

The RDF/ASC Navy Sea Spider ER³ Vehicle

By Stan Bundy



The ER³ stands for "Exploration, Research, Rescue & Recovery". Most 20th & early 21st century submersibles were used for only one or two of these roles, such as the mini-sub used to dive on the Titanic, the DSRV of the US Navy, and the dozens of unmanned probes used scientifically & commercially. Prior to the Sea Spider, the closest any one vessel had ever come to filling all the roles in one package was the USN NR-1 submarine, which still had to work in tandem with the DSRV in a rescue role.

The RDF/ASC Navy managed to fill the niches of small combat sub and exploration/salvage craft with the Catfish, but there was a general lack of mid-range craft capable of undersea rescue, troop movement, or longer term science. For science work to be done with a Catfish, one either had to train scientists to pilot it, or somehow figure out how to squeeze two people in a chamber that was barely big enough for one. Even using one of the Catfish trainers was really only good for a few hours.

If one used a Catfish for salvage, it usually had to let a much larger vessel haul the salvage to the surface, or to a nearby CVS or SLV. Much to the chagrin of the ASC, the Navy had to depend on depressurized Zentraedi Reentry Pods to lift heavy cargo from the depths, operated remotely to minimize pressure concerns, or by crews in the undersea version of the Crusader. This system backfired several times, where Zentraedi divers boarded unmanned Pods being operated

remotely, and hijacked them by overriding the controls. Once, instead of stealing the cargo, a large force boarded the Pod, bypassing the internal sensors, and allowed themselves to be brought to an SLV, in effect doing the Daedalus attack in reverse. The vessel was damaged so badly, that it was decommissioned, and broken up for scrap and replacement parts for the remaining SLVs.

Using existing designs as a guide, the Robotech Research team at the Navy's Darwin undersea base looked for an easy-to-implement solution. The only existing vessel that could meet their requirements was not even an Earth design - the Zentraedi Recovery Pod, RDF code-named "Tarantula". It had many features well-suited for an undersea salvage role, and was not unheard of for Navy salvage teams in the field to press them into service when operable ones were found in sunken wrecks, to speed up the salvage operations. In fact, despite regulations to the contrary, it was standard procedure navy-wide to do so.

The initial proposal, in 2017, was to take salvaged Tarantulas, refit them for a Micronian crew, then add other improvements to increase their underwater utility. This proposal was flatly rejected. Part of the reasoning was potential misidentification issues, but most of it was from two of the ASC appropriations representatives, who were heavily anti-Zentraedi-anything in bias. In fact, the ZSB-20 cancellation, the ABP-Z4 cancellation (until it was put back into service by the post-Edwards REF), and dramatic weakening of the Z1 & z2 designs, can all be traced back to the pair's faction within the RDF & ASC.

Granted, this never stopped the Navy from using Tarantulas unofficially, but when the Naval Crusader was retired in the early 2020s, such operations became many times more difficult. The rest of the decade saw the NEMO design team perfect the Kraken dive armor (used by the ASC Sea Squad, the descendant of the pre-Global War SEAL teams), the Marine Amphibious Squad Triton Battloid, and various support craft, but they never forgot the Tarantula. Once a month, the designers would share ideas and diagrams; even those stationed in Lillehammer & Monument, who took part via video conferencing systems. Slowly, a highly modified design came about, that still showed its Tarantula ancestry, but would be built from scratch instead of through modification - IF they could ever get it past the anti-Zentraedi elitists.

In 2027, an advance team of saboteurs from the Robotech Masters caused chaos in the Far East Sector, nearly triggering a war with the EBSIS before they were eliminated. However, few believed UEG Communications Minister Darryl Embrey's allegations that the now-dead instigators were alien simulagents, which he discovered when they tried to eliminate him first, before a friend of his daughter rescued him from an ambush. Instead, they insisted it was an internal coup attempt by anti-unionists - never mind that many of those replaced by clone spies had been some of the most fervent pro-UEG officers in the ASC.

The war caused relations among the world powers to even colder, and a new wave of mecha design and construction commenced. Project Ajax, which had been shut down around the time of the REF departure, was reactivated, to replace the space fighter design believed compromised in the incident in the Far East. The Golem GMP robot project similarly got new life, as well, to complement the larger, manned versions built on the frame of TC's Salamander Battloid. In this climate, the NEMO team thought for sure they could get the project funded. But, again, they were rejected, with the attitude of "The ASC doesn't need a recycled alien mecha" more blatant

than before. The bizarre thing was that, while Embrey wasn't believed about the coup being aliens, he was believed when he told them that designs being tested might have been compromised.

By this time, however, the design team had many friends & admirers; namely, the commanders of all the bases and large vessels of the fleet. In a show of unity, twenty-seven flag officers put their careers on the line, and diverted some of their operating funds and materiel to Darwin, were six "proof of concept" prototype vessels were hand built one at a time in 2028, each incorporating improvements from the previous prototype.

With the new year, came a new war. When it became apparent the Masters were not using Zentraedi, or anything resembling Zentraedi mecha, NEMO once again resubmitted their design, this time with the performance data from the prototypes. Again, they were rejected. Undaunted, NEMO decided to use a bit of sleight of hand to get their way. As the last three prototypes were significantly more advanced than the first three, they divided their data between them. They then took an idea from the pre-Global-War automobile companies, and added skirts, paint schemes and meaningless add-ons to completely alter the exterior appearance of the more advanced prototypes. Photographed purposefully from odd angles to even further disguise their true form, the resulting snow job was submitted alongside the divided data, as two "separate" proposals. The "obviously superior human design" was approved within hours.

The hard part from there was maintaining the scam. The first two dozen were shipped with disguise kits, that were only put on when inspections were possible by the bureaucrats (not that often - a war was on, and too many remembered how a UN/UWG senator on the UEDC appropriations committee went to inspect the SDF-1, and ended up being there in the attack, and getting stuck aboard the vessel for two years). The base & ship commanders were all complicit with the scam, so they made sure that trustworthy crews were assigned to the Sea Spider, both for maintenance and for crew. If someone was to show up wanting to see the vessel in action, the mecha was put into the water before they could see it out of the water, and were given their test run from the inside, as it was impossible to tell what its exterior looked like from its interior. Two close calls were averted by base commanders telling inspectors that the vessels they saw was "...one of the losing prototypes, pressed into service as a stopgap measure from manufacturing shortfalls. The vehicle you want to see is away on an extended mission."

By the time the masquerade was blown, the ASC was celebrating "their" (actually, Zor Prime's) destruction of a Masters' ship in orbit, and preparing for the final battle - a battle that would see the Masters destroyed and the SC shattered. As the ASC element least damaged by the war, and the largest by far (given that most of the others - all but the GMP - were created by subdividing the original TAF, TC & CDU into specialized units), the Navy could throw away all pretense, and publicly revealed the Sea Spider at last.

More than a mecha, yet smaller than a full-fledged attack sub, soon every task force had at least a couple, as did most civilian ports; some were even assigned to Gdansk, Archangel & Vladivostok, where the EBSIS was glad to gladly welcomed help in the cleanup of its pre-Zentraedi ports, still clogged with the wreckage of hundreds of vessels destroyed in port, many of which had nuclear reactors that made them unsafe to clean up by other means. ASC bases had as many as two dozen, though it was rare for more than half to be in their home port at any given time. The biggest autonomous task forces were the ones assigned to Oahu, Puget Sound, San

Francisco Bay, San Diego & Norfolk, numbering twenty Sea Spiders each, being used to try to clear those old US naval operations bases for future use and resettlement - especially Oahu's Pearl Harbor. All these plans were cut short by the Invid arrival in 2031.

Of the 300 or so in service, only 120 Sea Spiders survived the invasion. Most of the casualties were in their home port or fleet, when said locations were annihilated by the Invid. Many served valiantly in the following four years, rescuing persons shot down over the oceans in the initial failed resistance, Mars Division, and the final push for Reflex Point. Most important was the rescues & salvage from the ill-fated Mars Division. In the original invasion, many Sea Spiders and Catfish were "orphaned" by the destruction of their bases of operations, as they became exposed in the fiasco that was supposed to be an attempt to join up with a fleet that didn't survive to landfall. In an ironic turn, they took refuge in the numerous Zentraedi derelicts underwater, in some cases encountering Zentraedi unaware of events after 2011 - but were more than willing to fight their racial foe. From these hideaways, the Sea Spiders conducted SAR missions, rescuing hundreds of Mars Division personnel from Horizons & Garfish that crashed into the seas. Later missions would salvage equipment from the sunken REF vessels, and by late 2034, several resistance groups were operating from undersea bases, transported to shore by Sea Spiders. It was these phantom attacks from the sea that eventually made the Invid attempt to end sea travel.

As the other, less-defended, continents of the East were freed, their liberators began to be ferried off-shore to staging points underwater, for the announced assault on Reflex Point from Jupiter Division. Once the fleet began to appear, the troops were relocated to shore, for the overland trip to the final battle.

After the Invid departure, several naval veterans began attempting to acquire transport for several Sea Spiders to Jupiter Base, so they can make an attempt to dive the seas under the ice crust of Europa, as well as any that might exist in the interior of Callisto & Ganymede as well. In fact, the incredible pressure tolerances designed into the mecha on Earth was done so specifically with a Europa mission in mind. Being the first to dive in an unexplored sea has its own siren call.

Design Features:

In body shape (including the large sensor eye), it still resembles the Tarantula mecha it was derived from. The arms are constructed more sturdily, but retaining the ball joint design above the elbow that gave the Tarantula's arms superior flexibility. However, the forearms & hands are constructed similar to a scaled-up version of the arms of the TBP-Z1 pod used by the REF.

There are four sets of external manipulator arms, in addition to the large arms. All these sets retract into the hull, and are similar to the single pair possessed by the Tarantula, the primary difference being in the hand style (a toughened for deep sea use variant of the VF-1 utility arm hands, due to the prototypes being made from what parts were available). However, for specific missions, hands can be replaced by tools. Three pair are mounted on the lower front of the Sea Spider, while the fourth pair (the most robust) is located on the dorsal surface, between the docking ring and the cargo hatch. This pair is used for cargo manipulation and to assist docking, especially in cases of unorthodox docking maneuvers.

All five sets of arms use telepresence for their controls, including sleeve/glove "Waldo" controls that the user wears for fine manipulation (grasping, fine pressure control, tool use, etc.). With the headpiece that goes with the control gloves, the user can use voice commands to control the extension and retraction of the arms. At least a couple of Sea Spiders have experimental modifications, done by rescued clones from the Tyrolean fleet, so that at least one set of arms (usually the large ones) can be controlled by the sensor cords used in Bioroid controls, but this is generally a post-Invid-invasion modification. There are ten arm control units scattered throughout the vessel (3 on deck A, 5 on deck B, 1 in the docking interface room, and one in the cargo area), and any unit can be used to control any arm set remotely (though usually the copilot has a lockout on the main arms).

A set of tools usable by the manipulator arms (in or in place of the hands) is stored in an external hull compartment near the withdraw point of the middle pair of the lower hull arms. These manipulator arms are long enough to where tools can be passed to the dorsal pair from a lower pair, if need arises. The selection of tools includes cutters, welders, tow lines & anchors, and various kit to use as hull sealant on a variety of vessel & mecha types.

The space-oriented propulsion system of the Tarantula is replaced in the Sea Spider by three reactor-driven high-trust (for power, not speed) water thrust units, and augmented by a contragrav system capable of lifting the entire mecha (with cargo) out of the water, to a maximum altitude of 50 feet, with a lateral CG movement speed of 2 MPH.

The legs of the Tarantula are replaced by something much more useful to the Sea Spider. The mounting system remains, as a modular unit designed to assist in undersea drilling. The options include external cargo racks, a light drill (mostly used for securing permanent anchor lines and the like, combat related drilling, and taking near-surface core samples), a deep-drill rig, or a drill-section carrier for the deep rig. When going into combat where external cargo and drilling are not needed, it usually goes with the mounts left empty. Also available (and pictured in the art) are legs (more closely resembling ordinary mecha legs, instead of the stilt-legs of the Tarantula) that can fold underneath in a Guardian/Pod-like position, allowing the Sea Spider to rest on the sea bottom without setting its hull down on the bottom directly.

The deep rig drill system requires that anchoring mounts already be in place (set up earlier with the light rig, or by another vessel). It is quite stable once all the anchoring lines are secured, and combined with its station-keeping thrusters. Each deep-drill segment is 100 feet (30m) long, and the section carrier has 19 additional sections arranged in a 3 per side hexagonal pattern (1 in center, surrounded by 6, in turn surrounded by 12). The combined set has automated bit changing equipment, spare bits, section loading equipment, and attachments needed to retrieve a broken drill from the hole. For truly deep (down to 22,000 feet below bottom surface), other Sea Spiders can act as "mules", mounting two section carriers, with the one doing the actual drilling pulling the sections from the mules (using its own supply of sections only while the mule is empty, and gone to pick up another load of sections from their base of operations).

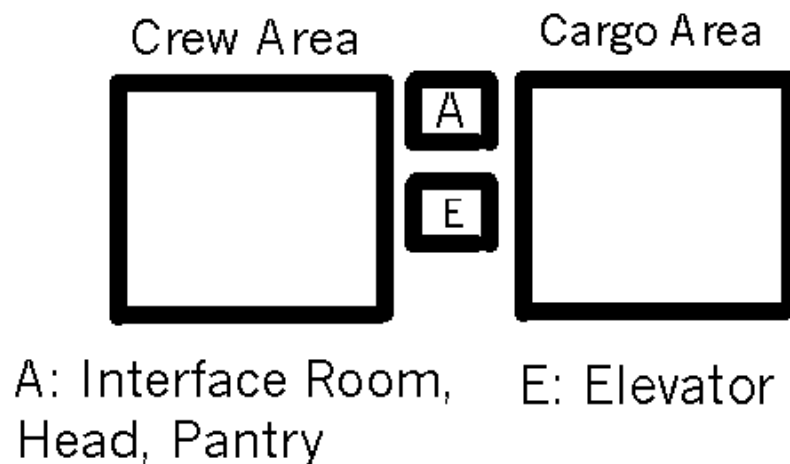
The thruster hump of the Sea Spider is much less pronounced than that of its ancestor, and it does not have the "horn antennae" of the older design. The dorsal docking trunk is located between the crew and cargo sections of the vessel, and is compatible with all standard RDF/ASC/REF naval & space airlocks as well as most EBSIS submarines, though to match locks, the Sea Spider may

have to invert itself to bring the trunk to bear on the target hatch. This is less radical than it would seem at first, as the Sea Spider has artificial gravity controls, that keep the crew and cargo areas as if horizontal. The interface chamber below the docking trunk, however, is usually kept at one-tenth normal gravity (or less), to ease use of the trunk (such as by people climbing up into an upside-down Spider during a rescue). Alternatively, if being used to board another vessel, the interface chamber can be set to replicate the "down" orientation of the craft being boarded, to speed egress. Typical locks encountered post-Masters are ones on the hangar & turret sections of Garfish (side & bottom mounts), Horizont bunkers (top mounts), Horizont Alpha Cockpit bay (bottom), and the seal ring of the Horizont cockpit ejection system (rear of cockpit, where the neck joined).

Internal Layout:

Due to the oceanic conversion of the basic frame and thruster package, as well as the lack of need for a single, large, cockpit, the internal layout of a Sea Spider is radically different from its Zentraedi antecedent. The combined internal spaces fit within an 8x20x12 meter (w/l/h) volume within the mecha, not counting the docking trunk or the Large external cargo hatch. This is in turn divided into two 8x8 meter sections, with the docking interface room (2x4) and elevator (2x2) located in the space between them. The forward section has permanent decks, subdivided into three levels (A,B,C), and is the primary Crew area. The aft section is the Cargo hold, with two retractable floors (2 & 3) at the same levels as the two upper levels of the crew area (B&C). Due to the nature of the floor retraction system, the forward portion of floors 2 & 3 when retracted, block the elevator entrance, as a redundant safety feature. Note that the elevator doors are of the highest quality spacecraft material, and over a half-meter thick, and are located on three sides.

Each level (including the elevator & interface room) is about 3 meters high, with floors about a meter thick in the crew area (half of which is actual structural floor components, the other half space for wiring, etc.), and a half-meter for the retracting floors in the cargo bay. When the retractable floors deployed, lighting for the floors comes from side-mounted lights and portable lights placed by the crew.



Crew areas: The top level (Level C) of the crew area is the crew quarters. Furniture consists of four double bunks, table with bench seating, mini-galley, and a writing desk (with a computer & communications station for personal use). Level B is the vehicle operations area, with several arm control stations, piloting controls, primary communications, and a small (1x2) changing room, next to the elevator. The changing room is connected to a 2x2 meter head & shower area, which is located in the space underneath the interface room. Level A is the mission area, and be configured as needed for specific missions. It has the ship's long-term pantry and medical storage area, located under the head. Standard is a first aid station module, but that is typically removed when equipped for medical support missions in favor of more sophisticated medical equipment. There are several potential science & research modules available (biology, archaeology, chemistry, to name a few), as well as operating table modules. All modules are designed to be brought in through the elevator from the cargo area, being assembled once in, and some even have a storage mode similar to that of a Cyclone.

The cargo section, as noted above, has retractable floors on the two upper levels (when in place, numbered 2 & 3), so that the cargo hold can be used as a single volume, or divided into 2 or 3 smaller sections. The retracting sections fold up to the fore and aft walls, and the aft section can be retracted by itself, to allow partial floors above it (such as to allow easy maintenance & boarding of a Battloid standing against the aft wall, or to lower cargo down to the bottom level that would be too big to fit through the personnel elevator). Besides the 1-level (the whole compartment) and 3-level configurations, two different possibilities exist for 2-level configurations, resulting in one 3-meter level and one ~7-meter area. Typically, this is done for splitting into cargo & additional personnel areas (such as having a combined 2 & 3 as a mecha hangar, and Level 1 as the quarters for the pilots and support personnel).

The forward retracting section is one piece, and folds up against the forward bulkhead, giving a redundant seal to prevent an accidental fall, and to hold back pressure when the compartment is flooded. The aft section is a scissors-type articulation, with panels of similar size, so that the floor is made up of three 2.8 meter sections (before factoring in overlap). The floors are approximately 0.6 meters thick (except in overlap areas, which interlock), and are supported on all sides by lips that extend out of the walls, as well as additional bracing stored in the aft wall.

Crew/Passenger layout, by mission type (typical)

Note that if only one engineer present, it will typically be a communications engineer or a Mechanical MOS with additional communications training.

Mission Type	Crew Sections		Cargo Sections		
	Level C	Level A	3	2	1
Troop Carrier (std.)	4P, 1E, 5A	3M, 1D	18A	18A	18A
Troop Carrier (PA)	4P, 1E, 3A	3M, 1D	12A	12A	12A
Mecha Transport	4P, 1E, 1M	2E, 1-4B	C	C	C
Medical/Rescue	4P, 2E, 4D	3 OR tables	3M*	3M*	3M*
Salvage	4P, 4E	6E, 1M, 1S	C	C	C
Archaeology	4P, 4S	4S, 3E, 1M	C	C	Lab
Science	4P, 4S	6S, 1E, 1M	C	Lab	Lab
Drilling	6P, 2M	Lab	C	C	6E, 2S
Cargo	4P, 3E, 1A	6E, 2A	C	C	C
Between Missions	2P, 1E, 1M		C	C	C

P: Pilots**
A: Armed troops
M: other Medical personnel
S: Scientists appropriate to the mission
Lab: Support equipment for the mission (bio labs, artifact preservation, additional sensors, etc.)

E: Engineers
D: Doctors
B: Battloid or Catfish pilots
C: used for Cargo

* Besides the three nurses (Paramedic, minimum), who share a triple-bunk in the room, each level has 5 double bunks for patients (though usually will only resort to using top bunks after all the bottoms are filled by the most critical patients). In extremis, the beds can be taken down & stored in the aft compartment (where the floor bracing came from), the mattresses put down on the floor, and up to 50 persons seated with reasonable comfort on them.

** If operating near to base, or from a support vessel, shifts will rotate in and out. For longer term missions, especially working at depths over 1000 meters, all the crew will be aboard, hot-bunking if necessary. Only two pilots are permanently assigned to the vessel at any given time, and may opt to stay aboard off-shift, when another crew from the available pool is on duty.

The ASC/RDF Navy Sea Spider

Vehicle type: Exploration, Research, Rescue & Recovery (ER³) submersible mecha

Crew: Permanently Assigned crew of 2 pilots, 1 paramedic. & 1 engineer. Additional crew can raise total to 16.

Passengers: Not counting those sleeping in crew billets, has variable configurations. Typical variants can handle 30 medical cases, 150 passengers, 48 conventional troops or 36 Power Armor troops in a transport role for long missions (triple for sorties not requiring bunk space). See chart for additional configurations and missions.

M.D.C. By Location:

Primary Arms -Upper arms: 100 each

-Lower Arms: 150 each

-Hands: 75 each

Retractable Utility Arms (6, in 3 pairs; located on front ventral area): 50 each

Cargo/Docking Arms (1 Pair, dorsal, between cargo & docking hatches): 50 each

Sensor Eye: 100

Thrusters(3): 100 each

Main Body: 1200

Crew Compartment (3 levels): 400 per level

Cargo Compartment: 400

Cargo Compartment Retractable floors: 100 per section (3 sections per floor)

Cargo Compartment overhead hatch: 200

Docking Collar/Dorsal Air lock: 200

Drill Rig (light, optional): 100

Drill Rig (Heavy, optional): 200

Standard Legs or Drill Section Carrier (optional): 50 each

Heavy Tow Line Rig (optional): 100

Speeds: Note that when moving, especially with a cargo or drill rig, this craft is about as stealthy as a traffic accident. On the other hand, if immobile or drifting with the currents, it is as quiet as the occupants can be themselves.

Surface Speed: 40 MPH maximum (requires elevating arms as much out of water as possible, and no leg socket attachments like the drills). 20 mph with drill rigs or other leg socket units attached, and much noisier. When running on the surface, the back thruster is out of the water, further hampering speed.

Underwater Speed: 50 MPH without socket attachments, 30 MPH with rigs in the sockets.

Hover out of water: Can attain an altitude of 50 feet, speed 6 MPH maximum. Primarily used for deploying to and from surface vessels, and beaches.

Speed modifiers: See Weight below.

Weight (dry): 165 tons, empty.

Weight (wet): 800 tons, with cargo area flooded (but otherwise empty).

Max Gross vehicle weight for purposes of movement: 2000 tons.

Speed Penalties: reduce speed & hover altitude cap by 5% for every 100 tons over dry weight.

Length (body only): 97 feet

Height (body only): 65 feet

Width (body only): 60 feet

Arm Reach: 50 feet for main arms, and front-mounted utility arms. 100 feet for top cargo arms.

Sensors: As the Catfish

Power: Fusion Reactor, Unlimited life span with proper maintenance, and extracts its fuel from heavy isotopes in the surrounding sea water.

Weapons: None! Can engage in Hand to Hand combat with any set of hands, or use any large rifle/gun pod (Zentraedi rifles, GU-11, GU-12, EBSIS AKG-47, or ASC EU-11). Combat bonuses are as HTH-Fighter Pod from *RPG Book Three: The Zentraedi*, only replace the HTH damage amounts for the arms with the amounts for Robotic P.S. 55 for the main arms, P.S. 40 for the smaller ones, from Rifts. Attack types possible are Restrained Punch, Punch, Power Punch, Tear/Pry and Body Block. In combat, the Pilot is in charge of dodge & roll moves, as well as doing a body block. The Copilot is usually the person controlling the primary hands, and any available crew member can use the other arms. Typically, only the Pilot & Copilot have the Mecha Combat training, though Robot/Destroid Basic would apply for other users, if possessed.

Optional Gear:

1. Drills are described earlier.

2. The Tow line assembly works with the light drill, and can spool out a tow line up to 1000 feet, once it is attached to the target, As long as the target has neutral or positive buoyancy, up to a 10,000 displacement ton vessel can be towed, at a maximum towing speed of 6 MPH (10 kmph). It will take 10-12 hours of towing to reach that speed, for vessels over 2000 displacement tons. 2D4 hours for vessels 200-2000 displacement tons, and 1 hour for smaller vessels. Can tow vessels under 1000 displacement tons while hovering, but only at a speed of about 1 MPH.

3. Optional use of Mecha as "cargo". As many as 4 ASC Battloids, Logans or Catfish can be carried, but rarely done before the Invid invasion. Typical pre-Invid use was one Catfish, with Decks 2 & 3 being its hangar, and flooded for launch.

Campaign & Scenario ideas:

Rescue (2030): Above you, the climactic end of the Masters War is raging (episodes 58-60). A transport craft (assault carrier?) has crashed in the ocean nearby, and you are receiving calls for help in Zentraedi. The occupants claim to be Tyrolean civilian clones, and have no experience with oceans. Do you go to the rescue? Is it legit, or a trap? And, if you do go for help, how do you convince them to trust you - or, if you've already rescued ASC personnel from the battle above, keep them from killing each other? This is especially important if the occupants were some of the drugged clones being used for an assault, who will be confused, coming out of their drug-induced aggression about this time.

Fear and Loathing (2030-): Modern pirates are taking advantage of the fall of much civilian authority, and are raiding sea lanes and coastal communities. You have to stop them. Your resources may vary wildly, based on the setting & time period (Sea Squad SEALs with or without their Kraken armor, REF Cyclones, maybe even Amphibious Force Marines in Triton Battloids or a couple Catfish - on the other hand, it may just be the Sea Spider's crew). You must find the pirates' base of operations, and put it out of commission. This could be exceptionally difficult in the Invid era, if the pirates are collaborators working with the Invid to close sea lanes.

Horizont Down! (2034 - Reflex Point): Mars Division arrives, gets decimated. Several adventures can revolve around rescues and salvage. This scenario can also occur in the month or two before Reflex Point.

"Seaquest 2035" (2031-2035): In an ironic reversal, many of the old Zentraedi ships used as underwater Malcontent bases are now havens for the surviving resistance by the RDF/ASC Navy. The Sea Spiders are essential for provisioning and transport to the beach, but the Invid are starting to get wise to the Navy's presence, even as resistance closes on Reflex Point. The Invid open an undersea front versus the Navy, possibly creating new Invid mecha for underwater use. Can the Navy hold out for the REF's return?