mir-Caph

Third Algebraist: Imetu Volar

Second Navigator: Chiron Mesalem

Flight Systems Officer: Minok Jahoun ibn-Kaloust

Flight Systems Officer: Theran Nassif

CREW MANIFEST, CONTINUED

FLIGHT CREW, CONTINUED

Flight Systems Officer: Kavra Hadron

Astrogator: Tamar Zanir

Orbital Liaison Officer: Rana ben-Jahoun

Flight Operations Tech: Tenji Toulem

SUPPORT CREW

First Surgeon: Professor Nintahla

Master Scientist: Zigma Zouhour

Quartermaster: Wisma Calvanter

Librarian: Loob Xi

Gardener: Milak Gand

Gardener Apprentices (×8)

Chief Cook: Minok Jahoun ibn-Kaloust

Cooks (×12)

Heaphog Farmer: Hiram Xantalla

Algebraist Apprentice: Nilla

Sanitation Chief: Nadira Kaloust

CARGO & DOCK OPERATIONS

Cargo Master: Bellon Karush

Dock Chief: Senha Dolef

Load Coordinator: Terek Vost

Tug Pilot Lead: Norr Devet

Tug Pilots (×6)

Dockside EVA Coordinator: Vama Li

Vacuum Loaders (×4 teams of 3)

Manual Hauler Crew (×5 teams of 4)

Bay Relay Officers (×3)

Goods Sealers (×5)

Compression Bay Technicians (×4)

Hazard Lock Team (×3)

Mass Adjustment Surveyor: Ellin Soura

Inventory Clerk: Drup Malven

Archive Taggers (×4)

ENGINEERING & SYSTEMS

Chief Machinist: Orra Kelven

Electro-Chief: Tamar Esvin

Reactor Chief: Ferros Mulh

Life Support Chief: Vesh Al-Ramin

Hull Circuiter: Reeva Komdan

Power Conduit Overseer: Jarrah Toum

Heat Exchange Chief: Doma Lys

Bridge Power Liaison: Mik Tors

Engine Crawler Teams (×3 teams of 4)

Auxiliary Turbine Watch (×3 teams of 3)

Ventilation Specialist: Anshari Delva

Maintenance Techs (×12)

Duct Navigators (×6)

Lead Engineer: Zoha Mir-Kellen

Apprentice Engineers (×12)

SECURITY:

Guardsmaster: Herouda D'Narme

Ship's Guards (×12)

MAINTENANCE & EXTERIOR OPERATIONS

Hull Guard Commander: Garsik Dun

Hull Guards (×12, rotated shifts)

Chief Scrubber: Luma Ferad

Scrubber Teams (×5 teams of 3)

Senior Rigger: Thomai Vetros

Riggers (×10)

Pipe Steward Chief: Vinil Kassir

Pipe Stewards (×6)

Vent-Cleaner Crawl Unit (×3)

Safety Tether Technician: Eshe Kovar

Suit Maintenance Lead: Rollo Nehm

Iris Lock Technicians (×3)

Pressure Hull Monitor Techs (×4)

CREW MANIFEST, CONTINUED

MAINTENANCE & EXTERIOR OPERATIONS, CONTINUED

Observation Deck Signal Warden: Malin Rue

Waste Duct Coordinator: Hiren Pal

Apprentice Maintenance Crew (×8)

OTHER LIFEFORMS

Gurhan, Master Algebraist Khorsid's Bird

Red macaques (Unknown), living in arboretum

Heaphogs (×5)

MODULES & CRAFTS

The *Rigel* is filled with auxiliary vessels, vehicles as well as moored ships on the outside. The current embarked ships and shuttles (in hangars and moored) are:

- *Grey Guard*, Patrol Ship
- *Mistress Yandra*, Mining Sloop
- *Green Lady*, Mining Sloop
- *Vestige of Yesterday*, Mining Sloop
- *Hazad's Luck*, Harvester
- *Miner 3*, Harvester
- *Ghouda Kambra*, Harvester
- *Metixilou*, Harvester
- *Gorou 2*, Harvester
- *Molly Ghur*, Harvester
- *Broken Bounty*, Harvester
- *Menial Work*, Harvester
- *Helix Triplet*, Explorer Shuttle
- *Void Wanderer*, Explorer Shuttle
- *Eclipse Cloud*, Explorer Shuttle
- Escape pods: Pod 1–8 (bridge), pod 9 (auxiliary bridge), pod 10–20 (crew compartments)

RIGEL SHIP STATS

HULL: 32

FLAT SPACE SPEED: 2 AD/day

SLIPSTREAM SPEED: 4 Leagues/week

CREW TYPE: Exploration/Navy/Merchant

STARTING MORALE: 13*

COMMANDING CREW TALENTS*: Astrometry 3, Data Djinn 3, Electro-Specialist 3, Field Surgeon 3, Greatship Pilot 3, Mechanic 3, Medic 3, Shuttle Pilot 3, Scan Operator 3

UPGRADES INSTALLED: Orbital Scanning Suite (+2), Singularity Sphere Detector, Slipstream Scanning Suite, Escape Pods, Comfortable Cabins, Trauma Lab (+5), Arboretum, Shrine, Laboratory (+2), Library (+2), Hydroponic Farms, Weapon System (Coiler Gun, Countermeasure Dispenser, Defense Missiles)

*Including Captain Albay's talent level and upgrades

*Key attributes are assumed to be 4

