



# JUMP POINT

ISSUE: 14 03

ANVIL ODIN

ORIGIN M80

THE OBSERVIST LIFESTYLE

# JUMP POINT

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## FROM THE COCKPIT

### GREETINGS, CITIZENS!

Welcome to the June 2026 issue of **Jump Point!** Following the fun of DefenseCon, we've been poking around the Ships team's design boards to find everything we can about the biggest ship unveiling in *Star Citizen* history. As mentioned in the brief, the Anvil Odin will be one of the largest player-operable vehicle in the 'verse, so we wanted to go back as far as we could to unveil some of the designs that could've been, and we certainly dug up some weird and wild ideas.

It's always fun to see these early stages of vehicle concepting, where the submitted designs are never really intended to make it into the game but instead trial design languages, shapes, and silhouettes.

We're also detailing the straight-to-flyable process that brought the Origin M80 Heavy Fighter to

DefenseCon. It's fantastic to see Origin entering a new market with a new vehicle, and it's especially exciting to see how the brand's style guide has evolved. While there's nothing in the immediate future, it's safe to say the next vehicle from Origin will look incredible.

As usual, we've also got exclusive lore from the Narrative team. This time, Observist Lifestyle gives a Human perspective on the Xi'an practice of Li'tova, a multi-day meditation retreat deep in the Castra system.

Thank you all for your continued support. We'll see you next time!

*Jump Point Team*

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# BEHIND THE SCENES: ANVIL ODIN

For the first time, 2956 saw the annual Invictus Launch Week fly past its usual home to land in the Sol system. But, not wanting to leave the people of Stanton without a galactic-scale ship show to enjoy, the outlaw's favorite Drake Interplanetary stepped up to showcase its own military-adjacent vehicles alongside some of its competitors' recent releases.

DefenseCon took over the halls at Area18's Bevic Convention Center in the latter half of May. Naturally, Drake kicked off the proceedings, unveiling the Pitbull snub and releasing the Ironclad armored hauler before Origin, MISC, and Aegis followed up with new metal built to keep Human space safe. However, the biggest news came from Naval-stalwart Anvil, who closed DefenseCon by unveiling the largest, most deadly, and most complex ship ever to be offered on the citizen market.



## ANVIL BATTLECRUISER DESIGN BRIEF

One of the largest operable ships in Star Citizen. The pinnacle of combat capability for organizations.

## WEAPONRY

- 2x S12 triple turret (manual). Similar in theme to the Bengal Goliath Mass Drivers but triple barrel not quad
- 6x S10 turret (manual). Similar in theme to the Perseus main turrets but +2 size
- 16x S8 turret w/ S4 AA turret (manual). Similar in theme to Javelin side double stack turrets
- 20x PDC (AI remote)

## MISSILES

- 20x flak (AI Remote)
- 20x S12 vertical-launch torpedo tubes. Like modern warship VLS missiles
- On-board room with 40 spares and space to reload

## HANGARS &amp; STORAGE

- 1x Medium Hangar with direct access to exterior (min volume 56 \* 88 \* 32, with boundary 68 \* 100 \* 44) to store ships equivalent to Valkyrie/Paladin/Asgard
- Front-facing exit for larger ships, likely out rear of ship
- 4-6x Small Hangar, side exits for smaller ships (min volume 24 \* 32 \* 16 with boundary 26 \* 34 \* 18) to store ships equivalent to Mk II Hornet, Arrow, Gladiator, etc.
- These should surround the main medium hangar and provide additional fleet storage, do not need to be strictly full hangar metrics more landing pad/staging areas
- 3x SCU storage rooms near to hangars, each with ~2000 each
- Transit system connecting all hangar and cargo rooms with stops at main transfer points to rest of ship

## UTILITY

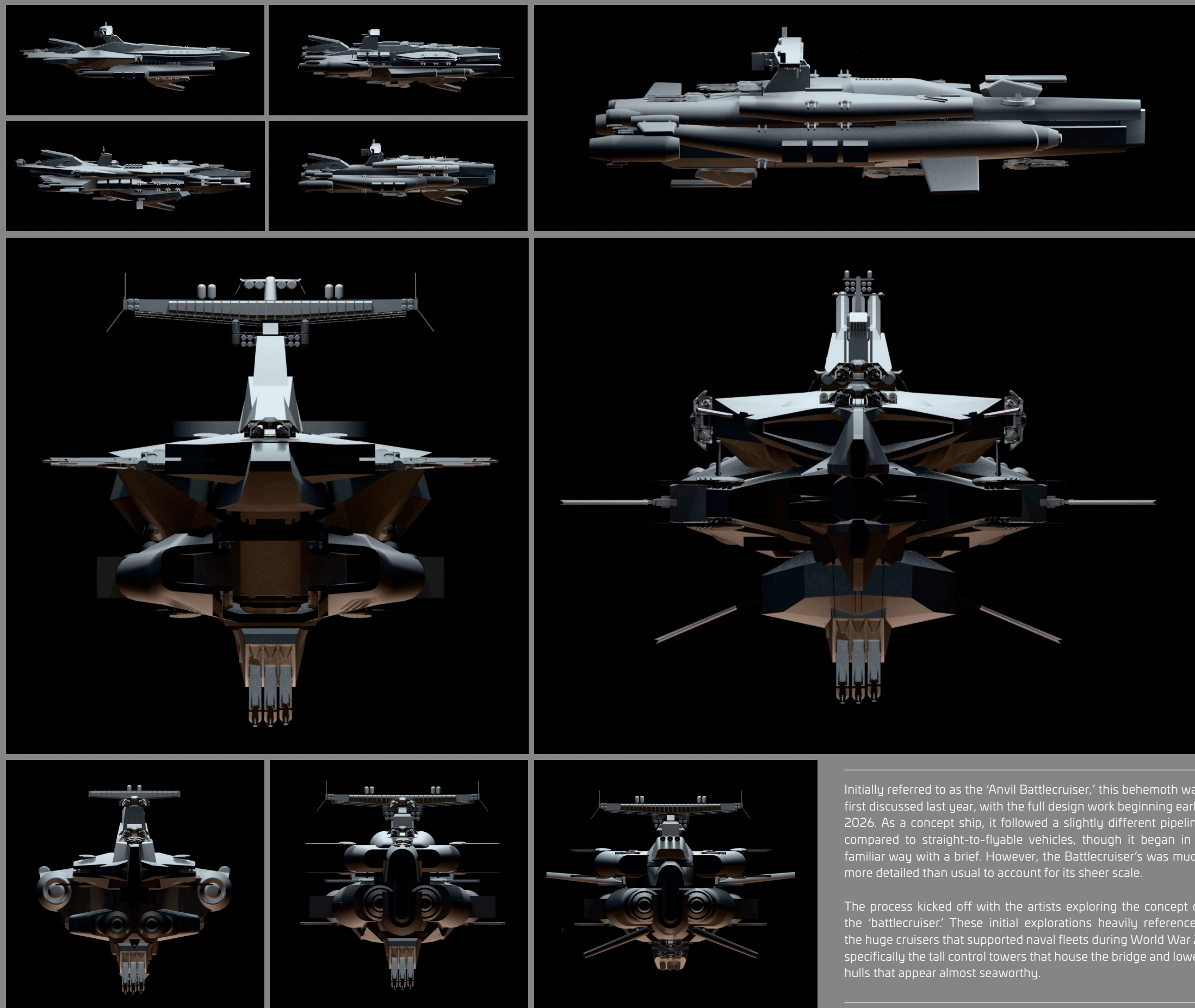
- S2+S3 tractor-beam turrets (remote) in and around hangars and storage areas to aid in moving ships and cargo in and out

## KEY ROOMS

- Bridge including 3D holosphere, 6 stations min (Pilot, Co-Pilot, Captain, Engineering/Remote Stations/ATC x3)
- Captain & XO Quarters
- Crew Quarters (multiple/split) including Recreation area – Similar to Bengal setup – Needs to hold 30 crew as a min to cover all guns/bridge
- Medical with multiple med beds (T2+T3)
- Engineering (multiple rooms for capital components distribution)
- 1x Medium Hangar (68 \* 100 \* 44)
- 4-6x Small Hangar (26 \* 34 \* 18)
- 3x Cargo Room (~2000 SCU each, ~60x 32 SCU containers)
- Missile Launch Tube Room + Storage – Space for 40x S12 Torpedo spares (12m long, 1.2m diameter)
- Armoury + Firing Range
- Brig
- Docking Collar / Airlocks (Min 2)

## THRUSTERS

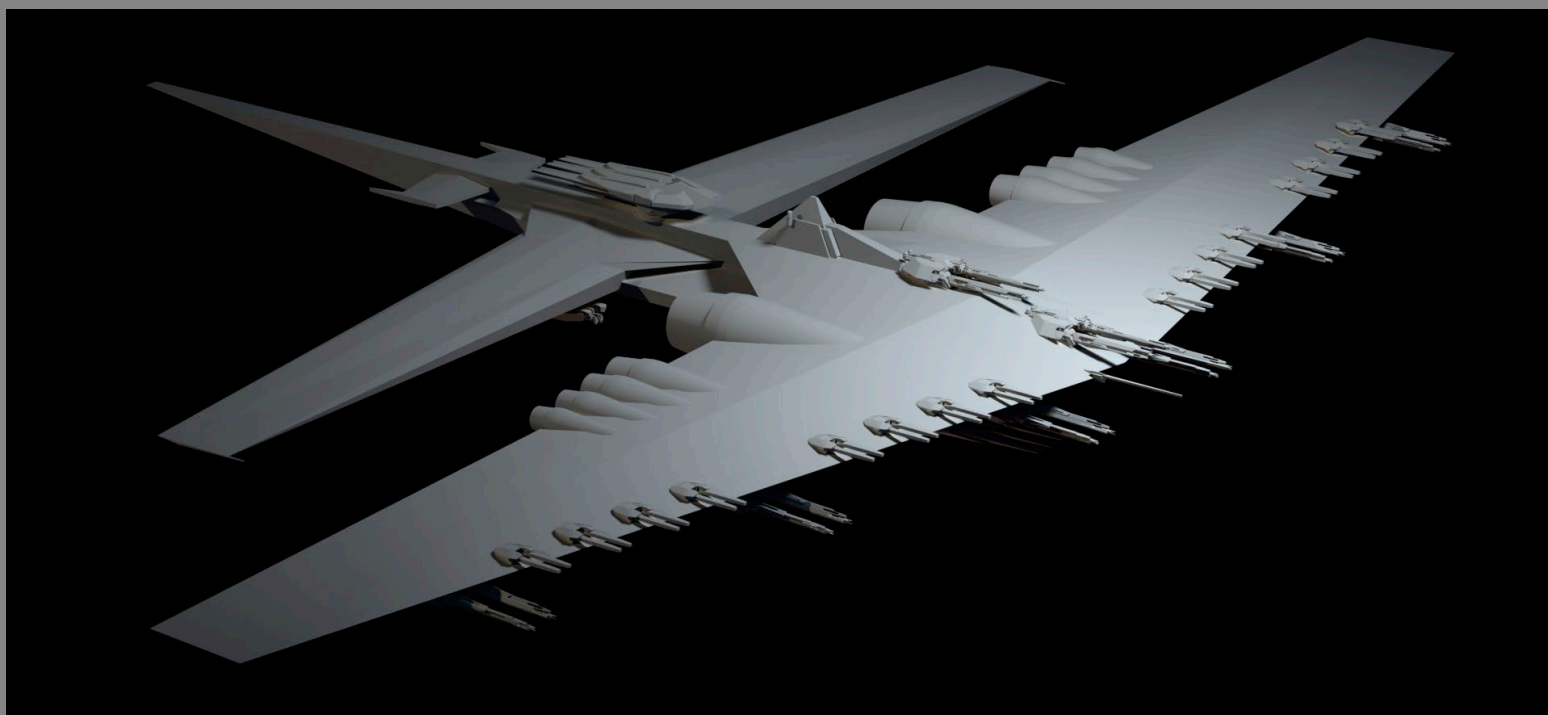
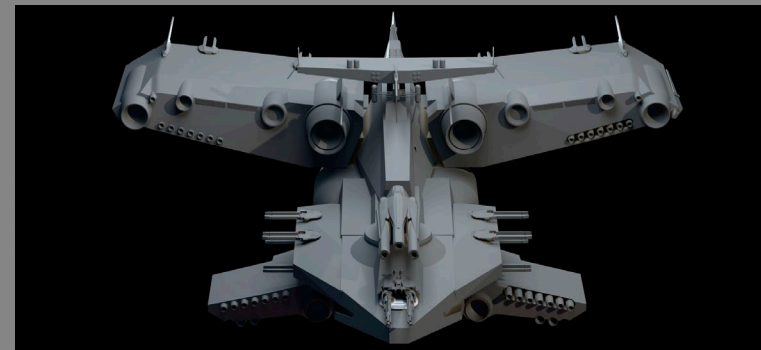
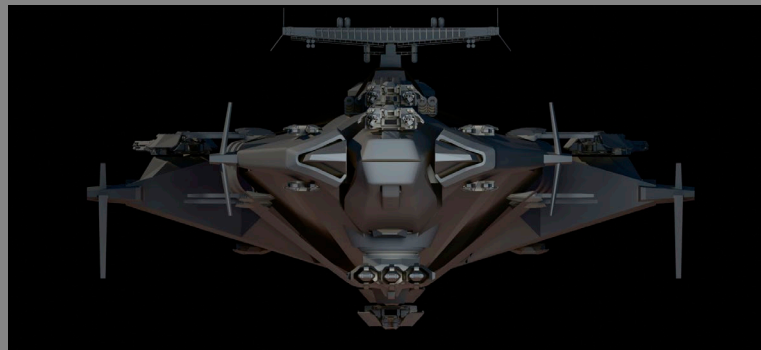
- No VTOL thrusters – not designed to ever go in atmosphere
- No landing gear for same reason

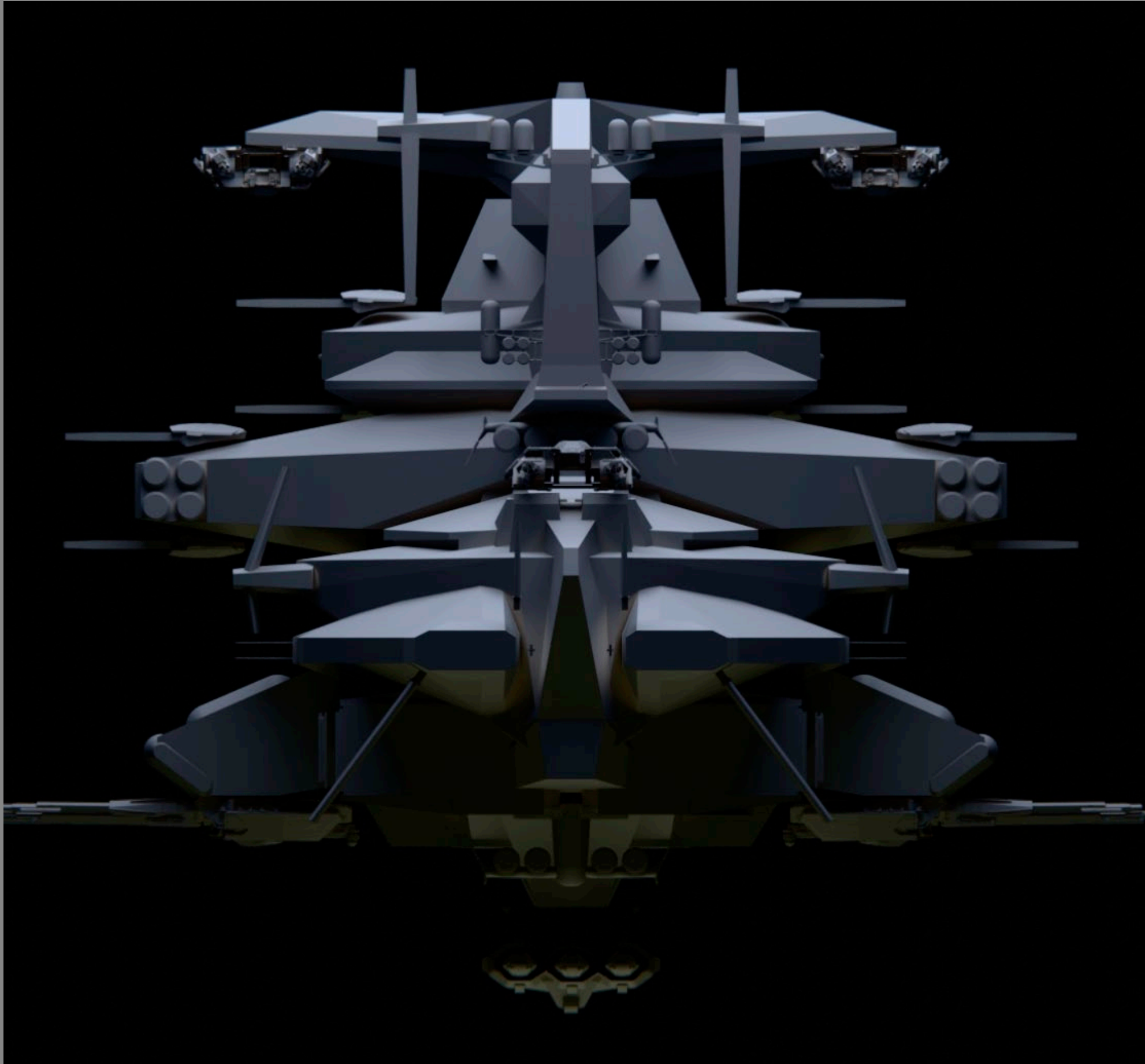
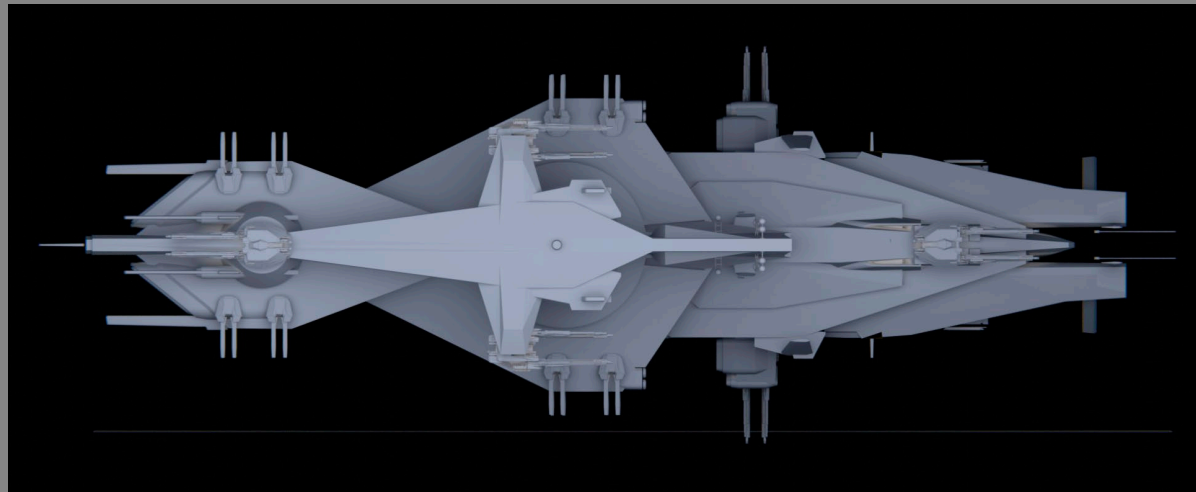


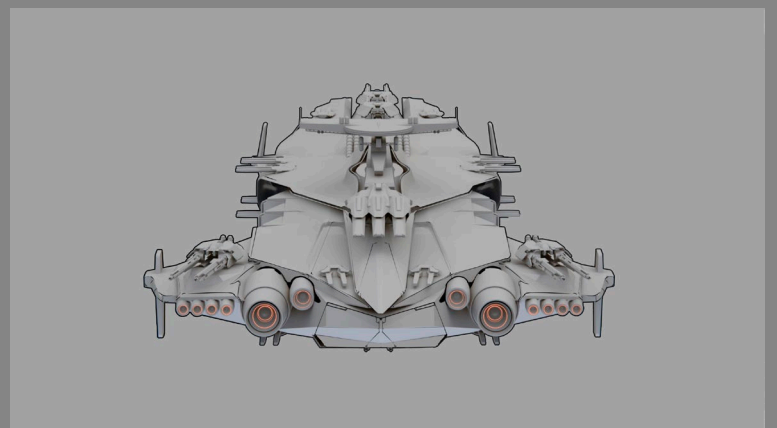
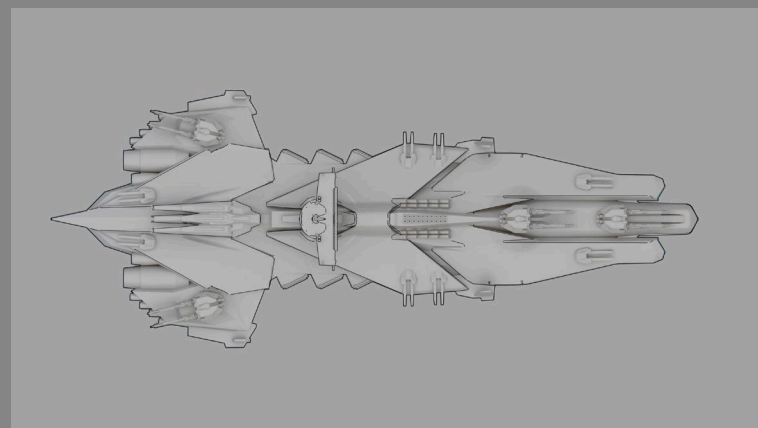
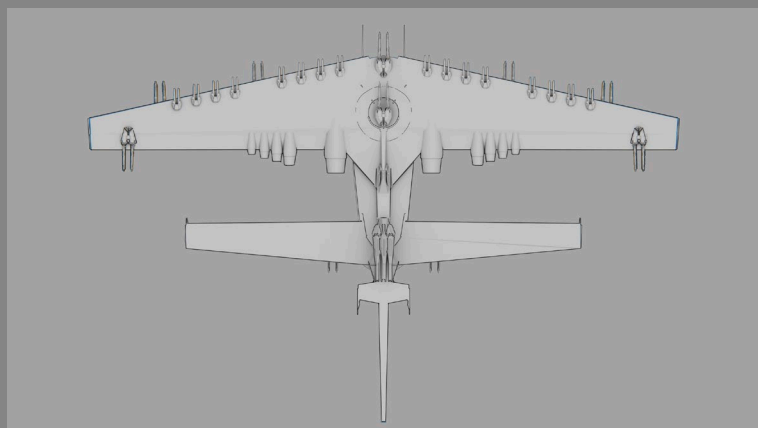
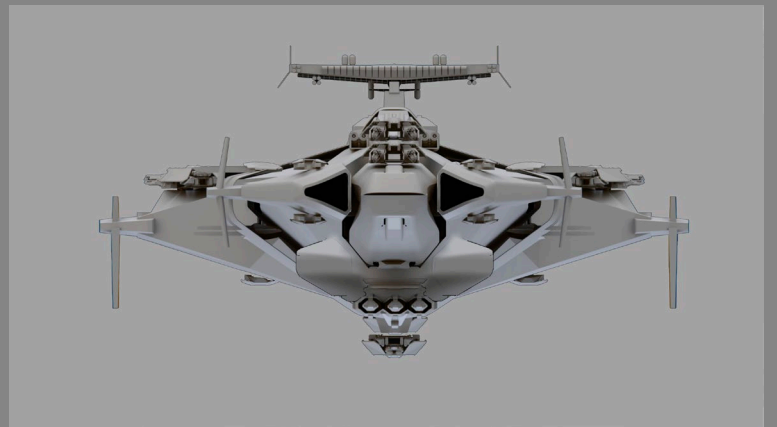
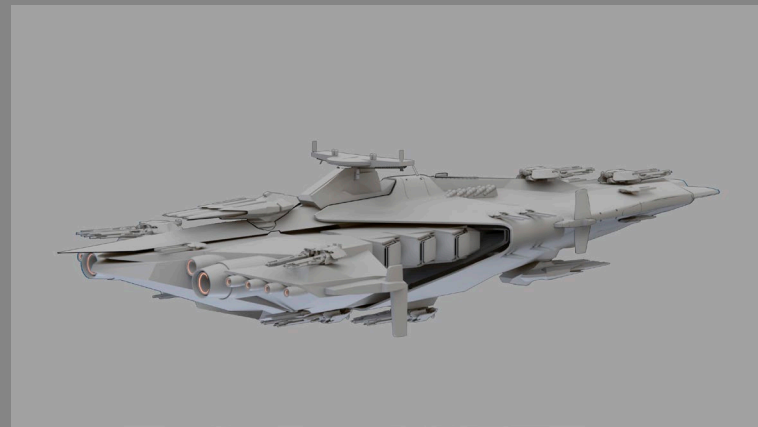
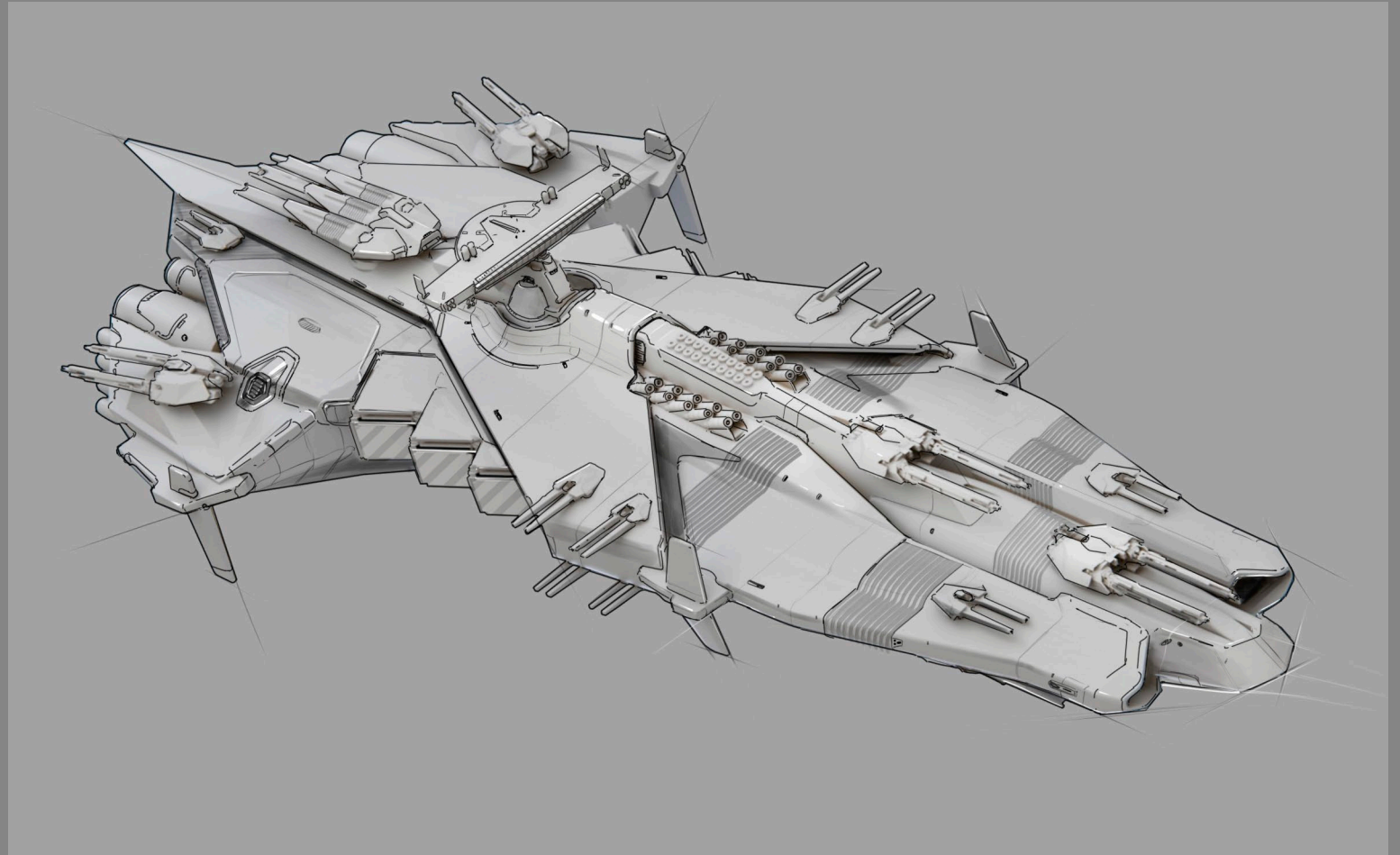
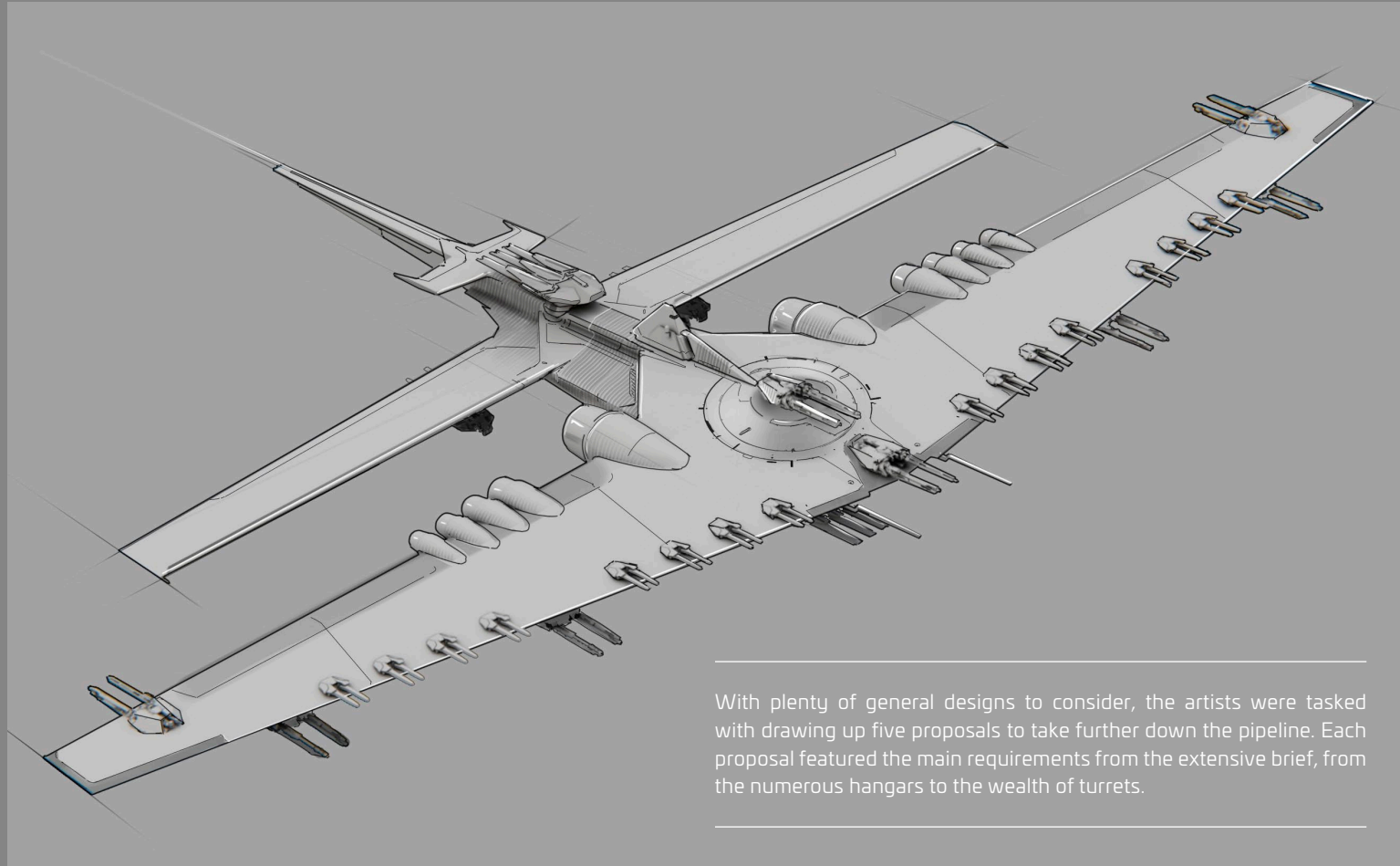
Initially referred to as the 'Anvil Battlecruiser,' this behemoth was first discussed last year, with the full design work beginning early 2026. As a concept ship, it followed a slightly different pipeline compared to straight-to-flyable vehicles, though it began in a familiar way with a brief. However, the Battlecruiser's was much more detailed than usual to account for its sheer scale.

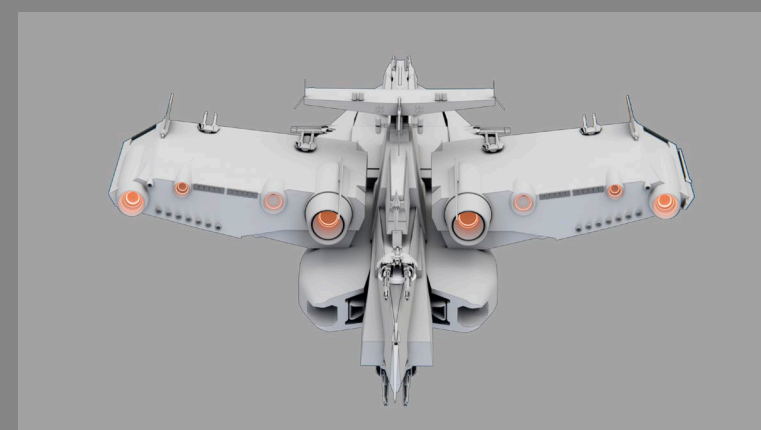
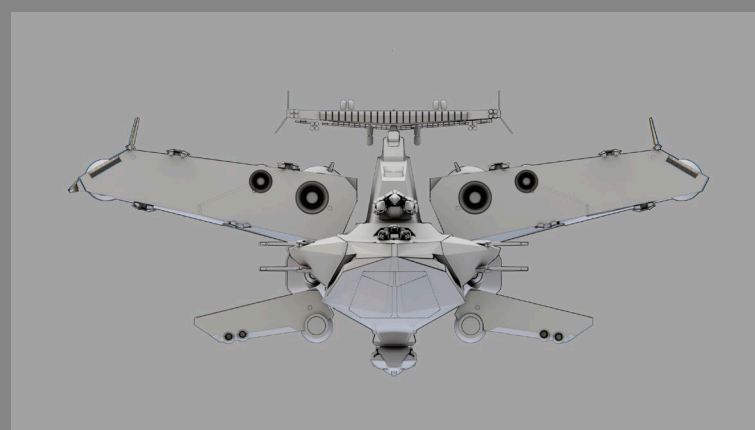
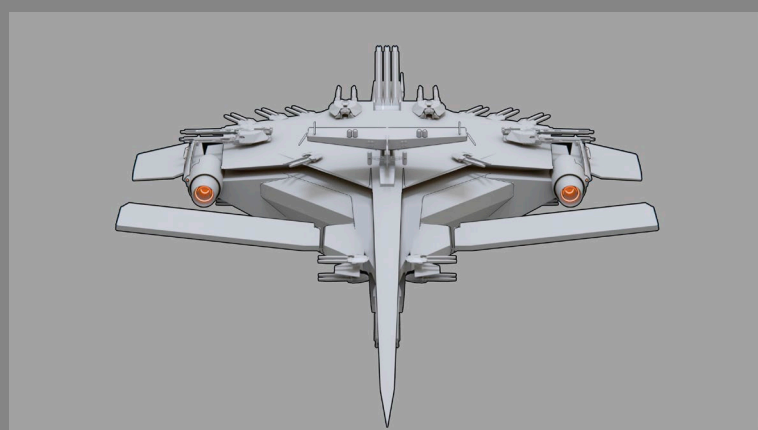
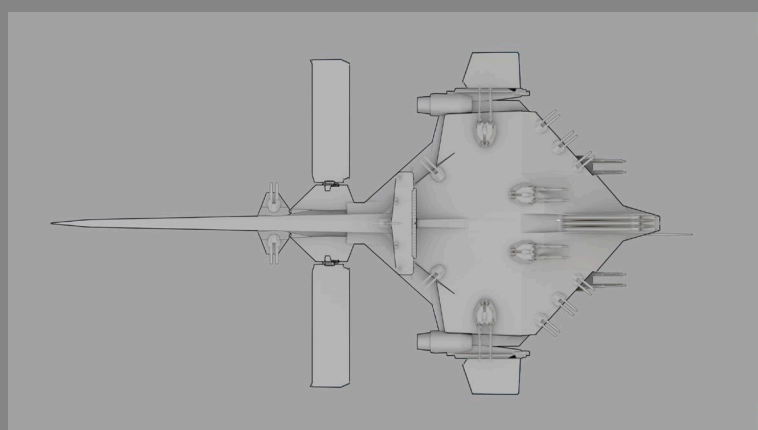
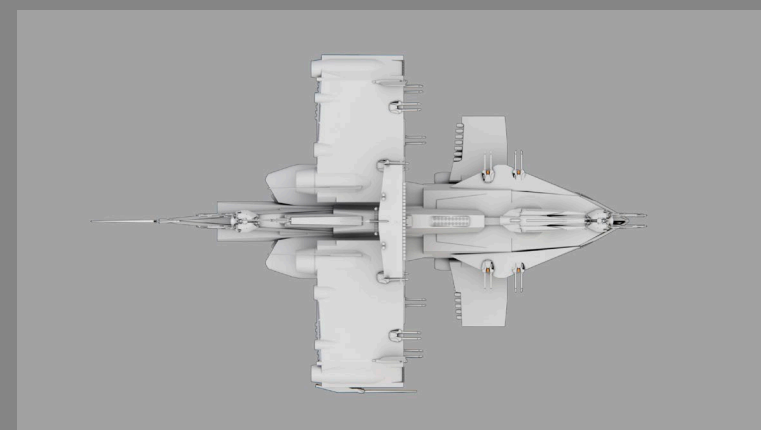
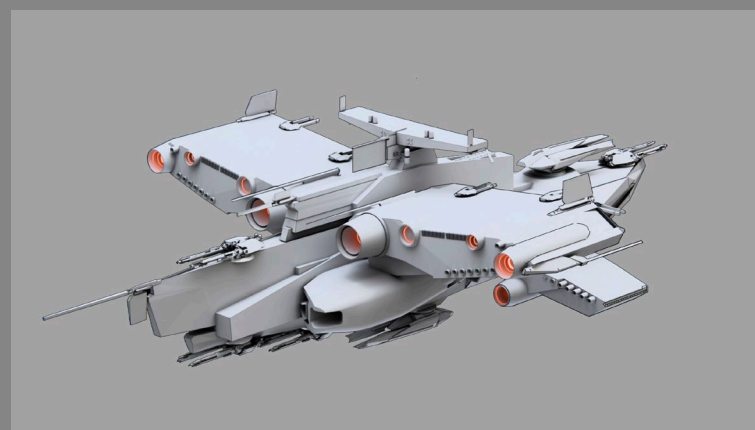
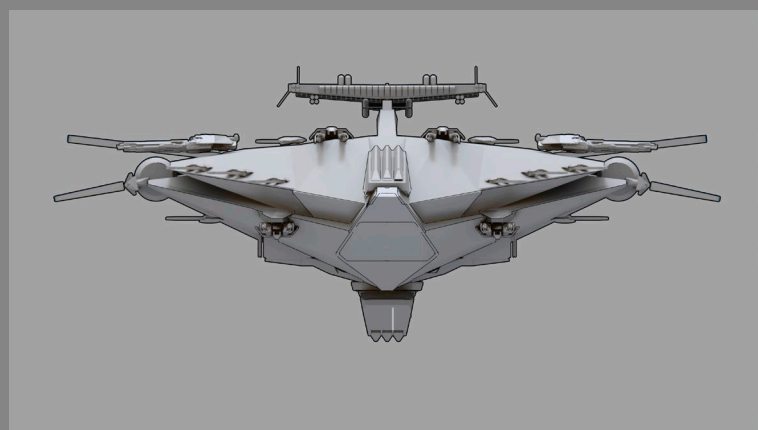
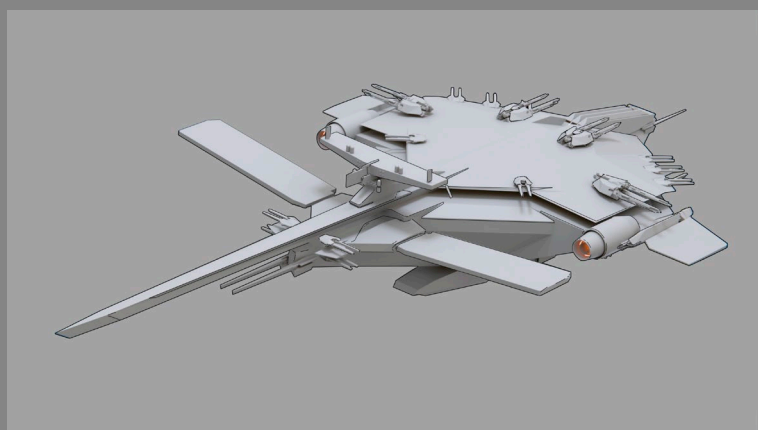
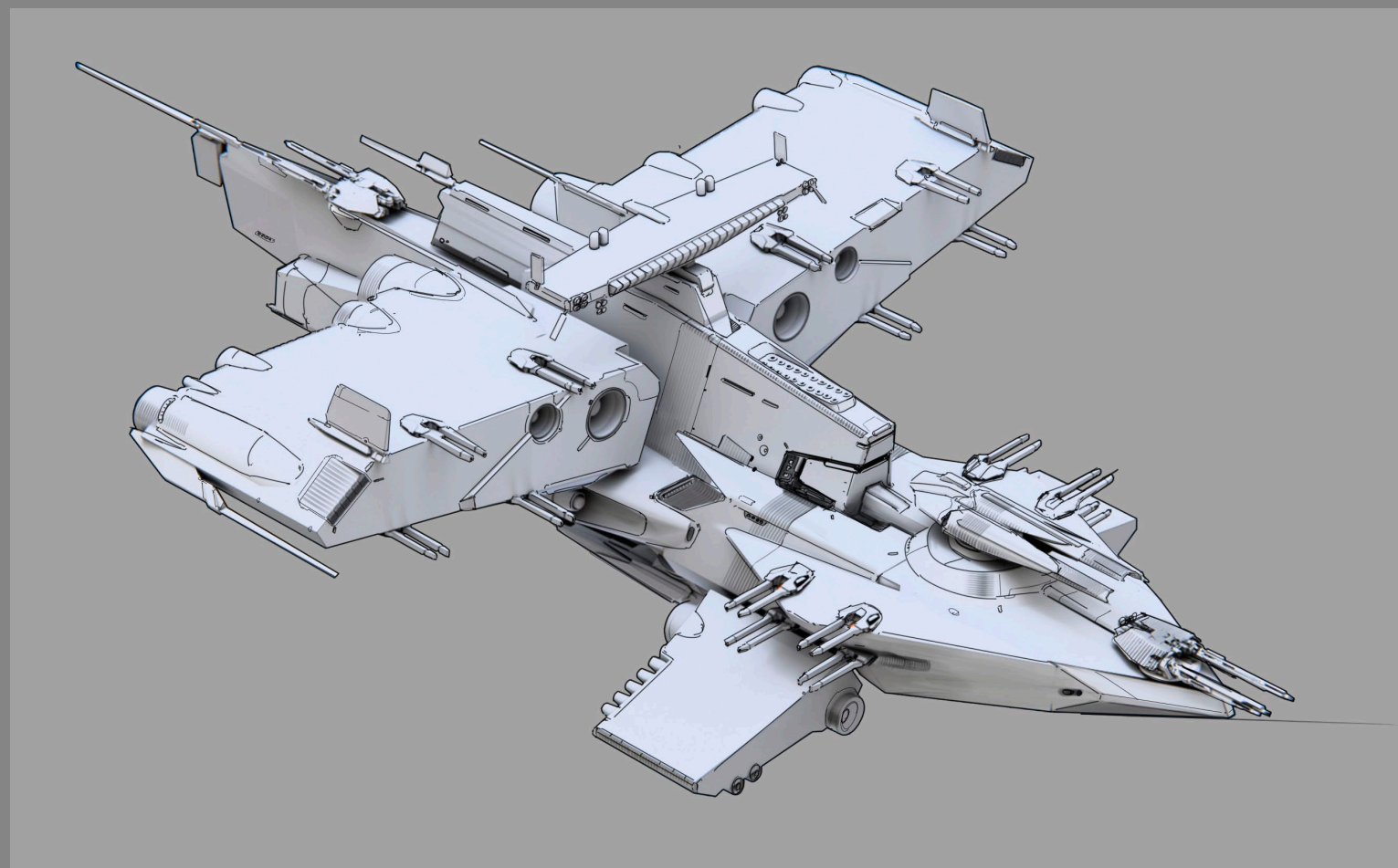
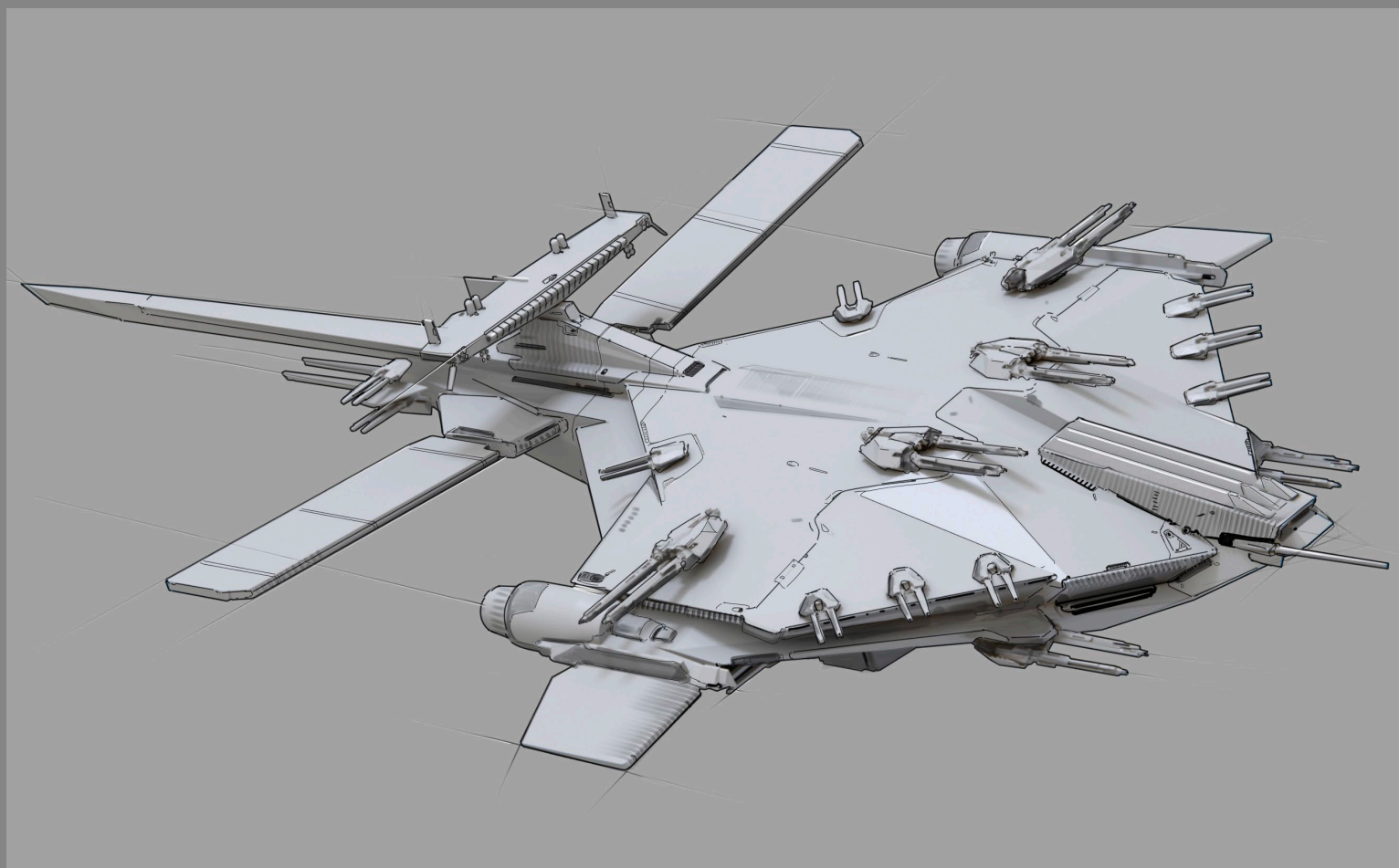
The process kicked off with the artists exploring the concept of the 'battlecruiser.' These initial explorations heavily referenced the huge cruisers that supported naval fleets during World War 2, specifically the tall control towers that house the bridge and lower hulls that appear almost seaworthy.

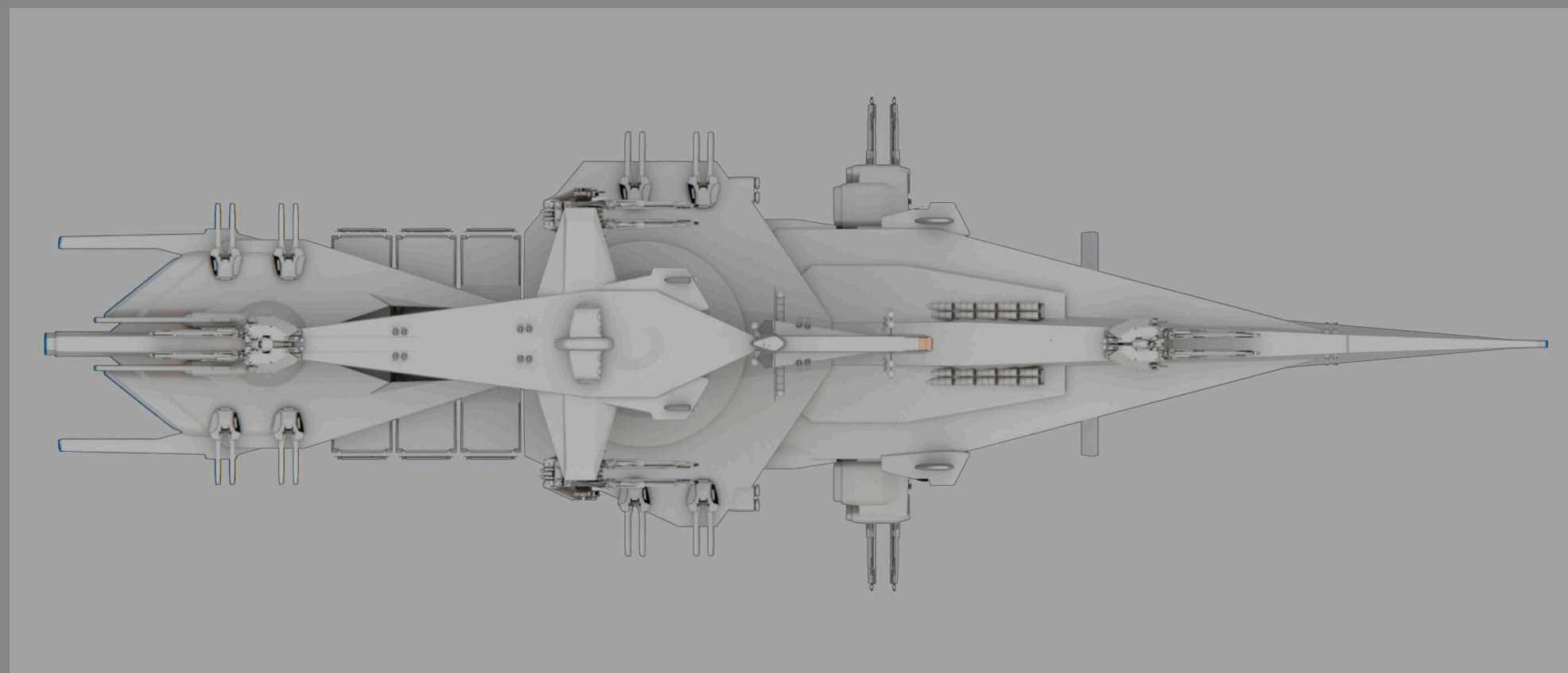
Following the first round of feedback, several additional concepts were created, with the artists asked to focus on scale and engines. While some expanded on the traditional battlecruiser approach from the first round, a couple took a drastic departure, though still referenced WW2 aeronautical design.



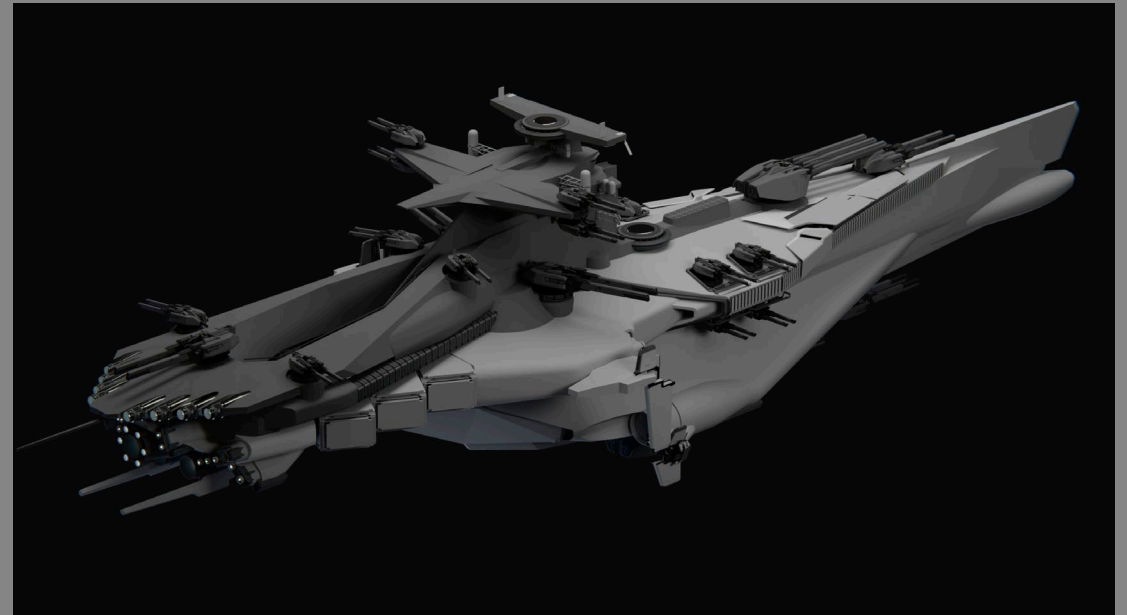


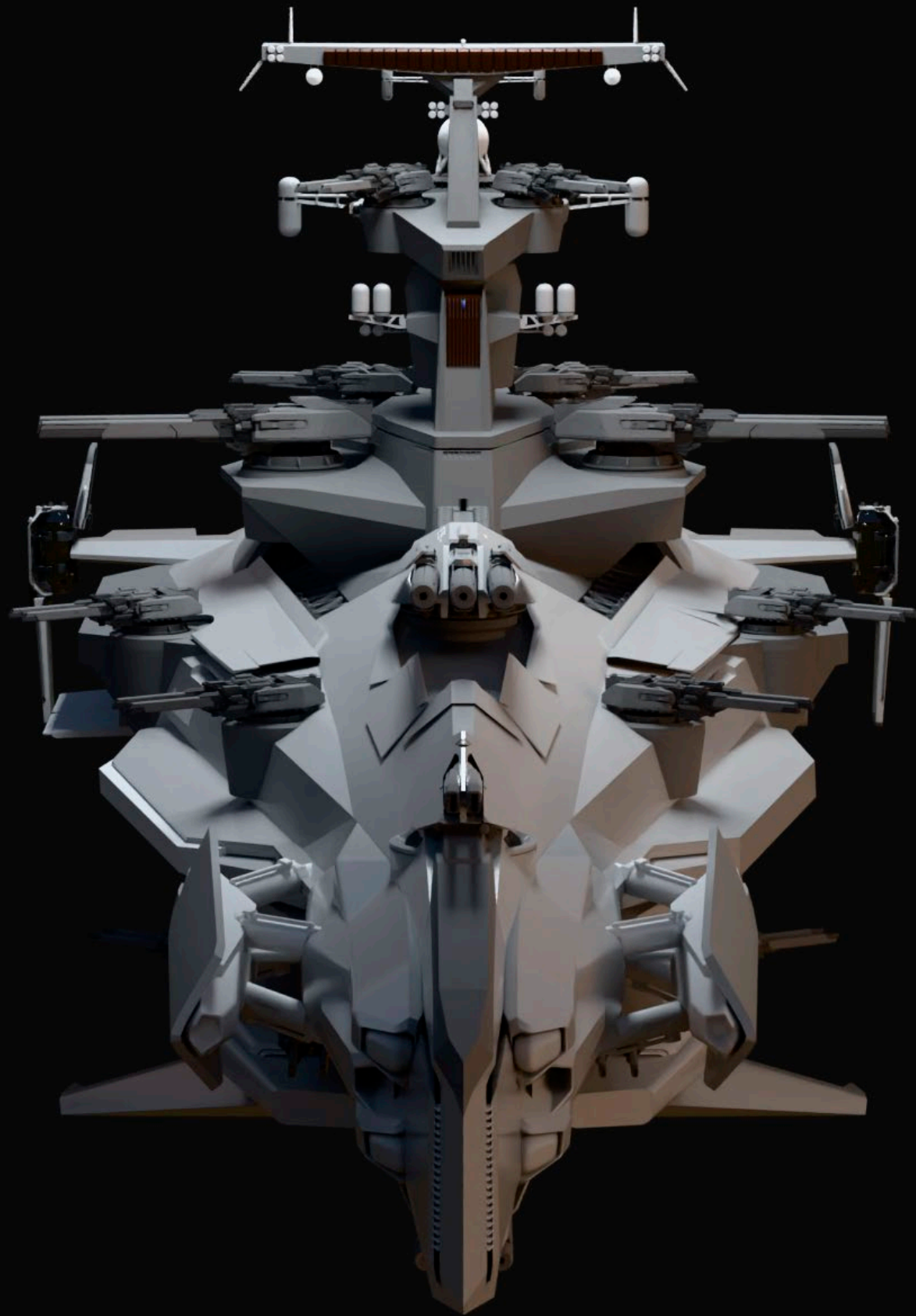




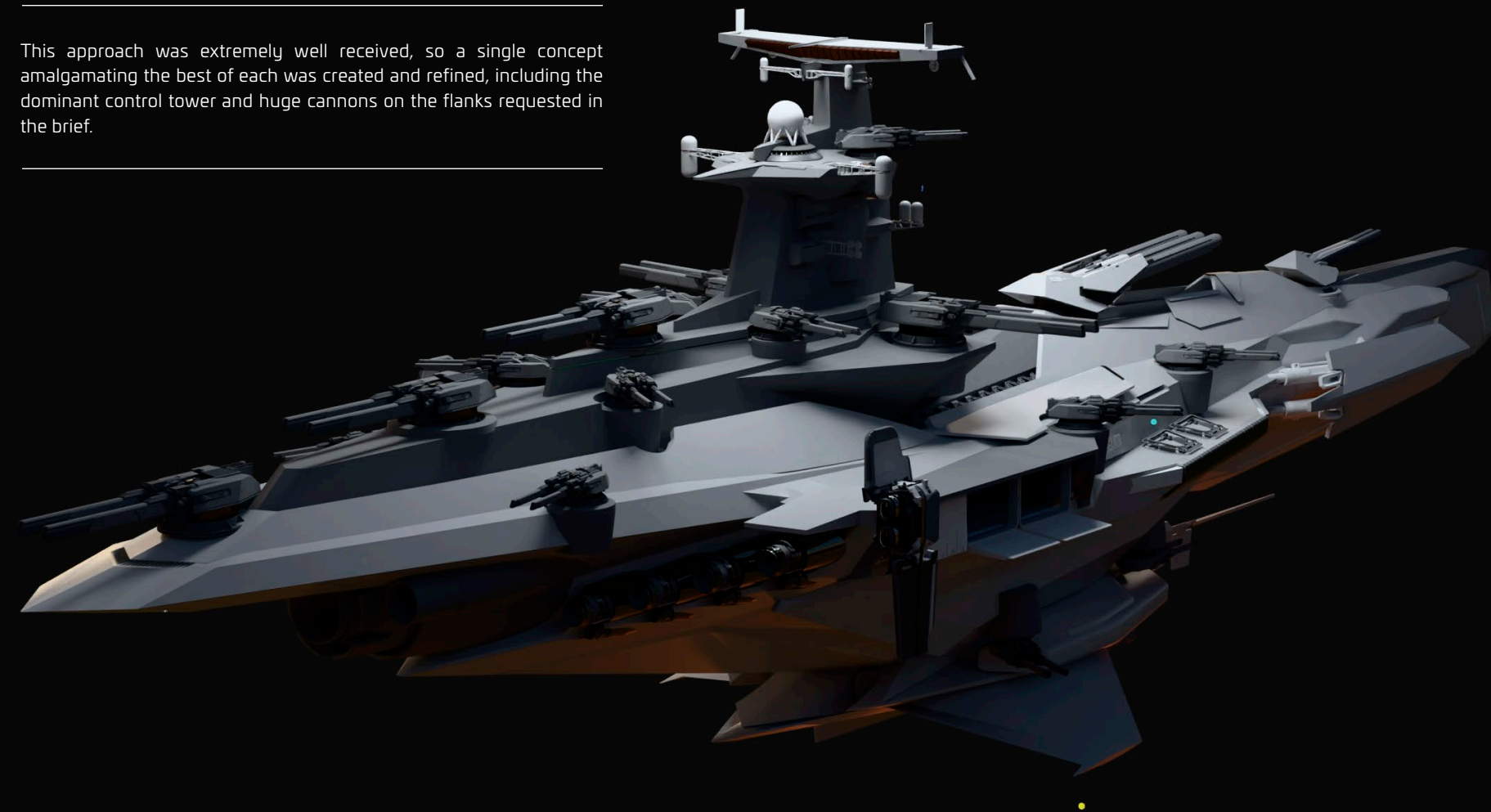


The five proposals were presented to the game directors, who requested a return to the initial explorations that better referenced the real-world battlecruisers rather than classic sci-fi. The tall command tower and strong nautical profile were specific requests, so three new concepts were submitted.

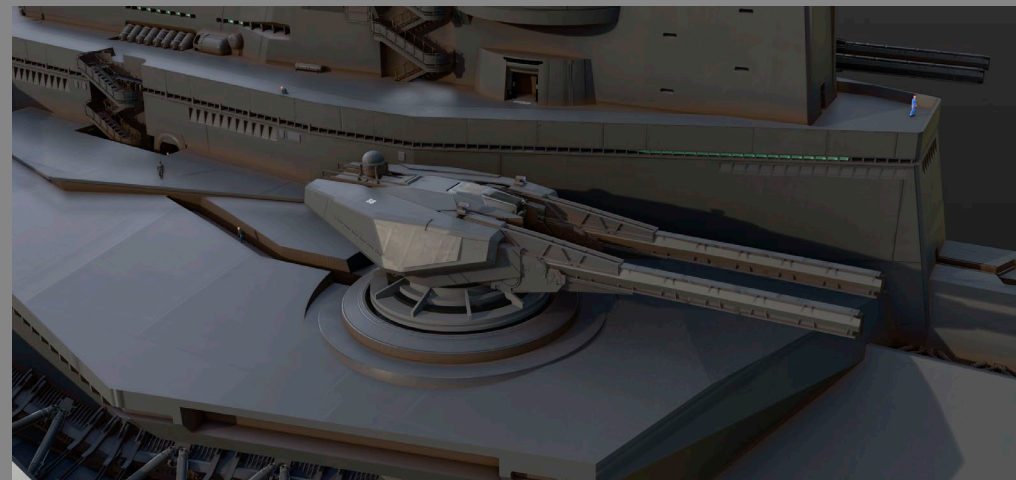
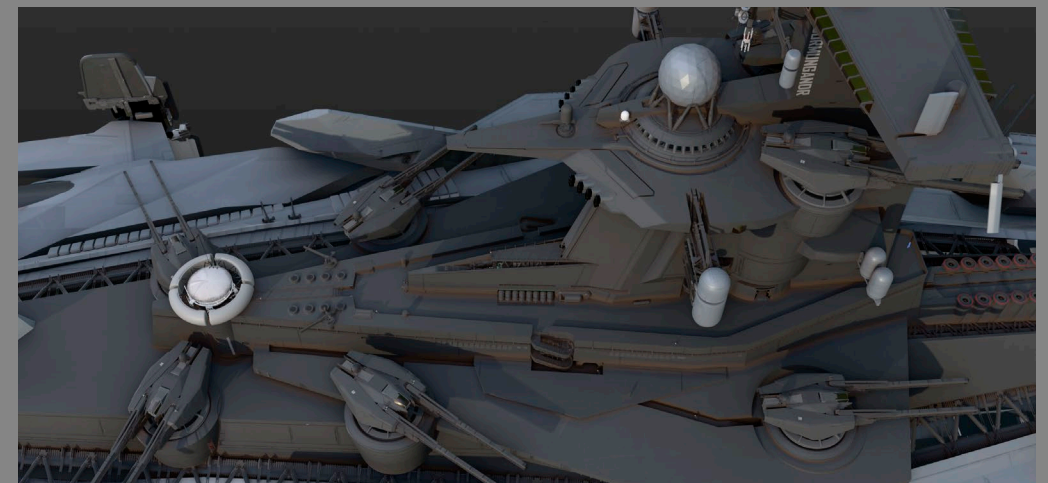




This approach was extremely well received, so a single concept amalgamating the best of each was created and refined, including the dominant control tower and huge cannons on the flanks requested in the brief.

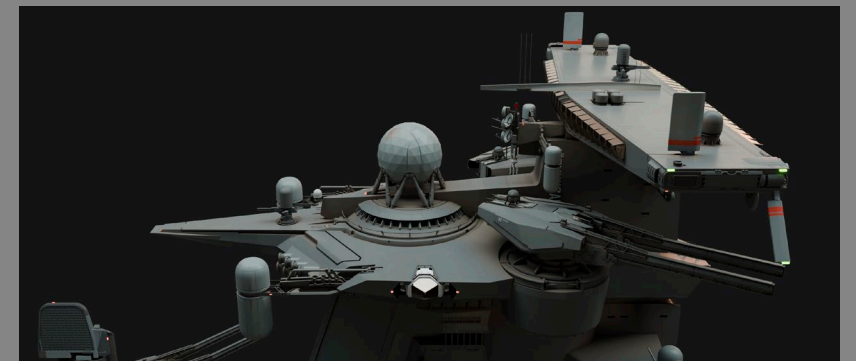


With the general silhouette in place, the turrets were worked up, including how the main guns deploy. Other external components were added here too, including the radar array and sections of armor.

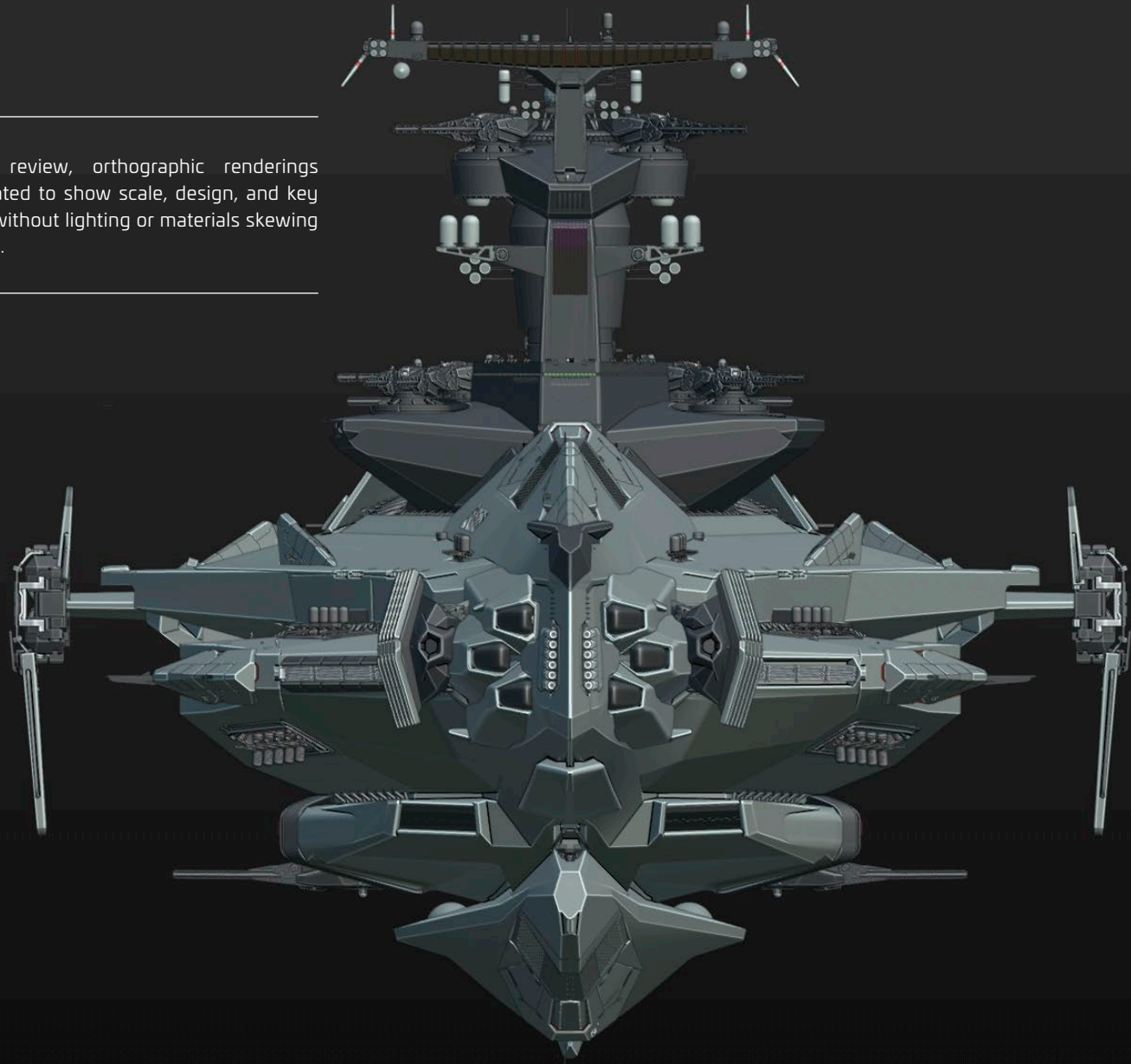


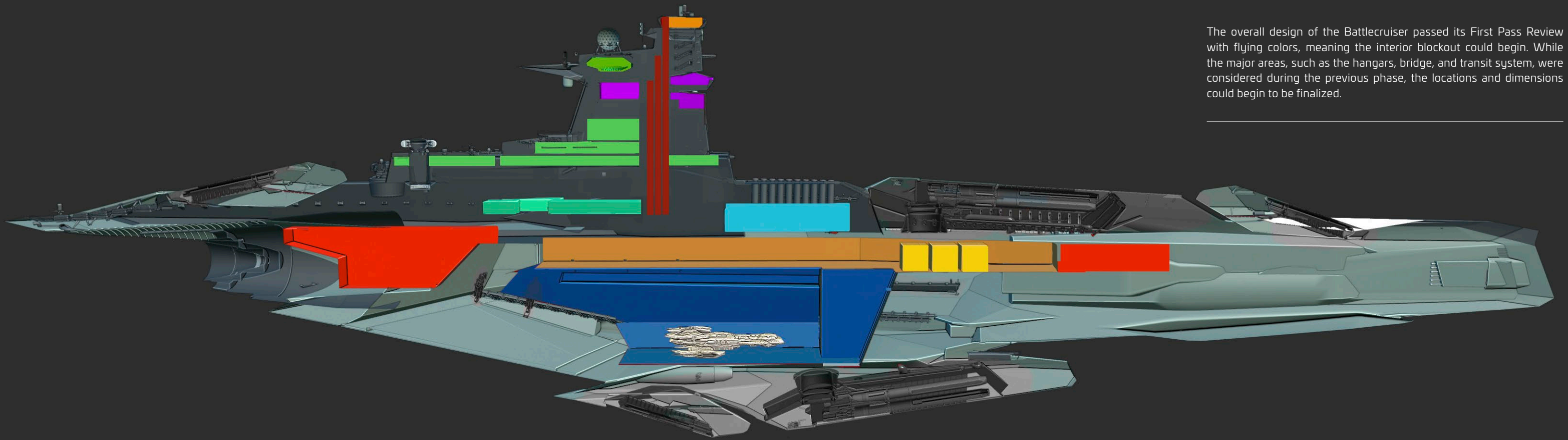


With the Battlecruiser taking shape, the First Pass Review was scheduled, where the ship is shown to the wider team and game directors. Before the review, a detail pass was done, which finally began to show the ship's sheer scale. As part of this, the extensive thruster layout was added to the rear along with refinement to the armor to ensure it appeared 'Anvil' on first look.

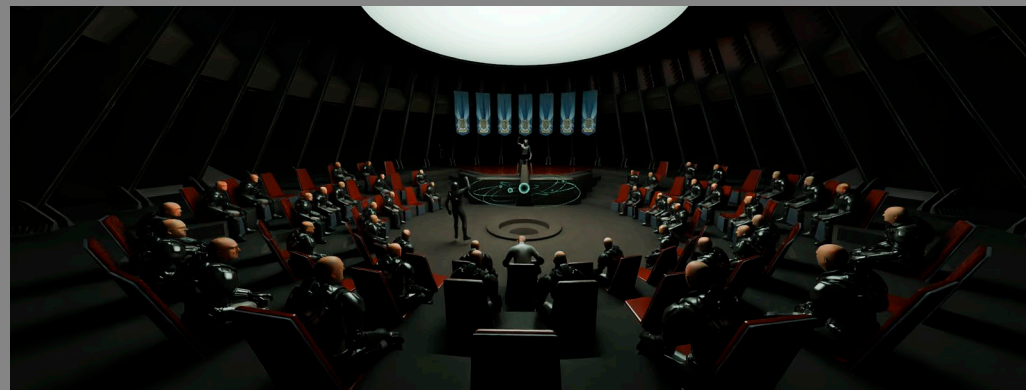
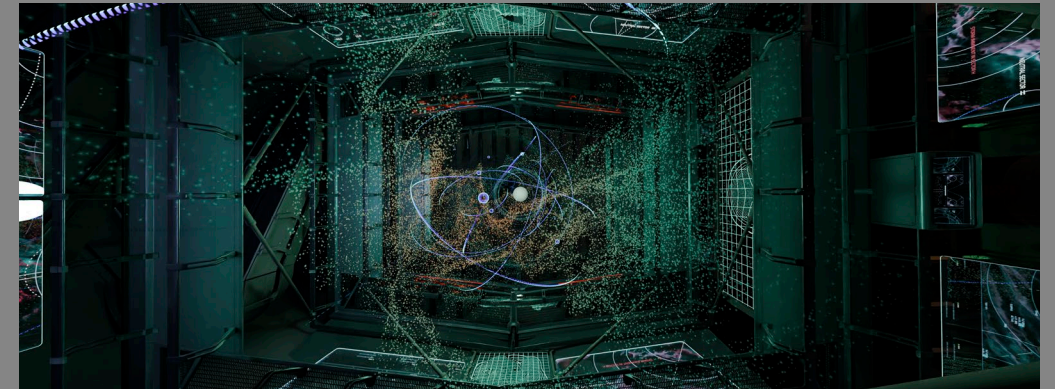
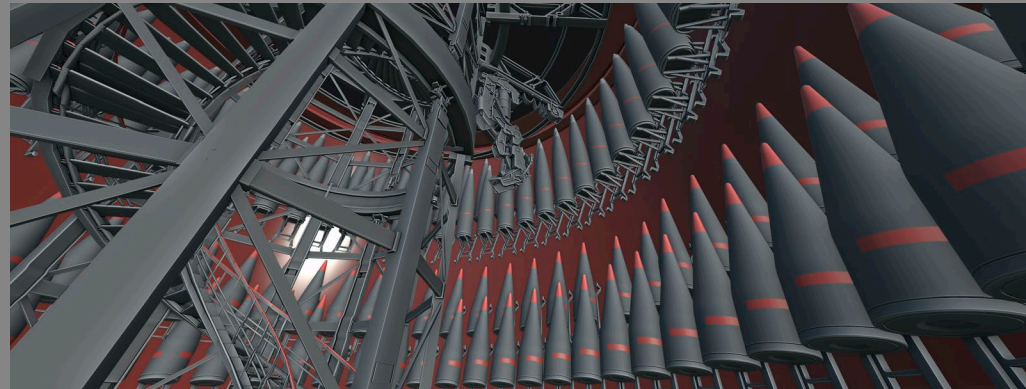


For the review, orthographic renderings were created to show scale, design, and key features without lighting or materials skewing the image.





The overall design of the Battlecruiser passed its First Pass Review with flying colors, meaning the interior blockout could begin. While the major areas, such as the hangars, bridge, and transit system, were considered during the previous phase, the locations and dimensions could begin to be finalized.



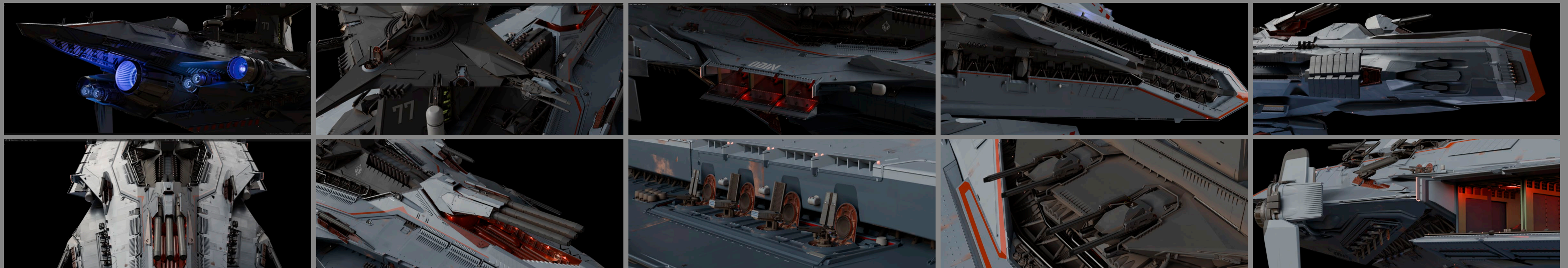


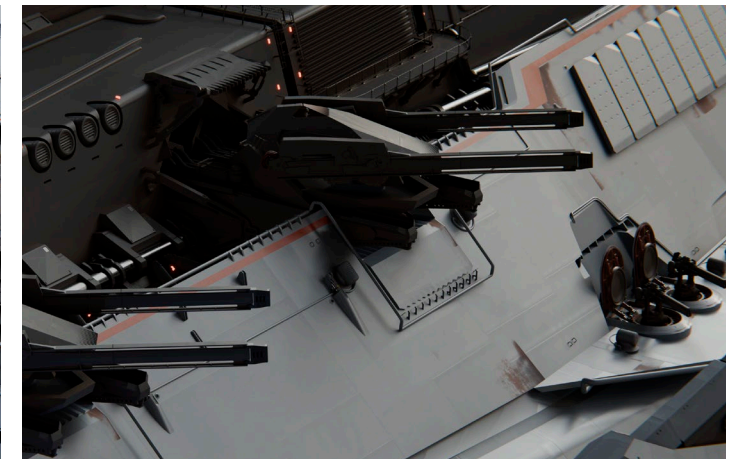
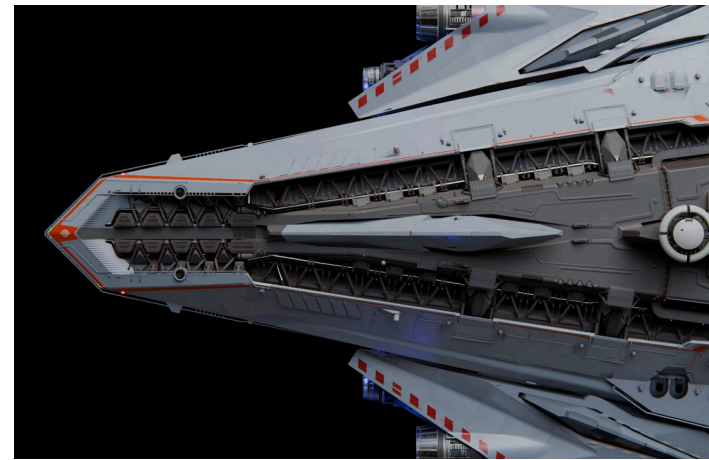
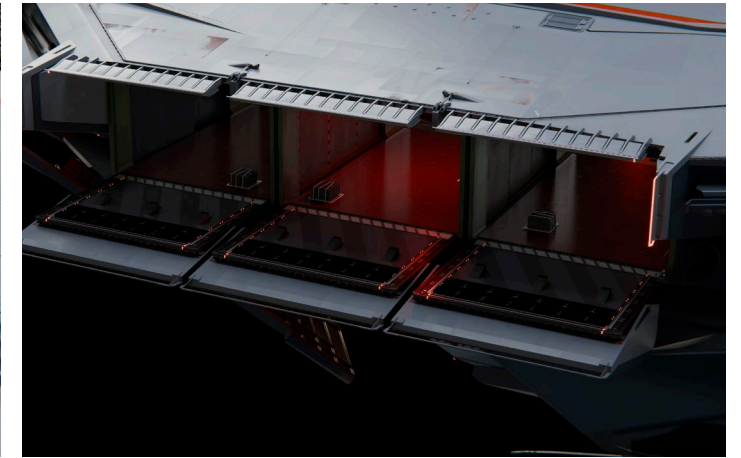
While the interior was being worked up, material and paint work toward the Second Pass Review could begin. Some of the guns were hidden during this phase to tidy up the overall flow of the exterior. The rear was also tweaked here, with the Battlecruiser receiving fewer but larger thrusters.





For the Second Pass Review, images were rendered to highlight the high detail added in the previous stage. The angles chosen highlighted the hangars, weapons, and other specific details to be assessed before the design could be signed off.





Following review, the entirety of the Battlecruiser was signed off. As a concept, the final stage was to create the artwork used to announce the ship to the community. These images also form part of the documentation that will be used as reference by the Ships team when production begins.







A key element of these images is showing how the artists envisage the Battlecruiser being used, with the ship needing a large crew led by a captain. While solo players can and do often fly multi-crew ships alone, the Odin will not be operable without a proper crew and won't work at its best unless all key roles are filled. So, while it has the potential to be almost unstoppable, it won't last long without a well-coordinated group or org working together.



During the final stages of conceiving, the Battlecruiser passed through the Narrative team to be officially christened the Odin.

A few weeks before its announcement to the community, the full details of the Odin were passed to downstream teams. The main message to reflect from development was the sheer scale of the ship, its overwhelming firepower (including retractable cannons and the laser array in the nose), and its ability to carry and support a full fleet of fighters, with the caveat of requiring a full crew to fly and defend itself properly.





The Odin was finally unveiled at the close-out of DefenseCon 2956. While not a ship intended to be added to the fleets of most players, the Odin cruising through a system will be a huge moment for every player, be it from the Battlecruiser's control tower, engineering department, hangars, brig, or from the cockpit of an attacking vessel.





# BEHIND THE SCENES: ORIGIN M80

Despite having one of the most iconic design languages in the 'verse, citizens haven't seen a new release from Origin Jumpworks since the X1 series became flyable in 2023. While the prior 400i had introduced a slightly updated approach to the smooth and sleek design aesthetic with its more complex rear-heavy design, the brand hadn't evolved the same way its competitors had, including RSI and Drake.

So, last year, when the year's vehicle releases were being penciled in, there was an overwhelmingly loud call to return to the most luxurious shipbuilder in the Empire. And rather than look to the past, the Ships team took the opportunity to launch something entirely new to the brand and update its overall look.

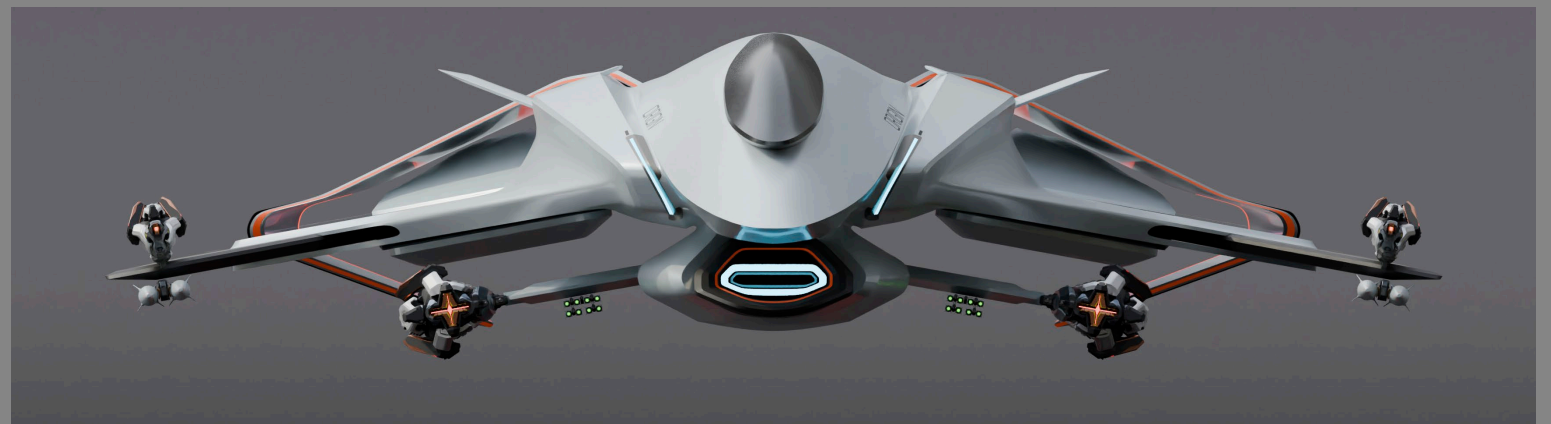
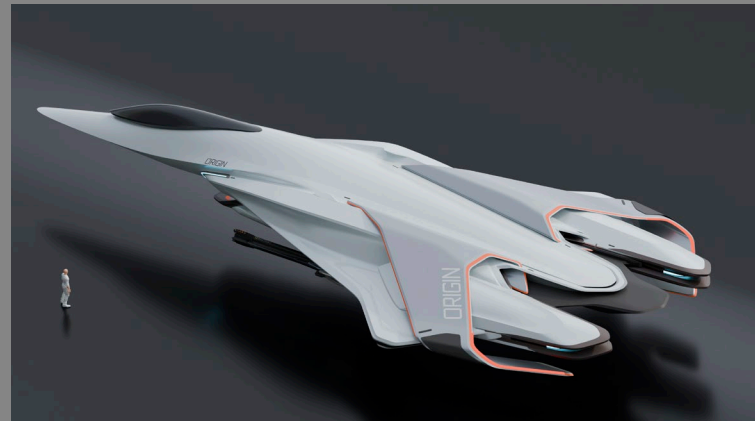
Despite the time between releases, Origin ships are always instantly recognizable. So, while an update was needed, it was important to stay true to the visual identity established with the original 300 series during Kickstarter and its subsequent rework in 2019. This was made clear in the brief submitted in September last year.

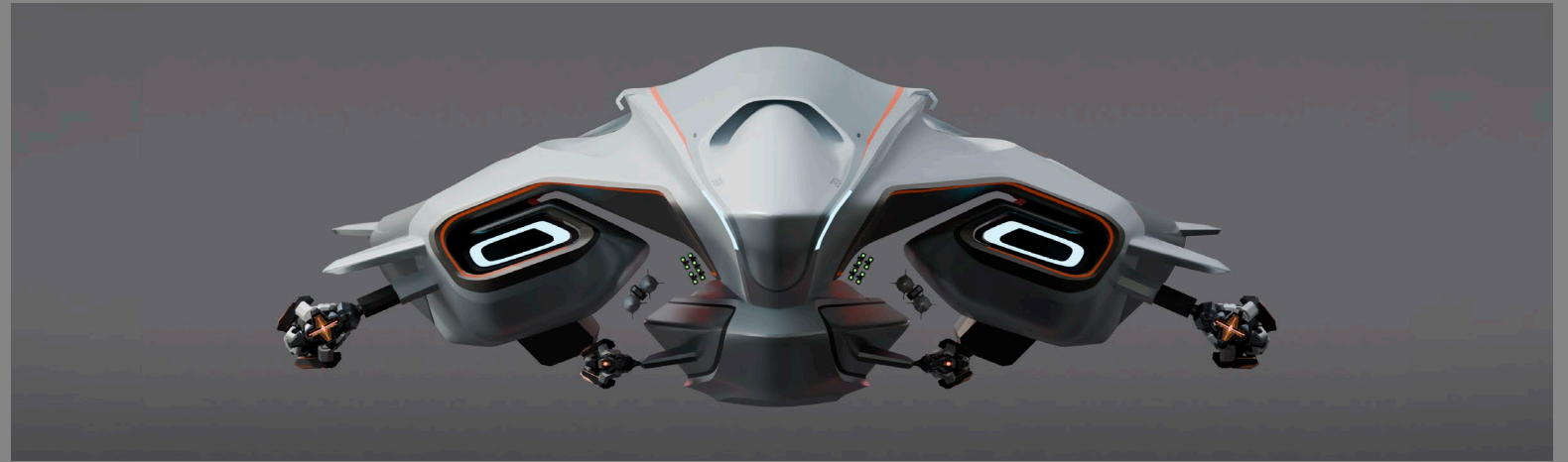
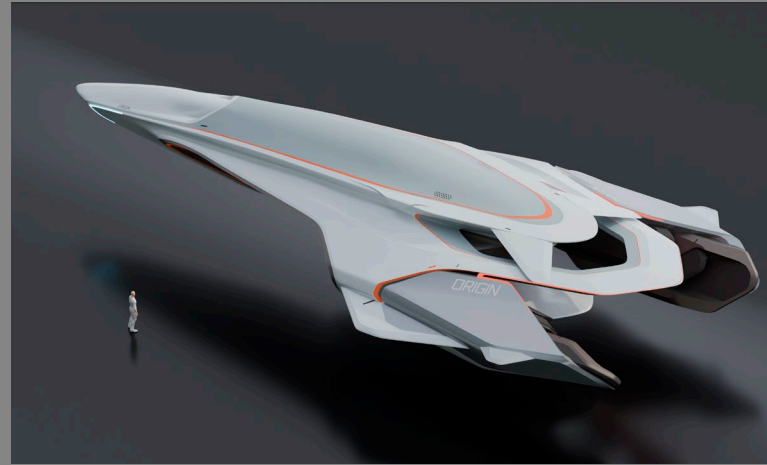
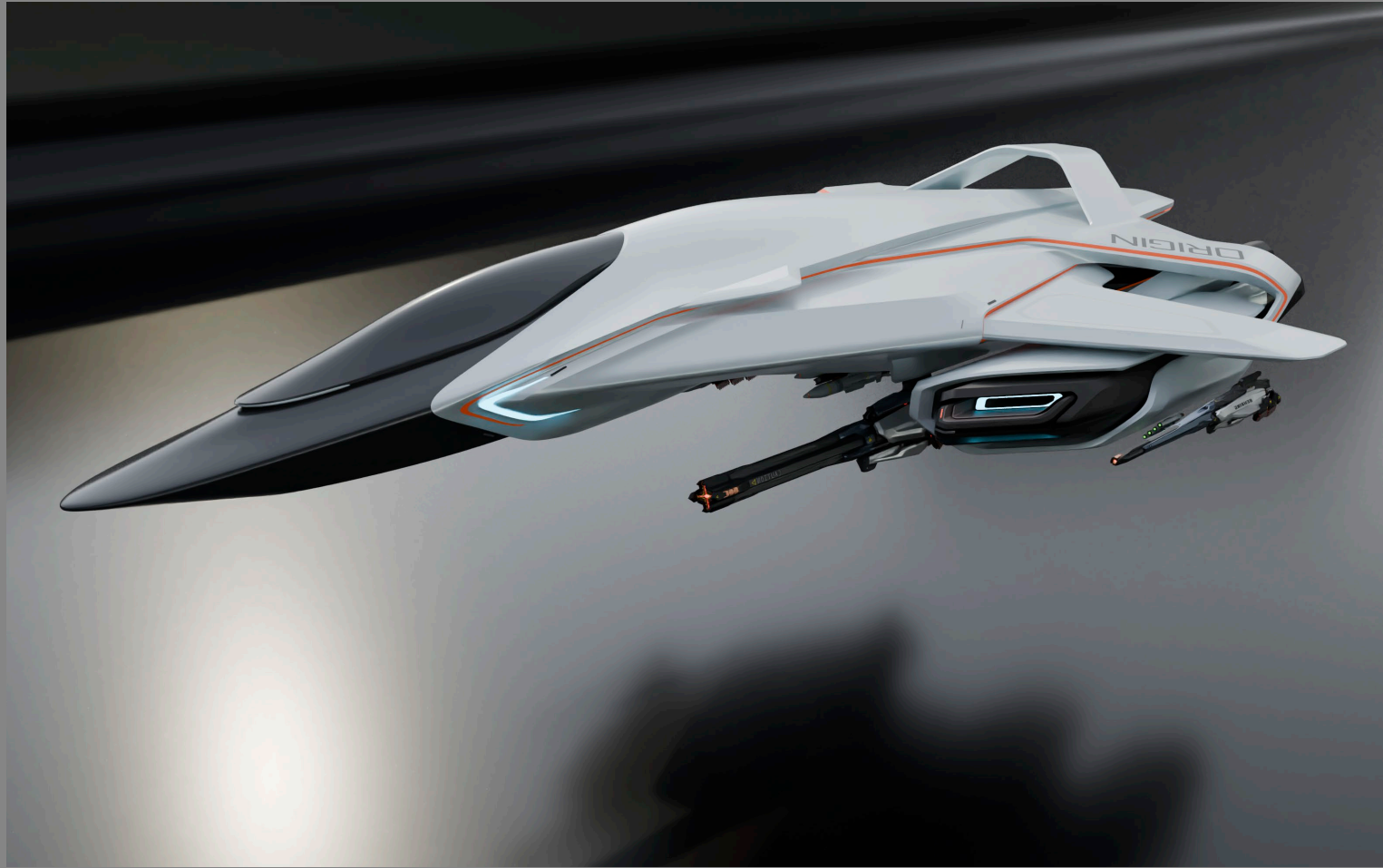
## ORIG HEAVY FIGHTER

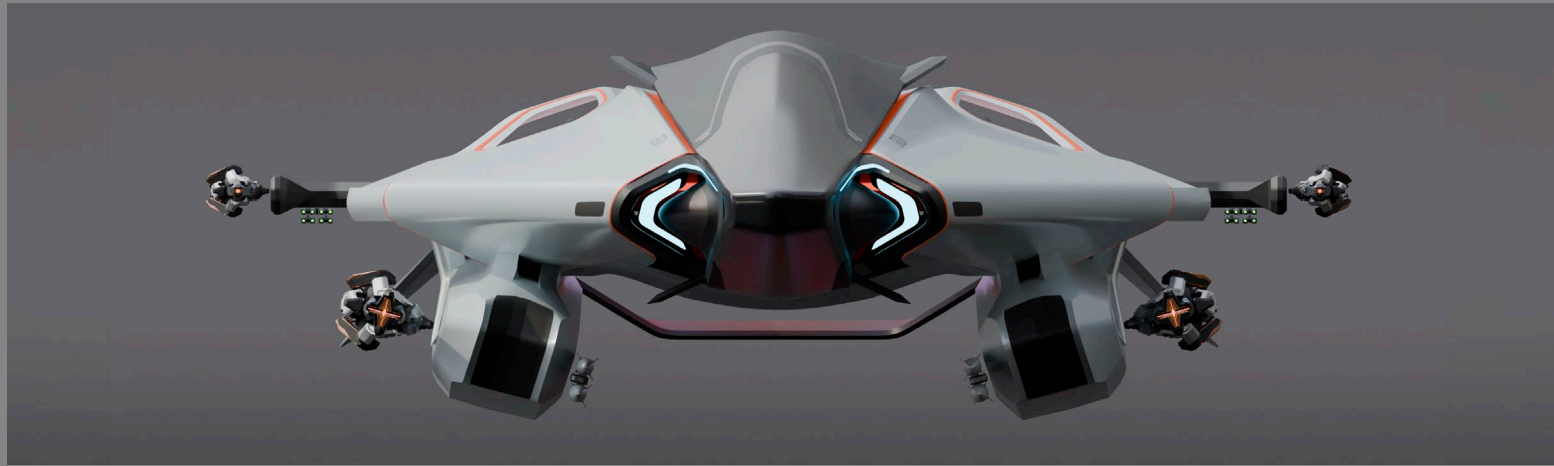
*Appears at first like any other Origin ship; sleek & elegant with weapons hidden. Unfolds into a more aggressive shape, revealing its weapons.*



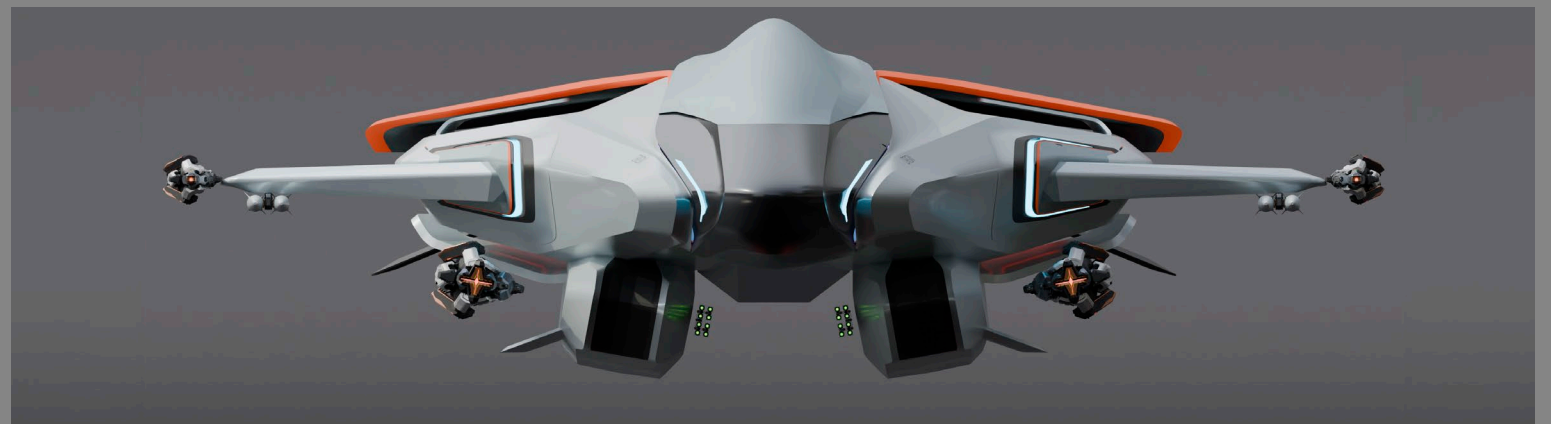
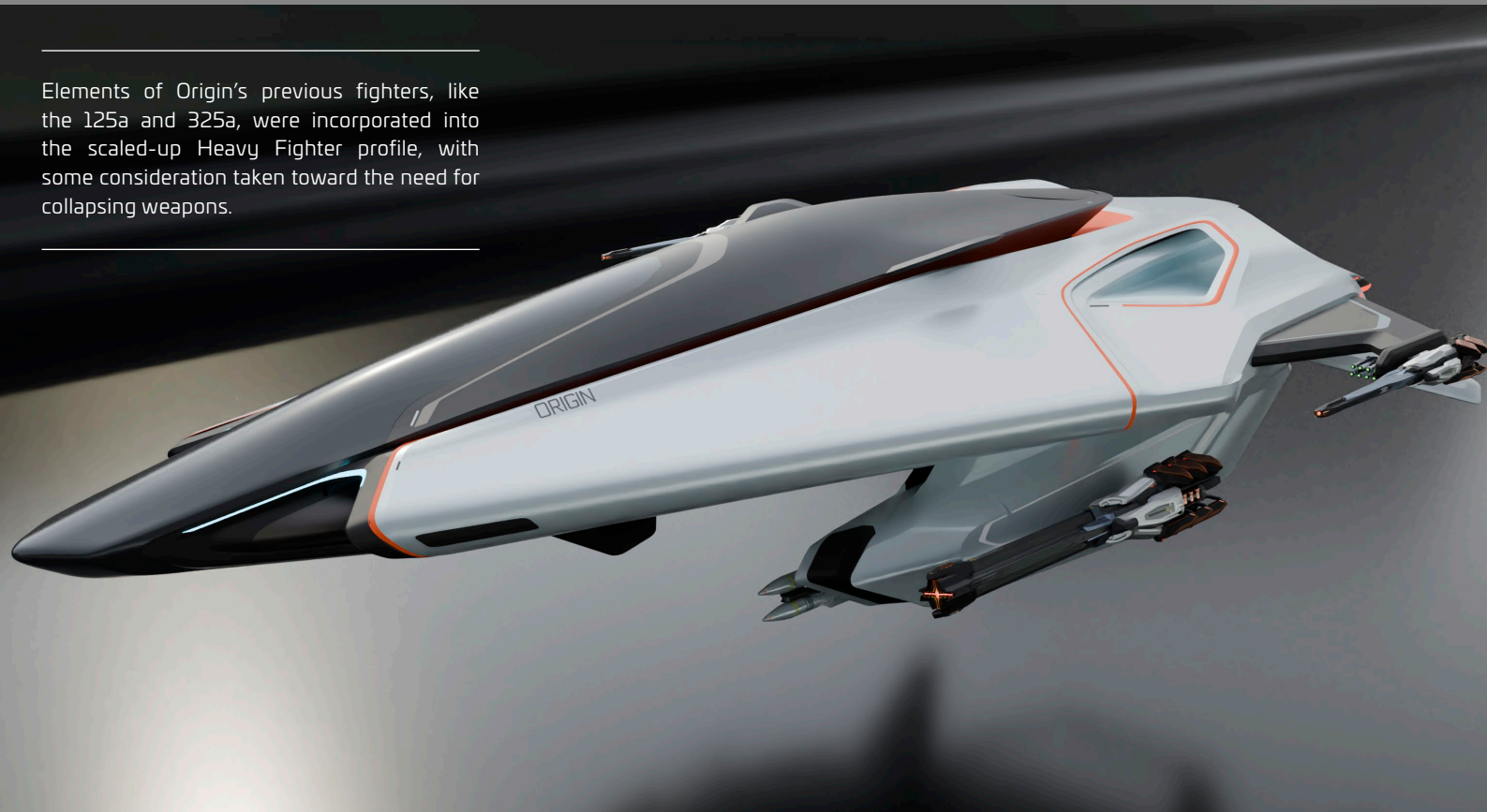
The process began with the team exploring how to transfer the familiar Origin look onto a Heavy Fighter. Six concepts were created, using a mixture of kit-bashing and new models.







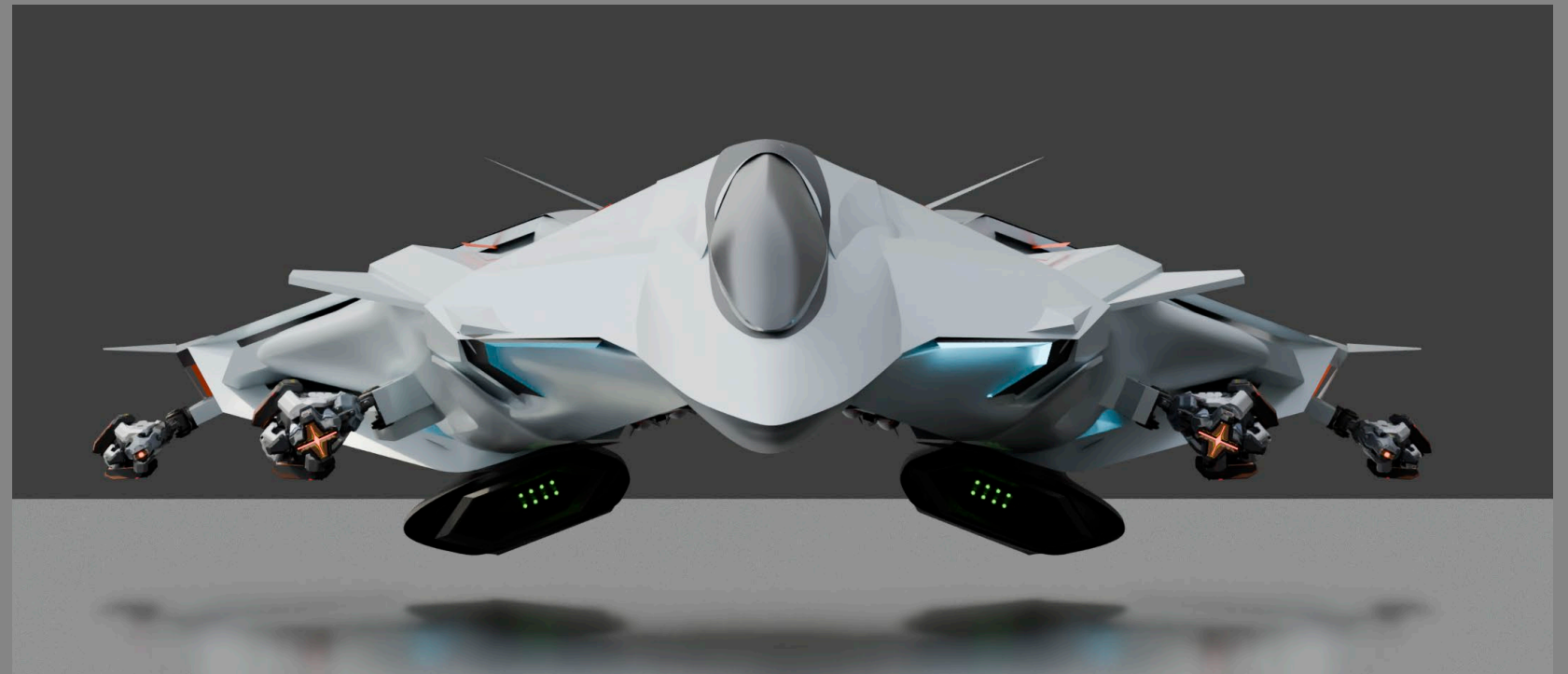
Elements of Origin's previous fighters, like the 125a and 325a, were incorporated into the scaled-up Heavy Fighter profile, with some consideration taken toward the need for collapsing weapons.

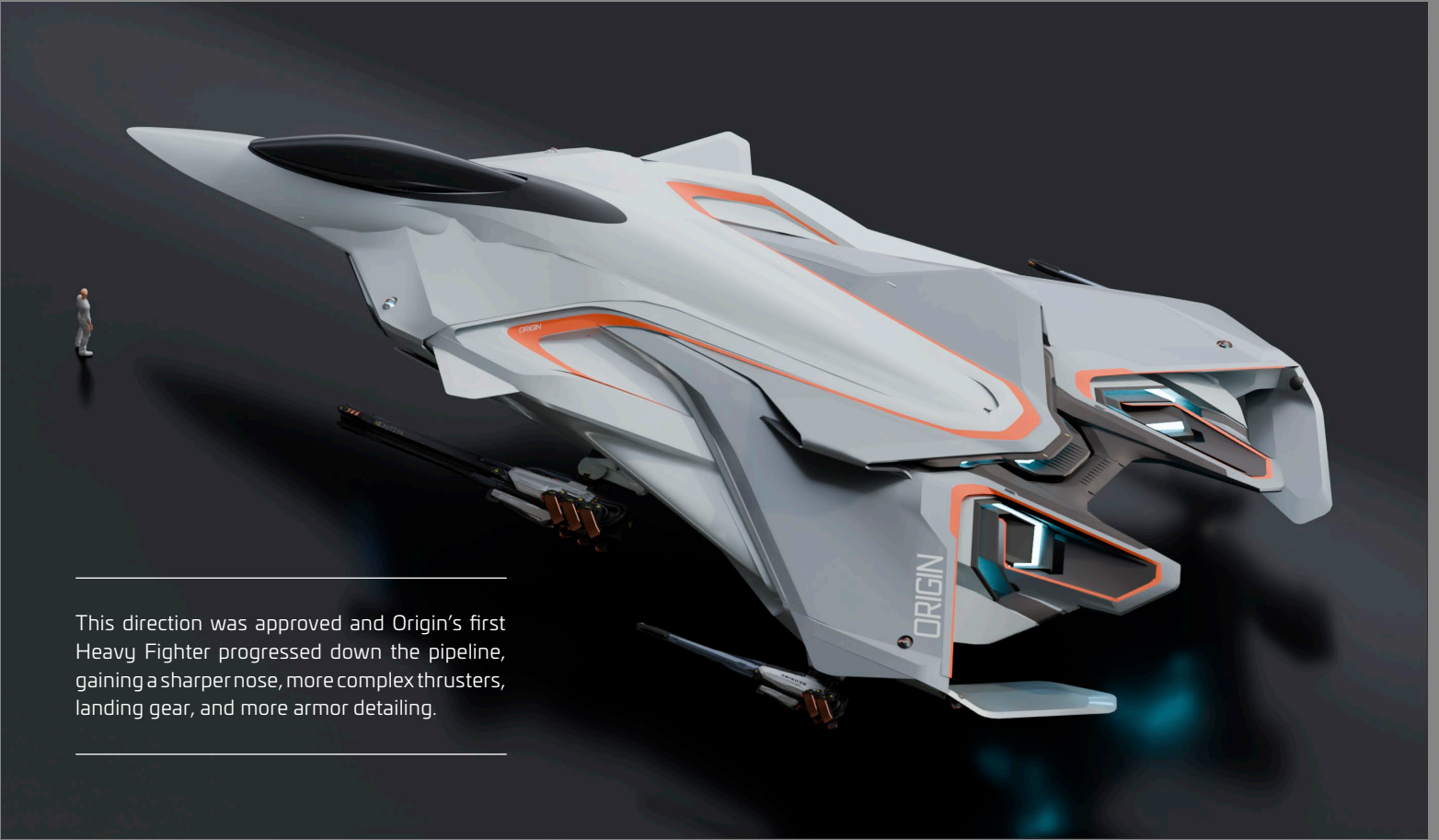


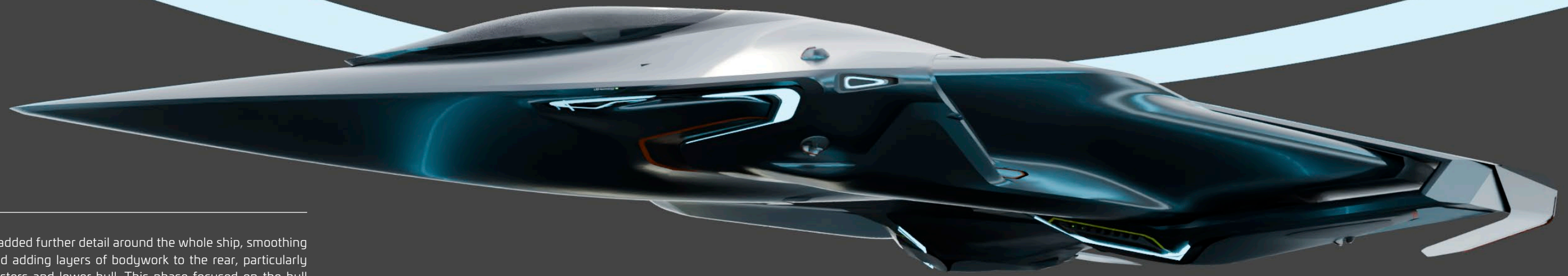


Upon review, feedback suggested that merging elements of the established Origin style with a Heavy Fighter chassis wasn't entirely creating the desired effect. In response, a new proposal was created referencing contemporary jetfighters, though updated for the 30th century with hints of Origin flair.

While this approach was well received and certainly in the right direction, director feedback asked for a smoother, more seamless look to the weapons when deployed. This led to the hull increasing in size slightly to better hide the guns when retracted and provide a more integrated look when deployed, rather than appearing stuck to the wings.

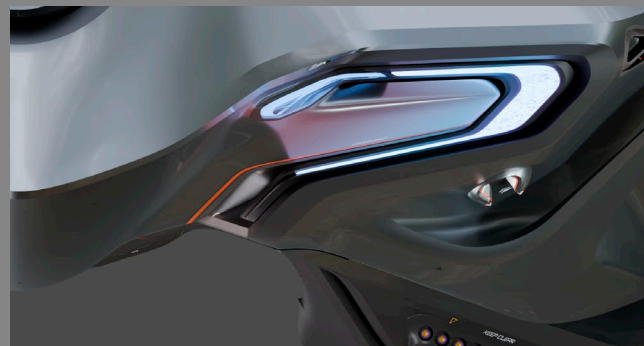






A material pass added further detail around the whole ship, smoothing out the front and adding layers of bodywork to the rear, particularly around the thrusters and lower hull. This phase focused on the hull with the weapons retracted to ensure it hit the 'sleek and elegant' requirement from the brief.

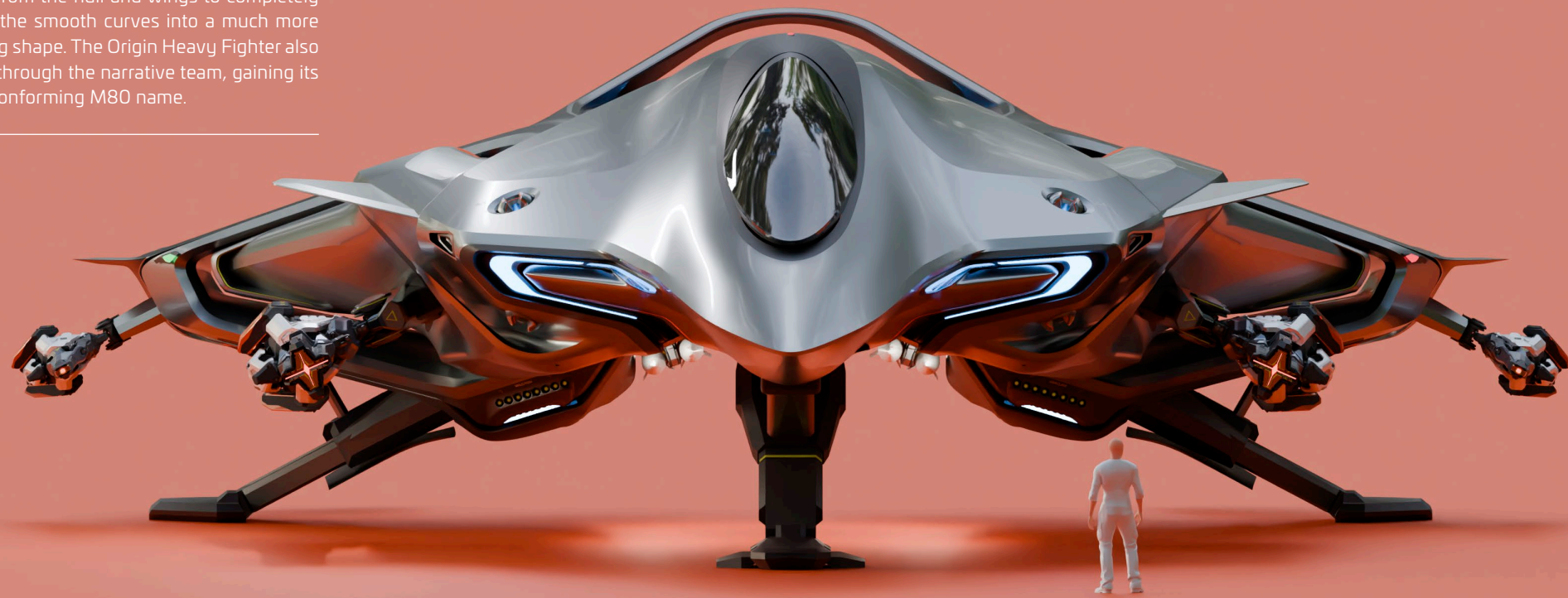


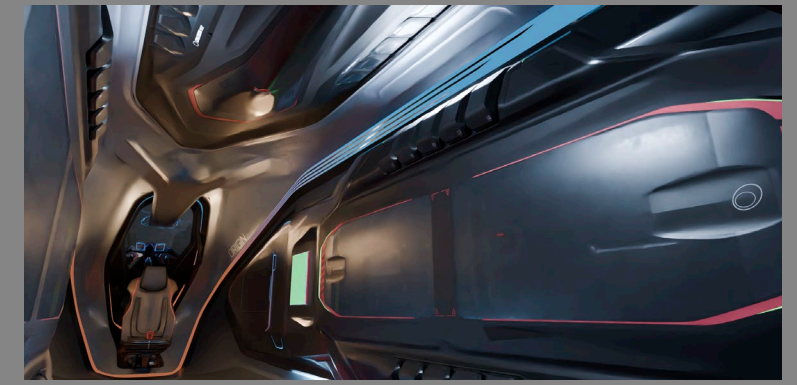
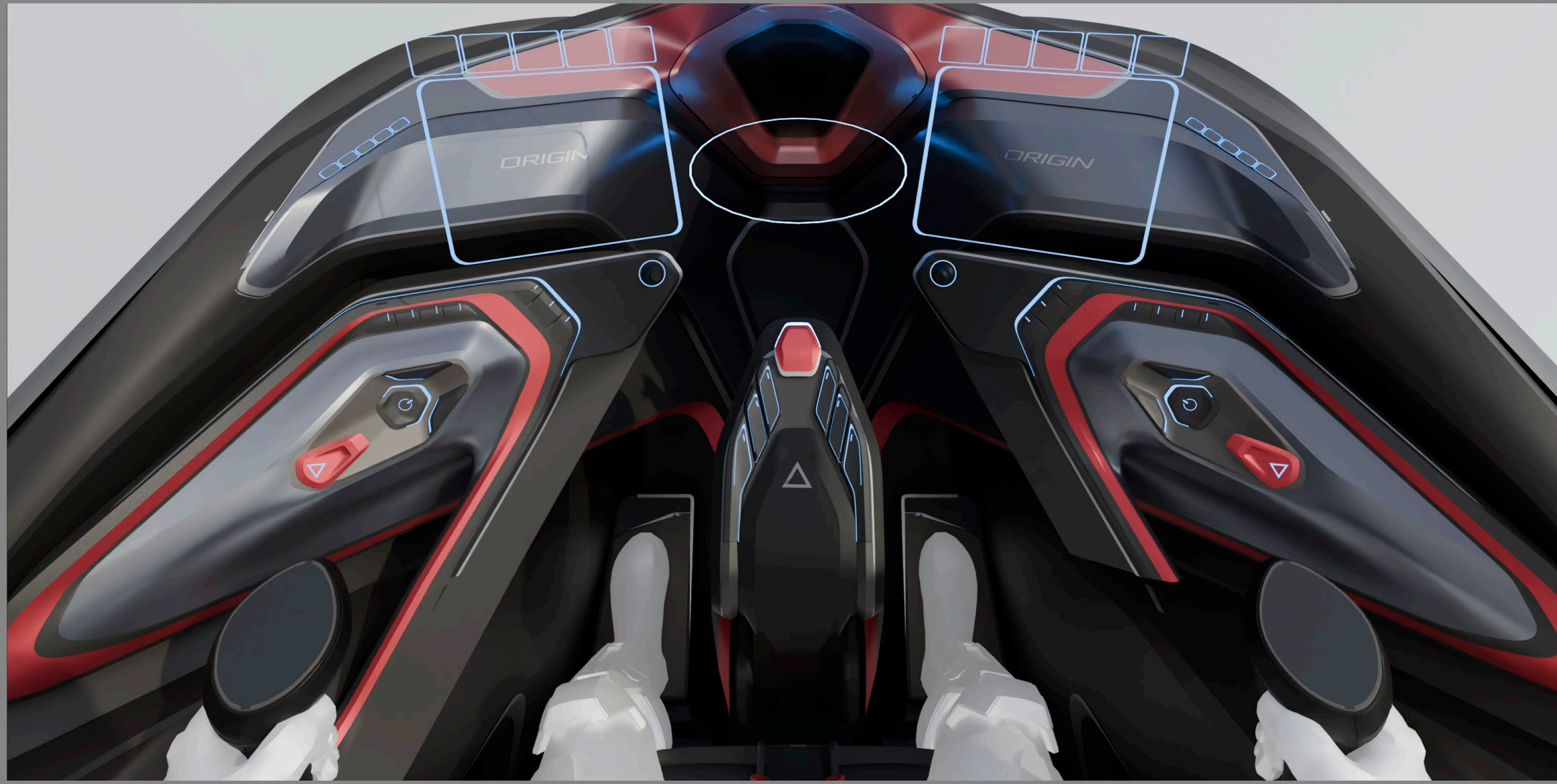


With the exterior design approved and the Origin Heavy Fighter scheduled to be released straight-to-flyable, detailed images were rendered to hand over to the implementation team. These highlighted the overall scale, pilot entry method, and unique detail around the ship, specifically at the imposing rear. While the interior was confirmed to be single seat and the dimensions confirmed, the specific design was still to be decided.



These images better show how the weapons extend from the hull and wings to completely change the smooth curves into a much more imposing shape. The Origin Heavy Fighter also passed through the narrative team, gaining its brand-conforming M80 name.





The full interior pass was done separately, resulting in a completely unique view compared to both existing Origin vehicles and any other manufacturer in the 'verse. Elements of fighter jets, supercars, and classic sci-fi were merged to define Origin's new interior look, with the small but functional habitation area matching the cockpit.



The Origin M80 was unveiled to citizens during DefenseCon and was flyable immediately on launch, with pilots happily surprised at its combat ability, appearance, and general everyday usability.

Long overdue but worth the wait, what will the next ship to take advantage of Origin's new design language be, and will it shake up its category like the M80 has for Heavy Fighters?



# The Observist Lifestyle

## LI'TOVA RETREAT

Greetings, traveler. The universe is home to a vast network of cultures. We here at the OBSERVIST LIFESTYLE are eager to explore these cultures and share what makes them so special. In this installment, we are diving into the Xi'an practice of Li'tova – a path to spiritual enlightenment through a deeper understanding of the flow of time through meditation. I was lucky enough to partake in this practice through the Human Exposure to Adapted Li'tova Retreat – or H.E.A.L. retreat for short. Run by Xye'thla, a Xi'an monk and long-time practitioner who believes that Li'tova is not only sacred to his culture, but an important experience that influences the way someone of any race may approach life for the better.

The spiritual center of the Li'tova religious practice is on Rai.p'uang, a planet where one full day, or the Great Day, spans the approximate length of 100 Xi'an years (128 Standard Earth Years). The Xi'an come here to meditate over the course of this Great Day in order to reach a state of enlightenment in contemplation of their place in Time.

I and the few others lucky enough to be invited to partake in the inaugural retreat were granted a rare opportunity to see the monks in the

meditative fields of Rai.p'uang for ourselves. While usually off-limits to anyone other than practicing Xi'an initiates, Xye'thla wanted to make sure that we understood what he was trying to achieve. Stepping into the lush gardens overlooked by a countless number of temples across the planet is like nothing I have ever had the pleasure of experiencing. As someone born and raised on Earth, I got used to the constant bustle of life at all hours – from the rumbling of spacecrafts in the skies to the grumbling of people, me included, in a constant state of needing to be somewhere. But here, I couldn't help but feel overwhelmed by the quiet of that place. It's as if time stands still here, and for a species like Humanity, with such short lifespans in comparison to the extensive lives of the Xi'an, it pretty much does.

After witnessing the practice in its original form, we were taken to a remote corner of Cascom, where Xye'thla had set up his temporary retreat. As Rai.p'uang is sacred to the Xi'an, Xye'thla could not set up the retreat there, but hopes that he could in the future if his program is successful. The site, a set of meditation huts with one larger hut in the middle, surrounding a colossal tree mimicked what we saw in Rai.p'uang

but forged a new style all its own. A mixture of traditional Centennial Blooms transported here blended with the range of wildflowers native to Cascom creates a beautifully harmonic landscape that blended Xi'an and Human aesthetics, perfect for quiet contemplation.

The seriousness of this practice became clear when Xye'thla sat us down to explain both the routine we would be committing to for the twelve days we were to spend here, as well as the rules to ensure we gained the most out of this experience.

Our main rule was to cease all acknowledgement of each other while practicing: no talking, no eye contact, no sharing space when possible. We were to avoid contact with the other attendees as much as possible, as if no one else was here with us – though Xye'thla would remain to provide food and aid with any necessary issues.

The distance from the other attendees was to mimic the extreme isolation Xi'an monks would experience in the gardens of Rai.p'uang, as the average monk would be situated at a temple completely removed from any other

practitioners or distractions. The silence, according to Xye'thla, aids the individual's arrival at their own conclusions that the practice brings to mind, without the bias of other voices or experiences during the process.

Then there was the meditation itself. After dressing in clean robes cut in the Xi'an style, we would each pick a spot at the base of tree, where we were to sit with our backs to it practicing a rhythmic breathing pattern in time with our own heartbeats. Every few hours we would take walks through the sparse garden before returning to the tree. As new practitioners, these breaks were vital for allowing us to reset and refocus.

Next, the fasting: Xye'thla explained this wasn't just for the sake of maintaining unbroken concentration while meditating – but is crucial to being able to reach enlightenment at all during Li'tova. He explained that, in the context of Human biology, to open the mind to enlightenment, one must reach a ketosis-like state consistently (ketosis being the metabolic state in which the body is fueled by fat instead of carbs). By reaching this point, the mind has a heightened sense of clarity which aids achieving your personal enlightenment.

And finally, what I believe to be the biggest change from traditional Li'tova practices; the reduction in sleep. Xi'an monks believe sleeping can disrupt the concentration they maintain during meditation. So, for the Human equivalent, Xye'thla would wake us every 2 hours to grant us a single REM sleep cycle and no more so that we'd feel refreshed without fully breaking our efforts. Plus, he said, the two hour sets matching the two hour meditation periods sync for the sake of engraining the new routine easier.

Every few repetitions, Xye'thla would serve us a light meal and in-between mediation sessions we would sleep and rest for two hours instead of walking. With the days on Cascom only being 10 hours long, I began to lose all sense of time as our cycle of meditating, walking, eating and sleeping established a new rhythm in my life.

Sometimes during my walks, Xye'thla would join me and offer me guidance about the practice and taught me the importance of each of the following steps, emphasizing their place in how the ritual would be traditionally performed. By the end of the first week, so much of our time there seemed to blend into one continuous stretch. Even the consistent routine wasn't enough to ground us in a point of time. I observed the stark difference between the outsider I once was when we were guided through Rai.p'uāng, and now as a practitioner in Xye'thla's Garden. Where in Rai.p'uāng I felt time stand still, stuck in a single, immovable moment, here, I felt in tune with the movement of the universe, my meditation continuing long after I stood from that tree for the day. During the walk to the temple, that cycle's meal, and even during sleep, I never felt that concentration break.

Even now, I struggle with how to describe the experience I had over those two weeks. When Xye'thla let us know that the retreat was at an end, I couldn't fathom that my new state of being was supposed to be temporary, let alone over. By removing myself from the routine of daily life and just being in nature, alone, pondering my place in the universe – I almost don't want to commodify what that was like. Now as I go about my day, I find myself experiencing time in new ways. My frustration in waiting for an elevator to arrive or a cup of tea to brew has been replaced by a profound awareness of the multitudes those brief moments of mundanity contain.

So, along with imploring you to experience Xye'thla's H.E.A.L. Retreat to make this a more permanent experience, I want to talk about what happened after I returned to Sherman to await my shuttle home. A local news affiliate reported that XenoThreat, the anti-alien terrorist group, had attempted to storm Xye'thla's Garden and interrupt the Li'tova – though was thankfully thwarted before they entered Cascom airspace. While also being a heinous example of the worst of Humanity's impulses, their failed attempt to sabotage this sacred practice portrays exactly why opportunities like H.E.A.L. are so important to our society.

Our exposure to lessons of life from those outside our culture is something we should be fighting for. And on that note, I implore you all to seek experiences like H.E.A.L. while they are available, both for the sake of making room for alternative experiences and to give yourself the opportunity to view life from a new perspective through vigorous hard work, as I have under Xye'thla's tutelage.



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