# Halfmoon's Travel and Weather Guide

## Or, "How One Gets from Adventure A to Adventure B"

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*"An epic supplement for the world's greatest roleplaying game!"*

*—The unabashed self-promoting author*

Based upon the Dungeons & Dragons 5th Edition ruleset

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# HALFMOON'S TRAVEL AND WEATHER GUIDE

Most of your focus as an adventurer in a Dungeons & Dragons setting is reaching the destination, slaying the dragon (in the dungeon), and collecting the loot. You then sell the loot to buy better gear and lather, rinse, repeat. And this is all good. It provides balance to the D&D multiverse, and is great sport if you don't get eaten or burned to a crisp.

But what if the dragon is on a mysterious island out in a distant sea? Unless you have magical travel abilities, you would likely have to travel overland first, and then take a ship, to reach this dungeon. Let's say half the way to the docks is open plains, and half the way is broken up by a forested coastal range. The Player's Handbook suggests you would travel 48 miles per day for half the overland journey and 24 miles per day the second half, since both forests and mountains are considered "difficult terrain" which is defined as halving your normal pace. Then, assuming a galley is taken to reach the island, you would travel at 96 miles per day the rest of the way. Queue the DM: "OK, so it took you seven days to get there. I'll assume you've rested each night and eaten from your bag of endless rations. Now that we have THAT boring protocol out of the way…you stand in front of an ancient keep rumored to hold the Dungeons of Doom. A dragon howls from within. What do you do?"

What if there was something…more…to that journey? A famous philosopher and poet, Ralph Waldo Emerson, once suggested that life is a journey, not a destination. That can hold true in an RPG universe as well. Terrain should be much more variable than "normal" or "difficult." Roads and trails should allow much faster travel than you could muster by picking your way through a forest or traversing along a narrow mountain pass. There are some places where horses cannot even go, and others (MANY others) where you'll be glad you have that mount.

And what of the weather? Conventional mechanics assumes each day is as sunny as the last. What if a cold front hits, followed by heavy rain and a powerful storm? This might slow your journey, and perhaps even pose risk to your person. Do you press on, or find shelter? Say you find a cave along that narrow ridge where an ancient gnomish hermit lives…perhaps that chance meet produces its own mini-adventure, possibly even netting you an NPC to join you on your way.

And once you reach the coast, do you dare board a ship in a hurricane? Maybe best to partake of some *dragon's breath* ale at the dockside tavern while you wait for the storm to die down…during which time perhaps another mini-adventure might unfold. And once the seas calm and you pay for passage on a galley heading toward that island with the dragon's lair, there may be yet another mini-adventure. Giant sea serpent doing battle with a school of mermen, you say? Your galley stuck in the middle? It could happen…

But let's get back to the focus of this guide, which is to help define the travel and weather aspects of your journey.  Herein you will find tables to randomly generate terrain detail and the elements, and mechanics to help determine daily travel distance over both land and sea.  Weather can play a factor in travel time, and may even result in injury or death.  After all, who hasn't heard of the great paladin, afraid of no living thing, proudly galloping his destrier through a thunderstorm clad in full plate with a lance held high?  Well, maybe nobody…but you can guess at his potential fate.

Above all else, this guide is an effort to add an element of realism into the fantastic universe.  But it also tries to fill some gaps left by the Player's Handbook.  For example, there is very little that explains the mechanics of ship travel, and nothing that helps define what happens to a ship – and its crew and hapless passengers – in a violent storm.  If you think a seastorm is terrifying for modern-day ships, imagine being hit by a squall standing on the deck of a tall ship with wooden masts and rickety rigging.

With the tools in this guide, the journey becomes less of an afterthought.  The path you take can affect the time it takes to reach your destination, can lead to adventures along the way, and may require you to make difficult decisions.  Say you encounter an impassable chasm requiring you to double back to find a way around.  It could take days!  But wait, there's a footbridge spanning the chasm…now what to do with that wagon filled with the dragon's treasure hoard?

## TRAVEL AND WEATHER: DM'S GUIDE

| Supplement | Utility | I'm the DM here, what do I do? |
|---|---|---|
| Overland Travel Guide | Identifies distance traveled based upon terrain | When traveling on dry land, consult these charts and tables to determine terrain features and amount of time to travel on roads, trails, and in the wilderness - on foot or mounted. |
| Waterborne Travel Guide | Identifies distance traveled over bodies of water | When traveling by boat, consult these charts and tables to determine amount of time to travel on seas, lakes, and rivers; also profiles the attributes of seafaring ships, which is nice. |
| Weather Tables | Tables to determine the current climate, temperature, and weather – roll daily | Consult these tables to determine climate and weather, including chance of storm.  Weather patterns often hold for several days, but wind speed and direction can independently change on a daily basis, or even intraday if the DM wishes. |

# OVERLAND TRAVEL



Most of your travel from adventure to adventure will be over land, and hopefully a majority of the time you will not be traveling on foot. That would take forever, unless you're heroes of some fellowship of a particular ring (which, if that be the case, you can apparently run nonstop for days). Travel by some form of mount, most commonly horse, is generally preferred in most forms of terrain. However, some terrain may not be well suited for hooved ones. Mountainous regions are a prime example, where you can often cover more ground offroad if you dismount and hoof it (yes, pun intended). Some regions may even force you to make hard decisions about your travel, as there are places that horses – especially horse-drawn wagons – simply cannot go.

Unless you have the assistance of a high-level wizard who can transport you by magical means, you will need to come up with ways to get around using more traditional methods. But this doesn't need to be boring! There isn't always a road leading from your starting village to the dungeon with the dragon. Or least ways there shouldn't be. What if you could only go so far along a beaten path before needing to pick your way through unsettled woods, find your footing over an ominous mountain range, and trudge through a monster-infested swamp where lay the dragon's lair? Wouldn't that be a potential adventure by itself?

| OVERLAND TRAVEL: STEP-BY-STEP AID | | |
|---|---|---|
| **Step** | **The Question** | **The Answer** |
| 1 | **Where are we going?** | This guide can't help you with that. Hopefully your DM knows! If it is somewhere on land, read on. |
| 2 | **How will we get there?** | Any PC can hoof it, but it would be far quicker if you can find actual hooves. The DM will provide options, but it normally boils down to buying a horse (or other mount – see the **Overland Travel Pace Chart**), or paying for passage on one (check out **Other Travel Considerations: Cost of Passage**). |
| 3 | **How long will it take?** | Rate of travel depends on mode of transportation, the terrain traveling through, and presence of established roads to reach your destination. The **Overland Travel Pace Chart** gives you the baseline based upon those three principle variables. Best case scenario is the presence of a road that will take you where you need to go. |
| 4 | **What if a road won't take us where we need to go?** | If your'e going where no road leads, trails are the next best thing. Consult the **Trailfinder Chart** (hint: it's VERY helpful to have a nature lover in the party!). If no trail is found, you will have to blaze your own way through the wilderness. Either way, offroad travel will require a daily check on the **Offroad Terrain** table specific to the type of terrain you are passing through, to find out exactly *what* you are traveling through. |

| 5 | **What if we're in a hurry?** | If you need to push mount and man, there are rules defined in the **Overland Travel Pace Chart** explaining the benefits and risks. No nonmagical creature can run forever, and the longer you push the pace the greater the risk to you and/or your mount. |
|---|---|---|
| 6 | **What if we need to be sneaky, or are seeking something or somebody?** | Go slow. There are rules defined in the **Overland Travel Pace Chart** explaining this too. Benefits include the ability to be stealthy and better perception skills, but you'll take longer to reach your destination – and every additional day of travel can introduce additional levels of risk based upon where you are traveling. A well-traveled road through kingdom-controlled plains is likely a low-risk affair, but moving along at a snail's pace in a forest controlled by a necromancer is…riskier. |
| 7 | **What if there is trouble on the road?** | And there's the risk for going slow: increased chance of random encounters! Bandits like slow travelers. There are a number of random monster encounter tables available on the internet (including potentially a future Halfmoon supplement). |
| 8 | **It is a good day to travel?** | Not if you're a paladin in plate mail during a thunderstorm. Consult the **Weather Tables** section of this supplement. Besides the risk of being a lightning rod, heavy winds and stormy weather can impact a party's rate of travel. |
| 9 | **How much can we carry unencumbered?** | Consult the section entitled **Other Travel Considerations: Encumbrance**. Then consult somebody who cares. In all seriousness, the DM will adjudicate any concerns with carrying too much gear and loot, but hopefully will only truly worry about that player who insists his character haul away that chest of 100,000 copper pieces. |

## TRAVEL PACE

The pace of overland travel depends upon your mode of transportation, the terrain you are going through, and frequency of roads and trails leading to your destination. Combined, this gives you the base distance you can travel in one day. This base amount can then be modified by other variables including how fast you want to go, difficulty of offroad terrain, and even inclement weather.

Find the terrain on the **Overland Travel Pace Chart**, cross-reference to the mode of transport, and determine if travel will be by road, trail, or through the wild for that day. The resulting number is the *base miles* traveled. Note that if the terrain changes over the course of the day, the DM should generally assume the distance covered is based upon the terrain started in – but this is totally at his/her discretion and based upon circumstance. For instance, if the party is traveling by wagon and they run into a swamp in the middle of the day, adjustments may be in order.

Travel by road will generally be the fastest, and one passing through plainslands is defined as the best-case travel scenario that most closely matches the 5e SRD guidelines. Roads in general are the fastest, but not always available. If traveling offroad, whether a trail was found by virtue of consulting the **Trailfinder Chart** for that terrain or not, the appropriate **Offroad Terrain** table should be consulted to randomly determine the difficulty of the terrain encountered that day. This can modify the base miles.

Also according to 5e SRD rules, a normal day of travel assumes 8 hours of travel at *normal pace*. Generally that would be interpreted as 8 actual hours of movement, an hour or two mixed in for various pit stops, and stopping somewhere at the end of the day to make camp. A long rest is needed to recover, and then you can break camp and start up again in the morning. Options are available to push your pace and extend your travel day to get somewhere quicker, or conversely to take your time for stealth or searching reasons, and are explained a bit later in this guide.

## OVERLAND TRAVEL PACE CHART

| Mode of Transport | CON (non-PC) | Fast Pace Multiplier | DAILY TRAVEL PACE (divide by 8 for hourly travel) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | DESERT | | FOREST | | HILLS | | MOUNTAINS | | PLAINS | | SWAMP | | TUNDRA[c] | |
| | | | Road/Trail | Wild (base) | Road/Trail | Wild[a] (base) | Road/Trail | Wild (base) | Road/Trail | Wild[a] (base) | Road/Trail | Wild (base) | Road/Trail | Wild[a] (base) | Road/Trail | Wild[a] (base) |
| **Foot** (30 ft. speed) | 10 (+0) | x1.33 | 20 | 16 | 18 | 14 | 22 | 18 | 14 | 11 | 24 | 18 | 16 | 12 | 20 | 16 |
| **Camel**[b] (50 ft. speed) | 12 (+1) | x1.5 | 40 | 30 | 30 | 23 | 36 | 30 | 23 | — | 40 | 30 | 26 | 20 | 28 | 20 |
| **Donkey/mule/pony** (40 ft. speed) | 13 (+1) | x1.5 | 26 | 21 | 24 | 19 | 29 | 24 | 19 | 15 | 32 | 24 | 21 | 16 | 24 | 18 |
| **Elephant** (40 ft. speed) | 17 (+3) | x1.5 | 26 | 21 | 24 | — | 29 | 24 | 19 | — | 32 | 24 | 21 | 16 | 24 | 20 |
| **Horse, draft** (40 ft. speed) | 12 (+1) | x2 | 26 | 21 | 24 | 18 | 29 | 24 | 19 | 15 | 32 | 24 | 21 | 16 | 26 | 20 |
| **Horse, riding** (60 ft. speed) | 12 (+1) | x2 | 40 | 32 | 36 | 24 | 44 | 36 | 28 | 22 | 48 | 36 | 32 | 24 | 34 | 28 |
| **Horse, war** (60 ft. speed) | 13 (+1) | x2 | 40 | 32 | 36 | 24 | 44 | 36 | 28 | 22 | 48 | 36 | 32 | 24 | 34 | 28 |
| **Mastiff/Lg. Wolf or Dog** (40 ft. speed) | 12 (+1) | x1.66 | 26 | 21 | 24 | 19 | 29 | 24 | 19 | 15 | 32 | 24 | 21 | 16 | 32 | 24 |

### EXPLANATION OF COLUMNS AND RELATED RULES

| | |
|---|---|
| **Mode of Transport** | Different means of travel. Speed in movement per round, as used in combat, is listed here for reference in parentheses. |
| **CON (non-PC)** | Standard Constitutions (CON) of beasts of burden – for use in exhaustion checks based upon travel pace (see below) |
| **Fast Pace Multiple** | Used to determine how much further the mode of transport can go per day in fast pace mode (see next section) |

| **Daily Travel Pace: Fast, Normal, Slow** | **Fast Pace:** | **Travel Pace:** Multiply daily travel pace number in table by the mode of transport's Fast Pace Multiple<br>**Exhaustion:** Initial hour is exhaustion-free. Exhaustion roll vs. DC 10 after hour 2, +1 to DC (cumulative) for hours 3+ (so hour 3 = DC 11, hour 4 = DC 12, etc.); resets after a long rest<br>**Perception:** -5 to your passive perception and disadvantage on active perception checks; +5 to passive perception and advantage with active perception checks of others in range to see/hear/smell you |
|---|---|---|
| | **Normal Pace:** | **Travel Pace:** As listed on table<br>**Exhaustion:** Initial 8 hours is exhaustion-free. Exhaustion save vs. DC 10 after hour 9, +1 to DC (cumulative) for hours 10+ (so hour 10 = DC 11, hour 11 = DC 12, etc.); resets after a long rest |
| | **Slow Pace:** | **Travel Pace:** Multiply daily travel pace number in table by 0.66 (e.g. reduce by 1/3) for all modes of transport<br>**Exhaustion:** Initial 8 hours are exhaustion-free. Exhaustion save vs. DC 10 per hour thereafter without a long rest (static DC)<br>**Stealth:** Able to use stealth (only pace of travel which allows this)<br>**Perception:** +2 to your passive perception and advantage on active perception checks |

| **Daily Travel Pace: Terrain Factors** | **Terrain:** | Different terrains provide different movement rates, with Plains travel by Road being best-case and most closely associated with D&D 5e SRD movement rules |
|---|---|---|
| | **Road:** | Fastest way to travel through any terrain from a speed perspective, but ***disadvantage on stealth checks*** due to being in an open space with no cover options (treat travel alongside a road as *wild*) |
| | **Trail:** | Wilderness travel with help from a trail, no disadvantage on stealth checks; roll daily on the terrain-specific **Offroad Terrain** table (below) to determine terrain features and any resulting speed modifiers |
| | **Wild:** | Wilderness travel without a trail – the slowest form of overland travel; roll daily on the terrain-specific **Offroad Terrain** table (below) to determine terrain features and any resulting speed modifiers |
| | **ADDITIONAL CONSIDERATIONS:** | |
| | • **Wagon/Cart:** Beasts of burden pulling wheeled transports subtract 5 miles per day | |
| | • **Night Travel:** All distances on trails or through the wild are halved unless rider or mount has some form of night vision (such as darkvision) | |
| | • **Weather Modifiers:** Consult the Weather Tables for any impact weather has on miles traveled per day | |
| | **Encumbrance Modifiers:** See *Other Travel Considerations: Encumbrance* to assess impact of weight to travel speed. | |

[a]Pulling a wagon (or other wheeled vehicle) not possible in this terrain (exception: sleds in tundra terrain)
[b]Camels do not need to roll for Exhaustion at Normal or Slow Pace until hour 12 of continuous travel
[c]Tundra terrain is considered to be "arctic tundra" and travel paces are based upon mostly frozen and snow-covered plains

**OPTIONAL RULE: SPEED UP FAST PACE:** To speed up gameplay, the DM may opt to roll an exhaustion save every 4 hours of fast pace, with DC 12 for the first 4 hours and +4 for each additional 4-hour stretch (i.e. DC 16 for hours 5-8, DC 20 for hours 9-12, etc.). If there is a failure, roll 1d10: (1-7) = +1 level of exhaustion, (8-9) = +2 levels of exhaustion, and 10 = +3 levels of exhaustion.

**OPTIONAL RULE: "SADDLE-SORENESS":** On all exhaustion saves, a mounted rider must also roll a constitution check vs. half the DC to simulate "saddle-soreness" (and potentially sleep deprivation when extending the travel day beyond 8 hours) or also gain one level of exhaustion.

**OPTIONAL RULE: NIGHT TRAVEL:** Traveling by night (after 8pm) reduces distance by half on all trails and wilderness travel (not roads) unless either the rider or the mount has some form of night vision.

## PUSHING YOUR PACE

Consulting the **Overland Travel Pace Chart**, you will note an option for "fast" pace of travel which allows for more distance to be covered in a shorter period of time. This is a multiple of the normal pace based upon terrain, road/trail vs. wilderness travel, and mode of transport. Most creatures (humanoids included) can only increase their base speed in this manner by 33%. In contrast, horses have the unreferenced special trait of *galloping* which allows them to push themselves to 100% of normal speed for extended periods. Most other beasts of burden, such as camels, donkeys, and elephants, are somewhere in-between. This extra speed is noted in the chart as a multiple of the "normal pace" miles per day.

There is a risk of exhaustion when keeping up a fast pace for more than a short sprint. This is detailed in the bottom section of the chart. Keep in mind your steed will be the one doing the work that needs to make this saving throw, so you as the mounted character would make this roll on behalf of your steed using that creature's constitution value as noted in the "CON (Non-PC)" column on the chart. Failing this save adds a point of exhaustion per Appendix A of the PHB.

Additional travel at normal speed can be interspersed with fast pace, up to a total of 8 hours. Past 8 hours, consult the next section, **Extending Your Travel Day**.

## EXTENDING YOUR TRAVEL DAY

As stated above, *normal/slow* pace can be performed for up to 8 hours without risk of exhaustion. Additional hours of travel beyond that, without a long rest in-between, runs the risk of gaining levels of exhaustion as detailed in the bottom part of the **Overland Travel Pace Chart**.

## TYPES OF TRAVEL

**Road Travel:** Road travel is, of course, the fastest and most common nonmagical means to get from point A to point B. Road travel speed can also vary based upon terrain, with travel through open plains being the fastest and over mountains the slowest. This travel pace is identified under the heading "Road/Trail." Generally road travel will not be impacted by changes within the terrain or the time of day, so the travel time in the above chart is not affected by changes within the terrain being traveled through.

**Wilderness Travel:** If a road doesn't take the party to where they want to go – which is likely to be frequent for a party of adventurers seeking treasure or glory (or both) – the party will need to go offroad. The best-case travel distance for wilderness travel is identified under the heading "Wild (base)" and is dependent upon terrain and mode of transport. There are notations in the chart identifying places where wagon travel is simply not possible without finding a trail.

As with road travel, this base travel time is defined as distance traveled, in miles, in a single day comprised of roughly 8 hours of actual travel. Unlike road travel, the terrain encountered can be variable, with different environments posing different travel challenges. Every day in the wild, the DM rolls on the appropriate **Offroad Terrain** table below.

**A special note about tundra:** Tundra as defined here is arctic tundra, a frozen, mostly-flat terrain with minimal vegetation. Roads, beyond established ones, are rare and tend to disappear in the winter, and trails are even more rare and unsustainable. Travel through the tundra is difficult at best, and some mounts (such as camels and elephants) would not survive here for long. Certain animals (principally, wolves and dogs) are able to live here without issue, and certain forms of transportation (principally, sleds pulled by dogs), are built for the deep snow.

**Trails Through The Wilderness:** Travel time on a trail is the same as on a road, but the **Offroad Terrain** tables are still consulted to determine if the terrain becomes more difficult to traverse. Based upon locale and campaign, the DM can decide whether such a trail exists, or he/she can allow player characters to make a perception (wisdom) roll to actively search for a trail to ease the party's passage. Use the element of chance and consult the **Trailfinder Chart** below. Having a ranger or a character with the Outlander background helps immensely. The presence or absence of paths are also, of course, at the discretion of the DM. Finding a path to an ancient, undiscovered tomb, for instance, may not be possible.

## TRAILFINDER CHART

**Instructions:** Any PC can make one perception check per hour in the daytime to try and find a trail based upon terrain, during which time there is no movement. A decision for Pace of Travel must be made before the very first attempt and is applied for that day's travel regardless whether a trail is found or not.

| Terrain Traveled | Perception Difficulty Class (DC) | | |
|---|---|---|---|
| | from Road | from Existing Trail | from Wilderness |
| Desert | 15 | 20 | 25 |
| Forest | 25 | 30 | 35 |
| Hills | 20 | 25 | 30 |
| Mountains | 30 | 35 | 40 |
| Plains | 15 | 20 | 25 |
| Swamp | 30 | 35 | 40 |
| Tundra | 25 | 30 | 40 |

**MODIFIERS TO PERCEPTION ROLL**

**Pace of Travel** (Note: pace applied for the day, if trail is found or not)
    Slow: +5          Normal: 0          Fast: -5

**Special Character Abilities** (effects stack)
    Outlander: +5      Ranger: +5
    Ranger with terrain as favored: +5
    Character is familiar with area: +5

**Searching at Night:** -10

Once a trail is found and the travelers continue on, there is also a recurring chance the path ends, it heads off in the wrong direction, is wiped out by some kind of natural event (such as a landslide), or is simply lost (if no ranger or outlander in the party).  These chances are terrain-specific and defined in the **Offroad Terrain** tables.  In this event, continuing on toward the party's destination is automatically converted to wilderness travel and the "Wild" distance applies from that point forward.

**OFFROAD TERRAIN TABLES**

When the party ventures into the wilderness, whether using a trail or not, consult the appropriate table below each day, applying any distance modifiers to the miles/day from the **Overland Travel Pace Chart**.  Each subsequent day, there is a percentage chance that terrain type stays the same.  Pay special attention to any special instruction provided at the bottom of each table.  Also check daily for the passive chance a trail is found or, if on a trail, it suddenly ends.

### OFFROAD TERRAIN: DESERT

| | | | Distance Modifier in miles/day | | | | Passive % trail is found per day | If on a trail: % trail ends per day |
|---|---|---|---|---|---|---|---|---|
| Roll once on first day of travel for *Terrain Feature*; each subsequent day first consult *Chance of Repeat* to see if the terrain remains static | | | Trail | | Wilderness | | | |
| Die Roll | Terrain Features | Chance of Repeat | Foot | Mount | Foot | Mount | | |
| 01-40 | Dry, cracked earth | 70% | — | — | — | — | 10% | 5% |
| 41-70 | Flat sands [a] | 70% | -2 | — | -4 | -3 | 10% | 5% |
| 71-90 | Sand dunes [a] | 70% | -4 | -5 | -5 | -6 | 10% | 10% |
| 91-95 | Rocky plateau | 50% | — | — | — | — | 10% | 15% |
| 96-98 | Rocky canyon (party at base) | 20% | — | — | -4 | -4 | 10% | 10% |
| 99-00 | Rocky canyon (party at top) [b] | 20% | -5 | -8 | -10 | -20 | 15% | 50% |
| [a]Camels suffer no penalties in sand [b]Not passable by mount | | | | | | | | |

### OFFROAD TERRAIN: FOREST

| | | | Distance Modifier in miles/day | | | | Passive % trail is found per day | If on a trail: % trail ends per day |
|---|---|---|---|---|---|---|---|---|
| Roll once on first day of travel for *Terrain Feature*; each subsequent day first consult *Chance of Repeat* to see if the terrain remains static | | | Trail | | Wilderness | | | |
| Die Roll | Terrain Features | Chance of Repeat | Foot | Mount | Foot | Mount | | |
| 01-20 | Lightly forested | 80% | — | — | — | — | 10% | 5% |
| 21-40 | Lightly forested with rocky patches | 70% | — | — | — | — | 10% | 5% |
| 41-60 | Lightly forested and hilly | 60% | -1 | — | -2 | -1 | 10% | 5% |
| 61-70 | Moderately forested | 60% | — | — | — | -2 | 5% | 10% |
| 71-80 | Moderately forested with rocky patches | 60% | — | — | -2 | -6 | 5% | 10% |
| 81-90 | Moderately forested and hilly | 60% | -2 | -2 | -4 | -8 | 5% | 10% |
| 91-94 | Densely forested | 50% | — | -3 | -5 | -8 | — | 15% |
| 95-97 | Densely forested and hilly | 40% | -3 | -4 | -6 | -10 | — | 15% |
| 98-99 | Densely forested, rocky and hilly | 30% | -4 | -5 | -8 | -12 | — | 15% |
| 00 | Very dense, thicketed forest | 20% | -5 | -10 | -10 | -20 | 0% | 20% |
| Elephants experience double pace penalties in forest wilderness | | | | | | | | |

### OFFROAD TERRAIN: HILLS

| | | | Distance Modifier in miles/day | | | | Passive % trail is found per day | If on a trail: % trail ends per day |
|---|---|---|---|---|---|---|---|---|
| Roll once on first day of travel for *Terrain Feature*; each subsequent day first consult *Chance of Repeat* to see if the terrain remains static | | | Trail | | Wilderness | | | |
| Die Roll | Terrain Features | Chance of Repeat | Foot | Mount | Foot | Mount | | |
| 01-25 | Soft, rolling hills | 80% | — | — | — | — | 10% | 5% |
| 26-75 | Standard hills, lightly forested | 70% | — | — | — | — | 10% | 5% |
| 76-85 | Sharp, steep hillocks | 50% | -1 | -1 | -3 | -5 | 5% | 10% |
| 86-95 | Flat plateau | 30% | — | — | — | — | 5% | 10% |
| 96-99 | Canyon | 20% | -1 | -2 | -4 | -8 | 10% | 10% |
| 00 | Crater (not passable, must go around) | 0% | N/A | N/A | -20 | -30 | 15% | 60% |

## OFFROAD TERRAIN: MOUNTAINS

Roll once on first day of travel for *Terrain Feature*; each subsequent day first consult *Chance of Repeat* to see if the terrain remains static

| Die Roll | Terrain Features | Chance of Repeat | Trail Foot | Trail Mount | Wilderness Foot | Wilderness Mount | Passive % trail is found per day | If on a trail: % trail ends per day |
|---|---|---|---|---|---|---|---|---|
| 01-30 | Sloping, forested valley with gentle ridges | 70% | — | — | — | — | 5% | 10% |
| 31-45 | Semi-steep dirt ascent/descent | 60% | — | — | — | — | 5% | 10% |
| 46-55 | Semi-steep rocky ascent/descent | 60% | -1 | -2 | -2 | -4 | 5% | 10% |
| 56-65 | Steep ascent/descent w/alternating ground | 60% | -2 | -3 | -3 | -6 | 5% | 10% |
| 66-72 | Flat, rocky plateau | 60% | — | — | -1 | -2 | 10% | 10% |
| 73-77 | Boulder quarry on long, gently sloping grassy mountainside | 50% | — | — | — | -2 | 10% | 10% |
| 78-80 | River cuts deep V-shaped valley through mountains | 60% | -2 | -4 | -2 | -4 | 5% | 15% |
| 81-83 | Maze of shallow crevasses and scattered boulders in semi-flat valley | 30% | — | -2 | -2 | -4 | 10% | 10% |
| 84-87 | Narrow, treacherous path along cliffside | 50% | -2 | -5 | -3 | -7 | 0% | 20% |
| 88-89 | Narrow pass along mountain ridge | 50% | — | — | -2 | -4 | 0% | 5% |
| 90-92 | Narrow, twisting/winding gorge | 40% | — | -3 | -2 | -4 | 0% | — |
| 93-95 | Valley with lake surrounded by cliffs | 50% | N/A | N/A | -4 | -6 | 0% | 0% |
| 96-97 | Steep, impassable cliffs demand wide detour (if trail: rockslide impedes progress) | 20% | N/A | N/A | -6 | -10 | 5% | 20% |
| 98 | Natural rock bridge spans crevasse | 0% | -2 | -5 | -3 | -5 | 0% | 10% |
| 99 | Manmade rope & plank bridge spans deep gulley[a] | 0% | N/A | N/A | — | -10 | 100% | — |
| 00 | Path ends at cliff with knotted rope (50/50 rising/falling) [a] | 0% | N/A | N/A | -5 | -15 | 100% | — |

[a]Not passable by mount, must find a way around; re-roll, ignoring this roll range, and add the two pace modifiers together

## OFFROAD TERRAIN: PLAINS

Roll once on first day of travel for *Terrain Feature*; each subsequent day first consult *Chance of Repeat* to see if the terrain remains static

| Die Roll | Terrain Features | Chance of Repeat | Trail Foot | Trail Mount | Wilderness Foot | Wilderness Mount | Passive % trail is found per day | If on a trail: % trail ends per day |
|---|---|---|---|---|---|---|---|---|
| 01-30 | Flat, open grasslands | 80% | — | — | — | — | 25% | 5% |
| 31-60 | Dry, flat, barren plains | 80% | — | — | — | — | 25% | 5% |
| 61-70 | Rock-spotted plains | 70% | — | — | — | — | 25% | 5% |
| 71-80 | Tree-spotted plains | 70% | — | — | — | — | 20% | 5% |
| 81-90 | Lightly rolling, tree-spotted plains | 70% | -1 | — | -2 | -1 | 20% | 10% |
| 91-93 | Wide valley | 60% | — | — | — | — | 25% | 10% |
| 94-95 | Rocky plateau | 50% | — | — | — | -5 | 20% | 15% |
| 96-97 | Narrow river valley | 40% | — | — | -4 | -6 | 5% | 10% |
| 98 | Canyon | 30% | — | — | -2 | -2 | 5% | 10% |
| 99 | Chasm spanned by foot bridge[a] | 0% | -4 | -10 | -4 | -20 | 100% | 0% |
| 00 | Chasm/crater (impassable, must go around) | 0% | -10 | -10 | -20 | -30 | 15% | 60% |

[a]Not passable by mount, must find a way around; re-roll, ignoring this roll range, and add the two pace modifiers together

## OFFROAD TERRAIN: SWAMP

Roll once on first day of travel for *Terrain Feature*; each subsequent day first consult *Chance of Repeat* to see if the terrain remains static

| Die Roll | Terrain Features | Chance of Repeat | Trail Foot | Trail Mount | Wilderness Foot | Wilderness Mount | Passive % trail is found per day | If on a trail: % trail ends per day |
|---|---|---|---|---|---|---|---|---|
| 01-10 | Solid ground/dry clearing | 60% | — | — | — | — | 10% | 5% |
| 11-20 | Moist and mossy but solid covering | 50% | — | — | — | — | 10% | 5% |
| 21-50 | Muddy with patches of water | 50% | -1 | -2 | -2 | -4 | 5% | 10% |
| 51-65 | Watery layer, 1-4 feet deep | 50% | -2 | -3 | -4 | -6 | — | 15% |
| 66-80 | Watery layer, 3-6 feet deep | 40% | -3 | -4 | -6 | -8 | — | 20% |
| 81-95 | Watery layer, 5-8 feet deep | 30% | -4 | -5 | -8 | -10 | — | 25% |
| 96-00 | Quicksand (impassable) [a] | 0% | -10 | -20 | -10 | -20 | — | 100% |

[a]Not passable, must find a way around; re-roll, ignoring this roll range, and add the two pace modifiers together

If the party has a small boat, consult **Halfmoon's Waterborne Travel Guide** and treat the swamp like a small lake.

| OFFROAD TERRAIN: TUNDRA | | Distance Modifier in miles/day | | | | Passive % trail is found per day | If on a trail: % trail ends per day |
|---|---|---|---|---|---|---|---|
| Roll once on first day of travel for *Terrain Feature*; each subsequent day first consult *Chance of Repeat* to see if the terrain remains static | | Trail | | Wilderness | | | |
| Die Roll | Terrain Features | Chance of Repeat | Foot | Mount | Foot | Mount | |
| 01-15 | Hard ground scattered with hardy shrubs | 80% | — | — | — | — | 20% | 20% |
| 16-25 | Hard ground interspersed with boulders | 70% | — | — | — | — | 20% | 20% |
| 26-35 | Cold plains dotted with icy patches | 60% | — | — | — | — | 20% | 30% |
| 36-50 | Frozen plains with solid, hard-packed snow | 60% | — | — | — | — | 10% | 40% |
| 51-70 | Frozen plains with deep, powdery snow | 50% | -1 | — | -2 | -1 | 5% | 50% |
| 71-80 | Snowy plains with ice-cold bogs and ponds | 40% | -1 | — | -2 | -1 | 5% | 60% |
| 81-85 | Snow-covered plateau with icy ridges | 30% | -2 | — | -3 | -2 | 5% | |
| 86-90 | Frozen lake | 20% | N/A | N/A | -4 | -8 | N/A | N/A |
| 91-95 | Frozen lake with cracks and earthen islands | 20% | N/A | N/A | -4 | -8 | N/A | N/A |
| 96-98 | Icy canyon with an active glacier-fed river | 30% | N/A | N/A | -4 | -8 | N/A | N/A |
| 99-00 | Large lake with thin ice (impassible) [a] | 20% | N/A | N/A | -20 | -30 | N/A | N/A |

[a]Not passable, must find a way around; re-roll, ignoring this roll range, and add the two pace modifiers together

## OTHER TRAVEL CONSIDERATIONS

**Cost Of Passage:** In cities, one can often find carriage-based travel that moves along main roads from place to place. The commoner version of these are basically elongated carts with a double-bench in the center and, in the harsher climes, hopefully includes a wooden canopy. This kind of transportation can run a traveler 1 gold piece per 100 miles. For fancier coaches, the adventurers can travel a bit more in style for 2-4 gp per 100 miles, with amenities and luxuries ranging from featherbed seats and closeable shutters to skins of wine and casks of ale.

This is the normal extent of purchasable overland travel. It is not unheard of, however, for enterprising entrepreneurs to offer one-way "hoofaway" options between cities – horses for one-way rental. These are not cheap, however, and normally are priced at half the cost of purchase for the actual horse. Such vendors can be picky and reserve the right to refuse service to anyone, for obvious fear that their rental horses never make it to their dropoff destination.

Player characters can always opt to buy mounts – cost for these is listed in the PHB (pg. 157). They are not cheap, however, with a riding horse costing 75 gp on average.

**Mounted Combat:** Although this is designed as a travel guide, some clarity may be helpful for scenarios where you might take your steed into combat – something that has limited explanation in the SRD. Your steed's per-turn *move* rate, as used in combat, is technically the foundation for this guide's daily travel calculations.

In brief, here are the guidelines specific to a trained steed:
- You control your mount so long as you are mounted.
- It takes half your move to mount or dismount.
- The steed has its own move and action independent of yours.
  - Actions are limited to Dash, Disengage, and Dodge.
  - Note however some monsters have specific special abilities, such as a warhorse which has a "trampling charge" option as part of its move that serves as an attack.
- You act independently of your mount, but while mounted the mount serves as your agent of movement.

- You can perform an Action, such as:
    - An attack, either melee or ranged.
    - A spell (that can be cast in a sitting position).
    - Any other act that can reasonably be done in the saddle.
- There are no inherent advantage or disadvantage to attack rolls between a mounted combatant and a combatant on foot, unless gained by a feat such as Mounted Combatant or other skill/ability/spell.
- You must have at least one hand free to control a mount during the mount's move (an initial animal handling ability check vs. DC 10 can offset this for hands-free action; if this fails the rider can still elect to drop whatever is in one hand to grab the reins).

Example of dismount and attack: You could instruct your riding horse to Dash to cover 120 feet (double normal move, which is equivalent of *galloping* in the travel rule guidelines). Then you can dismount, move the other half of your move on foot, and perform an Action such as attack.

**Encumbrance:** Page 176 of the PHB has details on encumbrance and how it impacts travel. These guidelines were not incorporated or expanded upon here because, well, it's just too encumbering! While it may make sense to factor in the weight of the dragon hoard in the party's horse-drawn wagon (which may come under attack by thieves and brigands more than once), it is recommended that – unless excessive – equipment weight not be factored into determination of daily travel distance.

**Flying:** Flight can be accomplished by winged creatures, and of course by magic. All standard 5e rules apply for determining distance traveled, as noted in the DMG on page 119. To summarize: The speed of travel is the same as per foot travel, i.e. 1 mph per 10' move, but winged creatures must rest 1 hour for every 3 hours in flight. This equates to 9 hours per day maximum. So a hawk with a 60-feet move can fly a total of 54 miles per day.

## *Author's Reflection: Follow Your Own Path*



There is credence to the old expression "The journey is more important than the destination." Sometimes getting there is truly half the fun! Now, I understand determining distance traveled is not exactly the most exciting thing to do, but it sets a realistic expectation of travel for the players, and makes them perhaps think twice before deciding on a shortcut over the mountains or through a swamp. Plus there are the occasional unusual discoveries when applying the results of these tables, some of which force hard decisions – such as finding that rope footbridge across a chasm, where the players must decide what to do with their wagon full of plunder.

The DM can build upon that foundation and add his or her own results. He or she could also elect to add the daily rolls from the optional supplement *Halfmoon's Outdoor Adventure Tables* – which would be more frequently applied if the party is forced to slash through dense foliage or slosh through a murky swamp. This can add an element of adventure all its own…

**A few notes on rule adherence:** These tables were defined with the Dungeons & Dragons 5e rules as a baseline, where a creature's *speed*, or "move per turn," is used and extrapolated to hourly and daily values. This was then translated to a best-case scenario of traveling on a road across the plains at a normal pace. Therefore a riding horse, which has a 60-foot *speed*, travels at 6 miles per hour (speed multiplied by 10, per page 242 of the DMG) and 48 miles per day (hourly rate multiplied by 8, per page 243 of the DMG). A human (30' *speed*) similarly could cover 24 miles in a day.

*Fast pace*, according to page 243 of the DMG, should be defined as 133% of normal pace. This guide applies that guideline as an axiom for foot-based travel. Horses have a special trait called *galloping* – which is referenced in page 181 of the PHB but is not detailed in the horse profiles in the MM – which allows them to move at double their normal pace. All other four-legged creatures have similar advantage over bipeds but are not quite as speedy as horses.

Therefore, these rules are viewed by this author as following the guidelines set forth in the base ruleset, but with enhancements in the spirit of those guidelines.

# WATERBORNE TRAVEL

"And all I ask is a tall ship and a star to steer her by."

-John Masefield, *Sea Fever*

It is an oft-quoted line from an old poem in John Masefield's book entitled "Salt Water Ballads," but this one quote, to me, epitomizes the romance of sea travel. Throw in a ballad about a hundred rowers laboring to push a longship forward and we're in business. The thought of tall ships, sails fully unfurled and racing with the wind, elicit visions of swashbucklers and pirates and remembrance of an enchanting era of ship travel from Earth's own past.

But not enchanted, whereas your adventure very well may be.

Although there is always the prospect of magical elements, kraken-like sea creatures rising up from the depths, and ship-to-ship battle, ships are also needed for more mundane pursuits. The stalwart party of adventurers may need to traverse one or more bodies of wter to reach their quest. The quest itself could be one set on the open seas, or perhaps on a mysterious island rumored to have untold mysteries and bountiful treasures.

This guide is meant to serve as a supplement to the Dungeons & Dragons seafaring rules as outlined in Ghosts of Saltmarsh under Appendix A: Of Ships and the Sea. It provides some charts of the ships in that appendix that may be useful, and adds on additional ships and optional rules that are largely associated with weather. Therefore, this guide is expected to be used hand-in-hand with the **Weather Tables** section of this overall supplement.

| WATERBORNE TRAVEL:  STEP-BY-STEP AID | | |
|---|---|---|
| **Step** | **The Question** | **The Answer** |
| 1 | **Where are we going?** | This guide can't help you with that.  Hopefully your DM knows!  If it is somewhere where at least part of the journey is over water, read on. |
| 2 | **How will we get there?** | By boat, most likely.  There are other, nonconventional means of traveling over water, but this guide focuses on ship-based travel, either sailing or rowing or both. |
| 3 | **How long will it take?** | Rate of travel depends on type of vessel and water body (lake, river, or sea), and to a large degree the weather.  Ships most commonly use sails to move, which relies upon the strength and direction of the wind.  Consult the **Weather Tables** for this piece. |

| 4 | **What if we are in a hurry?** | You can push a ship's crew to outperform for short periods, and pushing too hard for too long can lead to negative consequences over time.  But for longer voyages you are generally at the mercy of the wind and the sea.  Consult the *Waterborne Vessels Chart One: Primary Attributes and Speed* for more information. |
| 5 | **How the heck do you sail?** | Trust your sailing crew!  Also, check out *Ship Navigation, Sailing* in this guide to find guidelines on ship direction vs. wind direction and their joint impact to sailing speed.  Hint: You're gonna need some wind. |
| 6 | **What's the deal with rowing?** | Many ships have banks of oars to propel them through waters when the winds are not favorable or when going against a current, such as upriver.  Some boats, such as rowboats, rely solely upon the manpower (person-power) of oarsmen (oarspeople).  It is normally slower and definitely not as efficient as catching a strong wind in your sail, but sometimes it's the only way to propel a vessel along. |
| 7 | **What's this about a current?** | Although seas have currents that follow general oceanic patterns, this guide generally only assumes a ship will need to contend with river currents.  River currents are generally assumed to move water downstream at a rate of **2 mph**, which is directly added to downstream ship speed and deducted from it when going upstream. |
| 8 | **So how far did we travel today?** | Consult the *Waterborne Vessels Chart One: Primary Attributes and Speed* in this guide for your ship's Travel Pace attributes.  Add or subtract wind and any river current variables. |
| 9 | **What if we sail into a storm?** | The **Weather Tables** will determine whether a storm hits during waterborne travel.  Storms can sometimes aid a ship's travel, but most often it impedes it and can even cause damage to the vessel and death to its crew.  Try to avoid storms, if you can. |
| 10 | **What if we run into trouble on the high seas?** | The **Ghosts of Saltmarsh** compendium is an excellent resource that details out hazards, different ocean environs, and random encounters.  There are also several resources available on the internet (including maybe a future Halfmoon supplement). |

## SHIP NAVIGATION

Non-magical travel over water is accomplished either by sail or oar – or both. In either case it is critical to understand nautical terminology for the different directions of a ship. Please consult the following diagram (wind direction compass added for convenience):

### SHIP DIRECTION DIAGRAM



### WIND DIRECTION COMPASS
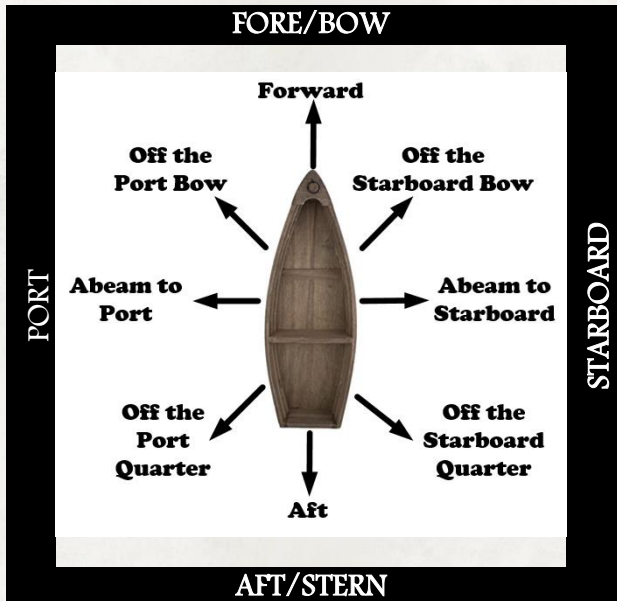


From the Wind Tables: If the wind direction changes, roll 1d8 on this.
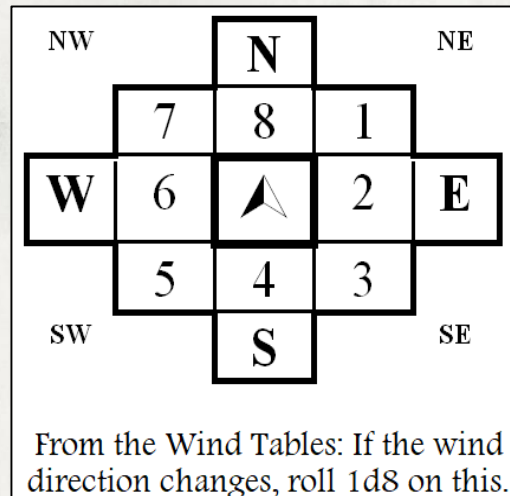
Note that the front of the ship is actually called the bow (or the fore if referring to the inside front of the ship from a sailor's standpoint), while the rear is the stern (or the aft when referring to the inside of the ship). The Wind Tables and travel rules all use the above terminology to determine impact of wind to a ship. For instance, say the above ship is headed north. A wind blowing northeast would be hitting the ship "off the port quarter" (which provides it the wind speed bonus, by the way – any of the three rear positions do).
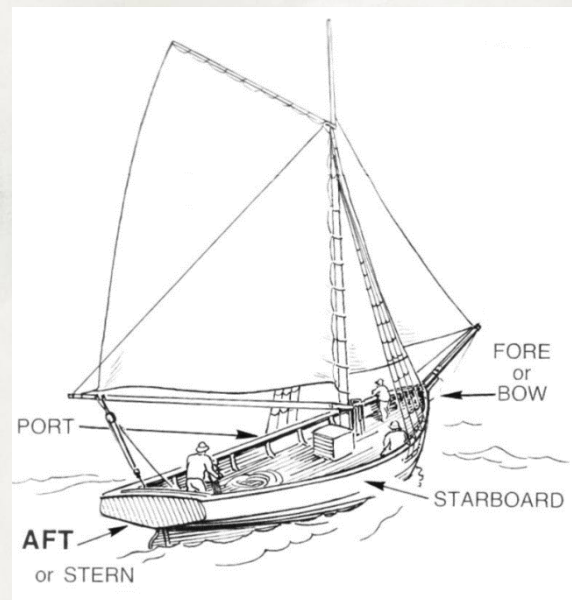
## SAILING

Most ships with sails use the winds to get around as frequently as possible.  Even if the winds are not particularly favorable, unless you're bearing right into the wind it is normally faster (and less exhausting, so say the oarsmen) than rowing.

Determining the impact of wind to sailing is actually a relatively straightforward matter:  If the wind is at your back, your sails will fill and you will move faster.  If the winds are in your face, you will not sail so fast…and sometimes not at all.  Consult the **Waterborne Vessels Table One: Primary Attributes** for a ship's daily Travel Pace and, if a sailing ship, modify that amount based upon the below graphic (noting that the wind modifier is ±1 per 10 mph with/against the sails):
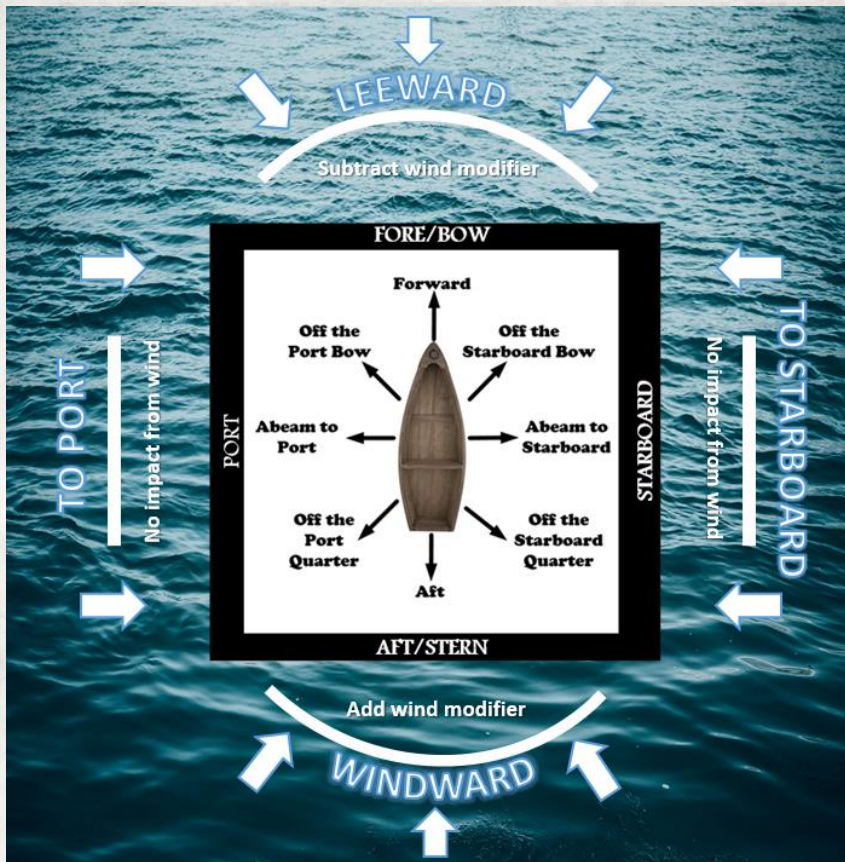


**LEEWARD**
- **Definition:** Wind blows at the *Foreward*, *Off the Port Bow*, or *Off the Starboard Bow*
- **Nautical Phrase:** "The wind is in your face"
- **Impact:** Subtract any Sailing speed Modifier from the vessel's sail speed

**WINDWARD**
- **Definition:** Wind blows at the *Aft*, *Off the Port Quarter*, or *Off the Starboard Quarter*
- **Nautical Phrase:** "The wind is at your back"
- **Impact:** Add any Sailing speed Modifier from the vessel's sail speed

**TO PORT/TO STARBOARD**
- **Definition:** Wind blows Abeam to Port or Abeam to Starboard
- **Nautical Phrase:** "The wind is striking your side"
- **Impact:** None (ignore Sailing Speed Modifier)

A ship must have at least its minimum crew (also indicated in that same chart) in order to sail the ship, though half that amount can still sail the ship at half normal travel pace.

## ROWING

Many waterborne vessels have oars and oarsmen to pull them.  For ships with both sails and oars, the determination to deploy them boils down simply to which mode of travel is faster given the current conditions.  Traveling upstream or against the wind, for instance, are prime examples

of when a ship will turn to rowing.  A ship must have at least its minimum crew (see **Waterborne Vessels Table One: Standard Attributes**) in order to have sufficient oarsmen to effectively move the ship.

## WATERBORNE VESSELS TABLE ONE: STANDARD ATTRIBUTES

| Vessel Type | Size | Primary Attributes | | | | Characteristics | | | | Capacity | | Travel Pace | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | STR | DEX | CON | Sea-worthi-ness | # of Masts | # of Oars | # of Row-boats | Open Market Cost (gp) | Crew (min)/ Passenger | Cargo (tons) | Normal Speed | Full Speed Ahead |
| Barge | Gargantuan (80'x40') | 18 (+4) | 1 (-5) | 8 (-1) | 20% | 0 | 10 | 0 | 500 | 10(5)/40 | 100 | 24 mpd (1 mph) | 24 mpd (1 mph) |
| Frigate | Gargantuan (140'x30') | 25 (+7) | 8 (-1) | 22 (+6) | 100% | 3 | 60 | 10 | 30,000 | 100(50)/120 | 100 | 144 mpd (6 mph) | 192 mpd (8 mph) |
| Galleon | Gargantuan (180'40') | 26 (+8) | 6 (-2) | 24 (+7) | 100% | 3 | 80 | 12 | 20,000 | 120(60)/200 | 300 | 96 mpd (4 mph) | 120 mpd (5 mph) |
| *Galley* | Gargantuan (130'x20') | 24 (+7) | 4 (-3) | 20 (+5) | 95% | 1 | 40 | 8 | 10,000 | 80(40)/40 | 150 | 96 mpd (4 mph) | 120 mpd (5 mph) |
| *Keelboat* | Gargantuan (60'x20') | 16 (+3) | 7 (-2) | 13 (+1) | 60% | 1 | 8 | 0 | 500 | 3(3)/4 | 0.5 | 72 mpd (3 mph) | 84 mpd (3.5 mph) |
| *Longship* | Gargantuan (70'x20') | 20 (+5) | 6 (-2) | 17 (+3) | 80% | 1 | 20 | 6 | 5,000 | 40(20)/100 | 10 | 120 mpd (5 mph) | 144 mpd (6 mph) |
| *Rowboat* | Large (10'x5') | 11 (+0) | 8 (-1) | 11 (+0) | 40% | 0 | 2 | 0 | 50 | 2(1)/2 | 0.25 | 24 mpd (3 mph) | 30 mpd (3 mph) |
| Sailboat | Huge (15'x5') | 12 (+1) | 10 (+0) | 12 (+1) | 60% | 1 | 0 | 0 | 100 | 2(1)/3 | 0.25 | 72 mpd (3 mph) | 84 mpd (3.5 mph) |
| *Sailing Ship* | Gargantuan (100'x20') | 20 (+5) | 7 (-2) | 17 (+3) | 80% | 3 | 0 | 4 | 10,000 | 30(15)/20 | 100 | 120 mpd (5 mph) | 168 mpd (7 mph) |
| Sloop | Gargantuan (80'x15') | 18 (+4) | 12 (+1) | 18 (+4) | 90% | 1 | 0 | 4 | 15,000 | 20(10)/20 | 50 | 168 mpd (7 mph) | 216 mpd (9 mph) |
| *Warship* | Gargantuan (100'x20') | 20 (+5) | 4 (-3) | 20 (+5) | 100% | 3 | 0 | 4 | 15,000 | 30(15)/20 | 100 | 96 mpd (4 mph) | 120 mpd (5 mph) |

| | |
|---|---|
| All waterborne vessels possess the following attributes: **INT**, **WIS**, and **CHA** are all 0 | |
| **COLUMN DETAILS** | |
| Vessel Type & Size | This is the name of the type of vessel and its size.  Vessel Types in *italics* are featured in **Ghosts of Saltmarsh**. |
| STR/DEX/CON | STR (Strength) expresses the ship's size and weight, DEX (Dexterity) is its ease of handling, and CON (Constitution) is its durability and the quality of its construction. |
| Seaworthiness | This is the vessel's ability to sail the high seas, and reflects its durability in rough waters and difficult conditions.  A d100 roll is made every day of travel in calm seas and must be made with disadvantage if in a storm that day, as determined by the **Weather Tables**.  If any roll is greater than the Seaworthiness score, there are two results:<br>1. The crew has disadvantage on all Hazard checks, including any for an existing storm, until a subsequent Seaworthiness roll indicates a success.<br>2. The DM rolls on the **Seaworthiness Failure** table in this supplement, with any result being an independent effect from any *Hazards* currently impacting the ship. |
| # of Masts/Oars/Rowboats | Masts indicate how many sets of sails are on the ship, oars will be divided into banks on each side of the ship, and rowboats are the "lifeboats" for larger ships in case they founder (and have the same stats as *Rowboat* in this table). |
| Open Market Cost (gp) | This is the average, or "retail," cost to purchase the ship in the open market, and may be adjusted based upon a number of variables – including quality of location, seller's personality attitude, and the buyer's ability to haggle (see Social Interaction in the DMG pp. 244-245 for more details on this). |
| Capacity, Crew | Maximum crew and passenger complement for the ship, with the minimum crew required for normal travel pace noted in parentheses (half that amount will allow for half normal travel pace when sailing but not for rowing).  If the crew drops below this amount, the ship founders and will go the speed and direction of the current. |
| Capacity, Cargo | Total cargo capacity in tons. |
| Travel Pace | Modifiers (daily only): ±5 mpd per 10 mph when sailing with/against the wind<br>±Crew Quality Score (see the section in this supplement labeled **Ship Crew Quality**) |
| | Normal Speed: Normal daily (and hourly) ship travel speed, provided there is at least a minimum crew. |
| | Full Speed Ahead: If at least the minimum crew complement, the captain can elect to push the limits of ship and man, increasing the distance traveled at the risk of crew fatigue and ship damage.  Every day of such travel:<br>• The ship's crew has disadvantage on all Hazard checks.<br>• Every day of Full Speed Ahead, the crew's Quality score is reduced by 1.  Unless a mutiny occurs, any penalties are removed after 24 hours of shore leave (or a positive event occurs at the discretion of the DM, such as finding buried treasure on a deserted isle).<br>• A Seaworthiness fail reduces crew Quality by an additional point and permanently reduces the ship's Seaworthiness score by 10%.  Drydocking repairs 10% Seaworthiness per day. |

## WATERBORNE VESSELS TABLE TWO: COMBAT ATTRIBUTES

| Vessel Type | Hull | | | Helm | | Oars | | | Sails | | | Naval Weapons | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AC | HP | DT | AC | HP | AC | HP | Combat Speed | AC | HP | Combat Speed Baseline/Into Wind/With Wind | Ballista | Mangonel | Naval Ram |
| Barge | 14 | 100 | — | — | — | 12 | 50 | 10ft | 12 | 75 | 20ft/10ft/25ft (-10ft per 25hp) | — | — | — |
| Frigate | 16 | 600 | 25 | 17 | 75 | 12 | 150 | 35ft (-10ft per 50hp) | 12 | 125 | 50ft/20ft/65ft (-5ft per 25hp) | 6 | 2 | 1 |
| Galleon | 16 | 800 | 30 | 16 | 100 | 12 | 200 | 30ft (-10ft per 50hp) | 12 | 150 | 35ft/15ft/50ft (-5ft per 20hp) | 8 | 2 | — |
| *Galley* | 15 | 500 | 20 | 16 | 50 | 12 | 100 | 30ft (-5ft per 25hp) | 12 | 100 | 35ft/15ft/50ft (-10ft per 25hp) | 4 | 2 | 1 |
| *Keelboat* | 15 | 100 | 10 | 12 | 50 | 12 | 100 | 20ft (-5ft per 25hp) | 12 | 100 | 25ft/15ft/35ft (-5ft per 20hp) | 1 | — | — |
| *Longship* | 15 | 300 | 15 | 16 | 50 | 12 | 100 | 20ft (-5ft per 25hp) | 12 | 100 | 45ft/15ft/60ft (-10ft per 25hp) | — | — | — |
| *Rowboat* | 11 | 50 | — | — | — | 12 | 25 | 15ft | — | — | — | — | — | — |
| Sailboat | 12 | 50 | — | — | — | — | — | — | 12 | 50 | 25ft/15ft/40ft (-10ft per 25hp) | — | — | — |
| *Sailing Ship* | 15 | 300 | 15 | 18 | 50 | — | — | — | 12 | 100 | 45ft/15ft/60ft (-5ft per 25hp) | 1 | 1 | — |
| Sloop | 13 | 200 | 5 | 18 | 50 | 12 | 100 | 25ft (-5ft per 20hp) | 12 | 100 | 55ft/20ft/70ft (-10ft per 25hp) | 2 | — | — |
| *Warship* | 15 | 500 | 20 | 18 | 50 | 12 | 100 | 20ft (-5ft per 25hp) | 12 | 100 | 35ft/15ft/50ft (-10ft per 25hp) | 2 | 2 | 1 |

All waterborne vessels possess the following combat-related attributes:
**Damage Immunities:** poison, psychic
**Condition Immunities:** blinded, charmed, deafened, exhaustion, frightened, incapacitated, paralyzed, petrified, poisoned, prone, stunned, unconscious

| COLUMN DETAILS | | |
|---|---|---|
| Vessel Type | | This is the name of the type of vessel. Vessel Types in *italics* are featured in **Ghosts of Saltmarsh**. |
| Hull attributes | AC: | Armor Class to hit the hull with an attack |
| | HP: | Hit Points of the hull; if the hull is reduced to 0 hit points, the ship sinks |
| | DT: | Damage Threshold; an attack must exceed this amount of damage in order to cause damage, in which case it does the full amount of the damage |
| Helm attributes | AC: | Armor Class to hit the helm with an attack |
| | HP: | Hit Points of the helm; if the helm is reduced to 0 hit points, the ship cannot turn |
| Oar attributes | AC: | Armor Class to hit a bank of oars with an attack |
| | HP: | Hit Points of the full array of oars; see the table above for speed reduction based upon damage taken |
| | Combat Speed: | Speed in feet per turns to be used in initiative mode; if there is a second entry, it indicates how damage to the oars reduces this speed |
| Sail attributes | AC: | Armor Class to hit some portion of the sails an attack |
| | HP: | Hit Points of all sail rigging (sheets, masts, cross-beams, ropes, etc.); see the table above for speed reduction based upon damage taken |
| | Combat Speed: | Speed in feet per turns to be used in initiative mode; if there is a second entry, it indicates how damage to the sails reduces this speed |
| Naval Weapons | Ballista: (AC 15, HP 50 each) | A massive crossbow firing heavy bolts; if multiple on a ship normally an equal amount are installed on the fore and the aft; takes one action to load it, one action to aim it, and one action to fire it; ranged weapon attack: +6 to hit, range 120/480 ft, one target, 16 (3d10) piercing damage. |
| | Mangonel: (AC 15, HP 100 each) | A catapult that hurls heavy projectiles in a high arc even over cover; normally only installed at the aft on a sterncastle; takes two actions to load it, two actions to aim it, and one action to fire it; ranged weapon attack with a stone: +5 to hit, range 200/800 ft (60 ft minimum), one target, 27 (5d10) bludgeoning damage (other types of projectiles may be used which may vary in damage and effect) |
| | Naval Ram: (AC 20, HP 100, DT 10) | A fortified protrusion on the ship's bow used to batter other ships; melee weapon attack: +8 to hit, advantage on all saving throws related to *crashing*, any damage taken is applied to the naval ram rather than the ship until the ram is destroyed; crashing damage is based upon ship size which for gargantuan ships (all ships on this list with a naval ram) inflicting 16d10 bludgeoning damage |

## SHIP DESCRIPTIONS

This section provides a brief description of the added ships in this supplement. All the statistics are provided in the tables above. For all *italicized* ships listed in the tables, please consult the **Ghosts of Saltmarsh** compendium for descriptions.

*Barges* are slow, rectangular ships generally used for hauling people and cargo across or down rivers (*river barges*) and along lakeshores (lake *barges*). They are not seaworthy. They are not manuverable. River barges either are suspended across a river by strong ropes which are used to pull them from bank to bank, or get pushed along by long poles thrust down to the bottom of the river with oars for both motion and maneuverability. Lake barges rely on 2 banks of 20 oars to slowly move it along the smooth waters.



*Frigates* are the most advanced of the big ships, boasting three tall masts with a large array of sails, which along with its cutting-edge rigging design and streamlined hull make them one of the fastest ships available (second only to the sloop). They are prized by admirals as the flagships of naval fleets. They have four forward ballista and two at its aft, all able to swivel up to 30 degrees, along with twin catapults on its sterncastle and a battery ram at their bow.



*Galleons* are massive vessels, with three tall masts with extremely wide square sails. In spite of their size they move quite well in the wind, with dual banks of 75 oars on each side to propel them forward admirably when there are no winds. For armament, the ships bristle with four fore and four aft ballista and two large catapults on the sterncastle, with sufficient swiveling capabilities to strike anything along their perimeter.



**Sailboats** are essentially rowboats with a single mast and square sail instead of oars. They rely entirely on the wind for travel, and are mostly owned by fishermen and sailing enthusiasts – though they are good at speeding down rivers and generally versatile on small lakes.

*Sloops* are sleek, fast and maneuverable sailboats, but also durable and seaworthy ships. They do have two banks of oars which propel them along at a good clip, but their mainstay is their mainsail off a very tall single mast, with a sleek decision which makes them the fastest of the mass-produced vessels. They are commonly armed with one ballista at the fore and one at the aft.

# NAVIGATING THE DIFFERENT BODIES OF WATER

## SEAS

Travel over seas can be a risky affair, with strong winds and storms always posing a threat to smaller vessels.  Therefore the party should generally look to book passage on the larger, more seafaring vessels.  Barges cannot travel on seas, and rowboats and sailboats can be found but stay close to the coastline.

A significant consideration when deciding which route to take overseas is the prevailing current. Sea currents are strong, averaging 2 mph.  The DM will determine this, but trade routes almost always sail along with the current.

The DM will also define the ports and trading routes where passage may most easily be sought. Ports can be found at any city adjacent to the body of water.  Finding passage on a boat without settlements nearby, however, is generally a tricky affair and largely dependent upon how close you are to a road or other main throughfare.

If you have no coin or are reluctant to part with it, one can sign on with a vessel as part of the crew, particularly one who carries weapons and knows how to use them should the ship be beset by pirates or other maritime threats.  Of course, should players need to reach a location not normally visited by trading vessels or official vessels, you might end up signing up with a band of pirates, or pirate hunters, or swashbucklers of a different color.  The party may even seek commision from a city or empire to complete the mission across the seas.

## LAKES

For all intents and purposes, travel over lakes is the same as sea travel.  The principal differences are lack of a prevailing current and storms that aren't quite so fierce.  Large lakes could conceivably have any kind of ship, while smaller lakes will only have rowboats, sailboats, large barges, and keelboats.  Very large lakes can have a 1 mph current, but small lakes will be calm and have no noticeable current.

As with seas, boats are generally easy to find at ports adjacent to towns or cities.  Beyond that you have fishing villages and personal vessels, which will not be immune to the charms of a little gold.

## RIVERS

When viable, travel by river can often be faster and safer than by land…but you can not guide the river, the river guides you, and you are at the mercy of the path it takes and the direction the water flows.  If it works in your favor, river travel deserves consideration.

Travel speed on a river is determined in the same way as travel over seas or lakes, so follow those guides for sail vs. oar travel.  Rivers will have a downstream current, which by default is 1 mph. Keelboats are the principal river transports when it comes to traveling upstream or downstream.

First order of business is to find a boat. Riverboats tend to come in four flavors: rowboat, sailboat, barge, and sloop. Other, larger ships are built primarily for the sea, though of course it is not unheard of for trading galleys to make their way up or down a river to reach certain city ports – though it is rare to find any oarless sailing ship sailing upstream.

Unless the party owns a boat, they will need to either purchase a boat at some port, or find passage on a passenger boat (or any boat, for that matter…everyone has his price). It is at the discretion of the DM, as always, but boats can be purchased, rented, or passage purchased in riverside towns.

Along rivers in key locations, there are often boatmen with river barges who charge travelers a simple fare to cross the river. Most of the time these barges are connected to both river banks by two very thick ropes which can be used to pull the barge across, or to ensure it does not float downstream as the crew paddles from bank to bank.

## OTHER SHIP CONSIDERATIONS

### Cost For Ship Passage

More than likely you and your hearty band of adventurers will not be plunking down serious coin to purchase your own ship – except perhaps for a rowboat or sailboat. Cost for passage on a ship can vary wildly from locale to locale, but the primary considerations are distance, availability, and willingness. The following set of suggestions is offered, for which the DM can of course modify based upon preference and situation:

- Downstream (river) or with predominant current (sea/lake): 1 gp per 100 miles of travel



- Upstream (river) or against predominant current (sea/lake): 2 gp per 100 miles of travel
- River crossing: 5 sp (a river barge is normally found at strategic river crossing locations)
- Suggested modifiers:
    - Speed of vessel: +1 gp per 2 mph ship base speed (sail or oar) over 4
    - Horses: Double normal rate (vessel must be a barge or large ship (at least 100' long); each horse takes up 3 of the ship's complement
    - Horse w/wagon: Triple normal rate, only available on barges, takes up 5 of the ship's complement

Note that proximity to major cities doesn't factor into cost so much as it factors into availability of passenger ships. Also captains of merchant vessels or warships are much less likely to be willing to take on passengers, and may be expected to charge up to double the suggested rates. Persuasion obviously can play a part in such exchanges.

## Ship Crew Quality

A big component of seafaring success is the competency and attitude of the crew. Since individual crewmember competency would be too difficult to figure out, D&D focuses on attitude to determine overall crew quality. This is explained in the **Ghosts of Saltmarsh.**

In most campaigns, the player characters will come across a ship with an existing crew. For those situations, it is handy for the DM to have a means to randomly determine the quality of its crew and the officers commanding it.

| Quality of Ship's Crew and Commanding Officers | | | | | | |
|---|---|---|---|---|---|---|
| Quality and Nickname of the Ship's Crew | | | Quality of the Ship's Officers (roll individually for each officer) | | | |
| D100 | Starting Quality | Crew Nickname | Officer Title | D20 | NPC Attributes | Officer Quality |
| 01 | -10 | Mutinous dogs | Captain | 01-05 | INT +3, CHA +3, +6 proficiency with intimidation, persuasion, and water vehicles | Good |
| 02-03 | -9 | Lily-livered landlubbers | | 06-15 | INT +1, CHA +1, +3 proficiency with intimidation, persuasion, and water vehicles | Average |
| 04-05 | -8 | Sour scuppertongues | | 16-20 | INT -1, CHA -1, +1 proficiency with intimidation, persuasion, and water vehicles | Poor |
| 06-07 | -7 | Sack of sorry seamonkeys | First Mate | 01-05 | INT +3, CHA +3, +6 proficiency with intimidation, persuasion, and water vehicles | Good |
| 08-10 | -6 | Pack of bilge rats | | 06-15 | INT +1, CHA +1, +3 proficiency with intimidation, persuasion, and water vehicles | Average |
| 11-13 | -5 | Scurvy-laden curs | | 16-20 | INT -1, CHA -1, +1 proficiency with intimidation, persuasion, and water vehicles | Poor |
| 14-16 | -4 | Yellow-bellied hornswagglers | Bosun | 01-05 | STR +3, +4 proficiency with athletics and carpenter's tools | Good |
| 17-20 | -3 | Sad ol' swabbies | | 06-15 | STR +1, +2 proficiency with athletics and carpenter's tools | Average |
| 21-25 | -2 | Lazy laggards | | 16-20 | STR -1 | Poor |
| 26-30 | -1 | Crusty barnacle-backs | Quartermaster | 01-05 | WIS +3, +6 proficiency with navigator's tools and nature skill | Good |
| 31-70 | 0 | Salty sailors | | 06-15 | WIS +1, +3 proficiency with navigator's tools and nature skill | Average |
| 71-75 | +1 | Stalwart shellbacks | | 16-20 | WIS -1, +1 proficiency with navigator's tools and nature skill | Poor |
| 76-80 | +2 | Willful waterdogs | Surgeon | 01-05 | INT +3, +6 proficiency with herbalism kits and the medicine skill | Good |
| 81-84 | +3 | Trusty mariners | | 06-15 | INT +1, +3 proficiency with herbalism kits and the medicine skill | Average |
| 85-87 | +4 | Lively scallywags | | 16-20 | INT -1, +1 proficiency with herbalism kits and the medicine skill | Poor |
| 88-90 | +5 | Shameless lick-spittlers | Cook | 01-05 | CON +3, +6 proficiency with brewer's supplies and cook's utensils | Good |
| 91-93 | +6 | Jolly jack-tars | | 06-15 | CON +1, +3 proficiency with brewer's supplies and cook's utensils | Average |
| 94-95 | +7 | Hearty seafarers | | 16-20 | CON -1, +1 proficiency with brewer's supplies and cook's utensils | Poor |
| 96-97 | +8 | Loyal sea dogs | Cabin Boy | 01-15 | Just a cabin boy | N/A |
| 98-99 | +9 | Master mariners | | 16-18 | Can replace a random poor officer (roll 1d6 with captain as 1 and cook as 6) | Poor |
| 00 | +10 | Feverish fanatics | | 19-20 | Can replace a random average officer (roll 1d6 with captain as 1 and cook as 6) | Average |

**SHIP COMBAT:**  Although this supplement, particularly, Table Two, does cover most of the attributes around naval warfare, everything else you need can be found in the **Ghosts of Saltmarsh** compendium.  These tables are in fact meant to aid such an endeavor by providing a quick reference to said attributes in a convenient table format.
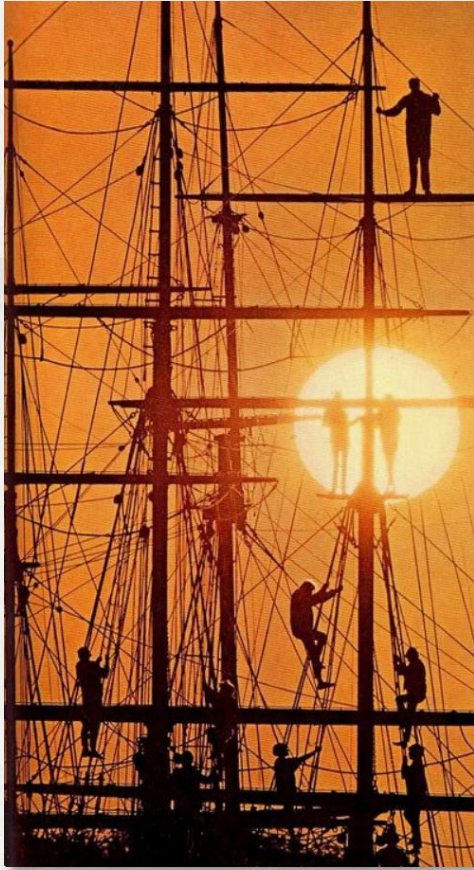
**REPAIRING YOUR SHIP:**  Incremental repairs can be performed while at sea, but full repairs will require a drydock at port.  A crew can repair hit points of ship components equal to 20 hp per day at sea (provided normal travel without incident) or 40 hp at port, plus or minus their quality score multiplied by their bosun's carpentry bonus.  The repair job can focus on one or more damaged components during this time.

**MAKING FOR PORT OR COMING ASHORE:**  Of all the ships in the chart, only rowboats (and canoes which share the same attributes), sailboats, barges, and keelboats can be beached.  All the larger ships have too deep a draft and must find a port or a dock of some sort, or weigh anchor and use their own rowboats.

**CARRYING A BOAT OVER LAND:**  Only the smallest vessels are light enough to be carried across land, which can be done for short distances by several men, or placed on large wagons and carted, from one waterway to another.  Rowboats generally weigh 100 pounds while sailboats come in at 125 pounds. Note that keelboats and river barges can also be relocated, but would require a large engineering contingent of several dozen workers with ropes and pulleys, and either custom-built wagons or logs to roll the ship along.  The player characters would need to pay for this service so we will not fill these pages with that detail.  All other ships are far too large, heavy, and unbalanced to ever fully leave the water.

**UNDERWATER TRAVEL:**  This manual generally does not deal with underwater travel as this is not considered a normal form of routine travel.  Please consult the Players Handbook and Dungeon Master's Guide for additional guidance on managing travel underwater.

## *Author's Reflection: Navigating The High Seas*



In a truly realistic environment, the same ship could sail in a solid morning breeze, pick up the oars when the wind has died in the afternoon, and unfurl the sails again for a sunset breeze later that day.  But this supplement is for Dungeons & Dragons, not "Sailing & Rowing," and it is assumed the adventurers want to, well…adventure.  So we introduce a daily system – still quite a few rolls, granted, but the weather often keeps for several days and don't need to be re-rolled (except the wind, which can be the life or death of any sailor on a daily basis).

This is still a lot to keep track of, but the intrepid DM will maximize use of these charts and tables to hopefully provide the players better game immersion with real-world environmental challenges and realistic travel expectations.  But if this is too much to absorb, manage, and maintain, I included the "Common Distance per Day" column of the **Waterborne Vessels** chart.  This value makes travel much easier for those Dungeon Masters just dying for the party to reach that dungeon with the treasure horde protected by the fire-breathing dragon.

# WEATHER TABLES



Weather can play a part in an adventuring party's travel plans. In its most basic form the climate adds color, like "It is a sweltering ninety degrees and your knight feels like he is encased in an oven," or "The rain pelts down and soaks your elf ranger, drenching her cloak as the whipping wind entangles it in her long, silky hair." Then the players can espouse creative prose to relay what their characters may be experiencing in the moment. Maybe they do, maybe they don't, but if they do it can make the moment that much more immersive and evolve from a "point A to point B" interlude to a point of character and party development. Does the knight clench his teeth and bear it with true grit, or does he whine like a chamber-pot boy? Does the elf revel in the wild power of the elements, or does she complain that her cloak is getting ruined or her recent perm is now a shambles? And how do the rest of the player characters react to these responses? Does it change how they feel about the sweltering knight or wet, wind-whipped ranger?

Such situations can allow the players to role-play the moment, belting out some creative prose to make for a potentially more immersive moment. But weather can have other impacts. It can slow progress and can actually cause damage if severe enough. On the open seas, it can be truly deadly.

But it also can be helpful. A tall ship can fly like a bird with a strong wind in its sail. A dense fog can help conceal the party's approach. And a downpour's muddy results can actually help a party when they are being hounded by a pack of goblin wolfriders.

How will you play this?

# CLIMATE ZONES

The type of weather encountered depends primarily upon the climate of the region. Many other factors can play a part, such as unusual land masses (like, say, an enchanted desert), but for simplicity's sake the weather tables are broken up into six different climate zones:

| Zone | Region Type | Description | Example Terrain |
|---|---|---|---|
| A | Tropical/ Subtropical | Hot and humid region, normally equatorial | Rainforests, swamps, lush grasslands |
| B | Arid/Semiarid | Hot and dry, limited greenery | Deserts, dry plains |
| C | Temperate-Warm | Generally mild winters and hot, dry summers | Grasslands, deciduous forests |
| D | Temperate-Cold | Generally mild year-round with warm summers and cool winters | Grasslands, deciduous forests |
| E | Cold | Generally cool year-round with even colder winters | Dry plains, snow-covered mountains, evergreen forests |
| F | Arctic/Polar | Very cold year-round, difficult for humanoids to live | Frozen tundra, glacial mountains, lakes of ice |

Here is the author's concept of how these climate zones might be broken out in the super-continent which includes the Forgotten Realms settings of Faerûn, Kara-Tur, and Zakhara on the world of Toril. Keep in mind this is just provided for consideration, and there are many exceptions based upon specific locations and terrain types (such as deserts within the temperate regions, forests in the arid/semiarid region, and of course mountains have their own climates based upon elevation).
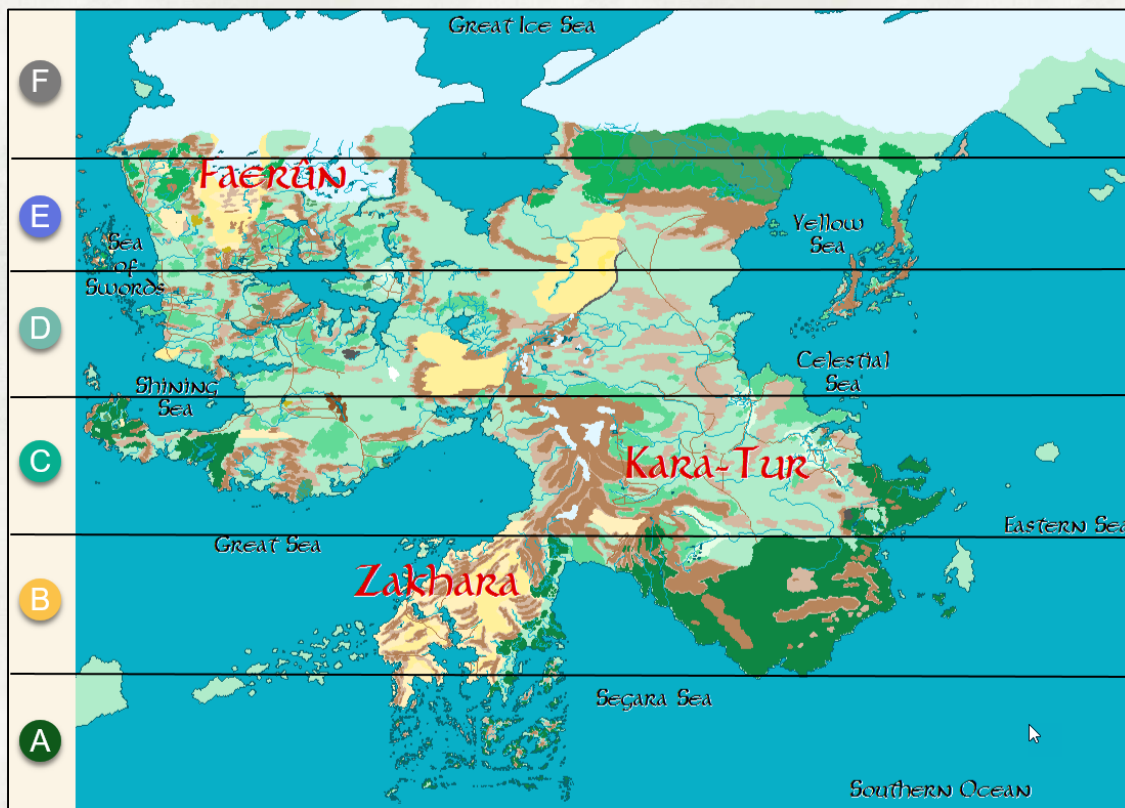
Determining the various components of the elements, and their impact to travelers, roll on the **Climate Table** below based upon the climate zone the party is currently in, and follow the instructions.  Then, separately, roll on the **Wind Table** that follows to determine how hard that rain is hitting you in the face.

There are also sub-rolls in both tables that indicate the chance a storm hits (consult the **Storm Table**), and the chance the current patterns repeat.  All is explained in each section.

| Step | The Question | The Answer |
|---|---|---|
| | **WEATHER TABLES:  STEP-BY-STEP AID** | |
| 1 | **What's the weather like outside?** | Determine what climate zone the party is in and then roll d100 daily on the **Climate Table**.  This will give you the current temperature, any current precipitation, adjustments to traveling by land, a chance of storm (roll a separate d100) and a next-day chance the current weather pattern continues (yet another d100 – what is this, is D&D now a d100 game??). |
| 2 | **OK but is there any wind?** | It can still be gusty even on a sunny day.  Separately, roll on the **Wind Table**, which takes into consideration wind direction, proximity to large bodies of water, impact to travel speed (both land and sea – but the main impact is to sailing ships), and similar to the Climate Table a next-day chance of the current wind continuing. |
| 3 | **How long will this weather pattern last?** | From the two main tables come a chance the same patterns repeat the next day: the general weather (defined as temperature + precipitation) and the wind.  This may seem needlessly complicated, but it helps safeguard this system against having wildly variable, nonsensical weather patterns from one day to the next.  It makes sense for a nonmagical storm to quickly abate, but sunny or cloudy weather often persists longer. |
| 4 | **OK there's a storm outside, how bad is it?** | If the Climate Table sub-roll indicates a storm kicks up that day, consult the **Storm Table**.  Note that this supercedes the current wind pattern, which resets and should be consulted again after the storm subsides (which will happen if the Climate Table indicated the pattern will NOT repeat the next day, though in that case there will sometimes be a new storm chance based upon the next-day d100 rolls!). |

## CLIMATE TABLE

| Roll initially based on Climate Zone, and again for every day the prior day's weather does NOT repeat | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **CLIMATE ZONE** | | | | | | **Tempera-ture** | **Weather Type** | **Land Speed Modifier** | **Storm Chance** | **Chance Weather Pattern Repeats** |
| ←WARMER | | | COLDER → | | | | | | | |
| **A** | **B** | **C** | **D** | **E** | **F** | | | | | |
| 01-05 | 01-08 | 01-02 | — | — | — | 110° | Sunny | — | 0% | 70% |
| 06-08 | 09-10 | 03-05 | — | — | — | 100° | Overcast | — | 5% | 60% |
| 09-15 | | 06 | — | — | — | 90° | Precipitation, Light | — | 10% | 50% |
| 16-30 | | 07 | — | — | — | 80° | Precipitation, Steady | -2 mpd | 15% | 30% |
| 31-40 | | 08 | — | — | — | 70° | Precipitation, Heavy | -4 mpd | 20% | 15% |
| 41-50 | 11-20 | 09-15 | 01 | — | — | 90° | Sunny | — | 0% | 70% |
| 51-60 | 21-25 | 16-20 | 02-03 | — | — | 80° | Overcast | — | 5% | 60% |
| 61-70 | 26-28 | 21-23 | 04-05 | — | — | 70° | Precipitation, Light | — | 10% | 50% |
| 71-80 | 29 | 24-26 | 06 | — | — | 60° | Precipitation, Steady | -2 mpd | 15% | 30% |
| 81-91 | 30 | 27-28 | 07 | — | — | 50° | Precipitation, Heavy | -4 mpd | 20% | 15% |
| 92-93 | 31-45 | 29-35 | 08-12 | 01 | — | 80° | Sunny | — | 0% | 70% |
| 94-95 | 46-50 | 36-50 | 13-16 | 02-03 | — | 70° | Overcast | — | 5% | 60% |
| 96-97 | 51-53 | 51-55 | 17-20 | 04 | — | 60° | Precipitation, Light | — | 10% | 50% |
| 98-99 | 54 | 56-58 | 21-23 | 05 | — | 50° | Precipitation, Steady | -2 mpd | 15% | 30% |
| 00 | 55 | 59-60 | 24-26 | 06 | — | 40° | Precipitation, Heavy | -4 mpd | 20% | 15% |
| — | 56-75 | 29-35 | 06-10 | 07-08 | — | 70° | Sunny | — | 0% | 70% |
| — | 76-85 | 36-50 | 11-15 | 09-12 | — | 60° | Overcast | — | 5% | 60% |
| — | 86-88 | 51-55 | 16-20 | 13-15 | — | 50° | Precipitation, Light | — | 10% | 50% |
| — | 89 | 56-58 | 21-23 | 16-17 | — | 40° | Precipitation, Steady | -2 mpd | 15% | 30% |
| — | 90 | 59-60 | 24-26 | 18 | — | 30° | Precipitation, Heavy | -4 mpd | 20% | 15% |
| — | 91-94 | 61-70 | 27-36 | 19-22 | — | 60° | Sunny | — | 0% | 70% |
| — | 95-96 | 71-78 | 37-45 | 23-28 | — | 50° | Overcast | — | 5% | 60% |
| — | 97-98 | 79-83 | 46-54 | 29-31 | — | 40° | Precipitation, Light | — | 10% | 50% |
| — | 99 | 84-97 | 55-58 | 32-33 | — | 30° | Precipitation, Steady | -2 mpd | 15% | 30% |
| — | 00 | 88-90 | 59-60 | 34 | — | 20° | Precipitation, Heavy | -4 mpd | 20% | 15% |
| — | — | 91-93 | 61-68 | 35-38 | 01-04 | 50° | Sunny | — | 0% | 70% |
| — | — | 94-96 | 79-75 | 39-47 | 05-08 | 40° | Overcast | — | 5% | 60% |
| — | — | 97-98 | 76-80 | 48-50 | 09-12 | 30° | Precipitation, Light | — | 10% | 50% |
| — | — | 99 | 81-84 | 51-52 | 13-15 | 20° | Precipitation, Steady | -2 mpd | 15% | 30% |
| — | — | 00 | 85-87 | 53 | 16-17 | 10° | Precipitation, Heavy | -4 mpd | 20% | 15% |
| — | — | — | 88-92 | 54-56 | 18-22 | 40° | Sunny | — | 0% | 70% |
| — | — | — | 93-95 | 57-68 | 23-28 | 30° | Overcast | — | 5% | 60% |
| — | — | — | 96-97 | 69-72 | 29-33 | 20° | Precipitation, Light | — | 10% | 50% |
| — | — | — | 98-99 | 73-75 | 34-36 | 10° | Precipitation, Steady | -2 mpd | 15% | 30% |
| — | — | — | 00 | 76-77 | 37-38 | 0° | Precipitation, Heavy | -4 mpd | 20% | 15% |
| — | — | — | — | 78-80 | 39-48 | 20° | Sunny | — | 0% | 70% |
| — | — | — | — | 81-90 | 49-55 | 10° | Overcast | — | 5% | 60% |
| — | — | — | — | 91-93 | 56-60 | 0° | Precipitation, Light | -2 mpd | 10% | 50% |
| — | — | — | — | 94-95 | 61-64 | -10° | Precipitation, Steady | -4 mpd | 15% | 30% |
| — | — | — | — | 96-00 | 65-68 | -20° | Precipitation, Heavy | -5 mpd | 20% | 15% |
| — | — | — | — | — | 69-75 | 0° | Sunny | — | 0% | 70% |
| — | — | — | — | — | 76-80 | -10° | Overcast | — | 5% | 60% |
| — | — | — | — | — | 81-83 | -20° | Precipitation, Light | -2 mpd | 10% | 50% |
| — | — | — | — | — | 84-86 | -30° | Precipitation, Steady | -5 mpd | 15% | 30% |
| — | — | — | — | — | 87-88 | -40° | Precipitation, Heavy | -7 mpd | 20% | 15% |
| — | — | — | — | — | 89-93 | -20° | Sunny | — | 0% | 70% |
| — | — | — | — | — | 94-96 | -30° | Overcast | -2 mpd | 5% | 60% |
| — | — | — | — | — | 97-98 | -40° | Precipitation, Light | -4 mpd | 10% | 50% |
| — | — | — | — | — | 99 | -50° | Precipitation, Steady | -6 mpd | 15% | 30% |
| — | — | — | — | — | 00 | -60° | Precipitation, Heavy | -8 mpd | 20% | 15% |

| EXPLANATION OF COLUMNS AND RELATED RULES | |
|---|---|
| Climate Zone | Roll on this initially based upon climate zone, and again the next day if the pattern does not repeat |
| | **A= Tropical/Subtropical** (hot and humid region, normally equatorial) |
| | **B = Arid/Semiarid** (hot and dry, limited greenery) |
| | **C = Mediterranean** (generally mild winters and hot, dry summers) |
| | **D = Temperate-Warm** (generally mild year-round with warm summers and cool winters) |
| | **E = Temperate-Cold** (generally cool year-round with even colder winters) |
| | **F = Arctic/Polar** (very cold year-round, difficult for humanoids to live) |
| Optional season modifiers: | **Spring = -10%, Summer = -20%, Fall = +10%, Winter = +20%**  (highest roll = 01, lowest roll = 100) |
| Temperature | **Optional temperature modifiers:** |
| | +5° per 2000 ft elevation |
| | -10° for nights |
| | ±15* for deserts (day/night) |
| | -10* if at sea or coastal (<2 miles from sea) |
| Weather Type | **If precipitation, type determined by temperature:** |
| | >40°       = rain |
| | 30°-40°   = hail |
| | <30°       = snow |
| Storm Chance | Roll every time the weather pattern changes (see *Chance Pattern Repeats* below). |
| Land Speed Modifier | Append any **Wind Table** modifier, but replace with any **Storm Table** modifier. |
| Chance Pattern Repeats | After a weather pattern has been rolled, roll on this column instead each subsequent day until it fails; once it fails, re-roll for a new weather pattern based on climate zone |

# WIND

Wind determination is purposely a separate table and a separate daily roll.  After all, you can have a strong wind on a sunny day or a rainy day.  Plus we need to know which direction the wind is blowing which will dictate potential impact to travel speed – particularly for sailing vessels which of course depend upon wind to move.

## WIND TABLE

| **WIND SPEED** (roll daily & independently of Climate Table roll) | | | | | | | | **WIND DIRECTION** (roll daily along with Wind Speed) |
|---|---|---|---|---|---|---|---|---|

| **General Terrain Type** | | | Wind Speed | **Wind-Based Modifiers** | | | Chance Wind Repeats |
|---|---|---|---|---|---|---|---|
| Over-land | Coastal/ Lake | On the Sea | | Ship Crew Success Modifier | Waterborne Sailing Speed | Overland Travel Speed | |
| 01-20 | 01-15 | 01-10 | 0 mph | — | No mvmt | — | 20% |
| 21-60 | 16-50 | 11-40 | 10 mph | — | ±5 mpd | — | 60% |
| 61-80 | 51-75 | 41-60 | 20 mph | — | ±10 mpd | — | 70% |
| 81-88 | 76-85 | 61-80 | 30 mph | — | ±15 mpd | — | 50% |
| 89-92 | 86-91 | 81-88 | 40 mph | -1 | ±20 mpd | — | 40% |
| 93-95 | 92-95 | 89-92 | 50 mph | -2 | ±25 mpd | — | 30% |
| 96-97 | 96-97 | 93-97 | 60 mph | -3 | ±30 mpd | ±1 mpd | 20% |
| 98-00 | 98-00 | 98-00 | 70 mph | -4 | ±35 mpd | ±2 mpd | 10% |



| Die Roll | Chance of Direction Change |
|---|---|
| 01-80 | Wind blows in predominant direction (as determined by the DM; for sea travel it should follow established trade routes) |
| 81-00 | Direction changes (d8 on compass) |

| **EXPLANATION OF COLUMNS AND RELATED RULES** | |
|---|---|
| **Wind Speed by General Terrain Type** | **Overland:** Includes river travel<br>**Coastal/Lake:** Coastal lands include lands within 2 miles from the seashore in both direction (land and sea).<br>**On the Sea:** Must be >2 miles from the seashore. |

| **OPTIONAL MODIFIERS BY CLIMATE ZONE** | **OPTIONAL "DAILY PRESSURE ZONE" RULE:** **ROLL FOUR TIMES DAILY INSTEAD OF ONCE** |
|---|---|
| • Climate Zone A: -20 to wind speed roll<br>• Climate Zone B: -10 to wind speed roll<br>• Climate Zone C: no modifier<br>• Climate Zone D: no modifier<br>• Climate Zone E: +10 to wind speed roll<br>• Climate Zone F: +20 to wind speed roll | 1. Morning (6-10am): +20 to wind speed roll<br>2. Day (10am-4pm): no modifier<br>3. Afternoon (4-8pm): +20 to wind speed roll<br>4. Night (8pm-6am): -20 to wind speed roll<br>Wind repeat and direction tables should still be rolled. |

| | |
|---|---|
| **Ship Crew Success Modifier** | Modifier to the success of a ship's crew when checks are required to overcome various hazards (as detailed in the D&D core book Ghosts of Saltmarsh, Appendix A, starting at page 200). |
| **Waterborne Sailing Speed** | **Add** to ship speed if wind is at your back (aft, off the port quarter, or off the starboard quarter); **subtract** if wind is in your face (foreward, off the port bow, or off the starboard bow – see *Halfmoon's Waterborne Travel Guide* for additional information). Superseded by **Storm Table**. In a dead calm (0 mph), not even the ship's base sailing speed will be applicable, and the ship will only move with the water's current (or by rowing). |
| **Overland Travel Speed** | Apply a similar approach to land speed as ship speed, i.e. if wind is at the traveler's back, add this modifier and the reverse if in his/her face. Stacks with the Land Speed Modifier from the **Climate Table**, but superseded by the **Storm Table**. |
| **Chance of Wind Repeat** | Roll this first on subsequent wind rolls to determine if the same wind strength holds for another day. |
| **Wind Direction** | Roll initial wind direction, then roll Chance of Direction Change along with each new wind speed roll. |

## STORMS

If a roll from the **Climate Table** indicates a storm has struck, the below table supercedes any land speed modifier from that table as well as the values in the **Wind Table**. Whatever storm is rolled remains until the weather pattern changes. Also, unlike the +/- travel pace variables noted in those tables, traveling in a storm can only hinder travel owing to the ferocity and variability of its winds.

## STORM TABLE

| | | | Travel Pace Modifiers | | Damage Per Day of Exposure to Precipitation | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **STORM ATTRIBUTES** (roll every day the Climate Table indicates a storm) | | | | | | | | | | | |
| Die Roll | Storm Type | Wind Speed | Waterborne (Ship) | Overland | Lt Rain/ Any Snow | Steady/ Hvy Rain | Hail | Sand | Dust | Obs-curity | Storm DC |
| 01-50 | Gale/Light Storm | 80 mph | Special | 75% pace | — | — | 1 hp | — | — | — | 10 |
| 51-80 | Strong Storm | 90 mph | Special | 50% pace | — | — | 2 hp | 1 hp | — | — | 15 |
| 81-88 | Hurricane Category 1 | 100 mph | Special | 40% pace | — | 1 hp | 3 hp | 2 hp | — | — | 18 |
| 89-92 | Hurricane Category 2 | 110 mph | Special | 30% pace | — | 1 hp | 4 hp | 3 hp | 1 hp | Light | 20 |
| 93-95 | Hurricane Category 3 | 120 mph | Special | 20% pace | 1 hp | 2 hp | 5 hp | 4 hp | 1 hp | Light | 22 |
| 96-98 | Hurricane Category 4 | 140 mph | Special | 10% pace | 1 hp | 2 hp | 6 hp | 5 hp | 2 hp | Heavy | 26 |
| 99-00 | Hurricane Category 5 | 160 mph | Special | 5% pace | 2 hp | 3 hp | 7 hp | 6 hp | 2 hp | Heavy | 30 |

**EXPLANATION OF COLUMNS AND RELATED RULES**

| Travel Pace Modifiers | **Waterborne (Ship):** Impact to a ship's speed by a storm is dictated by the Storm Hazard rules as defined in Appendix A of the **Ghosts of Sartmarsh** core D&D book (page 202). In short, there is no impact to a ship's speed if all officers and the crew succeed on their Storm Check rolls. **Overland:** This is the % of travel pace listed by mode of transport, type of terrain, and other variables in the **Overland Travel Pace Chart** of *Halfmoon's Overland Travel Guide*. |
|---|---|
| Damage Per Day of Exposure to Precipitation | Any individuals caught in a storm for at least 4 hours over the course of the day will take the indicated damage, with snow/rain causing bludgeoning damage and hail, sand, and dust causing piercing damage. The damage assumes normal clothing worn. This damage is adjusted as follows (shield effect is cumulative): <br>• No clothing: +1 to damage <br>• Light armor: -1 to damage <br>• Medium armor: -2 to damage <br>• Heavy armor (including *stoneskin*): -3 to damage <br>• Shield (including the spell): -2 to damage <br>**OPTIONAL RULE – THUNDERSTORMS:** Wearing or wielding metallic items will result in a chance of being struck by lightning for 3d6 hp lightning damage each day (effects are cumulative): <br>• Metal weapon exposed: 2% <br>• Metal helm worn: 3% <br>• Metal shield exposed: 5% <br>• Medium metal armor: 8% <br>• Heavy metal armor: 10% |
| Obscurity | The stronger storms create vision impairment as indicated (for details on obscurity, consult the **PHB** page 183). |
| Storm DC | This column indicates the Difficulty Class by storm type as an expanded version of the DCs suggested in page 202 of the **Ghosts of Saltmarsh** core D&D book, and is principally oriented toward ship-based travel. |

## CATCHING A COLD (OPTIONAL)

Normally one assumes adventurers are very hardy and don't have to worry about such mundane concerns as catching a cold, but it does add a level of realism to the game.  This is an optional component so is not included in the storm subtables, and assumes only characters who are exposed to the elements would have to worry about catching a cold.  Technically the adventurer who fails his or her save would have already contracted a cold and the weather simply makes it manifest into an impactful condition.  If the DM decides to add this element of flavor, follow these rules:

### CONTRACTING AN AIRBORNE VIRUS

| |
|---|
| CON save vs. DC equal to 1/10 windspeed every day player is exposed or contract a cold, with these modifiers: |
|     •    ±1 to DC per 10° below/above temperature of 50° (after wind chill factor calculated) |
|     •    If precipitation:  DC = +2 for light, +3 for steady, and +4 for heavy rain, hail, or snow |
| If cold is contracted, CON save again as above every day exposed or cold becomes flu |
| If flu is contracted, CON save again as above every day exposed to storm or flu turns into pneumonia |
| If pneumonia is contracted, CON save again as above every day exposed or suffer pneumonia sympoms again |
| COLD:            Character suffers 1 point of Exhaustion |
| FLU:               Character suffers 1-2 points of Exhaustion (cumulative with cold) |
| PNEUMONIA:    Character suffers 1-3 points of Exhaustion (cumulative with cold and flu) |

For example, a character in 50-mph winds (5 DC base) in 0° weather (+5 DC=10) in a heavy snowfall (+4 DC=14) rolls a 10 CON save and starts coughing and sneezing, having contracted a cold and suffering 1 level of exhaustion (disadvantage on all ability checks).  He finds shelter and does a long rest, recovering from exhaustion.

The next day he still trudges through the same blizzard (same DC of 14) and rolls a 5, failing again and contracting the flu.  The DM rolls a 2 (4-6 on d6) and the character is now at the 2nd level of Exhaustion, meaning he's back to ability disadvantage plus his speed is halved.

Let's say he doesn't get a chance to long-rest, and continues through the freak storm the next day.  He rolls a 13, failing yet again and catching pneumonia, and the DM rolls a 3 (5-6 on d6), which is added to his flu exhaustion for level 5 exhaustion.  On top of his flu sympoms, he now has disadvantage on attack rolls and saving throws, his hit point max is halved, and he has a move of zero.  Unless rescued, one more failed save exposed to the elements will result in death.

### *Author's Reflection: It Was a Dark and Stormy Night…according to my dice*

Weather plays an important part in anybody's travel, whether you're living in a mundane, nonmagical place like Earth or living in the exciting multiverse of Dungeons & Dragons. While it is true that meteorology, the science of weather forecasting, has not yet made it to the fantasy universe (though perhaps the party can find some high-level wizard who can predict future weather patterns), nevertheless the band of adventurers can consult a map or discuss plans with city travel advisors (or the town bartender) before venturing out. Climate zones can potentially be marked on a map of the land in which the DM is running the adventure, which would provide travelers with a general knowledge of what kind of climate and weather they might expect.

As with all things in this book, random weather determination is simply an option for the DM. It provides additional flavor by introducing the natural unpredictability of weather, projecting a physical feel to the players (e.g. "It is sweltering hot and you are very uncomfortable in your full plate"), and giving the DM a practical tool for determining actual, physical impact (e.g. "The winds are blowing strongly against you, slowing your progress for that day" or "A violent storm pelts you with hail that cuts you like shards of glass, dealing 1 hit point damage").

But should the DM already have similar tools in his back pocket, or already has a plan for weather tied to his campaign (as in "You near Mount Thunder and suddenly the air around you turns to a biting cold"), or simply doesn't want to juggle yet another variable in his campaign, I won't feel slighted.