What is claimed:

1. A method comprising: forcing steam across a catalyst surface within a catalyst chamber comprising metal, the catalyst chamber being surrounded by magnets to create a magnetic field within the catalyst chamber; and disassociating the steam into hydrogen and oxygen gas, wherein the steam has a temperature between about 350.degree. C. and about 450.degree. C.

2. The method of claim 1, wherein the catalyst surface comprises one of multi-walled carbon nanotubes, aluminum-gallium alloys, chromium and chromium-rare earth alloys, cobalt, cobalt samarium alloys, manganese, molybdenum, nickel, niobium, zirconium, palladium, and germanium.

3. The method of claim 1, wherein the catalyst surface has a configuration that comprises at least one of a sintered plug, a nanotube, a microtube, and a granular shape.

4. The method of claim 1, wherein applying steam comprises routing the steam through a stainless-steel tube to an end of a large aluminum tube of the catalyst chamber.

5. The method of claim 1, wherein the catalyst chamber has two opposing ends that each comprises a stainless-steel wire mesh for causing an even flow of the steam.

6. The method of claim 5, wherein the stainless-steel wire mesh comprises a fluidizing media.

7. The method of claim 1, further comprising: arranging high energy anisotropic magnets around the catalyst chamber to achieve a predetermined density of magnetic flux within the catalyst chamber; creating a magnetic field within the catalyst chamber; passing the steam through the magnetic field; and generating an electric current internally within the catalyst chamber resulting from the passage of the steam through the magnetic field.

8. The method of claim 7, wherein the high energy anisotropic magnets comprise N42SH Neodymium magnets having an energy density of at least 1.3 Tesla.

9. The method of claim 7, wherein arranging high energy anisotropic magnets comprises positioning the magnets in a configuration to cover at least 80% of a length of the catalyst

chamber and such that the magnets are substantially, linearly centered within the catalyst chamber.

10. A system comprising: a catalyst chamber that applies steam across a catalyst surface, surrounded by magnets to create a magnetic field within the chamber; a cyclonic separator comprising an outer body and an inner body, wherein the cyclonic separator separates a hydrogen gas, an oxygen gas, and a water vapor derived from the steam; at least one manifold that receives the separated hydrogen gas, oxygen gas, and water vapor; and at least one fuel cell comprising an anode terminal and a cathode terminal, wherein the at least one fuel cell: receives the oxygen gas and the hydrogen gas; and generates a direct current electricity from the received oxygen gas and hydrogen gas.

11. The system of claim 10, wherein the catalyst surface comprises one of multi-walled carbon nanotubes, aluminum-gallium alloys, chromium and chromium-rare earth alloys, cobalt, cobalt samarium alloys, manganese, molybdenum, nickel, niobium, zirconium, palladium, and germanium.

12. The system of claim 10, wherein the outer body has a venturi configuration and the inner body has a configuration that comprises fins and egg-shaped projections.

13. The system of claim 10, wherein the cyclonic separator: directly throughputs the hydrogen gas through the cyclonic separator; spins the oxygen gas and the water vapor towards the outside of the cyclonic separator; and exits the oxygen gas and the water vapor via an outlet positioned in a substantially perpendicular manner to the cyclonic separator.

14. The system of claim 10, wherein the at least one manifold comprises a hydrogen manifold and an oxygen manifold.

15. The system of claim 14, wherein the hydrogen manifold receives the hydrogen gas and the oxygen manifold receives the oxygen gas and the water vapor.

16. The system of claim 10, wherein the at least one fuel cell further comprises electrodes that serve as an output for the generated direct current electricity.

17. The system of claim 10, wherein the at least one fuel cell receives the hydrogen gas in the anode terminal.

18. The system of claim 10, wherein the at least one fuel cell receives the oxygen gas in the cathode terminal.

19. The system of claim 10, wherein the at least one fuel cell comprises a plurality of substrate loops that are attached to a central hydrogen fuel tube in a radial manner.

20. The system of claim 19, wherein the central hydrogen fuel tube comprises a cylindrical tube that extends the height of the fuel cell with perforations throughout the height to route gases to the plurality of substrate loops with the plurality of substrate loops comprising: an interior that serves as an anode; and an exterior that serves as a cathode.

21. The system of claim 20, wherein the central hydrogen fuel tube routes the hydrogen gas to the interior of the plurality of substrate loops and routes the oxygen gas to the exterior of the plurality of substrate loops.

22. The system of claim 20, wherein the anode comprises anode materials on one side of a semi-permeable substrate with a substrate thickness ranging from about 0.2 millimeters to about 0.5 millimeters, and wherein the cathode comprises cathode materials on an opposing side of the substrate.

23. The system of claim 20, wherein the central hydrogen fuel tube and the plurality of substrate loops are placed in a sealed cylindrical housing.

24. The system of claim 10, wherein the at least one fuel cell generates the direct current electricity comprises: a reaction of the hydrogen gas with the oxygen gas within the at least one fuel cell to produce a water vapor, a heat, and the direct current electricity; and a bottom side port of the at least one fuel cell to remove the water vapor and a condensed water.

25. The system of claim 10, wherein each of the at least one fuel cell generates at least 500 W of the direct current electricity at 12V.

26. The system of claim 10, further comprising: an automated selector valve to enable a selection of at least one of: a transmittal of the hydrogen gas and the oxygen gas to at least one of the fuel cell for production of direct current electricity; and a transmittal of the hydrogen gas and the oxygen gas to a compressor to refuel a hydrogen vehicle.

27. A method comprising: applying steam across a catalyst surface within a catalyst chamber; applying a magnetic field within the catalyst chamber to achieve a predetermined density of magnetic flux within the catalyst chamber; and passing the steam through the magnetic field; wherein the interaction of the magnetic field and catalyst with the steam separates the hydrogen and oxygen molecules; wherein the steam has a temperature between about 350.degree. C. and about 450.degree. C.

28. The method of claim 27, wherein the interaction of the magnetic field and electric current with the steam separates the hydrogen and oxygen molecules.

29. The method of claim 28, wherein the catalyst surface comprises one of multi-walled carbon nanotubes, aluminum-gallium alloys, chromium and chromium-rare earth alloys, cobalt, cobalt samarium alloys, manganese, molybdenum, nickel, niobium, zirconium, palladium, and germanium.

30. The method of claim 28, wherein the catalyst surface has a configuration that comprises at least one of a sintered plug, a nanotube, a microtube, and a granular shape.

31. The method of claim 28, wherein the catalyst chamber has two opposing ends that each comprises a stainless-steel wire mesh for causing an even flow of the steam.

32. The method of claim 31, wherein the stainless-steel wire mesh comprises a fluidizing media.

33. The method of claim 27, wherein the magnetic field is generated by high energy anisotropic magnets comprise N42SH Neodymium magnets having an energy density of at least 1.3 Tesla.

34. The method of claim 33, wherein arranging high energy anisotropic magnets comprises

positioning the magnets in a configuration to cover at least 80% of a length of the catalyst chamber and such that the magnets are substantially, linearly centered within the catalyst chamber.

35. The method of claim 33, wherein generating an electric current occurs via creating an electromotive force.

36. A system comprising: a cyclonic separator comprising an outer body and an inner body, wherein the cyclonic separator separates a hydrogen gas, an oxygen gas, and a water vapor derived from steam; and at least one manifold that receives the separated hydrogen gas, oxygen gas, and water vapor, wherein the outer body has a venturi configuration and the inner body has a configuration that comprises fins and egg-shaped projections, and wherein the cyclonic separator: directly throughputs the hydrogen gas through the cyclonic separator; spins the oxygen gas and the water vapor towards the outside of the cyclonic separator; and exits the oxygen gas and the water vapor via an outlet positioned in a substantially perpendicular manner to the cyclonic separator.

37. A method comprising: applying steam across a catalyst surface within a catalyst chamber comprising metal; applying a magnetic field within the catalyst chamber to achieve a predetermined density of magnetic flux within the catalyst chamber; passing the steam through the magnetic field; and wherein the interaction of the magnetic field and catalyst with the steam separates the hydrogen and oxygen molecules; wherein a cyclonic separator separates a hydrogen gas, an oxygen gas, and a water vapor derived from steam, and at least one manifold that receives the separated hydrogen gas, oxygen gas, and water vapor, wherein an outer body of the cyclonic separator has a venturi configuration and an inner body has a configuration that comprises fins and egg-shaped projections, wherein the cyclonic separator: directly throughputs the hydrogen gas through the cyclonic separator; spins the oxygen gas and the water vapor towards the outside of the cyclonic separator; and exits the oxygen gas and the water vapor via an outlet positioned in a substantially perpendicular manner to the cyclonic separator, wherein the steam has a temperature between about 350.degree. C. and about 450.degree. C.

38. The method of claim 37, wherein the catalyst chamber has two opposing ends that each comprises a stainless-steel wire mesh for causing an even flow of the steam.

39. The method of claim 38, wherein the stainless-steel wire mesh comprises a fluidizing media.

40. The method of claim 37, wherein the magnetic field is generated by high energy anisotropic magnets comprise N42SH Neodymium magnets having an energy density of at least 1.3 Tesla.

41. The method of claim 37, wherein arranging high energy anisotropic magnets comprises positioning the magnets in a configuration to cover at least 80% of a length of the catalyst chamber and such that the magnets are substantially, linearly centered within the catalyst chamber.

42. The method of claim 41, wherein generating an electric current occurs via creating an electromotive force.